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SYDNEY-HOBART YACHT RACE 1984

40TH YEAR



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Bennett
Photography**

Arve Road, Geeveston 7116
phone [002] 971 371



Which airline puts you on the right course?



TAA isn't new to blue water sailing. We were the first commercial sponsors of the Sydney/Hobart Yacht Race and have been co-sponsors ever since.

We are also co-sponsors of the America's Cup and a supporter of the Admiral's Cup Team.

This year, as always, we'll be providing a comprehensive travel service to competing yachtsmen, their relatives and friends.

The Sydney/Hobart is one of the great ocean races in the world and we're proud to be part of it.

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1985 Hamilton Island RACE WEEK



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- ① April 13 25 N.M. approx South Molle and Daydream Island Race
- ② April 14 35 N.M. approx Hayman Island Race
- ③ April 16 175 N.M. approx Coral Sea Race (I.O.R. Yachts only)
85 N.M. approx short Coral Sea Race (Arbitrary Yachts only)
- ④ April 19 35 N.M. approx Hamilton Island Triangle
- ⑤ April 20 22 N.M. approx Lindeman Island Race

Full details available from your
Yacht Club Secretary or from
Hamilton Island Yacht Club Inc
P.O. Box 471, Airlie Beach, Qld. 4802
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SYDNEY-HOBART YACHT RACE 1984

40TH YEAR

26 December 1984

1300 hours ESST
(0200 hours Zulu)

Starter's Vessel

HMAS Whyalla

Organised by

The Cruising Yacht Club of Australia

With the co-operation of

The Royal Yacht Club of Tasmania

Published by: The Cruising Yacht Club of Australia, New Beach Road, Darling Point, NSW 2027. Telephone (02) 32 9731. Telex AA72278 SEWYSE. Cables 'SEAWYSEA' Sydney.

Editor and Advertising Manager: David Gelfelt

Publications Committee: A. Cable (Chairman), D. Gelfelt (Editor), J. Brooks, R. Copeland, J. Morris, S. Peacock, M. Power, W. Sherman, P. Simms, F. Sticovich.

Cover: This issue celebrates the 40th anniversary of this great ocean racing classic. Pictured are the first winner, Rani, and a representative of today's state-of-the-art ocean racer, Hong Kong Southern Cross Cup team member Bandido Bandido as she powers towards Tasmania in the 1983 Race. PHOTO OF BANDIDO BY RICHARD BENNETT

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COMMODORES' MESSAGES



The Cruising Yacht Club of Australia

Commodore

J.L. Brooks

Vice Commodore

A.E. Cooley

Rear Commodores

D. Kellett, P. Hankin

Race Director and Radio Communications Officer

K.H. Storey

Communications Centre

D.F. Walker Smith

J. Morris

M. Bryden-Brown

J.W. Hill

H. Grieve

Miss A. Scott

General Manager

Michael Polkinghorne



The Royal Yacht Club of Tasmania

Commodore-in-Chief

His Excellency the Governor
Sir James Plimsoll, A.C., C.B.E.

Commodore

O.H. Hedberg

Vice Commodore

W.J. Cooper

Rear Commodore

D.A.C. Gough

Race Director

R.A. Johnston

Officer of the Day

D.E. McIndoe

Press Centre

J.L. Honeysett

Liaison Officer

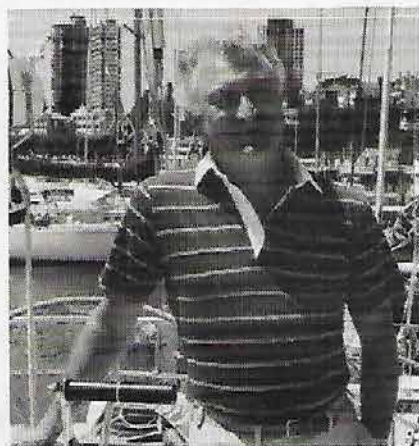
M.D. Jones

Patrol Launch Officer

A.C. Goodfellow

Secretary/Manager

A.B. Neilson, DFC



The Cruising Yacht Club of Australia

An Englishman once said of us that Australia is a maritime nation and does not know it. If he had witnessed the start of the AWA Sydney-Hobart Race and understood the fascination it holds for the millions of Australians who watch the start and follow the media reports of its progress, he may well have changed his mind.

Australian yachtsmen have carved a place for themselves in the annals of international sporting achievement, and one of the reasons behind this is nowhere better expressed than in the dedication of the many people who contribute to the success of this great Race.

From the competitors to the Race Officials, from sponsors to government departments, from technicians to Club staff and volunteers both in Sydney and Hobart — all represent a wide cross section of Australian society and all give generously of their time. They are united by a love for the sea and the yachts which challenge it, and they represent Australian sport at its competitive best.

We are fortunate indeed to have AWA as our major sponsor and partner in staging of the race. The sponsorship by this great Australian Company extends far beyond the provision of financial backing to state-of-the-art technical support in communications and computer science. The long term sub-sponsors, AMPOL and TAA, also provide enthusiastic support over and above the financial considerations and AWA they set an example of the best kind of sporting sponsorship.

Bass Strait and the Tasman Sea feature some of the roughest weather in the world, and while the CYCA is a world leader in the safety aspects of ocean racing, all the planning and preparation cannot remove the element of danger against which the ocean racers pit themselves. This factor adds to the excitement and is part of the reason why yachtsmen return year after year to compete in the AWA Sydney-Hobart classic, one of three blue ribbon events of international ocean racing.

Too all who contributed to its organisation I say "Thank you" on behalf of the CYCA. To all those competing, I say "Good luck, and good racing".

John Brooks
Commodore, CYCA



Royal Yacht Club of Tasmania

A fine tradition of yachting has grown in the hears that the Sydney-Hobart Yacht Race has existed. There is a history of keen, yet fair, competition, the camaraderie that is characteristic of both the build-up to the Race, and finally the welcome and festivities in Hobart. In this, the 40th annual Race, these traditions will be upheld through excellent co-operation of the organising Clubs, the Cruising Yacht Club of Australia and the Royal Yacht Club of Tasmania, the Members of these Clubs, and all competing yachtspeople.

Many people are not aware of the enormous amount of time and the massive financial commitment that is necessary for the Race to exist. There is a dedicated army of volunteers who give much time to organise and control the Race, and sponsors who carry much of the financial burden. We are indebted to the major sponsor, AWA, and long-serving co-sponsor, TAA, and may I also pay tribute to our local sponsors, Tasmanian Breweries and the Tasmanian Government for their continued support. Again the Master Warden of Hobart, the Harbour Master, and the Hobart Marine Board have extended to us every courtesy by making available Constitution Dock and other important services.

My personal thanks to the Race Director (Hobart), Mr Rowan Johnston, and the many Members of the RYCT who so willingly give their time to ensure that each Sydney-Hobart Race is completely successful.

I wish all competitors a fast and enjoyable journey and a safe arrival in Hobart, where the Flag Officers and Members of the RYCT will extend a very warm welcome.

Olaf Hedberg

Commodore, RYCT

GENERAL RACE INFORMATION

Communications

From Peter Campbell, Publicity Officer. — Satellites, computers, a maritime training ship and the voluntary efforts of many dedicated people in Sydney, Hobart and at sea will combine to provide for this year's AWA Sydney-Hobart Race the most efficient and comprehensive communications network ever devised for an ocean yacht race anywhere in the world.

While safety has always been the keynote of the Cruising Yacht Club of Australia's communications system for the Sydney-Hobart, the spinoff is the unmatched flow of race information that the Club can now disseminate to families and friends of competing yachtsmen and to the media throughout the 630 nautical mile passage to Hobart and as the yachts finish.

This year marks a major forward step in the history of Australia's major ocean yacht race; it is the 40th running and the first year under the sponsorship of AWA (Amalgamated Wireless Australasia Limited), a principal communications operator of this nation and a Company that has close links with the sea. AWA has also had a relationship with the CYCA for the past 16 years, providing equipment and technical officers for the Radio Relay Ship.

The Radio Relay Ship

This year's Radio Relay Ship is *Wyuna*, the navigation and seamanship training vessel of the Australian Maritime College at Launceston. She will be manned by a volunteer crew under her Master, Captain Michael Webb. Also aboard will be: Captain Rod Haigh, the College's Senior Lecturer, Navigation; Captain Barrie Lewarn, Senior Lecturer, Sea Transport; Mr Bob Frost, Lecturer, Marine Engineering.

Communications Crew Chief is again Bert Oliver, the ABC's acting Director of Sport, who will be making his 23rd voyage to Hobart, his 11th as Crew Chief on behalf of the CYCA. The ABC, which is making a film of the Race as well as screening daily television reports, is sending Gordon Bray as its radio and television commentator. Heading the AWA marine radio team is again John O'Toole, who has with him another Hobart Race 'regular, radio operator Rob Mathews. The third AWA radio operator is Heather Yarnton, the first woman operator to be aboard the Radio Relay Ship in a Sydney-Hobart. Completing the communications team are yachting journalist and broadcaster Peter Campbell, and John Quin from radio station 2CH, both sailing in their fourth Hobart Races aboard the Radio Relay Ship.

Wyuna is 63.5 m overall, 1013 gross tonnes, and is the largest vessel ever to fill this vital safety role for the huge fleet of yachts sailing to Hobart. Built in Glasgow in 1953, she was the Port Phillip Pilot ship until retired in 1979. Bought by the newly established Australian Maritime College, she was refitted in Launceston for her new role as the training ship for students in seamanship and navigation. She has accommodation for 46.

Wyuna is powered by her original twin-screw English Electric 650 hp diesel-electric engines which give her a maximum speed of 13.75 knots. Her topsides are a striking royal blue, her superstructure white, and she will be an outstanding sight as she leads the fleet down the Harbour on Boxing Day.

Communications equipment

As with previous Radio Relay Vessels, *Wyuna* has been fitted out with the latest marine radio equipment by AWA's Marine Division. This includes an AWA/RDI ship-earth station which uses an INMARSAT satellite link for direct voice, facsimile and data transmission. The satellite link has in the past enabled the twice daily position reports of the yachts to be made available to relatives and the public only a matter of hours after the skeds. This year AWA has taken another leap forward in adding to the equipment a Corona personal computer which will allow high speed data transmission to further speed up the flow of information. AWA technical staff expect the Corona personal computer to transmit data at 240 characters per second (compared with 6 characters with telex-over-radio). The satellite link is unaffected by ionospheric conditions, which distort HF long range marine radio transmissions.

Another innovation this year will be facsimile transmission via satellite — one of five back-up transmitting systems aboard the ship. The computer transmission of data will also enable a complete printout of progress reports to be sent back to the ship instead of the abridged report of previous years. This will benefit Communications Crew Chief Bert Oliver and radio commentators Gordon Bray, Peter Campbell and John Quinn in compiling their reports each day.

AWA will be installing about \$100,000 in marine radio equipment. Among equipment already installed is a Marconi Commandant HF transmitter, a Skanti TRP 8000 HF/SSB transceiver, a Codan HF 4000 transceiver,

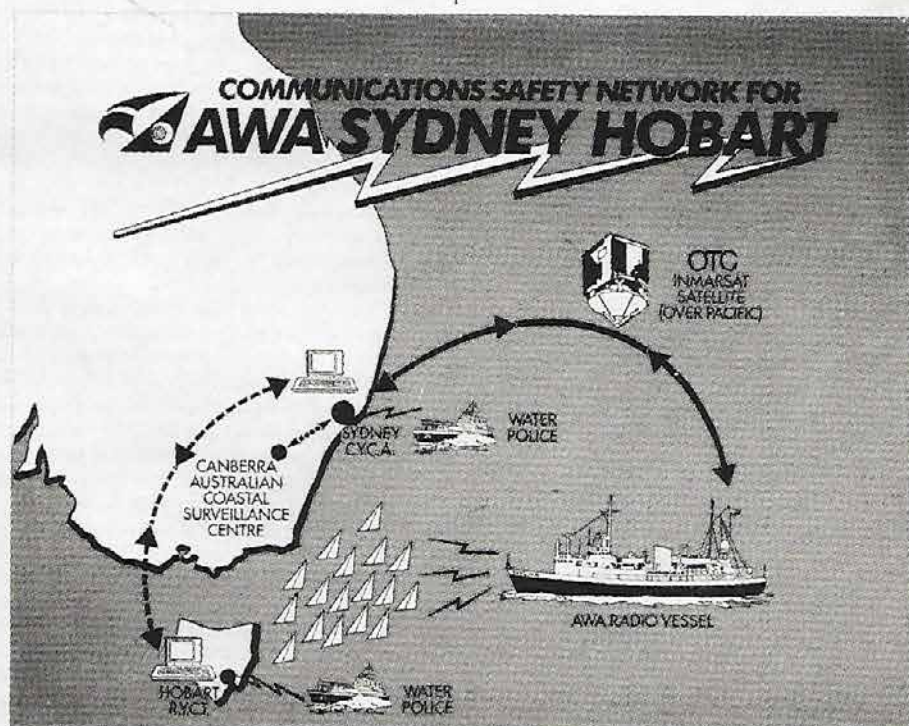
telex-over-radio facilities, a weather facsimile unit and other radio equipment, including an aviation frequency VHF and a Pilot-phone 9 VHF unit.

Of significance to communications overall, both for this and future races, is the installation by AWA's Computer Division of hardware (and the provision of software) for the CYCA and RYCT Race Headquarters, where comprehensive progress reports will be prepared throughout the 630 nm race.

AWA is providing an AWA Sabre business micro-computer which uses the Pick operating system, a generic operating system for a wide range of hardware types in which AWA has specialised since 1976. AWA has, in fact, the largest base of such systems installed in Australia and New Zealand.

For the Race AWA is using its Sabre 4220 desktop model which has a minimum memory configuration of 256 kilobytes which may be expanded to 1 megabyte in 256 kilobyte increments. The Sabre system may be used as a host computer in its own right or as an intelligent node in a network of systems. Typically, such networks include AWA's Corona personal computer which will provide the link with the Radio Relay Ship for the Sydney-Hobart.

Two video terminals and two printers will be operating at the CYCA in Sydney and one video and one printer at the Royal Yacht Club of Tasmania, connected to the Sabre system through a leased line. This will not only allow Race Officials in Hobart to receive progress reports and position information simultaneously with the CYCA, but it will give them access to the computer 24 hours a day — to calculate elapsed time and corrected time results as the yachts finish the race. A feature of the Pick operating system is that it allows persons with minimal data processing experience to process and retrieve computer information with an ease unheard of on traditional computer systems. The effect is to place the power of the computer more effectively into the hands of those who benefit most — the end users.



General Race Information

Position reports

As in the past, the CYCA's Sailing Instructions provide for two compulsory position reports daily for all yachts, with an emergency and traffic sked at 2300 hrs. All yachts are required to report their latitude and longitude when called up by the Radio Relay Ship during the skeds, which start at 0630 hrs for Group 1 yachts and at 0700 hrs for Group 2 yachts. Afternoon skeds will take place at 1500 hrs and 1530 hrs. As radio operator Bert Oliver conducts the skeds, AWA's John O'Toole will record the latitudes and longitudes on the Corona personal computer. The positions will also be taped onto a telex as a back-up.

Judging by the efficiency of previous skeds conducted by Bert Oliver (this will be his 24th voyage to Hobart), all yachts' positions should be completed and stored in the computer within 40 minutes of the start of the sked. Transmission of the data via satellite will take three or four minutes, going straight into the Sabre system at the CYCA. After a check on the video screen by Race Director Keith Storey, the latitudes and longitudes will be processed using the latest program developed by Storey to produce a remarkable range of information on the progress of the fleet.

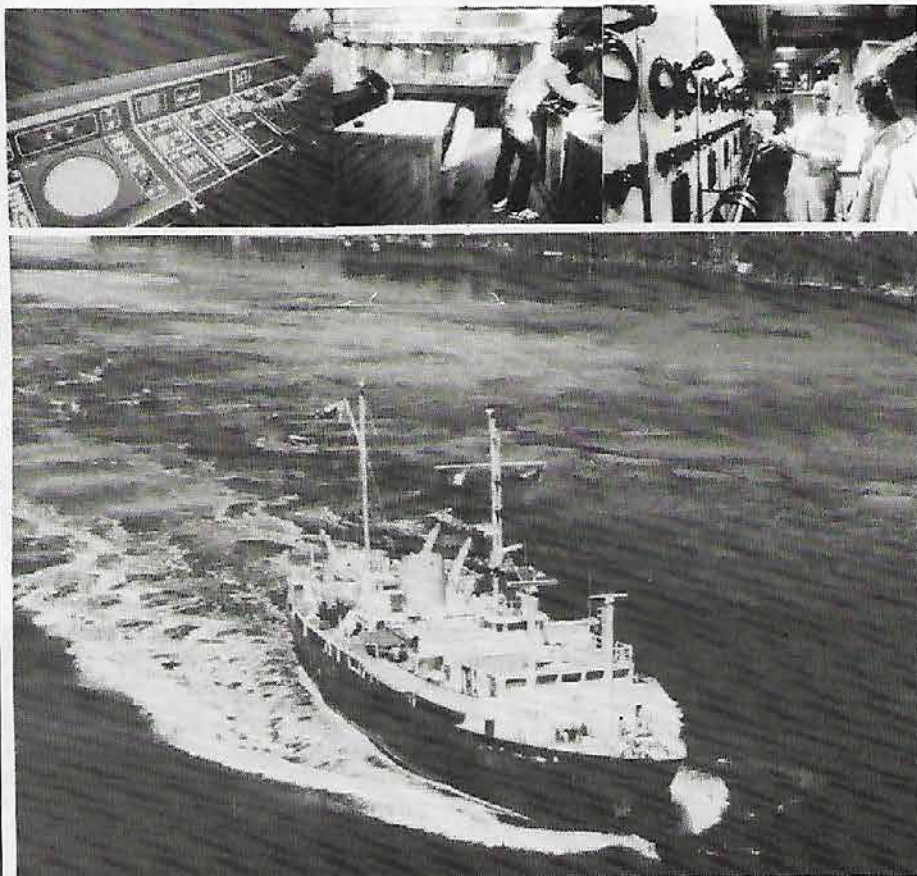
Within 30 minutes of completing each sked, and subject to no transmission problems, the following information should be available to the team of CYCA ladies manning the public information telephones and to the waiting media representatives for direct radio and television broadcasting:

- a progress line honours report giving the order of yachts based on their reported positions and giving the distance they have to sail to the finish or their 'results' based on their finishing time (this will be available in alphabetical order, too);
- a corrected time progress report giving the overall and division placings of each yacht — how it is going on handicap;
- a 'to-pip' forecast — the time that a yacht has to finish to beat, on corrected time, a yacht that has already finished.
- a final summary of the Race, compiling all yachts' placings on line honours, overall corrected time, division corrected time and, yachts sailing with Illingworth Handicap (IOR rating with Age Allowance applied).

The computer will also provide other information for Race Officials including a print-out after each sked giving each yacht's distance made good, heading made good, and corrected distance made good (DMG ÷ TCF), in TCF order, since the previous sked. This will enable immediate identification of suspect position reports and will be an interesting guide to the performance of all yachts as well as being an important tool in plotting yachts' likely positions if they fail to report by radio.

It's hard to imagine what more could be provided. Maybe we may soon see the provision of video display units in yacht clubs where a person can 'call up' a particular yacht during the Race and find its position and how it's faring on handicap. This may soon be available to news bureaux too.

From its origin in 1945, with a fleet of nine and carrier pigeon communications, to 1984, the Race has come a long way!



The largest-ever Radio Relay Vessel, Wyuna, training ship of the Australian Maritime College of Launceston. On normal duties this ship is training Australia's seamen of the future.

The Australian Maritime College

From Peter Campbell—Ocean racing yachtsmen often have had reason to be thankful for the seamanship of members of Australia's shipping, fishing and port industries — when misfortune at sea has left us disabled and in peril. Many times the masters of large ships, or the crews of fishing trawlers, have come to their aid, taking yachts in tow or undertaking the hazardous rescue of crews.

In recent years many of those engaged in maritime industries have learned their skills in navigation, seamanship and safety at sea at the Australian Maritime College, located at Launceston and Beauty Point on Tasmania's Tamar River.

This Christmas, the College and its faculty will provide the College's training ship, Wyuna, to be the AWA Radio Relay Ship for the Race.

The Australian Maritime College is Australia's only national education institution catering for the shipping, fishing, port and allied industries. With 600 full-time students and a further 600 completing short specialist courses, the College is playing a major role in training men and women for the sea. Its courses and equipment combine the best features of training facilities available in many institutions of other developed maritime nations.

Of particular interest to yachtsmen is the College's survival training centre, built at a cost of \$1 million, at the Newham (Launceston) campus. The centre is designed to meet international standards for training in survival techniques. Apart from its own train-

ing, the College has conducted specialist survival training exercises for outside organisations including search and rescue bodies, water police and yachtsmen.

In addition to Wyuna, the College has the 35 metre fisheries training vessel *Bluefin*, a \$3.3 million vessel designed to allow fisheries students 'hands on' training at sea for their future roles as Australian fishermen.

Among other technical equipment at the Maritime College is a four own-ship radar simulator. The Norwegian built unit has two automatic radar plotting aids which makes it one of the most advanced simulators in the world for radar navigation and collision avoidance training.

The College also has a Mitsubishi marine engine simulator, based on a slow-speed engine with a sophisticated heat recovery system for fuel blending. The simulator provides training in programmed emergency situations as well as routine familiarisation.

The Beauty Point campus, down the beautiful Tamar Valley, includes berths for the College's ships at what was once one of the major export ports for the Tamar's apple crop.

The harbour course and manoeuvring area

Spectator craft control at the start of the AWA Sydney- Hobart Race will again extend to an offshore mark one nautical mile SE of the vessel stationed at 'P' (650m NNW of Hornby Light).

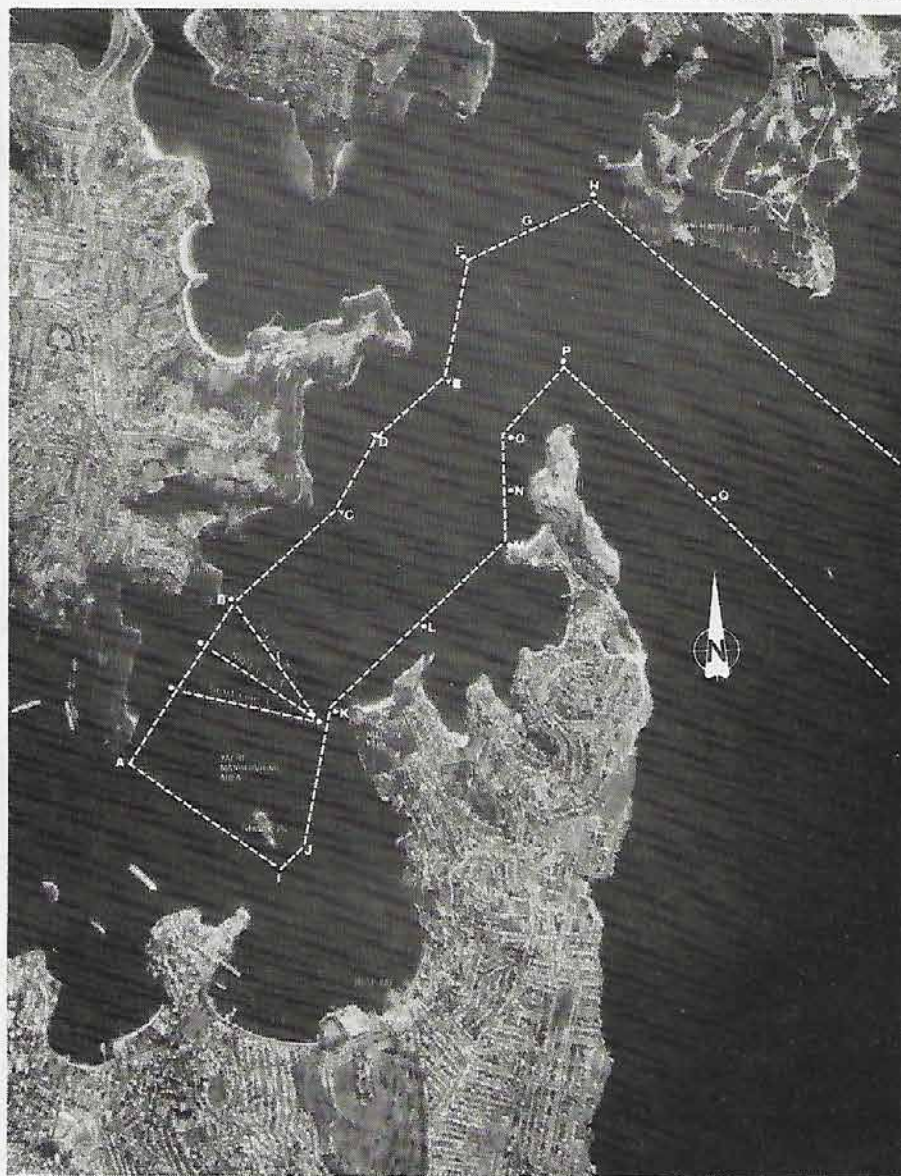
As in past years, the fleet will be restricted to a clearly defined corridor and must not sail outside this area, either when manoeuvring before the start or after the start. The spectator fleet must keep outside of the race area which is clearly defined with orange marker buoys and fixed buoys. Vessels displaying Dayglo orange signs with the words 'MSB Control' will be anchored at intermediate points on both sides.

From one hour before the start, i.e. from 1200hrs, all spectator craft must pass inshore of the limits shown. The vessel stationed at Position 'P' is a race marker and will exhibit International Code Flag 'M'. The offshore mark is at position 'Q'.

Spectators are asked to keep well clear of Race participants, particularly as they struggle to clear the Heads, to give all a fair start on their 630-mile journey.

List of marks

- A Vessel 180 m ESE of Bradleys Head light
- B Vessel 150 m ESE of Chowder Head
- C Georges Head buoy
- D Obelisk Bay buoy
- E Middle Head buoy
- F Orange buoy on 294°T leads in The Sound
- G Orange buoy 780 m SW of Cannae Point
- H Orange buoy 435 m SW Cannae Point
- I Totem Pole SE of Shark Island
- J Shark Island SE dolphin
- K Shark Point Dolphin
- L Orange buoy 280 m NW of Bottle and Glass beacon
- M Orange buoy 160 m NNW of Green Point obelisk
- N Orange buoy 360 m S of Lady Bay
- O Orange buoy 70 m W of Lady Bay
- P Tug stationed 650 m NNE of Hornby light
- Q Orange buoy 1 nm SE Tug at position P



The Starter's Vessel 1984, HMAS Whyalla, a Fremantle Class patrol boat under command of Lt. Cmdr. Chris Read. Launched and commissioned in 1982, Whyalla, like all recent Fremantle patrol boats, was built in Queensland by North Queensland Engineers and Agents Ltd., of Cairns. Her vital statistics: LOA 42 m; beam 7.15 m; displacement 220 tonnes; speed about 30 knots; crew 22. Patrol craft are ocean going ships with a variety of tasks including coastal patrol and assisting survey vessels.

ABC Progress Reports

All reports will be broadcast on ABC Radio 1 throughout Australia.

Station (Location)	kHz
2BL (Sydney)	702
4QR (Brisbane)	612
3LO (Melbourne)	774
7ZR (Hobart)	936
5AN (Adelaide)	891
6WF (Perth)	720

Wednesday 26 December

1828-1831 hrs
2154-2200 hrs

Thursday 27 December

1049-1055 hrs
1838-1841 hrs
2150-2156 hrs

Friday 28 December

1050-1056 hrs
1830-1833 hrs
2150-2156 hrs

Saturday 29 December

1050-1056 hrs
1823-1826 hrs
2150-2156 hrs

Sunday 30 December

1035-1041 hrs
1805-1808 hrs
2150-2156 hrs

Monday 31 December

1045-1051 hrs
1835-1838 hrs

Special Penta Comstat skeds for returning yachts

Penta Comstat is again this year holding special skeds for any yachts returning to Sydney from the Hobart Race. These special skeds will commence January 1984 and will be held daily at 0800 hrs and 1900 hrs on 4483kHz. These are additional skeds for Hobart returning yachts, and Penta Comstat's normal skeds will continue to be held at the usual times.

Unless Penta Comstat is advised otherwise, information about yacht positions and ETAs will be passed on to relatives and friends who enquire.

General Race Information

For those who wish to have information about returning yachts, the phone number of Penta Comstat is (043) 677 668. Enquiries may be made at any time between 0700 hrs and 2200 hrs (7.00 a.m. and 10.00 p.m.).

Maritime Exhibition in Hobart

The Masterpiece Fine Art Gallery of 63 Sandy Bay Road will be holding a Maritime exhibition this year (and in the future) to coincide with the AWA Sydney-Hobart Yacht Race. The Gallery wishes to extend an invitation to all yachtmen while in port to view paintings, model ships, charts, ships' gear, scrimshaw and other nautical items that will be on display, ranging in value from a few dollars to \$50,000.

Model ships to be exhibited include the *Bounty*, *Cutty Sark* and a Bluenose Schooner. The Gallery also hopes to present a model of the *Lady Nelson*, the historic Tasmanian brig with the first sliding keel, and of Errol Flynn's yacht *Zacca*. Major plans are also underway to present a model of the 'king of yachts', *Australia II*.

The Tasmanian Government has elaborate plans for the Port of Hobart, and in future years hopes to create in Hobart's beautiful harbour another Fisherman's Wharf like that in San Francisco. Future Hobart Races will no doubt see more interest and activity around Constitution Dock and the Port in general.

The Gallery extends a warm welcome to all Race participants and their families and friends to visit its first full-blown Maritime show from 28 December 1984 to 6 January 1985, and wishes all fair sailing and good luck in the Race. □

The Sponsors

The planning, organisation, conduct and promotion of international ocean yacht races such as the Hitachi Sydney-Hobart Yacht Race is an expensive undertaking for a club of amateur yachtmen who sail for the love of the sport. Such an undertaking would not be possible without the unstinting effort of so many Club Members who volunteer their time to make this Race such a success — Members from the Race Director to the ladies who answer the almost unceasing phone calls from relatives and friends of the more than 1000 yachtmen sailing to Hobart this year.

The Race as such, however, would not be possible without AWA, which has undertaken the major sponsorship role for the first time this year. This Australian pioneer company has brought new enthusiasm and vigor to the promotion of the Race, and the CYCA is most fortunate in having a Company which, through its long association with the Club, has such a profound experience and understanding of the event and its import.

In addition, without help from our other sponsor supporters — TAA, and AMPOL — the Race could not hope to succeed as it does.



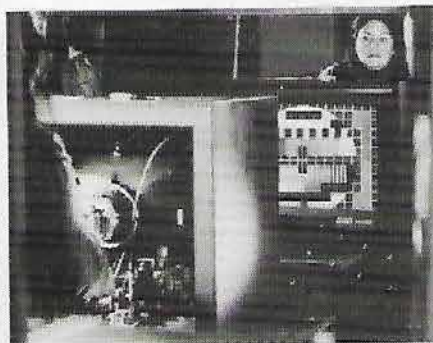
AWA

An advanced electronics pace-setter for 70 years

Government recognition of 'sunrise' industries is certainly endorsed by Australia's largest indigenous electronics company, Amalgamated Wireless (Australasia) Limited. AWA believes it has been a sunrise organisation since 1913, when it was formed.

AWA designs, manufactures and maintains an extensive range of electronic systems including fully integrated telecommunications equipment and components, air navigational aids, data processing systems and advanced defence-related hardware. The company operates extensive services for the maintenance of radio and navigational equipment, and it is well known as a supplier of high-quality domestic electronic equipment. AWA is also the operator of a commercial television station in Brisbane, the capital of the state of Queensland, and of seven radio stations in eastern Australia.

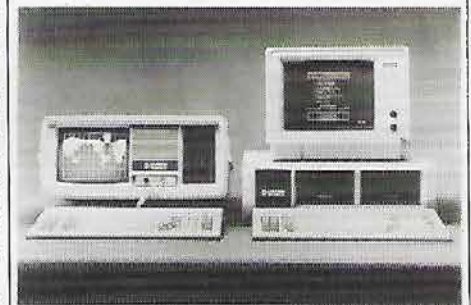
The successful marketing of its widespread portfolio of electronics-based systems and services is backed by extensive manufacturing facilities largely centred in its major divisions at Ashfield, North Ryde, Rydalmere and Leichhardt in Sydney. The total area used by the company covers 140,000 m². Its current activity in high technology is significant and diverse, from microelectronics to satellite monitoring systems. The list includes HF and microwave radio, over-the-horizon radar, computer systems, sonobuoys, data terminals and even betting systems.



Adjustment of a television receiver during manufacture by AWA.

AWA is a publicly owned company employing more than 6000 people, including 300 professional engineers and scientists. Over 85% of AWA's stockholders are Australian, and with annual sales over \$422 million, and assets in excess of \$260 M, the company can point to a decade of steady growth.

Its major customers include Telecom Australia; Australian Defence and other Federal and State Government departments; major airlines, and commercial, mining, oil and shipping companies.

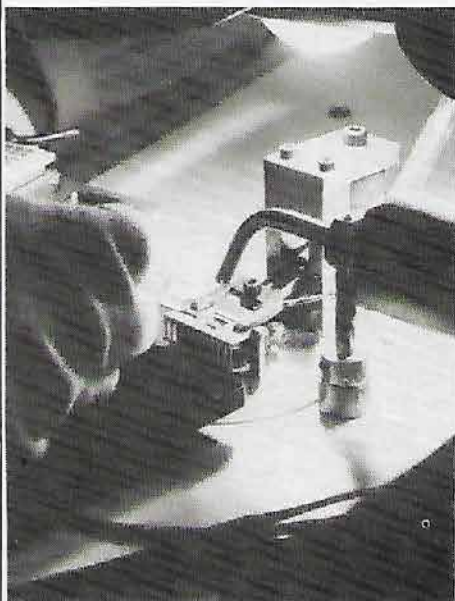


AWA's Corona Personal computer is available in portable and desktop models. This year a Corona will assist with high-speed data transmission from the Radio Relay Vessel to speed up processing of race results.

Reputation for quality and innovation

Throughout its history, AWA has had a reputation for quality, innovation and invention. The company operates extensive research and development facilities. The research laboratory is at its major high-technology manufacturing complex at North Ryde. Manufacturing complies with the demanding quality standards for defence and professional customers, meeting the international standards of MIL, DIN and IEC in addition to local Australian requirements.

Since 1982 AWA has been researching the manufacture of optical fibres and optical-fibre communications. In 1983 the Company successfully commissioned a digital internal communications system on the RAN destroyer HMAS *Yarra*. The system uses optical fibre cables to connect digital voice telephones to a digital switch. The equipment was designed and developed in AWA's research laboratories and manufactured by the company. AWA is exploring the opportunities for such systems in defence and commercial outlets. In 1984 AWA made the first commercial installation of optical fibres for



AWA technology at work; ultrasonic cold welding aluminium wire from an integrated circuit chip to its encapsulating package.

Telecom as part of the public telephone network in Sydney.

In other areas, AWA is working on the reduction of the bandwidths required for quality television and telephone transmission using digital signal processing and optical fibre as well as cables. Development is being carried out on local networks using optical fibres to interconnect voice and data terminals.

Fibres are also being used in underwater investigations for the Federal Government. The Barra Sonobuoy project for the Australian and British Governments reflects the skill and capability of Australian designers and manufacturers. This product was developed and is produced at AWA's North Ryde plant.

Our remoteness from the rest of the world has meant that AWA has had to develop a high degree of self-sufficiency and still remain in the forefront of technological development. AWA has done this as a Company dependent upon investor support.

AWA's microelectronics facility develops and builds custom integrated circuits in a state-of-the-art plant that offers five micron technology matching international standards. At the Ashfield division multiple manufacture of telephone instruments is a major activity; the Leichhardt based marine and aviation business on the other hand is service-orientated, offering both service and agency sales from depots at Australia's major sea and airports.

The company's traditional markets have been in Australia. From this base a developing export business supplies AWA products worldwide. AWA is one of the major custodians of Australian expertise in advanced electronics technology and thus is of strategic importance to the nation.



Trans Australia Airlines

TAA was the first commercial sponsor of the Sydney-Hobart Race and in recent years has been an associate sponsor, fulfilling an important role as official airline for the Cruising Yacht Club of Australia.

TAA in 1984 is offering an even better service to competing yachtsmen. Each year the airline carries to Hobart the additional sailing baggage of crew, at a nominal charge of \$5 per bag – usually a total of something like 2000 pieces of all shapes and sizes. TAA also offers a 50% discount on freight rates for larger items such as cruising mainsails and inflatable dinghies.

TAA is opening up its container for receiving baggage at the CYCA on Tuesday, December 18, and this will be cleared daily until Boxing Day.

To assist with bookings for return air travel from Tasmania TAA will have a portable computer link at the CYCA so that bookings can be made immediately. The same service will be available at Constitution Dock in Hobart.

This year TAA has an extra interest in Hobart; the Company is the major sponsor of the Melbourne-Hobart Race, and it is also sponsoring the Melbourne-Devonport Race. Both of these races start on December 27.

TAA now sponsors the annual Brisbane to Gladstone Race and the Fremantle to Albany Race, giving them an ocean racing involvement around the nation. The Company sponsored the Australian Olympic yachting trials in South Australia, and last year TAA was a major sponsor of the successful America's Cup challenge.

TAA is one of the six major Australian corporations, each of which has given \$600,000 to the Royal Perth Yacht Club to assist in conducting the defence of the America's Cup in 1987.



AMPOL

Ampol has long been a good supporter of yachting, including sponsorship of the Ampol Tasman Sea Series, but the company is best known for its continuing support of the Ampol Australian Yachtsman of The Year, the most prestigious yachting award in the nation.

For the past two years Ampol has chosen the Cruising Yacht Club of Australia as the venue for the presentation luncheon. This year the award was shared by Chris Cairns and Scott Anderson, the two-times World Tornado Champions and bronze medallists at the Los Angeles Olympics.

In 1984 Ampol is making what will be its largest-ever contribution to the AWA Sydney-Hobart Race by providing the fuel for the largest-ever Radio Relay Vessel, Wyuna.

The CYCA also wishes to thank...

Fenwick Tugs, for the provision of the tug at the South Reef mark; Associated Midland Corporation Limited, for this Company's continuing support and assistance with *MV Griffin Offshore*; Rank Xerox; the Government of Tasmania; the Corporation of the City of Hobart; the marine Board of Hobart; the Waterside Worker's Federation; the Maritime Services Board of NSW; the Department of Transport; the Royal Volunteer Coastal Patrol; the Royal Motor Yacht Club, Point Piper; Mr Pat Sullivan, Regional Director, NSW Bureau of Meteorology; the Royal Australian Hydrographic Office; RANSA; Woollahra Municipal Council; the many volunteers without whose services the Race would not be possible: the Race Director, Keith Storey, who does a great deal of work and planning for this Race, the conduct of which is second-to-none in its scope and sophistication; the Starting Officials; the Plotting Team lead by Don Walker Smith; the Tasmanian Race Officials; the Protest Committees; the CYCA Associates Committee which mans the desks in the lobby; the ladies who work long and hard on the telephones in the Press Centre; Buster Rickard and his Hosting Committee; the CYCA office staff, who work long hours under great pressure in pre-Race activities; The CYCA Publications Committee, which prepares this Program—all contribute to making the Race a success.

The Publications Committee would especially like to thank...

Richard Bennett of Richard Bennett Photography, Geeveston, Tas., for, as usual, making available to us a broad selection of his very fine photographs for use in this Program (see Richard's advertisement on page 5); *Australian Sailing* magazine, *Modern Boating* magazine, and other photographers whose photographs have been used but for which we have been unable to give individual credit; our contributors, who have donated their time to prepare the articles; the Members of the Committee who have worked hard in preparing the individual write-ups of the entries; Elaine from the Sailing Office, for her untiring efforts in getting the information about entries ready on time.

CYCA Sailing in 1985 and 1986

From Peter Campbell—The Cruising Yacht Club of Australia is already programming for a couple of record years of ocean racing, with planning well under way even before this year's AWA Sydney-Hobart Race is sailed.

In fact, with the record fleet for a non-Southern Cross Cup year – 155 yachts – the Club is gearing up for a massive fleet of 200 for the 1985 AWA Sydney-Hobart Race, boosted with record entries from overseas for the AWA Southern Cross Cup.

A major step in the expansion of the CYCA's ocean racing activities has been the completion of the new clubhouse, long needed to meet the needs of Members, visiting yachtsmen and Club staff. For the first time the Club will have adequate space in

General Race Information

which to plan and administer Australia's major ocean races and international offshore racing series.

1985 Southern Cross Cup and Burns Philp Maxi Series

Highlight of 1985 will be the biennial Southern Cross Cup international team series, the Southern Hemisphere's version of the Admiral's Cup, which will be sponsored by AWA for the first time.

Closely associated will be the Burns Philp South Pacific Maxi Yacht Championship as a lead-up to the Hobart Race for the big yachts.

Both events will attract many of the world's fastest ocean racers, with anything up to a dozen maxi yachts expected to compete. Dates have already been selected. The 1985 Southern Cross Cup will begin December 16, 1985 and will have three offshore Olympic triangle races and a 180 nm race off the NSW coast. The Burns Philp Maxi Championship begins December 15, 1985 and has two triangle races off Sydney, a 180 miler (sailed with the Southern Cross fleet) and, a spectacular finale — a race within Sydney Harbour on the Sunday before Christmas. On that day these giant yachts will have to contend with their own number as well as a skiff marathon and the usual Sunday sailors on the harbour.

With many overseas entries expected for the 1985 Southern Cross series, including a strong USA team for the first time in several

years, the CYCA is expecting between 180 and 200 yachts for the Hobart Race.

1985 Sydney-Noumea

The other major event on the 1986 calendar is the Sydney-Noumea Race sponsored by Club Mediterranee and starting on June 1, 1985. This is the most popular passage race from Australia to any overseas country, and Race Director Peter Rysdyk is confident of over 40 entries.

This 'French Connection' of Australian yachting attracts entries from most States, particularly Victorians and Tasmanians who have traditionally supported the Race, with its magnificent post-race cruise to the Isle of Pines, the east coast of New Caledonia and on to the Loyalty Islands.

The Noumea Race is open to yachts with an IOR rating of not less than 21.5 feet and a DWL of 24 feet or more. One of the attractions is that it is not just an IOR race; there is an Arbitrary Division (this term is being changed to Performance Handicap Rating Factor (PHRF Division) and the always popular Cruising Division.

While yachts in the IOR and PHRF Divisions always have a keen race to Noumea, both for line and handicap honours, those in the Cruising Division may use their engines to keep up with the fleet. They can also use self-steering, radar or any other equipment to assist their passage and safety.

Entries for the 1985 Club Mediterranee Sydney-Noumea close on May 1, 1985.

Sydney-Southport 1986

The CYCA and Race Director Peter Rysdyk are heavily involved in planning the inaugural Sydney-Southport Race which will take the fleet up the NSW coast to Queensland's Gold Coast. The Race has been planned to mark the opening up of the Southport Bar to deep-keel yachts and larger cruisers. It is sponsored by the Bay-view Harbour development project.

Although work on the \$33 million bar stabilisation project is well advanced, it will not be completed in time to run the inaugural race in 1985 as originally planned. August 1986 is now the date, and a fleet of up to 100 yachts is expected to participate.

The bar project will make possible other major yachting events run by the Southport Yacht Club. According to John Swan, Chairman of the Club's Ocean Racing Committee, Southport is destined to become one of the finest leisure boating ports on the Australian east coast.

Sydney-Ulladulla 1985

Apart from these major races, the CYCA is again planning an Easter series of races to Ulladulla on the NSW south coast to coincide with the annual Blessing of the Fleet at this small coastal fishing town. Last year a few yachts sailed down and came back with enthusiastic reports of the hospitality of the locals and of fine racing. This year the event will again be sponsored by Kelly & Sons. □

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The winners of Ampol's 'Yachtsman of the Year' Award for 1984 are Chris Cairns and Scott Anderson of Sydney.

After winning the Australian Tornado Championships last December, they went on to

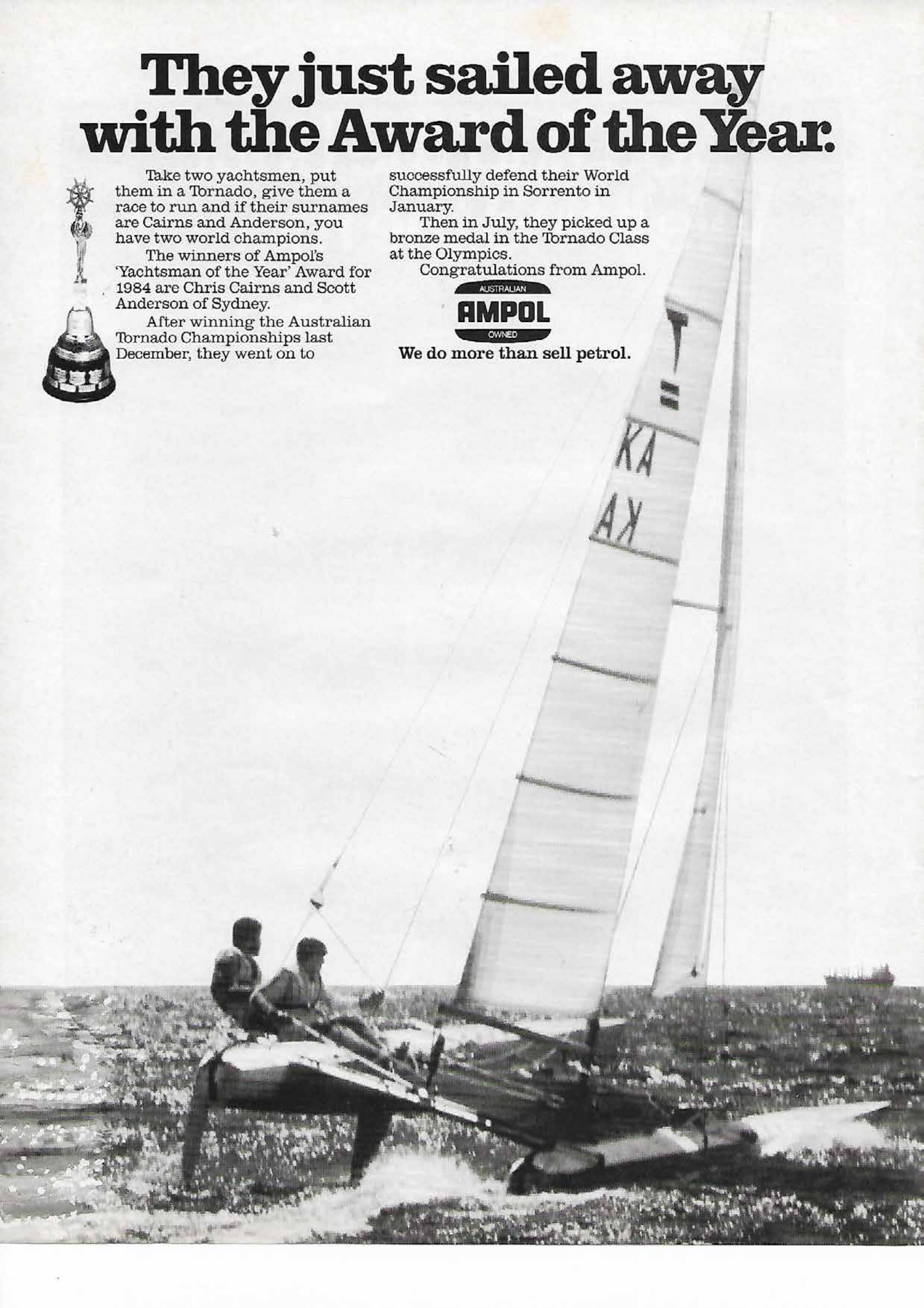
successfully defend their World Championship in Sorrento in January.

