

OFFICIAL SOUVENIR PROGRAM

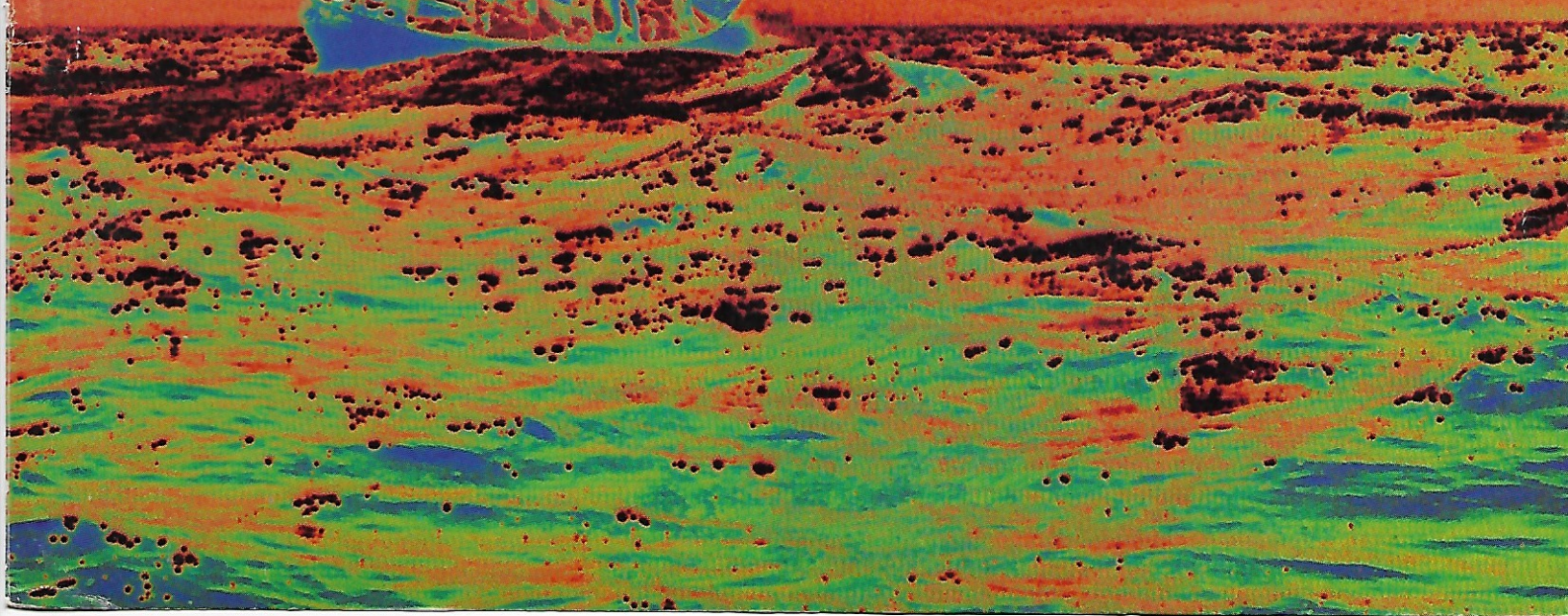
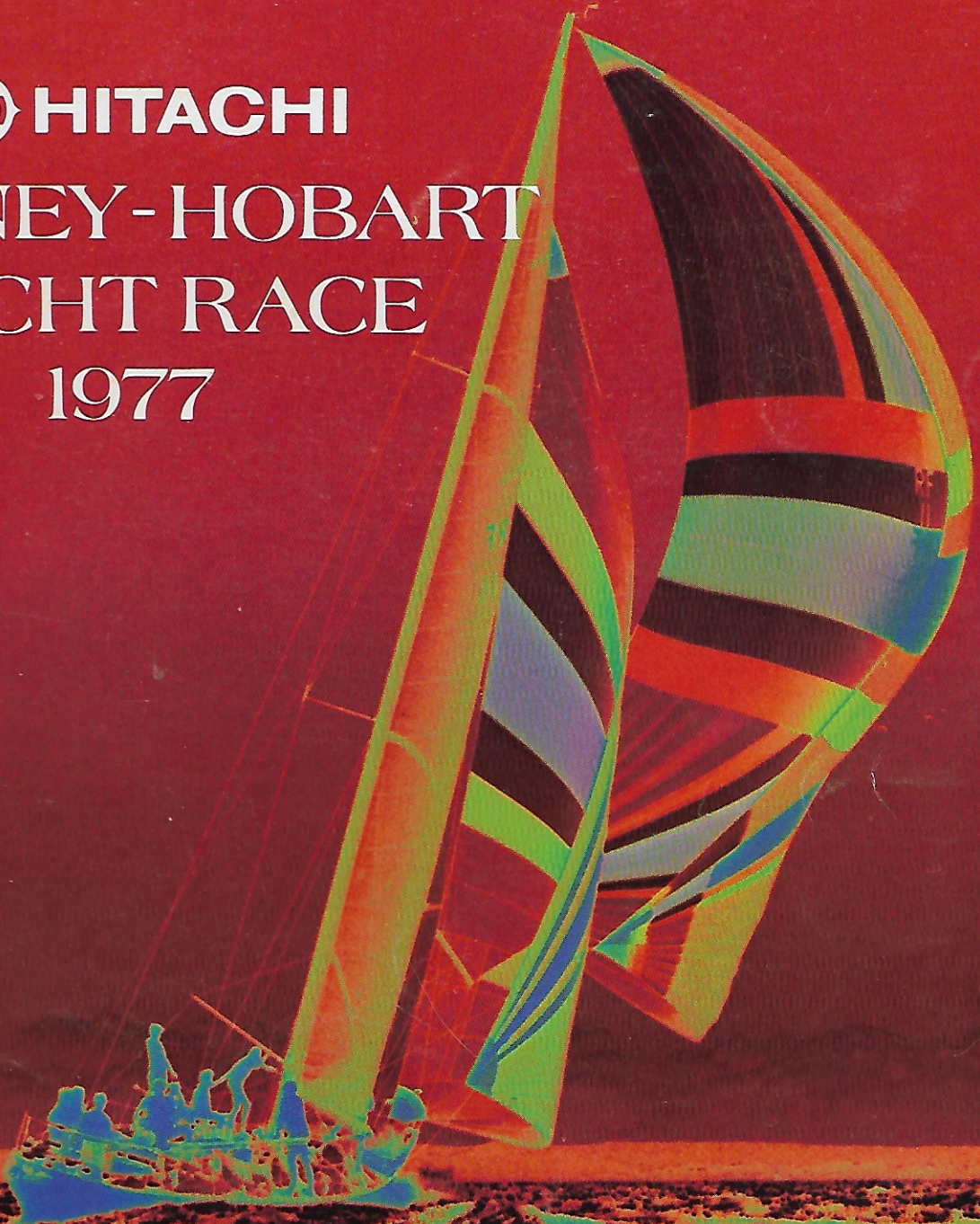
\$1.25*



HITACHI

**SYDNEY-HOBART
YACHT RACE**

1977





HITACHI

SYDNEY-HOBART

YACHT RACE

1977

33rd year

December 26th, 1977
12.00 Noon Eastern Summer Time (0100 hours GMT)

Official Starter

His Excellency, The Governor of N.S.W.
Sir Roden Cutler, V.C., K.C.M.G., K.C.V.O., C.B.E.

Starter's Boat

H.M.A.S. *Buccaneer*

organised by



The Cruising Yacht Club of Australia

with the co-operation of



The Royal Yacht Club of Tasmania

Contents

Commodores' Messages	10
The Course, the Start	11
Appreciation and Credits	13
Radio Broadcast Schedule	13
A Few Types of Skippers	15
The Sea is a Lonely Place	16
Extras	20
The Designers	24
The 1977 'Slownet' Race	30
Tattersall's Cup and Other Trophies	38
1977 Entries	50-81
Complete Results of Past Hobart Races	82

Published by the Publications Committee of the Cruising Yacht Club of Australia, New Beach Road, Darling Point, N.S.W. 2027 Telephone 32-9731, Cables "SEAWYSEA". Editor: David J. Colfelt. Cover: Original photograph of 'Siska' by 20th Century Photographics; special effects and design by David J. Colfelt Photography. Publications Committee: A. Cable (Chairman), L. Bass, G. Bray, N. Bennetts, J. Brooks, T. Carey, D. Colfelt, J. Dawson, J. Hawley, G. Hutchinson, J. North. Printer: Wymond Morell Printers Pty. Limited, 160 Parramatta Road, Camperdown, N.S.W. 2050.

* Recommended retail price.

Commodores' Messages



The Cruising Yacht Club of Australia

This year the Hitachi Sydney Hobart Yacht Race is the concluding race of the Southern Cross series, and many overseas teams are expected to compete. We are therefore expecting a record entry.

I was fortunate to compete in the Fastnet Race this year. Because of our geographical location we cannot (and probably never will be able to) match the number of starters in this Race; in all other respects we do not suffer in comparison. The Sydney-Hobart has established itself as one of the classic ocean races in the world.

In consultation with the Royal Yacht Club of Tasmania we hope to introduce some new features this year. It is proposed that the prize giving take place at Constitution Dock, more in keeping with the scene in Hobart than having the event indoors.

As a gesture of thanks to our individual hosts in Hobart, weather permitting, I would very much like competitors to take their hosts and families out on the Derwent on the morning of the prize giving. It would be a magnificent sight if we could get the fleet out. The people of Hobart only see individual boats finishing, and probably half the fleet finish after dark.

We are also planning a monster barbeque for New Year's Day which I hope all competitors will attend.

Best wishes to all competitors. I hope we have a variety of sailing conditions so that the race can be a thorough test of sailing skill.

J.P. Diamond
Commodore, C.Y.C.A.



The Royal Yacht Club of Tasmania

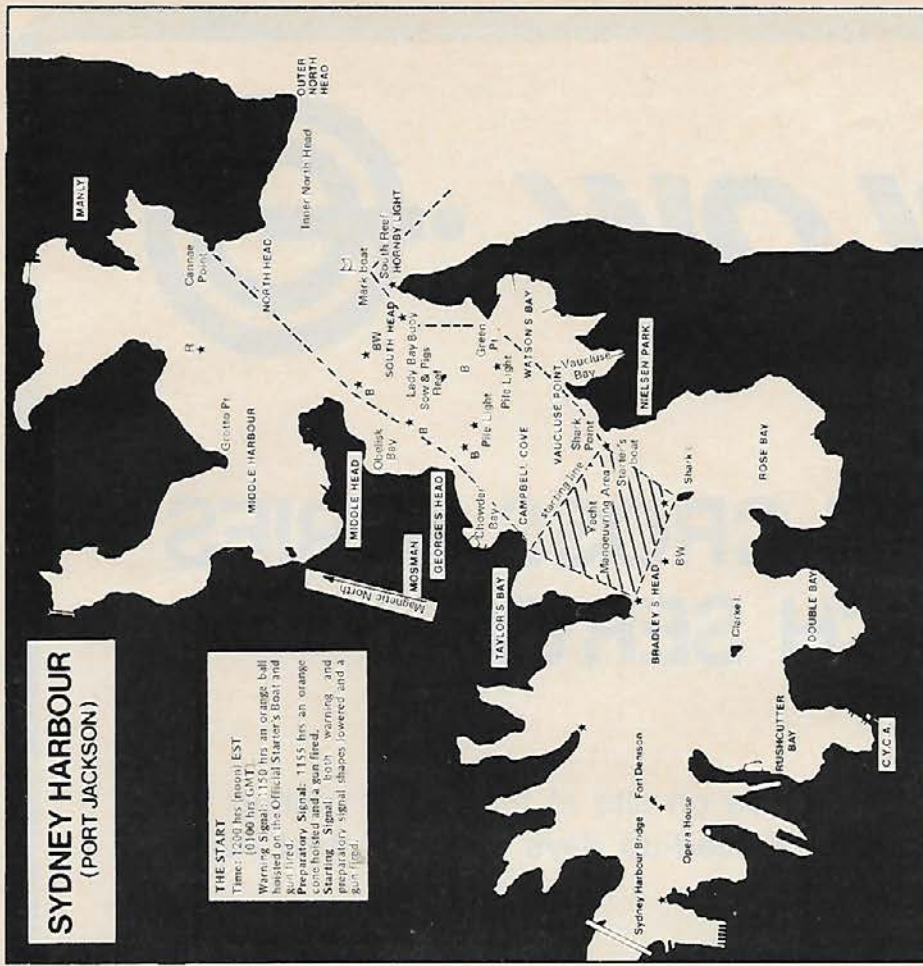
Once again a record entry is expected in this the 33rd Sydney-Hobart Yacht Race. Every year it surprises me that so many yachtsmen see fit to spend their Christmas holiday often wet and usually cold racing to Hobart. Many of them must realise they have very little chance of finishing amongst the trophy winners, and I can only assume they race so that they can achieve that marvellous sense of well being which follows the completion of an ocean race in Hobart.

This year is again a Southern Cross Cup year, and with a record number of teams competing, their battle for supremacy in this, the last heat, will no doubt develop into a race within a race. May the best team win.

We look forward to welcoming all visiting yachtsmen in the traditional manner. However the influx of something like 800 crew members will severely tax our facilities, and we hope you will bear with us if some limitations are necessary, particularly on New Year's Eve.

The Royal Yacht Club of Tasmania is proud to be associated with the Cruising Yacht Club of Australia in the conduct of this 33rd Hobart Race, and we wish all competitors good luck and a safe arrival in the Derwent. I reluctantly sound a note of warning. Recent ocean racing design trends in some cases seem to have overstepped the bounds of safety at sea, and I remind competitors of the vicious squalls and dangerous seas that can be encountered in Bass Strait, at Tasman Island and across Storm Bay. I think it is time that those with authority over the International Offshore Rule took a close look at the design of ocean racing yachts, which seem to be sacrificing safety for speed.

Rowan A. Johnston
Commodore, R.Y.C.T.



THE START

As usual, Maritime Services Board patrol craft will be enforcing the spectator limit line (see above broken line); patrol craft marking the spectator limit will exhibit a large yellow flag and all vessels must pass inshore of the broken lines.

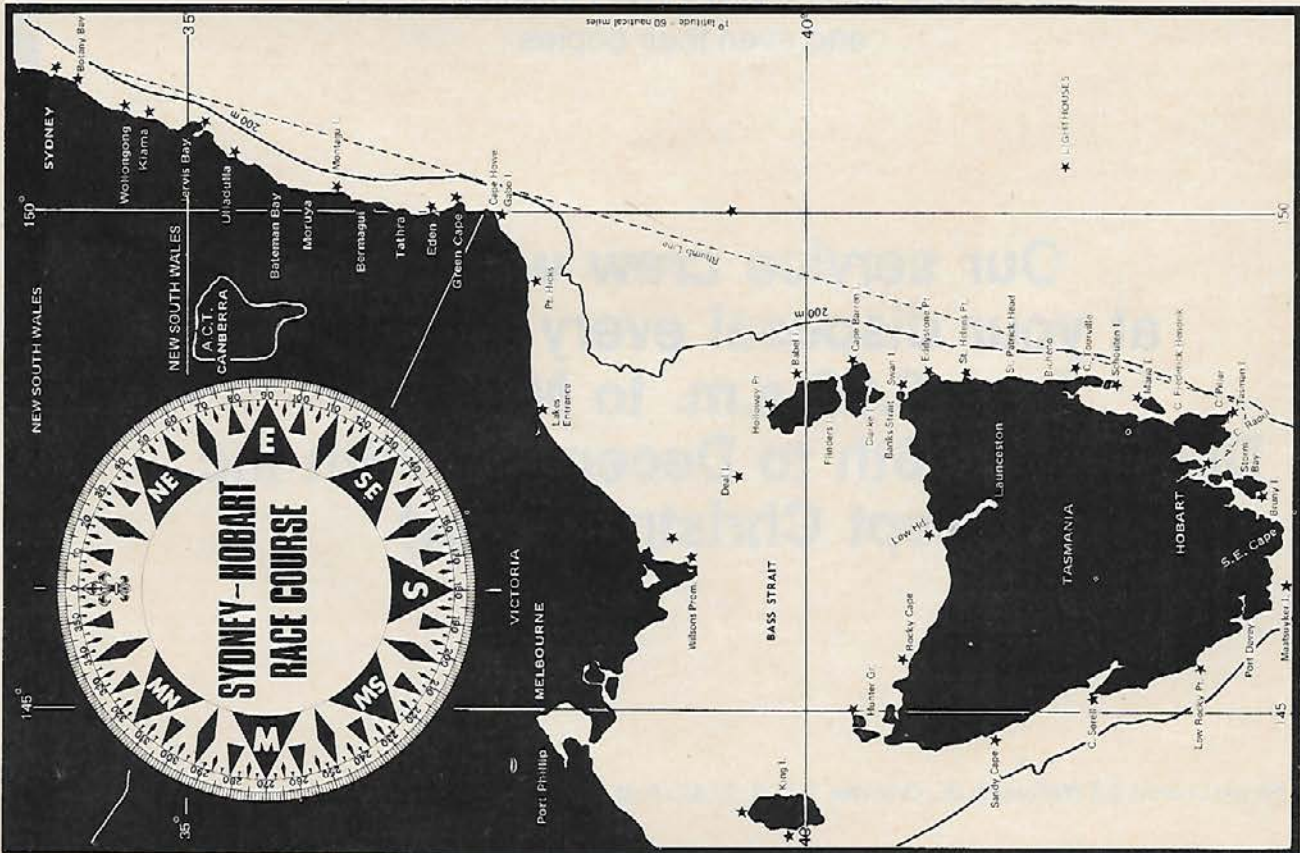
To give all Race participants a fair and even chance without interference by wake or obstacle, spectator craft are requested to stay well clear of the fleet at all times and especially until it has manoeuvred into open sea beyond and clear of the Heads. For spectators onshore, the natural amphitheatre foreshores of Nielsen Park, Chowder Head and Ashton Park provide ideal viewing of the actual start, while the north and south headlands provide grand views of the fleet heading out to sea.

TACTICS

Outside the Heads, navigators try to pick up ocean currents. The strongest southerly 'sets', as they are called, along the N.S.W. coast are generally found near the 100 FATHOM (depth) line, so navigators will tend to follow this line down the coast (marked 200 m on chart).

Easterly to north-easterly surface winds are generally stronger further offshore, and navigators must decide whether conditions warrant the risk of sailing well east of the rhumb line track to Hobart or stay closer inshore up favouring coastal winds at night. When the wind is strong from the east or south-east, it pays to sail further offshore; not only is the wind stronger, but it tends to come from a more northerly direction, allowing earlier use of spinaker. In light winds to go very far to the east is a gamble.

In strong westerlies the tactics are to stay closer to the coast where the winds are as strong but without the seaway encountered further offshore. In Bass Strait, you just hope that you get across without running into southerly gales.



THE COURSE

is from Sydney Harbour to the finish line in the River Derwent, leaving Tasman Island to starboard (right). Distance is approximately 630 miles. The fastest time in which this course has ever been completed is 2 days 14 hours 36 minutes 56 seconds by K'iaoa in 1975.



The Cruising Yacht Club of Australia

Commodore
J.P. Diamond
Vice Commodore
A. Pearson
Rear Commodores
E.E. Marshall, K.C.D. Roxburgh
Race Director
K.H. Storey
Radio Communications Officer
K.H. Storey
Duty Officer Sydney
C.R. Scott
Press Centre
C.R. Scott (OIC)
E.T. Lees, M.F. Le Bars
Miss A. Scott
Sailing Secretary
M.F. Le Bars



The Royal Yacht Club of Tasmania

Commodore-in-Chief
His Excellency the Honourable
Sir Stanley Burbury, K.C.V.O., K.B.E.,
Governor of Tasmania
Commodore
R.A. Johnston
Vice-Commodore
R.H. Batt
Rear Commodore
B.R. Shepperd
Protest Committee
R.A. Johnston, Vice-Commodore
R.H. Batt, H. Frey, J.M. Lucas,
D.E. McIndoe, D.J. McKean,
D.H. Peacock,
Officer of the Day
D.E. McIndoe
Liaison Officer
M.D. Jones
Press Centre
J.L. Honeysett
Secretary/Manager
A.B. Neilson

Appreciation

The cruising Yacht Club of Australia wishes to record its appreciation of the co-operation of The Royal Yacht Club of Tasmania without which this race could not exist. Apart from organising the presentation of trophies, functions at their Clubhouse, their efforts include manning the finishing line 24 hours of the day, the provision of a Liaison Officer to welcome each yacht and guide it into Constitution Dock, and the organising of many other facilities that mean so much.

We also wish to express our gratitude to our sponsors, which are as follows:

Hitachi Sales Australia Pty. Ltd.
Official Sponsor

Amalgamated Wireless (Australasia) Ltd.
Ampol Petroleum Ltd.
Brambles Holdings Ltd.
Honeywell Pty. Ltd.
Telecom Australia
Trans-Australia Airlines
Thompson, Graham (Australia) Pty. Ltd.

Thanks are also due the Government of Tasmania; the Corporation of the City of Hobart; the Marine Board of Hobart; The Waterside Workers' Federation; the Overseas Telecommunications Commission; the Maritime Services Board of N.S.W.; the Water Police of N.S.W.; the Department of Civil Aviation; the Department of Shipping and Transport; the Royal Volunteer Coastal Patrol; Mr Richard Wyatt, Regional Director (Acting), N.S.W. Bureau of Meteorology; and the Royal Australian Navy for their contribution towards making the Race a success.

Navigator's Trophy

Barry Vallance Perpetual Trophy and Hitachi colour TV.

The introduction of a standard log-book for navigators in 1975 proved a great success and will again be used this year under Hitachi's sponsorship.

In addition, the C.Y.C.A. has a perpetual trophy in honour of Barry Vallance, who died just short of the finishing line in 1975's Race while sailing on 'Zivergeest III'. The trophy is competed for annually in the Sydney-Hobart Yacht Race and presented to the navigator with the best log-book. Gordon Marshall, Rear Commodore and close associate of Barry in navigation, presents the trophy. In addition, Hitachi has generously donated a colour television for this year's winner of the trophy and will also be awarding second and third prizes.

ABC Radio Reports

Progress Reports ABC Radios 1 & 3

Monday, 26th	1820—1823 2250—2300
Tuesday, 27th	1050—1100 1830—1833 2250—2300
Wednesday, 28th	1050—1100 1830—1833 2250—2300
Thursday, 29th	1050—1100 1830—1833 2250—2300
Friday, 30th	1045—1055 1833—1836 2250—2300
Saturday, 31st	If required

Weather Reports

Monday, 26th	
1800—1802	2BL
2302—2304	
Tuesday, 27th	
0730—0732	2BL / VLI
1858—1900	
2302—2304	
1855—1900	7ZR, 7NT, 7QN, 7SH, 7FG,
2400—0003	7ZR, 7NT, 7QN, 7SH, 7FG
Wednesday, 28th	
0742—0745	7ZR, 7NT, 7QN, 7SH, 7FG
1240—1245	7NT, 7QN, 7SH, 7FG
1320—1325	7ZR, 7NT, 7QN, 7SH, 7FG
1855—1900	7ZR, 7NT, 7QN, 7SH, 7FG
2400—0003	7ZR, 7NT, 7QN, 7SH, 7FG



George Barton

The entire Yachting fraternity was saddened to learn that George Barton passed away on Sunday, 6th November, 1977. He is survived by his wife, Greta.

George Barton became a member of the C.Y.C.A. in 1950 and over the past 27 years was involved in every facet of the Club's operation. In 1971 he was honoured with 'Life Membership' for his tremendous contribution to the Club and, in particular, to the Hobart Race and communications. Without a doubt it was George Barton's work in radio communications that has given the Hobart Race the most sophisticated radio reporting enjoyed by any ocean race in the world today.

For the past 3 years George was the Hobart Race Director and his untiring energy and attention to detail has contributed significantly to the enviable safety record of this classic event. A solicitor by profession, he was a senior partner in the firm Dawson Waldron, and he advised the Club for many years on legal matters.

George sailed in almost every ocean race in the Club's calendar; he sailed to Hobart on 'Nocturne' in 1951 and 1952, and 'Joanne Brodie' in 1960 and 1962.

The Hobart Race now ranks as one of the world's three blue water classics, and the C.Y.C.A. wishes to record its appreciation of George Barton as one of the architects of this Race.

Thursday, 29th	
0742—0745	7ZR, 7NT, 7QN, 7SH, 7FG
1350—1355	7ZL, 7NT, 7QN, 7SH, 7FG
1855—1900	7ZR, 7NT, 7QN, 7SH, 7FG
2400—0003	7ZR, 7NT, 7QN, 7SH, 7FG

Friday, 30th	
0742—0745	7ZR, 7NT, 7QN, 7SH, 7FG
1350—1355	7ZL, 7NT, 7QN, 7SH, 7FG
1855—1900	7ZR, 7NT, 7QN, 7SH, 7FG
2400—0003	7ZR, 7NT, 7QN, 7SH, 7FG

Frequencies

2BL	740 kHz (Radio 1)
7ZR	940 kHz (Radio 1)
7ZL	600 kHz (Radio 2)
7NT	710 kHz (Launceston)
7QN	630 kHz (Queenstown—West Coast)
7FG	1160 kHz (Fingal)
7SH	1570 kHz (St Helens)

A FEW TYPES OF SKIPPERS

THE 'GOOD PROVIDER' WHO RUNS A HAPPY SHIP

"LET'S FINISH CHRISTMAS DINNER, THEN WE'LL WORRY ABOUT THE 10 MINUTE GUN!"



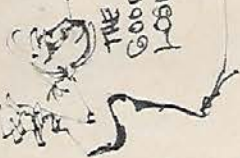
THE 'SUPER MAXI' SKIPPER REHEARSING HIS LINE HONOURS SPEECH

"AND CONSIDERATION'S TO THE MINOR PALEGETERS WHEN THEY EVENTUALLY ARRIVE"



IT'S ONLY A SPORTS STORY.

THE 'GOOD LOSER'



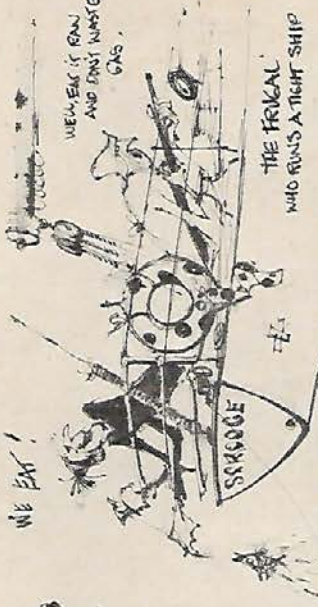
IT'S DAYLIGHT ROBBERY.

THE 'BAD LOSER'



WE EAT!

SKRIDGE



THE 'FRIGAL' WHO RUNS A TIGHT SHIP

WE'VE GOT IT RAW AND FIRST NASTY GAS.

HEARS THAT OFFSHORE COOKING IS COMMON THEY ENCOURAGE.

THE 'FLEET OWNER' SNAPPER



THE 'POT HUNTER'

IF I HAD BEEN ACROSS THE LINE BY NOW AND SITTING IN THE COCKPIT



"I ONLY NEED THE HOBART TO COMPLETE THE SET!"

THE 'ARMCHAIR ADMIRAL'



THE 'CAPTAIN SAUGH'



THE 'NOSTALGIC'

"IF THOSE DAYS SAILS WERE COTTON AND GALES WERE GALES."



IT'S STARE BY FLOGGING THE SAUS!!!

HARRIGAN

the sea is a lonely place

by John Hawley

The congestion of Sydney Harbour at noon on Boxing Day is a short-lived scene which gradually gives place to one of isolation for most of the race competitors. By dawn on the second day the fleet will be strewn over an area of 500 square miles and, by the third day, well over 1000 square miles. On this day many of the competing yachts will see nothing but open ocean and revel in it's loneliness.

Remote the Yachtsman may be. He will not, however, be isolated except by choice. For each competing yacht, as a condition of entry, is equipped with a powerful marine two-way radio with certain pre-tuned, compulsory channels to bring it into contact with the Radio Relay Vessel, 'Mia Mia', or with one of the coastal radio stations of the Overseas Telecommunications Commission of Australia (O.T.C.)

which can put the yachtsmen through to the telephone in his own home.

The Cruising Yacht Club of Australia is a world leader in the use of ship-to-shore radio contact during long ocean races. It has enforced compulsory position reporting for over ten years. British ex-Prime Minister, Edward Heath, in his book 'A Course of my Life' writes



as follows:

"In my view, this reporting system, extremely efficiently organised, should be introduced to other ocean races. It is, of course, a controversial matter. There is the overall expense of having a control boat moving all the time with the fleet. There is the individual expense of installing long-distance radio on each boat. However, if ocean racing is to be efficiently organized,

this general cost ought to be met and I do not believe that the cost of a radio as a proportion of the cost of an ocean racing boat is such as to deter any skipper from installing one.

"The other argument [against this kind of compulsory radio system] is more concerned with seamanship and the tactics of sailing. 'Why should we reveal our course and tactics to our competitors?' asked

many skippers. Indeed, there is much to be said for this point of view. Against it must be set the safety advantages and the fact that it makes the sport much more interesting for both those taking part and for those interested ashore. In Australia the positions of boats are broadcast over the radio after each reporting session so that the public at large can follow the contest closely. This in itself musters

support for the sport. This reporting system is much better organised on a compulsory rather than a voluntary basis."

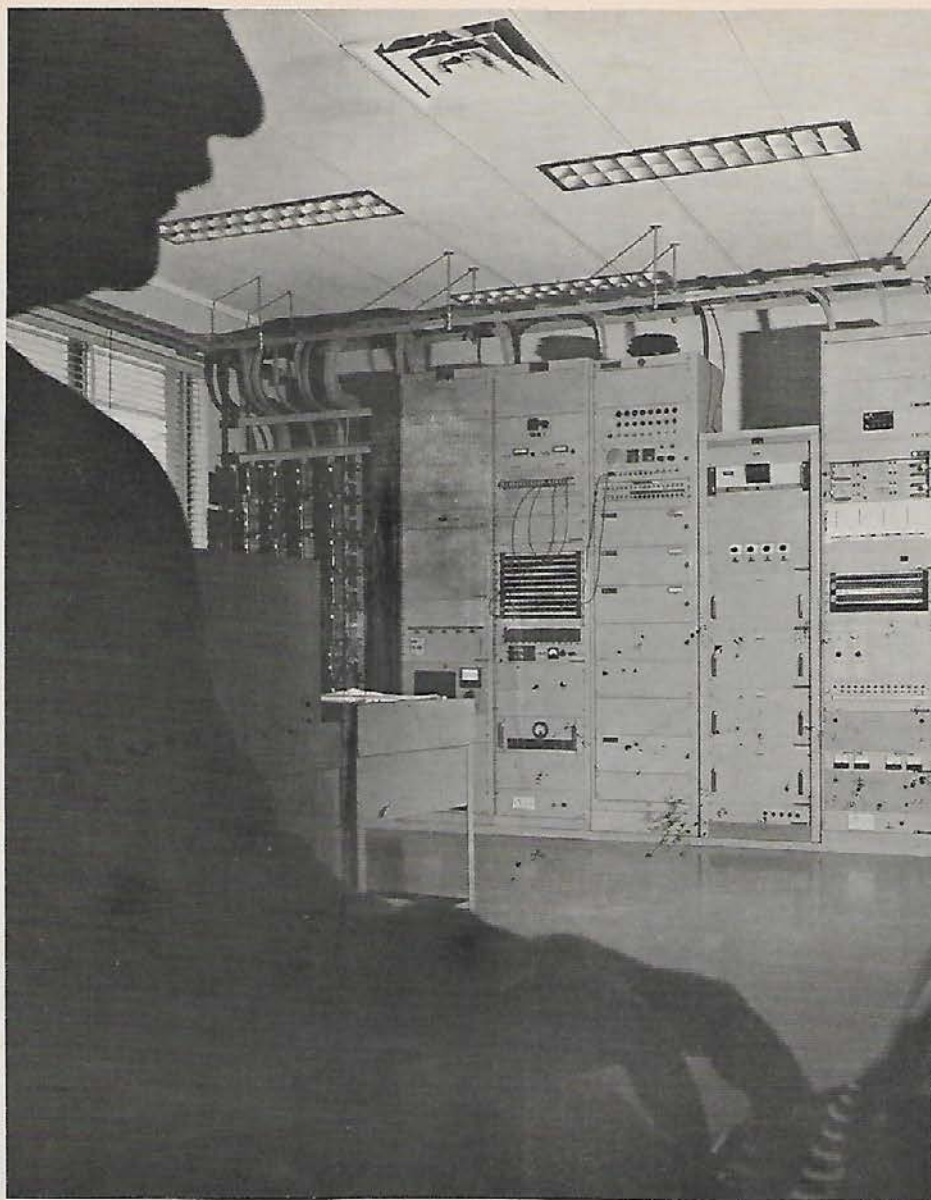
It is interesting to note these words, written after the 1969 Sydney-Hobart which was won by Edward Heath's 'Morning Cloud', have at last been heeded by the Royal Ocean Racing Club. This year, 1977, position reporting has been made compulsory in the Fastnet Race for the first time.

At the scheduled hours of 0630, 1230, and 1830 in this years Sydney-Hobart Race will call each yacht in alphabetical order (these regular calls are referred to as 'skeds'.) The yacht will reply giving its geographical position in degrees of latitude and longitude, and in less than half an hour the position of all competing yachts will be known. For this inter-ship communication, a special frequency of 2284 kHz. will be used. There is no reason why anyone who owns a powerful radio receiver with marine band should not pick up these messages in the early stages of the Race. As the boats head south south, of course, they become out of range from Sydney, and at this juncture the O.T.C. take over the relaying of information.

With fifteen Coastal Radio Stations (C.R.S.) situated strategically around the 12,000-mile coastline of Australia, O.T.C., with its powerful equipment, can be in radio contact with any yacht or ship offshore around the continent.

The principal station of Australia's Coastal Radio Service is situated on a green headland nine miles south of Sydney. This is 'Sydney Radio', at La Perouse, a small brick-building resembling a private house. Only the mass of aerials which surround it give a clue to it's real purpose. Despite the tranquility of the outside scene, inside the building is a scene of bustling activity. A dozen or so men sit at desks operating the equipment which keeps them in touch with ships spread across the oceans of the world, some by Morse code, some by voice and some by teleprinter.

Sydney Radio has a complement of 61 operators working a shift system covering each minute of the day. Most are multi-lingual, and among them, over twenty languages



A lonely night vigil in the Small Ships Room at Sydney Radio.

are spoken. At one end of the main operations room is the small ships room, again monitored twenty-four hours a day. For a period of three minutes after each hour and each half-hour there is total silence in this operations room. Radios are tuned to the international distress frequencies ready to pick up the weakest of signals from any ship or yacht which may be in an emergency. Anyone violating this silence except in distress will be quickly reprimanded.

At any Coastal Radio Station when a distress message is received from someone at sea, all other business is suspended and all efforts concentrated on helping those in distress. Every operator in the service knows that the most important section of his career may be to pick out from

the jumble of Morse, voices or static, the lonely, perhaps faint signal that is someone's cry for help. The log book of any C.R.S. would contain many more stories of human drama at sea than ever get into the newspapers — perhaps a fishing trawler with a failed engine, or a yacht with lost mast or broken rudder. In cases of sickness or injury, a Commonwealth Medical Officer is always at hand to give advice on treatment.

A special red telephone and a telex machine is reserved for all emergencies. These are connected with the Marine Operations Centre in Canberra, who control all search and rescue operations, mobilise all police and defence forces and, through the Coast Radio Stations, co-ordinates the assistance of all

ships in the area. All of this is in accordance with the International Convention for the Safety of Life at Sea (known for short as S.O.L.A.S. which was drawn up at a convention in London in 1914. It brought together representatives of the leading maritime nations and was the result of public outcry following the tragic sinking of the Atlantic liner 'Titanic' in April 1912. 1500 people perished as the Titanic went down whilst a ship close at hand was unaware of the tragedy because their wireless operator was off watch. Today 24-hour monitoring of distress frequencies is compulsory for all large vessels.

Just as the racing yachts in the Sydney-Hobart fleet have their three 'skeds' a day with the radio relay vessel, every radio station in Australia has three 'skeds' a day, which come after the weather forecasts broadcast by that station. First they listen for traffic from small ships wishing to book telephone calls or send telegrams; then they announce the list of yachts for which they have traffic. The vessel called replies, and the text of the message is read out. It may be a message that a crewman's wife has presented him with an offspring or a reminder that he should call someone in Hobart, for it is far easier with modern radio to contact a man whilst racing than it would ever be once he reaches Constitution Dock. Telegrams may be sent to any crew member by lodging them in the usual way at a Post Office or by telephone. A telephone subscriber anywhere in Australia can pick up his phone, dial the number for international calls (or ask the local operator to connect him with the international operator) and ask to be connected with a yacht. The yacht will be advised on the next 'sked', when a suitable time for the call will be arranged. Potential callers are advised, however, that the service is not cheap and men racing are rarely in a mood for idle chatter.

As the fleet of yachts heads south, communication with Sydney Radio will become more difficult. Whilst crossing Bass Strait, Melbourne Radio will be the lifeline for communication; then, in the final stages, Hobart Radio will take over. Hobart Radio is a much more per-

sonal station than the larger ones in Sydney and Melbourne and is situated close to the heart of the city. Only one operator is in charge at any time and this station operates only from 7.30 a.m. to 5.30 p.m. Outside these hours it is operated remotely from Melbourne. Unlike most other stations, the messages handled by Hobart Radio come almost entirely from small ships. During the period around the Sydney-Hobart Race, the personal attention received by the yachtsmen from Barry Mottrom and his assistant is gratefully appreciated. Those sailors with many Hobarts under their belts will remember Harry Banks, a long-time manager of Hobart Radio, who worked so tirelessly over the New Year period before passing 'his flock' back to Sydney or Melbourne as the yachts wended their way home; somehow he still coped with the traffic from the Hobart to Auckland Race and all his local trawlers.

The return from Hobart is a very different story. The powerful, well-trained crews (and many of the skippers) have to fly home to return to work, and the yachts, in many cases, are sailed by crews of less-experienced sailors, many of them with wives or girl friends who regard the trip as a holiday cruise. The prevailing winds in January on the east coast of Australia tend to be nor'easterly, which can make life uncomfortable.

The yachts make their way up the east coast of Tasmania, calling in Triabunna, Schouten Passage, Wineglass Bay and Bicheno, gathering around St Helens to wait for a southerly wind and a quick dash across Bass Strait. A good weather forecast at this time is essential, and the reports from Hobart and Melbourne Radio are monitored constantly so that no time will be wasted and every minute of a favourable wind will be used. Most of the yachts gather in groups of three or four of similar capabilities and set up their own 'skeds', for none are prepared to travel slowly to stay in the company of their friends. The confidence of knowing that friends are close at hand, though though unseen, is easily obtained from these regular conversations.

Eden is the first mainland port for the yachts returning to Sydney, and as one enters Twofold Bay, a radio call is made to Melbourne Radio telling of a safe arrival and ending the 'skeds' with them.

Showers at the Eden Fisherman's Club, fresh food; there are plenty of safe ports for the remainder of the journey — Moruya, Bermagui, Batemans Bay, Jervis Bay, Kiama, Wollongong and Botany Bay. At this stage, yachtsmen tend to forget about time and loved ones at home. Ray Johnson, Manager of Sydney Radio, appeals to skippers of returning yachts to send regular telegrams to their families either by radio or from ports of call. Even though a boat's progress may be known to the Coast Radio Station and, in the event of no news being heard, a search and rescue operation may be commenced — the O.T.C. are not permitted by law to pass any information to the public.

No article on ship-to-shore communications would be complete without mention of Radio Rockhampton, 'Rocky' as it quickly becomes known to all who have sailed around the Barrier Reef. Each year hundreds of small craft head north in the winter for a Barrier Reef cruise or to take part in the fabulous game fishing that area has to offer. As they

(continued page 47)

Barry Mottrom, Manager of Hobart Radio, conducting a small ships 'sked'.





EXTRAS

to set a bit more sail

by Jack North

Most boats racing to Hobart are sloops. That is, they are single-masted and carry one headsail only when working to windward. The headsail and the mainsail are working sails.

Off a breeze the headsail is dropped and up go the 'extras'. The spinnaker is the standard extra but a whole host of other downwind sails has come into being. Cheaters, bloopers and chuters have changed the silhouette of a yacht racing downhill. They've added new words to the sailor's vocabulary too.

