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SYDNEY-HOBART
YACHT RACE
1958**

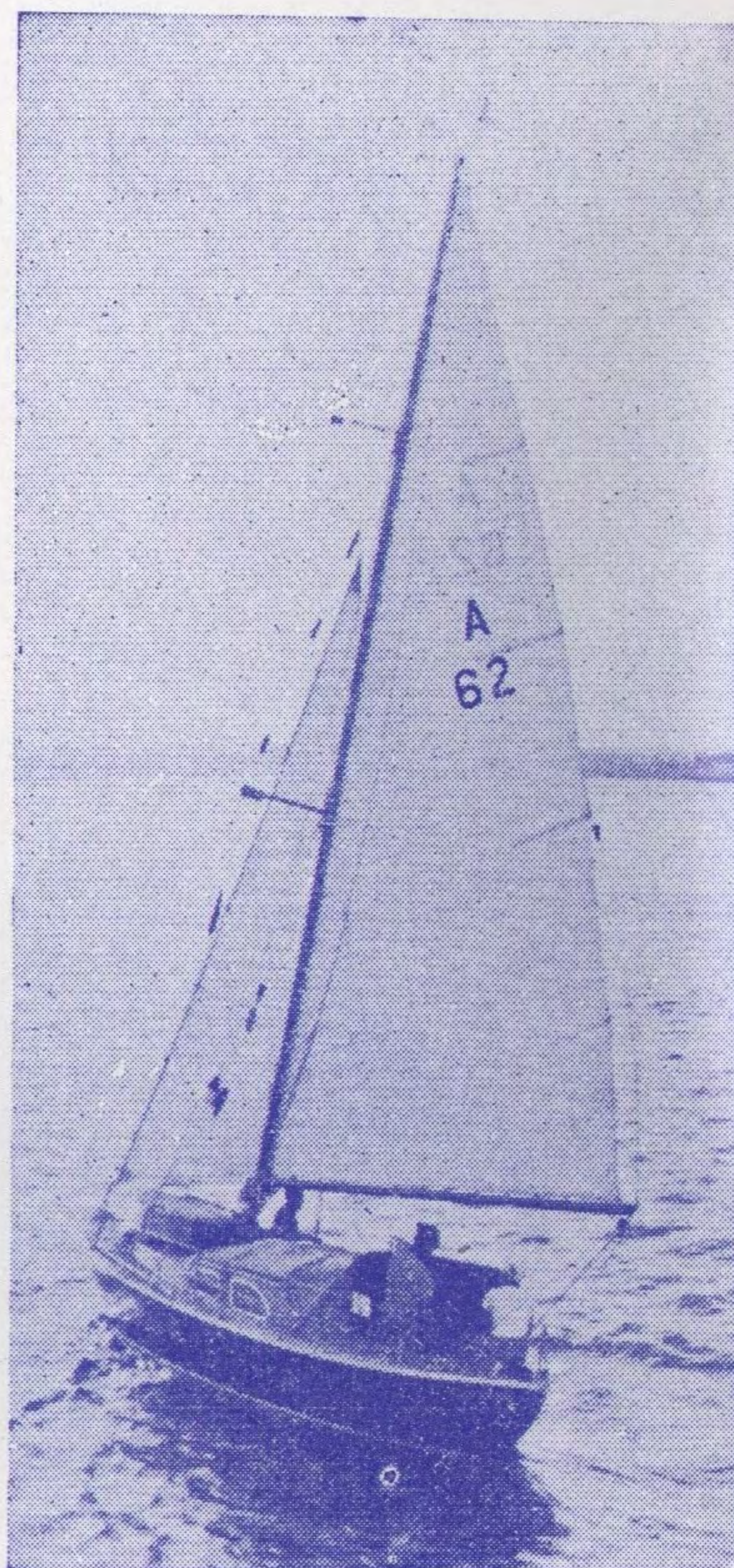


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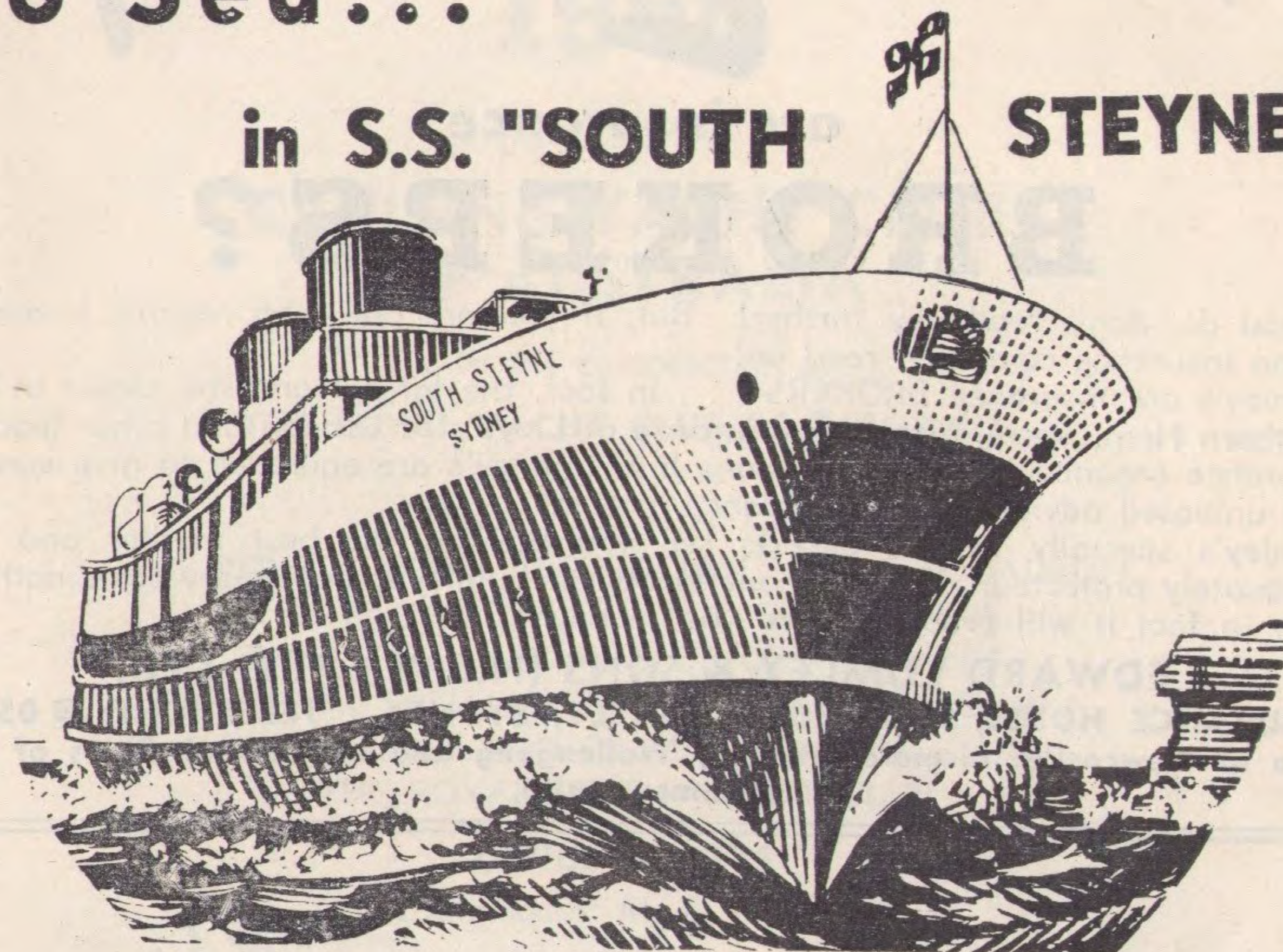
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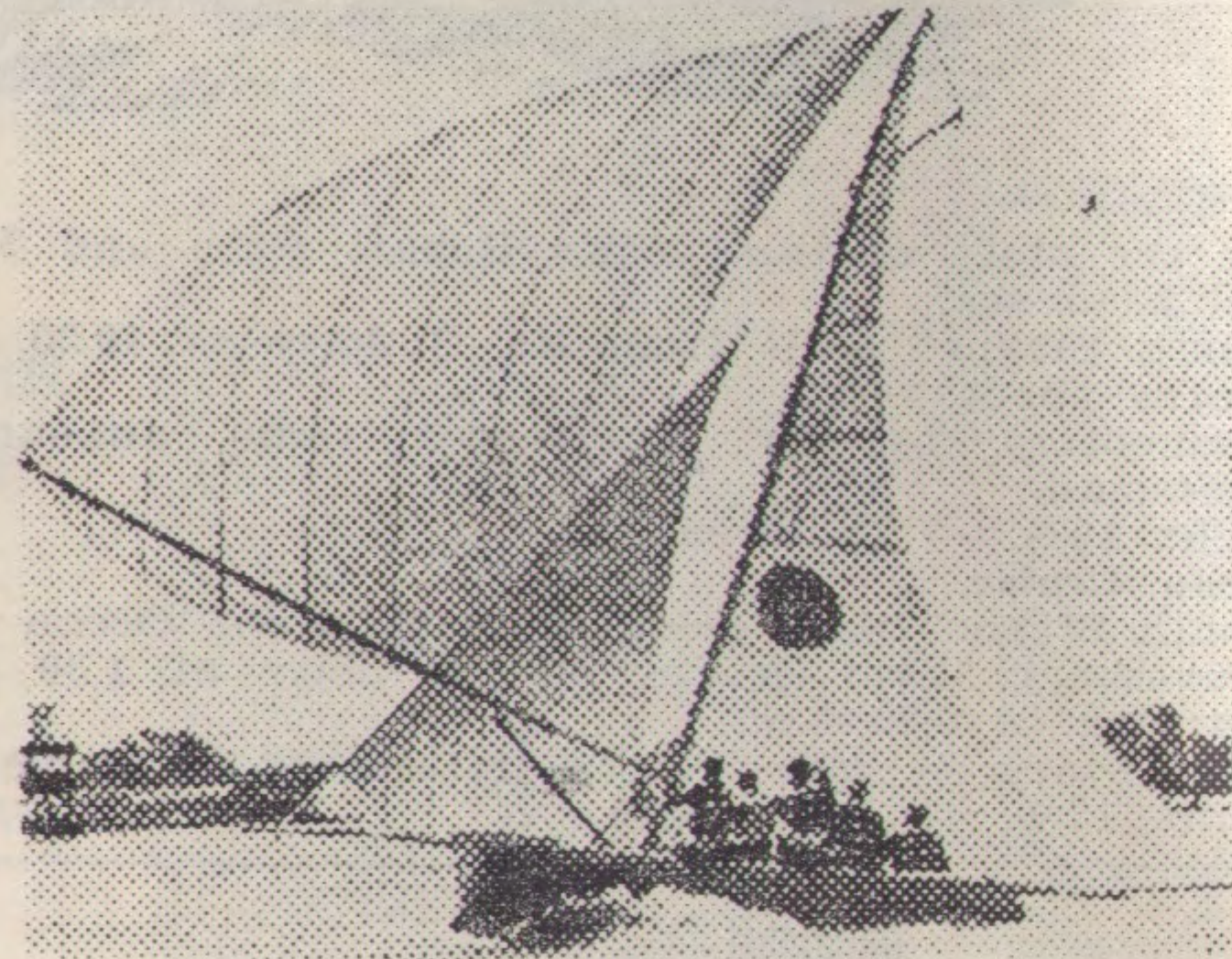
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Sydney-Hobart 1958

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COVER:

T. & M. Halvorsen's cutter, "Anitra"—Sydney-Hobart Race winner, 1957.

This programme was compiled on 2/12/58 and includes all anticipated entrants to that date. Additional entries will be accepted though they do not appear in this programme.

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A Word from the Commodore

Ocean yacht racing is in many ways different from other competitive sports. We are traditionally a seafaring people and it is a particular feature of ocean racing that one's skill and stamina are pitted against the elements as well as against your competitors.

Preparation for a race such as the Sydney-Hobart can start a long way ahead. Choice of a naval architect to design the yacht is very important. It is to the credit of Australia that eight winners out of 13 to Hobart have been designed by Australians.

The strains a yacht is subjected to in ocean racing are much greater than met with in sheltered water and considerable technical skill is required to design a yacht that will combine adequate strength and safety without going to heavy extremes which will only result in a slow performer.

Comfort and accommodation for the crew are important considerations for maintaining their stamina and morale over five or six days of racing a yacht right around the clock.

Choice of a crew is very important. The skipper, who may or may not be the owner, must be a man of wide experience, who can command the respect of his crew and get the most out of them and the yacht. He does not have to be a Captain Bligh. Successful skippers have included not only naval officers but dentists, boat builders, engineers and business men from many walks of life.

Navigation and meteorology are sciences at which somebody on board must be skilled.

Skilled helmsmen and forward hands are the equivalent of batsmen and bowlers to a cricket team, you must have them, and if you can get good all-rounders, who are both, they are pearls without price. Of course, a good sea cook is a valuable adjunct and is essential on the larger yachts. In most small yachts with limited accommodation, an extra man cannot be carried and the crew have to take their turn doing a trick in the galley. That is when you need a cast iron inside.

Personal qualities are very important in the crew of a small yacht. One square peg can upset the morale of the whole crew and once under way you cannot get away from him.

Having the yacht and the crew, the preparation really begins in earnest and should start months before the race. The more competitive racing that can be managed beforehand the better. This way the yacht can be tuned up and the crew can become familiar with the gear and general handling of the craft.

Sails, rigging and all equipment must be checked and repaired or replaced if necessary. The yacht must be slipped and its bottom smoothed and prepared, caulking and rudder fittings inspected, etc.

Victualling the ship must be very carefully thought out and a surplus of food and water carried in the event of a slow trip.

The Cruising Yacht Club of Australia lays down very stringent safety requirements, which are inspected before a yacht may start. Failure to comply with these requirements will result in disqualification.

We now have the yacht, the crew and all preparations completed and are heading for the starting line. The next element is Lady Luck. It is not surprising that luck usually favours a good boat with a good crew, who have made a conscientious job of preparation. May the best yacht win.

Let us wish the competitors good sailing and a happy time both during the race and on the return passage to their home ports.

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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 points round 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. Seach, 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 has to pass an examination conducted under the rules of the R.O.R.C. Although a number of offshore and passage races had been sailed around the coast in the past, and a number of notable matches sailed over considerable distances between two vessels, no full scale, long distance race had been run before the Sydney-Hobart Race of 1945.

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A WORD FROM THE MASTER



Capt. J. H. Illingworth, R.N. (Ret.)

Once again Sydney-Hobart Race time draws near. How the years seem to flash past for those of us who are well into the second half of life!

Since I wrote a note for your programme last year, I have had the good fortune to take over to the U.S.A. (and skipper in the Bermuda Race) a new boat which we had designed and built in my little shipyard here at Emsworth. It was a fabulous contest in that there were 113 starters. The start was given down wind, force 35 knots: a start that few of us will forget.

Fifty-six sails were in sight of "Belmore" the first morning, and four days later as we approached the finishing line, sixteen other yachts were finishing or had just finished; and were on or about the line. We put one chap about fifty feet from the flag buoy.

We were third overall, which is the best a British yacht has yet done. But we must do better. Someone from the Commonwealth must pull that race off someday soon and who better than an Australian?

After that I flew to France for the start of the Tall Ships' Race offshore of Brest on their long downhill passage to the Canary Islands. It cannot be often that one has the privilege of helping send off vessels on a sail race, the smallest of which is 240 tons and the largest over 3,000 tons.

Through with that and a little more design work here, I flew back to America to help "Sceptre" in the America's Cup. I do think we got her well tuned, but the discrepancy in the hull speed was too great. Prior to this, I was lucky to see from close quarters the Defender trials, very close and thrilling match racing, the like of which can rarely have been seen. I have written a short book about these and the tactical considerations involved, which, Dieu Voulant, we shall have out early next year.

I hope to be able to do the Sydney-Hobart with you all in a year's time. Meanwhile, good sailing to you all; mind you watch the trim of that genney, and keep your spinnakers flying high!