Then in July, they picked up a bronze medal in the Tornado Class at the Olympics.

Congratulations from Ampol.



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ADMIRAL'S CUP, COWES, UK, AUGUST 1985

Special competitive rates are available for crews and spectators alike who wish to attend the Admiral's Cup in Cowes. Let us help you with your European travel plans.

MARITIME HERITAGE TOUR, APRIL 1985

We are conducting a four-week world tour of the major maritime museums in the USA, UK and Europe. The tour, from \$3950, will be led by Mr David Phippard, Governor and Director of the Sydney Maritime Museum. The itinerary includes San Francisco, New York, Mystic Seaport, Boston, London, Greenwich, Exeter, Portsmouth, Copenhagen, Amsterdam, and Hamburg.

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Mona Negroh,
has held senior consultant positions in retail and wholesale agencies in Australia and overseas for over eight years.



Mrs Margaret Edwards,
well-known yachtsperson, has had many years' experience travelling world wide to attend and compete in yachting events and regattas.

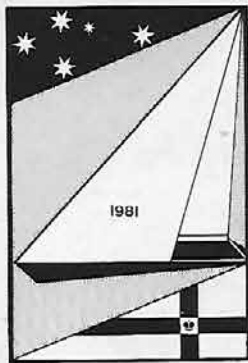


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ENTRIES 1984


[not yet named] (0) - 3000
LOA 13.1 m; LWL 10.4 m;
Beam 4.2 m; Draft m

This is Peter Kurts' fourth ocean racer. He has won the Race twice, in his S&S designed Love & War, and tried several times with his last Dubois yacht, Once More Dear Friends. This time he has gone to Bruce Farr for a boat slightly larger than the top performing Farr 40s. She has been built specifically for the Admiral's Cup in which Peter Kurts has represented Australia twice. Most the the crew have been sailing with him for many years, and there is some formidable experience among them. Provided she is tuned and prepared for the race, which will be a job in the short time available, she should start as a favourite.

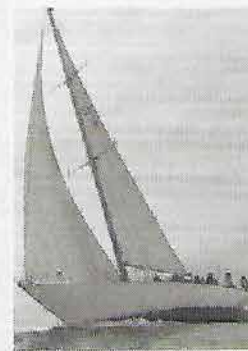
CREW Skipper: P. Kurts (18), Navigator: P. Morgan (4), D. Forbes (8), A. Cape (4), M. Hesse (15), R. Forbes (10), S. Kurts (3), P. Corben (4), P. Shipway (13), G. Simmer (3).
Cruising Yacht Club of Australia


ANACONDA II (6) - KA 48
LOA 25.0 m; LWL 23.0 m;
Beam 7.0 m; Draft 3.5 m

Anaconda II has done a tremendous number of sea miles including the Sydney-Rio Race, Fiji and Noumea races. While she doesn't usually figure in the result of highly competitive IOR racing, she always gives a good ride to her crew, which in this Race has quite a lot of Hobart Race experience. This ketch was built by her owner, Josko Grubic.

CREW Skipper/Navigator: J. Grubic (19), M. Hogan (13), D. Hagen (3), R. Howarth (5), D. O'Neill (4), D. McLeenan (10), G. Smith (8), J. Stevens (2), J. Gray (2), W. Tegnenson (4), D. Owens, N. Blundell, K. Curtis.

Cruising Yacht Club of Australia


ADRIA (7) - SA 10
LOA 14.6 m; LWL 10.7 m;
Beam 3.6 m; Draft 2.4 m

A steel yacht designed by Alan Buchanan, Adria first raced to Hobart in 1967 when owned by Josko Grubic. She has been owned by Tony Harry for several years, and he has sailed her in this Race four times. A heavy boat by today's standards, she would enjoy heavy going. Not expected to be amongst the front runners.

CREW Skipper/Navigator: A. Harry (5), T. Simpson (3), L. Gray (2), J. Heinrich (2), P. Ballanaves (5), M. Saville, T. Ormond, D. Thornton.

Royal South Australian Yacht Squadron


ANDROMEDA (1) - 3557
LOA 10.8 m; LWL 8.9 m;
Beam 3.5 m; Draft 2.0 m

Andromeda is an S&S 36 launched in August 1983 and built by Prestige Yachts. She sails from the CYCA; in her last Hobart she was 80th overall. A well designed yacht, she has plenty of potential to improve on last year's result.

CREW Skipper: G. Mieli (1), Navigator: D. Hones (4), S. Langmen (4), B. Johnston (3), B. Bunton (2), W. Barton (1), A. Chaney (1), K. Johnston (1).

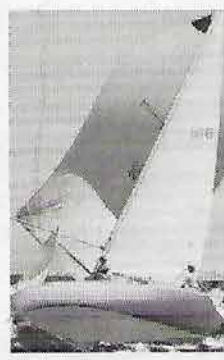
Cruising Yacht Club of Australia


AFTER U (0) - SA 42
LOA 10.5 m; LWL 9.1 m;
Beam 3.3 m; Draft 1.8 m

Launched only in April this year, this 3/4-rigged Duncanson yacht has no race record yet so her performance is hard to predict. It's good to see small yachts coming round from S.A. for the Race, and we wish her every success.

CREW Skipper: D. Black, Navigator: S. McLeay (2), P. Howell, A. Gordon, L. Rieke, M. Northcote.

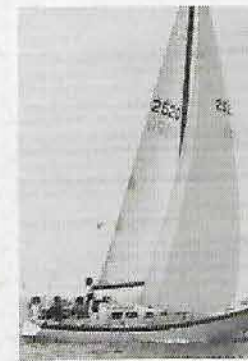
Royal South Australian Yacht Club


APHRODITE (3) - 166
LOA 12.5 m; LWL 10.5 m;
Beam 3.6 m; Draft 2.0 m

This Compass 38 has completed three previous Hobart Races (when owned by ex-CYCA Commodore George Girdis) with average results. With a rating that is very hard to sail to, Aphrodite is unlikely to be well placed on handicap despite the keen MHYC crew who will be sailing her.

CREW Skipper: L. Stow, Navigator: P. Mosedale (3), P. Tilley (3), B. Gillette (1), C. Lynch, W. Robinson, A. Bassett (3).

Middle Harbour Yacht Club


AMAROO (0) - 2250
LOA 12.1 m; LWL 10.2 m;
Beam 3.9 m; Draft 2.0 m

This seven-year-old stock Duncanson has competed in a number of long races - to the warmer waters of Noumea and Queensland - and is now making her first trip to Hobart. Although out-classed by the modern IOR yachts, the determined crew will be making every effort to finish creditably. A fast race will see her very out-classed.

CREW Skipper: L. Noonan, Navigator: P. Richardson (1), J. Wylie, H. Dukind, G. McNeill, P. McNeill, W. Hill.

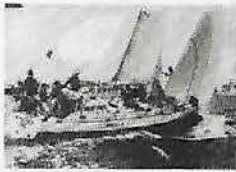
Cruising Yacht Club of Australia


APOLLO (3) - 1400
LOA 23.3 m; LWL 19.2 m;
Beam 5.1 m; Draft 3.9 m

After a long visit to Queensland for the Hamilton Island series, and extensive modification in Brisbane, this famous yacht's potential is unknown, not having raced since she had her 'bottom lift'. With an impressive sail inventory and many old hands in the crew, her performance should put her in front for line honours with less competition than last year.

CREW Skipper: W. Rooklyn (10), Navigator: J. Humphrey, J. Rooklyn (9), S. Schofield (15), D. van Woerden (11), M. Spies (8), G. Johnston (4), A. Goddard, D. Hodgson (4), B. Ramsden, D. Stalker, S. Baker, C. Marlowe, J. Messenger, J. Blake (6), B. King, D. Salter.

Cruising Yacht Club of Australia



APOLLO II (9) - R 111
 LOA 14.8 m; LWL 13.5 m;
 Beam 4.1 m; Draft 2.6 m

A Lexcen design originally for Alan Bond, Apollo II will be competing in her tenth Hobart Race, for the fourth time with her present owner who always drives the yacht hard and notches up many victories in Victorian waters. Apollo II represented Australia in the 1973 Admiral's Cup. She has had some alterations to her keel and rig, and her prospects would not be worse than in previous years.

CREW Skipper/Navigator: A. Becher (4), Navigator: R. King (4), B. Dumbrell (3), A. Saloniczk (1), D. Allen (1), M. Pugh (1), T. Dutton (3), J. Lewis (2), P. Ralph (4), M. Allen, W. Noyes, G. Ainley (3).

Royal Yacht Club of Victoria

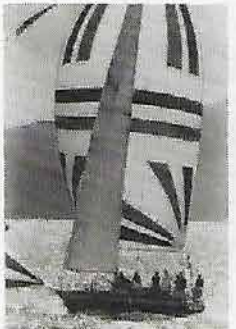


BILLABONG (7) - B 23
 LOA 10.4 m; LWL 8.2 m;
 Beam 3.2 m; Draft 1.9 m

Billabong is a Broga 34 designed by her owner Peter Joubert, who is taking her to Hobart for the 8th time. Her previous performances in this event have been outstanding, and credit must be given to the designer whose yachts have often fared well in this Race. She is an ageing boat with an even more rapidly ageing crew, but she will be driven hard and it would not surprise if she finished with a very high placing.

CREW Skipper: P. Joubert (13), Navigator: K. Flockhart (10), A. Butler (24), T. Vauntin (8), T. Gunnerson (4), S. Smith (1).

Royal Brighton Yacht Club



APOLLO III (3) - 1661
 LOA 16.6 m; LWL 13.8 m;
 Beam 4.3 m; Draft m

Alan Bond's third ocean racer designed by Ben Lexcen was 4th overall in this year's Brisbane-Gladstone Race and 5th in the Hamilton Island series against strong competition. After an illustrious career with Bond, she was second overall in the 1980 Perth to Bali Race. She is a stretched out version of Ginkgo which won everything in her day, but Apollo III did not come up to expectations. With age her prospects in this race have declined.

CREW Skipper: A. Fox, I. Morton, I. Thomason, A. George, R. Jackson, P. O'Hare, R. Stavara, R. Wilson, G. Early, K. Newton (2), J. Broadbent, P. Lewis (2), J. Roberts.

Royal Queensland Yacht Squadron



BLACK MAGIC (3) - R 137
 LOA 12.2 m; LWL 9.8 m;
 Beam 3.8 m; Draft 2.1 m

Black Magic is a fractional rig sloop by Ed Dubois and was developed from the Australian Admiral's Cupper Police Car. Her form has been hot and cold in a growing Victorian ocean racing fleet. Her best performances in this Race have been a creditable 9th in 1982 followed by 11th last year. The weather will have to be to her liking for her to show up in the placings.

CREW Skipper: R. Layton (3), Navigator: P. James (7), M. van der Walker (8), M. Harris (4), N. Drennan (3), R. Cole (3), C. Black (2), J. Walker (1), J. Freeman (1), I. Johnson.

Royal Yacht Club of Victoria



AQUILA (5) - SM 44
 LOA 10.8 m; LWL 7.3 m;
 Beam 3.3 m; Draft 1.5 m

Aquila is an S&S 34 built by Swarbrick Bros. of Perth. These Fibreglass copies of Morning Cloud have proven to be seaworthy and comfortable and have become very popular since they were introduced in the late '60s. Aquila has done her share in gaining good results. Her best performances in this Race being a 2nd and 3rd in division. Her prospects are as good as any yacht over 5 years old, but it will have to blow for a good placing overall.

CREW Skipper: B. Edmunds (3), Navigator: C. Mews, (Mrs) J. Edmunds, R. Bower (2), D. O'Toole (2), W. Bell.



BOOMERANG VII (6) - 474
 LOA 12.7 m; LWL 12.4 m;
 Beam 3.9 m; Draft 1.9 m

Boomerang VII makes a welcome return to the ocean racing scene after some years of absence. Designed by veteran Peter Joubert, whose yachts have an excellent record (a winner in Zeus II in 1981), Boomerang VII was considered radical when first launched in 1968. She gave a hair-raising experience to many who sailed her in her prime years. Her rating was a bit high, but she sailed fast enough to get a second placing overall in her maiden Race.

CREW Skipper: J. Hunter (1), Navigator: J. Weaver (1), D. Casswell (2), W. Payne, A. Joseph, A. Hunter, D. Magill (3).

Royal Prince Alfred Yacht Club

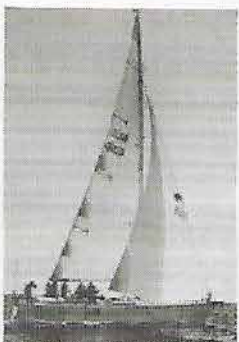


AUDACITY (2) - 1065
 LOA 10.1 m; LWL 8.1 m;
 Beam 3.4 m; Draft 1.9 m

A Van de Stadt design built in Germany, Audacity was second overall in the 1982 Hobart. Last year she was dismasted in the heavy weather when well placed, and she may be expected to make a good showing in this year's Race.

CREW Skipper: N. Marr (3), Navigator: J. Campbell (1), T. Gooch (2), D. Finnegan (1), C. Wardie (3), C. Lathan.

Royal Sydney Yacht Squadron

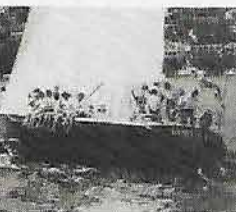


BURGLAR (0) - 4105
 LOA 13.7 m; LWL m;
 Beam m; Draft m

Built in New Zealand, Burglar should be a comfortable, well equipped cruising yacht. Purchased by Rod Muir, she was found to be extremely fast and at the time of going to press she had not been rated. In this Race she will be sailed by Terry Wise with crew trained by his Pacific Sailing School. She will be fast but it is a matter of conjecture whether she will sail to her rating.

CREW Skipper: T. Wise (4), R. Irish, 6 T.B.A.

Cruising Yacht Club of Australia

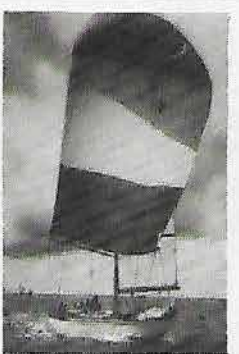


BEWINCHED (0) - 4311
 LOA 18.9 m; LWL 15.3 m;
 Beam 5.2 m; Draft 3.2 m

This yacht made her Hobart debut two years ago as Siska and was recently purchased by Bill Ferris and Sam Gazal. Ferris experienced big boat racing last year when he chartered Helsal II (as Gib an Inch) and has had an eye for this yacht since the last maxi series. She now sports 'JPS' colours (black and gold), and her battle with near sistership Freight Train will be worth watching. Bill has retained most of the crew from last year and has added some extra experience.

CREW Skipper: W. Ferris (3), Navigator: K. Roxburgh (6), r. Bearman (14), R. Fraser (7), S. Gazal, R. Stuart (3), I. Lewis (3), R. Vincent (1), N. Jones (9), G. Rouvray (14), J. Noakes (17), R. Rubenach, R. Fisher (6), W. Knudsen (3), J. Wood (3), I. Campbell (4), R. White (3).

Cruising Yacht Club of Australia

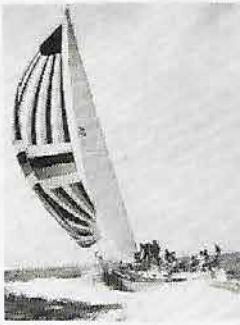


CAPRICE OF HUON (5) - 1313
 LOA 13.7 m; LWL 9.1 m;
 Beam 3.1 m; Draft 2.0 m

This yacht makes a return to the Hobart field after 12 years. A famous old girl, Caprice of Huon represented Australia in the Admiral's Cup on two occasions with creditable results. She has won just about every ocean race on the calendar except the Hobart. Now owned by Bob Eltringham and crewed by a cruising fraternity, Caprice will probably sail down the nostalgia track of the course.

CREW Skipper: R. Eltringham (1), Navigator: B. Even, D. Mills (7), A. Skehen (1), R. Hampson, D. Crane (1), E. Duggin (1).

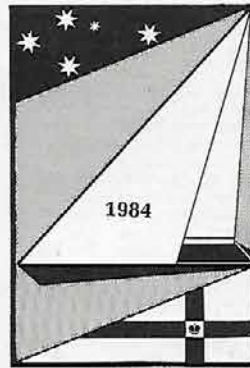
Palm Beach Yacht Club



CENTREFOLD (1) - 26
LOA 15.1 m; LWL 12.0 m;
Beam 4.1 m; Draft 1.8 m

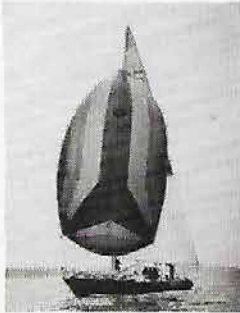
Centrefold is a Sparkman & Stephens design, the popular Swan 48. She was built by Cec Quilkey, who is well known for building yachts such as Ragamuffin and Salacia II, among others. He will be in the crew again this year. Owner Brian Folbigg has done this course before and will enjoy the trip in some degree of comfort.

CREW Skipper: B. Folbigg (2). Navigator: B. Benenson (2), W. Rose (2), C. Quilkey (3), K. McBride (1), J. Hempstalk (1), R. Mee (1), J. Folbigg, C. Clark (1), J. Burkett (1).
Cruising Yacht Club of Australia



CHINESE FIRE DRILL (1) - 396
LOA 10.8 m; LWL 9.2 m;
Beam 2.8 m; Draft 2.0 m

Chinese Fire Drill is an S&S 36 production yacht built by Prestige Yachts of Perth. Launched in 1982, she was purchased last year by John Hughes and David Herlihy and entered last year's race, finishing 62nd. To her credit she won her division in this year's Mooloolaba Race.
CREW Skipper/Navigator: J. Hughes, T. Baker (1), I. Grisl (2), I. Swift (1), C. MacDonald, I. Flemming (10), H. Lowenthal (3).
Cruising Yacht Club of Australia



CHALLENGE II (5) - R 339
LOA 14.0 m; LWL 10.4 m;
Beam 4.4 m; Draft 2.4 m

Challenge II is an S&S design built of aluminium in 1979 for Lou Abrahams who, on his 20th attempt, won the Hobart Race with this yacht. She has had an illustrious career in ocean racing, winning many classy events and perhaps capable of winning many more. It would be ironic if new owner Peter Rowsthorn managed to beat Lou's new Challenge.

CREW Skipper: P. Rowsthorn (2). Navigator: K. Healy (2), J. Conway (1), M. Rowsthorn (1), B. Webber (5), P. Bedgood (1), B. Taylor (2), J. Milledge (2), W. Ellerton (2), M. Chisolm (2), D. Telford (2).
Royal Yacht Club of Victoria



CHRISTA-FARR (0) - 3598
LOA 11.0 m; LWL 10.0 m;
Beam 3.6 m; Draft 1.9 m

One of many Farr designs in this Race, Christa-Farr is a production 1104 resurrected by Glass Yachts, an old design which was heavily penalised by the rating rule. 1104s have proven, however, popular because of their ease of handling and their ability to sail in all conditions. Her name (sigh!) betrays an irresistible urge by Farr owners to pun on the designer's name.

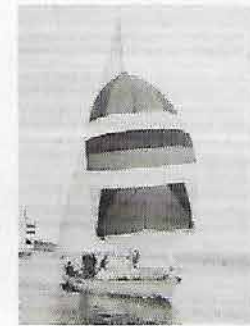
CREW Skipper/Navigator: D. Pomfret (2), I. Donaldson (1), J. Eckford (1), C. Green (1), D. Henry (1), M. Ooms (1), L. Breckenridge.
Royal Motor Yacht Club - Toronto



CHALLENGE III (0) - SM 39
LOA 13.0 m; LWL 10.0 m;
Beam 4.0 m; Draft 2.5 m

Challenge III is a brand new Frers design for last year's Hobart winner, Lou Abrahams. She is a development of Shockwave, which has performed very well in international events. Built of exotic materials, she was launched in May and hurriedly shipped to Hawaii for the Clipper Cup. Since her return she has been finely tuned and improved, and she should start as one of the favourites for handicap honours.

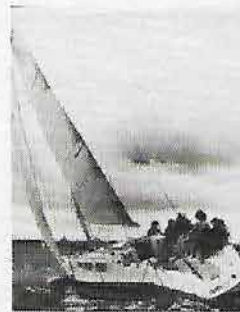
CREW Skipper: L. Abrahams (20). Navigator: G. Simmons (7), C. Anderson (6), C. Purtell (7), W. Dixon (5), B. Kirby (4), B. Hooper, M. Allen (3), I. Davis (7), W. Johnstone (2).
Sandringham Yacht Club



CITY LIMITS (0) - A 71
LOA 10.9 m; LWL 8.8 m;
Beam 3.5 m; Draft 1.9 m

City Limits is another S&S 36 from Prestige Yachts of which there are a number in the Race. A Tasmanian entry from Bellerive Yacht Club, she has an experienced crew fully capable of driving her hard in the fresh conditions she is most suited for.

CREW Skipper: H. Knoop (3). Navigator: S. Sutton (1), M. Geeves (2), L. Nibbs (15), P. Moore (4), R. Lilley (3), G. Allway (1), J. Nibb.
Bellerive Yacht Club



CHAOS (3) - A 111
LOA 11.0 m; LWL 9.4 m;
Beam 3.7 m; Draft 1.8 m

Chaos is a Farr 1104 built by Compass Yachts and a sistership of 1976 winner Piccolo. A number of these yachts are entered this year (as there have been since their introduction in 1976). They always do well because they race each other, thus sometimes managing to beat more modern designs. Chaos has an experienced crew which includes Road Runner Howlett, who has been doing this track since 1969.

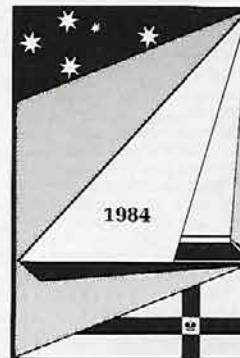
CREW Skipper/Navigator: C. Lockley (3), R. Howlett (14), G. Randall (1), others T.B.A.
Royal Yacht Club of Tasmania



COBWEB (1) - 1339
LOA 11.9 m; LWL 9.2 m;
Beam 4.3 m; Draft 1.8 m

This yacht last participated in this event in 1978 when, as her skipper describes, she saw the rear end of most boats. A Buchanan-Hartley design launched in 1974, she is one of many boats that enter this race just for the hell of it, which helps to make the Hobart the classic event that it is. The boat and crew will get there, and they will enjoy the ride.

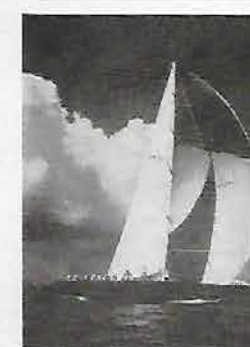
CREW Skipper: G. French (7). Navigator: W. Griffiths (4), S. Fleming, A. Patterson, S. French, L. Dick, R. Porter (6), P. Wooley.
Cruising Yacht Club of Australia



CHELINDA (1) - 635
LOA 11.0 m; LWL 9.1 m;
Beam 3.2 m; Draft 1.2 m

Chelinda is a veteran Swanson 36, outstanding yachts and still great sea boats. This crew has had bags of experience and could almost do the trip with their eyes closed (in a big seaway not such a bad idea). They will have no delusions about winning, but their 18th in 1981 is an indication of what a top crew can do. If the weather is hard on the nose this team will leave many modern yachts behind. They will be planning to have lots of fun at the same time.

CREW Skipper: J. Keown (9). Navigator: K. Laker (8), D. Dermody (8), M. Clarke (5), J. Hodges (3), M. Lloyd-Jones.
Royal Sydney Yacht Squadron



CONDOR (1) - KB 80
LOA 24.4 m; LWL 20.4 m;
Beam 5.7 m; Draft 4.2 m

This will be a welcome reappearance for last year's Sydney-Hobart line honours winner. Condor was also winner of the 'double' in last year's Fastnet. She is without doubt the boat to beat for any other crew looking for line honours, and it is doubtful that any other yacht can force a finish as close as that of last year.

CREW Skipper: R. Bell, rest T.B.A.
Royal Bermuda Yacht Club

CONGRATULATIONS *BONDI TRAM* YOU DID US PROUD

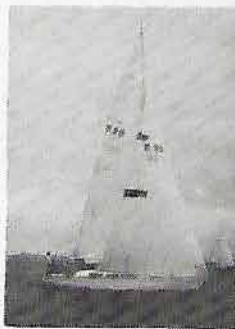


The Barlow equipped *Bondi Tram* won her Class
in every race in the 1984 Clipper Cup Series.

She also was First in Class, Big Boat Series,
San Francisco 1984, where she was
winner of 4 out of 5 races.



Barlow Winches 52 Wentworth St., Granville, NSW 2142. (02) 637 9333 Telex AA24301



CRUSADER OF BRIGHTON (0) - B 99
 LOA 12.2 m; LWL 10.4 m;
 Beam 3.7 m; Draft 2.1 m

A newly-launched Joe Adams 40-footer sailing under the burgee of Royal Brighton, Crusader has, in her short career, only one race to her credit, so the crew will still be getting to know her. Adams boats are known for their downwind performance, but her handicap could be against her.

CREW Skipper: J. Willett, Navigator: J. Archer (1), J. Summers (2), J. Hearle (2), N. Roberts (2), B. Smethurst, M. Clark (1), C. Kelaher (1).
 Royal Brighton Yacht Club



DIAMOND CUTTER (3) - 2776
 LOA 11.0 m; LWL 9.1 m;
 Beam 3.7 m; Draft 2.0 m

This will be the 4th time Alan Sweeney will have taken this 1-tonner down. He will be hoping for a better performance than on his previous starts, which gave him 77th, 25th and 'retired'. While she was a most successful boat when first launched, her design and rating would count against her these days.

CREW Skipper: A. Sweeney (9), Navigator: R. Grant (4), G. Riding, C. Herbert, P. Bothby, M. Downman, C. Knox, J. Thornby, L. Sharp.
 Middle Harbour Yacht Club



CYBELE (0) - 3687
 LOA 9.8 m; LWL 7.3 m;
 Beam 3.0 m; Draft 1.6 m

Cybele is a production Cavalier 32 designed by Salthouse and built by Cavalier Yachts of Sydney. These are a comfortable cruiser/racer that sails well in all conditions but which are not fast enough to keep up with the stripped-out racing machines. The skipper and crew are going 'just for the ride and the cruise back' and to have some drinks with their friends in Hobart.

CREW Skipper: A. Ridley, Navigator: P. Kelly (2), D. MacGeachie, P. Tracey, A. Ridley, J. Smith.
 Middle Harbour Yacht Club



DI HARD (1) - KP 1
 LOA 12.5 m; LWL 11.0 m;
 Beam 3.9 m; Draft 2.3 m

A Frers design which represented Papua New Guinea in last year's Admiral's Cup, Di Hard managed to notch up a creditable 8th in last year's Hobart Race. Once again representing PNG and sailed by many of her regular crew, she may be expected to show a clean pair of heels to most yachts of comparable size and rating.

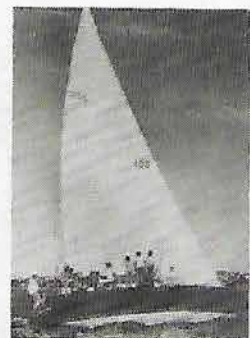
CREW Skipper: B. Tardrew, rest T.B.A.
 Royal Papua Yacht Club



DANCING MOUSE (3) - 65
 LOA 11.0 m; LWL 9.4 m;
 Beam 3.1 m; Draft 1.7 m

Dancing Mouse is a Ben Lexcen masthead rig which was previously owned by the late Cliff McGarry. She was launched in 1975 when she achieved her best Hobart result, 13th overall. Since then she has had mixed results, and would not be among the favourites because of her age.

CREW Skipper: D. Hundt, Navigator: J. Doomis, M. Bartrop, T. Parelli, E. McCarthy (3), K. Messener, R. Walden (5).
 Cruising Yacht Club of Australia



DR DAN (0) - 3105
 LOA 15.7 m; LWL 13.4 m;
 Beam 4.1 m; Draft 2.4 m

Dr Dan, formerly Honky Tonk Woman, of New Zealand, is a Laurie Davidson design and is a development of Great Fun, which performed well in the 1982 Clipper Cup series. She is owned by local radio identity Rod Muir. Sailing on board in this year's Race will be veteran David Lawson, who has 23 Hobarts to his credit.

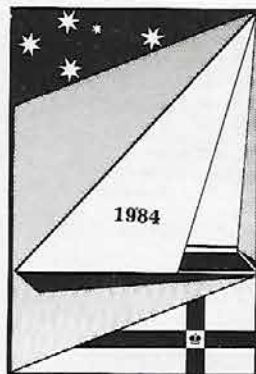
CREW Skipper: R. Muir/T. Wise (4), Navigator: J. Hawley (9), D. Lawson (23), G. Woodruffe (2), I. Broad (4), B. McPherson, M. Drenth (6), R. Naismith, M. Mason.
 Cruising Yacht Club of Australia



DERWENT LASS (1) - H 2
 LOA 9.1 m; LWL 7.6 m;
 Beam 2.9 m; Draft 1.8 m

This Joubert design did her first Hobart Race last year getting a better-than-average result of 56th overall. The crew is the same as last year and will be hoping to better their result. Owner D. Colbourn did Hobarts in 1947 and 1948, when the wind really used to blow, and he will get the best from his small 30-footer.

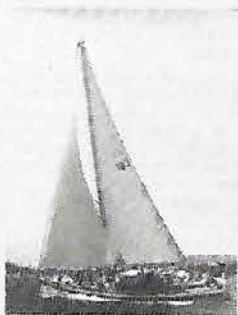
CREW Skipper: D. Colbourn (6), Navigator: P. Freeman (1), D. Mann (1), N. Fry (1), R. Latham (2), I. Colbourn (2).
 Royal Yacht Club of Tasmania



DRY WHITE (0) - SM 50
 LOA 12.2 m; LWL 10.3 m;
 Beam 3.8 m; Draft 2.2 m

This brand new Van de Stadt will be trying to take the honours to Victoria for the second year. She has a very experienced crew who are fully capable of settling her down from the inevitable teething problems. Van de Stadt designs have enjoyed recent successes in Europe, and she is expected to be one of the 'form yachts' of the event.

CREW Skipper: R. Elliott (1), Navigator: P. Newman (2), P. Elliott (3), B. Case (21), R. Lloyd (2), P. Anderson, D. Birkhill, S. Bull (10), T. Bold (5), R. Simpson (7).
 Sandringham Yacht Club



DESTINY (5) - 183
 LOA 9.1 m; LWL 7.6 m;
 Beam 2.9 m; Draft 1.8 m

Designed by Joe Adams, Destiny is a cruising cutter built of steel. She has been used by Theo Taylor to teach youngsters about adventures at sea under the auspices of the Ocean Youth Club. It is believed that this year she will once again be used to introduce OYC members to a long ocean passage. She has a very experienced navigator in Don Gilles, but she is not expected to be at the front of the fleet.

CREW Skipper: T. Taylor (6), Navigator: D. Gilles (4), G. McDonald (2), N. McCarthy (3), J. Helback, L. Leake, A. Kennedy (3), R. Fraser, B. Bishop.
 Royal Sydney Yacht Squadron



DYNAMITE (4) - 1308
 LOA 12.8 m; LWL 11.0 m;
 Beam 4.0 m; Draft 2.0 m

Dynamite is a Bruce Farr design launched in 1976. She has competed in four previous Hobarts where her best result has been 7th, in her year of launching. This is her first Hobart since 1979 and it is not expected that she will do as well in this year's Race.

CREW Skipper: I. French (1), Navigator: P. Armour, A. Lilja, G. Byrnes (1), P. Sainsbury, S. Keane, A. Bright, D. Miot.
 Middle Harbour Yacht Club

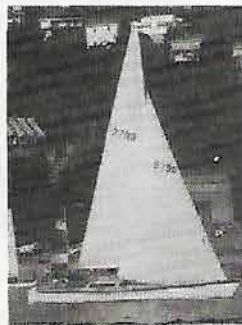


ENCORE (2) - A 16
LOA 12.6 m; LWL 9.8 m;
Beam 3.9 m; Draft 2.3 m

A Joubert design launched in 1982, in her previous starts she hasn't done particularly well, with 70th and 131st placings. Her crew certainly know what the Race is about and should be aiming to improve with their next act.

CREW Skipper: W. Anderson (13), Navigator: J. Denton (2), K. Swarbrick (9), J. Baker (5), G. Dunsmore (1), M. Gordon (1), M. Nobbs (1), A. Miller (2), D. de Coster.

Cruising Yacht Club of Australia



FANNY ADAMS (1) - 2790
LOA 13.1 m; LWL 12.5 m;
Beam 3.1 m; Draft 2.6 m

Joe Adams boats are always fast and, with a name like this, there is little doubt which drawing board she came from. She has done a considerable amount of offshore work, including races such as Mooloolaba, Noumea, and Lord Howe, coming home first in the 1981 Sydney-Mooloolaba Race. She unfortunately had to retire last year, so better luck in 1984.

CREW Skipper: S. Chapman, Navigator: M. Tremble, R. Chapman, D. Sharp, A. Chapman, M. Flint, R. Driver (2), D. Saddington.
Lake Macquarie Yacht Club RANSA



ENDLESS ADVICE (1) - 3040
LOA 9.2 m; LWL 7.9 m;
Beam 3.1 m; Draft 1.8 m

This boat, which was particularly fast in the CYCA winter series, is always aggressively sailed. She went to Hobart in 1982, as Thirlmere, and has an impressive race record including winning the 1983/84 Siandra Trophy and coming second in the 1984/85 RSYS Morna Cup.

CREW Skipper: R. Stone, Navigator: G. Stone, D. Clarke, A. McGrath, A. Chan, N. Middendorp.

Middle Harbour Yacht Club



FARR FETCHED (2) - A 1104
LOA 11.0 m; LWL 9.2 m;
Beam 3.7 m; Draft 1.9 m

No marks for guessing who designed a boat called Farr Fetched with a sail number 1104. This one is up from Geelong. She has a good previous Race record including twice winning the RYCT ocean point score. Her present owner bought her in January this year, and while these boats are not new any more, she certainly has the crew to get the best from her, with 28 Hobarts and some 17,000 racing miles among them.

CREW Skipper: I. Watson (7), Navigator: R. Bews (6), K. Curtis (10), M. Stein (2), D. Price, J. Chandley (3), A. Brown, J. Leeds.

Royal Geelong Yacht Club



ENIGMA (2) - 2444
LOA 13.5 m; LWL 11.0 m;
Beam 4.2 m; Draft 2.4 m

This yacht was previously known as Aetos. She is a Holland design built by Jarkan, of Nowra, and a sistership of Sangaree which has been raced by the builder. A cruiser/racer with some degree of comfort, this semi-production yacht has not been able to keep up with boats her size and is not expected to be in the top half of the fleet when the handicapper publishes the results.

CREW Skipper: G. Davis (1), M. Press (2), B. Davis (1), P. Davis (1), R. Blake (1)

Royal Prince Alfred Yacht Club

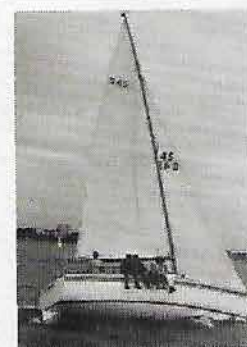


FARR OUT (5) - MH 10
LOA 11.1 m; LWL 9.8 m;
Beam 3.3 m; Draft 1.9 m

One of many of these designs built by Compass Yachts. Farr Out will be encouraged by the prospect of racing her sisterships which in turn could improve their general placings. These yachts come as close to one-design offshore racing as there is. This one has sailed hard and long in her seven years in the water, and has given lots of fun to her various owners.

CREW Skipper: John Dibble/Jamie Dibble (4), Navigator: J. Snell (3), R. Nicholls (3), R. Adams, P. Barnett, R. Derrin (1), P. Bremner, R. Powers.

Middle Harbour Yacht Club

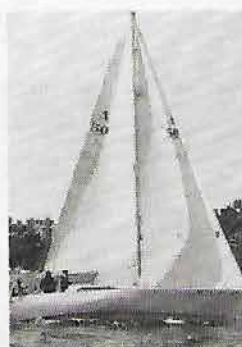


EUREKA (0) - S 45
LOA 9.5 m; LWL 8.8 m;
Beam 2.9 m; Draft 1.8 m

This 3/4-rigged Victorian boat designed by Kim Swarbrick was 1982 JOG Cock of the Bay in Melbourne but will need strong downwind conditions to do well in this Race.

CREW Skipper: A. Keep (1) H. Russell, Navigator: K. Redman, L. Sullivan, F. Rudland, T. Holding, N. Norsley.

Royal Melbourne Yacht Squadron

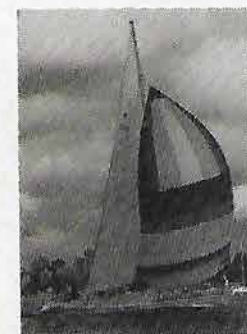


FIRETEL (1) - A 50
LOA 10.0 m; LWL 8.3 m;
Beam 3.4 m; Draft 1.8 m

Firetel is a Carter 30, long a standard design in the half ton offshore division. She had a particularly good Race last year, coming well up on handicap in her division. While half-tonners did not do well in the final results, she was among the first home. Her crew is experienced, so how well she goes will depend upon the weather.

CREW Skipper: R. Lawler (4), Navigator: A. Barry (3), P. Robinson (3), P. Lawler (2), J. Lawler (1), M. Lawler, M. Gardner.

Sydney Amateur Sailing Club



EVELYN (3) - 4100
LOA 17.0 m; LWL 15.5 m;
Beam 4.5 m; Draft 3.0 m

Designed and built by her first owner, Jack Cassidy, of Perth, this 55-foot light displacement yacht was launched in 1980 and took 4th place in that year's Hobart. Her successes include line honours in a number of W.A. races, including the Albany Race (in 1981 and again in 1982), setting a race record in 1981. She is a very fast boat indeed.

CREW Skipper: G. Hutchinson/M. Bellingham (3), Navigator: I. Schmidt, R. Fraser, Rob Fraser, P. MacNeil, I. McConaghy, J. Anthill, K. Lacey, S. Spital, V. Alexander, G. Marsh, S. Boyde, T. Potter, G. Payne, D. Spencer, D. Galvez.

Royal Prince Alfred Yacht Club

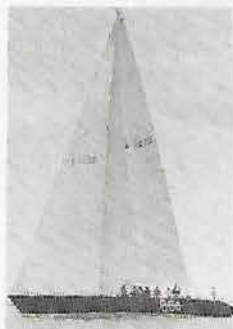


FLY BY NIGHT (1) - SP 333
LOA 10.4 m; LWL 7.9 m;
Beam 3.5 m; Draft 1.8 m

This yacht entered last year's Race practically untried and finished a creditable 11th in division. Since her return to Perth she has managed a number of placings, and her performance in this year's Race should improve. She is designed by R. Humphreys of the UK, a well known small boat designer who gets results.

CREW Skipper: Navigator: C. Knight (1), J. Holder, S. Fitton (2).

South of Perth Yacht Club



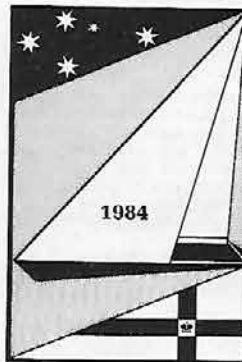
FREIGHT TRAIN (1) - R 2222
LOA 18.8 m; LWL 15.5 m;
Beam 5.0 m; Draft 3.5 m
 German Frers has every reason to be proud of this design which did so well in last year's Burns Philp Maxi Series and won the maxi division in the 1983 Hobart. She has raced hard since then including the 1984 Clipper Cup series in Hawaii. A really beautiful offshore racer, her sailing master, Peter Green, is one of the most experienced in the game (he's doing his 33rd Race). She can be expected to give a good account of herself.
CREW
 Skippers Bob Williams (2) & Peter Green (32), Navigator: R. Kydd (3), S. Broom (2), I. Exton (4), R. Standish (2), J. Mews (4), J. Baxter (5), F. Williams, M. Green (5), P. Fletcher, B. Gould (19), P. Bullen, M. Coetze, N. Vidal (5), C. O'Connor, J. Woodford, C. Strauss (5), M. Ritchie, A. MacLennan.
 Royal Perth Yacht Club



HULLABALOO (1) - MH 20
LOA 10.8 m; LWL 8.9 m;
Beam 3.5 m; Draft 2.0 m
 Hullabaloo is a sistership to many other S&S 36s in this year's fleet, including Andromeda, Galaxy III and Chinese Fire Drill, to name a few. In her short racing career she has acquitted herself well for her owner, Keith Tierney.
CREW Skipper: K. Tierney (2), Navigator: R. Bishop (2), D. Fairfax, J. Sexton, S. Friezer, P. Jedlin (1), J. Johnson (1), P. Quinlin.
 Middle Harbour Yacht Club



GALAXY III (0) - 261
LOA 11.8 m; LWL 8.8 m;
Beam 3.5 m; Draft 2.0 m
 Galaxy III hails from Hobart, an S&S 36 launched in 1983 and built by Prestige Yachts. A sistership of Chinese Fire Drill, being a Tasmanian yacht she may have an edge on some of her competitors going up the River, when she will, by dint of local knowledge, be in a world of her own.
CREW Skipper: P. Langford (3), Navigator: G. Langford (1), D. Langford, C. Connor, H. Posch, B. Heron, C. Denny (4).
 Royal Yacht Club of Tasmania



HUON CHIEF (6) - 1100
LOA 11.0 m; LWL 9.8 m;
Beam 3.6 m; Draft 1.9 m
 Launched in 1974, this will be one of the prettiest yachts in the Race, built (would you believe) of Huon pine. Her early racing record, in the hands of well known Tasmania identity Hedley Calvert, resulted in a win in the 1975 One Ton Cup and a place in the Tasmanian Southern Cross Cup team that year. A well founded and well designed yacht, nothing should bother her in this Race, not even finishing out of the money.
CREW J. Temple (4) R. Curby (1), G. Fox (4), others T.B.A.
 Cruising Yacht Club of Australia



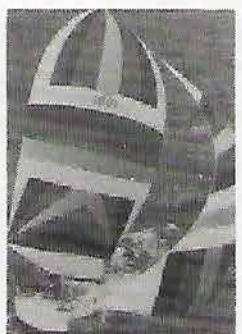
GROUNDSPOR (0) - 3758
LOA 11.4 m; LWL 9.3 m;
Beam 3.7 m; Draft 2.14 m
 Groundsfor is the new Farr 37's sistership to Leading Edge, Pippin and Southern Cross. There are great hopes that these yachts will sail very successfully and perhaps will form a basis for a 'one design' class. From information supplied, this Lake Macquarie crew, while experienced in ocean racing, are reasonably new to the Hobart track. This could perhaps give her rivals an edge.
CREW Skipper: B. Hines, Navigator: N. Hines, P. Compton, R. Cummings, P. Hoare, A. Dorman, W. Bridge, P. Evans, G. Dukino.
 Lake Macquarie Yacht Club



HUON SPIRIT (0) - 4117
LOA 12.2 m; LWL 10.1 m;
Beam 4.1 m; Draft 2.3 m
 One of the new Bruce Farr 40-footers which will have a big following in this Race, this Tasmanian entry owned by well known Hedley Calvert (with 10 Races under his belt) will have a strong and well deserved local following. She has every chance of causing the trophies to be left in Hobart this time.
CREW Skipper: H. Calvert (10), Navigator: C. Purdon (1), N. Tall (7), G. Wells (8), S. Price (4), F. Dixon (4), S. Graves (4), M. Grainger (6), P. Shields, B. Rostrom.
 Royal Yacht Club of Tasmania



HALCYON (1) - PD 1
LOA 9.8 m; LWL 7.3 m;
Beam 3.0 m; Draft 1.5 m
 Halcyon is a stock Cavalier 32 designed by Bob Salthouse. This is her second Hobart; in her maiden Race she finished 116th which speaks for itself. Cavaliers are a comfortable cruising yacht, except in a 50 knot gale, and are not expected to win the silver. The crew will have a good knowledge of the conditions because they have to sail her up from Tasmania to start!
CREW Skipper: T. Saul (1), J. Saul (2), M. Wickmore (2), rest T.B.A.
 Port Dalrymple Yacht Club



IMPATIENCE (1) - 1001
LOA 14.0 m; LWL 10.3 m;
Beam 4.4 m; Draft 2.4 m
 This unusual yacht is built in high tensile steel to a design by Richards. She represented Queensland in the 1983 Southern Cross Cup and sailed well up to her handicap in the Hobart that year, finishing 42nd overall. Her rating has been improved for this year, which should help her chances.
CREW Skipper: J. Sallom (1), Navigator: M. Lewis (1), R. Roberts (1), L. Peers (1), J. Sheriff (1), M. Walsh, J. Holmes, M. Burrows, J. Lowell, D. Tennant, M. Ryan.
 Royal Queensland Yacht Squadron



HOT TUB (0) - 222
LOA 12.5 m; LWL 11.0 m;
Beam 3.7 m; Draft 1.9 m
 Hot Tub is one of the few yachts in this year's Race which is owner designed and built. She was launched only in June this year and has the distinction of being one of the few overseas yachts going south this year. In the SCOR series she showed considerable speed for her size, beating many larger yachts across the line. She will probably be in the latter half of the Hobart fleet.
CREW Skipper: P. Atkinson (2), Navigator: W. Horne (1), J. Taylor (6), P. Dredge, T. Kirkby (2), J. Atkinson.
 Bay of Islands Yacht Club



IMPECCABLE (3) - MH 106
LOA 10.2 m; LWL 8.0 m;
Beam 3.4 m; Draft 1.8 m
 A Holland 3/4-tonner built in 1980, this boat has been a regular competitor in CYCA races with some good results, including a 1st overall in the 1981 Flinders Cup and 3rd in the 1983 Montagu race. She has come very close to winning some major races, including 3rd in division in last year's Hobart. Perhaps this is her year to be the bride.
CREW Skipper/Navigator: J. Walker (3), R. Burns (5), A. Chauvel (2), D. Bashford (1), N. Tavener (1), B. Tavener.
 Middle Harbour Yacht Club



IN THE NAVY (2) - 3860
LOA 11.0 m; LWL 9.0 m;
Beam 3.6 m; Draft 1.9 m

This is not a yacht entered by the village people. She was originally known as Hot Prospect II when owned by her builder Gunter Heuchmer, who was successful with her. She was then sold to Queensland and returned to Sydney as Thirlmere. She sailed from Middle Harbour Yacht Club, and was recently purchased by Wayne Saunders who will know all about her by the time they get to Hobart.

CREW Skipper: R. Steel (4), Navigator: P. Bush (6), P. Glynn (4), R. Richards (3), T. Tringham (3), P. Clinton (4), I. Robertson (7), M. Condon (1), G. Holt.

Cruising Yacht Club of Australia



ISLE OF LUING (2) - 267
LOA 14.6 m; LWL 12.3 m;
Beam 4.3 m; Draft 2.4 m

This Holland 48 has been around for a number of years and had a good result in last year's Race, coming 8th across the line and 36th on handicap. However, her 78th in '82 wasn't all that good. An experienced Lake Macquarie crew will know how to sail her well, but don't put too much on her for a win.

CREW

Lake Macquarie Yacht Club

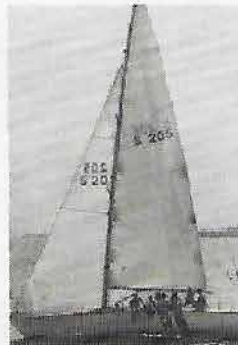


INCA (0) - 4515
LOA 14.0 m; LWL 11.3 m;
Beam 4.3 m; Draft 2.4 m

Inca is an S&S design developed from Challenge, which won last year's Race. She was built for the 1981 NZ Admiral's Cup team and has been in European waters since. She was recently purchased by Bart Ryan, who has owned many boats, including Streaker and Adrenalin. It will take some time for Bart and his crew to get to know the boat, but she certainly carries some good credentials.

