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Sydney-Hobart 1961

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A WORD FROM THE COMMODORE



December 26, 1961, will see the start of the seventeenth Sydney-Hobart Yacht Race—a trial of yacht preparation, seamanship, navigation and tactics that has made this race the annual focal point of yachting interest throughout Australia, and in fact attention throughout the world.

The 680-mile Sydney-Hobart Race is considered by yachtsmen generally as one of the three classic ocean races, but whereas the other two races, the English "Fastnet Race" and the American "Bermuda Race," although of approximately the same distance, are run bi-annually, such is the enthusiasm of Australian yachtsmen that our Hobart Race can be held annually, with the number of starters increasing from year to year. I expect the 1961 race to draw an all-time record fleet.

The high standard of quality of the ocean racing yachts and their gear in this year's race would be without a doubt equal to any in the world.

Many new boats from the boards of the world's leading designers, including the Australian Alan Payne, Sparkman and Stephens of America, Arthur Robb and Alan Buchanan of England, are racing for the first time this year.

The majority of the new yachts are still built from timber, though some are steel, and Payne's latest design, "Janzoon II" is constructed from glass fibre and resin.

The majority of the working sails that you will see are made in Australia from imported English "Terylene" and American "Dacron" cloth, whilst the spinnakers and light sails are "Nylon." The locally-made sails are generally considered to be at least equal to any available overseas. These modern synthetic sails are the main reason for the modern yachts' superior sailing ability and weatherlines.

As explained later in this programme, the Royal Ocean Racing Club of England's "Measuring and Rating" rule is used to handicap the yachts in all C.Y.C.A.'s major ocean races. This rule has been evolved to encourage the design and racing of fast, seaworthy and safe ocean-going yachts. I am sure that after viewing this year's fleet you will agree with me that the rule has succeeded in its objective.

The Cruising Yacht Club of Australia, after seventeen years of ocean racing, is justly proud of its unblemished safety record.

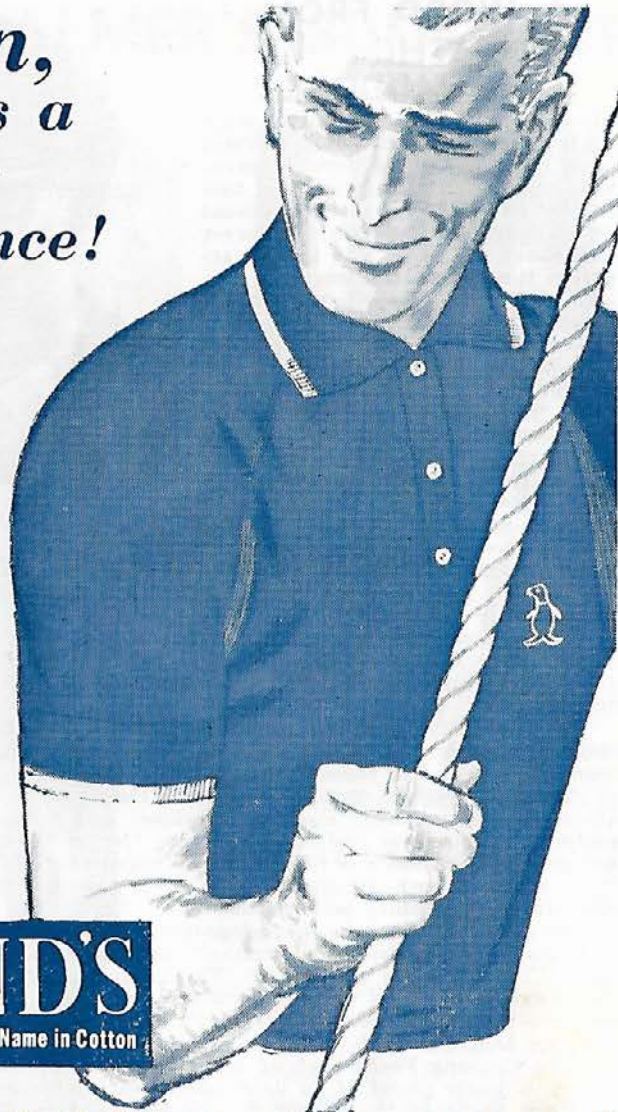
Each yacht in the racing fleet is inspected by the Club's inspection team and has to comply with the C.Y.C.A. Safety Regulations. These regulations are designed so that the yachts and their gear meet a set standard of safety.

Two-way radios are compulsory on all the yachts, this ensures, in an emergency, a means of communication with the radio relay vessel, "Lauriana," and also allows those interested to follow the progress of the race through the C.Y.C.'s special communication centre at the clubhouse, which also disseminates the news to National Press, Radio and TV networks.

I am looking forward to the day when a modern American yacht will compete in a Hobart race. I am sure that Australian yachts and yachtsmen are equal to any from overseas.

To the entrants and their crews: Best of luck, the weather that you wish for, and a good landfall.

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Why is Yachting so Popular?

Why do people take up yachting, particularly ocean racing? What is there in it that will make a man leave the comfort of his house to battle against stormy seas in a small boat for perhaps a week, when for what it has cost him he could have chartered a whole aircraft and made the trip to Hobart in a few hours?

It is not for money. The cash prize will not buy the winning yacht a new jib, and the only wagering that goes on is between various skippers and crews and never goes beyond a bottle of Scotch or a dozen of beer.

The reason then. Perhaps we yachtsmen do not really know ourselves. It is in your blood, you either have it or you have not. The competitive spirit is there but there are differences from other sports. You are pitting your skill and stamina against the elements as well as against your competitors. There is intense rivalry between certain groups which are fairly evenly matched. The giants, for instance, are racing for line honours and their greatest thrill is to be the first to get the gun.

The smaller yachts have no chance against the larger yachts across the line, but the Rule is taking care of them and the outright winner will probably come from their company.

Even so, several match races develop between yachts of about the same size and performance and their skippers seem to be more interested in whether they are in front of "Ron," "Horrie" or "Jack" than they are in the positions of the other thirty yachts in the race. Great is the satisfaction for the crew who have come perhaps 12th in the race to have their rivals, who are placed 15th, come aboard in Hobart with a "dozen" in payment of a wager. The stakes are usually downed there and then by both crews. Not only the winner has fun.

Many skills are necessary for success, not the least of which is organisation. The winner will have had the race half won before he crosses the starting line by having spent at least six months in meticulous preparation.

Navigation and meteorology are essential skills. Accurate knowledge of position, ocean currents and probable shifts of wind are the basis of all winning tactics. Personal qualities are of paramount importance. You cannot live in a confined space for a week with a social misfit. The bogy or smart aleck type is entirely absent. Anyone who is not dependable, who panics in an emergency or who bludges on his mates has been weeded out long ago and has left the sport.

Perhaps therein lies the charm, the Ocean Racing Fraternity. You know that they are all stout fellows and good sports who have been tried in adversity and found not to be wanting. You are proud to be one of them. Also, the sea is not always stormy and often it can be very pleasant.

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



A WORD FROM THE MASTER

It is a pleasure once again to be able to send you a note for your Sydney-Hobart programme, and equally a pleasure to know that the stature of this great race goes on from strength to strength each year.

Here in Europe as I write, we have just closed our offshore racing season. This year, it has been a hard weather racing season, taken full and by.

The season opened with a blustery 200-mile race to Harwich; a fortnight later the race to Holland included a 100-mile beat to windward in force 5/6. The 200-mile Morgan Cup Race saw several yachts dismasted, while only thirteen finished out of the hundred starters in gale conditions in the Cowes/Dinard race. Once more, the Fastnet lived up to its reputation by providing 300 miles of hard, steady windward work, force 4/6, as well as a force 9 gale, which caught out the tail half of the fleet only. In the Fastnet, for the first time in history, a hundred entries were exceeded. Even in the Mediterranean, in the now classic Giraglia, we were treated to a few hours of force 8 mistral.

I personally had the pleasure of sailing in eleven offshore races this year including the Channel race in the new 60ft. waterline ketch "Stormvogel," in whose design I had a hand. She is, I think, the fastest ocean-racing racer yacht built in Europe; I mention her particularly, because it is the owner's intention to race in the Sydney-Hobart race next time. In inshore races, she has soundly beaten the 12 metres, and offshore she finished with an enormous lead in the Fastnet in spite of having to reveal a new main haliard. So it is clearly time that someone in Australia had a similar sized boat built to defend for line honours.

I wish you all good sailing on the way to Hobart.

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.

FOR THE SECOND YACHT ON CORRECTED TIME

FOR THE THIRD YACHT ON CORRECTED TIME

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

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

One Hundred Guineas: Presented by the Government of Tasmania.

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

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

C.Y.C.A.: Trophy.

Fifty Pounds: Presented by the Hobart Municipal Council.

C.Y.C.A.: Trophy.

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.

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

FIRST 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. or .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 show-rooms as an example of the silver-smith's art.

At the inception of the Sydney to Hobart Yacht Race in 1945 the trustee 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 — 1945-60

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

(Times are given in hours and minutes)

Pl.	Yacht	Owner	El. Time	T.C.F.	Cr. Time
1	"Rani"	Capt. J. Illingworth, R.N.	158-22	.6670	105-38
2	"Ambermerle"	J. R. Colquhoun, C. Kiel	200-19	.6722	134-39
3	"Winston Churchill"	P. Coverdale	175-38	.7706	135-20
4	"Kathleen"	J. Earl	198-20	.6856	135-59
5	"Horizon"	J. R. Bartlett	199-47	.6977	138-23
6	"Saltair"	R. M. Walker	204-55	.9039	185-13
7	"Mistral"	R. F. Evans	205-48	.8859	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 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. Philip	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: "Tex" (N. W. Thomas), "Sirius" (J. S. Booth), "Connella" (B. R. O'Brien), "Winston Churchill" (P. Coverdale), "Merlan" (W. L. Curtis), "Unis J" (B. W. Davies), "Kaula" (D. McAllister), and "Fegmhr" (F. A. Harris).

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1947—

Victory in the 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 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	5-22-40-2	.6807	4-1-10-54
3	"Peer Gynt"	T. Halvorsen	2	24.40	6-1-18-15	.6853	4-3-34-37
4	"Kintail"	D. McCrae	2	28.72	5-20-0-56	.7359	4-7-2-15
5	"Fortuna"	Dr. R. Whishaw	2	25.54	6-5-13-9	.6965	4-7-55-52
6	"Trade Winds"	M. E. Davey	2	29.41	5-23-15-1	.7342	4-9-10-28
7	"Saltair"	A. E. Walker	2	24.48	6-6-23-20	.7024	4-9-37-59
8	"Gymea" (Winner, Division 1)	G. L. Carter	2	23.37	6-13-53-51	.6785	4-11-8-0
9	"Morna" (Second, 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	"Matthew Flinders" (A. E. Palfreyman)	A. E. Palfreyman	1	38.60	5-22-35-6	.8071	4-19-4-48
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	5-4-22-50

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.	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	.7500	93-53-41
11	"Southern Maid"	W. Trautwein	1	124-11-48	.7964	98-41-12
12	"Gymea"	G. Carter	2	147-31-0	.6721	99-8-45
13	"Alice"	J. Callhan	1	192-10-15	.8327	160-1-14

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

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1949—

The 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

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	.6803	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."

