



AWA

**SYDNEY-HOBART
YACHT RACE
1986**

Solo
Official Souvenir Program \$4.95*

Mercedes-Benz extends the practical limits of automotive technology.



The new mid-range Mercedes-Benz saloons have been hailed as the most advanced in the world. Just as the saloons have extended the known technological boundaries, so does their counterpart in station wagons: the all new Mercedes-Benz 230TE.

There's no other station wagon in the world like it. The 230TE delivers standards of performance, of handling, of ride characteristics and of safety that have never been available in station wagons before. And, of

course, the 230TE offers flexibility and practicality for a multitude of situations; as a business limousine, as a sporting companion, as a country tourer or as an incredibly spacious family car.

**TWO YEAR
UNLIMITED
KILOMETRE
WARRANTY.**

Its powerplant is the silent, turbine-smooth single overhead camshaft 2.3 litre Mercedes-Benz fuel-injected engine that sets new standards for sheer efficiency in terms of economy and performance.

Unlike other wagons, the new 230TE rides like a saloon because an automatic sensor adjusts the amount of hydraulic fluid in the rear shock absorbers, thus maintaining ride level under all load conditions. In turn it maintains correct front wheel geometry so that steering is precise even under heavy load conditions.

Seating is available for up to seven, with rear fold-up seat for children. All passenger seats fold flat to cope with a multitude of sizes and shapes.

The world's finest station wagon features air-conditioning, power assisted steering, central locking, luggage blind, a retractable cargo safety net

and every safety feature that you would expect of a Mercedes-Benz. In addition, you are covered by a two year, unlimited kilometre warranty. So, your money buys unrivalled Mercedes-Benz engineering integrity that protects your automotive investment.



Engineered like no other car.

MBA654

Our target was uncompromising sound, even in the compromising environment of a moving automobile. And with advanced electronics, Clarion Car Stereo hits the mark. A variety of convenient, easy-to-use features is sure to make a Clarion the apple of your eye. The choice of models will satisfy the most particular of audiophiles. Clarion reliability is legendary. So for music from Joe Williams to the William Tell Overture, listen on a Clarion Car Stereo. And drive happily ever after.

AWA Clarion

For further information: Amalgamated Wireless (Australasia) Limited, 554 Parramatta Rd., Ashfield, N.S.W., 2131 Phone: 797-5757

OUR AIM IS TRUE.



AUSTRALIAN AIRLINES

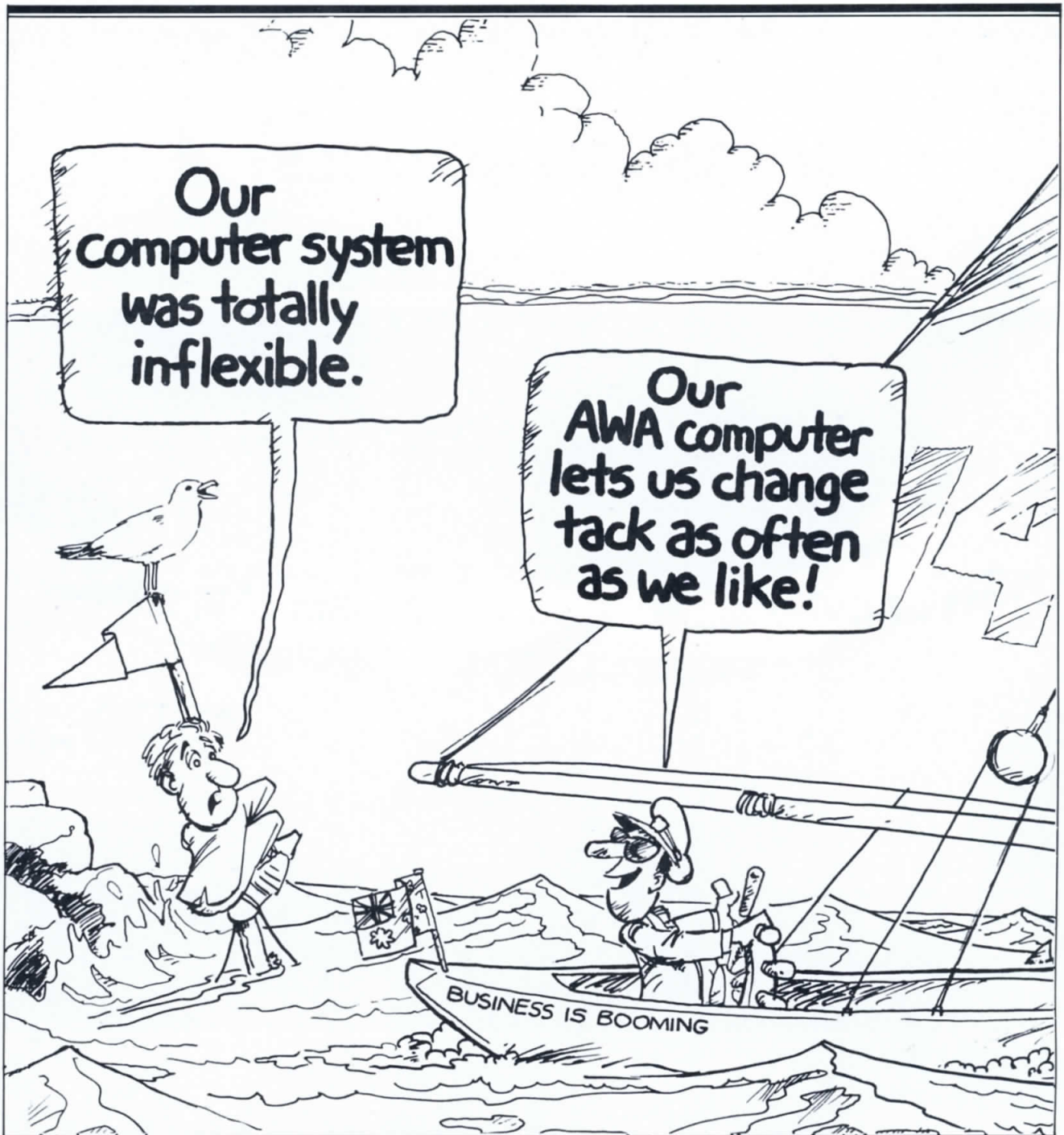


THE PROUD AUSTRALIAN

Australian Airlines is no stranger to the yachting world, and particularly the AWA Sydney-Hobart race. As TAA, Australian Airlines was the first commercial sponsor of the Sydney-Hobart.

As Australian Airlines, it continues its long association not only with that race, but as a sponsor of the Sydney-Gold Coast race, and is of course, the official Australian airline for the Defence of the America's Cup.

In August 1986, Australian Airlines emerged as a new name in the Australian sky, with the arrival of its first high technology Boeing 737-300 aircraft, bringing even higher standards of service, comfort and efficiency.



A business can also sink. Particularly if its computer system is inflexible.

That's why AWA computer systems are designed to let you change course as often as you please.

Programming upgrades are a breeze. In fact, instead of taking weeks or months, as on other computers, they take only hours or days on AWA computers.

AWA computers are proving themselves in



Sequel Series 9000 Computer

virtually every industry, in government, education and service organisations.

Just as they've proved themselves by providing sophisticated support for Australia's annual ocean classic, the AWA Sydney-Hobart.

If your computer's inflexibility is taking you into heavy weather, talk to us.



AWA COMPUTERS

We speak your language. Call us.

NSW (02) 922 3300 • QLD (07) 369 3577 • VIC (03) 522 2211 • TAS (002) 238 555 • WA (09) 321 9334
 • SA (08) 333 2044 • ACT (062) 95 3255 • Auckland 789 055 • Wellington 851 279 • Christchurch 62 724

AWA 027A

The world's first remote controlled modular radar is now within your reach.

It's Vigil® RM Radar from AWA — radar so simple, so clear and with so many unique features that it is at the forefront of marine technology. Around the world, pleasure-boat owners are the big winners.



The scanner weighs just 11 kg



Clear, bright picture at all times



Detachable keyboard — unique in radar

HIGH TECHNOLOGY MAKES THE DIFFERENCE

The advanced circuitry used by Vigil® RM Radar not only gives you the flexibility, ruggedness and reliability you'd expect from AWA Marine products ... but also, it allows Vigil® RM to provide you with many outstanding features not normally found in comparable units. For example:

- State-of-the-art modular design weighs less, takes up less space, and is a breeze to service.
- The touch-button remote keyboard controls every function — including a variety of 'big ship' facilities — with user-friendly instructions on the screen to assist operations.
- While at sea or at anchor, a 'guard zone' provides an extra watchperson; alarms will be triggered if any target enters the sectors you have selected.

Vigil® RM Radar.

Versatile, simple to use and superb value for pleasure-boat owners.

BRIGHT DISPLAY — NIGHT AND DAY

The monitor features the raster scan, television-type image which is ideal for direct viewing in daylight. Multiple levels of adjustment are available for viewing in any condition, or let Vigil® RM select an optimum tuning level automatically.

The actual picture size is 180mm wide by 135mm, and the screen has a removeable faceplate to protect against impact, condensation and spray.

For greater flexibility, an optional second monitor can be installed to give you the advantage of dual-helm stations.

CORDLESS KEYBOARD MEANS MORE FREEDOM

The remote keypad operates all functions, including two variable range markers and two electronic bearing markers which make Vigil® RM a simple but effective tool in all sea conditions for navigation and watch keeping. Other functions available from the keypad are range rings from 112m up to 16nm, rain and sea clutter control, track, standby which retains settings while not in use and has a hold for freezing any image.

In essence, you have professional facilities at your fingertips at a price you can afford.

AWA

More than just a name — a lifeline

Post to: AWA Marine, 67 Lords Road, Leichhardt, NSW 2040

Please send me more information on Vigil® RM Radar and the address of the nearest authorised AWA Marine Dealer.

NAME _____

ADDRESS _____

POSTCODE _____

RM86CH

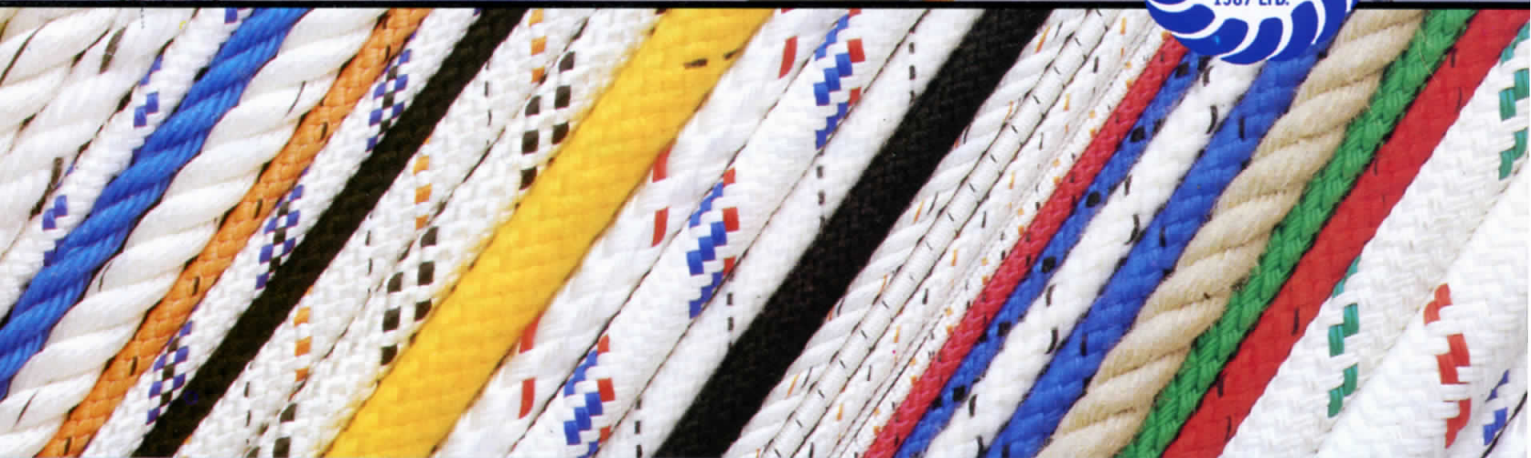


The switched on company

MARLOW·KENWAL

YACHT ROPES

WHEN WINNING MEANS EVERYTHING!



INSIST ON THE STRENGTH OF CODED MARLOW-KENWAL SUPER ROPE!



Available from your regular chandler or Manufacturers: **DOWNES & SON PTY. LTD.**

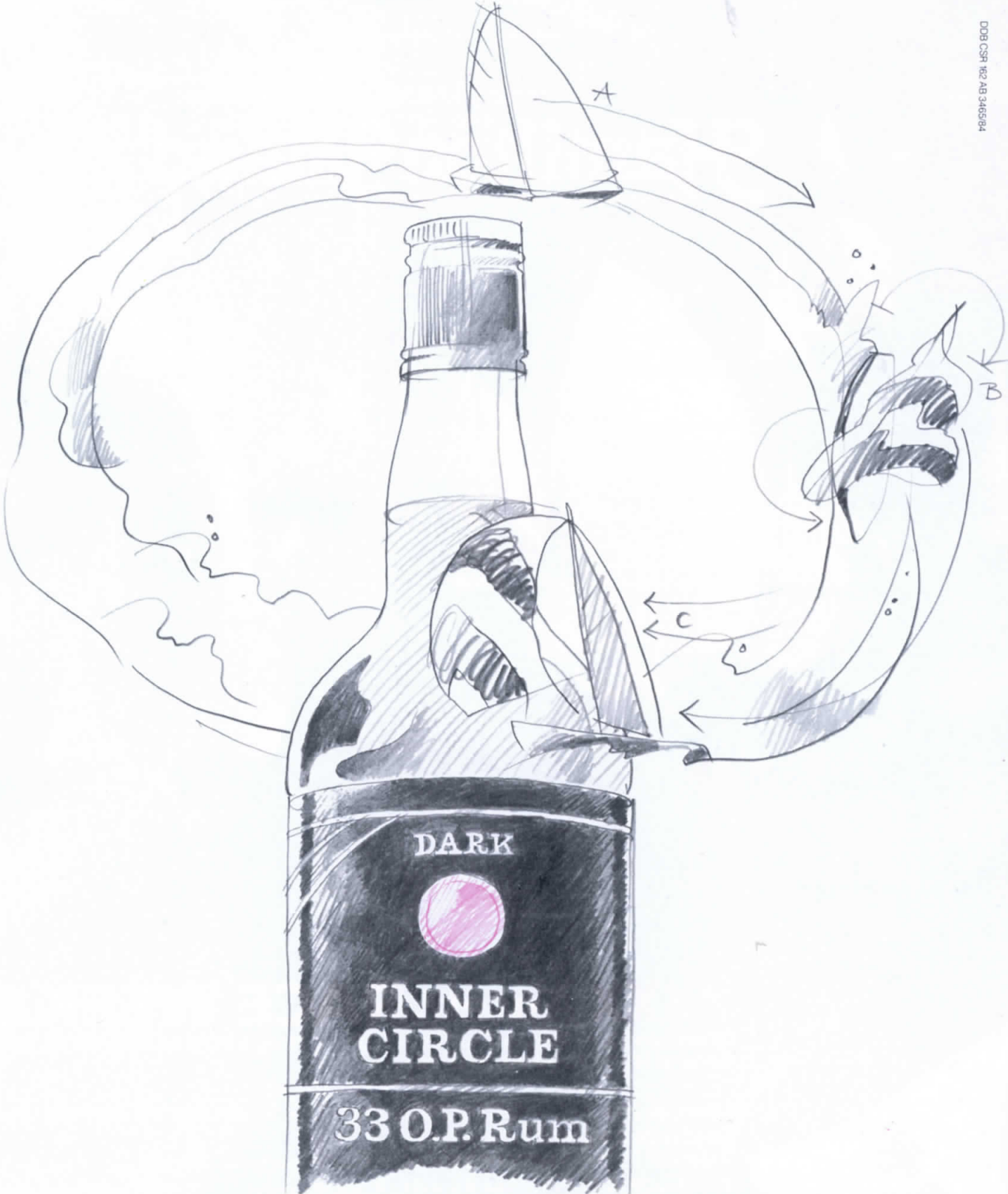
VIC
Tel: (03) 383 2666
Telex: AA 37421

NSW
Tel: (02) 51 4321
Telex: AA 71959

QLD
Tel: (07) 44 7471

SA
Tel: (08) 46 3510

WA
Tel: (09) 362 2729



**Sooner or later, every rum drinker discovers
the satisfaction of the Inner Circle.**

Winner of more local and international medals than any other rum in the world.

GREAT BARRIER REEF AUSTRALIA

Conducted at
Hamilton Island
BY THE HAMILTON ISLAND YACHT CLUB INC.

XXXX Ansett. **RACE WEEK 87**

Other Sponsors: Magna Charter — Sydney, Omega from Bruce & Walsh, Sydney, General from Chandlers, Mackay.

THE RACES

Saturday 25.4.87 25 miles (approximately) — The South Molle and Daydream Island Trophy.

Sunday 26.4.87 XXXX Classics 1 & 2

2 races of 15 miles (approximately) each around triangular courses.

Tuesday 28.4.87 Coral Sea Race (I.O.R. yachts only) — 170 miles (approximately).

Short Coral Sea Race (Performance Handicap yachts and multihulls only) — 85 miles (approximately). Mini Coral Sea Race (cruising yachts only — 17 miles (approximately).

Friday 1.5.87 Ansett Challenge 1 & 2

2 races of 15 miles (approximately) each around triangular courses.

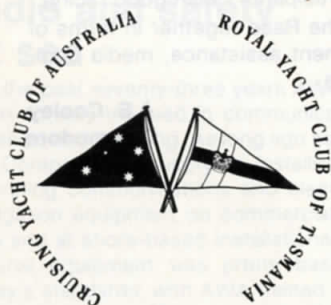
Saturday 2.5.87 22 miles (approximately) — The Lindeman Island Trophy.

Full details available from your Yacht Club Secretary or from Hamilton Island Yacht Club Inc.
P.O. Box 471, Airlie Beach, Qld, 4802. Phone (079) 46 9357.



AWA SYDNEY-HOBART YACHT RACE 1986

42ND YEAR



26 December 1986

1300 ESST
(0200 hrs Zulu)

Starter's Vessel

HMAS *Fremantle*

Official Starter

J.A.L. Hooke

Chairman,

Amalgamated Wireless (Australasia) Limited

Organised by

The Cruising Yacht Club of Australia

with the co-operation of

The Royal Yacht Club of Tasmania

Published by: The Cruising Yacht Club of Australia, New Beach Road, Darling Point, NSW 2027. Telephone (02) 32 9731. Telex AA72278 SEWYSE. Cables 'SEAWYSEA', Sydney.

Editor: David Colfelt

Publications Committee: D. Kellett (Chairman) A. Cable (Deputy Chairman), D. Colfelt (Editor), J. Becquet, A. Brown, R. Copeland, S. Peacock, M. Power, F. Sticovich, J. Woodford.

Cover: by M. Sokal, based on a photograph by Sally Samins.

Program design: Carolyn and David Colfelt Productions.

Typesetting: Cryptographica/Photoset Computer Service Pty Ltd., Sydney

Printed by: Maxwell Printing Co. Pty. Ltd., 862 Elizabeth St., Waterloo, NSW 2017

*Recommended maximum retail price only.

CONTENTS

- Commodores' Messages..... 10**
Messages to participants and spectators in the 1986 AWA Sydney-Hobart Yacht Race from the Commodore of the Cruising Yacht Club of Australia and of the Royal Yacht Club of Tasmania.
- General Race Information 11**
General Race background information — Race Communications; the Radio Relay Ship; general information about the Sponsors; appreciation.
- Sail Number Identification chart 18-19**
List of yachts in ascending sail number order, with details of hull colour, principal dimensions, construction, rating, TCF, owner/charterer, designer, etc.
- 1986 Entries..... 20**
A Souvenir Program exclusive — written by insiders at the Cruising Yacht Club of Australia; the complete 'form' and details of each entry, with crew lists.
- Passage to Paradise 34**
The Cruising Yacht Club has excelled in the conduct of long ocean passage races, under the energetic direction of Peter Rysdyk. Passage racing has a special appeal, and in May 1987 the CYCA will send another fleet of adventurers to the Pacific paradise of New Caledonia.
- The Ocean Racing Simulator 40**
These are the days of simulation, where electronic wizardry can prepare humans for complex and dangerous tasks in the safety of the living room. Cartoonist Greg Gaul develops some ideas, in conjunction with the Publications Committee, on preparing would-be ocean racers for what's to come.
- Images of the Hobart..... 42**
Photoessay by Sally Samins, official photographer for the America's Cup, who flew with Peter Rogers in the Leeds Helicopter last year while he filmed the Hobart Race (see page 80). Sally is one of the world's most sought-after marine photographers, and she captured some dramatic images of this ocean racing classic.
- The CYCA and the America's Cup 49**
Members of the Cruising Yacht Club of Australia have been involved with Australian America's Cup challenges since the first one in 1962. CYCA Vice Commodore David Kellett reviews the history of CYCA Member involvement.
- Racing through the '80s 52**
Peter Campbell interviews Sydney sailmaker and ocean racing proponent Bob Fraser in a wide ranging discussion of where Australian ocean racing is headed.
- The last laugh 56**
Cartoonist and friend of the CYCA Peter Harrigan passed away recently, one of Australia's finest nautical sketchmakers and humourists. We salute Harrigan with a collection of the best cartoons he has done for us over the years.
- Statistics of the Hobart Race..... 59**
Complete tally of results of every Sydney-Hobart Race since 1945, with a pictorial gallery of winners.
- The modern ocean racer 73**
Sandy Peacock takes a prophetic view of the Hobart Race.
- Going the distance..... 76**
What does it take to finish a Hobart Race? Mike Power looks behind the scenes.
- Index to advertisers 14**



Commodore
A.E. Cooley

Vice Commodore
D.B. Kellett

Rear Commodores
L. McClean
G.E. Marshall

Hon. Treasurer
D.L. Don

Directors
A. Brown
D. Fuller
D. Hundt
L. Minehan
J.K. Morris

General Manager
J. Terry

AWA Sydney-Hobart Race Organising Committee
G.E. Marshall (Chairman)
S. Blow (AWA)
D. Kellett
J. Terry

Communications Centre
D.F. Walker-Smith
J. Morris
M. Bryden-Brown
J.H. Hill
N. McDonald



Royal Yacht Club of Tasmania

Commodore in Chief
His Excellency the Governor
Sir James Plimsoil, A.C., C.B.E.

Commodore
O.H. Hedberg

Vice Commodore
W.J. Cooper

Rear Commodore
E.J. McDermott

Race Director
R.A. Johnston

Officer of the Day
B.B. Donaldson

Press Centre
J.L. Honeysett

Liaison Officer
M.D. Jones

Information Centre - Dockside
I.C. MacMillan

Patrol Launch Officer
R.H. Batt

Secretary/Manager
A.B. Nielson, D.F.C.

Cruising Yacht Club of Australia



The AWA Sydney-Hobart Yacht race is a firmly established part of the Australian Christmas Holiday. It provides entertainment for millions of Australians and a sporting event for the participants which is one of the few ultimate challenges for ocean racing enthusiasts. The enormous popularity of the Race has now reached a point where two starting lines will be used — another first in the history of great ocean racing classics. The start will be watched with more than usual interest by all. The Race is about people — those who participate, and those who provide the infrastructure for this Race to happen. To the participants I wish good racing. To the armies of our friends who help to put the Race together in terms of sponsorship, Government and Local Government assistance, media communication, and sheer hard work I say — thanks.

**A.E. Cooley
Commodore**

The Royal Yacht Club of Tasmania



The 42nd Sydney-Hobart Race is the first major event in a year which will bring yachting history alive in Australia. The America's Cup and to a lesser extent the Hobart-Fremantle Race will capture the attention of the entire world over the next few months; and the fine traditions of the well recognised Sydney-Hobart ocean classic will be an excellent introduction to these events.

A history of success and safety often brings change for better and fairer competition. I am sure all yachtspeople will applaud the introduction of two separate starting lines for a safer start and also the lesser penalties for minor infringements in a congested Sydney harbour.

Our great Race needs more than history and enthusiastic yachtsmen to exist; it needs time the of many volunteer workers and the financial support of generous sponsors. We are indebted to our major sponsor, AWA, to Australian Airlines, to Tasmanian Breweries, the Tasmanian based Australian Maritime College, The Hobart Marine Board and the incredible array of volunteers. Many volunteers have served both Clubs in a variety of positions each year the Race has been run; this year we will sadly miss the long-standing Officer of the Day, Don McIndoe, who passed away in July. He had been a Race official since the first Sydney-Hobart and often spent New Year's Eve in the finishing box welcoming yachtsmen to Hobart. Don served yachting in a variety of areas including AYF President (twice) and as a Flag Officer of the RYCT.

On behalf of The Royal Yacht Club of Tasmania, I thank all those who give so freely of their time; I wish competitors a fast and enjoyable journey and a safe arrival in Hobart, where Flag Officers and Members of the RYCT and, indeed, the general public will extend a very warm welcome.

**Olaf Hedberg
Commodore**

General Race Information

AWA — a tradition in radio and safety at sea

For the past seventy-three years AWA has been actively involved in communications for ships and shipping. As long ago as 1913 the Company was supplying, installing and operating communications and electronic navigation equipment on commercial vessels and at shore-based installations. This original equipment was pretty basic by today's standards, with AWA trained operators having only a Morse key with which to maintain contact with ship or shore stations. Gradually as wireless developed operators were able to send and receive spoken messages.

For almost twenty-five years AWA operated Australia's Coast Radio Service, a chain of stations around Australia and Papua New Guinea. These stations were the ears of the land — listening for, receiving and passing on messages from shipping — providing a communications lifeline for mariners.

Over the years AWA has provided on-board radio officers to maintain and operate equipment, and the Company has a shore-based support infrastructure with depots at the main ports throughout Australia and New Zealand. Ninety-five percent of Australian ships now have radio communications and navigation equipment serviced by AWA.

AWA's research and development in communications extends to the fishing industry and to pleasure craft as well, providing and maintaining service for navigation equipment, radios, depth sounders, radar, automatic pilots and gyrocompasses. In recent times AWA has been involved in the design and production of satellite navigation equipment and Omega navigation systems equipment.

In the forefront of modern electronics, communications and data processing

Today AWA also designs, develops, manufactures, installs and maintains an extensive range of electronics and communications products and systems — telephone equipment, defence systems, air navigation aids and information systems. Its range of operations covers electronics and



Wyuna, training ship of the Australian Maritime College, is again the Radio Relay Ship for the 1986 AWA Sydney-Hobart Yacht Race. She carries the most up-to-date communications and navigation equipment.

communications, computers and information technology and supplying monitoring facilities for the AUSSAT domestic satellite.

AWA also operates a national network of commercial radio stations extending from Perth around the coast to Cairns.

The Company's research and development facilities cover a wide range of scientific research and engineering design activity for both Australian government departments as well as the private sector.

AWA is also Australia's largest operator of computerised on-course totalisators. The giant display screens at the Royal Hong Kong Jockey Club are among the most sophisticated and largest in the world.

Space age AWA Race support

A sophisticated network of computers, satellites, radio and facsimiles are all part of the technological support for the 1986 AWA Sydney-Hobart Race.

AWA has provided communications equipment for the Race for the past eighteen years. The Company became the major Race sponsor in 1984, and, fatefully, that year bad weather turned the Race into one of the toughest on record (at least as measured by the number of retirements — a record 78% of the fleet dropped out). That year the AWA safety network proved invaluable.

Two nights out from Sydney, the AWA Radio Relay Vessel Wyuna was called by three yachts seeking urgent assistance. The AWA communications team on board kept constant touch with the three, advised other yachts in the fleet of the situation as it developed and directed them to, where possible, give assistance.

At the same time the team was relaying

all information back to the Cruising Yacht Club in Sydney where it was passed on to search and rescue authorities in Canberra.

The radio relay vessel

For this year's Race the centre of the support system is again the radio relay vessel TV Wyuna, loaned to the Race organisers by the Australian Maritime College, at Launceston, and manned by an all-volunteer crew.

On board will be four AWA radio operators and technicians to operate and service the equipment including a ship-earth satellite station, two 16-bit microcomputers, a statistical multiplexer and an array of the latest AWA radio equipment.

Increased use of satellite systems has revolutionised ship-to-shore communications, and this is put to great advantage in positioning the yachts in the AWA Sydney-Hobart.

New video track plotter

A video track plotter will be among the lat-



est tracking equipment on board Wyuna. Supplied by AWA, the Taiyo Course Plotter is a compact graphical plotting instrument which displays a latitude and longitude grid, the ship's position and other navigational information. The plotter can draw coastlines, harbours and islands and it can mark satellite fixes. It is capable of storing up to five locality maps, which will cover the whole Sydney-Hobart course.

The position of Wyuna is entered automatically by navigation information received from the satellite navigator and the GPS navigator, two systems that form the basis of the conventional satellite navigation systems. Wyuna carried the Trimble 10X GPS Navigator during last year's Race.

The revolutionary Global Positioning System developed in conjunction with the US Department of Defence is able to track seven satellites and to provide worldwide continuous positioning information to an accuracy of ten metres. (Other satellite navigation systems are accurate only to within 500 metres.) With this equipment Wyuna is able to know instantly the exact whereabouts of any of the competing yachts.