CREW Skipper: B. Ryan (8), Navigator: B. Walpole (12), N. Ryan (5), F. Amber (1), M. Kennedy, P. Brownbill (4), S. Flitcroft (2), A. South (1), T. Arentz (1).

Cruising Yacht Club of Australia



JORJA (0) - S 205
LOA 12.0 m; LWL 11.0 m;
Beam 3.5 m; Draft 2.1 m

Jorja is a Joe Adams design built by Trewartha Yachts of Victoria and launched in 1982. Most of her racing has been in Victorian waters, and her best performance has been a fourth over the line in the Melbourne to Devonport Race. She is one of many yachts which enter this race just for the fun of it.

CREW Skipper: A. Burns, Navigator: C. Bernard, R. Brownlee, T. Deen, D. Breeze, J. Graham, Julie Graham, D. Stephens, J. O'Hagan, P. Headland.

Royal Melbourne Yacht Club

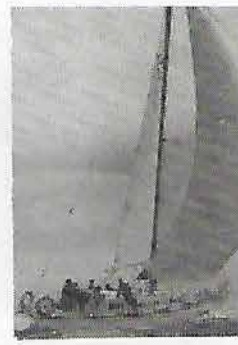


INCH BY WINCH (4) - 393
LOA 13.4 m; LWL 9.1 m;
Beam 3.7 m; Draft 2.4 m

Inch By Winch is an alloy Peterson design originally built for Dennis O'Neil as a contender for the 1981 Admiral's Cup team. She narrowly missed selection and was then sold to Joe Goddard who has been active in CYCA events. A bit of a handful downhill, she may prefer a reasonably long upwind work to keep in front of the more modern designs.

CREW Skipper/Navigator: J. Goddard (9), R. Ramsay (8), T. Amble (4), P. Toolan (8), J. Dunkin (5), F. Havelka (4), L. Steward, T. Banbrick, D. Smith, K. Brennan (3), R. Mische (18).

Cruising Yacht Club of Australia

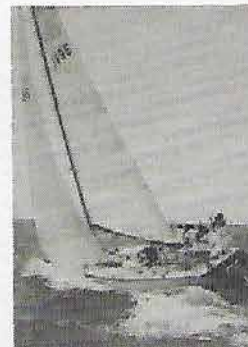


JISUMA (2) - SM 32
LOA 10.9 m; LWL 9.7 m;
Beam 3.1 m; Draft 1.8 m

As we said last year about this perennial, Jisuma will not win the race and that's a fact. She did extremely well in 1982 (34th) and came 76th last year, beating many hotshots. Long outdated, she is a Swanson 36 that has done just about every Hobart since 1969 and she knows the way better than most. There is a depth of ability in the crew, led by that great character Rocky Rockliff, who is 78 and has a wealth of experience. As said previously, this crew is definitely one to stay away from if you want a quite time in Hobart.

CREW NYA

Sandringham Yacht Club

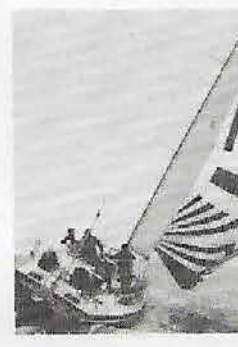


INDIAN PACIFIC (1) - 3695
LOA 12.3 m; LWL 9.5 m;
Beam 4.0 m; Draft 2.3 m

Indian Pacific is one of the popular Farr 40s which have sprouted since their debut as members of the victorious NZ Southern Cross Cup team. Indian Pacific was also selected as a member of the Australian Clipper Cup team in Hawaii this year where she showed reasonable form. A twitchy yacht, she will be sailed by an experienced crew which has been enhanced by the presence of her builder, Gunter Heuchmer.

CREW Skipper: G. Heuchmer (5), Navigator: J. Eyles (4), I. Potter (7), R. Jacobs (4), S. Kulmar (5), L. Minehan (3), G. Downes (6), P. St John (3), R. Johnston, J. Vale (5).

Cruising Yacht Club of Australia

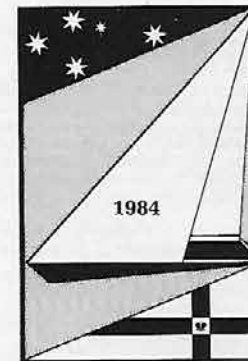


JUSTINE II (0) - R 133
LOA 10.5 m; LWL 8.8 m;
Beam 3.3 m; Draft 1.7 m

Justine II is a cruising desing by Blackburne built by Jarkan of Nowra. She was launched in 1978 and has been sailing in Victorian waters where her performances have been "average middle of the fleet". Her crew are experienced in sailing across the 'Paddock' and they should enjoy the conditions whatever they are.

CREW Skipper: B. van Driel, Navigator: D. Morrison (1), H. Fisher (2), A. Carden (1), R. Haggert, P. Bullman.

Royal Yacht Club of Victoria



INTRIGUE (0) - A 40
LOA 12.2 m; LWL 9.8 m;
Beam m; Draft m

Intrigue is the first Tony Castro designed yacht seen in Australian waters. Castro has designed some fast yachts for UK owners, including Justine III, which sailed very well in the last One Ton Cup in Europe. Built in Tasmania of King Billy pine and carbon fibre, she was launched in October. Her performance against the hot Farr 40s will be watched with interest.

CREW Skipper: D. Calvert (2), Navigator: D. Gourlay (6), B. Brook (1), J. Brook, B. Calvert (1), E. Kiddle (4), H. Connor (2), C. Harmsen (1), J. Reid, S. Carter (5).

Royal Yacht Club of Tasmania

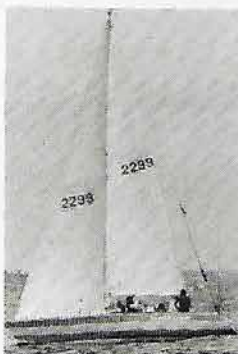


KIA TERI (0) - 2065
LOA 11.5 m; LWL 9.8 m;
Beam 3.8 m; Draft 2.0 m

Kia Teri is a yacht designed by Peter Joubert and launched in 1976. She has not competed in this event before and she appears not to have done much racing at all. Her skipper has gathered in Ian Perdriau who is better known for his prowess in single handed racing, and perhaps with the lack of offshore experience in the rest of the crew this boat might be right up his alley.

CREW Skipper: G. Winter, Navigator: C. Isles, I. Perdriau (5), T. Dunn, R. MacFarlane, M. Jents, T. Clear, N. McNeil.

Royal Prince Alfred Yacht Club

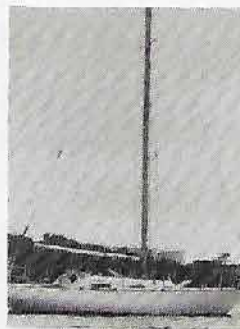


KNUCKLEDUSTER (1) - 2299
LOA 9.1 m; LWL 7.5 m;
Beam 3.1 m; Draft 2.0 m

Knuckleduster is a 1/2-tonner designed by Ron Holland and launched in 1977. She hails all the way from Botany Bay. Her racing performance is not well known to us, and to date her best has been a 4th in the 1983 Montagu Island Race. One of her crew members is with the CSIRO Oceanographic Research Centre, so at least they will know which way the currents go.

CREW D. Guest (1), E. Chapple (1), K. Miller (1), rest T.B.A.

Botany Bay Yacht Club

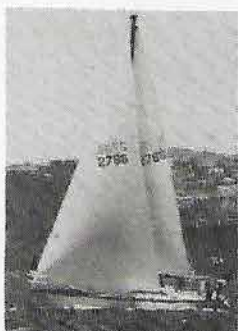


LEVEN (0) - 881
LOA 9.9 m; LWL 7.5 m;
Beam 3.1 m; Draft 1.8 m

Leven is a Peter Joubert design built in 1977. She was purchased by her current owner in November 1983 and she is the first entry in the Race from the Parramatta River Yacht Club. Her skipper has won the 'most improved skipper' award, which must mean a lot down Parramatta way. Now he is ready for the big time and will sail his first Hobart Race, so watch out for Leven!

CREW Skipper/Navigator: B. Cunneen, R. Steele (1), C. Psaltis (3), D. Cunneen, J. McArae, T. Paterson.

Parramatta Rive Yacht Club

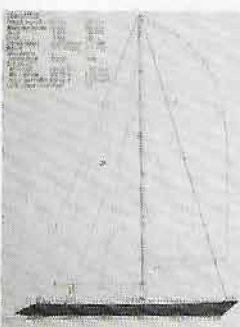


LADY ANN (2) - 2786
LOA 10.4 m; LWL 8.9 m;
Beam 3.4 m; Draft 1.8 m

Lady Ann is a production Pawtucket design by Peter Cole and built by Comprador Yachts. She is a cruiser/racer rating as a very conventional 3/4-tonner. This type of yacht has not been sailed competitively and would not have a chance amongst modern racing machines of similar size. Lady Ann (as Paw Paw) finished 76th in the 1980 Hobart and last year she retired with ruptured water tanks.

CREW Not available at press date.

Cruising Yacht Club of Australia

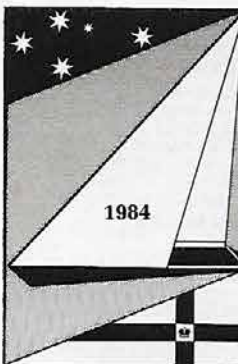


LION NEW ZEALAND (0) - KZ 5555
LOA 23.8 m; LWL 19.8 m;
Beam 5.6 m; Draft 4.0 m

At the time of going to press, Lion New Zealand had not been launched. She has been built specifically for the 1985/86 Whitbread Round The World Race, as was skipper Peter Blake's previous charge, Ceramco New Zealand, which won the 1980 Hobart line honours/handicap double. She will carry a very experienced crew which will include many of the 1980 Whitbread crew. Provided she is ready on time and tuned for the occasion, she should be a threat for line honours.

CREW Skipper: P. Blake (8), S. Gundry (1), P. von Zalinski (1), G. Dalton, rest T.B.A.

Devonport Yacht Club



LADY PENRHYN (0) - 3809
LOA 11.1 m; LWL 9.6 m;
Beam 3.2 m; Draft 2.0 m

A Royal Australian Navy owned yacht sailed by members of the RAN. Lady Penrhyn was completed and launched within the last few weeks. She has no racing history, needless to say, but she will be prepared in excellent navy tradition and sailed in a seamanlike manner. It cannot be anticipated whether she will be a flyer.

CREW Skipper: G. Brice (2), Navigator: G. Deakon (4), S. McMahon (1), J. Rennie, G. Stubbs (1), P. Malloy, R. Rayner, P. Walton.

RANSA

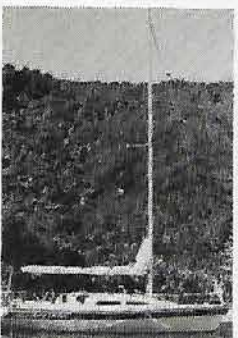


LOT'S WIFE (4) - H 38
LOA 9.4 m; LWL 6.2 m;
Beam 3.1 m; Draft 1.0 m

Lot's Wife is one of the evergreen East Coast 31s, designed by Peter Cole which have proven very popular in this country. A good all-rounder based on Peter Cole's own Shenandoah, this design has won many races in past years and is still capable of winning given the right conditions. Lot's Wife won Division D last year and her skipper and crew will be encouraged by this result and will try to finish in a similar position.

CREW Not available at press date.

Royal Yacht Club of Tasmania

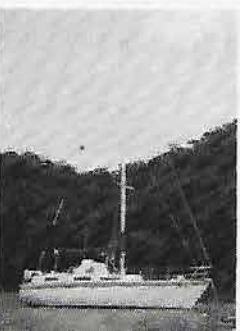


LARRIKIN (0) - NZ 4222
LOA 11.7 m; LWL 9.5 m;
Beam 3.7 m; Draft 1.9 m

Larrikin is a Bruce Farr design built by Compass Yachts of Auckland and launched in 1980. She has cruised offshore since launching and is now raced regularly in Wellington with the Royal Port Nicholson Yacht Club. Larrikin will carry an experienced crew.

CREW Skipper: N. Jorday (10), Navigator: T. Bach, R. Rowlands, P. Roberts, B. Spedding, A. Scott.

Royal Port Nicholson Yacht Club

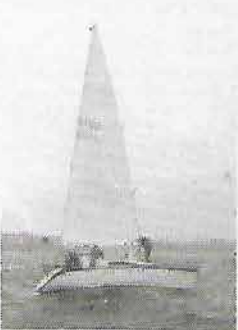


MANDALA (?) - 2868
LOA 10.5 m; LWL 8.8 m;
Beam 3.4 m; Draft 1.7 m

Built in 1980 by Jarkan Yachts and designed by Blackburne, Mandala is competing in her first Hobart. She is competing in her first IOR series and has no previous form. If it blows this year it should prove interesting for the crew.

CREW Skipper: K. Gladman, Navigator: W. Ruth-erford (3), J. Fraser, K. Lark, D. Howie, M. Burgess, R. Boulton.

Blue Water Cruising Club



LAWLESS (1) - SM 88
LOA 9.4 m; LWL 7.3 m;
Beam 3.2 m; Draft 1.8 m

Lawless is a fractional rig sloop designed by J. Green and launched in June 1982. She hails from ORCV, and she has been placed in every ocean race entered, including a second in Division D in last year's Hobart. The yacht sails well to her rating and is consistent in all weathers, but she obviously needs a long, light race and some luck to be able to hold her time against the entire fleet.

CREW Skipper: R. Green (6), R. Deacon, rest T.B.A.

Ocean Racing Club of Victoria



MANDRAKE (1) - SA 300
LOA 15.2 m; LWL 11.6 m;
Beam 4.6 m; Draft 2.6 m

A Kel Steinman design which was only just ready for last year's Race, Mandrake was 65th over the line and 119th on handicap. Since then she has been rebalanced and her performance has greatly improved. She is a yacht with great potential. Her result should be much better this year.

CREW Skipper: P. Smith (5), Navigator: G. Boettcher (3), R. Fidock (12), B. Swart (3), P. McKenzie (1), P. Smith (1), R. Brown, J. Hallion, M. Loy (1), M. Soulsby, D. Campbell, A. Short (4), G. Lambert.

Royal South Australian Yacht Squadron



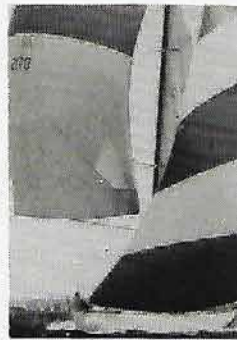
MARARA (7) - 1317
LOA 10.4 m; LWL 8.4 m;
Beam 3.0 m; Draft 1.8 m

One of the most successful S&S 34s in Australia, this yacht was 3/4-ton champion some years ago under its present name. For some years it carried the name Zilvergeest III. Her crew has a great depth of experience (over 50 Hobarts) and they will be driving hard no matter what the weather.
CREW Skipper: A. Ratcliff (20), N. Arnott (15), B. Simpson, P. Ratcliff (4).
Cruising Yacht Club of Australia



MERCEDES IV (5) - 1224
LOA 12.8 m; LWL 11.0 m;
Beam 3.7 m; Draft 2.4 m

Mercedes IV is a Kaufman design which represented Australia in the 1975 Admiral's Cup. She is a classic yacht and now had 20 owners, most of whom live in Canberra, which leaves her performance open to speculation as Lake Burley Griffin never gets all that rough. On a more serious note, there are some good old hands aboard who will no doubt be driving the yacht hard.
CREW Skipper: J. Dalton (4). Navigator: J. O'Halloran (1), J. Bell (4), V. Tuisk (1), R. Dalgleish, G. Littler, J. Fereday, M. Hopkins, J. Rowling.
Cruising Yacht Club of Australia



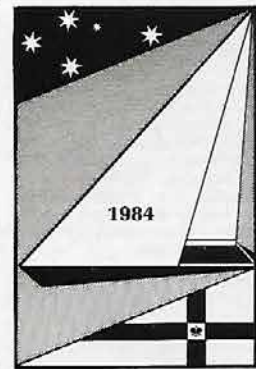
MARGARET RINTOUL II (13) - 2170
LOA 14.8 m; LWL 12.5 m;
Beam 4.1 m; Draft 2.4 m

Perhaps one of the most famous yachts ever to walk onto the Australian ocean racing scene, she dominated ever since her launching as Ragamuffin in 1968. As Rags she represented Australia twice in Admiral's Cup competition with a notable win in the 1971 Fastnet Race. Now resident in Tasmania, she has competed consistently in the Race with her best results being two seconds, in 1970 and 1978.
CREW Skipper: R. Jackman (8). Navigator: A. Masters (7), A. Nicholas (1), R. Jackman (8), L. Cox (4), A. Probin (8), J. McCreary (1), R. Coombe.
Royal Yacht Club of Tasmania



MIRRABOOKA (9) - 1458
LOA 13.5 m; LWL 11.0 m;
Beam 3.8 m; Draft 2.3 m

This beautiful S&S design was 3rd in the 1975 Hobart, then named Superstar. Representing the RYCT, her skipper has done an impressive 23 Hobarts, and with Don Mickleborough 'navigu-essing' they should find their way in good humour.
CREW Skipper: J. Bennetto (23). Navigator: D. Mickleborough (18), S. Firth (11), D. Brennan, G. Roper (1), B. Smith, J. Griggs (7), L. Griffith, one T.B.A.
Royal Yacht Club of Tasmania



MARGARET RINTOUL IV (2) - 3928
LOA 15.0 m; LWL 12.0 m;
Beam 4.7 m; Draft 2.8 m

Margaret Rintoul IV is a brand new Frers launched in October. She is smaller than the previous Margaret Rintoul and owner Stan Edwards hopes to be selected in the 1985 Admiral's Cup team. She will be sailed by the very canny Graeme Freeman and a strong crew, and she could be one of the hot favourites for the Race.
CREW Skipper: S. Edwards (3). Navigator: S. Will, B. Edwards, M. Edwards (3), A. Copley (3), R. Gumley, P. Gardiner, B. Scrivener, J. Munson, G. Linacre (4), H. van Kretchmar, J. Harris (11), G. Greeman (11).
Royal Sydney Yacht Squadron



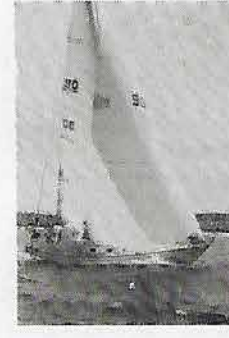
MOONLIGHTER (2) - 567
LOA 10.4 m; LWL 8.5 m;
Beam 3.4 m; Draft 2.0 m

Winner of Division 3 in last year's Race and second in the Victorian point score series, this Ron Holland design is keenly sailed and could again come up with a good result.
CREW Skipper: K. Wood (2). Navigator: B. Northcote (1), G. Tobin (1), G. Smith (1), A. Shrimpton, G. Olderssea (1), C. Wellman.
Royal Melbourne Yacht Squadron



MARLOO (2) - 253
LOA 12.7 m; LWL 11.0 m;
Beam 4.1 m; Draft 2.4 m

Marloo was built in the USA as a contender for the Admiral's Cup. Previously owned by his brother, ex-CYCA Commodore George Girdis acquired the yacht two years ago. Since then she has been a consistent performer in all the CYCA races and was second in Division 1 in last year's Hobart Race.
CREW Skipper: G. Girdis (4), V. Walsh (10), K. Moss (13), L. Thompson (4), T. Messenger (5), P. Messener (3), P. Beven (4), T. Mchcan (4), N. Wild (3), P. Wewards (3), N. Wild.
Cruising Yacht Club of Australia



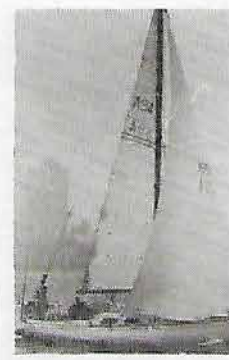
MORNING SWAN (0) - 90
LOA 10.2 m; LWL 7.4 m;
Beam 3.1 m; Draft 1.6 m

Another S&S 34, one of many sailing in The Hobart each year since Edward Heath won the Race in the first of these yachts. This one does not have a racing history and we know little of her South Australian crew.
CREW Skipper: B. Arthur, Navigator: A. Harris, M. Stigston, J. Arthur, P. Arthur, W. Arthur.
Cruising Yacht Club of South Australia



MARY MUFFIN (7) - SA 70
LOA 14.3 m; LWL 11.0 m;
Beam 4.4 m; Draft 2.1 m

A very successful ex-Ragamuffin from whence here name is derived, Mary Muffin is now a little outmoded. She is a tough yacht (with an experienced crew) which can cope with a tough race better than some of the more modern yachts.
CREW Skipper: F. Neil (7). Navigator: R. Presser (2), J. Hardy (10), I. Ross (1), J. Waterman (4), P. Strangeways (4), P. Wall-Smith, G. Williams, K. O'Brien (2), S. Buckland, A. Saise (1), B. Dawson (1).
Royal South Australian Yacht Squadron



MORNING TIDE (??) - A 94
LOA 10.3 m; LWL 7.9 m;
Beam 3.5 m; Draft 1.8 m

It is amazing how many of these fine boats are in each Sydney-Hobart Race. S&S 34s have been around for almost 20 years now and they are still safe and competitive. Morning Tide's results in her two previous Hobarts have put her in the middle of the fleet. With a good rating and the right conditions, she may do better this time.
CREW Skipper: J. Davern (3). Navigator: M. Tomaszewski (4), D. Williams (2), C. Oh (3), G. Dwyer (1), S. Kelly (1).
Sydney Amateur Sailing Club



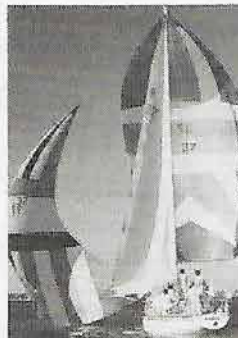
MUCH ADO (2) - 3666
LOA 10.2 m; LWL m;
Beam 3.4 m; Draft m
 Much Ado is a fractional rigged sloop designed by Englishman Ed Dubois. She has plenty of potential and she has shown spasmodic urges to go fast. She has maintained a regular crew and they should be able to improve on her 49th place last year and at least beat her rival, Hullabaloo.
CREW Skipper: J. Rickard (2), Navigator: I. McGregor (2), M. Loton (2), J. Dwyer (1), S. Dinneen (1), S. Franklin (1), P. Dudgen, C. Perry.
 Sydney Amateur Sailing Club



MYSTIC SEVEN (7) - 355
LOA 11.1 m; LWL 9.1 m;
Beam 3.2 m; Draft 1.9 m
 Mystic Seven will celebrate her tenth birthday going to Hobart for the eighth time. She has also raced to Noumea and to Lord Howe six times. Although the owner and his wife race essentially for pleasure, their result is always commendable.
CREW Skipper/Navigator: N. Chidgey (7), V. Chidgey (7), R. Hale (3), I. Grant (3), one T.B.A.
 Sydney Amateur Sailing Club



MYUNA (2) - 3436
LOA 12.6 m; LWL 10.5 m;
Beam 4.0 m; Draft 2.1 m
 Myuna is a 1977 Lidgard design launched in 1982; she has since competed in all the long ocean races with creditable results considering her inbuilt comfort. Her owner is an ex-CYCA Commodore with twelve previous Hobart Races to his credit.
CREW Skipper: J. Bleakly (12), Navigator: G. Fraser (4), T. Craven (5), M. Frank (5), seven T.B.A.
 Cruising Yacht Club of Australia



NADIA () - 3037
LOA 11.0 m; LWL 8.9 m;
Beam 3.5 m; Draft 2.0 m
 Nadia is an S&S design built by Prestige Yachts of Perth and launched in 1982. She has a number of sisterships in this race and competition between them will be fierce. Nadia is the winner of the 1984 Fremantle to Albany Race which proves that the design is fast. She is new to the east coast and her form to date in CYCA events has been fair.
CREW Skipper: D. Rainbow, Navigator: L. Wiblin (2), D. Wall (5), A. Wennim (4), M. Michelle, D. Frescan (3), A. Gill (3).
 CYCA



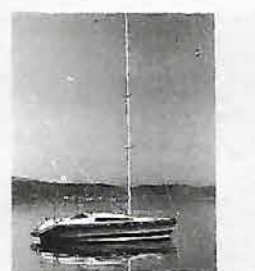
NATELLE II (9) - 2555
LOA 12.5 m; LWL 10.7 m;
Beam 3.8 m; Draft 2.3 m
 Natelle II has sailed in every Hobart since she arrived from New Zealand in 1975. She was bought by Queenslander Nick Girdis and she finished 6th overall the next year. She was later owned by Geoff Lee who campaigned her for many years. Now owned in Tasmania, she has represented her state in previous Southern Cross Cups. Somewhat outdated, she still sails well to windward.
CREW Skipper: J. Cole-Cook (2), Navigator: J. Solomon (13), D. Turner (1), A. Coad (3), M. Brown, D. Suckling (1), N. Cook (3), R. Shaw, G. Kibbey (2), R. Sellens (5).
 Royal Yacht Club of Tasmania



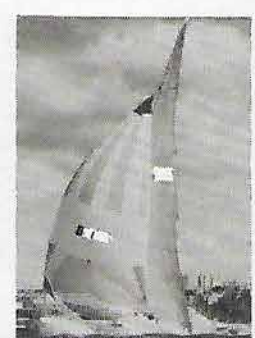
NEWCASTLE FLYER (0) - M 7
LOA 11.9 m; LWL 9.5 m;
Beam 3.9 m; Draft 2.2 m
 Newcastle Flyer is a recently launched Adams/Radford design which hails from Lake Macquarie. Sailing on her will be Albie Burgin who will be competing in his 27th Hobart Race. She is not to be confused with Rundle's previous yacht of the same name. It is expected by her owner and crew that she will do well.
ACREW Skipper: P. Rundle (16), Navigator: A. Burgin (26), R. Carlier (6), C. Freeman (5), S. Lamb (7), P. Mayo, K. Mitchell, B. Piefke (2), R. Piefke, B. Rundle.
 Lake Macquarie Yacht Club



NIKE (4) - 3326
LOA 10.9 m; LWL 7.9 m;
Beam 3.4 m; Draft 1.8 m
 Nike is an S&S design built by Max Creese of Hobart and launched in October of 1973. She still sails well for her rating, particularly to windward. Owner John Hunt has gathered a good crew with plenty of experience, and aided by a new sail wardrobe she should be amongst the division placegetters.
CREW Skipper: J. Hunt (3), Navigator: R. Hickman (5), W. Chesterman (5), D. Sudano (2), B. Hunt (3), T. Moors.
 Royal Sydney Yacht Squadron



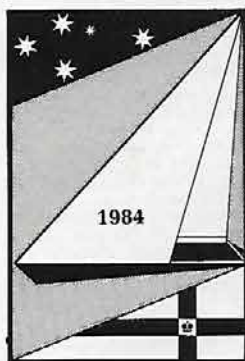
NYNJA-GO (2) - M 53
LOA 11.0 m; LWL m;
Beam m; Draft m
 Nynja-Go is yet another Farr 1104 built by Glass Yachts. She has competed in the last two Races and finished 24th in her division last year. She is a sistership to 1976 winner Piccolo and is likely to fare better in heavier conditions than she has experienced in her previous Hobarts.
CREW Skipper/Navigator: R. Axe (2), S. Lewis (2), L. Axe (2), W. Williams (2), S. Millar (1), M. Hill (1), G. Waterman, H. Bakewell.
 Lake Macquarie Yacht Club



ONCE MORE DEAR FRIENDS (3) - B 1
LOA 12.0 m; LWL 10.0 m;
Beam 3.7 m; Draft 2.2 m
 Formerly owned by Peter Kurts, this Ed Dubois design has had a prestigious racing career, including representing Australia in the Admiral's Cup and the Clipper Cup. In 1982 she was the CYCA Blue Water Champion. She was recently sold and now sails from Brighton. In last year's race she achieved her best Hobart result, 7th overall.
CREW Skipper: D. Currie (3), Navigator: G. Hamilton (1), W. Currie (1), K. Green (3), G. Ferguson (3), A. Poulton (1), M. Lefebvre, D. Buckland.
 Royal Brighton Yacht Club



OSPREY III () - 2874
LOA 10.0 m; LWL 9.1 m;
Beam 3.1 m; Draft 1.7 m
 Osprey III is a stock Mottle 33 cruiser/racer designed by Adams. She hails from Pittwater and to her credit she is the winner of the RPYAC offshore Division 1 for the 1982/83 season.
CREW Skipper: H. Webb, D. Pfennigwerth, M. Fitzgerald, M. Seaton, B. Hunt, R. Keogh.
 Royal Prince Alfred Yacht Club



OUT OF SIGHT OUT OF MIND (0) - B 3803
 LOA 11.3 m; LWL m;
 Beam 3.7 m; Draft 2.1 m
 Should the Race Committee ever decide to provide a trophy for an 'original name', Out Of Sight Out Of Mind would win hands down. Owned by Messrs. Epstein and Hume, the one a psychiatrist and the other blind, she was launched this year as Leading Edge. Best performance so far has been a commendable 7th overall in the most recent SCOR series in Queensland.
CREW Skipper: G. Melody, Navigator: V. Kirby, M. Epstein, D. Hume, P. Alloney (9), R. Jepson (6), I. Elliott (3), C. Schey, P. Schey.
 Royal Brighton Yacht Club



PARMELIA (2) - 2344
 LOA 13.9 m; LWL 12.0 m;
 Beam 4.0 m; Draft 2.4 m
 This yacht came out to Australia as a competitor in the Portsmouth to Fremantle Parmelia Race to mark W.A.'s 150th anniversary. She finished 5th overall. She was built in 1978 and raced in the UK before coming out, including participation in the notorious Fastnet Race of that year. Her results have not been happy in the Hobart Race, but perhaps this will be the year
CREW Skipper: B. Woods, Navigator: J. Behrens (4), J. Burke (3), W. Bevis (3), C. Bevis, P. Weatherhead, H. Campbell, K. Horne (3), R. Dewholm (2), R. Lewis, J. McWhirter, T. Folvig.
 Royal Yacht Club of Tasmania



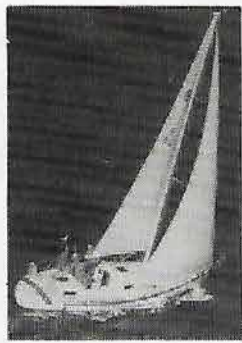
OUTRAGEOUS (1) - 308
 LOA 11.3 m; LWL 9.0 m;
 Beam 3.8 m; Draft 2.1 m
 This yacht has been very keenly sailed since launching, having been participated in most of the longer east coast races since she hit the water. In 1982 she won the Brisband-Coffs Harbour Race but has had only mediocre positions since then. In last year's Hobart debut she came 52nd which put her in the first third of the fleet. These Queenslanders will have to try harder this time.
CREW Skipper: L. Sholtes (1), Navigator: R. Crow (1), K. McCart (3), B. Donovan (1), C. Loel (2), T. Donovan, P. Brooks (1), B. Chapman (1), J. Bridge.
 Royal Queensland Yacht Club



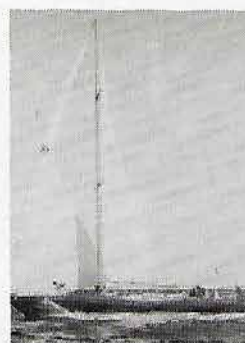
PATRICE III (8) - 360
 LOA 14.3 m; LWL 11.0 m;
 Beam 4.1 m; Draft 2.3 m
 There are few races in which this yacht has not been seen and performed creditably. Designed by S&S she was built by Trevor Gowland in 1974. Her best in the Hobart was 7th. She is a Montagu winner, a former CYCA Blue Water Champion and a NSW representative in the Southern Cross Cup. Getting 'long in the tooth' at today's pace.
CREW Skipper: P. King (2), Navigator: D. O'Connell (10), C. Mollison (4), G. Campbell (5), P. Hines (3), A. Beedle (1), G. Bussley (1), P. Gillespie (3), T. Wood.
 Cruising Yacht Club of Australia



OVERDRAFT (0) - 101
 LOA 12.5 m; LWL 10.4 m;
 Beam 3.9 m; Draft 2.2 m
 We don't know much of this yacht from sunny Queensland except that she is a Green design built of timber and launched in April. If she has potential which is not admitted, she will find some stiff competition in this year's fleet. Sailing on board is that well known Q.L.D. joke teller 'Marcel' Scotty Carter.
CREW Skipper: D. Smith (4), Navigator: T. Halton (7), S. Cater (13), S. Markwell (1), K. Adam (3), N. Gray (2), L. Nicol, B. Smith, B. Webb (1), C. Fitzgerald, R. Schmith.
 Queensland Cruising Yacht Club



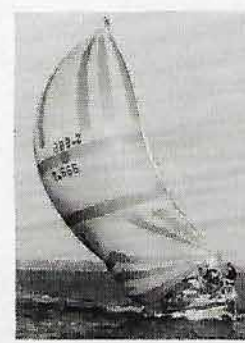
PATROL (1) - R 40
 LOA 10.2 m; LWL 9.2 m;
 Beam 3.3 m; Draft 1.7 m
 This is the Official Army Entry. She is an Adams Mottle 33, not particularly competitive but reasonably comfortable. Her crew will be looking to beat the half-tonners over the line.
CREW Skipper: K. Wolfe (2), Navigator: R. Jude, R. Morley, D. Gallagher, A. Friffiths, M. Cole.
 Army Sailing Club



PACHA (6) - 97
 LOA 16.8 m; LWL 12.2 m;
 Beam 4.3 m; Draft 2.6 m
 A great yacht that needs little introduction. Pacha won the tough Hobart of 1970 with a crack crew under Bob Crichton-Brown. A 55' Camper & Nicholson design, she has enjoyed a new lease of life as an ocean racer in the past few years. Now owned by RAN Captain Peter Ross, she is unlikely to be a winner, but she remains a yacht that any crewman would be proud to sail on.
CREW Skipper/Navigator: M. Deeks, M. Addison (1), P. Quinn (1), C. Gudgin (1), D. Gayford, T. Powell, W. Reynolds (1).
 Cruising Yacht Club of Australia



PERIE BANOU (1) - KA R 4
 LOA 10.4 m; LWL 7.3 m;
 Beam 3.1 m; Draft 1.8 m
 Two single-handed circumnavigations at an average 115 miles per day is skipper Jon Sander's unique record. In all, Jon and this boat hold 12 international records. She won't be the first to Hobart, but she has a fine pedigree. She went there in 1977 and has been in numerous other offshore races including the Parmelia (Portsmouth to Fremantle) Race in which she was second overall.
CREW Skipper/Navigator: J. Sanders (2), R. Stainton, D. Hay (1), rest T.B.A.
 Royal Perth Yacht Club



PADAM (0) - SM 666
 LOA 10.8 m; LWL 8.5 m;
 Beam 3.2 m; Draft 1.8 m
 Alan Blackburne is best known for his Duncanson built designs of which Padam is one. Not particularly fast, they are good sea boats with a good rating. This yacht has been raced hard out of Queenscliff and has competed in all of the Queenscliff-Devonport races between 1978 and 1983.
CREW Skipper: K. Quinert, Navigator: I. Richards (1), K. McCombie (1), M. Quinert, R. Lyons, M. Williams, W. Leemint.
 Sandringham Yacht Club



PHYLLISE (1) - 1406
 LOA 10.1 m; LWL 9.1 m;
 Beam 3.3 m; Draft 1.6 m
 A Mottle 33 that first went to Hobart in 1982, Phyllise has had a successful club racing record including wins in the 1982 RSYS Morna Cup and 1980 Lake Macquarie Yacht Club offshore division. These boats are comfortable but could not be seen as favourites.
CREW Skipper: H. Hodgkinson (1), Navigator: K. Taylor (1), H. Anderson, R. Clough, F. Walker (1), R. Neil (1).
 Royal Prince Alfred Yacht Club

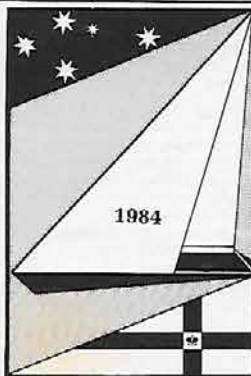


PICCOLO (3) - 3041
LOA 11.1 m; LWL 9.1 m;
Beam 3.6 m; Draft 2.0 m

Piccolo was originally built as Smuggler and raced as such in the 1981 Southern Cross Cup representing NSW. She was top point scorer in that event. Now with a top crew from Lake Macquarie, led by Hobart winner John Pickles, this boat could do very well in her division. She has had numerous wins and places in Club events and major offshore races, and she is still very fast in the right conditions.

CREW Skipper: J. Pickles (12), Navigator: A. Mitchell (26), S. Gallagher (7), K. Wilson (2), M. Smith (2), G. Moses (5), M. Barrets (6), D. Downe (1).

Lake Macquarie Yacht Club



PRIME SUSPECT (0) - RF 172
LOA 12.2 m; LWL 10.4 m;
Beam 4.0 m; Draft 2.4 m

Launched in August, Prime Suspect is a 40' Farr design built and raced in W.A. Early results have been very good with the fastest time recorded in two major races and an IOR win in the well regarded Fremantle to Geraldton Race. She has no race record on the east coast but she has the pedigree and crew to do well.

CREW Skipper: P. Milner, Navigator: D. Ringholt, J. Milner, S. Farmer, P. Jack, T. Page, J. Sharp, C. Watson, S. Cusack, and Harry.

Royal Freshwater Bay Yacht Club

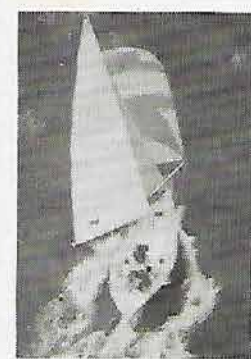


PIET HEIN (0) - S 144
LOA 10.4 m; LWL 8.3 m;
Beam 3.0 m; Draft 1.8 m

S&S 34s have been strong runners in the Hobart, topped by a win by Morning Cloud in 1969. There have been four or five in the Race every year since then, and this year is no exception. A win is unlikely, but the crew, none of whom has done a Hobart before, will learn a lot, and who knows, a class win is always possible!

CREW Skipper: A. Scott, Navigator: D. McKeogh, J. Towle, G. Floyd, R. Peak, M. Nash.

Royal Melbourne Yacht Squadron



PUBLIC NUISANCE (0) - 2277
LOA 9.2 m; LWL 7.6 m;
Beam 3.2 m; Draft 1.7 m

Here is a boat and crew that would have to be in with a chance to win this race. Builder McConaghy has done much to develop the more exotic forms of boat building in Australia. For this boat he was teamed with successful UK designer Ed Dubois and the result is a boat that was fast enough to win the 1984 Sydney-Mooloolaba Race. Skipper Graham Jones has done 14 Hobarts and heads a good looking team.

CREW Skipper: G. Jones (14), R. Hudson (3), rest T.B.A.

Royal Prince Alfred Yacht Club

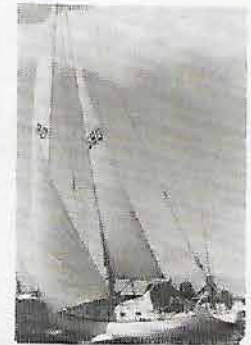


PIPPIN (0) - 533
LOA 11.4 m; LWL 8.9 m;
Beam 3.7 m; Draft 2.1 m

One of the new Farr 37s built by Glass Yachts, Pippin was launched in time to be well worked up before this Race. She will have three sister-ships in the Race and will be trying hard to beat them. These yachts have established a good record and were developed from Migigi, the Farr design that won the 1983 SORC. They are the first of what may become a true offshore one design class in Australia. They should prove very fast.

CREW Skipper/Navigator: W. Sweetapple (1), J. Sweetapple, A. Sweetapple (2), P. Clark (1), A. Wilson, J. Wardell (1), J. Martin (1), D. O'Laughlin.

Cruising Yacht Club of Australia



PUNCH (4) - 2690
LOA 10.0 m; LWL 8.4 m;
Beam 3.0 m; Draft 1.8 m

Formerly Pimpinel, this S&S 34 has been to Hobart enough times to know the way on her own, her best placing being 5th in division in the 1979 Race when skippered by her former owner Harry Holland. She should be in the top half of the fleet again this year as this older design rates particularly well.

CREW N. Lewis (1), R. Lewis, J. Burns, rest T.B.A.

Sydney Amateur Sailing Club



POLICE CAR (4) - 330
LOA 12.8 m; LWL 10.7 m;
Beam 4.0 m; Draft 2.1 m

One of the most famous yachts in the race, Police Car is still very fast. She was built in 1979 and was part of the winning Australian Admiral's Cup team that year. Despite her age she keeps coming up with the results being third overall and first in Division B in the 1982 Race. She placed 12th last year. This is a yacht to watch.

CREW Skipper: S. Purtell (4), Navigator: P. Turner, M. Purtell, I. Ross (4), I. Beattie (5), H. Gibson (3), L. Fenton (2), S. Gilbert (1), P. Keyes (2), M. Thorpe.

Royal Yacht Club of Tasmania

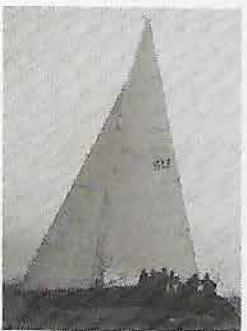


QUETZAL (1) - 609
LOA 9.5 m; LWL 8.3 m;
Beam 3.1 m; Draft 1.7 m

Half ton yachts can either win or do very badly in this race depending not only upon the skill of the crew but also the weather. Nonetheless two out of the last five Races have been won by yachts of this size. Quetzal is a timber built Cole design of the type that became the Nantucket class, similar to the very successful Shenandoah. Her own results include a 12th in the 1979 Hobart, numerous CYCA LOPS and SOPS wins, and her performance under her new owner will be watched.

CREW Skipper: R. Robson, Navigator: D. Adams, P. Santos (6), B. Petrie, A. Watson.

Royal Sydney Yacht Squadron

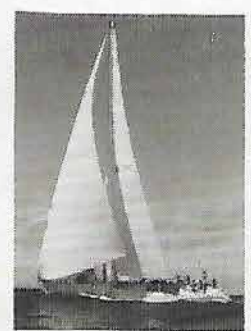


PREDATOR (1) - S 17
LOA 11.4 m; LWL 8.8 m;
Beam 3.8 m; Draft 2.1 m

Designed by Kel Steinman of Victoria, Predator was built and raced in Perth and then brought here for the 1983 Hobart. She has done quite a few miles and has had a successful year sailing out of Queenscliff. She has won some good IOR races there and should be able to improve on her 1983 result, which saw her finish mid-fleet.

CREW Skipper: D. Millikan (6), Navigator: A. McKenzie (3), R. Hiam (3), P. Inchbold (3), R. Pleydeil (1), S. Johnson, R. Stephens, R. Hartnett.

Royal Melbourne Yacht Squadron



RAGAMUFFIN (1) - KA 70
LOA 24.4 m; LWL 23.2 m;
Beam 5.5 m; Draft 3.8 m

Ragamuffin is the former Bumblebee 4 which won line honours in the 1979 Hobart. Purchased by Syd Fischer last year she arrived too late to start in this race. Fischer has made substantial alterations which have improved her performance. She did reasonably well in Hawaii and will sport a new rig for the Hobart, which will improve her more. Fischer has not won a Hobart yet, but this time may be a chance for line honours.

CREW Skipper: S. Fischer (21), Navigator: G. Halls (8), A. Ellis (18), C. Dalrymple-Hay, R. Tressider, S. Austin, R. Moore, I. Kissen, D. Dwyer, S. Jarvin (4), T. Spooner, I. Dodds (4), M. Summerton, R. Mundle, M. Spreiker, N. Wells, B. Hart (7), O. Hall, I. Smith, S. Poole, others T.B.A.

Royal Sydney Yacht Squadron



RAMAQUA (0) - MH 282
 LOA 12.8 m; LWL 11.6 m;
 Beam 4.0 m; Draft 1.8 m

There are not many remarks that can be made about this yacht. The owner, John Batten, built Ramaqua in 1948 and is doing his first Hobart this year. He has a nucleus of young experienced crew who no doubt will gain more experience if it blows this year. She has a low rating for her size and may surprise her owner.

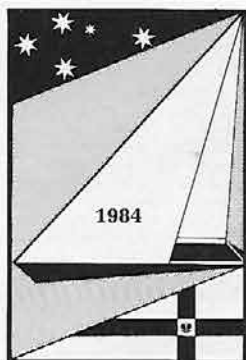
CREW Skipper: J. Batten, Navigator: L. May, W. Lorence, S. Beaumont, J. Symes, G. Stanton.
 Middle Harbour Yacht Club



REVELATION (1) - SM 178
 LOA 12.0 m; LWL 10.1 m;
 Beam 3.8 m; Draft 2.2 m

This Ed Dubois design, a masthead rig developed from the very successful Police Car, is a smaller version of Sweet Caroline. She was an Admiral's Cup trialist in 1983, she has had a couple of placings in races out of Melbourne, with the owner hoping to sail up to the yacht's potential.

CREW Skipper: B. Moore (3), Navigator: A. Dick (3), G. Wolf (4), P. Taylor (6), P. Walsh (1), J. Hargreaves (3), A. Tanner (3), G. Chisholm (2), J. Augustine (3).
 Sandringham Yacht Club

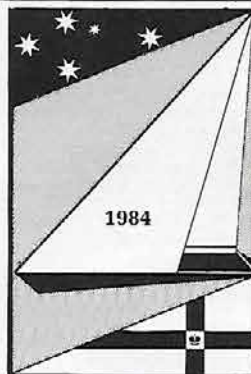


RANGATIRA (0) - B 166
 LOA 13.3 m; LWL 11.3 m;
 Beam 3.4 m; Draft 2.0 m

This Cole 43-footer is one of the latest in the line of these well known yachts built by Bruce Fairlie in Gosford. A number of years ago they had a very consistent Race record, but they are rather outclassed these days. Nevertheless, they are excellent, relatively-fast sea boats, very sound in a blow and they will be less likely to fall apart in this race than many newer designs. This Victorian crew are not expected to do all that well in the placings, but they should do creditably.

CREW Skipper: B. Mercer (5), Navigator: P. Lambert (4), B. Bevis (11), K. Pittard (4), T. Pearsons, R. McAuley, R. Lichter, M. Niski.

Royal Brighton Yacht Club



ROLLER COASTER (1) - A 19
 LOA 10.8 m; LWL 8.7 m;
 Beam 3.5 m; Draft 2.0 m

AN S&S design built by Prestige Yachts, Roller Coaster competed in her first Hobart last year when she finished a creditable 18th in her division. Despite not having much time to tune her rig, the crew will hope to improve on their position after having a full 12 months to iron out problems which they may have had last year. This year's Race may not be a fair ground ride for Roller Coaster.

CREW S. Halliday (5), D. Wood, (4), H. Vandenberg (3), rest T.B.A.

Royal Yacht Club of Tasmania

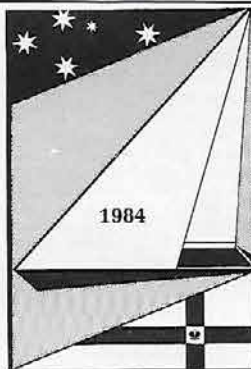


REBECCA II (3) - A 113
 LOA 10.6 m; LWL 8.8 m;
 Beam 3.2 m; Draft 1.8 m

Designed and built by Duncanson Yachts and launched in 1977, Rebecca II's previous places in the Hobart Race lend credence to the belief that these boats are far from being racing machines when amongst hot competition. This year she finished a creditable 4th in the IOR Division of the Vanuatu Race. The crew will be striving to better their previous results.