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.

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.



Tattersall's Cup.—Presented by the Executors of the Estate of the late George Adams. To be held for twelve months by the club nominating the winning yacht. A replica of the Derwent Light is presented annually to the owner of the winning yacht.

OTHER PRIZES:

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.

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

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.]



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 place getters 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.



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1958

Sailing Instructions

for the

FOURTEENTH SYDNEY-HOBART RACE

ENTRIES

Sail No.	Yacht	T.C.F.	Division	Yacht Club	Owner/s	Rig
CYC20	"Archina"			C.Y.C.A.	J. S. Howie	Ketch
77	"Anitra"			R.S.Y.S.	T. & M. Halvorsen	Cutter
144	"Boongown"			M.H.Y.C.	Dr. J. Molesworth	Sloop
3	"Caprice of Huon"			R.P.A.Y.C.	W. H. Northam	Sloop
69	"Carol J"				J. Halliday	Sloop
2	"Fortuna"				J. B. Griffin	Cutter
4	"Kurrewa IV"				J. & F. Livingston	Cutter
RANCSC3	"Four Winds"			R.A.N.C.S.C.	S. Gibson	Sloop
R7	"Larntarni"			C.Y.C.V.	W. Wakefield	Cutter
GL20	"Metung"			G.L.Y.C.	T. O. Beatty	Ketch
B16	"Romava"			R. Brighton Y.C.	R. J. Mercer	Sloop
M1	"Ruthean"			L. Macquarie Y.C.	A. V. & I. T. Toll	Yawl
Q49	"Restless"			R.Q.Y.C.	C. H. Hill-Willis	Cutter
CYC15	"Solo"			C.Y.C.A.	V. Meyer	Cutter
R42	"Sailmaker"			C.Y.C.V.	A. T. Raisbeck	Ketch
38	"Southerly"			C.Y.C.V.	D. E. Mickleborough	Sloop
MH46	"Siandra"			C.Y.C.A.	G. P. Newland	Sloop
SA6	"Southern Myth"			M.H.Y.C.	N. C. Howard	Sloop
605	"Samuel Pepys"			R.S.A.Y.S.	R.N.S.A.	Sloop
C12	"Terra Nova"			R.N.S.A.	M. D. Geeves	Sloop
C7	"Tarni"			R.Y.C.T.	G. G. Wignall	Sloop
817	"Uomie"			R.Y.C.T.	G. Pattinson	Sloop
B3	"Winston Churchill"			R.O.R.C.	Sir A. Warner	Yawl
G34	"Westward"			R.B.Y.C.	A. A. Robilliard	Marconi Cutter

Complete and final T.C.F.s and Divisions will appear on the Sailing Instructions, the Press, and the Notice Board at the Clubhouse and may be added to the columns provided.

14th SYDNEY-HOBART YACHT RACE—1958/59

Cruising Yacht Club of Australia in collaboration with the Royal Yacht Club of Tasmania

SAILING INSTRUCTIONS AND PROGRAMME

TIME OF START

11 a.m. E.S.T. (1100 hrs.), December 26, 1958.

RULES

The race will be sailed under I.Y.R.U. and R.Y.A. Rules subject to modifications and additions imposed by C.Y.C.A. General Conditions, 1958.

RECALLS

Attention is drawn to C.Y.C.A. General Conditions, No. 6.

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

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° 15' S long. 148° 2' E) to starboard and the John Carrow Shoal Light (lat. 42° 55' S long. 147° 22' E) to port.

FINISH

The finishing line will be in the Derwent River, Tasmania. The western end of the finishing line is marked by the flagpole on the "Judges' Box" (lat. 42° 53.3' S long. 147° 20.6' E), which is on the shore at the north-eastern extremity of Battery Point on the southern side of Sullivan Cove. The eastern end of the finishing line is marked by a buoy showing a red and yellow flag by day and a white flashing light by night. This buoy will be approximately 100 yards off the "Judges' Box" in a north-easterly direction. See sketch and Admiralty Chart 960 or plan 105.

The finishing line must be crossed, leaving the "Judges' Box" to port. For finishing procedure see C.Y.C.A. General Condition 20(P).

LENGTH OF COURSE

Approximately 630 nautical miles.

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DECLARATIONS

Must be completed and lodged with the Secretary, Royal Yacht Club of Tasmania, within 24 hours of completing the course. If no Declaration is lodged (C.Y.C.A. General Condition 9), 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.C.T. Clubhouse at a time fixed by the Sailing Committee of the R.Y.C.T.

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 abovementioned 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, Edgecliffe, 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 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.

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 crews. 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.

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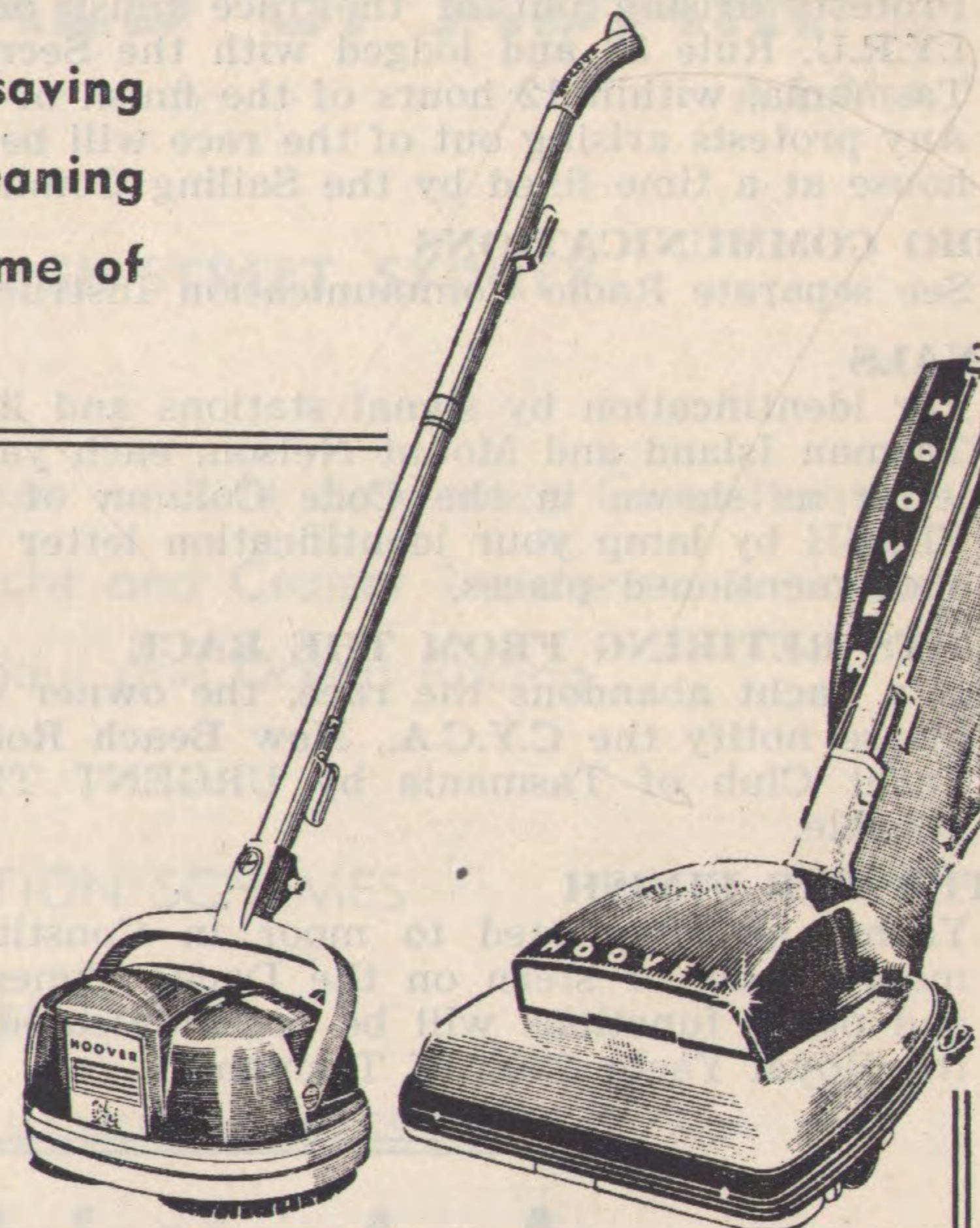
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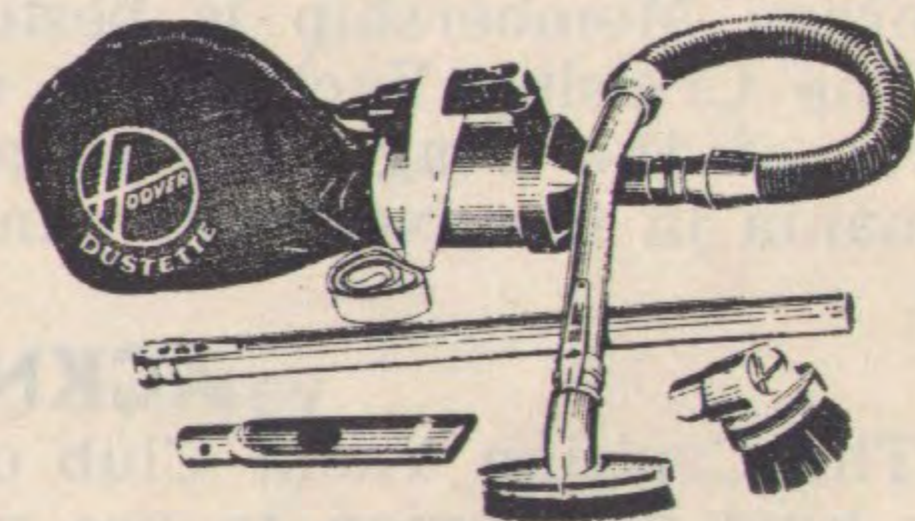
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"Rani's" Great Victory—1945



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 Montagu Island, Illingworth finished a day ahead of his nearest rival. Sometimes his crew was bailing half the night, with water bunk-high in the cabin, but, though men dropped from exhaustion, Illingworth sailed "Rani" hard, day and night.

Illingworth sailed the shortest course, and made meticulous preparations, obtaining local information on all stages from fishermen, pilots and sea captains.

"Rani's" log was made up every half hour and the Dead Reckoning position plotted every watch, so any change of wind or conditions enabled the skipper to decide without delay on the proper course of action.

While other yachts sheltered near Eden, "Rani" sailed on.

Although small for an ocean-going yacht (she was only 34 ft. 9 ins. overall), "Rani" carried on through every blow, while rivals hove to, or lay to a sea anchor. By Gabo Island, she had a five-hour lead on the larger "Winston Churchill."

On board "Rani" they used the naval system of four-hourly watches, alternating with evening dog watches. The innovation proved its worth, enabling proper rest every four hours for all seven crew members, and avoiding deceleration of speed due to crew fatigue.

A strong S.S.W. gale hit the nine yachts two days out of Sydney, scattering them far and wide. Despite poor visibility, an R.A.A.F. Liberator located all yachts except "Horizon" and "Rani." "Horizon" was eventually reported 50 miles off the Tasmanian coast, but "Rani" was not traced until the fifth day, when she was becalmed off Tasman Island, at the entrance to Storm Bay. She crossed the line first, taking 6 days 14 hours. Eight of the nine yachts completed the course.

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. Colkuhoun, 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	139-23
7	"Mistral"	R. F. Evans	205-48	.6859	141-09
6	"Saltair"	R. M. Walker	204-55	.9039	185-13
8	"Wayfarer"	P. M. Luke	270-21	.6916	187-43
9	"Archina"	P. Goldstein	Retired		



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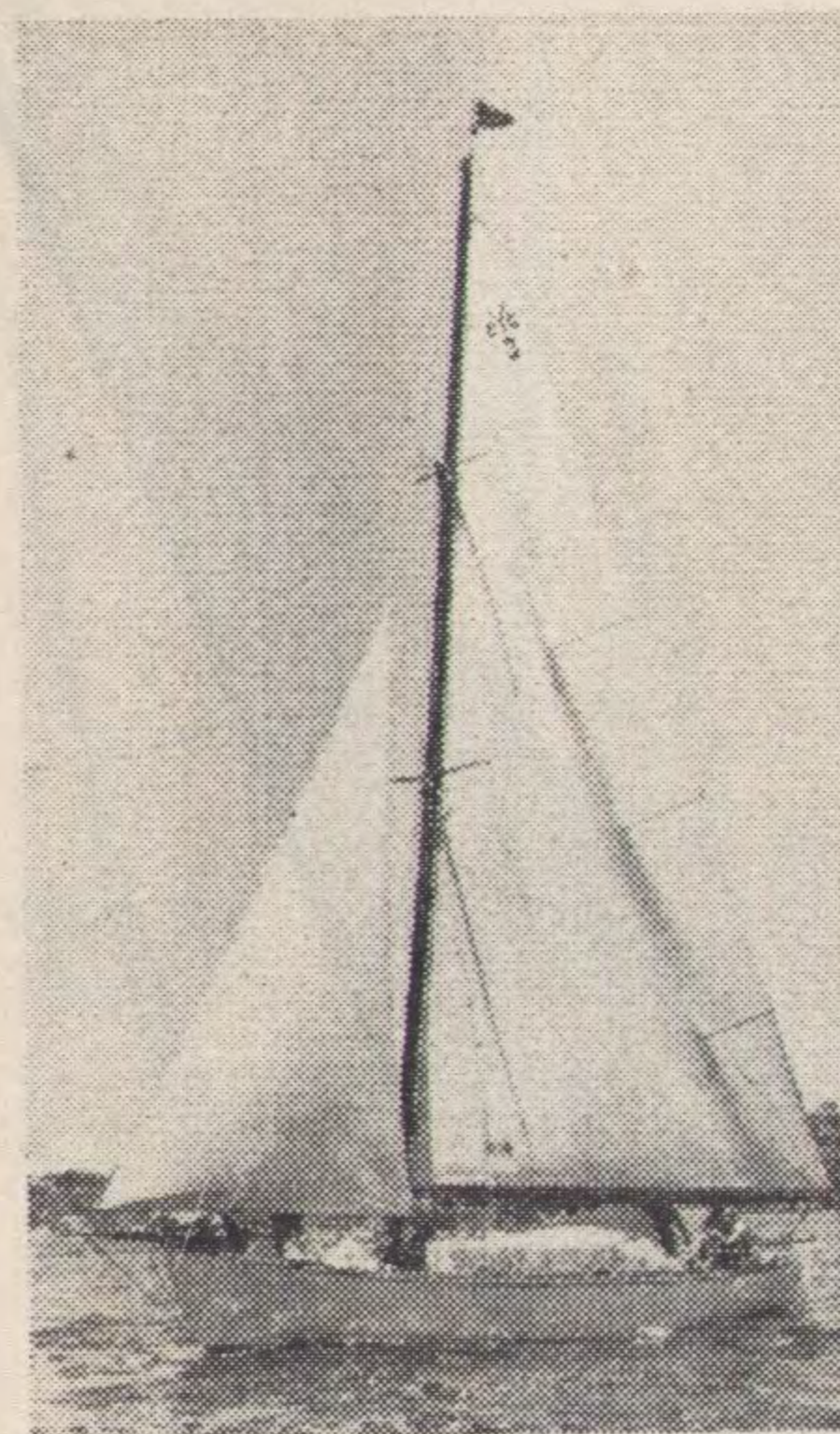
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"Christina's" Success in 1946

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.

With the fleet strung out from Wollongong to Bateman's Bay, the wind came in fresh from E.N.E. A searching Liberator located only four craft—"Saga," "Ilex," "Sirius," "Fegmhr."

That evening a fresh to squally nor'easter helped the leaders along; "Merlan" closed with "Mistral" and engaged her in a six-hour luffing match, which ended at night, when "Mistral's" crew temporarily switched off navigation lights and altered course in the dark.

On 28th December, most of the race area was fog bound.

