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Sydney-Hobart

1960

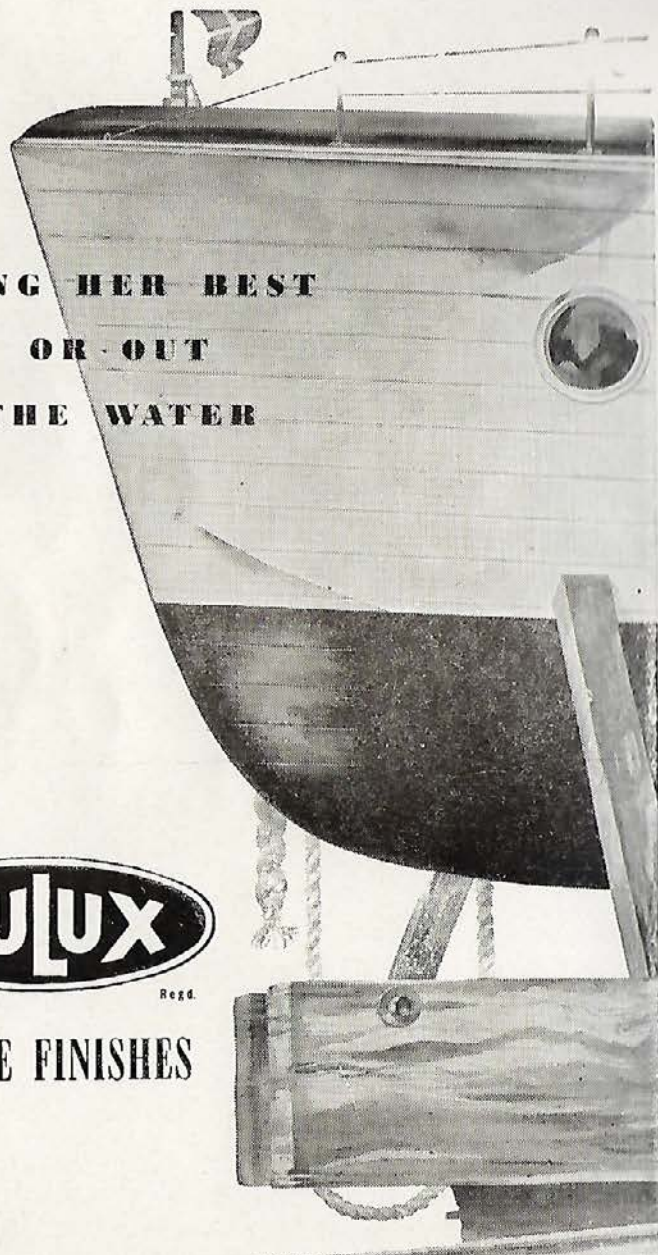
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A Word From The Commodore



This is the second occasion I have contributed a foreword, having been in or connected with the Sydney-Hobart Race for the past 10 or so years; I find it hard to commit to paper something that is new or that has not been said before.

This ocean classic is the acme of the World Ocean Racing Calendar is freely admitted on both sides of the Atlantic, later in this programme you may read the reasons.

This year we have our largest fleet. Long hours of planning have gone into the conduct of the event, as many as seven distinct committees having contributed thought and action from as early as last February. Not only is this our best year, we also hope that from the point of view of the man-in-the-street, it will be our best year as regards general news coverage through press, radio and TV. This opportunity is taken to thank the various sections of the Fourth Estate for their help and co-operation.

Interest in outside racing, more particularly in the Sydney-Hobart Race, is growing, this being apparent in the fleet starting to-day — 30 boats plus — it's not so many years ago that we looked forward to 20 yachts facing the start and I confidently predict that in the not too distant future there will be 50 starters. Constitution Dock just won't be large enough.

We have had boats from many distant shores and it is indeed pleasing to see the interest and keenness of Mr. Geoffroy Pattinson, one of England's foremost exponents of ocean racing. For the second time Geoff has brought a boat out especially for the race and I gather the new boat was more or less specifically designed and built with this race in mind. If she does as well as Uomie, it will be well indeed.

As usual, quite a few boats have made the long haul from Hobart and Melbourne, and as far afield as Adelaide — lots of luck, chaps — we do appreciate your enthusiasm.

Gone are the "Slap-happy Days", one just can't start any old boat. Design and Rig is advancing, more and more yachts are being built for outside racing and to-day ALL are thoroughbred, finely tuned, keenly crewed and well equipped with high margins of safety.

Over the next few days boats and crews will be pushed to the utmost. Hull, gear and rigging will take a pounding — not to mention the odd stomach. Ultimately, on arrival in Hobart, there will be elation and all round sense of achievement. Lessons learned will be many and varied, all will help towards added knowledge of seamanship, navigation, tactics and design and all will promote greater competition in the future. New enthusiasts will arise, leading to other boats being planned, in short, the sport will gain all-round.

In closing let me wish all crews the very best of sailing, may Neptune keep the rough stuff to a minimum and watch the Seabirds.

COVER

R. William's "CHERANA", Sydney-Hobart Race Winner 1959



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Background to Ocean Racing in Australia

BY M. E. DAVEY.

A lot of water has flowed under the Bridge since a few intrepid members of the newly formed Cruising Yacht Club of Australia organised the First Sydney-Hobart Race in 1945.

Put on the right track by Captain Illingworth and the adoption of the Royal Ocean Racing Club's Rule of Measurement and Time Allowance, ocean racing has gone from strength to strength to strength.

Emphasis on safety precautions and life saving gear have been made more stringent every year and are now rigidly enforced as the most important part of a yacht's equipment.

The impact of the R.O.R.C. Rule has been most spectacular since its introduction 15 years ago. In the first few Hobart Races, the competitors were just existing yachts, which were capable of going to sea and fell roughly into two categories: 1. those designed for comfort and not for speed; and 2. those designed for speed and not for comfort. The Rule did a fair job of evaluating these qualities, perhaps favouring the first type, which having the comfort, enabled their crew to maintain their morale and stamina and thus the winners of the early races are mainly from this class.

However the popularity of ocean racing increased so rapidly that practically every yacht over 35' built since 1948, with the exception of class racers, has been designed to conform to the Rule. This Rule, as described elsewhere, encourages the combination of comfort and speed, and the ways and means of getting the best compromise between the two, with adequate strength and ease of handling, has taxed, and is taxing, the skill of yacht designers all over the world.

The first race to show this trend was in 1951 when seven of the starters were post-war yachts built for the Hobart Race. The winner, "Strmen Marie," by English Naval Architect Robert Clark, designer of many successful ocean racers in England.

However, weather conditions are not the same all over the world, and summer wind strengths have average velocities higher off the South-East Coast of Australia than in England and American waters.

By 1955 it had been noticed that seven of eleven Hobart Race winners had been designed by Australians. The other four had been good heavy weather performers anyway.

The feeling had grown amongst Ocean Racing Yachtsmen by this time that a yacht had not only to be designed to the Rule but for Australian conditions as well. The Rule is sufficiently flexible to enable this to be done; beam stability and reduced sail area all combining to improve the handicap.

"Moonbi's" win 1955 so far is the last success for the older boats.

"Solo," a steel yacht designed by Australian's famous Alan Payne to take anything that could come, won the rugged 1956 race, and was the biggest yacht to win what has been called a small boat's race. She is 13 feet longer than any other yacht to win the race and 22 feet longer than the smallest winner.

Then followed "Anitra" designed and built by the well known Halvorsen Brothers, whose record now stands at two wins, five seconds, and a third, out of eleven Hobart Races.

"Siandra" won in 1958. She was new in 1956. "Cherana," last year's winner, is one of the controversial Tasman Seabirds, designed by Alan Payne. She and her class are the net result of most of the previous preamble. Designed in Australia for our conditions (Payne has taken part in eight Hobart Races himself) they are not large but roomy and comfortable with a very small low sail plan.

Sister ship "Joanne Brodic" at her first start won the torrid Montague Island Race three months ago and will take a lot of beating in any race in which she starts. They handicap lower than any other yacht of their size.



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- (2) NORM HOWARD (Southern Myth)
- (3) TRYGVE HALVORSEN (Norla)
- (4) DON MICKLEBOROUGH (Southerly)
- (5) RUSSELL SLADE (Janzoon)
- (6) GRAHAM NEWLAND (Siandra)

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



A Word From The Master

As I write this note, the good news reaches me that this year's entries are likely to be around the thirty-five mark, including a new boat from England. I hope also that "Mouse of Malham" may be competing this year.

This Summer, we had the very real pleasure of having over here in Britain with us the Livingstone brothers, a welcome breath of off-shore racing life from "down under".

Here in Europe, we have just completed a busy sailing season. As far as I personally am concerned, my off-shore sailing has ranged from racing in boats from 20' waterline with the Junior Off-shore Group to the 3-masted Barquentine 'VERONA': the latter in the 580 mile Cannes-Ischia race, which led us to the Olympics at Naples. For 320 miles we were in sight of the square-rigger, the 1950 ton, 'GEORGE FOCK'.

While local racing in the Atlantic waters has been at its usual high steady level, in the Mediterranean they have taken a leap forward with eighty offshore racing yachts assembled at Cannes in August. Outside coastal waters, it has been good to note that British and Canadian yachts, though small in numbers, more than held their own in the ever-growing Bermudian race, and in both of the Transatlantic races.

My thoughts will be once again with you all on Boxing Day, hoping only that I will be there in person someday soon. At any rate, here's to wishing you another splendid sail.

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 twelve months.

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. Pattinson, of England to each crew member.

C.Y.C.A.: Trophy.

FOR THE SECOND YACHT ON CORRECTED TIME

Fifty Pounds: Presented by the Hobart Municipal Council.

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.

FOR THE THIRD YACHT ON CORRECTED TIME

C.Y.C.A.: Trophy.
Prizes will be presented at a function held by the Royal Yacht Club of Tasmania in Hobart.

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).

TATTERSALL'S CUP

The much coveted Trophy was designed 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 silversmith's art.

At the inception of the Sydney 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 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.



