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C.Y.C.A.
Sydney-Hobart
Yacht Race
1959



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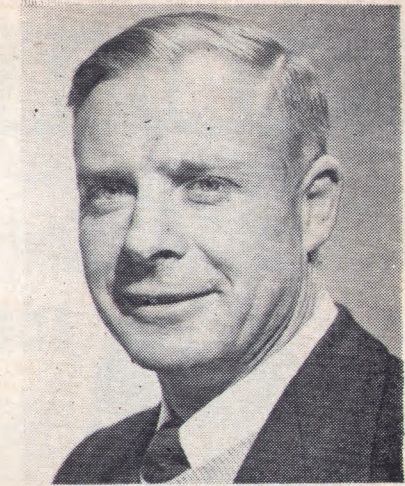
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A Word From The Commodore



December twenty-sixth is here again and for the fifteenth time Sydney Harbour will witness the Ocean Racing Fleet putting to sea for the long haul south.

As is usual, and wonderful, many thousands of spectators will crowd harbour headlands and waters, a large percentage will be heard to mutter such remarks as:—

"They are all mad" or "I wouldn't go to sea in that boat for quids", and many other pithy remarks.

The phrase "Sydney-Hobart" conjures up many interesting things. Aboard the yachts the tension of the start will be lessening. Owners, Skipper and Crews will be looking forward to several days of exhilarating sailing. There is no insanity here, but it's only the fool or the new hand who doesn't look on the sea with respect and make adequate preparations to meet her every mood.

Crews who range in age from 18 to 60 have a love of the sea and the sport, many have been on this, the World's Number One Ocean Race before, all know that the weather can, and probably will, range from exasperating calms to frightening gales. In most cases there will be little sleep and lots of hard work. However, every ocean passage has its reward even if it be only the satisfaction of achievement.

There will be those who, during or after the race, will swear "Never again". Strangely enough they'll be in their accustomed places the very next race.

The boats you see have many thousands of safe seagoing miles under their keels, they are equipped to stand up to the elements, equipped in most cases far and away above the stringent requirements as to gear and safety laid down by the C.Y.C.

During the past fourteen Hobart Races, we have had contestants from every State, from America, Malaya, England and New Zealand without a serious accident or the loss of a boat. As Merv. Davey has said "It's far safer than crossing a busy street".

Apart from the hope of a place and the attendant prize, everyone will be looking forward to what is undoubtedly the best part of the trip — the wonderful welcome accorded by the good folk of Hobart. In their hundreds they will applaud each yacht to finish no matter what the time of day or night. Their homes will be open to the crews; in fact the hospitality is so overwhelming that it is necessary to make the cruise home one of rest and recuperation.

To the entrants and their crews I can only say — best of luck, good sailing, may the sea be bright and sparkling throughout, may every landfall be a good one and every leg a winner.

COVER

G. Newland's Sloop, "SIANDRA", Sydney-Hobart Race Winner 1958

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How It All Began



"Rani's" Crew — 1945

Many stories have circulated regarding the origin of the Hobart Yacht Race. In the absence of official records, the following account is published as being the most authentic version available of the events which led up to the first race.

One evening in the year 1944, a bunch of cruising yacht enthusiasts gathered for a dinner and pow-wow at a famed city hotel. The buzz had gone the rounds that one of them had a bee in his bonnet — the organisation of cruises up and down the N.S.W. coast.

The meeting was initiated by Peter Luke, owner of "Wayfarer", and Charlie Cooper, owner of "Asgard". The yachtsmen came from Pittwater and different parts around the harbour, and at the end of the meeting they announced the formation of the Cruising Yacht Club of Australia — with nine members.

Today, the Club boasts a register of 82 yachts and a membership approaching 300, and stages the greatest blue-water race in the Southern Hemisphere. Others who took a prominent part in the formation of the Club were A. E. Walker, S. R. Dickinson, J. Rosendale, Vernon Hart, Bruce Tart and P. G. Goldstein, S. B. Beach, Norman O. Hudson and Jack Earl. First Commodore was Bert Walker, first Secretary, Peter Luke.

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

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

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

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

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

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

And thus the Sydney-Hobart Race was born.

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

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

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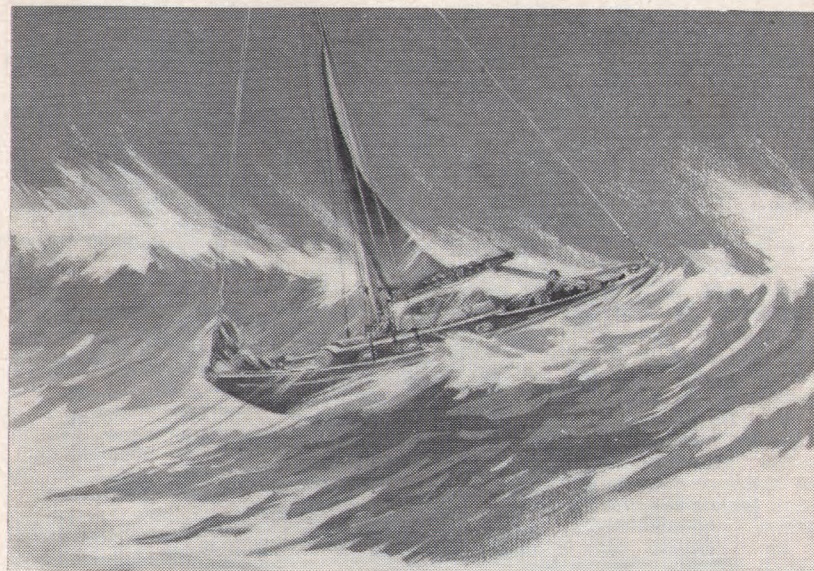
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Evolution Of An Ocean-going Yacht

This article was planned to give the layman some sort of idea of the difficulties that beset the Naval Architect in the planning and development of a yacht. We have chosen, as an appropriate example, a local design by Alan Payne, the "Tasman Seabird", of which one is depicted on the above. This is a stock design and already three of these boats are sailing; four more are on the way. Two "Seabirds" will be participating in this year's Sydney-Hobart Race.

The "Seabirds" originated as a result of a demand for a comfortable, easily-handled cruising yacht that would also perform well in ocean races. They are sloops and the ultimate in simplicity, having no runners and an absolute minimum in the way of rigging. They have a large, comfortable cock-pit for day sailing (this can be covered with a spray-dodger in heavy weather) and a surprising amount of room down below for a boat of this size.

General dimensions are 36ft. overall, 24ft. 9in. on the waterline, 9ft. 6in. across the beam and a draft of 4ft. 8in. It will be seen that this draft will enable her to cross all but the very shallowest bars on the Eastern seaboard of Australia; this opens a complete new vista of cruising. She carries the comparatively small area of 550 sq. ft. in her working sails and yet this suffices because there is no large underwater body to drive through the water. These sails are carried on a fairly short mast which places the centre of gravity as low as possible and the fact that the mast is stepped

well aft improves her motion in a seaway as well as splitting up sail area into easily handled sections.

A yacht, like life itself, is nothing more nor less than a compromise. A hundred different factors have to be weighed up against each other, carefully, minutely, until the very best balance of all the component parts is obtained. In the hull, after dimensions and approximate displacement have been decided, the designer has to figure out such things as overhangs, ballast ratios, sections, bow and buttock lines, diagonals and so on, ad infinitum, and all these things are interdependent on each other. Once down on paper nothing can be altered without it affecting the entire design. The Naval Architect, by contrast with his land-bound counterpart (who is primarily interested in the design and stress of permanently anchored objects) must take into consideration not only her appearance and the stresses that will work on her hull and rigging, but also he must make his creation move; she must move through the sea, on any point of wind, as speedily and with as much efficiency as possible. He deals with a hard taskmaster. Note the words — "on any point of wind." The hull-form that makes a boat run well downwind is not ideal for windward work and so on. Having decided the qualities he is looking for, the designer must then work out how far he can develop these proportions and still keep speed compatible with safety and comfort. For instance, a yacht thrashing to windward needs powerful, half-moon bilges to give her buoyancy and keep her upright. She must carry her sail. But if these bilges are too powerful she will have a short, jerky movement and will be hard on gear; she might even tend to "ride up on her bilges", i.e., pop up out of the water like a cork instead of maintaining a firm grip under all conditions. Similarly, a yacht surfing down the front of a wave is helped by overhangs as these prevent her from "squatting" and so getting pooped; however, carried too far, these same overhangs might cause her to broach side on to a wave with disastrous consequences to herself. These are perhaps obvious examples to the seaman but they do illustrate the endless need for compromise.

To add spice, as it were, to the pot-pourri of factors, the Naval Architect also has to contend with the R.O.R.C. Formula, or "Rule". The Rule is explained elsewhere in this Programme but it will be seen that a yacht's handicap to her length is very important. Because handicap is governed solely by dimensions and because these dimensions have to tie in with this very complicated Rule to gain the very best advantage from it, it becomes vital that a great deal of thought be given to this Rule.

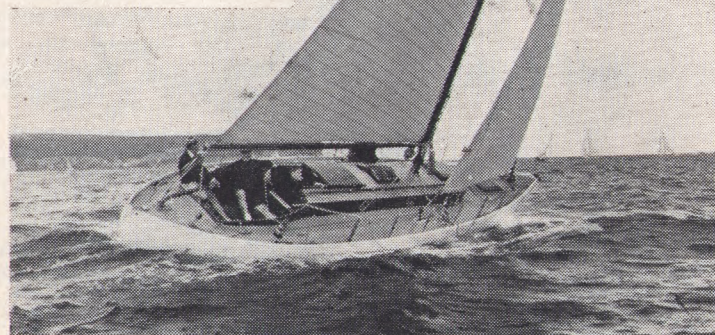
It is interesting to note that occasionally a loophole is found in this Rule and, once found, this is quickly exploited (with boats such as the English "Myth of Malham" and Australia's "Nocturne"). These yachts are usually extreme in one way or another but they do have success until the offending loophole is plugged by the R.O.R.C. Committee. They are then heavily penalised and thus do not stand much chance of winning races. This is as it should be because this type of yacht is not one-hundred-percent seaworthy one-hundred-percent of the time and can be dangerous in the hands of all but the very elite of the sport. Yachting, as a whole, does not benefit greatly.

The layman will be surprised by the knowledge that no less than 1500 man-hours went into the design of the "Tasman Seabird" and her fittings — this for a, to all intents and purposes, simple boat! To clarify details of construction and for the benefit of boat-builders, the final plan was drawn out to a scale of 3in. to the foot, and this together with constructional data, resulted in a plan that was 12ft. long.

The boat-builder, in his own sphere, has as many responsibilities as the designer, for if the plans are not strictly adhered to, if he varies but little from her intended shape she will be thrown out of balance with a consequent drop in performance. The builder literally creates the designer's thoughts. His eye must be perfect, his hand sure, his knowledge sound, and his pride above reproach, for his artistry will send the cumulative efforts of many hours down the shipway. The designer's hopes, the owner's ambitions and pleasures, the builder's integrity, go with her as she floats off her cradle and is received in a very watery world.



Capt. J. N. Illingworth
R.N. (Rtd.)



A Word From The Master

"I have just received the good news from your Secretary that there are no less than 30 entries for the great race this year. I am very glad to be able to send all your competitors my very best wishes for another splendid race.

"Pressure of yacht design work here in England has once more prevented me from coming personally to Australia, but I have been able to send as Ambassador, my MOUSE OF MALHAM, who arrived in Queens-land a few weeks ago to be skippered by her new owner, Group Captain C. H. W. Dayan-Smith, R.A.F. (Rtd.). I expect that at any rate next year she will be among the starters, and will I hope add fresh interest to this great event.

"Here in England we have had another tremendous racing season off-shore, with fresh record entries for the Fastest Race; while nearly 200 yachts started in the Round the Island Race in July. Fresh records, too, were created by the Junior Off-shore Group who race off-shore racers between 16 and 24 ft. L.W.L. over distances up to 250 miles, and I hope some day very soon even longer races including the Sydney-Hobart will have a class for these now highly-developed boats which enable so many more people who cannot afford larger racers, to take part.

"Good sailing to you all."

Capt. J. H. ILLINGWORTH, R.N. (Rtd.).

PRIZES

FOR THE FIRST YACHT ON CORRECTED TIME

R.O.R.C. Trophy: Presented by the Royal Ocean Racing Club of England. To be held by the winner for 12 months.

Tattersall's Cup: Presented by the Executors of the Estate of the late George Adams. To be held for 12 months by the Yacht Club which was nominated by the winning yacht. A replica of the Derwent Light is presented annually to the owner of the winning yacht.

One Hundred Guineas. Presented by the Government of Tasmania.

Navigator's Trophy: Presented by Mr. G. W. Rex for the navigator of the first yacht.

Medallion: Presented by Mr. G. Pattison, of England, to each crew member.

C.Y.C.A.: Trophy.

FOR THE SECOND YACHT ON CORRECTED TIME

C.Y.C.A.: Trophy.

Fifty Pounds: Presented by the Hobart Municipal Council.

FOR THE THIRD YACHT ON CORRECTED TIME

C.Y.C.A.: Trophy.

1st ACROSS FINISHING LINE —

J. H. Illingworth Cup: Presented by Captain John H. Illingworth, R.N. (Rtd.). To be held for 12 months by the first yacht to cross the finishing line. A replica is presented to the owner.

C.Y.C.A. Trophy to value of £20.

F. & J. Livingston Trophy: Presented to first yacht rounding Tasman Island.

OTHER PRIZES —

Samuel Pepys Trophy: Presented by the R.N.S.A. for the first yacht on corrected time with a T.C.F. of .68 or lower.

C.Y.C.A. Plaque: An engraved plaque is presented by the C.Y.C.A. to each competitor.

(Providing that two divisions are raced, C.Y.C.A. prizes will be presented to first, second and third on corrected time in each division.)

Prizes will be presented at a function held by the Royal Yacht Club of Tasmania in Hobart.



R.O.R.C. Trophy.—Presented by the Royal Ocean Racing Club of England. To be held by the winner for twelve months.

C.Y.C.A. TROPHY

The Cruising Yacht Club of Australia presents prizes which are retained by the placegetters and an engraved plaque is presented to each competitor.



J. H. Illingworth Cup.—Presented by Captain John H. Illingworth, R.N. To be held for twelve months by the first yacht across the line. A replica is presented to the owner.

Tattersalls Cup



This much coveted Trophy was designed and made in the workshops of Prouds Pty. Ltd. in 1930, at the suggestion of the late Walter Marks who tried to promote an international yacht race between Australia and New Zealand, to be conducted on similar lines to the Lipton Cup held in England. However, as this Yacht Race competition never eventuated, this beautiful trophy, with its nautical motifs of mermaids, dolphins, sea-horses and shells, was kept in the firm's showrooms as an example of the silver-smith's art.