Downwind sails have been set since the earliest times. Eighteenth-century square-riggers carried studdingsails made of light canvas and set on spars run out from the ends of the yards. Spelling was not standardised, and Captain Cook called them sternsails in his log. Other navigators described them as steering sails, but however the word was spelt, it was always pronounced 'stuns' ls'.

Studdingsails remained in use for most of the nineteenth century, going out of fashion at the end of the clipper-ship era. At the height



of that era all sorts of flying kites were carried. Bowsprits grew longer to accommodate balloon jibs, Jimmy Greens and the mighty jib-o'-jibs.

The mizzen gear blossomed forth with watersails and ringtails, while above the main royal appeared the skysail, the moonraker, the angel's footstool and, way above them all, the curse-o'-God. This was named by sailors who had to climb all that way up to muzzle it during a squall.

These sails were used particularly in the China tea-clippers, and probably no ship ever carried them all. Most of them were of doubtful value, but some captains were so enthusiastic about extras that they even set the sails of the weather-side lifeboats!

Yachts of those days carried square sails and raffles as a matter of course for off-the-wind sailing. In 1866 the 'Sphinx' appeared with a new-fangled triangular sail for a race on the Solent. This, poled out on the windward side, balanced the main, and 'Sphinx' swept in to a win.

The huge sail was promptly dubbed "Sphinx's Acre" or a "Sphinxer", which soon evolved into 'spinnaker'. It has been standard equipment in racing yachts ever since. The idea is believed to have been inspired by the sight of Thames barges booming out their staysails.

Sydney Harbour with its great, open-boat fleets of the eighteen nineties was no stranger to extras, the spinnaker and ringtail being especially favoured. The watersail beneath the mainboom was also set on occasion. However, yachts designed for outside racing kept their wardrobes of extras down to spinnakers, and maybe a balloon jib or two.

The topsail, set between masthead and gaff, could hardly be counted as an extra. As often as not it was part of the boat's normal sail plan for working to windward. In later years the same could be said of the genoa jib. It frequently did duty as a ballooner but has been regarded as a working sail since it was first carried on the six-metre 'Lilian' at Genoa in 1927. In 1977, its fiftieth anniversary year, the genoa is the universal headsail of the racing fleets.

As the science of ocean racing progressed, other sails began to appear. Among them was the 'golliwobbler' set between the topmasts of a schooner. The genius who named it is forgotten, but it was a new sail and had to be called something. Variations of the golliwobbler or golly are the diamond sail, or diamond tops'l, because of its shape, or the queen staysail because it was carried in the schooner 'Queen' in its earliest days.

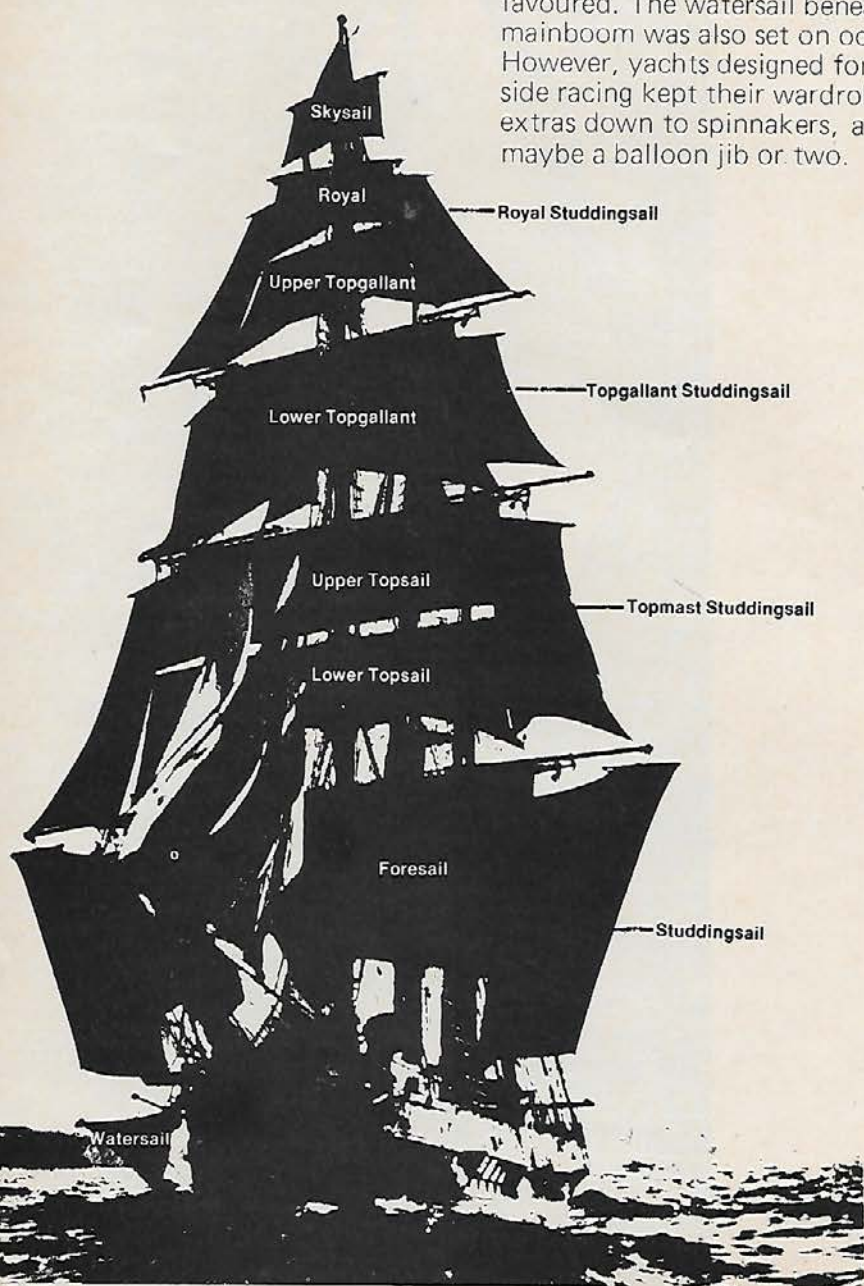
The yankee jib was also named after the yacht in which it first appeared, in this case the famous J-class 'Yankee' of the early nineteen-thirties. This sail is not an extra, being an integral part of the working rig of a modern cutter. But some sloops set a sort of yankee for reaching.

The luff is the leading edge of any sail; the trailing edge is the leach. In its earliest form the spinnaker had a definite luff and leach. This resulted in a fairly flat sail, excellent for use on a shy run or even a broad reach. It still has its devotees for these points of sailing, but the modern 'flanker' is undoubtedly a better sail.

Like the genoa jib, the parachute spinnaker came on the scene in 1927. In fact, both sails were the brainchildren of Sweden's Sven Salen, and he set his first parachute on the six-metre class yacht 'Maybe'.

The parachute spinnaker can be described as a reversible sail for it has neither luff nor leach. Both edges are exactly the same. Being full-bellied it is more efficient than the old-style flat spinnaker on a square run. It is also easier to gybe, and this is believed to have been Salen's prime objective when he designed it.

To gybe a yacht means to alter course so that the breeze is brought



from one side to the other when running. In this manoeuvre the mainsail comes over automatically, with or without help from the crew. The old-style spinnaker had to be swivelled around ahead of the mast so that, when the boat came to her new course, its luff was still at the extreme windward end of the sailplan. This required a lot of messing about with halliards, braces, sheets and spinnaker poles, as well as loss of time as the boat slowed down. Sometimes the crew got into a terrible state of confusion.

The parachute with its identical sides is simpler to gybe. It is slid across rather than swivelled, its old leach becomes its new luff, and not a drop of wind has been spilled from the sail. That's the theory anyway. Sometimes things go wrong and the crew gets into a terrible state of confusion.

The lighter the weather, the lighter the cloth. That is the simple rule with spinnakers and always has been. So the sail is often referred to by the weight of its cloth. The "three-quarter-ounce", for instance, is made from cloth weighing three quarters of an ounce to the square yard. Cloth weights range from half-ounce to one-and-a-half ounce as a rule, though maybe something even heavier might be used in a storm spinnaker. The story goes that one yacht had a cyclone kite, but there is no record that she ever set it.

Carrying a spinnaker is an art. The sail must be kept full and drawing at all times, but when there is little or no breeze it tends to hang empty and useless. That is why it must be made from the lightest cloth, cloth which will lift and fill in the faintest zephyr. Yachtsmen have been said to pray, half seriously, for a sail of cobweb; the advent of synthetic sailcloth made this absurdity almost a reality. The lightest synthetic sailcloth, which threatens to blow away if you breathe on it, will yet stand up to a squall of fifteen knots or so.

As the breeze freshens the spinnakers are changed, each being of cloth progressively stronger and heavier. The storm spinnaker of a forty-foot yacht could be very small, and usually is. But there have been yachts

where the only difference between the storm spinnaker and the drifting kite was the weight of the sailcloth. Such a yacht, screaming downhill in a gale, can give her crew a very busy time indeed.

When synthetic sailcloth took over from cotton, about twenty years ago, super-lightweight spinnakers became commonplace, and special staysails were evolved to utilise the breeze below the foot of the kite. Commonly called cheaters, these sails appeared in many forms, probably culminating in the tallboy and its variations.

Other sails added in the nineteen seventies were the chuter, or shooter, and the blooper. At first sight these might appear ungainly, but they make the boat go faster, and that is the object of yacht racing. They also help to make her run more steadily, damping the tendency of every sailing vessel to roll when running very square. Before the advent of these extras, sailing dead square under a spinnaker was sometimes a hair-raising act. It can still be so.

While all this was occurring on the foredeck, the mizzen masts of ketches and yawls were undergoing their own evolution. The mizzen staysail has a long history. In racing yachts it is generally tacked down to the weather main chainplates, or thereabouts, and sheeted home to the mizzen boom. It is a terrific sail for broad reaching.

The mizzen spinnaker was a new bird in the Australian nest when it appeared in the American yachts 'Kialoa' and 'Windward Passage' in 1975. Photos describe it more accurately than words. Unlike the main spinnaker, it has no pole, its tack being made down on the weather gunwale somewhere. When critically examined this extra is just a variation of the mizzen staysail.

Coloured extras came in with nylon, dacron and all the other synthetics. Early in the piece there was a theory that the upper part of a light-weather spinnaker should be made of dark coloured cloth. The sun's heat would warm the air inside it, making it rise enough to lift the head of the sail. It sounded feasible although nobody seemed to perse-



'Windward Passage', with a spinnaker, blooper, and mizzen spinnaker flying, on her way to Hobart

vere with the idea. Anyway, the new lightweight cloths made any help from the sun unnecessary. But the colour boom had come to stay. Extras faced the world in a burst of glorious brilliance, so much so that the white spinnaker is a rarity these days.

A modern extra, when not in use, requires surprisingly little stowage space. So yachts crammed more and more kites into their sail lockers. There have been restrictions on spinnaker size for a long, long time, but none at all on the number carried, so far as ocean racing is concerned. In April 1977 this last outpost of freedom fell. A new rule stipulates the maximum number of spinnakers to be carried by yachts of different sizes. For instance, a yacht rating 43.1 feet or more may carry only six spinnakers. A smaller boat rating 29 to 43 feet, five, and so on.

Oh, well, as in the old-time tea-clippers, probably no yacht ever set all the extras she carried, anyway.



The designers

by tony cable

Opposite top left: 'Hayseed IV', a Gardiner-designed Great Lakes racing machine, vintage 1914—the graceful way they used to design them—with slightly modernized suit of sails. Top right: 'Dynamite' representing Farr's latest thinking a year ago, which since has given way to still later thinking—similar hulls but with 'lifting keels' the safety of which in rough and windy ocean conditions has been the subject of recent controversy. Bottom left: The third-generation 'Ragamuffin', a Frers-designed Australian Admiral's Cup Team member in 1977, representing recent but relatively conservative thinking as far as rule-beating, racing design goes. Bottom right: 1-tonners at the start of the 1977 Montagu Island Race, 'Invincible' (Sail No. 818, a two-year-old design) and 'White Pointer' (Sail No. 2246, the very latest)

Photographs by Bob Ross and David Corlett

After 32 Races, just about every noted yacht designer in the world has had one of his designs in a Hobart. With so many hundreds of yachts having competed over the years, it is impracticable to name all of these designers, and those we have chosen to write about are merely representative of the wider circle of able designers, all of whom have earned the esteem of yachtsmen for their creativity, innovation and skill.

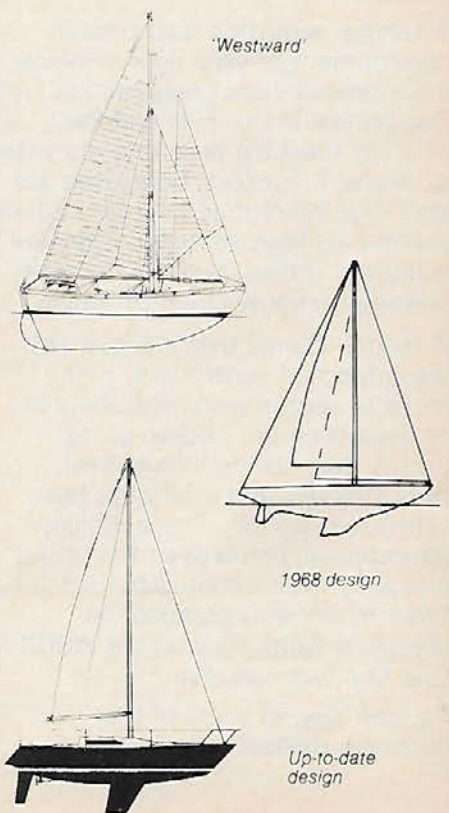
What has happened to designs over the years?

The first yachts that went to Hobart could be described, in terms of today's designs, as heavy 'cruising' yachts, with very long, straight keels. These had a lot of wetted surface (area of boat under the water) which made them relatively slow in light winds, but then again, they weren't primarily designed for maximum speed.

By the late '50's, more attention was being paid to designing yachts to get around the rating rule, and the sailing speed of these designs was also being aided by the advent of synthetic sails and ropes and improved gear, such as powerful winches.

Keels were becoming shorter (less wetted surface) as more of the front part was cut away; rudders, as a result, moved further forward from the stern. These short-keel boats were often very hard to sail downwind, and to give them back some lost balance, the rudder was taken from the keel and located by itself at the after end of the waterline.

The accompanying drawings show: the long-keeled 'Westward'; a 1968 design with separate rudder; an up-to-date design showing how far this reduction in wetted surface has been taken.



SYDNEY—HOBART RACE WINNERS AND THEIR DESIGNERS

In the last few years change in design has accelerated, a significant feature being very significant reduction in 'displacement', that is, the total weight of the yacht in terms of the water it displaces.

The main thrust of design development in recent times has come from the Level Rating classes, particularly the very competitive 1-Ton Class.

The 1-Ton Cup was donated in 1898 by the Cercle de la Voile de Paris for races between yachts of a keel weight of one ton. In 1966 the event was revived, but while the name remained the same, 'ton' did not apply to weight but rather to an arbitrary handicap arrived at by a mathematical rating formula. All yachts race 'level' with each other, with the same handicap, so that their final placing in a race was just where they finished in the fleet — no complicated calculations such as need be done to determine the winner of the Hobart. There are now various 'Ton' classes — 2-Ton, 1-Ton, ½-Ton, and ¼-Ton. 1-Ton yachts are about 36 ft. in length and ½-Ton about 30 ft.

Characteristic of these new designs of moderate displacement are very efficient short keels and relatively flat bodies proportioned so that they sail very well to windward and downwind.

A further evolution has come in development of very-light displacement boats by designers such as New Zealanders, Bruce Farr and Paul Whiting. Working progressively with ¼, ½ and 1 Tonners, boats that are very fine forward and very broad and shallow aft have emerged. They are really not unlike dinghies that can literally surf downwind on waves.

A further theme that is presently the subject of controversy is the move to yachts with centreboards or daggerboards — ocean going yachts. Not having a fixed keel, their stability and safety has been called to question. These designs are exploiting an area of the rating rule which was exposed by Britton Chance, whose daggerboarder 'Resolute Salmon', won the World One Ton Cup last year.

To look now at some of the designers themselves.

1945	Rani	35' Cutter	A.C. Barber
1946	Christina	33' Sloop	Colin Archer
1947-8	Westward	42' Cutter	J. Muir
1949	Trade Winds	44' Cutter	M.E. Davey
1950	Nerida	43' Yawl	C. Nicholson
1951	Struen Marie	35' Sloop	Robert Clark
1952	Ingrid	38' Ketch	Bill Atkin
1953	Ripple	35' Sloop	A.C. Barber
1954	Solveig	36' Cutter	T & M Halvorsen
1955	Moonbi	35' Yawl	John Alden
1956	Solo	57' Cutter	Alan Payne
1957	Anitra V	38' Cutter	T & M Halvorsen
1958	Siandra	35' Sloop	Arthur Robb
1959	Cherana	36' Sloop	Alan Payne
1960	Siandra	35' Sloop	Arthur Robb
1961	Rival	37' Sloop	A. Buchanan
1962	Solo	57' Yawl	Alan Payne
1963-5	Freya	39' Sloop	T. Halvorsen
1966	Cadence	30'9" Sloop	W. Ward/R. Swanson
1967	Rainbow II	One Ton	Sparkman & Stephens
1968	Koomooloo	41' Sloop	H.T. Kaufman
1969	Morning Cloud	34' Sloop	Sparkman & Stephens
1970	Pacha	57' Sloop	Camper & Nicholson
1971	Pathfinder	One Ton	Sparkman & Stephens
1972	American Eagle	68' Sloop	Bill Luders
1973	Ceil III	One Ton	Bob Miller
1974	Love & War	47' Sloop	Sparkman & Stephens
1975	Rampage	One Ton	Bob Miller
1976	Piccolo	One Ton	Bruce Farr

Joe Adams

Joe Adams in recent years has done a lot of designing. Always interested in sailing, he is an engineer and one-time teacher of drawing.

In the '50's he frequently sailed in the Olympic Star class, and during '65-68 he sailed around the world with his wife on the 30' 'Howana'.

Some of his first work was done in conjunction with Bob Miller on 'Apollo', 'Tampico' and the first ½-tonner in Australia, 'Plum Crazy'. Since then he designed an Adams ½-tonner, of which over 20 have been launched. He has presently three different ¼-tonners, of these the Tasman class was probably the first of this type in Australia.

Many people have heard of Joe because of his 72', post-tensioned-ferro-cement sloop, 'Helsal', which smashed 'Ondine's' 11-year-old Hobart Race record with a time of just over 3 days. She was designed as a cruising boat yet has held every race record on the East Coast, and she still has heaps of potential.



The Joe Adams designed ferro-cement sloop, 'Helsal', which has an impressive collection of line-honours victories, including the second fastest time any yacht has raced from Sydney to Hobart— 3 days, 1 hour, 32 minutes, 9 seconds, a record that was set in 1973 and subsequently topped in 1975 (see Race History section).

Joe has some strong views about the IOR, which he sees as encouraging very rule-oriented boats that rate beautifully but aren't fast — rather they are "hellishly slow".

"The light-displacement boat is here to stay, but the present shape is not here to stay because the light boats as we know them, won't do anything marvellous to windward. Designers have gone for Admiral's Cup super-light-weather performers that are no good to us with our heavier breezes. They have little, bubble-shaped hulls with masses of sail; they are terrible sea boats; a boat that broaches 10-12 times in a short race is not going fast. The move to more hydraulics to induce most shape is pandering to the poorly-balanced hull shape and inadequate designs of these boats".

Alan Blackburne

One of our youngest designers, hailing originally from Adelaide, Alan Blackburne started sailing very early, in various dinghy classes. He turned to ocean races in the mid sixties and did a couple of Hobarts.



Blackburne studied Engineering for three years at Adelaide University and then worked in the Naval Architect's office of the Adelaide Ship Construction Company. Alan was the chief I.O.R. measurer for S.A. for several years. Alan started his own business, and soon after came up with 'Duncanson' 3/4-Ton design of which there are now some 16 afloat. Three of these raced in the 1975 Hobart; 'Hornet', at 11th, beat her sisters 'Blue Poles' and 'Rebel'. Last year a 1-tonner, 'Kestrel' went down.

Since moving to Sydney Alan has worked on a variety of boats including a 75' floating research vessel; 1/2- and 1-tonners; a 45' ocean

racer; and a production trailer sailer. A man designed Jim Hardy's 'Run-away', which was in Australia's Admiral's Cup team this year.

Alan gives a profile of himself as "not being among the radical designers but rather being 'developmental' in approach. I try to extract the best of a design working to get the numbers right. I aim for a boat that will do well over a series and am not a believer in taking a 'flyer'."

Alan observed this year's Admiral's Cup series and came back convinced that we have much to do if Australian boats are to successfully complete in future series against the extremely hot overseas contenders.

Peter Cole

In 1975 a Cole 3/4-tonner, 'Fair Dinkum', took second place, and last year an East Coast 31, 'Chauvanist', was, up until the end of the race, very close to a placing. Many yachtsmen have noted the consistency of the 1968-designed Cole 43; the top boat in this class was placed in Hobart Races since 1970: 6th; 5th; 7th; 4th; 9th and 8th.



As a sailmaker he is particularly well known for his sails on 'Gretel' in '62, 'Gretel II' in '70, 'Southern Cross' in '74; this year spent three months in Newport working with 'Gretel II'.

In recent years he has become increasingly involved with yacht designing and has recently opened a design office. This first design type was the now well known 'Contessa 25'; this was followed by the Cole 43. Next was the East Coast 31, of which there are over 50 afloat, making it one of the largest ocean going classes in Australia. The original boat of this design was 'Shenandoah', which won the Australian 1/2-ton championship and represented in La Rochelle in

1974. She gained a major success this year in winning the Montague Island Race.

In talking of design concepts, Peter remarked that "The IOR rule is a good rule, but it is a pity it is so complex. It has led to the evolution of better boats, just as seakindly, but faster. Whether they are seaworthy is another question. There is a bonus in the rule for the tender boat, and it penalises the stiff boat. This doesn't therefore, necessarily make for a seaworthy or strong boat".

Turning to the debate on centre-boarders, he said "My guess is that the current centreboarders will be penalised much harder; for the rule, while permitting these, was intended for the rating of healthy U.S. cruising boats and not for dinghy types".

On hull shape, Peter feels that "The front sections are now almost stereotyped with an optimum apparently having been found. Towards the stern there is room for experimentation. In the past three or four years much more effective keels have been developed, cut down with a higher aspect ratio. Their foil shape takes much from aircraft design practice."

Peter Joubert

Peter Joubert is the Professor of Mechanical Engineering at Melbourne University with a special interest in fluid mechanics. He has loved ships from his youngest days, his family for generations having been sailors. While in undergraduate training he worked during vacations with Alan Payne; his graduation thesis from Sydney University in 1952 was about catamarans fitted with hydrofoils. He won a Fulbright Scholarship to MIT, Boston, in 1954, and worked in the towing tank of the naval architectural department. Much of his subsequent research was the study of ship resistance, and this work is now internationally recognised.

His first venture into yacht design was a boat for his own use, a very light-displacement plywood centre-boarder which he built himself. It was very fast and would sit up and plane like a dinghy; on two occasions it was first across the line in the Port Phillip classic, the Lady Nelson Trophy. 30 feet long and launched in 1966, it was somewhat ahead of what is now a current trend.

His next design, 'Boomerang VII',

was a development of the same theme but with a 45% ballast ratio — 42 feet overall and more suited to ocean conditions. It almost won the 1968 Sydney-Hobart, being relegated to second position after 'Koomooloo'.

Since then he has concentrated on more conventional boats, cruiser-racers like the Brolga, Currawong and Cape Barren Goose designs, which have won their share of races, but he is always prepared to design outside conventional thought.

His latest effort is a 55 ft, catamaran, 'Big Bandicoot', which he has designed to beat the world sailing speed record.

This year in the Sydney-Hobart he hopes to be sailing his own 34' Magpie design if he can finish it in time.

On the recent trend to light displacement he says, "Every so often the ocean becomes very wild and giant seas develop which will overturn the most stable vessel". He doubts whether some of the modern light-weights would have the capacity to self right right when upside down, especially the centreboarders with internal ballast". He also considers that some of these yachts lack sufficient structural strength to withstand a hard race.

The Halvorsen Brothers

In the early history of the Race no names stand out more than those of Trygve and Magnus Halvorsen. Members of a famous Sydney boat-building family, their record as designers, builders and owners is outstanding — 5 wins, 5 seconds and a 3rd.

Their little 'Saga' was second in 1946, while the next year 'Peer Gynt', the heavy double-ender, came 3rd. In 1954, 'Solveig' won the race after taking line honours and 2nd in '53.

The pretty 'Anitra V' was launched just prior to the '56 Race and gained second. Her outright win in '57 was followed by the runner-up position in '58 and '59. Their next yacht was 'Norla', which came 5th in 1960; under different ownership she won the Brisbane-Gladstone Race in 1962.

In November '63 they launched their most famous yacht, 'Freya', which Trygve had designed. Her 3 consecutive wins would seem today to be impossible to match. 'Freya' was

designed with 'seakindliness' in mind, with no particular regard to concepts such as wetted surface. She had a long keel and vertical rudder which was intended to make her steer straight in the hard running conditions often encountered in the Race. In 1965 she represented Australia in the Admiral's Cup. They built some steel versions of 'Freya' — 'Odin', 'Weatherly' and 'Karingal', and the 59' steel cutter, 'Banjo Paterson' which raced last year, is a 50% "blow up" of 'Freya'.

It is said of the Halvorsen's, "where some people say luck wins ocean races, these make their own luck".

Alan Payne

Alan is perhaps the best known Australian designer as a result of his work since the early '60's on his 12 metre yachts 'Gretel' and 'Gretel II', but he was also very successful as an ocean racing designer. Indeed, many yachtsmen have regretted that he did not continue his work in this branch of sailing.

Alan raced in the first Hobart on 'Horizon'. In 1948 he designed the light-displacement boat 'Nocturne', which was said to be the first boat



'Janzoon II', designed by Payne, was the first fibreglass ocean racer designed and built in Australia

in the world to be used in ocean racing with a separate rudder. She was extremely fast downwind, and while she got line honours in 1952, her design suffered a very high handicap penalty. Nevertheless it is interesting to contrast this design of decades ago with the light-displacement boats of today — who really

are the innovative designers?

The most famous and colourful of the Payne designs was the mighty 57' steel 'Solo' built by her hard-driving skipper Vic Meyer. Designed as a cruising yacht, she was built in 1955 and won the Race the next year and came second in '57. In 1962 'Solo' took the Race again after a thrilling finish in which the American Huey Long's 'Ondine' took line honours. 'Solo' in her turn took line honours twice, Vic gave up racing after this and spent many years cruising her around the world.

In 1959 Russ Williams' Tasman Seabird, 'Cherana', won. She had been designed by Payne in 1956 specially for the Hobart, and the powerful Seabirds proved fully up to expectations.

Payne had made a close study of the rule, and a design to it was 'Janzoon II', the first fibreglass ocean racer built in Australia. Her successes included 2nd in '61 and 3rd in '64.

Following work on 'Gretel' Alan designed the 39' 'Lorita Maria' for Norman B. Rydge Jnr. She was placed 3rd in '63 and was distinguished in that she competed in the Bermuda and Trans-Atlantic Races and was 4th in her class in the '65 Fastnet.

The Kaufmans — Father and Son

Ted Kaufman (Scott's father) has the distinction of having had his design 'Koomooloo' win the race in 1968. Ted is not a professional designer but demonstrated much capability with the creation of his own boats 'Mercedes III' and 'Mercedes IV'. 'Mercedes III' represented Australia in the 1967 Admiral's Cup and was one of the best yachts in the world at that time, being the top scorer in that series. In Hobarts she has a 5th and 6th to her credit.

Scott Kaufman describes himself as being "basically self-taught" but acknowledges the help of Bob Miller, Joe Adams and several years spent with Sparkman and Stephens. He has been practicing on his own now for 2½ years with his office in New York.

His best yacht so far is 'America Jane III', which is the present North American One Ton Champion and has recorded two 3rds in the last two one Ton Cups.

"As for design trends, I think that it is fair to say that 'America Jane

Britain's Hobart Race:



The 1977 'Slownet' Race

by Bob Ross

Bob Ross needs no introduction to anyone familiar with the yachting scene in Australia—he is Editor of *Australian Sailing* magazine and a yachting journalist with a wealth of ocean racing experience.

Bob has become a regular contributor to the annual Hobart Program, and readers will recognise his familiar good humour and keen eye when it comes to describing human foibles. Last year he related his recollections of Constitution Dock, Hobart; this year he invites you halfway around the globe to one of the great classic ocean races which, with the Hobart and Bermuda Races, ranks tops in world sailing events—the Fastnet Race.

In the 1977 Fastnet, Bob sailed aboard the famous maxi racer, *Ballyhoo*, which, you may remember, won line honours in the blustery 1976 Hobart Race and which has a formidable collection of line-honours trophies from around the globe. Bob relates of a tense duel between two giants, *Ballyhoo* and *Il Moro de Venezia*, how the two magnificent racing machines battled and exchanged the lead for over five days in one of the slowest Fastnets on record, and how, even in the wee hours of the sixth day and within earshot of the finishing line, the outcome was still in doubt.

The rough races are always remembered long after the smooth ones fade into the deep subconscious and so the Fastnet race, Britain's off-shore classic has, like the Hobart race, the reputation for being a tough one.

And it has been. In 1957, the first year of the Admiral's Cup, only 12 yachts finished out of 42 starters in the wildest Fastnet on record. In 1971, the year Syd Fischer's Australian yacht 'Ragamuffin' won the Fastnet, the fleet endured a wild run home that disabled one of the Australian team, Norman Rydge's 'Koo-mooloo' (broken rudder) and had many yachts in trouble.

The following two races, 1973 and 1975, were relatively quiet ones but, I remembered nervously as I packed my sea bag in Cowes on the morning of this year's Fastnet, it *always* blows like hell when I make one of my rare ventures into long ocean racing.

There was last year's Hobart for instance. Too broke to find the usual air fare, I was persuaded to join the "Tweetie" Thompson works team on 'Taurus'. On my previous engagement with the TWT team, aboard 'Salacia' in 1969, we had the mandatory couple of days of gale on the nose 'round the bottom end of Tasmania. Last Hobart, it all started earlier, at the head of Bass Strait — two days of gale that left everyone limp but, at the end, wonderfully exhilarated with a real sense of achievement.

Would the Fastnet be one like that?

My vehicle for the Fastnet was certainly an exciting machine — the 73 ft. green and gold Sydney maxi-racer, 'Ballyhoo', famed in song, story, and beer commercials. However, Jack Rooklyn, her cigar-smoking chewing owner, had not been

having a happy campaign in England. He sent the boat there after line honors in the last Hobart, and before that, a fabulous achievement in beating Jim Kilroy's 79 ft. ketch, 'Kialoa' — until that time regarded as the world's fastest yacht — in both the California Cup and St. Francis Perpetual Trophy series on the West Coast of the USA.

In England, however, the winds were very light, and Jack not the most patient of men, was becoming more irritable as each race the smaller yachts would bob up around 'Ballyhoo', which was unable to achieve its impressive maximum hull speed just because there was not enough wind.

The English season was spiced for 'Ballyhoo's' crew, however, by the hot opposition offered by an Italian 69-footer, 'Il Moro Di Venezia' (the Moor of Venice, dummies), a relatively new Frers design, 69 ft. overall and rating 59 ft alongside 'Ballyhoo's' 67.4. We'd had a marvellous duel with 'Il Moro' in the 225 nautical mile Channel Race, for line honors, exchanging the lead twice before, approaching Brighton towards the end of the race, 'Il Moro' ghosted past us in a calm and beat us home by a humbling 45 minutes.

The race showed us we were faster in in fresher winds — for six hours it blew 25-35 knots — while 'Il Moro', with a taller rig, approximately the same waterline and lighter, was undoubtedly faster in light-to-moderate winds.

The two of us looked to have a distinct speed edge on the other big yachts in class zero (42.1 ft to 70 ft. rating). A number of them were competitors in the Whitbread Round-the-World Race to follow, heavily laden with gear and equipment for that. Don Tracy, the well-known Australian sailor now living in USA, was skippering 'Black Fin', a 73ft. ketch with a collection of happy Aussies and international boat tourists he'd put together at the last minute in Cowes. They'd have a chance in a blow.

The weather map that Fastnet morning gave no indication of a blow, or indeed any wind at all. But as I walked down the narrow cobbled high streets of Cowes for the last time in '77, heading for

the boat, I was certainly not sorry to be putting to sea.

Cowes is a wonderful gathering place of offshore yachtsmen from every corner of the globe; Cowes Week is a gigantic party if you want to play it that way. But the invasion of visitors, from England and abroad, stretches to the limit the resources of the little Isle of Wight town. So it's a bit like holding the party in a telephone box. Physically and financially, its bloody uncomfortable just being there.

Unlike the Hobart, all the fun seems to be before the race rather than the end. The 605 nautical-mile Fastnet finished at Plymouth, not Cowes; the yachts stay only briefly in coal-dust grimy Milbay Dock, and the crews melt away after, by



Hobart standards, only token celebrations.

"It's ports what rots the ships and men", a favourite quotation of Jim Hardy, goes through my mind as I board the chain ferry linking West Cowes to East Cowes where 'Ballyhoo' is moored — the Admiral's Cup fleet has taken all the available space at the Groves and Guttridge marina on the west side.

There have been some late changes in the crew following the tension of the earlier races. Would I still have a berth? There had been some unkind things said about the 'light-weights' who messed up that head-sail change in the Channel Race and

I was on the end of the changing sheet when it got away.

Sid Brown, in his own distinctive way re-assured me: "Never mind; 30 per cent of crews on all maxi-boats are useless anyway".

But everything is okay, and Jack seems happier than I've seen him for days at the prospect of quitting Cowes. Getting away from the dock rafted up alongside a bundle of other big yachts, and out to the start is in itself quite a problem. There's a two-or-three knot tide running out of the Medina, bearing scores of yachts heading for the Fastnet start or the closing races of Cowes Week.

And on a boat this size, just keeping track of the crew of 16 (or is it 17?) is equally a problem. And so, as we swing cautiously around in the river, across the procession of boats, we sight John Brooks, our assistant navigator, waving plaintively from the chain ferry. He had been sent across the other side of the river to stow a spare staysail in the shore locker and got lost in the shuffle.

So Jack Rooklyn fiddles the throttle and gear lever to thread back through the mess of yachts. We collectively hold breath as 'Ballyhoo', born inexorably on the tide at three or four knots, slaloms into the Trinity House pier once more. Brooksy leaps the three foot gap; grabs the lifelines and is quickly hauled aboard.

He is immediately awarded the title of President, International Institute of Pierhead Jumpers.

Out in the stream, we watch the earlier divisions start in the total fleet of more than 300, and the adrenalin starts pumping, primed by the realisation that this is a race with 52 years of tradition, the foundation race of offshore racing in Britain, and maybe this is a once-in-a-lifetime experience.

The aggressiveness of the Admiral's Cup series this year leads, inevitably, to a general recall as a bunch of yachts in the fleet of 57 bump, grind, holler and shove each other across the line early.

Finally it's our turn and we start well in Zero Division thanks largely to the cool tactics of Billy Peterson, one of the 'you-alls' (Americans),

aboard. Soon, we are dicing once more with 'Il Moro' as we beat out the Solent in a beautiful 12-knot breeze with the tide under us. We work a shift well to take the lead but, as usual, cannot put the big white Italian yacht too far behind.

It's a great sail as we bust into the sunshine from the clouds that had shrouded Cowes, past the Needles, the chalk sentinels rising out of the sea at the western extremity of the island and into the open sea.

We pass through the Admiral's Cup fleet and the crew of 'Ragamuffin', doing well, give us their famous crossed feet shuffle. As they hang legs over the rail, each man has his legs crossed in the same way, say left over right. At some signal, they re-cross, right over left. You'd be surprised how little there is to do, lots of the time, in offshore racing.

During the night, with the wind dropping to less than 10 knots and shifting about, 'Il Moro' passes us, and through the following day as we close-reach under headsails in a 10 knot norwester, she is two miles in front.

Our break comes that evening, past Land's End, with the wind dropping into near calm with 'Il Moro', about three quarters of a mile to windward. After a fortuitous tack, we get into a nice little air stream that lifts us and puts us in the race lead.

The wind is only two or three knots all night, we edge along under drifter headsail and half-ounce spinnaker, and by noon next day we are only 25 miles from Land's End. The big calm descends, for that day and the next.

"This looks serious", says Jack Rooklyn, "I'm down to 12 cigars".

"You could cut them in half", says Bruce Ramsden.

The Royal Navy frigate keeping an eye on the fleet edges up alongside us. No, it's not bearing cigars for Jack but a reporter and cameraman from the South China Post ('Ballyhoo' is registered in Hong Kong), who are later to report that we were swimming around 'Ballyhoo'. They have a lively brand of journalism in Hong Kong. Any thought of swimming would have been dispelled by the dozens of sharks that circled us

during those calm days . . . small, but they could give you a nasty suck.

There's no change, no breeze on the second of the two calm days and as Stan Darling, our navigator, tells us we have made only 80 miles in 24 hours. We know the smaller boats must be catching us.

Sid Brown observes that the Japanese crews will all have learned perfect English by the end of the race. We work out rationing of water and drinks.

At last, the race goes into its fourth day (p.m. Tuesday), but the wind is tantalisingly patchy.

By 10.30 p.m. we can see the loom of the light on Fastnet Rock, but through the night we stop in



a hole off the Irish coast for a long period. At dawn, much to the disgust of Jack Rooklyn, who I'm sure would have caught a cab and gone home there and then had there been one available, 'Il Moro' is ahead of us.

And it's worse than we thought. For as 'Il Moro' rounds the rock at 6.45 a.m. three minutes ahead of us, she maintains her lead throughout the day, and early the following morning (Thursday), we're still two or three miles behind.

We should finish that day and the fresh water is turned back on for the first time in three days. In my anxiety to clean my teeth, I shove shaving soap on the brush.

Good humour has never really left us. A helicopter, with BBC camera crew circles: everyone on deck rushes to a winch and winds madly any winch, most without ropes around them — it's a great show.

Don Mickleborough breaks up bread and tosses it over towards the helicopter, as if he is feeding a duck in Centennial Park.

We clear the Lizard and its tide race, the last major obstacle before the finish, and come away to an easy headsail reach, threading our way through a wonderful collection of fishing boats, enjoying the sunshine.

Lyn Morey, a Portsmouth girl who cooks like a dream and who has sailed with 'Ballyhoo' from California to Australia and on to England, says that lunch is definitely the end of the food as we will be ashore for dinner.

But she is busy in the galley again by 6 p.m. with the wind dying away to nothing, Plymouth only 15 miles away.

It's a frustrating end to a frustrating race but, finally, it gives us the break we need to beat 'Il Moro'. Greg Gilliam, then Billy Peterson, very patiently steer us inshore, the big sloop barely making steerage way.

There is obvious panic on 'Il Moro' as headsails are changed and changed again and even a light spinnaker tried. Finally, we pick up the first touch of night breeze off the shore and move off once more towards Plymouth.

It's hazy, we've really lost sight of 'Il Moro', and as our watch goes below, most of us believe she has us beaten.

By mid-night as we near Plymouth breakwater, tension mounts. We've heard no gun for 'Il Moro'. A cruiser ranges up and crisp English tones tell us we are first to finish.

No one really believes that until the boom of the gun. We've taken line honors after all. Our time, five days seven hours, four minutes and 41 seconds for a race 30 miles shorter than the Hobart, is well outside the race record of three days seven hours 11 minutes and 48 seconds.

But Jack fishes out his last cigar and murmurs: "It was worth it, after all".



No ocean-racing hand gives much thought to the trophies, not while the race is on, anyway. In the first Sydney-Hobart Race he'd have given them hardly any thought at all, because there weren't many to think of. The Race was a light-hearted cruise-in-company for a trophy donated by the Cruising Yacht Club.

Captain John Illingworth sailed seriously, and won. The Australian public took it seriously too, and Sydney and Hobart both wanted it carried on as a yearly event. So perpetual trophies were obtained for future Races. The first of these was Tattersall's Cup, presented by the trustee of the estate of the late George Adams. George Adams was the founder of the Tasmanian lottery known as Tattersall's.