CREW Skipper: V. O'Neill (3), Navigator: W. Brown (3), D. Lang (27), K. Radford (2), T. Walkley (1), A. Parsons (1), W. Browne (1).

Sydney Amateur Sailing Club

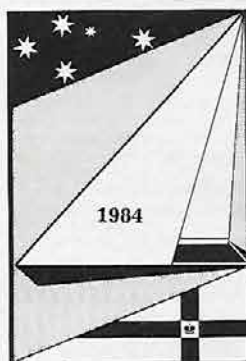


RUFF 'N TUMBLE (0) - MH 80
 LOA 13.5 m; LWL 10.8 m;
 Beam 3.4 m; Draft 1.9 m

A Cole 43 built by Bruce Fairlie of East Coast Yachts in Gosford, this will be Ruff 'N Tumble's first trip south. Her best racing results to date are a second in division in the Brisbane-Gladstone Race this year, improving her 9th in division in the Sydney-Mooloolaba. She will weather a tough race well.

CREW Skipper: L. Rose, Navigator: C. White (4), D. Lang (4), D. Lovell (4), S. Taylor, J. Varley (4), A. Crothers (3), T. Carpenter (9).

Middle Harbour Yacht Club



RED FACES (0) - S 246
 LOA 13.0 m; LWL 10.8 m;
 Beam 3.9 m; Draft m

At the time of writing we know absolutely nothing of this yacht except that it is expected to be launched this month (November). She is to be a Cole design built by Binks Yachts, with a red hull to justify, in some measure, its name.

CREW Skipper: G. Sargent, Navigator: R. Williams (3), B. Clayton (3), M. Hipgrove (1), G. Webster (1), G. O'Brien (1), M. Pugh (2), T. Fielding, G. Lazzarotto, S. Sereika.

Royal Melbourne Yacht Squadron

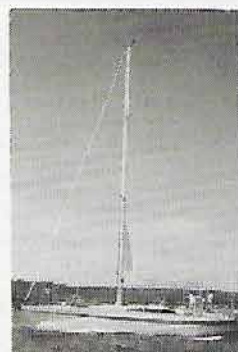


RUNAWAY (2) - A 23
 LOA 10.7 m; LWL 9.4 m;
 Beam 3.3 m; Draft 2.1 m

Runaway is a Jennings 10.7 m yacht built in Tasmania in 1978. She found the competition stiff in her previous Hobart in 1982, finishing 80th. Her skipper is an experienced sailor, with a score of ocean races behind him and this is his second try with Runaway. The crew is relatively inexperienced in this Race but are guaranteed to give it their best effort.

CREW Skipper/Navigator: J. Cannon (4), M. Aird (1), W. Aird, B. Dean, G. Broadby, J. McLeod.

Derwent Sailing Squadron



RESTLESS IV (0) - 313
 LOA 13.1 m; LWL 10.4 m;
 Beam 4.0 m; Draft 2.0 m

Restless IV is a Peter Cole design built by Mike Barrett who does nice things in wood. Owned by ex AYW President David Holloway she will be making her first trip to Hobart. David advises that she has done nothing spectacular in her racing career so far, perhaps this year.

CREW Skipper: D. Holloway (3), Navigator: V. Mepham (1), B. Dixon (1), I. Bowden, G. Britt, D. Thompson, G. Price, M. Kirby.

Royal Sydney Yacht Squadron



SAGAR RANI (0) - F 369
 LOA 16.0 m; LWL 13.7 m;
 Beam 4.4 m; Draft 2.1 m

Sagar Rani is an unusually built yacht of marine plywood, glass topsides, steel and ferro frames, ferro deck and beams. She was designed and built to 'Das Norske Veritas' rules for construction in ferrocement. Her racing career has been confined to cruising passages only and she is not expected to be amongst the front runners despite her size. She seems to be the only ketch rigged yacht in the Race this year.

CREW Skipper: A. Devendra, P. Wilkinson, rest T.B.A.

Fremantle Sailing Club

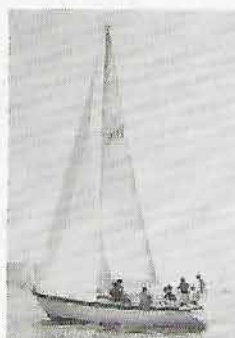


SANGAREE (1) - 3433
LOA 13.4 m; LWL 11.3 m;
Beam 4.2 m; Draft 2.4 m

Previously owned by Kanga Birtles, Sangaree is a Holland design built by Jarkan Yachts in 1983. She has moved to Queensland. She has sailed in one previous Hobart in which she placed 59th. On her owner's admission she is still trying for her best ocean racing result.

CREW Skipper: R. Flockhart, Navigator: I. Caverswall (3), G. Bicknell, G. Roberts, P. Flockhart, R. Lange, P. Zebers, G. Graham (1), T. Peake, M. Festing (4), D. Smith (1).

Royal Queensland Yacht Squadron



SHENANDOAH III (0) - 1910
LOA 10.4 m; LWL 8.9 m;
Beam 3.4 m; Draft 1.8 m

Shenandoah III is a new yacht for veteran Julius Charody. She is a Peter Cole design built by Comprador Yachts and is slightly larger than Julius' previous Shenandoah. Charody has the bad habit of upsetting skippers of larger boats by sneaking in amongst the placegetters. He has won his fair share of trophies and it wouldn't surprise if his bad habits are maintained with his new boat.

CREW Skipper: J. Charody (7), Navigator: R. Cortis (5), N. Winkler (5), M. Heenan (3), A. Heenan (3), M. Cummins (1), D. Aubrey.
Cruising Yacht Club of Australia



SCALLYWAG (5) - 3444
LOA 11.5 m; LWL 9.8 m;
Beam 3.8 m; Draft 2.2 m

Formerly Vanguard, this yacht has had an illustrious career. Under her previous owner, Ray Johnston, she was the winner of the 1982 Race. Prior to this she was in the 1977 NZ Southern Cross Cup team sailing as Smir-Noff-Agen. She was purchased by her present owners this year and continues on her winning way as part of the Hobart offshore fleet.

CREW Skipper: G. Meyer (6), W. Read (4), R. Moores (3), rest T.B.A.

Royal Yacht Club of Tasmania

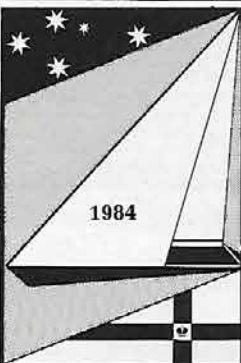


SHOGUN (1) - 2222
LOA 12.5 m; LWL m;
Beam 4.0 m; Draft 2.1 m

Shogun is a sistership of Admiral's Cup representative Impetuous. They were built together to a design by Ron Holland. Originally owned by Bruce Sutton, who let his spray painters loose, she is easy to identify by her colour scheme. Her efforts have been patchy in the past.

CREW Skipper: J. Low (2), Navigator: J. Hooton (9), C. Boyd, P. White, I. Goddard, B. Morrow, J. Gibson, P. Bruen (5).

Cruising Yacht Club of Australia

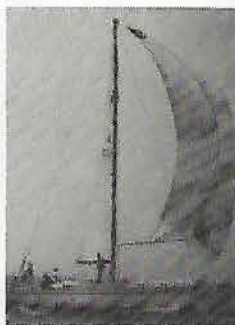


SCALLYWAG II (1) - 4136
LOA 12.2 m; LWL 11.0 m;
Beam 4.0 m; Draft 2.2 m

Owner Ray Johnston has the distinction of winning the Hobart Race and the Sydney-Mooloolaba in one season. He did this in his previous Scallywag. This yacht is a Farr 40 which will have a number of sisterships amongst the entries, many of them brand new. Scallywag II finished 9th overall last year and she followed that performance with a succession of 3rds in the Mooloolaba, Gladstone and in the Hamilton Island series.

CREW Skipper: R. Johnston (3), I. Thornton (4), P. Donnelly (4), G. Johnston (3).

Cruising Yacht Club of Australia



SODISAL (0) - A 103
LOA 12.0 m; LWL 9.7 m;
Beam 3.9 m; Draft 2.0 m

This Gary Mull design is more of a cruising type that is not expected to perform on handicap. Most of the crew, with a couple of exceptions, are new to the race so might have to drive themselves if things get tough. They will be looking forward to the experience.

CREW Skipper: F. Leonard, Navigator: G. Beaton (4), R. Hunt (11), K. Ford, S. Ghent, P. Garland, G. Smith, K. Leedow, P. Leonard.

Sydney Amateur Sailing Club



SCORPIO II (2) - 2418
LOA 10.5 m; LWL 9.4 m;
Beam 3.3 m; Draft 1.7 m

This fibreglass Duncanson is one of several which have done the trip. They do not perform in light weather, their strength being in heavier going. In her previous Hobarts she gained 46th and 47th, and at the club level she is a consistently average performer. The Tasmanian crew is experienced in ocean racing and should do well up to their boat's potential.

CREW Skipper/Navigator: C. Adams, G. Thiesen (2), B. Scott, A. Butler, A. Mearns.

Derwent Sailing Squadron



SOLANDRA (0) - A 55
LOA 10.2 m; LWL 7.3 m;
Beam 3.1 m; Draft 2.0 m

Solandra is yet to prove herself in ocean racing. Launched in 1983, she is a classic S&S design built by Swarbrick. An entrant from the south, she is sure to be a courageous competitor in this her first Hobart.

CREW Skipper: C. Estcott (4), Navigator: G. Williams (1), D. Connor (1), S. Hamilton (1), R. Behrens (1), D. Rees (2).

Royal Yacht Club of Tasmania

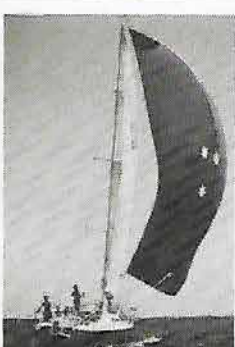


SEAQUESTA (3) - SM 202
LOA 12.8 m; LWL m;
Beam 3.9 m; Draft 2.3 m

By well known designer Ed Dubois, Seaquesta was launched in 1981 and has sailed in the Clipper Cup series. Her best result in long ocean passages was 3rd in the 1982 Sydney-Suva and a creditable 10th overall in last year's Hobart. She is readily identifiable by her distinctive yellow, blue and orange hull. If the conditions are right she has the potential to be dangerous in this year's Race.

CREW Skipper/Navigator: A. Neate (5), A. Bugg (2), G. Bancroft (1), B. Mace (1), C. Mackie (2), B. Penberthy (2), R. McGaw (3), G. Wharrington (1), C. Dunn (2), D. Roberts (2).

Sandringham Yacht Club



SOUTHERN CROSS (0) - 208
LOA 11.4 m; LWL 28.1 m;
Beam m; Draft m

A beautifully presented yacht with a splendid name, Southern Cross is so new that she has no racing history. If beautiful sleek appearance is of any assistance, she will be well up in her division.

CREW Skipper: W. Gilbert, eight T.B.A.

Cruising Yacht Club of Australia

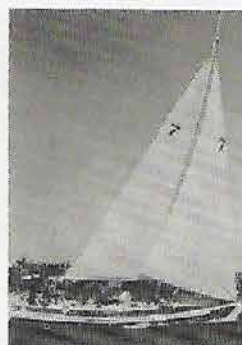


SPIDER (2) - 2470
LOA 10.5 m; LWL 8.5 m;
Beam 3.4 m; Draft 1.8 m

A production UFO 34 3/4-tonner. Spider has competed in the Hobart on two previous occasions, her best result a 33rd overall. She has been sailed consistently by her owner R. Pursell from the CYCA and has had mixed results. She is distinguished by her red stripe.

CREW Skipper/Navigator: R. Ourcell (4), M. Austin (1), R. Boulton (1), R. Coyne (1), P. Brinsmead (7), A. Villagrad (1).

Cruising Yacht Club of Australia



THE OFFICE (0) - 7
LOA 20.1 m; LWL 18.3 m;
Beam 4.6 m; Draft 1.8 m

The Office is a new yacht built of unidirectional glass and foam sandwich by John McConaghy. She is designed by Joe Adams and is similar to Helsal II but with a centreboard. She is untried, and her performance against Spirit of Queensland (Helsal II) will give an indication of her future potential. She is bound to be very fast downwind, as Adams boats are, and with America's Cup tactician Hugh Treharne aboard she is bound to be off to a good start.

CREW Skipper: A. Bloore, Navigator: M. Blackmore (2), H. Treharne (10), J. Woodford (5), J. Byrne (5), G. Reid (4), B. Wenn, P. Lacey, J. Sue (5), M. Hill, P. Stubbington, M. Koch, N. Noble, G. Bowden, J. Farren-Price, B. Delholme (3).

Royal Queensland Yacht Squadron



SPIRIT OF QUEENSLAND (5) - W 1
LOA 20.1 m; LWL 19.5 m;
Beam 4.3 m; Draft 2.8 m

This yacht was recently purchased by Chris Dorough and renamed Spirit of Queensland. She has been previously known as Helsal II, Helsal of Our Town Newcastle and Cib An Inch. A downhill flyer, she should perform if the conditions are right and the new crew know how to handle her. She still holds the record for the Montagu race.

CREW Skipper: C. Dorough (3), Navigator: D. Currie (3), C. Bloomfield (4), K. Yates (5), P. Kyle, J. McQuine (2), P. Dyball (2), C. Kursawe, A. Parker (3), C. Buist (2).

Whitsunday Sailing Club

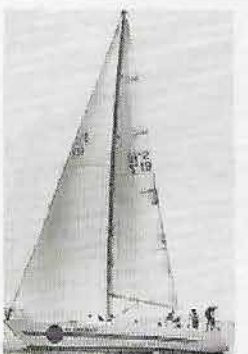


THE ROPERUNNER (3) - 4499
LOA 12.0 m; LWL m;
Beam 4.0 m; Draft 2.0 m

Previously owned by Leslie Green, The Roperunner has performed consistently well in the Hobart with her best result being 6th overall in the 1982 Race. Launched in 1980 she was unlucky not to make the 1981 NZ Admiral's Cup team. She did, however, represent NZ in the 1981 Southern Cross Cup. She is expected to perform well in this year's Race.

CREW Skipper: P. Robinson (2), Navigator: R. Green, P. Hickey (3), D. MacPherson (3), J. Chandler, J. Hooper, P. Fennis, S. Atherton (3), D. MacDonald, A. Weber.

Royal Motor Yacht Club

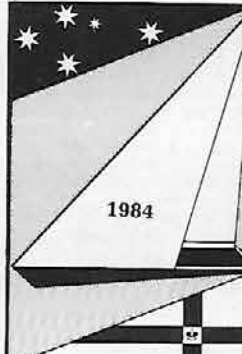


SUNBURST (2) - R 119
LOA 12.2 m; LWL 10.4 m;
Beam 3.9 m; Draft 2.2 m

A former Southern Cross Cup team member for Victoria she has sailed in the last two Hobarts, her best result being 47th overall. She is a Peterson design launched in 1978 which has performed well in this year's races conducted by the Ocean Racin Club of Victoria.

CREW Skipper: B. Weston (2), Navigator: A. Hodge (5), G. Wilson (2), G. Gouley, G. Ogilvie (2), G. Fell (2), J. Daley, N. Drennan (2), P. Hendricks, M. Weston.

Royal Yacht Club of Victoria



THE SWAGMAN (0) - 3929
LOA 9.2 m; LWL 7.8 m;
Beam 3.3 m; Draft 1.9 m

Here is a chance for everyone to see the product of local designer John King, protégé of Australia II designer Ben Lexcen. Built in Nowra by Jarkan and launched only in November, she'll have a good excuse for not being 'tuned' in time. A lot of people will be looking forward to a good result.

CREW Skipper: K. Birtles (6), A. Chalk (2), I. Bashford (2), others T.B.A.

Middle Harbour Yacht Club

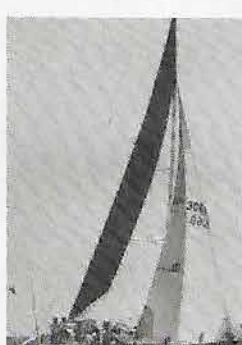


SUNSEEKER (1) - 631
LOA 11.8 m; LWL 9.0 m;
Beam 3.6 m; Draft 2.1 m

Co-skipper of this S&S design built by Bowman Yachts, D. McKenna, has been in races all round the world including seven Fastnet Races in the UK and 3 Hong Kong-Manila Races. Only limited results are available for this yacht; she was runner up in the 1983/84 offshore pointscore at RPAYC. These boats are not considered particularly fast, but Bowman builds strong yachts, so the crew should get a comfortable ride.

CREW Skippers: V. Thomas (1) & D. McKenna (2), Navigator: W. Rowell (3), D. Spayer, J. Marwood (2), M. Barrington (1), P. Emanuel (1), R. Lowndes.

Royal Prince Alfred Yacht Club

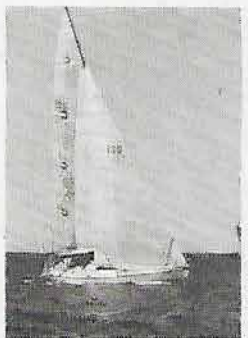


THIRLMERE (2) - 3060
LOA 11.2 m; LWL 9.8 m;
Beam 3.7 m; Draft 2.1 m

Formerly Deception, this Peterson 3/4 rig sailed as part of the winning NSW Southern Cross Cup team of 1979. When sailing as Deception she was the CYCA Blue Water Champion. As Thirlmere she has performed well this season.

CREW Skipper: S. Green (2), G. Bergman (4), G. McKeller (5), rest T.B.A.

Middle Harbour Yacht Club



THE GAMBLER (0) - 135
LOA 12.3 m; LWL 9.8 m;
Beam 4.1 m; Draft 2.3 m

Another of the new Farr 40s from Queensland, since her recent launching she has already to her credit a regatta win at the SCOR series conducted by the Mooloolaba Yacht Club. She thus has the form to do well amongst the others in this very up-to-date class.

CREW Skipper: I. Kenny (10), Navigator: R. Jones (5), K. Gough (1), M. Kampe (3), G. Juskevics (1), G. Trewin (1), D. Dawes (3), R. Byerley (4), D. Wood (1), G. Weise (2).

Royal Queensland Yacht Squadron

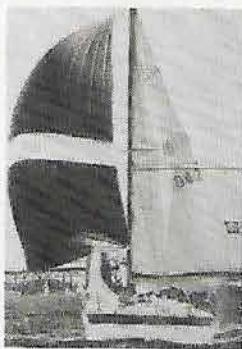


THYLACINE (4) - A 30
LOA 10.4 m; LWL 9.0 m;
Beam 3.0 m; Draft 1.8 m

This Duncanson 35 from Hobart is coming up for her 5th attempt at the Hobart. She has previously been placed 64th, 66th, 17th and, last year, 46th on handicap, which was a very creditable 4th in her division. Thylacine with a very sound skipper and crew and a new mast and sails could give her division a run for the money, particularly in stiff conditions where she performs best.

CREW Skipper/Navigator: J. Burton (4), M. Jackson (4), J. Bridgland (3), G. Burleigh (2), G. O'May (2)

Bellerive Yacht Club

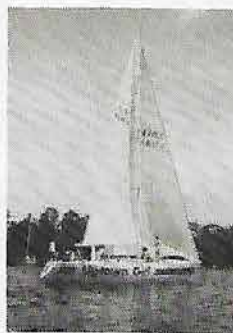


TOO FARR OUT (0) - 1042
 LOA 11.0 m; LWL 8.7 m;
 Beam 3.7 m; Draft 1.9 m

Everything has already been said about these Farr 110As, which nowadays are outclassed. This crew has a fair resume of experience and will no doubt be picking their own group of rivals to sail against.

CREW Skipper: T. McEwan (2), Navigator: M. Reynolds (2), P. Lewis (5), J. Cook (2), P. Smith (2), K. Horne, N. Duncan, G. Cox.

Cruising Yacht Club of Australia



UPTOWN GIRL (6) - 4182
 LOA 12.5 m; LWL 10.9 m;
 Beam 3.9 m; Draft 2.5 m

This is a Peterson design previously sailing as Sunburst and Satin Sheets. She was launched in 1977 for the Admiral's Cup trials. In last year's Hobart she was 17th overall. She had some good results when sailing under her previous owner Andrew Strachan including a 1st in the 1983 SOPS and places in the LOPS of the same year.

CREW Skipper: R. Winton, Navigator: R. Barron (2), R. Hambly (1), L. Carr (1), rest T.B.A.

Royal Sydney Yacht Squadron



TOO IMPETUOUS (1) - 3663
 LOA 13.1 m; LWL 10.4 m;
 Beam 3.8 m; Draft 2.3 m

Too Impetuous is a Holland design built by her owner. She was an unsuccessful trialist for the 1983 Admiral's Cup team, and she was later chartered for the PNG AC team and did reasonably well. She was unfortunate last year to be dismasted early in the Race. Skipper Lambert is a tough competitor and has a good crew behind him to drive the boat hard. With some fortune she could be high up in the placings.

CREW Skipper: G. Lambert (6), Navigator: J. Merrington (7), R. Chapman (6), M. Burke (2), C. Hannan (8), P. Lee (5), T. de Young, R. Chapman (3), S. Jenkins (3), M. Roberts (1).

Cruising Yacht Club of Australia



VANESSA III (7) - 1510
 LOA 10.9 m; LWL 9.6 m;
 Beam 3.5 m; Draft 2.0 m

Vanessa III, previously Ruthless, is one of the first Peterson designs to be built in Australia. She is a regular contender in the Hobart with seven races to her credit. An older style yacht now overtaken by design advance, Vanessa III still has the racing record and crew to make her a division threat.

CREW Skipper: K. Jagger (7), Navigator: B. Jagger (4), J. Woods (7), D. Wagner (3), A. Caeron (3), M. Rowe (2), P. Hopkins (2), J. McCormick (1).

Cruising Yacht Club of Australia



TOPAZ (0) - 3716
 LOA 9.1 m; LWL 7.7 m;
 Beam 13.1 m; Draft 1.7 m

Topaz is an S&S design built by Savage Yachts in 1975. She has not competed in previous Hobarts. She won the 1981 Brisbane-Mooloolaba Race under her previous owner. This year she is an RAAF entry and several of her crew have many racing miles under their belt.

CREW Skipper: P. Waring, Navigator: T. Mills, K. Pitman, P. Haxell, M. Bleuell.

Royal Sydney Yacht Squadron

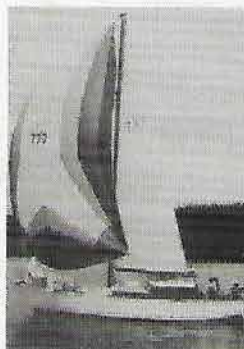


VENGEANCE (4) - 130
 LOA 23.7 m; LWL 20.0 m;
 Beam 6.0 m; Draft 3.6 m

Having been on the cover of the 1983 Souvenir Program, and on the poster for this year's Race, this red maxi won't slip home unrecognised. A very experienced crew with a record 188 Hobarts among them should ensure a fast race in what will probably be her last before going to new owners. Perhaps she will repeat her 1981 line honours win.

CREW Skipper: B. Lewis (3), Sailing Master: D. Kellett (12), Navigator: R. Hammond (26), R. Norman (28), C. Betts (24), T. Cable (18), C. Wildman (17), P. Henery (10), J. Brooks (8), L. Davidson (7), F. Sticovich (7), N. Fitzpatrick (5), I. Lindsay (3), P. Thompson (5), C. Tipney (5), J. Deeran (4), M. Thompson (3), B. Duff (1).

Cruising Yacht Club of Australia



TRADITION (0) - 777
 LOA 12.2 m; LWL 10.3 m;
 Beam 3.6 m; Draft 1.8 m

Tradition has been designed and built by Max Cresse of Hobart and was launched only in June. She has not raced but she will be well prepared by the time she faces the starting line as she has to come all the way from Hobart. She will have the advantage of local knowledge where it counts.

CREW Skipper/Navigator: D. Gough, C. Wood (3), J. O'Riley, D. Smith (1), C. Oldfield (3), J. Oakley (2), M. Cummins, M. Wyatt (1).

Royal Yacht Club of Tasmania



WATER FRONTIER (0) - SA 250
 LOA 12.2 m; LWL 9.6 m;
 Beam 3.8 m; Draft 2.2 m

Water Frontier is a Van de Stadt design built by Mander Marine and a sistership to Dry White from Victoria. These designs are doing well overseas and it will be interesting to see how they perform in Southern Waters. A smaller version of this yacht came second two years ago.

CREW Skipper: M. Minuzzo, Navigator: R. Harrison, W. Smith (11), A. Blackburne (5), J. Gleeson (4), T. Dale, R. Blackmore (2), B. Wooding (2), S. Moody (2), D. Quirke (2).

Sydney Amateur Sailing Club



TRIAD (0) - SM 800
 LOA 13.7 m; LWL 12.8 m;
 Beam 4.3 m; Draft 2.7 m

We do not have much information to hand on this largish timber Farr 45-footer. The crew apparently have had a deal of Victorian ocean racing experience. The only performance details are line honours in the 1983 Melbourne-Devonport race.

CREW Skippers: P. Coombs & J. Vickery (1), J. Grahame (9), P. Laurkz.

Sandringham Yacht Club



WITCHCRAFT (0) - 3665
 LOA 11.0 m; LWL 10.0 m;
 Beam 3.6 m; Draft 1.9 m

Witchcraft is yet another Farr 1104 built by Glass yachts. She has not competed in the Hobart, having narrowly missed out on last year's Race. Since her launching she has competed in the 1983 Sydney-Coffs Harbour Race (3rd) and Sydney-Mooloolaba (16th).

CREW Skipper: B. Staples (1), Navigator: B. Ellis (1), P. Black (4), W. Black, I. Stevens (4), I. Tringham (4), C. Burden, R. Carlsen, B. Young (4).

Royal Prince Alfred Yacht Club



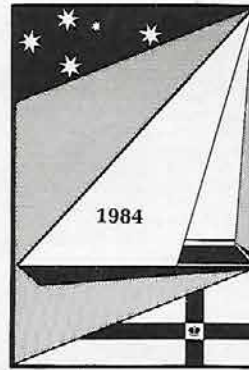
WITCHDOCTOR (4) - 2557
LOA 12.7 m; LWL 11.0 m;
Beam 4.1 m; Draft 2.4 m
 This Davidson 2-tonner was formerly the crack Sweet Caroline. She was in the 1980 victorious Clipper Cup team and won the Sydney-Suva the same year. While she was always regarded as one of the Hobart favourites her performance in this Race has been quite ordinary with 50th, retired, 66th and 68th. While now outdated she has this time another experienced crew who could easily give her by far her best race to date.
CREW Skipper: C. Troup (4), Navigator: T. Nobbs (6), D. Parkes (7), H. Peterson (4), R. Kirkby (2), R. Knight, P. Snowball (5), P. Mooney, M. Bure, P. Wheeler, B. Riley.
 Cruising Yacht Club of Australia



YAHOO II (0) - 2384
LOA 11.6 m; LWL 10.2 m;
Beam 3.3 m; Draft 1.8 m
 Yahoo II is a Hank Kaufman design built by North Shore yachts in 1982. This will be her first Hobart. She has competed in several Lord Howe Island races since launching and has taken a 2nd and 4th on handicap. The nucleus of her crew are experienced sailors.
CREW Skipper: J. Elgar (1), Navigator: C. Lake (1), W. Russell (15), A. McHarg, G. Langford, G. Morgan, K. Exley.
 Lake Macquarie Yacht Club



WY-AR-GINE IV (5) - 1170
LOA 13.7 m; LWL 11.6 m;
Beam 4.3 m; Draft 2.4 m
 Wy-Ar-Gine IV is a Peterson design and one of many yachts previously known as Ragamuffin. As such she was a member of the victorious 1979 Australian Admiral's Cup team. She is a wholesome boat which performs in all conditions and will keep a number of the new designs honest. Owner Bob Oatley will push her hard to gain a placing because rumour has it he has his eye on bigger things.
CREW Skipper: R. Oatley (3), Navigator: L. Carter (1), M. Willson (2), G. Geitz (2), D. Sharp (2), E. Psaltis (5), D. Gandy (7), M. Hamonet (7), L. Jamieson (1), G. Rogers (1), A. Psaltis (1), A. Cutler (4).
 Royal Prince Alfred Yacht Club



ZAP (0) - 3999
LOA 12.2 m; LWL 9.68 m;
Beam 4.0 m; Draft 2.3 m
 Zap is another Farr 40 minimum rater which was actually racing to be completed for this year's Race. At the time of writing skipper Roger Brown was still waiting for the Italian prop to be cleared by customs. Nevertheless skipper and most of the crew have the benefit of Hobart experience and could do well in this excellently designed yacht.
CREW Skipper: R. Brown (4), Navigators: J. Durrington (4) & P. Adams (1), J. Hearne (4), D. Ashton (2), B. Elliott (2), K. Durrington (1), T. Robinson, I. Brown, T. Brown.
 Cruising Yacht Club of Australia

AWA 1984 Sydney Hobart Yacht Race IDENTIFICATION CHART



Sail No.	Name of Yacht	Rig	Hull Colour	LOA	Beam	IOR	TCF	Date	Cons.	From	Owner/charterer	Designer
KP 1	DI HARD	Sloop	Blue	12.5	3.9			1982	GRP	PNG	B. Tardrew	Frers
PD 1	HALCYON	Sloop	White	9.8	3.0			1991	GRP	Tas.	D. Saul	Salthouse
B 1	ONCE MORE DEAR FRIENDS	Sloop	Pale blue	12.0	3.7	30.2	.7950	1980	GRP	Vic.	W. Currie	Dubois
W 1	SPIRIT OF QUEENSLAND	Sloop	Grey	20.1	4.3	69.8		1979	GRP	Qld.	C. Dorrough	Adams
H 2	DERWENT LASS	Sloop	White	9.1	2.9	21.2		1978	Timber	Tas.	D. Colbourn	Joubert
KA R 4	PERIE BANOU	Sloop	White	10.4	3.1			1973	GRP	W.A.	J. Sanders	S&S
M 7	NEWCASTLE FLYER	Sloop	White	11.9	3.8	30.5		1984	GRP	NSW	P. Rundle	Adams/Radford
7	THE OFFICE	Sloop	White/maroon	20.1	4.6			1984	Composites	Qld	A. Bloore	Adams
SA 10	ADRIA	Sloop	White	14.6	3.6	30.9	.8017	1967	Steel	S.A.	A. Harry	Buchanan
MH 10	FARR OUT	Sloop	White/red stripe	11.1	3.3	27.8	.7711	1976	GRP	NSW	R. Dibble	Farr
A 16	ENCORE	Sloop	White/green stripe	12.6	3.9	31.2	.8045	1982	Alum.	NSW	W.&V Anderson	Joubert
S 17	PRFDATOR	Sloop	Dark blue	11.4	3.8	27.1	.7638	1983	Alloy	Vic.	D. Millikan	Steinman
A 19	ROLLER COASTER	Sloop	White	10.8	3.5	26.7		1983	GRP	Tas.	J. Fuglsang	S&S
MH 20	HULLBALOO	Sloop	White	10.8	3.5	26.2	.7542	1983	GRP	NSW	K. Tierney	S&S
B 23	BILLABONG	Sloop	White	10.4	3.2	24.2		1977	GRP	Vic.	P. Joubert	Joubert
A 23	RUNAWAY	Sloop	Red	10.7	3.3	28.9		1979	GRP	Tas.	J. Cannon	Jennings
26	CENTREFOLD	Sloop	White	15.1	4.1	34.9	.8376	1982	Timber	NSW	B. Folbigg	S&S
A 30	THYLACINE	Sloop	Green/white	10.4	3.0	22.9		1976	GRP	Tas.	J. Burton	Blackburne
SM 32	JISUMA	Sloop	White	10.9	3.1	24.1		1968	GRP	NSW	W. Rockliff	Swanson
H 38	LOT'S WIFE	Sloop	White	9.4	3.1	19.8	.6766	1976	GRP	Tas.	I. Smith	Cole
SM 39	CHALLENGE III	Sloop	Maroon/gold	13.0	4.0	33.6	.8263	1984	C.F./foam/Kevlar	Vic.	L. Abrahams	Frers
A 40	INTRIGUE	Sloop	White	12.2				1984	Timber	Tas.	D. Calvert	Castro
R 40	PATROL	Sloop	White	10.2	3.3	25.9	.7510	1980	GRP	NSW	K. Wolfe	Adams
SA 42	AFTER U	Sloop	White	10.5	3.3	25.1	.7421	1984	GRP	S.A.	D. Black	Blackburne
SM 44	AQUILA	Sloop	White	10.8	3.3	22.5	.7116	1971	GRP	Vic.	B. Edmunds	S&S
S 45	EUREKA	Sloop	White	9.5	2.9	27.4	.7670		GRP		F. Hammond/H. Russell	Swarbrick
KA 48	ANACONDA II	Ketch	White	25.0	7.0	69.3		1975	GRP	S.A.	J. Grubic	Buchanan
SM 50	DRY WHITE	Sloop	White	12.2	3.8			1984	GRP/Kevlar	Vic.	R. Elliott	Van de Stadt
A 50	FIRETEL	Sloop	White	10.0	3.4	23.8	.7272	1982	GRP	NSW	R. Lawler/K. Taylor	Carter
M 53	NYNJA-GO	Sloop	Multicoloured	11.0		28.9	.7823	1982	GRP	NSW	R. Axe	Farr
A 55	SOLANDRA	Sloop	Blue	10.2	3.1			1983	GRP	Tas.	R. Escott	S&S
65	DANCING MOUSE	Sloop	Maroon/white	11.0	3.1	23.2	.7201	1975	Timber	NSW	D. Hundt/R. Marshall	Lexcen
SA 70	MARY MUFFIN	Sloop	White	14.3	4.4	36.0	.8468	1976	Alum.	S.A.	I. Ross	Frers
KA 70	RAGAMUFFIN	Sloop	White	24.4	5.5			1979	Alum.		S. Fischer	Frers
A 71	CITY LIMITS	Sloop	White	10.9	3.5	26.2	.7542	1983	GRP	Tas.	H. Knoop	S&S
KB 80	CONDOR	Sloop	Dark red	24.4	5.7		1.0615	1982	Exotic	Berm.	R. Bell	Holland
MH 80	RUFF 'N TUMBLE	Sloop	White	13.5	3.4	31.3		1982	GRP	NSW	L. Rose	Cole
SM 88	LAWLESS	Sloop	White	9.4	3.2	21.9		1982	GRP/balsa	Vic.	R. Green	Green
90	MORNING SWAN	Sloop	White	10.2	3.1	22.6	.7128	1977	GRP	S.A.	B. Arthur	S&S
A 94	MORNING TIDE	Sloop	White	10.3	3.5	24.8	.7201	1974	GRP	NSW	J. Davern	S&S

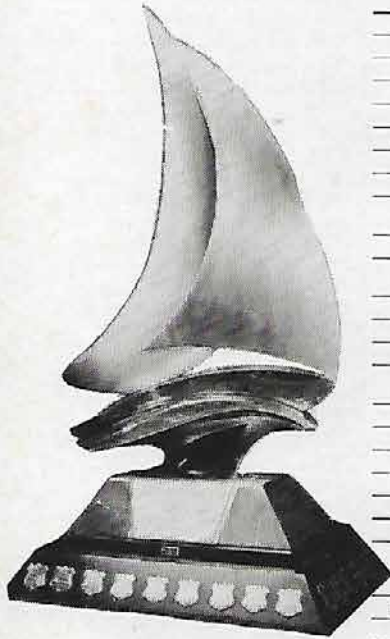
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Sail No.	Name of Yacht	Rig	Hull Colour	LOA	Beam	IOR	TCF	Date	Cons.	From	Owner/charterer	Designer
97	PACHA	Sloop	Maroon	16.8	4.3			1969	Alloy	NSW	Capt. P. Ross	Camper & Nicholson
B 99	CRUSADER OF BRIGHTON	Sloop	White	12.2	3.7	32.9	8201	1983	GRP	Vic.	J. Willett	Adams
101	OVERDRAFT	Sloop	Royal blue	12.5	3.9	33.6		1984	Timber	Old.	D. Smith	Green
A 103	SODISAL	Sloop	White	12.0	3.9	30.1	.7941	1983	GRP balsa	NSW	F. Leonard	Mull
MH 106	IMPECCABLE	Sloop	White	10.2	3.4	24.4	.7341	1980	Timber	NSW	J. Walker	Peterson
R 111	APOLLO II	Sloop	Orange/white	14.8	4.1	34.4	8333	1972	Alloy	Vic.	A. Becher	Lexcen
A 111	CHAOS	Sloop	White/green stripe	11.0	3.7	27.7	.7701	1976	GRP	Tas.	//c. Lockley	Farr
A 113	REBECCA II	Sloop	Blue	10.6	3.2	25.1	.7421	1977	GRP	NSW	V. O'Neill	Duncanson
R 119	SUNBURST	Sloop	White	12.2	3.9	31.8	.8101	1978	Alum.	Vic.	B. Weston	Peterson
130	VENGEANCE	Sloop	Red	23.7	6.0	67.6	1.0456	1978	Alloy	NSW	B. Lewis	Tasker
R 133	JUSTINE II	Sloop	Red	10.5	3.3	24.6	.7364	1979	GRP	Vic.	B. van Driel	Blackburne
135	THE GAMBLER	Sloop	Blue	12.3	4.1			1984	Kevlar	Qld.	I. Kenny	Farr
R 137	BLACK MAGIC	Sloop	Black	12.2	3.8			1981	GRP	Vic.	R. Layton	Dubois
S 144	PIET HEIN	Sloop	Blue	10.4	3.0	22.9		1975	GRP	Vic.	A. Scott	S&S
166	APHRODITE	Sloop	White	12.5	3.6	26.0	.7521	1974	GRP	NSW	L. Stow	Smith
B 166	RANGATIRA	Sloop	White	13.3	3.4			1984	GRP	Vic.	R. Mercer	Cole
RF 172	PRIME SUSPECT	Sloop	Black	12.2	4.0	31.2		1984	Kevlar	Tas.	J. Milne	Farr
SM 178	REVELATION	Sloop	White	12.0	3.8	30.1	.7941	1983	GRP	Vic.	B. Moore	Dubois
183	DESTINY	Cutter	White	9.1	2.9	33.6	8263	1975	Steel	NSW	T. Taylor	Adams
SM 202	SEAQUESTA	Sloop	Blue/yellow/ orange	12.8	3.9	31.6		1981	Alum.	Vic.	A. Neate	Dubois
S 205	JORJA	Sloop	White	12.0	3.5	34.4	8333	1982	GRP	Vic.	A. Burns	Adams
208	SOUTHERN CROSS	Sloop	Blue	11.4		28.1	.7742	1984	GRP	NSW	B. Gilbert	Farr
222	HOT TUB	Sloop	Natural	12.5	3.7	40.1		1984	Timber	N.Z.	P. Atkinson	Atkinson
S 246	RED FACES	Sloop	Red	13.0	3.9			1984	GRP	Vic.	G. Sargent	Cole
SA 250	WATER FRONTIER	Sloop	white	12.2	3.8			1984	Com- posites	NSW	M. Minuzzo	Van de Stadt
259	MARLOO	Sloop	Red	12.7	4.1	33.0	8210	1979	Alum.	NSW	G. Girdis	Peterson
261	GALAXY III	Sloop	Blue	11.8	3.5	27.1	.7638	1983	GRP	Tas.	D. Langford	S&S
267	ISLE OF LUING	Sloop	White	14.6	4.3	39.9	8779	1979	Alum.	NSW	J. Davies	Holland
MH 282	RAMAQUA	Sloop	White	12.8	4.0	30.9	8017	1978	/steel	NSW	J. Batten	Pugh
SA 300	MANDRAKE	Sloop	Blue/gold	15.2	4.6	39.1		1983	Kevlar	S.A.	P. Smith	Steinman
308	OUTRAGEOUS	Sloop	White	11.3	3.8			1982	Kevlar	Qld.	L. Sholtes	Richards
313	RESTLESS IV	Sloop	White	13.1	4.0	Cole			Timber	NSW	D. Holloway	
330	POLICE CAR	Sloop	Blue	12.8	4.0	32.4	8156	1979	Alloy	Tas.	M. Purtell	Dubois
SP 333	FLY BY NIGHT	Sloop	Black	10.4	3.5	25.6	.7477	1983	Kevlar	W.A.	I. Barron	Humphreys
R 339	CHALLENGE II	Sloop	Maroon/gold	14.0	4.4	34.1	8307	1979	Alum.	Vic.	P. Rowsthorn	S&S
355	MYSTIC SEVEN	Sloop	White	11.1	3.2	24.7	7376	1974	GRP	NSW	N. Chidgey	Swanson
360	PATRICE III	Sloop	Cream	14.3	4.1	34.5	8341	1974	Alloy	NSW	P. King	S&S
F 369	SAGAR RANI	Ketch	White	16.0	4.4			1982	Timber/ ferro	W.A.	A. Devendra	Hedges & Perry
393	INCH BY WINCH	Sloop		13.4	3.7	32.7			Alloy	NSW	J. Goddard	Peterson
396	CHINESE FIRE DRILL	Sloop	Dark blue	10.8	2.8	26.2	7542	1982	GRP	NSW	J. Hughes/D. Herlity	S&S
474	BOOMERANG VII	Sloop	Gold	12.7	3.9	36.0	8468	1968	Foam sand.	NSW	J. Hunter	Joubert
533	PIPPIN	Sloop	Black	11.4	3.7	28.2	.7752	1984	GRP	NSW	W. Sweetapple	Farr
567	MOONLIGHTER	Sloop	White	10.4	3.4	24.3	.7330	1979	GRP	Vic.	K. Wood	Holland
609	QUETZAL	Sloop	White	9.5	3.1	21.2	.6952	1978	Timber	NSW	R. Robin	Cole
631	SUNSEEKER	Sloop	White	11.8	3.6	28.1	.7742	1982	GRP	NSW	P. & V. Thomas	S&S
635	CHELINDA	Sloop	White	11.0	3.2			1969	GRP	NSW	J. Keown	Swanson
SM 666	PADAM	Sloop	Yellow	10.8	3.2	22.9	.7165	1975	GRP	Vic.	K. Quinert	Blackburne
777	TRADITION	Sloop	White	12.2	3.6	30.4	.7970	1984	Timber	Tas.	D. Gough	Cresse
SM 800	TRIAD	Sloop	Red	13.7	4.3			1983	Timber	Vic.	P. Coombs/J. Vickery	Farr
881	LEVEN	Sloop	White	9.9	3.1	22.7	.7140	1977	GRP	NSW	B. Cunneen	Joubert
1001	IMPATIENCE	Sloop	White	14.0	4.4	33.5	8254	1983	Steel	Old	H. Lang	Richards
1042	TOO FARR OUT	Sloop	White	11.0	3.7	28.8	.7813	1977	GRP	NSW	P. Smith	Farr
1065	AUDACITY	Sloop	White	10.1	3.4	24.6	.7364	1982	GRP	NSW	N. Marr	Van de Stadt
1100	HUON CHIEF	Sloop	Red	11.0	3.6	26.8		1974	Timber	NSW	B. Morton	Jennings
A 1104	FARR FETCHED	Sloop	White	11.0	3.7	27.7	.7701	1977	GRP	Vic.	I. Watson	Farr
1170	WY-AR-GINE IV	Sloop	White	13.7	4.3	35.0	8384	1979	Alum.	NSW	R. Oatley	Peterson
1224	MERCEDES IV	Sloop	Green	12.8	3.7	31.8	8108	1974	S/w timber	NSW	Canberra OSC	Kaufman
1308	DYNAMITE	Sloop	White	12.8	4.0	33.7	8272	1976	GRP	NSW	I. French	Farr
1313	CAPRICE OF HUON	Sloop	White	13.7	3.1	26.5	.7575	1951	Timber	NSW	R. Eltringham	Clark
1317	MARARA	Sloop	White	10.4	3.0	22.7	.7140	1973	GRP	NSW	A. Ratcliff	S&S
1339	COBWEB	Sloop	White	11.9	4.3	25.2	.7432	1974	Ferroce- ment	NSW	G. French	Buchanan
1400	APOLLO	Sloop	Green	23.3	5.1	69.3	1.0539	1981	Alloy	NSW	J. Rooklyn	Lexcen
1406	PHYLLISE	Sloop	White/blue	10.1	3.3			1978	GRP	NSW	H. Hodgkinson	Adams
1458	MIRRABOOKA	Sloop	Light blue	13.5	3.8	32.8	8192	1972	GRP	Tas.	J. Bennetto/J. Lucas	S&S
1510	VANESSA III	Sloop	White	10.9	3.5	26.7	.7595	1975	GRP	NSW	B. & K. Jaggard	Peterson
1661	APOLLO III	Sloop	Dark blue	16.6	4.3	40.3	8809	1975	Alloy	Qld.	A. Fox	Lexcen
1910	SHENANDOAH III	Sloop	White	10.4	3.4	23.2	.7201	1980	GRP	NSW	J. Charody	Cole
2065	KIA TERI	Sloop	White	11.5	3.8			1971	GRO	NSW	A. Dunn	Joubert
2170	MARGARET RINTOUL II	Sloop	White	14.8	4.1			1968	Timber	Tas.	R. Jackman	S&S
R 2222	FREIGHT TRAIN	Sloop	Blue	18.8	5.0	52.6	.9640	1983	Alum.	W.A.	R. Williams	Frers
2222	SHOGUN	Sloop	Multi blue	12.5	4.0	31.9	.8110	1979	Alloy	NSW	J. Low	Holland
2250	AMAROO	Sloop	White	12.1	3.9	26.0	.7521	1978	GRP	NSW	L. Noonan/L. Hamilton	Duncanson