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 predictions 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

Pl.	Yacht	Owner	Rating	El. Time	T.C.F.	Cr. Time
1	"Nerida"	C. P. Husegrove	5-6-15-49	.7597	3-20-17-13	
2	"Margaret Rintoul"	A. W. Edwards	5-5-23-35	.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. Saafield	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	.6389	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

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	3-1-13-21	
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	3-9-50-37	
12	"Pavana"	G. Mayne	4-7-43-1	.8166	3-12-41-43	

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1952—

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

OFFICIAL PLACINGS

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

Pl.	Yacht	Owner	El. Time	T.C.F.	Cr. Time
1	"Ingrid"	J. S. Taylor	6-17-07-22	.6575	4-09-56-18
2	"Moonbi"	H. S. Evans	6-17-10-23	.6654	4-11-14-40
3	"Nocturne"	J. R. Bull	6-02-34-47	.7337	4-11-32-44
4	"Ripple"	R. C. Hobson	6-22-58-30	.6541	4-13-13-06
5	"Kintail"	D. Macrae	6-11-15-01	.7048	4-13-25-13
6	"Kurura"	J. A. Clark	7-05-51-54	.6359	4-14-33-39
7	"Landfall"	J. Richardson	6-03-00-25	.7539	4-14-49-43
8	"Solveig"	T. & M. Halvorsen	6-12-05-40	.7114	4-15-02-44
9	"Terra Nova"	K. Gourlay	6-06-58-20	.7381	4-15-25-57
10	"Fortuna"	W. Fesq	6-18-03-14	.6923	4-16-11-24
11	"White Cloud"	G. Brenac	6-00-20-56	.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

1953—

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

OFFICIAL PLACINGS

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

Pl.	Yacht	Owner	El. Time	T.C.F.	Cr. Time
1	"Ripple"	R. Hobson	5-12-58-36	.6633	3-16-12-12
2	"Solveig"	T. & M. Halvorsen	5-7-12-50	.7048	3-17-39-37
3	"Horizon"	S. Berg	5-10-41-46	.7016	3-19-41-47
4	"Kurura"	J. A. Clark	6-6-25-6	.6426	4-0-39-32
5	"Nimbus"	A. L. Cohen	6-5-23-15	.6571	4-2-9-45
6	"Brilliant"	B. Warming	5-21-59-7	.7130	4-5-14-15
7	"Josephine"	R. A. Houghton	5-7-25-51	.8068	4-6-48-40
8	"Gipsy Queen"	A. C. Eden	6-5-7-10	.7013	4-8-34-39
9	"Kurrewa III"	F. & J. Livingston	5-7-27-20	.8258	4-9-15-10
10	"Ellida"	J. Halliday	6-15-6-14	.6620	4-9-19-36
11	"Nocturne"	J. R. Bull	6-0-52-46	.7319	4-10-2-14
12	"Ruthean"	A. V. & I. Toll	5-8-58-9	.8252	4-10-25-31
13	"Wraith of Odin"	B. R. O'Brien	5-21-8-32	.7744	4-13-18-2
14	"Onrust"	D. Tober	7-5-18-30	.6574	4-17-55-58
15	"Warana"	P. R. Warner	7-0-13-0	.7195	5-1-1-55
16	"Nell Gwyn"	F. Hickman	7-2-16-57	.7306	5-4-24-30
17	"Flamingo"	W. Carthy	8-2-9-16	.6590	5-7-21-16
18	"Isis"	R. May	8-21-16-0	.6359	5-15-36-58
19	"Wanderer"	E. Massey	7-11-1-59	.7679	5-17-28-46
20	"Patience"	A. B. Wilson	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.

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

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flowing sea and a
wind that follows fast...”*

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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.)

Pl.	Yacht	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	"Kintall"	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	4-3-10-46
9	"Wrath 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."

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	.6897	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. Burrigge	.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

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1956—

A fleet which equalled in number the 1947 record fleet of 28 yachts, crossed the starting line on the way to Hobart, but what a different fleet it was. Gone to a great extent were the slow cruisers that formed the bulk of our early ocean racing fleets, and in their place were seaworthy, able sailing machines tuned to the highest pitch for the task in hand.

OFFICIAL PLACINGS

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

Yacht	Date	Hour	Elapsed	T.C.F.	Div.	Corrected	PLACING	Open Div.
"Solo"	30/12	pm	4-03-33	4-5-3-33	.7927	1	3-8-33-52	1 1
"Anitra"	31/12	am	3-43-34	4-16-43-34	.7164	1	3-8-45-25	2 2
"Carol J"	31/12	am	7-31-58	4-20-31-58	.7069	1	3-10-22-37	3 3
"Janzoon"	31/12	am	8-53-06	4-21-53-06	.7148	1	3-12-14-40	1 4
"Sandra"	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	4-11-26-38	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	.6898	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	.6389	2	5-8-37-20	22 13
"Valima"	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	.6680	2	6-13-5-52	26 14

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

1957—

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

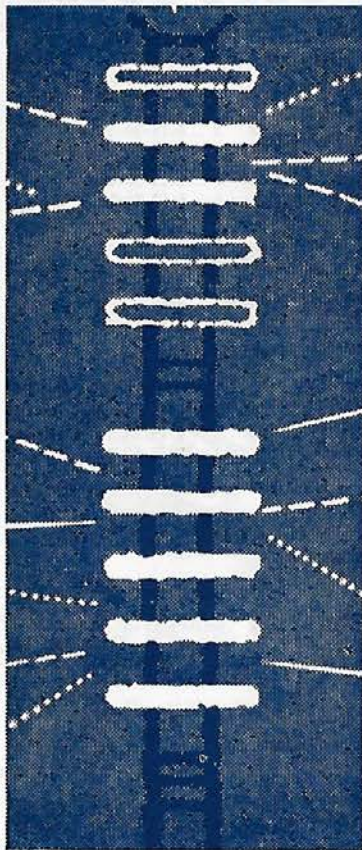
OFFICIAL PLACINGS

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

Pl.	Yacht	Owner	T.C.F.	Time of Arrival	Elapsed Time	Corrected Time
1	"Anitra V"	T. & M. Halvorsen	.7105	5-38-30 pm	4-6-38-30	3-0-55-37
2	"Solo"	V. Meyer	.7973	7-19-16 am	3-20-19-16	3-1-36-27
3	"Catriona"	D. M. Brown	.7596	6-42-45 pm	4-7-42-45	3-6-46-48
4	"Kurrewa IV"	F. & J. Livingston	.9114	5-30-39 am	3-18-30-39	3-10-29-31*
5	"Metung"	Dr. T. Beatty	.7264	6-01-40 am	4-19-1-40	3-11-33-22
6	"Kismet"	K. Gourlay	.6683	7-21-25 pm	5-8-1-25	3-13-46-51
7	"Four Winds"	S. Gibson	.6389	1-18-43 am	5-14-18-43	3-13-48-43
8	"Patience"	A. B. Wilson	.6667	8-44-51 pm	5-9-44-51	3-14-30-9
9	"Lolita"	J. Leahy	.6732	8-29-52 pm	5-9-29-52	3-15-10-40
10	"Samuel Pepys"	R.N.S.A.	.6779	7-38-23 pm	5-8-38-23	3-15-12-18
11	"Eos"	T. Fowler	.6730	9-18-31 pm	5-10-18-31	3-15-41-52
12	"Southern Myth"	N. C. Howard	.7250	1-58-10 pm	5-2-58-10	3-17-9-10
13	"Janzoon"	W. R. Slade	.7064	6-20-07 pm	5-7-20-07	3-17-56-59
14	"Tahuna"	H. Wilckens	.7384	6-09-53 pm	5-7-06-53	3-21-51-47
15	"Winston Churchill"	Sir A. Warner	.7925	12-28-54 am	5-1-28-54	4-0-16-27
16	"Defiance"	N. D. Rundle	.8273	7-24-13 am	4-20-24-13	4-0-18-8
17	"Nirvana"	Dr. K. Laws	.8500	9-54-56 am	4-22-54-56	4-5-4-42
18	"Bintang-Terang"	M. Hills-Willis	.7800	4-13-12 pm	7-5-13-12	3-15-6-41

Retired: "Trade Winds" and "Caprice."
Distance: 680 miles. * "Kurrewa IV" first home—Course record.

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

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Two Sec. Flashes Clearing
Half Sec. Flashes Windy

RED:

Steady Rain
Two Sec. Flashes Showers
Half Sec. Flashes, strong winds & rain

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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 badly leaking. "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

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

Pl.	Yacht	Owner	Elapsed Time	Corrected Time
1	"Sandra"	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	5-04-00-08	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	3-19-38-27
6	"Tarnie"	G. C. Wignall	5-20-54-46	3-22-01-00
7	"Sampel 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. Robillard	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. Raisbeck	8-19-00-00	5-21-50-03

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

1959—

The first day's ideal conditions soon left the 30 competing yachts and the remainder of the race, except the final stage, was sailed in stiff headwinds. "Solo" revelled in these conditions and maintained her lead to the finish, when "Kurrewa IV" lost all chance of finding a private "hole" on the Tasmanian coast. But it was "Cherana" which finished strongly, proving beyond doubt the Tasman Seabird's ability by toppling "Anitra" from first place. Third went to "Southerly," which had created quite a stew in the previous event by nearly floundering off the N.S.W. coast.

OFFICIAL PLACINGS

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

Pl.	Yacht	Owner	T.C.F.	Corrected Time
1	"Cherana"	R. J. Williams	.6500	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	"Malohi"	N. McEnally	.6615	3-10-30-28
5	"Kaleena"	H. Godden	.8565	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	"Sylvena"	S. H. Moray	.6981	3-15-48-41
13	"Lolita"	J. Leahey	.6746	3-15-51-46

Placings continued on Page 251

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1959 OFFICIAL PLACINGS, (Continued)

Pl.	Yacht	Owner	T.C.F.	Corrected Time
14	"Metung"	Dr. T. Beatty	.7270	3-16-36-05
15	"Lorraine"	R. Rusk	.6846	3-18-44-30
16	"Cairiona"	D. M. Brown	.7617	3-20-07-17
17	"Birralee"	J. & T. Savage	.6895	3-20-34-58
18	"Kurrewa IV"	F. & J. Livingston	.8651	4-00-13-14
19	"Winston Churchill"	Sir A. Warner	.8084	4-00-34-26
20	"Archina"	J. S. Howie	.7995	4-00-40-46
21	"Ruthean"	A. & T. Toll	.8336	4-03-15-58
22	"Tam O'Shanter"	J. M. Ramsay	.6673	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," "Larntarni," "Patience," "Alyone."

1960—

This year a record 32 yachts crossed the starting line, including the British entry, "Zarabanda," skippered by G. Pattinson, who had raced "Uomi" in 1958.

Perfect conditions prevailed at the start with the traditional light nor'easter carrying the yachts well on their way southward. Light favourable breezes continued for several days, with the boats well offshore gaining advantage from heavier wind strengths at night.

Off the Tasmanian coast, the breeze turned to the south and heavy fog made navigation conditions very difficult, if not impossible, with several yachts making poor landfalls.

"Kurrewa IV", "Solo" and "Astor" had a good race for line honours and finished in that order, with some four hours separating the three.

"Siandra," which came in about 13 hours after "Kurrewa," took handicap honours, for the second time, from the Tasman Seabird "Kaleena," with "Malohi," another Lion, third. All placegetters came from M.H.Y.C.