Christina's name heads the list of winners engraved on Tattersall's Cup. That list is really a list of Sydney-Hobart Race winners since 1946, the year in which the cup was made available. It has rested in many yacht clubs since then; at present it looks down on the members of the club at Lake Macquarie. 'Piccolo' saw to that by winning the 1976-77 Race, and its next home will probably be known by the time 1978 dawns.

Tattersall's Cup goes to the winner on handicap. More correctly it goes to the club nominated by that winner, while the yacht's owner receives a 'replica' in the form of a model of the Derwent Light. The Derwent Light marks the mouth of the Derwent River and it, but not the replica, is commonly called the Iron Pot. The Cup was designed at the suggestion of the late Walter Marks who tried to foster a yachting event between Australia and New Zealand. This competition, to be conducted on similar lines to England's Lipton Cup, never eventuated.

Embellished with mermaids, and sea horses, Tattersall's Cup is probably irreplaceable as a work of art. It stands twenty five inches high with its plinth, is made of sterling silver, weighs 288 ounces and is a truly Australian product. For years Proud's kept it on show as an example of the silversmith's art and were very cautious when the trustee

Tattersall's Cup and other trophies

by Jack North

of the George Adams estate offered to buy it. It had to be demonstrated that the Sydney-Hobart Race would become an event of extraordinary significance before Proud's would agree to part with the trophy.

Although Walter Marks' dream of an international yachting series came to nothing, the Sydney-Hobart Race grew to be of far greater stature than the competition he envisaged; the Cup is one of the major trophies of the international yachting world.

'Rani's' name heads the list on the Royal Ocean Racing Plaque awarded to the outright winner. This handsome plaque bears the sea-horse emblem of the R.O.R.C. Its special sentiment lies in the fact that the R.O.R.C. can be described as the god-mother of Australian deep-sea racing.

The plaque, shipped to Australia in December 1946, is held by the winning yacht for twelve months. Its award to 'Rani' was therefore a retrospective credit.

Before returning to England in 1946 John Illingworth presented a cup to be held for twelve months by the first yacht to cross the finishing line. The C.Y.C. decided that it should be named the J.H. Illingworth Cup and also retrospectively awarded it to its donor. John Illingworth supplied the inspiration and the know-how which made the first Hobart Race a success, and he won that race. He established the foundation upon which all subsequent Sydney-Hobart Races have been based, and it was fitting that retrospective awards should be made in his honour.

Any worthwhile event gathers more trophies with the passing years. The Tasmanian Government Trophy and the City of Hobart Trophy have long been part of the mystique of the race. They are perpetual; replicas go to the first and second yachts on corrected time. The Royal Yacht Club of Tasmania Trophy is also a tradition although the perpetual trophy presented by that club dates back only to 1974, when it was won by 'Granny Smith', third on corrected time.

As long ago as 1947 the fleet was split into two divisions with prizes for the first three yachts in each as well as for the overall placegetters. There were twenty-eight starters that year, a number not equalled until 1956. So the idea of division racing lapsed until big fleets became a regular part of the race scene.

Peter Allsopp died in a tragic yachting accident. His memorial, a perpetual trophy awarded to the handicap winner in Division A, was first won by 'Anitra' in 1958, and again in 1959. 'Anitra' was owned by the Halvorsen brothers whose next boat, 'Norla', won the trophy in 1960.

As a similar trophy was required for Division B, George Barton donated a bowl suitable for the purpose. The initial winner of this trophy was 'Westward' in 1947.

Every point of the course to Hobart is a milestone in the race. Most of these are noticed and forgotten in the effort to get on with the next stage, but some for a variety of reasons stick in the mind. Tasman Light, for instance, is watched, and

striven for, for hours. Once it bears north, the ocean stretch of the Race is over and done with; the vagaries of Storm Bay provide the next test.

Frank and John Livingston presented a perpetual trophy for the first yacht to be due south of Tasman Light. It is a magnificent model of Tasman Island complete with the lighthouse on its north-west corner, and the Livingston brothers first won it themselves, in their grand old 'Kurrewa IV' in 1960. Although 'Kurrewa IV' was first to round Tasman Light and first across the finishing line, she could only make sixteenth place on corrected time.

Many yachts try hard yet receive nothing for their pains. They don't cross the finishing line first and their rating is too high to let them gain a place on handicap. A lot depends on the weather conditions in which the particular race is sailed, but weather is usually average. Perhaps this favours the middle order of yachts over a period of years, and most racing yachts are of the middle order insofar as their handicaps go. It is one of those arguments that can fill many happy hours in a pub or some such place.

Government of Tasmania Trophy



The late Sir Arthur Warner offered a trophy for the first yacht on corrected time whose time correction factor was .75 or higher, and this was won by his son, Peter Warner, in the schooner 'Astor' in 1963. Although 'Astor' took line honours that year her handicap of .8836 brought her back to twenty-second place.

In later years the trophy conditions were revised. It is now awardable to the first yacht with a time correction factor of .85 or higher which does not receive any other trophy for the race.

At the other end of the scale it is argued that some boats are too small to have any chance in average weather conditions over such a long race. For this reason the R.A.N. Sailing Association presented the Samuel Pepys trophy. This trophy goes to the first yacht on corrected time whose time correction factor is .78 or lower.

Samuel Pepys was a name famous in naval history though most people think all he did was to keep a diary. His name was bestowed on the Royal Naval Sailing Association yacht which sailed in the 1956, 1957 and 1958 Hobart Races under the auspices of the R.A.N.S.A.

Accurate navigation is all-important in ocean racing. A mistake by any other crew member can probably be rectified unless it results in something like total dismasting. But the navigator must be right always, often working under the most difficult conditions, and if he guides his yacht to victory he deserves recognition. For many years Guy Rex of Hobart has given a trophy for the navigator of the winning boat.

In 1975 Barry Vallance, co-owner of 'Zilvergeest 111', died just short of the finishing line. That was the year in which the C.Y.C.A. introduced a standard form of logbook for navigators in the Hobart Race.

The logbook is not just a breezy account of the voyage. It is a serious navigation instrument and should contain a complete record of the passage as well as workings of celestial sights and plots from radio position reports. A properly-written log is kept continuously up-to-date and should require no further entry



The Barry Vallance Memorial Trophy, a vintage sextant, presented to the navigator with the best log book.

within a few minutes after the finish of the Race.

Each yacht's log is collected upon arrival in Constitution Dock, the Barry Vallance Trophy being awarded to the navigator who turns in the best-kept logbook.

This trophy is a quadrant of the early nineteenth century. It saw service in several square-rigged sailing ships and was inherited by Gordon Marshall who, with the crew of 'Zilvergeest III', had it mounted as a perpetual trophy. Lindsay May was the first winner in 1976.

The Livingston Perpetual Trophy, a replica of Tasman Island with lighthouse. When Tasman Is. bears north, the ocean stretch of the Race is over.



The medallions for each crew member of the outright winner are presented by Geoffrey Pattinson who sailed the English yacht 'Uomie' in the 1958 Race. 'Uomie' was the first out-and-out racer to come from overseas especially to test herself on the Hobart Race. She finished fifth after leading all the way to the Tasman Light; this was a couple of years before the Livingstone brothers presented their trophy for this feat.

Every yacht sailing in the Race receives a commemorative plaque which is usually mounted somewhere in the cabin. Most long-distance races issue similar plaques; in Australia the idea seems to have originated in the earliest Brisbane to Gladstone events. Not surprisingly, some boats have quite a collection of plaques affixed to their cabin bulkheads.

A prize which appears from time to time is the Galley Slave's Trophy, presented to the cook of the last yacht to cross the finishing line. This, usually an ornately mounted spoon, is not particularly coveted by anyone in the Race. Its winning involves too much blood, sweat and tears.

Trophy presentation night in Hobart is an important event which, in some curious way, combines hilarity and solemnity. Whether he is to collect a wooden spoon or Tattersall's Cup or, as is most likely, nothing at all, every yachtsman is there. For just being at that presentation is really what the Race is all about.

The Designers (continued from page 28)

III' was the first large yacht with a very wide stern. For out-and-out racing boats I am going for a relatively wide-sterned boat of moderate displacement, but for the average sailor and for production boats, a more-narrow-sterned model is being used. All models could be called 'moderate displacement' boats. I think that the most important aspect of designing to the IOR rule is getting the relative proportions ship to each other, i.e., the right amount of length, beam, sail area and displacement coupled with the right amount of stability for a given rating".

Scott didn't mention that he designed the aluminium 'Mercedes V', which has the potential to win this year's race. He has other designs sailing out here, including the 1-tonners 'The Sting' and 'White Pointer', and the 1/2-tonner, 'The General'.

Ben Lexcen (Bob Miller)

Ben reasserted an Australian design influence in local racing in a period starting from 1966 when he co-operated with Ted Kaufman in designing the very successful 'Mercedes III'. He was approached in 1969 by Alan Bond to design a large, fast yacht with speed, not rating, as the objective. 'Apollo' was 57' and had a light displacement of only 33,000 lbs. In the '69 Hobart she was beaten for line honours by 18 minutes by the U.K. boat 'Crusade'. Subsequently Bond took her on the Bermuda and Fastnet Races. Under new owner, Jack Rooklyn, she has scored a number of handicap wins, including this year's Brisbane-Gladstone Race.

Ben had a criticism of the I.O.R. Rule which encouraged a heavier boat resulting in fractious behaviour downwind, and they were not particularly fast upwind. In 1972 he designed a 45' which did not have excessive beam and had a deep, narrow and long hull. The resulting cold-moulded 'Ginko', for Gary Bogard, and an aluminium sister, 'Apollo II', for Alan Bond were dominant in 1972-73 season. 'Ginko' won the 1972 Montague and they



Miller's famous maxi-racer, 'Ballyhoo', perhaps the fastest of them all.

respectively came 3rd and 4th in that year's Hobart.

The 1973 Hobart was a triumphant one for Ben as his two 1-ton sister ships, 'Ceil III' and 'Rampage', took 1st and 3rd. In 1975 'Rampage' confirmed the quality of this design with her win.

A very well-known design is Jack Rooklyn's 72' 'Ballyhoo', which has had a successful record as a maxi boat, having beaten 'Kialoa' and 'Windward Passage' in two series in America. Among her line honours results were last year's Hobart and the recent Fastnet.

Ben's work on the W.A. 12-metre America's Cup challengers, 'Southern Cross' and 'Australia', only highlights the ability of this outgoing and humorous self-taught designer.

So much for the Australian designers. As has been detailed their boats were very much to the fore in the history of the Race.

But today the picture is different as a whole crop of new overseas designers have been dominating overseas competition, and a number of their boats are appearing here. I would like to review some of them, again with apologies to those not mentioned in detail.

Ron Holland

In the top rank of the current designers is the 30-year-old New Zealander, Ron Holland. He started out as an apprentice boat builder in Auckland, and during this time sailed in a number of ocean races including some four Hobarts.

He left N.Z. in 1971 to continue racing and crewed at various times with the now also prominent Doug Peterson.

He had a bent for designing, and in 1973 his 'Elythene' won the Quarter Ton Cup in England. This led to an order for a 1-tonner which showed considerable promise at the Torquay Series in 1974. A 1/2-tonner which sailed well in La Rochelle led to more commissions.

Camper & Nicholson had him design a 3/4-tonner, the Nicholson 33, of which over 60 have now been built and one of which won the 1975 Fastnet. These represent part of some 300 Holland stock boats that have been built in several countries.

In 1976 his 'Silver Shamrock' won the World Half Ton Cup in Trieste with Australian Tom Stephenson taking 5th in another of his boats, 'Southern Shamrock'.

In the recent Admiral's Cup series four of Holland's designs were in the top ten point scorers. His 'Imp' was the outstanding boat of the series. To describe the nature of his designs, they are not far from conventional; they are well proportioned, efficient yachts that not only sail fast but look good. They are generally aimed at rough water sailing and thus have a narrow waterline beam and symmetrical water-plane.

With the advent of the dinghy-style yachts, Holland developed the Imp type to counter their exceptional downwind speed. With its flatter sections aft 'Imp' proved a stunning success and moved Holland another step ahead. While rating less than 2-ton, she has consistently beaten 2-tonners boat for boat.

No Holland Boats have yet done a Hobart, but they are starting to sail here, and in the December World Half Ton Championships in Sydney, there will be three racing, including Silver Shamrock.

The Holland 25 and Holland 30 are now being manufactured locally and the 'Imp' design will soon go into production. It is also likely that some of his custom one-off designs will be built in Australia shortly.

Sparkman and Stephens

Preminent among the world's designers are

'S & S' with Olin Stephens being the most famous and prolific architect of them all.

Olin and Rod Stephens learnt sailing on a succession of family boats with Olin early showing his quiet, analytical disposition while Rod his vigorous flamboyance. They both went to college [university] but dropped out after undertaking only little study. Olin was more interested in designing, and in 1928 his plans for a 6 metre were published. She had an easily-driven hull, low wetted surface and clean lines, features which became a permanent theme of his work which has now run to over 2,000 designs.

In 1928 Olin joined a young yacht broker, Drake Sparkman (with Rod joining in 1933) and some time after he designed the yawl 'Dorada' for his father. She won the 1931 Trans-Atlantic and Fastnet Races (and the Fastnet again in 1933) and earned the crew a Broadway ticker-tape reception.

The 'Dorada' design, which represented a fundamental step in ocean racer development, was the foundation of the concept behind a number of yachts that were successful in the 30's. One of these, 'Stormy Weather', owned by Olin and skippered by Rod, won the 1935 Transatlantic and Fastnet Races.

At age 28 Olin worked with Starling Burgess in the 1937 America's Cup defender 'Ranger'. This then led to a commission from Harold S. Vanderbilt for a 12 metre, 'Vim', It was 'Vim' that was brought to Australia in the early 60's to assist us to work up for the 'Gretal' challenge. When the Cup series was revived in 1958 S & S were involved with a succession of 12 metre boats, 'Columbia', 'Constellation', 'Intrepid', 'Valiant' and 'Courageous'.

Ocean racing designs still poured forth, with one of the most brilliant being that of the 38' 'Finisterre', thrice winner of the Bermuda Race (1956, 1958 & 1960).

A host of S & S boats have sailed the Hobart and among them have notched up an impressive four wins. Chris Bouzaid's 'Rainbow II' was sailed very hard to win in 1967 and went on to win the '64 World One Ton Cup. Edward Heath's 'Morning Cloud' (he was then Leader of the Opposition in U.K.) was an S & S 34, one of a number of these that have competed. In 1971 another Kiwi, 'Pathfinder', won and in 1974, the Sydney boat, 47' 'Love and War', owned by Peter Kurts.

One yacht that always had the form to win was 'Ragamuffin'. She was close with 3rd in 1968 and 2nd in 1970, but her major success was in winning the 1971 Fastnet Race while competing with the Australian Admiral's Cup team.

S & S have been facing, in the last few years, an onslaught from the new designing talent (a few having worked for S&S), and it will be of great interest to see how Olin, the master, will meet this challenge.

Ron Swanson

The 1966 Hobart was won by 'Cadence' which, at 31', was the shortest boat to ever win the Race. She was one of the 'Carmen' class designed by Ron Swanson and the late Wally Ward. This win represented the highlight of the 'Swanson Era' in Australian ocean racing, for the 60's were very much dominated by his designs.

Ron Swanson began building boats in 1950. The first prominent one in the Hobart was twice winner 'Siandra', which he sailed aboard both times (in 1958 and 1960). In the 1960 Race the 'Seabird Kaleena', from his yard, came second.

Working with Wally Ward they designed the 30' 'Carmen', which won the C.Y.C. point-score in 1962-63. She was a boat that was stiff, could be very hard driven and was outstanding in her day; her 8th in 1962 and 5th



'Carmen', the first of a very successful Swanson line, one of which, 'Cadence', won the Hobart in 1966.

in 1963 do not reflect her true performance — other of the same class soon followed. 'Cavalier' came second in 1963 and 'Cadence' 3rd in 1965.

In 1964 the design was lengthened, and the resulting 'Camille' came 2nd and went on to represent Australia in the 1965 Admiral's Cup. A further modification to the plans resulted in 'Camelot' which came 2nd in 1965.

In 1956 Ron took another new design, 'Salome', to the One Ton Cup in Denmark. While unsuccessful there, she did take second to 'Cadence' in that year's Hobart. In that Race a sister to 'Camelot', Peter Kurt's 'Mr Christian' came 4th.

By 1967 the Swanson 36, a development of 'Salome', was chalking up a very strong record. 'Wathara II' represented Australia that year in the One Ton at Le Havre and gained 6th in her class in the Fastnet. Norm Brooker's 'Moonbird' was taking more than her share of races, while Norm Long's 'Matika' took third in that year's Hobart. Today there are some 70-80 cruising and racing 36's which confirms an outstanding design. Later still came the Swanson 32 one of which, 'Harmony' was placed in this year's Montague Race.

The firm Swanson Bros. is concentrating these days on producing stock or cruising boats. But what satisfaction it must give to know that a decade ago one's boats virtually 'had the race sewn up'.

Doug Peterson

Peterson from California is another of the crop of young innovative designers who have shot to prominence in the last few years.

He first became widely known when his breakthrough design, 'Ganbare', all but took the '73 World One Ton. Next year 'Gumboots', a production 'Ganbare', did take it, with Peterson's 'Hati' taking 3rd. In '74 he took the Half-Ton with 'Northstar'.

In 1975 his run of successes continued, with 'Foxy Lady' taking the Half Ton; 'Pied Piper' won the One Ton, (2nd also in '76) with 'Gumboots' runner up, 'Ricochet' took the Two Ton, with 'Vendetta' coming third; and the 36' 'Stringer' came first overall in the S.O.R.C.

To continue with the chronicle of achievements,

in 1976 'Williwaw' took the Two Ton Cup, and this outstanding moderate-displacement design formed the basis of the Peterson 46, one of which 'High Roller' won her class in this year's S.O.R.C. Australia's Admiral's Cup team member for Victoria is 'Superstar', another of this type; she was built alongside a Peterson 41 'Sunburst'.

In the last Admiral's Cup series, four of the top point scorers were Peterson's (Holland also had four). In second top scorer was 'Moonshine' a production version of 'Williwaw'. 'Pinta' (nee 'Williwaw') one of the German team was 8th. Another German boat, 'Champagne', was 4th, while 5th was 'Yeoman XX', a 2-tonner representing U.K. for the second time.

Peterson designs are thus among the most successful racing in the world today. They are noted for their fast upwind performance with their shape characterized by fine sterns and straight stems. Along with the recent trend to lighter-displacement, fast reaching and running boats developed by Kaufman, Farr and Whiting, the latest Peterson boats have also become lighter with broader sterns and flatter aft runs to induce more downwind speed. A characteristic of some of the smaller versions is an 80% rig which, amongst other advantages, helps in selecting a sail inventory now that the total number of sails to be carried is limited.

Along with the international proliferation of Peterson yachts, an increasing number of his boats have appeared in Australia. Among those to have raced to Hobart are Ted Turner's 'Pied Piper', which came 4th in '75; 'Natile Two', was placed 28th that year, but did much better with her 6th last year after winning the '76 Montague.

Other names to have appeared in the entrants include 'Thundercloud' from N.Z., 'Ruthless' and the 36' fibre-glass sister ships, 'Diamond Cutter' and 'Hi-Jacque'. Judging from the success of this designer, many more of his boats should do the trip in years to come.

Bruce Farr

New Zealander Bruce Farr has had very little formal education on designing yachts. Most of it he has worked out for himself, and at 28 he is numbered amongst the world's top designers. It started when the 11-year-old fisherman's son wanted a dinghy to row and a yacht to sail, but knew he was only going to get the one boat. Not satisfied with what was available, he did the other thing — designed one and built it himself. When it worked, he kept on repeating the process until it became an occupation.

Although apprenticed to a boatbuilder when he left school, Bruce Farr's real apprenticeship was in 18-footers where practical experience and a lot of thinking produced faster centreboarders which were also fun to sail.

Much the same philosophy is carried through to his work today. He will not give away speed for rating considerations.

The 'Farr light displacement concept' is behind his success, producing boats which are good all round — in all conditions and in all directions. The hulls are easily driven and powerful, capable of planning in the right conditions — in flat water — and surfing easily and quickly — in sea conditions.

This philosophy/concept won him recognition in ocean racing with his first venture in 1971. A bargain-basement 26-footer called 'Tituscanby' won the inaugural South Pacific Half Ton Cup series in 1972, repeated the performance in 1974, and with a modified rig and renamed 'Tohe Candu', came within an ace of overall success again in 1976. The key to her ability lay in the fact that she was created primarily as a fast boat rather than as a rule cheater.

His next design in 1971 was 33' 'Moonshine' a 'gulf cruiser' built without rating in mind. This was followed by the 1/4-tonner 'Fantzipantz', which won the N.Z. Quarter Ton Championship

in 1973. Then came the 727 design, 45 Degrees South', a slight development of 'Fantzipantz', she won the World Quarter Ton in 1975. In 1976 a sister 'Why Why', won the North American Championships, her class are now being built in fibreglass in Japan, France and Canada.



New Zealander Bruce Farr, who designed many of the 18-foot skiffs so familiar on Sydney Harbour, turned his hand to ocean racers on the same theme. His success has been considerable. A number of his designs are competing in this year's Race and will bear watching.

Next came two 42 footers, 'Kialua' which came 24th in the '75 Hobart and 'Gerontius', which was the top boat in the '75 N.Z. Admiral's Cup team.

Farr had been anxious to do an out-and-out racer, but his next commission, the 1-tonner, 'Prospect of Ponsonby', still had cruising compromises. Nevertheless she was the top scorer in the '75 star-studded Southern Cross fleet. With 'Jimmy Cricket', Bruce had his first opportunity to design an out-and-out racing 1-tonner. She won the N.Z. Dunhill series in '76. Along with '45' South II', they took part in the '76 World One Ton events in Marseille. Two of the races were won by '45' South', giving her an overall 4th, while 'Jimmy' won race 5 and came 5th overall.

In 1976 the 1-tonner 'Solent Sarcen' was declared British Yacht of the Year.

The 1976 Hobart was a Farr year with the production 1104 'Piccolo', having a convincing win in the heavy conditions. Sister ship 'Rockie', an entrant from N.Z., was runner up. A two tonner 'Dynamite' came 8th. 'Piccolo' earlier this year then went on to win the Australian One Ton Championship. This year in the U.S. another sister ship, 'Sweet Okole', built in Hawaii, took first in her class in the U.S. S.O.R.C. On the Continent another good result was a 2nd in the French 3/4-ton series with 'Joe Lewis'.

The underlying design theme behind these highly successful boats is that Farr has coupled light displacement with a three-quarter rig theory. He quotes the advantages as maximum control over the largest percentage of sail by using a giant mainsail adjustable through mast bend and a variety of other factors. Speed comes first, but ease of handling has been one consistent factor with his boats as has regard for comfort perhaps inevitably leading to stock designs from the 20-foot trailer-sailer through to 42-footers. They set out to meet the same criteria which dominated the thinking 18 years ago of a youngster who wanted a better sailing dinghy.

The article was not intended to be a 'Whose Who' of the world's designers. Yet once some of the profiles had been completed, it was obvious that there would be many notable omissions — such as the young New Zealander, Paul Whiting, who did the Hobart in '73 in his 46' design, 'Tequila'. His current boats are noted for their light displacement and fast downwind performance.

(continued page 46)

1977 Entries

© The individual write-ups contained in the following pages are copyright



ANACONDA II - 48

LOA 83.7'; LWL 66.0'; Beam 20.0'; Draft 10.0'

Designed by Allan Buchanan, this large yacht was second across the line to Halsal in this year's Sydney-Noumea Race. Owned by colourful Josko Grubic from Adelaide, she will be striving hard to beat the American maxi boats.

CREW: Owner/Skipper J. Grubic (8), Navigator A. Waldon (2), B. Hayden (3), A. White (3), I. Simpson (4), R. Burns (4), N. Rydse, C. Chidgey (3), K. Northwood (4), W. Bolton, P. Martin, G. Howard, I. Wischusen (3), M. Hogan (6), D. Ryan, M. Caldwell, D. Flockhart, P. Weingsott (3), W. Horne, D. Edmonds (2), P. Rav (1).

APHRODITE - 166

LOA 37.7'; LWL 30.9'; Beam 11'; Draft 6'

This fibreglass Compass 38 designed by Alan Smith of New Zealand was launched in 1974 and has achieved placing in short ocean racing, 2nd Division.

CREW: Skipper G.S. Girdis, Navigator C. Rabbidge (1), B. Rabbidge, H. Dresher, J. Staples, M. Hurley, one to be nominated.



ANNA DRIE - 1995

LOA 42.0'; LWL 36.0'; Beam 12'6"; Draft 6.0'

A Swanson 42 which was 7th in Division in this year's Montagu Island Race, Anna Drie is beautifully fitted out and the crew will have every comfort. She competed last year in the Hobart but had a poor placing.

CREW: To be nominated.

APOLLO - 1400

LOA 57.8'; LWL 51.0'; Beam 13.5'; Draft 8.2'

What can be said of this great boat words cannot describe what Apollo has done and how she sails. Once again she will be taken to Hobart with a very experienced crew and no doubt will give the public and the crew some tremendous thrills.

CREW: Skipper: W. Rooklyn (4), S. Brown (10), A. Cable (12), M. Bourke (7), G. Hutchinson (4), H. Van Kletchmar (1), C. Tumpene (5), P. Turner (3), J. Winning (2), others to be nominated.



ANTAGONIST - A 16

LOA 39.75'; LWL 29.75'; Beam 11.75'; Draft 6.7'

This boat is a Van de Stadt design launched in 1974. Owned by Frank Hickman of Nell Gwynn fame and sailed by some of Tasmania's finest sailors, should improve on last year's performance.

CREW: Skipper R.F. Hickman (10), Navigator J. Solomon (7), L. Nibbs (8), C. Nibbs (8), I. Coward (7), D. Lockly (5), P.G. Griggs (4), R. Hickman (1).

APOLLO II - SM 111

LOA 45'; LWL 43'; Beam 14'; Draft 7'3"

A Bob Miller (Ben Lexcen) design which has taken part in four previous Hobarts and won the O.R.C.V. I.O.R. series last year, Apollo II was 1st overall in the Sandringham Y.C. winter series and will be a serious challenger this year. She is sister ship to the slightly-more-famous but ill-fated Ginko, which struck a whale and sank in the Atlantic last year.

CREW: Skipper C. Newman (2), Navigator Bob Wyatt (4), R. Thurston (2), I. Thurston (2), N. Kelly (3), A. Williams (2), C. Griffiths (6), B. Kellerman, B. Collins (3).



APALIE - H 55

LOA 30.7'; LWL 24.0'; Beam 10.0'; Draft 5.5'

This is a Tasmanian entry and her first start in the Sydney-Hobart Race. A small boat in a big field, this vessel is an unknown quantity and if the weather is light could do well. We wish her the best of luck.

CREW: Skipper J. Cole-Cook, Navigator P. Attrill (2), F. Chatterton (1), N. Cook (1), J. Hansen (1), P. Moore (1).

APOLLO III - 1661

LOA 54'; LWL 41'; Beam 15'3"; Draft 9' 3"

Allen Bond's third boat to bear this illustrious name is again a Miller (Lexcen) design built in 1974. One may be sure that Western Australia's challenger for the America's Cup will be sparing nothing to win this year's Hobart.

CREW: Skipper A. Bond (5), Navigator J. Baxter (3), J. Bond (1), R. Grey, K. Judge, J. Langley (3), D. Carter, D. Clark, L. Killingworth, D. Ringhold, A. Hudson, N. Hyette (5).





AQUILA — SM 44
LOA 33.0'; LWL Beam 10.1';
Draft 6.0'

This vessel, which is an S & S design, is a Victorian entry and has a solid performance record around the southern coast and Bass Strait. If the weather is good could be a chance.
CREW: To be nominated.

B 195 — B 195
LOA 37.0'; LWL 32.0'; Beam 12.0';
Draft 8.0'

This is one of the top 1-tonners in the fleet, having recently won the Australian One Ton Championship and 4th in the Worlds in New Zealand. Tom Stephenson is a top skipper and will be getting every ounce out of this Doug Peterson design.
CREW: Skipper Tom Stevenson. To be nominated.



ARIES — B3
LOA 34.0'; LWL 24.0'; Beam 10.0';
Draft 5.8'

This vessel is a Sparkman and Stephens design but with little ocean racing experience. Built in Perth for a Victorian owner, we feel she will do well if the weather is light.
CREW: Skipper W. Woodman, Navigator J. Davern, P. Woodman, R. Sheppard, G. Keith, C. Davies, I. Court.

CREW: To be nominated.

BACARDI — S 336
LOA 43.5'; LWL 32.0'; Beam 10.9';
Draft 6.8'

This Cole 43 has had a glamorous career under owners Peter Cole, Peter Hankin and John Gould. After a very creditable performance last year, she can be expected to live up to her reputation.

CREW: Skipper J. Gould (8), Navigator H. Halliburton (2), J. Fletcher (1), G. Zadow (3), J. Williams (1), R. Williams (2), R. Gillies, A. Arblastor, D. Rickard, R. George (1).



ASSEGAAI — G 6
LOA 32.0'; LWL 24.0'; Beam 9.8';
Draft 5.8'

At her last appearance in 1973, Assegai finished 11th in her class. Since then she had a couple of seasons in Melbourne before cruising the South Pacific, gaining first in the Round Tahiti Race. Perhaps the Tassie south winds will deal kindly with this yacht.
CREW: To be nominated.

BANG-BANG — SM 198
LOA 11m; LWL 8.7m; Beam 3.6m;
Draft 1.9m

This very popular Farr 1-ton design, cannot be discounted for a race such as this, as her big brother, Piccolo, cleaned up last year. Depending on the weather she could stand a very good chance.

CREW: Not available at present date.



AVALON — 1260
LOA 43'; LWL 32'; Beam 12'; Draft 7.2"

Once known as Onya of Gosford, her name was changed with a change of ownership. Avalon has been to Hobart four times with moderate placings and last year won the Solitary Island Race. She is a steel sloop to a Frans Maas design, built in 1971.

CREW: To be nominated.

BARNACLE BILL — KZ 1710
LOA 42.0'; LWL 32.0'; Beam 13.0';
Draft 7.0'

Barnacle Bill is a S & S design from NZ which first appeared here in 1973 as a member of the NZ Southern Cross Cup Team. She managed a 13th in the Hobart Race of that year and has since become a seasoned racer appearing in all major NZ events.

She represented NZ in the 1975 Admiral's Cup in England.
CREW: Owner/Skipper J.R. Dirksen, Crew to be nominated.



AZTEC — 1837
LOA 34.6'; LWL 28.25'; Beam 11.2';
Draft 5.8'

This vessel has had a very good inshore racing record. Although she retired last year she is expected to do much better this time. Designed by a local champion, Peter Cole, she could do well if the weather is light.
CREW: To be nominated.

BELLMAN — 191
LOA 34.0'; LWL 28.0'; Beam 11'2";
Draft 5'6..

Bellman is one of many Peter Cole designed boats appearing in the Hobart Race line up. A 1/2-tonner of proven design, she is a sister ship to the champion yacht, Fair Dinkum. Only recently launched and with a brand new crew, she is a dark horse but has had some success in tune-up races in Queensland.

OWNER: F.B. Oswell
CREW: Skipper D. Smith (1), Navigator S. Carter (4), J. Sue (1), P. Hope, D. Dunlop, R. Jones, one to be nominated.





HITACHI SYDNEY-HOBART YACHT RACE

Sail No.	Name of Yacht	Hull Colour	LOA	Provisional Rating	Year Launched	Hull Material	Country or State	Owner/Charterer	Designer
B1	Superstar	Blue	45'5"	37.9	1977	Aluminium	Victoria	K. Farfor	Peterson
A3	Hecate		37'7"	27.5	1977	Timber	Tasmania	C.E. Davies	Farr
B3	Aries	Blue	34'0"	24.3	1974	G.R.P.	Victoria	W.H. Woodman	S & S
G3	Chaos	White/Green	38'0"	27.5	1976	G.R.P.	Victoria	R.T. Spence	Farr
H4	Nire Lova	White	31'0"	21.7	1975	G.R.P.	Tasmania	A.T. Floyd	Cole
R4	Perie Banou	White	33'1"	25.2	1973	G.R.P.	W.A.	J. & C. Saunders	S & S
G6	Assegai		32'0"	23.4	1973	Timber	Victoria	E.R. Rooms	Van der Stadt
KP007	Vanessa	White	31'0"	21.5	1976		Papua N.G.	B.K. Jagger	Cole
M8	The Sting		36'8"	27.5	1976	Timber	Tasmania	A.M. Rundle	Scott Kaufman
B9	Nitro	White	42'3"		1977	G.R.P.	Victoria	G. & R. Edgerton	Farr
H9	Meriki	White	31'0"	21.8	1977	G.R.P.	Tasmania	R.J. Webberley	Cole
SP10	Golden Eagle		36'2"	27.9	1977	G.R.P.	W.A.	J.W. Granger	Farr
RF11	Siska III	Red	52'0"	38.3	1975	Aluminium	W.A.	R.L. Tasker	S & S
B15	Merinda	Gold Yellow	29'5"	21.7	1974	G.R.P.	Victoria	A.G. Taylor	Swanson
SM15	Brumby	White	30'7"	21.5	1974	G.R.P.	Victoria	P. & R. Robinson	Adams
A16	Antagonist	White	39'9"	28.0	1974	Timber	Tasmania	R.F. Hickman	Van der Stadt
A16	Blue Moon		37'0"		1977	G.R.P.	N.S.W.	W. Anderson	Joubert
H18	Pandora Two		31'0"	21.7	1976	G.R.P.	Tasmania	E.A. Beaumont	Cole
RF21	Farrawa	White	42'5"		1977	Kevlar	W.A.	B.G. Campbell	Farr
B23	Billabong	White	34'0"		1977	G.R.P.	Victoria	P.N. Joubert	Joubert
B23	Gumblossom	White	30'0"	21.6	1973	G.R.P.	Tasmania	D. Leitch	Joubert
A30	Thylacine		34'5"		1976	G.R.P.	Tasmania	J.W. Burton	Blackburne
B30	Concubine	White	34'6"		1977	Timber	Victoria	J. Taylor	Cole
SM32	Jisuma	White	36'0"		1968		Victoria	W. Rockliff	Swanson
SM33	Vittoria	White	42'1"	31.4	1970	Timber	Victoria	L.J. Abrahams	S & S
PD35	Mulberry	Mulberry	29'4"	21.7	1975	G.R.P.	Tasmania	M. Lovett	Swanson
36	Winston Churchill	White	52'6"	39.4	1943	Timber	Victoria	A.B. Newton	Coverdale
38	Lot's Wife	White	30'11"	21.5	1976	G.R.P.	Tasmania	R.S. Montgomery	Cole
SM42	Binda	White	36'0"	27.5	1969	G.R.P.	Victoria	I.D. Ritchie	Swanson
SM44	Aquila	White	33'1"	23.9	1971	G.R.P.	Victoria	B. Edmunds & J. Aitken	S & S
M46	Piccolo	Pale Blue	36'0"	27.4	1976	G.R.P.	N.S.W.	J. Pickles	Farr
KA48	Anaconda II	White	83'0"		1975	G.R.P.	N.S.W.	Aust. Army Sail. Assoc.	Buchanan
H55	Apalie	Blue	30'8"	21.7	1976	G.R.P.	Tasmania	Apalie Syndicate	Knoop
SA55	Kestrel	Grey	37'0"		1976	G.R.P.	S.A.	R.H. Fidock	Blackburne
65	Dancing Mouse	Maroon	35'0"	24.5	1975	Timber	N.S.W.	C. McGarry	Miller
67	Geronimo	Dark Green	48'3"	35.6	1974	G.R.P.	N.S.W.	A.G. Lee	Miller
G67	Taurus	White	43'7"	31.4	1970	G.R.P.	N.S.W.	A.M. Kelso	Cole
B68	Second Lady	White	34'0"		1977	G.R.P.	Victoria	G. Scherwinski	Cole
70	Ragamuffin	White	47'0"	36.3	1976	Aluminium	N.S.W.	S. Fischer	Frers
R70	Revenge		32'9"		1977	G.R.P.	Victoria	P. Green	Carter
PC73	Freanda		53'0"		1976	Ferro	Queensland	J.A. Carr	Adams/Carr
R76	Ndurnsky		29'6"		1973	G.R.P.	Victoria	L. Fallshaw	Swanson
R80	Mulloka	Gold	33'1"		1975	G.R.P.	Victoria	C. Wilkinson	S & S
B81	Damel	White	36'3"		1977	G.R.P.	Victoria	W.A. Currie	Farr
83	Rhythm		43'5"	34.2	1969	Timber	N.Z.	J.E. Merson	S & S
89	Meltami	Mustard	44'3"	33.5	1971	G.R.P.	N.S.W.	B.C. Psaltis	S & S
RF94	Imogene	White	44'0"		1975	Plywood	W.A.	B.A. Bowden	Joubert
M99	Polaris	White	43'3"	33.2	1971	G.R.P.	N.S.W.	L.H. Savage	Cole
S108	Martine	Brown	29'8"	21.5	1970	Timber	Victoria	P.K. Gourlay	Scott
SM111	Apollo II	Orange/White	45'0"		1972	Aluminium	Victoria	R. & I. Thurston	Miller
B120	Rampage	Blue/White	39'3"	29.6	1973	Timber	Victoria	E.N. Fuller	Miller
R138	Bodega	Green	32'0"		1977	Timber	W.A.	A. Nicol	Whiting
159	Rum Runner	Red	43'6"	32.1	1970	G.R.P.	N.S.W.	J.P. Diamond	Cole
166	Aphrodite	White	37'9"		1974	G.R.P.	N.S.W.	G.S. Girdis	Smith
SM169	Sweeney Todd	Orange	29'6"	21.7	1975	G.R.P.	Victoria	D.W. Blainey	Ebbutt
SM182	Sunburst	Orange	41'1"	32.5	1977	Aluminium	Victoria	R.K. Young	Peterson
B195	B195	White	37'0"	27.5	1977	Timber	Victoria	T. Stephenson	Peterson
191	Bellman		34'1"		1976	G.R.P.	Queensland	F.B. Oswell	Cole
MH196	Quest	White	41'7"	31.0	1976	G.R.P.	N.S.W.	R. Cruikshank	Swanson
SM198	Bang Bang	White	37'5"	32.0	1977	G.R.P.	Victoria	D.W. Baxter	Farr
M200	Deception		37'0"	27.5	1977	Timber	N.S.W.	D. Hankin	Peterson
G217	Pinta	Dark Blue	41'1"	32.0	1975	Aluminium	Germany	W. Illbruck	Peterson
KP222	Mekim Save		30'1"	21.7	1977	G.R.P.	Papua N.G.	J.R. Wild	Farr
247	Queequeg	White	45'10"		1972	Timber	W.A.	G.R. Young	S & S
SM248	Breadfruit	Red	34'2"	24.5	1976	G.R.P.	Victoria	R. Sill	Cole
259	Leda	Aluminium	53'0"	44.6	1974	Aluminium	N.S.W.	N.E. Gosson	Adams
262	Helsal	White	72'6"	69.4	1973	Ferro	N.S.W.	H.A. Fisher	Adams
294	Love and War	White	47'6"	34.9	1973	Timber	N.S.W.	P. Kurts	S & S
IR300	Silver Shamrock		30'6"			Timber	Ireland	H. Cudmore	Holland
SA303	Dynamite 2	Red White & Blue	42'0"		1977	G.R.P.	S.A.	P.S. Smith	Farr
SM317	Dorado	White	35'0"		1976	G.R.P.	Victoria	J.I. Lake	Blackburne