The course plotter displays Wyuna's position and track history as well as 50 other positions of interest. For the 1986 Race these positions will be those of competing yachts.

The 'skeds'

Twice a day all yachts are required to radio their positions to Wyuna; these are passed on to shore-based authorities. Race officials need this information as quickly as possible, and the media and public are always asking for current information. For ease of operation and to speed up the process, the twice-daily radio schedules ('skeds') are done in two parts, dividing the fleet into Group 'A' and Group 'B' yachts. As Group 'A' radios its positions to Wyuna, each yacht's latitude and longitude is entered into an AWA Corona personal computer. This 16-bit microcomputer uses the Pick-compatible Reality system and features the R/Net utility that puts the data into the necessary form for transmission to shore.

The computer is linked to a statistical multiplexer which enables it to communicate with the Sydney and Hobart facilities by satellite. While Group 'A' yachts' positions are being relayed back to Sydney, Group 'B' yachts' positions are being received and entered into the second Corona computer aboard Wyuna and made ready for transmission. The entire sked should be completed and positions sent to Sydney within one hour.

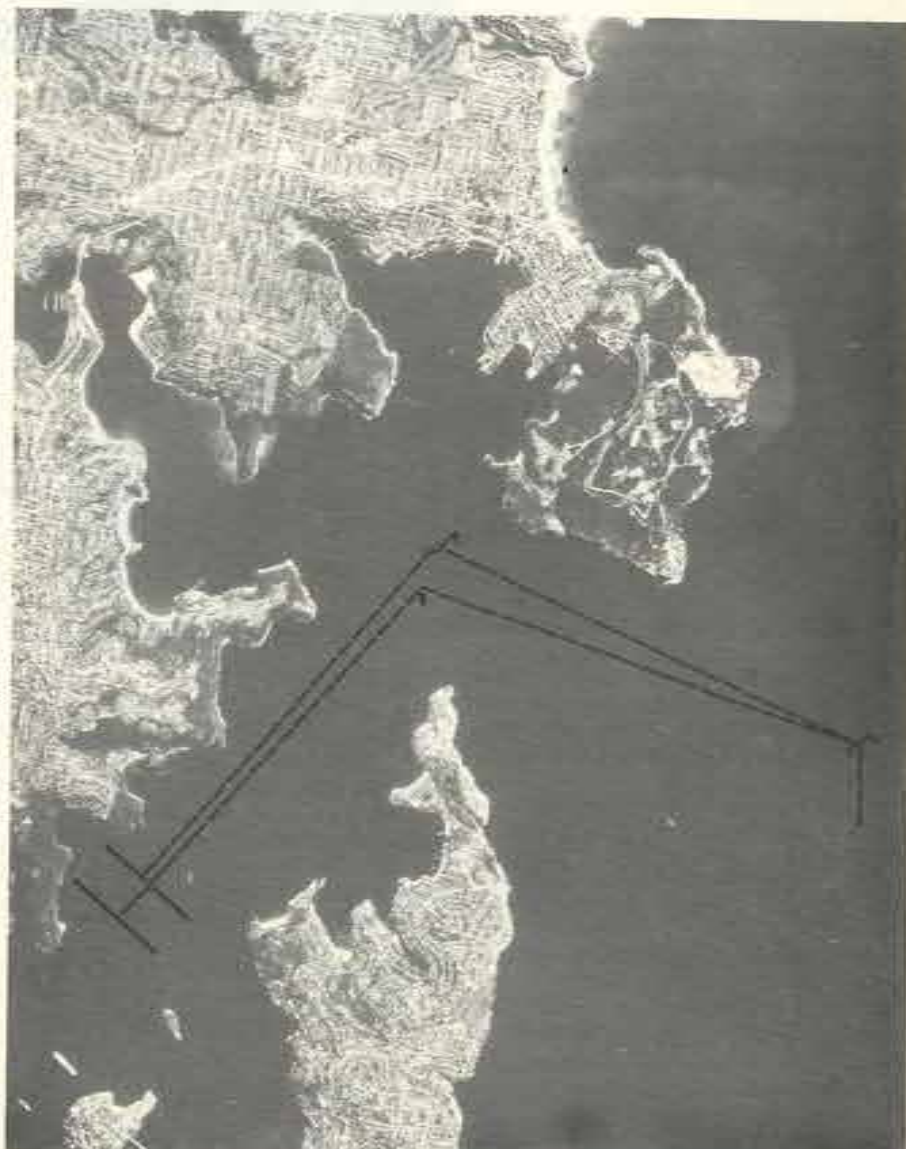
AWA Computer Centre

The data is received by an earth station dish and transmitted instantaneously to an AWA Sequel business computer at AWA's computer facility in the Sydney suburb of

Leichhardt. The Sequel computer is the largest in AWA's extensive range and is designed as a multi-tasking system for the biggest organisations. Starting in price at \$225,000, this computer features capacity for several hundred terminals and printers, up to six megabytes of main memory and high-speed 32-bit central processing.

The AWA Sequel incorporates the Pick-style Reality operating system which has been AWA's speciality since 1976. Today AWA has the largest base of such systems in Australia and New Zealand.

AWA introduced its Sequel system to the communications network in 1985 to give Race organisers the best operating system with the fastest possible information processing time.



Two separate starting lines will be employed for the first time this year to facilitate an orderly start by the very large fleets which now participate in the AWA Sydney-Hobart Race. The 400 metre difference between the two lines will be compensated for by two separate rounding marks off South Reef, and a sea mark will be laid two miles off the Heads. Another innovation this year is the introduction of alternate penalties - 720° turns - for minor infringements.

External terminals at CYCA and RYCT

Three terminals in the Race Communications Centres at the Cruising Yacht Club in Sydney and another at the Royal Yacht Club of Tasmania in Hobart are linked to the AWA Sequel system in Sydney via multi-channel dedicated lines to give individual officials instant access and complete flexibility in their use of the computer.

Progress reports

By incorporating the AWA Sequel system it will take just six minutes for the computers to analyse the information and provide the Race Centers in Sydney and Hobart with:

- a progress line honours position report giving the order of yachts based

on their reported position and the distance they have to go to the finish;

- a corrected time progress position report, giving the overall and division places of each yacht, i.e. how each is faring on handicap.
- a handicap assessment as each yacht finishes, giving elapsed and corrected times and overall and division placings as they stand at the moment;
- a 'to draw forecast', the average speed a yacht will have to maintain to beat yachts that have already finished;
- an alphabetical summary of each yacht's line and corrected time position overall and by division;
- a final summary of the Race, compiling all the yachts' placings in line honours, overall corrected time, division corrected time and divisions under IOR and Illingworth handicaps (the latter is IOR amended by Age Allowance).

Other data available

The Sequel computer also provides further vital information on the performance of the yachts for the Race organisers. After each sked it provides every yacht's Distance Made Good, Heading Made Good and Corrected Distance Made Good since the previous sked. This is important as it enables the officials to plot any yacht's likely position should it fail to report at any sked. In addition, it assists in checking any doubtful positions.

In both yacht clubs this information is printed out in hard copy by high-speed printers. At the same time the now-analysed information is returned via computer and satellite to the Wyuna, vital if the ship's Captain should have to co-ordinate a search for a yacht that has consistently failed to report.



AWA Marketing Communications Manager, Steve Blow (left), and CYCA Commodore Arthur Cooley with AWA Corona computer terminals.

The computer network will also help volunteers at both Clubs to answer the literally thousands of phone calls each day from family and friends of those taking part in the Race. In the past this has involved finding the information from amongst reams of print-outs and then reading it out over the phone. Now volunteers will have this job made faster and easier because they will have access to their own computer. They simply key in the name of the yacht and the information will be instantly displayed.

Friendly software assists the media and public

The software program developed by AWA in conjunction with Race officials is not only easy to use but helps assist failing memory. For example, should someone forget the name of the yacht on which a friend is sailing, the operator can simply key in the name of the yachtman and the computer instantly locates him and provides the information.

Members of the print media who are clamouring for information to meet tight deadlines are also catered for by the system, as are television and film crews using helicopters to follow the fleet south; the latter need accurate information to help them locate the fleet for filming, and all media are by definition in a hurry!

The communications system aboard Wyuna is valued at over \$200,000. It includes two Skanti TRP 8000 high frequency and single sideband transceivers, Thrane TT 1600 radio telex, AWA VHF Pilotphone VHF and aviation frequency radios and facsimile. In addition AWA provides Wyuna with weather facsimile and satellite navigation.

AWA Media Centre

AWA has established a Media Information Centre at the Cruising Yacht Club of Australia in Sydney to assist members of the news media in their coverage of the 1986 Race and the 1986 AWA Ocean Racing Championship. The Centre, located in a portable office next to the CYCA Sailing Office, has telephones, telex and office facilities available to the media.

The media team in the Centre consists of Gail Liston, John Flower, Cate Anderson, Helen Tribe and Rik Dovey. After the Race starts Media Centres will also be established in Hobart at the RYCT and at Constitution Dock.

The direct lines operating in the CYCA Media Centre are (02) 32 1473 and 32 1483.

Penta Comstat skeds for returning yachts

Penta Comstat, the private Limited Coast Station based at Holgate, NSW (away from metropolitan noise that 'deafens' many

other coast radio stations), will again this year hold special skeds for any yachts returning to home ports from the Hobart Race. These special skeds will commence returning to home ports from the Hobart Race. These special skeds will commence in January 1986 and will be held daily at 0735 hrs and 1635 hrs (local time, i.e. eastern daylight saving time) on 4483 kHz.

Unless Penta Comstat is advised otherwise, information about yacht positions and ETAs will be passed on to relatives and friends who enquire.

CYCA Races for 1987

In addition to the regular racing programme the CYCA will conduct two passage races in 1987, the Club Med Sydney-Noumea Race in May and the Jupiters Sydney-Gold Coast Race in August.

The Noumea Race is a very popular 'race to paradise' and there will be two, possibly three, starts - from Sydney, Brisbane, and (if there are sufficient starters) from Newcastle. For more information about this race, see 'Passage to Paradise' which begins on page 34.

The Jupiters Sydney-Gold Coast Race, a new, annual event which got off to a flying start last August, will head off on August 8th, 1987. Again at the conclusion of the Gold Coast Race the Quality Inns three-race series will take place in the warm waters off Surfer's Paradise, conducted by the Southport Yacht Club. These will be two Olympic courses of about 16 nautical miles and one passage along the Gold Coast to the NSW border and return (approx. 26 nautical miles). The great number of tourist attractions available both on the Gold Coast and in close proximity allow families to enjoy their stay whilst the races are in progress, and race officials also try to position at least one of the course marks near the shoreline so that proceedings may be viewed from the numerous high-rise buildings in Surfers.

The Sponsors

The planning, organisation, conduct and promotion of international ocean yacht races such as the AWA Sydney-Hobart Race is an expensive undertaking for a club of amateur yachtmen who sail for the love of the sport. Such an undertaking would not be possible without the efforts of so many Club Members, who volunteer their time to make the Race a success.



The Race would not be possible in its current form without AWA, which has undertaken the major sponsorship role for the past three years. In addition, without

General Race Information

the help of our other sponsor, **Australian Airlines**, the race could not hope to succeed as it does.



Australian Airlines

Australian Airlines was the first commercial sponsor of the Race and in recent years has been an associate sponsor, fulfilling an important role as official airline for the CYCA.

Australian Airlines continues to offer an outstanding service for yachtsmen participating in the race by providing a very inexpensive baggage service from dockside at the CYCA to Hobart. The Company also offers generous discounts on freight — for large items such as cruising mainsails and inflatable dinghies.

The CYCA acknowledges the continuing invaluable support given by this great Australian company.

The CYCA also wishes to thank . .

Rank Xerox Pty. Ltd., for its generous provision of photocopying facilities; Associated Midland Corporation Limited, for this Company's continuing support and assistance with MV Griffin Offshore; the many companies that make their products available to the crews at no charge; The Government of Tasmania; The Corporation of the City of Hobart; the Marine Board of Hobart; the Waterside Worker's

Federation; the Maritime Services Board of NSW, for all of its help and for supplying the tug at the South Reef mark; the Department of Transport; The Royal Volunteer Coastal Patrol; the Royal Motor Yacht Club, Point Piper; Mr Pat Sullivan, Regional Director, Bureau of Meteorology; the Royal Australian Hydrographic Office; RANSA; Woollahra Municipal Council; the many volunteers without whose services the Race would not be possible, including: the Race Organising Committee; the Starting Officials; the Plotting Team lead by Donald Walker-Smith; Jenny May and the other the ladies who work long and hard on the telephones in the Communications Centre; the Tasmanian Race officials; the CYCA Associates Committee, which runs the desks in the lobby; Buster Rickard and his Liaison Committee; the Publications Committee, which prepares this program; the CYCA office and yard staff who work unbelievably long hours under arduous conditions in the lead-up to the Race — all contribute to making the AWA Sydney-Hobart Yacht Race what it is.

The Publications Committee would especially like to thank . . .

The photographers, particularly Sally Samins (through Peter Rogers of Leeds Helicopters) and Richard Bennett, who made their photographs freely available for the program; the contributors who have all donated their time to produce the articles; the Members of the Committee, who have worked very hard in preparing the write-ups of the individual entries; Elaine in the Sailing Office, for her untiring efforts in getting the information about entries ready on time, and Phil Morrissey and Hugh Burns of AWA Computers who were a great help with systems and procedures in setting up our database for this year's entries.

INDEX TO ADVERTISERS

Amalgamated Wireless (Aust.)	4
Amalgamated Wireless (Aust.)	2
Amalgamated Wireless (Aust.)	C4
Amalgamated Wireless (Aust.)	5
Australian Airlines	3
Barlow Marine Pty Ltd	15
Richard Bennett Photography	80
Bradmill Acrydux	16
Careening Cove Spars/Pattons	48
Club Marine Australia P/L	C3
Collins Marine Diesel	48
Decadence Pty Ltd	58
Downes & Son Pty Ltd	6
Peter Green Shipchangers P/L	39
Maurice Drent Boating Svcs	14
Elders (Inner Circle Rum)	7
Fraser Sails Pty Ltd	17
Hamilton Island Enterprises	8
JBC Engineering	48
Leeds Helicopters	80
Mercedes Benz Australia	C2
North Sails Pty Ltd	33
Pacific Sailing School	58
Zapspar Pty Ltd	51



HMAS Fremantle is the Starter's Vessel for this year's race, another of Navy's Fremantle Class Patrol Boats.



Maurice Drent Boating Services

TWO PRIME LOCATIONS
for the best selection of
new and used power and sail

Distributor for Beneteau



The new Beneteau First Class 12 — Inspect Now

Rushcutters Bay Office:
New Beach Road
Darling Point 2027
Tel. (02) 32 9945

Newport Office:
End of Queens Parade West
(Below Newport Hotel)
Tel. (02) 997 5044

Telex: AA72278



**COMPLIMENTARY
WINCH
SERVICE**

SYD-HOB
contestants who use
BARLOW/BARIENT
winches
for appointment
(02) 637 9333

BARLOW

Complete Yachting Systems

OUR BARLOW AND BARIENT WINCHES HAVE BEEN CHOSEN BY THE BEST

- "L'Esprit D' Equipe" Winner Whitbread Around the World Race
- "Great Expectations"
- "Sagacious" Australian team for Kenwood Cup 1986
- "Windward Passage"
- "Joint Venture" Australian Representative 1986 One Ton Cup
- "Mad Max" Top scoring yacht 1985 Southern Cross Cup
- "Wild Oats" Australian Representative 1986 Sardinia Cup
- "ACI Crusader" Australia's entrants in BOC Single
- "Spirit of Sydney 2MMM" Handed Around the World Race
- "Bullfrog Sunblock" Single Handed Transpac Record Holder
- Northshore and Cavalier Two of Australia's leading
boatbuilders use our winches exclusively
- "Sovereign" Australia's largest maxi | Pedrick Design
for Bernard Lewis

**BOTH DEFENDERS AND
CHALLENGERS ALIKE
FOR THE AMERICA'S CUP**

- South Australia
- Heart of America
- America II
- San Francis
- Courageous
- New Zealand
- True North
- Canada II
- French Kiss (Partial)

Ausail Design. 0063

BARLOW. QUALITY, PERFORMANCE AND RELIABILITY.

BARLOW MARINE LIMITED
52 Wentworth Street, Granville, NSW 2142
Telephone: (02) 637-9333 — Telex: AA 24301

ACRYDUX

The original Yacht Acrylic.

From Boom Covers to Tote Bags, It's Making Waves!



**Acrydux – Chosen by the America's Cup
Challengers for their boom covers.**

Acrydux by Bradmill – It's the tough, acrylic canvas made of 100% dope dyed colorfast fibre. Acrydux is water resistant and rotproof, and for those that worry about breathability, there's minimal sweating or condensation.

Because Acrydux is a synthetic it also features minimal shrinkage for boat covers, sail and tote bags –

even mast and boom covers.

For more information on Acrydux and its many marine applications contact Bradmill Australia.

ACRYDUX **B**
LAND OR SEA, IT'S GOT YOU COVERED
BRADMILL

U.S. ATTENTION FOCUSES ON FRASER SAILS AS AUSSIE YACHT DOMINATES FRISCO 'BIG BOAT' SERIES

Sagacious wins one ton class and 'Outstanding Yacht of the Series'.

October 5, St Francis Yacht Club, and presentations for the Big Boat Series attracted more than passing interest in the super performance of Australian yacht, Sagacious. Against the hottest fleet imaginable, most fresh from the North American Titles, Sagacious not only won her division but also took out the 'Outstanding Yacht of the Series' trophy.

Showdown for designers and sailmakers.

New designs from Reichel/Pugh, Joubert/Nivelt, Nelson/Marek and Berret/Faureaux supported by the American lofts of Hood, Ullman, Ulmer/Kolius turned out in strength. The quality of the fleet was further enhanced by the appearance of Pendragon, steered by a former Olympic Gold Medallist and wearing North Sails, and Coyote,

The North American champion. None however were good enough for Sagacious, a 3-year-old Farr design. Sagacious carried a complete wardrobe from the Australian loft of Fraser Sails, fuelling yet again questions over the performance of this loft.

Conspiracy rumours emerge.

Before the incredible performances of the Fraser-Sagacious combination had been committed to the record books American yachtsmen were discussing details of recent suggestions of a 'winners conspiracy' in Australia. In particular the records of Sagacious and sister ship Indian Pacific were both common knowledge as was other evidence of Fraser's dominance in Australian ocean racing.

'Yanks' keen to buy!

It is believed that Sagacious will be staying put in the U.S. with a new owner and that American customers are already pur-



chasing Fraser Sails. Bob Fraser, loft chief, confirmed today that he had received 'considerable enquiry' whilst at the regatta and "had taken a couple of firm orders". "American yachties are no different to Australians" claimed Fraser, "they want to win and I'm delighted to assist, exactly the way I do with my Australian customers.

And that means more than just making sails, we'll help in every area of preparation if that's what the customer wants."

As the Australian season gets underway it must be increasingly difficult for performance conscious yachtsmen to 'ignore' the apparent benefit of Fraser Sails' contribution. Conspiracy or no conspiracy.

Fraser Sails



JOIN THE CONSPIRACY, YOU CAN'T BEAT IT.

NSW: 6 Neild Avenue, Rushcutters Bay, NSW 2011 Ph: (02) 334836, 334341. VICTORIA: Fraser Sails (Victoria) Robert Hick, 172 Roden Street, West Melbourne, 3003. Ph: (03) 3283260. QLD: Above Classcraft Marine, Arch Lane, Brisbane, 4000. Ph: (07) 8324067. WA: 345 Stirling Highway, Claremont, WA 6010. Ph: (09) 3845446. TAS: 44 Napoleon Street, Battery Point, Hobart, Tas 7000. Ph: (002) 347577.

1986 SAIL IDENTIFICATION CHART

Sail No.	Name of Yacht	Rig	Hull Colour	LOA	Beam	IOR	TCF	Date	Cons.	From Owner/Charterer	Designer
	0 NOT YET NAMED	Frac Sloop	White	13.2	4.1	34.3	0.8324	1986	Exotic Laminate	NSW P.Kurts	Farr
G	1 PRIME SUSPECT	Sloop	Red/Black/Yellow	12.2	4.0	30.0	0.7931	1984	Kevlar/Westepox	VIC Ray Abikhair	Farr
L	1 MOONRAKER AGAIN	Frac Sloop	White	11.6	3.6	32.9	0.8201	1979		SA N.K.Welfare	Farr
M	1 THUMBS UP	Sloop	White/Yellow	11.8	3.9	30.5	0.7979	1985	GRP/Kevlar	TAS Tony Rowland	Adams
H	2 DERWENT LASS	Sloop	White	9.1	2.9	20.8	0.6900	1975	Wood	TAS D.H.Colbourn	Joubert
G	3 HELSAL II	Frac Sloop	Royal Blue	20.2	4.4	67.7	1.0461	1979		VIC A.M.Keiso	Adams
S	5 ROAMA	Cutter	White	16.5	4.1				Wood Plank	VIC D.Jenkin	Slater
M	7 NEWCASTLE FLYER	Frac Sloop	White	11.8	3.9	30.3	0.7960	1984	GRP	NSW Peter Rundle	Adams/Radford
ME	7 GOLDFINGER	Frac Sloop	Blue/Gold	11.0	3.6	29.0	0.7833	1985	GRP	VIC R.Triplow	Farr
MH	9 INDIAN PACIFIC II	Frac Sloop	White	10.9	0.0	27.2	0.7649	1985	Exotic Laminate	NSW J.Eyles	Davidson
L	10 INIQUITY	Sloop	Light Blue	15.2	3.6	0.0	0.0000	0	STEEL	SA S.Morgan	Morgan
HC	13 HEART	Cutter	Green	13.1	4.0			1984	GRP Laminate	USA E. Hartfield	Hans Christian
A	16 ENCORE II	Frac Sloop	White	12.6	3.9	30.9	0.8017	1982	Aluminium	NSW W.&V. Anderson	Joubert
S	18 BLUE MAX	Frac Sloop	Silver	12.2	4.0	30.7	0.7998	1986	Exotic Laminate	VIC Performance Yachts	Davidson
	19 DEVINE DECADENCE	Ketch	White	24.4	5.9	70.0	1.0573	1985	Aluminium	W.P.Inman	Meyers
A	19 ROLLER COASTER	Frac Sloop	White	10.8	3.5	26.5	0.7575	1982	GRP	TAS J.Fuglsang	S & S
A	24 SUNBIRD	M/H Sloop	White/Gold str	11.0	3.6	24.7	0.7376	1985	STEEL	TAS J.Smith	Van de Stadt
MH	25 OTELLA	Sloop	Royal Blue	16.2	4.5	42.0	0.8936	1985	Wood Laminate	NSW C. Montgomery	John King
B	30 EASTERN MORNING	M/H Sloop	Striped red	33.1	6.1	22.4	0.7103	1985	GRP	VIC Alan Collins	S & S
A	33 INVINCIBLE	Frac Sloop	Red	11.0	3.7	28.5	0.7783	1975	GRP	TAS R.Behrens	Farr
PD	33 JASMIN	Sloop	White	13.1	3.9	31.1	0.8036	1985	Wood Plank	TAS M.A.O'Keefe	Savage
R	33 CHUTZPAH	Frac Sloop	White	10.2	3.5	24.4	0.7341	1985	Exotic Laminate	VIC H.Schilte/B.Taylor	Davidson
KASM	39 CHALLENGE III	Sloop	Maroon	13.0	4.0	33.3	0.8237	1984	Kevlar	VIC Lou Abrahams	Frers
KAA	40 INTRIGUE	Frac Sloop	White	12.2	3.9	30.3	0.7960	1984	Wood	TAS D.C.Calvert	Castro
KA	48 ANACONDA II	Ketch	White	25.0	7.0	64.2	1.0285	1975	GRP	SA Josko Grubic	Buchanan
A	50 FIRETEL	Sloop	White	10.0	3.4	23.5	0.7236	1974	GRP	NSW R.Lawler/K.Taylor	Carter
SM	50 JOINT VENTURE	Sloop	Grey	12.2	3.9	30.5	0.7979	1985	Kevlar	VIC Ron Elliott	Frers
A	55 SOLANDRA	M/H Sloop	Navy Blue	10.2	3.0	22.6	0.7128	1970		TAS R.W.Escott	S & S
SA	58 NED KELLY	Frac Sloop	White/Blue/Gree	9.3	3.1	22.4	0.7103	1985	Exotic Laminate	SA S.John Clarke	Van de Stadt
	65 DANCING MOUSE	Sloop	Maroon	11.0	3.1	22.9	0.7165	1975	Wood	NSW David Hundt	Lexcen
G	77 QUASIMODO	Sloop	White	18.2	4.5	65.0	1.0326	1981	Aluminium	TAS M.&V.Innes	Davidson
SA	79 WARLORD	Frac Sloop	White Brown str	12.2	3.8	30.9	0.8017	1984	Exotic Laminate	S.A. I. Scott	Van de Stadt
KB	80 CONDOR	Sloop	Burgundy	24.4	5.7	70.0	1.0573	1985	GRP	USA R. Bell	Holland
R	83 LASSITERS REEF	Cutter	White/Grey	18.3	4.3	59.0	1.0009	1986	Aluminium	WA J.R.Carroll	Lavranos
R	84 DUBIOUS	Frac Sloop	White	10.3	3.4	26.0	0.7521	1982	GRP	VIC G. J. Thompson	Dubois
SM	88 LAWLESS	Frac Sloop	White	9.4	3.2	21.5	0.6990	1982	GRP	VIC Robert Green	Green
S	92 PANACHE	Frac Sloop	White/Red Blue	10.3	3.2	24.5	0.7353	1985	Exotic Laminate	VIC E.Stokans/N.Fyfe	Holland
A	94 MORNING TIDE	Sloop	White	10.3	3.2	22.9	0.7165	1970		NSW J.Lawler	S & S
A	99 SEAHAWK	Sloop	White	11.6	3.6	33.9	0.8289	1979	Wood Laminate	NSW J.Davern	
M	99 POLARIS	Sloop	White	13.1	3.2	29.5	0.7882	1970	GRP	NSW L.H.Savage	Cole
	101 OVERDRAFT	Frac Sloop	Royal Blue	11.3	3.8	33.0	0.8210	1985	Wood	QLD Dayle Smith	Adams
MH	106 IMPECCABLE	Frac Sloop	White	10.2	3.4	24.2	0.7318	1980	Wood	NSW John Walker	Peterson
A	113 MARK TWAIN	Sloop	White	11.7	3.5	26.5	0.7575	1971	GRP	NSW V.O'Neill/C.Ward/B.White	S & S
	130 SOVEREIGN	M/H Sloop	Red	25.6	6.0	70.0	1.0573	1986	Aluminium	NSW B. Lewis	Pedrick
	182 INFRA RED	M/H Sloop	Red	11.0	3.5	26.2	0.7542	1981	GRP	SA R.T.Southwood	Van de Stadt
	183 DESTINY	Cutter	White	13.7	2.4	33.3	0.8237	1975	Steel	NSW T.A.Taylor	Adams
YC	205 WAR GAMES	Frac Sloop	Blue	12.2	3.7	30.3	0.7960	1985	Exotic Laminate	SA David C. Urry	Van de Stadt
	208 SOUTHERN CROSS	Sloop	Blue	11.4	3.7	27.9	0.7722	1984	GRP	NSW Bill Gilbert	Farr
B	233 GUMBLOSSOM	Sloop	White	9.2	2.9	19.6	0.6738	1971		VIC J.P.Gleeson	Joubert
	237 MIDDLE HARBOUR EXPRESS	Frac Sloop	Dark Blue	11.2	3.5	27.5	0.7680	1980	Wood Laminate	NSW R.Stone/G.Challoner	Davidson
R	237 GOOD NEWS	Sloop	Red/White	11.4	3.7	27.9	0.7722	1984	Kevlar Composit	VIC J.Calvert-Jones	Farr
R	246 CHANGABANG	M/H Sloop	Red	13.0	3.8	31.7	0.8092	1980		VIC Bert Van Driel	Cole
	261 GALAXY III	M/H Sloop	Dark Blue	11.8	3.5	26.5	0.7575	1971		TAS D.Langford & Fam.	S & S
	287 POLAR BEAR	Sloop	White	13.2	3.3	30.4	0.7969	1982	GRP	NSW A.Martin	Cole
B	300 DRAKE'S PRAYER	Frac Sloop	White	13.1	4.2	33.7	0.8272	1985	Exotic Laminate	VIC David Hales	Farr
G	300 NIMROD II	Frac Sloop	White	11.6	3.6	33.3	0.8237	1980	GRP	VIC Ian Watson	Farr
	331 Silver MINX	Sloop	Silver	11.4	3.7	27.9	0.7722	1984	Kevlar	NSW G.Player	Farr
R	339 CHALLENGE II	Sloop	Red	14.0	4.4	33.8	0.8281	1979	Aluminium	VIC Peter Rowsthorn	S & S
	367 ECSTASY V	Ketch	White	11.0	3.2	25.7	0.7488	1985	GRP	NSW R.K.Harris	Duncanson
SM	377 BACARDI	Sloop	White	13.3	4.2	30.0	0.7931	1985	GRP	VIC Bacardi Synd.	Peterson
	393 INCH BY WINCH	Sloop	Black	13.4	3.8	32.5	0.8165	1981	Alloy	NSW J.Goddard	Peterson
	396 AMBIENCE	Sloop		0.0	0.0	31.8	0.8101	1985		NSW D.Herlihy/J. Hughes	Frers
	496 BALANDRA	Sloop	White	14.0	3.6	29.8	0.7912	1965	Timber	TAS G.Hennicke	Camper&Nicholson
	508 STORMY PETREL	Sloop	White	10.9	3.1	25.2	0.7432	1970	GRP	NSW A.Pearson	S & S
	533 PIPPIN	Frac Sloop	Black	11.4	3.7	28.0	0.7732	1984	GRP	NSW W.E.Sweetapple	Farr