OFFICIAL PLACINGS

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

Pl.	Yacht	Owner	T.C.F.	Corrected Time
1	"Siandra"	G. Newland	.6596	3-07-48-04
2	"Kaleena"	H. Godden	.6565	3-00-04-57
3	"Malohi"	N. McEnally	.6609	3-08-37-19
4	"Rival"	A. G. Burgan & N. Rundle	.6694	3-10-33-09
5	"Norla"	T. & M. Halvorsen	.7177	3-11-13-04
6	"Joanne Brodie"	R. C. Hobson	.6501	3-12-03-48
7	"Jansoon"	R. Slade	.6993	3-12-09-41
8	"Solo"	V. Meyer	.7973	3-12-49-43
9	"Patience"	A. B. Wilson	.6665	3-13-38-28
10	"Romava"	R. J. Mercer	.6565	3-14-13-57
11	"Carol J"	J. Halliday	.7077	3-14-17-51
12	"Allsa"	J. Marion	.6176	3-14-20-38
13	"Zarabanda"	G. Pattinson	.7044	3-14-24-55
14	"Metung"	T. O. Beatty	.7255	3-15-43-15
15	"Maris"	J. Earl	.6636	3-16-08-41
16	"Kurrewa IV"	F. & J. Livingstone	.8578	3-17-29-13
17	"Lass O' Luss"	J. Colquhoun	.7080	3-17-52-14
18	"Ingrid"	J. S. Taylor	.6840	3-19-05-13
19	"Wild Wave"	J. Cockle	.7484	3-19-56-09
20	"Astor"	P. R. Warner	.8480	3-20-00-18
21	"Southerly"	D. Mickleborough	.6611	3-20-51-53
22	"Archina"	J. Howie	.7853	3-21-25-50
23	"Tam O' Shanter"	R.A.N.C.S.C.	.6673	3-21-46-16
24	"Southern Myth"	N. C. Howard	.7252	3-22-28-17
25	"Southerly Buster"	K. R. Gourlay	.8387	3-22-30-34
26	"Eos"	M. T. Flower	.6762	4-01-03-43
27	"Winston Churchill"	G. A. Warner	.8082	4-01-09-44
28	"Brilliant"	M. C. Forster	.7195	4-05-01-53
29	"Kintail"	G. A. Horniman	.7274	4-06-10-14
30	"Four Winds"	S. W. Gibson	.6376	4-12-32-24

Retired: "Ile-Ole," "Thurloo" failed to round the John Garrow light,

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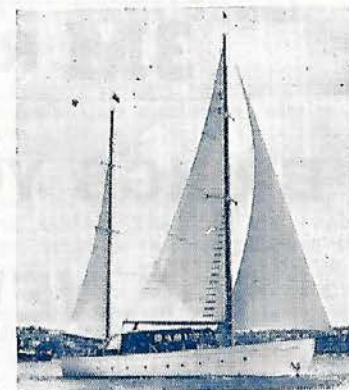
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"LAURIANA"—Sail No. CYC30.

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 year, the owner, Jim Sampson, is competing in his own ocean racing yacht, "Anitra," but "Lauriana" has been made available for the sixth time, in the command of Doug Hale. 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 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 Jim Sampson.



Crew Members: D. Hale, *Skipper*, 5 H.R.; M. E. Davey, 7 H.R., 6 M.I.; G. A. Barton, 6 H.R., 5 M.I.; B. Oliver, 3 H.R.; T. J. Amos, 5 H.R.; M. Hogg; M. York, 8 H.R., 9 M.I.; E. G. le Brun, 2 H.R., 1 M.I.; R. Terry, 4 H.R.; Z. C. Tatton, 1 H.R.; T. Wheeler, 3 H.R.; N. Ruby, 1 H.R.; C. Trideaux; D. Baglin 5 H.R., 3 M.I.

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 Prizegiving 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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Our America's Cup Challenger

(Courtesy Alan Payne)

It is assumed that the readers of the Sydney-Hobart race programme will have a special interest in the America's Cup challenge, and so I have been asked to write a few words about it.

First of all, I would like to emphasise the difficulty of our task. When Sir Frank Packer and the Royal Sydney Yacht Squadron considered challenging for the America's Cup, we had no advantages in ability or experience which would help us in racing against American yachtsmen. In all the various aspects of the campaign, such as the designing of the boat, the building of the boat, making the sails and handling of the boat by the helmsman and crew, we could not be said to have greater natural talent or greater experience. On any reasonable view of the situation, the probability was, and I think the probability still is, that we would be defeated. Nevertheless, we are going to try to win the America's Cup. We assume that anything the Americans can do, we can do at least as well, always provided we try hard enough.

I am very pleased to be able to say that so far the Syndicate, headed by Sir Frank Packer, has done all that it reasonably could and certainly all that I have asked, in order that our preparations should be as thorough as the Americans'. On some aspects of the project we have done more work than American yachtsmen. Whether this will bring better results remains to be seen.

It is difficult to convey the effort required from everyone connected with the challenge if the yacht is to be successful. The best way I can explain it is to say that it seems unlikely that any large improvements can be made in 12 metre design, or sails, or handling. Certainly (and unfortunately) I have not made any brilliant discoveries of this kind.

The way to produce a fast boat seems to be to closely examine every one of perhaps thousands of small things which have a slight bearing on performance and to make each one of these small things just a little better than it ever has been before. I have been surprised how many people have been prepared to give their time to studying some of these problems to help the Challenger. I am sorry I have not the space to mention these people by name.

I would also have liked to write in detail about the efforts of those who have come forward to be tried out for the crew of the Challenger. They have given a tremendous amount of time without any certainty of being selected and their contribution to the challenge has been as great as anyone's. I might mention to illustrate this that Archie Robertson said the other day that he had never asked one of the crew to come out sailing on a certain day and found that he failed to turn up.

Perhaps after all we have one advantage over the American defenders. That is the help which has been offered to the project by all sorts of people. Large and expensive yachts are not uncommon in the United States and there, no particular interest would be shown in the general community in the requirements of such a yacht. Here in Australia the interest in sporting endeavours is such that, for instance, large engineering firms have put off important work so that they could concentrate on turning out certain special equipment for the new boat. Everyone connected with the boat in the smallest way has put himself out to do a specially good job.

We have made certain small changes from the American yachts which we believe may be improvements, but clearly there will be plenty of time for American observers to see these changes and for them to incorporate them in their own boats if they think it worthwhile.

It is intended to take the two yachts to America quite early so that we can have plenty of time for practice in the area in which the match will be held. Unfortunately, this makes it even more likely that if we have any good ideas they will be copied.

FRESHER BREAD

for Sydney-Hobart Yachtsmen!



The keeping qualities of bread for the voyage have always been a problem for Yacht Race Crews. Last year, 28 of the 32 crews, including the winner SIANDRA, enjoyed fresher bread . . . they took Love's NU-BAKE and WHOLEMEAL. Bread baked in Sydney on Xmas Eve was still being eaten in Hobart on New Year's Day—9 days later!

Nu-Bake and Wholemeal are just two of the many varieties of tastier, fresher-keeping breads baked by Love's Bakeries of Enfield. Ask for them at your local store.

NB—52

Our America's Cup Challenger (cont.)

By the time you read this, the yacht should be nearing completion. We don't have any fixed completion date because the numerous small fitting-out jobs may bring delays. I think I had better not predict when you will be able to see the two 12 metres sailing.

I hope that everyone who is interested in yachting in Australia will get a thrill out of watching these two big yachts racing. The pleasure of the ownership of these yachts will be shared not only by the members of the Syndicate, but by all the Australian sailing fraternity.

Also I believe that the building of this boat will lead to a higher standard in Australian yachts generally and to greater participation by Australians in all kinds of international yachting events.

You will see that the emphasis in this note of mine has been on the fact that we have taken on a very tough job. However, if we had begun this project with the idea that it would be easy, our defeat would have been a certainty. As it is, I believe the races in September, 1962, will be closer than most previous America's Cup races.

OFFICIAL STARTER

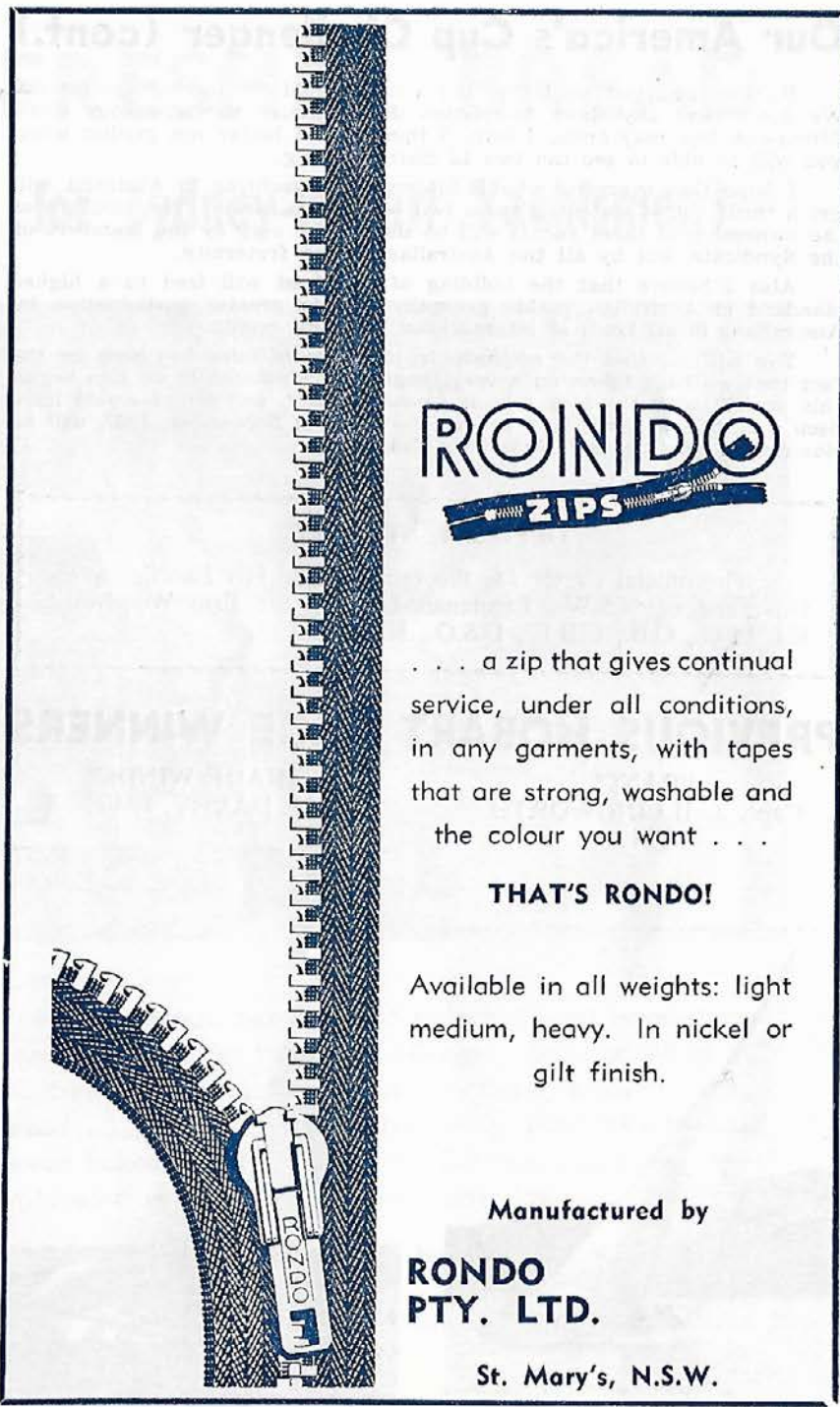
The official starter for the race will be His Excellency the Governor of N.S.W., Lieutenant-General Sir Eric Woodward, K.C.M.G., C.B., C.B.E., D.S.O., K.St.J.