By next noon, most yachts were experiencing the worst of the gale, with seas estimated by some skippers at 25 ft. "Fegmhr" sprang a bad leak and retired; "Connellia" withdrew from the race and ran for shelter in Twofold Bay, while "Kalua" sheltered at Gabo Island. Leading yachts reached the lee of the Tasmanian coast by nightfall.

After the gale, "Mistral" was becalmed for 14 hours off St. Helen's Point. "Winston Churchill" was then 10 miles, "Matthew Flinders" 25, and "Southern Maid" 50 miles astern of "Mistral."

On 31st December, "Morna" was sighted at the head of Storm Bay, with "Mistral" 15 miles astern.

Claude Plowman's "Morna," sailing in very light weather, crossed the finish line at 2 p.m. that day, winning the coveted Illingworth Trophy and setting a record for the course of 5 days 2 hrs. 53 mins. "Christina," the eventual winner, was then 26 miles N.N.E. of Schouten Island. "Winston Churchill" was in Falmouth Harbour, partially dismantled by an unlucky gust which parted her backstay runner.

On 1st January, 1947, "Mistral" crossed the line in second place. "Christina" was then becalmed off Tasman Island, but the next day picked up the breeze and finished at 5.51 a.m., winning on handicap.

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), "Connellia" (B. R. O'Brien), "Winston Churchill" (P. Coverdale), "Merlan" (W. L. Curtis), "Unis J." (B. W. Davies), "Kalua" (D. McAllister), and "Fegmhr" (F. A. Harris).

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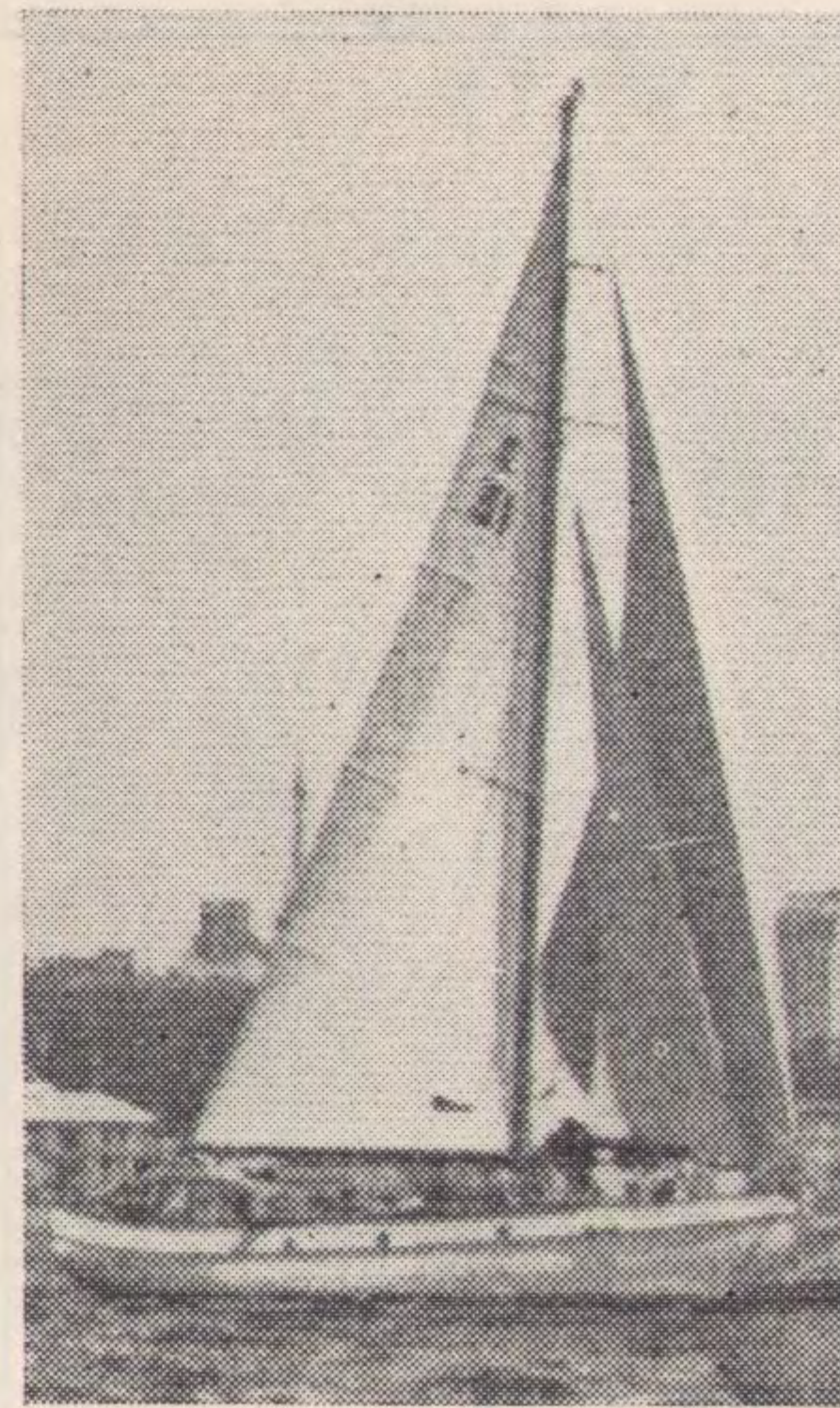
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Honours for Tasmania —1947



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.

That year the C.Y.C. split contestants into two divisions, with prizes for the first three in each section, and the George Adams Cup for the overall winner. Dividing line was set at 32 rating, and the first eight places on handicap were filled by small-division craft.

Overcrowding at the windward end of the start line led to a collision between "Christina," "Morna," "Defiance" and the starter's launch; "Christina's" backstay was damaged, and her top starboard spreader broken. Later, "Christina" and "Defiance" were disqualified.

"Defiance" was the first to reach Gabo, with "Morna" 12 miles behind. The wind swung to N.N.E. and freshened to a 40-knot gale. Muir in "Westward" made his winning stroke on clearing Gabo, when he set a more westerly course than the other yachts, to gain a beam wind across the Strait. While others were slugging it out in a confused sea, "Westward" logged her best day's run of 168 nautical miles.

"Morna," under reduced canvas, came home first in 5 days three hours, three minutes and 54 secs., only ten minutes slower than her 1947 record.

The New Year was 19 mins. 4 secs. old when "Westward" came in—second boat home and an easy winner on handicap.

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	2	27.37	5-13-19-4	.7232	4-0-24-56
(Winner, Division 2.)						
2	"Moonbi" H. S. Evans	2	23.82	5-22-46-2	.6807	4-1-10-54
(Second, Division 2.)						
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	"Gynea" G. L. Carter	2	23.37	6-13-53-51	.6785	4-11-8-0
9	"Morna" C. Plowman	1	49.55	5-3-3-54	.8986	4-14-35-10
(Winner, Division 1.)						
10	"Winston Churchill" P. G. Coverdale	1	33.54	5-22-2-55	.7991	4-14-40-12
(Second, Division 1.)						
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. Despite all this, some of the contestants made easier passages than in the previous races. With four boats built specially for the contest, and with better trained crews, the prizes were more hotly contested than ever before.

Once again the Hobart cutter, "Westward," sailed this time by owner, George Gibson, won the main trophy, breaking her previous time by 23 hours 1 min. 32 secs., and beating the second placegetter, South Australian cutter, "Seevogel," by a little more than 3 hours on corrected time.

Big Sydney cutter, "Morna," skippered by her recently-knighted owner, Sir Claude Plowman, broke all known sailing records to cross the line first, 4 days 5 hours 1 minute 21 seconds out from Sydney; this record was to stand until Xmas, 1951.

First thrills came less than two hours after the start, when a freshening nor'easter split "Morna's" long spinnaker and snapped eight-metre "Sandra's" spinnaker pole.

All contestants made Eddystone Light in record time, and the leaders found themselves racing neck and neck from there on. "Mistral V" was doing well when a bad leak forced her crew to abandon the race.

From Eddystone to Tasman Light was a heavy thrash into head winds and rising seas. The larger vessels benefited greatly from their size. "Morna" forged ahead to take the final lead and rounded Tasman Island before noon with her spinnaker set for the home run, finishing one minute after 4 p.m. and breaking her previous record by 21 hours 52 minutes 12 seconds.

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. Callahan	1	192-10-15	.8327	160-1-14

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



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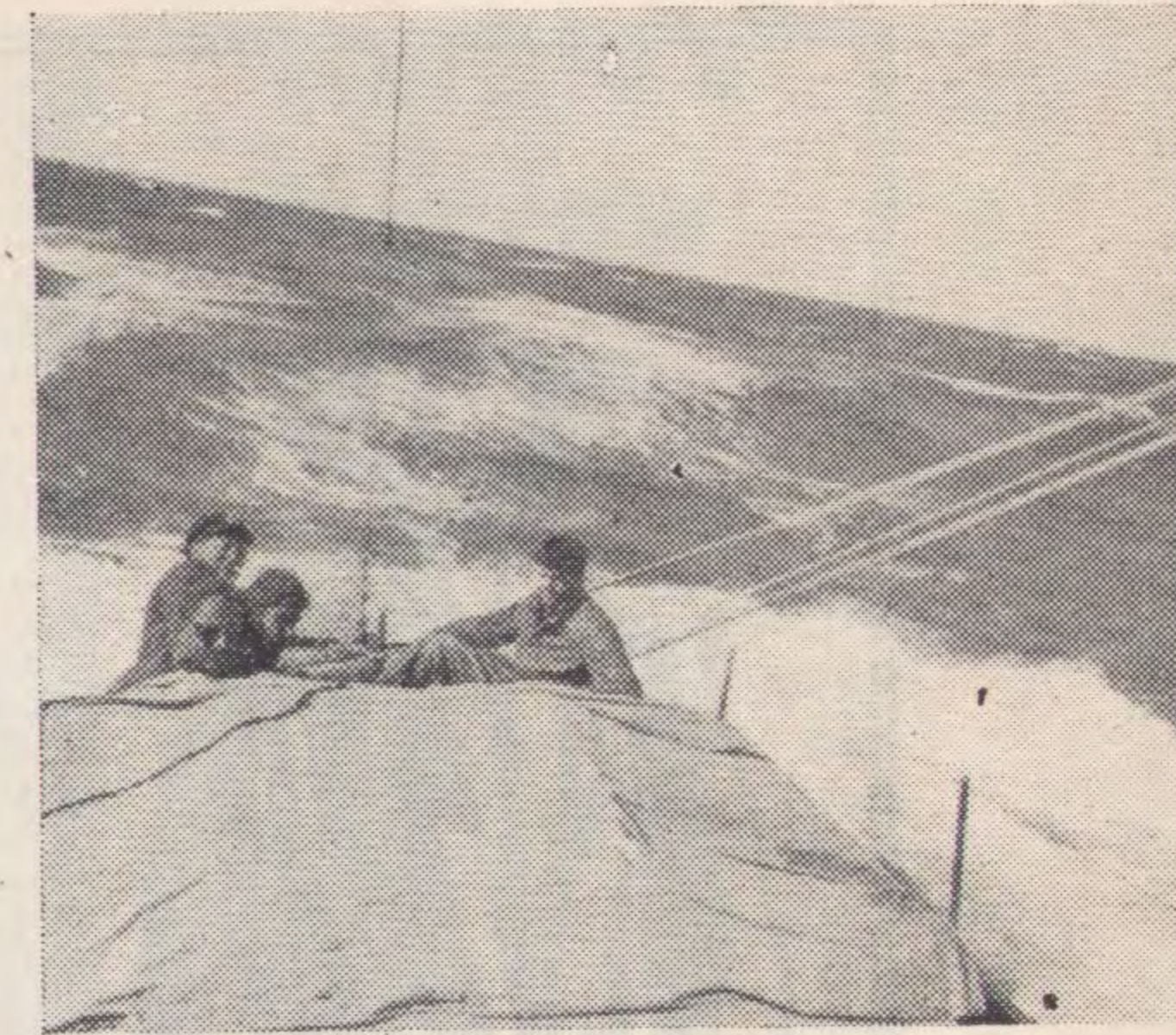
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"Trade Winds" —1949

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.

The fleet of 15 entries was slimmer than usual, the absence of the 65-ft. cutter "Morna," first home in the previous three races, giving rise to tremendous rivalry between skippers of the small yachts, who in previous years had little hope of being first to hear the finish gun.



"Trade Winds" running hard.

All competitors enjoyed glorious moonlight across the Strait, "Trade winds" sneaking into the lead. "Waltzing Matilda" was second and Margaret Rintoul" third, but at the height of a big blow the latter's crew were forced to throw out a sea anchor.

The three leading yachts then engaged in a ding-dong battle which lasted 48 hours; the lead kept passing from one craft to another until they reached the estuary of the Derwent. Finally, "Waltzing Matilda" got away from the rest to burst across the line, on New Year's Eve, illuminated by the glare of car headlights.

But victory on handicap went to "Trade Winds," a 43-ft. steel cutter designed and owned by skipper Mervyn Davey, then Commodore of the Cruising Yacht Club of Australia. "Trade Winds" was unique in that Davey planned his accommodation, and then drew the hull lines around it. All-steel construction made her as dry as a bone, and she proved she could take any sort of weather. Davey shipped a hand-picked crew and the craft never wanted for hard driving.

Runner-up was the 46-ft. cutter, "Waltzing Matilda," another brain child of Tasmania's Jock Muir; carrying "Westward's" old crew, she was expertly handled. John Halliday's "Ellida," a 33-ft. raised deck cutter, sailed well to take third place. She was crewed by lads with an average age of 19.

OFFICIAL PLACINGS

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

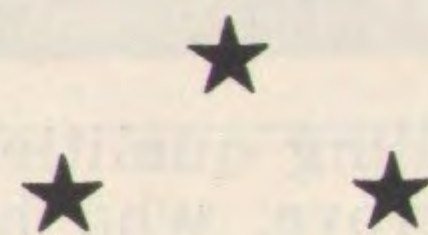
Pl.	Yacht	Owner	Rating	El. Time	T.C.F.	Cr. Time
1	"Trade Winds"	M. E. Davey	27.96	5-11-15-34	.7288	3-23-39-43
2	"Waltzing Matilda"	P. R. Davenport	28.86	5-10-33-10	.7406	4-0-41-15
3	"Ellida"	J. Halliday	21.18	6-5-26-10	.6603	4-2-40-22
4	"Margaret Rintoul"	A. Edwards	31.96	5-10-35-1	.7652	4-3-55-21
5	"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	"Nocturne"	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."