1986 SAIL IDENTIFICATION CHART

Sail No.	Name of Yacht	Rig	Hull Colour	LOA	Beam	IOR	TCF	Date	Cons.	From Owner/Charterer	Designer
605	HINDSIGHT II	Sloop	White	9.1	3.0	20.5	0.6860	1974	GRP	NSW R. Griffin	Carter
621	KINGS CROSS	Frac Sloop	White	10.9	3.7	27.6	0.7691	1985	Kevlar	NSW J.B. & J.P. King	Davidson
631	SUNSEKER	Sloop	White	11.8	3.6	27.8	0.7711	1971		NSW P. & V. Thomas	S & S
SM 666	PADAM	Sloop	White	10.4	3.2	22.7	0.7140	1974	GRP	VIC K.N. Quinert	Blackburne
SM 800	TRIAD	Frac Sloop	Red	13.7	4.3	33.8	0.8281	1985	Wood	VIC Coombs/Vickery	Farr
SM 801	MULLOKA	Sloop	Yellow	10.3	3.2	22.4	0.7103	1985	GRP	VIC P. Jacka	S & S
881	LEVEN	Sloop	White	10.1	3.1	22.0	0.7054	1970	GRP	NSW B.F. Cunneen	Joubert
1042	TOO FARR OUT	Sloop	White	11.0	3.7	28.6	0.7793	1975	GRP	NSW P.E. Smith/K.J. Horne	Farr
1065	AUSPICIOUS	Sloop	White	10.3	3.4	24.6	0.7364	1985	GRP	NSW N. Marr	Van de Stadt
B 1111	CONTRACTOR	Sloop	White	13.5	4.1	35.0	0.8384	1985	Aluminium	VIC John McL. Taylor	Frers
KH 1142	SPIRIT	Sloop	White	13.6	4.0	34.5	0.8341	1986	GRP	J.W. Miller	Beneteau
B 1147	TURKEY SHOOT	Sloop	White	12.1	3.8	30.2	0.7950	1981	GRP	VIC S. McDonald/B. Bowden	Holland
1170	VANGUARD	M/H Sloop	White/Blue	13.7	3.9	34.7	0.8359	1979	GRP Laminate	NSW R. Cawse	Peterson
1308	DYNAMITE	Frac Sloop	White	12.8	4.0	33.5	0.8254	1985	GRP	NSW Ian French	Farr
1317	MARARA	Sloop	White	10.4	3.0	22.5	0.7116	1970	GRP	NSW A.E. Ratcliff	S & S
1510	VANESSA III	Sloop	White/Blue str	10.9	3.5	26.4	0.7564	1975	Wood	NSW B.K. & K.A. Jaggard	Peterson
1770	GREAT EXPECTATIONS	Frac Sloop	White	15.2	4.6	40.0	0.8786	1985	Exotic Laminate	NSW D.J. Forbes	Farr
1986	TRUMP CARD	Frac Sloop	Red	13.2	4.0	40.0	0.8786	1985	Wood Laminate	TAS Arthur Budd	Van de Stadt
2170	MARGARET RINTOUL II	Sloop	White	14.8	4.1	34.0	0.8298	1972	Wood	TAS R.W. Jackman	S & S
G 2176	CASABLANCA	Sloop	White	15.2	3.6	45.1	0.9155	1985	Laminate TIMBE	VIC Gerry McDonald	Biddlecombe
2299	KNUCKLEDUSTER	Sloop	Dark/Light Blue	9.0	3.0	21.3	0.6965	1974	GRP	NSW Peter Cush	Holland
2344	PARMELIA	Sloop	White	13.9	4.0	34.8	0.8367	1978	GRP	TAS Brian Woods	Curran
2470	SPIDER	Sloop	White	10.5	3.4	23.7	0.7260	1976	GRP	NSW R. Purssell	Holman & Pyle
2520	AMAROO III	Sloop	White	11.2	3.2	25.7	0.7488	1975		NSW L. Hamilton/Noonan	Duncanson
G 2522	CHARISMA	Ketch	White	19.6	4.9	45.4	0.9176	1985	GRP Laminate	Dr. E. Jacobs	S & S
2557	WITCHDOCTOR	Sloop	White	12.7	4.1	35.5	0.8427	1985	Alloy	NSW C.A. Troup & Ptnrs.	Davidson
2786	LADY ANN	Sloop	Cream	10.4	3.4	22.9	0.7165	1978	GRP	NSW J. & A. Kirkjian	Cole
2855	SALTPETA	Sloop	White	9.1	3.0	20.0	0.6793	1985	GRP	NSW Peter Hinton	Joubert
KA 3007	SZECHWAN	Sloop	Red	11.8	0.0	29.3	0.7863	1980	Wood Laminate	NSW W.T. Johns	Davidson
3060	THIRLMERE	Frac Sloop	Grey/White	11.2	3.6	28.9	0.7823	1978	Wood Laminate	NSW S.C. Green	Peterson
3363	KANGA	Sloop	Cream	13.2	3.3	31.0	0.8026	1985	GRP Laminate	NSW F.B. Ryan	Cole
3507	RAMPANT II	Sloop	White	21.3	4.5	69.0	1.0524	1979	Kevlar Foam San	NSW Alan Tucker	Lavranos
3598	CHRISTA-FARR	Frac Sloop	White	11.0	3.6	28.7	0.7803	1975	GRP	NSW J.D. & C.A. Pomfret	Farr
3638	JUST JONES	Frac Sloop	White/Blue Xs	10.4	3.2	28.7	0.7803	1982	GRP	TAS Colin Denny	Farr
KA 3663	TOO IMPETUOUS	Sloop	White	13.1	3.8	31.4	0.8064	1983	GRP	NSW G. Lambert	Holland
3666	MUCH ADO	Frac Sloop	White/Blue Band	10.2	3.4	26.0	0.7521	1980	GRP	NSW J. Corrie	Dubois
KA 3695	INDIAN PACIFIC	Frac Sloop	White	12.3	4.0	30.2	0.7950	1983	Kevlar	VIC C. Jacobsen	Farr
3758	GROUNDSFOR	Sloop	Burgundy	11.4	3.7	28.0	0.7732	1984	GRP	NSW B. & N. Hines	Farr
3774	ICARUS	Frac Sloop	White	11.6	3.3	33.6	0.8263	1985	GRP Laminate	NSW A. Ridley	Kauffman
3803	DEMO	M/H Sloop	Red	11.4	3.7	28.2	0.7752	1984	GRP	NSW R. Brady	Farr
3831	SEQUIN	Sloop	White/Yellow/Gr	9.3	3.2	20.6	0.6873	1974	GRP	NSW M.P. Quine	Adams
3870	ALEXANDER OF CRESWELL	Sloop	White	11.1	3.2	32.5	0.8165	1980	GRP	NSW Royal Aust. Navy	Swarbrick
3875	DREAMTIME	M/H Sloop	White	12.8	3.9	32.4	0.8156	1981	GRP Laminate	NSW D.F. McDonald	Frers
3937	NADIA	Frac Sloop	White	10.9	3.5	26.5	0.7575	1985	GRP	SA J. Oakley	S & S
4040	NADIA IV	Frac Sloop	Blue/Var.	12.1	4.0	30.0	0.7931	1983	Kevlar	NSW Canberra ORC	Farr
4048	SINGAPORE GIRL	Frac Sloop	Navy Blue/Gold	10.2	3.5	24.5	0.7353	1985	Kevlar	NSW P. Steigrad/D. Greenlaw	Davidson
4054	PACIFIC PHOENIX	M/H Sloop	White/Blue Line	12.4	3.9	30.4	0.7969	1985	GRP Laminate	NSW E. Long	Berret
4056	LOW PROFILE	Frac Sloop	White	10.9	3.6	28.7	0.7803	1985	GRP	NSW A. Zanelli	Farr
4070	PALADIN	Frac Sloop	White	12.2	3.7	30.4	0.7969	1985	GRP/Kevlar	NSW C. Franklin	Farr
4100	EVELYN	Frac Sloop	White	17.0	4.7	49.6	0.9453	1980	Wood Plank	NSW J. Fraser	Cassidy
4182	UPTOWN GIRL	Sloop	White/Mauve str	12.5	3.9	31.5	0.8073	1977	Aluminium	NSW Rod Winton	Peterson
4210	BUSHFIRE	Frac Sloop	Grey	11.5	3.3	28.2	0.7752	1985	GRP	NSW G. Busg	Duncanson
4214	EX TENSION	Frac Sloop	White	10.9	3.6	27.5	0.7680	1986	Exotic Laminate	NSW A. Dunn	Davidson
4216	CITY LIMITS	Frac Sloop	White/Blue str	10.8	3.5	26.0	0.7521	1982		NSW Michael Carr	S & S
4311	BEWINCHED	Sloop	Black	18.9	5.2	51.2	0.9554	1982	Aluminium	NSW W. Ferris/S. Gazal	Frers
4343	WILD OATS	Frac Sloop	Blue/Red/Flash	13.1	4.2	33.4	0.8245	1985	GRP	NSW Robert Oatley	Farr
4350	MANLY FERRY	Sloop	White	13.6	4.0	33.8	0.8281	1984	GRP	NSW M. Blackmore	Frers
4440	ANOTHER CONCUBINE	Sloop	White/Blue/Red	12.2	4.1	30.2	0.7950	1985	Kevlar	NSW J.L. & P.E. Parker	Farr
S 4499	THE ROPERUNNER	Frac Sloop	White	12.2	3.9	30.1	0.7941	1980	Exotic Laminate	VIC Peter Robinson	Farr
4515	INCA	Frac Sloop	Maroon	14.0	4.3	34.3	0.8324	1982	Kevlar	NSW B.C. Ryan	S & S
4803	MADMEN'S WOODYARD	Frac Sloop	White/Red str	9.5	3.2	22.2	0.7079	1982	Wood Laminate	NSW Bowling/Bonallo/Terrell	Dubois
5061	MYSTIQUE	Sloop	Red	10.5	3.3	24.0	0.7295	1983	G.R.P.	NSW Colin Wilson	
KZ 6000	CASTAWAY ENTERPRISE	Sloop	White	24.2	5.5	0.0	0.0000	0	GRP	NZ D. Taylor	Farr
7099	WINDWARD PASSAGE	Sloop	White	22.2	5.9	69.8	1.0563	1968	Wood	NSW Rod Muir	Gurney
US 33881	PRIVATEER	Sloop	White	24.0	5.5	69.0	1.0524	1984	Exotic Laminate	Around World Yachts	Farr

1986 ENTRIES

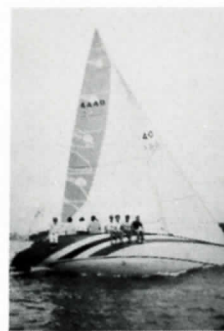


ALEXANDER OF CREWSELL (1) — 3870
LOA 11.1 m; LWL m;
Beam 3.2 m; Draught 1.6

This yacht is one of a fleet of sailing yachts purchased by the Navy for sail training purposes. She competed in last year's event finishing 97th overall. A Swarbrick S111 stock design she is an easy yacht to handle and should give the bunch of matelots assigned this year a good ride, with an incentive to better last year's performance.

CREW: R. Lavett (Skipper) (1), F. Marshall (Navigator) (-), S. Dunlop (-), M. Edwards (-), A. Jackman (-), J. Simpson (-), L. Volz.

RANSA



ANOTHER CONCUBINE (1) — 4440
LOA 12.2 m; LWL m;
Beam 4.1 m; Draught 2.9

Another Concubine is one of many of the popular and very fast Farr 40's in the race. Last year she was a member of the NSW Southern Cross Cup Team which finished third in the pointscore. Since then she has been sailing consistently and, if on form, could be considered a possible contender for handicap honours.

CREW: F. Johnston (18), B. Stevens (5), P. Messenger (4).

RPEYC



AMAROO III (-) — 2520
LOA m; LWL m;
Beam m; Draught

Amaroo was constructed in 1979 and is a Duncanson design. She has done two previous Hobarts where she has had mixed results. Through her previous races, one of which was the infamous 1984 race, her skipper and her crew would have gained invaluable experience. In this year's race she should be assisted by her age allowance.

CREW: L. Noonan (Skipper) (2), P. Richardson (Navigator) (5), J. Wiley (12), H. Dukino (2), D. Anderson (2), M. Suddas (-), S. Edwards (1).

CYCA

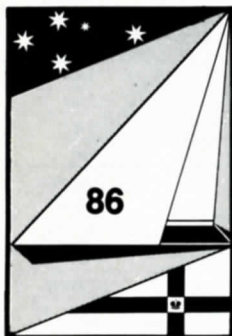


AUSPICIOUS (1) — 1065
LOA 10.3 m; LWL 8.4 m;
Beam 3.4 m; Draught 1.8

Auspicious is a Van de Stadt design built in Germany and launched in 1985. Last year's Hobart was her debut Race and she had the distinction of finishing second in her Division and 34th overall. Her skipper and crew are quite experienced and will extract every ounce of speed from her.

CREW: N. Marr (Skipper) (4), J. Campbell (Navigator) (3), J. Scholten (4), D. Finnigan (4), P. Robinson (2), R. Norellisse (-), R. Aller (-).

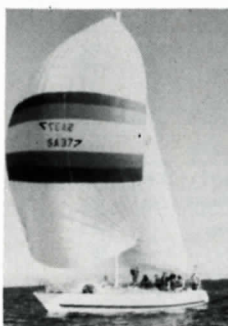
RSYS



AMBIENCE (-) — 396
LOA m; LWL m;
Beam m; Draught

Ambience is one of the new masthead 41 footers built by Prestige Yachts of W.A. based on the well known Australian Admiral's Cup representative Hitchhiker. Owners Herlihy and Hughes have gone up another notch in size as the previously owned the S&S 36 Chinese Firedrill and the S111 Borsalino. How they will go with this new yacht will be interesting to watch as the size of the boat will be a new experience for them.

CREW: J. Hughes (Skipper/Navigator) (5), I. Grist (3), H. Lowenthal (3), R. Ashlin (8), H. Coad (8), M. Longhurst (-), J. Moore (-).



BACARDI (5) — SM 377
LOA 13.3 m; LWL 11.6 m;
Beam 4.2 m; Draught 2.4

Formerly known as Spotlight, this Peterson 44 was built in 1978. She has sailed in five Hobarts with her best being 27th in 1983. She took a first in the Melbourne-Hobart West Coaster which shows her ability to sail very well. Owned by a syndicate of sailors from Sandringham Yacht Club, she will be raced very keenly.

CREW: J. Williams (Skipper) (6), R. Warren (Navigator) (2), J. Gould (17), G. Ainley (7), I. Cout (5), R. Watkins (6), G. Nixon (-), C. Whitehouse (-), G. Temby (6), A. Creek (3), 1 TBA.

SYC



ANACONDA II (9) — KA 48
LOA 25.0 m; LWL 23.0 m;
Beam 7.0 m; Draught 3.5

Anaconda II is a ketch rigged Alan Buchanan design originally built by Josko Grubic for round the world racing. Somewhat outdated by today's standards, she is a bit under canvassed and requires a lot of effort to get moving. A race of this distance should be a quick sprint for this yacht, but it has happened that smaller yachts have sprinted past her!

CREW:
CYCA



BALANDRA (13) — 496
LOA 14.0 m; LWL m;
Beam 3.6 m; Draught 2.2

Balandra has a long history of Hobart Races, her first being the 1965 event when she was 'the latest thing out' and came 4th. 1985 was not a good year due to crew injury. This year the skipper believes Balandra will perform strongly with the advantage of crew from the CSIRO Marine Laboratories, Hobart, no doubt putting into action their 'inside' information about the ocean.

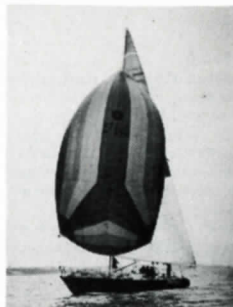
CREW: A. Forbes (Skipper) (2), K. Miller (Navigator) (1), R. Bailey (-), F. Boland (-), D. Cherry (2), S. Davenport (-), G. Hennicke (1), D. Martin (-), A. McEwan (-), R. McLoughlin (-), A. Poole (-).

RYCT/DSS



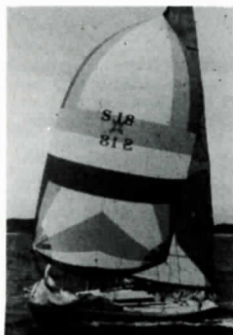
BEWINCHED (2) — 4311
LOA 18.9 m; LWL 15.3 m;
Beam 5.2 m; Draught 3.2

Racing in her fourth Sydney Hobart Race this Frers maxi built by Rolly Tasker is one of the more fancied front runners on handicap and should excell in hard windward work. Owners Bill Ferris & Sam Gazal always have an experienced crew around them to obtain the best result possible. She will again carry an ABC film crew who have bought us so many vivid pictures of ocean racing at its best over the years. Although she has done little racing this year, she is one to watch.
CREW: W. Ferris (Skipper) (6), K. Roxburgh (Navigator) (10), R. Bearman (15), J. Wood (3), P. Walters (2), J. Becquet (2), P. Morgan Giles (1), I. Campbell (-), R. Fischer (-), B. Riley (-), W. Brewer (-), L. Carr (-), J. Brumwell (-), J. Dwyer (-), C. Gazal (1), T. Wensor.
CYCA



CHALLENGE II (6) — R 339
LOA 14.0 m; LWL 10.4 m;
Beam 4.4 m; Draught 2.4

Challenge II was built for well known yachtsman Lou Abrahams, who in 1983 became the first Victorian to win a Hobart Race. Under Abrahams Challenge II represented Australia and Victoria in Clipper Cup and Southern Cross events. Current owner Peter Rowsthorn has been in charge for a couple of years now and has maintained the competitive edge of this boat.
CREW: P. Rowsthorn (Skipper) (4), K. Healey (Navigator) (4), J. Conway (3), D. Telford (3), M. Chisolm (4), P. Bedggood (4), D. Shields (1), R. Clark (1), J. Lewis (1), K. Peisse (3), P. Edwards (-).
RYCV



BLUE MAX (-) — S 18
LOA 12.18 m; LWL 10.3 m;
Beam 4.0 m; Draught 2.3

Blue Max is the prototype of production design by New Zealand's Laurie Davidson and manufactured by Performance Yachts of Melbourne. She is a fractional sloop based on Pendragon (USA) and Mad Max (NZ) which last year was the individual point score winner in the Southern Cross Cup. She has had some time to tune up and it is expected that she will perform quite well.
CREW: D. Millikan (Skipper) (8), A. McKenzie (Navigator) (5), R. Hiam (5), P. Inchbold (5), S. Johnston (2), R. Pleydell (3), A. Weber (3), R. Stephens (1), D. McKenzie (1), D. Gough (-).
RMYS



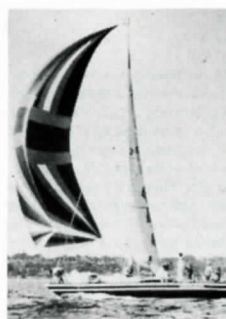
CHALLENGE III (2) — KASM 39
LOA 13.0 m; LWL 10.0 m;
Beam 4.0 m; Draught 2.5

This will be her third start so far with not much of a showing, a 'retired' and a 31st. Lou Abrahams, with 22 Hobarts under his belt and a win with his Challenge in 1983, is one of the fleet's most experienced skippers. Challenge III was a member of the Australian Admiral's Cup Team and Southern Cross Team last year. She has been considerably updated recently with a new keel and changes to the afterbody to improve light air performance. Her talented crew could easily provide another win for Victoria.
CREW: L. Abrahams (22), G. Anderson (6), W. Johnstone (4), M. Willett.
SYC



BUSHFIRE (-) — 4210
LOA 11.5 m; LWL 9.7 m;
Beam 3.3 m; Draught 2.2

A brand new 3/4 rig from the board of sound Australian John Duncanson, Bushfire will be doing her first major race but has an excellent crew headed by the team that drove Scallywag II to an outstanding win in the 1982 Hobart. She and the similar rating Indian Pacific will have an excellent race for top divisional honours.
CREW: P. Donnelly (7), I. Thornton (5), G. Taylor (7).
Port Hacking Ocean Yacht Club



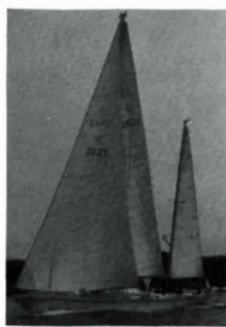
CHANGABANG (1) — R 246
LOA 13.0 m; LWL 10.8 m;
Beam 3.8 m; Draught 2.0

In 1984 Changabang raced as Red Faces; she retired like so many others. Her skipper is ready to drive the yacht and experienced crew very hard, with the greatest emphasis on getting there this time. They will need to get some long distance racing practice in to be anywhere near the top.
m; LWL CREW: B. Van Driel (Skipper) (1), P. Lambert (Navigator) (5), R. Haggert (1), A. Carden (2), P. Leman (-), I. Rose (-), R. McAuley (-), J. Donati (-), M. Buckle (-), M. Burton (-).
RYCV



CASABLANCA (8) — G 2176
LOA 15.2 m; LWL 13.4 m;
Beam 3.6 m; Draught 2.2

Originally built by John Biddlecombe as a downwind sledding machine, Casablanca has always had the opportunity to win yacht races provided conditions were right for her Potential Design Speed Parameters (PDSP). In seven Hobarts (her best result 11th, in 1978) and numerous other races, the conditions for PDSP have not come good, and perhaps when the IOR permits jet propelled keels, and Casablanca gets one, she will be an unbeatable rocket.
CREW: J. MacDonald (Skipper) (2), G. Dwyer (Navigator) (1), J. Whistance (1), M. Kurvink (1), R. Holl (-), P. Heath (-), D. Hume (-), K. Martin (-), G. Carnell (-), D. Judd (-).
RGYC



CHARISMA (-) — G 2522
LOA 19.6 m; LWL 14.3 m;
Beam 4.9 m; Draught 2.9

Charisma is a welcome visitor from the Dusseldorfer Yacht Club of West Germany. She is a Swan 65 S&S design built by Nautor, Finland and launched in 1983. Whilst she has been cruising since 1983 she did in that year compete in the Fastnet, coming home 8th, and in the Swan European Cup in England she was 2nd in Class 1. Her crew will be a strong one with experience of the Hobart track. Hans Beilken has been twice champion in the One Ton Cup.
CREW: H. Beilken, J. MacMinn, R. Allen.
Dusseldorfer YC



CASTAWAY ENTERPRISE (-) — KZ 6000
LOA 24.2 m; LWL 19.4 m;
Beam 5.5 m;
Beam 3.8

KZ 6000 Castaway Enterprise is a fractional maxi designed by Bruce Farr and built by Whitbread Round the World Race competitor Digby Taylor for that purpose. She was previously known as NZ Enterprise. One of her rivals in the Whitbread, (Pacific) Privateer, has also entered to continue the battle. Although designed for long distance downwind sliding, this yacht and her near sisterships have proven competitive against the modern maxi boats and should the conditions suit she could embarrass a few.
CREW: L. Jones (Skipper), D. Taylor, M. McCormick (4), P. Smith (1).



CHRISTA-FARR (3) — 3598
LOA 11.0 m; LWL 10.0 m;
Beam 3.6 m; Draught 1.9

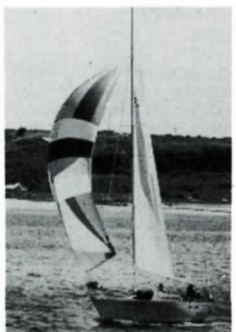
This yacht is one of many Farr 1104s that have entered the Hobart over the years. First raced in 1976 they made a grand debut by winning the Hobart that year, that particular 1104 being John Pickles' Piccolo. The design has been penalised by changes in the IOR rule in recent years, plus the inception of the new One Ton Rule which have made the boat 'slow' for its rating and size. Christa Farr, however, like many other yachts of some vintage, will do well in a downhill blow.
CREW: J. Eckford (2), R. Hughes (3), M. Hill (3).
LMYC



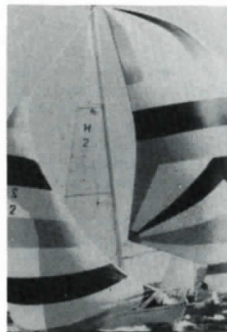
CHUTZPAH (-) — R 33
LOA 10.2 m; LWL m;
Beam 3.52 m; Draught 2.0
 Chutzpah is a Laurie Davidson design and a sistership to Singapore Girl which is also competing in this Race and which has been known to perform well, particularly in light airs. Crewed by an experienced mob from Victoria, Chutzpah has performed well in long distance races out of Melbourne which could indicate that, if the conditions are right, she should be a threat for handicapped honours.
CREW: B. E. Taylor (Skipper) (4), A. Hodge (Navigator) (8), C. Purtell (6), G. Fell (3), G. Wilson (4), C. Black (4), A. Taylor.
RYCV



DEMO (1) — 3803
LOA 11.4 m; LWL m;
Beam 3.7 m; Draught 2.2
 Demo was previously known as Out of Sight Out of Mind and Leading Edge. As Leading Edge she was the prototype of the well known Farr 37 which has become very popular. The Farr 37 fleet in Sydney has become very competitive, as proven by the placings of Silver Minx and Hummingbird in last year's Race. Not much is known about Demo, but her performance better be good against the well tried and tuned boats, or she may disappoint her new owners.
CREW: B. Brady (Skipper) (-), M. Kerr (Navigator) (-), B. Simms (-), R. Cooper (2), R. Turney (-), S. Alsop (-), P. Soley (-), B. Hood (-), M. Hayes (2).
CYCA



CITY LIMITS (1) —
LOA 10.8 m; LWL 9.0 m;
Beam 3.5 m; Draught 2.0
 City Limits is an S&S 36. Under her previous owner she achieved a very creditable eighth overall and first in Division C in the difficult 1984 Race. Her new owner and crew have not competed in the Hobart previously and may find it difficult to repeat the effort. City Limits has proved herself before and could do it again.
CREW: M. Carr (Skipper) (-), C. Robinson (-), D. Henson (-), T. Ford (-), S. McDonald (-), D. Goldberg (-), W. Puller (-).
Klarna YC



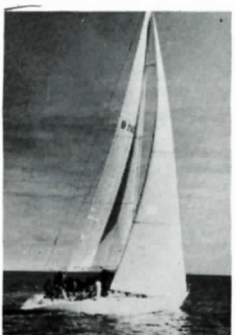
DERWENT LASS (1) — H 2
LOA 9.1 m; LWL 7.6 m;
Beam 2.9 m; Draught 1.8
 This Tasmanian 30 footer is a Peter Joubert design has done three previous Hobarts coming 56th in 1983, retired 1984, 102nd in 1985. Owner Colbourn who built her did the 1947 and 1948 Races. She is of a similar design to 1981 winner Zeus II. Her preferred sailing point is to windward in hard conditions. Thus her crew can gain some satisfaction from the least pleasant weather.
CREW: D. Colbourn (Skipper) (8), H. Mason (Navigator) (1), P. Martin (5), P. Cooper (1), J. Cooper (1), A. Smith (1).
RYCT



CONDOR (2) — KB 80
LOA 24.4 m; LWL 20.4 m;
Beam 5.7 m; Draught 4.2
 This burgundy Maxi yacht is making her third visit to Australia. She has had some eventful incidents in her two previous starts — a grounding and protested line honours win in 1983, and a retirement with damaged steering in 1984. Condor has been competing against the new maxis overseas with disappointing results, which has forced owner Bob Bell to carry out some modifications which have not achieved the desired speed improvement. Nevertheless Bob Bell is keen to do this race, and she should give all the other Maxis something to worry about.
CREW: D. Lewis, R. Bell, J. Messenger, S. Martin
R.B.Y.C.(USA)



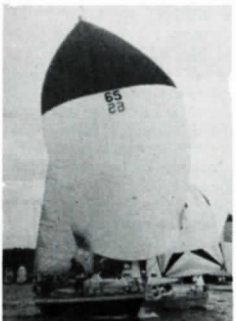
DESTINY (7) — 183
LOA 13.7 m; LWL 10.8 m;
Beam 2.4 m; Draught 3.8
 This is the 8th Hobart Race for Destiny. She is an Adams steel cutter, a cruising yacht that is usually found at the tail end of fleet. Well known for giving many young people from Ocean Youth Club of Australia an introduction to sailing, Destiny will probably take it easy and will arrive in Hobart in time for the New Year.
CREW: T. Taylor (Skipper/Navigator), (6), D. Dun (-), C. Morgan (2), R. Fraser (2), B. Lawson (1), L. Leake (1), K. Molina (-), M. Piat (-), R. Buker (1).
RSYS



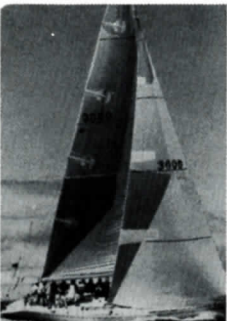
CONTRACTOR (1) — B 1111
LOA 13.5 m; LWL m;
Beam 4.1 m; Draught 2.7
 Contractor has been out off Melbourne working hard on fine tuning. She is a possible contender for the 1987 Australian Admiral's Cup team. This race should see her driven hard since retiring in 1985. The strong crew selection will give Contractor a very good chance to be at top of IOR honours.
CREW: J. McL Taylor (Skipper) (9), C. Oldfield (Navigator) (7), G. Freeman (15), R. Evans (13), S. Bull (13), M. Powell (1), J. Mort (3), C. Davies (-), C. Beckensdal, (-), S. McCullum (-), J. McCready (6), P. Bryan (1).
RBVC



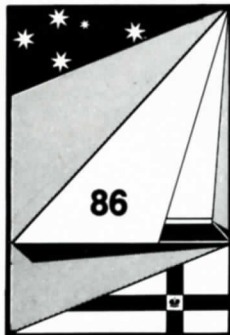
DEVINE DECADENCE (-) — 19
LOA 24.4 m; LWL 19.8 m;
Beam 5.9 m; Draught 2.5
 'DD' is a large (80') shallow draught cruising ketch from the USA visiting Australia as part of a circumnavigation voyage. Built in 1978 to a Nick Myers design, she has not competed in any racing apart from informal events against yachts of similar size. Her skipper and crew are competing for the fun and to find out what Hobart and the Q.L.D. are all about.
CREW: W. Whitlock (-), J. Coffield (-), C. Payne (-).