PREVIOUS HOBART RACE WINNERS

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Capt. J. ILLINGWORTH
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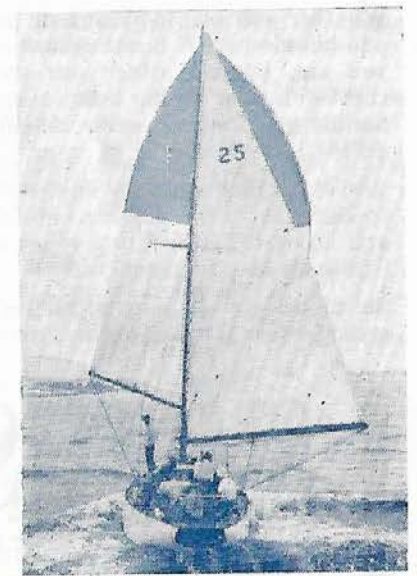
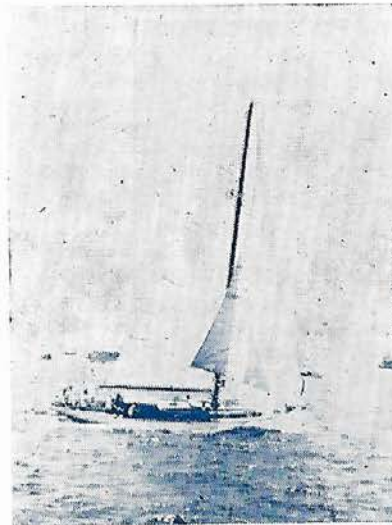
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PREVIOUS HOBART RACE WINNERS

"SOLO"
V. MEYER, 1956

"SIANDRA"
G. NEWLANDS, 1958

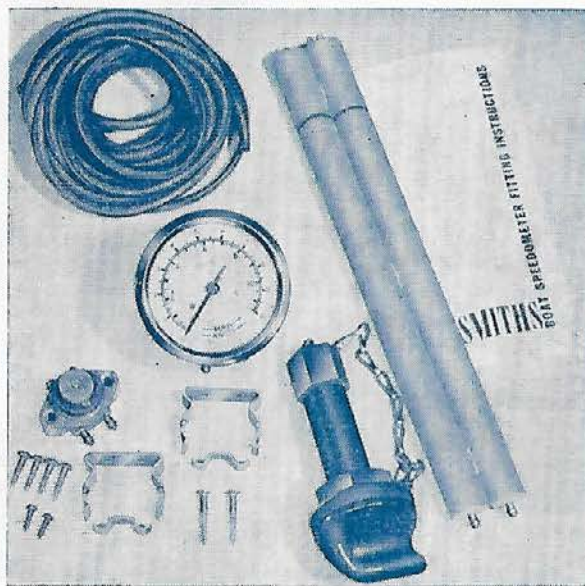


"ANITRA"
T. & M. HALVORSEN, 1957

"CHERANA"
R. WILLIAMS, 1959

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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 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.

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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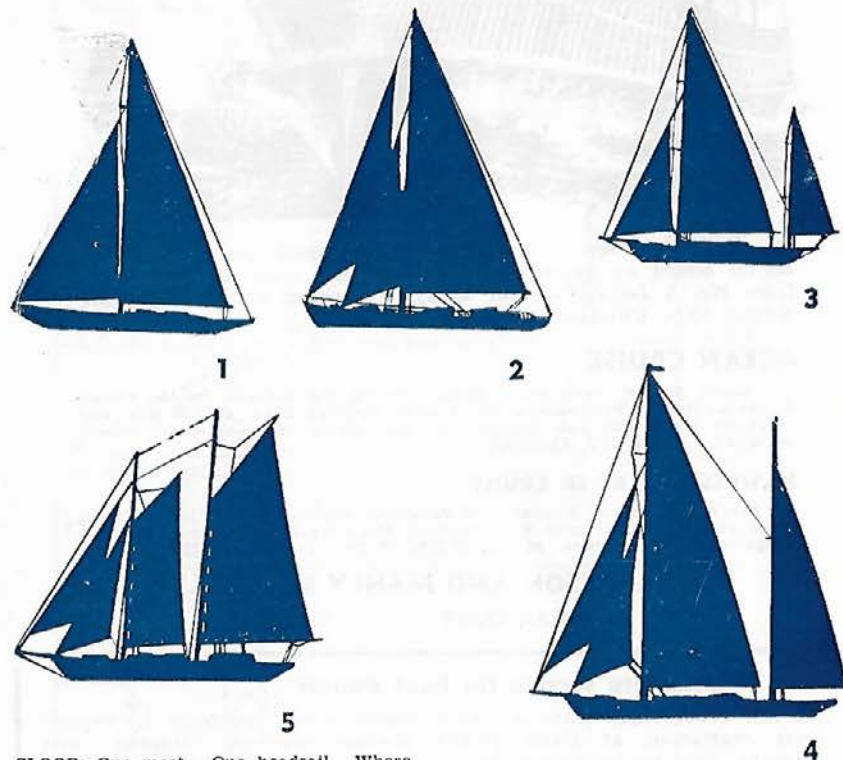
Where to Watch the Start

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, an excellent opportunity is offered aboard South Steyne.

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. **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.

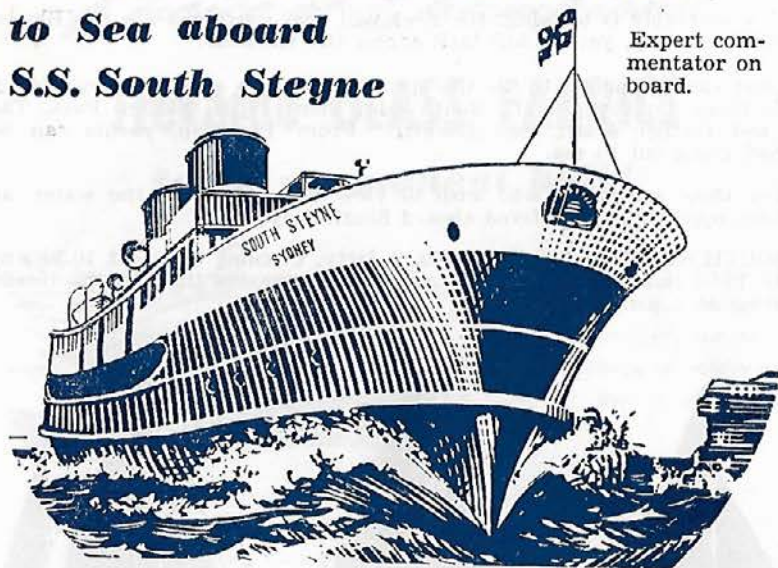
2. **CUTTER:** One mast. Two or more headsails—this requires mast to be stepped further aft than in a sloop.

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 rudderpost. 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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"South Steyne" sails every Sunday during the summer on the Ocean Cruise to Broken Bay—leaving No. 3 jetty, Circular Quay, at 1.30 p.m. and returning about 6.30 p.m. Commentary and music. Refreshments available on board. Adults 17/6; Children 5/-.

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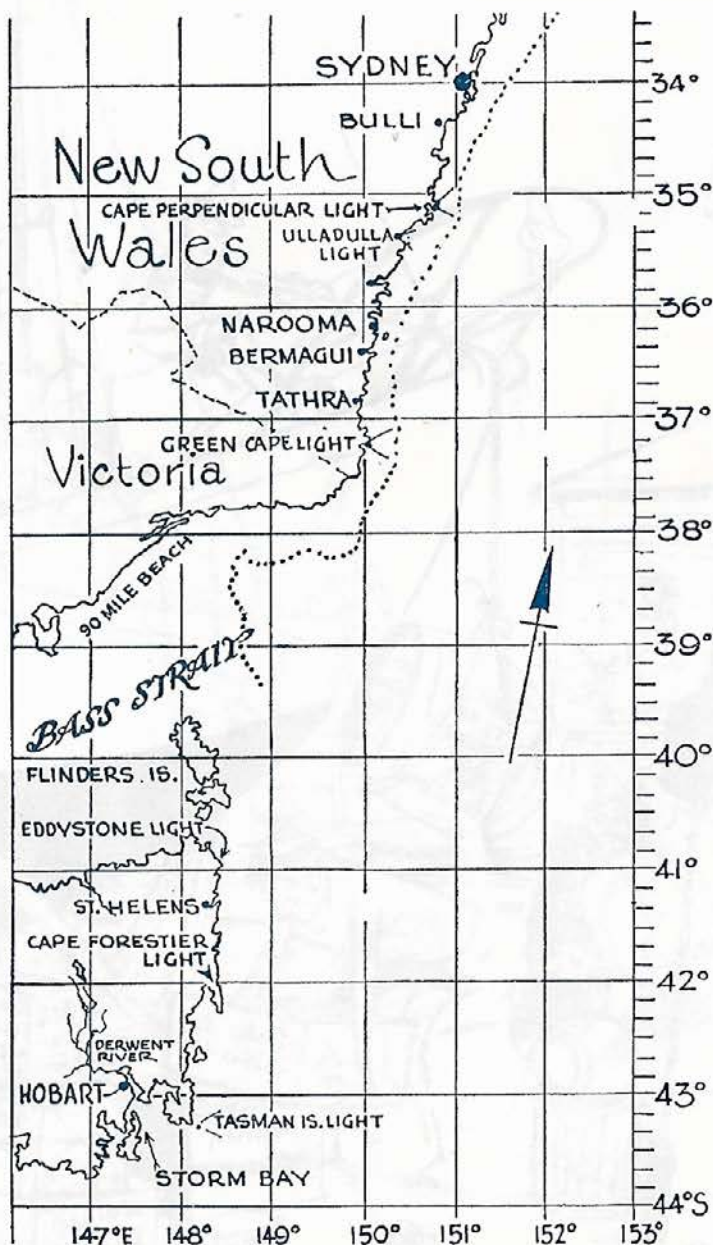
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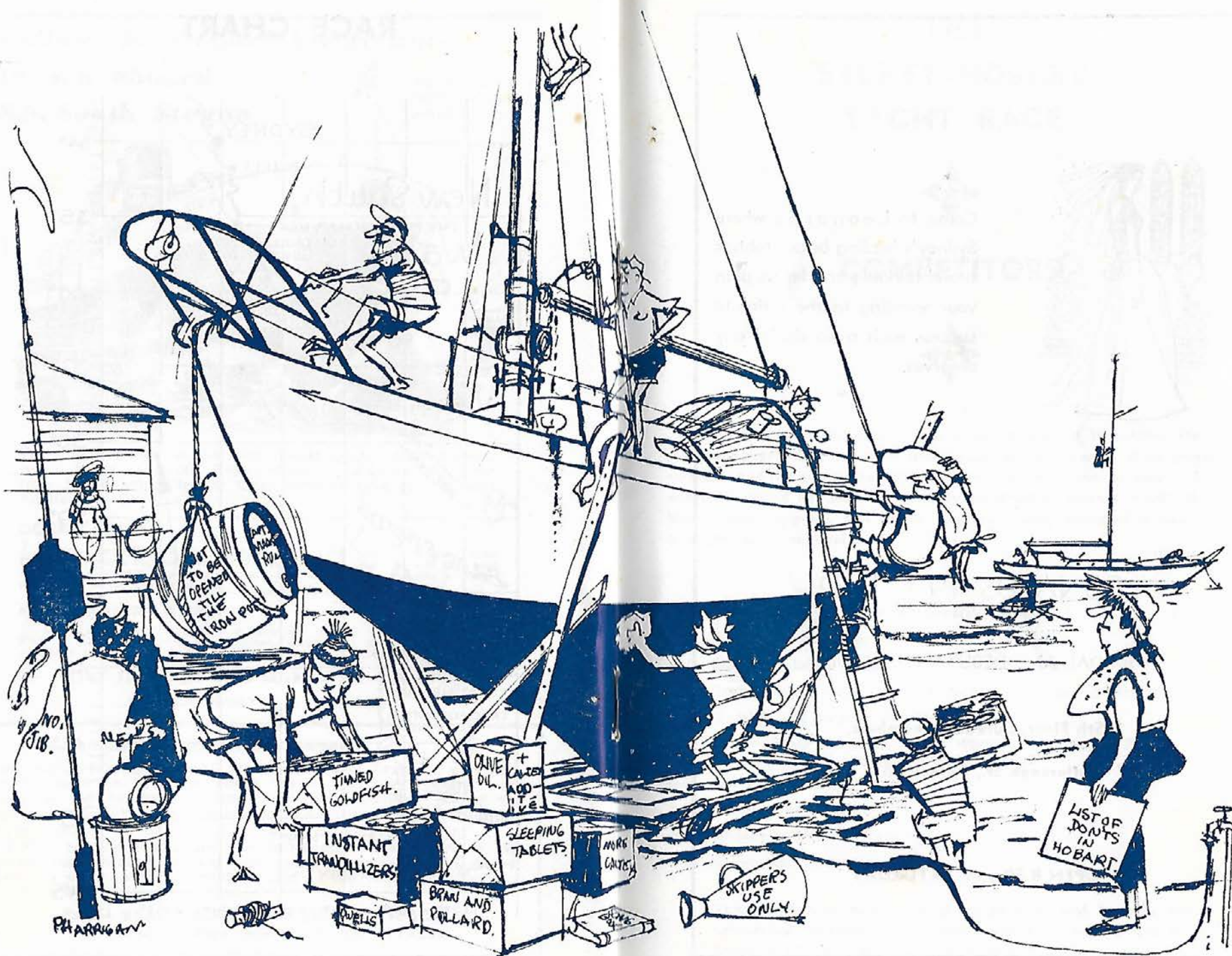
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1961 SYDNEY-HOBART YACHT RACE



COMPETITORS



At the time of printing there was a record fleet of 38 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.