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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HOBART RACES -- 1945-59

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	139-23
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		

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), "Connellia" (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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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.	Yacht	Owner	Div.	Rating	El. Time	T.C.F.	Cr. Time
1	"Westward" (Winner, Division 2.)	G. D. Gibson	2	27.37	5-13-19-4	.7232	4-0-24-56
2	"Moonbi" (Second, Division 2.)	H. S. Evans	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. Wishaw	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" (Winner, Division 1.)	C. Plowman	1	49.55	5-3-3-54	.8986	4-14-35-10
10	"Winston Churchill" (Second, Division 1.)	P. G. Coverdale	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	39.07	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".

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.	Rating	El. Time	T.C.F.	Cr. Time
1	"Westward" (Winner, Division 2.)	G. O. Gibson	2	110-17-32	.7232	79-45-48	
2	"Seevogel"	W. Harris	2	110-24-3	.7597	83-52-17	
3	"Archina" (Winner, Division 1.)	P. G. Goldstein	1	107-28-10	.7900	84-54-3	
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	"Gynea"	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".

*“A wet sheet, and a
flowing sea and a
wind that follows fast...”*

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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 the 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 Gynl"	M. & T. Halvorsen	23.51	6-5-26-35	.6849	4-6-21-13
10	"Nocturne"	J. R. Bull	28.78	6-2-8-7	.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".

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	Rating	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	"Solveig"	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. Scafield	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), "Wayfarer" (P. Luke).

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	Rating	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	2-20-47-63	
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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1952—

Unlike all others 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

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	.6554	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	5-18-31-47

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

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	"Kurrawa 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.).

ACKNOWLEDGMENTS

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.

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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

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.

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	"Janzoan"	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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OFFICIAL PLACINGS

Yacht	Date		Hour		Elapsed	T.C.F.	Div.	Corrected	PLACING	
	FINISH	Hour	Hour	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	
"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"	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	.6791	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	
"Kurrua"	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	8-10-18-00	.6359	2	5-8-37-20	22	13	
"Vailima"	3/1	am	9-3-00	7-22-3-00	.6981	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 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 pm	4-6-38-30	3-0-55-37	1
"Solo"	V. Meyer	.7973	7-19-16 am	3-20-19-16	3-1-36-27	2
"Catriona"	D. M. Brown	.7596	6-42-45 pm	4-7-42-45	3-6-46-48	3
"Kurrewa IV"	F. & J. Livingston	.9114	5-30-39 am	3-18-30-39	3-10-29-31*	4
"Metung"	Dr. T. Beatty	.7264	6-01-40 am	4-19-1-40	3-11-33-22	5
"Kismet"	K. Gourlay	.6683	7-21-25 pm	5-8-1-25	3-13-46-51	6
"Four Winds"	S. Gibson	.6389	1-18-43 am	5-14-18-43	3-13-49-43	7
"Patience"	A. B. Wilson	.6667	8-44-51 pm	5-9-44-51	3-14-30-9	8
"Lolita"	J. Leahy	.6732	8-29-52 pm	5-9-29-52	3-15-10-40	9
"Samuel Pepys"	R.N.S.A.	.6779	7-38-23 pm	5-8-38-23	3-15-12-18	10
"Eos"	T. Fowler	.6730	9-18-31 pm	5-10-18-31	3-16-41-52	11
"Southern Myth"	N. C. Howard	.7250	1-58-10 pm	5-2-58-10	3-17-9-10	12
"Janzoon"	W. R. Slade	.7064	6-20-07 pm	5-7-20-07	3-17-56-59	13
"Tahuna"	H. Wilckens	.7384	6-06-53 pm	5-7-06-53	3-21-51-47	14
"Winston Churchill"	Sir A. Warner	.7925	12-28-54 am	5-1-28-54	4-0-16-27	15
"Defiance"	N. D. Rundle	.8273	7-24-13 am	4-20-24-13	4-0-18-8	16
"Nirvana"	Dr. K. Laws	.8500	9-54-56 am	4-22-54-56	4-5-4-42	17
"Bintang-Terang"	M. Hills-Willis	.7800	4-13-12 pm	7-5-13-12	3-15-6-41	18

Retired: "Trade Winds" and "Caprice".
 Distance: 650 miles.
 * Kurrewa IV' first home—Course record.

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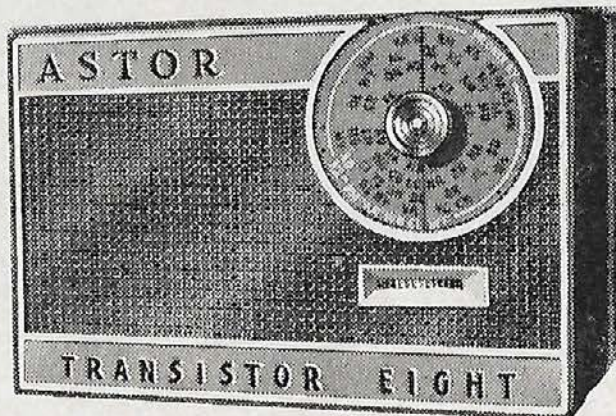
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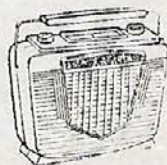
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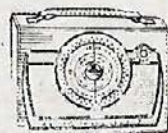
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1958—

The 1958 race will be remembered as a most testing event with the lead changing many times as crews took advantage of light winds to get the best from their boats.

Uomie, an English yacht skippered by Geoffrey Pattinson and crewed by the lads off Janzoon did well and finished fifth. Drama was added to the event when Southerly sent out a Mayday and ran for Bermagui leaking badly. Ruthean also withdrew after parting her backstays and Kurrewa IV withdrew approaching Bass Strait.

Summing up, it was a light weather race which suited the smaller craft and as one skipper put it 'A harbour race carried on for 640 miles.'

OFFICIAL PLACINGS

Pl.	Yacht	Owner	Elapsed Time	Corrected Time
1	"Siandra"	G. Newland	5-10-02-37	3-13-46-35
2	"Anitra"	T. & M. Halvorsen	5-04-08-57	3-15-21-50
3	"Southern Myth"	N. Howard	5-04-00-06	3-17-54-04
4	"Caprice of Huon"	W. Northam	5-03-32-00	3-18-12-15
5	"Uomie"	G. Pattinson	5-03-43-05	3-19-36-27
6	"Tarnie"	G. C. Wignall	5-20-54-46	3-22-01-00
7	"Samuel Pepys"	Lt. A. Gray	5-20-55-52	3-23-32-15
8	"Solo"	V. Myer	5-02-32-52	4-01-42-26
9	"Remava"	R. Mercer	6-08-36-47	4-05-22-51
10	"Winston Churchill"	Sir A. Warner	5-02-46-30	4-08-13-37
11	"Metung"	A. Payne	6-02-34-41	4-10-02-57
12	"Westward"	A. Robilliard	7-02-39-19	5-04-10-07
13	"Archina"	T. S. Howie	6-14-34-34	5-04-21-56
14	"Boongown"	Dr. J. Molesworth	8-05-02-17	5-05-54-26
15	"Fortuna"	F. B. Griffin	7-18-50-35	5-09-53-35
16	"Four Winds"	S. W. Gibson	8-14-11-13	5-11-22-57
17	"Restless"	C. Hill-Willis	8-14-10-43	5-16-24-32
18	"Terra Nova"	M. D. Greeves	8-04-42-57	5-20-03-40
19	"Sailmaker"	A. Raisback	8-19-00-00	5-21-50-03

Retired: "Southerly", "Kurrewa IV", "Ruthean".

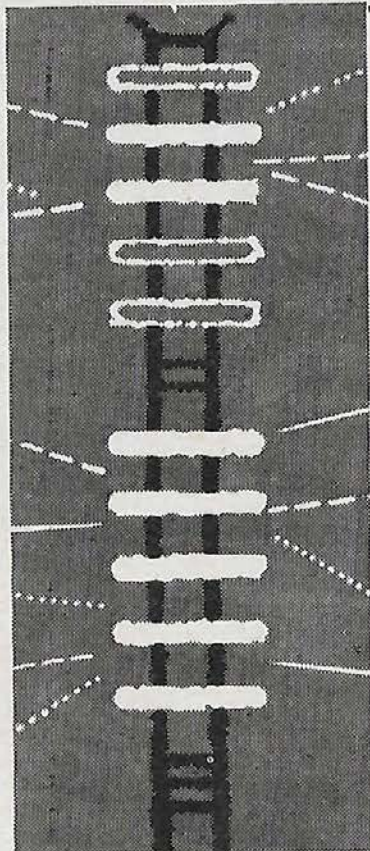
1959—

OFFICIAL PLACINGS

Pl.	Yacht	Owner	Elapsed Time	Corrected Time
1	"Cherana"	R. J. Williams	.6590	3-08-33-02
2	"Anitra V"	T. & M. Halvorsen	.7094	3-08-53-34
3	"Southerly"	D. Mickleborough	.6612	3-09-58-47
4	"Maiohi"	N. McEnally	.6615	3-10-30-28
5	"Kaleena"	H. Godden	.6565	3-10-47-30
6	"Janzoon"	R. Slade	.6993	3-12-33-41
7	"Pegasus"	N. Brooker	.6697	3-12-46-32
8	"Southern Myth"	N. Howard	.7250	3-13-30-31
9	"Ailsa"	J. Marion	.6181	3-14-18-28
10	"Lass O' Luss"	J. Colquhoun	.7080	3-14-32-23
11	"Solo"	V. Meyer	.7973	3-15-20-49
12	"Sylvana"	S. H. Moray	.6981	3-15-48-41
13	"Lolita"	J. Leahy	.6746	3-15-51-46
14	"Metung"	Dr. T. Beatty	.7270	3-16-36-05
15	"Lorraine"	R. Rusk	.6846	3-18-44-30
16	"Catriona"	D. M. Brown	.6595	3-20-07-17
17	"Birralee"	J. & T. Savage	.8651	3-20-34-58
18	"Kurrewa IV"	F. & J. Livingston	.6094	4-00-13-14
19	"Winston Churchill"	Sir A. Warner	.7995	4-00-34-26
20	"Archina"	J. S. Howie	.8330	4-00-40-46
21	"Ruthean"	A. & T. Tall	.6673	4-03-15-58
22	"Tam O' Shanter"	J. M. Ramsay	.6786	4-06-35-41
23	"Solano"	G. Glenn Carr	.6786	4-08-05-30
24	"Four Winds"	S. Gibson	.6376	4-12-10-11

Retired: "Boongown", "Glenshiel", "Jindivik", "Larnarni", "Patience", "Alcyone."