1977 IDENTIFICATION CHART

Sail No.	Name of Yacht	Hull Colour	LOA	Provisional Rating	Year Launched	Hull Material	Country or State	Owner/Charterer	Designer
KA330	Nyamba	White	41'4"	31.5	1977	Aluminium	N.S.W.	J.G. Hardy	Blackburne
SM336	Bacardi	Green	43'6"	31.4	1970	G.R.P.	Victoria	R.J. Gould	Cole
355	Mystic Seven	White	36'0"	27.7	1974	G.R.P.	N.S.W.	N.D. Chidgey	Swanson
360	Patrice III	White	47'0"		1974	Aluminium	N.S.W.	R. J. Kirby	S & S
366	Humdinger	White	31'0"	21.5	1975	G.R.P.	N.S.W.	W.B. Northam	Cole
433	Moonbird	White	36'0"		1967	Timber	N.S.W.	S.G. Kuhn	Swanson
450	Mercedes III	White	40'0"	30.6	1966	Timber	N.S.W.	A.T. Clutton	Kaufman
458	Pandora II	Pale Blue	44'2"	33.4	1972	G.R.P.	N.S.W.	M.W.D. Phillips	S & S
494	Gidgee		43'0"	37.0	1973	G.R.P.	N.S.W.	D. Ingall	Joubert
524	Matika II	White	35'0"	25.0	1974	Timber	N.S.W.	A. Pearson	Miller
527	Nirimba	Blue	41'0"		1966	Steel	N.S.W.	Royal Aust. Navy	Payne
547	Cordon Bleu	Blue	35'0"	27.2	1973	G.R.P.	N.S.W.	K. Dorrell	Blackburne
560	Thunderbolt	White	35'6"	24.3	1968	Timber	N.S.W.	L.P. Harding	Shields
565	Lollipop	Pink	30'0"	21.7	1974	G.R.P.	N.S.W.	P. Kline & I. Millar	Joubert
601	Knockout		41'6"	31.6	1976	Timber	G.B.	Sir Max Aitken	Holland
K757	Winsome 77		41'9"	32.0	1977	Aluminium	G.B.	D.O. May	Holland
1090	Wainunu IV	White	43'5"	32.6	1975	G.R.P.	N.S.W.	J. Garner & D. Strong	Cole
1104	Farr Fetched	White	36'11"	27.5	1977	G.R.P.	Tasmania	P. Chugg & G. Muir	Farr
51141	Lowana II	White	37'0"	27.4	1971	G.R.P.	Victoria	D. Millikan	Anderson Bros.
1214	Shenandoah	Black	31'0"	21.7	1972	G.R.P.	N.S.W.	J.R. Charody	Cole
1260	Avalon		43'0"	30.4	1971	Steel	N.S.W.	E.J. Slight	Maas
1296	Manu Kai	Scarlet	35'0"	27.6	1972	G.R.P.	N.S.W.	J.W.B. Barry	Duncanson
1308	Dynamite	Red/White/Blue	42'0"		1976	G.R.P.	N.S.W.	R.E. Walters	Farr
R1313	Mercedes IV	Dark Green	41'10"	32.3	1974	Lam. Balsa	Victoria	D.L. Braham	Kaufman
1317	Zilvergeest III	White	33'1"	24.6	1973	G.R.P.	N.S.W.	A.J. Murray	S & S
1389	Hercules	White	29'10"	21.7	1973	G.R.P.	N.S.W.	M., C. & S. Will	S & S
1400	Apollo	Gold	57'10"	51.7	1969	Timber	N.S.W.	J. Rooklyn	Miller
1447	Wimaway		34'9"		1973	G.R.P.	N.S.W.	J. Crisp	Blackburne
1510	Ruthless	Maroon	36'0"	27.5	1975	G.R.P.	N.S.W.	P. Hill	Peterson
1661	Apollo III	White	54'0"	42.4	1974	Aluminium	W.A.	A. Bond	Miller
1667	Fair Dinkum	White	34'4"	24.5	1975	G.R.P.	N.S.W.	J. Robson-Scott	Cole
K221710	Barnacle Bill		42'0"		1973	Timber	N.Z.	J. & D. Dirksen	S & S
1743	Rogue	Yellow	39'9"	27.5	1975	G.R.P.	N.S.W.	V. D'Emilio	Miller
1792	Diamond Cutter	Turquoise	36'0"		1975	G.R.P.	N.S.W.	A. Sweeney	Peterson
1815	Kraken	White	32'0"		1976	G.R.P.	N.S.W.	G. Brown	Salthouse
1837	Aztec	White	34'7"	24.4	1975	G.R.P.	N.S.W.	P. Wenham	Cole
1902	Spanker	White	33'0"	26.4	1975	G.R.P.	N.S.W.	E. Ermani	Adams
1919	Brer Fox	Orange/White	44'10"	27.9	1974	Timber	Tasmania	R.W. Jackman	Miller
1977	Hi-Jacque	Blue	36'0"		1976	Balsa Core	N.S.W.	J.H. Violet	Peterson
1984	Chauvinist	White	31'4"	21.7	1976	G.R.P.	N.S.W.	P. Winkler	Cole
1995	Anna Drie	White	42'9"	31.4	1976	G.R.P.	N.S.W.	H.J. Kropp	Swanson
2020	Streaker	White/Brown	36'0"	27.5	1974	G.R.P.	N.S.W.	R.H. Cawse	Peterson
2131	Miko	Green	31'3"		1977	G.R.P.	N.S.W.	D. J. Burfitt	Cole
2140	Mercedes V	White	41'6"	31.6	1977	Aluminium	N.S.W.	H. Janes	Scott Kaufman
2170	Margaret Rintoul II	White	48'8"	38.2	1968	Timber	N.S.W.	S.R. Edwards	S & S
2176	Casablanca	White	49'6"		1977	Timber	N.S.W.	J. Biddlecombe	Biddlecombe
2246	White Pointer	White	36'5"	27.5	1977	Timber	N.S.W.	K. Le Compte	Kaufman
2254	The Hum	Blue	31'5"		1977	G.R.P.	Papua N.G.	J.E. Richardson	Cole
2265	Whispers of Wellington		40'0"	31.0	1974	Plywood	N.Z.	G.R. Stagg	Spencer
2304	Southern Comfort	White	37'0"		1977	Timber	N.S.W.	P. Hankin	Peterson
2320	Callala		34'3"		1977	G.R.P.	N.S.W.	J. & K. Birtles	Blackburne
2322	Wainunu V		41'8"		1977	Aluminium	N.S.W.	R.A. Lee	Cole
2422	Willi Willi	White	53'9"		1974	Aluminium	N.S.W.	J. Goddard	Miller
2555	Natelle Two	Red	41'0"		1975	G.R.P.	Queensland	N.S. Girdis	Peterson
2557	Thundercloud		35'9"	27.1	1975	G.R.P.	N.Z.	D. Hogg & A. Stewart	Peterson
2802	Farr Out	White/Red	36'3"	27.4	1976	G.R.P.	N.S.W.	E. Vidor	Farr
2900	Rockie		36'0"		1976	G.R.P.	N.Z.	P. & R. Kingston	Farr
2913	Betula	Mustard	37'2"	26.1	1968	Steel	N.S.W.	B.C. Ryan	Carter
2926	Fireball II		43'0"	35.6	1976	Timber	N.Z.	M. Bayliss	Farr
3326	Jenny H	White/Green	37'6"	27.5	1977	Timber	N.Z.	Jenny H Syndicate	Farr
3444	Smir-Noff-Agen	White	37'6"	27.5	1977	Timber	N.Z.	D. Lidgard Assoc.	Farr
3458	Penando		40'4"	31.0	1960	Timber	N.S.W.	J.H. Allan	
3493	Southern Comfort II	White	36'0"		1977	G.R.P.	N.Z.	P.G. Hutton	Roberts
3494	Swuzzlebubble	Red/Yellow	31'4"	21.7	1977	G.R.P.	N.Z.	I.O. Gibbs	Farr
F4386	Variag	White	37'6"	26.4	1968	G.R.P.	France	M. Henion	Carter
K5528	Xaviera		32'4"	21.7	1977	G.B.	G. B.	A. Lang & R. Woodbridge	Jones
7099	Windward Passage	White	72'8"	72.6	1968	U.S.A.	U.S.A.	F. Johnson	Gurney
8979	Bravura	Dark Blue	48'10"	38.4	1976	Aluminium	U.S.A.	I. Loube	Frers
12525	Phantom	Red	66'0"	56.6	1973	G.R.P.	U.S.A.	A. Delfino & C. Phifer	C & C
13751	Kialoa	White	78'10"	67.5	1974	Aluminium	U.S.A.	J.B. Kilroy	S & S



BETULA - 2913
LOA 37'3"; LWL 27'6";
Beam 10'9"; Draft 6'3"
 Designed by Carter and built in Holland, this steel sloop was launched in March 1968. She represented Holland in the One Ton series and has a good record in European waters. She scored a third in class in the Fastnet Race.
CREW: Skipper B.C. Ryan (2), Navigator G. White (2), P. Chapman (1), P. Wargent (2), M. Cruickshank (1), N.C. Ryan (1).

BRAVURA - 8979
LOA 48'10"; LWL 40'; Beam 13'7";
Draft 8'
 A Frers design built in San Diego, California in 1976, Bravura has a formidable record in long ocean races with wins in the Tahiti Race, the Royal Hawaiian Cup 1977 (830 miles), and a 2nd in the St Francis Yacht Club Perpetual Trophy on San Francisco Bay. Now with a seasoned long-ocean-race campaigner, Bravura will be a big chance in this race.
CREW: To be nominated.



BILLABONG - B 23
LOA 34.0'; LWL 26.7'; Beam 10.5';
Draft 6.25'
 Professor Peter Joubert of Melbourne University has for the last two years sailed his half-tonner Gumblossom with great success. By this a noted designer, she should be up in front if it is a small boat race.

BREADFRUIT - SM248
LOA 34.1'; LWL 28.6'; Beam 11.25';
Draft 6.0'
 This Peter Cole 1/2-ton design has been placed in all of her major starts in Victorian races. Depending on the weather, she should perform well.
CREW: Skipper Robert Sill (3), Navigator John Graham (2), R. Simpson (1), P. Taylor (1), B. Whiteside (2), J. Augustine (1).



BINDA - 342
LOA 36.0'; LWL 27.0'; Beam 10.4';
Draft 6.1'
 Binda is making her fifth trip to Hobart. A Swanson design, she is a reasonably well-known Victorian sloop who has been prominent in races out of Melbourne.
CREW: To be nominated.

BRER FOX - 1919
LOA 40'8"; LWL 33'; Beam 11.7';
Draft 6'
 This Ben Lexcen design finished 6th in 1975 and performed creditably last year with a 31st placing under her new owner from Hobart. She was R.Y.C.T. Offshore Point Score winner, 1977.
CREW: To be nominated.



BLUE MOON - A 16
LOA 37.0'; LWL 30.0'; Beam 12'9";
Draft 6'6"
 Blue Moon is a Peter Joubert designed G.R.P. production yacht built by Fibreglass Yachts in N.S.W. She is a new yacht having experienced a dismasting in her maiden race, the 1977 Lord Howe Island Race, which encountered 60-knot squalls. Raced by a very experienced owner in Warren Anderson, Blue Moon is essentially a cruising yacht that should give its crew a comfortable ride to Hobart.
CREW: Owner/Skipper W. Anderson (6)

BRUMBY - SM 15
LOA 30'7"; LWL 25.0'; Beam 10'7";
Draft 5'7"
 A Joe Adams design built in 1974, she was 3rd in the 1/2-ton Division in last year's Hobart Race and won her division the previous year. This year with new gear and rigging she can be expected to perform well with this Victorian crew.
CREW: Skipper: P. Robinson (5), Navigator R. Robinson (5), R. Moody (2), D. Young (2), I. Exton (1).



BODEGA - R138
LOA 32.0'; LWL 27.0'; Beam 10.8';
Draft 5.6'
 Bodega is a Peter Cole 1/2-tonner. She represented Australia in the World Half Ton Championships in Trieste in 1976, which unfortunately was light. However with some breeze Bodega could be one to be reckoned with.
CREW: Skipper R. Eastaugh (1), F. Thomas (19), W. Hopkinson, C. Winfield, I. Edwards (1), S. Dyer.

CALLALA - 2320
LOA 34'3"; LWL 9.0'; Beam 11.0';
Draft 5'7"
 Callala is a Blackburne design, the first of her class and just launched. Her racing capabilities are therefore a matter of surmise. Her owners are very experienced in ocean racing and will be keen to try to overcome the lack of 'working up' prior to the Race.
CREW: Owners J. Birtles (6), and K. Birtles (1). Rest to be nominated.



PHOTO
UNAVAILABLE

CASABLANCA - 2176
LOA 49.5'; LWL 44.0'; Beam 12.0';
Draft 9.3'
This boat was designed by owner John Biddlecombe, primarily for offwind speed. She has not shown anything of her potential as yet, but given a downwind race she should perform well.
CREW: Skipper J. Biddlecombe (1), Navigator P. Kershaw (9), G. Mottle (5), I. Anstee (3), K. Fowler (1), P. Frost, D. Morgan, B. Richardson, B. Cortis, C. Smalley

DAMEL - B81
LOA 36.25'; LWL 32.2'; Beam 11.9';
Draft 6.2'
A new Farr 1104 built by Compass Yachts, Damel hails from Royal Brighton Yacht Club.
Although this one was only launched in August this year, the Farr designs have already underlined their Hobart potential, with 1st and 2nd places last year.
Owner Bill Currie has handed over to his son, David, to skipper the boat. An undeniable prospect.
Skipper/Navigator T. Guthridge, W.A. Currie, P. Dubourg, K. Harris, S. Lynch, K. Green, F. Barron.



CHAOS - G3
LOA 36.3'; LWL 32.0'; Beam 12.2';
Draft 6.2'
A Farr designed 1-tonner built a year ago, Chaos is a sister ship to Piccolo, last years winner. Chaos was 5th in this years Montagu Island Race and a competitor in the Australian One Ton Championships. A very competitive boat from the Royal Geelong Yacht Club.
CREW: To be nominated.

DANCING MOUSE - 65
LOA 35.0'; LWL 29.5'; Beam 10.5';
Draft 5.7'
A Miller 1/2-tonner, Dancing Mouse has not been terribly successful in the Hobart Race. However conditions have not been to her liking. Cliff McGarry is a great campaigner and will be chasing class honours.
CREW: Skipper C. McGarry (6), Navigator P. Fisher, L. Hilder (2), J. Wylie (7), J. David (1), P. Brownhill.



CHAUVINIST - 1984
LOA 31.0'; LWL 25.0'; Beam 10.6';
Draft 4.6'
Another East Coast 31, Chauvinist won her division in the Hobart Race last year when only newly launched. She has had a change of ownership, however, and with the vast increase in 1/2-ton representation, she will be hard put to do as well again. Nevertheless she is a proven performer and should show up well in her class.
CREW: Owner/Skipper P. Winkler,

DECEPTION - M200
LOA 37.0'; LWL 31.0'; Beam 12.0';
Draft 8.0'
Deception was built side by side with Southern Comfort and is an identical 1-tonner of laminated timber construction, a Peterson design. Construction delays have made her an unlikely starter but should she be launched in time she will, along with Southern Comfort, be a strong contender for division honours.
CREW: Owner/skipper David Hankin (1), Crew: To be nominated.

PHOTO
UNAVAILABLE

PHOTO
UNAVAILABLE

CONCUBINE - B30
LOA 34.6"; LWL 30.3"; Beam 11.0';
Draft 6.0'
A cole 1/2-tonner built in Sydney for a very competitive owner, results of her recent racing with the Royal Brighton Yacht Club are not known. However she is a sister ship to the highly-successful Fair Dinkum, which was Australian Three Quarter Ton Champion in 1975.
CREW: To be nominated.

DIAMOND CUTTER - 1792
LOA 36.0'; LWL 30.0'; Beam 11.6";
Draft 6.4"
This beautifully-appointed Peterson 1-tonner is competing in its third Hobart Race and is the second highly competitive boat to bear this name for its present owner. Built by Cavalier Yachts in Auckland, it could be a strong contender.
CREW: To be nominated.

PHOTO
UNAVAILABLE



CORDON BLEU - 547
LOA 35.0'; LWL 29.0'; Beam 10.25';
Draft 5.8'
Cordon Bleu is a Duncanson 35 and one of the fifteen retirements from last years Race. Owners crewed on Swifty in the Noumea Race and the Lord Howe Island Race this year. She was a prominent performer in the Lake MacQuarie Yacht Club point score series and winner of the 1976 Gascolgne Cup.
CREW: Skipper K. Dorrell, Navigator J. Morgan, B. Dorrell (1), H. Bakewell (1), 3 to be nominated.

DORADO - SM317
LOA 35.0'; LWL 29.0'; Beam 10.5';
Draft 6.0'
Another Duncanson 35 competing in her first Hobart, sails out of Sarringham Yacht Club, Melbourne. Launched in 1973, she first raced under I.O.R. in this year's Winter Series Club events in Melbourne. But Hobart will be a different proposition.
CREW: Skipper J.S. Lake (4), Navigator R.H. Cunningham, W.V. Glenwright, I.W. Ewing, R.W. Gillett, D.J. McKenzie.



**DYNAMITE - 1308****LOA 42.0'; LWL 32.0'; Beam 13'6";
Draft 6'11"**

The owner's previous boat by this name was 8th in the 1976 Sydney Hobart Race. The new Dynamite is an improvement over the original Farr 2-ton design and can be expected to perform in a startling manner, sailed by a keen crew from the Royal South Australian Yacht Squadron.

CREW: Skipper P. Smith (2), Navigator A. Cruikshank, F. Neil (1), P. Strangways (1), K. O'Brian (1), T. Perry (2), R. Zabukover, B. Woods (1).

FARR OUT - 2802**LOA 36'3"; LWL 32.0'; Beam 12.0';
Draft 6'2"**

Farr Out is another Compass-built Farr 1-tonner from the same stable as Piccolo, the 1976 Race winner. Farr Out was 29th in the 1976 event under her previous owner. It will be interesting to see if the new owner will be able to improve on that showing with this potentially very fast boat.

CREW: To be nominated.PHOTO
UNAVAILABLE**DYNAMITE 2 - SA 303****LOA 42.0'; LWL 33.0'; Beam 13.5';
Draft 6.75'**

A Farr 2-tonner, this boat has shown glimpses of her speed and was unlucky not to make the 1977 Admiral's Cup Team. Given good fresh reaching and running conditions, she could upset.

CREW: Skipper R. Walters (1), Navigator P. Ziems (2), S. Latty (5), K. Barry-Cotter (3), C. Herbet (4), M. Beston (4), K. Beashel, A. Broad, G. Walters (1), A. Walters (1), I. Perdriau (3).**FIREBALL II - 2926****LOA 43.0'; LWL 35'6"; Beam 12'6";
Draft 7'6"**

A Farr design for long ocean racing, this timber boat constructed in New Zealand was placed 8th in the Auckland-Suva Race and since her launching in 1976 has contested the big races.

CREW: Owner/Skipper M. Baylis
To be nominated.**FAIR DINKUM - 1667****LOA 34'4"; LWL 28'3"; Beam 11'2";
Draft 5'10"**

Fair Dinkum came second in the 1975 race. She is a Peter Cole 3/4-tonner with a very strong record which includes 1st in the Three Quarter Ton Championship 1976, and 1st in the Blue Water Championship 1975/76. She has a very experienced skipper; this boat should do well.

CREW: T. Robson-Scott (13), J. Corkhill (4), J. Robson-Scott (2), S. Primrose (1).**FREANDA - PC 73****LOA 53.0'; LWL 41.5'; Beam 13.5';
Draft 8.0'**

Designed as a fast cruiser by Adams/Carr and launched 12 months ago, this is her first official ocean race. Freander's owner is Chief Officer of a large deep-sea bulk carrier.

A 53ft. cutter from Gladstone, she has completed extensive cruising.

CREW: To be nominated.**FARRAWA - RF 21****LOA 13m; LWL 9.8m; Beam 4m;
Draft 2.1m**

A Bruce Farr-designed 2-tonner, Farrawa built in Western Australia by Rowan Chick. Launched in September this year, she has no racing record known at press time. Sailing out of Royal Freshwater Bay Yacht Club, she should be a very fast boat if tuned in time.

CREW: To be nominated.**GERONIMO - 67****LOA 43.3'; LWL 40.0'; Beam 12.8';
Draft 6.75'**

Designed by Ben Lexcen (Miller) and built in fibreglass by Olympic Yachts in Greece, this trim sloop is capable of a top line position. This is her third attempt, and Geoff Lee will be hoping for a race that will allow Geronimo to reach and run.

CREW: Owner/Skipper A.G. Lee (5), Navigator L. May (4), R. Mische (12), K. Preussner (1), N. Hudson, R. Watters (2), C. Ingram, J. Odins, Plus two to be selected.**FARR FETCHED - 1104****LOA 36.0'; LWL 32.0'; Beam 12.0';
Draft 6.0'**

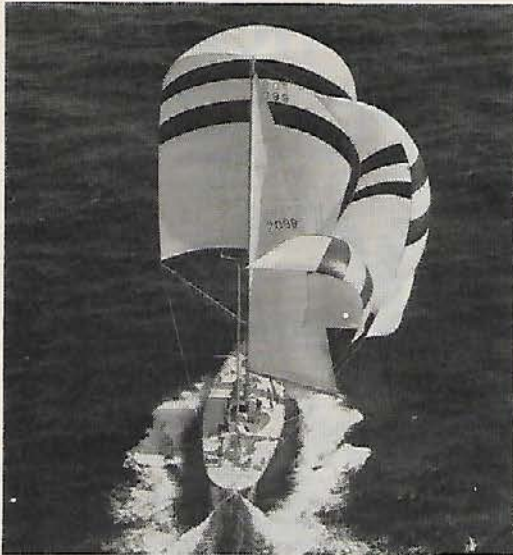
Another Farr 1-tonner similar to last year's Hobart Race winner, Piccolo, Farr Fetched was also built by Compass Yachts of Sydney. The joint owners are from the Royal Yacht Club of Tasmania and are competing in their first Sydney-Hobart Race.

CREW: To be nominated.**GIDGEE - 494****LOA 43.0'; LWL 36.0'; Beam 13'5";
Draft 6'6"**

This is a fibreglass Bounty 43 from the boat of Peter Joubert. She came 66th in the 1975 Race but has to her credit a 3rd in the 1976 Sydney-Brisbane Race. She is a fine downwind performer.

CREW: Skipper P. Ingall (1), Navigator J. Grant, J. Hornby (1), D. Vanderbent (1), D. Isaacs, P. Isaacs, B. Rowell (1), J. Querns, J. Kirby (3).

SYDNEY-HOBART YACHT RACE



Action colour photographs
by Richard Bennett

**See & Buy at
CONSTITUTION DOCK
also at
FITZGERALD'S**
Collins St., Hobart (Rear men's store)

M^CNEIL & SHEERAN PTY. LTD

**SAILMAKERS
&
RIGGERS**

Sails for all classes.

Boat covers, Awnings, Cushions etc.

Rope and Canvas Goods for shipping lines.

New Premises
1st Floor, No. 6 Wharf,
Cowper Wharf Road,
Woolloomoo, Sydney
357-1776



Thinking of buying a better yacht!

Call Australia's Leading Yacht Broker

BOB HOLMES

At the C.Y.C. Sydney

Agents for: Compass Yachts • Marine Hull Insurance

Bob Holmes Boating Services Pty. Ltd.

P.O. Box 164, Edgecliffe, Telephone: (02) 32-9991 (3 lines)



GOLDEN EAGLE — SP 10
 LOA 36.2'; LWL 30.0'; Beam 11'11";
 Draft 6'11"

Another Bruce Farr 1-tonner launched in May this year, her Western Australian owner has won every major ocean race in that state in his previous 1/2-ton class yachts, Tangara and Copper Ton. Golden Eagle is one of the chances.
 CREW: To be nominated.

HI-JAQUE — 1977
 LOA 36.0'; LWL 30.0'; Beam 11'6";
 Draft 6'3"

Hi-Jaque is a Peterson 1-tonner built by Cavalier Yachts in New Zealand and winner of Division II in this year's Sydney-Brisbane Race. A regular contestant with Royal Prince Alfred Yacht Club, she is always a strong contender in their offshore fleet.
 CREW: Skipper J.H. Violet (3), G. Smith, P. Horden, N. Maclean, J. Martin, J. Everett (1), A. Barnes (3).



GUMBLOSSOM — B 23
 LOA 30'; LWL 24'; Beam 9.9';
 Draft 5.5'

Competed in the '73 and '74 Races under her designer, Peter Joubert; changed owners to Dennis Leitch, who since then has raced in the Hobart Pennant Series; finished 4th in the National Half Ton Championships in 1976.
 CREW: Skipper D. Leitch, Navigator D. Jackman, K. Spooner, A. Chamberlain, T. Farmer, P. Burton.

HUMDINGER — 366
 LOA 31.0'; LWL 25.0'; Beam 10.3';
 Draft 5.7'

An East Coast 31 launched in August 1975, Humdinger was the first 1/2-tonner in 1976 Lord Howe Island Reg. She has first in the R.S.Y.S. — R.P. A.Y.C. Summer Pointscore, 1/2-ton Division. Her owner is the son of Sir William (Bill) Northam, the oldest Australian to win an Olympic Gold Medal.
 CREW: Skipper Brian Northam, Navigator N. Arnott (15), F. McNulty (6), F. McNulty, R. Tiley, R. Barwick.



HECATE — A 3
 LOA 37.6'; LWL 29.3'; Beam 12.5';
 Draft 7.0'

This Bruce Farr 1-tonner has recently represented Australia in the World One Ton Cup. She is probably the latest of the Bruce Farr line. The boat sports a centre-board, and with her extremely lightweight construction, she is capable of great speed. A very experienced crew of Tasmanians will be driving her to a long-awaited Tasmanian victory.
 CREW: To be nominated.

IMOGENE — RF 94
 LOA 44.0'; LWL 36.0'; Beam 13.0';
 Draft 6'9"

A Peter Joubert design launched in November 1975, Imogene took part in that year's Sydney-Hobart but was badly prepared and finished 84th. The following year she competed in the Melbourne-Hobart Race, was second across the line and 7th on handicap in conditions which had suited smaller boats. Imogene is under new ownership for this Race.
 CREW: Owner/Skipper Brett Bowden. To be nominated.



HEL SAL — 262
 LOA 72.5'; LWL 66.4'; Beam 19.
 Draft 10.

A Joe Adams designed maxi-yacht, Helsal remains the only ferro-cement-constructed racing yacht in Australia, having competed in almost every major offshore event in the country with considerable success. Primarily a line-honours contender, she will be facing tough competition in this race from Kialoa and Windward Passage, two of the world's top long-distance ocean racers.
 CREW: Owner/Skipper T. Fisher (3), R. Fisher (2), A. Fisher (1), D. Lawson (12), O. Karlson (8), L. Conagher (4), D. Woodgate (2), P. Lee (3), B. DeCoster (4), W. Brewer (1), P. McNeil (2), G. McNeil (2), J. Pierce (2), A. Brown (6), J. Gibson (4), G. Butterworth (1), G. Barton (6), J. Hawley (5), F. Thomas (4).

JENNY H — 3326
 LOA 37.5' LWL 32.0'; Beam 12.5';
 Draft 6.0'

A Bruce Farr lifting-keel design, Jenny H gave a good account of herself in the World One Ton Championships in N.Z. in November. Launched in September, the only events so far contested have been the World Titles and the selection trials preceding them. She has a top crew and can be expected to show out in the Sydney-Hobart Race if she does start.
 CREW: Owner H. Syndicate



HERCULES — 1389
 LOA 30'; LWL 24'; Beam 10';
 Draft 5'4"

An S & S 1/2-tonner launched in 1973, this yacht has been sailing very well in recent races sparked by a relatively inexperienced but very keen crew. She was 2nd overall in the Montagu Island Race, scored two seconds and two thirds in other ocean races, and was placed in the recent State Half Ton Championships. With such form she is expected to do very well in her division.
 CREW: Joint owners/skipper C. & S. Will, M. R. Wilson (1), R. Welr, G. Davidson.

JISUMA — SM32
 LOA 36.0'; LWL 32.0'; Beam 10.0';
 Draft 6.0'

A Swanson 36 which has sailed to Hobart regularly since 1969, Jisuma is this year owned by Bill (Rocky) Rockliffe. She will be driven hard to win by a popular Victorian crew who recently performed well in the Sydney-Noumea Race.
 CREW: Owner/Skipper W.H. Rockliff (3), J.A. Bennett (3), J.G. Zadow (2), A. Ross, B. Legg, D. Geer.





KESTREL - SA 55
 LOA 37.0'; LWL 30.0'; Beam 11.75';
 Draft 7.25'

An Alan Blackburne designed 1-tonner of foam sandwich construction. Kestrel finished in the first half of last year's fleet and should improve this year.
 A South Australian entrant.
 CREW: Not available at press date.

LOLLIPOP - 565
 LOA 30.0'; LWL 24.0'; Beam 9.5';
 Draft 5.6'

A bright pink Currawong which has raced to Hobart for the past three years. Lollipop is always one of the smallest in the fleet. The joint owners are dentists — therefore the name.
 CREW: Not available at press date.



KIALOA - 13751
 LOA 79'; LWL 64'; Beam 17.4';
 Draft 11.6'

This famous S & S-designed maxi yacht has been extensively raced by owner/skipper, Jim Kilroy, of California, in a world-wide campaign lasting three years. It has appeared in every major race in the world and has won most of them either on elapsed time, overall handicap, or both, to establish a formidable record. Kialoa will be favourite for line honours in this Race but has strong competition in Windward Passage.
 CREW: To be nominated.

LOT'S WIFE - 38
 LOA 30.9'; LWL 25.8'; Beam 10.3';
 Draft 5.5'

An East Coast 31 1/2-tonner which finished 2nd in Division last year, she will again be sailed to capacity by a Tasmanian crew for the Royal Yacht Club of Tasmania.
 CREW: Not available at press date.



KNOCKOUT - 601
 LOA 41.5'; LWL 34.0'; Beam 12.5';
 Draft 7.5'

A Ron Holland-designed 2-tonner, Knockout has been entered by Sir Max Aitken, from the Royal Ocean Racing Club, who has sailed in three of the last four Southern Cross Cup Series. Ninth overall in the 1977 Fastnet Race, she has had numerous other placings in a 12-month campaign. One of the stronger entries.
 CREW: Not available at press date.

LOVE AND WAR - 294
 LOA 47.6'; LWL 35.5'; Beam 13.5';
 Draft 7.0'

A Hobart winner in 1974, Admiral's Cup team member 1975. Fourth in last years race, this evergreen driven by skipper Peter Kurts and dedicated crew will be fighting it out again with the top ocean racing boats from home and abroad. Whether the conditions are light or heavy this is a yacht to watch.
 CREW: Skipper P. Kurts (13), Navigator P. Eadie (5), P. Clarke (11), A.B. Hart (2), P. Cox (10), F. Johnson (9), M. Taylor, M. Hess, R. Forbes (2), A. Hearder.



KRAKEN - 1815
 LOA 32.0'; LWL 24.0'; Beam 9.5';
 Draft 5.5'

Cavaller 32's show up well in long races within their rating. Kraken has not entered a previous long race, and her progress will be watched with interest in this long, testing race.
 CREW: Skipper G. Brown, Navigator B. Beck, B. Lutman, G. Meili, H. Lowenthal, J. McQuillan, R. Lumley.

LOWANA II - S 1141
 LOA 37.0'; LWL 29.0'; Beam 11.2';
 Draft 6.25'

A yacht which was well known in Sydney when sailed by her builder, Ken Anderson, her present owner is from the Royal Melbourne Yacht Club and sailed her into 32nd position last year. With better age allowance she may perform well in working conditions.
 CREW: D. Millikan (1), P. Dalton (1), T. Cooke (2), M. Sibley (1), J. Gilbert (3), I. Davis, G. Ward.



PHOTO UNAVAILABLE



LEDA - 259
 LOA 53.0'; LWL 44.0'; Beam 15.6';
 Draft 9.0'

Leda is a Joe Adams designed 53-foot aluminium sloop extensively raced by Neville Gosson and a well-moulded team of enthusiastic sailors. Leda has shown herself to be a classy ocean racer with a lot of success. Neville and his boys will be striving for a top position.
 CREW: Owner/Skipper N. Gosson (7), Sailing Master R. Bearman (7), Navigator P. Toolan (3), J. Walker (4), Others to be nominated.

MANU KAI - 1296
 LOA 35'; LWL 30'; Beam 9.5';
 Draft 6.5'

This is Manu Kai's first Hobart, though her skipper, J. Barry has raced in the premier race in 1956. Manu Kai raced in the Sydney-Lord Howe Island event and came 9th in the Sydney-Noumea Race.
 CREW: J. Barry (1) Skipper/Navigator, C. Pullar (1), L. Hons, M. Allen, C. Barry, A. McLennan, J. Jennings.





MARGARET RINTOUL II - 2170
LOA 48'8"; LWL 37.0'; Beam 13.0';
Draft 6'9"

Yet another name change by which this, the original Ragamuffin is known, she has lost no charisma. It continues to feature in C.Y.C.A. ocean races, having won the 1977 Trade Winds Trophy and a Division 1 first in the 1977 Montagu Island Race, this after nine years heavy campaigning.
Who would be game enough to write her off for this years Hobart Race?
CREW: Skipper B. Holmes (3), Navigator Lew Carter (4), B. Ratcliff (12), M. Edwards, B. Edwards, G. Ewen, J. Seagrim, S. Easton (4), G. Freeman (7), S. Edwards (1).

MERCEDES III - 450
LOA 40.0'; LWL 32.5'; Beam 11.4';
Draft 6.5

This Ted Kaufman designed forty-footer was probably instrumental in changing yacht construction after having a fantastic series of wins in the Admiral's Cup Series 1967. Probably a boat that will be forever known in world ocean racing, with her healthy age allowance she could surprise.
CREW: Skipper A. Clutton (2), Navigator J. Millar (2), E. Nicholls (1), D. Jenkins (1), B. Gayfer (1), N. Golding (1), N. Snell (1), A. Nicholls (1).



MARTINE - S 108
LOA 30'; LWL 24' Beam 9';
Draft 5'6"

This timber 1/2-tonner was designed by E. Scott and launched in 1970. She has apparently done little ocean racing since then. Her Owner/Skipper, however, has done two Hobart Races, the first in 1956.
CREW: To be nominated.

MERCEDES IV - R 1313
LOA 42.0'; LWL 36.0'; Beam 13.0';
Draft 7.0'

Mercedes IV was designed by Ted Kaufman and represented Australia in the 1975 Admiral's Cup. In 1975 she came 49th after overshooting Tasman Island by many miles. Under new Victorian management, she came 46th last year but since then will have benefited by quite a deal of refitting. She is a very good yacht that will respond to hard sailing.
CREW: Owner D.L. Braham. To be nominated.



MATIKA II - 524
LOA 35'; LWL 28'; Beam 10'3";
Draft 6'

A modified Miller 3/4-ton design, Matika II has shown steady improvement under C.Y.C.A. Vice-Commodore Tony Pearson and will once again be seeking division honours.
CREW: Owner/Skipper A. Pearson (5), J. Dunstan (4), W. Hoare (3), Duncan McDonald (3), D. Staples (1), R. Pilz.

MERCEDES V - 2140
LOA 41'6"; LWL 34.0'; Beam 12'6";
Draft 7'3"

This is the latest, and perhaps the last, in the string of famous Mercedes ocean racers built by Ted Kaufman. Potentially this is one of the fastest boats in Australia and if sailed to her potential will be amongst the place getters.
CREW: Skipper H. Jane (2), Navigator R. Foster (2), E. McLennan (3), H. Burrell (2), P. Edmonds (4), R. Johnston (3), C. Strauss (2), G. White (1).



MEKIM SAVE - KP 222
LOA 9.2m; LWL 8.0m; Beam 3.0m;
Draft 1.6m

A Farr 1/2-tonner built by Alpha Marine in New Zealand, Mekim Save was a team member for Papua New Guinea in the Southern Cross Cup. Entered this year by the Royal Papua Yacht Club, she was winner of their recent point score.
CREW: Owner John Wild. To be nominated.

MERIKI - H 9
LOA 9.45m; LWL 7.53m;
Beam 3.13m; Draft 1.73m

This is another Cole 31 which hails from the Derwent Sailing Squadron, Hobart. She was completed by her owner in April this year and has only done minor races in Storm Bay. The crew must be tough or just crazy, for most yachtsmen want to see as little as possible of this notorious Bay. Let alone race in it for 'pleasure'; She should be well prepared for the end of the Race.
CREW: Owner R.J. Webberley. To be nominated.



MELTEMI - 89
LOA 44'3"; LWL 34'6"; Beam 12'7";
Draft 7'

Meltemi continues to be a force in the Sydney ocean racing scene despite hard campaigning since her 1971 launching, a tribute both to her design and the consistency of her owner/skipper, Bill Psaltis. Amongst her many victories, a unique one for an Australian Yacht, was a first in the Aegean Rally in 1973.
CREW: Owner/Skipper B. Psaltis (18), Navigator B. Cramp (4), C. Hornsby (1), B. Eggington, J. Clissold, J. Hunt, A. Young, I. Dodd, R. Frey.

MERINDA - B 15
LOA 29.4'; LWL 24.0'; Beam 10.2';
Draft 5.5'

This small fibreglass yacht is to a Swanson design and is doing her first Hobart. She has competed in the Melbourne-Hobart and the Queenscliffe-Devonport Races. The owner has done 5 Devonports so should be very familiar with the often tough Bass Strait conditions.
CREW: Skipper A. Taylor, Navigator C. Oldfield, S. Riddell, J. Purcell (3), W. Wright.





MIKO - 2131
 LOA 31'3"; LWL 24.75";
 Beam 10.25'; Draft 5.4'

This new Peter Cole design has entered several Short Ocean Point Score events and is showing steady improvement. However, in her first Hobart Race she is unlikely to perform against strong competition.
 CREW: To be nominated.



NATELLE II - 2555
 LOA 41'; LWL 33'; Beam 12.5';
 Draft 7.3'

A Peterson 2-tonner launched in 1975, she has produced electrifying performances on occasion. She won the 1976 Montagu Island Race and placed 6th in last years Hobart Race. She is still capable of winning the event if well served.
 CREW: To be nominated.



MOONBIRD - 433
 LOA 36'; LWL 30'; Beam 10'5";
 Draft 6'

This Swanson 36' launched in 1967 was one of the top boats in her early career. She was 12th in 1967 and 5th in 1968 and has done 3 other Hobarts. She was the Blue Water Champion for the 67-68 season. She is outclassed these days, but the 36's remain fine yachts.
 CREW: Owner/Skipper/Navigator S. Kuhn (1), R. Smith (1), G. Cook, P. Waldack, I. Grant, R. Catt



NDUMSKY - R 76
 LOA 29'6"; LWL 24.0'; Beam 10'2";
 Draft 5'6"

A Swanson 30 design which, although small for a Hobart Race, is of proven seaworthiness. This particular yacht finished well up in 1974 with a 2nd in the Victorian Half Ton Championships so evidently is in good form. Will be looking for strong conditions.
 CREW: Owner: L. Fallsman. To be nominated.



MULBERRY - PO 35
 LOA 29.4'; LWL 24.0'; Beam 10.2';
 Draft 5.5'

This is another Swanson 1/2-tonner, sistership to Merinda. She has been sailing actively from her home port, Burnie, and has done two Queenscliffe-Devonport Races and the 1975 Melbourne-Hobart. Mulberry came a creditable 7th in this years national Half-Ton titles in Hobart.
 CREW: Owner M. Lovett, Skipper R. Matthews (1), Navigator G. Brooke, A. Gifford (1), B. Polson, L. Dawson.



NIRE LOWA - H 4
 LOA 31.0'; LWL 25.0'; Beam 10.0';
 Draft 5'9"

Another Cole East Coast 31 from Hobart Nire Lowa is doing this Race for the first time. She has had a successful record in local races at home, having gained two seconds in 1976 and a first in a 125-miler this year. She competed in the Australian Half Ton Championships in Hobart last January. Tasmanians should show the benefits of local knowledge when close to finishing.
 CREW: Not available at press date.



MULLOKA - R. 80
 LOA 34.0'; LWL 24.2'; Beam 10.0';
 Draft 6.0'

This is one of the S & S 34's one of which Morning Cloud won the Hobart in 1969. Last year she did very well with a 14th and is obviously well sailed as she also came second in the Ocean Racing Club of Victoria's Winter Pointscore 1976.
 CREW: Not available at press date.