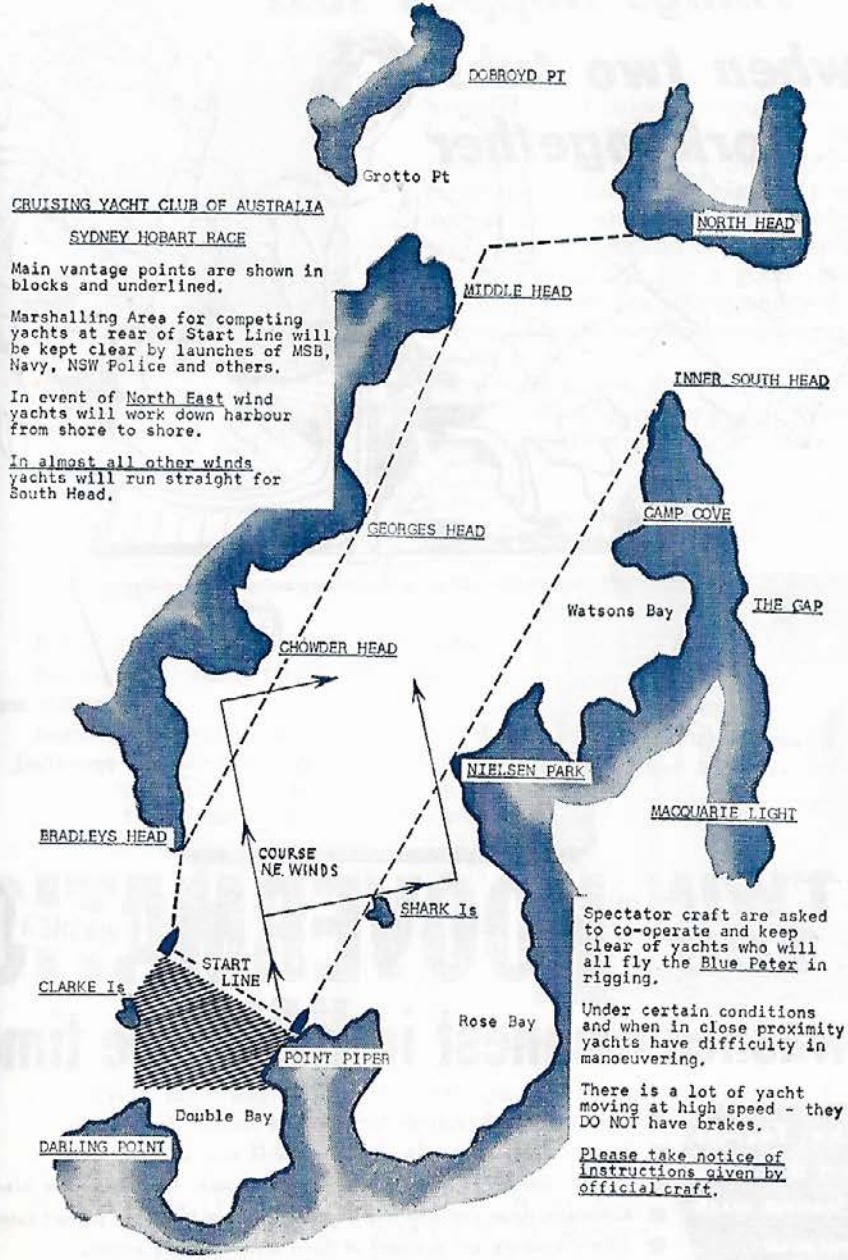
N.R.—Sydney to Noumea Race.

Q.P.—Queensland to Portland.

This programme was compiled on 28/11/61 and includes all anticipated entrants to that date. Additional entries will be accepted though they do not appear in this programme.

Cruising Yacht Club of Australia, Sydney-Hobart Race, 1961

Yacht	Sail No.	Owner	Club	State	Rig
"Ailsa"	PA18	J. Marion	R.P.A.Y.C.	N.S.W.	30' Sloop
"Anitra"	77	J. S. Samson	C.Y.C.A.	N.S.W.	38' Cutter
"Archina"	CYC20	J. Howie	C.Y.C.A.	N.S.W.	52' Ketch
"Astor"	88	P. E. Warner	C.Y.C.A.	N.S.W.	73' Schooner
"Athena"	R37	J. Jarrett	R.Y.C.V.	Vic.	32' Sloop
"Boongown"	144	J. Molesworth	R.P.A.Y.C. (Pittwater)	N.S.W.	34' 6" Sloop
"Carol J"	69	J. Halliday	C.Y.C.A.	N.S.W.	40' Sloop
"Fortuna"	2	J. B. Griffin	R.S.Y.S.	N.S.W.	36' 6" Bermudan Cutter
"Four Winds"	RANCCS/3	S. Gibson	R.A.N.C.S.C.	N.S.W.	38' Sloop
"Galatea M"	160	N. W. Kestel	R.S.Y.S.	N.S.W.	29' 8" Sloop
"Ilina"	CYC37	R. Murdoch	C.Y.C.A.	N.S.W.	58' 10" Ketch
"Janzoon II"	185	W. R. Slade	M.H.Y.C.	N.S.W.	41' 7" Sloop
"Joanne Brodie"	CYC2	R. C. Hobson	C.Y.C.A.	N.S.W.	36' 6" Sloop
"Jolly Roger"	CYC39	A. J. Sutton	C.Y.C.A.	N.S.W.	35' Cutter
"Kaleena"	MH22	H. E. Godden	M.H.Y.C.	N.S.W.	36' Sloop
"Kintall"	CYC16	G. A. Horniman	C.Y.C.A.	N.S.W.	40' Cutter
"Lass O' Luss"	89	B. C. Psaltis	C.Y.C.A.	N.S.W.	41' Cutter
"Lolita"	57	J. Leahy	R.P.A.Y.C.	N.S.W.	35' Sloop
"Maris"	CYC6	J. Earl	C.Y.C.A.	N.S.W.	36' Yawl
"Mistress"	80	W. W. Pettingell	R.S.Y.S.	N.S.W.	35' Sloop
"Norla"	167	J. S. Howie	R.S.Y.S.	N.S.W.	38' Cutter
"Patience"	CYC9	A. B. Wilson	R.S.Y.S.	N.S.W.	35' Sloop
"Phantom"	E30	W. K. Mooney	C.Y.C.A.	N.S.W.	39' Yawl
"Rival"	M2	A. G. Burghin, N. D. Rundle	Royal Brighton Y.C.	Vic.	37' 4" Sloop
"See Bee"	183	J. Ashton-Martin	Lake Macquarie Y.C.	N.S.W.	44' Cutter
"Siandra"	MH64	D. M. Boyden	C.Y.C.A.	N.S.W.	35' Sloop
"Silhouette"	CYC32	R. Swanson	R.P.A.Y.C.	N.S.W.	35' 9" Cutter
"Simba"	M4	C. Dorman	M.H.Y.C.	N.S.W.	35' Sloop
"Solano"	43	G. Glenn Carr	R.S.Y.S.	N.S.W.	35' Sloop
"Solo"	CYC15	V. Meyer	C.Y.C.A.	N.S.W.	57' Yawl
"Southernly"	38	D. Mickleborough	C.Y.C.A.	N.S.W.	35' Sloop
"Southern Myth"	SA6	N. C. Howard	R.S.A.Y.S.	S.A.	41' Sloop
"Sylph"	CYC51	J. A. G. & G. D. Lawson	C.Y.C.A.	N.S.W.	41' Sloop
"Sylvana"	18	S. H. Moray	R.S.Y.S.	N.S.W.	35' 5" Sloop
"Tahuna"	CYC31	E. A. Hales	C.Y.C.A.	N.S.W.	44' Yawl
"Tarni"	CYC77	G. C. Ormiston	C.Y.C.A.	N.S.W.	33' Sloop
"Winston Churchill"	E3	G. A. Warner	Royal Brighton Y.C.	Vic.	52' Yawl



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"AILSA"—Sail No. PA18.

L.O.A., 30ft.

"Ailsa" is not new to this race, having started twice previously, finishing 9th in 1959 and 12th in 1960. In both cases she performed with credit, particularly in the lighter winds, and as usual she will be sailed by a good crew whose aim is to win handicap honours. She has a good record in round-the-buoys racing and will be among the best handicapped yachts in the race.

Crew members: John Marion, skipper (2 H.R., 1 M.I.), G. Fox (1 P.R., offshore cruising), B. Whitby (2 H.R., 1 Q.S., 1 Q.D.), J. Staples (offshore cruising), P. Mulvarey (offshore cruising).

"ASTOR"—Sail No. 88.

**L.O.A., 73ft. 6ins.; L.W.L., 56ft. 6ins.;
Beam, 15ft. 4ins.; Draft, 8ft. 2ins.**

Here is a very colourful vessel and one of the most stately to be seen in our waters. She is a product of famous architect William Fife, of Glasgow, and was sailed to Australia in 1927. Since Peter Warner acquired her in 1960, she has been a regular ocean racer, including starts in the last Hobart Race and the Trans-Tasman event among many others. She is now improved after many major improvements and her crew has high hopes of winning line honours, at least, this year.

Crew members: P. R. Warner, owner/skipper (7 H.R., 1 T.T., 3 Q.S., 5 B.S., 2 M.I.), P. M. Crafoord (7 H.R., 1 T.T., 2 Q.S., 2 B.S., 5 M.I., 1 B.G.), D. J. Burgess (1 T.T., 1 M.I.), B. S. Warne (1 H.R., 1 T.T., 3 M.I.), Dr. H. L. Hughes (1 H.R., 1 T.T., 1 M.I.), B. Rosenberg (3 H.R., 1 T.T., 1 M.I.), R. McAuley (2 H.R., 2 M.I.), T. W. Thompson (2 H.R., 2 M.I.), E. D. Roberts (1 H.R., 2 M.I.), T. F. X. Swanson (1 H.R., 1 T.T., 2 M.I.), B. R. Lancaster (1 H.R., 3 M.I., 1 B.G.), R. Skoeld (1 H.R., 1 M.I.), A. Sundstrom (1 H.R., 1 T.T., 1 M.I.), G. Wheatley (1 H.R., 1 T.T., 2 M.I.), D. Munro (2 H.R., 2 Q.S.).



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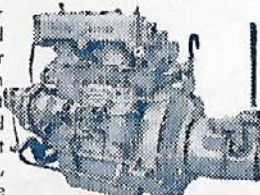
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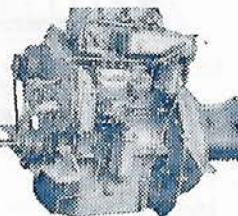
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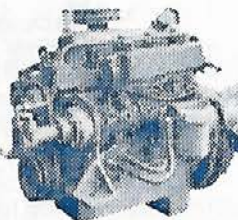
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"ANITRA"—Sail No. 77.