The weather at a glance... from the M.L.C. Weather Beacon



TEMPERATURE FORECAST

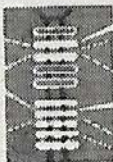
When the lights are:
Rising Becoming warmer
Falling Becoming cooler
Steady No change

WEATHER FORECAST

WHITE:
Steady Fine
Two Sec. Flashes Clearing
Half Sec. Flashes Windy

RED:
Steady Rain
Two Sec. Flashes .. Change developing
Half Sec. Flashes, Strong winds and rain

The forecasts come from the Weather Bureau by remote control. The signals are for short-range forecasts and are adjusted at 6 a.m., noon, 4.30 p.m., 10 p.m. and when a change is imminent. Keep an M.L.C. Weather Beacon Signal Guide handy. Write or telephone for the pocket-sized card.



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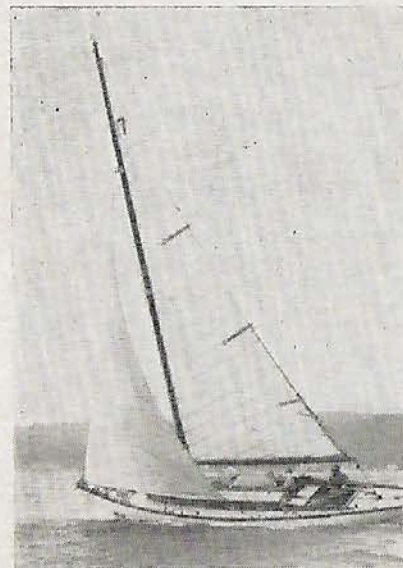
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PREVIOUS HOBART RACE WINNERS

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1945



"TRADE WINDS"
M. DAVEY 1949



"STRUEN MARIE"
T. WILLIAMSON
1951



"MOONBI"
H. S. EVANS 1955

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THE BLUE-WATER CLASSICS

HOBART — FASTNET — BERMUDA

There are three yacht-races in the world to-day which command the most attention in their respective countries from the public and yachting fraternities alike. They are the Hobart, Fastnet and Bermuda Races. All three are prestige events, the apex as it were of each yachting calendar, and because of this, and the fact that they approximate each other in distance sailed, makes it interesting to examine in detail the factors involved. At the outset it would be wise to explain that no definite conclusions can be drawn for the very simple reason that the sea is no respecter of formulas; year by year the conditions are different and herein lies the charm.

To start with, there is one unique difference: a by-law in the Hobart Race insists on a two-way radio for each contesting yacht, and insists that this radio be used twice daily to transmit positions. Apart from the safety angle, this enables the general public (also the participating crews) to follow the race closely, as, once departed, coverage from the air and shore-spotters is difficult and uncertain. Although it must be said that many boats are loathe to give away their positions, this is a fine innovation.

An aspect of the Bermuda Race is that it presents great difficulties for the navigator. The Gulf Stream is never consistent in force or direction, there are no landmarks from the start at Newport to the finish off St. Davids Head, the highest island at Bermuda itself is only 250 ft., and there are reefs aplenty on the approach: all this makes it essential to know the ship's position exactly. In the Hobart and Fastnet two-thirds of the way is a coastal passage, which makes it relatively more simple to fix a position. In the Hobart, after the Tasman crossing the coast is closed at an acute angle, so a bad landfall is not necessarily disastrous. In the Fastnet, however, navigators have to contend with the Fastnet Rock as a landfall, which is low and frequently obscured; failure here has lost many boats the race much to the embarrassment of their navigators.

It will be seen then that the Bermuda provides the hardest test for navigators, followed by the Fastnet, and then closely by the Hobart. But, although navigational skill in the other two races must be of the highest order, it might be said that the stamina of a crew is put to a severer test in the Hobart Race.

Unlike the Fastnet, the crews of both Bermuda and Hobart races are plunged immediately into the blue-water beyond, there is not time to adjust to the rolling deep; this is perhaps doubly unfortunate for the Hobart crews as most of them still have stomachs full of Christmas tucker. Once into the Pacific a course is shaped for Southern latitudes and herein lies the greatest single difference in any comparison of the three classics. The Bermuda heads into warmer waters, the Fastnet does not vary more than a couple of degrees in latitude, while in the Hobart Race the thermometer drops day by day until instead of carressing, the wind is one prolonged bite. Winds blow stronger in cold latitudes, and often they come when the crews are most weary.

One final facet facing Hobart contestants is the comparative lack of reliable weather forecasts when compared with those obtained by our counterparts overseas. A good proportion of the winds can be expected from the vast and empty spaces in the deep South; large weather systems, frequently unreported until it is too late, come from these areas, and this makes it necessary for crews to depend largely on their own observations and experience.

So it would seem—at the risk of generalising—that the Hobart Race presents its competitors with a few more hazards, but of course the writer might be biased by a misguided patriotism, and this is unfortunate for these three classics have one thing in common, the sea, which binds us all together.



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Future Prospects For Open Racing

BY MICK YORK

Yachting and boating in Sydney and Australia generally, is becoming a more and more popular sport. This is evident by the increasing number of people going in for trailer boats and small run-abouts, but in the yachting field, this is most noticeable.

The entrants in the Hobart race have been steadily increasing since its inception. Last year we had a record field of 30 yachts and this year a fleet of 38 entries or over, is expected, including several new yachts. Many of the older veterans have been re-rigged to allow them a more advantageous handicap.

As for the up and coming starters for future ocean racing, there will I feel, be an increasing number of competitors for many years.

There are another ten yachts being constructed in Sydney or for Sydney owners at present and I have heard of many others that will be starting shortly, to designs which have already been purchased.

The new 42 ft. moulded fibre glass yacht, "Jansoon II" of Russel Slades, will be the most interesting to watch. She is a brain child of Alan Payne and is reputed to have a particularly low handicap for her potential speed.

The next yacht that will be rolling down the stocks is "Ronita," another Tasman Seabird built by Ron Cotee and she will be launched at the end of November. Almost completed and taking to the water in December, is the beautifully finished 41 ft. cutter "Sylph" built by the Lawson Brothers.

Another new one class design by L. A. Randell, which is becoming very popular is the "Blythe Spirit," the first of this class being built by Peter Fletcher. She is being very labouriously strip-planked and glued, which is a particularly strong but simple way of construction and a most tedious undertaking. One of her sister ships is being built by R. Colville, who has turned to steel construction and has made a particularly neat job of the plating. Jim McLaren and myself, each have a Tasman Seabird under construction. Jim is just fitting the deck to his ship and my own is in the initial stages, (she will, I believe, be the tenth to be built to this design) but will differ from the others as she will be the first to be constructed of steel.

Two more steel yachts are being built at Parramatta to Alan Payne's design, for Commodore Mac Brown and Jim Bridgeland.

Ted Kaufman has another steel yacht, well under way, to a Rhodes design.

Sparkman & Stephens have designed a 40 ft. mast head sloop, to the R.O.R.C. Rule, for Bob Rusk and she is being built in Hobart by Jock Muir.

There is little doubt that the standard of ocean racing in Australia has been raised considerably by this activity in boat building and it will be indeed interesting to see how these new yachts, in many cases built to new designs, perform against the well tried old timers.

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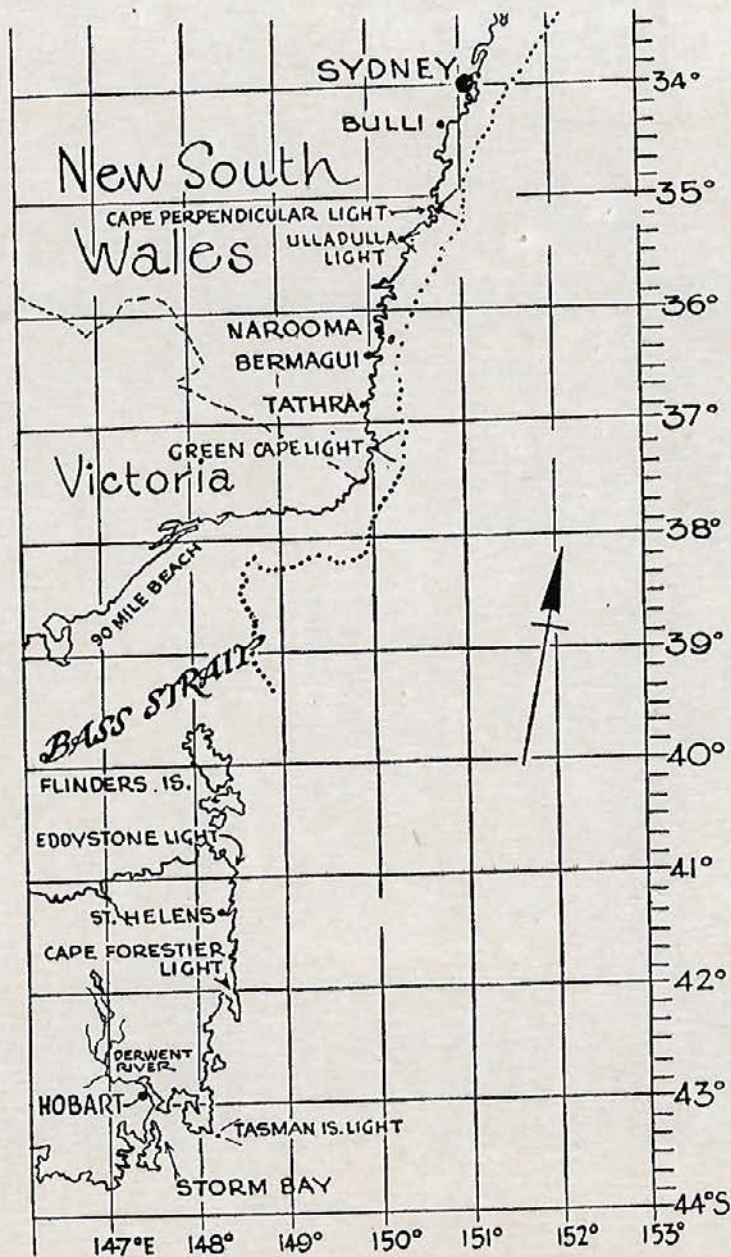
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How Yachts are Handicapped

Many people ask, "Why are the yachts handicapped, why is 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 the differences in type, he usually varies the handicap for light weather and heavy weather.