At the inception of the Sydney to Hobart Yacht Race in 1945 the trustees of the George Adams Estate bought this trophy so that it could be presented annually to the Yacht Club that had nominated the winning yacht. This valuable trophy, made in sterling silver, is indeed an absolute work of art and it would be practically irreplaceable. The embodiment of Mr. Marks' idea has been realised to a far greater extent than he ever anticipated so many years ago.



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J. V. RAFFAN, Rose Bay

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"Rani's" Great Victory 1945

The first Hobart race was a spectacular success for "Rani's" owner-skipper, Captain J. Illingworth, R.N., who taught Australians what ocean racing means. Despite a thrilling passage, in which "Rani" nearly foundered off Montague Island, Illingworth finished a day ahead of his nearest rival.

OFFICIAL PLACINGS

Pl.	Yacht	Owner	El. Time	T.C.F.	Cr. Time
1	"Rani"	Capt. J. Illingworth, R.N.	158-22	.6670	105-38
2	"Ambermerle"	J. R. Colquhoun, C. Kiel	200-19	.6722	134-39
3	"Winston Churchill"	P. Coverdale	175-38	.7706	135-20
4	"Kathleen"	J. Earl	198-20	.6856	135-59
5	"Horizon"	J. R. Bartlett	199-47	.6977	138-23
6	"Saltair"	R. M. Walker	204-55	.9039	185-13
7	"Mistral"	R. F. Evans	205-48	.6859	141-09
8	"Wayfarer"	P. M. Luke	270-21	.6916	187-43
9	"Archina"	P. Goldstein	Retired		

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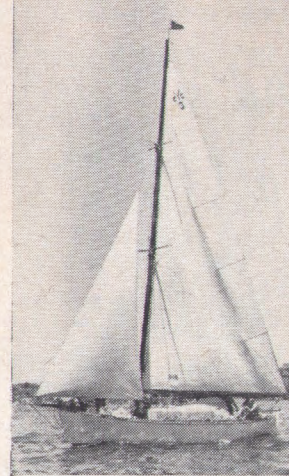
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"Christina's" Success in 1946

Second Sydney-Hobart race, even more successful than the first, was sailed in conditions ranging from gales to flat calms, and provided a gruelling test of the qualities of every craft. The fleet of 19 boats was double that of the first race, and included some of Australia's finest sea-going yachts.

OFFICIAL PLACINGS (Times are given in days, hours, minutes, seconds.)

Pl.	Yacht	Owner	Rating	El. Time	Cr. Time
1	"Christina"	J. R. Bull	22.10	162-51-15	107-53-57
2	"Saga"	B. J. Halvorsen	26.64	153-52-00	110-11-02
3	"Morna"	C. Plowman	51.22	122-53-33	111-52-53
4	"Defiance"	F. A. Bullock	38.22	139-19-25	113-58-00
5	"Matthew Flinders"	A. Palfreyman	38.60	142-05-20	114-40-48
6	"Trade Wind"	M. Davey	25-37	169-00-45	117-37-58
7	"Southern Maid"	C. Philp	36.07	150-44-45	119-14-24
8	"Active"	H. M. Tate	35.79	151-08-47	120-36-53
9	"Mistral"	R. F. Evans	46.99	138-51-40	122-57-41
10	"Wayfarer"	P. Luke	25.68	180-21-15	125-53-14
11	"Kurrewa III"	F. & J. Livingston	38.87	175-30-30	144-31-52

Retired: "Ilex" (N. W. Thomas), "Sirius" (J. S. Booth), "Connella" (B. R. O'Brien), "Winston Churchill" (P. Coverdale), "Merlan" (W. L. Curtis), "Unis J." (B. W. Davies), "Kaula" (D. McAllister), and "Fegmhr" (F. A. Harris).

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Honours for Tasmania -- 1947

Victory in third Sydney-Hobart Race went to a Tasmanian entry for the first time, when G. D. Gibson's "Westward", skippered by her designer-builder, Jock Muir, took the prize from a record fleet of 28 craft.

OFFICIAL PLACINGS

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

Pl.	Owner	Div.	Rating	El. Time	T.C.F.	Cr. Time
1	"Westward" G. D. Gibson (Winner, Division 2.)	2	27.37	5-13-19-4	.7232	4-0-24-56
2	"Moonbi" H. S. Evans (Second, Division 2.)	2	23.82	5-22-46-2	.6807	4-1-10-54
3	"Peer Gynt" T. Halvorsen	2	24.40	6-1-18-15	.6853	4-3-34-37
4	"Kintail" D. McCrae	2	28.72	5-20-0-56	.7359	4-7-2-15
5	"Fortuna" Dr. R. Whishaw	2	25.54	6-5-13-9	.6965	4-7-55-52
6	"Trade Winds" M. E. Davey	2	29.41	5-23-15-1	.7342	4-9-10-28
7	"Saltair" A. E. Walker	2	24.48	6-6-23-20	.7024	4-9-37-59
8	"Gymea" G. L. Carter	2	23.37	6-13-53-51	.6785	4-11-8-0
9	"Morna" C. Plowman (Winner, Division 1.)	1	49.55	5-3-3-54	.8986	4-14-35-10
10	"Winston Churchill" P. G. Coverdale (Second, Division 1.)	1	33.54	5-22-2-55	.7991	4-14-40-12
11	"Solo" T. A. Guiffre	1	34.37	5-22-12-54	.7863	4-15-49-25
12	"Southern Maid" C. Philp	1	36.07	5-22-31-50	.791	4-16-44-30
13	"Benecia" F. A. Harris	2	27.15	6-13-21-12	.7211	4-17-28-3
14	"Mat. Flinders" A. E. Palfreyman	1	38.60	5-22-35-6	.8071	4-19-4-49
15	"Sirius" J. S. Booth	1	35.94	6-2-51-7	.79	4-20-0-47
16	"Josephine" B. C. Penton	1	40.16	5-20-33-37	.834	4-21-13-38
17	"Kurrewa III" F. Livingston	1	38.87	6-1-19-26	.8140	4-22-17-37
18	"Horizon" S. Berg	2	27.87	6-23-46-36	.7199	5-0-46-57
19	"Mistral II" R. F. Evans	1	46.89	5-10-58-45	.8848	5-3-51-13
20	"Aloha" J. A. Clark	2	19.47	8-3-19-48	.6343	5-3-53-52
21	"Stormbird" J. H. A. Herford	2	25.01	7-11-16-40	.6938	5-4-22-59

Disqualified: "Christina", "Defiance".
Retired: "Active", "Wanderer", "Nautilus", "Sea Tang", "Mannara".

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"Westward" Again--1948

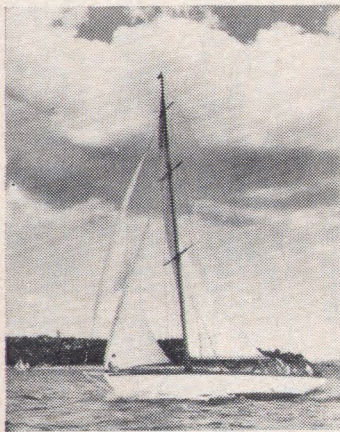
Record-breaking passages, breathtaking spinnaker runs of more than 200 miles, a 300-mile thrash to windward, smashed spars, sails in shreds, a man overboard, flooded cabins, scaldings and a fire were the ingredients that made the fourth Sydney-Hobart race a real thriller.

OFFICIAL PLACINGS

(Times are given in hours, minutes, seconds.)

Pl.	Yacht	Owner	Div.	El. Time	T.C.F.	Cr. Time
1	"Westward"	G. O. Gibson	2	110-17-32	.7232	79-45-48
	(Winner, Division 2).					
2	"Seevogel"	W. Harris	2	110-24-3	.7597	83-52-17
3	"Archina"	P. G. Goldstein	1	107-28-10	.7900	84-54-3
	(Winner, Division 1).					
4	"Moonbi"	H. Evans	2	125-1-53	.6807	85-6-32
5	"Nerida"	C. P. Haselgrove	2	115-45-10	.7415	85-48-20
6	"Sandra"	M. M. Creese	1	104-58-25	.8278	86-53-50
7	"Peer Gynt"	T. Halvorsen	2	131-52-21	.6853	90-22-20
8	"Mistral II"	R. F. Evans	1	104-20-13	.8945	93-19-46
9	"Morna"	C. Plowman	1	101-1-21	.9243	93-22-30
10	"Merlan"	W. L. Curtis	2	124-11-58	.7560	93-53-41
11	"Southern Maid"	W. Trautwein	1	124-11-48	.7964	98-41-12
12	"Gymea"	G. Carter	2	147-31-0	.6721	99-8-45
13	"Alice"	J. Callhan	1	192-10-15	.8327	160-1-14

Retired: "Lass O' Luss", "Wanderer", "Aloha", "Mistral V", "Nell Gwynn".



"Trade Winds" 1949

Fifth Sydney-Hobart race brought no stirring sagas of the sea, but the fleet was more evenly matched than ever, with the issue in doubt every foot of the 680-mile course. There was a grim tussle for line honours, with the three leaders playing tag all the way up the Derwent, which kept Hobart on its toes.

OFFICIAL PLACINGS

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

Pl.	Yacht	Owner	Rating	El. Time	T.C.F.	Cr. Time
1	"Trade Winds"	M. E. Davey	27.96	5-11-15-34	.7288	3-23-39-43
2	"Waltzing Matilda"	P. R. Davenport	28.86	5-10-33-10	.7406	4-0-41-15
3	"Ellida"	J. Halliday	21.18	6-5-26-10	.6603	4-2-40-22
4	"Margaret Rintoul"	A. Edwards	31.96	5-10-35-1	.7652	4-3-55-21
5	"Fortuna"	W. Fesq	24.48	6-2-5-7	.6948	4-5-30-0
6	"Seasalter"	D. H. Jarvis	23.39	6-4-51-30	.6831	4-5-41-6
7	"Lass O' Luss"	J. Colquhoun	24.82	6-2-7-35	.6982	4-6-1-32
8	"Gipsy Queen"	A. C. Eden	25.57	6-0-45-24	.7056	4-6-8-25
9	"Peer Gynt"	M. & T. Halvorsen	23.51	6-5-26-35	.6849	4-6-21-13
10	"Norturme"	J. R. Bull	28.78	6-2-8-2	.7364	4-11-36-47
11	"Horizon"	S. Berg	27.03	6-6-12-43	.7199	4-12-8-15
12	"Independence"	E. C. Messenger	39.37	6-0-5-13	.8274	4-23-13-3
13	"Mistral II"	R. F. Evans	48.24	6-2-0-54	.8945	5-10-44-31

Retired: "Suzanne II", "Wanderer".

"Nerida's" Narrow Margin -- 1950



For five years yacht club experts had been saying that one day the Hobart Race fleet would find itself sailing into a howling southerly from the crack of the starting gun. In 1950 their prediction proved correct; for the first time in the history of the contest, crews bore into headwinds for two-thirds of the southward course.

OFFICIAL PLACINGS

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

Pl.	Yacht	Owner	El. Time	T.C.F.	Cr. Time
1	"Nerida"	C. P. Haselgrove	5-6-15-49	.7597	3-20-17-13
2	"Margaret Rintoul"	A. W. Edwards	5-5-28-35	.7606	3-23-26-14
3	"Mistral V"	G. W. Rex	5-5-47-1	.7704	4-1-21-23
4	"Fortuna"	W. Fesq	6-2-50-26	.6923	4-5-39-28
5	"Solweig"	T. & M. Halvorsen	6-1-41-29	.7149	4-8-8-25
6	"Kintail"	D. Macrae	6-4-2-23	.7048	4-8-20-25
7	"Gipsy Queen"	A. C. Eden	6-6-53-20	.7056	4-10-28-2
8	"Jasnar"	A. E. Saafeld	6-16-16-10	.6676	4-10-59-45
9	"Seevogel"	W. Harris	6-6-0-26	.7597	4-17-57-39
10	"Benicia"	F. A. Harris	6-21-46-29	.7159	4-22-40-41
11	"Mistral II"	R. F. Evans	5-17-0-54	.8829	5-0-58-14
12	"Wanderer"	E. Massey	7-2-8-35	.7505	5-7-41-33
13	"Bachelor's Wife"	Byron Tanner	8-14-10-0	.6455	5-13-5-0
14	"Seaward"	P. Benson	9-7-30-20	.6359	5-22-7-38

Retired: "Ellida" (J. Halliday), "Wavfar er" (P. Luke).

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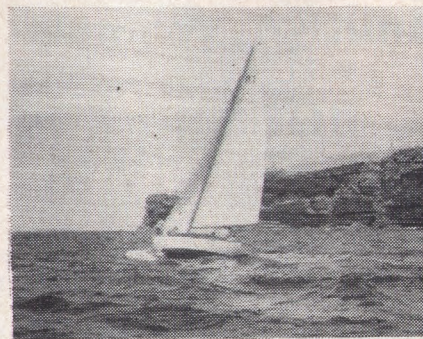
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Records Go in 1951

This race made yachting history, for the first three boats to finish — “Margaret Rintoul,” “Lass O’ Luss” and “Struen Marie” — all broke the course record set by “Morna” in 1948. All three boats sailed over the finish line within an hour of each other.

OFFICIAL PLACINGS

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

Pl.	Yacht	Owner	El. Time	T.C.F.	Cr. Time
1	“Struen Marie”	T. Williamson	4-3-38-35	.6805	2-19-48-26
2	“Lahara”	D. Ashton	4-7-24-59	.6652	2 20 47 33
3	“Lass O’ Luss”	J. Colquhoun	4-3-12-5	.7509	2-22-1-35
4	“Fortuna”	W. Fesq	4-5-54-38	.6923	2-22-33-10
5	“Ellida”	J. Halliday	4-14-51-58	.6603	3-1-13-18
6	“Solveig”	T. & M. Halvorsen	4-7-24-25	.7081	3-1-13-21
7	“Nocturne”	J. R. Bull	4-5-33-34	.7337	3-2-30-51
8	“Margaret Rintoul”	A. W. Edwards	4-2-29-1	.7606	3-2-54-24
9	“Irene”	H. Hughes	4-10-46-10	.7105	3-3-51-35
10	“Nimbus”	A. T. Cohen	5-3-25-10	.6564	3-9-0-45
11	“Wanderer”	E. Massey	4-10-46-35	.7679	3-9-59-37
12	“Pavana”	G. Mayne	4-7-43-1	.8166	3-12-41-43

1952's Light Weather

Unlike all other events, light variable winds, interspersed with flat calms; plagued contestants over most of the 680-mile course, resulting in a slow, nerve-racking race. It was the South Australian yacht, “Ingrid”, owned by J. S. Taylor, that emerged well to the fore in the fleet and her low rating saw Bob Bull’s “Nocturne”, which had been first to finish, ousted from first place.