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

In the hands of the Halvorsen brothers, "Anitra" has built a remarkable record in this race with a win and three seconds in four starts, and many yachtsmen feel she is the best creation of these famous brothers. Now in the hands of popular yachtsman Jim Samson, she is carrying on the tradition, having won two first prizes this year in ocean events against much-improved fleets. Unquestionably, she has fine

prospects of winning again and, with a crack crew, including Graham Newland, twice winner of the Hobart Race in "Siandra," she is considered one of the favourites.

Crew members: J. S. Samson, owner/skipper (5 H.R., 1 M.I.), G. Newland (4 H.R., 6 M.I., 1 T.T.), B. Eisenhuth (5 H.R., 1 M.I.), M. Tostevin (6 H.R.).

"ARCHINA" — Sail No. CYC20.

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

Since entries closed in November, "Archina's" owner, John Howie, has purchased "Norla," and "Archina" is a doubtful starter at time of writing. She has raced in Hobart on many occasions, her best performance being third in 1958. Since then she has had many modifications and is beautifully equipped for ocean racing. A very able and well-found ship.

"BOONGOWN"—Sail No. 144.

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

"Boongown," designed and built originally for ocean cruising, has competed twice previously, finishing 14th in 1958 and retiring in 1959. She has many wins and placings to her credit in handicap racing and appreciates heavy weather in preference to light winds.

Crew members: Dr. J. Molesworth, owner/skipper (2 H.R., 2 M.I., 2 B.I.), Dr. I. Dawson (2 H.R., 3 M.I., 4 B.I.), Lt. R. Spratt (1 H.R., 2 M.I., 2 B.I.), P. Howe (1 B.I.), A. Hill (1 B.I.), Flt.-Lt. W. Cape (1 M.I., 1 B.I.), J. McCullagh (1 M.I.).



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"CAROL J"—Sail No. 69.

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

"Captain Jack" Halliday and his crew will be taking "Carol J" southwards for the fifth time. Her best performances were to run third in 1954 and 1956 and in fact she is always knocking at the door. If she has a preference, it is probably for light to moderate conditions with a fair amount of windward work.

Crew members: J. Halliday, owner/skipper (9 H.R., 12 M.I., 2 B.G.), T. Cohen (5 H.R., 10 M.I.), M. J. Halliday (9 H.R., 9 M.I., 3 B.G.), J. D. O'Connell (5 H.R., 5 M.I.), W. Ward (1 H.R.), J. Schofield (general sailing experience).

"FOUR WINDS II"

**—Sail No. RANCSC/3. L.O.A., 38ft.;
L.W.L., 32ft. 6ins.; Beam, 12ft.; Draft,
4ft. 8ins.**

Owner, Stan Gibson, has made an enviable name for himself over many years with the tiny but indomitable "Four Winds I" which competed on at least five occasions, and each time was the baby of the fleet. The new yacht, "Four Winds II," is built of steel to a design by Ted Slater and at her first start was placed third in the Queenscliffe to Portland race, which augurs better for Stan's chances in this event. With so little racing background, one can only surmise at her prospects, but her T.C.F. seems quite favourable.



Crew members: S. W. Gibson, owner/skipper (5 H.R., 5 Q.S., 2 Q.P.), Lt. E. Mentz (4 H.R.), Lt. L. Irwin (3 H.R.), Sub.-Lt. P. Gilmore-Walsh (2 H.R.), R. Smith (3 H.R., 4 Q.S., 2 Q.P.), J. McQuie (1 Q.P.), W. Witty (2 H.R., 4 Q.S., 1 M.I., 1 Q.P., 1 B.I.), A. Collins (1 Q.P., 1 Q.S.).

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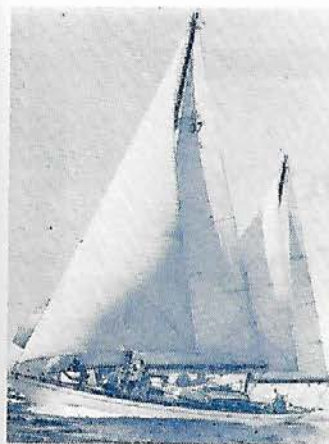
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"ILINA"—Sail No. CYC37.
L.O.A., 58ft. 10ins.; L.W.L., 42ft.
8ins.; Beam, 14ft. 3ins.; Draft, 7ft.
4ins.

Designed by John Alden and similar to "Wraith of Odin," "Ilina" is having her first Hobart start. She has gradually built up for the race by competition in the shorter ocean races and is quite capable of having a fair crack at line honours. Many feel a long race such as this favours her more than the shorter events, and she lists quite a smart crew for the race. "Ilina" is essentially a powerful ocean walloper that will appreciate tough going.

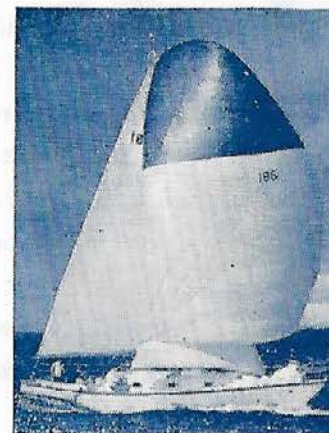
Crew members: R. Murdoch, owner/skipper (1 M.I.), A. D. Gray (5 H.R., 4 M.I., 1 T.P.), Dr. A. Horniblow (2 Fastnet, 2 Bermuda, 1 M.I.), Bgdr. M. Holt (overseas ocean racing), A. H. Brydon (1 M.I.), M. Grieve (1 M.I.), R. Boulton (3 H.R., 4 M.I.), J. Braidwood (1 H.R., 1 M.I.), P. Francis (1 M.I.), J. Harrison (offshore experience), J. Palmer (extensive cruising), one to be chosen.

"JANZOOM II"—Sail No. 185.

L.O.A., 41ft. 7ins.; Beam, 11ft. 10ins.

This is the most controversial yacht to be launched in Sydney for many years, but the controversy has come to a sudden end with her advent into competitive racing, for she has shown herself to be a real threat in any fleet and in any weather. Her unusual shape and fibreglass construction have been club bar chatter for many months, but at her only ocean race at time of writing, she was beaten 30 seconds by "Anitra" over a 200-mile course in conditions which perhaps did not suit her. Round the buoys she has done equally well with other wins and places to her credit. She has a really experienced crew aboard and appears to sail well within her time allowance and is considered by many to be the yacht to beat.

Crew members: W. R. Slade, owner/skipper (6 H.R., 5 M.I., 1 F.R.), C. G. Betts (6 H.R., 6 M.I., 1 B.G.), R. L. Hammond (9 H.R., 6 M.I.), R. F. Norman (6 H.R., 5 M.I.), W. D. McPhee (3 H.R., 4 M.I., 1 B.G.), M. Polkinghorne (4 H.R.).



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Someone once remarked that it takes a lot of people to really complicate a simple issue. Take smoking, for instance. People have been doing it for years and find it quite easy and quite pleasant. Basically, you have a cylinder of tobacco wrapped in paper. You light one end and draw in the other. So—just in case you find yourself groping in a fog of doubt after reading about cigarettes being invested with disturbing semi-human attributes like talking and breathing—it may be reassuring to take out a Craven “A”—contemplate it for a moment to get the feel of it—just in case. Then light it up and rediscover that here indeed is one of life’s minor but quietly satisfying pleasures—and no different from what you hoped for. For Craven “A” gives you more of what a cigarette’s for—just pure smoking enjoyment from beginning to end.



R173/7/00



“JOANNE BRODIE”

—Sail No. CYC2. L.O.A., 36ft.; L.W.L., 24ft. 9ins; Beam, 9ft. 6ins; Draft, 4ft. 8ins.

As winner of last season’s C.Y.C. point score, “Joanne Brodie,” owned and skippered by Commodore Ron Hobson, is one yacht that has a first mortgage on favouritism for the race. She is probably the most successful of Payne’s Tasman Seabird designs and has rarely been unplaced in ocean events. Her crew is well tested and trained to the task ahead and she must

have a great show of at least filling a place.

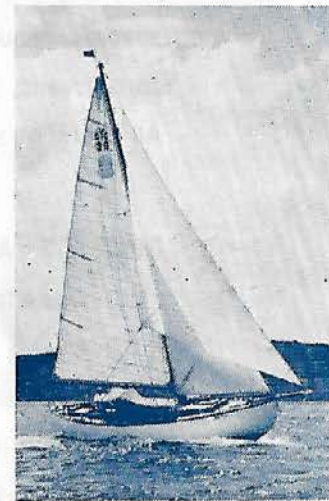
Crew members: R. C. Hobson, owner/skipper (5 H.R., 5 M.I., 1 B.G.), P. Green (10 H.R., 8 M.I.), J. North (7 H.R., 11 M.I., 1 T.T., 2 B.G.), D. Burrige (10 H.R., 1 Q.S., ... M.I., 1 B.G.), P. Howes (2 H.R., 2 M.I., 4 B.G.), N. Milne (1 H.R., 2 M.I.).

“JOLLY RODGER”

—Sail No. CYC39. L.O.A., 35ft.; L.W.L., 29ft.; Beam, 9ft. 9ins; Draft, 6ft.

This is “Jolly Rodger’s” first venture to Hobart, though she has competed in many of the shorter C.Y.C. races and has successfully cruised many thousands of miles. She won’t start favourite, but is a well-found yacht and capable of handling whatever the weather may bring forth.

Crew members: A. J. Sutton (off-shore racing), T. Bryant, N. Martinsen (ocean cruising), R. Nairn, F. Flowers.



“ATHENA”—Sail No. R37.

L.O.A., 32ft.; L.W.L., 25ft. 9ins.; Beam, 10ft.; Draft, 5ft. 9ins.

Other than the fact that “Athena” was designed by G. Blake and built by H. R. Blake and J. Jarrett, and launched only in November, little is known of this yacht. With such a recent launching date, there is absolutely no racing record to compare with, and when going to press, no photographs were available for publication.

Crew members: J. Jarrett, owner/skipper (1 Q.S., 1 H.R.), A. T. Raisbeck (1 Q.S., 1 H.R.), W. Neilson (1 H.R.), D. Anderson (local sailing), B. Barbour (no racing experience), R. Wilson (coastal cruising).

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"KALEENA"—Sail No. MH22.

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

Owned by H. Godden, Commodore of M.H.Y.C., "Kaleena" was the second Tasman Seabird to be launched. She has raced consistently and has performed most creditably since launched, capping this with second in the race last year. There is little to choose between the Seabirds and "Kaleena" has a first-class chance of winning this year.

Crew members: H. E. Godden, owner/skipper (2 H.R., 3 M.I.), A. Audsley (2 H.R., 1 M.I.), J. Mason (1 H.R., 1 M.I.), G. Burgess (1 H.R., 1 M.I.), P. Kershaw (1 H.R., 1 M.I.), R. Burgess (1 M.I.).

"LASS O' LUSS"—Sail No. 89.

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



Here is a welcome starter, for it introduces our hard-working Vice-Commodore, Bill Psaltis, to ocean racing in his own vessel. The "Lass" is not new to the race, of course, having competed six times previously. Although her best effort in this race was third in 1951, she has a rather formidable record in other races, including a win in the Montague Island Race. Since coming into the hands of Bill Psaltis, she has raced most consistently in harbour events as tune-up for Hobart and she is certain to be handled well and be given every opportunity of producing her very best effort.

Crew members: B. C. Psaltis, owner/skipper, A. D. Campbell, mate, N. Danvers, G. Dunn, D. Sharpin, G. Williams, navigator. All experienced ocean racing crew.

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"MARIS"—Sail No. CYC6
L.O.A., 36ft.; L.W.L., 24ft.;
9ins.; Beam, 9ft. 6ins.;
Draft, 4ft. 8ins.

After an inspiring introduction to ocean racing by winning the Tom Thumb Island Race at her first start last season, "Maris" somewhat disappointed in the Hobart Race. Since then she has had a number of places, including a meritorious second in this season's Montague Island Race, though she has not won another event. In races to date she has not had much advantage from her yawl rig and has rarely used her mizzen staysail to

advantage. Given reasonable conditions she could be counted on to sail within her low rating and along with the other Tasman Seabirds is certainly one of the chances.