However, for races which may take up to a week to complete in all classes of weather, such as the Sydney-Hobart race 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.

Ocean races in England are handicapped by the formula developed by the Royal Ocean Racing Club, whilst in American waters the Cruising Club of America Rule is used. These formulae, although different in application, have the same objects and produce much the same results.

The R.O.R.C. rule was adopted by the C.Y.C.A. for the first Sydney-Hobart Race in 1945, and has since been used by all Australian and New Zealand clubs for ocean races of over 50 miles.

The R.O.R.C. Formula has two purposes in view: (a) to give all types and sizes 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, nor are penalties incurred by previous successes.

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 seaworthy side, bonuses are given, or if tending towards unseaworthiness, penalties are taken.

The R.O.R.C. formula or "Rule," as it 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.

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 as the handicap; twice in the short history of this race, one of the smallest yachts has finished first across the line.

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1959 RACE

The 1959 race started to everyone's delight with a sparkling nor-easter. The competitors had their usual hectic beat to the heads, tacking amongst the thousands of spectator craft which the beautiful morning had brought forth. Once outside spinnakers were set and courses laid for Tasmania.

Alas! These conditions did not last.

At 4 o'clock in the afternoon a vicious squall from the S.W. hit the yachts north of Wollongong and quickly scattered the fleet. For the next four days the wind was continually forard of the Beam.

Second day out the weather was fine with a light S.E. breeze but this turned to the south and south-west as the yachts neared Gabo Island.

The third day saw most of the yachts on their way across Bass Strait plugging into a 20 knot south-westerly with the tail enders experiencing stronger conditions of up to 50 knots north of Gabo, several withdrawing at this stage, due to damage.

The yachts were now spread over an area from Gabo to 150 miles south, some as much as 80 miles east of the Rumb Line (direct line).

The forecasted wind change to the south-east came to light on the fourth day and this favoured the yachts which had eased their sheets a trifle and made further out to sea. "Solo," which had been up to 50 miles to leeward of "Kurrawa," was now that much to windward and took the lead from here on.

The handicap position now began to emerge, with "Cherana," "Anitra" and "Southern Myth" appearing to have the edge on "Solo" ahead. "Janzoon" was also in the picture with "Pegasus" farthest out to sea reaching for Tasman Island with the south-easter on the beam.

The next day brought calms along the Tasman coast and banished all hopes of an early finish.

The yachts further out to sea were doing best and "Solo" homed on Tasman Island 17 miles ahead of "Kurrewa." A nor-easter emerged from the calm during the afternoon and spinnakers were set again for the first time since Boxing Day. This breeze freshened to better than 30 knots during the night and some wild rides were experienced by the crews cracking on to make up for lost time. "Solo" and "Kurrewa" finished in the small hours of New Year's Eve, with "Anitra" crossing third boat at 5.02 a.m. and leading on handicap at that stage. By this time, seven more yachts had rounded Tasman Island, and "Cherana," rounding at 5.22 a.m., seemed to have the race in the bag. She easily had her time on all yachts in her vicinity, and with only 40 miles to go, she had until 1.45 p.m. to beat "Anitra."

A few hours later a flat calm settled in the Derwent giving the yachts barely steerage way against the permanent ebb tide, which seems to flow in this river.

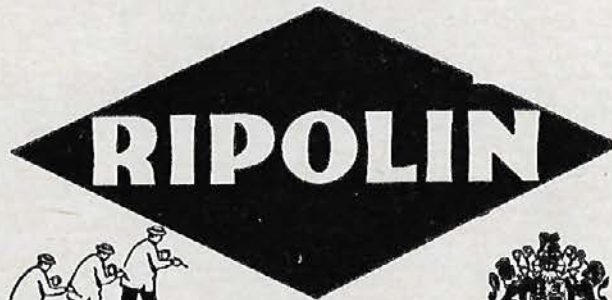
"Cherana," becalmed off the Iron Pot with her time running out fast, looked a certainly beaten.

However, the south-easterly sea breeze arrived in mid-morning to save the situation and brought a large group up to the finish in fine style, "Cherana" finishing at 1.13 p.m. to win by a mere 20 minutes on corrected time.

"Anitra" showed herself to be the most consistent yacht in the history of the race by scoring her third second in four starts, her other placing being first in 1957.

One of the loudest bursts of cheering in Constitution Dock was for the little "Four Winds," who after being blown 90 miles off course by the gale off Eden and suffering considerable damage, pluckily carried on and finished two days later.

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"SIANDRA"
G. NEWLANDS 1958



"SOLO"
V. MEYER
1956



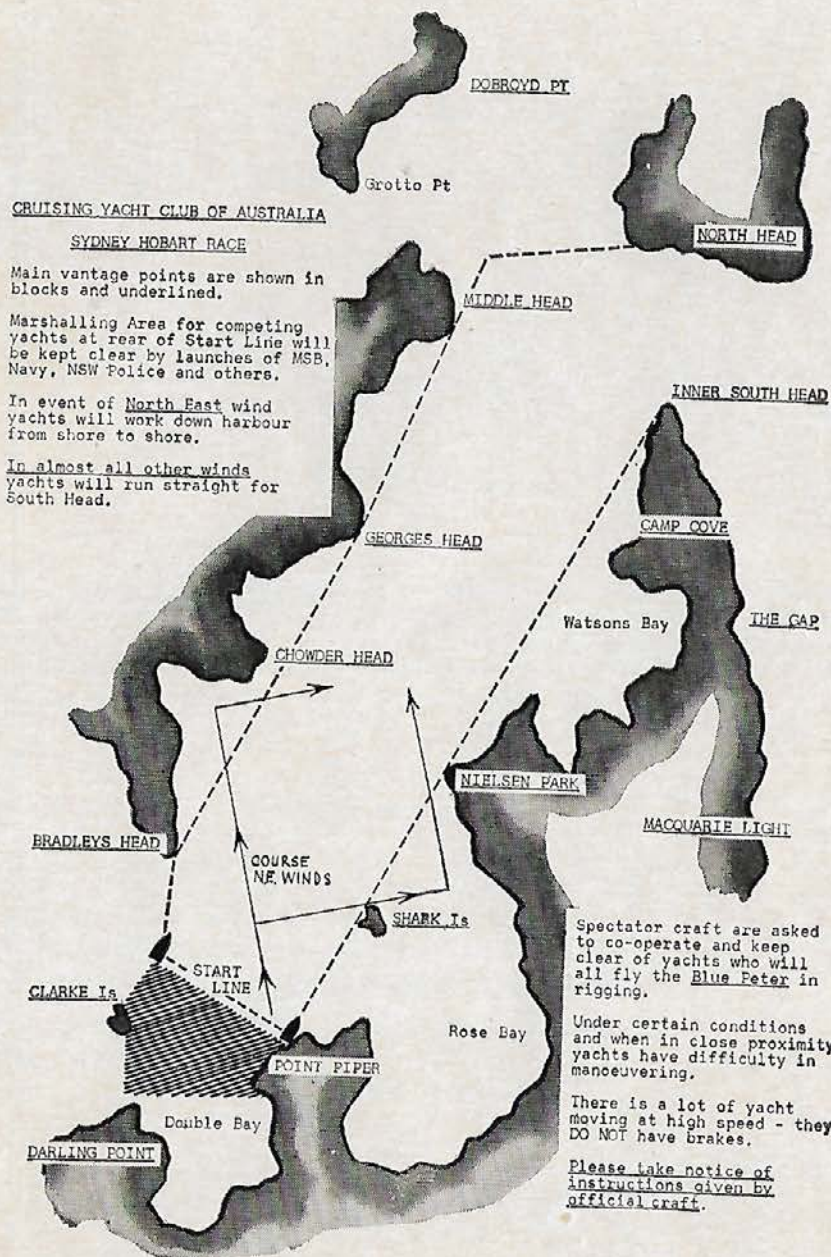
"CHERANA"
R. WILLIAMS 1959



"ANITRA"
T. & M. HALVORSEN 1957

Crusing Yacht Club of Australia -- Sydney-Hobart Race 1960

Yacht	Sail No.	Owner	Club	State	Rig
"Archina"	CYC20	J. S. Howie	C.Y.C.A.	N.S.W.	Ketch
"Astor"	88	P. R. Warner	C.Y.C.A.	N.S.W.	Schooner
"Brilliant"	B10	M. C. Forster	R.Y.C.T.	Tas.	Cutter
"Carol J"	69	J. Halliday	R.S.Y.S.	N.S.W.	Sloop
"Eos"	MH71	M. T. Flower	M.H.Y.C.	N.S.W.	Sloop
"Four Winds"	RANCS3	S. W. Gibson	R.A.N.C.S.C.	Vic.	Sloop
"Ingrid"	SA5	J. Taylor	R.S.A.Y.S.	S.A.	Ketch
"Ile-ola"	G19	G. Wood	R.G.Y.C.	Vic.	Schooner
"Janzoon"	40	W. R. Slade	M.H.Y.C.	N.S.W.	Sloop
"Kurrewa IV"	4	F. & J. Livingstone	R.Y.C.V.	Vic.	Cutter
"Kaleena"	MH22	H. E. Godden	M.H.Y.C.	N.S.W.	Sloop
"Lass O'Luss"	89	J. Colquhoun	C.Y.C.A.	N.S.W.	Sloop
"Metung"	GL20	T. O. Beatty	G.L.Y.C.	Vic.	Cutter
"Maris"	CYC6	J. Earl	C.Y.C.A.	N.S.W.	Ketch
"Norla"	167	T. & M. Halvorsen	C.Y.C.A.	N.S.W.	Yawl
"Phantom"	B30	W. K. Mooney	R.S.Y.S.	N.S.W.	Cutter
"Rival"	M2	A. Burgin	R.B.Y.C.	Vic.	Yawl
"Romava"	B16	B. Mercer	L.M.Y.C.	N.S.W.	Cutter
"Solo"	CYC15	V. Meyer	C.Y.C.V.	Vic.	Sloop
"Southernly"	38	D. Mickleborough	C.Y.C.A.	N.S.W.	Ketch
"Southern Myth"	SA6	N. C. Howard	C.Y.C.A.	N.S.W.	Cutter
"Siandra"	MH46	G. Newland	R.S.A.Y.S.	N.S.W.	Sloop
"Southernly Buster"	C3	G. R. Gourlay	M.H.Y.C.	N.S.W.	Sloop
"Tam O'Shanter"	RANCI	R.A.N.C.S.C.	R.Y.C.T.	Tas.	Cutter
"Thurloo"	A40	E. Merrington	R.A.N.C.S.C.	A.C.T.	Sloop
"Wild Wave"	CYC46	I. Cockle	S.A.S.C.	N.S.W.	Cutter
"Winston Churchill"	B3	Sir Arthur Warner	C.Y.C.A.	N.S.W.	Cutter
"Zarabanda"	659	G. Pattinson	R.B.Y.C.	Vic.	Yawl
"Goodewind"	886	K. A. Laws	R.O.R.C.	England	Sloop
"Joanne Brodie"	CYC2	R. C. Hobson	R.P.A.Y.C.	N.S.W.	Ketch
"Kintail"	CYC16	G. A. Hormiman	C.Y.C.A.	N.S.W.	Sloop
"Malohi"	70	N. H. McEnally	M.H.Y.C.	N.S.W.	Cutter
"Patience"	CYC9	A. B. Wilson	C.Y.C.A.	N.S.W.	Sloop
"Ailsa"	PA18	J. Marion	R.P.A.Y.C.	N.S.W.	Sloop