OFFICIAL PLACINGS

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

Pl.	Yacht	Owner	El. Time	T.C.F.	Cr. Time
1	“Ingrid”	J. S. Taylor	6-17-07-22	.6575	4-09-56-18
2	“Moonbi”	H. S. Evans	6-17-10-23	.6654	4-11-14-40
3	“Nocturne”	J. R. Bull	6-02-34-47	.7337	4-11-32-44
4	“Ripple”	R. C. Hobson	6-22-58-30	.6541	4-13-13-06
5	“Kintail”	D. Macrae	6-11-15-01	.7048	4-13-25-13
6	“Kurura”	J. A. Clark	7-05-51-54	.6359	4-14-33-39
7	“Landfall”	J. Richardson	6-03-00-25	.7539	4-14-49-43
8	“Solveig”	T. & M. Halvorsen	6-12-05-40	.7114	4-15-02-44
9	“Terra Nova”	K. Gourlay	6-06-58-20	.7381	4-15-25-57
10	“Fortuna”	W. Fesq	6-18-03-14	.6923	4-16-11-24
11	“White Cloud”	G. Brenac	6-06-20-56	.7694	4-19-40-42
12	“Ruthean”	A. V. Toll	6-03-45-46	.8252	5-01-56-02
13	“Wraith of Odin”	B. O’Brien	6-17-02-42	.7744	5-04-42-48
14	“Wanderer”	E. Massey	6-23-27-40	.7505	5-05-40-46
15	“Pavana”	G. Mayne	6-17-40-13	.7834	5-06-39-09
16	“Kurrewa”	F. J. Livingston	6-17-05-27	.8445	5-16-02-28
17	“Nirvana”	S. G. Heaton	6-20-29-29	.8432	5-18-31-77

"Ripple" -- Diminutive Winner, 1953



Twenty-four yachts, the second largest fleet ever, started in the ninth Sydney to Hobart Race. Of all these yachts, "Ripple", competing in her second race, took the handicap trophies with a course time of 5 days 12 hours 58 minutes and 36 seconds.

OFFICIAL PLACINGS

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

Pl.	Yacht	Owner	Div.	El. Time	T.C.F.	Cr. Time
1	"Ripple"	R. Hobson	2	5-12-58-36	.6633	3-16-12-12
2	"Solveig"	T. & M. Halvorsen	2	5-7-12-50	.7048	3-17-39-37
3	"Horizon"	S. Berg	2	5-10-41-46	.7016	3-19-41-47
4	"Kurura"	J. A. Clark	2	6-6-25-6	.6426	4-0-39-32
5	"Nimbus"	A. L. Cohen	2	6-5-23-15	.6571	4-2-9-45
6	"Brilliant"	B. Warming	1	5-21-59-7	.7130	4-5-14-15
7	"Josephine"	R. A. Houghton	1	5-7-25-51	.8068	4-6-48-40
8	"Gipsy Queen"	A. C. Eden	2	6-5-7-10	.7013	4-8-34-39
9	"Kurrawe III"	F. & J. Livingston	1	5-7-27-20	.8258	4-9-15-10
10	"Ellida"	J. Halliday	2	6-15-6-14	.6620	4-9-19-36
11	"Nocturne"	J. R. Bull	1	6-0-52-46	.7319	4-10-2-14
12	"Ruthean"	A. V. & I. Toll	1	5-8-58-9	.8252	4-10-25-31
13	"Wraith of Odin"	B. R. O'Brien	1	5-21-8-32	.7744	4-13-18-2
14	"Onrust"	D. Tober	2	7-5-18-30	.6574	4-17-55-58
15	"Warana"	P. R. Warner	1	7-0-13-0	.7195	5-1-1-55
16	"Nell Gwyn"	F. Hickman	1	7-2-16-57	.7806	5-4-24-30
17	"Flamingo"	W. Carthy	2	8-2-9-16	.6590	5-7-21-16
18	"Isis"	R. May	2	8-21-16-0	.6359	5-15-36-58
19	"Wanderer"	E. Massey	1	7-11-1-59	.7679	5-17-28-46
20	"Patience"	A. B. Wilson	2	8-18-45-0	.6684	6-7-15-7

Disqualified: "Wild Wave" (Tasmania).

Retired: "Mistral II" (Tasmania), "Pavana" (S.A.), "Janzoon" (N.S.W.).



"Solveig" Nearly Takes Double 1954

This was a rugged race and, like the 1950 event, started in a blustering southerly that dampened even the most fervent ardour the first day. However, after the initiation, the weather moderated somewhat and the 17 starters, representing five States of the Commonwealth, enjoyed some more pleasant conditions.

OFFICIAL PLACINGS

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

Retired: "Landfall" and "Bissy Girl".

Pl.	Yacht	Owner	Fin. Time	El. Time	Cr. Time
1	"Solveig"		6-38-56	5-7-38-56	3-17-58-1
2	"Gipsy Queen"		8-26-33	5-9-26-33	3-18-5-14
3	"Carol J"		6-37-37	5-7-37-37	3-18-14-6
4	"Kintail"		6-22-34	5-7-23-34	3-20-52-10
5	"Southern Myth"		6-47-53	5-7-47-53	3-22-5-52
6	"White Cloud"		6-42-29	5-7-42-29	4-2-11-41
7	"Tamoshanter"		11-16-7	6-0-16-7	4-2-58-58
8	"Lauribada"		6-49-18	5-19-49-18	4-3-19-46
9	"Wraith of Odin"		8-36-36	5-9-36-36	4-4-22-12
10	"Niripa"		5-40-34	6-6-50-34	4-10-27-53
11	"Defiance"		7-9-51	5-8-9-57	4-10-37-57
12	"Brilliant"		6-33-48	6-7-38-48	4-12-7-27
13	"Patience"		5-9-0	6-18-9-0	4-12-22-52
14	"Kurrewa IV"		5-9-47	5-6-9-47	4-19-54-22
15	"Wanderer"		10-34-15	7-23-34-15	5-18-37-14

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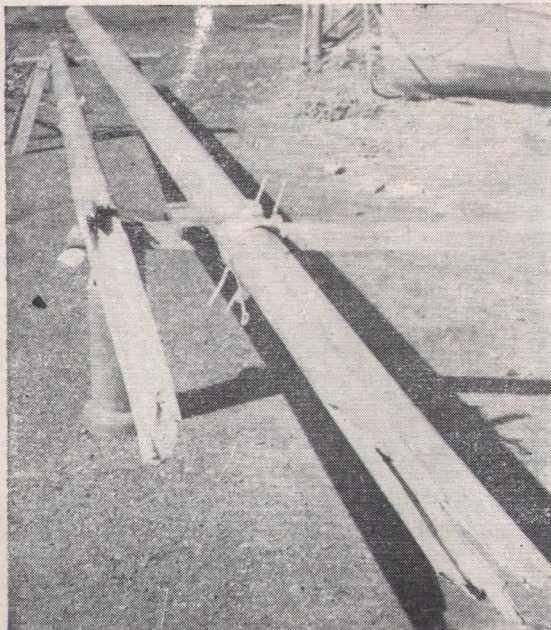
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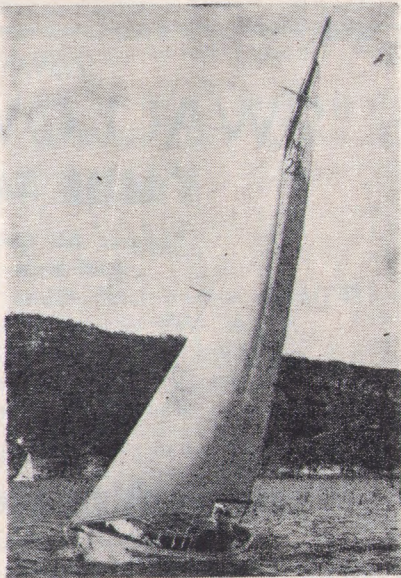
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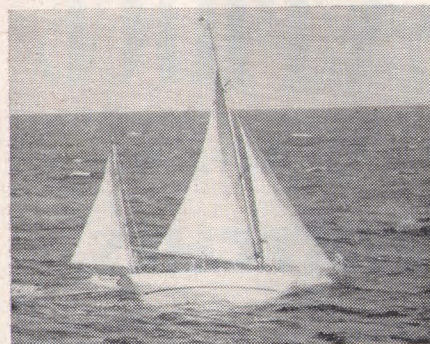
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A Quiet Event - 1955



Light, fickle breezes dogged the fleet of seventeen yachts almost throughout the race. The lead changed from yacht to yacht and "Kurrewa IV," "Even," "Solo" and "Moonbi" all had their share. The widely-scattered fleet was doing most unpredictable things. Between radio skeds some of the larger yachts would improve their position by as little as six miles, while smaller competitors, like "Moonbi" and the South Australian, "Cooroyba," would forge ahead, covering some 40 to 50 miles in the same time. So it was, that these two latter yachts

led the fleet off the Tasmanian coast and after being overtaken by the larger yachts, as they all came to experience the same conditions, went on to be first and second on handicap.

A fine record for "Moonbi," in four starts to Hobart — a first, two seconds and a third.

OFFICIAL PLACINGS

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

Pl.	Yacht	Owner	H.C.F.	El Time.	Cr. Time
1	"Moonbi"	H. S. Evans	.6697	5-1-28-24	3-9-21-5
2	"Cooroyba"	C. Haselgrove	.6782	5-0-14-42	3-9-33-1
3	"Jansoon"	W. R. Slade	.6939	5-2-41-21	3-13-8-2
4	"Nell Gwyn"	R. Hickman	.7306	4-21-57-5	3-14-10-31
5	"Fantasy"	D. Burrige	.6768	5-8-59-37	3-15-18-10
6	"Carol J"	J. Halliday	.7086	5-3-50-53	3-15-45-31
7	"Lass O' Luss"	J. Colquhoun	.6991	5-5-52-29	3-15-59-57
8	"Patience"	A. B. Wilson	.6684	5-13-10-0	3-16-57-54
9	"Southern Myth"	N. Howard	.7274	5-3-11-8	3-17-36-19
10	"Trade Winds"	M. E. Davey	.7139	5-6-58-42	3-18-39-0
11	"Solo"	V. Meyer	.7801	4-23-10-31	3-20-58-7
12	"Winston Churchill"	A. G. Warner	.7795	5-4-57-17	4-1-24-9
13	"Tamoshanter"	Naval College	.6672	6-5-58-0	4-4-3-15
14	"Even (first home)"	F. J. Palmer	.8836	4-18-13-14	4-4-55-31
15	"Kurrewa IV"	F. & J. Livingston	.9185	4-18-33-42	4-9-13-30
16	"Defiance"	N. D. Rundle	.8320	5-6-44-12	4-9-26-42

Retired: "Wanderer."

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OFFICIAL PLACINGS

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

Yacht	Date	FINISH Hour	Elapsed	T.C.F.	Div.	Corrected	PLACING
						Open	Div.
"Solo"	30/12 pm	4-03-33	4-5-3-33	.7927	1	3-8-33-52	1 1
"Anitra"	31/12 am	3-43-34	4-16-43-34	.7164	1	3-8-45-25	2 2
"Carol J"	31/12 am	7-31-58	4-20-31-58	.7069	1	3-10-22-37	3 3
"Janzoon"	31/12 am	8-53-06	4-21-53-06	.7148	1	3-12-14-40	4 4
"Siandra"	31/12 pm	6-38-09	5-7-38-09	.6638	2	3-12-43-29	5 1
"Ingrid"	31/12 pm	5-08-11	5-6-08-11	.6858	2	3-14-30-16	6 2
"Southern Myth"	31/12 am	11-28-46	5-0-28-46	.7252	1	3-15-22-18	7 5
"Ripple"	3/1 am	12-29-55	5-13-29-55	.6621	2	3-16-23-22	8 3
"Catriona"	31/12 am	7-39-07	4-20-39-07	.7656	1	3-17-18-32	9 6
"Kurrewa IV"	30/12 pm	3-31-14	4-4-31-14	.9114	1	3-19-36-52	10 7
"Fantasy"	1/1 am	4-47-05	5-17-47-05	.6701	2	3-20-19-46	11 4
"Samuel Pepys"	1/1 am	4-17-41	5-17-17-41	.6779	2	3-21-4-20	12 5
"Lahara"	1/1 pm	3-55-48	6-4-55-48	.6556	2	4-1-37-24	13 6
"Winston Churchill"	31/12 pm	4-49-49	5-5-49-49	.7942	1	4-3-56-4	14 8
"Romava"	2/1 am	3-01-06	6-16-01-06	.6616	2	4-9-53-01	15 7
"Tarni"	2/1 am	2-4-03	6-15-04-03	.6722	2	4-10-55-29	16 8
"Kurura"	2/1 am	4-46-10	6-17-46-10	.6642	2	4-11-26-38	17 9
"Lorraine"	2/1 am	3-21-00	6-16-21-00	.6798	2	4-12-45-21	18 10
"Tam O'Shanter"	2/1 am	9-38-27	6-22-38-27	.6808	2	4-17-26-55	19 11
"Niripa"	2/1 am	8-4-24	6-21-4-24	.7048	1	4-20-19-37	20 9
"Phalarope"	2/1 pm	8-3-10	7-9-3-10	.6753	2	4-23-33-47	21 12
"Four Winds"	3/1 pm	9-18-0	8-10-18-0	.6359	2	5-8-37-20	22 13
"Vailima"	3/1 am	9-3-00	7-22-3-00	.6881	1	5-10-45-15	23 10
"Nirvana"	2/1 am	6-37-23	6-19-27-33	.8173	1	5-13-42-44	24 11
"Serenade"	3/1 am	5-27-40	7-18-27-40	.7291	1	5-15-58-00	25 12
"Renene"	5/1 am	7-57-00	9-20-57-00	.6630	2	6-13-5-52	26 14

Retired: "Wraith of Odin", "Ranston".

The Record Slashed in 1957

The Record Book was re-written in this race as both "Kurrewa", first to finish, and "Solo", second to finish, slashed "Margaret Rintoul's" 1951 record of 4 days 2 hours 29 minutes 1 second by approximately 8 hours and 6 hours, respectively.