DANCING MOUSE (5) — 65
LOA 11.0 m; LWL 9.4 m;
Beam 3.1 m; Draught 1.7
 Dancing Mouse will be sailing her seventh Hobart Race this year. A Ben Lexcen designed 3/4 tonner, she is keenly sailed by C.Y.C.A. Director and Ocean Racing Club of Australia Chairman, David Hundt. Keen as he may be however, the waltzing rat, as she is affectionately known, is getting long on the tooth and would only do a good fox trot across Bass Strait if it was blowing.
CREW: M. Bartrop (2), K. Messenger (2), B. Brenac (4).
m; LWL CYCA



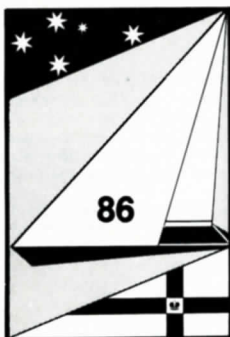
DRAKE'S PRAYER (1) — B 300
LOA 13.1 m; LWL 11.0 m;
Beam 4.2 m; Draught 2.4
 Drake's Prayer lost her winner's place last year due to a much discussed protest. She is now owned by Royal Brighton Yacht Club member David Hales who formerly owned Caroline (ex Sweet Caroline). He has an experienced crew from down south. Drake's Prayer is a 43 fractional rigger with a distinguished career, including the Australian Admiral's Cup Challenge of 1985. In her other two Hobarts she managed only a 37th an 'retired' but is well capable of a clear-cut win.
CREW: D. Hales (Skipper), (1), C. M'sorley (Navigator), (5), P. Shillabeer (7), M. Allen (5), P. Timms (7), G. Morris (4), T. Tanner (4), A. Stevenson (-), C. Dunn (3), G. Skipper (-), G. Rose (3).
RBVC



DREAMTIME (-) - 3875
 LOA 12.8 m; LWL 10.9 m;
 Beam 3.9 m; Draught 2.1
 Launched in 1984, Dreamtime is one of the classic Beneteaus designed by German Frers. A regular competitor in all CYCA races, she may not figure in the top places, but dry bunks and warm dinners will see the crew arrive in Hobart in first class condition and ready for another 'race'.
CREW: T. Morris (2), G. Thornton (1), B. Bone (2).
 C.Y.C.A.



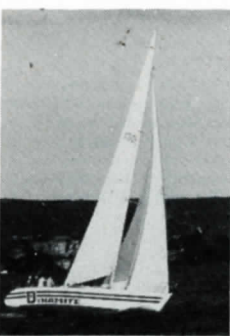
ENCORE II (3) - A 16
 LOA 12.6 m; LWL 9.8 m;
 Beam 3.9 m; Draught 2.3
 Encore was built in 1982. She performed well in 1985 coming 52nd over the line and 33rd on IOR handicap. She is expected to stay near top of fleet this year if conditions are not too light.
CREW: W. Anderson (Skipper) (15), J. Napier (Navigator) (-), G. Dunsmore (3), A. Miller (3), L. May (2), W. Lorenz (2), M. Gordon (3), H. Kahl (1), B. Pickering (-), 1 TBA.
 CYCA



DUBIOUS (-) - R 84
 LOA 10.3 m; LWL m;
 Beam 3.4 m; Draught 1.8
 This Ed Dubois design is sailing in her second Sydney-Hobart Race having retired last year. The owner and crew have been working very hard this year through the Victorian winter series to tune up for this year's classic gaining six placings during that series. Her sistership, Much Ado, has enjoyed great success, so better things are expected in this years race.
CREW: G. Thompson T. Mason P. Rutter.
 RYCV



EVELYN (4) - 4100
 LOA 17.0 m; LWL 15.2 m;
 Beam 4.7 m; Draught 3.1
 Launched in 1980 Evelyn has consistently performed reasonably well receiving line honours in the 1985 Coffs Harbour Race. She is being steered by John Fraser, a leading Etchell sailor from Pittwater. She is expected to sail quickly to Hobart.
CREW: C. Payne, R. Fraser, G. Bussell.
 RPAYC



DYNAMITE (6) - 1308
 LOA 12.8 m; LWL 11.0 m;
 Beam 4.0 m; Draught 2.0
 Dynamite has now done six Hobarts, with varying results. An older two-tonner, she did well in 1985 coming 3rd in Illingworth Division A. She probably will not repeat the performance this year and is expected to be in the middle of fleet.
CREW: I. French (3), P. Armour (2), P. Sainsbury (2), A. Lilva (2), A. Dishington (1), S. Ghent (2), A. Adam (2), C. Simmonds (1).
 CYCA



EX TENSION (-) - 4214
 LOA 10.9 m; LWL 9.4 m;
 Beam 3.6 m; Draught 2.1
 Ex Tension is a brand new Laurie Davidson production 36 footer built from the latest materials by N. Z. Builder Ian Franklin. A sistership to the new Indian Pacific II, the 1986 Hobart will be an interesting first major race this yacht. An experienced crew will be striving to prove the worth of their new boat.
CREW:
 RPAYC



EASTERN MORNING (-) - B 30
 LOA 33.1 m; LWL 2.8 m;
 Beam 33.1 m; Draught 6.1
 Eastern Morning is a sloop, better known as an S&S 34, of which there have been countless sisterships in the Hobart Race ever since British Prime Minister Edward Heath made them famous by winning the 1969 event. No doubt many other sisterships will be entered this year, too, and Eastern Morning will give an honest account of herself.
CREW: A. Collin (Skipper) (6), D. Lawler (-), L. Imbesi (-), N. McKenna (-), T. Corrigan (-), A. Thompson (-).
 ORCV



FIRETEL (4) - A 50
 LOA 10.0 m; LWL 8.3 m;
 Beam 3.4 m; Draught 1.8
 This Dick Carter 33 is starting in her 5th Race, her best running being a 43rd in 1982. Representing Sydney Amateur Sailing Club, Firetel is a regular club racer. She did the Sydney-Southport race this year and has to her credit a win in the CYCA Short Ocean Point Score in 1985. Not expected to be a handicap possibility but the crew is experienced and should gain a creditable result.
CREW: R. Lawler (Skipper) (6), R. Hugal (Navigator) (1), P. Slocombe (3), M. Brennan (-), R. Fitzgerald (-), M. Lawler (2).
 SASC



ECSTASY V (-) - 367
 LOA 11.0 m; LWL 9.8 m;
 Beam 3.2 m; Draught 1.8
 Ecstasy V is a Duncanson 37 built by her owner in 1985 with a ketch rig. Primarily built for cruising, the boat has had some success in local Wollongong races. The competition in the Hobart Race will probably be too great, but the Race will nevertheless be enjoyable in any conditions on this yacht. It is her maiden Hobart (and the first for her crew, too).
CREW: R. K. Harris (Skipper/Navigator), (-), L. Harris (-), J. Friend (-), B. Pike (-), W. Wills (-) M. Hartley (-), R. Eldridge (-), P. Andrews (-).
 Wollongong YC



GALAXY III (1) - 261
 LOA 11.8 m; LWL 9.9 m;
 Beam 3.5 m; Draught 2.0
 An S&S 36, 1983 vintage, Galaxy II did well in 1983 coming 44th overall. Since then the owner has used her for cruising/racing with crew mainly from family circles. She may perform reasonably well this year with an older, experienced crew on board and the advantage of finishing the Race in home waters.
CREW: D. Langford (Skipper) (1), G. Langford (Navigator) (2), P. Langford (4), H. Calvert (11), B. Heron (1), C. Conner (1), M. Hocking (-).
 RYCT

**GOLDFINGER (1) — ME 007**

**LOA 11.01 m; LWL 8 m;
Beam 3.6 m; Draught**

Yacht, skipper and crew were initiated into Sydney to Hobart racing last year with a good 129th overall placing. Still seeking punishment, they've returned again for another bash hoping to improve the placings, which is on the cards in view of the fact that there may be fewer than 129 entries this year.

CREW: R. Triplov (Skipper), (1), J. Turnbull (-), I. Rose (2), D. Kelly (4), M. Preston (4), C. Mason (4), M. Sedgley (-), J. Petkouseil (3)

Metung Yacht Club

**HEART (-) — HC 43**

**LOA 13.1 m; LWL 11.3 m;
Beam 4.0 m; Draught 1.8**

Heart is a Hans Christian design on a round-the-world cruise stopping by to 'do a Hobart'. She will be used to travelling long distances, in comfort, and we wish her well on her maiden Hobart.

CCYC

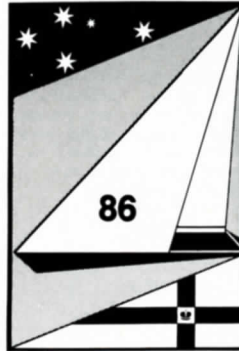
**GOOD NEWS (1) — R 237**

**LOA 11.4 m; LWL 8.8 m;
Beam 3.7 m; Draught 2.1**

Good News is one of many Farr 37's in this year's Race. She withdrew from last year's event with a damaged headfoil, but her sisterships Silver Minx and Hummingbird finished 3rd and 4th overall. These yachts are the new breed of 'affordable' class racers dreamed up by the very creative late Kevin Shepherd. They have all-round qualities, performing well in all conditions.

CREW: J. Calvert-Jones (Skipper) (1), R. Pope (Navigator) (2), M. Haysom (2), J. Russell (1), G. Purcell (1), L. Payne (1), M. Baillieu (1), M. Calvert-Jones (1), R. Purcell (1)

Royal Yacht Club of Victoria

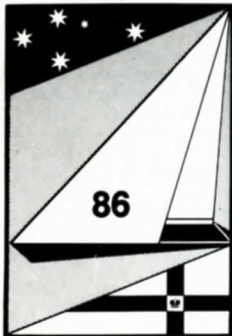
**HELSAL II (7) — G 3**

**LOA 20.2 m; LWL 19.5 m;
Beam 4.4 m; Draught 2.9**

It is nice to see this boat sailing under her original name again. Her new owner, Sandy Kelso, purchased her just before last year's Hobart Race and has poured his heart (and his wallet) into an extensive refit to make Helsal II all pretty again. New electronics, deck gear and a new paint job (royal blue) should make her a little bit faster.

CREW: A. Kelso (Skipper) (7), H. Friese (Navigator) (5), D. Morrison (3), R. Morrison (3), J. Walter (3), W. Clifford (1), A. Clifford (1), R. Lyle (2), G. Newman (1), C. Carroll (1), J. Knox (-), W. Wright (-).

Royal Geelong YC

**GREAT EXPECTATIONS (-) — 1770**

**LOA 15.2 m; LWL 12.2 m;
Beam 4.6 m; Draught 2.7**

Great Expectations is a Farr 50 built in the latest exotic materials and designed to excel downwind. Launched just in time for the 1986 Kenwood Cup in Hawaii, the boat had initial teething problems and did not live up to expectations. Hobart should be a different story; with an experienced crew should be in the first ten across the line. A good handicap result will be difficult.

CREW: W. Hirst, J. Harris, M. Coxon.
m; LWL CYCA

**HINDSIGHT II (1) — 605**

**LOA 9.1 m; LWL 7.0 m;
Beam 3.0 m; Draught 1.7**

Hindsight II retired from last year's race but owner and crew are back for another try. She is a stock Carter 30 built in 1974, which makes her a rather dated design by current half-ton standards. A good overall result would be hard to see even in ideal half-ton weather.

CREW: R. G. Griffin (Skipper) (2), P. Kershaw (Navigator) (13), J. Hodder (1), W. Linton (1), J. Mitchell (1), P. Cowie (1).

SASC

**GROUNDSFOR (1) — 3758**

**LOA 11.4 m; LWL 9.3 m;
Beam 3.7 m; Draught 2.1**

Great name, and it suggests that there must have been moments . . . In 1985 she came 69th on IOR, very close behind sisterships Pippin and Southern Cross. This should be another close year of racing between the many Farr 37's entered (increasingly popular yachts). She is expected to get close to top of this group but will have to work consistently hard to stay there.

CREW: B. Hines (Skipper) (2), N. Hines (Navigator) (2), T. Mowbray (5), C. Freeman (7), C. Wilson (5), B. Snape (1), R. Gosper (-), T. Curruthers (1), S. Rutherford (-).

Lake Macquarie Yacht Club

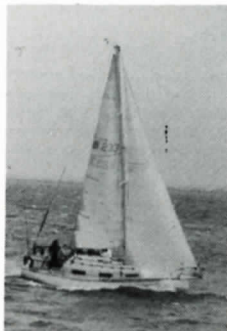
**ICARUS (-) — 3774**

**LOA 11.6 m; LWL 9.7 m;
Beam 3.3 m; Draught 1.8**

This Northshore 36 will be competing in her first Sydney Hobart Race. However, Alan Ridley previously competed in his Cavalier 32 Cybele in 1984 and 1985 finishing in six and half days. Whilst the Hank Kaufman design Northshores are not noted for their handicap performance, we are sure Alan and his crew will have a much faster trip than last year and will be looking for a good position in Division.

CREW: A. Ridley (Skipper) (1), N. Pringle (Navigator) (1), D. MacGeachie (1), G. Miller (-), A. Ridley (1), J. Smith (1), P. Tracey (1), L. Harrison (2).

MHYC

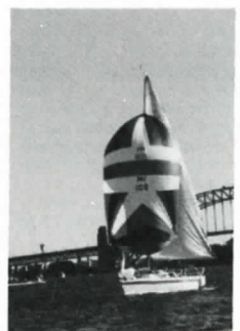
**GUMBLOSSOM (3) — B 233**

**LOA 9.2 m; LWL 8.3 m;
Beam 2.9 m; Draught 1.7**

Gumblossom, a Peter Joubert half tonner, competed in 1973, '74 and '77 when she was a much more up-to-date design but even then only achieved moderate success. With modern designs to compete against, Gumblossom cannot be considered as a good chance in class or overall, but Joubert yachts have an excellent reputation in this race and sometimes surprise.

CREW: J. Gleeson (Skipper), (2), J. Mooney (Navigator), (15), P. Brown (1), M. Prendergast (-).

Royal Brighton YC

**IMPECCABLE (5) — MH 106**

**LOA 10.2 m; LWL 8.0 m;
Beam 3.4 m; Draught 1.8**

Impeccable is a Doug Peterson designed fractional sloop built in 1980. She has competed in every Hobart race since her launching but with mixed results including two retirements. She has won her share of trophies, both in CYCA and Middle Harbour Yacht Club events, but she is in the unfortunate rating band between the quick half tonners and the hot one tonners and can only have a show when the wind stops at either or both ends of the race field.

CREW: J. Walker (Skipper/Navigator) (5), R. Burns (6), A. Chauvell (3), T. Smith (-), M. Mills (-), R. Moore (-), P. Woodhead (-), M.H.Y.C.



INCA (2) —
LOA 14.0 m; LWL 11.3 m;
Beam 4.3 m; Draught 2.4

Inca, designed by S&S, was launched in 1981 and was in the N.Z. Admiral's Cup team that year. She has done two Hobarts: in 1984 she retired with a cracked ring frame, and last year she came in 41st. An experienced crew are capable of getting a high placing this year.

CREW: B. Ryan (Skipper/Navigator) (10), K. Tierney (15), N. Ryan (8) N. Natrass (12), A. McLean (10), S. Flitcroft (2), M. Formosa (4), S. Natrass (-), G. Simpson (-), M. Michel (1).
CYCA



INIQUITY (1) — L 10
LOA 15.2 m; LWL 13.6 m;
Beam 3.6 m; Draught 2.5

This yacht from Port Lincoln, S.A. competed in the 1983 Race, and for a heavy steel yacht, she sailed well to gain 47th over the line. Her experienced crew will again make the long cruise from Port Lincoln and are extremely keen and looking forward to the race. Iniquity is one of the few yachts in this year's Race to be designed, built and skippered by the same person, quite an achievement. Regardless of weather the crew will have an enjoyable and comfortable race.

CREW: S. Morgan (Skipper) (3), S. MacRae (Navigator) (-), H. Reimers (-), R. Stevens (6), R. Bichard (-), P. Tedmanson (-), S. da la Parrelle (-), A. Clough (-), T. Allen (-).
Port Lincoln YC



INCH BY WINCH (5) — 393
LOA 13.4 m; LWL 11.8 m;
Beam 3.8 m; Draught 2.6

This 44' alloy Peterson has been consistently campaigned by Joe Goddard for some years. In 1983 he gained a creditable 16th but retired last year. Under her original owner she came 9th soon after launching in 1980. Not predicted to be among the top placegetters.

CREW: J. Goddard (Skipper/Navigator) (10), P. Toolan (10), J. Goddard Jr (8), P. Goddard (7), L. Goddard (-), T. Bambridge (-).
CYCA



INTRIGUE (2) — KAA 40
LOA 12.2 m; LWL m;
Beam 3.9 m; Draught 2.1

Intrigue is a Tony Castro designed minimum rating Admiral's cupper which was a member of the 1985 Australian team and the first Tasmanian yacht to be selected for Admiral's Cup representation. She was the best pointscore yacht in the Australian team and was tenth overall in the individual pointscore in that series. An honest yacht which is well sailed by Don Calvert and his loyal crew and she should do well.

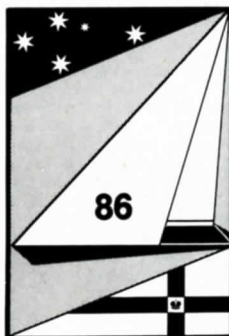
CREW: D. Calvert (Skipper) (4), D. Gourlay (Navigator) (8), B. Calvert (3), R. Horne (4), N. Connor (4), S. Graves (6), J. Reid (2), C. Lamprill (2), G. Lewis (-), B. McAllister (-).
RYCT



INDIAN PACIFIC (3) — KA 3695
LOA 12.3 m; LWL 9.5 m;
Beam 4.0 m; Draught 2.3

Indian Pacific is a Farr 40 and previous winner of this Race, in 1984. A good 8th in last year's race has kept up the yacht's fine record. New owner Chas Jacobsen has only been sailing two years in IOR with no Hobart experience. The boat has the speed; we hope the crew has the drive.

CREW: A. Keep, C. Jacobsen, H. Proctor.
SYC



INVINCIBLE (-) — A 33
LOA 11.0 m; LWL m;
Beam 3.7 m; Draught 1.9

Last year owner Rodney Behrens contested the Melbourne to Hobart Race in Solandra. This year he is sailing this Farr 1104 in her first Sydney-Hobart Race. Previously, this year, Invincible took part in the Sydney-Southport Race. This red-hulled boat does not have enough form to allow any predictions, but she is sailed by a crew of determined Tasmanians.

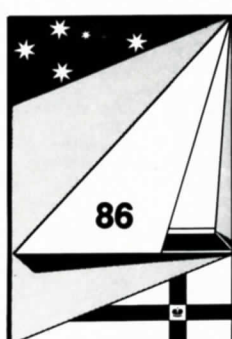
CREW: R. Behrens (Skipper) (2), J. Behrens (Navigator) (7), G. Behrens (5), D. Behrens (2), P. Grainger (1), R. Hart (-), D. Sutcliffe (-), G. Courlay (1).
RYCT



INDIAN PACIFIC II (-) — MH 9
LOA m; LWL m;
Beam m; Draught

John Eyles' new Laurie Davidson designed 36 footer is a sistership to Ex Tension and was built in exotics by N.Z. Builder Ian Franklin. John Eyles has told us little about the boat or crew, but knowing of his 'will to win', put this yacht in the top twenty.

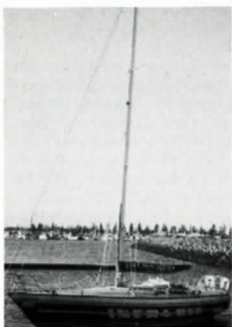
CREW: J. Eyles (Skipper) (5), T. Shaw (Navigator) (8), R. Johnson (1), P. St John (4), R. Ogilvie (5), J. Stanley (9), A. Patterson (1), M. Smith (4).
M.H.Y.C.



JASMIN — PD 33
LOA 13.1 m; LWL 10.9 m;
Beam 3.9 m; Draught 1.8

Jasmin was launched only this year but has taken six years to build to a design by J. Savage. Built of wood with plenty of dedication, she will look pretty, even if she is slow. Not much more can be said, as her performance and that of her crew is unknown.

CREW: M. O'Keefe (Skipper) (-), G. Mansfield (Navigator) (1), G. Alway (2), G. Kenworthy (2), P. Coates (-), L. Burleigh (-), P. Standalost (-), D. Shepperd (1), M. O'Keefe (-).
Port Dalrymple YC



INFRA RED (1) — 182
LOA 11.0 m; LWL m;
Beam 3.5 m; Draught 2.0

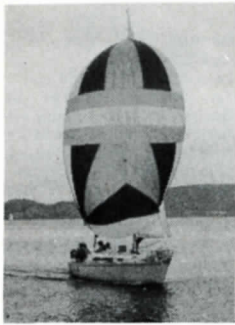
Long time between Hobarts, Infra Red, in 1981, came 50th. Only recently she has been racing with the RSYS in offshore races with creditable results. Her crew are well versed in local racing. She is not expected to perform particularly well in such a long race in waters largely unknown to the yacht.

CREW: R. Southwood (Skipper) (-), C. Panton (Navigator) (-), G. Otto (-), A. Carter (-), P. Dobson (-), P. Shaw (-), C. Smith (-), D. Morrison (-).

JOINT VENTURE (-) — SM 50
LOA 12.2 m; LWL 11.0 m;
Beam 3.9 m; Draught 2.2

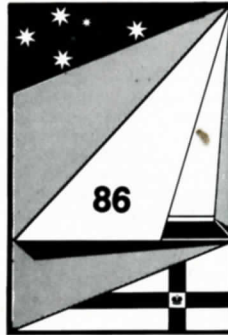
Joint Venture is a Frers 40 built to the latest design and of the latest materials, but to date she has failed to fulfil her promise. Her owner, Ron Elliott, will be hoping that the 1986 Hobart will be a change in fortune.

SYC



JUST JONES (-) — 3638
LOA 10.4 m; LWL 8.7 m;
Beam 3.2 m; Draught 1.8

This will be the first Hobart for this 3/4 rig Farr. Launched in 1983, she does not rate well, so a good position is not expected. She sails in the Arbitrary Division in Hobart, and "The skipper regrets being unable to give a list of great victories!". Her top result was to win the Bellerive Yacht Club 'no extras' Wednesday twilight series this year with a majority girl.
CREW: Colin Denny (Skipper/Navigator), (4), R. Denholm (4), L. McDougall (2), G. King (1), M. Hogan (-), J. Hogan (-), C. Sheehan (-).
Bellerive Yacht Club



LASSITERS REEF (-) — R 83
LOA 18.3 m; LWL 15.6 m;
Beam 4.3 m; Draught 1.7

Lassiters Reef is a new shoal-draft cruising cutter designed by South African Andrew Lavranos, better known here as the Designer of Rampant II. Lassiters Reef will be sailed by a bunch of West Australian geriatrics who would be more content keeping an eye on the yacht's well equipped cellar than sitting on the weather rail.
CREW: J. Carroll (Skipper) (-), W. Seabrook (Navigator) (4), J. Byrnes (3), P. Curran (3), G. Fornaro (4), D. Liggins (4), P. Kerr (-), P. Milner (5), G. Nicholas (-).
Royal Perth Yacht Club



KANGA (3) — 3363
LOA 13.2 m; LWL 9.8 m;
Beam 3.3 m; Draught 2.0

It is good to see Kanga in this fleet. A Cole 43 by East Coast Yachts launched in 1978, she is of a breed that did very creditably in Hobarts in the '70s. They are fine looking vessels that perform particularly well in fresh conditions, but have outlasted their best racing results these days. Frank Ryan did a Hobart in 1980 with his 12 metre Nefertiti. Since then he has covered many miles cruising worldwide with Kanga. A very experienced crew get a very good performance from her.

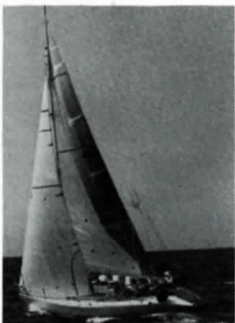
CREW:
 F. Ryan (Skipper) (1), J. Christoffersen (Navigator) (15)
 C. Ryan (1), A. Rudolf (-), W. Russell-Cargill (-), C. Lorentson (-), R. Gaylord (-).
CYCA



LAWLESS (3) — SM 88
LOA 9.4 m; LWL 7.3 m;
Beam 3.2 m; Draught 1.8

This year will see Lawless in its 4th Hobart Race. In 1985 she slipped back in her division, but this year, with an obviously older crew from the Ocean Racing Club of Victoria, we may see her near the top of her Division.

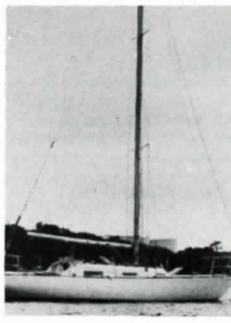
CREW: D. Vickers, A. Geddes, R. Green.
Ocean Racing Club of Victoria



KINGS CROSS (-) — 621
LOA 10.9 m; LWL m;
Beam 3.7 m; Draught 2.1

As per Mr King, he bought a boat and Mrs King was cross. King's Cross is another Laurie Davidson 37-footer built by Ian Franklin in N.Z. A successful 1985/86 season at RPAYC, success in the Triple M 5000 and good results in Mooloolaba and Bruce & Walsh races makes King's Cross the yardstick for the bunch of Davidson 37's recently launched. It is considered that the Farr 37's and the Davidson 37's should have a great tussle. Out tip: Farr 37's.

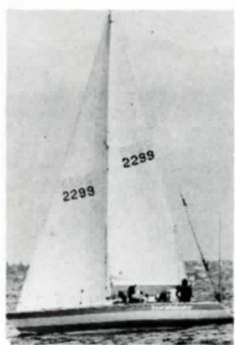
CREW: J. King (Skipper) (2), K. Martin (Navigator) (4), I. Short (5), A. Short (5), B. Wade (2), G. Johnston (5), T. Kirkby (3), G. Vaughan (-), R. Williams (-).



LEVEN (2) — 881
LOA 10.1 m; LWL 8.8 m;
Beam 3.1 m; Draught 2.0

One of the successful Joubert Currawong 30s, Leven was one of only 46 yachts to complete the wild 1984 Hobart. This will be her third Race, following a disappointing result in 1985. The yacht has competed in few other offshore races apart from the 1985 Sydney-Mooloolaba.

CREW: B. Cunneen (Skipper/Navigator) (2), D. Gibb (-), C. Gibb (-), M. Pagett (-), G. Roderick (-), T. Firth (-).
Parramatta River Yacht Club



KNUCKLEDUSTER (1) — 2299
LOA 9.0 m; LWL m;
Beam 3.0 m; Draught 1.8

Knuckleduster has had a successful racing career having gained a 4th in the 1983 Montagu Island Race, and a 3rd in this year's Montagu. Sailing out of the Botany Bay Yacht Club, this Ron Holland design could be well placed if the weather turns light. The crew will be looking to improve on their 1983 race position of 62nd.

CREW: P. Adams (4), D. Guest (1), J. Harris (1).
RPAYC



LOW PROFILE (-) — 4056
LOA 10.9 m; LWL 8.2 m;
Beam 3.6 m; Draught 2.0

One of the new batch of yachts competing in this year's Hobart, Low Profile is slightly unconventional for a Farr 1104. Her Farr 40 interior is bigger than usual, and her Farr 40 keel has a 'pot' on the bottom. Typical of a Bruce Farr design, this yacht has performed comparatively well so far in her first summer season, winning three of her best four starts, though she failed to finish the Sydney-Mooloolaba due to mast failure. Owner Zanelli has gathered an experienced crew together.