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1960 SYDNEY - HOBART YACHT RACE



COMPETITORS



At the time of printing there was a record fleet of 36 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.

B.G.—Brisbane to Gladstone.

N.R.—Sydney to Noumea Race.

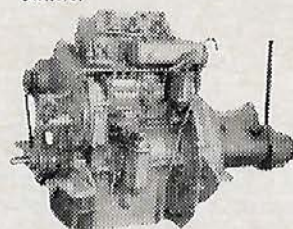
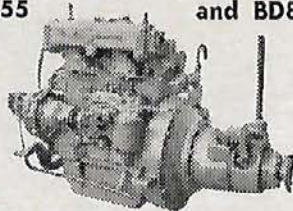
This programme was compiled on 2/12/60 and includes all anticipated entrants to that date. Additional entries will be accepted though they do not appear in this programme.



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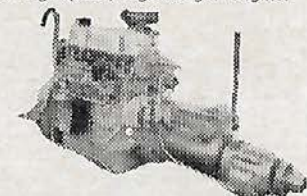
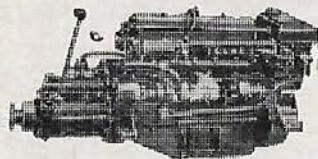


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"ASTOR"—Sail No. 88.
L.O.A., 73ft.; L.W.L., 50ft.; Beam, 15ft.
5in.; Draft, 9ft; 2in;

"Astor" (ex Ada) is the biggest yacht in the race and perhaps the prettiest. A creation in the truest sense of the word, she comes from the board of William Fife in Scotland, who also built her. A familiar sight on Sydney Harbour for many years, she has never participated in any off-shore events until recently purchased by the new owners. Previously rigged as a gaff-schooner, she was changed to her present staysail-schooner rig in 1953, thus reducing sail area by 250 square feet and making her easier to handle. Nevertheless, she carries a crew of 16. It is fair comment on present-day

designing trends to say that she was built in 1926 and still surpasses most in sheer aesthetic appeal. With a new suit of terylene sails and much enthusiasm on board, she should be a contender for line honours together with the always formidable Kurrewa IV.

Crew Members: Owner/Skipper: P. R. Warner (6 H.R., 3 Q.S., 5 B.S., 1 M.I.); Sir Arthur Warner, Co-Skipper (5 H.R., 2 Q.S., 5 B.S.—Holder of Q.S. and B.S. Records); M. Crawford: Sailing Master (6 H.R., 2 Q.S., 2 B.S., 4 M.I., 1 B.G.); B. Warne: Navigator (1 N.I.); J. Pola (1 M.I.); Dr. W. Hughes (1 M.I.); B. Rosenberg (1 H.R., 1 M.I.); R. McAuley (1 H.R., 1 M.I.); M. Kennedy (1 H.R.); A. Sundstrom (1 M.I., Trans Ocean Sailings); W. Thompson (1 H.R., 1 M.I.); J. McLeod (1 M.I.); E. Roberts (1 M.I.); T. Swanson (1 M.I.); B. Moxham (1 M.I.); G. Wheatley (1 M.I.); R. Skoeld.



"INGRID"—Sail No. SA5.

This will be Ingrid's third start in the Hobart Race, having won it in fine style in 1952. She is a boat with a reasonably low rating and as her previous win was in light weather conditions, she could be again a real danger if conditions should favour her.

Crew Members: Skipper: Jim Taylor (4 H.R.); M. Tostevin (5 H.R.); D. Fid-dock (2 H.R.); C. Smith (1 H.R.); J. Wigan (6 H.R.); M. Finn (Bunbury and Naturalist Races); D. Judell (3 H.R.); J. Harrington (Off shore exp. in South Australia).

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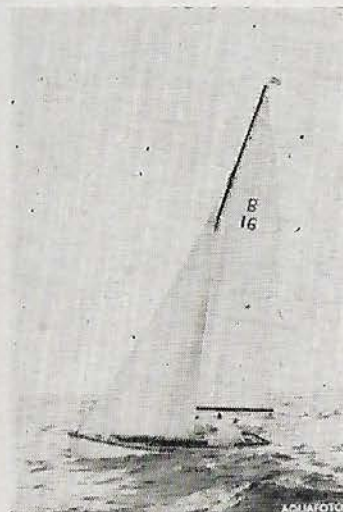
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"ROMAVA"—Sail No. B16.

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

Designed by Robert Clarke and launched in 1954, Romava won the Bass Strait race in 1955, she has many wins to her credit and must be a consistent boat to have won the 1957-58 Port Phillip Royal Brighton Yacht Club point score. In 1956 she was 2nd in the Queenscliffe to Sydney race. Her last start was in 1958.

Crew Members: Owner/Skipper: Bob Mercer (3 Q.I., 2 Q.S., 2 H.R.); A. McLure (2 H.R., 1 Q.S.); L. Nicholls (1 Q.D., 1 Q.S., 1 H.R.); K. Prittard (2 Q.D., 2 H.R., 1 Q.S.); R. Bews (1 Q.S., 1 Q.D., 2 H.R.); C. Patterson (2 H.R.).

"FOUR WINDS"—Sail No. RANCSC3.

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



Once again this tiny yacht will be coming up from Melbourne to participate in the big event. This will be her fifth start in both Sydney to Hobart and Queenscliffe to Sydney Races, she was also a starter in the Sydney Noumea Race in 1948, but unfortunately had to retire due to damaged gear. Her best performance to date is a third in the Queenscliffe to Sydney Race in 1958.

Crew Members: S. Gibson, Skipper (4 H.R., 4 Q.S., 1 Q. Portland); Lt. E. Mentz, R.A.N. Navigator (3 H.R., Off shore exp. in U.K.); R. Smith (2 H.R., 4 Q.S., 1 Q. Portland); Lt. L. Irwin, R.A.N. (2 H.R., Off shore exp.); Lt. A. Cummings, R.A.N. (1 H.R.).

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'SOUTHERLY BUSTER'—Sail No. C3

**L.O.A., 35ft.; L.W.L., 24ft.; Beam, 10ft.;
Draft, 4ft. 9in.**

Southerly Buster was designed by Alan Payne, Hobart. She is very similar in appearance to the Tasman Seabird, although a little stronger in construction and has a raised deck. Her rating too, is greatly lower than that of the Seabird. She has many wins to her credit in her short life of racing, her best to date being a very easy win in the Brunie Island Race. She will be carrying a crew of very experienced Tasmanians who know their coast and weather conditions particularly well.

Crew Members: Owner/Skipper: K. R. Gourlay; C. D. Henry; R. E. Spinner; D. G. Gates; B. F. Wilson; B. R. Plaister. All members have had previous ocean racing and Sydney-Hobart experience.

'PHANTOM'—Sail No. B30.

L.O.A., 39ft.; L.W.L., 27ft. 6in.; Beam, 10ft. 3in.; Draft, 5ft. 8in.

This yacht was built in Melbourne in 1959 and designed in the United Kingdom by C. R. Holeman. Phantom is a Wake Class boat which class won the yachting world competition for a boat following the trend of successful American yachts notably among them being Finisterre. She had a successful first season racing as a sloop but has been re-rigged as a yawl for this event.

Crew Members: Owner/Skipper: W. K. Mooney (2 Q.S. and off-shore cruising); Dudley Burrige (9 Hobart Races, 1 Q.S., 1 M.I.); B. Malone (4 Hobart Races, 3 Montague Island, 1 Q.S.); T. Smith (1 Hobart Race, 2 Q.S., 2 Q.D.); W. McClure (1 Q.S.); D. McConchie (1 Q.S., cruising); J. Forest (1 Q.S.).

'TAM O'SHANTER'—Sail No. RANC1.

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

Tam O'Shanter is owned and sailed by the Royal Australian Naval College at Jervis Bay. She was built by A. MacKenzie in Melbourne in 1951 and has participated in many races from Melbourne, winning many amongst them, the Lady Nelson trophy in 1955 and seventh place in the 1954 Hobart Race — this will be her fourth start in the classic.

Crew: Skipper: Lieut. Comm. D. A. Roff (3 Hobart Races); Lieut. E. Crawford (2 Hobart Races and 2 Q'Cliffe to Sydney); Lieut. E. R. Bambrick (2 Santander and 2 Channel); Cadet M/shipman R. T. Grant (off-shore experience); Cadet M/shipman C. J. Skinner (off-shore experience); Cadet M/Shipman A. H. Craig (off-shore experience).



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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 Fyfe 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 during all these years pays the highest tribute to both designer and builder. Her racing successes would be impossible to number here, but she has competed in 9 Sydney-Hobart Races, winning the Illingworth Cup for line honours 7 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 Livingstone Brothers of Victoria; since then her rig has been modified to reduce her rating but it does not seem to have made any difference to her performance.