OFFICIAL PLACINGS

Yacht	Owner	T.C.F.	Time of Arrival	Elapsed Time	Corrected Time	Place
"Anitra V"	T. & M. Halvorsen	.7105	5-38-30 p.m.	4-6-38-30	3-0-55-37	1
"Solo"	V. Meyer	.7973	7-19-16 a.m.	3-20-19-16	3-1-36-27	2
"Catriona"	D. M. Brown	.7596	6-42-45 p.m.	4-7-42-45	3-6-46-48	3
"Kurrewa IV"	F. & J. Livingston	.9114	5-30-39 a.m.	3-18-30-39	3-10-29-31*	4
"Metung"	Dr. T. Beatty	.6264	6-01-40 a.m.	4-19-1-40	3-11-33-22	5
"Kismet"	K. Gourlay	.6683	7-21-25 p.m.	5-8-1-25	3-13-46-51	6
"Four Winds"	S. Gibson	.6389	1-18-43 a.m.	5-14-18-43	3-13-48-43	7
"Patience"	A. B. Wilson	.6667	8-44-51 p.m.	5-9-44-51	3-14-30-9	8
"Lolita"	J. Leahy	.6732	8-29-52 p.m.	5-9-29-52	3-15-10-40	9
"Samuel Pepys"	R.N.S.A.	.6779	7-38-23 p.m.	5-8-38-23	3-15-12-18	10
"Eos"	T. Fowler	.6730	9-18-31 p.m.	5-10-18-31	3-15-41-52	11
"Southern Myth"	N. C. Howard	.7250	1-58-10 p.m.	5-2-58-10	3-17-9-10	12
"Janzoon"	W. R. Slade	.7064	6-20-07 p.m.	5-7-20-07	3-17-56-59	13
"Tahuna"	H. Wilckens	.7384	6-06-53 p.m.	5-7-06-53	3-21-51-47	14
"Winston C'hill"	Sir A. Warner	.7925	12-28-54 a.m.	5-1-28-54	4-0-16-27	15
"Defiance"	N. D. Rundle	.8273	7-24-13 a.m.	4-20-24-13	4-0-18-8	16
"Nirvana"	Dr. K. Laws	.8500	9-54-56 a.m.	4-22-54-56	4-5-4-42	17
"Bintang-Terang"	M. Hills-Willis	.7800	4-13-12 p.m.	7-5-13-12	3-15-6-41	18

* "Kurrewa IV" First Home—Course Record.

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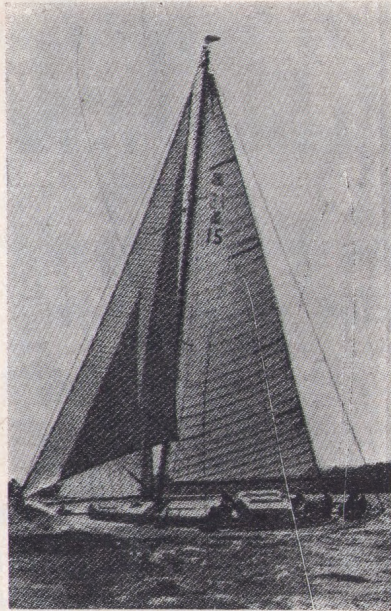
"SOLO"
"EVEN"
"KURREWA IV"
"CAPRICE"
"LASS O' LUSS"
"ANITRA"
"JANZOOM"
"METUNG"
"PAVANA"
"CATRIONA"

DRAGON CLASS

"MARJORIE ANNE"

OPEN BOATS

18ft. "TOOGARA"
16ft. "NU BABS"



Vic Meyer's "Solo" using Pearce's sails.

Best of luck and a good trip to all Competitors
in the 1959 Sydney to Hobart Race, from
JOE PEARCE and his staff

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Last Minute Win

1958

Boxing Day, 1958, was bleak with an occasional light shower of rain, but this did not dampen the enthusiasm of either spectators or yachtsmen. A light ten to fifteen knot Sou'Easter sent the fleet of nineteen over the starting line and on their way for the thirteenth consecutive race.

The powerful "Solo" was the first to thread her way out of the crowded harbour, followed by the English entry "Uomie", and then "Kurrewa", who sported her new cut-down rig. The first day brought light variables, most of the yachts staying fairly close inshore, but Alan Payne, skippering the ketch "Metung", headed his charge seawards in a gamble for fair winds. The second day brought more wind for most of the entries. Siandra, the ultimate winner, carried a fresh Nor'Easter all morning, while Caprice, another hot favourite, lay becalmed! — and nightfall saw the leaders off the Victorian-New South Wales border. They were Winston Churchill, Solo and Anitra. Sunday brought the inevitable drama to the Race — Southerly, a 35ft. sloop, radioed an S.O.S. during the morning and limped into Bermagui with water lapping her bunks; the 46-year-old Kurrewa, champion of many races, pulled out that night after she had developed a leak. The hard windward thrash in the gale separated the fleet somewhat and dusk found the leaders off St. Helens on the North East of Tasmania. The East Coast turned on vague winds and frustrating calms and put paid to many hopes, particularly those of the larger boats who could not make up their time on the smaller boats who crept up insidiously. Solo took the lead after a short spinnaker run on the fifth day but dusk found the leaders slopping around in an oily calm off Tasman Island.

Winston Churchill, Caprice, Uomie, Solo and Anitra drifted in and out of the lead until finally on the following morning the leaders picked up a sea-breeze and headed up the Derwent. Unbeknownst to all, the sloop Siandra enjoyed a fair wind further out to sea while the bigger boats were becalmed off the entrance to Storm Bay and this put her right in the picture. Solo crossed the line fifteen minutes after Winston Churchill, who had sailed particularly well, and they were followed during the next ninety minutes by Caprice, Uomie, Southern Myth and Anitra.

At this time Anitra was in a good position to take out the Race and her crew spent many nail-biting minutes following the progress of Siandra who was dashing up the Derwent. Calms and fickle winds dogged Siandra over the last few miles but Graham Newlands finally sailed his boat over the finishing line at two minutes past nine. She had won by half an hour on corrected time from the Halvorsen's Anitra. Of the second group of boats who trickled down the coast through the light winds, Tarni and Samuel Pepys came out best, taking sixth and seventh places respectively. It was a typical Sydney-Hobart Race in that the nineteen yachts who finished, experienced everything from a hard Sou'Westerly gale to the painfully frustrating calms near the finish. Siandra provided the last minute excitement by appearing suddenly at the mouth of the Derwent (her radio had broken down a short distance from Sydney) and she went on to a well-deserved finish.

Perspective of a Yachtsman

The crew of a yacht, like the proverbial valet, soon know all the Skipper's little quirks and idiosyncrasies. The Lord of the Manor can withhold no secrets of himself from his hired hand who is all-seeing and all-knowing and so it is with a yacht's crew. Ineptitude, incompetency are soon found out by the experienced hands, particularly as their lives depend on it, and no amount of talk at the bar and yachting caps can put this right, and before he knows where he is this unfortunate finds himself with a boat, and money, and no crew. No self-respecting crew, anyway. And so when a man comes to the sport who has not only authority but also wears a beanie it is a happy day indeed. That day came in 1948 and the man was Graham Newlands.

During that year he started ocean-racing in the "Jasnar" and it was not until four years later that he bought his first boat, the "Firefly", a straight-stemmed, wide-transomed, 28ft. sloop. He sailed, cruised, and raced this boat for four years without any conspicuous success in the racing field, and his only claim to fame during this period was the unprecedented navigation of the Myall Lakes which up to then had defied entry. During this time his dreams and experience grew and finally resulted in the launching of the Lion-class sloop, "Siandra", in 1956. She was built by Ron Swanson, a present crew-member, and was completed in nineteen months; true to form she won the first race she entered, namely the Paul Royle Trophy. In that same year she won Second Division in the Hobart Race and since then has taken out a Montague Island, a Cabbage Tree Island, and numerous shorter races, until the climax was reached last year with the winning of the Sydney-Hobart Race.

No amount of platitudinizing will describe this man but he has the necessary attributes of a good seaman as witness this story that took place in his early years of sailing:— On a certain Lake Macquarie Race the helm was given to a crew-member with instructions to sail for Norah Head Lighthouse. As they were sailing North there was some excitement amongst the crew, who were dozing, when the tyro asked whether he should pass the lighthouse on the left or the right. Just as he spoke the yacht found itself in the first line of breakers. The spinnaker was gybed all-standing and some time later when the mess had been cleared up the Skipper was heard to speak his only words on the subject: "—, that was close."

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in conjunction with

ROYAL YACHT CLUB OF TASMANIA

1959

Sailing Instructions

for the

FIFTEENTH
SYDNEY-HOBART RACE

Sailing Instructions

TIME OF START

11 a.m. E.S.T. (11.00 hrs.), December 26, 1959.

RULES

The race will be sailed under I.Y.R.U. and R.Y.A. Rules 1959, subject to modifications imposed by "C.Y.C.A. General Conditions 1959". Between official sunset and sunrise yachts shall manoeuvre in accordance with Part IV of the 1958 I.Y.R.U. and R.Y.A. Rules. For the purposes of this race official sunrise shall be 5.00 a.m. and official sunset 7.00 p.m.

RECALLS

Attention is drawn to C.Y.C.A. General Condition No. 5.

STARTING LINE

Will be in Port Jackson, N.S.W., approximately in the middle of the area bounded by Bradley's Head, Shark Island, Point Piper and Clarke Island. The western end of the starting line will be marked by a vessel showing a red C.Y.C. flag. The eastern end of the line will be marked by a vessel showing a white C.Y.C. flag and the starting signals will be given from this vessel.

Yachts when starting must leave to starboard the vessel showing the white C.Y.C. flag.

The mark vessels will be in position by 10.30 a.m.

PREPARATORY AND STARTING SIGNALS

Will be as prescribed by I.Y.R.U. Rule 8.

Warning Signal: Ten minutes before the start of the race the race signal will be broken out and a gun fired. The race signal will be the International Numeral Pennant 1 (white with red dot).

Preparatory Signal: Five minutes before the start of the race the International Code Flag "P" (Blue Peter) will be broken out and a gun fired.

Start of Race: At the expiration of five minutes exactly both warning and preparatory signals will be lowered and a gun fired.

COURSE

Across the starting line to the finishing line leaving Tasman Island (lat. 43 degrees 15' S., long. 148 degrees 2' E.) to starboard and the John Carrow Shoal Light (lat. 42 degrees 55' S., long. 147 degrees 22' E.) to port.

FINISH

The finishing line will be in the Derwent River, Tasmania. For finishing details see C.Y.C.A. General Conditions 18 (D).

LENGTH OF COURSE

Approximately 630 nautical miles.

DECLARATIONS

Must be completed and lodged with the Secretary, Royal Yacht Club of Tasmania, within 24 hours of completing the course. If no Declaration

CRUISING YACHT CLUB OF AUSTRALIA

RACE ENTRIES

SYDNEY - HOBART RACE 1959

Yacht	Sail No.	Owner	Club	Rig
"Ailsa"	PA18	John Marlon	R.P.A.Y.C.	Sloop
"Anitra V"	77	T. & M. Halvorsen	R.S.Y.S.	Cutter
"Archina"	CYC20	J. S. Howie	C.Y.C.A.	Ketch
"Alyona"	MH1	W. H. Burke	M.H.Y.C.	Cutter
"Birralee"	R11	J. B. & T. J. Savage	R.Y.C.V.	Sloop
"Boogtown"	144	Dr. James Molesworth	R.P.A.Y.C.	Sloop
"Cherrana"	25	Russell T. Williams	R.P.A.Y.C.	Sloop
"Cabriona"	CYC25	D. M. Brown	C.Y.C.A.	Cutter
"Four Winds"	RANCSC 3	Stan Gibson	R.A.N.C.S.C.	Sloop
"Glensiel"	C10	Hugh Fraser	D.S.S.	Cutter
"Janzon"	40	W. R. Slade	C.Y.C.A.	Sloop
"Jandvik"	SM45	John Gordon Walsh	C.Y.C.V.	Sloop
"Kurrewa IV"	4	F. & J. Livingston	R.V.V.C.	Cutter
"Kaleena"	MH22	H. E. Godden	M.H.Y.C.	Sloop
"Lantarna"	R7	W. Wakefield	R.Y.C.V.	Cutter
"Lass O' Luss"	89	J. Colquhoun	C.Y.C.A.	Cutter
"Lollia"	57	John Leahy	R.P.A.Y.C.	Sloop
"Lorraine"	MH51	Robert F. Rusk	M.H.Y.C.	Cutter
"Malohi"	70	N. H. McEnally	M.H.Y.C.	Sloop
"Metung"	GL20	Dr. T. O. Beatty	G.L.Y.C.	Sloop
"Patience"	CYC9	A. B. Wilson	C.Y.C.A.	Sloop
"Pegasus"	MH10	N. F. Brooker	M.H.Y.C.	Sloop
"Puthuan"	M1	A. V. & I. T. Toll	R.S.Y.C.	Sloop
"Sylvana"	18	Sydney H. Moray	C.Y.C.A.	Sloop
"Solano"	43	G. Glen Carr	R.S.Y.C.	Sloop
"Solo"	CYC15	V. Meyer	L.M.Y.C.	Sloop
"Southernly"	38	D. Mickleborough	R.S.Y.C.	Sloop
"Southernly Myth"	SA6	N. C. Howard	C.Y.C.A.	Sloop
"Winston Churchill"	B3	Sir Arthur Warner	R.S.A.Y.S.	Sloop
"Tam O'Shanter"	RANC 1	J. M. Ramsay (Capt.)	R.B.Y.C.	Sloop
			R.A.N.C.S.C.	Sloop

Official Entries as at December 5, 1959.

is lodged (C.Y.C.A. General Condition 8) the yacht may be treated as having failed to complete the course.

PROTESTS

Protests arising out of the race must be made in accordance with I.Y.R.U. Rule 38 and lodged with the Secretary, Royal Yacht Club of Tasmania within 12 hours of the finish of the protesting yacht. Any protests arising out of the race will be heard at the R.Y.T.C. Club House at a time fixed by the Sailing Committee of the R.Y.T.C.

RADIO COMMUNICATIONS

See separate Radio Communication Instructions.

SIGNALS

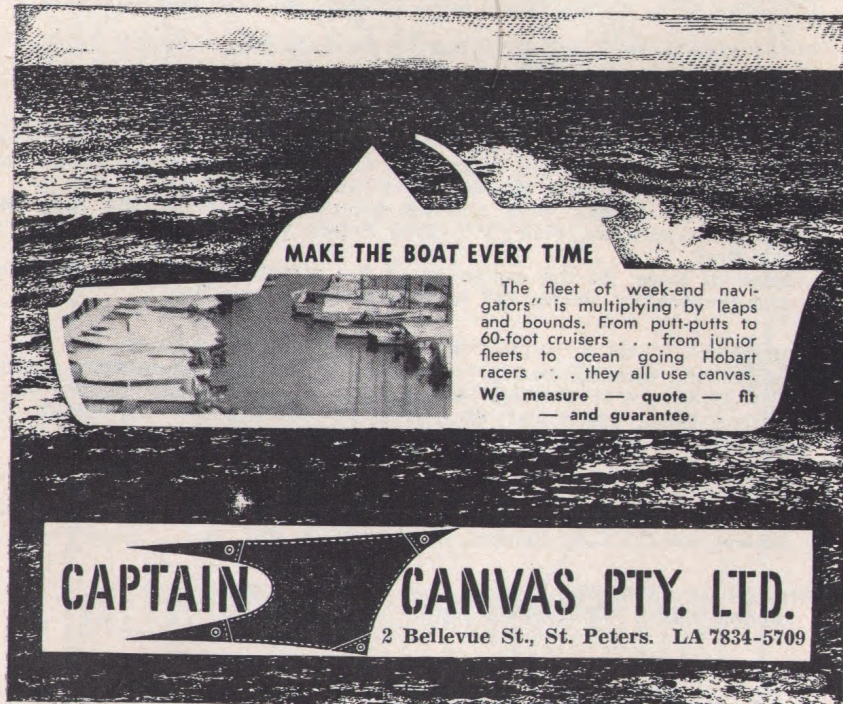
For identification by signal stations and lighthouses and in particular Tasman Island and Mount Nelson, each yacht has been given a signal letter as shown in the Code Column of the Entries List. PLEASE FLASH by lamp your identification letter when in the vicinity of the above-mentioned places.