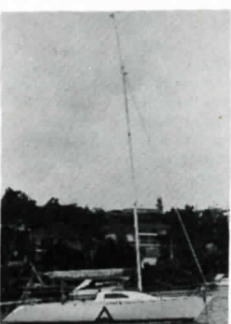
CREW: Skipper A. Zanelli (2), Navigator P. Conway (5), S. Gunns (5), R. Kirkby (4), C. Janes (1), B. McMullen (-), P. Goslins (1), A. Pearce.
MHYC



LADY ANN (1) — 2786
LOA 10.4 m; LWL 8.9 m;
Beam 3.4 m; Draught 1.8

Lady Ann is a production design by Peter Cole built in 1979 by Comprador Yachts. She was previously known as Paw Paw and her only previous Hobart experience was in 1984 when she retired after the crew spat the pips. She competed in the inaugural Sydney-Southport Race and this should encourage her skipper and crew to persevere and chase that finishing line.

CREW: E. Willis (5), C. Tweedy, T. Campbell.
CYCA



MADMEN'S WOODYARD (-) — 4803
LOA 9.5 m; LWL 2.4 m;
Beam 3.2 m; Draught

Madman's Woodyard was built at a time when half tonning was popular and she was to be Queensland's answer to the hot boats from NSW. She was fairly successful early in her career, winning her share of races. She is now owned by a syndicate which includes some ex-Tasmanians who probably have forgotten that the winds blow and the waves get big down there, and that doing a Hobart in a half tonner is no longer popular.

CREW: C. Bowling (Skipper) (2), D. Bonallo (Navigator) (7), J. Terrell (-), R. White (-), N. Race (-), 1 TBA.
RPAYC

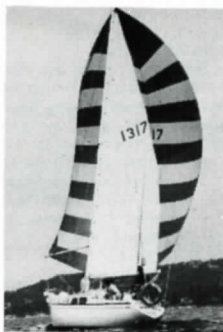


MANLY FERRY — 4350
LOA 13.6 m; LWL 11.0 m;
Beam 4.0 m; Draught 2.3
 Manly Ferry is based on the NZ Admiral's Cup triallist Shockwave. She has not been racing very long, having competed in the 1986 Lord Howe Race when she had problems with her mast. A sistership to the Hong Kong entry, Spirit, these yachts should find good competition against each other, but not necessarily against the rest of the fleet.

MHYC



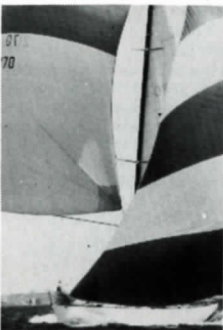
MOONRAKER AGAIN (1) — L 1
LOA 11.6 m; LWL 10.2 m;
Beam 3.6 m; Draught 1.9
 These guys are taking the long way round, starting with Hobart, then Fremantle, Darwin, Ambon, Port Lincoln via East Coast and, to top it off, the 1986 Hobart. An older Farr, her last Hobart being 1982, the young crew of this yacht will be working hard to get a good placing.
CREW: N. Welfare (Skipper/Navigator) (2), M. McIlvena (2), D. Buckland (2), D. Lewis (2), D. Bates (1), C. Sheehay (-), B. Hage (-).
Port Lincoln YC



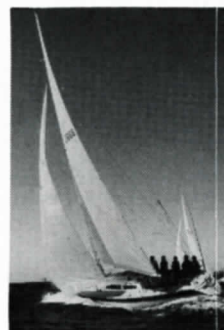
MARARA (4) — 1317
LOA 10.4 m; LWL 8.4 m;
Beam 3.0 m; Draught 1.8
 Marara is one of those well known S&S 34s which have been competing for 16 years and which are still surprising the hot and expensive modern boats. She distinguished herself in the 1983 and 1985 Races placing 3rd in Division D, and in the tough 1984 Race she finished in the middle of those that finished at all. Credit is due her skipper, Bill Ratcliff, who is an old salt rather as opposed to a checkbook skipper and who has remained competitive through grit, even against competitors who are able to 'throw buckets of money at the problem'.
CREW: A. Ratcliff (Skipper) (22), V. Walsh (Navigator) (15), B. Simpson (12), M. Grout (-), L. Ratcliff (-), R. Boulton (2).
CYCA



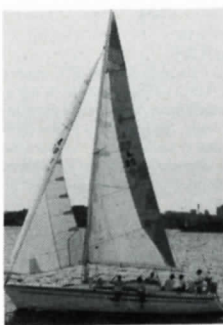
MORNING TIDE (3) — A 94
LOA 10.3 m; LWL 7.6 m;
Beam 3.2 m; Draught 2.1
 Owned by Jim Lawler, Morning Tide is yet another S&S 34 entered in this year's race. Launched in 1974 she will have a good age allowance and will enjoy healthy competition with other S&S 34s. She achieved a creditable 4th in this year's Montagu and no doubt will be a finisher in this year's Race.
CREW: P. Robinson, J. Lawler, J.M. Lawler.
SASC



MARGARET RINTOUL II (15) — 2170
LOA 14.8 m; LWL 12.5 m;
Beam 4.1 m; Draught 2.4
 One of Australia's most famous ocean racers, this, the original Ragamuffin, (formerly Fantasy Rags), was launched in 1968 and has represented Australia in two Admiral's Cup Challenges. She won the prestigious 1971 Fastnet race and has made her way to Hobart on many occasions. In most Hobarts she has finished well, her best results being two 2nds. Her current owner, Ron Jackman, has again made his way from Hobart for this year's race.
m; LWL CREW: R. Jackman (Skipper) (10), A. Masters (Navigator) (9), R.J. Jackman (10), C. Bathelor (6), L. Cox (6), A. Probin (10), R. Coombe (3), C. Cunningham (6), S. Muir (4), 2 TBA.
RYCT



MUCH ADO (2) — 3666
LOA 10.2 m; LWL m;
Beam 3.4 m; Draught
 Much Ado has a new owner and new crew who have experience in mostly long distance cruising races. An Ed Dubois design, she has the potential to do reasonably well in steady breezes. She will need to be driven hard and well.
CREW: J. Corrie (Skipper) (-), R. Corrie (Navigator) (2), G. Kesby (-), T. Allsop (-), N. Kell (-), D. Giddy (-).
RSYS



MARK TWAIN (7) — A 113
LOA 11.7 m; LWL m;
Beam 3.5 m; Draught 2.2
 Mark Twain may have a few years on her and many more miles, but with a crew that has a strong record of long offshore races, she should travel well to Hobart. She was one of the entrants in the Inaugural 1986 Southport Race.
CREW: B. Brown, K. Radford, B. Mills.
SASC



MULLOKA (4) — SM 801
LOA 10.3 m; LWL m;
Beam 3.2 m; Draught 1.8
 Mulloka is another S&S 34 entered in this year's Race, and it will be her fifth appearance since her launching in 1983. It is expected that she will give her crew an honest race. She will have a few of her sisterships to sail against and this extra incentive always brings out a stronger competitive edge from her crew.
CREW: P. Jacka (Skipper) (2), J. Guiney (Navigator) (2), D. Blainey (2), T. Clark (1), G. McColl Jones (-), C. Costenoble (1), B. Dwyer (-).
S.Y.C.



MIDDLE HARBOUR EXPRESS (-) — 237
LOA 11.2 m; LWL 9.8 m;
Beam 3.5 m; Draught 2.1
 Formerly Gold Coast Express which, as a syndicate yacht, raced and won every race in her Division in the 1980 Clipper Cup Series off Hawaii, Middle Harbour Express tried to emulate her performance of 1982 but was dismasted early in the Series. She was designed to the old One Ton rule by Laurie Davidson, but she would find it hard to race against the modern crop of larger and more purposeful one tonners. She will find it harder still to stay in front of the nimble half and three quarter tonners in this Race.
CREW: R. Stone (Skipper), (1), G. Stone (Navigator), (2), N. Middendorp (2), G. Challoner (-), I. Parker (4), M. Burgess (-), D. Grice (-), B. Gale (-), C. Dungan (-).
MHYC



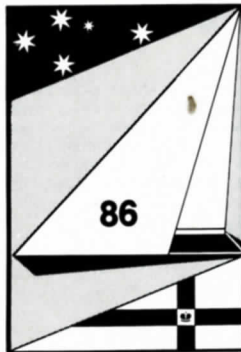
MYSTIQUE (-) — 5061
LOA 10.5 m; LWL 8.8 m;
Beam 3.3 m; Draught 1.7
 Launched in 1983 she has done only one long race, the 1986 Mooloolaba, coming 9th in Arbitrary Division. She is a cruiser more than a hard racer. The crew have covered many coastal miles. They will need determination and hard work, as this is not a cruising race.
CREW: C. Wilson (Skipper) (-), I. Borridale (-), F. Nowak (-), B. Lay (-), B. Parks (-), P. Inskip (-), P. Gallagher (-), K.C.Y.C.



NADIA (2) — 3937
LOA 10.9 m; LWL 8.9 m;
Beam 3.5 m; Draught 1.9

Nadia is a production S&S 37 built by Prestige yachts of W.A. in 1982. She has competed in two previous Hobarts but has been unfortunately recorded as a non-finisher in both. Recently purchased by John Oakley, who will, it is hoped, break her bad run this year, and to insure this the skipper has gather an experienced crew.

CREW: J. R. Oakley (Skipper) (1), G. MacLeay (Navigator) (-), J.G. Oakley (6), W. Chesterman (8), A. Rowett (2), R. Gale (-), R. Braendler (-), C. Mitchell (-).
C.Y.C.A.



NOT YET NAMED (-) — 3000
LOA 13.2 m; LWL 10.2 m;
Beam 4.1 m; Draught 2.4

At the time of printing veteran ocean racer Peter Kurts was up to his old tricks again in not divulging the name of his new yacht. It is expected, however, that the name will have some profound, prophetic, meaningful meaning. Whatever the name, she will be a larger state-of-the-art development of Kurt's previous yacht, Drake's Prayer, and it is hoped she will provide this keen yachtsman with some well-deserved glory.

CREW: P. Kurts (Skipper) (21), H. Halliburton (Navigator) (11), G. Stagg (8), B. Clay (7), S. Kurts (5), P. Corben (3), R. Stropf (1), M. Richards (-), P. Shipway (15), G. Jones (17).
C.Y.C.A.



NADIA IV (1) — 4040
LOA 12.1 m; LWL m;
Beam 4.0 m; Draught 2.2

Nadia IV is a Farr 40 well distinguished by her kaleidoscope colour scheme. Well raced by a keen Canberra crew headed by Teki Dalton, she should give a good account of herself. Since her launching in 1984 she has been very competitive and to her credit she finished 3rd in the 1985 CYCA Blue Water Championships, as well as a first in Division in LOPS events. Any crew that travels from Canberra to come sailing has got to be keen, and if the gear holds together, Nadia IV will be amongst the Race leaders.

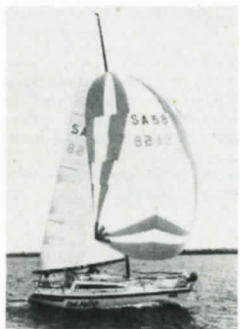
CREW: T. Dalton (Skipper) (6), U. Tuisk (Navigator) (1), R. Daigleish (2), G. Snow (6), D. Craig (1), G. Holt (1), E. Adriaanse (-), M. Sinclair (-), B. Leslie (-).
C.Y.C.A.



OTELLA (-) — MH 25
LOA 16.2 m; LWL 12.9 m;
Beam 4.55 m; Draught 2.6

Otella has been designed and built for the 1988 Around Australia Race and it is using the Hobart and other long races for crew selection and training. She is taking to Hobart this year an experienced crew which will have approximately 30 Hobarts among them. Her best result in her brief sailing history is a 1st in the Arbitrary Division of the 1986 Sydney-Mooloolaba Race.

CREW: C. Montgomery (Skipper) (1), C. White (Navigator) (2), D. Lovell (4), R. Lenehan (4), P. Clinton (5), J. Varley (5), P. Levy (3), D. Lang (4), R. Lang (-), J. King (1), P. McAdam (3), S. Taylor (2).
MHYC



NED KELLY (-) — SA 58
LOA 9.3 m; LWL 7.2 m;
Beam 3.1 m; Draught 1.7

This Van de Stadt half-tonner is the first of its design to be launched in Australia; they are marketed in England by Hunter Boats as the H31. She is the current South Australian State Champion. John Clarke is taking an experienced crew to Hobart led by Col Smith, and in her division big things are expected of Ned Kelly.

CREW: S. John Clarke (Skipper), (-), R. Katnich (Navigator) (2), C. Smith (8), R. Clarke (-), H. Oldenhove (-), H. Clarke (-).
RSAYS



OVERDRAFT (-) — 101
LOA 11.3 m; LWL 9.0 m;
Beam 3.8 m; Draught 2.1

Overdraft did particularly well against a very competitive Southern Cross fleet, coming 62nd on line honours and 55th IOR in last year's Race. With the same good crew and a skipper who should know every rule of the water, since he has been a member of just about every AYF Committee that has ever existed, this should be an even better year for Overdraft.

CREW: D. Smith (Skipper) (7), T. Halton (Navigator) (12), D. Smith (2), K. Smith (1), G. Duus (2), J. Turner (1), J. Gower (-), T. Riek (1), K. Adam, (4).
Q.C.Y.S.



NEWCASTLE FLYER (2) — M 7
LOA 11.8 m; LWL 9.6 m;
Beam 3.9 m; Draught 2.2

Newcastle Flyer is (or was) Joe Adams/Graeme Radford's entry into the IOR Stakes, right into the hot One Ton field. She has competed in the last two Hobarts, finishing a creditable 7th overall in the hard 1984 Race in which only 46 yachts finished. Against today's one tonners she would be a bit slow, but as any Lake Macquarie sailor knows, when the wind blows is just when the boys start to enjoy the sailing.

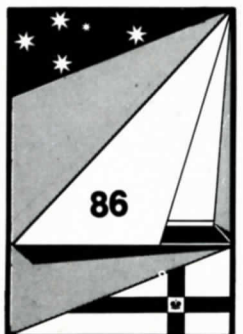
CREW: P. Rundle (Skipper) (18), J. Holley (Navigator) (-), R. Carlier (8), S. Lamb (9), K. Mitchell (2), S. Miller (-), B. Pieske (3), R. Pieske (1), J. Sprague (-).
LMYC



PACIFIC PHOENIX (-) — 4054
LOA 12.4 m; LWL 10.9 m;
Beam 3.9 m; Draught 2.1

Pacific Phoenix is a production Beneteau 405, the first to arrive in Australia. A masthead rigged boat designed by Jean Berret as a cruiser/racer, she should provide a comfortable and easy ride. No history is available for this type of yacht in this country, and therefore her form is unknown. It is apparent from her lines, however, that she may have some potential, provided her crew can sort her out in time.

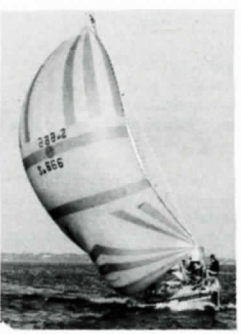
CREW: E. Long (Skipper) (1) M. Franks (Navigator) (6), P. Bevez (Sailing Master) (7), P. Hynes (3), H. Johnson (-), M. Power (1), L. Thomson (6), W. Delay (1), P. Karlovic (1), G. Schultz (-).
CYCA



NIMROD II (1) — G 300
LOA 11.6 m; LWL m;
Beam 3.6 m; Draught 1.9

Hailing from Victorian waters Nimrod II is a Farr design launched in 1979, more of a cruising boat than a racing boat. The philosophy of this crew, in her owner's words, is 'Just a group of Corio Bay Geriatrics who can't say no to the challenge of let's give it one more try'. This statement typifies the attitude of many crew members in this year's race.

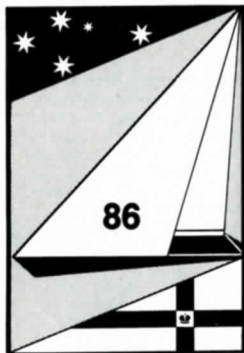
CREW: I. S. Watson (Skipper), (9), R. G. Bews (Navigator), (8), M. Stein (4), D. Price (2), B. Brayton (3), A. Dorrity (2), G. Foley (-).
RGYC



PADAM (2) — SM 666
LOA 10.4 m; LWL 8.5 m;
Beam 3.2 m; Draught 1.8

Hailing from Victoria, Padam is a hard worker. A small Duncanson, she performed reasonably well in her Division in the 1984 and 1985 Hobart Races. Experienced crew and the right breeze should see her in her Division placings.

CREW: K. N. Quinert (Skipper), (2), I. Richards (Navigator), (3), M. Quinert (2), A. Quinert (1), R. Lyons (2), G. Robinson (-), S. Finneran (-).
SYC



PALADIN (1) — 4070
LOA 12.2 m; LWL 10.1 m;
Beam 3.7 m; Draught 2.2

Another one of a fleet of Farr 40's in this year's race Paladin is the sistership to Another Concubine. She was a member of the third-placed NSW team in last year's Southern Cross Cup and came a creditable 11th overall in the Sydney-Hobart beating her sistership by two places. She has continued her form by winning both the CYCA Short Ocean Point Score and Long Ocean Point Score Series in Division one for 1985/86. Has not raced seriously this year, so must be considered an outsider for any trophy.
CREW: C. Franklin W. Sykes T. Messenger.
CYCA/MHYC



POLARIS (10) — M 99
LOA 13.1 m; LWL 10.5 m;
Beam 3.2 m; Draught 2.0

Polaris would be somewhere in the top three or four yachts in terms of the number of Hobarts she has done. Owned by Les Savage of Newcastle, this Cole 43 has proved a hard competitor since her launching in 1971. In her first few years of life she managed to finish in the top 20, and she has only retired once. An outdated design by today's standards, she will be slow, but one can be assured she will be going strong when it counts.

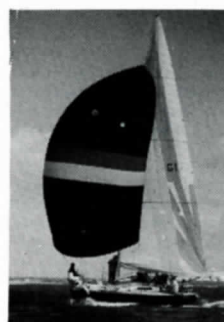
CREW: L. Savage (Skipper), (5), R. Parker (Navigator) (6), B. Smith (4), J. Beath (-), J. O'Laughlin (1), G. Sinclair (1), N. Robertson (1), C. Rose (-).
LMYC



PANACHE (3) — S 92
LOA 10.3 m; LWL 8.6 m;
Beam 3.2 m; Draught 1.8

Panache is a Ron Holland designed three-quarter tonner previously named Pirra and launched in 1979. She has competed in three previous Hobarts with mixed results, including a Divisional win in 1982. Her crew is very experienced in Victorian waters and Bass Strait crossings, so at least the middle part of the race should be familiar to them.

CREW: G. Ward (Skipper), E. Stokans J. Wager.
RMYS



PRIME SUSPECT (2) — G 1
LOA 12.2 m; LWL 10.4 m;
Beam 4.0 m; Draught 2.4

Prime Suspect finished well in 1985, but one small problem, a 70% penalty, knocked her down the list. Built by P. Milner of W.A., she sailed strongly in the heavy '84 Hobart. She should do reasonably well this year against a strong fleet of Farr 40's.

CREW: R. Abikhair (Skipper), W. Abikhair, (Navigator), B. Underwood, M. Kelly, K. Murphy, D. Williams, C. Swan, B. Kennett, K. Curtis, B. Carnall.
RGYC



PARMELIA (5) — 2344
LOA 13.9 m; LWL 12.0 m;
Beam 4.0 m; Draught 2.4

Built for the Portsmouth to Fremantle race, Parmelia has done many sea miles. Her position in that race was a commendable 5th overall. In Hobarts to date she has had as her best result a 19th in the 1984 race. She is an extremely solid boat and will make it to Hobart if the conditions get rough. Her crew are Hobart based which should give her an advantage when tackling the Derwent. She should do well in her division.

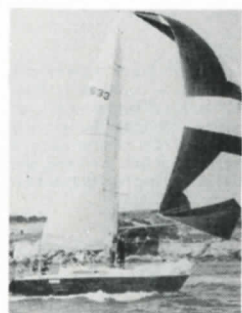
CREW: J. Bouke, D. Cook, B. Skinner.
RYCT



PRIVATEER (-) — US 33881
LOA 24 m; LWL 20 m;
Beam 5.5 m; Draught 3.8

This Maxi yacht as Atlantic Privateer competed in the 1985/86 Whitbread Round the World Race. She was dismasted in the first leg; she was the first to finish in a very exciting battle in leg two, and she completed the remainder of the race quite creditably. The Hobart Race will be a short sprint in comparison and it is expected that Skipper Padda Kuttel will drive her hard against the other Maxis in this race.

CREW: P. Kuttel (Skipper/Navigator) (-), M. Bastenier (1), A. Radford (-), C. Lanceley (2), H. Hiddes (-), N. Hargreeve (-), S. Milne (-), D. Muir (-), K. Morton (-).
Atlantic YC

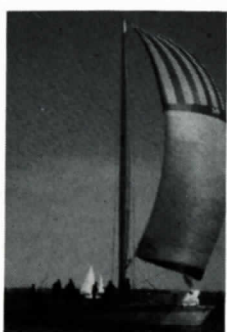


PIPPIN (2) — 533
LOA 11.4 m; LWL 8.9 m;
Beam 3.7 m; Draught 2.1

A local yacht, Pippin has performed well in the CYCA offshore races to date. This year again she will have at least eight other Farr 37's with most of them being raced regularly and now finely tuned. She should see some very competitive racing on her way to Hobart.

CREW: W. Sweetapple (Skipper) (3), D. Tooth (Navigator) (1), J. Sweetapple (2), P. Clark (3), P. Edgar (1), N. Duncan (2), A. Pryke (-), D. Harris (-), M. Cummings (2).

CYCA



QUASIMODO (2) — G 77
LOA 18.2 m; LWL 15.2 m;
Beam 4.5 m; Draught 2.8

Rated highly in 1985 for Hobart line honours, Quasimodo retired with a broken rudder. She has since been sold to M. Innes of Hobart, arriving there in September. She sailed well in the Tassie Wedge Island Race. Her crew have good experience in long races and she is expected to be the first Tasmanian yacht across the line.

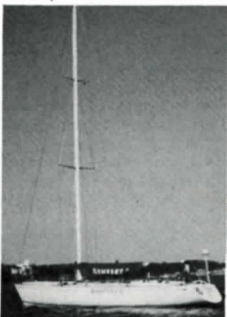
CREW: M. Innes (Skipper) (-), K. Goodsell (Navigator) (8), S. Firth (13), G. Roper (2), P. Brazington (5), B. Young (-), T. Gouley (2), K. Stacey (1), P. Vandermeer (1), R. Tenbenzel (-), R. Templer (-), R. Blythe (-), P. Webb (-).
RYCT



POLAR BEAR (-) — 287
LOA 13.18 m; LWL 11.3 m;
Beam 3.3 m; Draught 1.9

Polar Bear is one of the ever popular East Coast 31's designed by Peter Cole in the early seventies. These yachts still manage to notch up wins and good placings and this yacht is no exception including a 4th in the 1984 Lord Howe Race and a third in this year's Montagu Race. Polar Bear will not win the Hobart Race but she will certainly give a good honest account of herself.

CREW: R. Martin (Skipper) (-), D. Mathlin (Navigator) (2), R. Hammond (3), K. Ford (1), D. Fox (-), B. Kull (-), G. McCall (-).
RPAVC



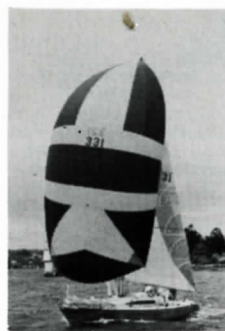
RAMPANT II (2) — 3507
LOA 21.3 m; LWL 19.0 m;
Beam 4.5 m; Draught 3.5

This 70 footer was launched in 1981 to a design by the South African Lavranos. She has competed in the Capetown-Uruguay and Los Angeles-Hawaii races. In the 1982 Hobart she was 5th home. She has a stunning performance downwind, tracking like a rocket in heavy breezes that leave most yachts broaching. Second over the line after Apollo in the Southport Race last August, she led the fleet on the first evening last year but then lost out significantly on the windward work. If this year produces a hard run, watch her go.

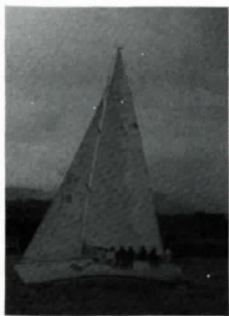
CREW: A. Tucker (Skipper) (2), R. Nothard (Navigator) (2), G. Brown (-), W. Tucker (-), R. Tucker (-), J. Tucker (-), A. Brown (-), D. Muirhead (-), J. Keeling (-), R. Elliott (-), N. Jones (-), S. Ravich (-).
RSYS



ROAMA (1) — S 5
LOA 16.5 m; LWL 12.1 m;
Beam 4.1 m; Draught 2.2
 Hailing from Victoria and launched in 1951, Roama is a soundly built classic ocean going cutter which the skipper says performs best in breezes over 20 knots, with slightly eased sheets. Her crew have sailed many miles in southern waters. She won't be in Hobart quickly, but should comfortably arrive in time for New Year's eve.
CREW: K. Dowdney (-), T. Stevens (-), K. Jenkin (-).
RMYC



SILVER MINX (1) — 331
LOA 11.4 m; LWL 8.9 m;
Beam 3.7 m; Draught 2.1
 One of the many Farr 34's in this year's Race and debatably the best of all of them, on previous results. Silver Minx has done well, but unfortunately, there is not enough space here to list all of them. If she carries the hard core of her previous successful crew then she should be in with a chance in this year's Race.
CREW: G. Player (Skipper) (2), D. Doyle (Navigator) (2), Sailing Master G. Rouvray (1), A. McWilliam (1), G. Kaye (1), B. Dickson (1), I. Baird (9), F. Hevelka (5), J. Micklewright (1).
C.Y.C.A.



ROLLER COASTER (3) — A 19
LOA 10.8 m; LWL 8.7 m;
Beam 3.5 m; Draught 2.0
 Roller Coaster is a production S&S 37 launched in 1983. She skated pretty well to a third in Division in the hard 1984 Race, which proves that skipper and crew can take the hard stuff. It has been said that any boat from Tasmania has always an advantage over the rest of the fleet because, apart from local knowledge, Tasmanian boats are on the leg home once the starting gun goes, and whatever the motive — wife, girlfriend, or drink — they always seem to sail their boats quicker.
CREW: N. Burrige, J. Kennedy.
RYCT



SINGAPORE GIRL (1) — 4048
LOA 10.2 m; LWL 8.4 m;
Beam 3.5 m; Draught 1.9
 Since retiring from 1985 race with rudder trouble Singapore Girl has competed in the northern series with good results. With a strong crew, this largely untested yacht should still perform well. Let's hope their rudder doesn't meet another one of those USO's on the way down.
CREW: T. Poole (Skipper) (7), G. Rogers (Navigator) (2), J. Kersey (3), D. Blanchfield (2), S. Peacock (7), P. Steigrad (-), G. Ferguson (-), W. Morrison (-).
R.S.Y.S/C.Y.C.A.



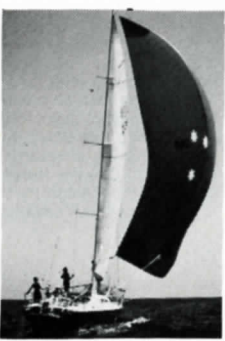
SALTPETA (-) — 2855
LOA 9.1 m; LWL m;
Beam 3.0 m; Draught 1.6
 Saltpeta is a steady performer, a Currawong launched in 1978. She arrived in Hobart last year still in time to enjoy some New Year celebrations. Her crew are well experienced ocean racers who will get Saltpeta to Hobart again, perhaps for new year's eve this time.
CREW: A. Coyle (1), C. Old (1), J. Elliott (1).
SASC



SOLANDRA (1) — A 55
LOA 10.2 m; LWL 7.3 m;
Beam 3.0 m; Draught 1.9
 Solandra is yet another S&S 34 in this Race. If all the S&S 34s that have entered the Hobart since their introduction in 1969 were rafted together they would fill Constitution Dock twice over. This yacht has the advantage over her sisterships in that she comes from Tasmania and has to cover the track to get herself to the starting line, thus knowing where all the bunkers are.
CREW: C. Escott (Skipper) (5), J. Reeve (Navigator) (-), A. Short (1), M. Aspinall (-), T. Jones (-), M. MacAllister (-).
RYCT



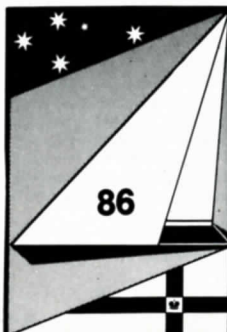
SEAHAWK (-) — A 99
LOA 11.6 m; LWL 10.0 m;
Beam 3.6 m; Draught 1.9
 Previously known as Hawkeye, Seahawk is a Farr design cruiser/racer. Under her previous owner she competed in many long offshore races commencing in N.Z. Her current owner, Jim Davern, had a creditable 2nd in Arbitrary Div A in this year's Sydney-Southport Race. The skipper is better known as a famous television producer of an unknown television soapie practising somewhere in the country (for those cryptic lovers amongst you). He is also a previous line honours winner of the Race.
CREW: J. Davern (Skipper) (4), M. Tomaszewski (Navigator) (5), C. Oh (4), D. Williams (2), S. Kelly (2), P. Pangas (-).
S.A.S.C



SOUTHERN CROSS (1) — 208
LOA 11.4 m; LWL m;
Beam 3.7 m; Draught 2.1
 The 1984 Hobart saw Southern Cross featured in a very wet drama after her backstay pulled away, taking part of the stern with it. The next Hobart saw her finish 68th across the line, 44th on handicap. Recently she has been performing well in CYCA summer races. If the crew and yacht can continue with this trend, she should perform well against a strong fleet of Farr 40's.
CREW: G. Hyde, D. Adams, R. Goddard.
CYCA



SEQUIN (-) — 3831
LOA 9.3 m; LWL m;
Beam 3.2 m; Draught 1.6
 Sequin is one of those yachts that appear from somewhere and no-one here knows anything about. Her owner has been navigating on Saltpeta for some years so obviously knows the track. He must also be a masochist, as this boat must be one of the smallest boats ever entered in this Race. Half tonners have been known to win this race, as statistics will show, but the chances are getting slimmer and slimmer as the bigger boats get faster and faster.
CREW: M. Quine (Skipper) (3), E. Houghton (Navigator) (1), K. Whitfield (1), A. Whitefield (1), M. Hopgood (-), J. Woodward (-).