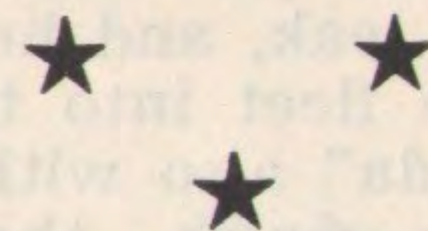
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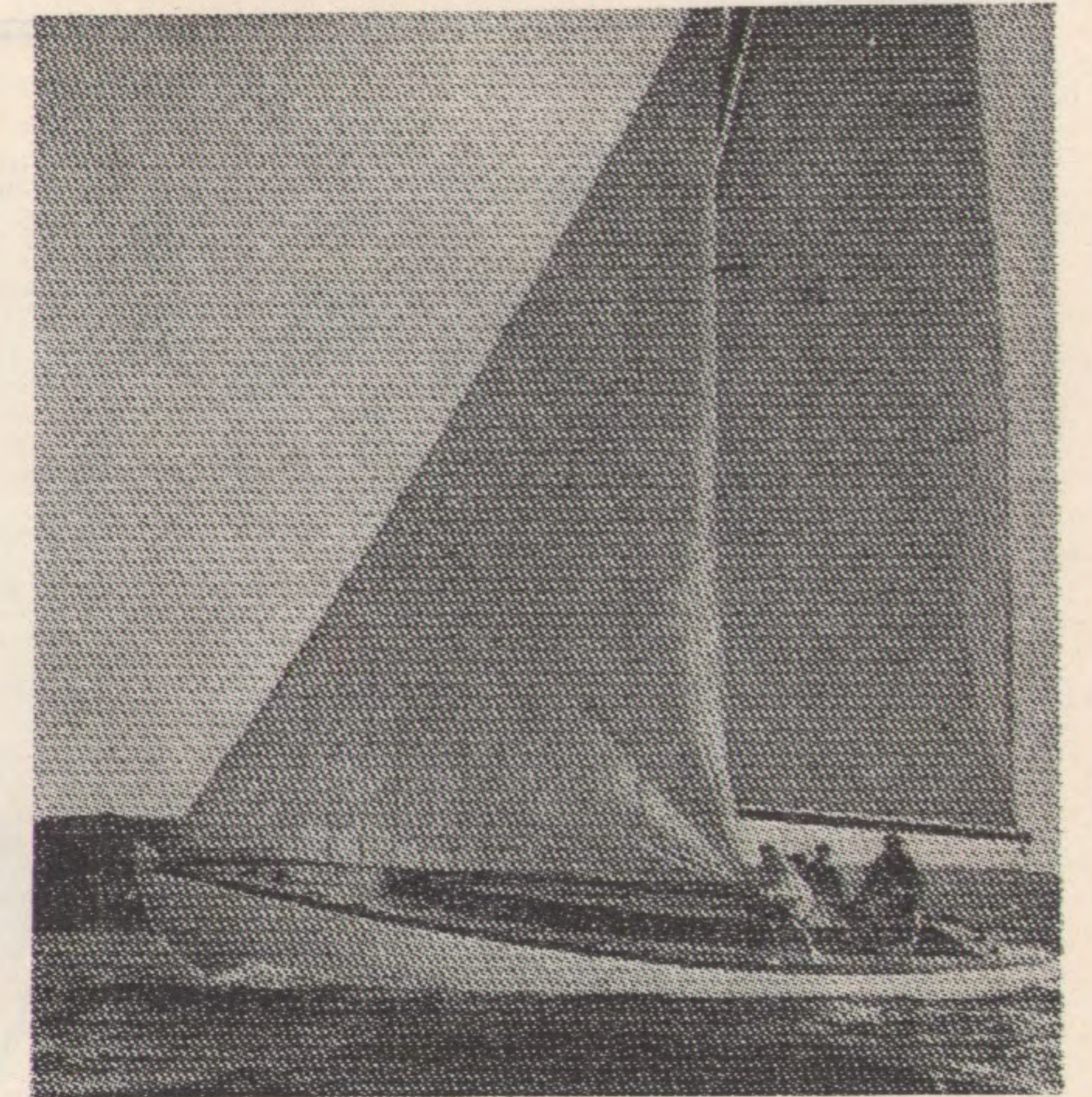


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Records Go in 1951

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 the boats sailed over the finish line within an hour of each other. First home was "Margaret Rintoul," and had she carried her spinnaker as often as weather conditions permitted, she might have easily clipped more hours off the record passage. As it was, she clocked 4 days 2 hours 29 minutes 1 second—clipping 3 hours 32 minutes 20 seconds off "Morna's" record.



The 35-ft. Sydney sloop/cutter, "Struen Marie," owned and skippered by Tom Williams, was superbly handled throughout the race, to win the George Adams (Tattersall) Cup on corrected time, with an hour to spare from the runner-up. This was the 33-ft. sloop "Lahara," skippered by owner, Des Ashton, and flying the flag of Port Moresby Aquatic Club. Third place went to 41½-ft. cutter, "Lass O' Luss," skippered by owner, John Colquhoun.

"Struen Marie," built specially for the Hobart race in 1951, to the Robert Clark design, did remarkably well to snatch Australia's coveted yachting trophy in her first season. Actually, this race was won and lost on the Derwent. "Lahara" was there in winning position, but became becalmed and fell back to second place.

Yachts were escorted for the first time by a radio mother ship, the 57-ft. ketch, "Kurrewa III," a veteran of Trans-Tasman and Honolulu races as well as the Hobart race. "Kurrewa" provided the most dramatic episode of the whole race when her co-skipper, Frank Livingston, contracted blood poisoning in the middle of Bass Strait. After an unsuccessful attempt to drop drugs to her from a flying boat, Livingston was put ashore at St. Helen's and rushed by ambulance plane to Melbourne for treatment.

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



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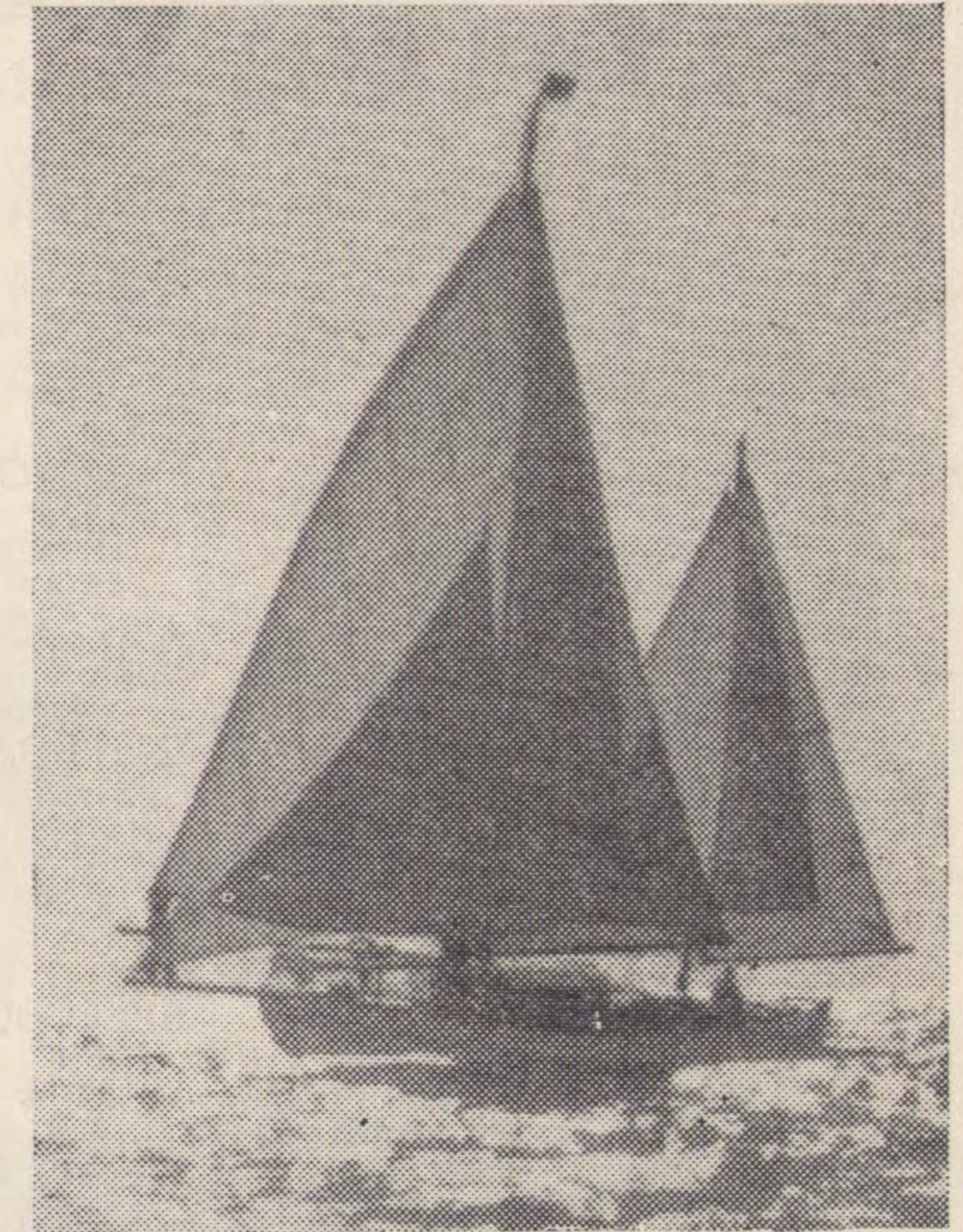
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1952's

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, nerveracking 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.



In pleasant sailing conditions, seventeen yachts crossed the line and worked their way out the Heads, led by "Ruthean," "Pavana" and "Landfall." The nor'easter did not live up to its earlier promise and faded out, leaving the yachts becalmed off Bulli and best by thunder storms. Strong southerlies came in early the following day, but dropped again.

So it went on, with the wind shifting from north-east to south-east and all the time very light. "Lauriana" was Radio Relay Ship and was keeping close contact with the yachts and reporting their slow progress. Off the north coast of Tasmania, "Nocturne" led the fleet ahead of "Nirvana" and "Wraith of Odin," but "Ingrid" was close behind.

On rounding Tasman Island, "Landfall" was leading from "Nocturne" and "Ruthean." However, sailing wider than the others, "Nocturne" took the lead and still plagued by the light, fickle airs they had experienced throughout the race retained it to cross the line first, 6 days 2 hours 34 minutes and 47 seconds out of Sydney. Then followed "Landfall," "Ruthean" and "White Cloud."

"Ingrid" and "Moonbi" had been in close company and both looked capable of beating "Nocturne" for the handicap prize. Only half a mile from the finish, "Ingrid" had overhauled "Moonbi" and beat her by three minutes over the line. Placings were: First, "Ingrid"; second, "Moonbi"; and third, "Nocturne."

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	5-18-31-57

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"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.

A mishap at the start, involving "Wild Wave," "Josephine," "Kurrewa III," "Horizon" and "Nimbus," caused considerable consternation, but no serious damage was done and the fleet got on its way, "Josephine" leading from "Wraith of Odin" and "Ruthean" at the Heads. For the next 24 hours, all yachts made excellent time in the medium north-easterly breeze.

Shortly after mid-day on the second day, a vicious southerly gale hit the fleet with very little warning. The leaders, "Wild Wave," "Ruthean" and "Nell Gwyn," were the first to experience it. Shortened down to storm canvas, the fleet battled south between Montague Island and Eden. The wind held till soon after midnight when it began to ease, allowing more sail to be carried. The wind lightened off more as the day wore on till later it went to the north-east, backing to north-west then veering again. Crews were kept busy gybing all night long.

Well down the Tasmanian coast, "Wild Wave" was leading with "Solveig" and "Kurrewa III" about 90 miles to seaward of her. However, only twenty miles behind was "Ripple," one of the babies of the fleet, in fourth position. These placings remained unchanged till Tasman Island was rounded, when the light weather flyer, "Josephine," passed first of all "Ripple" and then "Kurrewa III," but could not get to the leaders, "Wild Wave" and "Solveig." Before "Ripple" crossed the line she was passed by "Ruthean" and "Horizon," but had enough time up her sleeve to beat "Solveig" on handicap by 1 hour 27 minutes and 25 seconds.

"Wild Wave," first to finish, was disqualified for a breach of the rules at the start and "Solveig" was declared first home.

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	"Kurrewa 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	.7306	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.).



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"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.



"Solveig," competing in her fifth Hobart race, with a first home, second, fifth, sixth and eighth placings to her credit, won on handicap and came very close to carrying off the double—first home and first on handicap—a feat that has eluded competitors since John Illingworth showed them how in 1945-6 in the inaugural race. In fact, "Solveig" led by 8½ miles at Tasman Island, only 38 miles from the finishing line. However, light fickle airs in Storm Bay and the Derwent River saw her fourth to finish behind "Kurrewa IV," "Kintail" and "Carol J."

"Solveig" had revelled in the hard-going down wind and lumping full gear through squalls had indulged in sustained planing bursts which enabled her to outrun her larger rivals across Bass Strait. Seventh yacht to finish was "Gypsy Queen" which might well have ousted "Solveig" from first place had it not been for a jury-rigged tiller for the last 200 miles. However, second place was within her grasp, but owing to difficulty in manoeuvring, she fouled the finishing mark and was disqualified. An appeal to England was upheld, so "Gypsy Queen" retained second place and "Carol J" third, while "Kurrewa IV" took line honours for her new owners, and J. Livingston, just as she had done for her previous owner, the late Sir Claude Plowman, on three previous occasions under her original name, "Morna."

OFFICIAL PLACINGS

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

Pl.	Yacht	Fin. Time	El. Time	Cr. Time
1	"Solveig"	6-38-56	5-7-38-56	3-17-58-1
2	"Gypsy 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"	6-38-48	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

Retired: "Landfall" and "Bissy Girl."

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 positions 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.



Considerable interest was centred on the "battle of the giants"—"Kurrewa IV" (ex-"Morna") had taken the line honours in all of her four previous starts; "Even," her Harbour racing rival, competing in her first Hobart event; and the new, but formidable, "Solo," praying all the time for a good thrash to windward. However, the only hard breeze that eventuated was a northerly blow on the fourth day out in which the yachts closer in shore fared better than those that were wide of the land. Off Maria Island, "Even" had a slight lead over "Kurrewa IV" and hot on their heels was "Nell Gwyn," a Tasmanian yacht that in previous races had not impressed, but here she was close to home and right up with the leaders.

"Kurrewa IV" and "Even" had a battle royal up the Derwent, with Jock Muir on "Even" trying every trick he knew to gain line honours. At first light in drifting conditions, "Even" crossed first, followed 20 minutes later by "Kurrewa IV." "Nell Gwyn" finished 3 hours and 44 minutes later with a big lead on corrected time. "Solo" was next to finish, followed by "Cooroyba," "Moonbi" and "Janzoon." These three latter yachts all beat "Nell Gwyn" on corrected time, with "Moonbi" winning from "Cooroyba" and "Janzoon." A fine record for "Moonbi," in four starts to Hobart—a first, two seconds and a third.

In spite of the light weather, this was a fast race, particularly for the smaller yachts, as 14 of them were all tied up in Constitution Dock before the New Year arrived.

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	"Janzoon"	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. Burridge	.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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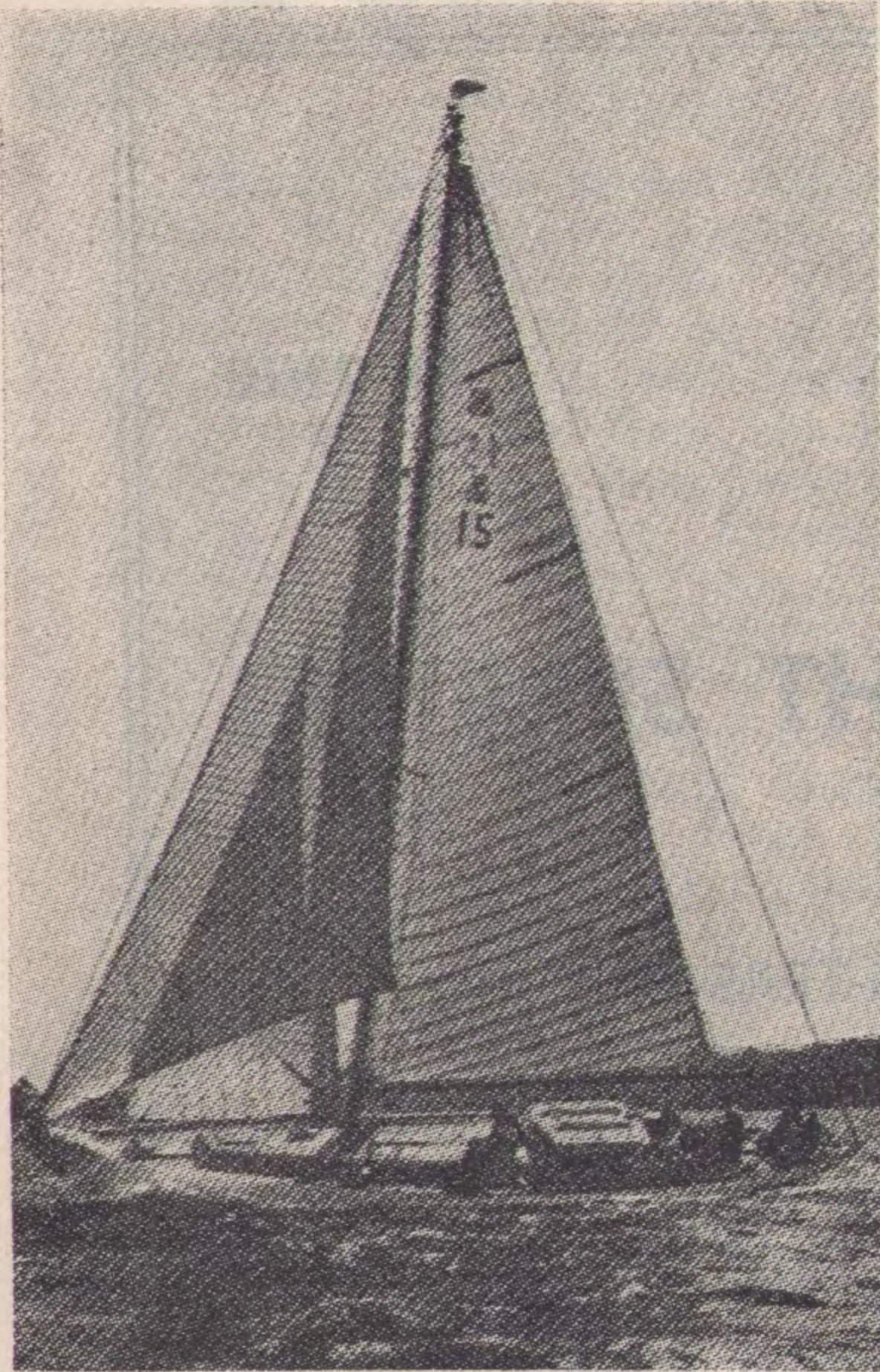
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Throughout the race there was no lack of wind and the very capable "Solo" came to the fore and after a close tussle with "Kurrewa IV" up the Derwent, finished second by a narrow margin to gain handicap honours from "Anitra" and "Carol J."