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Sail No.	Name of Yacht	Rig	Hull Colour	LOA	Beam	IOR	TCF	Date	Cons.	From	Owner/charterer	Designer
2277	PUBLIC NUISANCE	Sloop	White	9.2	3.2	22.5	.7116	1983	Kevlar	NSW	G. Jones	Dubois
2299	KNUCKLEDUSTER	Sloop	Blue (light/dark)	9.1	3.1	21.3		1977	GRP	NSW	P. Cush	Holland
2344	PARMELIA	Sloop	White	13.9	4.0	35.5		1978	GRP	Tas.	B. Woods	Williams
2384	YAHOO II	Sloop	White	11.6	3.3	34.0	.8298	1982	GRP	NSW	J. Elgar	Kaufman
2418	SCORPIO II	Sloop	White/black stripe	10.5	3.3	23.0	.7177		GRP	Tas.	C. Adams	Blackburne
2444	ENIGMA	Sloop	White	13.5	4.2	35.2	.8401	1981	GRP		H. Davis	Holland
2470	SPIDER	Sloop	White	10.5	3.4	24.2	.7318	1979	GRP	NSW	R. Pursell	Holman & Pye
2555	NATELLE II	Sloop	Dark Blue	12.5	3.8	31.0	.8026	1974	GRP	Tas.	A. Cole-Cook	Peterson
2557	WITCHDOCTOR	Sloop	White	12.7	4.1	32.0	.8119	1979	Alum.	NSW	C. Troup	Davidson
2690	PUNCH	Sloop	White	10.0	3.0	23.0		1976	GRP	NSW	B. & R. Lewis	S&S
2690	PUNCH	Sloop	White	10.0	3.0	23.0		1976	GRP	NSW	B. & R. Lewis	S&S
2776	DIAMOND CUTTER	Sloop	Turquoise	11.0	3.7	27.5	.7680	1979	Timber	NSW	A. Sweeney	Davidson
2786	LADY ANN	Sloop	Cream	10.4	3.4	23.2	.7201	1979	GRP	NSW	J. & A. Kerkjian	Cole
2790	FANNY ADAMS	Sloop	White	13.1	3.1	41.9	.8928	1979	GRP	NSW	A. & M. Chapman	Adams
2868	MANDALA	Sloop	White/blue	10.5	3.4	24.0	.7295	1980	GRP	NSW	K. Gladman	Blackburne
2874	OSPREY III	Sloop	White	10.0	3.1			1977	GRP	NSW	H. Webb	Adams
3000	[not yet named]	Sloop	Grey	13.1	4.2			1984	Kevlar	NSW	P. Kurts	Farr
3037	NADIA	Sloop	White	11.0	3.5	26.5	.7575	1982	GRP	NSW	D. Rainbow	S&S
3040	ENDLESS ADVICE	Sloop	White	9.2	3.1	21.6	.7003	1980	GRP		R. Stone	Peterson
3041	PICCOLO	Sloop	White	11.1	3.6	27.4	.7670	1981	GRP	NSW	J. Pickles	Dubois
3060	THIRLMERE	Sloop	White/grey	11.2	3.7	29.3	.7863		Timber	NSW	S. Green	Peterson
3105	DR DAN	Sloop	Blue	15.7	4.1	27.5	.7680	1983	Timber/Kevlar	NSW	R. Muir	Davidson
3326	NIKE	Sloop	White	10.9	3.4	23.2	.7201	1973	GRP	NSW	J. Hunt	S&S
3433	SANGAREE	Sloop	White/y-o stripe	13.4	4.2	34.8	.8367	1983	GRP	Old.	R. Flockhart	Holland
3436	MYUNA	Sloop	White	12.6	4.0	33.1	.8219	1982	Timber	NSW	J. Bleakley	Lidgard
3444	SCALLYWAG	Sloop	White/blue	11.5	3.8	29.0	.7833	1977	Timber	Tas.	G. Meyer	Farr
3557	ANDROMEDA	Sloop	Blue	10.8	3.5			1983	GRP	NSW	G. Miell	S&S
3598	CHRISTA-FARR	Sloop	White/red/blue stripe	11.0	3.8	28.9	.7283	1983	GRP	NSW	J. & C. Pomfret	Farr
3663	TOO IMPETUOUS	Sloop	White	13.1	3.8	31.6	.8082	1982	GRP	NSW	G. Lambert	Holland
3665	WITCHCRAFT	Sloop	White	11.0	3.6	28.6		1983	GRP	NSW	B. Staples	Farr
3666	MUCH ADO	Sloop	White	10.2	3.4	26.4	.7564	1982	GRP	NSW	J. Rickard	Dubois
3687	CYBELE	Sloop	White	9.8	3.0	23.1	.7169	1978	GRP	NSW	A. Ridley	Salthouse
3695	INDIAN PACIFIC	Sloop	White	12.3	4.0	30.5		1983	Kevlar	NSW	J. Eyles/G. Heuchmer	Farr
3716	TOPAZ	Sloop	White	9.1	13.1	19.8	.6766	1975	GRP	NSW	M. Press	S&S
3758	GROUNDSPOR	Sloop	Burgundy	11.4	3.7	28.2	.7752	1984	S-Glass/Diviny cell	NSW	B. & N. Hines	Farr
B 3803	OUT OF SIGHT OUT OF MIND	Sloop	Yellow	11.3	3.7	28.4	.7773	1984	GRP	Vic.	D. Hume/M. Epstein	Farr
3809	LADY PENRHYN	Sloop	White	11.1	3.2	33.0		1984	GRP	NSW	RAN	Swarbrick
3928	MARGARET RINTOUL IV	Sloop	Slate blue	15.0	4.7			1984	Alum.	NSW	S. Edwards	Frers
3929	THE SWAGMAN	Sloop	White	9.2	3.3			1984	GRP	NSW	K. Birtles	King
3999	ZAP	Sloop	Red	12.2	4.0			1984	GRP	NSW	R. Brown	Farr
4100	EVELYN	Sloop	White	17.0	4.5			1980	Timber	NSW	J. Fraser	Merton/Cassidy
4105	BURGLAR	Sloop	White	13.7				1982	Timber	NSW	B. Everard/R. Muir	Atkinson
4117	HUON SPIRIT	Sloop	White	12.2	4.1	30.5	.7979	1984	GRP	Tas.	H. Calvert	Farr
4136	SCALLYWAG II	Sloop	White	12.2	4.0	30.3	.7960	1983	GRP	NSW	R. Johnston	Farr
4182	UPTOWN GIRL	Sloop	White	12.5	3.9	32.2	.8138	1977	Alum.	NSW	R. Winton	Peterson
NZ 4222	LARRIKIN	Sloop	White/red stripe	11.7	3.7			1980	GRP	NZ	N. Jorday	Farr
4311	BEWINCHED	Sloop	Black	18.9	5.2	51.6	.9579	1983	Alum.	NSW	W. Ferris/S. Gazal	Frers
4499	THE ROPERUNNER	Sloop	White	12.0	4.0	30.0		1980	GRP	Vic.	P. Robinson	Farr
4515	INCA	Sloop	Maroon	14.0	4.3	34.2		1981	Kevlar	NSW	B. Ryan	S&S
KZ 5555	LION NEW ZEALAND	Sloop	Silver	23.8	5.6	70.0		1984	Kevlar/balsa	NZ	NZIYRT	Holland



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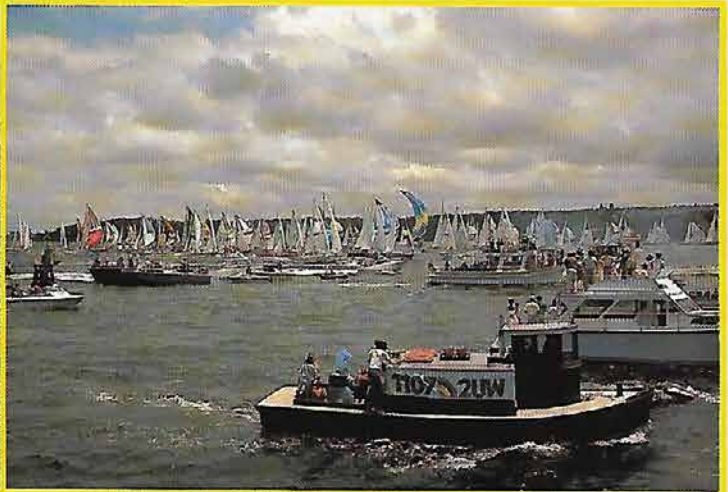
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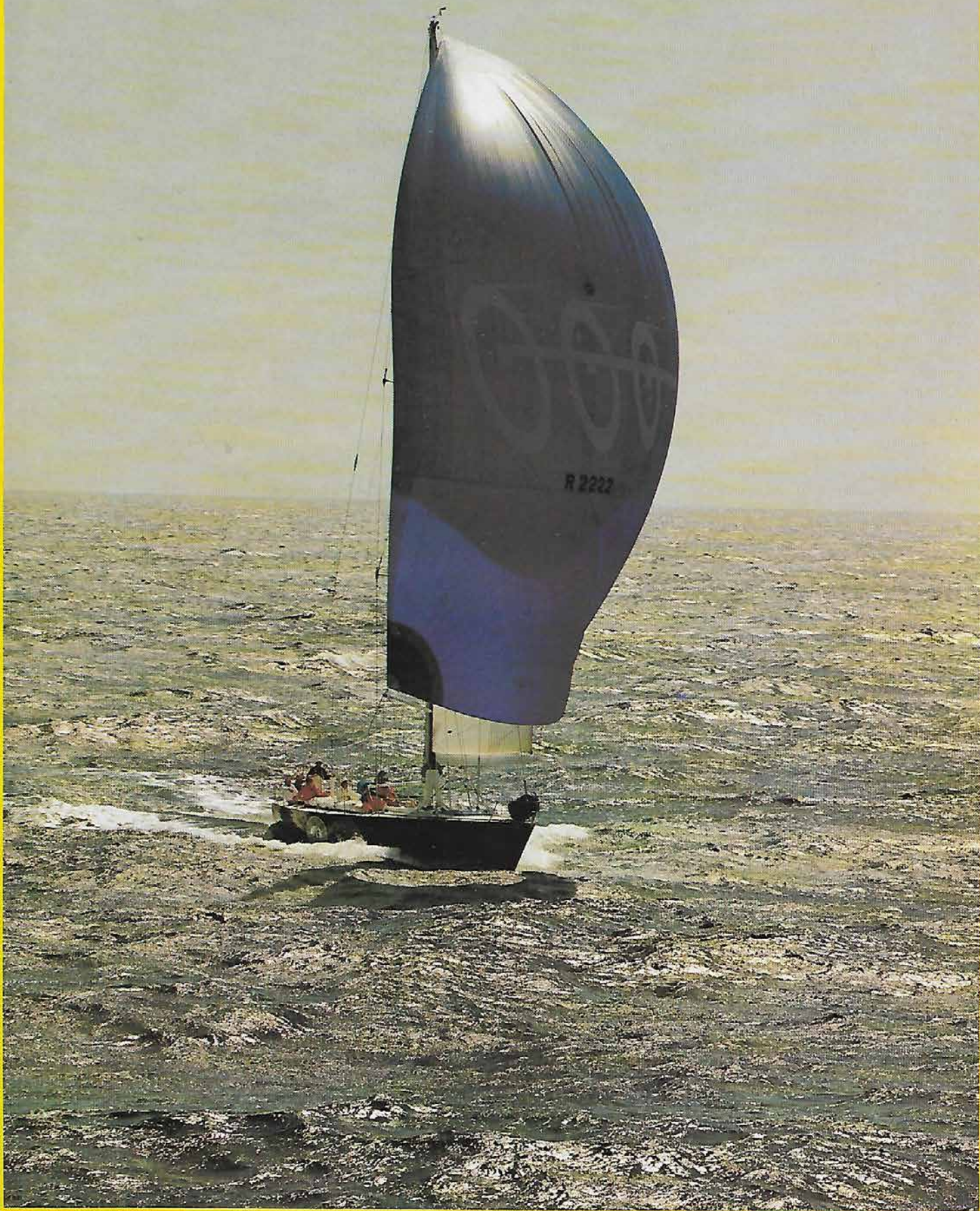
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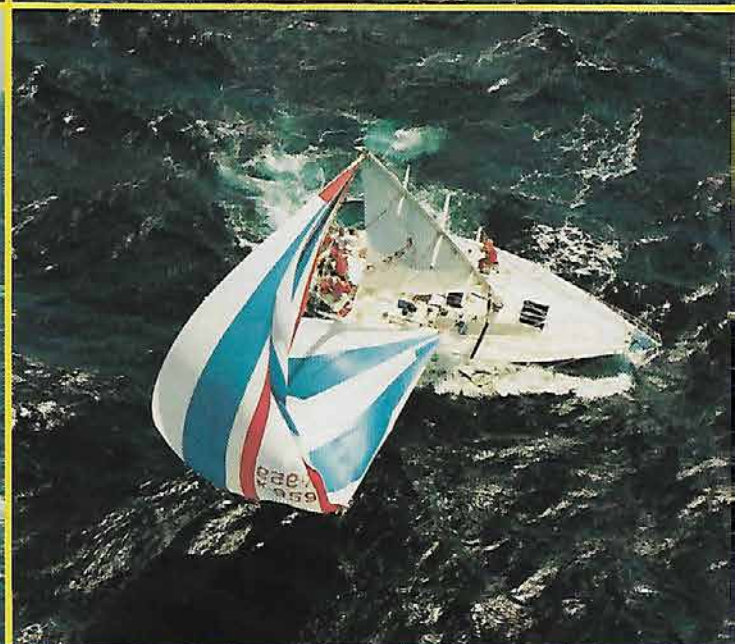
Images of the Hobart



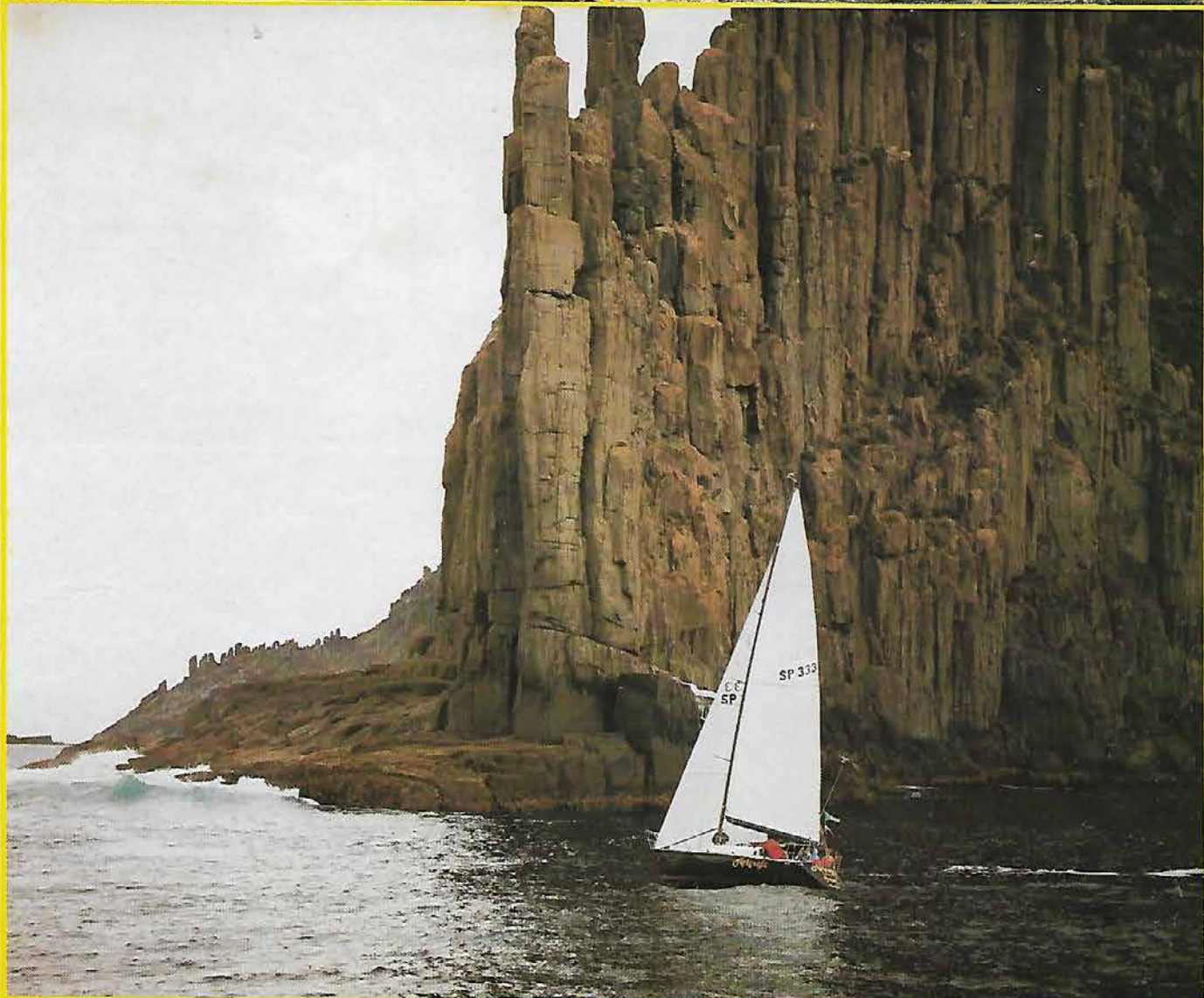
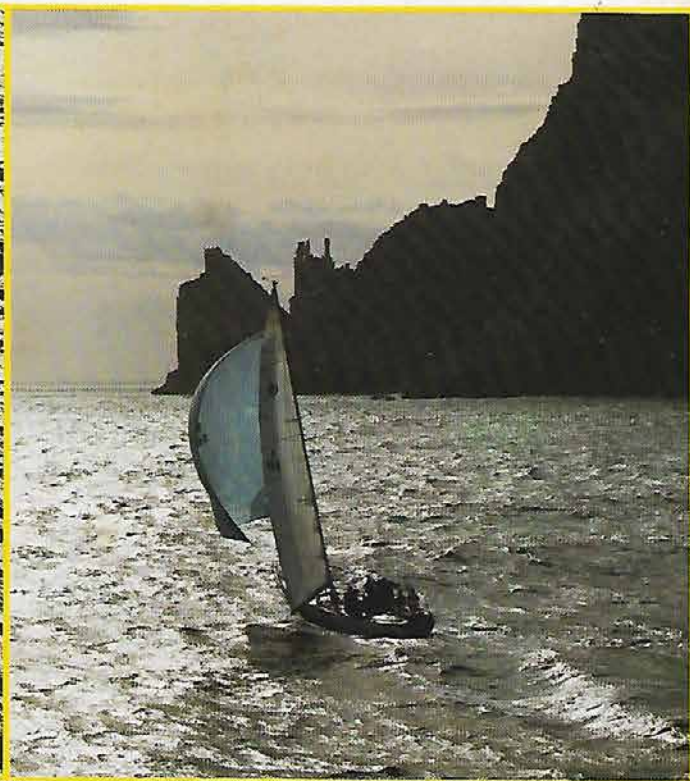
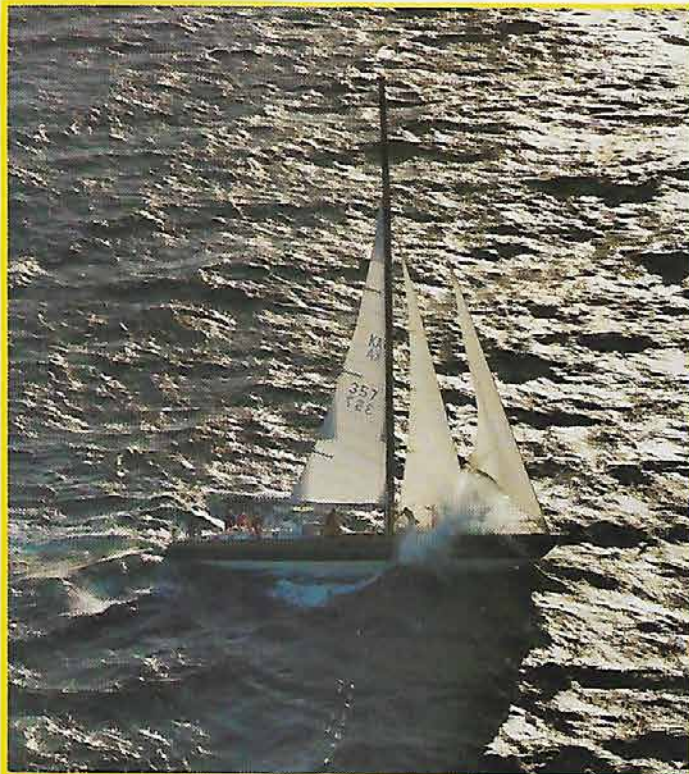
IMAGES OF THE HOBART







Images of the Hobart



THE ELECTRONIC OCEAN RACER

by John Brooks

Over the last decade electronics, aided and abetted by the micro-chip, have subtly altered the form and function of much of our day to day life. The office or workplace, the home, the family car, our very lives, have been caught up in and changed by the silent whirlwind popularly known as the 'electronics revolution'. The racing yacht has not been immune to this process, although for many years the yachting establishment fought against the encroachment of electronics into ocean racing. Indeed, until last year most electronic devices were barred from racing yachts in many parts of the world. When the change finally came, it was perforce anything but subtle.

There were two reasons advanced for the reactionary posture on the part of administrators of ocean racing: firstly, that the high cost of electronic aids would give an unfair advantage to wealthy yacht owners over poorer ones, an argument regarded by many to be largely a matter of semantics; secondly, the romantic but rather misguided idea that yachtsmen were somehow keeping alive the art of navigation, presumably in one of its more primitive forms. Just what that had to do with yacht racing is anyone's guess but, like many fuzzy ideas which become institutionalised by regulation, the ban on electronic aids remained in the rules in Australia until 1983.

Long before then, however, the revolution in electronics which had closely paralleled, and was related to, the computer boom, took to the oceans. Computerised systems controls and instrumentation found a ready application on commercial and naval vessels. Electronic data processing, moreover, simplified the conversion of LORAN, DECCA, OMEGA and SATNAV (satellite navigation) signals into more convenient digital form. The hardware needed to process all of this data became more and more compact, more accurate, easier to use and, signifi-

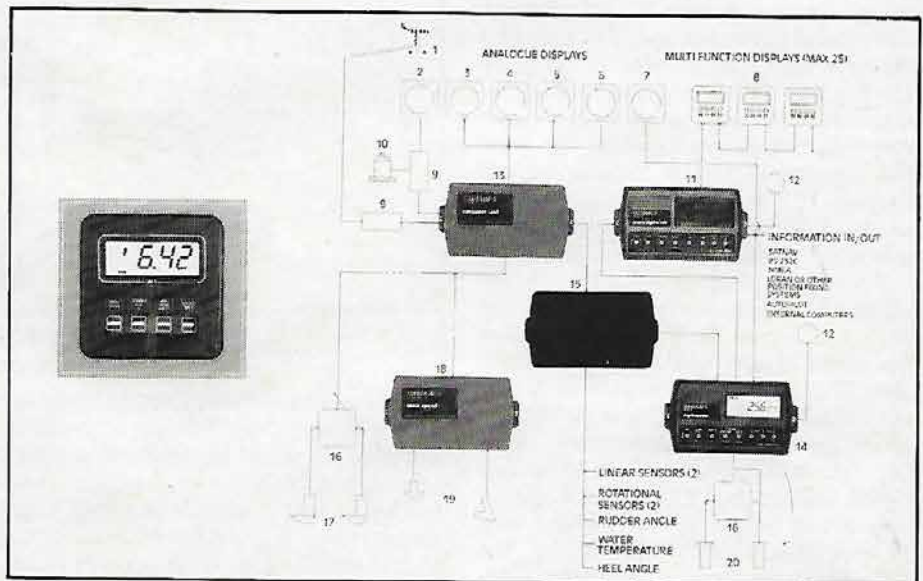
cantly, comparatively cheap.

Meanwhile, the poor old ocean racing navigator struggled along, restricted by the rules to using a magnetic compass of a type which had not changed significantly since it first came into use around the 12th century, augmented by two electro-mechanical devices, the speed log and the masthead wind indicator. However, he was allowed the use of an electronic depth sounder and a radio direction finder. This was an anomaly; the latter two devices had been around for a long time but they are undoubtedly electronic aids. If they were acceptable, why not other, more modern ones? It did not really make much sense; however, it was debated. For the rest of his equipment, the racing navigator was left with good eyesight, or the use of someone's, a radio time signal and a marine sextant, a device which has also not changed essentially since the pattern was developed in the 18th century.

Anything which smacked of new-fangled electronics was looked upon

with a very jaundiced eye by the rulers of ocean racing. The regulation itself was all-encompassing and banned any electronic aid to navigation, other than those mentioned, which had been introduced in the last forty years. The Americans regarded this as they might have looked upon a law requiring dog licences for dinosaurs, and usually left it out of their own sailing instructions. Thus it was for the American market that sophisticated yachting electronics were first developed.

Ironically some of the best hardware was produced in the country which led the way in proscribing it; the British company Brookes & Gatehouse had long supplied reliable yacht instruments, but in 1980 they started a technical revolution when they introduced an instrument system which featured a central digital computer. Although most of the readouts the computer provided were normal and perfectly legal in themselves, the computer did process some of the raw data into very useful, but illegal, forms.



The blistering pace of change in electronics; the latest Brookes & Gatehouse instrumentation package, the Hercules 2 System 290, with provision for monitoring 'the works', including a new 'Sonic Speed' log.

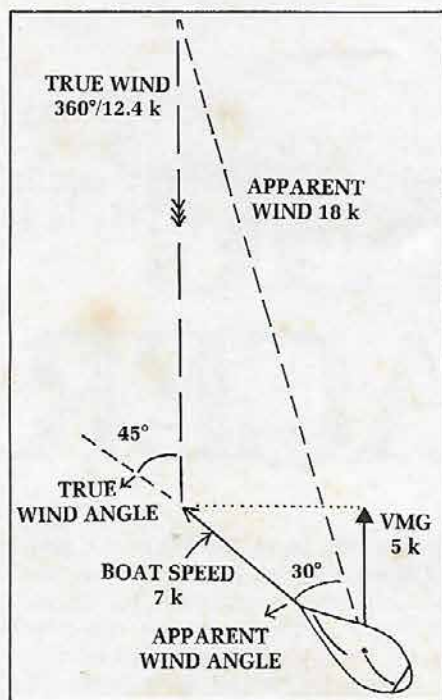


FIGURE 2. VMG (to windward)

One of the then illegal forms is VMG which, simply stated, means 'velocity made good' — for instance, directly to windward. A yacht does not always track in the direction it is pointed, and when a yacht is beating to weather, for example, the crew is striving to maximise the VMG to windward through sail trim and steering. The questions arise, should we sail closer to the wind and perhaps a little slower, or ease off sails and/or helm and travel a little faster through the water? As sailing conditions change, so too does the answer.

The VMG vector triangle can be solved by trigonometry or geometrical plotting diagrams, but often by the time the navigator has made his calculations the criteria have changed. It is here that the computer comes into its own, by solving the problem more or less instantaneously and presenting the answer in digital form to which the crew can continuously refer to compare any change. This was the major 'electronic' advance offered by the B & G 190 when it first hit the market.

Another function available was the ability to compare the yacht's speed with the speed of a perfectly sailed computer model of roughly the same size. This, too, was presented in digital form, the actual speed as a percentage of the theoretically perfect speed. Sailing the yacht so as to maximise this figure and/or the VMG meant that it was being sailed to its highest efficiency. Henceforth, 'sailing by the numbers' became a popular term amongst ocean racers.

Of course, this was all illegal under the rules then in force, and the computed functions were not supposed to be used when racing. It was, so we were told, strictly for tuning up the rig and testing sails. However, once yachtsmen became used to the new tool, whether while training or racing, the silliness of the electronics ban became painfully obvious, and many simply ignored its existence.

With some observing the ban and some, including the Americans, sailing by the numbers, the clamour to have the rule repealed became too loud to ignore, and after some debate, mainly in England, it was withdrawn from the rule book altogether. With that out of the way, the only limit on modern technology became the ingenuity of the manufacturers, the limitations of the navigation systems, the programming skills of computer orientated navigators or yachting orientated software specialists, and perhaps the depth of the yacht owner's cheque book.

The way was opened to bring yachts up to date with four decades of advance in navigation, and this fell broadly into two categories: firstly, modern position fixing, using systems such as LORAN, DECCA, OMEGA and SATNAV, and

Cup syndicates had reached a space-age level of sophistication which involved radio data links between the yacht's systems and a large-capacity computer which was carried aboard an accompanying motor launch. The data were recorded and available for later study ashore, enabling the crews to analyse the effect of hull or sail design changes and windshift patterns, not to mention their own tactical errors.

Similar programs were developed for ocean racers, initially the lavishly equipped maxi yachts. If America's Cup syndicates saw the need for computer equipment, then the maxi owners were not far behind them in recognising the value such systems represented. After all, if you are able to put up around \$1,000,000 for a state-of-the-art maxi yacht, an extra \$20,000 for so to help it win races is neither here nor there.

With their greater need for long range navigation accuracy, the maxis utilised modern marine practice in integrating LORAN, DECCA OMEGA or SATNAV systems with computers such as the Apple to provide the ultimate convenient position fixing. To make all of this computer technology meaningful, advanced compass systems and speed

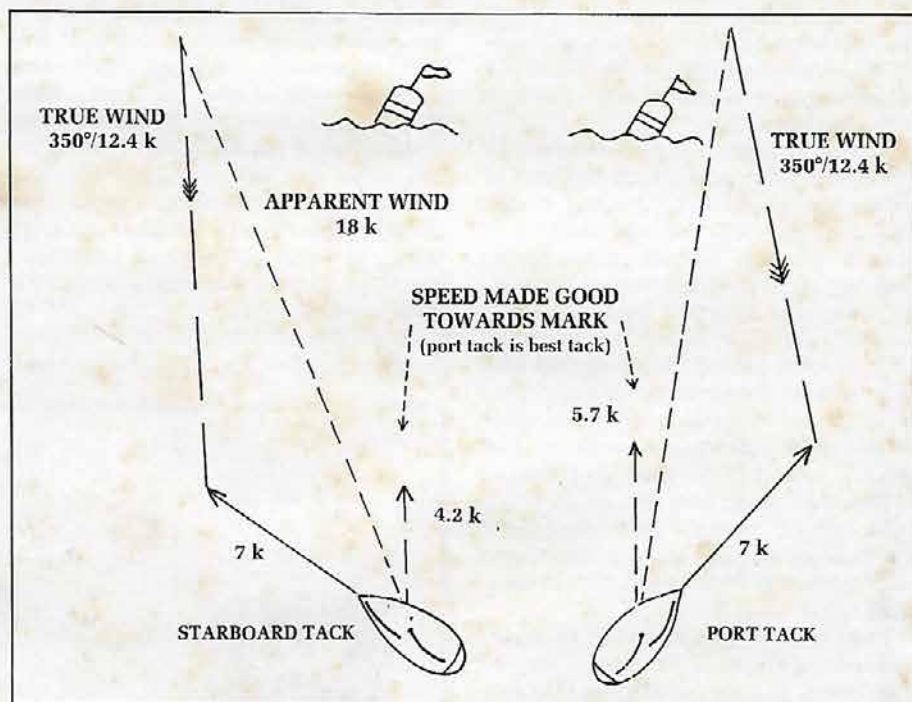


FIGURE 3. Wind Shift Geometry
(Wind backs 10° from 360° to 350°)

secondly, use of computers to integrate all navigation data, provide continuous position plots and to solve tactical navigation problems.

The 12 metre people had long been experimenting with onboard computers and, despite some early failures, they led the way in programs tailored to yacht racing. By 1983 the America's

sensors replaced the more basic devices normally fitted to ocean racers.

Using specially tailored software programs there was now virtually no significant navigation or tactical problem which could not be solved rapidly and the answer presented in a variety of ways: instant position fixes from continuous radio navigation systems input;



Australia II and Black Swan communicated electronically in training exercises and during America's Cup races; sensors on the Australia II relayed measurements such as boat speed, compass heading, apparent wind and velocity, shroud tensions, etc. which were analysed by the computer aboard Black Swan. Pre-start manoeuvres and performance on the various legs of the course were plotted for analysis after each race.

course and distance to the next mark, waypoint, or destination; lay line tactics; windshift geometry; tide and current effects; performance comparisons; sailing efficiency; all that was required was the right program. The results could be displayed for the crew on deck as 'numbers', such as VMG, or at the navigator's station in graphic form on a video display. The navigator could sit and watch his progress around the race course and never get wet. Star Wars had come to ocean racing, or more accurately, it had come to the esoteric racing world of the 12 metres and the million dollar maxis.

There was a drawback. None of the computer hardware available had been designed with an ocean racing environment in mind. The 12 metres race in comparatively sheltered waters or do

not race at all if the weather gets too rough. The maxis race all over the world in all weathers, but they have some chance of isolating delicate computerware in a safe place, relatively free of salt spray and hard usage.

This is not true of most ocean racers. Below decks in a seaway water sloshes around the cabin, wet sails lie on top of everything until the crew gets an opportunity to stow them, the humidity level is around 90% most of the time and that moisture is salt laden. Slamming into a head sea the boat is pulling high intermittent 'G' forces, positive, negative and lateral. Under such conditions the navigator and others have been known to spill their coffee, that is to say all over the chart room.

Not exactly the kind of place for a delicate scientific instrument. Under

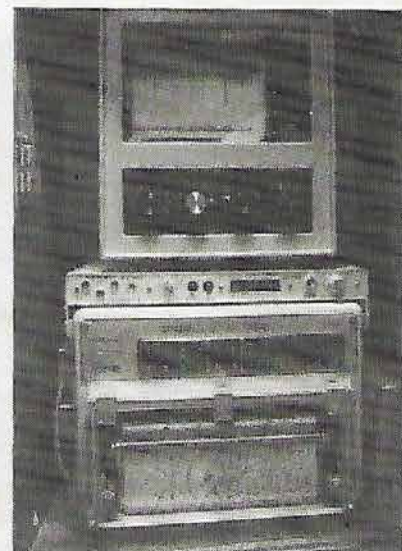
such conditions your average Apple would let out a strangled, audible tone and pass on to that great micro-chip heaven in the sky without waiting for a second byte (sorry). Even in the relative comfort of a maxi yacht, much computer hardware does not last much more than a single season of hard racing.

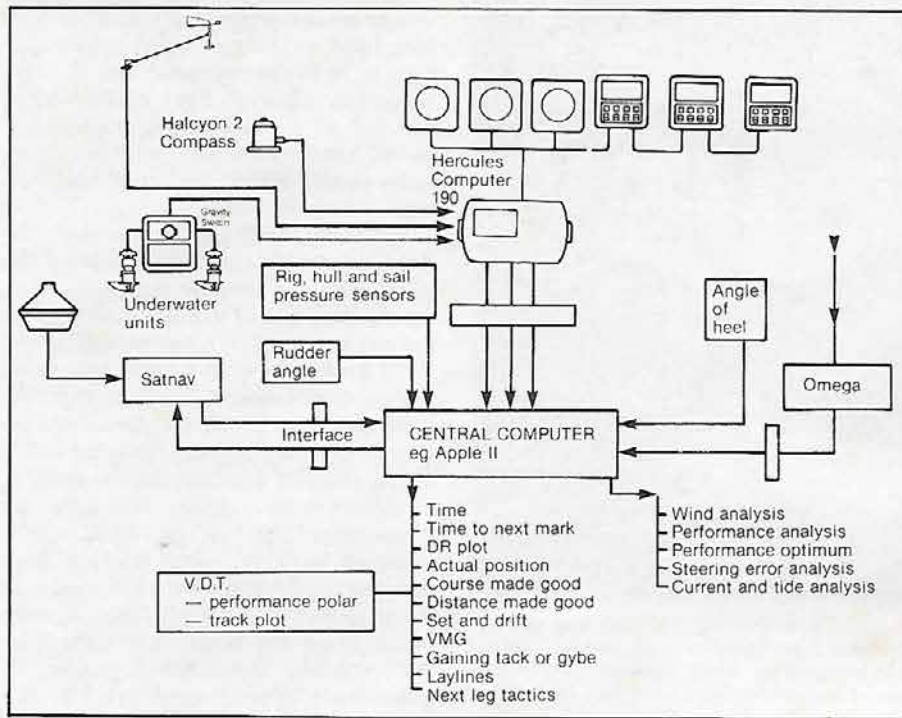
For many small yachts, therefore, the B & G Hercules 190 which started the revolution, or similar equipment, remains the state of the art. Designed for the environment, it handles most of the basic problems with a little help from the navigator and is as 'Star Wars' as most yachties presently see as necessary or desirable. In any case, the lively movements of smaller yachts, even in moderate seas, makes the accurate measurement of raw data (boat speed, compass heading, wind velocity) very difficult and, therefore, the value of some of the more sophisticated computer functions somewhat debatable. Furthermore, the electric power requirements render small yachts and comprehensive computer setups incompatible, even if the hostile environment did not.

Part of the answer lies in equipment tailored for the small yacht. Small but powerful, self-contained computers such as the Hewlett Packard HP 41C or HP 71B, Sharp PC 1251, 1401 or 1500 series, and Epson HX-20, can be interfaced with the sailing instruments and programmed to handle the more important navigation functions with the added advantage that you can take the computer home later. The next generation of dedicated sailing instrument packages will no doubt include all of these developments and will be built to take the added punishments. Hence the small racer does benefit from the computer revolution but the best is yet to come, and long overdue is the development of accurate raw sensors for the



The navigator's 'nook' on a modern maxi racer today almost demands a different terminology; it's hardly a 'nook' any more, such as this one on board Nirvana.





How a computer can be linked to systems such as the Brookes & Gatehouse Hercules 190, SATNAV and Omega for tactical navigation and monitoring of boat performance.

small yacht.

The precision of computers highlighted the errors inherent in the measurement of raw data. The rolling and pitching motions experienced by yachts makes the accurate measurement of speed, heading and wind velocity a difficult objective. The wind as measured at the masthead, for instance, can be continuously in error if the sensor is describing irregular 10 metre gyrations through the air at the same time. If this is then used as the basis for a computer calculation, the result is going to be very misleading. Fortunately, corrections can be built in to compensate for most errors, although this does require yet another computer input in the form of angle of heel.

Some of the most advanced computer programs for yachts deal with tactical navigation. Here, input of the yacht's true position becomes all important. Some programs use stored tidal data to continuously update position fixes, and in Europe where tidal effects are well documented this is a very useful method. In Australia offshore current is not so predictable, but once it is known the data could be inserted by the navigator. However it is established, the yacht's position on the plot, the current and the wind vectors determine the tactical considerations such as lay lines, gaining tacks and windshift geometry.

The use of disc-stored data to generate a graphic display of these functions on a video display terminal is the focus of many new private programs as well as professional software, including a



Execute plot from Brookes & Gatehouse, showing scale, movable laylines, wind and tide directions plus twelve constantly updated readouts from Hercules 190 at the bottom of the screen.

Brookes & Gatehouse program for the Apple and a Microtec-Epson program. These displays adjust automatically according to windshifts in response to change in current or boat speed, enabling the navigator to absorb the tactical situation almost at a glance.

Other developments in the application of computers to yacht racing aim at the complete integration of all aspects of navigation and instrumentation. Ultimately, the cluster of control boxes, amplifiers, radio navigation receivers, depth sounders and repeater instruments which now compete for space at the navigation station will vanish into safe, waterproof hiding places to be replaced by a single video display terminal and a keyboard to call up the displays generated by the vanished systems.

Using floppy disc, the navigator will enter relevant data such as historical performance comparisons for the yacht, including correct wind/sail combinations and sheeting, performance polar diagrams and digital charts of the race course including geographical and depth references. It should be possible in theory to race around a given course in thick fog, the main problem being that the race committee might have difficulty in laying the marks, as if they don't have enough trouble doing it in the clear.

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COMPUTING THE TRACK TO HOBART

by Dr Roger Badham

Elsewhere in this Program you will read about what electronics and computers are doing for today's yacht racing navigator in terms of optimising yacht performance. In this article weather forecaster and meteorological consultant Dr Roger Badham adds another dimension to the electronic ocean racing yacht: computer forecasting of the fastest track based on the likely weather patterns and currents.

Roger Badham is currently developing a computer technique to navigate by weather forecasts. He describes how the technique could be useful in a Sydney-Hobart Race, and takes two yachts from last year's Race and improves their performances based on his method.

There have been many quotes about navigating to Hobart. Perhaps the most often stated is "Turn right at the Heads, continue southwards past 20 lighthouses, turn right again and you're there!" Such was the nature of the event in the early days – a gentleman's cruise – that finishing was by far the greatest thrill. That spirit still holds today, and the Race will lose much of its appeal if that is ever lost. But to win a Sydney-Hobart (line honours or on handicap) these days requires a crack navigator/tactician, a good boat and crew and a lot of luck.

After any race, talk will naturally be focused on who won and what went wrong and, with hindsight, there is always a faster route that could have been taken. How many times have you either said, or heard, "If only I'd stayed in-shore and kept with _____, then I'd have been right up with the leaders at the finish". The trouble, naturally, lies with predicting the best route in advance, taking into account all the various moods of the weather, the currents, the seas and the swell. It is a much and loosely discussed subject – one that deserves a lot more attention.

In most races, navigators stick pretty closely to the rhumb line, perhaps edging away from that shortest pathway on some feeling or premonition. Such feelings are not usually based upon sound



(scientific) evidence and such schemes always seem to pay off for others, never yourself! In this article a more organised procedure is presented for race tactics – a plan that can actually be altered (if necessary) during the race.

Routeing of merchant vessels – finding the best route – is not a new task. It has been practised for years by some of the world's larger weather organisations (both private and government). The practice has gradually evolved; in fact, it is now over a century since the pioneering American meteorologist Matthew Maury produced his wind and current charts. As a consequence of those charts, passage times for the clippers were substantially reduced. Hungry for still faster voyages, great circle routes became the accepted ocean passage in the 1850s, and Australia's maritime legends grew overnight. As Geoffrey Blainey, in his book *The Tyranny of Distance*, describes the then young clipper skipper 'Bully' Forbes, "His slogan was 'Hell or Melbourne' and some said the ship passed through Hell before it reached Melbourne". (How those clipper masters would have carved up the record books even further with our modern aids, like SATNAV and fax.

Power vessels and radio weather forecasts turned the weather routeing problem completely around. It then became the aim to avoid adverse winds, seas and swell while making optimum speed. Nowadays ship routeing is a computer game – moving vessels around the globe into the most advantageous weather conditions. The last decade has witnessed a great improvement in the accuracy of routeing, primarily because of much more reliable three and four day computer weather forecasts.

Weather routing a yacht is a more complicated task than routeing a large merchant vessel, but the principle is the same. The object is to come up with an optimum route from position A to B, taking into account the variations in the weather, waves, currents, swell and the yacht's own varying performance in those conditions.

Figure 1 sets out the problem as it should be tackled. Firstly, the distance from A to B must be sufficiently great that it may be divided into a number of segments corresponding to at least 12 hours sailing. If 12 hours is used as a convenient split, it is then necessary to obtain weather forecasts for those 12-

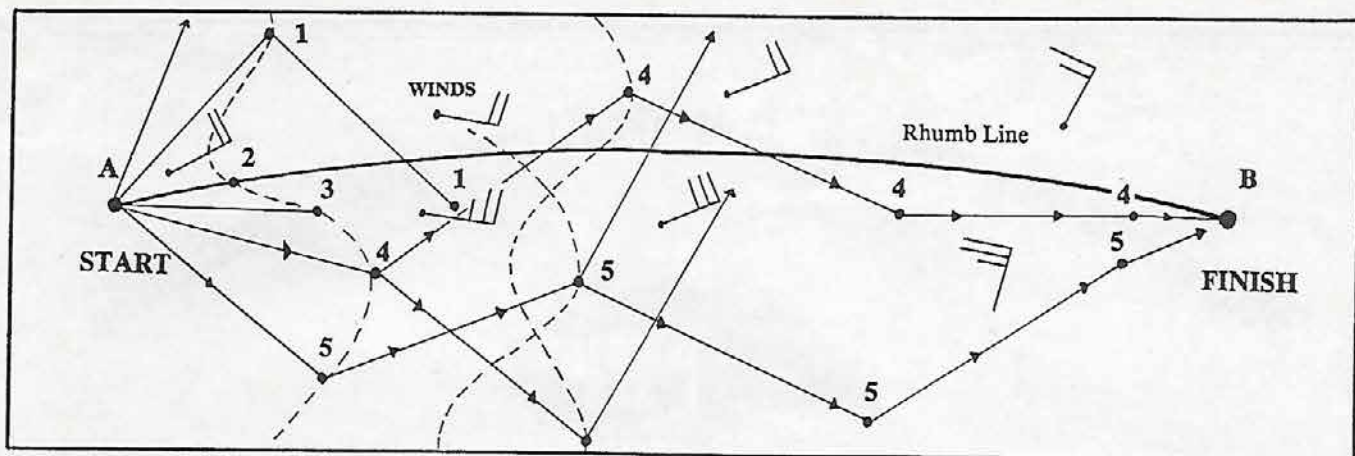


Figure 1. Some of the various routes available while sailing from A to B. The routes are divided into four zones with wind vectors shown for each period. As well, the winds are stronger on the lower side of the rhumb line. The dashed lines represent the 'locus' lines for specific positions. 1-5 are the first 12-hour positions and only those worth considering have been followed after that time.

hour periods as far ahead as possible. Then it is a matter of calculating various hypothetical routes that might be followed, and it is here that a computer makes the endeavour so much simpler. Assuming no headway for winds with 30° of the bow, a locus of 12-hour positions can be calculated for various assumed sailing directions. However, these directions must be kept within the realms of reality. You cannot sail across the land, and it is pointless sailing backwards! The speed of the computer allows for many hundreds of tracks to be tried for any single 12-hour period; done manually, the effort will generally exhaust you if you attempt more than three or four.

With two days' weather information at hand, four 12-hour periods can be analysed, but as the first period ends and the next begins, so more complexities arise. Figure 1 shows that at the finish of each time period, every 'track end point' must be regarded as another starting position and so another batch of tracks are calculated from all those intermediate positions. This rapidly increases the number of tracks to be considered, although some routes will quickly become impractical and may then be discarded.

An overriding constraint on the system is to keep the chosen route within the limitations of the forecast. If the weather forecast does not live up to expectations then it would be necessary to get back to the rhumb line without losing too much, but if the forecast has a high probability of success, then it may well be worth risking an extreme solution (one well away from the rhumb line).

The technique is the best suited to ocean racing, and that does not really include the Sydney-Hobart. Of the 630 nautical miles from Sydney to Hobart, all but 180 miles across eastern

Bass Strait lies within 30 miles of the coast. In fact, the rhumb line almost touches the coast at Jervis Bay, Gabo Island, Cape Sonnerat and Maria Island. This proximity of land definitely renders the weather forecasts less reliable because of afternoon sea breezes and fluky overnight winds. It is difficult enough to predict the exact nature of these coastal winds 12 hours ahead, but very near impossible 36 and 60 hours ahead ... and for this reason the Sydney-Hobart will remain a classic, virtually impossible to route all the way before the start.

To show briefly how the routing system works, two yachts from last year's Race have been chosen and their performances compared over twelve-hour periods to what might have occurred if other theoretical tracks had been taken. Some of the forecast and observed winds are listed in Figure 2, the forecast winds coming from the 12 and 24 hour weather forecasts supplied by the Bureau of Meteorology via the Relay Ship *Tasman Hauler*. Such forecasts are a fairly broad scale assessment of the wind fields, and they do not always indicate the coastal influences.