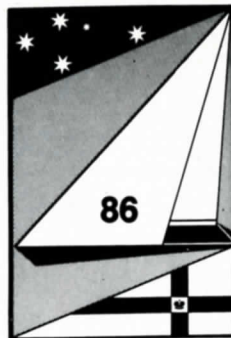
SOVEREIGN (-) — 130
LOA 25.6 m; LWL 21.5 m;
Beam 6.0 m; Draught 4.2
 The first maxi built in Australia since 1979 (and launched only last month), Sovereign, by Pedrick, is a development of the US maxi Nirvana. A nucleus of the crew have sailed with Bernard Lewis for many years. There is in excess of 200 Hobarts among them. Has Sovereign had enough time to prepare?
CREW: B. Lewis (Skipper) (3), D. Kellett (Sailing Master) (14), R. Hammond (Navigator) (29), T. Cable (21), B. Gould (21), C. Wildman (20), P. Hemery (11), C. Strauss (11), J. Brooks (10), F. Sticovich (9), P. O'Donnell (8), J. Woodford (8), J. Goluzd (7), J. Maguire (7), P. Thompson (7), D. Ellis (6), C. Tipney (6), I. Broad (5), M. Thompson (4), P. Kelly (3), D. Pedrick (2), R. Rubenach (2), J. Mayo (1), Sven Runow (1), D. Williams (1), B. Rue (-).
CYCA



SPIDER (3) — 2470
LOA 10.5 m; LWL 8.5 m;
Beam 3.4 m; Draught 1.8

Spider is a production three-quarter tonner by the English firm of Holman & Pye. A few of these designs were built in Western Australia, mainly as comfortable cruiser/racers. She has not made any impression in the Sydney racing scene but she has been a regular competitor all the same. Like many other yachts that enter this race Spider will be at the start just for the fun of it, and her crew will reach Hobart knowing that they have done one.

CREW: R. Pursell (Skipper/Navigator) (6), D. O'Connell (18), P. Brinsmead (8), M. Austin (2), K. Leedow (1), P. Colley (-), M. Hawkins (-).
CYCA



SZECHWAN (3) — KA 3007
LOA 11.8 m; LWL m;
Beam m; Draught

As the name implies, this is a 'hot' boat. Although relatively elderly by today's standards (she was launched in 1980), this boat has been looked after, developed, and with enthusiastic new owner, Warren Johns, must be a chance to do well.

CREW: W. Johns (Skipper) (2), L. May (Navigator) (10), R. Jacobs (6), S. Kulmar (7), M. Green (8), I. Ruff (-), J. Morgan (1), D. McClean (5), T. Bold (3), P. Gale (3).
MHYC



SPIRIT (-) — KH 1142
LOA 13.6 m; LWL 11.0 m;
Beam 4.0 m; Draught 2.3

Based in Hong Kong, this is the newest of the racing Beneteaus. She was developed from the Frers design, Shockwave, an Australian Admiral's Cup trialist in 1983. She has performed well in limited racing off Hong Kong. Hobart will prove an interesting testing ground for a racing yacht design as yet untested in our offshore waters. One advantage, she has is three experienced Australian crew.

CREW: G. Hackney, R. Norton Cook, P. Wilson.
RHKYC

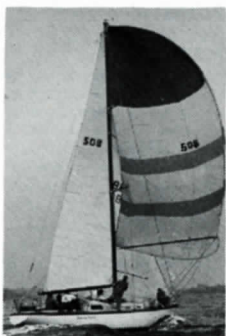


THE ROPERUNNER (4) — S 4499
LOA 12.2 m; LWL 10.0 m;
Beam 3.9 m; Draught 2.2

The Roperunner is a Bruce Farr design minimum rater built in N.Z. for Admiral's Cup selection. She had a short racing stint in Sydney under Leslie Green before being sold to Melbourne. Her rating has been optimised recently and more sail area has been added which in accordance with a velocity prediction programme has made the boat faster than Exador and Sundance. So watch out everybody!

m; LWL CREW: P. Robinson (4), C. Hale (1), C. Mackie (4).

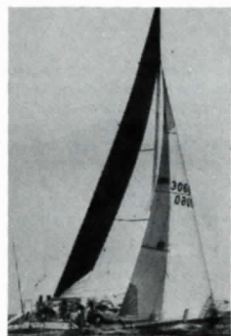
R.M.Y.S.



STORMY PETREL (2) — 508
LOA 10.9 m; LWL 9.1 m;
Beam 3.1 m; Draught 1.8

This is a vintage S&S design that has been given a new lease with a very thorough refit by ex-CYCA Commodore, the very experienced Tony Pearson. Stormy has to her credit a win in the World One Ton Cup in New Zealand in 1972. She has done two previous Hobarts, gaining 13th in 1971. Last year she came a very creditable 42nd. This was aided with a very good handicap and also by a very experienced crew. These two features will hold her in good stead again this year.

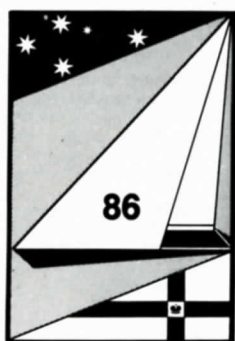
CREW: A. Pearson (Skipper), P. Edmonds, J. MacLurcan, T. Gooch.
CYCA



THIRLMERE (6) — 3060
LOA 11.2 m; LWL m;
Beam 3.6 m; Draught 2.1

Thirlmere is a Doug Paterson design one tonner of the old school. Previously named Deception, she is a Southern Cross Cup representative and has had her fair share of wins in her illustrious career. Owner, Simon Green, is a keen competitor and will extract every bit of speed possible out of her. How she will go against the more modern designs of similar size and rating will depend more and more on luck and strong breezes.

CREW: S. Green (Skipper) (4), R. Hickman (Navigator) (6), S. Green (1), D. Sudano (4), M. Tierney (4), P. Weiley (-), A. Pearson (4), T. Rose (1).
M.H.Y.C.



SUNBIRD (-) — A 24
LOA 11.0 m; LWL 9.5 m;
Beam 3.6 m; Draught 2.1

Hailing from the chilly southern waters of Tasmania, Sunbird is making the trip north for this year's Race. She is a Van de Stadt design built in 1985 and we do not have any information on her previous best results. Being a cruiser-racer she should enjoy this year's Race.

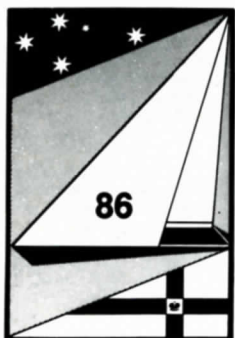
CREW: T. Chamberlain (3), S. Clarke (-), J. Howell (-).
BYC



THUMBS UP (1) — M 1
LOA 11.8 m; LWL 10.3 m;
Beam 3.9 m; Draught 2.2

A member of the Tasmanian Southern Cross Team in 1985, Thumbs Up did not perform to expectations, and then during the Hobart Race she broke her boom forcing early retirement. If the crew don't want to work their fingers to the bone in 1986 they will need to work hard on the yacht and get in some solid crew training.

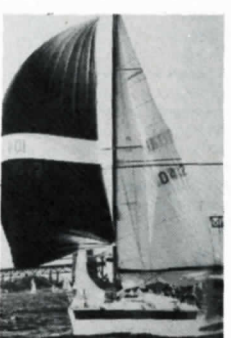
CREW: T. Rowland (Skipper) (2), J. Solomon (Navigator) (15), M. Grainger (9), G. Prescott (6), J. Gifford (3), N. McCartney (2), B. Wright (-), D. Brennan (2), A. Edwards (4), R. Howlett (16).
Mersey Yacht Club



SUNSEEKER (2) — 631
LOA 11.8 m; LWL 9.0 m;
Beam 3.6 m; Draught 2.1

Sunseeker is a comfortable 1971 S&S design launched in 1982. A well proven One-Ton type, she has enjoyed considerable success in offshore events organised by the Alfreds in Pittwater, particularly since the introduction of the Illingworth Age Allowance System. The Hobart Race is a different cup of tea, however, and this yacht will succeed by finishing on the bottom of the top half of the fleet.

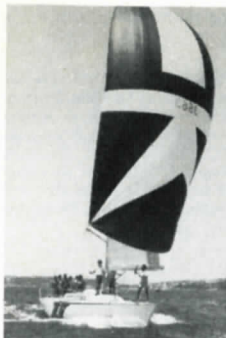
CREW: K. Thomas (Co-Skipper) (2), J. Quinn (Co-Skipper) (7), D. Speyer (Navigator) (1), J. Marwood (4), N. Lowndes (-), S. Barrington (-), P. Barnes (-), B. Clark (-).
RPAVC



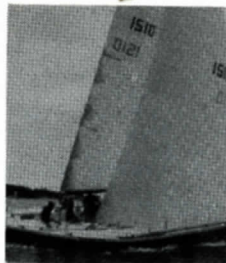
TOO FARR OUT (-) — 1042
LOA 11.0 m; LWL 8.7 m;
Beam 3.7 m; Draught 6.3

Yet another Farr 1104 in this year's Race. In the past two years this yacht has won the arbitrary division of the Sydney to Jarvis Bay leg of the Race and on previous form she has found Bass Strait too far out from Sydney. Over the years in Sydney club racing she has had some creditable results and is presently jointly owned by Phil Smith, who previously owned Patrice III.

CREW: P. Smith (2), K. Horne (2), G. Cox (2).
C.Y.C.A.



TOO IMPETUOUS (3) — KA 3663
LOA 13.1 m; LWL 10.4 m;
Beam 3.8 m; Draught 2.3
 Owned by the successful Graeme Lambert, who was one of the skippers in the triumphant 1979 Admiral's Cup team, Too Impetuous has not had the same success as her predecessor, Impetuous, even though she was reserve boat in the 1983 team. Locally she has had some fine results and she will do well in this year's Race.
CREW: G.Lambert (Skipper) (8), R.Steel (7), I.Baker (2).
C.Y.C.A.



VANESSA III (10) — 1510
LOA 10.9 m; LWL 9.4 m;
Beam 3.5 m; Draught 2.0
 This timber built Peterson designed yacht is competing in her tenth successive Sydney-Hobart race. She cannot really be considered a threat to newer boats but will, nevertheless, continue her record as an impressive finisher. Kim Jaggar is also doing his tenth Hobart and is a very keen and consistent Ocean racer from the CYCA. He and his crew have done 23 Hobarts.
CREW: K. Jaggar (Skipper) (9), R. Griebel (Navigator) (2), P. Hopkins (4), J. McCormack (3), D. Wagner (3), S. Blaxcell (1), M. Blaxcell (1), I. Lorigan (-).
CYCA



TRIAD (2) — SM 800
LOA 13.7 m; LWL 12.8 m;
Beam 4.3 m; Draught 2.7
 Triad is a cruising design by Bruce Farr launched in 1982, she has competed in the last two Hobarts finishing 41st in the hard 1984 Race and a modest 131st in last years race. Her owners have enjoyed considerable time racing this boat in Arbitrary events on the east coast as far north as Cairns, and it is hoped they will continue to enjoy racing her irrespective of finishing positions.
CREW: R.Vickery (1) S.Vickery (-) P.Coombs (2)
S.Y.C.



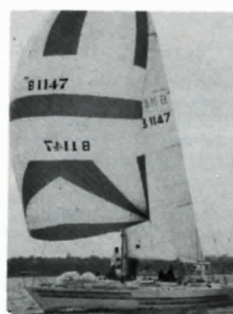
VANGUARD (-) — 1170
LOA m; LWL m;
Beam m; Draught
 To the novices in this year's Race, Vanguard was the winner of the 1979 Fastnet and a member of the winning Admiral's Cup team under her previous name, Ragamuffin. She has had numerous wins and has a good pedigree. Her owner, Dick Cawse, no doubt hopes that he can continue her past winning form even though the yacht was built in 1979.
CREW: R. Cawse (Skipper) (9), R. Scrivenor (Navigator) (6), J. Messenger (6), C. Bloomfield (6), J. Pearce (9), N. Cawse (-) P. Turner (8), G. Dodds (1), A. Christian (3), K. Yates (6), J. Donald (5).
C.Y.C.A.



TRUMP CARD (-) — 1986
LOA 13.2 m; LWL 10.9 m;
Beam 4.0 m; Draught 2.3
 This is a 43' Van de Stadt that has barely hit the water. She has no form to date. She is a fractional rig which suggests that this Tasmanian is state-of-the-art. A good result can also be expected from her crew.. John Burton is a Master Mariner who very actively sailed his former craft, Thylacine, and Lester Nibbs is one of Tasmania's most experienced ocean racers. Trump Card will have a large local following, and if she isn't afflicted by commissioning problems, she could well come up trumps.
CREW: A. Budd (Skipper) (-), F. Chatterton (Navigator) (4), L. Boyle (1), J. Burton (5), C. Fox (3), R. Gilbert (-), M. Jackson (5), L. Nibbs (16), S. Sutton (3), S. Wilson (1).
D.S.S.



WAR GAMES (1) — YC 205
LOA 12.2 m; LWL 9.9 m;
Beam 3.7 m; Draught 2.1
 War Games is a modern one ton design by Van de Stadt. She was launched in October 1985 and perhaps entered last year's Race somewhat untried; she finished 91st overall. It is expected that with a full year of racing under her belt, all bugs would be ironed out and her potential revealed. Perhaps some competition with the Farr 40's will give some indication of her capabilities.
CREW: D. Urry (Skipper) (1), A. Sutherland (Navigator) (1), R. Human (2), P. McArdle (-), S. Bath (1), G. Tucker (1), M. Harrington (-), S. Thomas (-), M. Thomas (-), R. Fidock (1).
C.Y.C.S.A.



TURKEY SHOOT (-) — B 1147
LOA 12.1 m; LWL m;
Beam 3.8 m; Draught 2.2
 Turkey Shoot is a Ron Holland design built in 1981 and previously known as Mululu. She is one of those yachts with a lot of potential but lacking in expectation and demoralising in result. Perhaps her owners had keen foresight in naming her Turkey Shoot, as one day it may be read in a newspaper somewhere that a yacht was shot, stuffed and eaten for Thanksgiving.
CREW: H. Halliburton (11), R. Dousset (2), R. Gillies (1).
RBVC



WARLORD (-) — SA 79
LOA 12.2 m; LWL 9.6 m;
Beam 3.8 m; Draught 2.2
 Warlord is a Van de Stadt fractional rig hailing from South Australia. She has only had one season of racing and her best result has been a 6th in the IOR division of the 1985 Melbourne-Hobart. At the start line she should be easily distinguished by her white hull with a brown stripe. Not much is known about this yacht in the eastern states.
CREW: I. Scott (Skipper) (1), S. Henry (-), P. Sheridan (-), B. Wetherall (4), P. O'Sullivan (-), B. Wright (1), B. Dawson (1), D. Smmons (1), R. Forbes (-), W. Jones (-).
RSAYS



UPTOWN GIRL (7) — 4182
LOA 12.5 m; LWL 10.9 m;
Beam 3.9 m; Draught 2.5
 Formerly known as Satin Sheets and previously owned by Andrew Strachan, Uptown Girl is a Peterson design which may give her crew plenty of excitement in a northerly wind with a following sea. Through the years this yacht has had many good results; however, her present owner, Rod Winton, feels that she may be handicapped out of it by the age allowance given to the Farr 40s and newer boats. Watch out for Uptown Girl; she's a consistent performer.
RSYS



WILD OATS (1) — 4343
LOA 13.1 m; LWL m;
Beam 4.2 m; Draught 2.4
 Wild Oats has just returned from campaigning the Sardinia Cup sailed out of the Aga Khan's sailing mecca of Costa Smeralda. She is a Farr 43 sailed by Bob Oatley of Wy-ar-gine fame. Given the right conditions this boat could be a winner.
CREW: R. Oatley (Skipper) (5), L. Carter (Navigator) (12), G. Gietz (4), L. Gietz, P. MacAlister (-), R. MacAlister (3), H. Wilson (4), H. Brodie (2), L. Jamieson (4), D. Blanchfield (1), A. Cutter (6), P. Lester (4).
CYCA/RSYS/RPAYC

Windward Passage 1986 Entries Witchdoctor



WINDWARD PASSAGE (2) — 7099
LOA 22.2 m; LWL 21.0 m;
Beam 5.9 m; Draught 3.8

If there were a hall of fame for yachts, Windward Passage would be the showpiece. This grand old lady of ocean racing turned 18 this year and is still giving modern high-tech yachts fright. Rod Muir bought her last year and knows what makes her tick. She has formidable opposition year but she will show her nice looking transom to quite a few.

CREW: R. Muir (Skipper) (2), P. Bowker (5), I. Dodds (10), M. Mason (1), J. Munson (14), A. Gothard (6), C. Crawford (6), B. Burgess (1), C. Jefferson (-), R. Bweneven (3), N. Drennan (4), M. Warren (1), K. Turbott (2), B. Vasconcellos (1), D. Lawson (24), D. Van Woerden (11), T. Hearder (7), R. Adams (1), W. Pearce (-), B. Denholm (4), R. Fraser (8), R. Gumley (5).

CYCA



WITCHDOCTOR (4) — 2557
LOA 12.7 m; LWL 11.0 m;
Beam 4.1 m; Draught 2.4

Her previous owner, Marshall Phillips, had moderate success sailing Witchdoctor, a Davidson design, when she was known as Sweet Caroline. She has done exceedingly well in overseas and local waters including 1st in Division C, 1980 Clipper Cup, and 1st in the Suva Race. Built in 1980 she now has a good age allowance and should perform creditably in this year's Race.

CYCA

**PARTS OR SUPPLIES
AIR DROPPED
TO YOUR YACHT
UP TO 400 nm
OFF THE COAST**

**SEARCH &
RESCUE P/L**

L.C. Gruzman Chief Pilot

(02) 232 7801

(0649) 51 074

(0649) 51 584

Talk sails and sailing

**THERE'S A LOT OF FACES
YOU'LL KNOW AT NORTH**



Most of us at Norths have been around the traps in dinghys, ocean-races, class or cruising for a long time.

That means first-hand knowledge, skill and lots of innovative ideas, not just in sail design but sail handling.

Let us listen to what you've got to say... and analyse your sailing needs.

Tap into our international knowledge, hear about major breakthroughs in sail cloth, computer design, even sails with fully battened mains for cruising...

There's faces here you probably already know.



**NORTH SAILS WIN
MORE RACES THAN
ANY OTHER SAILS
IN THE WORLD.**

North Sails (Australia) Pty Ltd
Telephone (02) 997 5966
12 Polo Avenue, Mona Vale 2103.

Victoria
Telephone (03) 534 0363
2 Vale Street, St. Kilda 3182.



Passage to Paradise

Story and photography by David Colfelt



Passage racing is possibly the epitome, for yachtsmen, of adventure travel. It combines the challenge of an ocean passage with the promise of an exotic experience at the other end. 'The appeal', says Peter Rysdyk, who has become the Cruising Yacht Club of Australia's resident expert in organising passage races, 'is that it provides an opportunity for people to go places in their yachts where they would not ordinarily go and to do it in an organised and safe way'.

On May 31st, 1987 the CYCA will be conducting another race to Noumea, the capital of New Caledonia, that 'little bit of France in the Pacific'. This race has proved very popular in the past because, on odds, it should be a comfortable close reach all the way, thanks to the south-east trade winds that are normally established at that time of year. The race finishes five miles or so outside the barrier reef which surrounds much of New Caledonia and which provides, for the yachtsman inside, sheltered coral waters. The friendliness of the New Caledonians, especially those at the host club, Cercle Nautique Calédonien, is also part of the appeal; the Noumeans really look forward to hosting the race, no doubt in part due to the fact that past Noumea Race crews have been 'good ambassadors for Australia' — perhaps not exactly what is sometimes said of our citizens who descend from cruise ships among the hapless peoples of the Pacific.

The Noumea Race's major sponsor is Club Méditerranée, or Club Med as it is abbreviated, the most successful international company in the world in the field of holiday packages. Club Med has one of the finest tourist facilities in New Caledonia, the Chateau Royale, in probably the finest location, right on the beach in the sheltered waters of Anse Vata. The Chateau provides a haven for family and friends awaiting the arrival of the fleet. Today there are over 100 Club Med Holiday Villages, as they are called, and 'holiday villages' bespeaks the fact that every attempt has been made to

maintain the informal, personal flavour of a private club. There are also no telephones, no TV, no tipping and no extras to pay for.

Behind the race

The amount of organising behind the scenes of a passage race is quite staggering, and the CYCA has, in Peter Rysdyk, a Member who has both the inclination and the ability to do it. A fleet of perhaps 60 yachts participating in a race to an overseas destination means that 60 yachts must be 'exported' from Australia, with all the paperwork that this entails, and then 'imported'



into the country of destination. The whole process is reversed when the fleet returns. Needless to say, for this to be done without driving 60 race participants crazy with red tape requires a lot of skid-greasing by the Race Director. Rysdyk makes it his business to befriend customs, police, tourism authorities, bus companies, local merchants and restaurateurs — all the members of the infrastructure that will be required by the crews and followers who arrive with the race fleet.

Once again it appears that the French navy will be providing an escort vessel for the Race. Participants will finish about five miles out-

side the reef, their positions being monitored on radar by John Nixon, Race Co-ordinator in Noumea, aboard his MV Kingfisher, which will be anchored just behind Amedée Islet. This will enable yachts that finish in darkness to remain outside the reef, if they so choose, until daylight. Passage through the reef is via the Amedée Passage, well marked and lighted by the Phare Amedée and leading light on the Amedée cay. Berthing at Noumea will be at the CNC in the Baie de Citrons, where there are over 500 yachts tied up at the Club's marina.

Peter Rysdyk is laying plans for a cruise in company to the Ile de Pins (Isle of Pines), an unspoilt island 26 nautical miles south-east of the main island which has some beautiful anchorages and which offers an opportunity to explore its glorious palm-fringed beaches, to go diving on the surrounding reefs with the islands dive organisers, Nauticlub (there is also a superb freshwater cave dive in the middle of the island), or just to relax.

What to do

New Caledonia benefits from what the French have learned over the centuries about cooking and wine; fine meals, served with continental elegance, are available at a number of establishments. Everywhere you will encounter fresh French bread, croissants and cheeses. French wines are available at reasonable prices and in abundance. Visitors awaiting the fleet will find plenty to do, whether it is just enjoying the activities and social life at Chateau Royale or one of the other first-class tourist hotels, or whether taking excursions, for example, to Phare Amedée, the beautiful coral cay by the southern entrance to the reef, or to Noumea's renowned aquarium, where among other things, live fluorescent coral is on display. The Surf Novotel and Casino offers excellent food and a Monte Carlo atmosphere for gamblers, and there are a number of nightclubs which offer ethnic song and dance entertainment.

Shopping is excellent if you're



Above: The clear coral waters and shining sands of Ile Amedée, a coral islet that lies just inside the southern passage through New Caledonia's barrier reef.

Left: Phare Amedée, or Amedée Lighthouse, is among the tallest in the world and offers spectacular views from the tower, some 250 steps above the ground. The lighthouse is there by an accident last century whereby it was sent to Port de France (Noumea) rather than Fort de France, Martinique — an mistake which immensely benefits yachtsmen visiting New Caledonia today.

looking for locally made shell jewellery, handicrafts or beautifully painted Paréos (sarongs). Leather goods and fashion in the best European tradition may be found. 'Duty free' shopping, although touted, is not particularly advantageous there.

New Caledonia at a glance

Location: New Caledonia consists of one large and one small island plus the Loyalty and Huon Islands Groups. The main island is cigar-shaped lying on a NW/SE axis between 19–23° south latitude and between 163–168° east longitude. The main island is 221 nautical miles long and about 25 miles wide. The capital, Noumea, is 1967 km approximately NE of Sydney, 1860 km NW of Auckland and 1260 km SW of Nadi, Fiji.

Local time: GMT + 11 hrs.

Population: (1983) ca. 145,000. Population of Noumea is 60,000 with another 23,000 living within 50 km of Noumea.

Melanesians 43%
 Non-melanesians 57% consisting of:
 Europeans 38%
 Wallis & Futuna is. 8%
 Tahitians 4%
 Indonesians 4%
 Ni-Vanuatu 1%
 Others 2%

Currency: French Pacific Franc, referred to as CFP (Cours du France Pacifique) which is currently exchanged at about 78 CFP to \$A 1.00.

Language: The official language is French.



Far left: Isle des Pins (Isle of Pines), about 26 nautical miles south of Noumea, is an unspoilt, peaceful retreat with hospitable people.

Left: Children liberated from school, Ile des Pins.

Below: New Caledonia is mountainous and received its name when James Cook visited there in 1774. The terrain reminded Cook of Scotland, the Latin name for which is Caledonia.



Passage to paradise - Noumea 1987



which is spoken by everyone; English is widely, but not universally, spoken. The French are very proud of their language and visitors will find that even their poor attempts at speaking French will elicit a sympathetic response from shopkeepers, etc.

Government: New Caledonia is a French Territory; the official representative of the French Government is the High Commissioner who is responsible for national affairs such as defence, foreign affairs, overseas trade, foreign exchange. New Caledonia is broken up into four Autonomous Regions each with its own Regional Council which looks after local affairs, such as economic development and education.

The last elections were held in September 1985. Melanesians hold a majority of seats in three of the four Regional Councils and Europeans hold the majority of the most populous (Southern) Region, which includes Noumea.

Business hours: 7.30 a.m. to 11.30 a.m. and 2.00 p.m. to 5.30-6.00 p.m. Shops all close for lunch.

Climate: Sub-tropical with little variation in temperature throughout the year. December-March is the wet season with warm humid weather; April-November cool and dry.

Economy: Based 90% on high-quality nickle ore which is smelted locally; 1.5 million tonnes of ore is exported annually to Japan; Australia is currently negotiating supplies of ore for our Greenville smelter, north of

Townsville. Tourism is the second most important industry, which has suffered greatly due to the political disturbances of 1984-85. That seems to be over, and tourism is starting to recover.

New Caledonia has a small domestic market without much high-technology industry; labour costs are high - higher than Australia, with minimum wage \$1000 a month.

Above: Sunset at Anse Vata, the bay on which Club Med's Chateau Royale is situated.

Right and below: Chateau Royale, one of Club Med's Holiday Villages, offers as much (or as little) as the visitor wishes to partake of, with unmistakable international style.



1985 HOBART
(before and after protest)

1st



1986 1/4 TON WORLDS

1st



1985 ADMIRAL'S CUP

1st



1986 COWES WEEK

1st



1986 SYD-MOOLOOLABA

1st



'85/'86 RND THE WORLD

1st



1986 SARDINIA CUP

1st



1986 KENWOOD CUP

1st



1986 SYD-SOUTHPORT

1st



BROOKES & GATEHOUSE

CAN YOU AFFORD TO BE WITHOUT IT!

PETER GREEN SHIPCHANDLERS AUSTRALIA Pty. Ltd.