The first day's Nor'Easter gave little indication of the weather to come for Hobart was three distinct southerlies away. The first came that night and saw both "Wraith of Odin's" masts go over the side. Throughout the second day "Kurrewa IV" led from "Solo" with "Anitra" close astern, followed by "Janzone," "Carol J" and "Catriona." A light Nor'easter took the fleet in pleasant sailing conditions well into Bass Strait but it did not last and gale force south-west winds battered the fleet. The leaders fared much better at this stage as "Solo," leading from "Kurrewa IV" neared the Tasmanian coast and in its lee experienced easier conditions. "Carol J" was near "Anitra" and "Winston Churchill" had moved up to fifth position. The smaller yachts really got the full force of it and struggled on with headwinds over 50 m.p.h. for 40 hours.

Then after a period of bright sunshine and relatively little wind the breeze started to make again and in this rising breeze the leaders, "Kurrewa IV" and "Solo" sailed up the Derwent carrying full gear, neither yacht prepared to risk loss of time sail changing that the weather was making increasingly imminent. The remainder of the fleet scattered from Cape Raoul to Freycinet Peninsular was getting a dusting in the third southerly that was recorded as reaching 86 m.p.h. Many sought shelter or hove to and few braved the dangerous lee shore between Tasman Is. and Raoul. "Ripple's" crew had a hair-raising ride across Storm Bay in these conditions but was unable to reduce the lead of the Number 2 Division leaders, "Siandra" and "Ingrid." The remainder of the fleet straggled in over a period of five days.

Definitely a big boat's race—all first four places were filled by Division 1 yachts. "Siandra," placed fifth in the Open Event, won Division 2 from "Ingrid" and "Ripple." "Solo's" performance was all the more creditable when it is realised that she is far and away the highest rated yacht to have ever won this event.

SYDNEY-HOBART YACHT RACE, 1956 RESULT SHEET

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

Yacht	FINISH		Elapsed	T.C.F. Div.	Corrected	PLACING	
	Date	Hour				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
"Janzone"	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"	1/1	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	4-11-26-48	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	8-10-18-00	.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."

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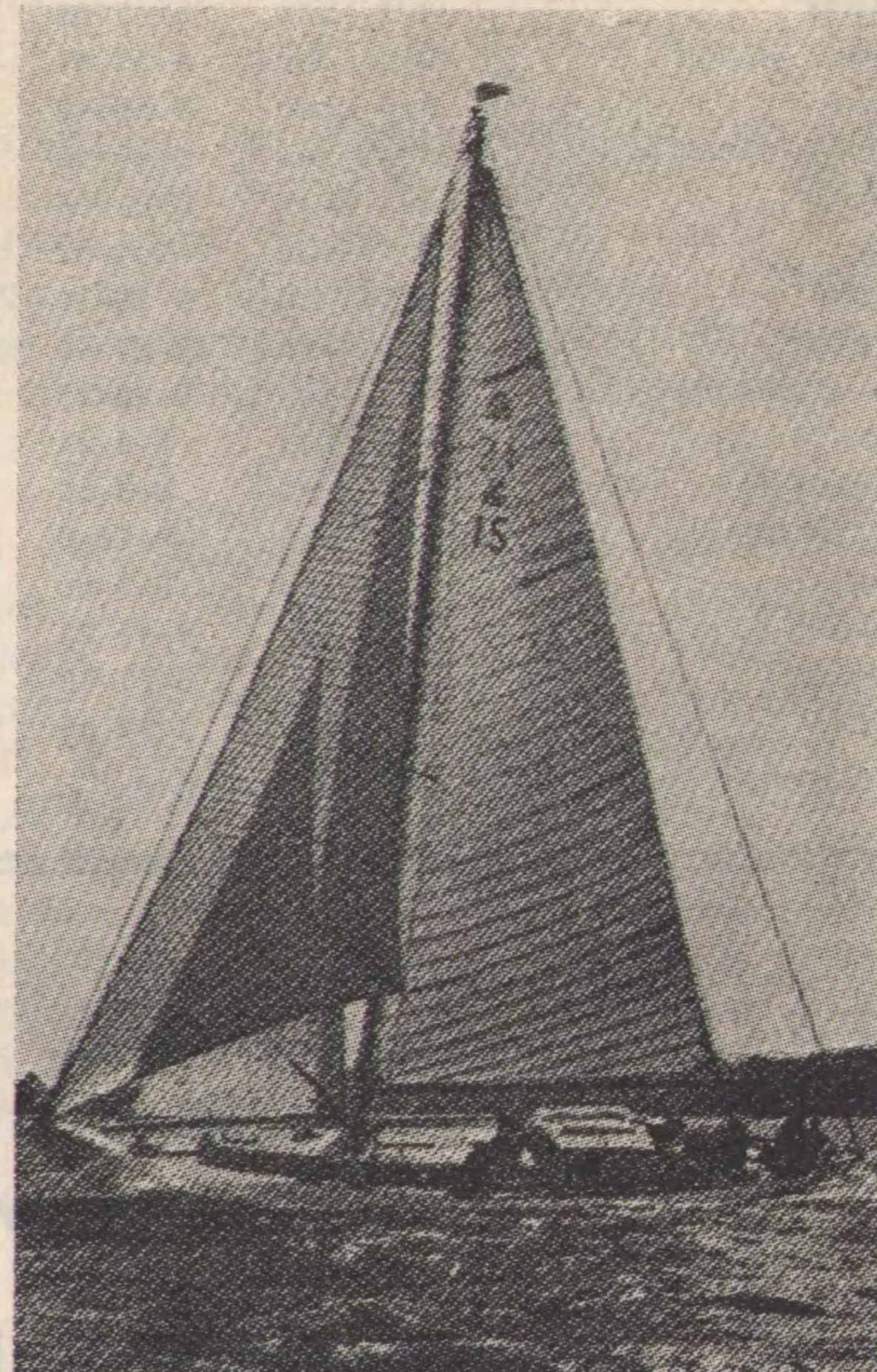
- "SOLO"
- "EVEN"
- "KURREWA IV"
- "CAPRICE"
- "LASS O' LUSS"
- "MOONBI"
- "JANZON"
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The Record Slashed in 1957

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.

The race started in a strong westerly which had the yachts leaving the spectators' craft behind in the run up the Harbour, and well on their way before nightfall. The bigger yachts revelled in the hard breeze with "Kurrewa," "Solo" and "Anitra" opening up a handy lead on the fleet.

First night out saw the first casualty when the much favoured "Caprice" lowered her mast over the side, which was a great disappointment to the owner-skipper, Bill Northam.

The end of the second day out, the leading yachts were in Bass Strait and settling down to a run which proved a thriller, as the northerly increased in strength and soon had all yachts up and planing down the front of the waves. "Anitra," hard driven, was up with the leaders and well ahead on handicap.

The northerly took the leading yacht almost to Tasman Light when it switched to the south, leaving them a short beat to the Light and a run to the finish.

The smaller yachts were left well up the coast facing a long beat to windward with very little chance of saving their time on the leading boats.

The order across the finish was: "Kurrewa," "Solo," "Anitra" and "Catriona," with "Anitra" and "Solo" reversing their places on handicap of the year before.

Congratulations must go to "Anitra" and "Solo" on their performances. "Anitra" crowned a very successful season of ocean racing by not only making the race out on corrected time but by finishing third across the line, beating a number of larger and theoretically faster yachts, boat for boat.

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	.7264	6-01-40 a.m.	4-19-1-40	3-11-33-22	5
"Kismet"	K. Gourlay	.6683	7-21-25 p.m.	5-8-21-25	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. Flower	.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
"Janzon"	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 Churchill"	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	5-15-6-41	18

* "Kurrewa IV" First Home—Course Record.

Retired: "Trade Winds" and "Caprice."

Distance: 680 miles.



Radio Contacts with Yachts

The Radio Relay Vessel will be in contact with all the competing yachts throughout the race and the information so received will be relayed ashore to the A.B.C. If you wish to follow the race, the broadcasting of summaries to all States will be made at the following times:—

	10.55-11.30 a.m.	
Friday, 26th December	5.15-5.20 p.m. approx.	Sporting Panel.
	10.55-11.00 p.m.	2FC—to all States.
Saturday, 27th December	11.00-11.05 a.m.	
	6.25-6.30 p.m.	
	10.55-11.00 p.m.	
Sunday, 28th December	11.00-11.05 a.m.	Sporting Panel.
	5.15-5.20 p.m.	
	11.00-11.05 p.m.	
Monday, 29th December	11.00-11.05 a.m.	
	5.53-5.58 p.m.	
	10.55-11.00 p.m.	
Tuesday, 30th December	11.00-11.05 a.m.	7ZL—to all States.
	6.25-6.30 p.m.	
	10.55-11.00 p.m.	
Wednesday, 31st December	11.00-11.05 a.m.	7ZL—to all States.
	6.30-6.35 p.m.	
	10.53-10.58 p.m.	

Special weather reports for the yachts will be broadcast at the following times:—

FROM SYDNEY—2FC and VLI			
Friday, 26th December	8.00 a.m.	6.02 p.m.	11.20 p.m.
Saturday, 27th December	8.00 a.m.	6.02 p.m.	11.20 p.m.
Sunday, 28th December	8.00 a.m.	6.02 p.m.	11.20 p.m.
Monday, 29th December	8.05 a.m.	5.48 p.m.	11.20 p.m.
Tuesday, 30th December	8.00 a.m.	6.02 p.m.	11.20 p.m.
Wednesday, 31st December	8.00 a.m.	5.58 p.m.	10.58 p.m.
FROM HOBART—7ZL, 7NT, 7QN			
Sunday, 28th December	8.07 a.m.	6.02 p.m.	11.20 p.m.
Monday, 29th December	8.05 a.m.	5.58 p.m.	11.20 p.m.
Tuesday, 30th December	8.07 a.m.	6.02 p.m.	11.20 p.m.
Wednesday, 31st December	8.07 a.m.	5.58 p.m.	10.58 p.m.



1958 Sydney-Hobart Yacht Race Competitors

At the time of printing there were some twenty-four 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.—Montagu 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, 1958.
- B.S.—Bass Straits Race.

"ANITRA"—Sail No. 77

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

The names of T. & M. Halvorsen have been associated with the Sydney-Hobart Race since its inception and this is the fourth yacht which they have designed and built for this event. The others being "Saga," "Peer Gynt" and "Solveig," the latter having gained Line Honours once and Handicap prize once. "Anitra" was completed just in time for the 1956 Hobart Race and came within 11 minutes of winning it. Since then she has had numerous wins in shorter C.Y.C. events and sailed into second place in the 1957 Montagu Island Race. After last year's win, the Halvorsen Bros. will most certainly be trying to make it two in a row for "Anitra."



CREW.—Owner and skipper: T. & M. Halvorsen (2 Trans-Pacific, 3 T.T.s, 10 H.R.s, 3 M.I.s). M. Halvorsen (2 Trans-Pacific, 3 T.T.s, 9 H.R.s, 2 M.I.s); T. Gowland (1 Trans-Pacific, 6 H.R.s, 5 M.I.s); S. McRae (2 M.I.s, 1 H.R.); P. Pilcher (1 H.R.); T. Hammond.

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Gala Opening

BOXING DAY

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THE UGLY SISTERS • BARON HARDUP • FAIRY PRINCESS
FAIRY GODMOTHER • DEMON KING • PRINCE DANDINI
And all the WONDERFUL PANTOMIME FAVORITES

See... SANTA CLAUS IN SNOWLAND...
ICELAND'S TOY SHOP • THE VILLAGE OF ICE
BALLROOM OF ICE • FAIRY'S GLEN OF SNOW
... CINDERELLA'S KITCHEN ON ICE...

A CAST OF 100-50 SKATING STARS
20 PANTOMIME STARS • THE SNOW BALLET
AUSTRALIA'S MOST TALENTED CHILDREN
ALL ON ICE! ... IT'S THRILLING ON ICE!
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"FORTUNA"—Sail No. 2

L.O.A., 37 ft.; L.W.L., 32 ft.; Beam, 11 ft. 2 ins; Draft, 5 ft. 11 ins.

This yacht was built by Dr., now Sir, Ralph Whishaw at his home in Sandy Bay Road, Hobart, under the supervision of Mr. Percy Coverdale, and launched in 1946. The design was from a half model of Percy Coverdale's "Chloe." "Fortuna" has participated in five Hobart Races, the first in 1947, under the ownership of Dr. Whishaw, subsequently in 1949, 1950, 1951 and 1952 while owned by Mr. W. L. Fesq from whom Mr. J. B. Griffen purchased her last April. Her best placings to date were fourth in 1950 and 1951.

CREW.—Owner and skipper: J. B. Griffen (extensive racing and offshore experience). Navigator: R. H. Nossiter (extensive racing and cruising experience; navigator of yacht "Sirius" on her round world cruise prior to the war). G. Riddell (1 H.R., 4 M.I.s); J. Love (3 H.R.s, 4 M.I.s); R. Griffen (16-year-old son of owner, races Moth Class); S. Begg (aged 17, races Moth Class).



"CAPRICE"—Sail No. 3

L.O.A., 45 ft.; L.W.L., 30 ft.; Beam, 10 ft.;
Draft, 6 ft. 5 ins.

Bill Northam, who rocketed to prominence in Australian yachting when he took his crack eight-metre "Saskia" to Melbourne and brought the Sayonaro Cup back to New South Wales early in 1955 for the first time in years. Having successfully defended the Cup he turned his eyes to ocean racing and the Hobart Race in particular. With this in mind he bought the Tasmanian yacht "Caprice," which had been built to a Robert Clark design in 1951. Her record in seven season's racing at Huon was most impressive and there was little to pick between her and the eight-metre "Erica J." In three Bruni Is. Races she gained two firsts and a second under similar handicapping to that under

which the Sydney-Hobart Race is sailed. After starting in the 1957 Race, when she carried away her mast off Wollongong, she has been prepared for this year's event by racing consistently in off-shore events during the last season. Recent performances in Sydney Harbour 1st Division racing showed that she is reaching her peak.