SKED	AVAILABLE FORECAST	COAST STATION REPORTS	OBSERVED WINDS AT MAIN BUNCH OF FLEET
Mon. 26th 1700	SW-SE 10-20; Outlook S-SE 10-20	Sydney SE 15	SE 25-30
Tue. 27th 0700	SW-SE 10-20 Outlook S-SE 10-20	Jervis Bay SE 10 Gabo Island W 15	SSE 20-25
Tue. 27th 1500	S-SE 10-20 Outlook S-SE 10-15	Gabo Island SW 30	ESE 15
Wed. 28th 0700	SE 10-20 (stronger near Vic. coast) Outlook E-NE 10-20	Gabo Island. ESE 10 Eddystone Pt. SE 10	ESE 10
Wed. 28th 1500	SE-NE 10-20 Outlook NE 10-15	Eddystone Pt. ENE 10	ESE 5-10
Thurs. 29th 0700	N-NE 10-25	Eddystone Pt. NNE 10 Cape Bruni N 10	N 10
Thurs. 29th 1500	NE 15-20 Outlook S-SE 15-20	Eddystone Pt. NNE 15 Cape Bruni SE 10	N 15-20

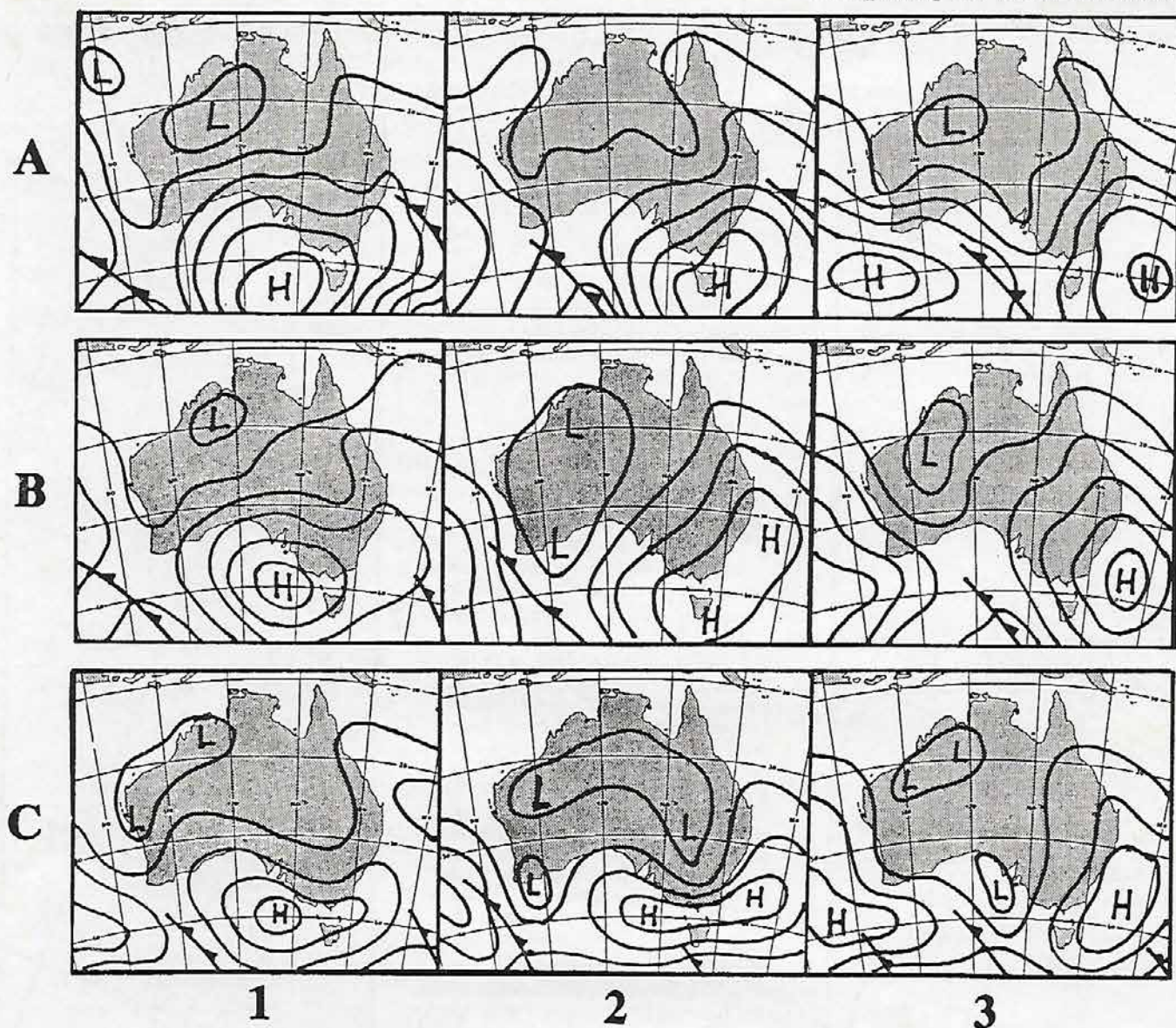


Figure 3. Actual forecast charts for (1) Tuesday 27th, (2) Wednesday 28th, and (3) Thursday 29th of December at 0900 DST. Maps 'A' are actual charts, Maps 'B' the forecast charts available on radio fax, and Maps 'C' those drawn for the New Zealand team by the author before the race.

Radio facsimile charts (Figure 3) were also used by some yachts, but in using the MSL weather charts the winds have to be inferred from the isobars and that is not always as straightforward as it appears (for the inexperienced, it is usually best to have the fax chart and the weather forecast together).

Police Car and *Anaconda* are the two yachts chosen as examples for routing. *Police Car* performed quite well, finishing 34th overall and 12th on handicap (TCF .8156). The older and relatively slower *Anaconda* finished 12 hours behind *Police Car* and her 94th placing was bettered by quite a few on corrected times to give her a handicap position of 149th (TCF .8376).

Last year's race was not unusual weatherwise, with most of the race dominated by a steadily moving strong high pressure system. That high kept to Tasmanian latitudes as it shifted east-

wards, and the S-SE winds gradually backed E-NE and finally N-NE ahead of the next cold front. Figure 3 shows the relevant weather charts for the Tuesday, Wednesday and Thursday (27-29th December) along with the 24 hour prognosis charts available at 12.30 p.m. DST on fax and the forecast charts provided by the author to the NZ team prior to the race.

There is not a great deal of difference between the 'progs' (forecast charts) and the 'anals' (actual charts); all show enhanced trough activity over the mainland and the high pressure system remaining south of the continent. In the run down the NSW coast, the winds were from the SE quadrant for the first 48 hours, by which time the leading yachts were well across Bass Strait. During the 3rd day (Wednesday, 28th) the winds swung from the ESE to the ENE and NE.

Computed routes for the two yachts

during the first 48 hours show very little choice available. The SE winds give only two close tacks - ESE or SSW. The ESE tack quickly becomes impossible, unless the wind direction was to back very quickly to the ESE/ENE, and that was not forecast nor did it occur. Following the very strong winds (SE and 25 to 35 knots) late on the first afternoon, the winds did veer slightly more to the S, and without land constraints and forecasting the winds correctly for the following Wednesday (28th), the computer moves the yachts in a very strange direction - inland towards Cooma, breaking into Bass Strait not far from Orbost!

However, land constraints were included, as was a countercurrent within 5 miles of the coast. The currents have not been well accounted for at this stage of the computer simulation, and during the 1983 race they did not play an important role. However, this did not

Computing the track to Hobart

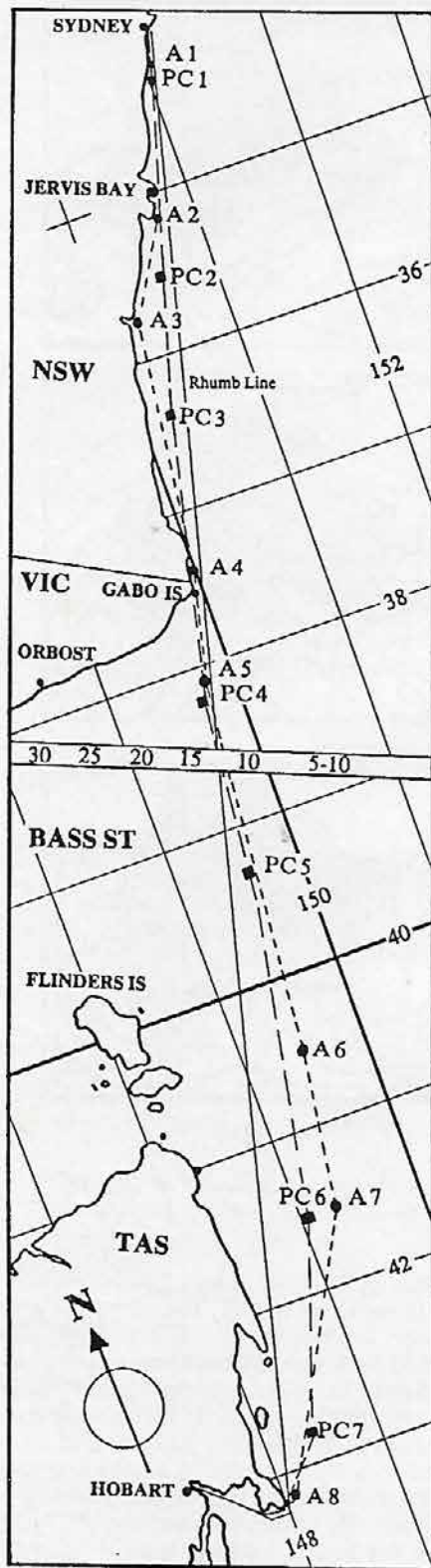


Figure 4. The route south with the tracks and sked positions of Anaconda (A1, A2 etc.) and Police Car (PC1, PC2, etc.). The observed wind speeds in knots are shown across Bass Strait, and they indicate much stronger winds near the Victorian coast.

appear to be the case prior to the start, when the latest available RAN current charts indicated a good south flowing set fairly wide out from Sydney and Wollongong, and then weaker currents from Jervis Bay southwards. Subsequent current charts from the RAN (available after the race!) showed that these currents actually weakened during race time and would not have been very useful.

The major advantage that weather routeing could bring to the race occurred early Wednesday (28th). Neither prog charts showed exactly what was to occur that day, but the morning forecast available on the 7.00 a.m. sked did mention the secret that should have subsequently been used by at least some of the fleet. As the high ridged strongly up the NSW coast, the winds eased rather quickly for areas east of the rhumb. West of the line this was not the case, especially across Bass Strait where the east winds strengthened rapidly to the west of the rhumb line.

At 7.00 a.m. *Tasman Hauler* radioed:

Situation at 3.00 a.m.: High 1032 mb 80 nautical miles southwest of Hobart and moving east at 10-15 knots. Forecast for 12 hours: north of 36S, south-east winds 15-25 knots tending E-SE at 10-20 knots in the afternoon. Moderate seas decreasing on a low to moderate swell; for remainder, southeast winds 10-20 knots, freshening near the Victorian coast and tending E-NE 10-15 knots in the afternoon. Outlook for the next twelve hours: E-NE at 10-20 knots with slight to moderate seas on a low swell.

During Wednesday, the fastest route across Bass Strait was as far westwards as was feasible – see Figure 4 for grid winds across eastern Bass Strait. In fact, very few yachts strayed west of the rhumb line through the Strait, yet those on the western side of the fleet certainly fared better.

Down the Tasmanian coast, the winds were primarily NE with a forecast at the finish for a weakening S-SE change. The computer calculates that the best course for this section was to cross the rhumb line and to be slightly seawards off Maria Island. This route (Figure 5) keeps the yacht more abeam of the NE wind while heading down the coast and puts the boat in the best position for that forecast SE wind change. Of the leading bunch of 30 yachts (excluding the Maxi class), *Challenge* was the one that course most closely, with excellent results.

Anaconda had a much harder run down the NSW coast, running more abeam of the S-SE winds and remaining somewhat coast-bound all the way to Gabo Island. Still, at that crucial 7.00 a.m. sked on Wednesday morning she was still well positioned to take

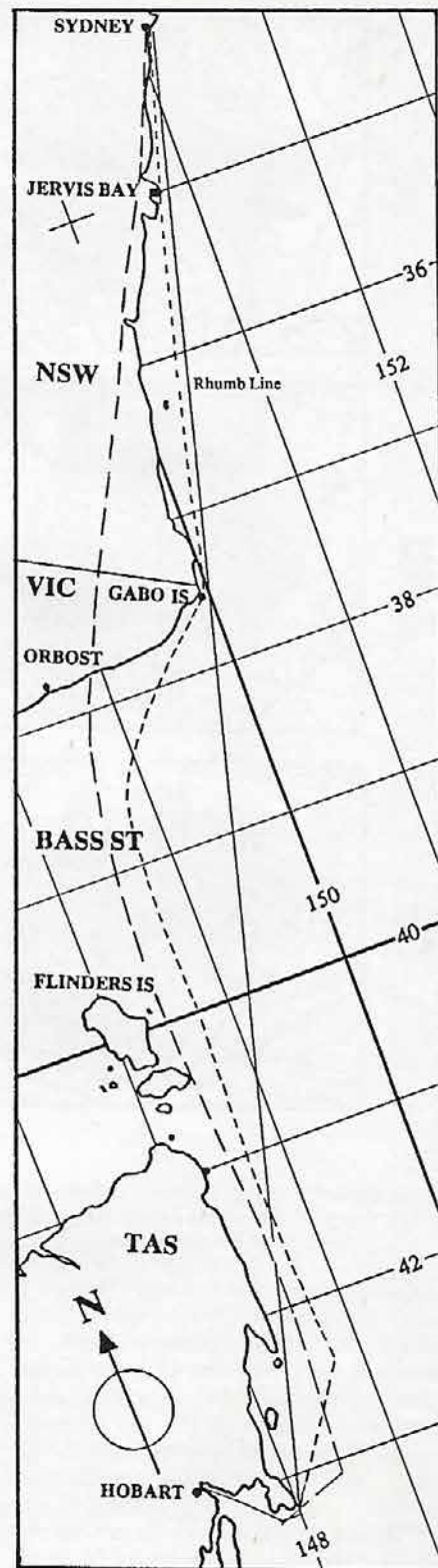


Figure 5. The best routes computed for the race (in hindsight, knowing the actual winds). The ---- is hypothetical as it moves well inland. The best route — ventures east of the rhumb line near the end awaiting the S-SE wind change.

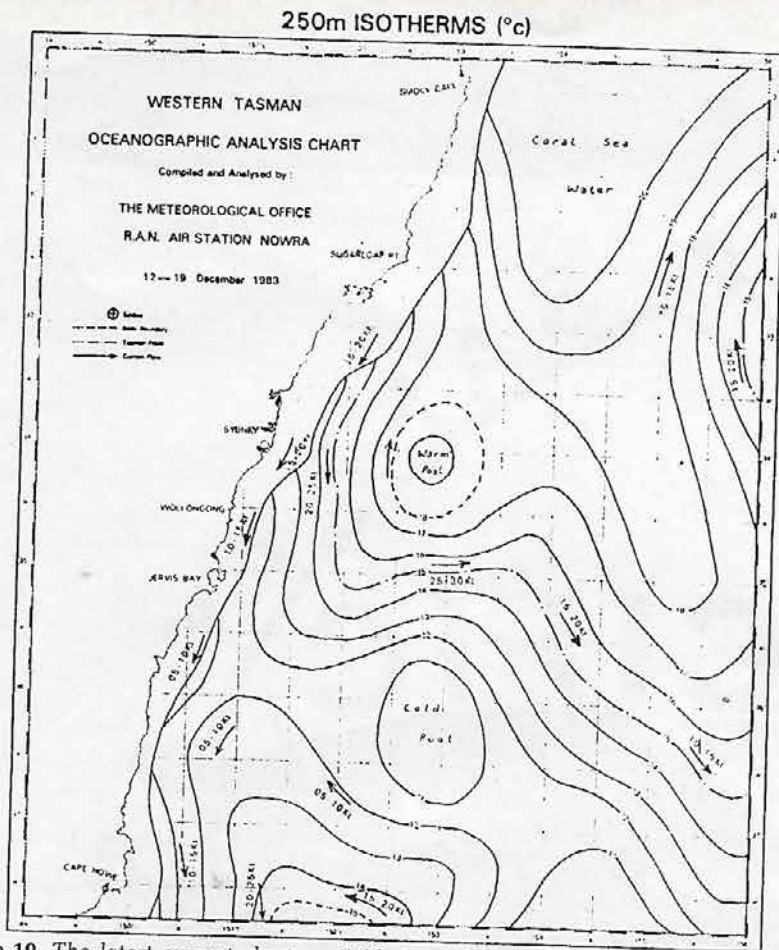


Figure 10. The latest current chart available from the RAN before the fleet started. It shows a consistent 1-2.5 knot southerly flowing current well east of the rhumb line for the first day's sailing south.

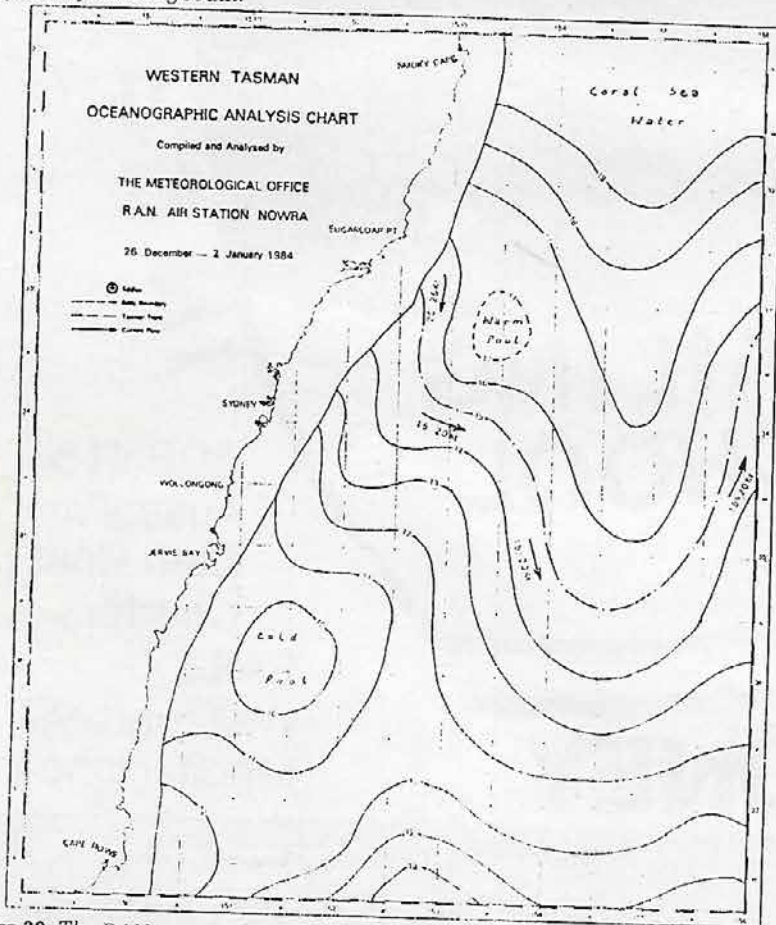


Figure 20. The RAN current chart for the race period. It shows a weaker southerly flowing current east of the rhumb line, and very little activity off the far south coast of NSW.

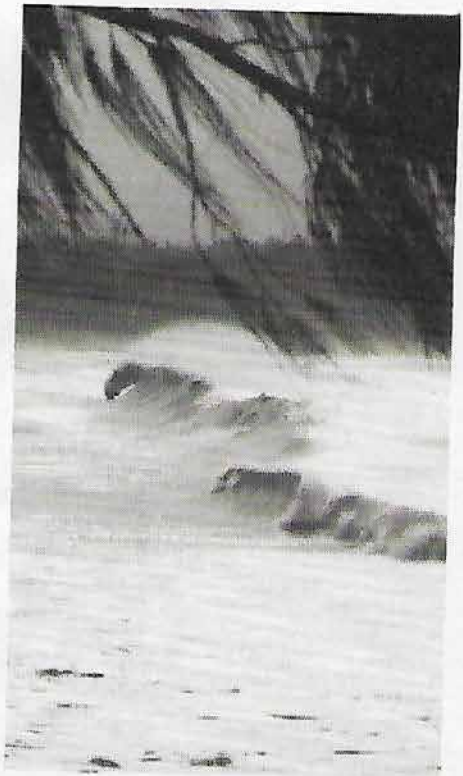
Computing the track to Hobart

better advantage of the stronger winds through Bass Strait, but she elected to actually cross to the eastern side of the rhumb line. During that day, very few boats sailed west of the line and none significantly to the west.

In summary, the computer program currently being developed is much better suited to true ocean racing (Lord Howe Island, Vanuatu, Fiji) where there are fewer constraints on the system. The proximity of land, with its rather fluky winds and currents, renders the computer simulation very risky for time periods greater than 36 hours. In true ocean waters, that period could be extended to 48 and possibly 60 hours.

There is another use to which a computer can be used during all ocean races. By monitoring all competitors sked positions, distances and corrected distances (using the TCFs) can be calculated for the entire fleet. Providing you're not the leader, such a computation will indicate the better side of the rhumb line and possibly the best position to aim at, so long as the winds do not alter greatly.

So it seems that the computer will be invading the below deck area, as Commodore John Brooks has explained elsewhere in this Program, and may even be used to select the sails. But the slippery, wet deck will remain the territory of the crew! □



LEARN TO SAIL



LEARN:
Harbour
Off Shore
Ocean
Cruising
Racing
Crewing

AGENTS:
Australian
Bare Boat
Charters

SAIL:
Whitsundays
Mediterranean

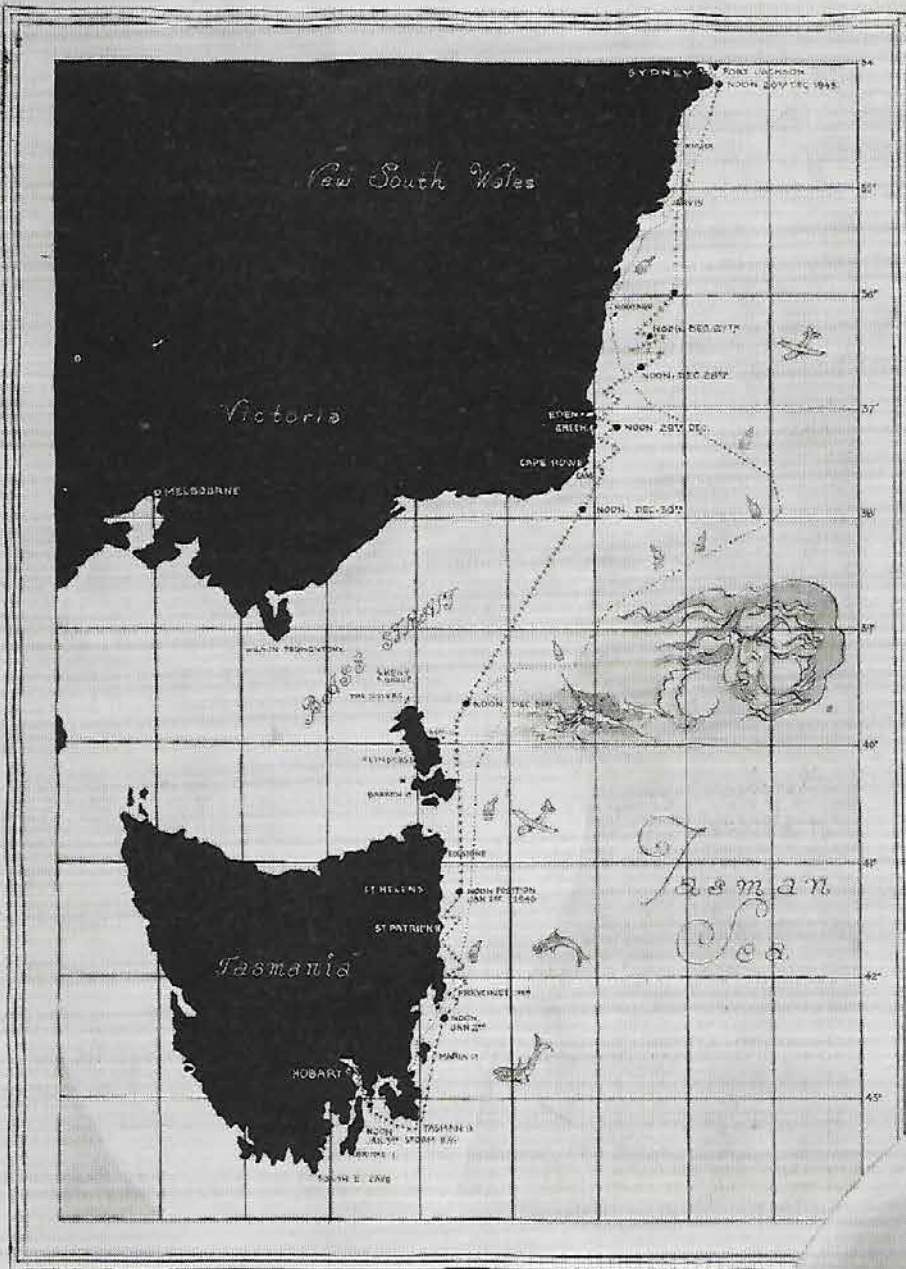
SYDNEY

CRUISING YACHT CLUB OF AUSTRALIA

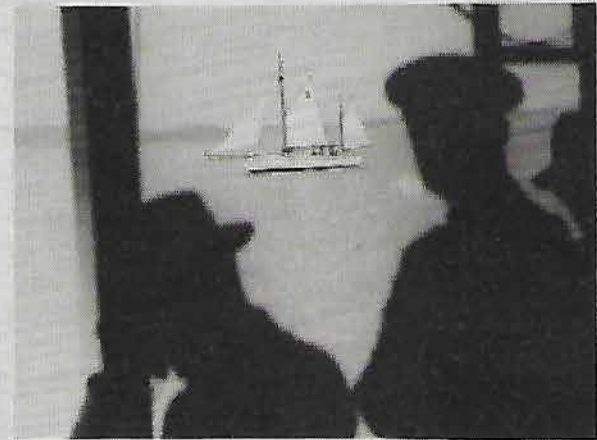
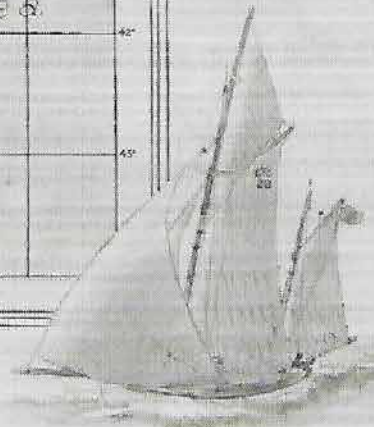
New Beach Road, Rushcutters Bay

P.O. Box 249 Edgecliff NSW 2027

Telephone: (02) 326 2399



Kathleen's crew: (back) J.R. Bull; (centre row) left J.W. Taylor, right T. Blore; (front row) left S. Stevens, right J. Earl (skipper). (Missing, G. Elliott.)



Kathleen crossing the finishing line, 1945.

KATHLEEN Dec. 26TH 1945

Kath with Michael and Maris move ashore and watch their home sail off on the start of the C.Y.C. Sydney Hobart race.

CREW - Jack Earl ... owner skipper.
 Bob Bull mate.
 Seppie Stevens
 Jack Taylor
 Ted Blore
 Gordon Elliott.

THE FIRST RACE TO HOBART

by Tony Cable

The first Hobart Race took place on Boxing Day, 1945, a little over one year after the Cruising Yacht Club was formed. It was the result of a suggestion by Captain John Illingworth that a few yachts, which had planned to cruise to Tasmania at Christmas, should "make a race of it".

At the outset the event captured widespread attention, and a large spectator fleet which farewelled the yachts. Interest was then further enhanced when the newspapers had a field day with the dramas of gales and extensive RAAF searches for the 'lost' yachts *Horizon* and *Rani*.

The first trip was so enjoyed that there were immediate calls to make an annual event of it, and so was founded one of the world's great ocean races.

Descriptions of ocean races can be terribly boring, so why an article on one 40 years ago? Well, an anniversary that marks 'middle age' is worth some recognition, and the 'birth' of the Race is linked very closely with the history and development of the Cruising Yacht Club of Australia.

Such might seem, at first, to be rather narrow 'domestic' reasons, but they have a wider importance. For the early cruising members of the CYC quickly adopted an ocean racing attitude which provided some of our early roots in making Australia one of the world's top ocean racing nations.

It is interesting that this all began when the War was just over. At the time of the Race the Prime Minister, Mr Chifley, was away on a trip inspecting the servicemen still to come home from Bougainville and Wewak. While the Race was underway troop ships were sailing in - from England, with 3000 men, 1450 from Bougainville, 263 from Tarakan.

Power rationing was on, resulting in reduced production at the breweries, and a report had it that "an acute beer shortage over the holidays" was likely.

The early crews included Royal Navy men stationed in Sydney, returning AIF and merchant seamen and men who worked in volunteer coast guard roles. Bill Fesq, for instance, joined *Mistral II* on Boxing Day along with a scratch crew; he had been released from the RANVR only a few days before.

In researching the event 40 years later, one is struck by how few survivors there are, only one or two per boat, which makes them about as thin on the ground as Gallipoli veterans!

Owner/skipper of *Kathleen*, marine artist Jack Earl, is still applying his brush in Sydney. He recalled that he had sailed *Wypru* to Hobart in '44 and found it was "a magnificent place with lots of sailing going on, including the fishing fleet which was under sail". (Incidentally, "anybody up in Sydney wanting a good crew considered at the time that he was lucky if he got a Tassie fellow, they were good hands".)

With these impressions still in his mind, Jack planned to return to Tasmania on a cruise in his *Kathleen*, Christmas '45. Meanwhile, he heard that Bert Walker, *Saltair*, who had a Tasmanian background, was similarly planning a southern trip. The two got together and decided to cruise in company.

A few days later, Walker spoke to Peter Luke, *Wayfarer*, who in turn asked if he could make a threesome of it. Later, one story goes, Luke had lunch in a Sydney hotel with Illingworth and the notion of a race was put forward. Another version says that the idea of a race was given birth after a meeting of the Cruising Yacht Club at which Illingworth was guest speaker.

The fact that Illingworth was in Sydney was significant to the foundation of the Race. Not only was it his suggestion that there should be a race in the first place, he then influenced at the outset the adoption of the the Royal Ocean Racing Club's rule and the measurement and handicapping of competitors according to this.

Having done the spade work, he then went on to win the race in such a convincing way that his success directly inspired the first generation of ocean racers to learn from his example and to try to sail their yachts as he did.

The CYCA today prides itself on its international reputation for setting high standards in race administration, safety, radio and scantlings. Even so, the original Notice of Race and the Sailing Directions, by today's standards, do not seem all that primitive. The CYC ('of Australia' was adopted later) was the Club conducting the race with an entry fee of three guineas.

The safety requirements were relatively comprehensive, with every yacht having to be examined by the Race Committee. There were provisions for a dinghy to be carried along with life buoy with light, life belts, red and white flares, life lines (minimum 20" above deck) and fire extinguishers. Bor-

ing to list these? Remember, it was 1945.

The start was off the Quarantine Station flagstaff near the entrance to the Harbour, 1100 hours. Weather was typical northeast, which took the fleet down past Jervis Bay on the first night. A *Herald* reported gave the following description:

"The clean lined, graceful Bermudan cutter *Winston Churchill* from Tasmania led the fleet in all its proud pageantry of tall spar, traceried rigging, and immense and immaculate canvas, through the Heads into open water furrowed by the wind but jewelled by the sun. Under the press of a vigorous, sometimes chancy, nor'easter she skimmed the moderate swell to open up a long lead."

The next morning's press made one of the first prophetic comments that were to be written over the next several days:

"So, according to those who are wise in these matters, the taut and eager fleet yesterday began the writing of a new and perhaps more brilliant chapter in the already proud story of Australia's windship sailormen."

The 'windship sailormen' by the afternoon of the second day became 'wind-swept sailormen'; a breeze came in from the SW about mid afternoon and blew up to 50 mph. They were off Montagu island or thereabouts.

The RAAF had been organised to run 'training flights' over the fleet. The Catalinas which they used were ideal for spotting yachts with their big blisters on either side, and CYC Members would go out each day to try and identify the fleet.

The RAAF pilot reported that afternoon: "big seas were running and a terrific gale was blowing. The sea was all white. Several yachts appeared to be tacking back into the teeth of the gale. It was impossible to make a forecast of the result of the race. It was a viking game being played by cunning sea foxes."

Such reports of this gale must helped to establish the reputation of the Hobart Race, where an image of toughness was to become part of the folklore.

What happened to the fleet in the gale? *Ambermerle* worked her way into Bermagui, where she stayed for 36 hours. *Archina*, put out a sea anchor (or anchored?) about 20 miles north of Montagu Island. Asked if she needed assistance, she refused and made her way back to Jervis Bay, re-

RANI'S GRIM VOYAGE

MEN LASHED IN COCKPIT AS WASH PUMPS FAIL

From a special "Sun" representative, who was an observer in the Air Force Catalina.

HOBART, Wednesday.—Story of a grim 36 hour fight against a southerly gale, with men lashed in the flooded cockpit, pumps that failed, and smashed crockery, was told by the crew of the cutter Rani, dramatic winner of the Sydney-Hobart yacht race, after being unsighted for 14 days.

"Things were desperate for 12 hours," said one of men. "We have not washed or shaved since we set out Boxing Day, but it's been a great experience."

Meanwhile, the RAAF Catalina which yesterday sighted the Rani, is intensifying its search for the Horizon with a crew of five, missing since last Thursday.

Crew of the Rani think Horizon may be perfectly safe and her builder, Tasmanian artist, N. Sout says she is of heavy construction and could take heavy buffeting.

HORIZON FOUND BY CATALINA

in a special "Sun" representative, who was an observer in the Air Force Catalina.

The ketch Horizon, with a crew of five, missing since last Thursday in the Sydney-Hobart race, was sighted safe 80 miles from Hobart by the RAAF's searching Catalina today near the becalmed Winston Churchill.

"I'm so happy, I can't talk," said Mrs. E. Messenger, mother of "Boy" Messenger, one of Horizon's crew, when told the news. "though we never really had any fears for the yacht's safety. Horizon will now run into second place."

Meanwhile, crew of Rani, which dramatically emerged to win the race after not being seen for five days, told of their grim 36-hour fight against a southerly gale.

YACHTS BLOWN BACK

Horizon Misses Second Place SETBACK IN LAST STAGE

HOBART, Thursday.—Horizon, the second "missing" yacht in the race from Sydney, had second place apparently secure today when a headwind blew her eight miles back on her course.

At 12:10, when the wind caught her, she was 11 miles from the finishing line. Had she crossed by 1 o'clock, she would have defeated Winston Churchill of second place. She may still run third.

At 1 o'clock Winston Churchill, making slow progress against strong nor-wester, soon afterwards Mistral, Katri and Ambermerle entered the river.

GALE STRIKES YACHTS IN TUSSELE

Horizon was forced to run for shelter in D'Entrecasteaux Channel before a fresh northerly gale, reaching 36 mph. Mistral also took shelter in the channel and both are hoisted.

Ambermerle took the lead, sailing past Brown's River, seven miles from home, with Kathleen, also sailing into the gale, one mile behind.

Though Winston Churchill was second home the result depends on corrected sailing times and handicaps and both Horizon and Kathleen have strong chances for second place.

Rani's corrected time was 103 hours 33 minutes.

NO REPORT YET OF MISSING YACHTS

Catalina's Long Search

The cutter Rani and the ketch Horizon were not sighted yesterday by crew of an R.A.A.F. Catalina which, 1,150 miles over the sea in a search for the two yachts.

Neither has been sighted since last Thursday when the yachts competing in the Sydney to Hobart race were scattered by a south-easterly gale. Sydney yachtsmen, however, last night expressed anxiety for the safety of the crews.

Catalina Flew 60 Miles Over Ocean

SPECIAL REPORTER.—R.A.F. Catalina flew yesterday in a search for the missing yachts.

When it was sighted by the Catalina yesterday afternoon, six miles off the Tasmanian coast at St. Helens Point, Winston Churchill had less than 140 miles to cover in the 622

MISHAP NEAR FINISH

Horizon was miles ahead when she encountered the headwind which sent her back on her course.

Mistral was then clear from Kathleen and Ambermerle, but she also failed to stand up against the racing wind, and was also swung around and blown back.

Lead of four hours and completed the course to second place on corrected time in 41 minutes.

Other boats which finished yesterday were Kathleen, Horizon, Mistral and Sollar.

Seven yachts have now completed the course.

The only one which has not finished is Wayfarer. She was not sighted yesterday.

Rani which finished first was first on corrected time and Winston Churchill which was second on the time was third on time.

Kathleen finished at 5:21 pm yesterday, Horizon at 6:47 pm, Ambermerle at 7:19 pm, Mistral at 11:55 pm, and Sollar at 12:48 am today.

Following morning the race developed into a tussle between Horizon, which was first into the Derwent, Ambermerle, Mistral, and Kathleen.

THE SUN, THURSDAY, JANUARY 3, 1946

YACHTS IN RACE FOR PLACES

From Our Special Representative

HOBART, Thursday.—A 56-mile an hour gale forced Horizon and Mistral to shelter in an exciting struggle for second place in the Sydney-Hobart yacht race.

They had been battling against the gale up the Derwent, and Horizon was within four miles of the finishing line when forced to put about.

The second pilot, Flying Officer P. J. Shumack, said that he had thrown against the reef as the plane was close up over 100 feet and then dropped back.

Further tribute to the RAAF for its assistance, secretary of the Cruising Yacht Club of Sydney, Mr. Cooper, said "All the arrangements had been made weeks before with the RAAF, but we did not want to give people the impression that the race was a dangerous one."

What Storm? Coverdale said no floating members of the crew damaged his yacht on the trip. When members of the crew of the winner Rani asked how he fared in the storm, he replied "What storm? It was only a bit of a blow."

The crew had made an all-night fight on Sunday with heavy seas breaking sideways over the boat.

Winston Churchill thought she was 100 far ahead to start the race, but Rani and Horizon, which were surprised and dis-appointed when it heard that Rani had won.

ough Air Search in the SYDNEY, TUESDAY, JANUARY 1, 1946



L. R. F. EVANS' gaff-rigged schooner Mistral, tugging along in a fresh breeze and a choppy sea Twofold Bay, in the 630-mile yacht race from Sydney to Hobart.

Two Missing In Race To Tasmania

An R.A.A.F. plane will today search the New South Wales coast for the yachts Horizon and Rani, which are missing in the Sydney-Hobart yacht race.

Rani and Horizon have not been sighted for three days since the fleet of nine yachts ran into a southerly gale last Thursday.

Two boats were last reported off Sydney, approximately 130 miles from the coast.

Be Sheltering

Eric Messenger, Double Bay boatman, said last night, "I am confident that both Horizon and Rani are wide out to sea, off the usual track, and well in the race."

A former owner, Mr. N. Southey, called Horizon up from Tasmania in less than five days, with only his wife as crew.

"Captain Illingworth, of Rani, is a well-seasoned small boat skipper, and one of the most experienced 'blue-water' men in the race."

"I think both boats have gone out wide, looking for a canterly slant in the wind in order to bring off an unexpected win."

Winston Churchill is believed to have hit a log during the storm.

The crew have probably packed the fractured planks with canvas and put up a new boom.

Rani's Battle With G

His mates woke him and climbed into a bunk. Men on deck were lashed and the cockpit.

"Things were very desperate for eight to 12 hours," said one of the men. "Since the first day out the crew had not washed or shaved since we set out Boxing Day, but it's been a great experience."

portedly with a seasick crew. She subsequently retired.

On *Horizon* were Alan Payne (of *Greتل fame*) and Boy Messenger, who was to do many more Hobarts. Alan commented that "We were beginners being shown a pretty exciting sport, and thinking that we should see if we could get good at it. I knew nothing better than to keep sailing. So we did. We didn't really see the need to heave to, so we kept on, and did so in good order".

Mistral II, reportedly worth £20,000, was strong, comfortable and dry, but her rig, which included a square yard, could not take her at all to windward. Bill Fesq who was to make his name later as a top navigator, said that "The southerly which struck, in comparison with subsequent Races, wasn't all that extraordinary, just a headwind with a bit of head sea".

On *Rani*, they blew a main which took 24 hours to sew up, but they kept going under small jib. *Saltair* went into Narooma, where the crew actually went ashore and shot rabbits for a stew. *Wayfarer's* crew took shelter near Broulee Island and went ashore to ring home advising of their safety.

Winston Churchill from Tasmania bashed on through it. Owner Coverdale was later quoted as saying he "didn't think of it as a storm, only a bit of a blow".

Many of today's crews reading this will have a laugh about the rabbits and so on, but there will be numbers of them seeking shelter if a similar blow comes up in the '84 Race. Many of their boats will not be as sound as those of the first fleet.

The gale lasted about 36 hours and then eased off to milder southerly conditions. The morning papers of the third day stated that

"Sydney yachtsmen said that the race was bound to create a boom in yachting. Other big races would certainly be promoted in the future."

At this stage *Rani* and *Horizon* were missing. *Rani's* radio had failed on the first day. *Horizon* did not have one; she had been purchased some ten days before the event (for £2250) and one the eve of the race her radio was stolen. Both crews sailed on quite happily, ignorant of the extensive search that was mounted for them.

After the gale abated the passage across Bass Strait was uneventful. "How delightful," wrote Illingworth, "is a sail in perfect conditions after 24 hours in a real storm!" As boats got down to the Tasmanian coast they did get some fresh breeze on the nose for a short time. The Tasmanian yacht *Winston Churchill* made her landfall at Babel Island, which was a lee shore, and

she had to claw away from it under staysail. As conditions lightened of, the crew did some fishing, catching barracouta. On *Mistral*, fishing became quite important, as they ran out of food off Schouten Island; boiled barracouta got them to Hobart. This report comes as a surprise, for some newspaper comments said that boats were carrying up to a month's rations. Peter Luke had estimated that his crew would be up for £4 for their food on the trip. On *Kathleen*, they had a barrel of salt pork lashed to the mast. This proved not too successful as "the meat tended to be exposed (from the brine) when the yacht heeled."

While it was a race that was on, the crews still had a cruising orientation. Today's hands would be amused to learn, for instance, that *Kathleen* carried a lot of extra gear for the other smaller boats which had asked her to help out as they were pressed for space.

Jack Earl described how they were "lazing along down the Tasmanian coast. News from our radio gave sad reports on the loss of *Rani*. We started to pay closer attention to sail trim on hearing later that she had been sighted in Storm Bay."

The morning of Sunday 30th, the fleet was separated by 127 miles; *Winston Churchill* led *Kathleen* by 63 miles, *Mistral* was 73 miles astern, then 85 to *Ambermerle*, and *Saltair* was a further 97 miles back.

The news headlines of the day give increasingly concerned stories of the missing boats. Then suddenly *Rani* was seen off the Raoul in Storm Bay, quite oblivious of the search. They were in calm conditions and worked their way up the Derwent to finish at 0123 hrs on 2nd January. At this late hour there was reported to be 5000 spectators to welcome them in. (This has been the case with every one of the hundreds of boats that have completed the race since.) Illingworth said:

"It was not a glorious victory, though we were pleased enough, because the opposition was not very experienced in ocean racing, whereas our crew was very good.

"I berthed *Rani* alongside under sail and broached the new whisky supplies [which had been given to him by a launch full of pressmen]. The Governor's Aide de Camp (who happened to be my brother-in-law) was at the jetty, and after a noggin or two he whisked me up to Government House."

Winston Churchill finished some 17 hours later. When the news report of *Rani's* victory came on the radio, the owner of *Mistral* simply couldn't believe that his big boat could have been beaten by so many miles.

The next day, 3rd January, saw the bulk of the fleet working up the Der-

went in a very hard nor'wester and getting themselves into all sorts of trouble. Jack Earl, who was the first of these home, described how

"gusts of gale force in the Derwent scattered the yachts. We close reefed the main and had to hand the 21 oz staysail, but the jib sheet blocks, flogging while coming about, ripped a great hole in it. On approaching the finishing line the wind eased right away. Shaking out the reefs and bending another sail in place of the staysail would have slowed us down and taken longer for the ship to sail the last ¼ mile. So we crossed the line in quiet conditions, the main reefed right down, no staysail, the big working jib and mizzen. Some Hobart people must have wondered what the deuce we were up to."

Horizon was still 'lost', and Alan Payne relates:

"As we entered Storm Bay, we had a feeling that we had made a mess of things and had come last. Then we saw this big thing that had to be *Mistral II*, but even so we at first thought she was out for a day sail until realising it couldn't be so at 0600 hrs. Something was funny; maybe the race was still on. Sailing up the Derwent we got into this squall, and she was lying on her side heading for rocks, and 'Messo' and I were discussing how to tack her. With this discussion underway up burst our Polish navigator, spoke to no one, and cut the main halyard. With the subsequent mess, we went back down the entrance of the D'Entrecasteaux Channel feeling we have had enough of this, so we anchored. It was then that we saw *Kathleen* go up the river past us, but the cook would not let us continue until we had lunch!" They were next home, at 1847 hrs.

Next in was *Ambermerle*, at 1919 hrs; she had blown out jib and main down the river and, coming up with a jury rig of balloon jib and trysail, she had missed stays and had gone aground on Red Chapel beach, to be towed off by a launch. Earl (*Kathleen*) said that he did not protest as this was the first Race and she was so near to the finish. It was a gentleman's game then.

Bill Fesq described the closing stages of *Mistral II's* trip:

"[We went] into the Derwent to find a full NW gale. She wouldn't beat into it, and we ran aground on the Bellerive shore. The tide rose and we got of [they used their motor] and ran back down the river 11 miles to the D'Entrecasteaux and anchored alongside *Horizon*."

They finished just before midnight.

Last in that night was *Saltair*, but with her also there was a finishing story. Confused by street and car lights, she turned on her engine before the finish line, so she too could have been disqualified.

Wayfarer was last home after an 11 day passage. Her landfall was off St Patrick's Head on January 3rd. Due to heavy headwinds they spent a night at Schouten Island and another in Port Arthur, where they had gone ashore to phone home. With typical Tasmanian hospitality the publican put on a barrel for them, and a resident treated them to a crayfish dinner.

The Race had important consequences. Foremost was the impression the crews had gained from their reception in Hobart. There was all manner of hospitality. On January 8th, for instance, they had morning tea with the Lord Mayor, followed by a visit to the Cascade brewery, followed by a social evening of musical pieces and speeches.

The first crews brought back stories of their amazing reception, which enthused others to try the race; the finishing port can be very important to the continuing success of any race. This, and the adventure that was had, prompted calls from various quarters to repeat it.

"The success of the Race has encouraged a movement to make it an annual event. The skipper of Rani has suggested it should be varied by making the start at Sydney and Hobart on alternate years."

Well, 'next time' the Race was won by Christina, owned by Bob Bull; it was his second trip, having been mate on Kathleen. Later, in 1959, the race was won by Cherana, a Tasman Seabird class especially designed to the Rule and for local conditions by Alan Payne. □

The Crews

(list as complete as 1984 memories allow)

Ambermerle: J. Colquhoun, C. Kiel (owner), J. Alderton, A.E. Reed.

Archina: P.C. Goldstein (owner), Capt. H. Livesay (navigator), S. Berg, R. Campbell, R. Groot.

Horizon: J. Bartlett (owner/skipper), B. Prusinowsky, J. Forsythe (navigator), 'Boy' Messenger, A. Payne.

Kathleen: Jack Earl (owner/skipper), Bob Bull, E. Bloar, G. Elliott, Seppie Stevens, J. Taylor.

Mistral II: R.F. Evans (owner), F. Danby, W. Fesq, R. Rassmussen, and others.

Rani: Capt. J. Illingworth, RN, G. Cololhan, Lt. Cmdr. Hodgson, RN, N. Hudson, Lt. Richmond RN, Capt. K. Vaughan (AIF)

Saltair: R.M. Walker, N. Davis, W. Gardner, H.E. Walker.

Wayfarer: P.M. Luke (owner/skipper), J. Harris, W. Liebenen, Brig. A.J. Mills, G. Ruggles, L. Willsford.

The Field

Ambermerle: Bermudan Cutter 10.4 m (34')

Archina: Bermudan Ketch 15.9 m (52')

Horizon: Bermudan Ketch 12.2 m (40')

Kathleen: Gaff-rigged Yawl 13.4 m (44')

Mistral II: Gaff Schooner 19.2 m (63')

Rani: Bermudan Cutter 9.36 m (34.6')

Saltair: Bermudan Ketch 13.4 m (44')

Wayfarer: Bermudan Ketch 12.2 m (40')

Winston Churchill: Bermudan Cutter 15.5 m (51')

PROPOSAL FOR ANNUAL OCEAN RACE WELL SUPPORTED

Sport Given Impetus

The proposal that a Sydney-Hobart yacht race should be held annually was well supported yesterday in official quarters in Hobart and by Capt. J. H. Illingworth, RN, owner and helmsman of the Rani, which won the ocean race that ended at Hobart this week. The success of the first race is considered to have given an impetus to interstate yachting.

A SYDNEY message says yachtsmen there think the race probably will become an annual event, with crack yachts of several States taking part.

Referring to the proposal, suggested by "The Mercury" yesterday, that interests in Hobart should discuss means by which an annual race could be conducted, the Premier (Mr. Cosgrove) said he would be pleased to co-operate.

It would not only foster the sport, but serve a useful advertising purpose for Tasmania.

The Lord Mayor (Mr. Sounby, MHA) said he thought the City Council would be interested in view of the advertisement for Hobart, and he might bring the question before the Finance Committee. A few years ago the council had contributed to the fund to send the Tassies to compete in interstate races.