12 POLO AVENUE, MONA VALE, NSW. (02) 997 5411
526 MILITARY ROAD, MOSMAN, NSW. (02) 969 2611

SERVICE HOTLINE 969 2611 FOR B&G and NAVSTAR

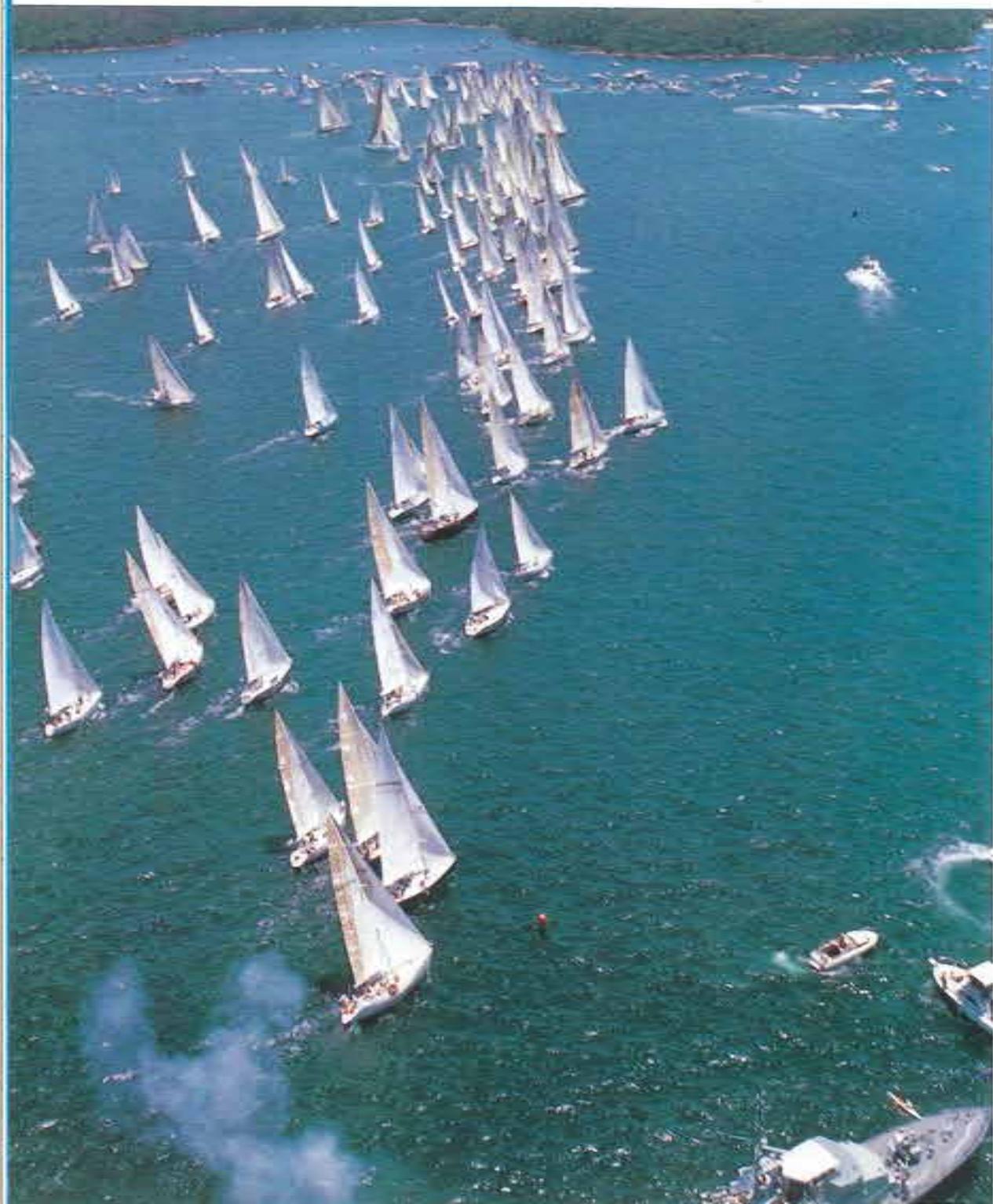


IMAGES OF THE HOBART

Photoessay by Sally Samins

Here they come rushing and bumping, with a swish and a roar. Helter skelter and many a throaty shout. Swear words and spray, colour and excitement. They've come from across the world and across the nation. Millions of dollars have been spent on them; and a nation stops to gaze in wonder and admiration at their multi-coloured steeple chase. With all the vigour of bargain hunters at a Monday basement sale they push and they jostle. No room for the weak or the faint hearted here. With skill and precision, with judgement and luck, they squeeze and they rush. On all sides they are surrounded and crowded with well wishers and curious onlookers. Many of the spectators are knowledgeable and some are ignorant of the game, but all are caught up in the splendour and the thrill of it. And through it all there is an explosion of grace and beauty, of rhythm and speed. A water ballet that no choreographer can score. A thundering stunning spectacle that can never be repeated, and yet will be every year. All this mayhem is controlled by an elaborate set of rules, so flexible and so wise that they even apply to those out of control! What prompts this frantic activity, this outpouring of human endeavour in one of the most beautiful sporting venues in the world? No more than the carefree joy of the chase, an echo of the light hearted childhood jibe of "Last, Last is Lousy". For this is that crowded crazy caper from the starting line to the Heads each Boxing Day when the fleet takes off in the Sydney-Hobart Yacht Race.

— John Cannon, Hobart







DECODENCE

FURNITURE AND DESIGN



Decodence offers reality, individuality and investment pieces. The beauty of sea coral, jade, fossilised stone and shagreen offers exclusive statements on your yacht, home or office.

Everything designed to specification.

Phone: 32 9757, 328 1237

Decodence Furniture and Design
20 New South Head Road
Darling Point
(OPEN BOXING DAY)



PACIFIC SAILING SCHOOL

CRUISING YACHT CLUB OF AUSTRALIA

(02) 326 2399

A.Y.F. APPROVED COURSES

Harbour, Offshore,
Ocean, Cruising,
Racing, Crewing,
Whitsundays,
Mediterranean.

New Beach Rd., Rushcutters Bay.
326 2399

HOBART RACE STATISTICS

1945 to PRESENT

The results of the Sydney-Hobart Yacht Races since 1945 are more than just placings and times; they are a history of ocean racing in Australia, tracing its development from almost informal contests among a handful of basically cruising craft to highly organised meets for the most up-to-date racing machines. Reading through the following pages, which contain a complete history of results, you will see that, while the size of the fleets going to Hobart has changed dramatically, the weather has remained as capricious as ever. The Gallery of Winners clearly illustrates the dramatic evolution in yacht design since the first Race. While the yachts have changed, the challenge of the 630 nautical mile course, and the caprice of the weather, are just as they were when John Illingworth skippered the diminutive 'Rani' to victory in 1945.

1945

R. YACHT	Elapsed Time	TCF	Corrected Time
1 RANI	Capt. J. Illingworth, RN 6-14-22	6570	4-09-38
2 AMBERMERLE	J. Colquhoun, C. Kiel 8-06-18	6722	5-14-38
3 WINSTON CHURCHILL	P. Coverdale 7-07-38	7705	5-15-20
4 KATHLEEN	J. Earl 8-06-20	6958	5-15-58
5 HORIZON	J.R. Bartlett 8-07-47	6977	5-19-23
6 SALTAR	R.M. Walker 8-13-48	6959	5-21-09
7 MISTRAL II	R.F. Evans 9-12-55	9063	7-17-13
8 WAYFARER	P.M. Luke 11-06-20	8915	7-19-43

FASTEST TIME: RANI 6-14-22

RETIRED: ARCHANA

1945 WEATHER: Strong SSW, gale on the second day out of Sydney scattered the fleet and all except Rani hove to or sought shelter. Calms later.

1948

R. YACHT	Elapsed Time	TCF	Corrected Time
1 WESTWARD	G.D. Gibson 4-14-17-32	7232	3-07-45-48
2 SEEVOGEL	W. Harris 4-14-24-03	7597	3-11-52-17
3 ARCHANA	P.G. Goldstein 4-11-28-10	7900	3-12-54-03
4 MOONBI	H.S. Evans 5-05-01-53	6807	3-13-06-02
5 NERIDA	C.P. Haselgrove 4-06-45-10	7415	3-13-48-20
6 SANDRA	M.M. Cresse 4-06-58-25	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. Ploeman 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 5-04-11-49	7954	4-02-41-12
12 GYMEA	G. Carter 5-03-31-00	8721	4-03-08-45
13 ALICE	J. Colman 8-00-10-15	8327	8-16-01-14

FASTEST TIME: MORNA 4-05-01-21

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

1948 WEATHER: Hard running down the NSW Coast with even small yachts logging 200 miles in 24 hours. Fastest race to that date.

1946

R. YACHT	Elapsed Time	TCF	Corrected Time
1 CHRISTINA	J.R. Bull 5-18-51-15	5625	4-11-53-27
2 SAGA	B.J. Halvorsen 5-09-52-00	7151	4-14-11-02
3 MORNA	C. Ploeman 5-02-53-33	9194	4-15-52-53
4 DEFIANCE	F.A. Bullock 5-19-19-25	8180	4-17-28-00
5 MATTHEW FLINDERS	A. Pattymann 5-22-05-20	8371	4-18-40-48
6 TRADE WINDS	M.E. Davey 7-01-00-45	6960	4-21-37-58
7 SOUTHERN MAID	C. Philp 6-05-44-45	7910	4-23-14-24
8 ACTIVE	H.M. Tate 6-07-28-47	7980	5-00-36-53
9 MISTRAL II	R.F. Evans 5-16-51-40	8855	5-20-57-41
10 WAYFARER	P.M. Luke 7-12-21-15	8980	5-25-53-14
11 KURPWA II	F.S. J. Livingston 7-07-30-30	8235	6-00-31-02

FASTEST TIME: MORNA 5-02-53-33

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

1946 WEATHER: Light north-east winds for the first two days, then a 65 mph sou'westerly hit the fleet in Bass Strait with seas up to 25 feet.

1949

R. YACHT	Elapsed Time	TCF	Corrected Time
1 TRADE WINDS	M.E. Davey 5-11-15-34	7286	3-23-39-43
2 WALTZING MATILDA	P. Davenport 5-10-33-10	7426	4-00-41-15
3 ELLIDA	P. Halliday 5-05-26-19	6933	4-02-40-22
4 MARGARET RINTOUL	A. Edwards 5-10-25-01	7852	4-02-55-21
5 FORTUNA	W. Fesq 5-02-05-07	6948	4-05-30-00
6 SEASALTER	D.H. Jarvis 6-04-50-30	6831	4-06-41-06
7 LASS O' LUSS	J. Colquhoun 6-02-07-35	8982	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 6-05-25-35	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 INDEPENDENT	E. Messenger 6-00-05-13	8274	4-23-13-03
13 MISTRAL II	R.F. Evans 6-02-00-54	8945	5-10-44-31

FASTEST TIME: WALTZING MATILDA 5-10-33-10

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

1949 WEATHER: Mainly light and variable winds, but with 40 knot northerly in Bass Strait on the third day.

1947

R. YACHT	Elapsed Time	TCF	Corrected Time
1 WESTWARD	G.D. Gibson 5-13-19-04	7232	4-00-24-56
2 MOONBI	H.S. Evans 5-02-46-02	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	7369	4-07-02-15
5 FORTUNA	Dr. R. Wislizen 6-05-13-09	5985	4-07-55-52
6 TRADE WINDS	M.E. Davey 5-23-15-01	7342	4-09-10-28
7 SALTAR	A.E. Walker 6-06-23-25	7024	4-09-37-57
8 GYMEA	G.L. Carter 5-13-53-51	6785	4-11-08-00
9 MORNA	C. Ploeman 5-03-03-54	8986	4-14-35-10
10 WINSTON CHURCHILL	P. Coverdale 5-22-02-05	7791	4-14-40-12
11 EOLIO	T.A. Gullra 5-22-12-54	7663	4-15-49-25
12 SOUTHERN MAID	C. Philp 5-22-51-50	7910	4-16-44-30
13 BENECIA	F.A. Harris 5-13-21-12	7211	4-17-29-23
14 MATTHEW FLINDERS	A. Pattymann 5-23-35-06	8071	4-19-54-43
15 SIRIUS	J.S. Booth 6-02-51-07	7900	4-20-00-47
16 JOSEPHINE	B.C. Penton 5-25-33-57	8340	4-21-13-38
17 KURPWA II	F. Livingston 6-01-19-26	8140	4-22-17-37
18 HORIZON	S. Berg 6-03-46-36	7199	5-00-46-57
19 MISTRAL II	R.F. Evans 5-10-58-45	8848	5-00-51-13
20 ALOHA	J.A. Clark 8-03-19-48	6343	5-03-53-52
21 STORMBIRD	J.H.A. Harford 7-11-16-40	8508	5-04-22-59

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

FASTEST TIME: MORNA 5-03-03-54

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

1947 WEATHER: Fleet subjected to hard 40-50 mph northerly across Bass Strait. Some yachts trailed sea anchors or hove to, others logged 9 to 12 knots.

1951

R. YACHT	Elapsed Time	TCF	Corrected Time
1 STRUEN MARIE	T. Williamson 4-03-36-35	6805	2-19-45-25
2 LAHARA	D. Ashton 4-07-24-59	6852	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	6803	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 4-02-25-01	7606	3-02-54-24
9 IRENE	H. Hughes 4-10-48-10	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	3-09-59-57
12 PAVANA	G. Mayne 4-07-43-01	8166	3-12-41-43

FASTEST TIME: MARGARET RINTOUL 4-02-25-01

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

1951 WEATHER: Virtually a run from start to finish. All records to that date broken, and Struen Marie's Corrected Time of 2-19-45-25, a record until 1992.

1952

R. YACHT	Elapsed Time	TCF	Corrected Time
1 INGRID	J.S. Taylor 6-17-07-22	5575	4-09-56-18
2 MOONBI	H.S. Evans 6-17-10-23	6854	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	5511	4-13-13-06
5 KINTAIL	D. Macrae 6-11-15-01	7648	4-13-25-13
6 KURUPA	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 NOVIA	K. Goulet 6-06-58-20	7391	4-15-25-57
10 FORTUNA	W. Fesq 6-18-09-14	6823	4-16-11-24
11 WHITE CLOUD	G. Brann 6-06-20-56	7894	4-16-42-42
12 RUTHEAN	A.V. Toll 6-05-45-46	8252	4-17-01-52
13 WRATH OF ODIN	B. O'Brien 6-17-02-42	7744	5-04-42-48
14 WANDERER	E. Massey 6-23-07-40	7505	5-05-40-46
15 PAVANA	G. Mayne 6-17-05-27	7834	5-06-39-05
16 KURPWA II	F & J Livingston 6-17-05-27	8445	5-16-02-28
17 MYRAMA	S.G. Heaton 6-20-25-29	8432	5-18-41-57

FASTEST TIME: NOCTURNE 6-02-34-47

1952 WEATHER: Light fickle winds and fat calms made luck a major factor and gave the small boats the edge. Nocturne, a 35 footer, beat much larger yachts over the line.

1950

R. YACHT	Elapsed Time	TCF	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	7808	3-23-25-14
3 MISTRAL V	G.W. Rex 5-05-47-01	7704	4-21-21-23
4 FORTUNA	W. Fesq 6-02-50-26	6923	4-25-39-28
5 SOLVEIG	T & M Halvorsen 6-01-41-29	7149	4-28-08-25
6 KINTAIL	D. Macrae 6-04-02-23	7948	4-28-20-32
7 GIPSY QUEEN	A.C. Eden 6-06-52-20	7056	4-10-28-02
8 JASNAK	A.E. Spallfield 6-16-16-10	6876	4-10-59-45
9 SEEVOGEL	W. Harris 6-06-00-28	7597	4-17-07-09
10 BENECIA	F.A. Harris 6-21-46-29	7159	4-22-40-41
11 MISTRAL II	R.F. Evans 5-17-02-54	8829	5-00-58-14
12 WANDERER	E. Massey 7-02-08-25	7505	5-07-41-33
13 BACHELOR'S WIFE	S. 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 5-05-28-35

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

1950 WEATHER: Started in the lee of a southerly gale which blew for two and a half days. Another blow off Tasmania made it four days to windward out of five for the leaders.

1953

R. YACHT	Elapsed Time	TCF	Corrected Time
1 RIPPLE	R.C. Hobson 5-12-58-38	6533	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 KURUPA	J.A. Clark 6-06-25-08	6426	4-00-39-32
5 NIMBUS	A.T. Cohen 6-05-23-15	6571	4-02-59-45
6 BRILLIANT	B. Warming 5-21-58-07	7120	4-05-34-15
7 JOSEPHINE	R.A. Houghton 5-07-25-51	8088	4-06-40-40
8 GIPSY QUEEN	A.C. Eden 5-05-07-10	7013	4-08-34-38
9 KURPWA II	F & J Livingston 5-07-27-20	8258	4-08-15-10
10 ELLIDA	J. Halliday 6-15-05-14	6820	4-02-19-56
11 NOCTURNE	J.R. Bull 6-00-52-48	7319	4-10-02-14
12 RUTHEAN	A & T Toll 5-08-58-08	8252	4-10-25-31
13 WRATH OF ODIN	B. O'Brien 5-21-08-32	7744	4-13-18-02
14 ORLUST	D. Tober 7-05-18-30	6574	4-17-35-58
15 WARANA	P.R. Warner 7-00-13-00	7195	5-01-01-05
16 NELL GWYNN	F. Hickman 7-02-16-57	7306	5-04-24-30
17 FLAMINGO	W. McCarthy 8-02-09-06	6590	5-07-21-16
18 ISS	R. May 8-21-16-00	6359	5-15-36-58
20 PATIENCE	A.S. Wilson 8-18-45-00	6684	6-07-15-07

DISQUALIFIED: 1953 WILD WAVE (E. & G. Keats)

FASTEST TIME: SOLVEIG 5-07-12-50

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

1953 WEATHER: Started in good NE breeze. Southerly gale on second day, then wind swung back to NE and NW, and held to the finish.



1945 - Rani



1946 - Christina



1947, 1948 - Westward



1949 - Tradwinds



1950 - Nerida



1951 - Struen Marie



1952 - Ingrid



1953 - Ripple



1954 - Solveig



1955 - Moonbi



1956, 1962 - Solo



1957 - Anitra V



1958, 1960 - Siandra



1959 - Cherana



1961 - Rival



1963, 1964, 1965 - Freya



1966 - Cadence



1967 - Rainbow

1954

Table with columns: PI YACHT, Elapsed Time, TCF, Corrected Time. Lists yachts like SOLVEIG, GIPSY QUEEN, CAROL J., etc.

FASTEST TIME: KURREWA IV 5-05-03-47

1954 WEATHER: Blustering southerly at the start, moderating on the following days.

1955

Table with columns: PI YACHT, Elapsed Time, TCF, Corrected Time. Lists yachts like MOONBE, COOROYBA, JANZOON, etc.

FASTEST TIME: EVEN 4-18-13-14

1955 WEATHER: Light fickle breezes throughout the race, except for a northerly blow on the fourth day.

1956

Table with columns: PI YACHT, Elapsed Time, TCF, Corrected Time. Lists yachts like SOLO, ANITRA, CAROL J., etc.

FASTEST TIME: KURREWA IV 4-04-31-14

1956 WEATHER: Hard southerly blow on first night followed by light north east breeze to Bass Strait.

1957

Table with columns: PI YACHT, Elapsed Time, TCF, Corrected Time. Lists yachts like ANITRA V, SOLO, CATRINA, etc.

Race Statistics

Table with columns: PI YACHT, Elapsed Time, TCF, Corrected Time. Lists yachts like NIRVANA, BINTANG-TERANG, etc.

1958

Table with columns: PI YACHT, Elapsed Time, TCF, Corrected Time. Lists yachts like SANDRA, ANITRA, SOUTHERN MYTH, etc.

FASTEST TIME: SOLO 5-02-32-52

1958 WEATHER: Light SE breeze at the start, varying during the day.

1959

Table with columns: PI YACHT, Elapsed Time, TCF, Corrected Time. Lists yachts like CHERANA, ANITRA V, SOUTHERLY, etc.

FASTEST TIME: SOLO 4-13-33-12

1959 WEATHER: Nor easterly breeze at the start, followed by a vicious SW squall.

1960

Table with columns: PI YACHT, Elapsed Time, TCF, Corrected Time. Lists yachts like SANDRA, KALEENA, MALCHI, etc.

Table with columns: PI YACHT, Elapsed Time, TCF, Corrected Time. Lists yachts like APOHNA, TAM O'SHANTER, SOUTHERN MYTH, etc.

1962

Table with columns: PI YACHT, Elapsed Time, TCF, Corrected Time. Lists yachts like SANDRA, ANITRA, SOUTHERN MYTH, etc.

FASTEST TIME: ASTOR 4-04-42-11

1962 WEATHER: Southerly at 20-30 knots for the first day then light NE winds.

1963

Table with columns: PI YACHT, Elapsed Time, TCF, Corrected Time. Lists yachts like FREYA, CAMILLE, JANZOON, etc.

FASTEST TIME: ASTOR 3-20-05-05

1963 WEATHER: Sunny start in light NE, with a force 6 southerly change first night.

1964

Table with columns: PI YACHT, Elapsed Time, TCF, Corrected Time. Lists yachts like FREYA, CAMILLE, JANZOON, etc.

FASTEST TIME: ONDINE 3-03-40-16

1964 WEATHER: A moderate southeast wind at the start backed east then north-east and carried the fleet.

1962

Table with columns: PI YACHT, Elapsed Time, TCF, Corrected Time. Lists yachts like FREYA, CAVALIER, LORITA MARIE, etc.

1963

Table with columns: PI YACHT, Elapsed Time, TCF, Corrected Time. Lists yachts like FREYA, CAVALIER, LORITA MARIE, etc.

FASTEST TIME: ASTOR 4-10-53-00

1963 WEATHER: Light northerly winds and calm patches for the first few days.

1964

Table with columns: PI YACHT, Elapsed Time, TCF, Corrected Time. Lists yachts like FREYA, CAMILLE, JANZOON, etc.

FASTEST TIME: ASTOR 3-20-05-05

1964 WEATHER: Sunny start in light NE, with a force 6 southerly change first night.

1965

Table with columns: PI YACHT, Elapsed Time, TCF, Corrected Time. Lists yachts like FREYA, CAMILLE, JANZOON, etc.

FASTEST TIME: FIDELIS 4-08-20-43

1965 WEATHER: Light nor'wester at the start with southerly change first night.

Race Statistics

Table with columns: PI YACHT, Elapsed Time, TCF, Corrected Time. Lists yachts like POITREL, PALANA, MERCEDES, etc.

1966

Table with columns: PI YACHT, Elapsed Time, TCF, Corrected Time. Lists yachts like POITREL, PALANA, MERCEDES, etc.

FASTEST TIME: STORMVOGEL 3-20-30-09

1966 WEATHER: Starting with a 10-15 knot southeast breeze, this increased to 20 knots during the afternoon.

1966

Table with columns: PI YACHT, Elapsed Time, TCF, Corrected Time. Lists yachts like CADEWCE, SALOME, TAMBOO, etc.

FASTEST TIME: FIDELIS 4-08-20-43

1966 WEATHER: Light nor'wester at the start with southerly change first night.

1967

Table with columns: PI YACHT, Elapsed Time, TCF, Corrected Time. Lists yachts like RAINBOW, PEN DUICK, MATRICA, etc.

FASTEST TIME: FIDELIS 4-08-20-43

1967 WEATHER: Light nor'wester at the start with southerly change first night.

Table with columns: PI YACHT, Elapsed Time, TCF, Corrected Time. Lists yachts like MISTER CHRISTIAN, CASTANET, CORROBOREE, etc.

1966

Table with columns: PI YACHT, Elapsed Time, TCF, Corrected Time. Lists yachts like MISTER CHRISTIAN, CASTANET, CORROBOREE, etc.

FASTEST TIME: FIDELIS 4-08-20-43

1966 WEATHER: Starting with a 10-15 knot southeast breeze, this increased to 20 knots during the afternoon.

1968

Table with columns: PI YACHT, Elapsed Time, TCF, Corrected Time. Lists yachts like KODMOOLOO, BOOMERANG VI, RAGAMUFFIN, etc.

FASTEST TIME: FIDELIS 4-08-20-43

1968 WEATHER: Light nor'wester at the start with southerly change first night.

1967

Table with columns: PI YACHT, Elapsed Time, TCF, Corrected Time. Lists yachts like RAINBOW, PEN DUICK, MATRICA, etc.

FASTEST TIME: FIDELIS 4-08-20-43

1967 WEATHER: Light nor'wester at the start with southerly change first night.



1968 - Koomooloo



1969 - Morning Cloud



1970 - Pacha



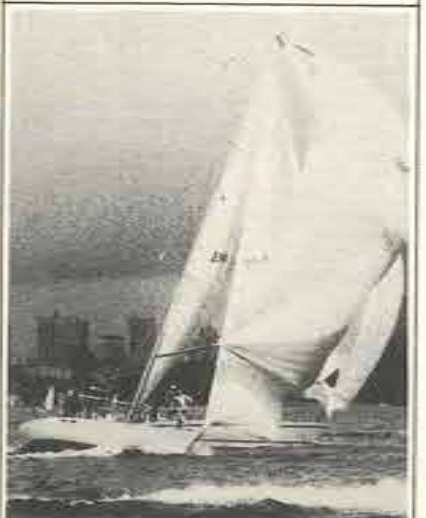
1971 - Pathfinder



1972 - American Eagle



1973 - Ceil III



1974, 1978 - Love & War



1975 - Rampage



1976 - Piccolo



1977 - Kialoa



1979 - Screw Loose



1980 - New Zealand



1981 - Zeus II



1982 - Scallywag



1983 - Challenge



1984 - Indian Pacific



1985 - Sagacious



Table with columns for race number, name, crew, and time. Includes races like 48 DRAM, 50 BLACK MAGIC, 51 INFRA RED.

1982

Table with columns for race number, name, crew, elapsed time, TCF, and corrected time. Includes races like 1 SCALLYWAG, 2 AUDACITY, 3 POLICE CAR.

1983

Table with columns for race number, name, crew, elapsed time, TCF, and corrected time. Includes races like 1 CHALLENGE, 2 ONCE MORE DEAR FRIENDS, 3 SPCZHWAN.

1984

Table with columns for race number, name, crew, elapsed time, TCF, and corrected time. Includes races like 1 INDIAN PACIFIC, 2 LAMELESS, 3 PERE BANOU.

1985

Table with columns for race number, name, crew, elapsed time, TCF, and corrected time. Includes races like 2 SAGACIOUS, 3 HUMMINGBIRD, 4 SILVER MINN.

1981 WEATHER: Strong southerly winds at the start provided a spectacular and fast spinaker run to Heads. The southerly increased on the first night to about 35 knots with a rough sea, which caused the majority of the retirements...

Table with columns for race number, name, crew, and time. Includes races like 152 TERUMA, 153 BEANATHRA, 154 FIDELIS.

1983

Table with columns for race number, name, crew, elapsed time, TCF, and corrected time. Includes races like 1 CHALLENGE, 2 ONCE MORE DEAR FRIENDS, 3 SPCZHWAN.

1984

Table with columns for race number, name, crew, elapsed time, TCF, and corrected time. Includes races like 1 INDIAN PACIFIC, 2 LAMELESS, 3 PERE BANOU.

1985

Table with columns for race number, name, crew, elapsed time, TCF, and corrected time. Includes races like 2 SAGACIOUS, 3 HUMMINGBIRD, 4 SILVER MINN.

1983 WEATHER: A light air state, ENE, which remained throughout the first day and evening. Throughout the second day the breeze backed to the NE and freshened for a fast and thrilling down the NW coast and into the Strait...

Table with columns for race number, name, crew, and time. Includes races like 74 JUST JAMES, 75 FREDATOR, 76 JISAMA.

1984

Table with columns for race number, name, crew, elapsed time, TCF, and corrected time. Includes races like 1 INDIAN PACIFIC, 2 LAMELESS, 3 PERE BANOU.

1985

Table with columns for race number, name, crew, elapsed time, TCF, and corrected time. Includes races like 2 SAGACIOUS, 3 HUMMINGBIRD, 4 SILVER MINN.

1984 WEATHER: A moderate easterly provided good close-reaching conditions for the fleet and out to the now sea mark. Thereafter the breeze swung to southeast and freshened, reaching 30 knots at times during the first 36 hours taking its toll in retirements...

Table with columns for race number, name, crew, and time. Includes races like 1 INDIAN PACIFIC, 2 LAMELESS, 3 PERE BANOU.

1984

Table with columns for race number, name, crew, elapsed time, TCF, and corrected time. Includes races like 1 INDIAN PACIFIC, 2 LAMELESS, 3 PERE BANOU.

1985

Table with columns for race number, name, crew, elapsed time, TCF, and corrected time. Includes races like 2 SAGACIOUS, 3 HUMMINGBIRD, 4 SILVER MINN.

1984 WEATHER: A low pressure system near Melbourne on Christmas Day brought windy weather to Bass Strait and Tasmania. This system slowed up east of Bass Strait about mid-day on Boxing Day, creating two different swell patterns that combined off the NSW coast to make very treacherous seas...

Table with columns for race number, name, crew, and time. Includes races like 1 INDIAN PACIFIC, 2 LAMELESS, 3 PERE BANOU.

1984

Table with columns for race number, name, crew, elapsed time, TCF, and corrected time. Includes races like 1 INDIAN PACIFIC, 2 LAMELESS, 3 PERE BANOU.

1985

Table with columns for race number, name, crew, elapsed time, TCF, and corrected time. Includes races like 2 SAGACIOUS, 3 HUMMINGBIRD, 4 SILVER MINN.

1985 WEATHER: A moderate easterly provided good close-reaching conditions for the fleet and out to the now sea mark. Thereafter the breeze swung to southeast and freshened, reaching 30 knots at times during the first 36 hours taking its toll in retirements...