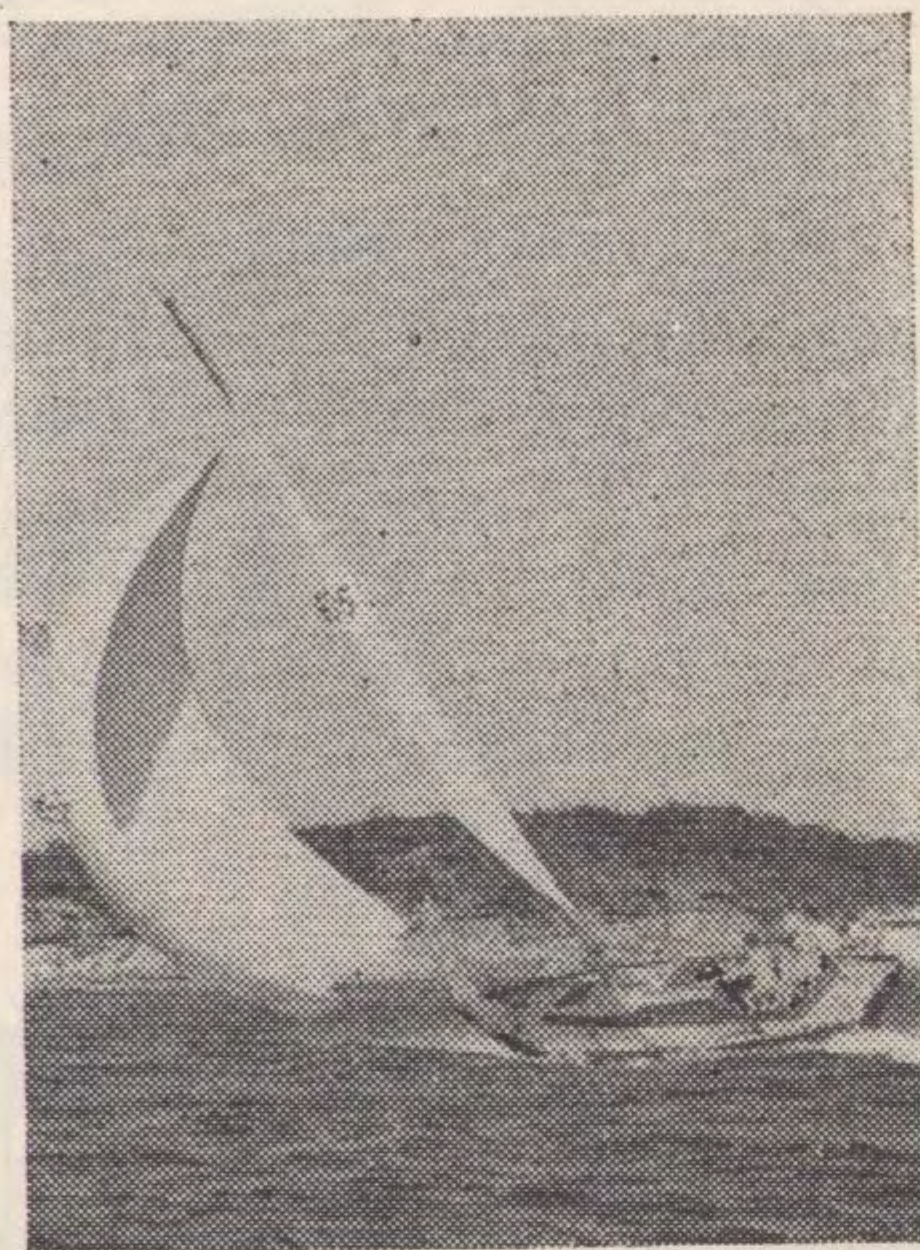
CREW.—Owner and skipper: W. H. Northam (Harbour and offshore experience). R. du Chateau (6 H.R.s, 8 M.I.s and coastal races); W. Vout (4 H.R.s and coastal races); I. MacKellar (Harbour racing experience); M. Earl (3 H.R.s, 3 M.I.s and Harbour racing); D. Burrige (7 H.R.s, ocean racing out of Hobart); R. Williams (Harbour racing experience); Lt.-Commander S. (Beau) Bolton, navigator (considerable ocean experience).

"SAMUEL PEPYS"—Sail No. 605

L.O.A., 31 ft.; L.W.L., 24 ft.; Beam, 7 ft. 6 ins.; Draft, 5 ft. 10 ins.

Here is quite a famous little yacht designed by Laurent Giles as a class for the Royal Naval Sailing Association—R.N.S.A.24. She was built in 1949 in England and has had a very full life as a Club Yacht ever since, having competed in two Bermuda races (1950 and 1952), gaining a third in her class in the latter, two Trans-Atlantic Races (1950 and 1952), gaining a second and a first placing, respectively, and notable amongst her racing successes prior to being shipped to Sydney aboard the aircraft carrier, "Melbourne," in 1956, was her win in 1950 in the race from Plymouth to Santander in Spain. Since arriving in Sydney she has been cared for by the Australian Branch of the R.N.S.A. and has raced consistently both on the Harbour and outside. She competed in the last two Sydney-Hobart Races and performed very creditably for so small a yacht in the heavy going that was experienced.

CREW.—Skipper: Lieut. A. Gray (2 H.R.s, 3 M.I.s). Mate: Lieut. C. H. Spurgeon (1 H.R., 1 Q.S.). Lieut. J. Broughton, R.N.Z.N.R. (2 M.I.s); Lieut. M. Baird, R.A.N.; Mr. G. Bryce (1 M.I.).



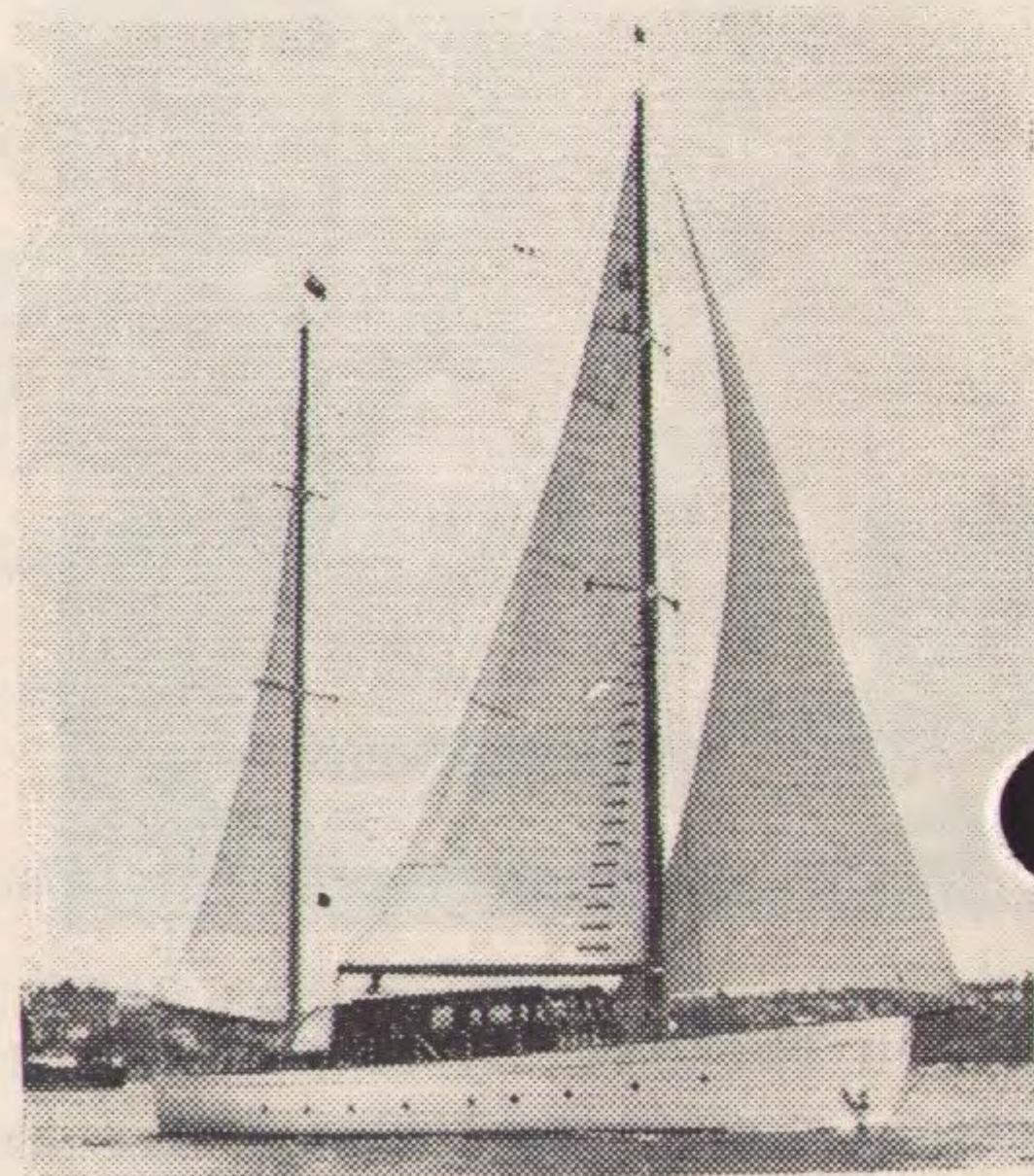
"LAURIANA"—Sail No. CYC30

L.O.A., 62 ft.; Beam, 16 ft.; Draft, 8 ft.

"Lauriana" is not a competitor in the race but is the Radio Relay Vessel and her duties will be to cruise along with the racers using both motor and sail keeping radio contacts with the yachts and correlating this information before sending it ashore to the A.B.C. She carries powerful radio equipment and in the crew are an operator and commentator who keep the news going through. This is the fourth time Jim Samson has taken "Lauriana" to Hobart in this capacity and the organising yacht clubs, together with the families and friends of competitors are most grateful for this service.

"Lauriana" was built in Sydney to a design of A. C. Barber in 1938 and saw quite a bit of war service during which General Macarthur spent some time aboard and she was credited with the first sighting of the Jap. midget submarine in Sydney Harbour. After this she was bought by Vic Meyer, the present owner of "Solo," and restored to virtually original condition which has been more than maintained by the owner now, Jim Samson.

CREW.—Owner-skipper: J. S. Samson. D. Hale, R. Floan, F. Ferris, K. Hannaford, G. Barton, D. Baglin, T. Wheeler, P. Hill, J. Amos (Qantas), radio operator, J. Dibble (A.B.C.), announcer, B. Eisenther, R. Terry.



"SOUTHERN MYTH"—Sail No. SA6

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

Interstate competitors are faced with long passages to arrive at the start, the time away from work consequently greater and crews are away from their homes and families for Christmas. However, Norm Howard, the owner of this lovely sloop from Adelaide, has sailed her around for the last four Hobart Races and is now preparing for his fifth consecutive attempt. Designed by Laurent Giles in England for Mr. Howard, she was built in Adelaide in 1954 and, apart from competing in four Sydney-Hobart Races, she won the Queen's Regatta in 1954 and took Line Honours and second on handicap in the 1955 Neptune Is. Race. Sydney yachtsmen are wondering if that rock is going to yield to the persistence of "Southern Myth's" crew this year!

CREW.—Owner and skipper: N. C. Howard (4 H.R.s, offshore racing, Adelaide and State Representative 12 sq. metre). J. Wigan (4 H.R.s, past State Champion Cadet, Dinghy and Stonehaven Cup rep.); J. Hall (1 H.R., offshore racing and Stonehaven Cup rep.); J. Russell (2 H.R.s and small boat experience); K. Flint (cruising experience); J. Howell; P. Silverwright.

"TARNI"—Sail No. C7

L.O.A., 33 ft.; L.W.L., 24 ft.; Beam, 8 ft.; Draft, 5 ft. 10 ins.

This yacht, from the Apple Island, was designed by Englishman Robert Clark and her sister ship, "Favona," has performed most impressively in England. A large number of yachts have been built from this design; she last competed in the 1956 Sydney-Hobart Race.

"UOMIE"—Sail No. 817

L.O.A., 38 ft. 5 ins.; L.W.L., 32 ft.; Beam, 9 ft. 7 ins.; Draft, 8 ft.

This is the first yacht to have competed in the three major ocean races of the world—the Fastnet, Bermuda, and Sydney-Hobart races. Her owner-skipper, G. P. Pattinson, shipped her to America for the Bermuda Race where she was first to finish in Class C and D, finishing 25th out of 113 starters. "Uomie" has won Class 2 of the R.O.R.C. Championship in 1953, 1954 and 1955. Designed by Arthur Robb, she was built in 1952. Her owner, G. P. Pattinson, also owns the 57 ft. "Jocasta," which he races extensively in England. She arrived in Australia by ship in November and is now being prepared at the Cruising Yacht Club for this year's event. She will be crewed almost completely by the most successful team that races on Russel Slade's "Janzone." Australian yachtsmen generally will be watching with interest the performance of this world-rated yacht.

CREW.—Owner and skipper: G. P. Pattinson (extensive world ocean racing). R. L. Hammond (6 H.R.s, 4 M.I.s), navigator; C. G. Betts (3 H.R.s, 3 M.I.s); J. H. Fitzell (5 H.R.s); W. D. McFee (2 M.I.s); M. Clarke, of New Zealand, has raced on "Jocasta" in England.



"SIANDRA"—Sail No. MH46

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

"Siandra," an Arthur Robb design, built by Ron Swanson, of Sydney, was launched in July, 1956, and first competed in the 1956 Hobart Race to gain first place in second division and fifth in the fleet. Following many wins in offshore events she added to her record by winning the 1957 Montagu Island Race. This boat is used extensively for cruising by the owner, his wife and family and yet is invariably placed in the ocean races she enters. With the experienced crew sailing her she will always have a chance of winning.

CREW.—Owner and skipper: G. Newland (2 H.R.s, 4 M.I.s). R. Swanson (1 H.R., 3 M.I.s); F. Likely (1 H.R., 3 M.I.s); P. O'Donnell (2 M.I.s); G. Makin (2 M.I.s).

"SOUTHERLY"—Sail No. 38

L.O.A., 35 ft.; L.W.L., 24 ft.; Beam, 8 ft.

9 ins.; Draft, 5 ft. 6 ins.

"Southerly" was designed by Charles Peele and built by F. Boyle & Son, of Drummoyne, in 1939 for Mr. E. Spring Brown. She is now owned by Mr. D. Mickleborough. Although a most seaworthy craft she has not raced offshore previously but has performed creditably in the Harbour. With a most experienced crew, her performance will be watched with some interest.



CREW.—Owner: D. Mickleborough. E. C. (Boy) Messenger (numerous Hobart and Montagu Island Races, extensive ocean racing experience); J. Epstein (owner-skipper of 18 footer, "Path Finder"); D. Reid; Dr. A. D. Campbell, who has a long record of ocean racing in Australia, America and England.

"TERRA NOVA"—Sail No. C12

L.O.A., 35 ft.; L.W.L., 29 ft.; Beam, 7 ft. 6 ins.; Draft, 5 ft. 10 ins.

A sister ship to "Nocturne," which gained Line Honours in the 1952 race, this yacht has raced successfully on the Derwent. She also competed in the 1952 race, gaining a ninth place. A light displacement (skimmer) she should do well in moderate conditions.

"CAROL J"—Sail No. 69

L.O.A., 39 ft.; L.W.L., 27 ft. 8 ins.; Beam, 10 ft.; Draft, 5 ft. 8 ins.

The name J. Halliday appears consistently in ocean racing records over the last ten years. In 1949 he skippered "Ellida" to a third in this ocean classic. After purchasing "Carol J," which had an enviable record in offshore racing for her previous owners, he has started in three Hobart races, being placed third twice. In 1955, "Carol J" was first in the Montague Island Race and followed this by being second to "Solo" in 1956 and 1958.

"RESTLESS"—Sail No. Q49

Little is known of this 33 ft. cutter from Queensland except that she is to be skippered by Mr. C. H. Hill-Willis, who was the owner-skipper of "Bintang-Terang," the Malayan yacht which competed last year. "Restless" will be more suited to ocean racing and will give Mr. Hill-Willis a better chance of capturing this event.