YACHTS RETIRING FROM THE RACE

If a yacht abandons the race, the owner or his representative should please notify the C.Y.C.A., New Beach Road, Edgecliff, or the Royal Yacht Club of Tasmania, by URGENT TELEGRAM and as soon as possible.

AFTER THE FINISH

Yachts are requested to moor in Constitution Dock and should be moored bow or stern on to the Dock. Times and place of Prize Giving and other functions will be communicated direct to yacht owners by the Royal Yacht Club of Tasmania.



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1959 Sydney-Hobart Yacht Race



Competitors



At the time of printing there was a record fleet of 30 entries. On the following pages there are brief descriptions of these yachts, their previous successes and the crews who will sail them. Any omissions are regretted and are only caused by necessity of early publication. Here I would like to thank those skippers and crews who gave the requested details both promptly and completely.

— EDITOR.

ABBREVIATIONS USED

H.R.—Sydney-Hobart Race.
M.I.—Montague Island Race.
T.T.—Trans-Tasman Race (between New Zealand and Australia).
Trans-Pacific—Los Angeles to Honolulu.
F.R.—Fastnet Race (England, Isle of Wight to the Fastnet Rock on south coast of Ireland and return to Plymouth).
Q.S.—Queenscliffe to Sydney, 1956.
B.G.—Brisbane to Gladstone.
N.R.—Sydney to Noumea Race.

This programme was compiled on 2/12/'59 and includes all anticipated entrants to that date. Additional entries will be accepted though they do not appear in this programme.

"BOONGOWN"—Sail No. 144.

L.O.A., 34ft. 5in.; L.W.L., 26ft. 8in.; Beam, 9ft. 10in.; Draft, 6ft. 2in.

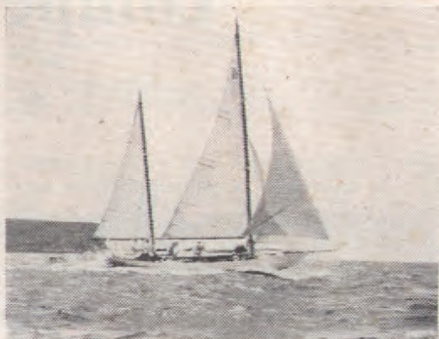
This mast-head sloop was built at Mona Vale, Sydney, and intended for ocean-cruising. The hull is strongly constructed, the planking, for instance, being 1½ in. spotted gum. The present owner, Dr. E. Molesworth, completed the building and rigging of Boongown with professional help and since then she has been sailing regularly in Sydney. This will be the second start she has made in the Sydney-Hobart classic.

Crew Members: Owner/Skipper: Dr. Molesworth (1 H.R., 1 M.I.); K. Clark, Navigator (3 H.R., 2 M.I.); P. Parry (1 H.R.); R. Spratt (R.A.N.); J. Stephen (1 M.I.); R. Dollison.

"ARCHINA"—Sail No. CYC-20.

L.O.A., 52ft.; L.W.L., 34ft.; Beam, 12ft.; 6in.; Draft, 6ft. 4in.

This large ketch has sailed in numerous Sydney-Hobart races, particularly in the early years, and in 1948 took third place on handicap. She was not seen for some years until her present owner, J. Howie, took up ocean racing and since then she has been a consistent starter in many events. A big sail-carrier this yacht has recently had a dog-house built onto it and with this to keep her crew dry she will be sailed hard.



Crew Members: Owner/Skipper: J. Howie (1 H.R., 1 M.I.); J. Bryden (7 H.R., 3 M.I.); D. Jones (5 M.I., 5 H.R.); Dr. Russell (1 M.I.); R. Marsden (1 M.I.); K. Day (2 H.R.); D. Coleman (2 H.R., 2 M.I.).

"GLENSHIEL"—Sail No.

L.O.A., 29ft. 4in.; L.W.L., 24ft.; Beam, 8ft.; Draft, 5ft. 9in.

This little cutter hails from Hobart where she has just recently been launched by her owner/builder/skipper, Hugh Garnham. She is possibly one of the lightest entrants in the Hobart Race yet, being only 2½ tons displacement. She is the first entrant representing the Sailing Squadron in the Sydney-Hobart Race. Her arrival will be of interest to local yachtsmen.

Crew Members: Owner/skipper: H. Garnham (3 Maria Islands, cruising); B. Malone (3 H.R., 3 M.I., 1 Q.S.); B. Freeman, G. Balcombe, I. Darcey (all extensive cruising).

"WINSTON CHURCHILL"—

Sail No. B3

L.O.A., 52ft. 5in.; L.W.L., 45ft. 6in.; Beam, 12ft. 6in.; Draft, 7ft.

This will be "Winston Churchill's" eighth Hobart Race in all, and her second under the new yawl rig. Originally built by well-known Hobart identity, P. Coverdale, who also designed and owned her, she was later bought by Sir Arthur Warner who sails her consistently on Port Philip Bay. Earlier this year she went aground in heavy seas on the Victorian Coast and it is the ultimate tribute to her builder that she didn't disintegrate; in fact she was loaded on a trailer, transported to Melbourne and quickly refurbished. She has carried away many trophies including a win in the Queenscliffe-Sydney Race, and with an able crew this beautiful yacht will be trying hard.



Crew Members: Owner: Sir Arthur Warner (not sailing this year). Skipper: Graham Warner (4 H.R., 2 Q.S.); K. Caldecott (6 H.R., 3 Q.S.); T. Cormack (1 H.R., 2 Q.S.); M. Crawford (6 H.R., 3 M.I., 2 B.G., 2 Q.S.); R. Evans (Port Philip Racing); R. Kinnear (1 Q.S.); B. Witty (2 Q.S.); M. Witty, G. Stewart, H. Shirley (an off-shore cruising).

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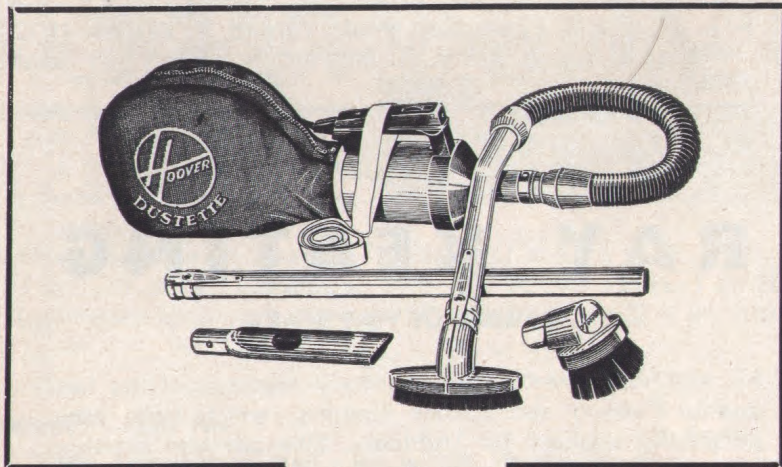
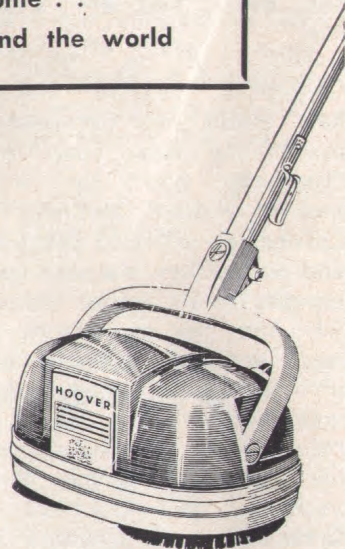
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"SOLO"— Sail No. CYC 15
L.O.A., 57ft.; L.W.L., 40ft.; Beam,
13ft.; Draft, 8ft.

This well-known, steel-built cutter, built for owner Vic Meyer in 1955, will be competing in her fifth Hobart Race. She is a perfect example of workmanship in steel and her in-built strength combined with an amazing ability to thrash through all but the severest gales has made her one of the most consistent performers in Australian yachting history. A first in the 1956 race, a second the year after, and line-honours twice, not to mention two wins in the Mel-tague Island Race all speak of Solo's inherent capabilities. She will be one of the strongest contenders for the Tattersalls Cup this year, particularly if the race includes a hard beat to windward. Owner Vic Meyer has fitted roller-reefing gear this year and he hopes he will have to use it.

Crew Members: Owner/skipper — V. Meyer (4 M.I., 4 H.R., 2 B.G.); R. Sargent (4 H.R., 2 B.G., 3 M.I.); A. Scott (3 H.R., 3 M.I.); J. Byrnes (4 H.R., 4 M.I., 1 B.G.); Lt. Cmdr. Ross (6 H.R., 3 M.I.); D. Coolan (Off-shore experience); P. Fletcher (Suva Race, 1 B.G., exten. cruising); R. Bolton (1 M.I.); J. Anderson (Off-shore experience); J. Guzwell (Navigator — Around the World single-handed).



"JINDIVIK"— Sail No. SM 45
L.O.A., 35ft. 8in.; L.W.L.,
24ft.; Beam, 8ft. 4in.; Draft,
5ft. 6in.

The sloop "Jindivik" is a design by E. O. Digby and was launched in 1956. This is a Victorian boat and has not been seen in Sydney waters. However in her two seasons of racing she has had remarkable success in home-waters, winning the Tam O' Shanter Trophy twice in succession and many other prizes. Interstate yachts are always very welcome and when it is a new yacht we wish her success, fair winds, and Godspeed.

Crew Members: Owner/skipper — J. Walsh (2 Queenscliffe - Devonport); R. Ratten (1 Q.D.); J. Leech (1 Q.S., 1 H.R.); D. Monro (1 Q.S., 1 H.R.); A. Black (1 Q.S., 1 H.R., 1 Q.D.); A. Nelson (1 Q.S., 1 H.R., 1 Q.D.).

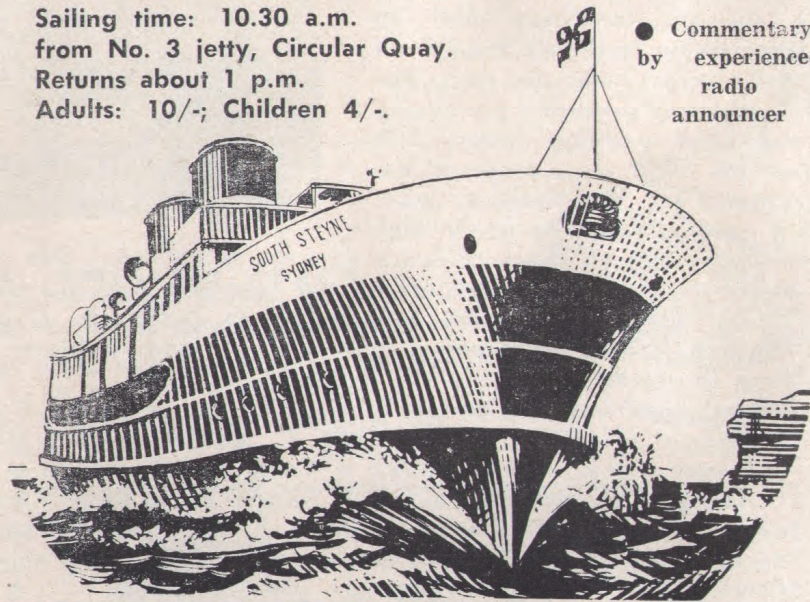


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"ANITRA"—

Sail No. 77

L.O.A., 38ft.; L.W.L., 32ft.; Beam, 9ft. 6in.; Draft, 6ft.



Occasionally through the years there springs forth a yacht that seems to be all but unbeatable, and when this is combined with a hard-driving crew with many years of experience behind them, the records start toppling. Such is T. and M. Halvorsen's "Anitra". In three Hobart Race starts she has won one first place and two seconds and this is surely a remarkable score in such a competitive race. The Halvorsen brothers have been associated with the Sydney-Hobart Race since its inception, this yacht following "Saga", "Peer Gynt" and "Solveig" who have all raced in this event, although none of them with as much success as the "Anitra". Recently she returned from the Los Angeles - Honolulu Race and during the race and the trip home afterwards she spent 48 days at sea — no mean tribute to the crew's ability. In the 1949 event this combination of crew, sea-savvy and determination will take a lot of stopping.

Crew Members: Owners and skippers — T. and M. Halvorsen (Both 10 H.R., 3 T.T., 3 Honolulu, 4 M.I.); S. Darling (10 H.R., 3 T.T., 3 Honolulu, 4 M.I.); T. Gowland (7 H.R., 2 Honolulu, 5 M.I.); T. Hammond (6 H.R., 1 Honolulu, 4 M.I., 4 T.T., 1 Fastest); S. McRae (2 H.R., 1 M.I.).

Robert Lundie

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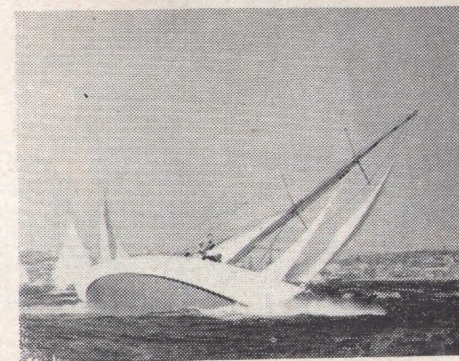
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"ALCYONE"— Sail No. MH1
L.O.A., 42ft.; L.W.L., 30ft.;
Beam, 11ft.; Draft, 6ft.

"Alcyone" formerly "Gypsy Queen" is a well-experienced Hobart Racer having participated on numerous occasions and taking second place to "Solveig" in the 1954 race. This was a fine effort as she sailed the last two hundred miles of this race with a jury-rigged tiller.

Her present owner purchased her in 1956 and has since sailed her consistently in harbour and offshore events, meeting with some success in both these fields. She was built by N. Jacks and Son of Launceston. She is sporting a new rig this year to improve her handicap rating and will be trying hard to snatch the elusive Tattersall's Cup.

Crew Members: Owner/skipper — Walter Burke (2 N.R., 2 H.R., 1 M.I.); Dr. Bill Regan (1 H.R., 1 N.R., 1 M.I.); Alan Adams (2 M.I.); R. Robinson (1 H.R., 4 M.I.); Peter Harrigan (1 M.I.); P. Sage (1 H.R., 2 M.I.); R. E. Powell (1 M.I.).



"CHERANA"— Sail No. 25
L.O.A., 36ft.; L.W.L., 24ft.; Beam,
9ft. 10in.

This is a Tasman Seabird design as described elsewhere in this issue, with the only alteration to the original design being the dog-house which was added to give extra protection to the helmsman. Trevor Gowland, of Anitra fame, built her and she was completed in May of this year just before he left for the Honolulu Race. Since then she has taken part in a Lion Island Race and a Montague Race and was good enough to get third place in both these starts. A very auspicious beginning for a beautiful yacht.