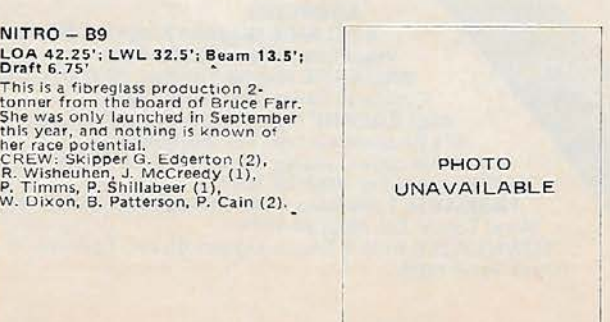
NIRIMBA - 527
 LOA 41.0'; LWL 27.0'; Beam 10'8";
 Draft 6.0'

This is the Royal Australian Navy entry which serves more as a training yacht than a trophy winner for the fleet. She is an Alan Payne design, '61 vintage, and was built in steel by Navy apprentices at H.M.A.S. Nirimba. She will be one of the tail-enders in the Race but that way the crew have more time out there for training!
 CREW: Not available at press date.



MYSTIC SEVEN - 355
 LOA 36.0'; LWL 28.0'; Beam 10.5';
 Draft 5.25'

This is a raised-deck version of the very well known Swanson 36 design. It will be the first race for this boat and crew. She sailed in the last Montague Island Race and cruised to Lord Howe Is. in November. The wife of the owner is aboard, and she will be closely watching the fortunes of her son on the Army boat, Quadrille.
 CREW: Owner/Skipper N. Chidgey, Mrs. V. Chidgey, C. Vorback, D. Vorback, D. Bonallo.



NITRO - B9
 LOA 42.25'; LWL 32.5'; Beam 13.5';
 Draft 6.75'

This is a fibreglass production 2-tonner from the board of Bruce Farr. She was only launched in September this year, and nothing is known of her race potential.
 CREW: Skipper G. Edgerton (2), R. Wisheuhen, J. McCreedy (1), P. Timms, P. Shillabeer (1), W. Dixon, B. Patterson, P. Cain (2).

PHOTO UNAVAILABLE

**NYAMBA - KA 330**

LOA 41'4"; LWL 33'3"; Beam 12'8"; Draft 7'2"

One of Australia's entries in this year's Admirals Cup Team under her former name, Runaway, Nyamba is having her first Sydney-Hobart start. Launched in February of this year, her performance will be closely followed — particularly as she will be skippered by Jim Hardy.

CREW: Skipper/Owner J. Hardy, (3) Navigator R.J. Blackburne, J. Anderson (6), C. Masters (2), I. Winter (1), R. Michaels, R. Scrivener (2), K. Dobbins, R. Allen (2) M. Leschan (2)

PERIE BANOU - R4

LOA 33.1'; LWL 24.1'; Beam 10.1'; Draft 5.8'

There have been lots of S & S 34's in this race but this one has circumnavigated the world, indeed, the first to do so from Fremantle, W.A. While on the trip she did the Cape to Rio Race coming 7th out of 128 starters.

Since returning she won the '77 140-mile Yanchep Race.

The Skipper has done 5,000 miles singlehanded with this yacht, so the Hobart should be a straightforward passage.

CREW: Skipper J. Sanders, Navigator I. Johnston (1), T. Page, M. Cheminais.



PHOTO UNAVAILABLE

PANDORA II - 458

LOA 44.0'; LWL 36.0'; Beam 12'5"; Draft 7.0'

This famous yacht sailed for England in the 1973 Southern Cross Cup and was later sold in Australia, where she remained on of the leading yachts in N.S.W. competitive offshore racing (and later in Victoria). Yet another change of ownership has returned her to N.S.W. This S & S design would still be one of the great boats of the 70's.

CREW: Skipper M. Phillips, Navigator T.W. Thompson (16), J. Hallett, B. Wood (3), I. Hutchinson, D. Gammell (4), S. O'Farrell, N. Hyatt (5), M. Bartlett.

PHANTOM - 12525

LOA 66'; LWL 52.5'; Beam 15.8'; Draft 10.3'

Phantom is a powerful Cuthbertson and Cassian-designed sloop which has turned in some outstanding performances in North America since launching late in 1973. Racing out of Los Angeles, her recent credits include line honours and record time for the 'Round Hawaii Race and numerous handicap placings in prestige events. She will be snapping at the heels of the maxi boats and is another potential handicap winner. Her nearest local competition would be Apollo.

CREW: To be nominated.

**PANDORA TWO - H 18**

LOA 31.0'; LWL 24.5'; Beam 10.3'; Draft 5.3'

This Tasmanian Cole-designed East Coast 31 is entered in her first Hobart Race. The owner has done several races out of Melbourne and Hobart, including the '73 Melbourne-Hobart Race.

CREW: Owner/Skipper E. Beaumont, P. Geeves, G. Meyer, A. Meyer, D. Baan, M. Beaumont.

PICCOLO - M 46

LOA 36.0'; LWL 32.0'; Beam 12.0'; Draft 6.2'

This is an impressive performer — last year's winner of the Sydney-Hobart; winner of the 1976/77 Australian One Ton Championship. Piccolo has a most dedicated crew and she will be looking to repeat last year's performance.

CREW: Skipper J. Pickles (5), Navigator B. Brenac (5), A. Mitchell (19), D. Powys (4), R. Baker (1), R. McGrath, D. Braidwood (5).

**PATRICE III - 360**

LOA 47.0'; LWL 34.0'; Beam 13'5"; Draft 7'7"

Patrice III remains a strong competitor in NSW racing and has shown a resurgence of form this year with a win in the Cabbage Tree Island Race including a startling line-honours defeat of Apollo 1 in this event.

Ray Kirby continues to field a strong crew bossed by "Grandad", Peter Green, who will be sailing his 27th Sydney-Hobart Race.

CREW: Skipper R. Kirby (7), Navigator D. Hocking (11), P. Green (26), G. Rouvray (10), D. Silingsby (5), D. Ellis, M. Green, F. Stipouich, G. Downes, B. James (Reserve).

PINTA - G 217

LOA 41.0'; LWL 34.0'; Beam 12'5"; Draft 7.0'

This West German entry, a Peterson design, has performed well in overseas events. She was winner of the Two Ton Cup at Kiel and the prestigious American S.O.R.C.-Onion Patch Series. Pinta also performed well in the Fastnet Race and in the America's Cup Trials. A top boat she will create a lot of interest in her first Sydney-Hobart Race.

CREW: Skipper W. Illbruck, Navigator M. Illbruck, P. Nowka, E. Looman, F. Messerschmidt, H. Kerken, W. Kohnk, R. Schulz, M. Hoffman.

**PENANDO - 3458**

LOA 40'; LWL 33'; Beam 10'; Draft 5'6"

This 40' sloop was built in Newcastle in 1960 and was known in her earlier racing days as 'Carefree'. The newly named Penando is competing in her first Sydney-Hobart while en-route to New Zealand for the Auckland racing season. Penando's N.Z. crew will be blooded in this Sydney-Hobart Race.

CREW: Skipper J.H. Allan, Navigator O. Campbell, B. Haslip, B. Mullins, L. Somner, D. Pearce.

POLARIS - M 99

LOA 43'3"; LWL 33.0'; Beam 10'7"; Draft 6'6"

A consistent entrant in the Sydney-Hobart Race since her launching in April 1971, Polaris retired from last year's race after being dismantled. However, she is one of the Cole 43 yachts who have done well in the past and could show up amongst the leaders.

CREW: Not available at press date.





QUEEQUEG - 247
 LOA 45'8"; LWL 37.0'; Beam 13'3";
 Draft 7'9"
 This powerful S & S yacht was launched in 1972 and came 10th that year, followed by a 12th in 1973. She was recently acquired by Graham Young of Western Australia, who has sailed with success in the West. With such a short time for working her up, she is not expected to be among the top boats on handicap.
 CREW: Not available at press date.

RHYTHM - 83
 LOA 45'5"; LWL 33'4";
 Beam 12'9"; Draft 7'6"
 Rhythm is a N.Z. yacht formerly known as Satanita 2 which has raced in most major Tasman events in N.Z. and Australia with considerable success.
 Her best Sydney-Hobart was 7th over the line in 1969. In 1970 she won the Hobart-Auckland Race and has raced N.Z. to Noumea twice and N.Z. to Suva twice. She is an S & S design built by Brian Wilson in Auckland.
 CREW: Not available at press date.



QUEST - MH 196
 LOA 42.0'; LWL 31.0'; Beam 13.0';
 Draft 5.5'
 Quest made her debut last year. She is a Swanson 42 design rigged as a cutter.
 CREW: Skipper R. Cruickshank (2), Navigator E. Cook (1), A. Huxedup (1), K. Rodgers, M. Cruickshank (1), R. George (1).

ROCKIE - 2900
 LOA 36.0'; LWL 30.0'; Beam 12.0';
 Draft 6'6"
 This Farr One tonner should be one of the top prospects in the fleet, having come second to her sister ship, Piccolo, last year.
 CREW: To be nominated.



RAGAMUFFIN - 70
 LOA 37'5"; LWL 41'; Beam 13'6";
 Draft 8'
 An Australian Admiral's Cup Team member 1977, Ragamuffin underlined her potential with a strong third in last year's Race. She was Blue Water Point Score winner last season. Launched in September last year, Ragamuffin did not quite live up to Syd Fisher's expectations but is now a seasoned ocean racer and will start one of the favourites.
 CREW: Skipper/Owner S. Fischer (14), Navigator W. Lawler (10), H. Treharne (9), R. Norman (9), A. Norman (7), C. Betts (13), A. Ellis (12), C. Wildman (13), J. Munson (4), I. Kiernan (4), J. Stanley (4), H. Paterson (5).

ROGUE - 1743
 LOA 40.0'; LWL 32.9'; Beam 11.5';
 Draft 6.5'
 A withdrawal from last year's race, this yacht has been refitted to combat the unexpected for the 630 miles to Hobart. A first-class showing is expected from Rogue as crew training in both winter and offshore events, including the Lord Howe Island Race, should prove beneficial.
 CREW: Skipper V. D'Emilio (4), Navigator A. Wilson, P. Firmstone (4), C. Hatfield, (5), J. O'Brien, T. Mathers, B. Doc (1), D. Langford (2)



RAMPAGE - B 120
 LOA 39.25'; LWL 34.0';
 Beam 11.70'; Draft 6.5'
 Three Hobart starts have produced a 3rd, 1st, and 21st and she must still be considered a threat for handicap honours. The Sandgropers always produce intrepid crews, and this year should not prove the exception. Designed by Ben Lexcen (Bob Miller), Rampage will be watched by many N.S.W. entrants.
 CREW: Skipper E. Fuller (2), Navigator E. Woxvold, E. Montgomery (2), L. Perrin (1), D. McLaren (1), P. Gilmour, M. Welsh (1).

RUM RUNNER - 159
 LOA 43.0'; LWL 36.0'; Beam 10.7';
 Draft 6.5'
 Cole 43s have always behaved well in this race. Rum Runner was sailed by Peter Cole, then went north to Brisbane. Recently she was acquired by C.Y.C.A. Commodore, Joe Diamond. She was third (IOR) in the Sydney-Noumea Race. Carrying the Commodore's burgee, she is not allowed to fail.
 CREW: Skipper/Navigator J.P. Diamond (5), G. Bacon (3), T. Fitzgerald (2), K. Roxborough (3)
 G. Fraser (3) N. Jones (2), D. Swift, R. Fletcher (3)



REVENGE - R 70
 LOA 33.0'; LWL 26.0'; Beam 11.0';
 Draft 6.0'
 This small sloop to the design of Dick Carter was launched this November and has, of course, had not a chance to show any form yet.
 CREW: Details unknown at press time.

RUTHLESS - 1510
 LOA 36.0'; LWL 27.5'; Beam 11.3';
 Draft 6.5'
 This first Peterson 1-ton design in Australia has competed in every long ocean race since her 1975 launching. Many times a winner, she is this year a little outdated by the modern lightweights. Ruthless, nevertheless, may be well suited to a hard run to Hobart.
 CREW: To be nominated.





SECOND LADY - B 68
 LOA 34.04'; LWL 28.0'; Beam 11.2'
 Draft 5.5'
 This Victorian entry is a Peter Cole Bounty 35 design. She has done very little ocean racing, but some cruising.
 CREW: To be nominated.

SOUTHERN COMFORT - 2304
 LOA 37.0'; LWL 31.0'; Beam 12'0';
 Draft 8.0'
 A sister ship to Tommy Stephenson's controversial B195, the 1977 Australian One Ton Champion, Southern Comfort has had some modifications suggested by experience with B195. Built of laminated timber, this Peterson-designed 1-tonner has a fixed keel in place of the lifting centreboard of B195. Construction delays occasioned by this change make it doubtful that she will be finished in time to start.
 CREW: Skipper Peter Hankin (6) To be nominated.



PHOTO
UNAVAILABLE



SHENANDOAH - 1214
 LOA 31.0'; LWL 25.25';
 Beam 10.25'; Draft 5.3'
 Designed by Peter Cole as his own boat, Shenandoah is the first of the now well known East Coast 31 design. Winner of the Australian Half Ton Championships in 1975 and well sailed by her new owner, she will be one of the small boats suited to a Sydney-Hobart Race.
 CREW: Skipper J. Charody (1), Navigator Jennifer Tolley, D. Parkes (1), P. Mosedale (1), P. Santos (3), P. Charody (1)

SOUTHERN COMFORT II - 3493
 LOA 35.0'; LWL 37.6'; Beam 11.0';
 Draft 5.75'
 This yacht is essentially a cruising yacht and, as its name suggests, is heavily constructed with cruising sails but with taller mast than customary. Could show out well if the going gets heavy.
 CREW: Skipper P. Hutton, Navigator N. Keating (1), J. Hutton, R. Carpenter.



SILVER SHAMROCK - IR 300
 LOA 30.5'; LWL 25.5'; Beam 10.2';
 Draft 7.0'
 One of the latest Ron Holland 1/2-tonners, Silver Shamrock, was shipped to Australia primarily to compete in the World Half Ton Titles held off Sydney.
 Crewed by Holland himself, Butch Dalrymple-Smith, and a very experienced owner, Silver Shamrock will be one of the 1/2-ton division favourites in the Sydney-Hobart classics.
 CREW: Owner H. Cudmore, crew to be nominated.

SPANKER - 1902
 LOA 33.0'; LWL 30.0'; Beam 10'9";
 Draft 5'6"
 Launched in December 1975, Spanker is having her first Sydney-Hobart start. An Adams-designed sloop, she has competed in the Sydney Brisbane (1975), Montagu Island (1976) and Cabbage Tree Island Races.



SISKA III - RF 11
 LOA 52'; LWL 38'; Beam 13'5";
 Draft 9'
 Built by Rolly Tasker to a S & S design, this boat was finished just in time for the 1975 Sydney-Hobart and then underwent extensive alterations in preparation for this year's Admiral's Cup trials. Siska circumnavigated Australia this year in 46 days and 2 hours.
 CREW: To be nominated.

STREAKER - 2020
 LOA 36.0'; LWL 30.0'; Beam 11.5";
 Draft 5.0'
 A Doug Peterson design 1-tonner raced by former World Champion, Chris Bouzaid, Streaker has had considerable success in New Zealand since launching late in 1975. Although new to Australia, Streaker was unbeaten in early CYCA short ocean races in her division and looks like being one of the boats to watch in this race, driven as she is by a very experienced owner/skipper and crew.
 CREW: Charterer/Skipper R. Cawse (4), Navigator C. Oxenbold (4), P. Walsh (1), N. Clayton (1), G. Robbins (1), B. Messenger (15), one to be nominated.



SMIR-NOFF-AGEN - 3444
 LOA 37'5"; LWL 32.0'; Beam 12.5';
 Draft 6.0'
 Yet another Bruce Farr designed 1-tonner from NZ, Smir-Noff-Agen is a recent lifting-keel design launched in September for the World One Ton Titles in N.Z.
 She managed 3rd in the NZ selection trials despite a dismasting, 2nd in the Southern Cross Cup selected trials.
 CREW: Owner D. Lidgard To be nominated.

SUNBURST - SM 182
 LOA 41.10'; LWL 34.0'; Beam 12.8';
 Draft 7.0'
 1977 Admiral's Cup trialist that did not realise her full potential, she spent the winter in home waters. Tuning up for this series she should be a top contender for handicap honours. Sunburst is a Peterson design aluminium 2-tonner and is recognisable by her gold topsides.
 CREW: To be nominated.





SUPERSTAR - B 1

LOA 45.8'; LWL 36.0'; Beam 13.3';
Draft 7.8'

Number one boat in the last Australian Admiral's Cup Team, Superstar will start as one of the favourites for this race. An excellent Peterson design executed in aluminium, this pale-blue yacht is as fast as she is handsome.

CREW: Skipper K. Farfor (7), Navigator V. Kirby (4), J. Bertrand (1), R. Jepson (4), A. Bond (3), P. Avery (4), N. Sharpe (4), I. Elliott (3), K. Whitelaw (2), G. Linacre, P. Miller.

THE STING - M 8

LOA 36'8"; LWL 29.0'; Beam 11'8";
Draft 6'6"

A beautifully-built Scott Kaufman designed 1-tonner built on the Tamar River by Gary Smedley. The Sting was launched in December 1976. She lost her rudder in her maiden race, the Melbourne-Devonport, providing 'instant' seasoning for owner and crew. She finished a close second to Piccolo in the Australian One Ton Championships in February.

CREW: Not available at press date.

PHOTO
UNAVAILABLE



SWEENEY TODD - SM 169

LOA 29.5'; LWL 25.0'; Beam 10.0';
Draft 5.7'

A half tonner which was built in Western Australia as 'Artemis' and was raced under that name in last year's Hobart. We hope she will not have a 'close shave' on the starting line this year.

CREW: Skipper D. Blainey, Navigator R. Katnich, G. Henderson, P. Stockfeld, R. Hayton.

THUNDERBOLT - 560

LOA 35.5'; LWL 30.0'; Beam 9.5';
Draft 5.75'

A timber 3/4-tonner built by Quilkey in 1968, she was designed and raced for some years by Alspar's Graham Shields, who had some success with her. Still a sound, handsome yacht, she performs well in light conditions.

CREW: Not available at press date.



SWUZZLEBUBBLE - 3494

LOA 31.3'; LWL 28.0'; Beam 10.9"
Draft

One of the latest of the Bruce Farr by Alpha Marine of Kevlar composition fibreglass.

It has had much success in its class in NZ, racing under an experienced crew.

CREW: Owner/Skipper I.O. Gibbs

THUNDERCLOUD - 2557

LOA 10.9m; LWL 9.0m; Beam 3.5m;
Draft 1.9m

An early Peterson 1-ton design, Thundercloud has since shown good form in long ocean races in NZ, with a 1st I.O.R. in the 1977 Wellington-Gisborne Race.

Of fibreglass construction by Cavalier Yachts, she is perhaps a little out-classed in this company.

CREW: Owners D.G. Hogg & A.G. Stewart, Crew to be nominated.



TAURUS - G 67

LOA 43'7"; LWL 33'; Beam 11';
Draft 6'7"

Cole 43 design yachts have a remarkable record in this Race after seven years of competition. Witness Bacardi's 5th last year. Taurus's best was a 4th in 1973, and as Dr Kelso

always fields a strong, experienced crew, Taurus can be expected to be well up in the field, particularly in heavy conditions.

CREW: Skipper A. Kelso (4), Navigator R. Bews (4), G. Wilson (2), I. Watson (5), A. Curtis (4), G. Jeffery (3), R. Wookey, G. Lockyer.

THYLACINE - A 30

LOA 34.4'; LWL 29'; Beam 10.75';
Draft 6'

A Duncanson 3/4-tonner which has been one of Alan Blackburne's most successful designs; Quadrille, the fibreglass prototype, won this year's Lord Howe Island Race for the Army Sailing Club. Thylacine is a recent production version and has the potential to do well.

CREW: To be nominated.



THE HUM - 2254

LOA 31.0'; LWL ; Beam 10.0';
Draft 5'6"

This is a Peter Cole 1/2-tonner which was launched last August and which has been working up since.

She will be representing Papua New Guinea in the Southern Cross Cup.

CREW: Skipper J. Richardson (1), Navigator C. Pickering (1), K. Heynatz (2), B. Tardrew (2), B. Poetscher (1). 1 to be nominated.

VANESSA - KP 007

LOA 31.0'; LWL 25.0'; Beam 10'4";
Draft 5'7"

Vanessa is one of many Cole 31 designs built by Bruce Fairlie and entered in this Race. Vanessa finished well down in last year's Hobart having been completed just in time to start. She can be expected to improve her performance after 12 months of seasoning.

CREW: Skipper K.A. Jaggar, A. Williams, K. Boyle, 3 to be nominated.

PHOTO
UNAVAILABLE



VARIAG - F 4386
LOA 35'; LWL 30'; Beam 10';
Draft 6'

Variag is a champion French yacht with a string of victories in prestige events to her credit. These include 1st in Class 3, 1977 Fastnet; 1st Plymouth-La Rochelle; 1st Jubilee Race. She is the current R.O.R.C. Class 3 Champion, and if the Hobart Race conditions favour smaller boats, this will be the boat to beat on handicap.
CREW: To be nominated.

WHITE POINTER - 2246
LOA 36.7'; LWL 30.7'; Beam 12.0';
Draft 6.5'

This is White Pointer's first Sydney-Hobart; she was launched in September 1977. Designed by Scott Kaufman, White Pointer was placed seventh in the One Ton Championships.
CREW: To be nominated.

PHOTO
UNAVAILABLE



VITTORIA - SM 33
LOA 42.0'; LWL 32.0'; Beam 11.5';
Draft 6.8'

Lou Abrahams, for many years Commodore of Sandringham Yacht Club, has taken this yacht to Hobart for the last seven years and also sailed in the fine Hobarts previous to that: A runner-up in two Admiral's Cup selections and always a good performer, this red hull will be a worry to many modern yachts which have no age allowance.
CREW: To be nominated.

WILLI WILLI - 2422
LOA 53'9"; Beam 13.0';
Draft 8.0'

Acquired by Joe Goddard just prior to the Race, this aluminium yacht was launched in December '74 as Ragamuffin (the second of three boats to bear the name). Designed by Miller, her early performance was disappointing and modifications were subsequently undertaken to reduce her rating. She has not been ocean raced recently and will be watched with interest.
CREW: Owner/Skipper J. Goddard, rest to be nominated.



WAINUNU IV 1990
LOA 43'; LWL 35'; Beam 11.0';
Draft 7.0'

One of the last Cole 43 series to be built by Bruce Fairlie, Wainunu IV was launched in 1975 and had a hectic, if erratic, first season of racing, the best result of which was an I.O.R. 1st in the Milson Cup 1976. Now under new ownership, little is known of current form but Cole 43's always do well in Sydney-Hobart Races.
CREW: Skipper J.W. Garner, R. Derrin, G. Herd (1), M. King (1), P. O'Hanlon, D. Strong, R. Hart (4), P. Wright, P. Burke.

WIMAWAY - 1447
LOA 34.7'; LWL 28.7'; Beam 10.4';
Draft 6.0'

A Duncanson 35 originally called Ali Baba, this boat was much modified to rate well and had a degree of success. In the recent Sydney-Noumea Race she was one of three similar yachts which showed up well on a long ocean passage.
CREW: To be nominated.

PHOTO
UNAVAILABLE



PHOTO
UNAVAILABLE

WAINUNU V - 2322
LOA 41.8'; LWL 36.0'; Beam 12.5';
Draft 6.6'

This Peter Cole-designed 2-tonner was launched slightly ahead of time but it fell off the loader on the way to the planned launching area. Frantic effort was made to repair the damage in time for the Sydney-Hobart Race, but this setback will preclude a comprehensive tuning programme and leaves her a dark horse for the Race.
CREW: Skippers S.A. & A.R. Lee (1) (1), J. Whitty (1), D. McGill (1), P. Medway (1), P. King (1), D. Sturrock (1).

WINDWARD PASSAGE - 7099
LOA 73'; LWL 64'; Beam 20';
Draft 10'10"

Perhaps the best known of all maxi racers, this big American ketch has recently been refitted to improve performance in her continuing battle for maxi yacht supremacy against Kialoa. This rivalry has continued world wide for two years and promises to produce an exciting battle for 1977 Hobart line honours.
CREW: F. Johnson, B. Sawyer, A. Schmelling, D. Vaughn, N. Wells, P. Buttrose, R. Sterling, M. Summerton, R. Vaughan, J. McClure, A. Crisp, G. Weatley, G. Palmer, M. Halvorsen, S. MacKenzie.



WHISPERS OF WELLINGTON - 2265
LOA 40.0'; LWL 31.0'; Beam 12'3";
Draft 6'6"

Whispers is a successful Spencer design which did not quite make the famous 1975 NZ Admiral's Cup Team. She has completed in a barrage of offshore events since launching in October 1974 with great success, particularly in long ocean races.
CREW: Owner G.R. Stagg (1). Crew to be nominated.

WINSOME 77 - K 757
LOA 41'9"; LWL 34'10"; Beam 12'10";
Draft 7'5"

The latest of David May's highly competitive 'Winsome' yachts, this one is a Holland 2-tonner which has a strong record in Class 2 R.O.R.C. events in Europe. Representing recent overseas design thinking, her performance against local yachts in her class will be studied with much interest. Potentially a Race winner.
CREW: To be nominated.





WINSTON CHURCHILL – 36
LOA 52.5'; LWL 42.0'; Beam 12.5';
Draft 7.1'

This famous Australian yacht will be making her 15th trip to Hobart, and if sentimentality, a beam breeze and a congenial crew combine, a great result and welcome in Hobart will be hers.

ZILVERGEEST III – 1317
LOA 33.10'; LWL 25.0'; Beam 10.1';
Draft 6.1'

Back again for her fourth Hobart Race, Zilvergeest III is an S & S 34 owned by Alan Murray who has done 12 Hobart Races and has a very experienced crew for this event. A keen, determined competitor, Zilvergeest III will be seeking class honours.
CREW: Skipper A. Murray (12), Navigator R. Hunt (6), B. Johnson (8), N. Wagener (3), J. Thomas (1), D. Marks (1)



XAVIERA – K 5528
LOA 32'4"; LWL 27'; Beam 11'4";
Draft 6'

Xaviera is an English entry launched in May 1977. She has had considerable success in R.O.R.C. Ocean races in Europe, and her debut in the Sydney-Hobart will be closely watched.
CREW: To be nominated.

CHRISTOFFERSEN YACHT ENGINEERING

(ground floor Hood Sails)

BRADLEY AVENUE, MILSONS POINT, 2061.
PHONE: 929-0700

- Custom yacht fittings
- Stainless steel and aluminium welding
- Machining and fitting
- Steering wheels and pedestals
- Mast repairs and fittings
- Bow plates, chain plates and deck fittings
- Reefing gear on spars
- Jiffy reefing – blocks and fittings
- Self steering gear
- Plumbing and stove installations
- Mounting and servicing winches
- Engine installations and prop shafts



Covering the 1977 Hobart Race in depth

4 boats will provide complete photographic coverage of this year's start.

Proofs will be available in Hobart when you arrive.



20th CENTURY PHOTOGRAPHICS

Photographers, R. A. S. Sydney
Showground, Richard A. Rangott
Telephone: (02) 31 5132



RACE HISTORY

The results of 32 Sydney-Hobart Races are more than just placing and times; they are a history of ocean racing in Australia, tracing its development from almost 'informal' contests among a handful of basically cruising craft to highly organised competitive meets among the most up-to-date racing machines.

Reading through the following pages, which contain the complete history of every Race, you will see that, while the size of the fleets going to Hobart has changed dramatically (from eight in 1945 to the record number in 1976), the weather has remained as capricious as ever. The pictures clearly show the dramatic evolution in yacht style, change which has accelerated in recent years. But the challenge of this 630 nautical mile race, through some of the world's wild waters, is as ever it was.

Whilst the names in these pages may come and go, this proud and fascinating history will go on, as long as there are men, and sailing boats, and the sea.



"RANI"

RANI, skippered by Capt. John Illingworth, won the inaugural race in 1945, setting new standards for post-war ocean racing.

1945

(Times are given in days, hours and minutes)

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1	RANI	Capt. J. Illingworth, R.N.	6-14-22	.6670	4-09-38
2	AMBERMERLE	J. Colquhoun, C. Kiel	8-08-19	.6722	5-14-39
3	WINSTON CHURCHILL	P. Coverdale	7-07-38	.7706	5-15-20
4	KATHLEEN	J. Earl	8-06-20	.6856	5-15-59
5	HORIZON	J. R. Bartlett	8-07-47	.6977	5-19-23
6	SALTAIR	R. M. Walker	8-13-48	.6859	5-21-09
7	MISTRAL	R. F. Evans	8-12-55	.9063	7-17-13
8	WAYFARER	P. M. Luke	11-06-20	.6916	7-19-43

FASTEST TIME RANI

RETIRED ARCHINA (P. Galestein)

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

1946

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	CHRISTINA	J.R. Bull	6-18-51-15	.6625	4-11-53-27
2.	SAGA	B. J. Halvorsen	6-09-52-00	.7161	4-14-11-02
3.	MORNA	C. Plowman	5-02-53-33	.9104	4-15-52-53
4.	DEFIANCE	F. A. Bullock	5-19-19-25	.8180	4-17-58-00
5.	MATTHEW FLINDERS	A. Palfreyman	5-22-05-20	.8071	4-18-40-48
6.	TRADE WINDS	M. E. Davey	7-01-00-45	.6960	4-21-37-58
7.	SOUTHERN MAID	C. Philip	6-06-44-45	.7910	4-23-14-24
8.	ACTIVE	H. M. Tate	6-07-08-47	.7980	5-00-36-53
9.	MISTRAL	R. F. Evans	5-18-51-40	.8855	5-02-57-41
10.	WAYFARER	P. M. Luke	7-12-21-15	.6960	5-05-53-14
11.	JURREWA III, F. & J. Livingston		7-07-30-30	.8235	6-00-31-52

FASTEST TIME: MORNA

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

WEATHER: Light North East winds for the first two days, then a 65 m.p.h. Sou'westerly hit the fleet in Bass Strait with seas up to 25 feet. Calms following made for a slow race.



CHRISTINA, first in '46.



WESTWARD triumphed in both 1947 and '48.

1947

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	WESTWARD	G. D. Gibson	5-13-19-04	.7232	4-00-24-56
2.	MOONBI	H. S. Evans	5-22-46-02	.6807	4-01-10-54
3.	PEER GYNT	T. Halvorsen	6-01-18-15	.6853	4-03-34-37
4.	KINTAIL	D. Macrae	5-20-00-56	.7359	4-07-02-15
5.	FORTUNA	Dr. R. Wishav	6-05-13-09	.6965	4-07-55-52
6.	TRADE WINDS	M. E. Davey	5-23-15-01	.7342	4-09-10-28
7.	SALT AIR	A. E. Walker	6-06-23-20	.7024	4-09-37-57
8.	GYMEA	G. L. Carter	6-13-53-51	.6785	4-11-08-00
9.	MORNA	C. Plowman	5-03-03-54	.8986	4-14-35-10
10.	WINSTON CHURCHILL				
11.	EOLO	P. Coverdale	5-22-02-55	.7791	4-14-40-12
12.	SOUTHERN MAID	T. A. Guiffre	5-22-12-54	.7863	4-15-49-25
13.	BENECIA	C. Philip	5-22-31-50	.7910	4-16-44-30
14.	MATTHEW FLINDERS	F. A. Harris	6-13-21-12	.7211	4-17-28-03
15.	SIRIUS	A. Palfreyman	5-22-35-06	.8071	4-19-04-49
16.	JOSEPHINE	J. S. Booth	6-02-51-07	.7900	4-20-00-47
17.	KURREWA III	B. C. Penton	5-20-33-37	.8340	4-21-13-38
18.	HORIZON	F. Livingston	6-01-19-26	.8140	4-22-17-37
19.	MISTRAL II	S. Berg	6-23-46-36	.7199	5-00-46-57
20.	ALOHA	R. F. Evans	5-10-58-45	.8848	5-03-51-13
21.	STORMBIRD	J. A. Clark	8-03-19-48	.6343	5-03-53-52
		J. H. A. Herford	7-11-16-40	.6938	5-04-22-59

FASTEST TIME: MORNA

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

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

WEATHER: Fleet subjected to a hard 40-50 m.p.h. Northerly across Bass Strait. Some yachts trailed sea anchors or hove to, others logged 9 to 10 knots.

1948

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	WESTWARD	G. D. Gibson	4-14-17-32	.7232	3-07-45-48
2.	SEEVOGEL	W. Harris	4-14-24-03	.7597	3-11-52-17
3.	ARCHINA	P. G. Goldstein	4-11-28-10	.7900	3-12-54-03
4.	MOONBI	H. S. Evans	5-05-01-53	.6807	3-13-06-32
5.	NERIDA	C. P. Haselgrove	4-08-45-10	.7415	3-13-48-20
6.	SANDRA	M. M. Creese	4-08-58-25	.8278	3-14-53-50
7.	PEER GYNT	T. Halvorsen	5-11-52-21	.6853	3-18-22-20
8.	MISTRAL II	R. F. Evans	4-08-20-13	.8945	3-21-19-46
9.	MORNA	C. Plowman	4-05-01-21	.9243	3-21-22-30
10.	MERLAN	W. L. Curtis	5-04-11-58	.7560	3-21-53-41
11.	SOUTHERN MAID	W. Trautwein	5-04-11-48	.7964	4-02-41-12
12.	GYMEA	G. Carter	6-03-31-00	.6721	4-03-08-45
13.	ALICE	J. Callhan	8-00-10-15	.8327	6-16-01-14

FASTEST TIME: MORNA

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

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

1949

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	TRADE WINDS	M. E. Davey	5-11-15-34	.7288	3-23-39-43
2.	WALTZING MATILDA				
3.	ELLIDA	J. Halliday	5-10-33-10	.7406	4-00-41-15
4.	MARGARET RINTOUL	A. Edwards	6-05-26-10	.6603	4-02-40-22
5.	FORTUNA	W. Fesq	5-10-35-01	.7652	4-03-55-21
6.	SEASALTER	D. H. Jarvis	6-02-05-07	.6948	4-05-30-00
7.	LASS O' LUSS	J. Colquhoun	6-04-50-30	.6831	4-05-41-06
8.	GYPSY QUEEN	A. C. Eden	6-02-07-35	.6982	4-06-01-32
9.	PEER GYNT	M. & T. Halvorsen	6-00-45-24	.7056	4-06-08-25
10.	NOCTURNE	J. R. Bull	6-05-26-35	.6845	4-06-21-13
11.	HORIZON	S. Berg	6-02-08-02	.7394	4-11-36-47
12.	INDEPENDENCE	E. Messenger	6-06-12-43	.7199	4-12-08-15
13.	MISTRAL II	R. F. Evans	6-00-05-13	.8274	4-23-13-03
			6-02-00-54	.8945	5-10-44-31

FASTEST TIME: WALTZING MATILDA

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

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



TRADE WINDS, winner in 1949

11. MISTRAL II	R. F. Evans	5-17-00-54	8829	5-00-58-14
12. WANDERER	E. Massey	7-02-08-35	7505	5-07-41-33
13. BACHELOR'S WIFE	B. Tanner	8-14-10-00	6455	5-13-05-00
14. SEAWARD	P. Benson	9-07-30-20	6359	5-22-07-38

FASTEST TIME MARGARET RINTOUL.

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

WEATHER: Started in the teeth of a Southerly gale which blew for two and a half days. Another blow off Tasmania made it 4 days to windward out of 5% for the leaders.



STRUEN MARIE, winner in 1951.



NERIDA, first in 1950.

1951

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	STRUEN MARIE	T. Williamson	4 03 38 35	.6805	2-19-48-26
2.	LAHARA	D. Ashton	4-07-24-59	.6652	2-20-47-33
3.	LASS O' LUSS	J. Colquhoun	4-03-12-05	.7059	2-22-01-35
4.	FORTUNA	W. Fesq	4-05-54-38	.6923	2-22-33-10
5.	ELLIDA	J. Halliday	4-14-51-58	.6603	3-01-12-18
6.	SOLVEIG	T. & M. Halvorsen	4-07-24-25	.7081	3-01-13-21
7.	NOCTURNE	J. R. Bull	4-05-33-34	.7337	3-02-30-51
8.	MARGARET RINTOUL	A. W. Edwards	4-02-29-01	.7606	3-02-54-24
9.	IRENE	H. Hughes	4-10-46-10	.7105	3-03-51-35
10.	NIMBUS	A. T. Cohen	5-03-25-10	.6564	3-09-00-45
11.	WANDERER	E. Massey	4-10-46-35	.7679	3-09-59-37
12.	PAVANA	G. Mayne	4-07-43-01	.8166	3-12-41-43

FASTEST TIME MARGARET RINTOUL.

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

WEATHER: Virtually a run from start to finish. All records to that date broken, and Struen Marie's Corrected Time of 2-19-48-26, a record until 1962.

1952

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	INGRID	J. S. Taylor	6-17-07-22	.6575	4-09-56-18
2.	MOONBI	H. S. Evans	6-17-10-23	.6654	4-11-14-40
3.	NOCTURNE	J. R. Bull	6-02-34-47	.7337	4-11-32-44
4.	RIPPLE	R. C. Hobson	6-22-58-30	.6541	4-13-13-06
5.	KINTAIL	D. Macrae	6-11-15-01	.7048	4-13-25-13
6.	KURURA	J. A. Clark	7-05-51-54	.6359	4-14-33-39
7.	LANDFALL	J. Richardson	6-03-00-25	.7539	4-14-49-43
8.	SOLVEIG	T. & M. Halvorsen	6-12-05-40	.7114	4-15-02-44
9.	TERRA NOVA	K. Gourlay	6-06-58-20	.7381	4-15-25-57
10.	FORTUNA	W. Fesq	6-18-03-14	.6923	4-16-11-24
11.	WHITE CLOUD	G. Brenac	6-06-20-56	.7694	4-19-40-42
12.	RUTHEAN	A. V. Toll	6-03-45-46	.8252	5-01-56-02
13.	WRAITH OF ODIN	B. O'Brien	6-17-02-42	.7744	5-04-42-48
14.	WANDERER	E. Massey	6-23-27-40	.7505	5-05-40-46
15.	PAVANA	G. Mayne	6-17-05-27	.7834	5-06-39-09
16.	KURREWA III	F. & J. Livingston	6-17-05-27	.8445	5-16-02-28
17.	NIRVANA	S. G. Heaton	6-20-29-29	.8432	5-18-41-57

FASTEST TIME: NOCTURNE.

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

1950

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	NERIDA	C. P. Heselgrove	5-06-15-49	.7597	3-20-17-13
2.	MARGARET RINTOUL	A. W. Edwards	5-05-28-35	.7606	3-23-26-14
3.	MISTRAL V	G. W. Rex	5-05-47-01	.7704	4-01-21-23
4.	FORTUNA	W. Fesq	6-02-50-26	.6923	4-05-39-28
5.	SOLVEIG	T. & M. Halvorsen	6-01-41-29	.7149	4-08-08-25
6.	KINTAIL	D. Macrae	6-04-02-23	.7048	4-08-20-35
7.	GIPSY QUEEN	A. C. Eden	6-06-52-20	.7056	4-10-28-02
8.	JASNAR	A. E. Safield	6-16-16-10	.6676	4-10-59-45
9.	SEEVOGEL	W. Harris	6-06-00-26	.7597	4-17-57-39
10.	BENECIA	F. A. Harris	6-21-46-29	.7159	4-22-40-41



INGRID, 1952 winner.



Ripple, first in '53

1953

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	RIPPLE	R. C. Hobson	5-12-58-36	.6633	3-16-12-12
2.	SOLVEIG	T. & M. Halvorsen	5-07-12-50	.7048	3-17-39-37
3.	HORIZON	S. Berg	5-10-41-46	.7016	3-19-41-47
4.	KURURA	J. A. Clark	6-06-25-06	.6426	4-00-39-32
5.	NIMBUS	A. L. Cohan	6-05-23-15	.6571	4-02-09-45
6.	BRILLIANT	B. Warming	5-21-59-07	.7130	4-05-14-15
7.	JOSEPHINE	R. A. Houghton	5-07-25-51	.8068	4-06-48-40
8.	GIPSY QUEEN	A. C. Eden	6-05-07-10	.7013	4-08-34-39
9.	KURREWA III	F. & J. Livingston	5-07-27-20	.8258	4-02-15-10
10.	ELLIDA	J. Halliday	6-15-06-14	.6620	4-02-19-36
11.	NOCTURNE	J. R. Bull	6-00-52-46	.7319	4-10-02-14
12.	RUTHEAN	A. & T. Toll	5-08-58-09	.8252	4-10-25-31
13.	WRAITH OF ODIN	B. O'Brien	5-21-08-32	.7744	4-13-18-02
14.	ONRUST	D. Tober	7-05-18-30	.6574	4-17-55-58
15.	WARANA	P. R. Warner	7-00-13-00	.7195	5-01-01-55
16.	NELL GWYNN	F. Hickman	7-02-16-57	.7306	5-04-24-30
17.	FLAMINGO	W. McCarthy	8-02-09-16	.6590	5-07-21-16
18.	ISIS	R. May	8-21-16-00	.6359	5-15-36-58
20.	PATIENCE	A. B. Wilson	8-18-45-00	.6684	6-07-15-07

FASTEST TIME: SOLVEIG.