Crew Members: Skipper: L. Livingstone (9 H.R., 3 M.I., 2 B.G., 1 Q.S., 1 Trans-Pacific); J. Livingstone (9 H.R., 3 M.I., 2 B.G., 1 Noumea, 1 Q.I., 1 Trans-Pacific); J. Muir, Sailing Master (8 H.R., 1 M.I., 1 B.G.); W. Muir (5 H.R.); D. Robertson (9 H.R., 6 M.I., 2 B.G., 1 Q.S.); G. Pearce (3 H.R., 7 M.I., 2 B.G.); J. Love (3 H.R., 7 M.I., 2 B. G.); H. Kerslake (6 H.R., 7 M.I., 4 B.G., 1 Noumea, 1 Q.S.); J. Biddlecombe (4 H.R., 2 M.I., 1 B.G., 1 Q.S.); D. Muir (1 H.R.); Commander J. Merson, Navigator (experience to be advised later).

"SOUTHERN MYTH"—Sail No. SA6

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

Owner Norm Howard will be coming around from South Australia for the seventh time to compete in the Sydney-Hobart race — no mean feat as each Christmas he sails 3,000 miles. One of the most consistent place-getters in South Australian waters, she was designed by Laurent-Giles of England and built by R. T. Searles and Sons of Port Adelaide. She will be easily recognisable to the public because of a blue hull.

Crew Members: Skipper: N. C. Howard (7 H.R., 3 Neptune Island Races); J. Russell (4 H.R.); K. Flint (1 H.R.); J. Hall (2 H.R.); C. Hauff (1 H.R.); P. Facey (1 Neptune Island Race); R. Hunn (Off-shore cruising).





THE REFRESHMENT
OF FRIENDSHIP

"MALOHI"—Sail No. 70.

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

Malohi, a thoroughbred from the board of Arthur Robb, has already proved herself by winning the Sydney-Noumea race in 1958, she is a Lion Class type and there was a keen rivalry between this class and the Seabirds. With a hard working and experienced crew a great deal of time has been spent on her in preparation for this event. Nev McEnally will be driving this boat to the limit and hopes to improve on his fourth placing of last year.

Crew Members: Owner/Skipper: N. McEnally (1 H.R., 1 S.N.); R. Rusk (1 H.R., 1 M.I.); G. Wignall (2 H.R., 2 M.I.); H. Lindsay (Cruising Experience); Dr. W. Regan (3 H.R., 2 M.I., 1 S.N.); D. Brooker (Harbour Racing).



"PATIENCE"—Sail No. CYC9.

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

Designed and built of steel by her owner A. B. Wilson, this sloop is a consistent starter in off-shore events and has started in six Hobart Races. She is a surprisingly efficient yacht and has done particularly well in shorter ocean races. In her five starts to Hobart she has been unfortunate to have to withdraw on two occasions, however this year it may be better luck for her skipper.

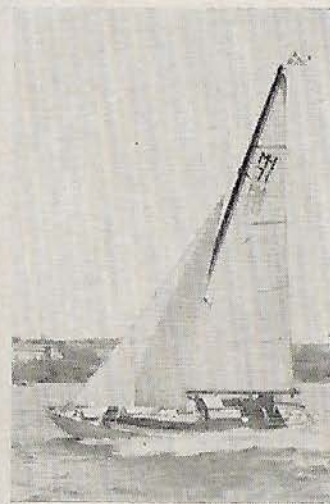
Crew Members: A. B. Wilson (6 H.R.); G. S. Hoskin (6 H.R.); N. Ellis (1 H.R.); F. McClure; J. Burley (1 H.R.).

"EOS"—Sail No. MH71.

L.O.A., 33ft. 6in.; L.W.L., 24ft.; Beam, 8ft. 3in.; Draft, 5ft. 3in.

Eos is a Brittany Class Yacht designed by English designer Laurent Giles and built in 1956. She has raced on Sydney Harbour and in off-shore events, cruised to New Zealand and was a participant in the 1957 Hobart Race. This will be her second start and with the experience of two seasons behind her, will provide tough opposition for boats of her size.

Crew Members: M. T. Flower; David Linton (1 H.R., 2 M.I.); Michael Polkinghorne (3 H.R.); John Longmuir; Hugh Garnham.



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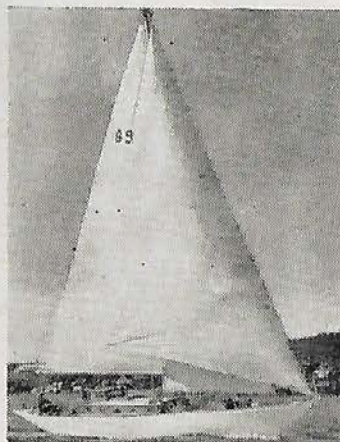
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"LASS O' LUSS"—Sail No. 89.

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



This yacht was designed for the Hobart Race in 1947 by Robert Clarke and has since competed five times in all. Her best performance to date being third in 1951. Her owner, J. Colquhoun, has raced her consistently both on the Harbour and off-shore—she has won one Montague Island Race and three consecutive Bird Island Races. She was built in Hobart by Jock Muir, possibly the finest exponent of the era of boat building in Australia to-day. Originally a sloop, she was given a cutter rig in 1958, she will be racing with a new crew this year and her progress will be watched with interest.

Crew Members: J. Colquhoun (5 H.R., 3 B.G., 3 M.I.); S. Colquhoun (1H.R.); J. Colquhoun (jnr.), 1 H.R.); Miss J. Colquhoun; T. Carson (1 H.R.); M. Carson (1 H.R.).

"KALEENA"—Sail No. MH22.

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



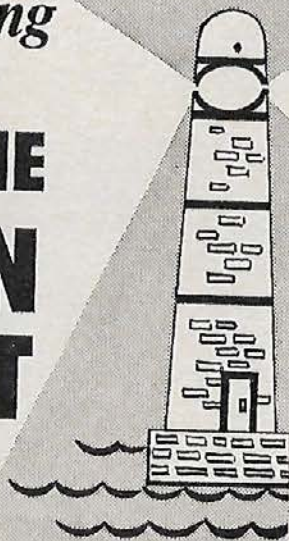
Kaleena is one of the famous Tasman Seabird design yachts, built by Ron Swanson in 1958 for her owner H. E. Godden, Vice Commodore of the Middle Harbour Yacht Club. She was the first Seabird to be racing regularly on Sydney Harbour and has started in every off-shore event since her launching. She has a low handicap in common with all boats of her class and if for no other reason this will bring her well up in the final results.

Crew Members: H. E. Godden, Owner/Skipper (1 Hobart Race, 2 Montague Island); A. Audsley (1 Hobart Race, 2 Montague Island); P. Kaill (1 Hobart Race, 1 Montague Island); N. Spicer (Harbour Racing); A. Goodfellow (Harbour and off-shore racing).

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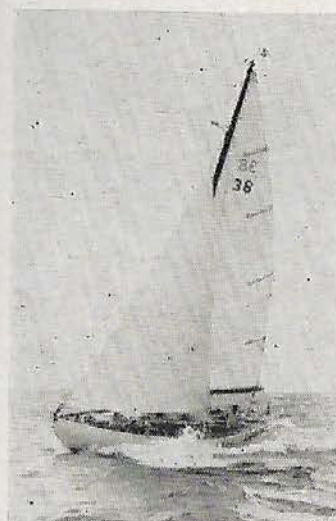
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"SOUTHERLY"—Sail No. 38.

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

This will be Southerley's third start in the Hobart event. In 1958 she retired from the race off Bermagui because of a bad leak which had developed; on return to Sydney she was repaired and strengthened and proved her worth by running third in last year's Hobart Race. Her Owner, Skipper, Don Mickleborough, has now made many modifications to the boat, re-rigged her and made her into a mast-head sloop in hopes that he can take out first place on handicap this year.

Crew Members: Don Mickleborough (2 H.R., 2 M.I., 1 B.G.); D. Lintern (5 H.R., 5 M.I., 3 B.G.); D. Reid (Navigator), (4 H.R., 2 M.I.); P. Musgrave (1 M.I.); J. Vukovitch (1 H.R.); D. Coleman (3 H.R., 2 M.I.).



"CAROL J"—Sail No. 69.

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

Owner — Captain Jack Halliday will be taking Carol J down to Hobart for the fourth time. This boat is Sparkman & Stephens design and like all of their designs seems to go well whatever breeze may be blowing. She has a very experienced crew who know that this boat is capable of taking it and it is almost certain that this boat will be always well up with the fleet.

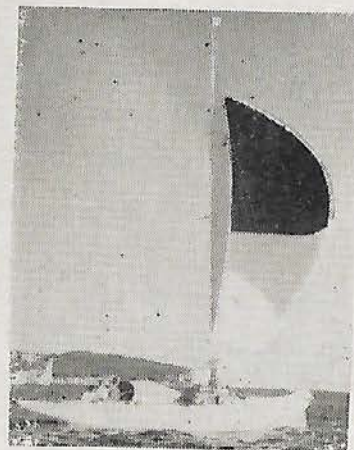
Crew Members: Owner/Skipper: J. Halliday (8 H.R., 9 M.I., 1 B.G.); M. Halliday (8 H.R., 9 M.I., 2 B.G.); T. Tate (1 H.R., 1 M.I.); J. Derrick (1 H.R., 1 M.I.); C. Meecham (2 H.R., 2 M.I.); K. Moxham (1 M.I.); C. Thomas (R.O.A.C. Exp.).

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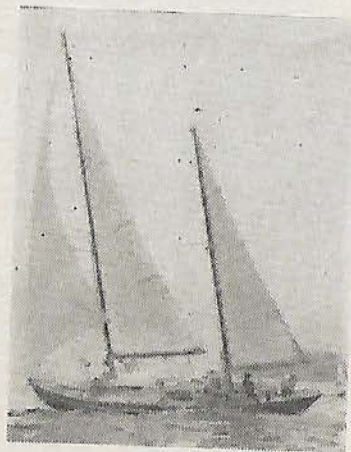
“JANZOON”—Sail No. 40.