Capt. J. E. C. Lord, president of the Royal Hobart Regatta Association, said the proposal would have his support. The association intended to move in the matter.

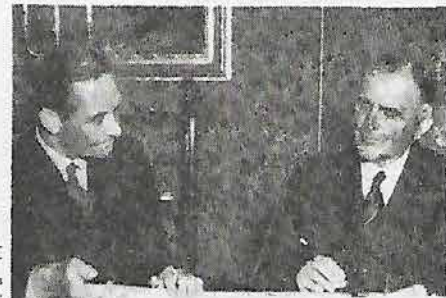
and back to Plymouth, compared almost identically with the Sydney-Hobart race regarding distance.

The British race, he said, was linked with the transatlantic race, which brought the yachts across from America for the big event. It affected the American racing programme to such an extent that the New York-Bermuda ocean race was held in the alternate year when the Fastnet race was not held.

Fastnet was supported by a number of middle distance races ranging from 200 to 350 miles but these perhaps could not be made available in Australia.

"The Sydney-Hobart ocean race, if held annually, should be linked with Tasmanian regattas, partly to enable ocean competitors to sail here, and partly to allow local yachtsmen to meet visiting crews," said Capt. Illingworth. "The big race might well become a yachting festival."

Capt. Illingworth said it would be a fine thing to vary the race by making Hobart the starting point and Sydney the destination. This would provide variety and foster interest in Sydney.



The Governor (Sir Hugh Binney) poring over a chart of the course of the Sydney-Hobart yacht race with Capt. J. H. Illingworth (RN), helmsman of Rani, the winning boat, at Government House yesterday. Capt. Illingworth, who is a guest of His Excellency and Lady Binney, served under Sir Hugh in 1937-38 on HMS Malaya, flagship of the Mediterranean battle squadron.

"Now is the time to strike while interest in the ocean race is still keen," said Mr. H. R. Pearce, chairman of the sailing committee of the Regatta Association.

On behalf of the Royal Yacht Club of Tasmania, Mr. R. Cowie said the club would formulate plans for another race next year, and would endeavour to organise a race each year.

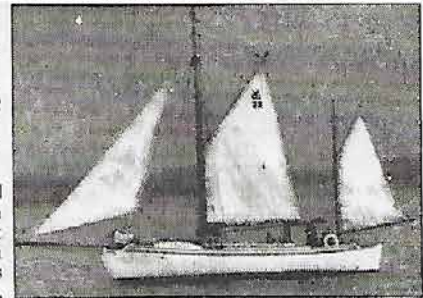
"Several of the visiting yachtsmen are keen on the idea, and when we have got them all together we will discuss it seriously," he added.

Capt. Illingworth said Great Britain's Fastnet race, sailed biennially from Cowes in the Isle of Wight, round the south coast of Ireland,

HE SAILED HIS HOME IN YACHT RACE

Artist and family live on harbor

THE 44-foot yawl Kathleen, fourth in the Sydney - Hobart yacht race, has been a home for six years for its owner-skipper, Jack Earle, his wife and two children.



The ketch Kathleen is a permanent home for its owner, Mr. J. Earle, and his family.



The skipper and crew of the KATHLEEN wish to thank the people of Hobart for the hospitality and many kindnesses shown to them during their visit. So Long and Good Luck.

The Kathleen, sometimes with family watching hanging from the rigging, is a familiar sight to thousands who travel by the Moosman ferry.

She is usually moored in Moosman Bay, near Moosman wharf.

Mr. and Mrs. J. Earle have lived aboard since the yawl was built, and it has been

boat-hed proprietor, said last night. "Living aboard a yacht is a very pleasant life, and the Earle children love it."

"They cook on a gas stove and get their water supplies by running a hose from our boatshed to their tank."

There is a bathtub aboard, and full head room in the cabin. Mr. Earle, an artist, began building the Kathleen before the war, with the intention of going on a world cruise.

a fine advertisement for the healthy life," she said. "They are excellent swimmers. They don't swim over the side, but sometimes they fall overboard."

Mrs. Earle said the Kathleen may take part in a race in Hobart before she returns, provided her husband's leg, which was injured on the trip down, is well enough.

Yachtsmen say Kathleen is one of the strongest and most seaworthy yachts in Sydney Har-

Winners: Unshaven crew of the cutter Rani grin broadly on arrival in Hobart! They were smiles of victory, not only over other competitors, but in the desperate fight against a raging southerly gale.





When the fleet lines up at the start of the Sydney to Hobart this year, some of the boats are going to have a decided advantage.

The same advantage that took Boomerang, Kialoa and Sundance to a 1-2-3 performance in the 1984 Clipper Cup. And helped Iriquois win the World Eight Metres.

Pacific Sundancer used the same edge to grab the Southern Cross Cup.

And, of course, Challenge II blazed her way to Hobart last year ahead of the rest for the same reasons.

All had in common great boats, great crews, and great sails.

Hood Sails continue to prove they are the most advanced in design, construction and cloth. A pursuit of excellence that ensures each sail is perfectly tuned whether your boat is a maxi or a weekend cruiser.

That's why Col Anderson was on Challenge II last year, Fraser Beer on Pacific Sundancer and Tim Messenger along with six other Hood Sailmakers at the Clipper Cup.

It's no surprise that Hood lofts have more Australian Champions than you can poke a spinnaker pole at.

So, if you're about to line up for the starter's gun and you haven't got Hood in your inventory, you might like to give your nearest Hood loft a call.

We'd hate you to be left behind.

Hood Sails.
Dedicated to winning.

Some have an unfair advantage.



Sydney: Ian Broad, Ian Lindsay, Tim Messenger, Frank Amber (02) 332 3577.
South Melbourne: Col Anderson (03) 699 1861. **Gippsland Lakes:** Russell Broomhall (051) 56 6077.
South Townsville: Michael Hunt (077) 71 5429. **Wynnum:** Jack Hamilton (07) 396 9667.
Perth: Phil Harry (09) 330 7211. **Port Adelaide:** Mark Soulsby (08) 47 1600, **Hobart:** Ian Ross (002) 31 0716.

REAL YACHTIES DON'T EAT QUICHE

by Frank Sticovich

Where do you find real yachties? Sailors talk about the days when men were men, when a crewman only had 28 inches of space to hang his hammock, when salt pork and dried peas were on the menu every day, sailors went barefooted in all weathers, when sou'westers and do-it-yourself oilskins were the fashion. By comparison today's sailors sleep in warm and dry bunks with space blankets, they don thermal wear, girl crew members are allowed, they eat hot meals and dessert, have happy hour, toilet paper, white Line 7 wet weather gear and many more luxuries which have softened the hardest man.

What do real yachties do in these modern times? What do they eat? What do they wear? How do they prove themselves? "How do I become one?" you may ask.

The answer is simple.

Real yachties have done at least five Hobarts.

Real yachties have done at least five Montagu races and have finished them.

Real yachties don't retire from Hobart Races.

Real yachties don't retire from Montagu Races.

Real yachties know all about 12 metres.

Real yachties are too busy to sail 12 metres.

Real yachties don't windsurf.

Real yachties don't harbour race unless it is the only thing to do.

Real yachties don't sail on steel yachts.

Real yachties used to be forward hands.

Are you a real yachtie yet? Don't panic, there's more.

Real yachties are not called Bruce.

Real yachties don't have nicknames (unless your nickname is something like 'Rawmeat').

Real yachties don't cruise on racing yachts.

Real yachties don't race on cruising yachts.

Real yachties don't go to navigation school.

Real yachties have moustaches.

Real yachties don't follow the Sydney Swans.



Real yachties have moustaches.

What do real yachties eat?

Real yachties eat real food.

Real yachties eat almost anything (except quiche, of course).

Real yachties eat four-day-old curries.

Real yachties eat Mars bars.

Real yachties drink unsweetened O.J.

Real yachties don't eat angel cake, they eat rum cake.

Real yachties don't eat muesli (real yachties can't even spell muesli).

Real yachties don't eat lasagna.



Real yachties eat rum cake.

Do real yachties have drinking problems? No Way.

You will be pleased to find out that real yachties know that Coke goes better with Bundy.

Real yachties don't shake hands with Cold Gold KB.

Real yachties only drink Cascade once a year.

Real yachties only drink XXXX once a year.

Real yachties drink Victoria Bitter.

Sometimes real yachties feel like a Tooheys or two.

Sometimes real yachties drink a Fosters.

Real yachties don't spill their drinks.



Real yachties don't wear QLD T-shirts if they've never sailed in one.

And what do real yachties wear? Very simple.

Real yachties only wear King Gee shorts that rust.

Real yachties wear real Topsiders.

Real yachties don't wear Porsche sunnies.

Real yachties don't wear seaboots.

Real yachties don't own seaboots.

Real yachties don't wear pink boat shirts.

Real yachties don't wear shirts with embroidered Mickey Mouses.

Real yachties don't wear sailing gloves.

Unless they have been to the Admiral's Cup, real yachties don't wear Admiral's Cup shirts.

Unless they have been to the Clipper Cup, real yachties don't wear Clipper Cup shirts (or Waikiki Yacht Club shirts for that matter).

Unless they have been to the Sardinia Cup, real yachties don't wear Sardinia Cup shirts.

Real yachties don't wear "I've been to Cowes" pants unless they've been.

And what do they do when they go to sea?

Real yachties don't say "It doesn't blow like it used to".

Real yachties say "It's a bit fresh" when it's blowing 60.

Real yachties know about piston hanks.

Real yachties don't tie string to their glasses.

Real yachties don't lose their glasses.

Real yachties are not afraid of the dark.

Real yachties don't take seasick pills.

Real yachties don't get seasick.

Real yachties don't chunder, and if they do happen to chunder they don't worry about it.

Real yachties chunder discreetly.

Real yachties don't put zinc cream on their noses.

And what do real yachties do when they get to Hobart? Well, in general terms:

In Hobart, real yachties eat scallop pies.

Real yachties don't go to Dolans before 11.00 a.m.

Real yachties, if married, have marriage licences valid for NSW only.

Real yachties go to the QLD at 10 o'clock sharp.

Real yachties don't shave and spruce up before crossing the finishing line.

Real yachties shave and spruce up five hours *after* tying up in the Dock.

Real yachties tell funny jokes at the QLD.

Real yachties pay their dues at the QLD.

Real yachties don't chunder.



Real yachties chunder discreetly.

How are you doing?

Quiz No. 1

- If you are asked to sail on a yacht, which would you choose:**
 - A new Admiral's Cupper with 50/50 mixture of real yachties and quiche eaters.
 - An overseas maxi yacht (as a winch grinder).
 - A Hood 23 in the harbour pointscore.
- How many pairs of sailing gloves do you own?**
 - 0.
 - 1 (an old pair that your girl friend gave you years ago because your hands were rough).
 - 2.
- The yacht is surfing along, 2.2 spinnaker up, when suddenly it blows out. Would you:**
 - Race up to the foredeck and help to retrieve it?
 - Just happen to be down below putting on your seaboots?
 - Keep stirring tonight's curry?
- If your wife/girl friend (not both) wants to fly to Hobart to meet you, would you:**
 - Absolutely refuse?
 - Let her, but don't tell her where you are staying?
 - Pay her airfare and accommodation?
- You are asked to do the Montagu Is. Race. Do you:**
 - Take your family to the country for the long weekend instead?
 - Stay at home to watch the Bathurst car races on TV?
 - Tell the skipper you can't get a leave pass?
 - Accept willingly?

Scores

- Q.1. (a) 20 points (real yachties can't do all the work; (b) 5; (c) 0.
Q.2. (a) 20; (b) 5; (c) 0.
Q.3. (a) 20; (b) 0; (c) 10 (it doesn't take a full crew to get the spinnaker down, and besides, real yachties have got to eat).
Q.4. (a) 30; (b) 10; (c) 0.
Q.5. (a) 5; (b) 10; (c) 0; (d) 25.

How you fared

- 0-20:** Perhaps you should take up lawn bowls.
25-50: You probably eat quiche twice a week.
55-85: You have seen real yachties perform and you are learning well.
90 and over: You are the sort of real yachtie real owners would like to have on board their real yachts. Actually, your score should have been 0. Real yachties don't do quizzes.

Have you ever seen the contents of a real yachtie's sea bag (definitely not Line 7 brand)?

- A spare of Topsiders.
- Two spare pairs of underpants (not bikini type, but Speedos OK)
- Genuine virgin wool socks, not necessarily matching.
- Five-year-old woolen beanie (not Sydney Swans)
- Track suit pants with elastic ankles
- 1967 to 1978 been to Hobart shirts (mixed)
- Couple of footie jumpers (not Swans)
- Bottle of anti chafe metho
- Old wool jumper (been everywhere)
- Secret bottle of Inner Circle OP

All other basic needs are sent by TAA.

And how can we forget the boat owners? Surely there must be some real yachties amongst them. Let's find out.

- Real owners buy their crew dinner when they get to Hobart.
Real owners pay for the crew shirts.
Real owners don't steer their boat past Sydney Heads.
Real owners don't scream.
Real owners don't paint their boats plain white.
Real owners don't annoy navigators.
Real owners don't ask silly questions.
Real owners are not called Bruce.
Some real owners have nicknames.
Real owners don't have relatives in the crew.
Real owners don't wear Captain's hats.
Real owners don't wear gloves.
Real owners drink beer.
Real owners are realistic.
Real owners don't believe in Murphy's Law.
Real owners are never behind; the yacht in front is the one they are trying to catch.
Real owners don't put on tantrums.
Real owners don't have boats with stupid names.

Quiz 2.

The scene is the Customs House Hotel in Hobart. At the bar are standing two men; one is wearing a Blue Peter Sails shirt (the one with all the flowers), designer shorts, Adidas socks with three stripes, Puma jogging shoes, sunglasses over his forehead. The other man is wearing a slightly faded shirt with boat's name, King Gee shorts with rust marks from side buckles and along the crutch, no socks, salt encrusted Topsiders, rum and coke in right hand, left hand in pocket. Which is the real yachtie?

Anyway, don't worry about your score. Any real yachtie reading this would think it is a whole load of bull ...



Even the winner of the first Race, John Illingworth's Rani, took a little over six and a half days to get to Hobart and behaved like the proverbial sieve.

by Mike Power

Housed in a pavilion in the western Ireland countryside of County Clare is a remarkable sailing craft. The skin of its hull is just that — skin.

It is the Brendan boat, as near as possible an authentic recreation of the vessel which, the stories tell, the Irish monk Brendan sailed to America in the sixth century... a convincing line honours victory over the Vikings and Columbus. The hull was constructed of 49 ox hides which were stretched over a lattice of frames and stringers lashed together with leather thongs.

In its basic shape, in its overall length of 36 feet (about one foot more LOA than the original Sydney-Hobart winner, Rani) and in the fact that it completed a trans-Atlantic passage just seven years ago, the Brendan boat shares some characteristics of the contemporary ocean going yacht. But in every other respect it is as far removed from the modern offshore racer as... as... the early Hobart entrants are from the 1980s thoroughbreds.

The 1945 Hobart race (itself more accidental than planned) effectively marks the beginnings of regular and concerted offshore competition in this country and can be taken as the starting point for a review of hull development. And, with no apology for the pun, what a hull of a change has occurred in the intervening years!

Comparisons of the 1940s boats with yachts of, say, the past five years are almost inappropriate. Even given man's astonishing facility for invention (hence the replacement, centuries ago, of animal hides with wooden planking for hull construction), developments in more recent years — which we now take for granted — have been little short of phenomenal.

METAMORPHOSIS OF THE HULL SINCE 1945

The predominant factors in the growth of Australian offshore racing and, therefore, in hull development were: inevitability, and the space age.

Although blue water competition had begun to be taken seriously in Britain and the United States by the early 1920s, there was no offshore racing to speak of in Australia until after World



The curtain of change went up with Janzoon II, the first GRP entrant in the Hobart, designed by Alan Payne.

War II. Some cruising yachts, accustomed to round-the-buoys racing in flat water, made occasional sallies offshore and former CYCA Commodore Merv Davey recalls that a short dash up the coast from Sydney Harbour to Pittwater was considered "quite an event". But, sooner or later, Australian yachting was going to be grabbed by the ears and frogmarched into a whole new world of sailing. John Illingworth did just that with his suggestion that an intended Christmas cruise to Hobart by members of the young CYCA be made a race...

That eight of the nine boats which started Australia's genuine introduction to offshore racing made it to Hobart at all remains a minor miracle. The timber yachts had been handicapped for the contest under the Royal Ocean Racing Club (RORC) rating rule — but neither they nor their crews were truly prepared for the effects of stormy weather. At times there was almost as much wet stuff inside the hulls as there was outside.

It wasn't simply that many of the yachts were low-wooded and shipped seas fairly freely. As they slogged into a strong sou'wester, timbers worked, caulking gave up the ghost, and the pile-driving effect of masts as the boats fell off waves opened up leaks where the stem was scarphed¹ to the keel. "That was a failure we saw a lot of," says Trygve Halvorsen. "We made quite a few repairs to boats where the pounding of the mast on its step caused weakening of that joint." Even Illingworth's 34 ft cutter Rani, which took a little over six and a half days to reach Hobart and pocketed the line honours and handicap double, behaved like the proverbial sieve.

Essentially, those early hulls were of pre-WWII design and construction and



In comparison with the older boats, the modern crop are extreme in every respect: a flat underbody with a keel like the wing of a Mustang fighter; a beam that reaches away into the distance; a streamlined deckhouse (if there is one at all); a cockpit which, sometimes, empties straight out the back of the boat; the capability both to forge close to the wind and to ski down following seas; a dramatic reduction in overall weight as a benefit from the development of tough synthetic fibres and alloys and the refinement of strip planking timber construction.

1. Scarphing is the joining of two timbers by bevelling the edges so that the same thickness is maintained throughout the length of the joint. A 'step' is often fashioned in scarphs which join the stem and stern post to the keel to 'lock' the joint.

were intended primarily for cruising or as cruiser-racers. *Rani*, according to Merv Davey, was designed for racing on Sydney Harbour. The boats of that era were, in the main, full displacement types with long keels and considerably more wetted surface than their modern counterparts because of the traditional winglass sections. Rudders were hung at the trailing edge of the keel, many yachts (being cutter rigged) sported bowsprits and the relatively high, boxy-looking coachhouses suggest that windage was not then a fashionable term. "Generally, hulls were pretty full at both ends," says Davey. "On smooth water it didn't impair windward performance but the bluffer bows suffered to windward in a seaway."

The battering sustained by the pioneer Sydney-Hobart fleet can be assessed from the fact that only one, Percy Coverdale's 52-footer *Winston Churchill*, backed up for the 1946 Race – and she was one of several retirements that year when the fleet copped Force 10 in Bass Strait. It also reinforces the prudence in Trygve Halvorsen's explanation for not competing in the original event: "We didn't have a suitable boat."

Over the next 20 years, though, a Halvorsen entry was missing from the Sydney-Hobart lists on only three occasions. Between 1946 and 1965 the brothers Trygve and Magnus built and campaigned six offshore racing yachts. Their worst ever placing in the Hobart event, in 1949, was a ninth in a fleet of 15 starters. On the other side of the coin, they recorded five firsts, five seconds and a third, and one line honours (1953) – capping it all with three consecutive firsts 1963-'65) in the immortal *Freja*.

With a heritage of Norwegian shipwrighting and Trygve's natural talent for 'eyeing of' sound lines, the Halvorsen name was quickly imprinted on



Conscientious builders of the day held that a boat that goes offshore should be able to withstand 'engulfing'; such a design was *Westward*, winner in 1947 and '48. She "looked like a Tasmanian fishing boat with a mast stuck in it".

Australian offshore yachting. Yet today, when validation of an entry for offshore competition is bound up with inclination tests, strict compliance with safety regulations and the like, you tend to do a mental double-take when Trygve makes the point that the Halvorsen's first Hobart boat, the 34 ft *Saga* (1946), had a self-draining cockpit!

"Most of our boats were double-enders," he says. "I suppose that reflects our Norwegian origin. Also, I'd always been told by the locals that you could never get a double-ender to sail well, so that was something of a challenge." In fact, relatively few boats of that time had canoe sterns – a feature which, Merv Davey says, was favoured under that RORC rule.

One dimension that apparently attracted a penalty under the rating rule was excessive beam. Before World War II, the measurement inputs to determine a boat's rating were heavily orientated towards the inshore racing Metre-class yachts (Sixes, Eights and Twelves). It produced craft that looked decidedly 'diet-conscious'. The 65 ft cutter *Morna* (later *Kurrewa IV*), which



Beam was penalised under the early racing rule, which was more concerned with onshore racing of metre-class designs. *Morna* had a beam of only 12½ ft for her length of 65 ft. A competitive 40-footer today has 13 ft beam.

registered the first of her seven Sydney-Hobart line honours victories in the second race, had a beam of about 12 ft 6 in. Also in that race was the 50 ft *Defiance*, a gaff-rigged 8-Metre converted for cruising; she had little freeboard and was so narrow-gutted that here beam measured under 10 ft. (Note that the boats of the moment, the Farr 40s, have a beam exceeding 13 ft.)

The 1946 Race, too, marked the debut of steel as a hull material in *Southern Maid* and Merv Davey's own design, *Trade Winds*, a 43-footer displacing 12 tons. *Trade Winds*, which won the 1949 Hobart, had a daringly wider beam – 11' 2".

Within two years, offshore racing had enough of a foot in the door of the yachting scene that the 1947 Hobart

was preceded by the inaugural 320 nm Montagu Island Race. The rising enthusiasm for this type of competition, however, was sometimes greater than the capabilities of older boats to withstand the rigours of being hard driven in heavy weather. Trygve Halvorsen remembers contacting the CYC before one of the early Hobarts and asking the race committee to refuse a certain entry. "I'd been making some repairs to the boat and I found that the copper nails in her timbers were so badly corroded they'd been reduced to almost needle thinness. She just wouldn't have held together. "His own view was, and remains, that a boat offshore must be able to be 'engulfed' without suffering significant damage.

Such a yacht was the 41-footer *Westward*, winner of the '47 and '48 Hobarts and probably the first boat prepared specifically for this event. She was designed and built in Hobart by Jock Muir. Ocean racing veteran Peter Green chuckles at the memory of *Westward*: "She looked just like a Tasmanian fishing boat with a mast stuck on it." John Colquhoun's *Lass O'Luss* was another built to the RORC Rule especially with the Hobart in mind.

Waltzing Matilda, also a solidly built Muir design, was first home to Hobart in '49 – but the first *Margaret Rintoul*, owned by A.W. Edwards, crossed the line less than two minutes behind her. *Rintoul* was one of two interesting new boats that bobbed up that season. Designed by Philip Rhodes, she was probably the first to reflect US influence in offshore hull lines. Merv Davey, who served as principal measurer until the early 70s, describes her as "A CCA style of boat" – the Cruising Club of America Rule then being the other major measurement standard.

The other newcomer was J.R. Bull's *Nocturne* designed by Alan Payne. Although her best Hobart result was third (1952, when she also collected line honours), she was seen as something of a 'breakthrough boat'. Payne says she was intended to be a cruising 30-Square Metre with a raised deck (which, because the displacement calculation was based on internal depths under the early RORC Rule, provided an advantage). He acknowledges that *Nocturne* owed some of her design thinking to *Myth of Malham*, the light displacement boat drawn by Laurent Giles two years earlier ... none other than John Illingworth. *Myth of Malham* was a distinct break with the traditional kind of offshore yacht and *Nocturne* embodied some of her qualities. "I think she was the first Australian boat to surf at sea," says Payne. And, with a note of regret, Peter Green adds' "She was years ahead of her time – but the rule finally beat her."

Metamorphosis of Hulls Since 1945



Hull design through the '50s was scarcely radical. Solo marked a turning point; her freeboards were so shallow that she subsequently had to have a 'cow catcher' installed to prevent the forward hands from being washed off the deck.

Hull development generally through the 50s was scarcely radical. New boats were being built specifically for offshore racing but various measurement allowances – for scantlings, for engines (one local yacht, to obtain that particular bonus, had its engine installed upside down because it fitted better that way!) – kept them in the heavy league. In improving on his earlier designs, Trygve Halvorsen began drawing the beam of his yachts farther aft and making them finer in the bows; and, with Solveig (1950), Hobart winner in '54, he took the then unusual step of giving her a hanging rudder.

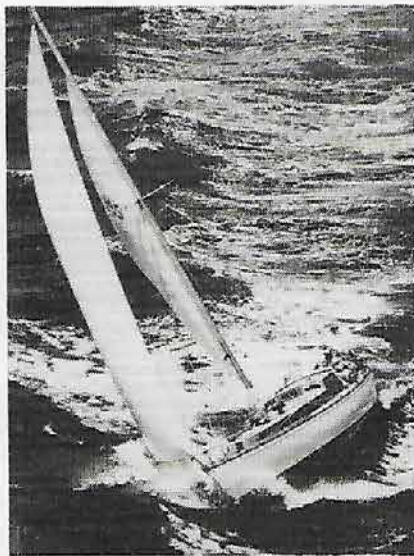
1955 was a turning point. It marked the appearance of a boat which Peter Green considers "did more for ocean racing in Australia than any other yacht." She was the Payne-designed steel 57-footer, *Solo*, for Vic Meyer. She won the Hobart in '56 and again six years later and notched two line honours in the event ('58 and '59). But in terms of overall success, Merv Davey rates her "the most outstanding boat ever built here". *Solo's* freeboard was quite shallow and it was said that if she hadn't later had the distinctive 'cow-catcher' added to her bow her foredeck crew would have been washed the length of the deck.

The first modern British challenge to offshore competition "in the Antipodes" was staged by Geoff Pattinson in 1958. He brought out his well-performed 38-footer *Uomie*, an Arthur Robb design, but she could manage only a fifth. But another English design, the Sydney yacht *Siandra*, won the Hobart that year and doubled up for handicap honours in 1960.

This was the heyday, too, of Alan

Payne's Tasman Seabirds – yachts such as *Cherana*, (Hobart winner 1959), Ron Hobson's *Joanne Brodie*, *Maris*, *Kaleena*. "Structurally, they were very heavy but they rated low," says Payne. "Comparing them with today's boats is absolutely laughable."

Judiciously, Australian hull development had been guided by the experience of conditions encountered offshore – frequently Force 9 and above, with the need for a yacht to be able to press on in howling 'donwhill' weather and endure the stresses of beating through two-storey seas (in the 1948 Tran-Tasman Race, the Halvorsens' 36 ft *Peer Gynt* proved rugged enough to resist the attempt of a 60 ft mountain of water to drive her to the ocean floor). Timber was still the construction material; the Halvorsens had overcome the problems associated with the scarphing of stem to keel by building up (for *Anitra* and *Freya*) a continuous backbone, from the tip of the stem to the top of the stern, with multiple laminations of Queensland maple. It wasn't until the building of *Freya* (1963), though, that they splined the planking seams, in-



Canoe sterns were favoured under the early RORC rule, but they were suspected of being 'slow' by many skippers – something which spurred the Halvorsens to build a boat that would disprove the idea. *Freya* holds a record of three successive wins – a record that will take some beating.

stead of caulking them.

But the first half of the new decade rang up the curtain on change. It began in 1961 with *Janzoon II*, another Payne design for Russ Slade. *Janzoon II* was the first fibreglass entrant in the Sydney-Hobart, the forerunner in a type of construction that was to revolutionise the building process, introduce a variety of designs and expand yacht ownership.

Peter Green says *Janzoon II* was relatively heavy ("They didn't have the knack of using fibreglass in those

days") but the 41-footer proved a point when she finished second on handicap in the Hobart that year. Again, the inevitability factor came into play: GRP (glassfibre reinforced plastic) boats – 'tupperware' boats, as they were jocularly called by yachties – had been built in the US from the mid-1940s. It was only a matter of time before Australia 'discovered' them ...

The following year ('62), two other boats attracted attention. One was the American Huey Long's 57-footer *Ondine*; built of aluminium, she set a new record over the 630 nm track of a little over three days. The second was Ron Swanson's *Carmen* (32 ft predecessor of a line of solid double-enders which became popular as the Swanson 36). *Carmen* placed fifth in the Hobart of 1963 and the next year Swanson's *Camille*, a 36-footer, finished second to *Freya*. Those two yachts, along with Gordon Ingate's 'bottle aged' *Caprice of Huon* (45 ft), comprised Australia's first Admiral's Cup team in 1965 – and the dated Aussie boats went within an ace of 'knocking off' the prestigious teams' ocean racing championship at their first tilt.

Although the 1964 Hobart is primarily remembered for the second of *Freya's* three wins on the trot, it was also the year when the first Australian designed aluminium boat, *Yampl*, competed. She placed 11th.

The Admiral's Cup experience, however, altered Australians' appreciation of offshore competition. Certainly, Malcolm Barlow's winches were on the way in; and in England the Australians were acquainted with Brookes & Gatehouse instrumentation ("It eliminated guesswork about performance – you knew what your boat was doing," says Peter Green). But the major upshot of that venture was a rethink of hull design.

Balandra, (Sir) Robert Crichton-Brown's 46-footer, which placed fourth in the 1965 Hobart, had a reverse transom. It wasn't all she had. Says Peter Green: "She was the greatest thing to windward we'd ever seen." Built of planked Honduras mahogany to an English design, she was probably the first of a new breed of offshore racer which reflected the concern for better windward performance.

About the same time, two heads were getting together on the design of a world-beater: one belonged to Ted Kaufman, whose *Mercedes II* hadn't exactly stood out in previous offshore races; the other sat on the shoulders of a young dinghy wizard named Bob Miller, who, some 17 years later, would be acclaimed as the architect of the 'lifting' of the America's Cup – with his name since changed to Ben Lexcen.



Balandra marked a new era in the mid-'60s. She had a reverse transom and was the fastest thing to windward yet seen in Australia. An English design, she was the first of a new breed which reflected concern for better windward performance.

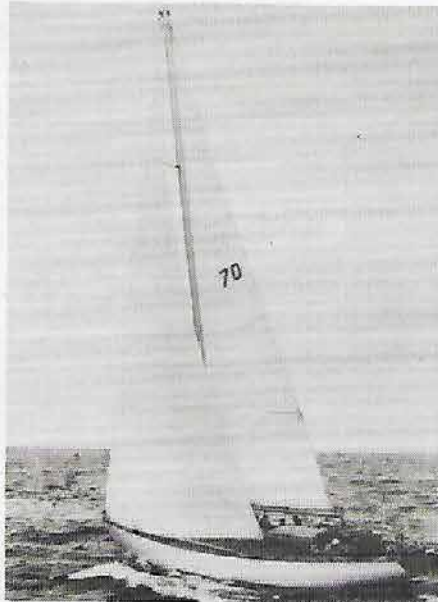
The product of their labours was a 40-footer built of laminated, cold-moulded oregon. She was light, her underwater shape differed significantly from previous lines and her keel, superbly balanced, set the pace in fin design. She was called *Mercedes III* – and she went like a blur from the word go. Teamed with *Balandra* and *Caprice of Huon* in the 1967 Admiral's Cup, she emerged as top boat of the series and contributed handsomely to the Australian team victory.

A new benchmark in offshore racing excellence was established in the 1968-'69 season by Syd Fischer's first Ragamuffin, a 48 ft Sparkman & Stephens design. Merv Davey recalls that her laminated construction made her so strong "she would have bounced off an iceberg". But to Peter Green "She dated everything else. She would have been among the first of the modern, tank-tested designs and she really initiated the change in hull shape – she had a lot less wetted surface area." Although, frustratingly, she never cracked it for handicap honours in the Sydney-Hobart, she was still a champion performer. She won the '71 Fastnet Race in a staggering display of power and was still showing her style seven years later when, as *Margaret Rintoul II*, she finished second in the Sydney-Hobart.

Fibreglass, with its perfect adaptability to 'cloning' hulls from a single mould, was well established as the construction material for stock cruiser-racers – many of which competed offshore. Timber remained as a yacht building material, of course, although it was becoming more costly, involved more man-hours in the framing and skinning of a hull, and was losing the skilled tradesmen who could work with it. Al-

uminium was gaining greater acceptance; ferro-cement hulls were the exclusive preserve of the do-it-yourselfer cruising community – with one notable exception, Tony Fisher's 72-footer *Helisal* (alias 'the flying footpath'), which set several record times through the '70s.

In 1967, the Cruising Yacht Club of Australia had instituted the Southern Cross Cup series, which gradually attracted overseas (especially New Zealand) entries and dramatically swelled the numbers eager to 'do a Hobart'. In fact, the Sydney-Hobart of that first Southern Cross year was won by Chris Bouzaid's One-Tonner, *Rainbow II*. At the time it didn't excite more than nor-



The Sparkman & Stephens designed Ragamuffin heralded a decade of dominance by that famous American design firm. Merv Davey recalls that her laminated construction made her so strong "she would have bounced off an iceberg".

mal interest; in retrospect it could be taken as the prelude of what was to come from the Land of the Long White Cloud in the '70s.

By this stage, the mill wheel of progress was revolving at many more revs. The decade of the '70s opened with the introduction of a new rating formula by which offshore yachts could be handicapped to compete virtually anywhere in the world – the International Offshore Rule (IOR). It had had a 10-year gestation while various panels of eminent designers and yachtsmen sought to resolve the conflicting elements of the RORC and CCA Rules into as fair a mathematical set of principles as possible. Although the IOR has been varied over the years, it is still the reference work to which designers must turn when trying to extract, or implant, some advantage in a new hull.

About this time, too, the second factor mentioned earlier to have a bearing

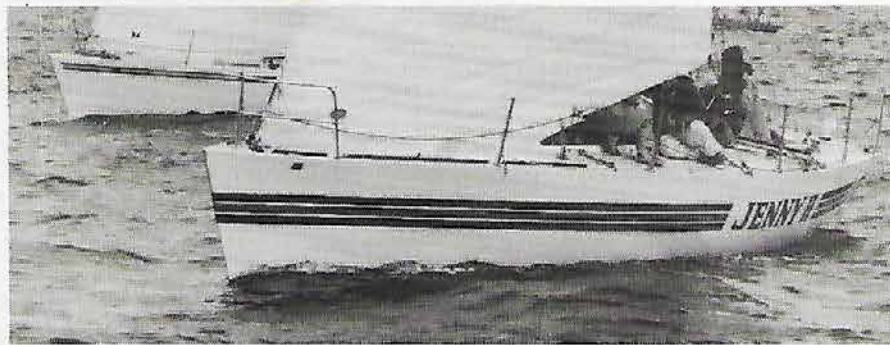
on hull development – the space age – really started to come into play. The space race, inadvertently kicked off by the late, unlamented Herr Hitler with his lobbing of V-rockets at England, and advances in modern aircraft construction produced a fallout of high-tech materials which could be transposed to yachts. Hulls could be lightened without loss of strength through the use of synthetic rigid foam, or balsa, cores sandwiched between thin layers of GRP laminate; improved resins and new metals technology also found a role in 'getting the weight out of the boats'.

In the Southern Cross Cup of 1971, the Kiwis did a number on all-comers with three One-Tonners, *Pathfinder*, *Runaway* and *Wai-Aniwa*, which not only won them the series but also placed first, second and third in the Sydney-Hobart. It was nothing to what was one the way.

In the meantime, Ben Lexcen refined his design thoughts in the early '70s with three good performers: *Ginkgo*, *Apollo II* and *Ceil III*. The first two placed third and fourth in the '72 Hobart and earned spots in the 1973 Admiral's Cup team. Both were 45-footers, *Ginkgo* of moulded timber and *Apollo II* (owned by the then little known Alan Bond) built of aluminium; their aft planing sections, to promote downwind acceleration, generated some rating rules controversy at Cowes. It's worth noting that this was the series when a strange new sailcloth called Kevlar first showed up. No one then



Another from the stable of Sparkman & Stephens, *Love & War*, which made history by winning the Race twice – in 1974 and again four years later. Gordon Marshall, Chief Measurer of NSW, rates her as a 'milestone' yacht for another reason: "She was basically the last of the 'lead mines' – boats that were chock-full of ballast." The S&S firm built wholesome yachts, with few vices, that were pleasing to the eye; they were eventually outpaced by change.



Jenny H, one of Bruce Farr's innovative rule beaters of the latter '70s, was a far cry from her forebears of twenty years earlier. She was of dinghy style and light as fairyfloss. She and her clones that made up the 1977 NZ Southern Cross Cup team all scored well in the pre-Hobart races, but only Jenny H, the worse for damage, completed the 630-mile Hobart that year. Official alarm and regulatory reaction to the lightness and tenderness of these yachts provoked Farr into returning to dinghy design for a few years, but he's back into ocean racer design again in a big way.

would have supposed that this material, strong enough to be used in the manufacture of bullet-proof vests, would be adapted in a few years for hull construction.)

Ceil III, a 40-footer sailing in Hong Kong's Southern Cross Cup team, won the '73 Hobart. Making her first major offshore passage in that race was Peter Kurts' US-designed 47-footer *Love & War*. She had beautiful lines, won the Hobart in '74 and '78 and represented in the 1975 Admiral's Cup team. But Gordon Marshall, the present measurer, rates her as a 'milestone' yacht for another reason: "She was basically the last of the 'lead mines' – boats that were chock-full of ballast."

Lightweight was clearly the direction being taken in the development of hulls but in 1975 the Kiwis, under the guiding hand of skiff designer Bruce Farr, served notice of just how far they were prepared to go. The indicator of change in that Southern Cross year was the one-Tonner *Prospect of Ponsonby*. The Hobart was a downhill slide, the fastest ever run, and *Prospect* placed fifth in conditions which suited her planing underbody with the broad stern. But in the earlier Cup races the wooden speedster had proved just as nimble on other points of sailing and she led the NZ team to a convincing series win. There was a plunge, as the bookies say, for Farr boats and one of these 'vogue' yachts, John Pickles' *Piccolo*, won the next Hobart.

Although the rule makers had begun to putty over the gaps in the IOR exploited by Farr and others of like mind (against what was seen as an unhealthy trend away from hull integrity) an even more comprehensive 'sorting out' occurred in the '77 (Southern Cross) Hobart Race. Farr's offering for the series was a team of two One-Tonners, *Smir-Noff-Agen* and *Jenny H*, and the Half-Tonner, *Swuzzlebubble* – all centre-board boats of dinghy style and light as fairyfloss. All scored well in the pre-

Hobart races but only *Jenny H*, the worse for damage, completed the 630-miler. The fleet of 130 copped a dusting, though conditions were never as severe as those encountered in some earlier Hobarts, and almost half the starters retired; just on 20% cited hull failure as the reason for pulling out. *Smir-Noff-Agen* and *Swuzzlebubble* were among the several super-lightweight retirements, most of which had smashed frames or other structural damage. The executors of the IOR came down on the 'lights' like an avenging angel, and Farr withdrew (temporarily) from offshore racing design.

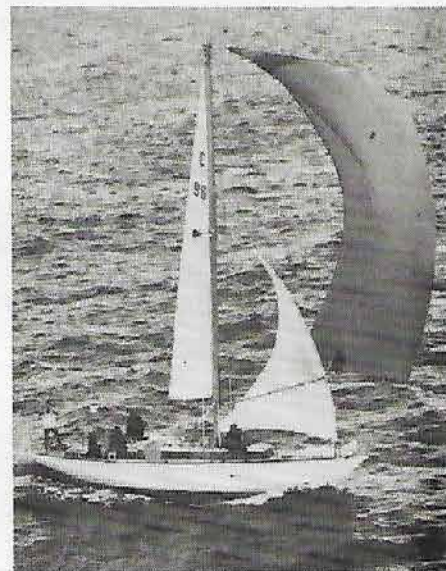
(By way of a postscript to that troubled episode, two lightweight One-Tonners, *Charleston* and *Smackwater Jack*, disappeared without trace in 1979 within weeks of each other. *Charleston* was sailing to Sydney from Tasmania to compete in the '79 Hobart; *Smackwater Jack*, 38th in that race, was competing in a race home to Auckland from Hobart with her designer-owner Paul Whiting aboard.)

As the IOR recovered its equilibrium after the upheaval of revisions to the rule brought about by the lightweights, the term 'state of the art' jumped into yachting jargon. Its meaning, now as then, has been less than precise – referring at one moment to the current 'in' designer ("She's a Frers 44, state of etc.") and next moment to the construction techniques and materials used in the newest launched boat. It could more accurately be used to differentiate between the many modern yachts whose owners enter them in offshore contests and the purpose-built, designed-for-glory machines.

The former, in the main, are stock production boats which, in overall concept, have the more realistic claim to be the direct descendants of the pioneer offshore racers. Their below deck layouts and inclusions make them suitable for extended cruising in a fair degree of comfort. Yet the spin-off from out-and-

out racer design, invariably influenced by the rating rules, usually shows up in their hull lines and enables them to perform respectably in competition. The *Currawong 30*, designed by Peter Joubert, is a classic example: a Half-Tonner of this class, *Lollipop*, soldiered on through the heavy weather of the '77 Hobart – when all about her were 'pulling the pin' – and finished fourth overall; and four years later, another from the same mould, Jim Dunstan's *Zeus II*, won the race!

On the other hand, yachts and the hard edge of offshore racing bear precious little resemblance to their forebears. Woven (almost literally) from bolts of carbon fibre and/or Kevlar and often cooked (quite literally) in the production process, their hulls, gutted to the point of austerity below deck, are maximised for performance under the IOR. And if an owner wants to play in that league, he mainly goes 'offshore' for his design. Consider the origins of a random selection of crack Australian boats in recent years: *Satin Sheets* (formerly *Sunburst*), and *Apollo V* – Doug



Rainbow II at the time it didn't excite more than normal interest except that keen eyes noted the new emphasis on lightness in her gear. She, in retrospect, was the prelude of what was to come from the Land of the Long White Cloud in the '70s.

Peterson, US; *Once More Dear Friends* (1983 Blue Water Champion) and *Police Car* – Ed Dubois, UK; *Hitchhiker* and *Bondi Tram* – (German Frers, Argentina. The New Zealanders Bruce Farr, Ron Holland and Laurie Davidson are others whose designs have fared very well.

A couple of years ago, Bruce Farr walked in out of the desert and, aided by the Offshore Racing Council decision to lift the One-Ton rating upper limit to 30.5 ft, produced a new strain of outstanding performers in the Farr 40s.

Metamorphosis of Hulls Since 1945

The contrast between today's pace-setter boats (in which banks of electronic digital instruments silently rap the helmsman over the knuckles for dropping 0.15 of a knot in speed) and the offshore warhorses of 40 years ago is almost blinding. In comparison with the older boats, the modern crop are extreme in every respect: a flat underbody with a keel like the wing of a Mustang fighter; a beam that reaches away into the distance; a streamlined deckhouse (if there is one at all); a cockpit which, sometimes, empties straight out the back of the boat; the capability both to forge close to the wind and to ski down following seas; a dramatic reduction in overall weight as a benefit from the development of tough synthetic fibres and alloys and the refinement of strip planking timber construction.

Race authorities still harbour some reservations about modern designs in heavy offshore conditions. The tragic Fastnet Race of 1979 (when the Australian team of *Police Car*, *Impetuous*, and



Spin-off from out-and-out racer design, invariably influenced by the rating rules, showed up in the lines of the Currawong 30, by Peter Joubert. Lollipop soldiered on through the heavy weather of the '77 Hobart — when all about her were 'pulling the pin' — and finished fourth overall; and four years later, another from the same mould, Jim Dunstan's Zeus II, won the race!

Ragamuffin won the Admiral's Cup) provoked a number of analyses of a yacht's capsize potential; conclusions published last year by the US Yacht Racing Union suggested, among other things, that designers should consider reducing beam and avoid carrying ballast in the bilges. On the latter question, chief measurer Gordon Marshall says: "There's an alarming trend among IOR designers to go for lighter keels and internal ballasting. It can't assist stability to go cutting 'windows' in keels and stacking the lead removed into the body of the boat."

Where such a trend might lead (to the rulemaker's Technical Committee, perhaps?) can only be surmised. In the simplest terms, hull development over recent decades has been a quest to produce the most hydrodynamically efficient base for its rig. What is of even greater importance is that the hull should be a safe envelope for those who take the whole package to sea. Racing offshore is, after all, a sport — not a game of Russian roulette. □

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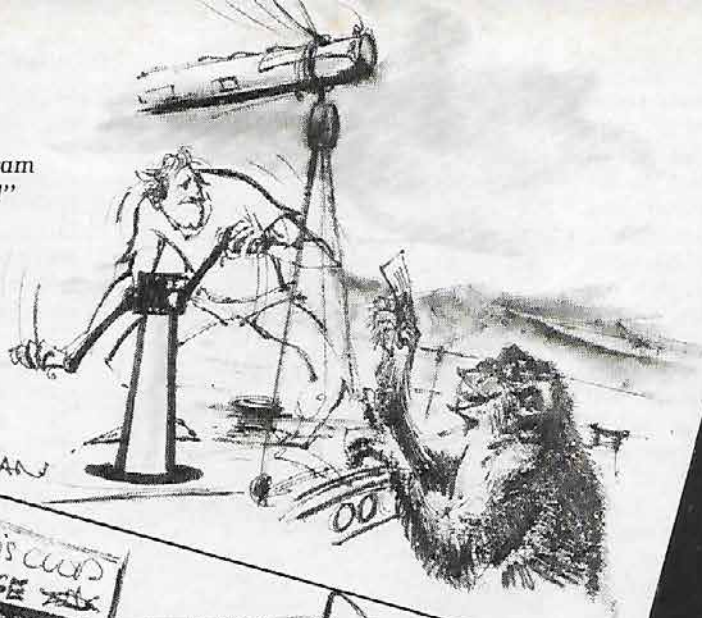
Noumea Race Ulladulla Series

Vanuatu Race Gold Coast Race

Yacht Owner? Yes No

Yacht Name

"Hey, 'Muesli', there's a Gorillagram for you, but finish your tack first!"

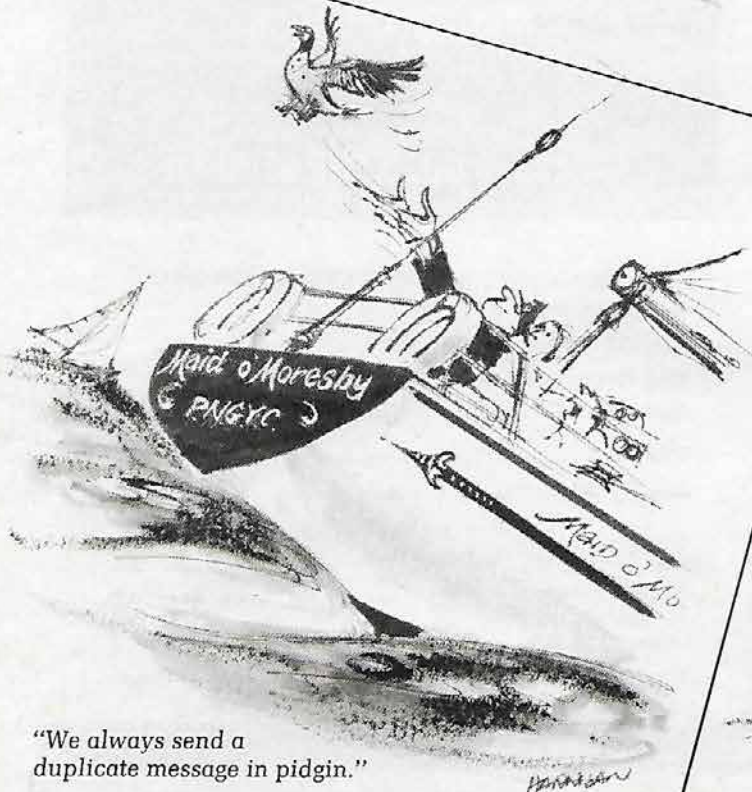


"To be exact, we're *inside* the Fishermen's Club, Eden."