"RUTHIAN"—Sail No. M1

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

"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 already competed twice in 1952 and 1953. Due to her size it is difficult to leave her home waters at Lake Macquarie. With the dredging of a channel this year Vic Toll has again accepted the challenge of the Hobart Race and with excellent results on the Lake this season her performance in this crack fleet will be watched with interest, particularly by the Newcastle enthusiasts.

CREW.—Owner-skipper: A. V. Toll (2 H.R.s, 1 M.I.). Captain Fletcher (1 H.R., 1 M.I.); W. Turnbull (2 H.R.s); H. Frementh (6 H.R.s, 1 M.I., 1 N.R.); R. Goodwin (3 H.R.s, 1 N.R.); H. Hedde; E. Morgan (2 H.R.s, 1 M.I.); N. Pratt (1 H.R.); J. Gibson.

"SOLO"—Sail No. CYC15

L.O.A., 57 ft.; L.W.L., 40 ft.; Beam, 13 ft.; Draft, 8 ft.

An outstanding yacht in every respect, "Solo" was built of steel by her owner, Vic Meyer, to a design by popular Sydney Naval Architect, Alan Payne, in 1955. Since launching she has had many successes in local C.Y.C.A. events and has contested three Sydney-Hobart Races, being second home and first on handicap in the 1956 Race and second home and second on handicap in last year's Race. The Montagu Is. course seems to be her favourite though, as in three starts she has taken Line Honours three times and the handicap prize twice in face of some very formidable opposition.

CREW.—V. Meyer (3 H.R.s, 3 M.I.s, 1 B.G.); P. Meyer (1 M.I.); R. Sargent (1 H.R., 2 M.I.s, 1 B.G.); J. Byrne (4 H.R.s, 4 M.I.s); D. Linterne (6 H.R.s, 5 M.I.s, 2 B.G.s); V. Franklin (1 M.I.); A. Scott (1 H.R., 2 M.I.s); B. Rutherford (1 M.I.); T. Ball (7 H.R.s, 10 M.I.s, 2 B.G.s); M. Moor; G. Manley (12 H.R.s, 10 M.I.s).



"FOUR WINDS"—Sail No. RANCSC3

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

This is the smallest yacht to have ever competed in this race. She was built in 1945 to a design by Scrivenor and hailing from Victoria won the Lady Nelson Trophy and Carrade Cup in 1956 and 1957, respectively. In 1956 she competed in both the Queenscliffe to Sydney Race and the Sydney to Hobart Race. She again competed in the Hobart Race last year and was a starter in the Sydney-Noumea Race. Unfortunately, damaged gear caused her retirement from the race to Noumea.

CREW.—Owner and skipper: S. W. Gibson (2 H.R.s, 2 Q.S.s). Lt. Cummings, R.A.N. (1 H.R.); Sub. Lt. Mentz, R.A.N. (offshore events); R. Smith (2 Q.S.s); B. Morgan (Tasmanian offshore events).

"SAILMAKER"—Sail No. R42

L.O.A., 36 ft. 7 ins.; L.W.L., 11 ft. 8 ins.; Draft, 5 ft. 6 ins.

"Sailmaker" was designed by William Garden, Naval Architect, of Seattle, March, 1949, built by Percy Coverdale, of Hobart. The skipper-owner, Albert T. Raisbeck, previously did a cruise in his own 30 ft. "Tahiti" ketch in 1950 with his wife, Heather, around New Zealand and the Pacific Islands for eighteen months.

CREW.—Owner and skipper: A. T. Raisbeck (cruising experience); J. Jarrett (cruising experience); A. Leach, ex-R.A.F., navigator; G. Stone, sailmaker (Queenscliffe-Sydney Race, 1957); W. Neilson (coastal cruising), D. Munroe and J. Calsell (no previous racing experience).

"LARNTARNI"—Sail No. R7

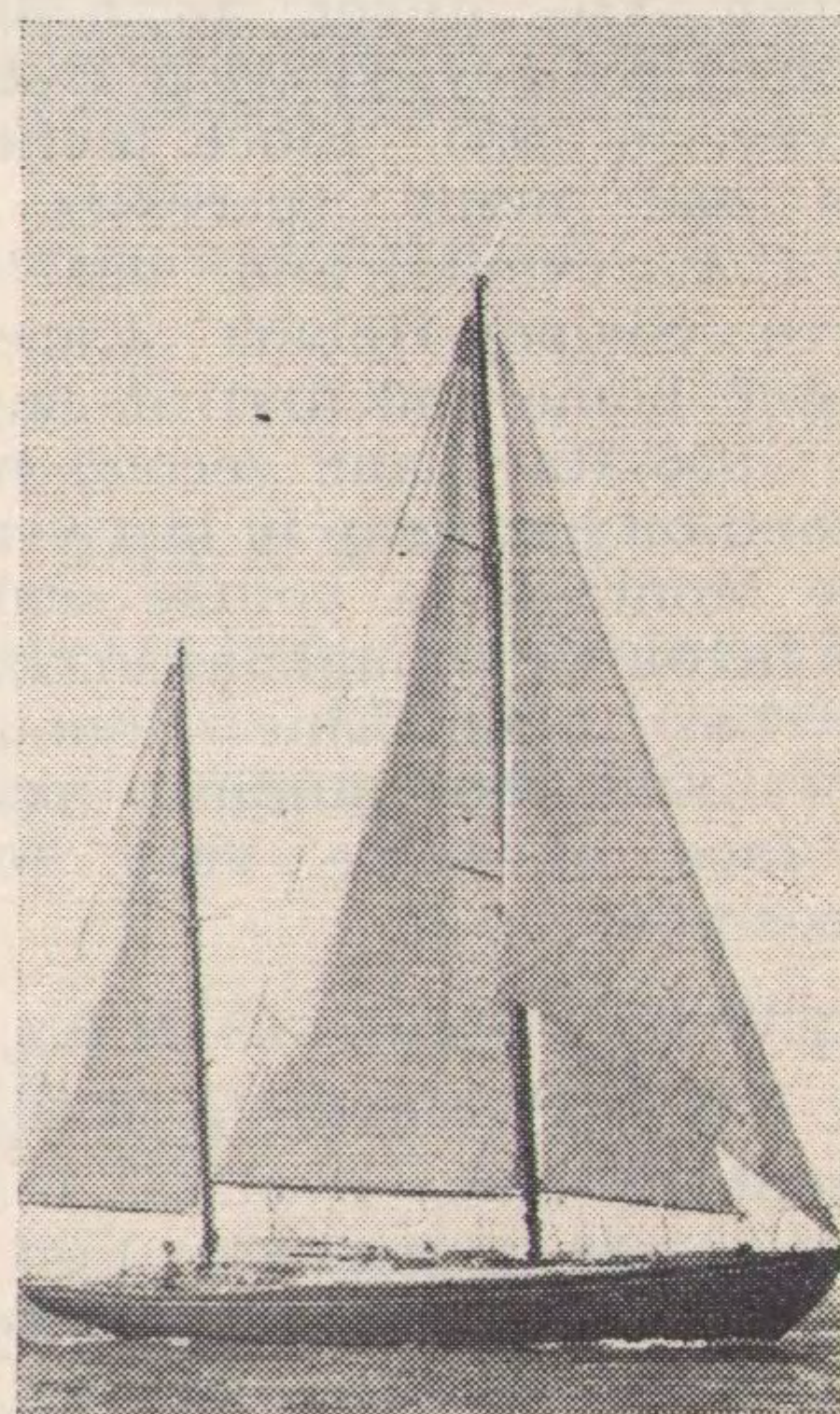
This 48 ft. cutter has only just been completed for Mr. W. Wakefield and has still to be tried in an ocean race of this type.

"METUNG"—Sail No. GL20

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

Metung is a town on the Gippsland Lakes in Victoria where this yacht was built and from which she takes her name. Built in 1957 to a design by Sydney Naval Architect, Alan Payne, she raced for the first time last year, capturing fifth place. Her designer, Alan Payne, will be on board this year, together with a most experienced crew and it seems that this most beautiful yacht should acquit herself well. Ketch rigged with a dark blue hull, she will be easily recognised.

CREW.—Owner: Dr. T. O. Beatty (1 H.R.). Skipper: Alan Payne (8 H.R.s, 2 M.I.s). J. R. Poole (8 H.R.s, including one in "Christina," and light class "Nocturne," 3 M.I.s); A. C. Butler (5 H.R.s); Roy Stevens (1 H.R.); J. North (4 H.R.s, 1 T.T., 2 B.G.s, 7 M.I.s); H. B. Mortlock; W Hood; P. Hood (small boat experience).



"WINSTON CHURCHILL"—Sail No. B3

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

"Winston Churchill" was one of the most able starters in the first Sydney-Hobart Race, finishing second and gaining third placing on handicap. This will be her seventh Hobart Race, the first three being under the hand of her designer-builder and owner, P. Coverdale, and the others under her new owner, Sir Arthur Warner, from Melbourne. This is an able racing yacht as well as a most comfortable cruiser. In 1956 she won the Queenscliffe to Sydney Race prior to starting in the Hobart Race. She has been thoroughly refitted and modernised for this year's race, now carrying a yawl rig.

CREW.—Owner and skipper: Sir Arthur Warner (5 H.R.s, 1 Q.S., holder Bass Strait record). P. R. Warner (1 H.R., 2 Q.S.s, racing and cruising, Port Phillip); N. Bradley (1 H.R., 2 Q.S.s, racing and cruising experience, Port Phillip); M. Crawford (4 H.R.s, 2 M.I.s, 1 B.G., 1 Q.S., offshore experience); K. Caldecott (4 H.R.s, 2 Q.S.s); T. McInerny (1 H.R., 1 Q.S.); B. Bahr (3 H.R.s, 1 Q.S.); T. McCormack (local events).

"WESTWARD"—Sail No. G34

L.O.A., 41 ft. 9 ins.; L.W.L., 36 ft. 6 ins.; Beam, 12 ft.; Draft, 6 ft. 6 ins.

This yacht was designed by Jock Muir, of Tasmania, and built by him in 1947. She is the only boat to win two Hobart Races and in succession. In spite of her cruising yacht appearance she has an amazing turn of speed. Owner-skipper: A. A. Robilliard.



"ROMAVA"—Sail No. B16

L.O.A., 32 ft. 9 ins.; L.W.L., 25 ft.; Beam, 8 ft. 4 ins.; Draft, 5 ft. 4 ins.

"Romava" competed in the 1956 Sydney-Hobart Race, she was racing from Melbourne in the Queenscliffe to Sydney Race in which she finished second in 1956. Racing on Port Phillip she won the R.B.Y.C. Club point score for the 1957-1958 season. A Robert Clark design, launched in 1954, she has also been a competitor in the Bass Strait Race, which she won in 1955.

CREW.—Owner and skipper: R. J. Mercer. R. Beves, navigator; K. Pittard, J. Owen, A. McLure, C. Patterson.

"KURREWA IV"—Sail No. 4

No yacht in Australia is better known than this 65 ft. cutter for she has been racing for many years and is one of the most beautiful looking yachts afloat today. Designed by one of the greatest designers of all time, William Fife, she was built by Morrison & Sinclair in Sydney in 1912. Her racing successes would be impossible to number here but she has competed in 7 Sydney-Hobart Races, winning the Illingworth Cup for Line Honours six times. On handicap her best performance was in 1946 when she was placed third to "Christina" and "Saga." Originally known as "Morna," her name was changed in 1954 when purchased by her present owners, the Livingston brothers, from Victoria, who had previously been racing their ketch, "Kurrewa III." Allan Payne has designed a modern sail plan for this year's race and her performance will be watched with interest.



CREW.—Owners: F. & J. Livingston (7 H.R.s, 2 M.I.s, 1 N.R., 1 Q.S. and 1 Trans-Pacific). Sailing master: R. Kellaway (10 H.R.s, 8 M.I.s, 3 B.G.s, 1 N.R., 1 Q.S.). D. Robertson (7 H.R.s, 5 M.I.s, 1 Q.S.); N. Shannon (4 H.R.s, 2 M.I.s.); G. Wright (5 H.R.s, 3 M.I.s, 1 N.R., 1 Q.S.); R. Wallace (4 H.R.s, 3 M.I.s, 1 Q.S.); J. Biddlecombe (3 H.R.s, 2 M.I.s, 1 Q.S.); H. Gunson (3 H.R.s, 2 M.I.s, 1 Q.S.); F. Thomas (2 H.R.s, 1 B.G.); D. Halliday (1 H.R.); Dr. E. Barton.

"ARCHINA"—Sail No. C.Y.C. 20

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

"Archina" retired from the first Sydney-Hobart Race in 1945. She redeemed herself in 1948, sailed by P. Goldstein, to take 1st place in A Division and third on handicap. Her new owner, J. Howie, has been racing her consistently during the past season in preparation for this year's event.

CREW.—Skipper: J. Howie (1 M.I. offshore experience). T. Peel (1 M.I.); D. Colman (1 H.R., 1 M.I.); S. Andrews (1 H.R., 1 M.I.); I. Frost (2 H.R.s, 2 M.I.s); M. Hosford (across English Channel race); I. Brighton (8 H.R.s, 4 M.I.s); P. Pasoni (Malta-Tunis race).

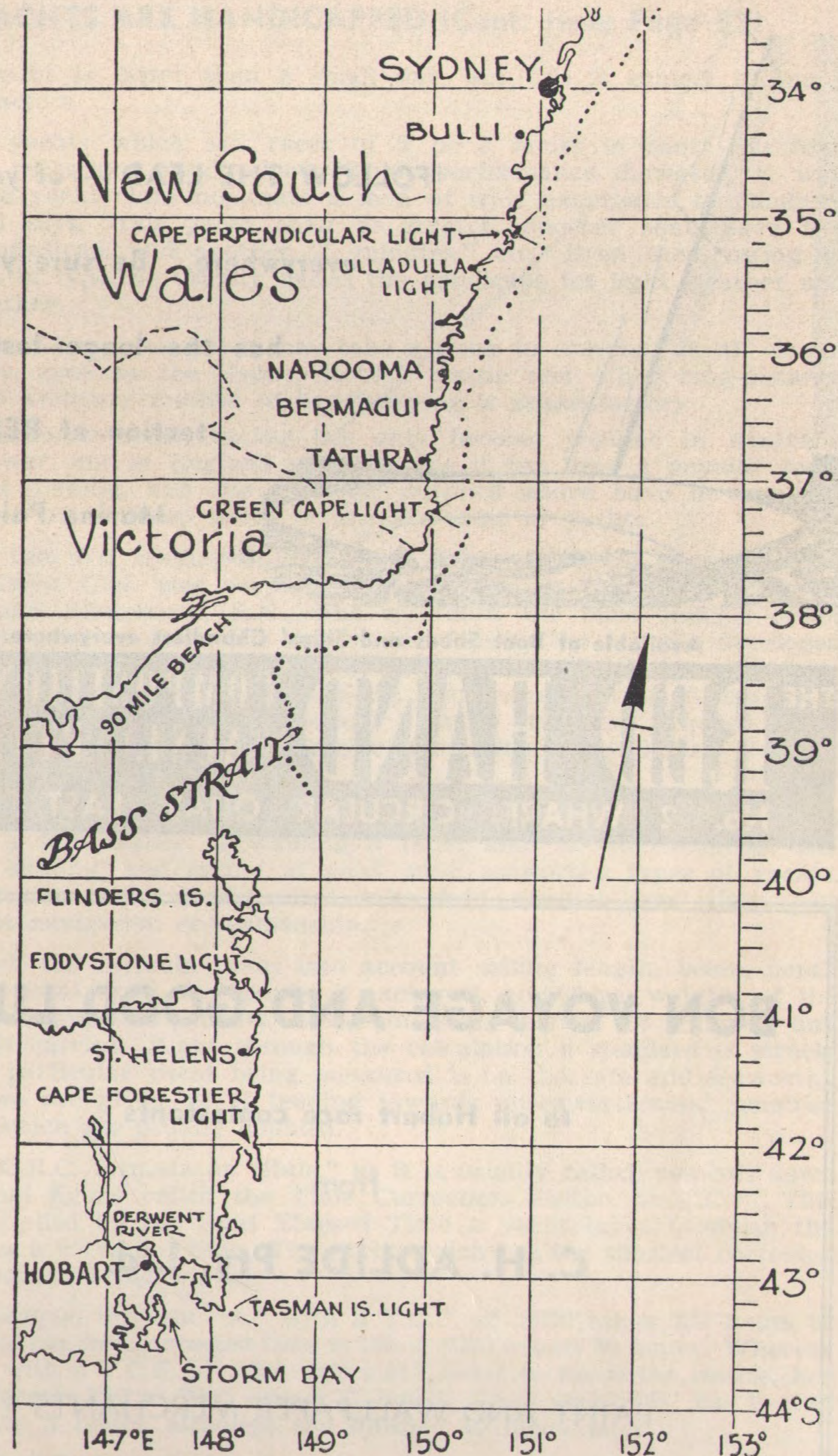
"BOONGOWN"—Sail No. 144

L.O.A., 34 ft. 5 ins. (Mast Head Sloop); L.W.L., 26 ft. 8 ins.; Beam, 9 ft. 10 ins.; Draft, 6 ft. 2 ins.