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

Designed by Robert Clarke and launched 15 years ago, Janzoon has been one of the most spectacular and consistent starters in all off-shore events. Her crew have been sailing together for many years and the teamwork that this brings with it, makes her always a dangerous rival. This will be the last of many Hobart races in this yacht for her owner Russell Slade, as next year he will be sailing a new rule-beating design by Alan Payne. Notwithstanding the new design, Jan-

zoon will always remain a threat.

Crew Members: Owner/Skipper: W. R. Slade; C. G. Betts; C. F. Norman; R. L. Hammond; W. D. McPhee; P. Harrigan; all at least 6 H.R., 6 M.I., etc.

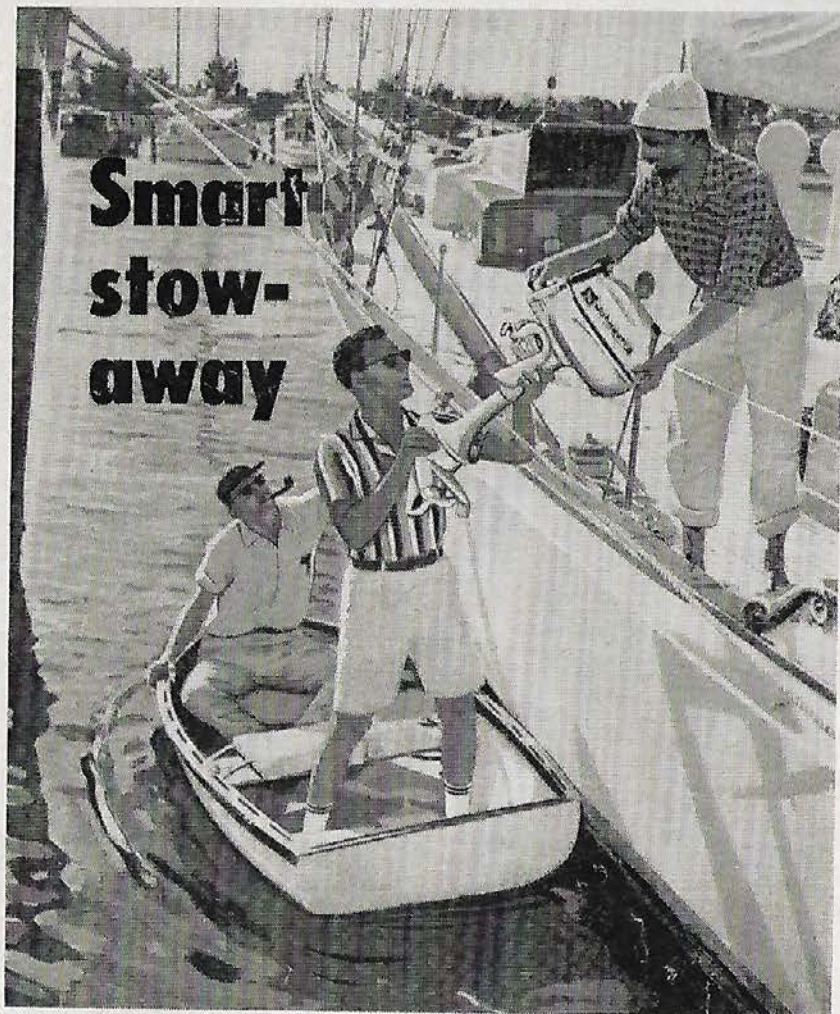


“METUNG”—Sail No. GL20.

L.O.A., 48ft.; L.W.L., 36ft. 6in.; Beam, 12ft. 2in.; Draft, 6ft. 6in.

This beautiful ketch, designed by Alan Payne, was built in 1957, at Metung, from whence she derived her name. She was originally designed as a cruising yacht and so was her counter part Solo from the same drawing board so it will be seen that this is no criterion. This vessel has cruised at length on the Great Barrier Reef and has performed successfully in races on the Gippsland Lakes.

Crew Members: Dr. T. O. Beatty (3 H.R.); J. Porter (1 H.R.); A. Butler (9 H.R.); A. Bannerman (1 H.R.); R. Stevens 3 H.R.); P. Stevens (3 H.R.); O. Stevens (5 H.R.); B. Dyer.



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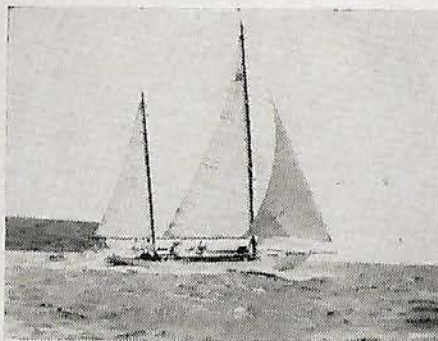
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**"ARCHINA"—
Sail No. CYC20.**

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

Archina is a large ketch that has recently been completely re-rigged and re-furnished for this season's ocean racing events. Well known to Sydney-ites, she

has sailed in numerous Sydney-Hobart races and in 1958 took third place on handicap. Her present owner, J. Howie is a fairly recent newcomer to the ranks of yachtsmen and will be trying hard in the big event. Archina is a big sail carrier and might well be up with the contenders for line honours.

Crew Members: Owner/Skipper: John Howie (2 H.R., 2 M.I.); J. Bryden (8 H.R., 5 M.I.); N. Bennetts; G. Keeble (1 H.R., 2 M.I.); P. Allsopp, (1 H.R., 2 M.I.); R. Cousins; D. Jones (6 H.R., 6 M.I.); A. Schmachling (1 H.R., 2 M.I.); W. Cave.



"SIANDRA"—Sail No. MH46.

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

Siandra was designed by Arthur Robb of England and built by expert boat-builder, Ron Swanson of Sydney, launched in July 1956, she first competed in the 1956 Hobart Race to gain first place in second division. Following many wins in off-shore events, she added to her record by winning the 1957 Montague Island Race, then climaxed her yachting career by winning the Sydney-Hobart

Race in 1958. She has been re-rigged recently as mast-head sloop and since then has won a Bird Island Race. She must be considered one of the major threats in the Classic.

Crew Members: Owner/Skipper: G. Newland (3 H.R., 4 M.I.); D. Patterson (2 M.I.); P. O'Donnell (2 H.R., 5 M.I.); R. Swanson (4 H.R. 5 M.I.); F. Likely (4 H.R. 5 M.I.).

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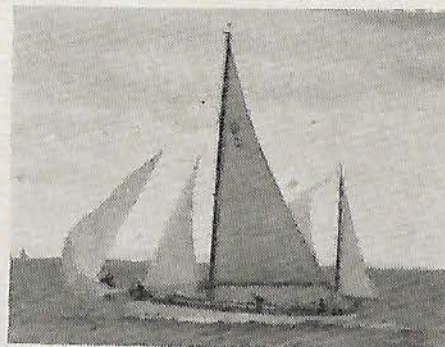
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"WINSTON CHURCHILL"

Sail No. B3.

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



This husky and seaworthy vessel participated in the first Hobart race, finishing second, and gaining third placing on handicap. This race will be her ninth. Originally owned by well known Tasmanian, Percy Coverdale, she is now in the hands of Sir Arthur Warner of Melbourne who has sailed her consistently on Port Phillip. Early in 1959 she went aground in heavy seas off the Victorian coast and it speaks well of the strength built into her that she is once again participating in this classic. With many trophies already to her credit and with an able crew, she should be well up front with the contenders for line-honours.

Crew Members: Graham A. Warner: Owner/Skipper: (5 H.R., 3 Q.S., 1 Q.P.); A. Black (2 H.R., 4 Q.D., 1 Q.P.); N. Brady (3 H.R., 1 Q.S., 1 B.G.); K. Caldecott (6 H.R., 3 Q.S., 3 B., 2 C.N.); T. Cormac (1 H.R., 1 Q.S.); R. Evans (1 H.R., 1 Q.S., 1 Q.P.); T. McInerheny (2 H.R., 2 Q.S.); R. Ratten (1 H.R., 1 Q.S., 2 Q.D., 1 Q.P.); R. Reid (1 Q.P.).

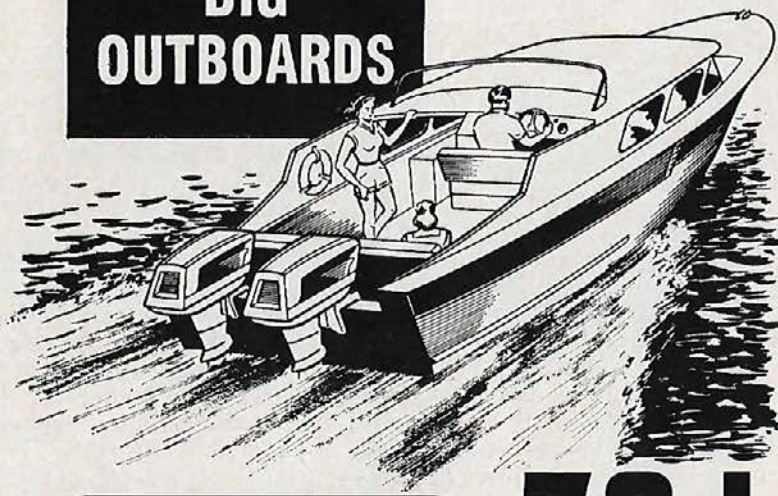
"ILEOLA"—Sail No. Q19.

L.O.A., 55 ft.

Ileola is a unique entry in the Hobart Race in that she has three masts. From the board of the famous American designer Francis Herreshoff, she was built privately by her owner and is known as a H55 Marco Polo Class. This boat was designed for world cruising and has been successfully raced on Port Phillip Bay and in three Bass Strait races, also she has cruised considerably around Bass Strait and the Tasmanian coast. It is believed that she is the first boat of her class to be built in the world, another one having been built since in Western Australia. This vessel has not been seen in Sydney, her potential is unknown and her performance must be watched with a great deal of interest.

Crew Members: Owner/Skipper/Navigator: Geoff Wood (4 H.R., 3 B.I., extensive cruising); W. Tedcastle (2 B.I., cruising experience); B. Mackenzie (2 B.I., cruising experience); K. Fisher (1 B.I., cruising experience); D. Sanderson (1 B.I., cruising experience); G. Marks; K. Durran; C. Harris.