Crew Members: Owner/Skipper: R. Williams (3 H.R., 6 M.I.); D. Burrige (8 H.R., 1 Q.S., 1 M.I.); Len Esdaile (9 H.R., 1 Trans-Tasman, 9 M.I.); G. Wignell (3 H.R.); M. Deamarchellio (1 H. R., 2 M.I.); M. Paul (2 H.R., 3 M.I.).





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"JANZOON"—Sail No. 40.

L.O.A., 42ft.; L.W.L., 28ft. 6in.; Beam, 9ft. 6in.; Draft, 6ft. 6in.

This Robert Clarke designed yacht in her life-span of fifteen years, has been one of the most spectacular performers Australia has ever produced. She has started in four Hobart Races and has a third and fourth placing to her credit. She won the last Montague Island Race, this particular event being a feat of seamanship and stamina as it was sailed in mountainous seas and almost hurricane-force winds. The owner tells us that her crew has been sailing together for approximately eight years and this would indicate that she is a happy ship as well as being a consistent performer. Last year her crew sailed the English entry "Uomie" to Hobart in which they took fifth place. Her formidable record makes her one of the favourites.



Crew Members: Owner/Skipper: W. Russell Slade. D. G. Browne; Colin Betts, Richard Hammond, Richard Norman, W. McPhee. (All crew members at least 5 H.R.)

"SOUTHERN MYTH"—Sail No. SA6

L.O.A., 41ft.; L.W.L., 30ft.; Beam, 9ft. 6in.; Draft, 6ft. 4in.

This Laurent-Giles designed sloop will be coming around from Adelaide for the sixth time to compete in the Sydney-Hobart Race and as the complete round trip takes no less than six weeks it indicates a great deal of enthusiasm on the part of the skipper and crew. When this race is completed she will have run up 18,000 miles in her journeys to and from her home port! Last year this fine yacht was third on corrected time and this year her crew will be trying to better this performance. She was built for the owner in 1954 by R. T. Searles and Sons of Port Adelaide. An excellent racing record should put her up amongst the leaders.



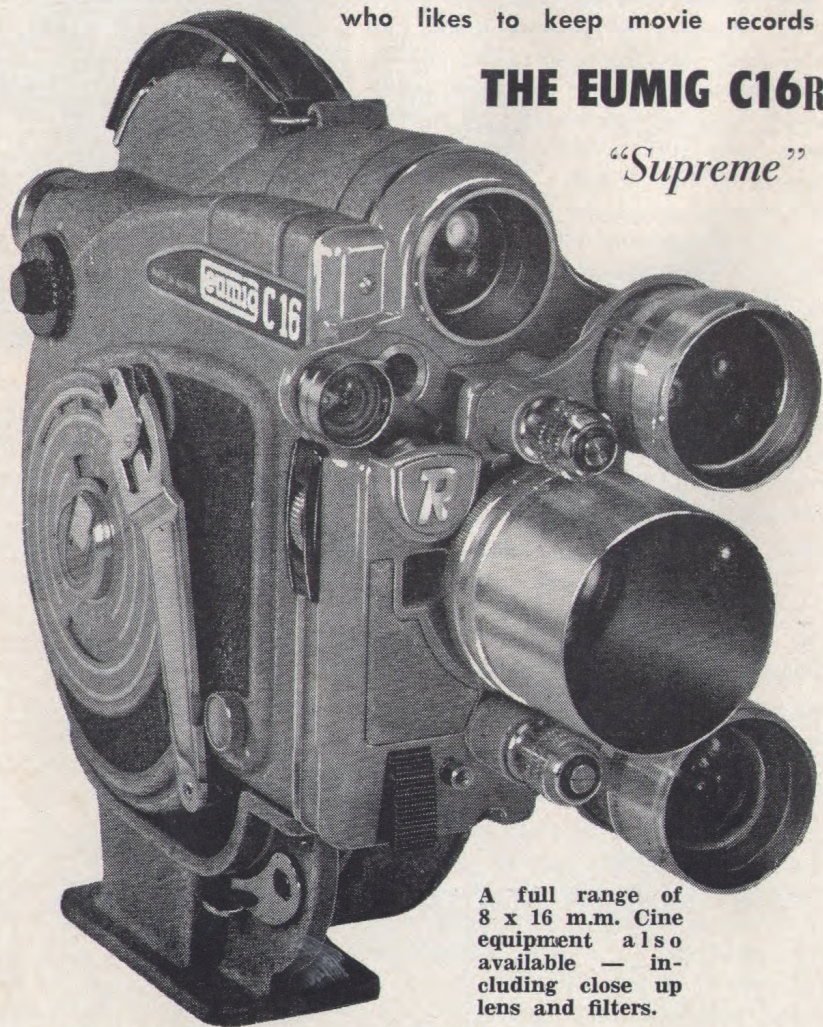
Crew Members: Owner/Skipper: N. G. Howard (5 H.R.). J. Wigan (5 H.R.); J. Russell (3 H.R.); J. Russell (3 H.R.); G. Hargrave (3 H.R.); J. Howell (1 H.R.); M. Tostevin (3 H.R.); C. Hauff (Off-shore racing).

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"PEGASUS"—Sail No. MH10.

L.O.A., 35ft.; L.W.L., 32ft.; Beam, 10ft. 4in.; Draft, 5ft. 2in.

This yacht was primarily built for cruising and as such has many miles tucked away under her keel, principally a trip to the Barrier Reef two years ago. However, her sail-carrying ability will stand her in good stead in this Race where anything can happen, and often does. She is an Atkins-Archer design and was launched in 1952. Although she has participated in off-shore events this will be her first Hobart Race.



Crew Members: Owner/Skipper: N. F. Brooker (1 M.I.). V. A. Likely (2 H.R., 4 M.I.); P. O'Donnell (1 H.R., 4 M.I.); N. U. Curlewis (1 M.I.); N. Walters (1 M.I.); R. Brooker (1 M.I.).

"LARNTARNI"—Sail No. R 7.

L.O.A., 48ft.; L.W.L., 35ft.; Beam, 11ft. 4in.; Draft, 6ft. 6in.

This yacht will be an unknown quantity in the Race as she has not yet been seen in Sydney. Designed and built by the owner in Victoria, she did start in the last Queenscliff-Sydney Race, but owing to illness on board had to retire. The owner's previous boat, "Larn-tarni", had a very successful racing career, taking out three firsts in seven Bass Strait Races, and as the nucleus of this crew will be sailing in this year's classic she will be worth watching.

Crew Members: Owner/Skipper: W. Wakefield (7 Bass Strait Races). Lindsay Allsop (7 Bass Strait Races); Frank LePlastrier (7 Bass Strait Races); Anton Walker, Ray Cromb, Les Cromb, Graham Chatfield.

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"MALOHI"—Sail No. 70.

L.O.A., 35ft. 8in.; L.W.L., 24ft.; Beam, 8ft. 8in.; Draft, 5ft. 7in.

Malohi is a sister-ship to last year's race-winner, Sandra, and as such this yacht's capabilities have already been proved. She started in the last Sydney-Noumea Race and took out not only line-honours but also first place and this is indicative of this Lion Class sloop's potential performance. She was designed by Arthur Robb and built by Jim Perry. "Malohi" has cruised extensively and with a crew who know each other and know the boat she will be hard-driven in this, her first Sydney-Hobart Race.



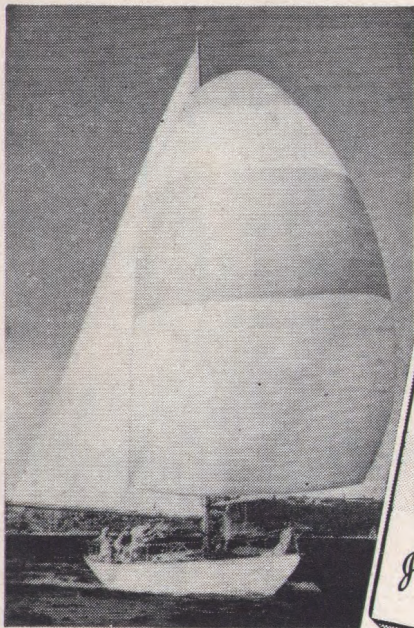
Crew Members: Owner/Skipper: Neville McEnally (1 Sydney-Noumea). Bruce Perry (2 H.R., 2 Brisbane-Gladstone, 1 Sydney-Noumea); Gordon Reynolds (1 Sydney-Noumea); Eric de Chateaubourg (1 H.R., 1 Sydney-Noumea); Ted Lilley (1 M.I.).

"SOUTHERLY"—Sail No. 38.

L.O.A., 35ft.; L.W.L., 24ft.; Beam, 8ft. 9in.; Draft, 5ft. 6in.

This yacht has a very experienced crew who will be trying very hard this year particularly as they had to retire from last year's event. Off Bermagui last year she had the misfortune to spring a leak and this had the boys bailing furiously until she made port. This trouble has been rectified as witness her second place in the last Montague Island Race which produced gales and seas enough to test any boat; a well deserved placing. Southerly, built in 1939 by F. Boyle and Son, will be out to maintain her record.

Crew Members: Owner: Don Mickleborough (1 H.R., 1 M.I.); E. C. (Boy) Messenger (several Hobart and Montague Races); Jules Epstein (1 H.R., 1 M.I.); David Reid (3 H.R., 1 M.I.); Doug. Lintern (numerous Hobart and Montague Races).



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"FOUR WINDS"—Sail No. RANCSC 3.

L.O.A., 27ft. 4in.; L.W.L., 25ft.; Beam, 8ft.; Draft, 5ft.

This tiny yacht has the distinction of being the smallest entry in the race. She had competed in three Queenscliff to Sydney Races and three Sydney-Hobart Races and was a starter in the last Sydney-Noumea Race; unfortunately damaged gear caused her retirement in this race. She was built in 1949 to a design by Scrivener and has been sailed unremittingly since then. To date her best performance was in the last Queenscliff-Sydney Race when she got third placing, although she has had success in local off-shore events in Victoria.

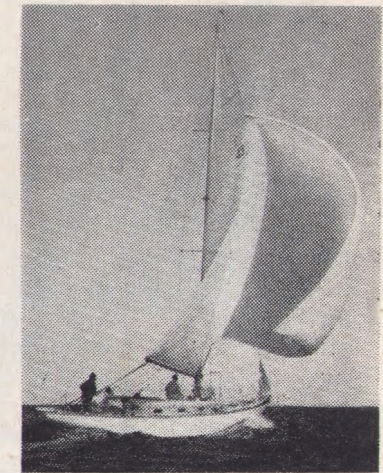


Crew Members: Owner/Skipper: S. W. Gibson (3 Q.S., 3 S.H.); Sub-Lt. Eric Menz (Navigator, 3 S.H.); Roger Smith (3 Q.S., 1 S.H.); Cliff Carter (2 Q.S., 2 S.H.); Myer Page (2 Q.S., 1 S.H.).

"SOLANO"—Sail No. 43.

L.O.A., 35ft.; L.W.L., 24ft. 6in.; Beam, 9ft.; Draft, 5ft. 6in.

This beautiful Alden-designed yacht, although a starter in numerous off-shore events including two Montague Island Races, has been entered in the classic for the first time. Her performance will be watched with a great deal of interest. Solano was built by amateurs in Hobart and has been so faithfully constructed that in all her ocean racing and sailing she has proven the skill of her builders by showing absolutely no movement.



Crew Members: Owner/skipper: G. Glen Carr (2 M.I., Numerous local off-shore). G. G. Finlay, Mate (2 M.I.); K. Cornwell (4 H.R., 1 Trans-Tasman, 1 Noumea, 4 M.I.); R. Booth (2 M.I.); L. J. Moore (1 H.R., 1 M.I.).

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"METUNG"—Sail No. GL20.

**L.O.A., 48ft.; L.W.L., 35ft. 7in.; Beam,
12ft. 2in.; Draft, 6ft. 6in.**

Metung is a town in the Gippsland Lakes in Victoria where this yacht was built and from which she takes her name. Built to a design by Alan Payne in 1957, she raced for the first time that year, taking out a fifth place. Last year her designer skippered her to Hobart but only succeeded in coming in eleventh, this being partly due to a gamble for winds on the more outside course that didn't pay off. Such are the vagaries of the Hobart course. Ketch rigged with a dark blue hull she will be easily recognised.



Crew Members: Owner/Skipper: Dr. T. O. Beatty (2 H.R.). Bob Bull (12 H.R., 2 M.I.); G. Perroux (4 H.R., 2 B.G.); D. Beard (1 Sydney-Noumea, around the world); D. Burns (Off-shore experience); R. MacAuley (Off-shore experience); Alex Bannerman (Off-shore experience); D. Bull.

"RUTHIAN"—Sail No. M1.

L.O.A., 54ft.; L.W.L., 40ft.; Beam, 12ft. 3in.; Draft, 8ft. 2in.

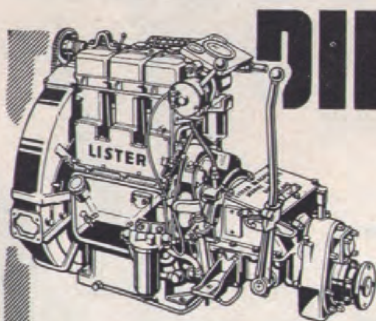
"Ruthian", skippered by Vic Toll, is Lake Macquarie's entrant in this year's race. A Laurent Giles design, launched in Hobart in 1952, she has competed three times, in 1952, 1953, and 1958. She came twelfth in the first two races and last year had to withdraw owing to a broken backstay on the second night out. The gap between races was due to a sandbar that prevented her from leaving her home lake but this has since been dredged and the owner has once again accepted the challenge of the Sydney-Hobart Race. A characteristic Laurent-Giles design, she sports a yawl-rig that should be easily recognised.

Crew Members: Owner/Skipper: V. Toll (3 H.R., 1 M.I.). A. Farquhar-Smith (Navigator); H. Sreimuth (6 H.R., 2 M.I.); J. Morgan (3 H.R.); N. Pratt (2 H.R.); E. Moran (2 H.R., 1 M.I.); M. Lean, P. Rundle, J. Braidwood, I. T. Toll.



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"KURREWA IV"—Sail No. 4.

L.O.A., 65ft.

This yacht is possibly the most famous in Australia. Designed by William Fife, one of the greatest designers of all time, and built by Morrison and Sinclair in Sydney, in 1912, the fact that she has been racing consistently and hard during all those years pays the highest tribute both to designer and builder. She has competed in eight Sydney-Hobart Races, winning the Illingworth Cup for Line Honours six times. However, her best performance on handicap was in 1946 when she was placed third to "Christina" and "Saga". Her other successes during her long life would be too numerous to mention. She was given a modified rig for last year's race but on the second night out she withdrew from the race owing to a few leaks. Originally known as "Morna", her name was changed in 1954 when purchased by her present owners, the Livingstone Bros. from Victoria. One of the glamour boats of the fleet, this 47-year-old cutter will be competing for the ninth time and will undoubtedly put up a great tussle for line-honours and/or a win.