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

DISQUALIFIED: WILD WAVE (L. & G. Keats).

WEATHER: Started in a good N.E. breeze. Southerly gale on second day, then wind swung back to N.E. and N.W. and held to the finish.

1954

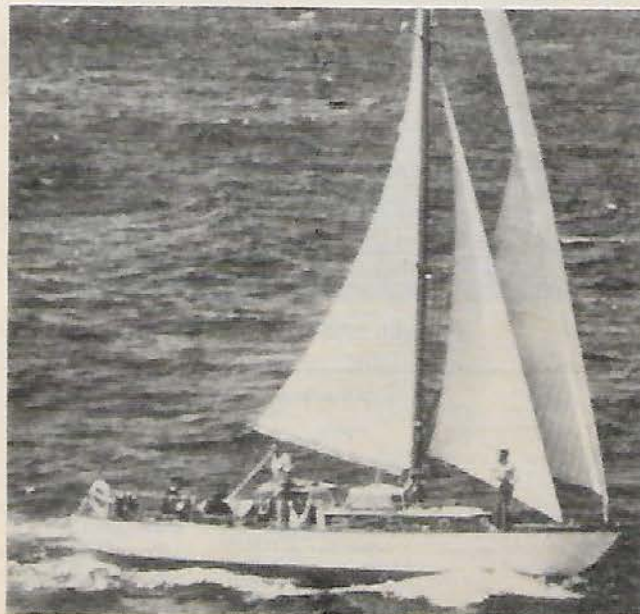
(Times are given in days, hours and minutes)

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SOLVEIG	T. & M. Halvorsen	5-07-38-56	.7048	3-17-58-01
2.	GIPSY QUEEN	A. C. Eden	5-09-26-33	.7006	3-18-41-15
3.	CAROL J	J. Halliday	5-07-37-37	.7112	3-18-46-06
4.	KINTAIL	D. Macrae	5-07-23-34	.7290	3-20-52-10
5.	SOUTHERN MYTH	N. Howard	5-07-47-53	.7363	3-22-05-52
6.	WHITE CLOUD	G. Brenac	5-07-42-29	.7689	4-02-11-41
7.	TAM O'SHANTER	R.A.N. College	6-00-16-07	.6861	4-02-58-58
8.	LAURIBADA	J. Holm	5-19-49-18	.7104	4-03-19-43
9.	WRAITH OF ODIN	Dr. B. O'Brien	5-09-36-36	.7744	4-04-22-12
10.	NIRIPA	G. Peacock	6-06-50-34	.7058	4-10-27-53
11.	DEFIANCE	N. D. Rundle	5-08-09-51	.8320	4-10-37-57
12.	BRILLIANT	M. Forster	6-07-38-48	.7130	4-12-07-27
13.	PATIENCE	A. B. Wilson	6-18-09-00	.6684	4-12-22-52
14.	KURREWA IV	F. & J. Livingston	5-06-09-47	.9187	4-19-54-22
15.	WANDERER	E. Massey	7-23-34-15	.7236	5-18-37-14

FASTEST TIME: KURREWA IV.

RETIRED: LANDFALL (J. Richardson), BISSY GIRL (T. Dawson).

WEATHER: Blustering Southerly at the start, moderating on the following days. Squally conditions from the North in Bass Strait. Fickle airs at the finish.



SOLVEIG, winner in 1954.



SOLO, first in 1956 and again in 1962.

13. TAM O' SHANTER	A. N. College	5 05 58 00	6672	4 04 03 15
14. EVEN	F. J. Palmer	4 18 13 14	8836	4 04 55 31
15. KURREWA IV	F. & J. Livingston	4 18 33 42	9185	4 09 13 30
16. DEFIANCE	N. D. Rundle	5 06 44 12	8320	4 09 26 42

FASTEST TIME: EVEN.

RETIRED: WANDERER (E. Massey)

WEATHER: Light, fickle breezes throughout the race, except for a Northerly blow on the fourth day. Drifting conditions in the Derwent River.

1956

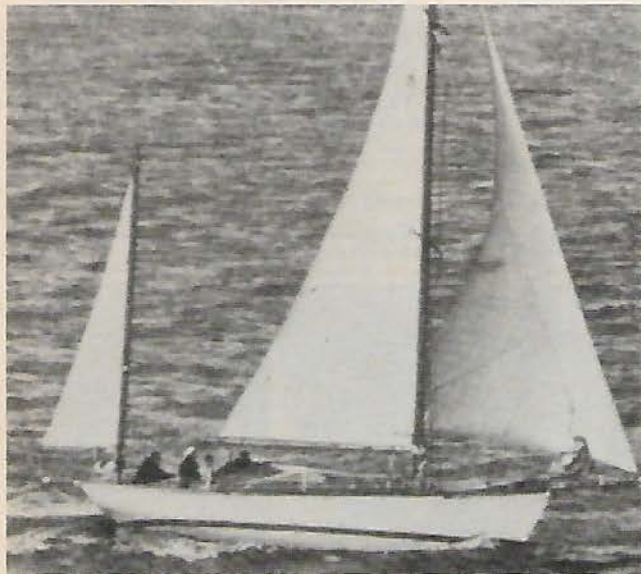
(Times are given in days, hours, minutes and seconds)

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SOLO	V. Meyer	4-05-03-33	.7927	3-08-33-52
2.	ANITRA	T. Halvorsen	4-16-43-34	.7164	3-08-45-25
3.	CAROL J.	J. Halliday	4-20-31-58	.7069	3-10-22-37
4.	JANZOOM	W. R. Slade	4-21-53-06	.7148	3-12-14-40
5.	SIANDRA	G. P. Newland	5-07-38-09	.6638	3-12-43-29
6.	INGRID	J. S. Taylor	5 06 08 11	.6858	3-14-30-16
7.	SOUTHERN MYTH	N. C. Howard	5-00-28-46	.7252	3-15-22-18
8.	RIPPLE	R. C. Hobson	5-13-29-55	.6621	3-16-23-22
9.	CATRIONA	D. M. Brown	4-20-39-07	.7656	3-17-18-32
10.	KURREWA IV	J. & F. Livingston	4-04-31-14	.9114	3-19-36-52
11.	FANTASY	D. Burridge	5-17-47-05	.6701	3-20-19-46
12.	SAMUEL PEPYS	R.N.S.A.	5-17-17-41	.6779	3-21-04-20
13.	LAHARA	D. N. Ashton	6-04-55-48	.6556	4 01 37 24
14.	WINSTON CHURCHILL	Sir Arthur Warner	5-05-49-49	.7942	4-03-56-04
15.	ROMAVA	R. J. Mercer	6-16-01-06	.6616	4-09-53-01
16.	TARNI	G. Wignall	6-15-04-03	.6722	4-10-55-29
17.	KURURA	J. A. Clark	6-17-46-10	.6642	4-11-26-48
18.	LORRAINE	D. G. Nicholls	6-16-21-00	.6798	4-12-45-21
19.	TAM O' SHANTER	R.A.N. College	6-22-38-27	.6808	4-17-26-55
20.	NIRIPA	G. E. Peacock	6-21-04-24	.7048	4-20-19-37
21.	PHA' AR RE	R. Cottee	7-09-03-10	.6753	4-23-33-48
22.	FOUR WINDS	R.A.N. College	8-10-18-00	.6359	5-08-37-20
23.	VAILIMA	J. McLaren	7-22-03-00	.6881	5-10-45-15
24.	NIRVANA	Dr. K. Laws	6-19-27-33	.8173	5-13-42-44
25.	SERENADE	L. Esdaile	7-18-27-40	.7291	5-15-58-00
26.	RENEDE	P. S. Parry	9-20-57-00	.6630	6-13-05-52

FASTEST TIME: KURREWA IV.

RETIRED: WRAITH OF ODIN (Dr. B. O'Brien), RANSTON (A. Roper).

WEATHER: Hard Southerly blow on first night out followed by a light North East breeze to Bass Strait. A 50 m.p.h. Sou'Westerly across the Strait to the lee of Tasmania and a Southerly gale off Storm Bay reaching a recorded 86 m.p.h.



MOONBI, 1955 winner.

1955

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

Pl.	Yacht.	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	MOONBI	H. S. Evans	5-01-28-24	.6697	3-09-21-05
2.	COOROYBA	C. Haselgrove	5-00-14-52	.6782	3 09 33 01
3.	JANZOOM	W. R. Slade	5-02-41-21	.6939	3-13-08-02
4.	NELL GWYNN	R. Hickman	4-21-57-05	.7306	3-14 10 31
5.	FANTASY	D. Burridge	5 08 59 37	.6768	3-15 18 10
6.	CAROL J.	J. Halliday	5-03-50-53	.7086	3-15 45 31
7.	LASS O' LUSS	J. Colquhoun	5-05-52-29	.6991	3-15 59 57
8.	PATIENCE	A. B. Wilson	5-13-10-00	.6684	3-16 57 54
9.	SOUTHERN MYTH	N. Howard	5 03 11 08	.7274	3 17 36 19
10.	TRADE WINDS	M. E. Davey	5-06-58-42	.7139	3 18 39 00
11.	SOLO	V. Meyer	4-23-10-31	.7801	3-20-58-07
12.	WINSTON CHURCHILL	A. G. Warner	5-04-57-17	.7795	4-01 24 08



ANITRA V, top in 1957.

1957

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	ANITRA V	T. & M. Halvorsen	4 06 38 30	.7105	3 00 55 37
2.	SOLO	V. Meyer	3-20-19-16	.7973	3-01-36-37
3.	CATRIONA	D. M. Brown	4-07-42-45	.7596	3-06-46-48

4.	KURREWA IV	F. & J. Livingston	3-18-30-39	.9114	3-10-29-31
5.	METUNG	Dr. T. Beatty	4-19-01-40	.7264	3-11-33-22
6.	KISMET	S. K. Gourlay	5-08-21-25	.6683	3-13-46-51
7.	FOUR WINDS	S. W. Gibson	5-14-18-43	.8389	3-13-48-43
8.	PATIENCE	A. B. Wilson	5-09-44-51	.6667	3-14-30-09
9.	LOLITA	J. Leahy	5-09-29-52	.6732	3-15-10-40
10.	SAMUEL PEPYS	R.N.S.A.	5-08-38-23	.6779	3-15-12-18
11.	EOS	T. Fowler	5-10-18-31	.6730	3-15-41-52
12.	SOUTHERN MYTH	N. C. Howard	5-02-58-10	.7250	3-17-09-10
13.	JANZOON	W. R. Slade	5-07-20-07	.7064	3-17-59-59
14.	TAHUNA	H. Wilckens	5-07-06-53	.7384	3-21-51-47
15.	WINSTON CHURCHILL	Sir Arthur Warner	5-01-28-54	.7925	4-00-16-27
16.	DEFIANCE	N. D. Rundle	4-20-24-13	.8273	4-00-18-08
17.	NIRVANA	Dr. K. Laws	4-22-54-56	.8500	4-05-04-40
18.	BINTANG-TERANG	M. Hill-Willis	7-05-13-12	.7800	5-15-06-41

FASTEST TIME: KURREWA IV

RETIRED: TRADE WINDS (M. E. Davey), CAPRICE OF HUON (W. H. Northam).

WEATHER: Strong westerly at the start then North East to Cape Barron Island. Hard West winds followed and then light headwinds and calms along the Tasmanian coast. Leaders had the most breaks, and Kurrewa IV set the record time for the course to that date.

1958

(Times are given in days, hours, minutes and seconds)					
Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SIANDRA	G. P. Newland	5-10-02-37	.6596	3-13-46-35
2.	ANITRA	T. & M. Halvorsen	5-04-08-57	.7037	3-15-21-50
3.	SOUTHERN MYTH	N. C. Howard	5-04-00-06	.7250	3-17-54-04
4.	CAPRICE OF HUON	W. H. Northam	5-03-32-00	.7302	3-18-12-15
5.	UOMIE	G. Pattinson	5-03-43-05	.7405	3-19-36-27
6.	TARNI	G. C. Wignall	5-20-54-46	.6672	3-22-01-00
7.	SAMUEL PEPYS	R.N.S.A.	5-20-55-52	.6779	3-23-32-15
8.	SOLO	V. Meyer	5-02-32-52	.7973	4-01-42-26
9.	ROMAVA	R. J. Mercer	6-08-36-47	.6643	4-05-22-51
10.	WINSTON CHURCHILL	Sir Arthur Warner	5-02-46-30	.8082	4-08-13-37
11.	METUNG	T. O. Beatty	6-02-34-41	.7235	4-10-02-57
12.	WESTWARD	A. A. Robillard	7-02-39-19	.7276	5-04-10-07
13.	ARCHINA	J. S. Howie	6-14-13-34	.7860	5-04-21-56
14.	BOONGOWN	Dr. J. Molesworth	8-05-02-17	.6390	5-05-54-26
15.	FORTUNA	J. B. Griffin	7-18-50-35	.6952	5-09-53-35
16.	FOUR WINDS	S. W. Gibson	8-14-11-13	.6372	5-11-22-57
17.	RESTLESS	C. H. Hill-Willis	8-14-10-43	.6616	5-16-24-32
18.	TERRA NOVA	M. D. Greeves	8-04-42-57	.7120	5-20-03-40
19.	SAILMAKER	A. Raisbeck	8-19-00-00	.6722	5-21-50-03

FASTEST TIME: SOLO

RETIRED: SOUTHERLY (D. E. Mickleborough), KURREWA IV (J. & F. Livingston), RUTHEAN (A. & T. Toll).

WEATHER: Light S. E. breeze at the start, varying during the day, fresh nor-Easter on the second day. Hard S.W. gale across Bass Strait. Vague winds and calms along Tasmanian coast, but fair wind out to sea. Fickle conditions in the Derwent River.



SIANDRA, 1958 and 1960 victor.

1959

(Time are given in days, hours, minutes and seconds)					
Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	CHERANA	R. T. Williams	5-02-13-53	.6590	3-08-33-02
2.	ANITRA	T. & M. Halvorsen	4-16-01-47	.7094	3-08-53-34
3.	SOUTHERLY	D. E. Mickleborough	5-02-59-11	.6612	3-09-58-47
4.	MALOHI	N. H. McEnally	5-04-43-42	.6615	3-10-30-28
5.	KALEENA	H. E. Godden	5-06-06-39	.6565	3-10-47-30
6.	JANZOON	W. R. Slade	5-00-55-23	.6993	3-12-33-41
7.	PEGASUS	N. F. Brooker	5-06-35-15	.6697	3-12-46-32
8.	SOUTHERN MYTH	N. C. Howard	4-21-56-35	.7250	3-13-30-31
9.	AILSA	J. Marion	5-19-38-02	.6181	3-14-18-28
10.	LASS O' LUSS	J. Colquhoun	5-02-04-03	.7080	3-14-32-23
11.	SOLO	V. Meyer	4-13-33-12	.7973	3-15-20-49
12.	SYLVENA	S. H. Moray	5-05-47-11	.6981	3-15-48-41
13.	LOLITA	J. Leahy	5-10-42-33	.6722	3-15-51-46
14.	METUNG	Dr. T. O. Beatty	5-01-52-22	.7270	3-16-36-05
15.	LORRAINE	R. F. Flusk	5-12-08-28	.6846	3-18-44-30
16.	CATRIONA	D. M. Brown	5-00-56-30	.7617	3-20-07-17
17.	BIRRAHLEE	J. & T. Savage	5-20-23-00	.6595	3-20-34-58
18.	KURREWA IV	F. & J. Livingston	4-15-13-29	.8651	4-00-13-14
19.	WINSTON CHURCHILL	Sir Arthur Warner	4-23-27-47	.8084	4-00-34-26
20.	ARCHINA	J. S. Howie	5-00-55-29	.7995	4-00-40-46
21.	RUTHEAN	A. & T. Toll	4-23-04-53	.8336	4-03-15-58
22.	TAM O'SHANTER	R.A.N. College	6-09-45-00	.6673	4-06-35-41
23.	SOLANO	G. Glen Carr	6-09-23-30	.6786	4-08-05-30
24.	FOUR WINDS	S. W. Gibson	7-01-39-05	.6376	4-12-10-11

FASTEST TIME: SOLO

RETIRED: BOONGOWN (Dr. J. Molesworth), GLENSHIEL (H. F. Garnham), JINDIVIK (J. G. Welsh), LARNTARNI (W. Wakefield), PATIENCE (A. B. Wilson), ALCYONE (W. H. Burke).

WEATHER: Nor Easterly breeze at the start, followed by a vicious S.W. squall, moderating over the next four days. S.W. wind at 20 knots across Bass Strait, then S.E. breeze and calms along Tasmanian coast. Nor Easter for the leaders to the finish, then a flat calm on the Derwent River. Next morning a S.E. breeze carried a large group to the finish.



CHERANA, first in 1959.

1960

(Times are given in days, hours, minutes and seconds)					
Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SIANDRA	G. P. Newland	5-00-59-03	.6596	3-07-48-04
2.	KALEENA	H. E. Godden	5-01-59-03	.8565	3-08-04-57
3.	MALOHI	N. H. McEnally	5-01-58-04	.6609	3-08-37-19
4.	RIVAL	A. Burgin & N. Rundle	5-03-19-24	.6694	3-10-33-09
5.	NORLA	T. & M. Halvorsen	4-19-57-03	.7177	3-11-13-04
6.	JOANNE BRODIE	R. C. Hobson	5-09-19-41	.6601	3-12-03-48
7.	JANZOON	W. R. Slade	5-00-21-03	.6993	3-12-09-41
8.	SOLO	V. Meyer	4-10-23-42	.7973	3-12-49-43
9.	PATIENCE	A. B. Wilson	5-08-30-47	.6665	3-13-38-28
10.	RAMAVA	R. J. Mercer	5-11-22-20	.6565	3-14-13-57
11.	CAROL J	J. Halliday	5-01-56-27	.7077	3-14-17-51
12.	AILSA	J. Marion	5-19-49-42	.6176	3-14-20-38
13.	ZARABANDA	G. Pattinson	5-02-40-48	.7044	3-14-24-55
14.	METUNG	T. O. Beatty	5-00-44-40	.7265	3-15-43-15
15.	MARIS	J. Earl	5-12-49-40	.6636	3-16-08-41
16.	KURREWA IV	F. & J. Livingston	4-08-11-15	.8578	3-17-22-19
17.	LASS O' LUSS	J. Colquhoun	5-06-56-10	.7080	3-17-52-14
18.	INGRID	J. S. Taylor	5-13-11-15	.6940	3-19-05-13
19.	WILD WAVE	J. Cockle	5-02-50-36	.7484	3-19-56-09
20.	ASTOR	P. R. Warner	4-12-29-47	.8480	3-20-00-18
21.	SOUTHERLY	D. Mickleborough	5-20-28-12	.6611	3-20-51-63
22.	ARCHINA	J. Howie	4-22-58-28	.7853	3-21-25-50
23.	TAM O'SHANTER	R.A.N. College	5-20-32-41	.6673	3-21-46-16
24.	SOUTHERN MYTH	N. C. Howard	5-10-15-04	.7252	3-22-28-17
25.	SOUTHERLY BUSTER	K. R. Gourlay	6-03-58-34	.6387	3-22-30-34
26.	EOS	M. T. Flower	5-23-33-42	.6742	4-01-03-43
27.	WINSTON CHURCHILL	G. A. Warner	5-00-13-14	.8082	4-01-09-44
28.	BRIILLIANT	M. C. Forster	5-20-26-18	.7194	4-05-01-53
29.	KINTAIL	G. A. Horniman	5-20-26-27	.7274	4-06-10-14
30.	FOUR WINDS	S. W. Gibson	7-03-13-55	.6376	4-12-32-24

FASTEST TIME: KURREWA IV.

RETIRED: ILE-OLA (G. Wood), THURLOO (E. Merrington).

WEATHER: Light Nor Easter at the start and light favourable breezes for several days. Breeze turned to South off Tasmanian coast and continued until finish.



RIVAL, first in 1961.

1961

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1	RIVAL	A. Burgin & N. Rundle	4-17-28-21	.6694	3-03-57-31
2	JANZOON II	W. R. Slade	4-16-25-35	.6803	3-04-29-01
3	JOANNE BRODIE	R. C. Hobson	5-00-05-39	.6501	3-06-04-24
4	ANITRA V	J. S. Samson	4-15-58-59	.6989	3-06-15-54
5	MARIS	J. Earl	4-22-51-06	.6590	3-06-19-24
6	NORLA	J. S. Howie	4-16-29-04	.7061	3-07-25-31
7	SOLO	V. Meyer	4-05-30-03	.7912	3-08-18-27
8	KALEENA	H. E. Godden	5-02-50-07	.6540	3-08-20-03
9	LASS O' LUSS	B. C. Psaltis	4-20-43-16	.7085	3-10-41-49
10	KINTAIL	G. A. Horniman	4-18-37-40	.7282	3-11-28-19
11	TAHUNA	E. A. Hales	4-19-25-40	.7368	3-13-02-50
12	SILHOUETTE	B. C. Psaltis	5-02-39-53	.7040	3-14-21-21
13	SOUTHERN MYTH	N. C. Howard	4-23-38-57	.7252	3-14-46-10
14	LOLITA	J. Leahy	5-10-20-58	.6722	3-15-37-15
15	ASTOR	P. R. Warner	4-04-42-11	.8671	3-15-52-31
16	WINSTON CHURCHILL	G. A. Warner	4-13-09-40	.8132	3-16-46-21
17	ILINA	R. Murdoch	4-18-18-11	.7985	3-19-16-16
18	CAROL J	J. Halliday	5-09-06-00	.7077	3-19-21-51
19	SOUTHERLY	D. Mickleborough	5-18-56-05	.6608	3-19-48-29
20	AILSA	J. Marion	6-06-03-28	.6174	3-20-30-44
21	SYLPH J	A. G. & G. D. Lawman	5-20-35-26	.6653	3-21-32-06
22	SIMBA	C. Dorman	6-01-26-33	.6575	3-23-37-42
23	ATHENA	J. Jarrett	6-02-33-07	.6889	4-02-01-42
24	SYLVENA	S. H. Moray	5-21-14-48	.6981	4-02-36-15
25	BOONGOWN	J. Molesworth	6-09-14-30	.6475	4-03-13-26
26	PHANTOM	W. K. Mooney	6-00-40-38	.6863	4-03-17-31
27	SIANDRA	D. M. Bowden	6-08-50-11	.6596	4-04-48-39
28	MISTRESS	W. Pettingell	6-06-41-07	.6698	4-04-55-44
29	SEA BEE	J. Ashton-Martin	6-02-06-15	.7217	4-09-26-36
30	GALETEA M	N. W. Kestel	7-09-23-41	.6270	4-15-13-35
31	JOLLY ROGER	A. J. Sutton	7-06-21-22	.6767	4-21-59-12
32	FORTUNA	J. B. Griffen	7-02-17-37	.6951	4-22-22-16
33	FOUR WINDS II	S. W. Gibson	7-20-11-16	.6904	5-09-55-28

FASTEST TIME: ASTOR

RETIRED: TARNI (G. C. Ormiston), PATIENCE (A. B. Wilson).

WEATHER: Southerly at 20-30 knots for the first day then light N.E. winds. A line squall, 70 miles long, passed over the fleet in Bass Strait, and was followed by a moderate Sou'Westerly A Nor'Easter along the Tasmanian coast and a Southerly near Tasman Island altered the potential placings.

1962

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1	SOLO	V. Meyer	3-04-29-15	.7943	2-12-45-14
2	ONDINE	S. A. Long	3-03-46-16	.8105	2-13-24-45
3	GALATEA M.	N. W. Kestel	4-03-53-00	.6323	2-15-09-22

4	JULIE	A. & J. Sturrock	4-01-11-38	.6571	2-15-51-58
5	MALOHI	S. Fischer	4-02-58-19	.6555	2-16-52-34
6	RONITA	R. A. Cottee	4-02-56-54	.6563	2-16-56-23
8	CARMEN	R. Swanson	4-06-28-26	.6358	2-17-09-10
9	CHERANA	W. R. S. MacRae	4-03-37-46	.6567	2-17-25-36
10	JOANNE BRODIE	R. C. Hobson	4-04-15-55	.6530	2-17-28-24
11	JANZOON II	W. R. Slade	3-23-05-19	.6893	2-17-32-40
12	RIVAL	A. G. Burgin & N. D. Rundle	4-02-51-18	.6694	2-18-10-25
13	PALANA	R. J. Sheild	4-04-41-35	.6604	2-18-29-52
14	SYLPH	Lawson Bros.	4-04-27-24	.6653	2-18-50-02
15	ASTOR	P. R. Warner	3-03-47-16	.8836	2-18-57-58
16	BIRRAHLEE	C. V. Jones	4-06-18-14	.6562	2-19-07-55
17	CHRISTINA	A. Berns	4-05-36-06	.6628	2-19-20-30
18	SALACIA	R. F. Rusk	4-00-18-46	.7046	2-19-51-43
19	DU-MA-LEE	L. V. Reilly	4-04-27-32	.6809	2-20-24-09
20	ANITRA V	J. S. Samson	4-02-29-54	.6999	2-20-53-20
21	NORLA	J. S. Howie	4-02-34-49	.7060	2-21-35-52
22	SEAMAN	J. Leahy	4-07-16-00	.6743	2-21-37-58
23	MISTRAL III	M. C. Dowd	4-06-46-52	.6779	2-21-40-31
24	MOANA	R. H. G. Lamplough	4-09-30-05	.6622	2-21-51-47
25	MERCEDES II	H. T. Kaufman	4-02-32-38	.7130	2-22-15-42
26	CAPRICE	G. Ingate	4-01-06-39	.7278	2-22-40-38
27	WINSTON CHURCHILL	G. A. Warner	3-11-17-19	.8498	2-22-46-43
28	CAROL J	J. Halliday	4-04-07-08	.7077	2-22-51-15
29	SEA BEE	J. Ashton-Martin	4-02-57-53	.7217	2-22-51-15
30	TAHUNA	E. A. Hales	4-01-08-21	.7368	2-23-34-20
31	SOUTHERN MYTH	N. C. Howard	4-02-43-14	.7260	2-23-40-16
32	FOUR WINDS II	S. W. Gibson	4-08-12-42	.6968	3-00-36-53
33	SOUTHERN MAID	P. Deaton	3-20-00-14	.7977	3-01-23-29
34	MISTRESS MAY	W. W. Pettingell	4-15-13-08	.6695	3-02-27-40
35	METUNG	T. Beatty	4-07-38-09	.7265	3-03-17-29
36	LARNTARNI	W. Wakefield	4-01-45-59	.7708	3-03-21-30
37	AOTEA II	R. K. Hunt	4-20-09-57	.6523	3-03-46-30
38	RUTHEAN	A. V. & I. T. Toll	3-20-13-11	.8339	3-04-54-07
39	GOODEWIND	K. Laws	4-08-04-24	.7546	3-06-32-01
40	ILINA	K. R. Murdoch	4-03-31-37	.7985	3-07-28-20

FASTEST TIME: ONDINE.

RETIRED: ATHENA (J. Jarrett), MENABILLY (J. J. Brown).

WEATHER: A moderate South East wind at the start backed East then North East and carried the fleet, in record time, to Tasman Island. Calms and heavy fog in Storm Bay upset many calculations.

1963

(Times are given in days, minutes and seconds)

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1	FREYA	T. & M. Halvorsen	4-15-17-03	.7014	3-06-03-17
2	CAVALIER	I. E. McDonnell	5-04-36-12	.6428	3-08-05-22
3	LORITA MARIE	N. B. Rydge, Jr	4-22-36-21	.6855	3-09-18-15
4	SEA WIND	N. F. Brooker	4-17-02-54	.7194	3-09-19-37
5	CARMEN	R. Swanson	5-08-11-57	.6362	3-09-33-37
6	MOUSE OF MALHAM	N. J. Wright & D. Belcher	5-07-41-23	.6441	3-10-14-42
7	CADENCE	H. S. Mason	5-09-11-41	.6371	3-10-18-42
8	MERCEDES II	H. T. Kaufman	4-23-56-07	.7096	3-13-06-22
9	CAPRICE OF HUON	G. Ingate	4-21-06-10	.7278	3-13-13-39
10	GIP	I. A. R. Polson	5-11-56-67	.6493	3-13-40-29
11	ANITRA V	J. S. Samson	5-03-42-00	.6999	3-14-34-39
12	NORLA	J. Bennetto	5-03-25-22	.7060	3-15-08-11
13	CAROL J	J. Halliday	5-04-20-13	.7065	3-15-50-39
14	SALACIA	R. F. Rusk	5-05-08-58	.7033	3-16-01-03
15	TAHUNA	E. A. Hales	5-01-18-25	.7363	3-17-19-06
16	RONITA	R. Cottee	5-16-19-01	.6663	3-17-27-53
17	MALOHI	S. Fischer	5-17-07-40	.6555	3-17-53-14
18	LASS O' LUSS	B. C. Psaltis	5-07-08-47	.7072	3-17-55-05
19	SEA BEE	J. Ashton-Martin	5-08-03-14	.7158	3-19-39-40
20	JOY TOO	J. & J. McLaren	5-22-25-44	.6575	3-21-38-49
21	SYLPHIDE	W. Boetcher	5-23-35-12	.6557	3-22-08-59
22	ASTOR	P. R. Warner	4-10-53-00	.8836	3-22-26-32
23	KALEENA	H. E. Godden	5-21-08-41	.6746	3-23-12-58
24	SOUTHERLY	D. Mickleborough	5-23-56-33	.6672	4-00-02-18
25	PALANA	R. Shield	6-02-12-01	.6613	4-00-40-56
26	STRUEN MARIE	A. J. Wildman	6-01-16-44	.6655	4-00-40-59
27	RUTHEAN	A. V. & I. T. Toll	5-01-05-40	.8065	4-01-39-46
28	WINSTON CHURCHILL	G. Warner	5-03-53-37	.8213	4-05-45-11
29	NIRIPA	J. W. White	6-02-31-30	.7024	4-06-55-08
30	TRIDENT	A. B. Wilson	6-13-59-07	.6838	4-12-01-49
31	SOUTHERN MYTH	N. C. Howard	6-06-51-11	.7260	4-13-31-10
32	NARANI	A. Williams	7-13-26-15	.6587	4-23-30-46
33	ZILVERGEEST	A. J. Murray & A. Hunter	7-21-27-07	.6480	5-02-45-53
34	SYLPH VI	Lawson Brothers	7-17-13-02	.6653	5-03-13-30

FASTEST TIME: ASTOR

RETIRED: AOTEA II (R. K. Hunt), AQUA BLEU (J. F. Parson), BIRRAHLEE (C. V. Jones), BOONGOWN (Dr. J. Molesworth), FOUR WINDS II (S. W. Gibson), GEMINI (P. A. Zalai), LOLITA (J. Farren Price), SIANDRA (D. M. Bowden), ENID (J. C. A. Cockle), ILINA (K. R. Murdoch).

WEATHER: Light Northerly winds and calm patches for the first few days upset many calculations. Then a fresh South Westerly down Tasmania way which reached 70 knots in Storm Bay caused many retirements.

1964

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1	FREYA	T. & M. Halvorsen	4-01-17-35	.8014	3-05-58-14
2	CAMILLE	R. Swanson	4-04-09-22	.7901	3-07-08-00
3	JANZOON II	W. Russel Slade	4-05-13-34	.7823	3-07-11-21
4	CADENCE	H. S. Mason	4-11-58-09	.7371	3-07-35-03
5	SALACIA	A. W. Byrne	4-04-08-38	.8035	3-08-27-56
6	LORITA MARIA	N. B. Rydge Jr	4-07-16-47	.7852	3-09-05-43

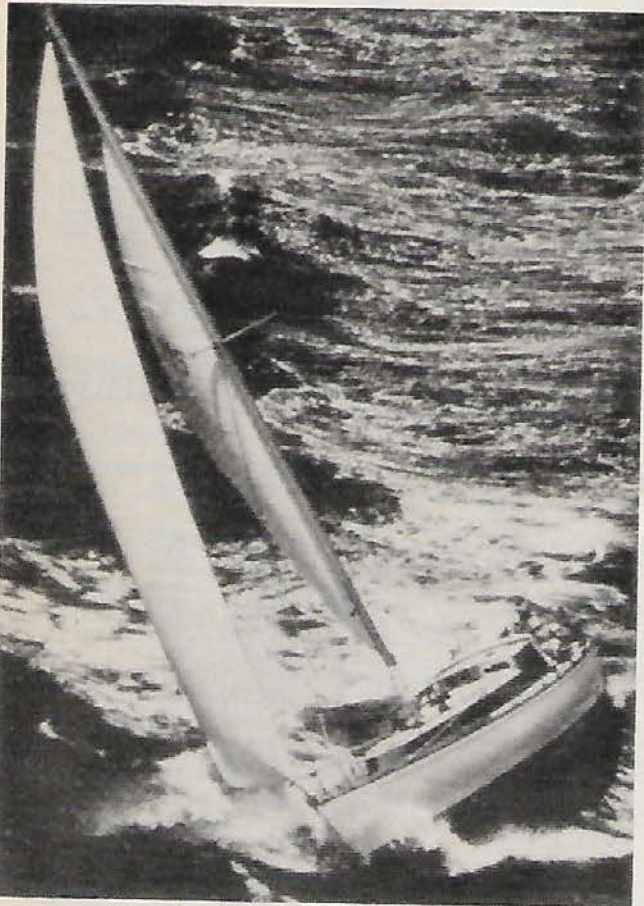
7.	CAVALIER	Dr. L. E. McDonnell	4-13-25-13	7418	3-09-10-04
8.	NORLA	J. Bennetto	4-05-07-34	8051	3-09-25-00
9.	KAREELAH	R. H. Fidock	4-09-00-44	7781	3-09-42-36
10.	SEAWIND	N. F. Brooker	4-04-16-50	8194	3-10-10-12
11.	YAMPL	I. A. R. Polson	4-14-06-32	7513	3-10-43-29
12.	STRUEN MARIE	A. J. Wildman	4-12-26-22	7655	3-11-00-37
13.	SARACEN II	R. Crichton-Brown	4-11-59-18	7754	3-11-44-03
14.	MERCEDES II	H. T. Kaufman	4-07-58-05	8102	3-12-14-06
15.	KALEENA	H. E. Godden	4-12-59-16	7739	3-12-20-44
16.	ILINA	K. R. Murdoch	3-22-33-51	9097	3-14-01-30
17.	RONITA	R. A. Cottee	4-18-19-14	7563	3-14-27-38
18.	TUI MANU	M. York	4-16-57-21	7655	3-14-28-03
19.	PHYLIS GRAHAM	R. Foxburgh	4-04-51-40	8617	3-14-54-43
20.	POITREL	J. R. Robson-Scott	4-17-48-40	7641	3-14-57-47
21.	ASTOR	P. R. Warner	3-20-05-05	9564	3-16-04-11
22.	AKALA	J. Bleakley	4-17-35-00	7792	3-15-30-14
23.	AWAY	F. Armstrong	4-19-43-20	7872	3-19-05-47
24.	ATHENA	J. Jarrett	5-01-49-55	7553	3-20-01-10
25.	SYLPH VI	Lawson Brothers	5-02-22-07	7653	3-21-39-41
26.	SEAMAN	H. Vaughan	5-01-15-22	7794	3-22-30-25
27.	JOY TOO	J. J. McLaren	5-05-21-37	7575	3-22-57-37
28.	CHERANA	W. R. S. MacRae	5-06-37-15	7567	3-23-48-50
29.	MARCO POLO	K. York Syme	5-08-07-00	7542	4-00-37-32
30.	ROVAMA	R. J. Mercer	5-06-43-08	7808	4-02-56-31
31.	METUNG	T. O. Beatty	5-06-13-15	8292	4-08-38-44

12.	FANFARE	G. P. Patterson	4-08-05-23	8536	3-16-51-03
13.	TAMBOO	R. J. Green	4-21-30-53	7566	3-16-54-52
14.	POITREL	J. Robson-Scott	4-20-57-20	7607	3-16-58-05
15.	PALANA	R. J. Shield	4-20-54-27	7613	3-17-00-06
16.	BINDAREE	G. G. Blackwood	4-20-58-18	7617	3-17-05-50
17.	ODIN	L. Abrahams	4-18-17-52	7940	3-17-09-51
18.	ATHENA	J. Jarrett	4-22-05-04	7553	3-17-11-21
19.	TAM O' SHANTER	K. MacGregor	4-20-58-10	7626	3-17-12-03
20.	JANZOON II	W. Russell-Slade	4-18-09-09	7823	3-17-18-05
21.	CAROUSEL	L. E. Gabriel	4-21-27-28	7639	3-17-43-33
22.	RIVAL	A. G. Burgin	4-20-57-27	7681	3-17-50-06
23.	MISTER CHRISTIAN	P. Kurts	4-18-13-59	7955	3-18-52-20
24.	KARINGAL	A. Berns	4-18-11-25	7966	3-18-57-50
25.	SOUTHERLY	D. Mickleborough	4-22-04-06	7710	3-19-01-51
26.	VALHALLA	A. & P. Hankin	4-20-44-56	7805	3-19-07-21
27.	ASTELOT	A. G. Croft	4-20-45-55	7804	3-19-07-25
28.	AKALA	J. H. Bleakley	4-21-31-04	7792	3-19-34-10
29.	SEAWIND	N. F. Brooker	4-16-06-50	8184	3-19-45-15
30.	FARE-THREE-WELL	R. T. Williams	4-20-48-51	7874	3-19-57-11
31.	THEME	K. Bridgestocke	5-00-45-10	7625	3-20-04-26
32.	TAIRERE	A. Adams	4-20-46-38	7893	3-20-10-20
33.	SALACIA	A. Byrnie	4-19-57-46	8035	3-20-22-21
34.	BACCHUS D	P. E. Deaton	4-14-23-32	8468	3-21-22-10
35.	CORROBOREE	K. A. Gray	4-20-37-11	8036	3-21-42-55
36.	FRANKLIN	R.A.N.	4-19-01-42	8189	3-22-11-48
37.	CARINA	R. L. Holford	4-22-49-38	7981	3-22-50-11
38.	SOUTHERN MYTH	N. C. Howard	4-20-59-43	8250	4-00-31-16
39.	TAHUNA	E. A. Hales	4-20-36-52	8134	4-00-57-12
40.	SEA BEE	J. Ashton-Martin	4-22-43-52	8248	4-01-55-45
41.	STORMVOGEL	C. Brynzell	3-20-30-09	10645	4-02-28-28
42.	ALCHERINGA	J. N. Bridgland	5-01-48-13	8226	4-04-11-45
43.	INGRID	C. M. Earl	5-08-42-41	7840	4-04-54-35
44.	BARANNE	J. Wedd	5-13-25-00	7654	4-06-07-03
45.	ILINA	K. R. Murdoch	4-18-27-15	9097	4-08-07-06
46.	ENID	J. Cockle	4-12-48-05	9577	4-08-11-56
47.	CUTTY SARK	W. R. Bradley	4-23-39-29	9231	4-14-27-23
48.	CORSARO II	Italian Navy	4-20-53-45	9777	4-18-17-20
49.	ARUNTA PRINCESS	A. Mark	6-12-28-12	7696	5-00-25-10

FASTEST TIME ASTOR

RETIRED: AILSA (J. Marion), ASTELOT (A. G. Croft), BACCHUS D (P. E. Deaton) BINDAREE (G. G. Blackwood), LOLITA (N. G. Cassim), SAGA (L. Little), SEA BEE (J. Ashton-Martin).

WEATHER: Sunny start in a light N.E., with a force 6 Southerly change first night, later backing to light S.E. and N.E. Fresh Northerly across Bass Strait, backing to N.W. down the Tasmanian coast, followed by force 7 S.W. in Storm Bay. Calm patches in the Derwent River.



FREYA took her record hat-trick in 1963, 1964 and 1965.

FASTEST TIME STORMVOGEL

RETIRED: BIRRAHLEE (C. Jones), MENABILLY (J. Keelty), SAGA (L. Little), Thekla (E. Eggers).