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"KINTAIL"—Sail No. C.Y.C.16

Now owned by George Horniman, Kintail has contested several previous Hobarts. She belies her looks and is very fine below the waterline, having many fine day's passages to her credit. With new gear, and an experienced crew, she is one that is sure to go well.

Crew Members: G. A. Horniman (1 M.I.); E. C. (Boy) Messenger (7 H.R., 3 M.I.); J. Epstein (Navigator) (2 H.R., 2 M.I.); J. Bennetto (6 H.R.); J. McCloy (4 H.R.); P. Bailey 1 M.I.); C. Monkhouse; E. Dermody; W. Gray (1 M.I.).

"THURLOO"—Sail No. A40

This 38' steel sloop is the first keel yacht ever designed by Alan Payne. She is raced regularly in the S.A.S.C., where she has won many races over the years. To date she has done very little ocean racing but has competed in a Sydney to Newcastle and Sydney to Jervis Bay race. She is very well found and likes heavy weather, particularly windward work.

Crew Members: E. Merrington, David Rayment, Roger Hopkins, Geoff de Tores, Geoff Piper.

"WILD WAVE"—Sail No. C.Y.C.46

This 46' cutter designed and built by Jock Muir in Hobart, previously competed in 1953 when she sailed a particularly good race to gain line honours but was later disqualified. Under the new ownership of John Cockle and using her full sail plan once again she is one who will appreciate rugged conditions and a tough race.

Crew Members: J. Cockle, A. D. Campbell, F. Halliday, B. C. Psaltis, N. Danvers, J. Brooks.

"MARIS"—Sail No. C.Y.C.6

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

Maris is another Alan Payne "Seabird" design, with the difference that she has been given a yawl-rig. As a consequence of this she will rate slightly higher than the other Seabirds, but the advantage of the mizzen staysail in certain wind conditions might well compensate for this. Built by Jock Muir in Hobart in 1958, she was the first Seabird to be launched, although she has not been properly finished off until this year. Owner Jack Earl of "Kathleen" fame is one of Australia's most experienced yachtsmen, and with his crew, should provide a few headaches for the other competitors.

Crew Members: Owner/Skipper: Jack Earl (5 H.R., 3 M.I.); Mick Earl (5 H.R., 3 M.I.); Fred Thomas (3 H.R., 2 M.I.); I. Mackellar (1 H.R., 1 M.I.); Lou d'Alpeugeot (2 H.R., 1 M.I.); Kostis Simons (2 H.R.).

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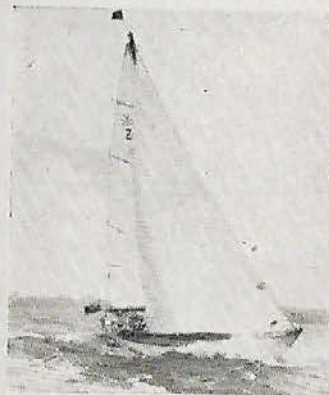
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SYDNEY: 136 Chalmers Street, 'phone: 69-5866



"JOANNE BRODY"—Sail No. C.Y.C.2
L.O.A., 36ft.; L.W.L., 24ft. 9in.; Beam,
9ft. 6in.; Draft, 4ft. 8in.

Another ubiquitous "Seabird," this fine yacht has already proved her hard-weather ability and general endurance by winning the last Montague Island Race, always a good testing ground for the Hobart Race that follows. Owner Ron Hobson, popular Vice-Commodore of the CYC, previously owned the successful "Ripple," and is a man renowned for his hard-driving capabilities. "Joanne Brody," only launched this year

in Sydney, has a lower rating than the other "Seabirds" as a result of a slightly modified rig, and if the conditions are at all hard, she should be amongst the place-getters. She is a yacht worth following very closely.

Crew Members: R. Hobson, Owner/Skipper; H. H. Green (9 H.R., 7 M.I.); M. York (7 H.R., 7 M.I.); J. North (6 H.R., 10 M.I., 1 T.T., 2 B.G.); M. Barlow (1 H.R., 2 M.I.); N. Milne.

"RIVAL"—Sail No. M2.

L.O.A., 37ft. 3in.; L.W.L., 26ft. 6in.; Beam, 9ft. 6in.; Draft, 6ft. 2in.

This brand new craft is to a design by Buchanan in England, and is the first of the Vashti class to be built in Australia. Already two seasons old in England, these yachts have performed creditably in all off-shore events there. She was built by L. J. and D. Steel, in Lake Macquarie, these builders already having two Hobart winners to their credit, namely Ranie and Struen Marie. She went extremely well in the last Montague Race until she had to retire with rigging troubles. No doubt by the start of the classic all her teething troubles will be over, and she will be trying hard to prove herself.

Crew Members: Owner/Skippers: Alby Burgin (2 H.R., 4 M.I.); and Nelson Rundle (3 H.R.); A. Mitchell (1 H.R., 4 M.I.); N. Felton (3 H.R., 3 M.I.); H. Friemuth (7 H.R., 4 M.I., 1 S.N.); P. Rundle (2 H.R., 1 M.I.).

"NORLA"

38ft. Cutter.

This is the latest brainchild of the Halvorsen Brothers which was launched only on December 4th. She is similar to the well performed Anitra, but has a rather wide counter stern instead of a canoe stern. Yachtsmen expect her to do well although there is little time in which to tune her. The same experienced crew will be manning her and she is one to watch with great interest.

Crew Members: Owner/Skippers: T. & M. Halvorsen (11 Hobart races, 3 T.T., 3 Honolulu, 4 M.I.); S. Darling (same as Halvorsens); T. Gowland (8 Hobart, 2 Honolulu, 5 M.I.); S. McRae.

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"BRILLIANT"—Sail No. B10

42ft. Cutter.

Brilliant is having her third start in the Hobart race, having competed in 1953 (6th) and 1954 (12th). In both those years, however, she was rigged as a schooner. For this year she has been altered to cutter rig, which experts feel may be of advantage to her. She is a stout vessel and has many miles of cruising in her wake besides ocean racing.

Crew Members: Owner/Skipper: M. C. Forster (5 H.R., 1 T.T., 1 Gladstone, cruising Australia, New Zealand and South Pacific Islands); I. D. Coward (Harbour racing); J. L. Honeysett (2 H.R., local ocean races, Tas); R. L. Laing (4 H.R., local ocean races, Tas); L. Nibbs (Harbour racing, cruising to N.Z. and S. Pacific Is.); J. R. Tate (Cruising experience); J. L. Williams (Harbour racing and ocean cruising).

"GOODEWIND"—Sail No. 886

This 50 ft. steel ketch recently sailed here from England. She was built in Germany about 1930 and has little racing performance on which to judge her chances. Her owner, Dr. Laws, has previously contested the race in Nirvana, and there can be little doubt as to the ketch's seaworthiness.

Crew Members: Owner: Dr. K. Laws; John Hunter (2 H.R.); Henry Strasburger; William Perkins; Rodney Perkins; Rupert Rosenblum.

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.

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IN

The Best Paper for Sportsmen

THE

Daily Telegraph

"LAURIANA"—Sail No. CYC30.
L.O.A., 62ft.; Beam, 16ft.; Draft, 8ft.



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 and keeping radio contacts with the yachts and co-relating this information before sending it ashore to the Australian Broadcasting Commission. She carries beautiful radio equipment and in the crew are an operator and computer who keep the news going through. This is the fifth time Jim Sampson 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 voluntary 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 Japanese 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 present owner, Jim Sampson.

Crew Members: J. S. Sampson, Owner/Skipper (4 Hobart Races); Doug Hale, (4 Hobart races); D. M. Brown (C.Y.C. Representative); Bert Oliver, (ABC Announcer, 2 Hobart Races); Alan Pyatt, (Radio Commentator, 2 Hobart Races); Noel Rubie (Official Cameraman, 1 Hobart Race); Bill Faulkner; Ron Terry (4 Hobart Races); Doug Baglin (4 Hobart Races); Frank Ferris (2 Hobart Races); E. Patten; Jim Voss; Ron Badman; Keith Tannafoord (2 Hobart Races).

RACE NEWS BROADCASTS

This year's "Lauriana" will be making her sixth passage to Hobart as Radio Relay Yacht and will be calling competing yachts three times daily throughout the race.

All information received by "Lauriana" will be relayed ashore to the A.B.C. and broadcast to all States through 2FC.

These special broadcasts may be heard at the following times: —

MONDAY 26th DECEMBER:

9.00 — 9.10 a.m. Race Preview
 10.55 — 11.30 a.m. Description of Start
 6.20 — 6.30 p.m. Progress report
 10.20 — 10.30 p.m. Progress report

TUESDAY 27th DECEMBER:

10.50 — 11.00 a.m. Progress report
 6.20 — 6.30 p.m. Progress report
 10.20 — 6.30 p.m. Progress report

WEDNESDAY 28th DECEMBER:

Same times as Tuesday

THURSDAY 29th DECEMBER:

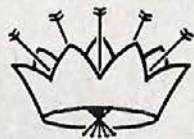
Same time as Tuesday

FRIDAY 30th DECEMBER:

10.45 — 10.55 a.m. Progress report
 6.20 — 6.30 p.m. Progress report
 10.20 — 10.30 p.m. Progress report

SATURDAY 31st DECEMBER:

Same times as Friday



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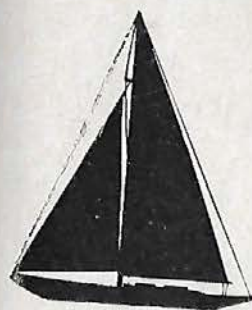
Where to Watch the Start

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.

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.

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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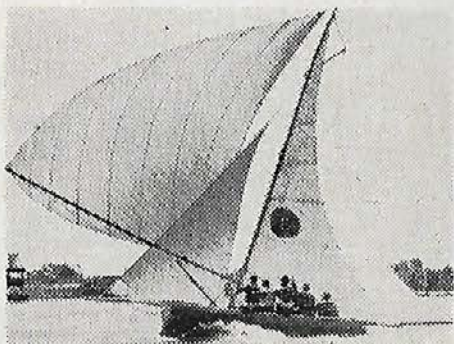
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