Crew members: J. Earl, owner/skipper (8 H.R., 4 M.I.), M. Earl (6 H.R., 3 M.I.), F. Thomas (5 H.R., 4 M.I., 1 Q.S., 1 B.G.), R. Wallace (4 H.R., 5 M.I., 1 Q.S.), I. McKellar (3 H.R., 2 M.I.).

"NORLA"—Sail No. 167.

L.O.A., 38ft.; L.W.L., Beam
Draft

Since being launched last December, "Norla" has had moderate racing successes in the hands of her previous owners, T. and M. Halvorsen, her best race being the Trans-Tasman event which she won. She is now owned by John Howie and will be racing to Hobart with the regular Halvorsen crew and can be counted on to give an honest account of herself. Since last year, the sail plan has been modified to help rating, but critics now reckon she needs a blow to give of her best. If appearance means anything, she must have a great show.

Crew members: J. Howie, owner/skipper (3 H.R., 2 M.I., 1 T.T.), T. Halvorsen (12 H.R., 4 T.T., 5 M.I., 3 Trans-Pac.), M. Halvorsen (11 H.R., 4 T.T., 5 M.I., 3 Trans-Pac.), S. Darling (11 H.R., 4 T.T., 5 M.I.), N. Bennetts (1 H.R., 1 M.I., 1 T.T.).

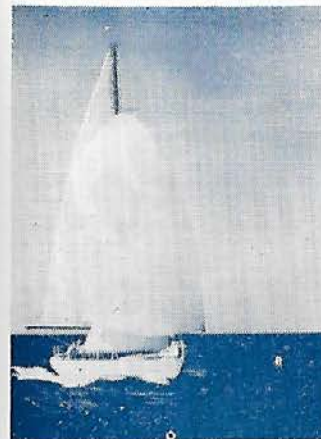




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"PATIENCE"—Sail No. CYC9.

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

"Patience" can now be counted among the evergreens as she has been a most consistent starter since her debut in 1951, and this is her 6th voyage southwards. She had innumerable successes in her shorter races in her younger days, but somehow the Hobart has so far eluded her. She is owner designed and built of steel and a really fine little ship at sea.

Crew members: A. B. Wilson, owner/skipper (7 H.R., 1 M.I.), G. F. Hoskins (6 H.R.), W. Tomb (3 H.R.), F. McLure (2 H.R.), N. Walker.

"RIVAL"—Sail No. M2.

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

If you ask most yachties, they will tell you that "Rival" has an unrivalled chance of winning this race. In last season's race she finished a very close 4th after appearing to have winning prospects at the entrance to Storm Bay. She still has not won an ocean race, but has finished in a place at every start since, including a really good third in the Montague Island Race.

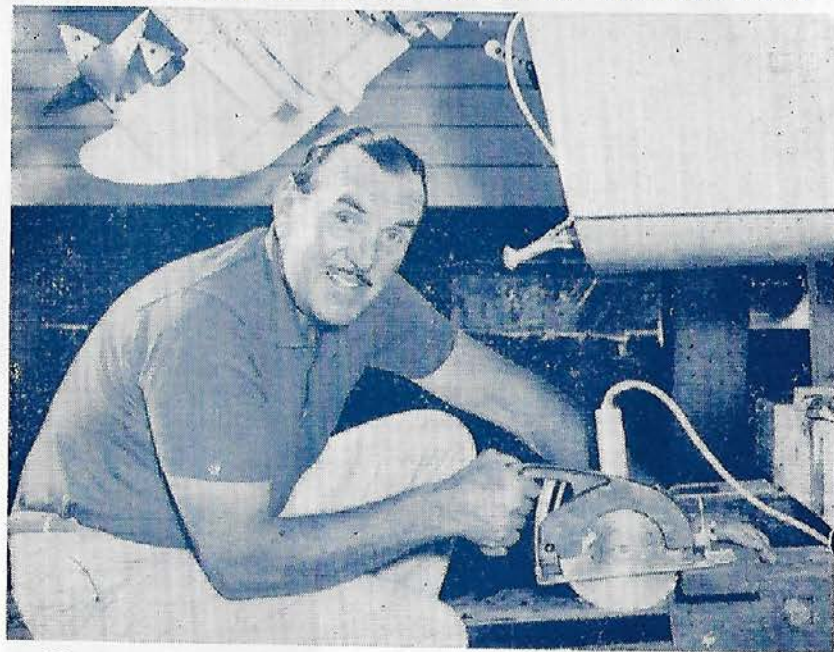
She certainly looks a good boat and seems at home in every condition. Her crew is more experienced this year and the yacht is no doubt better tuned than last Christmas. The confidence of the L.M.Y.C. is not misplaced in "Rival" and her fine crew.

Crew members: A. G. Burgin, owner/skipper (3 H.R., 5 M.I.), N. D. Rundell (4 H.R., 1 M.I.), A. Mitchell (3 H.R., 5 M.I.), N. Felton (4 H.R., 3 M.I., 1 B.G.), H. Fremouth (9 H.R., 3 M.I., 1 N.R.), J. Morgan (1 H.R., 1 M.I.).



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"SEA BEE"

L.O.A., 44ft.; L.W.L., 32ft.; Beam, 11ft.; Draft, 6ft. 6ins.

This powerful cutter is a relative newcomer to the ocean racing fleet, though she has raced consistently under her previous owner with M.H.Y.C. In her few ocean starts, she has not often been among the prize-winners, yet she looks the type of yacht that should do well in a long race such as this.

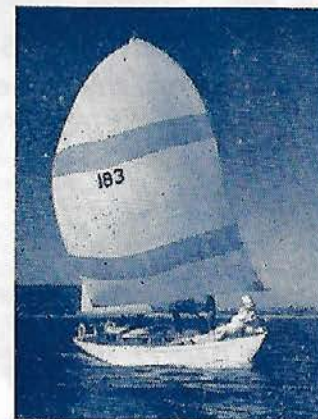
Crew members: J. Ashton Martin, owner/skipper (offshore experience), J. Toghill (British offshore experience), S. Van Dyk (coastal racing), S. Andrew (2 H.R., 2 M.I.), I. Forbes (1 H.R.), B. Bainbridge (1 H.R., 1 M.I.).

"SIANDRA"—Sail No. 183.

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

In the hands of her previous owner, Graham Newland, "Siandra" won two Hobart Races and won the finest racing record of any small yacht in ocean racing. In new hands now, she can still be counted among the best prospects.

Crew members: D. M. Boyden, owner/skipper, J. S. Gallant, J. Pearson, F. Crowley, H. Weber, P. Saige.



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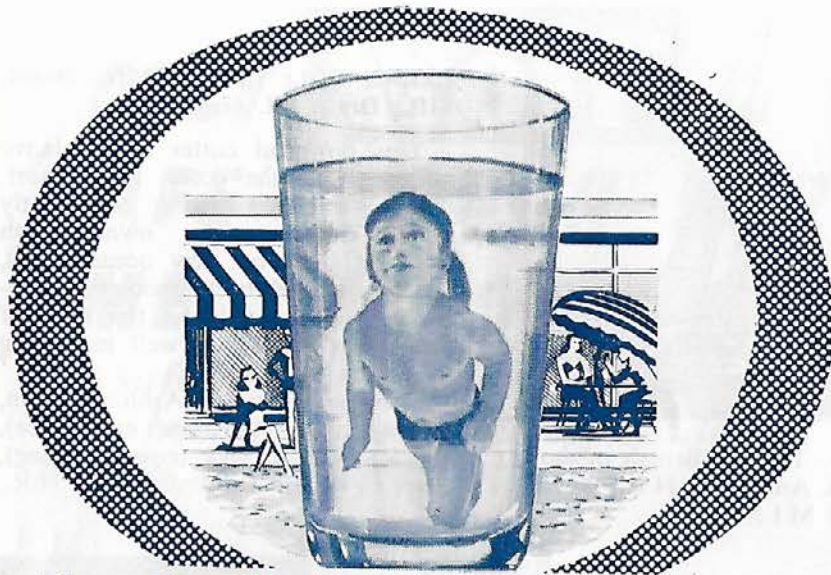
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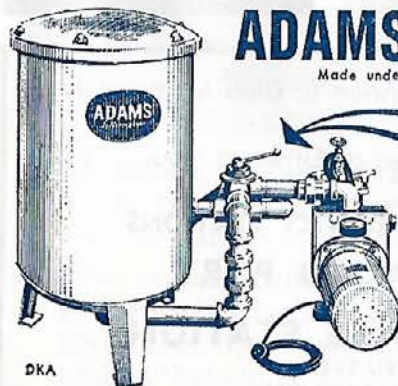


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"SILHOUETTE"—Sail No. MH64.

**L.O.A., 35ft. 9ins.; L.W.L., 25ft. 9ins.;
Beam, 9ft. 4ins.; Draft, 5ft. 1in.**

Ron Swanson, owner of "Silhouette," has built many of our finest yachts, including "Siandra," and it is sort of poetic justice to see him listed among the entries in his own vessel. "Silhouette" was designed by Alan Moore and was launched in 1959, since when she has competed mostly in harbour events, with some success. She appeals as a boat that would do best in light conditions and is certainly

well crewed, though by comparison with yachts of her size she does not rate well.

Crew members: R. Swanson, owner/skipper (4 H.R., 4 M.I.), F. Likely (4 H.R., 5 M.I.), L. Wildman (1 H.R., 2 M.I.), J. Swanson (1 M.I.), W. Edmunds (1 M.I.), N. Curlewis (1 H.R., 2 M.I.).

"PHANTOM"—Sail No. B30.

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

We know little of this yacht except that she is built to successful Wake class design of prominent British designer, Kim Holman, and has been altered from sloop to yawl rig. She entered last year, but did not arrive at the starting line and her chances of success cannot be accurately gauged or compared with the rest of the fleet.

Crew members: K. Mooney, owner/skipper (2 Q.S., 1 Q.D., 1 Q.P.), C. Patterson (3 H.R.), C. Smith (4 Q.D., 2 Q.S., 1 H.R., 1 Q.P.), W. Perrin (1 Q.S., 2 Q.P.), J. Attwood (3 Q. S., 2 H.R.), B. Malone (3 H.R.).

"SIMBA"—Sail No. M4.

**L.O.A., 35ft.; L.W.L., 24ft.; Beam,
8ft. 9ins.; Draft, 5ft. 7ins.**

Here is another Lion class sloop, built by L. J. and B. Steel and launched in 1958. She has relatively few ocean starts, but won the race from Sydney to Swansea in 1960.

Crew members: C. Dorman, owner/skipper (1 M.I.), A. Duncan (1 M.I.), D. Braidwood (1 M.I.), G. Smith (1 H.R., 1 M.I.), D. Ingram (3 H.R., 2 M.I.), P. Rundle (3 H.R., 2 M.I.).



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"SOUTHERLY"—Sail No. 38.

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

The addition of a balanced rudder has improved the performance of this yacht since last year, when she was placed 11th. With the newer designs, "Southerly" will, however, still need to do everything right to be among the prizewinners. Her crew is very experienced and capable of driving her when the going gets tough.

Crew members: D. Mickleborough, owner/skipper (3 H.R., 2 M.I., 1 T.T., 1 B.G.), D. Lintern (7 H.R., 5 M.I., 1 T.T., 1 B.G.), J. Benetto (9 H.R.), P. Cosgrove (3 H.R., 3 M.I., 1 T.T., 1 B.G.), P. Musgrave (1 H.R., 2 M.I.), D. Reid (5 H.R., 3 M.I.).

"SOLANO"—Sail No. 43.