WEATHER: Starting with a 10 15 knot South East breeze, this increased to 30 knots during the afternoon. Calms and variable sea breezes followed along the N.S.W. coast. A good 20 knot Northerly helped the yachts across Bass Strait and down to Tasman Island. Variable winds and calm patches were the order to the finish.

1966

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	CADENCE	H. S. Mason	5-13-25-24	7403	4-02-46-24
2.	SALOME	R. Swanson	5-11-47-19	7589	4-04-00-53
3.	TAMBOO	R. J. Green	5-12-16-22	7566	4-04-04-40
4.	MISTER CHRISTIAN	P. Kurts	5-06-54-55	7892	4-04-09-25
5.	MALOHI	S. Fischer	5-13-25-34	7555	4-04-48-13
6.	SERIFA	B. J. Case	5-14-03-13	7532	4-04-58-09
7.	MARIE VAN DIEMEN	P. Hill	5-13-42-03	7573	4-05-15-07
8.	HUON LASS	H. D. Calvert	5-07-44-21	7951	4-05-33-56
9.	VALHALLA	P. Hankin	5-11-21-50	7805	4-06-31-47
10.	ASTELOT	A. G. Croft	5-11-31-32	7804	4-06-38-34
11.	CANOPIUS	J. K. Williams	5-12-44-22	7737	4-06-42-02
12.	FIDELIS	J. V. Davern	4-08-39-43	9823	4-06-48-35
13.	JANZOON II	W. Russell-Slade	5-11-33-09	7823	4-06-53-49
14.	AKALA	J. H. Bleakley	5-11-51-09	7814	4-07-01-47
15.	KALEENA	H. E. Godden	5-13-30-42	7739	4-07-19-28
16.	CAMELOT	J. G. Borrow	5-11-29-10	7874	4-07-31-66
17.	RONITA	R. A. Cottee	5-16-39-11	7588	4-07-41-33
18.	ODIN	L. J. Abrahams	5-10-41-41	7945	4-07-50-12
19.	BALANDRA	R. Crichton-Brown	5-02-06-46	8529	4-08-08-59
20.	LORITA MARIA	N. B. Rydge	5-13-27-24	7829	4-08-29-00
21.	POITREL	J. Robson-Scott	5-17-37-16	7594	4-08-30-35
22.	TAONUI	J. Lidgard	5-07-24-16	8226	4-08-48-10
23.	SALACIA	A. W. Byrnie	5-10-40-40	8036	4-09-00-45
24.	POSEIDON	M. W. Miller	5-08-16-37	8195	4-09-07-22
25.	CATRIONA	D. M. Brown	5-12-04-43	7982	4-09-25-31
26.	FRANKLIN	R.A.N.	5-08-51-46	8189	4-09-31-32
27.	SATANITA	D. H. R. Wilkie	5-10-17-22	8163	4-10-21-19
28.	KARINGAL	A. Berns	5-13-32-07	7986	4-10-38-28
29.	SEAWIND	P. Wilde	5-10-35-04	8194	4-11-00-03
30.	WATTERE	D. D. Muir	5-21-26-55	7566	4-11-01-12
31.	ROPAAE	R. K. Brown	5-17-01-32	7831	4-11-18-17
32.	BACCHUS D	P. E. Deaton	5-06-45-29	8469	4-11-21-05
33.	SHIMMAL	C. M. Earl	5-13-24-14	8102	4-12-06-00
34.	CARMEN	J. H. Edmunds	6-06-13-30	7331	4-14-07-47
35.	CAROUSEL T	L. E. Gabriel	6-01-49-36	7633	4-15-18-34
36.	SYLPHIDE	J. Beaumont & C. Sullivan	6-05-20-16	7557	4-16-20-17
37.	THEKLA	F. F. Varcoe	6-08-20-13	7619	4-20-03-56
38.	RIVOLI	E. Eggers	5-11-06-09	9070	4-22-54-36
39.	CAROUSEL	M. R. Brakell	6-10-47-54	7568	4-21-09-05
40.	CARINA	R. L. Holford	6-05-07-41	7981	4-23-01-09
41.	NAM SANG	J. Thompson	5-08-10-33	9568	5-02-38-19
42.	ALCHERINGA	J. N. Bridgland	6-06-33-19	8257	5-04-18-49
43.	SAGA	L. S. Little	7-02-28-41	7831	5-13-30-04
44.	ALTAIR	G. W. Moore	6-13-01-18	8635	5-15-35-18

FASTEST TIME: FIDELIS.

RETIRED: ANTIGUA (F. A. Hogarth), ZILVERGEEST (A. J. Murray)

WEATHER: Light Nor-Easter at the start with southerly change first night out. Light variable winds with a fresh Westerly across Bass Strait. Light and variable down Tasmanian coast.

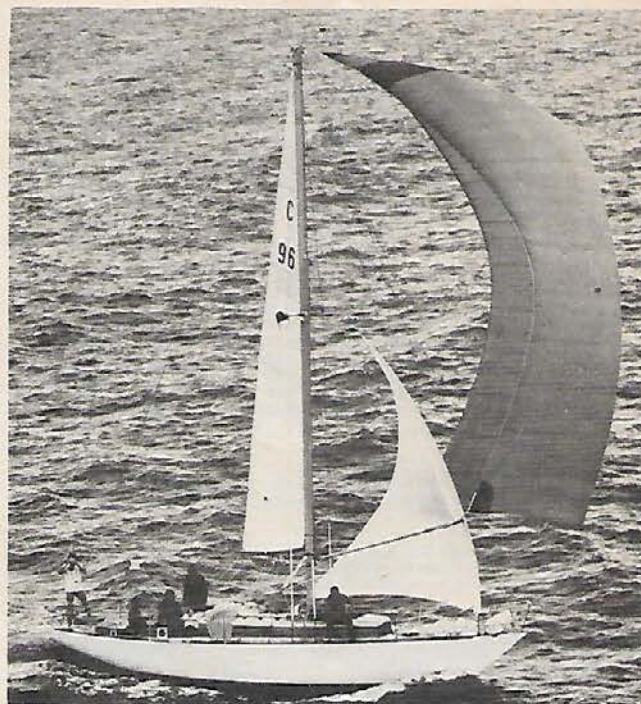
1965

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	FREYA	T. & M. Halvorsen	4-06-23-32	8014	3-10-03-26
2.	CAMELOT	J. G. Borrow	4-10-07-31	7943	3-12-17-43
3.	CADENCE	H. S. Mason	4-20-37-32	7372	3-13-58-34
4.	BALANDRA	R. Crichton-Brown	4-05-35-25	8524	3-14-35-43
5.	SEQUANA	H. J. Tilley	4-21-25-16	7475	3-15-46-20
6.	NARANDA	I. A. R. Polson	4-21-25-12	7522	3-15-46-20
7.	ZILVERGEEST	A. Murray & A. Hunter	4-23-13-52	7413	3-16-23-10
8.	NORLA	J. Bennetto	4-12-33-37	8150	3-16-28-36
9.	RONITA	R. A. Cottee	4-21-01-08	7563	3-16-30-06
10.	KURURA	N. F. Milne	4-21-00-08	7582	3-16-42-40
11.	SARDA OF BURNHAM	D. L. Gilling	4-21-21-58	7562	3-16-45-01



CADENCE, first in '66.



RAINBOW, One Tonner won for NZ in 1967.

1967

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1	RAINBOW II	C. Bouzard	4-19-59-38	.7653	3-16-39-15
2	PEN DUICK III	E. Tabarly	4-04-10-31	.8946	3-17-37-00
3	MATIKA	N. Long	4-22-04-33	.7722	3-19-10-40
4	SALACIA	A. Byrne	4-18-21-24	.8025	3-20-02-19
5	MERCEDES III	H. Kaufman	4-18-41-05	.8035	3-20-08-56
6	HUON LASS	H. D. Calvert	4-20-09-51	.7949	3-20-20-19
7	MISTER CHRISTIAN	P. Kurts	4-22-03-47	.7692	3-21-10-31
8	CASTANET	L. Carmichael	5-08-49-03	.7315	3-22-13-47
9	CORROBOREE	K. A. Gray	4-23-20-44	.7987	3-23-19-17
10	WATHARA II	B. Cameron	5-05-28-39	.7667	4-00-12-13
11	CALLIOPE	K. Middleton	5-11-53-08	.7323	4-00-34-47
12	MOONBRID	N. F. Brocker	5-06-32-38	.7682	4-01-12-38
13	SEAWIND	P. Wilde	4-23-01-33	.8194	4-01-31-47
14	CAVALIER	J. Grubic	5-13-11-55	.7378	4-02-16-28
15	SATANITA	D. H. R. Wilkie	5-01-38-39	.8083	4-02-19-39
16	MALOH	S. Fischer	5-10-36-26	.7550	4-02-36-31
17	LORITA MARIA	N. B. Rydge	5-06-16-58	.7820	4-02-45-11
18	FARE THEE WELL	R. Williams	5-06-22-22	.7859	4-03-18-69
19	ADRIA	J. Gilliam	4-23-04-31	.8360	4-03-32-50
20	SARINA	E. J. Jones	5-05-55-03	.7917	4-03-41-19
21	CATRIONA	D. M. Brown	5-05-04-57	.7982	4-03-50-28
22	FIDELIS	J. D. Davern	4-06-36-48	.9823	4-04-47-49
23	WEATHERLY	J. Gilliam	5-08-04-47	.7894	4-05-06-22
24	POITREL	J. Robson Scott	5-13-55-46	.7564	4-05-18-16
25	NORLA	J. Bennetto	5-05-38-46	.8142	4-06-18-03
26	RONITA	R. A. Cottee	5-16-24-44	.7550	4-06-56-28
27	ASTELOT	A. G. Croft	5-12-24-09	.7789	4-07-07-43
28	MYTH OF ARRAN	D. Reid	4-22-00-33	.8769	4-07-28-56
29	LASS O'LUSS	P. C. Psaltis	5-08-12-33	.8072	4-07-29-18
30	NELL GWYN	R. S. Hickman	5-08-48-28	.8040	4-07-33-41
31	SOUTHERLY	D. Mickleborough	5-13-56-57	.7742	4-07-42-11
32	ANITRA	Sir Garfield Barwick	5-10-24-09	.7963	4-07-50-23
33	TAMBOO	R. J. Green	5-17-18-24	.7567	4-07-53-50
34	SHIMAA	C. M. Earl	5-08-22-29	.8102	4-08-00-32
35	CAMELOT	J. Borrow	5-13-28-59	.7889	4-09-18-17
36	PHANTOM OF BRIGHTON	G. Maxted	5-16-18-13	.7792	4-10-12-28
37	BACCHUS D	P. E. Deaton	5-05-37-12	.8473	4-10-26-17
38	JOY TOO	J. J. McLaren	5-21-56-45	.7549	4-11-09-17
39	ZILVERGEEST	A. J. Murray	6-01-12-21	.7406	4-11-32-22
40	FRANKLIN	R.A.N.C.S.C.	5-13-18-47	.8100	4-11-59-01
41	SARDA OF BURNHAM	G. L. Fox	5-23-31-57	.7560	4-12-30-38
42	CARINYA	V. J. Burnes	6-03-39-26	.7424	4-13-37-15
43	CARMEN	J. Edmunds	6-06-09-40	.7331	4-14-04-58
44	ENID	J. C. A. Cooke	4-19-00-17	1.0577	4-14-08-24
45	KAHURANGI	L. D. Nathan	4-17-32-41	.9711	4-14-15-48
46	SARACEN II	R. Crichton-Brown	5-22-09-42	.7757	4-14-16-29
47	MALVEENA	R. Masters	6-03-05-17	.7535	4-14-49-50
48	SEQUANA	M. J. Tilley	6-04-34-37	.7475	4-15-03-41
49	MOANA	J. R. Easdon	5-23-26-51	.7762	4-15-20-38
50	SEPTEMBER SONG	T. Palmer	6-00-55-19	.7680	4-15-26-43
51	MAID ROSALIND	B. C. Finch	6-02-48-29	.7598	4-15-32-42
52	RIVOLI	F. F. Varcoc	6-05-10-45	.7619	4-17-39-34
53	SYLPHIDE	J. Beaumont & C. Sullivan	6-06-43-06	.7557	4-17-53-53
54	ROVAMA	R. J. Mercer	6-03-29-38	.7808	4-19-09-48

55.	SOUTHERN MYTH	N. C. Howard	5-20-51-02	.8250	4-20-12-06
56.	SEA BEE	J. Ashton-Martin	5-22-02-11	.8248	4-21-09-05
57.	CAROL ANNE	P. Battersby	6-03-23-25	.8016	4-22-08-52
58.	SEA WITCH	C. R. Forbes	5-23-32-31	.8271	4-22-43-24
59.	LOLITA	N. G. Cassin	6-18-40-46	.7684	5-05-00-09
60.	ATAMAN	E. A. Brodie	7-08-01-45	.7451	5-11-09-33

FASTEST TIME - PEN DUICK III

RETIRED AKALA (J. H. Bleakley), KATHLEEN GILLET (R. R. Stephenson), MARIA VAN DIEMEN (P. Hill), ODIN (L. Abrahams), ROPAWA (R. K. Brown), SOUTHERN STAR (E. R. Harold), THEKLA (E. Eggerst).

WEATHER: Light S.E. at start, fading the first night, then N.E. Freshening. Line squall from S.W. south of Gabo I and E. to S.E. down the Tasmanian coast. Leaders were becalmed off Maria I. and suffered from light airs up the Derwent while the second half of the fleet had fresh N.W. winds down the coast and up the Derwent.

1968

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	KOOMOOLOO	D. O'Neill	4-10-26-52	.8046	3-13-38-52
2.	BOOMERANG VII	J. Baker	4-07-34-58	.8376	3-14-45-02
3.	RAGAMUFFIN	S. Fischer	4-05-01-35	.8596	3-14-50-32
4.	BALANDRA	R. Crichton-Brown	4-08-57-33	.8419	3-16-21-54
5.	MOONBIRD	N. Brooker	4-19-04-34	.7682	3-16-24-05
6.	VENINDE II	G. Jorgensen	4-19-12-08	.7701	3-16-43-02
7.	MATIKA	N. Long	4-19-07-35	.7707	3-16-43-40
8.	KIMWANDA	D. Wauchope	4-14-50-35	.8222	3-19-08-07
9.	WATHARA II	B. Cameron	4-23-35-25	.7637	3-19-41-23
10.	SUNDOWNER	R. Swanson	4-14-10-45	.8330	3-19-46-45
11.	TINA OF MELBOURNE	E. Scott	5-01-56-36	.7661	3-21-25-14
12.	REBEL	B. Wilson	5-02-00-09	.7677	3-21-39-56
13.	NELL GWYN	F. Hickman	4-22-35-42	.7913	3-21-50-39
14.	SARACEN II	J. Morris	5-04-22-55	.7654	3-23-12-06
15.	OPHIR	D. Jones	5-02-56-46	.7691	3-23-19-37
16.	STARFIRE OF PERTH	D. McAllister	4-10-45-22	.9007	4-00-09-18
17.	HUON LASS	H. Calvert	5-02-08-49	.7954	4-01-09-20
18.	SALOME	K. Pix	5-08-51-36	.7568	4-01-31-16
19.	SALACIA	A. Byrne	5-01-57-10	.7945	4-01-53-29
20.	WEATHERLY	J. Gilliam	5-04-06-09	.7894	4-01-57-59
21.	CALLIOPE	C. Middleton	5-15-18-36	.7323	4-03-05-15
22.	JUPITER	P. Yates	5-02-04-20	.8120	4-03-07-21
23.	ADRIA	J. Grubic	4-23-32-57	.8360	4-03-56-35
24.	BOAMBILLEE	V. Walsh	5-11-07-07	.7650	4-04-18-20
25.	ODIN	L. Abrahams	5-07-13-30	.7959	4-05-15-30
26.	LORITA MARIA	N. Rydge	5-11-26-55	.7791	4-06-24-41
27.	RENEGADE	J. Lidgard	5-14-30-48	.7654	4-06-57-23
28.	SARNIA	R. Langman	5-20-11-02	.7548	4-09-48-38
29.	CAVALIER	J. Roche	5-23-42-55	.7378	4-10-01-59
30.	GABRIELLE III	P. Sandwell	5-01-53-55	.8708	4-10-08-57
31.	ONDINE II	S. Long	4-03-20-02	1.0761	4-10-53-35
32.	CFDALION	R. Fidoek	5-23-40-45	.7474	4-11-23-08
33.	GILLAWA	A. Wildman	5-20-50-11	.7681	4-12-10-35
34.	RIVAL	A. Burgin	5-23-40-24	.7556	4-12-13-34
35.	SHU-BI-HIMMANY	L. Jenkyns	6-04-20-57	.7354	4-13-05-45
36.	KALEENA	H. Godden	5-22-46-42	.7662	4-13-23-48
37.	ZILVERGEEST	A. Murray	6-05-28-38	.7375	4-14-14-22
38.	PORTIA	R. Robertson	6-06-54-48	.7339	4-14-45-19
39.	OPTIMIST	H. Baiken	5-23-44-43	.7722	4-15-00-00
40.	ALCHERINGA	J. Bridgland	5-11-57-37	.8448	4-15-28-48
41.	RAPTURE	F. Callaway	5-08-15-00	.8764	4-16-23-53
42.	FOUR WINDS II	S. Gibson	5-22-25-07	.7908	4-16-37-28
43.	CALYPSO	G. Wignall	6-08-38-08	.7462	4-17-53-47
44.	NATANI	O. Trewartha	6-08-34-11	.7496	4-18-21-58



KOOMOLOO, winner in '68.

26.	BALANDRA	R. Crichton-Brown	4-02-19-39	.8414	3-10-43-50
27.	MELITE	I. Brodziaik	4-11-44-23	.7690	3-10-51-07
28.	MAID ROSALINDE	B. Finch	4-14-13-56	.7545	3-11-10-12
29.	SARACEN II	J. Morris	4-13-08-15	.7623	3-11-11-43
30.	CRUSADE	M. Aitken	3-15-07-40	.9561	3-11-18-10
31.	CORROBOREE	J. White	4-08-07-40	.8010	3-11-24-22
32.	DUET	P. Hopwood	4-12-29-03	.7690	3-11-25-27
33.	NELL GWYN	F. Hickman	4-09-30-03	.7913	3-11-28-58
34.	WATHARA II	R. Jackman	4-12-33-48	.7690	3-11-29-07
35.	OPHIR	D. Jones	4-12-39-05	.7690	3-11-33-10
36.	JISUMA	L. Scott	4-13-25-29	.7714	3-12-24-37
37.	CICILY JUNE	P. Dixon	4-16-24-33	.7541	3-12-46-03
38.	ROULETTE II	F. Andrews	4-07-58-26	.8171	3-12-57-24
39.	SALTY TIGER	J. Powell	4-01-11-27	.8794	3-13-28-10
40.	SALOME	K. Pix	4-17-39-40	.7559	3-13-54-29
41.	AKALA	J. Bleakley	4-15-27-57	.7736	3-14-13-47
42.	MYTH OF ARRAN	D. Reid	4-03-19-55	.8722	3-14-38-14
43.	CARINA	P. Daniel	4-21-35-47	.7420	3-15-15-23
44.	PATSY	F. Duffield	4-12-58-49	.8012	3-15-18-54
45.	ADRIA	J. Grubic	4-08-55-29	.8360	3-15-43-01
46.	CAMELOT	J. Borrow	4-14-29-21	.7940	3-15-43-41
47.	CAVALIER	J. Roche	4-23-29-59	.7378	3-16-10-01
48.	KARINGAL	A. Berns	4-13-47-04	.8063	3-16-31-08
49.	APOLLO	A. Bond	3-15-26-22	1.0134	3-16-36-40
50.	SEQUANA	M. Tilley	5-00-51-16	.7406	3-17-30-17
51.	DESTINY II	G. Chapman	4-07-58-46	.8655	3-17-59-38
52.	SANCHO	G. Evans	5-03-44-40	.7307	3-18-25-12
53.	SARNIA	R. Langman	4-23-53-45	.7548	3-18-29-50
54.	WINSTON CHURCHILL	G. Warner	4-08-24-33	.8801	3-19-53-26
55.	WEATHERLY	J. Gilliam	4-20-18-09	.7948	3-20-26-13
56.	PHANTOM OF BRIGHTON	J. Attwood, G. Maxted & K. Harry	4-23-51-08	.7719	3-20-30-50
57.	CAPUCINE	R. Brenac	5-03-43-33	.7487	3-20-38-01
58.	MONSOON	Sturrock & Mooney	4-23-03-40	.7795	3-20-48-29
59.	ZILVERGEEST	A. Murray	5-08-26-56	.7375	3-22-43-51
60.	SISKA	R. Tasker	4-01-59-18	.9745	3-23-29-22
61.	SHI BUI	A. Wallis	4-23-55-10	.7973	3-23-36-42
62.	ANITRA V	G. Barwick	5-01-29-57	.7883	3-23-46-40
63.	MISTRESS	W. Pettingill	5-07-27-54	.7690	4-00-28-57
64.	ENID	W. MacRae	4-08-07-12	.9577	4-03-42-56
65.	FOUR WINDS II	S. Gibson	5-07-40-24	.7908	4-04-57-50
66.	MAKARETU	N. Gossion	5-05-32-22	.8293	4-08-06-35
67.	TOREA	C. Stern	5-06-16-13	.8256	4-08-14-55
68.	FIDELIS	J. Davern	4-05-17-29	1.0431	4-09-39-25
69.	DORADO	J. Lake	5-23-57-11	.7366	4-10-02-08
70.	MYRA	A. Eklund	6-08-47-15	.7226	4-14-24-15
71.	SYLPHIDE	J. Beaumont & C. Sullivan	6-05-15-33	.7476	4-15-35-10
72.	FRANKLIN	R.A.N.	5-20-53-40	.8014	4-16-54-46
73.	WRAITH OF ODIN	B. & D. O'Brien	5-08-40-18	.8816	4-17-26-12
74.	EVEN	W. Gibson	5-06-51-20	.9507	5-00-36-05
75.	DIVA JANA	D. Kelly	6-08-02-16	.8154	5-03-58-18

FASTEST TIME CRUSADE

RETIRED BOOMERANG VII (P. Hill), CAMILLE (D. Ralph), JANZOON I (R. George), UTEIKAH IV (P. Fowler).

WEATHER: Light winds from E.N.E. at the start freshened to 10-15 knots during daytime and light at night, persisted for the first two days, followed on the third day by a 20 knot southerly with rain. This helped the leaders to the finishing line but the second half of the fleet was beset by light and variable winds for their final 24 hours.

45.	ATHENA	A. Friele	6-10-46-20	.7444	4-19-12-44
46.	SHIMAAL	C. Earl	5-23-40-29	.8021	4-19-14-29
47.	SFA WITCH	C. Forbes	5-21-02-49	.8182	4-19-24-16
48.	SIRIUS	J. McKenzie	5-08-51-41	.9024	4-20-17-04
49.	BACCHUS D	P. Deaton	5-20-08-17	.8473	4-22-44-20
50.	TEMPERAIRE	C. White	6-22-39-22	.7286	5-01-25-33
51.	ARAPAWA	B. Millar	6-03-48-21	.8283	5-02-25-39
52.	DORADO	J. Lake	6-23-28-12	.7443	5-04-38-54
53.	SAGA	L. Little	7-05-16-41	.7753	5-14-20-32
54.	METUNG	W. R. & B. Holmes	7-10-52-30	.8192	6-02-32-04

FASTEST TIME ONDINE II

RETIRED ANITRA V (Sir Garfield Barwick), CAMELOT (J. Borrow), CAROUSEL (M. Brakel), CORROBOREE (J. White), FRANKLIN (RANS), KARAWA (L. Kloster), MARIA VAN DIEMEN (P. Hill), PATSY (F. Duffield), RAGE (H. Denius), ROIAATA (N. Gillard), RONITA (R. Cottee), SYLVENA (S. Moray), THUNDERBOLT (G. Shields).

WEATHER: N. E. at start and down the coast with thunderstorms and a fresh S.W. second night out. S.W. increased to force 9 with heavy seas across Bass Strait, moderating down the Tasmanian coast and later turning northerly. Calms around Tasman Island and in the Derwent.

1969

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	MORNING CLOUD	E. Heath	4-05-57-53	.7496	3-04-25-57
2.	PROSPECT OF WHITBY	A. Slater	4-00-19-19	.8024	3-05-17-19
3.	SALACIA	A. Byrne	4-02-40-57	.7945	3-06-24-11
4.	THUNDERBOLT	G. Shields & F. Thomas	4-06-35-05	.7644	3-06-24-56
5.	TINA OF MELBOURNE	B. Scott	4-06-07-44	.7690	3-06-32-13
6.	MERCEDES III	H. Kaufman	4-02-47-55	.7972	3-06-45-44
7.	BOAMBILLEE	V. Walsh	4-06-31-03	.7690	3-06-50-09
8.	MORNING AFTER	R. Hill	4-08-40-39	.7541	3-06-56-14
9.	REBEL	B. Wilson	4-06-43-05	.7690	3-06-59-24
10.	BANDIT	M. Tostevin	4-06-45-34	.7690	3-07-01-18
11.	CAVALIER SEUL	D. P. Cavalier	4-07-05-03	.7672	3-07-05-10
12.	WARRI	W. Hart	4-07-20-01	.7690	3-07-27-49
13.	RENEGADE	J. Lidgard	4-08-23-23	.7663	3-07-59-37
14.	OUTRAGE	Colson Bros.	4-08-49-03	.7707	3-08-46-58
15.	HOTSPUR	P. Packer	4-08-35-51	.7739	3-08-56-52
16.	GILLAWA	A. Wildman	4-09-43-18	.7681	3-09-12-17
17.	RAGAMUFFIN	S. Fischer	3-22-50-26	.8598	3-09-32-38
18.	CAPRICE OF HUON	G. Ingate	4-04-31-36	.8142	3-09-50-55
19.	MOONBIRD	N. Brooker	4-10-31-12	.7690	3-09-54-49
20.	MORANDOO	W. Rice	4-14-38-10	.7424	3-10-08-10
21.	VAGO	H. Takeda	4-09-02-21	.7821	3-10-09-04
22.	SATANITA II	D. Wilkie	4-02-08-02	.8376	3-10-11-48
23.	SUNDOWNER	R. Swanson	4-02-47-04	.8330	3-10-17-14
24.	VENINDE II	G. Jorgensen	4-11-13-05	.7690	3-10-27-02
25.	ODIN	L. Abrahams	4-07-36-23	.7959	3-10-27-36



MORNING CLOUD, Ted Heath's 1969 winner.



1970

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	PACHA	R. Crichton-Brown	3-17-41-18	.9157	3-10-07-39
2.	RAGAMUFFIN	S. Fischer	3-20-42-28	.8869	3-10-13-20
3.	SALACIA II	A. W. Byrne	3-22-09-23	.8993	3-11-43-59
4.	KOOMOOLOO	N. B. Rydge, Jr.	4-11-35-40	.8150	3-15-41-21
5.	VITTORIA	L. Abrahams	4-11-58-48	.8168	3-16-11-52
6.	TAURUS	A. G. Lee	4-10-29-31	.8301	3-16-29-40
7.	MATIKA	N. Long	4-19-31-17	.7844	3-18-36-53
8.	MORNING MISCHIEF	R. R. Cavill	4-23-46-08	.7590	3-18-54-16
9.	CADENCE	D. Jones	5-04-28-38	.7383	3-19-54-06
10.	BACARDI	P. Cole	4-14-59-31	.8292	3-20-02-04
11.	BUCCANEER	T. E. Clark	3-14-06-12	1.0730	3-20-23-19
12.	TAMBOO	R. Green	5-04-15-22	.7524	3-21-29-24
13.	TINA OF MELBOURNE	B. R. Scott	5-00-30-15	.7767	3-21-35-44
14.	BOOMERANG VIII	P. Joubert	5-03-25-27	.7620	3-22-02-56
15.	CAPUCINE	R. Brenac	5-05-53-05	.7504	3-22-27-50
16.	LOMA	W. Burrows	5-05-34-25	.7524	3-22-28-53
17.	PROSPECTOR	R. Lloyd	5-06-42-33	.7489	3-22-53-32
18.	CHERANA	J. Keelty	5-08-10-58	.7455	3-23-33-36
19.	VENINDE II	G. E. Jorgensen	5-02-43-43	.7815	3-23-54-44
20.	SARLENA	C. McGarry	5-05-39-43	.7709	4-00-52-22
21.	MARIA	D. A. Cooper	5-02-42-45	.7844	4-01-02-16
22.	MISTRESS	W. Pettigell	5-04-18-38	.7844	4-01-30-33
23.	DUET	J. Diamond	5-04-09-48	.7854	4-01-31-04
24.	TAMPICO II	A. McKenzie-Smith	5-13-24-56	.7312	4-01-33-12
25.	CAMELOT	M. Clarke	5-02-32-27	.8024	4-02-19-35
26.	FARE THEE WELL	J. Easdon	5-05-07-30	.7896	4-02-47-55
27.	PATSY OF ISLAND BAY	F. R. Duffield	5-00-31-37	.8200	4-02-49-55
28.	CALYPSO	G. G. Wignel	5-12-59-19	.7444	4-02-59-48
29.	ONYA II	P. Rysdyk	5-10-28-56	.7590	4-03-02-10
30.	BALANDRA	Army Eastern Com.	4-20-46-28	.8516	4-03-26-41
31.	WEATHERLY	J. Gilliam	5-04-09-00	.8042	4-03-50-28
32.	DIDGERIDOO	T. Simmat	5-05-51-43	.7961	4-04-11-55
33.	SOUTHERLY	D. Mickleborough	5-12-33-48	.7564	4-04-16-15
34.	FOUR WINDS II	S. W. Gibson	5-07-07-21	.7961	4-05-12-07
35.	PATRICE	R. Kirby	5-05-36-41	.8068	4-05-20-35
36.	ANITRA V	Sir Garfield Barwick	5-07-50-35	.7942	4-05-31-98
37.	ASTELOT	P. Zalai	5-15-31-53	.7651	4-07-41-42
38.	UTIEKAH IV	P. C. Fowler	5-11-35-21	.8068	4-10-09-57
39.	DESTINY II	G. Chapman	5-03-24-36	.8617	4-10-20-32
40.	AKALA	J. Bleakley	5-19-41-17	.7689	4-11-24-22
41.	BOOMERANG VII	P. Hill	5-04-07-37	.8675	4-11-40-48
42.	FRANKLIN	Royal Aust. Navy	5-15-33-53	.8060	4-13-15-54
43.	NATANI	O. Trewartha	6-04-23-35	.7428	4-14-13-34
44.	ILINA	J. Court	5-04-21-54	.8937	4-15-08-42
45.	ALCHERINGA	J. Bridgland	5-12-28-39	.8481	4-16-21-15
46.	ANACONDA	J. Grubic	5-01-37-14	.8805	4-20-46-20
47.	SOUTHERN MYTH	N. C. Howard	6-04-28-29	.8255	5-02-33-57

FASTEST TIME BUCCANEER

RETIRED: APOLLO (A. Bond), BOAMBILLEE (V. Walsh), CARINA (P. Daniel), CAVALIER (J. Roche), JISUMA (L. Scott), MAKARETU (N. Gosson), MERCEDES III (H. Kaufman), RIVAL (A. Burgin), RUM RUNNER (G. Nock), SPIRIT (G. Kiskaddon), STARFIRE OF PERTH (N. McAllister), STORMY PETREL (C. Curran), THUNDERBOLT (G. Shields), VALHALLA (A & P. Hankin).

WEATHER: Moderate to fresh N.E. winds for the first two days caused two yachts to lose their rudders. S.W. change on the morning of the third day built up to a gale that lasted over 50 hours. This made it a big boat race and brought up a record of 14 retirements.



PATHFINDER, another NZ One Tonner, in 1971.



PACHA, first in 1970.

1971

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	PATHFINDER	B. Wilson	4-00-02-04	.7835	3-03-14-34
2.	RUNAWAY	J. Lidgard	4-01-00-50	.7844	3-04-05-51
3.	WAI-ANIWA	R. H. Walker	4-01-15-07	.7844	3-04-17-03
4.	MORNING CLOUD	E. Heath	3-21-58-57	.8141	3-04-30-40
5.	TAURUS	A. G. Lee	3-21-05-48	.8266	3-04-57-13
6.	CERVANTES IV	R. C. Watson	3-23-55-11	.8077	3-05-28-26
7.	PROSPECT OF WHITBY	A. Slater	3-20-54-02	.8362	3-05-41-00
8.	KOOMOOLOO	J. Gilliam	3-23-41-21	.8150	3-05-59-11
9.	VITTORIA	L. Abrahams	4-00-00-01	.8159	3-06-19-35
10.	POLARIS	L. H. Savage	3-23-44-51	.8292	3-07-23-37
11.	RAGAMUFFIN	S. Fischer	3-17-37-54	.8861	3-07-25-21
12.	BACARDI	P. Cole	3-23-36-37	.8336	3-07-42-02
13.	STORMY PETREL	C. Curran	4-06-15-41	.7844	3-08-12-50
14.	MELTEMI	B. C. Psaltis	3-23-29-25	.8422	3-08-25-18
15.	SATANITA II	D. H. R. Wilkie	3-23-46-09	.8482	3-09-13-52
16.	PLUM CRAZY	G. Thomas & Partners	4-16-33-23	.7226	3-09-19-59
17.	PILGRIM	G. Evans	4-08-01-30	.7835	3-09-30-13
18.	HUON LASS	H. Calvert	4-08-03-00	.7841	3-09-35-08
19.	PACHA	R. Crichton-Brown	3-17-37-41	.9157	3-10-04-20
20.	MARK TWAIN	R. J. Langman	4-08-50-38	.7844	3-10-14-22
21.	WHISPERS II	G. Stagg	3-21-19-11	.8813	3-10-14-33
22.	TINA OF MELBOURNE	B. R. Scott	4-10-51-13	.7758	3-10-53-49
23.	ANACONDA	J. Grubic	3-23-50-48	.8789	3-12-14-22
24.	MORNING HUSTLER	R. H. Fidock	4-15-03-25	.7590	3-12-17-31
25.	MERCEDES III	K. Farfor	4-09-08-27	.8077	3-12-55-19
26.	MORNING MISCHIEF	R. R. Cavill	4-16-48-27	.7590	3-13-35-43
27.	BOOMAROO III	H. Findlay	4-16-40-55	.7610	3-13-45-02
28.	BINDA	J. S. Vickery	4-14-14-01	.7796	3-13-56-16
29.	THUNDERBOLT	G. Needham	4-16-37-29	.7660	3-14-16-13
30.	MORNING MATILDA	R. P. McIntyre	4-17-35-37	.7620	3-14-33-29
31.	PIMPERNEL	J. Beaumont & Partners	4-16-31-54	.7709	3-14-45-02
32.	WILD GOOSE	I. D. Russell	4-15-10-00	.7844	3-15-11-56
33.	PATRICE	J. Kirby	4-12-04-55	.8068	3-15-12-01
34.	DUET	J. Diamond	4-15-55-50	.7796	3-15-15-39
35.	STORMY	C. Bruynzeel	3-22-06-33	.9301	3-15-31-51
36.	VAGO II	H. Takeda	4-09-00-39	.8397	3-16-10-39
37.	AMERICAN EAGLE	R. E. Turner	3-15-49-16	1.0042	3-16-11-24
38.	JISUMA	L. K. Scott	4-16-46-58	.7892	3-16-13-08

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
39.	KIALOA II	J. Kilroy	3-12-46-21	1.0413	3-16-16-24
40.	SALACIA	F. W. Thomas	4-15-24-55	.7924	3-16-17-07
41.	CAVALIER	J. Roche	4-23-54-42	.7374	3-16-25-22
42.	MARY BLAIR	P. Riddle	4-09-08-14	.8448	3-16-49-12
43.	PATSY OF ISLAND BAY	E. J. Muir	4-11-34-55	.8262	3-16-53-02
44.	KINTAMA	R. George	4-15-51-39	.7957	3-17-00-27
45.	BOOMERANG VII	P. M. Hill	4-06-39-31	.8675	3-17-03-23
46.	SISKA	R. Tasker	3-17-04-12	1.0043	3-17-27-10
47.	BARBARIAN	A. F. Alle	4-16-41-16	.7948	3-17-33-50
48.	ZILVERGEEST II	A. J. Murray	4-23-14-22	.7590	3-18-30-09
49.	ONYA OF GOSFORD	P. Rysdyk	4-15-23-46	.8132	3-18-35-14
50.	SAVANT	K. L. Cox	4-11-41-15	.8474	3-19-15-15
51.	CADENCE	D. M. Jones	5-03-34-11	.7393	3-19-21-18
52.	MORNING MIST	A. G. Neate	5-00-44-17	.7570	3-19-23-55
53.	RAGE	E. S. Lawrence	4-23-22-32	.7704	3-19-58-00
54.	CALLIPYGE	A. Streichenberger	5-07-09-31	.7258	3-20-17-29
55.	CARINA	J. D. Lewis	4-15-47-40	.8262	3-20-21-52
56.	BALANDRA	P. Daniel	5-02-32-50	.7560	3-20-38-44
57.	LOWANA II	Army Eastern Command	4-14-10-35	.8431	3-20-53-22
58.	SYLPH VI	K. Anderson & Partners	4-23-49-26	.7806	3-21-32-04
59.	ALCHERINGA	J. N. Bridgland	5-03-06-11	.7671	3-22-25-56
60.	MAKARETU	J. N. Bridgland	4-15-46-47	.8481	3-22-48-00
61.	SKINFLINT	N. Gosson	4-17-13-39	.8406	3-23-10-44
62.	ONDINE	J. K. Henley	5-01-57-33	.7844	3-23-39-53
63.	WINSTON CHURCHILL	S. A. Long	3-15-32-17	1.0931	3-23-41-15
64.	BUCCANEER	G. Warner	4-12-06-46	.8851	3-23-41-25
65.	FRANKLIN	T. Clark	3-15-27-19	1.0967	3-23-54-44
66.	DORADO	Royal Aust. Navy	4-23-20-03	.8060	4-00-10-59
67.	SKYLARK	J. I. Lake	5-08-22-24	.7534	4-00-42-58
68.	SARLENA	J. L. Ward	5-14-03-37	.7248	4-01-10-00
69.	SONG OF SOLVEIG	C. McGarry	5-10-40-19	.7767	4-05-29-34
70.	DIDGERIDOO	I. Forsyth-Grant	5-12-38-52	.7699	4-06-07-31
71.	PATIENCE	T. Simmat	5-17-59-26	.7805	4-13-04-53
72.	CASSANDRA	N. J. Bowden	6-02-33-20	.7544	4-14-33-40
73.	CAPUCINE	E. H. Howe	6-07-29-48	.7434	4-16-37-20
74.	JASNAK	C. Durrrough	6-06-38-06	.7504	4-17-02-11
75.	FOUR WINDS	P. Kinsella & Partners	13-13-58	.7249	4-17-58-40
		S. W. Gibson	6-04-01-22	.7951	4-21-41-34

FASTEST TIME: KIALOA II

RETIRED: MARIA, MISTRESS, VAN DIEMEN.

WEATHER: The fleet had light to moderate north to nor'east winds for the first 24 hours giving them an easy run down the NSW coast. On the second day the wind came in at 20 knots from the south and as the leaders entered Bass Strait it began to veer to the sou'west. Finally, as the bulk of the fleet approached the Tasmanian coast, the wind swung round to the nor'west and freshened to 30 knots giving the middle-of-the-fleet boats a great spinnaker reach down the coast bringing them right onto the heels of the leaders. Over the final two days, almost all the fleet encountered frustrating calms but the middle-sized yachts held their own right to the finish.



THE converted 12-Metre American Eagle took line and handicap honors in 1972.