This hull was built at Mona Vale, Sydney, and intended for ocean cruising. The hull is massively constructed, the planking, for instance, being 1½" spotted gum. The present owner, Dr. E. J. C. Molesworth, completed the building and rigging of "Boongown" with professional help. This is her first ocean race and is certain to be handled expertly by the skipper, W. Burke, Commodore of the Middle Harbour Yacht Club, who has had considerable ocean racing and cruising experience.

CREW.—Skipper and navigator: W. Burke (1 H.R., 1 M.I., 2 N.R.s). Dr. E. J. C. Molesworth; Dr. W. Regan (1 N.R.); M. Leslie (1 H.R.); G. McInnes; E. de Shateauberg (1 N.R.).

RACE CHART



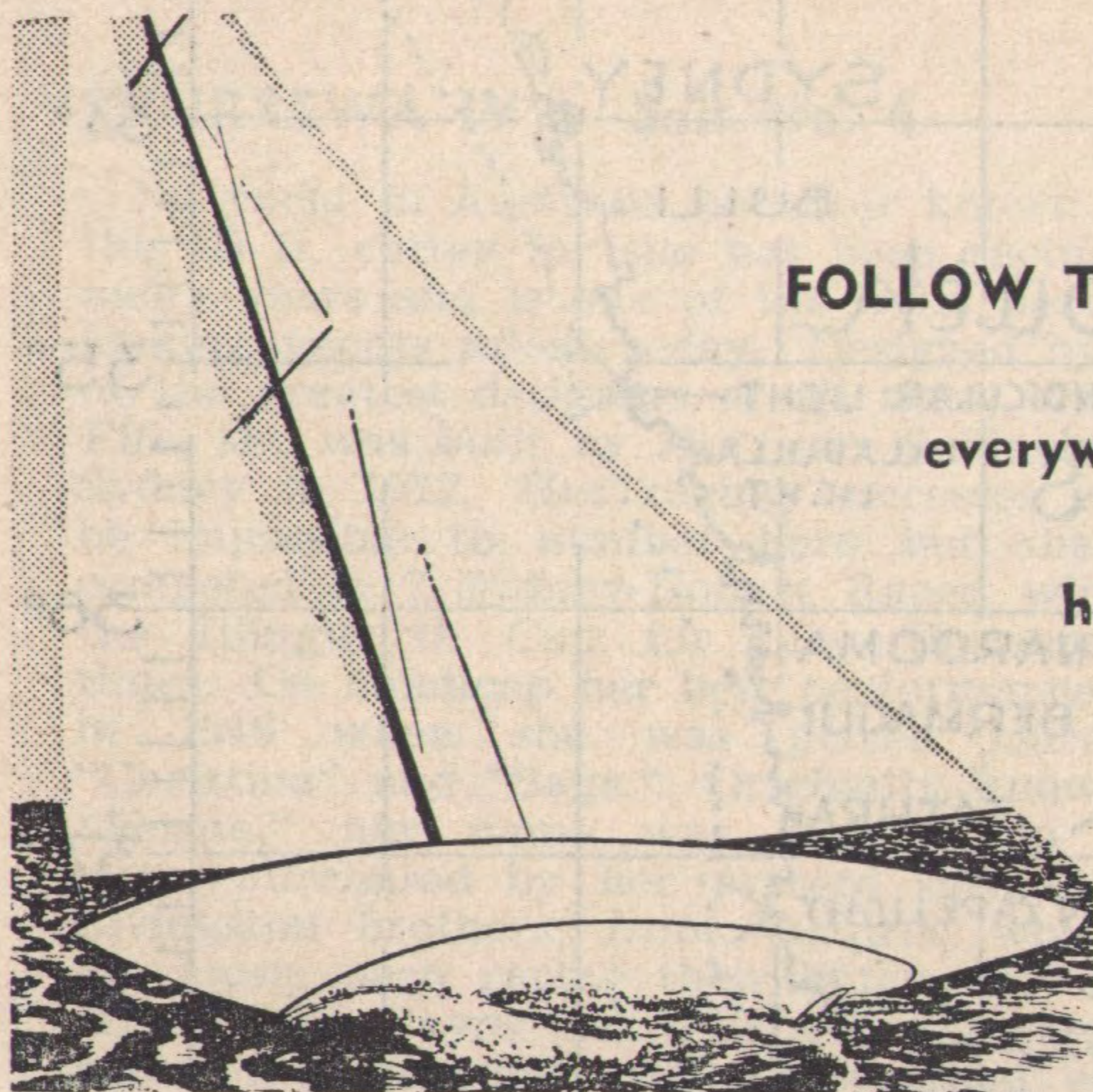
How Yachts are Handicapped

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,

Continued on Page 55.



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HOW YACHTS ARE HANDICAPPED (Cont. from Page 53)

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 differences in type, he usually varies the handicaps 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 towards 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.

Where to Watch the Start

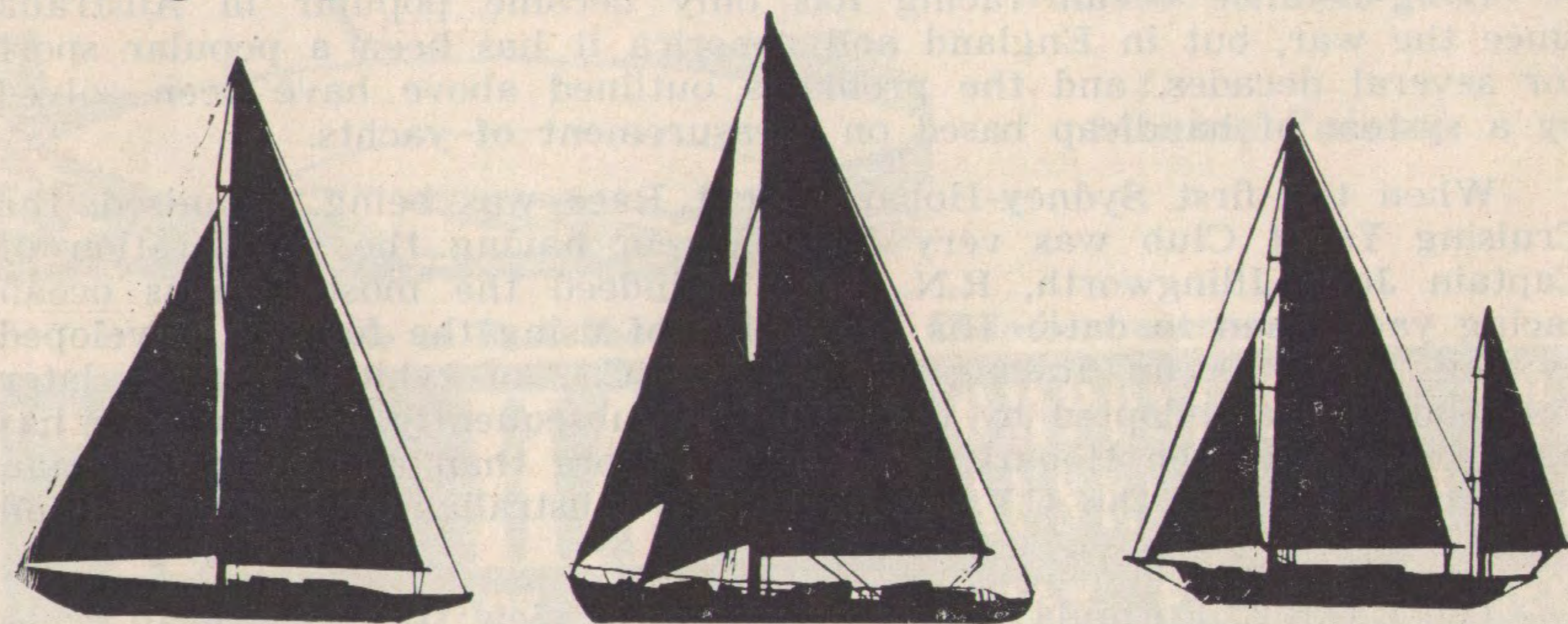
If a southerly is blowing, the fleet will make straight for the Heads; if a north-easterly, yachts will tack across the Harbour.

Good vantage points to see the start are.—North side: Bradley's Head, Middle Head, Dobroyd Point. South side: Point Piper, Nielsen 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.

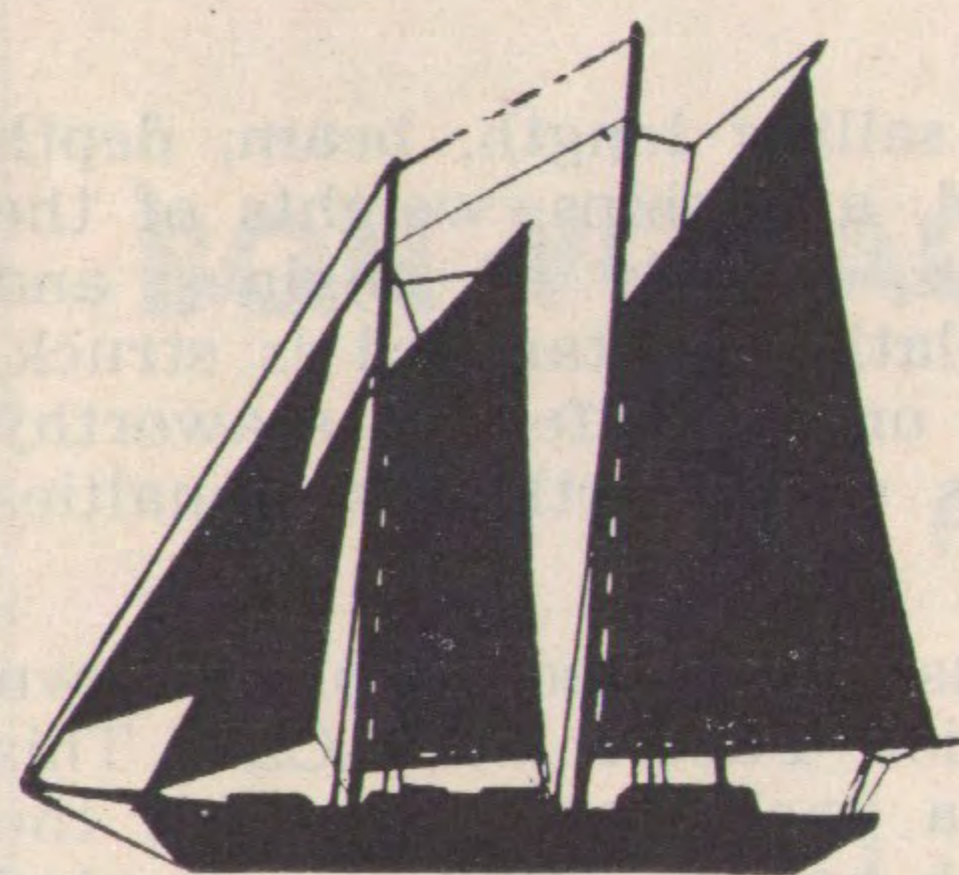
SOUTH STEYNE: Departing No. 3 Jetty, Circular Quay, at 10.30 a.m. Adults, 10/-; children, 4/-. Will accompany the yachts through the Heads, returning at 1 p.m.



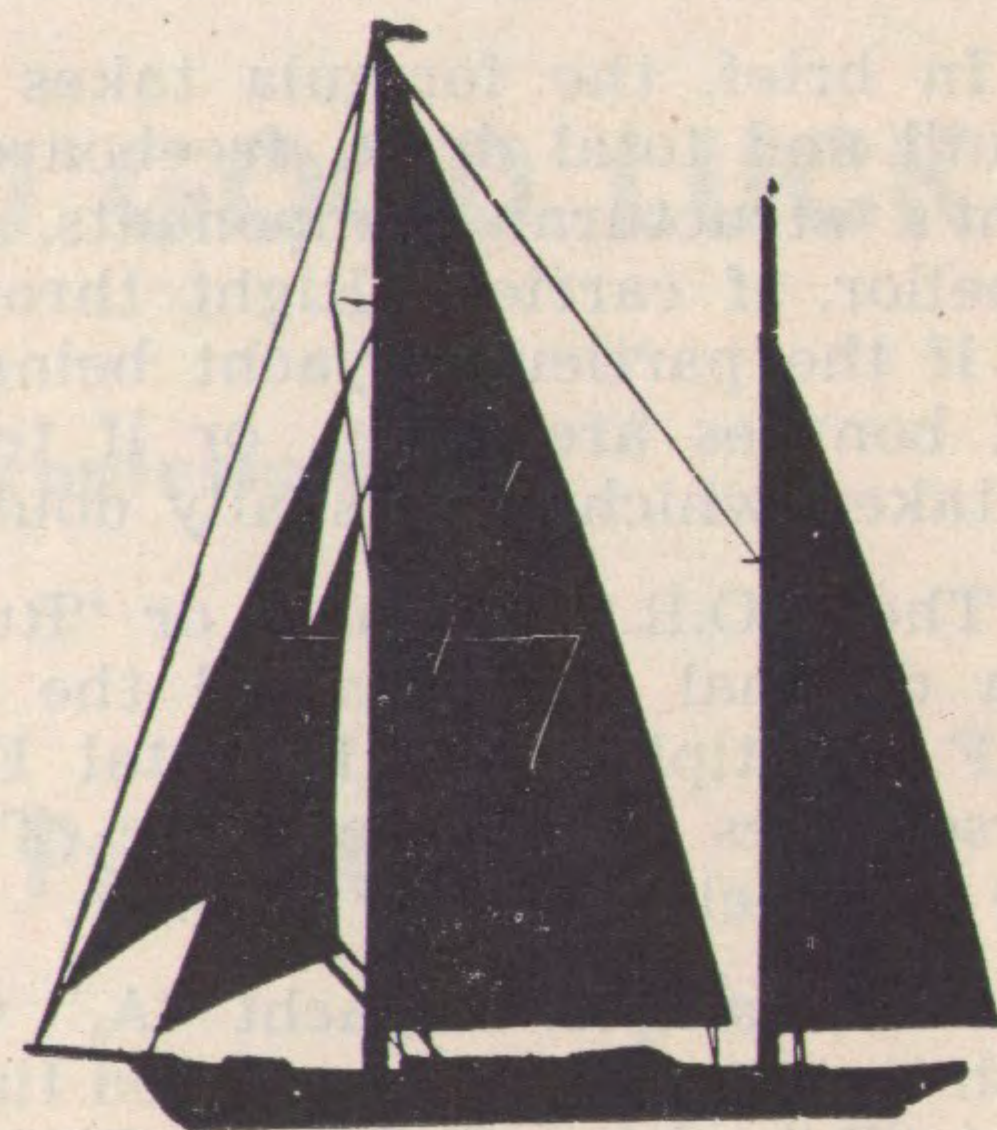
1

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.

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 rudderpost. R.O.R.C. rule requires that the area of the mizzen be at least 18 per cent. of the total sail area.

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.

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