Crew Members: Skippers/Owners: F. and J. Livingstone (both 8 H.R., 3 M.I., 1 B.G., 1 Q.S., 1 Trans-Pacific). Sailing Master: J. Muir (6 H.R., 1 M.I.); W. Muir (4 H.R.); D. Robertson (8 H.R., 6 M.I., 1 B.G., 1 Q.S.); G. Pierce (2 S.H., 6 M.I. 1 B.G.); J. Love (2 S.H., 6 M.I., 1 B.G.); B. Love (1 S.H., 6 M.I.); H. Kirslake (6 S.H., 6 M.I., 4 B.G., 1 Sydney-Noumea, 1 Q.S.); J. Biddlecombe (3 S.H., 2 M.I., 1 Q.S.); J. Chadwick.

"BIRRAHLEE"—Sail No. R 11.

L.O.A., 32ft.; L.W.L., 25ft. 9ins.; Beam, 9ft. 2ins.; Draft, 4ft. 9ins.; Disp., 5.3 tons; Sail Area, 480 sq. ft.; Mast head, sloop rig;

Owners: J. B. Savage and T. J. Savage.

This 32ft. masthead sloop hails from Williamstown, Victoria, where she sails under the burgee of the Royal Yacht Club of Victoria. Designed and built by J. J. Savage and Sons Pty. Ltd.

The "Birrahee" has only just been launched and so untried.

The crew comprises Jack Savage, Don Johnson, Clive Richards, and Fred Short.

The entire crew are all experienced racing and cruising yachtsmen, although this is their first entry in the Sydney-Hobart Race.

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"KALEENA"—Sail No. MH22.

L.O.A., 36ft. 8in.; L.W.L., 24ft. 8in.;
Beam, 9ft. 6in.; Draft, 4ft. 9in.

"Kaleena" is another Tasman Sea-bird, as described elsewhere in this issue, and the first to be racing regularly. Built by Ron Swanson she was completed just over a year ago although too late to start in the previous Hobart Race. However, in her short racing career she has already had considerable success. Extremely well equipped, this yacht, with her low rating and good performance, should provide fierce competition for the Hobart fleet. Her owner describes her as a "good all-round performer; probably better in fresher conditions".



Crew Members: Owner/Skipper: H. E. Godden (1 M.I.); R. Swanson (3 H.R., 3 M.I.); A. Audsley (2 M.I.); Peter Kaill (1 M.I.); L. Wildman (1 M.I.).

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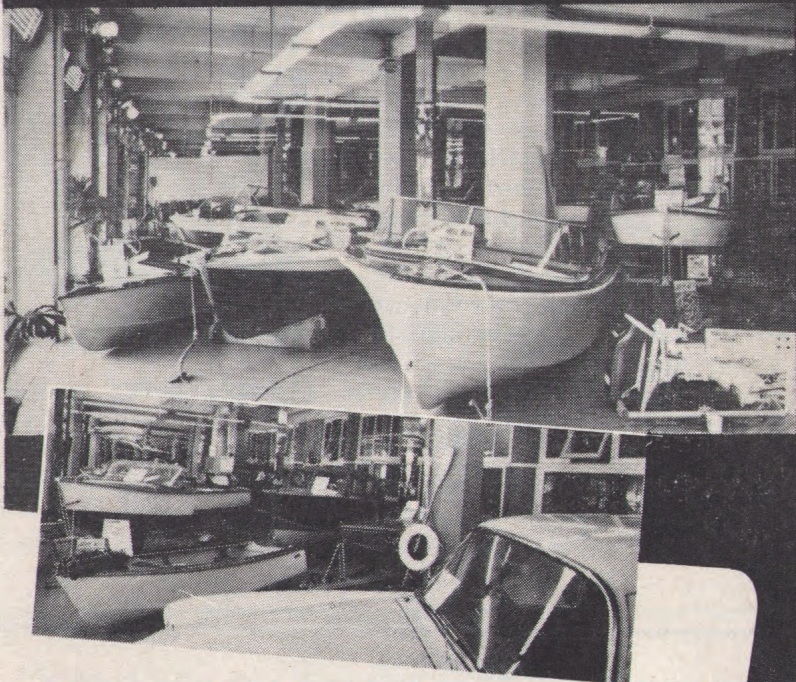
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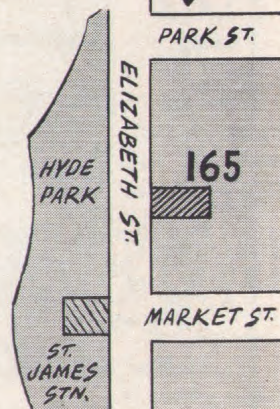
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"LOLITA"—Sail No. 57.

L.O.A., 35ft.; L.W.L., 27ft. 6in.; Beam, 9ft.; Draft, 6ft.

This able, Robert Clarke designed yacht was built and launched in 1945 by the Steel Bros., of Lake Macquarie. Her present owner, J. Leahy, has raced her successfully on the harbour and elsewhere for a number of years, but she was unplaced in her only other Sydney-Hobart Race start.

Crew Members: Owner/Skipper: J. Leahy (1 H.R., 2 M.I.); R. Young (Off-shore experience); W. N. Rogerson (1 M.I.); H. Tomlinson (2 M.I.); G. Levack (Off-shore experience); Sub./Lt. Booth, R.N. (English Off-shore races).

"TAM O' SHANTER"—Sail No. RANC 1.

L.O.A., 33ft. 6in.; L.W.L., 27ft.; Draft, 5ft. 6in.

Tam O' Shanter is owned and sailed by the R.A.N. College at Jervis Bay. Built by A. McKenzie in Melbourne in 1951 she has also participated in many races from Melbourne, winning amongst other things the Lady Nelson Trophy in 1955 and a Bass Strait Race in 1953. She has participated three times in the Hobart Classic, her best placing to date being a seventh place in 1954 and as her last entry was in 1956 this newly rigged sloop might have something up her sleeve.

Crew Members: Skipper: Lt. C. H. C. Spurgeon (3 H.R., 1 Q.S.); Lt. R. M. Baird (1 S.H.); Sub/Lt. L. J. Irwin (Off-shore experience); Cadets midshipmen Wait, Wise and Chalmers.

"PATIENCE"—Sail No. CYC 9.

L.O.A., 35ft.; L.W.L., 28ft. 6ins.; Beam, 9ft.; Draft, 5ft. 8ins.

This small steel sloop was designed and built by her owner in 1951. One of the most consistent starters in C.Y.C. events since her launching she won the season's Ocean Racing point score in 1951 and took out second place in 1958, losing out to "Solo" in the very last race. A surprisingly efficient yacht she has had more luck in the shorter coastal races than in the long haul South, this being her fifth start, she was well to the fore in 1954, when she was unlucky enough to lose the top section of her mast. She was sailed on to Hobart and then back to Sydney under jury rig, a tribute to the crew's seamanship. As seamanship and determination are the ultimate factors in this race she might again astound the critics.

Crew Members: Owner/skipper: A. B. Wilson (5 H.R.); G. S. Hoskin (3 H.R.); W. Tomb (1 H.R.); N. Ellis (3 Perth-Bunbury); A. Robertson (Off-shore experience).

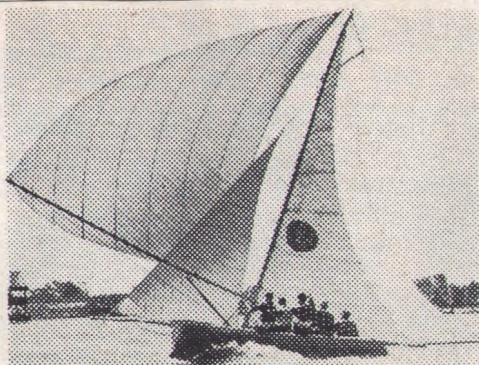
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"LASS O' LUSS"—Sail No. 89.

L.O.A., 41ft.; L.W.L., 28ft. 6in.; Beam, 9ft.; Draft, 6ft. 6in.

This yacht was designed for the Hobart Race in 1947 by Robert Clarke and has since competed four times in all, her best performance to date being a third in the 1951 event. The owner has raced her consistently since her launching and she has accumulated many wins over the years, both inside and outside the Harbour. She has a Montague Island Race to her credit and once she won three consecutive Bird Island Races, no mean feat in these days of fierce competition. Built by Jock Muir, possibly the finest exponent of the art of boat-building in Australia to-day, she can be driven hard. Originally a sloop she was given a cutter rig in 1958, but unfortunately the last Montague Island Race saw her mast go over the side. Expertly handled in the big seas she was finally towed into Pittwater to sail another day.

Crew Members: Owner/Skipper: J. Colquhoun (5 H.R., 3 B.G., 3 M.I.); M. Crafoord (5 H.R., 2 Q.S., 1 B.G., 3 M.I., 2 Bass Strait); J. Colquhoun Jnr., M. Carson, B. Scrivener.



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"LORRAINE"—Sail No. MH 51.

L.O.A., 36ft.; L.W.L., 29ft.; Beam, 9ft. 8in.; Draft, 5ft. 8in.

This yacht, designed and built in Melbourne by J. Savage and Son, will be competing for the second time in the Hobart Race. She was bought by her present owner in 1958 and since then has undergone considerable modification in an attempt to lower her handicap rating. Cutter-rigged, and with a new wardrobe of sails, this yacht performs best in light conditions. Her performance will be watched with interest.

Crew Members: Owner/Skipper: Bob Rusk (Off-shore experience). Mick Earl (4 H.R., 3 M.I.); Kosti Simons (2 H.R., 1 M.I.); John Derrick (1 M.I.); Fred Thomas (4 H.R., 3 M.I.); Frank Ferris (2 H.R.).



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"CATRIONA"—Sail No. CYC 25

L.O.A., 45ft.; L.W.L., 35ft.; Beam, 11ft.; Draft, 7ft. 6in.

This powerful Laurent-Giles cutter is owned by the present Commodore of the Cruising Yacht Club, Mac Brown. She was built in time for the 1956 Race in which she took ninth place, but the following year, under a new rig, she came a very creditable third. Her owner has been overseas for some time and as a result she has not sailed in too many races this season, but if this year's Hobart Race brings hard weather, either ahead, abeam, or astern, this yacht will be well up amongst the leaders. An experienced crew will help her on her way.

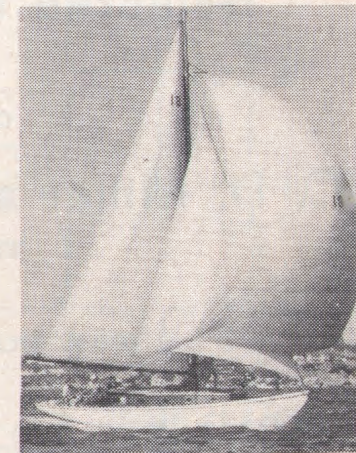


Crew Members: Owner/Skipper: D. M. Brown (5 H.R., 5 M.I.); H. H. Green (8 H.R., 6 M.I.); M. York, A. D. Gray (2 H.R., 3 M.I., 1 Trans-Pacific); R. Hunt (2 H.R., 3 M.I.); G. Barton (5 H.R., 5 M.I.); J. North (5 H.R., 9 M.I., 1 Trans-Tasman, 2 B.G.); M. Barlowe (1 M.I.).

"SLYVENA"—Sail No. 18.

L.O.A., 38ft. 5in.; L.W.L., 28ft. 9in.; Beam, 10ft.

This yacht will be entering the Sydney-Hobart Race for the first time. Built recently by W. L. Holmes and Co., she has been harbour racing for two seasons, her first sortie into Blue Water racing being the last Montague Island Race. Designed by one of the Masters of the American drawing-board, Francis L. Herreshoff, this yacht and her crew have yet to prove themselves.



Crew Members: Owner/Skipper: S. H. Moray (1 M.I.). S. B. Moray, B. Bainbridge (1 M.I.); W. Evans (1 M.I.); Dr. K. Coventry (1 M.I.); R. Kellaway (11 H.R., 9 M.I., 3 B.G., 1 N.R., 1 Q.S.).

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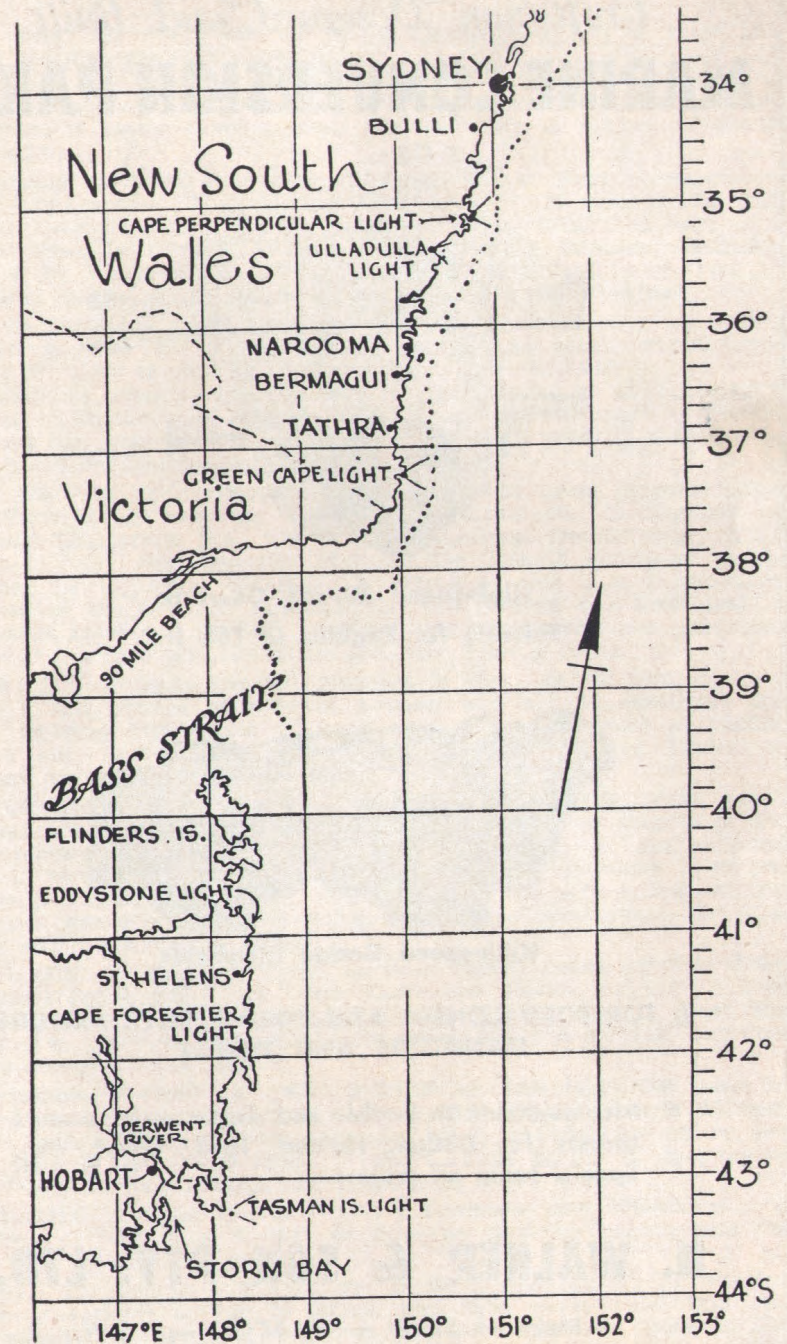
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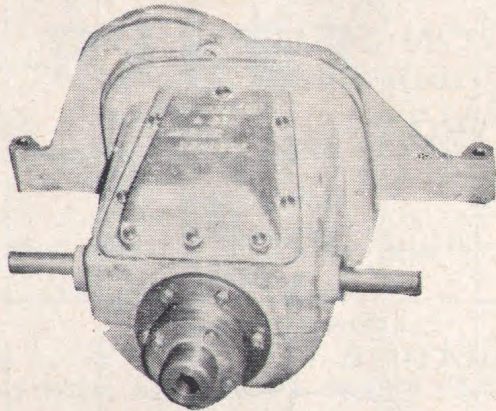
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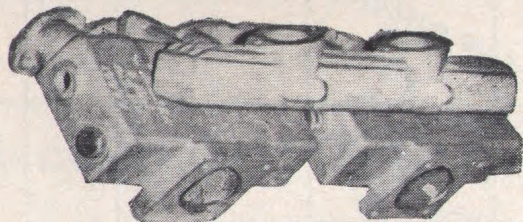
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How Yachts Are Handicapped

By M. E. DAVEY

Many people ask, "Why are the yachts handicapped, why is it not the first yacht to finish the race the winner?"