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

Designed by John Alden and built in Hobart, "Solano" is having her second start in the race. She was placed 23rd in 1959. Her current rating seems to put her at a disadvantage with the Tasman Seabird design and others of similar size, but she has quite a good record in handicap events. At the time of writing, "Solano" is a doubtful starter.

"SOUTHERN MYTH"—Sail No. SA6.

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

This will be "Southern Myth's" 8th race to Hobart, a remarkable achievement, as the round trip entails some 3,000 miles of sailing. Her best effort was 3rd in 1958.

Crew members: N. C. Howard (7 H.R.), J. Russell (5 H.R.), J. Hill (3 H.R.), C. Hauff (2 H.R.), P. Sievwright (2 H.R.), A. Hargrave (4 H.R.), P. Shaunghessy (offshore experience).



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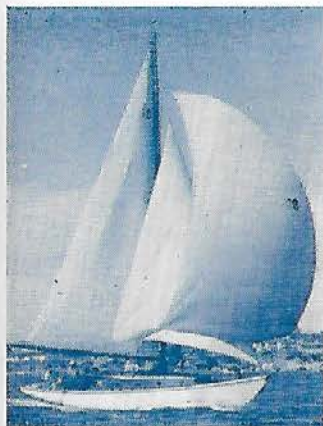
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"SYLVENA"—Sail No. 18.

**L.O.A., 38ft. 5ins.; L.W.L., 28ft. 9ins.;
Beam, 10ft.; Draft, 5.8ft.**

Designed by Francis Herreshoff and built by Holmes in Sydney, "Sylvena" is a fine ocean-going yacht, having her second attempt at the race. She was placed 12th in 1959. Her harbour racing record is good, but she has had few ocean races recently.

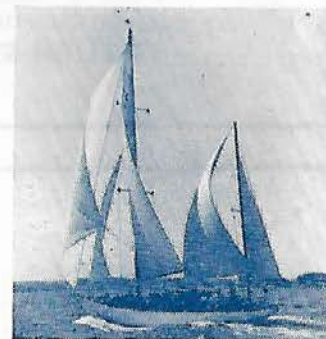
Crew members: S. H. Moray, owner/skipper (1 H.R., 1 M.I.), R. du Chateau (7 H.R., 9 M.I.), R. Stilgoe, E. Nobbs, J. Boyd, B. Primrose.

"TAHUNA"—Sail No. CYC31.

**L.O.A., 44ft.; L.W.L., 31ft.; Beam,
11ft. 3ins.; Draft, 6ft. 6ins.**

"Tahuna" raced down previously when owned by Henry Wilckens, of South Australia, finishing 14th in the 1957 race. She is a sister ship to the famous "Margaret Rintoul" which held the race record from 1951 till 1957 and is obviously capable of doing very well in the fleet. She is beautifully equipped and has a topnotch crew on board.

Crew members: E. A. Hales, owner/skipper (offshore experience), R. F. Rusk (1 H.R., 1 M.I.), R. J. Roberts (offshore experience), W. A. Davis (offshore experience), N. H. McEnally (2 H.R., 2 S.N.), Jock Muir (9 H.R., 1 M.I., 1 B.G.), B. Wilson (offshore experience), G. Pierce (4 H.R., 7 M.I., 2 B.G.), J. Love (4 H.R., 7 H.I., 2 B.G.).



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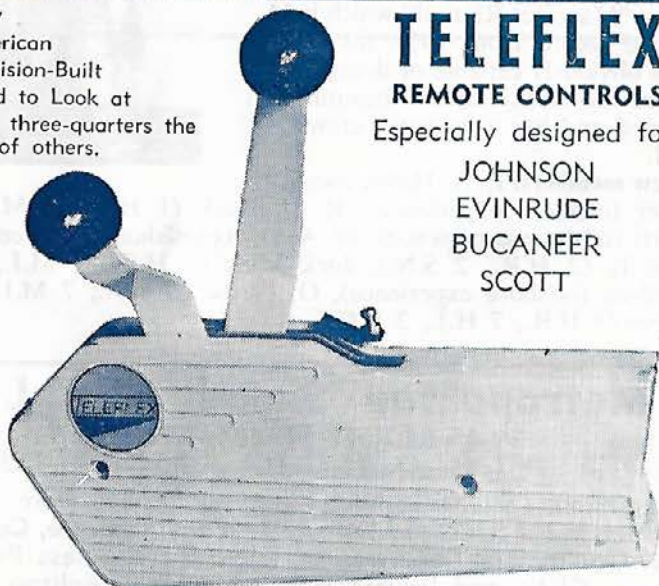
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"TARNI"—Sail No. CYC77.

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

"Tarni," under different ownership, has competed twice previously, in 1956 and 1958, finishing 17th and 6th respectively. She is one of the Favona class which has been most successful in Britain, and was built in Tasmania. Her recent ocean races have been rather limited and her prospects are rather unknown.

Crew members: G. Ormiston, owner/skipper (harbour and ocean racing), T. Cable (1 M.I.), P. Benjamin (harbour and ocean experience), N. Kolosov (overseas experience), J. Grieve (1 B.G., cruising experience), R. Thomas.

"WINSTON CHURCHILL"

—Sail No. B3. L.O.A., 52ft. 5ins.; L.W.L., 45ft. 6ins.; Beam, 12ft. 6ins.; Draft, 7ft.

Little need be said of this fine yacht which is participating for the 10th occasion. In the hands of Percy Coverdale, she was placed 3rd in the original race, which is her best performance. Since her sale to Graham Warner she has had many wins to her record in Victoria and in the Melbourne to Sydney Race, but has yet to improve her original Hobart Race effort.



Crew members: G. Warner, owner/skipper (6 H.R., 4 Q.S.), T. Ballantyne (1 Q.P.), K. Sprague (1 H.R., 1 Q.S., 2 Q.P.), K. Caldecott (7 H.R., 4 Q.S.), A. Black (3 H.R., 2 Q.S., 2 Q.P., 2 Q.D.), R. Ratten (2 H.R.), R. Browne (1 H.R., 2 Q.S., 2 Q.D.), R. Evans (2 H.R., 2 Q.S.), T. Cormac (3 H.R., 3 Q.S.), W. Nelson (1 H.R., 1 Q.S., 1 Q.P.), J. Grant (1 Q.S., 1 Q.P.).

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"FORTUNA"—Sail No. 2.

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

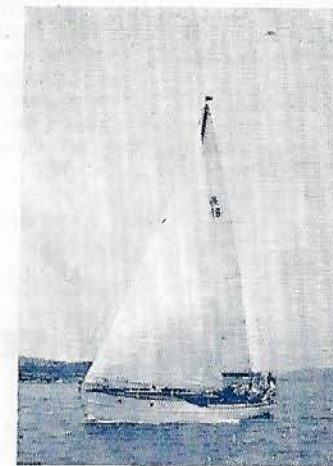
Launched in 1946, "Fortuna" first raced to Hobart in 1947 when owned by Dr. Wishaw and later competed four times when owned by W. Fesq. Under her present ownership she competed in 1958, finishing 15th. To date her best placings have been fourth in 1950 and 1951.

Crew members: J. B. Griffen (1 H.R., 1 M.I.), R. H. Nossiter (1 H.R., 1 M.I.), D. McDoughall (offshore experience), R. Griffen (1 H.R.), H. Hunter (1 H.R.), one to be selected.

"KINTAIL"—Sail No. CYC16.

**L.O.A., L.W.L.
Beam Draft**

Hailing from Tasmania originally, "Kintail" has competed many times previously besides racing in last season's Trans-Tasman event and most of the shorter races. She is something of an enigma, often producing fine day's passages, but never seeming to be first at the finish. Even so, she is a fine ocean-going vessel and can never be left out of calculations.



Crew members: G. Horniman, owner/skipper (1 H.R., 2 M.I., 1 T.T.), J. McCloy (5 H.R., 5 M.I.), J. Epstein (3 H.R., 3 M.I., 1 T.T.), C. Monkhouse (1 H.R., 2 M.I.), R. Burton (1 M.I.), E. Dermody (1 H.R., 2 M.I.), J. Gerrard, J. Allen, P. McMorro, H. Saville (3 H.R., 4 B.G.).

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"LOLITA"—Sail No. 57.

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

"Lolita," a sister ship to the 1951 winner, "Struen Marie," last competed in 1959 when she was placed 13th and prior to that she was 9th in 1957. She races well under handicap conditions and is a real trier, competing regularly in most of the ocean events. Lightish weather suits her best.

Crew members: J. Leahy, owner/skipper (2 H.R., 3 M.I.), R. Young (2 H.R., 1 M.I.), J. Scott (1 M.I.), H. J. Tomlinson (1 H.R., 3 M.I.), Capt. L. Tedder (1 H.R.).

"MISTRESS"—Sail No. 80.

L.O.A., 35ft.; L.W.L., 24ft.; Beam,
8.85ft.; Draft, 5.75ft.

"Mistress" is designed by McGruer, of Scotland, and was built by H. and J. Griffen at Church Point, Sydney, in 1959. In general style she is not unlike a Lion class. To date she has had three owners but has done comparatively little competitive racing, though she looks a smart yacht and could perform well. At this time, however, little is known of her prospects and at time of going to press her complete crew could not be named.





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“GALATEA M”—Sail No. 160.

L.O.A., 29ft. 7ins.; L.W.L., 24ft. 2ins.; Beam, 7ft. 11ins.; Draft, 4ft. 3ins.

Built to Laurent Giles' handsome Normandy design, but with minor modifications, “Galatea M” is virtually untried at ocean racing and her prospects are unknown. Under non-competitive conditions she appears to perform well in most conditions, but most small yachts do best in light to moderate weather. Her builder was Alf Johnson, of Forster, builder of “Catriona” and many other successful yachts.

Crew members: N. W. Kestel, owner/skipper (general experience), Bob Percy (general experience), Frazer Johnson (general experience), two others to be chosen.

“SOLO”—Sail No. CYC15.

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

Since last competing, “Solo” has been re-rigged as a yawl with little if any change to her rating. There has not been time to adequately compare her racing performance with the new rig, but owner Vic Meyer is very satisfied with it and it should prove of value in reaching, which was “Solo's” least favourable point of sailing previously. Once again she has prospects for both line and handicap honours.

Crew members: V. Meyer (6 H.R., 6 M.I., 3 B.G., 1 T.T.), A. Scott (5 H.R., 5 M.I., 1 T.T.), J. Byrne (6 H.R., 6 M.I., 2 B.G.), G. Manley (7 H.R., 6 M.I., 1 F.R.), D. Coulam (2 H.R., 3 M.I., 1 T.T.), T. Beed (2 M.I.), L. Randell (3 Bunbury Races), B. Hill (1 M.I.), S. Browne (3 T.T.), H. Garnham (3 H.R.).

“SYLPH”—Sail No. CYC51.

L.O.A., 41ft.; L.W.L., 28ft. 6ins.; Beam, 10ft. 9ins.; Draft, 5ft. 7ins.

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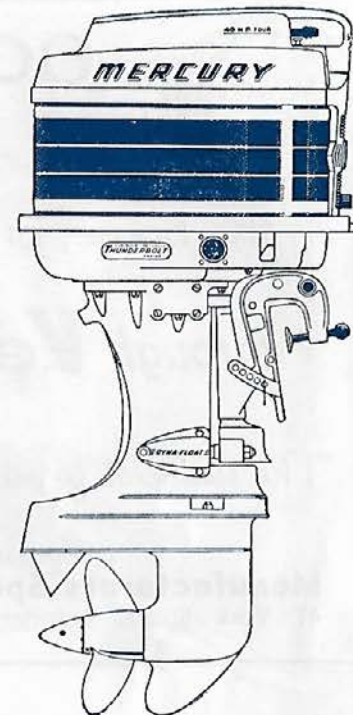
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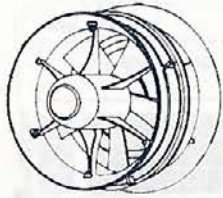
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