102 DERWENT LASS	D. Colburn 5-10-15-47	8913	3-18-03-03
103 DI HARD	J. Woodward 4-02-48-20	8055	3-18-09-42
104 FRETTEL	R. Lawler/K. Taylor 5-04-25-04	7237	3-18-09-42
104 AQUILA	B. Edmonds 5-07-11-58	7091	3-18-11-50
105 PATRICE II	P. King 4-12-40-52	8316	3-18-22-45
106 RESTLESS IV	D. Holloway 4-19-24-40	7993	3-18-44-52
107 YAHOO II	J. Elger 4-14-45-50	8272	3-19-38-18
108 NIGHT RAIDER	N. Bunking 4-01-02-11	9498	3-20-06-55
109 BREADFRUIT	I. Sloan 5-06-05-47	7225	3-20-32-59
110 BLACK SHEEP	K. Coppel 4-09-47-24	8756	3-20-37-47
111 MYSTIC SEVEN	N.D. Chidgey 5-05-57-41	7364	3-20-45-29
111 RAGAMUFFIN	S. Fischer 3-06-25-22	10563	3-20-45-28
112 INSATIABLE	G. Wilson/H. Kahn 4-19-34-47	8073	3-21-18-27
113 BANG BANG	D. Blatter/L. Lemon 4-21-12-18	8008	3-21-51-28
114 SALPETA	P. Hinton 5-19-54-01	8793	3-23-02-03
115 WILLY	D. Clark 4-18-46-21	8359	3-23-56-18
116 SAGITTA	K. Hughes 5-14-13-37	7177	4-00-20-05
117 NEVER SATISFIED	N. & B. Holt 5-03-37-53	7793	4-00-20-45
118 REVERE II	G. Scott 5-13-30-23	7248	4-00-45-56
119 PACIFIC FLYER	R.B. Heathcote 4-21-25-27	8045	4-00-48-58
120 QUETZAL	R. Robson 5-19-58-30	6926	4-00-56-48
121 PENDULUM	W. Dargan 5-18-50-14	8990	4-01-02-50
122 LEVEN	B. Cunnison 5-16-02-45	7954	4-01-22-39
123 TURBO	L. Clough 4-12-25-29	8594	4-01-31-02
124 MANDALA	K. Gladman 5-14-20-07	7284	4-01-50-59
125 ROLLER COASTER	J. Fujisang 5-11-06-37	7542	4-02-54-31
126 PUNCH	B. & R. Lewis 5-18-19-20	7152	4-02-55-41
127 MARK TWAIN	V. O'Neil/C. Ward/B. White 5-10-48-31	7575	4-03-05-15
128 MUZULU	W. Dodds 5-21-14-38	7016	4-03-05-48
129 GOLDFINGER	R. Triplov 5-08-14-09	7833	4-04-26-50
131 TRIAD	Coombs/Vickery 4-20-33-40	7833	4-06-19-44
132 LADY PENRHYN OF NIMBIA	Royal 5-05-25-29	8195	4-06-27-49
Australian Navy			
133 ANACONDA II	Josko Grubic 4-03-46-16	10291	4-06-40-28
134 CRUSADER	J. Nadrop 5-05-42-20	8183	4-06-51-53
135 CASABLANCA	G. McDonald 4-16-14-48	8257	4-07-40-56
136 MRSABONKA	G. Jensen-Muir 6-10-29-08	8724	4-07-59-17
139 NIMROD II	I. Wilson 5-10-15-42	8237	4-11-17-48
140 AMAROC III	L. Hamilton, Noonan 6-03-15-04	7499	4-12-10-26
141 BALANDRA	G. Henricke 5-18-17-46	7912	4-13-25-12
142 CYBELE	A. Ridley 6-14-13-04	7066	4-15-47-48
143 ODIN	M. Small 6-02-53-57	7649	4-16-21-47
144 SAGITTARIUS	D. Rose 6-07-10-12	7510	4-17-31-43



145 TITANIC	A. Boyd Munro 5-12-15-28	7585	4-22-32-03
146 DESTINY	T. Taylor 5-10-21-08	8245	5-07-15-48
155 PRIME SUSPECT	R. Abkhair 4-03-32-51	7941	5-07-15-49
155 INVADER	P. Meggery 5-09-49-17	8752	5-07-15-50
179 RAMPANT II	A. Tucker 4-00-18-53	10629	5-07-15-51

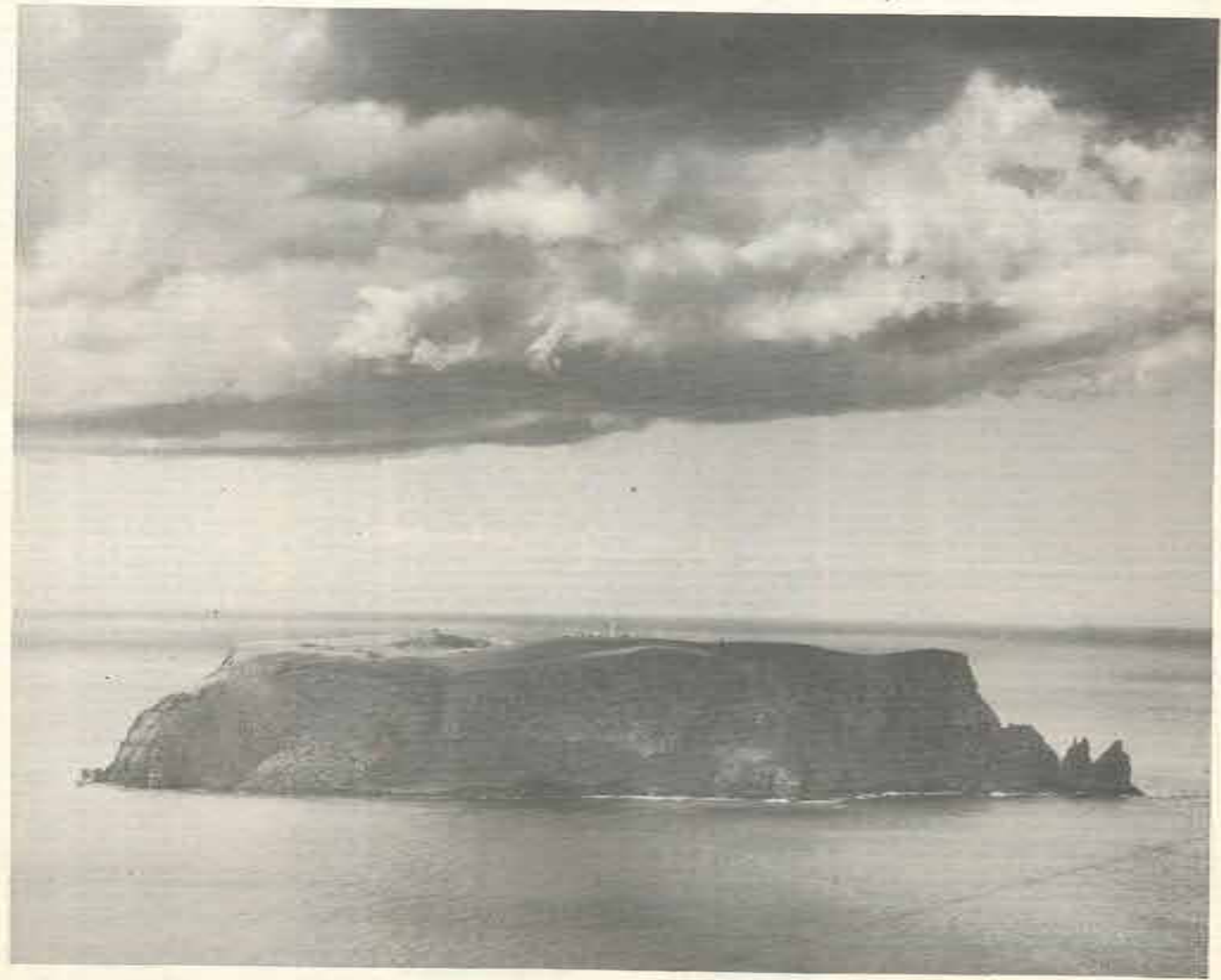
FASTEST TIME: APOLLO 3-04-32-08

IOR DIVISIONS
 IOR MAXI DIVISION: APOLLO
 IOR DIVISION B: SAGACIOUS
 IOR DIVISION D: NIKE

ILLINGWORTH DIVISIONS
 MAXI DIVISION: WINDWARD PASSAGE
 DIVISION B: ONCE MORE DEAR FRIENDS
 DIVISION C: DIAMOND CUTTER
 DIVISION D: NIKE

RETIRED: ANDROMEDA, ARGUS, BELINDA, BUSHWHACKER, CONTRACTOR, DRY WHITE, DUBIOUS, FIRST LIGHT, FORTLET, GOOD NEWS, HERA OF HOBART, HINDSIGHT II, IMPECCABLE, KAMEHAMEHA, MANDRAKE, MARLOO II, MOONLIGHTER, NADIA, OUTRAGEOUS, PANDIA, QUASIMODO, SCAMPI A, SINGAPORE GIRL, SKEGADOLE, STORMY PETREL, STRUTH, STYX, SUPERTRAMP, THE ROPERUNNER, THE STING, THUMBS UP, TOO FAR OUT, ZAP.

1985 WEATHER: The record fleet of 179 had one of the most chaotic starts on record with numerous minor and near collisions in a 15-18 knot nor'wester. The first afternoon was a run before a fresh 20-25 knot nor'wester until a southerly front passed through the fleet around 5:00 p.m. The southerly remained for almost 48 hours. Again it was a two-day punch into a strong southerly, much of the time in 25-30 knots, with a punishing sea (although not as severe as 1984). Re-arrangements were many. All yachts had strong windward work from Jervis Bay to well into Bass Strait, and there was no let-up for 48 hours. As the leaders approached the NE. tip of Tasmania, strong WSW winds were encountered, allowing the yachts to spring sheets. On the night of the 28th WSW winds were replaced by a pleasant 10-knot sou'westerly for the leaders while the tailenders had strong westerlies across the Strait. The next day saw light and fitful airs down the east coast of Tasmania which were replaced by weak NE. sea breezes of no more than 10 knots. All yachts had fickle airs in Storm Bay and the Derwent, with placings changing continuously and boats making agonizing progress from Tasman Island to the finish.



THE MODERN OCEAN RACER

by Sandy Peacock

The boat shuddered as a wave crashed against the hull and I woke with a start. My Rolex said seven o'clock so I'd been off watch for an hour. I looked around. The southerly had freshened to about 10 knots and the seas were about a foot high now, so that explained the reef in the main. Just the conditions we wanted. All the latest lightweight boats revelled in the fresh stuff, and we were no exception.

I checked my safety harness, adjusted the air-pillow in my oilskins

and settled back against the side of the cabin again. The pulsating deck felt good beneath me as I closed my eyes and listened to the on-watch guys discussing tactics. Do we stick to the rhumb-line or take a leg out to sea? The decision was unanimous: let's keep heading south.

We were doing well for the first night of the Hobart, no question about that. A few of the old Farr 40s were still with us, but they were heavy and slow and we'd be clear of them by morning. More importantly,

we were up with the leaders in our division. Not bad, considering the trouble we'd had getting out of the harbour earlier in the day. The start of the 1990 Sydney-Hobart had been quite a spectacle. The five separate starting lines had worked well and the Navy destroyers did a good job controlling the spectator fleet. But with an ebbing tide and very little breeze on the harbour, the fleet had drifted together into one big traffic jam by the time we'd reached the Heads. Getting clear of 280 yachts isn't easy. We were

reached the Heads. Getting clear of 280 yachts isn't easy. We were



Starlight Express explodes through a wave in the 1985 Race.

lucky to slip around the tug in one piece and sail into clear air ahead of the main bunch. Following the big boats down the rhumb-line looked the way to go, and that's what we'd been doing all afternoon until I went off watch at six o'clock, closed my eyes, and leaned back for some sleep.

Now I was awake again already, but it was good to know we were in the groove and keeping good company in the fleet. Our boat, *Fly By Night*, certainly had the right pedigree. Like the other DIY 37s launched this season, we'd drawn her lines ourselves on the CYC design computer, and she carried all the latest state-of-the-art gear. Her ultra-light hull weighed not much more than an Etchells, and the tall telescopic mast gave us an infinite variety of sail combinations. It had taken us a few races to figure out the sheeting positions for the new Mylatic stretch-genoas, but the trimming computers were fully programmed now and we could feel the boat's potential. She was fast.

Throughout the first night we held our southerly course as the breeze shifted around to the east, sticking closely to the two-hour watches to conserve our energy for the long race ahead. By midnight the breeze was on the beam and down to a few knots, so we set the quarter-ounce kite. Doing my stint on the helm, I could see the Southern Cross through the transparent sailcloth. We were ghosting along beautifully.

Day two was pretty much the same, easy reaching down the coast with other boats all around us. Gary, the navigator, wanted us to keep east of the rhumb line while we could, but we all overruled him.

By dawn on the third day we were back on the wind again, well into Bass Strait now with an eight-knot southerly blowing under an overcast sky. On the morning radio sked the news was good and bad. As he passed around the breakfast-pills and coffee, Gary brought us up to date on the corrected time positions he'd plotted. We were lying second in Division 3 and about 10th overall. The maxis had been first into the new breeze and at this

stage were leading on corrected time. The bad news was the weather forecast; more breeze from the south.

It still hadn't come by one o'clock, but when it did, it came in hard at 13 to 14 knots. We'd only just washed our lunch-pills down with Staminade when the first big gust hit, knocking the boat on her side with both rudders out of the water. Cec was on the helm and he had to hang on grimly to stay in the cockpit until she came upright. As sailing master he blamed himself for being caught napping, then thought the better of it and blamed us all.

The next few minutes were pretty busy but we knew our jobs and it didn't take long to get the boat under control. We went straight to the fourth reef in the main and changed down to the number three genoa, a lovely flat Hoodstad blade with Neoprene support panels. We were charging along now at nearly eight knots, and as we buckled on the railseats we could see the yachts around us still reefing. So far, so good. I checked the rigmeter and took up a few notches on the lower shrouds, but everything else seemed to be in balance. It was going to be uncomfortable weather, but we knew we'd pick up some time on the boats ahead now.

Uncomfortable was right. By sunset, six sail changes later, the southerly had built to about 16 knots and we were feeling every wave-jump in our backsides. But this was ocean racing and this was what we were trained for. After the evening sked, Gary whipped up our daily hot meal, a sensible policy whatever the conditions. He came through with flying colours in the galley, but eating dinner on the rail proved to be far more difficult. Spaghetti isn't the easiest at the best of times. With his passion for saving weight on the boat, Cec had ordered hollow pasta from his local providore, and in the breeze it had a mind of its own. Somehow, we managed to consume some of it, but we lost most of the paper plates.

Day four dawned over an angry two-foot sea, but at least the sun was out. Despite the Doze-Off-Shore tablets, none of us had had

much sleep on the rail during the night. I'd been down below pumping up the deck hydraulics a few hours earlier when a loud crash behind me had scared the wits out of everyone on board. The spare boom had broken out of its mounting and landed on the floor. Luckily both the crew kitbags were underneath it and broke its fall. But we hadn't suffered any damage in the night, and that was unusual for these conditions.

The other surprise, on the morning sked, was the low number of retirements in the fleet. Only 46 boats had pulled out so far, including seven in our division. Gary couldn't find his calculator, but our tactician, Peter, who is a kind of walking calculator, worked out in his head that we were lying 15th overall on corrected time. Time to pull our socks up if we wanted to win.

The break we needed came during the afternoon. To our relief the breeze had steadily moderated throughout the morning and swung to the east again. By mid-afternoon we were surfing under full main and the half-ounce Elastokite, with all nine of us packed across the transom and a 12-knot nor'easter behind us. By the evening sked the breeze had swung far enough astern to put in a gybe as Tasman Island drew closer by the hour. We pulled the elastic and closed the kite for a standard five-second gybe; how much slower it used to be with conventional spinnakers.

With the Division 3 radio relay ship only a few miles behind us, we heard the sked loud and clear. Gary's calculator had turned up in the beer-box and he plotted us at the front of the division. Even better news was the light conditions the bigger boats were encountering in the Derwent. *Fly By Night* was still in the running.

Next morning, however, as we rounded Cape Raoul, it was more a case of drifting than running. Chilly Bin, a new Holland/Far/Davidson 40 from New Zealand, was in Constitution Dock with the race sewn up on corrected time, and a bunch of Division 1 and 2 boats were filling out the placings. All we could do now was crawl up the Derwent and try to



hold our lead in our division. Close behind was our only threat, *Planned Obsolescence*, another DIY 37. This was boat-for-boat racing and that meant every trick in the book. With the lightweight kite just filling in the faint sea breeze, we set the digital trimmer to fine-tune, slid the keel forward six inches and packed our

weight on the leeward rail. At the finish there were only a few boatlengths between us.

It was good to win the division and good to be in Hobart again, especially after retiring last year when we hit that tuna with the previous boat.

Constitution Dock was by now al-

most full. We lowered the mast, down-scoped it on deck and coiled the sails as we motored in to our berth. There were still a few cold beers on the Liquidox down below, so we opened them. They tasted as good as ever. And, ocean racing is still the best sport. □

GOING THE DISTANCE

by Mike Power

Blame it on Roger Bannister for turning what used to be a 'distance race' into a mile sprint. Blame in on Frank Whittle for developing the Gloster Meteor, which inevitably led to the sub-four-hour crossing of the Atlantic by the Concorde.

Sooner or later, the contraction of the time taken to cover a given distance had to filter through, like a wages flow-on, to the stolid realm of offshore yacht racing.

And filter it did.

Nowadays, crews in the 630-nautical mile AWA Sydney-Hobart spend, on average, about four days at sea.

Yet it wasn't until 12 years after the first race that the four-day elapsed time 'barrier' was broken — by the Livingston brothers' 65-footer Kurrewa IV in 1957, in three days eighteen and a half hours.

Breaching the three-day 'wall' proved a much tougher proposition. In spite of a number of determined assaults, it remained intact for another 18 years.

Huey Long gave it a shake in his 57-foot yawl Ondine in 1962, going within four hours of lowering the elapsed time below three days. Eleven years later, the 'Flying Footpath' (Tony Fisher's ferro-cement 72-footer, Helsal) reduced the passage time to three days one and one half hours — and 'the impossible' had a more achievable complexion.

In 1975, the clock's equivalent of the walls of Jericho succumbed when Jim Kilroy's maxi ketch Kialoa seared down the track in two days 14 hours 36 minutes 56 seconds. That record still stands.

In only one other year, 1980, has the three-day time been shattered, when the Kiwi around-the-world racer New Zealand scored the handicap and line honours double. Two years later, with Bob Bell's Condor of Bermuda edging across the finish line a seven-second gap

ahead of Apollo, both yachts were just 59 minutes over three days. The next year, this time in Condor, Bell got closer to the three day mark — by nine minutes!

Since 1969, with one exception, Sydney-Hobart line honours boats (and numbers of other front runners) have completed the course in under four days. The odd year out was 1978, when Jack Rooklyn's original Apollo took two hours 23 minutes longer.

But the fast lane to Hobart (or over any offshore course) is enjoyed by a small percentage of the total number of sailors in a fleet. While the maxi brigade are cultivating their first hangover in the waterfront bars, crews in 'the pack' — the main bunch of yachts — often enough are at least a day's sailing from the finish.

For all the evolutionary advances in yacht design and construction, sailcloth technology and equipment aimed at boosting the speed of a yacht, the wisdom about sail-powered craft being 'at the mercy of the wind' still pays its way in the book of cliches.

Last year, when Apollo unleashed her capabilities to run the line down in 3 days 4 hours 32 minutes, some 75 yachts occupied the four to four and one half days elapsed time bracket. But 19 boats were sailing for five and one half days or longer. Statistical evidence invariably becomes heavy going — but so does a long spell at sea if you're not mentally and physically primed for it.

No amount of Saturday 'arvo' racing around the buoys is enough preparation for a race like the Hobart. One Sydney skipper, who tackled the event for the first time last year, nosed into Constitution Dock after more than six days, declaring: "If that's the Hobart, you can stick it!" With time to reflect, he has since moderated that opinion.

But his initial reaction mirrored the feelings of many who have found long-distance racing a shock to the system.

First-timers, and even some sailors who have a few Hobarts under their belt, frequently find that the anticipation of the helter-skelter exit from Sydney and the applause for their arrival in the Island capital blurs the reality of the stretch between start and finish lines.

The broad-ranging question of what a distance race demands of individual crew cropped up recently in a discussion of the longer ocean racing courses when this writer referred, too lightly, to 90-mile events as 'just overnights'. Others in the group were quick with the reminder that it wasn't so long ago that a 90-miler started on a Friday evening, could easily drag on into Sunday.

These days, especially on the more competitive IOR boats, the pipe cots are seldom, if ever, used on an overnights and crews have a reasonable expectation of being home in time for breakfast, or lunch at the latest.

The assumptions that can be made about a race like the Hobart aren't so straightforward.

No matter how you try to get round it, 630 nautical miles is a bloody long way to travel. The truth is, the weather systems ensure that you'll travel a good deal farther.

Old hands sometimes refer to it as a two-part race — "the bit down to Tasman Island, and the tricky bit across to Cape Raoul and up Storm Bay and the River". Others mentally slice it into three roughly equidistant legs: the NSW coast, the Strait and the home straight.

That 'home straight' (once you sight the Tassie coast), or "tricky bit", have been the cause of as many heartbreaks as a stack of 'Dear John' letters. Becalmed in the Derwent, seemingly within arm's



Kialoa set the record for the quickest time to Hobart in 1975 — 2-14-36-56 — a record which stands.

DAVID COLFELT

reach of the twinkling lights of Hobart Town, you need all the tranquility of a bottle of Valium as the boat makes sternway under the thrust of a strong current while the hour hand gyrates at amazing speed... and draws out your elapsed time like a piece of elastic.

Long distance racing is mostly concerned with taking the least amount of time (as the elements

permit) to go from point A to point B. It's also about going the distance in other senses.

For one thing, there's the matter of having a complete crew available for those situations when all hands are needed. Some unfortunates have a predisposition to the dreaded mal-de-mer; others overlook the fact that the Sydney-Hobart starts right at the crest of

the season of over-indulgence. Thus, from whichever of those causes, many crews find that one or more of their number are carried as passengers for periods ranging from several hours to a couple of days.

Rick Dovey, who's run the media centre for the past two AWA Sydney-Hobarts, recalls the year when he and another experienced

Going the distance

offshore sailing mate signed on as the 'local content' aboard an overseas Hobart entrant. Almost as soon as the fleet was out of the Heads, the foreign crew turned the colour of dirty laundry and, one by one, retired below to their bunks. And stayed there. With rare and brief exceptions, they did not re-emerge until Dovey and mate had sailed the yacht, virtually two-handed, to the flat waters at the mouth of the Derwent. Then they came on deck in colour-coordinated crew shirts, beaming smiles from freshly shaven faces, and took the boat all 11 miles to the finish line! At Constitution Dock, with packed sea-bags slung over their shoulders and eyeballs lolling on their cheeks, Dovey and his

mate were first ashore. They paused only long enough to turn and offer their crewmates a 'sailor's farewell'.

The point is that those who remain unaffected by seasickness need a fair reserve of stamina, as it will fall to them to continue sailing the boat as though each watch has its full complement.

In the heavy weather of the 1984 race, 70% of the 152 yachts retired. Seasickness was listed as the fourth major reason for retiring in a questionnaire issued by the CYCA to skippers at the end of the event. The second major reason was given as 'prudence' (considering it unsafe to continue). How much overlap there may be between those two

reasons — the effects of seasickness leaving not enough able-bodied people to keep a boat under control in difficult conditions — is worth pondering.

Then there's sleep or, more particularly, the problem of grabbing enough of it. Most crew can manage a sleepless overnight race, all hands driving the boat to the utmost. It's not much different from 'partying on' through the night and into the next day, or 'working through' to complete a task to a specific job deadline.

But, in a long distance event, the watch systems throws the personal body clock 'out of sync' by dislocating the average seven-hours-a-night sleeping pattern. Some indi-

PETER ROGERS



RICHARD BENNETT

(Above) Wild Oats and (opposite) Breadfruit in last year's race.

viduals are naturals at handling broken sleep and would be dead to the world within minutes of collapsing onto a bed of nails (or a heap of damp sailbags); others, unaccustomed to snatching some shut-eye during daylight hours, toss and turn and find themselves going back on watch, hung over with drowsiness.

Not that the watch system is any assurance of grabbing three or four hours sleep. Some or all of the off-watch may, if sail changes or gybes are necessary, spend the better part of their rest period on deck.

The golden rule is: get your head down when you can.

In Hobart, the multi-coloured tapestry of foul weather gear, towels, sail bags and clothing hung out to dry and hatches flung wide open, isn't all bravado and display for the gaping holiday crowds. Those boats — and what's been in 'em — really need airing.

Anyone who suffers from claustrophobia would be a proper case after four days on an ocean racer. It's not simply that the very limited below-decks ZOO (Zone Of Occupation) on most yachts is shared with a stack of wet sails, assorted supplies and personal gear, and motley crewmates with differing habits, temperaments and ideas of

humour. As well there's an atmosphere stuffy with condensation, cooking smells and the odour of unwashed bodies — not the sort of habitation that ordinarily would earn a pass mark from the World Health Organisation or civil rights activists.

But it's what you're stuck with for ... well, however long it takes.

And, taking account of Napoleon's observation that an army proceeds on its belly, food and drink are a vital component in going the distance.

This writer, who's quite partial to a meal of tuna, couldn't stand the sight of the stuff for months after a medium-distance race in Queensland, which was sailed in particularly light airs. For crew sustenance, the skipper had thoughtfully supplied one packet of 'soggies' and a job lot of canned tuna. You can stomach only so many tuna sandwiches ...

To a large extent, the crew is very much in the hands of the skipper and/or whoever has been delegated as victualler. No one wants their boat to cross the starting line of a long distance race burdened down like a refrigerated cargo liner; on the other hand, while some crew find that their appetite deserts them until they get their sea

Going the distance

legs, others turn positively voracious. So, you cross your fingers and hope the right quantity (and variety) of tucker has been put aboard — enough, that is, to keep body and soul together not just for how many days you hope to be at sea, but also for the reality that the race might be a slow one.

Incidentally, under the above heading include the questions of whether you're sailing on a 'wet' (skipper allows grog) boat, or a 'dry' boat, and supplying your own smokes, munchies, etc. — and in both cases, make your own arrangements.

All this concentration on physical aspects of a long distance race is merely the underpinning for probably the most critical side of the event — concentration.

It's a long time to keep your wits sharpened, and if the mental apparatus for winning or doing well is blunted by the individual or collective subsidence of morale, the yacht virtually relapses into a cruising mode.

Peter Kurts, some years ago, expressed the mental approach to long distance racing succinctly. Every member of a watch, he said, should treat each of their watches on deck as though it were a separate, short race. Thus, rather than simply providing companionship for the helmsman, members of a watch should be attacking the elapsed time with all the vigour, alertness and input that they would bring to a 25 or 30-miler.

Because, when you've gone the distance, the elapsed time your boat has taken is one of only two factors that determine where you'll figure in the placings.

Last year, when the fastest boat completed the Sydney-Hobart course in a shade over three days, several yachts took just under a week. Rani, the line honours and handicap winner in the first race in 1945, also finished in just under a week.

To turn a popular sailing maxim on its head: you're not out there for a good time, you're out there for the shortest possible time. □

**Richard Bennett's Superb
Sydney-Hobart Race
Photographs**



Richard Bennett's high-flying aerial photography captures the dynamic action of all the top yachts.

Have special shots of your yacht taken in action down the Tassie coast. Write or phone Richard Bennett Photography, (002) 971-371, Arve Road, Geeveston, Tas. 7116, giving details of your yacht and sail number. Richard Bennett will have your action shots waiting for you when you arrive at Constitution Dock!

Don't miss out. Before you decide on any photographs, be sure to see Richard Bennett's on display and on sale at Constitution Dock.



**Richard
Bennett
Photography**

Arve Road, Geeveston 7116
phone (002) 971 371

1985 AWA SYDNEY-HOBART YACHT RACE

**UNIQUE VIDEO OFFER
'TOWARDS HOBART'**



The only film of the 1985 Sydney-Hobart Classic as it can only be seen from the air.

The Helicopter Pilot: Terry Lee

Terry flew the acclaimed aerial sequence of the dramatic 1977 Sydney-Hobart Race and *Australia II's* America's Cup triumph for the documentary 'Aussie Assault'.

The Cameraman: Peter Rogers

Peter is filming his eighth Sydney-Hobart.

THE OFFER

This sensational, entertaining video features the best of this yachting classic with exclusive footage of the 200 boats and their crews battling their way to Hobart and success.

HOW TO ORDER YOUR COPY

Phone Danielle on (02) 959 3023 or complete and forward the 1985 Sydney-Hobart Video coupon below.

PLUS: Our exclusive portfolio from Terry's helicopter of the Sydney-Hobart fleet by Sally Samins, official photographer to the America's Cup, Newport and Perth.

For the only video cassette of the 1985 Sydney-Hobart classic send your cheque for \$49.90 plus \$3.00 postage - total \$52.90 - (payable to 'Lead Helicopters') at 12 Glen Street, Milsons Point, NSW 2061.

Name _____

Address _____

Postcode _____

Please forward my video cassette (tick preference)
 VHS Betamax as soon as possible. My
 cheque for \$52.90 (\$49.90 plus \$3.00 postage) is enclosed.



**CLUB
MARINE**

**CLUB
MARINE**
 Go for it!
 And good luck to
 every one of you-
 Fred W. Wilson