The answer is that yachts vary considerably in their speed. This is no reflection on their design or quality. All other things being equal, a large yacht is faster than a small one, but this is subject to many variable factors.

Even yachts which sail races of 2 or 3 hours in short Saturday afternoon races are handicapped. Their performance, however, is well known and yacht clubs nominate a man of wide experience to handicap them who says, "this yacht shall be scratch, another shall have five minutes' handicap, and another 25 minutes." etc. Even then, owing to difference in type, he usually varies the handicap for light weather and heavy weather.

However, for races which may take a week to complete in all classes of weather, such as the Sydney-Hobart classic and other long-distance events, the arbitrary method of handicapping is unsatisfactory.

Long-distance ocean racing has only become popular in Australia since the war, but in England and America it has been a popular sport for several decades, and the problems outlined above have been solved by a system of handicap based on measurement of yachts.

When the first Sydney-Hobart Yacht Race was being organised, the Cruising Yacht Club was very fortunate in having the co-operation of Captain John Illingworth, R.N., who is indeed the most famous ocean racing yachtsman to date. His suggestion of using the formula developed by the Royal Ocean Racing Club (R.O.R.C.), of which he was later Commodore, was adopted by the C.Y.C.A. Subsequently, this formula has been used in all the Hobart races and in more than one hundred ocean races conducted by the C.Y.C.A. and other Australian and New Zealand clubs.

The R.O.R.C. Formula has two purposes in view: (a) to give all types of yachts a fair chance of winning a race; and (b) to encourage the designing, building and racing of good, safe, seaworthy types of yachts, which are also fast. It does not take into account poor design or incompetent navigation or seamanship.

In brief, the formula takes into account sailing length, beam, depth of hull and total draft, freeboards at each end, amidships, weights of the yacht's structural components, areas of sails, details of engines and propeller, if carried. Right through the calculation a standard is struck, and if the particular yacht being measured is on the safe and seaworthy side, bonuses are given, or if tending toward unseaworthiness, penalties are taken which are usually doubled.

The R.O.R.C. formula or "Rule", as it is usually called, resolves down to a decimal figure called the Time Correction Factor, or T.C.F. This T.C.F. multiplied by the total Elapsed Time a yacht takes to finish the course, gives a corrected time. The yacht which has the shortest corrected time is proclaimed the winner.

For example, if yacht "A", with a T.C.F. of .8000 takes 100 hours to finish the course, her corrected time is $100 \times .8000$ equals 80 hours. Whereas yacht "B", with a T.C.F. of .7000, takes 110 hours to finish the course, her corrected time is $110 \times .7000$ equals 77 hours. Thus yacht "B" has beaten yacht "A" by 3 hours, although she finished 10 hours later.

The R.O.R.C. formula has proved very successful and sometimes in a Hobart Race of from 5 to 6 days, as little as 12 hours has covered the corrected time of as many yachts.

However, the course from Sydney to Hobart is famed for weather conditions as variable as can be found, and luck, navigational skill and meteorological knowledge are sometimes just as important; twice in the short history of this race, one of the smallest yachts has finished first across the line.

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Where to Watch the Start

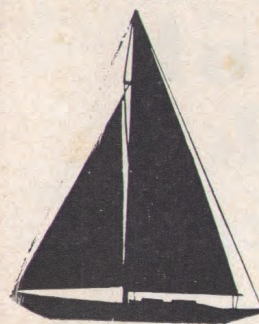
If a southerly is blowing, the fleet will make straight for the Heads; if a north-easterly, yachts will tack across the Harbour.

Good vantage points to see the start are.—North side: Bradley's Head, Middle Head, Dobroyd Point. South side: Point Piper, Nielson Park, The Gap, and further south, Ben Buckler. From The Gap, yachts can be watched going out to sea.

For those spectators who wish to view the start from the water, two excellent opportunities are offered.

SHOWBOAT: Departing No. 2 Jetty, Circular Quay, at 10.30 a.m. Adults, 6/-; children, 2/- . Will accompany the yachts down the Harbour, returning at 12.30 p.m.

SOUTH STEYNE: Departing No. 3 Jetty, Circular Quay, at 10.30 a.m. Adults, 10/-; children, 4/- . Will accompany the yachts through the Heads, returning at 1 p.m.



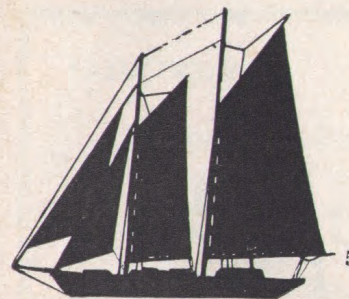
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2



3



5



4

1. **SLOOP:** One mast. One headsail. Where there is no bowsprit and the boom does not extend over the stern, permitting the use of a permanent backstay, the rig is referred to as being "inboard", which applies to all types of vessels, not only sloops.

2. **CUTTER:** One mast. Two or more headsails—this requires mast to be stepped further aft than in a sloop.

5. **SCHOONER:** Two masts, of which the larger (mainmast) is stepped a distance of at least 55 per cent. of the waterline aft from the bow.

3. **YAWL:** Two masts. Main (forward) mast being taller than the mizzen, or jigger, which is stepped aft of the waterline. R.O.R.C. rule of measurement requires that the area of the mizzen be not less than 9 per cent. of total sail area.

4. **KETCH:** Similar to a yawl except the mizzen is stepped forward of the rudder-post. R.O.R.C. rule requires that the area of the mizzen be at least 18 per cent. of the total sail area.

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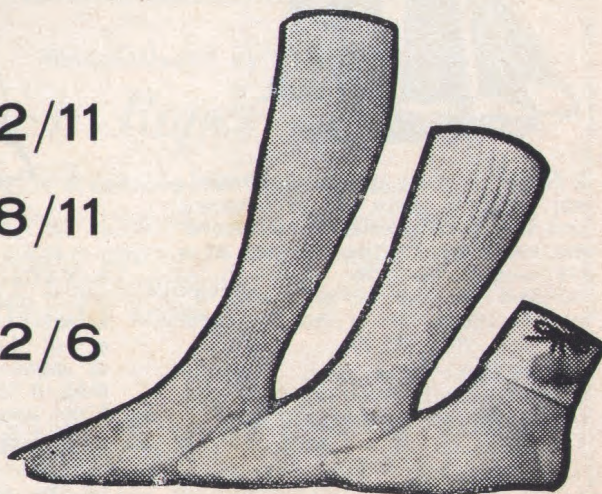
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An Appreciation

The Cruising Yacht Club of Australia is indeed fortunate to have had the co-operation of the Royal Yacht Club of Tasmania in the organisation of this event since its inception. Apart from the tedium of keeping a twenty-four hour a day watch on the Finishing Line, the Royal Yacht Club excels itself in the hospitality extended to yacht owners. Official functions are organised, such as the Prize Giving in the Town Hall and the Ball at the Clubhouse. Then there are all the other arrangements that we all accept as a matter of course, the use of Constitution Dock, the use of the shower and toilet facilities at the Waterside Workers' Recreation Centre, deliveries of food, refuse disposal, and the manning of the tender to tow yachts after the finish. All run smoothly, thanks to the efficient organisation of the Royal Yacht Club of Tasmania. Every yacht is officially welcomed in Hobart Bay by Flag Officers of the Club and of course, Honorary Membership is bestowed upon all crew members.

The Cruising Yacht Club of Australia fully appreciates the unstinted efforts of the Flag Officers and members of the Royal Yacht Club of Tasmania in the excellent manner in which they conduct the finish of this race.

ACKNOWLEDGMENTS

The Cruising Yacht Club of Australia is indebted to the following for their kind permission to use photos appearing in this programme:—

- Associated Newspapers Pty. Ltd.
- Aquaphoto.
- Australian Photographic Agency.
- M. H. Barnett.
- N. O. Hudson.
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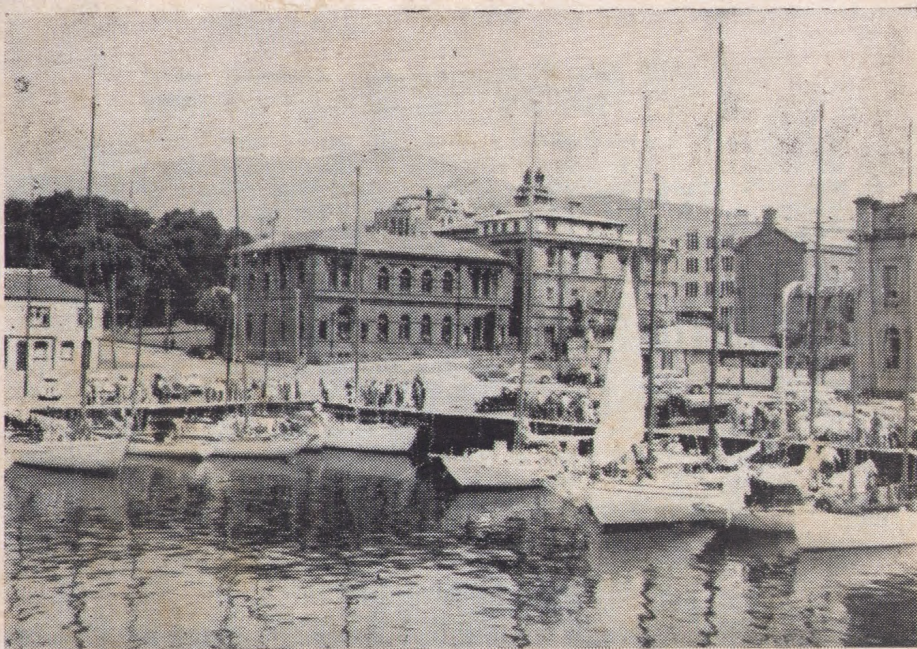
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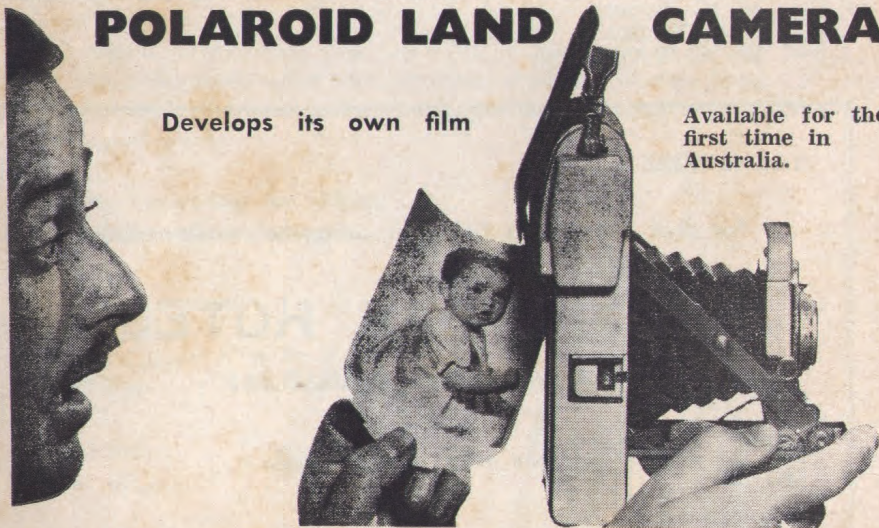


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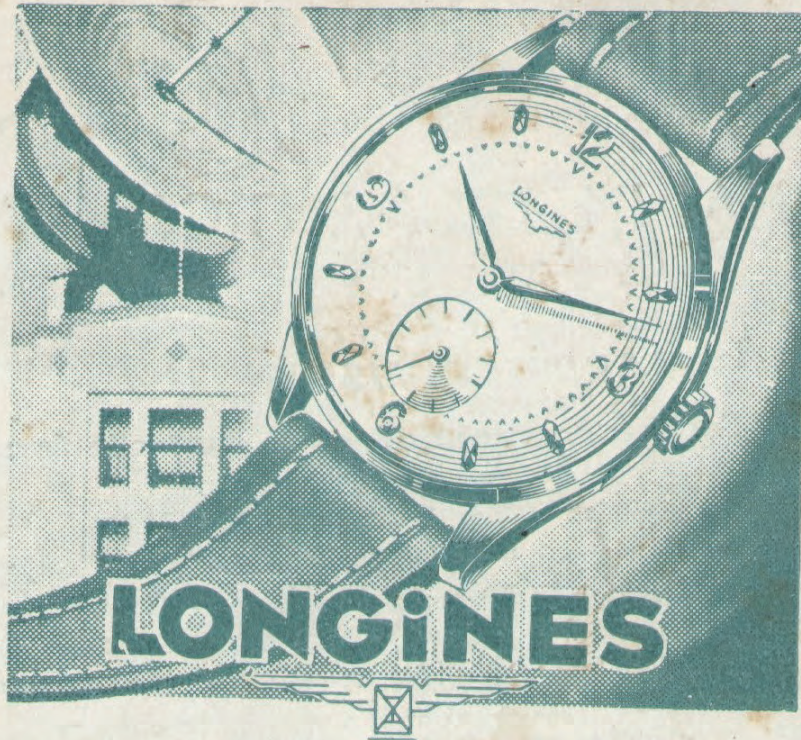
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