1972

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	AMERICAN EAGLE	R. E. Turner	3 04 42 39	.9681	3 02 15 49
2.	CAPRICE OF HUON	G. Ingate	4 00 31 29	.7730	3 02 36 49
3.	GINKGO	G. Bogard	3 15 16 35	.8621	3 03 14 27
4.	APOLLO II	A. Bond	3 15 17 22	.8662	3 03 36 36
5.	RAGAMUFFIN	S. Fischer	3 15 42 49	.8666	3 04 00 45
6.	KOOMOLOO	J. A. W. Gilliam	3 23 13 01	.7991	3 04 05 16
7.	MINNA	D. J. Isles	3 20 48 45	.8237	3 04 26 59
8.	APOLLO	J. Rooklyn	3 08 06 00	.9564	3 04 36 27
9.	MELTEMI	B. C. Psaltis	3 20 19 11	.8392	3 05 28 29
10.	QUEEQUEG	M. R. L. Dowling	3 19 27 37	.8471	3 05 28 33
11.	POLARIS	L. H. Savage	3 22 34 27	.8246	3 05 59 09
12.	VITTORIA	L. J. Abrahams	4 00 16 23	.8180	3 06 45 04
13.	TAURUS	A. G. Lee	4 00 11 55	.8237	3 07 14 19
14.	GRAYBEARD	L. H. Killam	3 04 57 54	1.0512	3 08 54 20
15.	MARK TWAIN	R. J. Langman	4 08 00 31	.7786	3 08 58 51
16.	RUNAWAY	I. Gibbs	4 08 17 14	.7786	3 09 11 52
17.	PACHA	R. Crichton Brown	3 18 38 52	.8980	3 09 24 05
18.	KINGURRA	G. A. Warner	4 00 40 47	.8436	3 09 33 32
19.	BALANDRA	Army Eastern Command	4 02 54 45	.8269	3 09 47 26
20.	CALLIPYGE	A. Streichenberger	4 03 04 13	.8320	3 10 25 35
21.	ESCAPADE	Mr. & Mrs. G. P. Hedges	4 09 59 03	.7786	3 10 31 09
22.	CHANTAL	Marshall Bros.	4 10 40 29	.7752	3 10 41 39
23.	MATIKA	A. Pearson	4 14 04 35	.7556	3 11 10 25
24.	SUNBIRD II	T. Yamasaki	4 11 32 23	.7786	3 11 43 49
25.	BOOMERANG VII	J. De Vere	4 01 14 52	.8628	3 11 54 19
26.	WATHARA II	R. W. Jackman	4 14 54 39	.7636	3 12 41 29
27.	PATRICE	R. J. Kirby	4 10 30 22	.7962	3 12 48 01
28.	TREVASSA	F. R. Duffield	4 06 52 24	.8255	3 12 55 18
29.	STARFIRE OF PERTH	N. McAllister	4 03 51 06	.8584	3 13 42 45
30.	MERCEDES III	K. Farlor	4 13 20 27	.7882	3 14 10 56
31.	SALACIA	F. W. Thomas	4 17 51 43	.7657	3 15 11 03
32.	UNICORN	R. G. Graham	5 04 34 50	.7004	3 15 15 22
33.	GRANNY SMITH	W. Anderson & C. Shaffran	5 04 35 44	.7034	3 15 38 25
34.	MOKOIA	J. M. Tattersall	5 04 38 03	.7034	3 15 40 03
35.	ENDEAVOUR III	G. H. Gardner	5 05 10 21	.7034	3 16 02 46
36.	ONYA OF GOSFORD	P. Rysdyk	4 13 20 45	.8072	3 16 15 50
37.	SEQUANA	M. J. Tilley	5 06 32 57	.7003	3 16 37 20
38.	SARACEN II	J. H. Morris	5 04 21 53	.7138	3 16 46 17
39.	EVOLUTION	J. Diacopoulos	5 07 09 58	.7019	3 17 15 28
40.	ZILVERGEEST II	A. J. Murray	5 01 28 15	.7270	3 18 29 24
41.	LOLITA	N. G. Cassim	5 06 20 24	.7233	3 19 22 54
42.	THUNDERBOLT	G. Needham	5 02 20 49	.7480	3 19 30 55
43.	TINA OF MELBOURNE	B. R. Scott	5 01 51 24	.7516	3 19 35 14
44.	DIAMOND CUTTER	A. J. Sweeney	5 02 11 43	.7502	3 19 40 14
45.	MARIA	D. A. Cooper	5 00 07 05	.7662	3 20 02 05
46.	BOOMAROO III	H. W. Findlay	5 01 36 44	.7399	3 20 12 02
47.	CARINA	P. Daniel	5 06 25 25	.7309	3 20 24 10
48.	WARRI	J. H. Bleakley	5 00 37 50	.7673	3 20 33 35
49.	VAGO II	H. Takeda	4 14 55 29	.8356	3 20 41 19
50.	NELLIE ZANDER	J. J. Cumming	5 01 25 15	.7647	3 20 51 02
51.	DOROTHY II	E. W. Wall Smith	5 14 35 50	.7477	3 21 09 41
52.	SARLENA	C. McGarry	5 05 19 00	.7468	3 21 35 11
53.	MOONBIRD	G. J. Semple	5 01 57 17	.7702	3 21 55 46
54.	ANITRA V	Sir Garfield Barwick	5 04 58 10	.7551	3 22 21 52
55.	PIMPERNEL	J. Beaumont	5 05 40 31	.7514	3 22 25 56
56.	OSPREY	C. W. Johnson	5 05 54 34	.7502	3 22 27 25
57.	JANZON II	W. Cavill	5 06 24 03	.7500	3 22 48 02
58.	SONG OF SOLVEIG I	Forsyth Grant	5 05 59 40	.7527	3 22 50 10
59.	FRANKLIN	Royal Aust. Navy	5 04 34 36	.7702	3 23 56 56
60.	SATYRICON	A. T. Cotton	5 04 32 36	.7706	3 23 58 22
61.	WILD GOOSE	I. D. Russell	5 04 23 47	.7741	4 00 17 43
62.	KINTAMA	R. George	5 04 25 19	.7765	4 00 36 40
63.	QUANDO	J. O'Neill	5 06 24 02	.7658	4 00 47 51
64.	SOLENT	P. J. & R. S. Robinson	5 21 30 55	.6938	4 02 11 00
65.	TRILBY II	K. W. Hinrichsen	5 23 13 50	.6861	4 02 16 14
66.	TAWARRI	J. D. Lewis	5 04 25 49	.8055	4 04 13 43
67.	ALCHERINGA	J. N. Bridgland	5 04 29 23	.8166	4 05 39 30
68.	MAKARETU	N. Gosson	5 04 50 31	.8171	4 06 00 29
69.	UTIEKAH IV	Mr. & Mrs. P. C. Fowler	5 07 58 15	.8040	4 06 53 19
70.	SKYLARK	J. L. Ward	6 08 56 01	.7034	4 11 34 24
71.	HUSTLER	P. J. Bates	5 04 18 00	.7034	4 11 34 24
72.	EVEN	W. J. Gibson	5 06 17 31	.8813	4 15 18 03
73.	SYLPH VI	I. A. North	6 19 28 00	.7240	4 22 20 59
74.	NIRIMBA	Royal Aust. Navy	6 20 34 48	.7276	4 23 44 54
75.	SIROCCO	J. L. Ward	5 08 21 09	.9409	5 00 46 00

FASTEST TIME: AMERICAN EAGLE

RETIRED: ANACONDA, BACARDI, NOCTURNE, KIDNAPPER

WEATHER: The CYC put back the starting time to 12 noon EAST to give the afternoon seabreeze time to catch up with daylight saving and the huge fetch started in a light nor'easter. The breeze continued light to moderate for the first two hours of the race, giving the fleet a spinnaker run down the NSW coast. The leaders gybed off Jervis Bay and they reached down almost to Twofold Bay before a fresh southerly came in. After a few tacks off Cape Howe, most of the fleet were able to sail across Bass Strait on a close fetch in the fresh sou'wester. With the wind abeam from the west and nor'west, the leaders continued to make a fast reach down the Tasmanian coast. Then without warning the leaders were hit by a fierce southerly change gusting to more than 40 knots. But as they

approached the Iron Pot, the leaders ran in a series of frustrating calms as the rest of the fleet battled a Force 7 gale of the East Coast. However, as the front passed, almost all the fleet were to suffer the same frustrations as they sailed a "stop-go" course up the Derwent. The race was a long drawn-out affair as the smaller yachts had to battle headwinds down the East Coast, round Tasman Island and then across Storm Bay - most of them also encountering the fickle winds of the Derwent.



CEIL III, Sydney-designed and built, won for Hong Kong in 1973.

37	PATRICE	R.J. Kirby	3-23-52-21	.7932	3-04-02-45
38	MARK TWAIN	R.J. Langman	4-01-41-56	.7786	3-04-04-06
39	HELSA	A. Fisher	3-01-32-09	1.0444	3-04-48-03
40	GUMBLOSSOM	P. Joubert	4-14-18-06	.7004	3-05-15-19
41	BOOMAROO III	H.W. Findlay	4-10-02-25	.7305	3-05-27-44
42	SURAYA	K. Steinman	4-07-00-14	.7526	3-05-31-14
43	KOOMOOLOO	R.K. Young	4-01-27-37	.7961	3-05-35-17
44	MAGGIE	J. Duncanson	4-06-49-29	.7600	3-06-08-47
45	ANACONDA	J. Grubic	3-19-06-19	.8611	3-06-27-03
46	RUFFIAN	J. Kinsella	4-00-13-51	.8184	3-06-45-19
47	MAKARETU	N. Gosson	4-01-20-05	.8097	3-06-48-42
48	MERCEDES III	K.R. Farfor	4-04-44-18	.7831	3-06-53-17
49	POITREL II	J. Robson Scott	4-10-29-33	.7412	3-06-55-55
50	AQUILA	J. Park	4-13-23-27	.7318	3-08-03-07
51	KINGURRA	G.A. Warner	3-23-44-09	.8410	3-08-30-50
52	DUET	J.P. Diamond	4-11-22-47	.7538	3-08-56-33
53	HELLFIRE	K.L. Turner	4-14-04-19	.7357	3-09-10-40
54	AQUARIUS	R.E. Francis	4-09-20-33	.7752	3-09-39-41
55	ZILVERGEEST II	A. Murray	4-17-23-05	.7249	3-10-11-33
56	FRANKLIN	R.A.N.	4-11-21-28	.7682	3-10-28-19
57	SIROCCO	T. & P. Firmstone	4-11-01-13	.7710	3-10-30-45
58	ASSEGAAI	E.R. Rooms	4-19-16-20	.7189	3-10-52-09
59	CAROL J	J. Oliver	4-12-27-39	.7681	3-11-18-30
60	BINDA	A.M. Rundle	4-13-43-26	.7595	3-11-20-59
61	SUNDOWNER	B. Price	3-23-44-54	.8719	3-11-28-58
62	CARDINAL PUFF	P.D. Rundle	5-01-52-55	.6881	3-11-52-00
63	INCA	E. Julian	4-03-32-12	.8427	3-11-52-46
64	WILD GOOSE	I.D. Russell	4-12-22-28	.7741	3-11-53-32
65	ALI BABA	B.P. Walpole	4-16-04-04	.7551	3-12-37-20
66	ASTROLABE	A.R. Gear	5-02-17-20	.7034	3-14-01-04
67	MORNING MIST	A. Neate	4-22-52-27	.7279	3-14-31-42
68	BALANDRA	Army	4-10-10-42	.8239	3-15-28-48
69	SEQUANA	M.J. Tilley	5-05-33-10	.6973	3-15-32-52
70	SOLENT	P.J. & R. Robinson	5-05-46-30	.6974	3-15-42-56
71	BANJO PATERSON	J. Jarrett	3-23-41-34	.9205	3-16-05-06
72	NIRIMBA	Navy	5-01-58-40	.7246	3-16-23-06
73	NUDUMSKY	L. Fallshaw	5-05-43-25	.7079	3-16-59-59
74	HUSTLER	P. Bates & B. Climo	4-05-50-36	.8742	3-17-01-53
75	OLYMPIA	C. & J. McDermid	5-02-59-00	.7331	3-18-09-32
76	ATELOT	J.P. Walker	5-03-12-33	.7390	3-19-03-05
77	RENEGADE	D.G. Hogg	5-01-49-45	.7521	3-19-37-40
78	MILLUNA	T. Stokoe	4-23-29-25	.7706	3-20-04-45
79	SOUTHWESTER	N. Holman	5-11-28-15	.7034	3-20-28-36
80	BOOMFRANG VIII	A.M. Kelso	5-08-15-44	.7335	3-20-36-47
81	NIKE	C. Davies	5-03-59-50	.7489	3-20-51-41
82	DIAMOND CUTTER	A. Sweeney	5-05-45-09	.7387	3-20-53-35
83	JANZOON II	W. Cavill	5-05-11-40	.7437	3-21-06-25
84	PISCES	H. Lewis	4-19-45-51	.8230	3-23-16-26
85	TAWARRI	J. Lewis	4-22-53-15	.8025	3-23-24-26
86	MAKULU	H. Blug	5-22-42-33	.6874	4-02-05-53
87	WARANA	J. Edwards & P. Sturgess	5-12-24-32	.7661	4-05-26-18
88	KORUMBURRA	K. Boston	5-22-56-51	.7274	4-07-58-48
89	SARACEN II	J.H. Jamison	6-02-26-07	.7108	4-08-05-10
90	VALHALLA	D. Vanderbent	5-07-41-07	.8899	4-17-37-37

FASTEST TIME: Helsal
DISQUALIFIED: Alcheringa, Ruthean.

WEATHER: The key to success in the 1973 Sydney-Hobart race was to keep well to the east of the rhumb line and boats that did this had good breezes all the way. Generally, it was an easy race with running or fast reaching conditions throughout and the only gear-busting conditions came near the finish for the smaller yachts. The race started in a light nor-easter, swinging to the north-west and increasing to 20 knots during the night, then veering to the east and south-east on the second day. Finally it backed again to the north on the third and fourth days with gusts of up to 50 knots which hit the smaller boats with some severity, although none suffered serious damage. The fast reaching conditions enabled Helsal, Apollo and Siska to all better Ondine's previous best elapsed time.

1973

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

1	CEIL III	W. Turnbull	3-12-05-34	.7786	2-17-28-28
2	PROSPECT OF WHITBY	A. Slater	3-07-49-47	.8471	2-19-29-48
3	RAMPAGE	P. Packer	3-12-44-57	.8031	2-20-03-43
4	TAURUS	A.G. Lee	3-11-52-25	.8147	2-20-19-54
6	IMPROBABLE	D.W. Allen	3-07-09-56	.8666	2-20-36-17
7	SUPERSTAR	E.A. Graham	3-09-35-10	.8410	2-20-36-50
8	LOVE AND WAR	P. Kurts	3-08-27-31	.8547	2-20-46-05
9	RAGAMUFFIN	S. Fischer	3-07-47-16	.8674	2-21-02-54
10	QUAILO III	D. Parr	3-06-06-22	.8853	2-21-08-50
11	MARY BLAIR	P. Riddle	3-13-04-25	.8175	2-21-32-51
12	QUEEQUEG	M. Dowling	3-09-16-34	.8564	2-21-36-17
13	BARNACLE BILL	D. Johnstone	3-12-33-45	.8237	2-21-39-14
14	CALLIPYGE II	A. Streichenberger	3-11-57-35	.8311	2-21-46-44
15	POLARIS	L.H. Savage	3-13-19-25	.8205	2-22-00-29
16	MATIKA	A. Pearson	3-21-07-49	.7538	2-22-12-05
17	PACHA	Sir R. Crichton-Brown	3-06-41-56	.8957	2-22-29-25
18	APOLLO	P. Jolly	3-02-12-06	.9541	2-22-47-44
19	SKYLARK	J.L. Ward	4-05-17-01	.7034	2-23-14-34
20	PAPILLON	J. Wrightson	3-17-01-24	.8025	2-23-26-28
21	TEQUILA	D'Arcy Whiting	3-11-09-02	.8613	2-23-37-03
22	SISKA II	Rolly Tasker	3-03-38-14	.9614	3-00-43-03
23	QUICKSILVER	B. Wilson	3-19-01-53	.7990	3-00-44-03
24	ONYA OF GOSFORD	P. Rysdyk	3-19-23-46	.7972	3-00-51-39
25	PILGRIM	G. Evans	3-21-34-57	.7786	3-00-51-47
26	MORNING HUSTLER	R. Fidock	4-04-14-30	.7305	3-01-13-35
27	VARIAG	M. Henrion	4-01-09-43	.7540	3-01-15-36
28	BUSHWACKER	F.D. Spencer	3-22-08-55	.7786	3-01-18-14
29	RUNAWAY	I. Gibbs	3-23-43-14	.7696	3-01-39-59
30	MORNING MISCHIEF	R.C. Halliday	4-06-16-08	.7213	3-01-45-59
31	GRANNY SMITH	W. Anderson	4-09-16-22	.7004	3-01-46-54
32	MARARA	K.H. Flehr	4-04-20-06	.7357	3-01-48-59
33	TREVASSA	F.R. Duffield	3-18-33-33	.8192	3-02-11-09
33	VITTORIA	L.J. Abrahams	3-12-32-12	.8099	3-02-27-58
34	LOWANA II	K.R. & P. Anderson	3-23-46-55	.7775	3-02-28-13
35	LADY JANE	L.W. Grant	4-01-05-58	.7763	3-03-22-42
36	KISHMUL	J.C. Welson	4-02-13-09	.7741	3-04-01-52

1974

PLACE	YACHT	OWNER	ELAPSED TIME	TCF	CORRECTED TIME
1	LOVE & WAR	P. Kurts	4-04-27-33	8503	3-13-25-04
2	BUMBLEBEE 3	J. D. Kahlbetzer	4-01-03-85	9044	3-15-47-09
3	GRANNY SMITH	W. Anderson	5-06-47-98	.7016	3-16-57-76
4	MERCEDES IV	H. T. Kaufman	4-12-19-22	.8236	3-17-12-76
5	FANTASY RAG	J. Musgrove	4-08-53-04	.8604	3-18-14-53
6	APOLLO III	A. Bond	4-02-58-93	.9125	3-18-19-27
7	VITTORIA	L. J. Abrahams	4-16-36-60	.8064	3-18-48-52
8	PATRICE III	R. J. Kirby	4-09-30-37	.8613	3-18-52-35
9	TAURUS	A. M. Kelso	4-16-34-98	.8078	3-18-56-67
10	KOOMOOLOO	R. K. Young	4-18-42-32	.7931	3-18-58-37
11	NDUMSKY	L. Fallshaw	5-08-08-12	.7101	3-18-59-33
12	ONDINE III	S. A. Long	3-13-51-93	1.0642	3-19-22-68
13	POLARIS	L. H. Savage	4-17-01-68	.8087	3-19-24-34
14	POITREL II	J. Robson-Scott	5-04-58-95	.7353	3-19-53-98
15	APOLLO	W. Rooklyn	4-00-52-80	.9521	3-20-14-37
16	BALLYHOOD	J. Rooklyn	3-16-52-35	1.0426	3-20-39-51
17	APPALOOSA	R. T. Spence	5-07-33-57	.7265	3-20-40-32
18	BACARDI	R. J. Gould/W. H. Rookliff	4-18-37-55	.8095	3-20-47-38
19	NIKE	C. E. Davies	5-04-52-32	.7431	3-20-47-54
20	GUMBLOSSOM	P. N. Joubert	5-12-59-90	.6990	3-20-57-95
21	ZILVERGEEST III	A. J. Murray	5-08-05-63	.7263	3-21-02-07
22	MATIKA II	A. Pearson	5-04-55-12	.7488	3-21-32-35
23	ALI BABA	B. P. Walpole	5-04-05-75	.7556	3-21-46-01

24	SUPERSTAR	K Farfor	4-16-59.33	8328	3-22-05.83
25	DUET	J. P. Diamond	5-05-50.47	7484	3-22-10.77
26	DOROTHY II	E. W. Wall-Smith	5-09-13.48	7308	3-22-26.24
27	BALANDRA	Dept of Army	4-19-56.23	8147	3-22-27.24
28	BRUTTA FACCIA	G. Fornaro	5-02-16.25	7742	3-22-39.72
29	HUON CHIEF	H. D. Calvert	5-02-04.40	7763	3-22-45.93
30	MARK TWAIN	R. J. Langman	5-03-35.67	7681	3-22-55.98
31	BINDA	A. M. Rundle	5-05-49.27	7546	3-22-56.68
32	LOLLIPOP	P. W. Kline/I. T. Millar	5-15-30.18	7016	3-23-04.13
33	PANDORA	H. James	5-01-01.48	7866	3-23-11.88
34	WILD GOOSE	I. D. Russell	5-05-55.73	7638	4-00-11.07
35	PINTADO	E. H. Wilson	5-13-31.20	7224	4-00-27.29
36	BRUMBY	P. J. & R. S. Robinson	5-15-30.18	7127	4-00-43.21
37	ANTAGONIST	R. F. Hickman	5-02-36.95	7898	4-00-50.52
38	BUSHWACKER	F. Spencer	5-04-56.00	7774	4-01-07.39
39	ONYA OF GOSFORD	P. Rysdyk	5-16-50.42	7101	4-01-10.21
40	WILLI WILLI	J. Hawley	4-18-05.30	8529	4-01-18.36
41	PEGASUS	G. R. W. Snow	5-06-43.82	7688	4-01-25.82
42	RUFFIAN	J. Kinsella	5-01-03.83	8085	4-01-52.81
43	CORROBOREE	G. Hutchinson	5-07-33.72	7703	4-02-15.66
44	ANACONDA	G. R. Ellis	4-19-32.73	8540	4-02-40.55
45	SAVANT	K. L. Cox	4-22-37.00	8325	4-02-44.90
46	CAVELIER I	J. P. Partridge	5-21-35.58	6987	4-02-55.86
47	HUSTLER	P. Bates/B. Climo	4-18-37.42	8665	4-03-19.28
48	AVALON	E. J. Slight	5-06-28.97	7969	4-04-47.64
49	BUCCANEER	T. E. Clarke	4-00-24.90	1.0477	4-05-00.84
50	CONQUISTA	J. P. Rochfort	5-22-23.12	7101	4-05-06.47
51	CORDON BLEU	J. Violet	5-10-51.82	7742	4-05-18.87
52	SARACEN II	J. H. Jamison	6-00-19.85	7096	4-06-25.03
53	HELSAL	A. Fisher	4-00-50.72	1.0672	4-07-21.20
54	TREVASSA	F. R. Duffield	5-10-19.92	8063	4-09-05.20
55	CATRIONA M	B. C. Folbigg	5-20-01.02	7564	4-09-54.52
56	VOL ANTE	N. H. Price	4-17-04.95	9419	4-10-30.74
57	RED BOOMER II	W. T. McNeil	5-11-14.40	8047	4-20-06.48
58	HONEYWIND	T. H. Bragg	6-01-42.00	8162	4-22-55.22



Rampage, the winner 1975

FASTEST TIME: Ondine III
 RETIRED: Sirocco, Come By Chance, Ragamuffin, Warri, Pania II.

WEATHER: For the first 24 hours the breezes were light and variable N.E.-S.E. On the second afternoon and night the fleet managed to cover useful ground running with a N.E. up to 20 knots. The morning of the 28th was a S.S.W. 15-25 which faded in the afternoon. On the fourth day the fleet sailed in W. and N.W. winds 35-40 knots with some experiencing puffs of 50-60 knots and fairly high seas. Over the next two days conditions were a little easier with 10-30 knots W.S.W., although some yachts experienced much stronger breezes down the Tasmanian coast and around Tasman Island.



Love & War, first in 1974

1975

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

PLACE	YACHT	OWNER	ELAPSED TIME	T.C.F.	CORRECTED TIME
1	RAMPAGE	P. Packer	3-04-43.03	7988	2-13-16.56
2	FAIR DINKUM	J. Robson-Scott	3-10-35.23	7442	2-13-27.47
3	SUPERSTAR	K. Farfor	3-03-13.00	8228	2-13-53.18
4	PIED PIPER	B. F. Geissler	3-07-38.58	7774	2-13-55.10
5	PROSPECT OF PONSONBY	N. R. Angus	3-07-59.06	7752	2-14-00.16
6	BRER FOX	Marshall Bros.	3-07-41.40	7784	2-14-02.03
7	NORYEMA	R. Arney	3-00-52.39	8529	2-14-03.26
8	POLARIS	L. H. Savage	3-05-30.58	8052	2-14-24.58
9	DUET	J. P. Diamond	3-11-46.20	7453	2-14-26.07
10	DRAGONFYRE	R. C. Genders	3-12-56.04	7355	2-14-28.10
11	HORNET	J. Duncanson	3-12-22.08	7442	2-14-47.14
12	PILGRIM	J. H. Ratten	3-10-23.16	7650	2-15-01.36
13	DANCING MOUSE	C. McGarry	3-12-59.04	7454	2-15-20.51
14	HUON LASS	M. Champion	3-11-38.37	7583	2-15-25.37
15	BLUE POLES	J. A. Harris	3-13-24.45	7431	2-15-28.12
16	LOVE AND WAR	P. Kurts	3-02-39.46	8503	2-15-28.18
17	WARRI	J. H. Bleakley	3-11-45.13	7597	2-15-32.38
18	CORINTHIAN	D. R. Hooper	3-01-35.03	8646	2-15-37.15
19	NIKE	C. E. Davies	3-13-29.24	7442	2-15-37.18
20	FANTASY RAG	J. Musgrove	3-02-00.42	8604	2-15-40.47
21	APOLLO II	R. & I. Thurston	3-03-12.07	8477	2-15-44.55
22	MELTEMI	B. C. Psaltis	3-05-33.18	8220	2-15-45.06
23	PATRICE III	R. Kirby	3-02-14.48	8596	2-15-49.21
24	KAILUA	J. B. Senior	3-02-37.49	8554	2-15-50.20
25	BRUTTA FACCIA	G. Fornaro	3-10-23.01	7752	2-15-51.50
26	MOONBIRD	S. G. Kuhn	3-12-14.50	7596	2-15-54.35
27	HUON CHIEF	H. D. Calvert	3-10-30.06	7763	2-16-02.46
28	NATTELE TWO	K. Wright	3-06-18.07	8181	2-16-03.32
29	THE FOX	Anderson Bros.	3-10-23.44	7805	2-16-18.35
30	TEMPO	C. Johnson & N. Vitali	3-10-45.00	7774	2-16-19.47
31	DIAMOND CUTTER	A. Sweeney	3-11-39.30	7720	2-16-34.30
32	HUSTLER	B. Climo & P. Bates	3-03-00.33	8629	2-16-43.31
33	BEDOJIN	T. Michilis	3-15-12.05	7431	2-16-47.98
34	QUICKSTEP	H. L. Smith	3-11-26.22	7774	2-16-51.57
35	APOLLO III	A. Bond	2-23-54.01	3029	2-16-55.07
36	VITTORIA	L. J. Abrahams	3-08-34.17	8064	2-16-58.22
37	MERCEDES III	A. T. Clutton	3-11-50.25	7757	2-17-02.06
38	SUNBIRD V	T. Yamasaki	3-01-31.50	8847	2-17-03.03
39	KOOMDOOLOO	R. K. Young	3-10-23.09	7931	2-17-20.25
40	WHISPERS OF WELLINGTON	G. Staggs	3-08-28.06	8124	2-17-22.21
41	THUNDERBOLT	L. P. Harding	3-19-01.27	7182	2-17-22.25
42	PINTADO	E. H. Wilson	3-19-07.13	7193	2-17-27.05
43	WINDWARD PASSAGE	R. M. Johnson	2-14-59.52	1.0401	2-17-31.26
44	GERONIMO	A. G. Lee	3-04-16.09	8596	2-17-33.40
45	QUICKSILVER	R. Wilson	3-10-23.39	7968	2-17-39.06
46	RUTHLESS	P. Hill	3-12-27.19	7774	2-17-39.20
47	SISKA	R. L. Tasker	3-02-43.13	8792	2-17-41.39
48	MARY BLAIR	J. Savage & F. Short	3-10-01.08	8026	2-17-49.42
49	MERCEDES IV	H. T. Kaufman	3-08-01.25	8236	2-17-54.27
50	THUNDERCLOUD	D. Hogg & A. Stewart	3-12-48.69	7774	2-17-56.10
51	QUANDO	J. D. Edmonds	3-02-39.20	8854	2-18-06.00

52	BACARDI	R. Gould & W. Rockliffe	3 10 22 47	8028	2-18-07 05
53	LEDA	N. E. Gosson	3 00 01 13	9189	2-18-10 46
54	VAGO	H. Takeda	3 06 19 02	8452	2-18-11 37
55	KIALOA	J. B. Kilroy	2 14 36 56	1 0573	2-18-12 12
56	ANTICIPATION	S. Brown Synd.	3 01 58 06	8954	2-18-13 52
57	TAWARRI	J. D. Lewis	3 10 35 12	8038	2-18-22 59
58	ANDURIL	R. E. Carter	3 11 23 43	7978	2-18-31 58
59	WESTWIND	K. & R. Findlay	3 14 17 59	7710	2-18-32 13
60	PEGASUS	G. Snow	3 15 45 36	7595	2-18-39 13
61	APOLLO	S. Barrett	2 22 12 19	9482	2-18-34 07
62	BALANDRA	Army Sailing Club	3 10 23 50	8113	2-18-50 56
63	BINDA	A. M. Rundle	3 17 14 04	7515	2-19-03 35
64	REBEL	R. E. Francis	3 18 34 36	7419	2-19-11 56
65	TUPPENCE	T. Barrenger	3 18 41 01	7430	2-19-22 41
66	GIDGEE	D. Ingall	3 07 59 25	8446	2-19-33 35
67	TAURIUS	A. M. Kelso	3 12 23 12	7999	2-19-30 03
68	BRUMBY	R. & R. Robinson	3 23 30 30	7088	2-19-41 47
69	BALLYHOO	J. Rooklyn	2 16 41 05	1 0493	2-19-52 25
70	PLUM CRAZY	M. Bowen & G. Thomas	4 01 18 16	8987	2-19-59 12
71	MORNING STAR	Swarbrick Bros.	3 21 40 25	7263	2-20-02 07
72	PACHA	Sir Robert Crichton-Brown	3 05 08 51	8856	2-20-19 19
73	WILLI WILLI	J. Goddard	3 10 25 04	8324	2-20-36 17
74	LOLLIPOP	I. Millar & P. Kline	4 02 05 21	7016	2-20-49 10
75	BUCCANEER	T. E. Clark	2 18 26 06	1 0434	2-21-21 11
76	TINA OF MELBOURNE	A. Tsakamakis	3 21 41 25	7400	2-21-20 07
77	APPALOOSA	R. T. Spence	4 01 11 10	7135	2-21-20 32
78	ANACONDA	G. R. Ellis	3 09 50 10	8505	2-21-36 14
79	SKYLARK	J. L. Ward	4 03 40 04	8987	2-21-38 16
80	SIR HENRY MERKIN	T. S. Martin	3 04 35 33	9095	2-21-39 39
81	MIYAKADORI III	H. Okazaki	3 05 36 13	8992	2-21-46 52
82	PANDORA	H. Janes	3 17 15 35	7834	2-21-55 34
83	AQUILA	M. E. Braham	4 01 17 11	7195	2-21-59 51
84	IMOGENE	B. Bowdan	3 10 23 19	8646	2-22-13 59
85	SARACEN II	J. H. Jamieson	4 05 37 31	7067	2-23-49 07
86	ALI BABA	J. E. Crisp	4 00 18 17	7465	2-23-53 29
87	GRETEL	Gretel Synd.	3 02 31 42	9651	2-23-55 38
88	SHIOJI TOO	Y. Ikeda	3 21 19 20	7805	3 00 50 17
89	ROUGH RED	K. Le Compte	4 04 05 30	7320	3 01 16 02
90	MARSUDE	P. H. Menere	4 01 15 15	7617	3 02 04 43
91	TANGLEFOOT	D. R. Hart	4 01 01 35	7355	3 03 46 33
92	BARBARIAN	V. Wilman, Chtr.	4 03 54 19	7669	3 04 37 02
93	BRAVURA	R. Myler	4 14 17 29	6962	3 04 47 05
94	SEA JADE	L. W. Grant	4 16 02 05	7075	3 07 15 52
95	EXCALIBUR	R. T. MacDonald	4 12 33 43	7407	3 08 24 43
96	MYUNA II	E. N. Kindred	4 10 20 29	7567	3 08 28 07
97	SILHOUETTE	J. K. Rae	5 03 03 45	7956	3 21 28 42
98	ANTAGONIST	R. F. Hickman	3 16 54 11	7826	2 21 34 32
99	BOOMERANG OF BELMONT	A. G. Burgin	3 08 26 20	8533	2 20 38 19

1976

PLACE	YACHT	OWNER	ELAPSED TIME	T.C.F.	CORRECTED TIME
1	PICCOLO	J. Pickles	4-05-30 15	7857	3-07-45 07
2	ROCKIE	P. & R. Kingston	4-07-30 12	7774	3-08-27 49
3	RAGAMUFFIN	S. Fischer	3-21-49 58	8638	3-09-03 10
4	LOVE & WAR	P. Kurts	3-23-54 39	8469	3-09-13 37
5	BACARDI	R. Gould & W. Rockliffe	4-06-10 44	7966	3-09-23 45
6	NATLELE TWO	N. S. Girdie	4-03-28 25	8190	3-09-28 08
7	PATRICE III	R. J. Kirby	3-23-45 16	8537	3-09-44 44
8	DYNAMITE	P. Smith	4-05-18 03	8114	3-10-11 44
9	APOLLO II	R. I. Thurston	4-01-15 25	8468	3-10-21 26
10	RUFFIAN	E. Wilson	4-07 06 32	8021	3-10-42 13
11	CHAUVINIST	J. Wareham	4-23 12 07	6975	3-11-08 36
12	QUEEQUEG	P. Beiliding	4-03-31 31	8401	3-11-36 40
13	GHOST	K. & R. Barry-Cotter	4-16 35 40	7442	3-11-47 34
14	MULLOKA	C. J. WILKINSON	4-20 40 39	7223	3-12-16 34
15	APOLLO	W. Rooklyn	3-17 16 40	9468	3-12-31 42
16	BALLYHOO	J. Rooklyn	3-07 59 26	1 0573	3-12-34 26
17	DIAMOND CUTTER	A. Sweeney	4-13 42 48	7710	3-12-35 20
18	HOT PROSPECT II	Heuchmer Everitt			
		Moran & Co	4-13-01 20	7763	3-12-38 02
19	LOTS WIFE	R. Montgomery	5-01-57 47	6962	3-12-54 38
20	TAURIUS	A. M. Kelso	4-10 48 57	7966	3-13-05 22
21	RAMPAGE	E. N. Fuller	4-11 30 14	7924	3-13-11 10
22	ANTAGONIST	R. G. Hickman	4-14 38 30	7701	3-13-12 19
23	MATIKA III	A. Pearson	4-13 40 03	7774	3-13-15 20
24	GERONIMO	A. G. Lee	4-03 58 40	8529	3-13-16 16
25	WAINUNU IV	R. A. Lee	4-09 44 10	8074	3-13-22 17
26	INVINCIBLE	R. H. Caswe	4-13 51 49	7774	3-13-24 29
27	MERCEDES III	A. T. Clutton	4-14 02 25	7763	3-13-25 27
28	KESTREL	R. H. Fidock	4-14 12 40	7752	3-13-26 08
29	FARROUT	P. H. Winkless	4-14 05 01	7774	3-13-34 44
30	HUON CHIEF	H. D. Calvert	4-14 40 20	7752	3-13-47 35
31	BRER FOX	R. W. Jackman	4-14 14 18	7795	3-13-55 51
32	RICHOCET II	G. L. Finlay	5-00 12 47	7199	3-14 32 29
33	ZILVERGEEST III	A. J. Murray	5-00 21 38	7234	3-15 04 08
34	MATIKA II	Roxburg P nrs	4-20 59 54	7442	3-15 04 13
35	BRUMBY	R. & R. Robinson	5-02 58 52	7088	3-15 10 08
36	VITTORIA	L. J. Abrahams	4-12 32 57	8064	3-15 32 03
37	SARACEN II	J. H. Jamieson	5-04 39 25	7036	3-15 42 31
38	DANCING MOUSE	G. McGarry	4-22 32 34	7442	3-16 13 10
39	LEDA	N. E. Gosson	3-23 40 29	9232	3-16 19 37
40	RUTHLESS	P. Hill	4-17 29 03	7784	3-16 20 10
41	CHAOS	R. T. Spence	4-17 41 02	7774	3-16 22 40
42	BALANDRA	W. R. Carpenter	4-13 45 50	8079	3-16 40 42
43	THUNDERBOLT	L. P. Harding	5-04 27 58	7152	3-17 01 05
44	PINTADO	E. Wilson	5-04 36 27	7154	3-17 08 39
45	VANESSA	B. K. Jagger	5-08 18 42	6962	3-17 19 50
46	MERCEDES IV	M. E. Braham	4-13 33 57	8236	3-18 14 18
47	SUNDANCE	D. Smith	5-10 57 29	6987	3-19 30 01
48	BANJO PATTERSON	J. Jarrett	4-05 42 25	9064	3-20 11 14
49	BINDA	I. D. Ritchie	5-03 09 21	7494	3-20 17 35
50	SARNIA	P. Rae	5-08 16 51	7240	3-20 52 31
51	ARTEMIS	D. J. Millikan	5-12 23 15	7075	3-21 39 51
52	LANDFALL	K. Elliott	5-02 44 50	7699	3-22 30 11
53	HI-JACQUE	J. Violet	5-02 11 22	7752	3-22 43 17
54	ICHTHUS	R. P. Delbridge	5-10 27 49	7290	3-23 06 29
55	ANITRA MAY	R. Walters	4 23 54 25	7955	3-23 23 10
56	WILD GOOSE	I. D. Russell	5-06 21 30	7576	3-23 43 45
57	FREEDOM	C. T. Martin	5 08 21 21	7461	3-23 45 59
58	QUASAR	B. J. Sutherland	4-13 38 54	8608	4-01 40 29
59	ANACONDA II	J. Grubic	3-22 29 37	1 0421	4-02 28 18
60	OBSESSION	B. Tardrew	4-21 09 33	8477	4-03 18 57
61	NIRIMBA	R. A. N. S. A.	5-18 45 03	7176	4-03 34 03
62	CARMEN	K. Bourke	6-00 26 00	6920	4-03 56 52
63	NAND II	R. O. Chapman	5-13 55 53	7514	4-04 38 10
64	WILLI WILLI	J. Goodard	5-03 41 35	8290	4-06 32 30
65	SCARLET	L. F. Job	5-21 51 49	7296	4-06 39 06
66	ANNA DRIE	J. Krop	5-06 24 40	8162	4-07 10 36
67	QUEST	R. Cruikshank	5-07 02 17	8152	4-07 33 41
68	ADRIA AUSTRALIS	A. Harry	5-04 05 18	8375	4-07 55 26
69	JINDIVIK	H. Bohill	6-00 25 26	7308	4-09 32 42
	NIJUMI	R. B. Grenda	5-09 25 49	7171	3-20 48 52

Retired: Aztec, Betula, Cordon Bleu, Kintama, Lollipop, Lyndal, Meltemi, Polaris, Providence, Rogue, Shenandoah, Smile, Storm Bay, Trevassa, Wotfam IV

WEATHER: The start was in light NE winds of about 8 knots which freshened in the afternoon. By early evening it had turned to a 25 knot southerly which reached 40 knots during the night. On the 27th it was NE again with 5-10 knots most of the day, turning to SW 5-10 knots during the night. The next morning it was blowing 35 knots, and later W 30 knots gusting to 40 knots. By the morning of the 29th 8 boats had retired and the breeze was still W at 30 knots. Later in the day some boats finished while the wind shifted to the south at 25 knots. Early on the 30th the breeze had moderated to 10 knots W while in the afternoon it moved to the SE at 15 knots. By the morning of the 31st there were 37 yachts in with the others experiencing light and variable winds. In all, a record 15 boats retired in this toughest race since 1970.



PICCOLO, First in 1976.

your gear must be faultless ...so must your watch!



Offshore . . . the fresh salty smell of the sea, a good breeze, plenty of spray, a man's paradise, . . . but pure hell on his watch!

Offshore . . . where the exact location of a yacht depends on the ratable accuracy of her navigator's watch, a few seconds out and she's miles out of position. Yachtsmen must have dependable top name watches, names like J. Farren Price, Girard Perregaux, Waltham, Royce, Nivada. Guaranteed waterproof, fully automatic, chronographs, day and/or date calendars, rotating exterior or interior bezels, all the features any yachtsman requires.

AUSTRALIA'S BOATING WATCH SPECIALISTS

J. Farren~Price

St. James Centre
Castlereagh Street,
Sydney, 2000
Telephone: 231-3292

Available at these stores

GRACE BROS, Sydney • JOHN MARTINS, Adelaide • PIGOTTS, Toowoomba • J.B. YOUNG, Queanbeyan