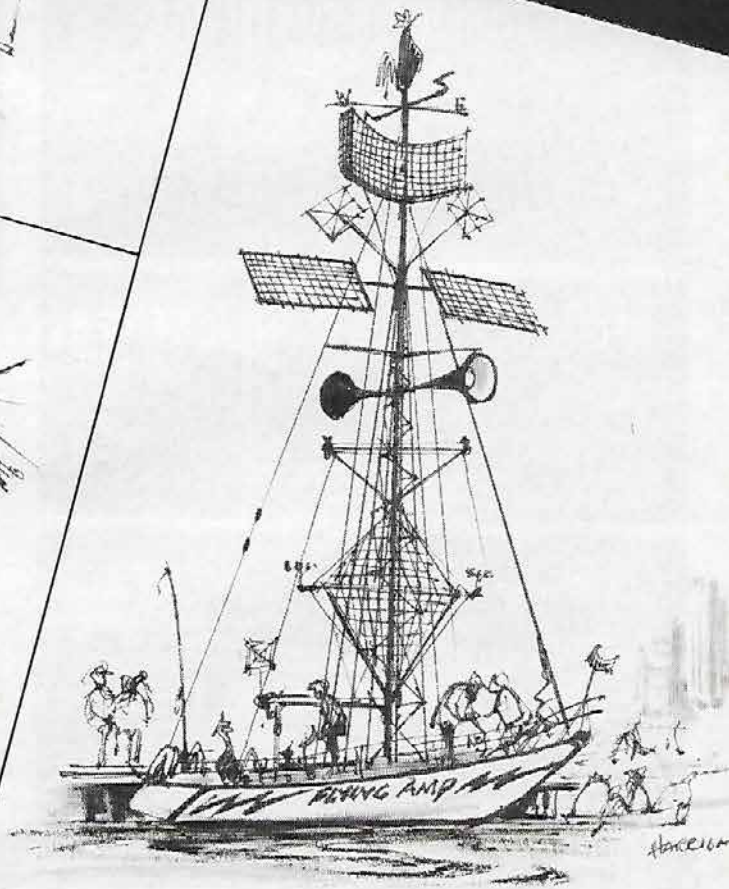
THE
FINE
ART OF
COMMUNICATION

Cartoons by
Peter Harrigan

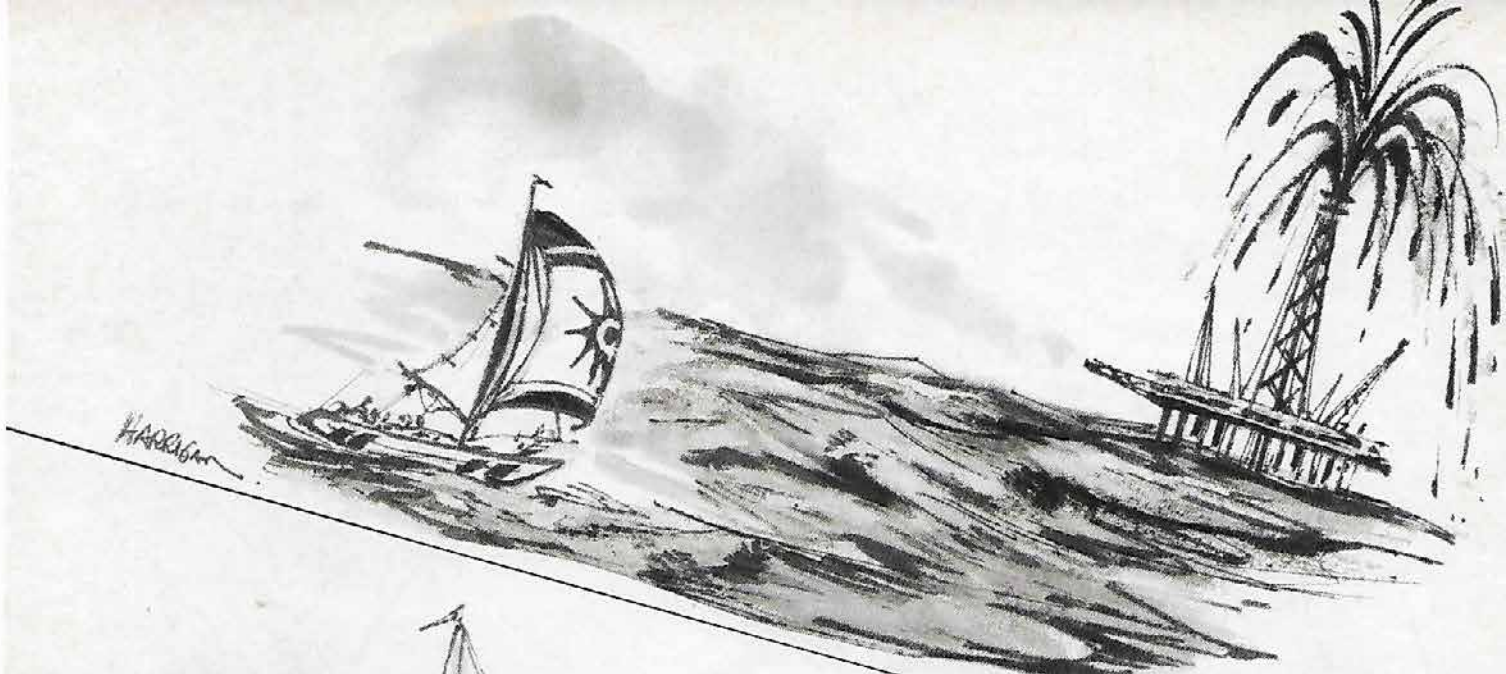
In honour of AWA's becoming the major Hobart Race sponsor, Peter Harrigan addresses himself to the art of communicating in the Hobart Race.



"We always send a duplicate message in pidgin."



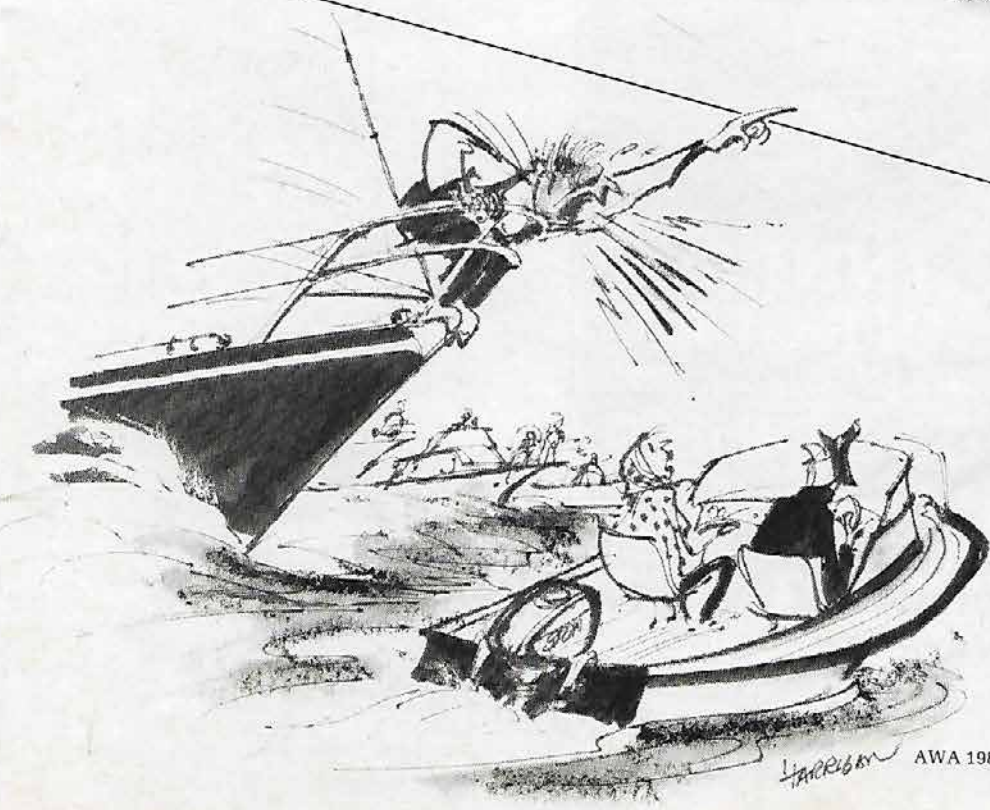
"But have we allowed any room for the sails?"



"Never mind the morning sked —
get my broker."



"Just off Punk Rock!"



"Listen to the gentlemen, Lionel,
he's telling you where to go!"

RACE HISTORY

Race History 1945-1947

The results of 39 Sydney-Hobart Races are more than just placings and times; they are a history of ocean racing in Australia, tracing its development from almost informal contests among a handful of what were basically cruising craft to highly organised competitive meets among the most up-to-date machines.

Reading through the following pages, which contain the complete history of results, you will see that, while the size of the fleets going to Hobart has changed dramatically – from eight in 1945 to what will be a record 170-some in 1983 – the weather has remained capricious as ever. The photographs in the Gallery of Winners on the following pages clearly show the dramatic evolution of yacht style, change which has accelerated in recent years. The challenge of this 630 nautical mile race, through some of the world's wildest waters, remains unchanged since John Illingworth skippered *Rani* to victory in 1945.



Challenge, Winner in 1983

Note: There is minor variation in the expression of times given on the following pages. In 1945, days, hours, and minutes are given. From 1946-1973, days, hours, minutes and seconds are given. The advent of computers used in plotting handicap results during the course of the race in 1974 saw the advent of days, hours, minutes and tenths of minutes, which has continued from that year.

1945

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. Kipi	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. Goldstein)

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. Philp	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	6980	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.

1947

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. Wishaw	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	SALTAIR	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	P. Coverdale	5 22 02 55	7791	4 14 40 12
11	EOLO	T. A. Guilfré	5 22 12 54	7863	4 15 49 25
12	SOUTHERN MAID	C. Philp	5 22 31 50	7910	4 16 44 30
13	BENECIA	F. A. Harris	6-13 21 12	7211	4 17 28 03
14	MATTHEW FLINDERS	A. Palfreyman	5 22 35 06	8071	4 19 04 49
15	SIRIUS	J. S. Booth	6 02 51 07	7900	4 20 00 47
16	JOSEPHINE	B. C. Pericon	5 20 33 37	8340	4 21 13 36
17	KURREWA III	F. Livingston	6 01 19 26	8140	4 22 17 37
18	HORIZON	S. Berg	6 23 46 36	7199	5 00 46 57
19	MISTRAL II	R. F. Evans	5 10 58 45	8848	5 03 51 13
20	ALOHA	J. A. Clark	8-03 19 48	6343	5 03 53 52
21	STORMBIRD	J. H. A. Herford	7-11 16 40	6938	5 04 22 59

FASTEST TIME MORNA

RETIRED: ACTIVE (H. M. Tate), WANDERER (E. Masse), NAUTILUS (W. M. Lawson), SEATANG (D. Drouyn), MANNARA (R. Goddall)

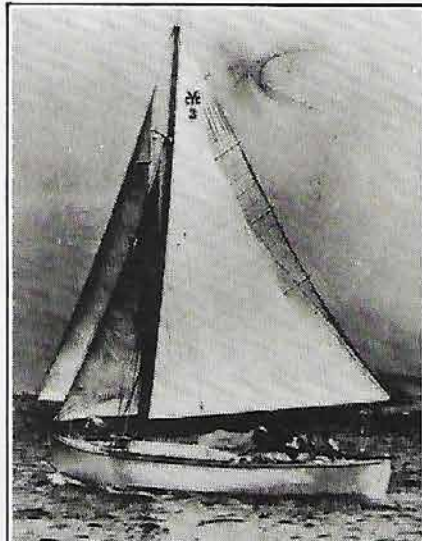
DISQUALIFIED: CHRISTINA (J. R. Bull), DEFIANCE (F. A. Bullock)

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

Gallery of Winners



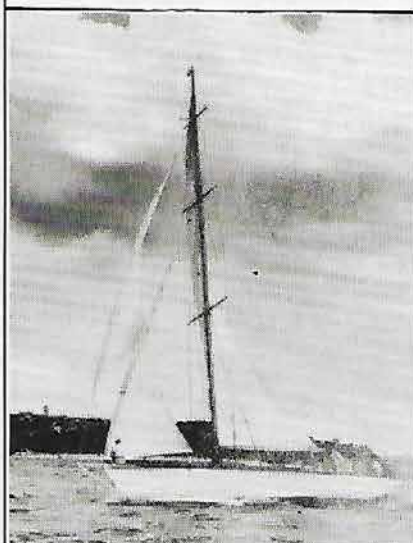
1945 - Rani



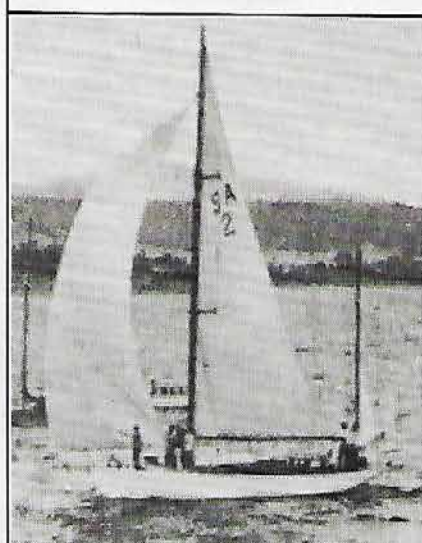
1946 - Christina



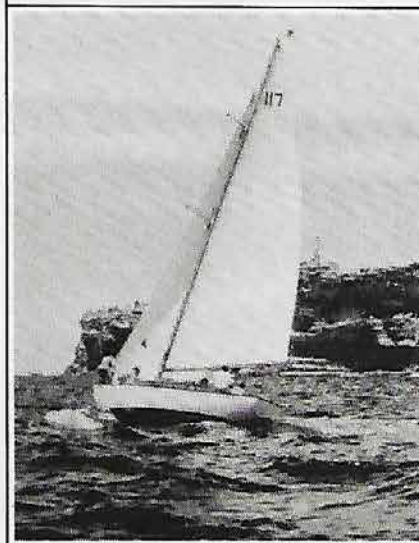
1948-'48 - Westward



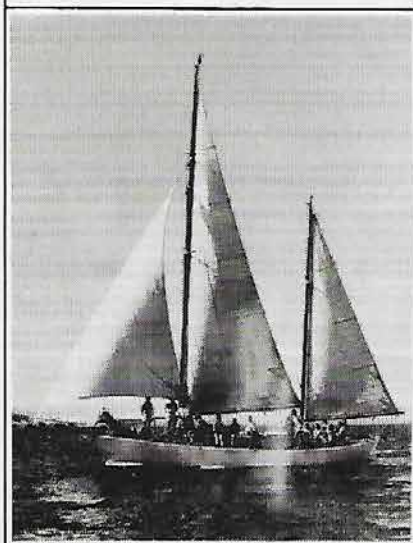
1949 - Tradwinds



1950 - Nerida



1951 - Struen Marie



1952 - Ingrid

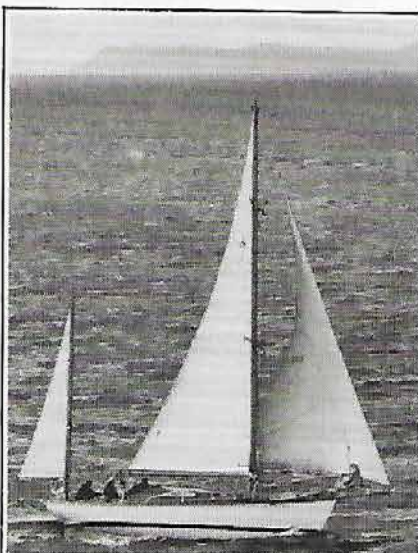


1953 - Ripple

Gallery of Winners



1954 – Solveig



1955 – Moonbi



1956, 1962 – Solo



1957 – Anitra V



1958, 1960 – Siandra



1959 – Cherana



1961 – Rival

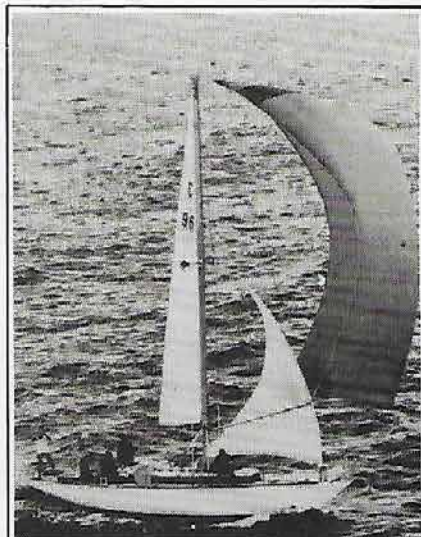


1963, 1964, 1965 – Freya

Gallery of Winners



1966 - Cadence



1967 - Rainbow



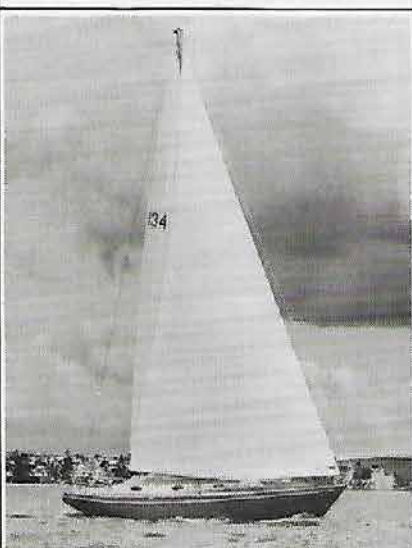
1968 - Koomooloo



1969 - Morning Cloud



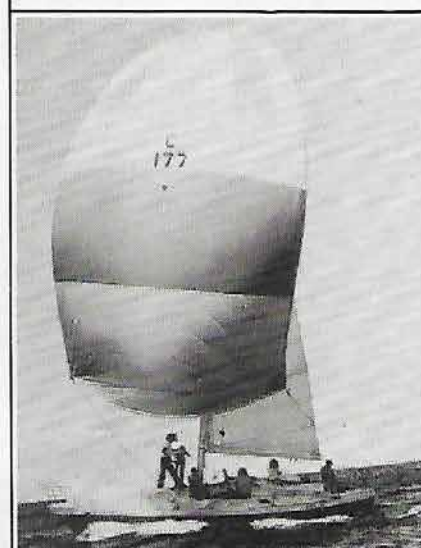
1970 - Pacha



1979 - Pathfinder

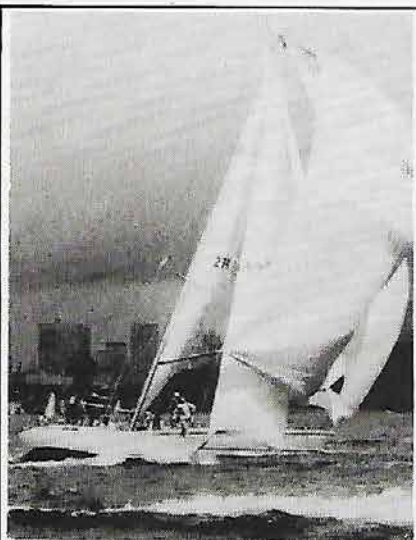


1972 - American Eagle



1973 - Ceil III

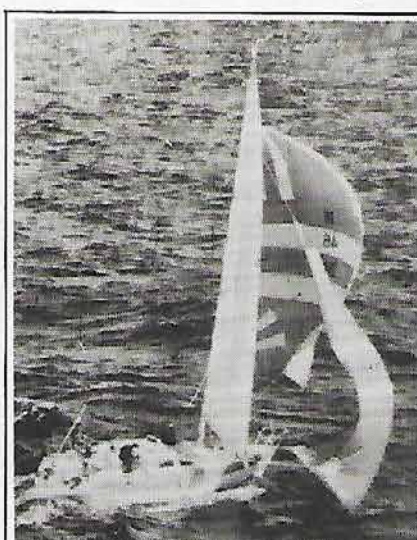
Gallery of Winners



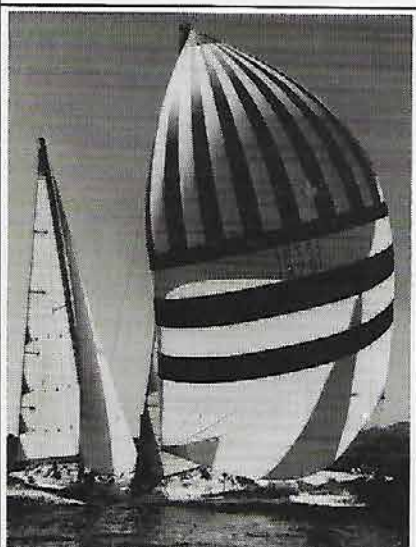
1974, 1978 – Love & War



1975 – Rampage



1976 – Piccolo



1977 – Kialoa



1979 – Screw Loose



1980 – New Zealand



1981 – Zeus II



1982 – Scallywag



1983 – Challenge

Race History 1948-1954

1948

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	4-09-45-10	.7415	3-13-48-20
6	SANDRA	M. M. Creece	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.

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

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	A. V. Clark	7-05-51-54	6359	4-14-33-39
7.	LANDFALL	J. Richardson	6-12-00-25	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	5-05-09-46
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.

1949

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	P. Davenport	5-10-33-10	.7406	4-00-41-15
3.	ELLIDA	J. Halliday	6-05-26-10	.6603	4-02-40-22
4.	MARGARET RINTOUL	A. Edwards	5-10-35-01	.7652	4-03-55-21
5.	FORTUNA	W. Fesq	6-02-05-07	.6948	4-05-30-00
6.	SEASALTER	D. H. Jarvis	6-04-50-30	.6831	4-05-41-06
7.	LASS O' LUSS	J. Colquhoun	6-02-07-35	.6882	4-06-01-32
8.	GIPSY QUEEN	A. C. Eden	6-00-45-24	.7056	4-06-08-25
9.	PEER GYNT	M. & T. Halvorsen	6-05-26-35	.6849	4-06-21-13
10.	NOCTURNE	J. R. Bull	6-02-08-02	.7364	4-11-36-47
11.	HORIZON	S. Berg	6-06-12-43	.7199	4-12-08-15
12.	INDEPENDENCE	E. Messinger	6-00-05-13	.8274	4-23-13-03
13.	MISTRAL II	R. F. Evans	6-02-00-54	.8945	5:10-44-31

FASTEST TIME WALTZING MATILDA.

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

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

1953

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	A. V. Clark	6-06-25-06	6426	4-00-39-32
5.	NIMBUS	A. L. Cohen	6-05-23-15	6571	4-02-09-45
6.	BELLIANT	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), JANZOOON (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.

1950

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	NERIDA	C. P. Haselgrove	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	6-08-52-20	.7056	4-10-26-02
8.	JASNAR	A. E. Sealfield	6-16-16-10	.6676	4-10-59-45
9.	SEEVOGEL	W. Harris	6-06-00-26	.7597	4-17-57-39
10.	BENEZIA	F. A. Harris	6:21-46-29	.7159	4-22-40-41
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.

1954

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	.7889	4-02-11-41
7.	TAM O'SHANTER	R.A.N. College	6-00-16-07	.5861	4-02-58-58
8.	LAURIBADA	J. Holm	5-19-49-18	.7104	4-03-19-46
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. Rundie	5-08-09-51	.8320	4-10-37-57
12.	BELLIANT	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.

Race History 1955-1960

1955

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.	JANZOON	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
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.

1958

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. Robilliard	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.

1956

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SOLO	V. Meyer	4-06-03-33	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.	JANZOON	W. R. Slade	4-21-53-06	7148	3-12-14-40
5.	SIANDRA	G. P. Newland	5-07-36-09	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.	PHARRE	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. Esdalle	7-18-27-40	7291	5-15-58-00
26.	RENEE	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.

1959

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 V	T. & M. Halvorsen	4-18-01-47	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. Rusk	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. Walsh), 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.

1957

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	K. Gourlay	5-08-21-25	6683	3-13-46-61
7.	FOUR WINDS	S. W. Gibson	5-14-18-43	6389	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	4-00-18-09
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 Barren 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.

1960

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	6565	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	6501	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	3-14-20-39
13.	ZARABANDA	G. Pattinson	5-02-40-46	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	6840	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

Race History 1960-1964

21.	SOUTHERLY	D. Mickleborough	5-20-28-12	.6611	3-20-51-53
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.

36.	LARNARNI	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.

1961

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	RIVAL	A. Burgin & N. Rundie	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	R. Swanson	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. Lawson	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	.6689	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. Boyden	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.	GALATEA 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.

1963

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	.6563	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	.6657	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. J. 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. A. Howard	6-13-59-07	.6838	4-12-31-49
31.	SOUTHERN MYTH	N. C. Wilson	6-06-51-11	.7260	4-13-01-10
32.	NARANJ	A. Williams	7-13-26-15	.6587	4-23-30-40
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 III (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. Boyden), 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.

1962

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

1964

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	4-04-08-36	.8035	3-08-27-56
6.	LORITA MARIE	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	3-12-12-06
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.	PHYLLIS GRAHAM	R. Roxburgh	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

FASTEST TIME: ASTOR



Race History 1964-1967



(continued from previous page)

RETIRED AILSA (J. Marion), ASTELOT (A. G. Croft), BACCHUS D (P. E. Deaton), BINDAREE (G. G. Blackwood), LOLITA (N. G. Cassin), 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.

1965

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. Cortee	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
12	FANFAHE	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	4:16:17.52	.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	JANZON 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 THEE WELL	R. T. Williams	4:20:46.51	.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. Byrne	4:19:57.46	.8035	3:20:22.21
34	BACCHUS D	P. E. Deaton	4:14:23.32	.8458	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. Brynzeel	3:20:30.09	1.0645	4:02:28.28
42	ALCHERINGA	J. N. Bridgeland	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 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

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	4:04:18.13
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	CANOPUS	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	JANZON 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	4:07:31.56
17	RONITA	R. A. Cortee	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. Byrne	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	WAITERE	D. D. Muir	5:21:26.55	.7566	4:11:01.12
31	ROPAWE	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	SHIMAAL	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	4:22:54.66
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. Bridgeland	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.

1967

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1	RAINBOW II	C. Houzard	4:19:59.38	.7653	3:16:39.15
2	PEN DUICK III	E. Tabary	4:04:10.31	.9946	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	.7092	3:21:10.31
8	CATANET	L. Carmichael	4:08:49.03	.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. Brooker	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. Roche	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	MALOHI	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	4:03:18.59
19	ADRIA	J. Grubic	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. Cortee	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 Banwick	5:10:24.09	.7963	4:07:50.23
33	TAMBOO	R. J. Green	5:17:18.24	.7567	4:07:53.50
34	SHIMAAL	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	4:14:04.54
44	ENID	J. C. A. Cockle	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	.7690	4:15:26.43
51	MAID ROSALIND	B. C. Finch	6:02:48.29	.7598	4:15:32.42
52	RIVOLI	F. F. Varcoe	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	6:18:40.45	.7684	5:05:00.09
60	ATAMAN	E. A. Brodie	7:08:01.45	.7451	5:11:09.33

FASTEST TIME PEN DUICK III

DIVISION RESULTS: Div. 1: Pen Duick III; Div. 2: Rainbow II.

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

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.

Race History 1968-1970

1968

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	.8375	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	.7667	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	N. 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	4:01-57-69
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.	CEDALION	R. Fidock	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	4:12-33-34
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. Beilken	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
45.	ATHENA	A. Frieze	6:10-46-20	.7444	4:19-12-44
46.	SHIMAAL	C. Earl	5:23-40-29	.8021	4:19-14-29
47.	SEA WITCH	C. Forbes	5:21-02-49	.8182	4:19-24-16
48.	SIRIUS	J. McKenzie	5:08-51-41	.8024	4:20-17-04
49.	BACCHUS D	P. Deaton	5:20-08-17	.8473	4:22-44-20
50.	TEMERAIRE	C. White	6:22-39-22	.7286	5:01-25-33
51.	ARAPAWA	B. Miller	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.

DIVISION RESULTS: Div. 1: Koomooloo; Div. 2: Moonbird.

RETIRE: ANITRA V (Sir Garfield Barwick), CAMELOT (J. Borrow), CAROUSEL (M. Brakell), CORROBOREE (J. White), FRANKLIN (RANS), KARAWA (L. Klosser), MARIA VAN DIEMEN (P. Hill), PATSY (F. Duffield), RAGE (H. Dennis), 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.	MERCEDDES 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. Tostevrn	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. Packner	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. Wikie	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

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26.	BALANDRA	R. Crichton-Brown	4:02-19-39	.8414	3:10-43-50
27.	MELITE	I. Brodziak	4:11-44-23	.7690	3:10-51-07
28.	MAID ROSALINDE	B. Fineb	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	.7641	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. Barns	4:13-47-04	.8063	3:16-31-08
49.	APOLLO	A. Bond	4:15-26-22	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.	SISK	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. Pettingell	5:07-27-54	.7690	3:20-28-57
64.	ENID	W. MacRae	4:08-07-12	.9577	4:03-42-56
65.	FOUR WINDS II	S. Gibson	5:07-40-24	.7908	4:04-67-50
66.	MAKARETU	N. Gosson	5:05-32-22	.8293	4:08-06-35
67.	TOROA	G. 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	4:15-25-10
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

DIVISION RESULTS: Div. 1: Prospect of Whitby; Div. 2: Morning Cloud; 1 Ton: Tina of Melbourne.

RETIRE: BOOMERANG VII (P. Hill), CAMILLE (D. Ralph), JANZOOM 1 (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.

1970

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	.8893	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	3:20-52-22
21.	MARIA	D. A. Cooper	5:02-42-45	.7844	4:01-02-16
22.	MISTRESS	W. Pettingell	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-THREE-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. Wignall	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	4:50-09-00	.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	4:0

Race History 1970-1972

41. BOOMERANG VII	P. Hill	5-04-07-37	.8675	4-11-40-48
42. FRANKLIN	Royal Aust. Navy	5-15-33-53	.8080	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

DIVISION RESULTS: Div. 1: Pacha; Div. 2: Morning Mischief; 1-Ton: Matika.

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.

WEATHER: The fleet had light to moderate north to nor'west 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 south-west. Finally, as the bulk of the fleet approached the Tasmanian coast, the wind swung round to the north-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.

1971

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	.8158	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. Stegg	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. Farlor	4-09-08-27	.8077	3-12-55-19
26.	MORNING MISCHIEF	R. R. Cavill	4-16-46-27	.7590	3-13-35-43
27.	BOOMAROO III	H. Findley	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
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 II	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.	CALLIPPYGE	A. Streichenberger	5-07-09-31	.7258	3-20-17-29
55.	TAWARRI	J. D. Lewis	4-15-47-40	.8262	3-20-21-52
56.	CARINA	P. Daniel	5-02-32-50	.7560	3-20-38-44
57.	BALANDRA	Army Eastern Command	4-14-10-35	.8431	3-20-53-22
58.	LOWANA II	K. Anderson & Partners	4-23-49-26	.7806	3-21-32-04
59.	SYLPH VI	I. North & Partners	5-03-06-11	.7671	3-22-25-56
60.	ALCHERINGA	J. N. Bridgland	4-15-46-47	.8481	3-22-48-00
61.	MAKARETU	N. Gosson	4-17-13-39	.8406	3-23-10-44
62.	SKINFLINT	J. K. Henley	5-01-57-33	.7844	3-23-39-53
63.	ONDINE	S. A. Long	3-15-32-17	1.0931	3-23-41-15
64.	WINSTON CHURCHILL	I. G. Warner	4-12-06-46	.8851	3-23-41-25
65.	BUCCANEER	T. Clark	3-15-27-19	1.0967	3-23-54-44
66.	FRANKLIN	Royal Aust. Navy	4-23-20-03	.8060	4-00-10-59
67.	DORADO	J. I. Lake	5-08-22-24	.7534	4-00-42-59
68.	SKYLARK	J. L. Ward	5-14-03-37	.7248	4-01-10-00
69.	SARLENA	C. McGarry	5-10-40-19	.7767	4-05-29-34
70.	SONG OF SOLVEIG	I. Forsyth-Grant	5-12-38-52	.7699	4-06-07-31
71.	DIDGERIDOO	T. Sirmatt	5-17-59-26	.7905	4-13-04-53
72.	PATIENCE	N. J. Bowden	6-02-33-20	.7544	4-14-33-40
73.	CASSANDRA	E. H. Howe	6-07-29-48	.7434	4-16-37-20
74.	CAPUCINE	C. Durrough	6-06-38-06	.7504	4-17-02-11
75.	JASNAR	P. Kinsella & Partners	13-13-58	.7249	4-17-58-40
76.	FOUR WINDS	S. W. Gibson	6-04-01-22	.7951	4-21-41-34

FASTEST TIME: KIALOA II

DIVISION RESULTS: Div. 1: Morning Cloud; Div. 2: Plum Crazy; OTC: Pathfinder.

RETIRED: MARIA, MISTRESS, VAN DIEMEN.

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.	KOOMOOLOO	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.	QUEFOUEG	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.	CALLIPPYGE	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. Jackson	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.	MDKOIA	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	5-06-37-57	.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	5-04-28-15	.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	5-04-36-44	.7399	3-20-12-02
47.	CARINA	P. Daniel	5-06-25-25	.7309	3-20-24-10
48.	WARRI	J. H. Blackley	5-00-37-50	.7673	3-20-33-35
49.	VAGO II	H. Takeda	4-14-55-29	.8356	3-20-41-19
50.	NFLIE 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.	JANZOON 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	S.B. Guy	5-08-21-09	.9409	5-00-46-00

FASTEST TIME: AMERICAN EAGLE

Race History 1972-1974

DIVISION RESULTS: Div. A: American Eagle; Div. B: Caprice of Huon; Div. C: Matika; Div. D: Sequana; 1-Ton: Mark Twain; ½-Ton: Unicorn.

RETIRED ANACONDA, BACARDI, NOCTURNE, KIDNAPPER

WEATHER: The CYCA put back the starting time to 12 noon local time to give the afternoon sea breeze time to catch up with daylight saving, and the huge fleet started in a light nor'easter. The breeze was 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 Jarvis Bay and they reached down almost to Twofold Bay, until 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 into a series of frustrating calms as the rest of the fleet battled a Force 7 gale off 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.

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	4-05-40-36	.8742	3-17-01-53
75	OLYMPIA	C. & J. McDermid	5-02-59-00	.7331	3-18-09-32
76	ASTELOT	J.P. Walker	5-03-12-33	.7390	3-19-03-05
77	RENEGADE	D.G. Hogg	5-01-49-45	.7621	3-19-37-40
78	MILLUNA	T. Stokoe	4-23-29-25	.7706	3-20-04-45
79	SOU'WESTER	N. Holman	5-11-28-15	.7034	3-20-28-36
80	BOOMERANG VIII	A.M. Kelso	5-06-15-44	.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	I. 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

1973

PLACE	YACHT	OWNER	ELAPSED TIME	TCF	CORRECTED TIME
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	SISKA 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	2-21-38-17
13	BARNACLE BILL	D. Johnstone	3-12-33-45	.8237	2-21-39-14
14	CALLIPPYGE 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. Girchton-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. Fidoock	4-04-14-30	.7305	3-01-13-35
27	VARIAG	M. Henion	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	MARADA	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
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	HELSAL	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	ASSEGAII	F.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	F. 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

FASTEST TIME: Helsal

DIVISION RESULTS: Div. A: Prospect of Whitby; Div. B: Rampage; Div. C: Ceil III; Div. D: Skylark.

DISQUALIFIED: Aicheringa, 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 northwest and increasing to 20 knots during the night, then veering to the east and southeast 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 all to better Ondine's previous best elapsed time.

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	.8296	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	3-18-58-67
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	3-13-51-83	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	BALLYHOO	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. Rockliff	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	4-04-05-75	.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 FACIA	G. Fornaro	5-02-16-25	.7742	3-22-39-72
29	HUON CHIEF	H. D. Calvert	4-02-04-40	.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. Miller	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	4-02-55-85
47	HUSTLER	P. Bates/B. Climo	4-18-37-42	.8665	4-03-19-28
48	AVALON	E. J. Slaght	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. Rochford	5-22-23-12	.7101	4-05-06-47

Race History 1974-1976

51	CORDON BLEU	J. Violet	5-10-51.82	7742	4-05-18.87
52	SARACEN II	J. H. Jamieson	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	VOLANTE	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

FASTEST TIME: Ondine III

DIVISION RESULTS: Div. A: Love and War; Div. B: Vittoria; Div. C: Poitrel II; Div. D: Granny Smith.

RETIRED: Sirocco, Come By Chance, Ragamuffin, Warri, Pania II.

WEATHER: For the first 24 hours the breezes were light and variable NE-SE. On the second afternoon and night the fleet managed to cover useful ground running with a NE'er up to 20 knots. The morning of the 28th was SSE 15-25 knots, which faded in the afternoon. On the fourth day the fleet sailed in W and NW 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 WSW, although some yachts experienced much stronger breezes down the Tasmanian coast and around Tasman Island.

1975

PLACE	YACHT	OWNER	ELAPSED TIME	T.C.F.	CORRECTED TIME
1	RAMPAGE	P. Packer	3-04-43.03	.7888	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	2-14-09.26
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	3-02-30.46	.9503	2-15-28.18
17	WARRI	J. H. Bleakley	3-11-45.13	.7587	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	.8804	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	2-15-45.08
23	PATRICE III	R. Kirby	3-02-14.48	.8596	2-15-49.21
24	KAILUA	J. B. Senior	3-02-37.49	.8564	2-15-50.20
25	BRUTA FACCIA	G. Fornaro	3-10-23.01	.7752	2-15-51.50
26	MOONBIRD	S. G. Kuhn	3-12-14.50	.7586	2-15-54.35
27	HUON CHIEF	H. D. Calvert	3-10-30.06	.7763	2-16-02.46
28	NATTELLE 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	BEDOUIN	T. Michalis	3-15-12.05	.7431	2-16-47.58
34	QUICKSTEP	H. L. Smith	3-11-26.22	.7774	2-16-51.57
35	APOLLO III	A. Bond	2-23-54.01	.9029	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	3-01-31.60	.8847	2-17-03.09
39	KOOMOLOO	R. K. Young	3-10-23.09	.7931	2-17-20.25
40	WHISPERS OF WELLINGTON	G. Stagg	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	.7183	2-17-27.06
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	3-12-48.59	.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	.8026	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	3-14-17.58	.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	3-10-23.60	.8113	2-18-50.56
63	BINDA	A. M. Rundel	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. Barringer	3-18-41.01	.7430	2-19-22.41
66	GIDGEE	D. Ingaill	3-07-59.25	.8446	2-19-33.35
67	TAURUS	A. M. Kelso	3-12-23.12	.7999	2-19-30.03

68	BRUMBY	R. & R. Robinson	3-23-30.30	.7098	2-19-41.47
69	BALLYHOO	J. Rooklyn	2-18-41.05	1.0493	2-19-52.25
70	PLUM CRAZY	M. Bowen & G. Thomas	4-01-18.16	.6987	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	2-18-20.06	1.0434	2-21-21.11
76	TINA OF MELBOURNE	A. Tsakmakis	3-21-41.25	.7400	2-21-20.07
77	APPALOOA	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	.6987	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. Bowden	3-10-23.19	.8646	2-23-13.59
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	GRETTEL	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, Chrtr.	4-03-54.19	.7669	3-04-37.02
93	BRAVURA	R. Myler	4-14-17.29	.6982	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

FASTEST TIME: Kialoa

DIVISION RESULTS: Div. A: Corinthian; Div. B: Rampage; Div. C: Pied Piper; Div. D: Fair Dinkum.

Retired: Matika II, Savant, Zilvergeest III.

WEATHER: The fleet started on the last day of a SE pattern with winds ranging from 10-20 knots. A good clip was maintained in reaching conditions. On the first night the breeze swung NE, moving to NNE at 15-20 knots on the 27th. This remained until the evening of the 28th, when for a few hours it shifted to WNW 15-25 knots. On the 29th it was N 20-30 knots, which held through the 30th when the tail-enders experienced moderate SE conditions. Thus, conditions were virtually ideal for a fast run. No less than nine yachts lifted their skirts and beat Helsal's previous record.

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	ROOKIE	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	NATELLE TWO	N. S. Girdle	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	J. Kinsella	4-07-06.32	.8021	3-10-42.13
11	CHAUVINIST	J. Wareham	4-23-12.07	.6975	3-11-08.36
12	QUEENIEG	P. Beilodding	4-09-31.31	.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	TAURUS	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	4-14-58.90	.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. Cawse	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	3-13-26.03
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'ns	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	.6982	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

Race History 1976-1978

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 77
54	ICTHUS	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	5-08-21 30	7576	3-23-43 45
57	FREEDOM	C. T. Martin	5-08-21 21	7461	3-23-45 59
58	OUASAR	B. J. Sutherland	4-13-38 54	8908	4-01-40 29
59	ANACONDA II	J. Grubic	3-22-29 37	0421	4-02-28 1E
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	7236	4-06-39 05
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

57	LOTS WIFE	R.S. Montgomery	6-08-45 15	6933	4-09-54 16
58	LEDA	N. Gosson	4-20-59 00	9121	4-10-42 02
59	MANU KAT	J.W.B. Barry	5-20-08 32	7628	4-10-54 02
60	ROGUE	V. D'Emilio	5-20-24 15	7681	4-11-50 40
61	ANNA DRIE	H. J. Kropp	5-15-37 01	8031	4-12-54 50
62	ANACONDA II	Aust. Army Sailing Assoc.	4-10-03 27	1 0291	4-13-08 38
63	MELTEMI	B.C. Psaltis	5-17-46 55	8154	4-16-20 51
64	THYLACINE	J.W. Burton	6-08-36 00	7364	4-16-22 29
65	SECOND LADY	G. Scherwinski	6-08-44 25	7477	4-18-12 14
66	FIREBALL II	M. Bayliss	5-17-43 35	8537	4-21-34 37
67	FREANDA	J.A. Carr	5-15-13 57	9051	5-02-23 56
68	*BREADFRUIT	R. Sill	5-14-42 38	7442	4-04-15 06
69	NIRIMBA	Royal Aust. Navy	7-23-05 09	7186	5-17-18 51
70	*QUEEQUEG	G.R. Young	5-01-19 04	8375	4-05-27 51

FASTEST TIME: Ballyho
 DIVISION RESULTS: Div. A: Ragamuffin; Div. B: Piccolo; Div. C: Ghost; Div. D: Chauvini
 2-Ton: Natelle Two; 1-Ton: Rookie; 1/2-Ton: Ghost; 1/4-Ton: Chauvini

Retired: Aztec, Betula, Cordon Bleu, Kintama, Lollipop, Lyndal, Meltemi, Polaris, Providence, Rogue, Shenandoah, Smilie, Storm Bay, Trevasa, Woltam 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.

FASTEST TIME: Kialoa

DIVISION RESULTS: Div. A: Kialoa; Div. B: Brer Fox; Div. C: Zilvergeest III; Div. D: Lalli
 Disqualified: Cordon Bleu, Vanessa

Retired: Apalie, Aphrodite, Aries, Assegai, Avalon, Aztec, B-One-Nine-Five, Bellman, Betula, Binda, Casablanca, Chauvinist, Dorado, Fairdinkum, Farr Fetched, Geronimo, Gidgee, Gumblossom, Hecate, Helsal, Hercules, Hi-Jaque, Imogene, Jusima, Lowana II, Margaret Rintoul II, Matika II, Mekim Save, Mercedes V, Meriki, Moonbird, Mulloka, Mystic Seven, Ndumsky, Nire Lowa, Pandora Two, Penando, Phantom, Quest, Rhythm, Rum Runner, Ruthless, Silver Shamrock III, Smir-Noff-Agen, Southern Comfort II, Spanker, Sunburst, Superstar, Swizzlebubble, Taurus, The Hum, The Sting, Thunderbolt; Wainuu V, White pointer, Willi Willi, Wimaway, Winston Churchill, Xaviera.

*Patricell, Breadfruit and Queequeg penalised 26 places for failing to answer recall at the start

WEATHER: The race started in light E at 5 knots, turning later to NE 10 knots fading to very light SSE overnight. On the second morning the fleet had W 20 knots with some yachts experiencing NE. It turned in the afternoon to SE 30-40 knots gusting with a short high cross sea. Some yachts experienced winds of up to 50 knots for varying periods. By evening 18 boats had retired. By early on 28th, a further 15 were out. The wind was SE 20 knots later going back to 30-40 knots, seas rough. At night it swung to SW 25-35 knots. On the 29th the wind eased to S 12 knots and stayed at this for the day. Retirements had reached 55. The 30th brought 5-10 knot SE turning to light NE. Calm-to-light conditions plagued the tailenders although some struck a short 85 knot squall on Jan 1.

1977

PLACE	YACHT	OWNER/CHARTERER	ELAPSED TIME	T.C.F.	CORRECTED TIME
1	KIALOA	J.B. Kilroy	3-10-14 09	1 0454	3-13 58 10
2	RAGAMUFFIN	S. Fischer	4-06-29 42	8596	3-16-06 17
3	WINDWARD PASSAGE	F. Johnson	3-12-39 00	1 0435	3-16-19 56
4	LOLLIPOP	P. Kline & I. Miller	5-15-39 10	6931	3-22-01 15
5	NATELLE II	N.S. Girdis	4-19-26 52	8162	3-22-13 43
6	BRER FOX	R.W. Jackman	5-02-35 06	7711	3-22-31 31
7	JENNY H	Jenny H Syndicate	5-01-48 48	7774	3-22-41 52
8	ANTAGONIST	R.F. Hickman	5-02-40 47	7732	3-22-51 21
9	PICCOLO	J. Pickles	5-02-06 18	7774	3-22-55 28
10	APOLLO	J. Rooklyn	4-05-33 04	9391	3-23-22 00
11	PINTA	W. Illbruck	4-20-17 54	8218	3-23-34 27
12	ZILVERGEEST III	A.J. Murray	5-13-06 04	7193	3-23-44 23
13	DYNAMITE 2	P.S. Smith	4-20-32 05	8236	3-23-45 30
14	DAMEL	W.A. Currie	5-02-21 29	7846	4-00-00 08
15	RAMPAGE	E.N. Fuller	5-02-11 47	7860	4-00-02 47
16	WINSOME 77	D.D. May	4-20-54 25	8218	4-00-04 27
17	FARRAWA	B.G. Campbell	4-20-31 21	8246	4-00-05 04
18	AQUILA	B. Edmunds & J. Aitken	5-14-39 02	7136	4-00-05 12
19	SWEENEY TODD	D.W. Blainey	5-16-58 58	7016	4-00-06 26
20	NYAMBA	J.G. Hardy	4-21-35 45	8181	4-00-12 19
21	NITRO	G & R Edgerton	4-21-04 12	8236	4-00-25 08
22	LOVE AND WAR	P. Kurts	4-20-02 10	8333	4-00-41 34
23	VITTORIA	I. J. Abrahams	5-02-22 23	7933	4-01-04 43
24	HUMDINGER	W.B. Northam	5-20-06 31	6933	4-01-08 14
25	BARNACLE BILL	J. & D. Dirksen	5-01-05 52	8045	4-01-25 23
26	APOLLO II	R. & I. Thurston	4-20-29 29	8375	4-01-33 42
27	DYNAMITE	R.E. Walters	5-00-29 16	8114	4-01-45 50
28	PERIE BANOU	J. & C. Sanders	5-14-43 33	7281	4-02-05 38
29	WHISPERS OF WELLINGTON	G.R. Stagg	5-02-13 19	8027	4-02-06 27
30	DANCING MOUSE	C. McGarry	5-13-19 37	7353	4-02-07 09
31	BACARDI	J. Gould	5-03-55 21	7933	4-02-18 28
32	GOLDEN EAGLE	J.W. Granger	5-06-28 35	7774	4-02-19 22
33	KESTRAL	R.H. Fidock	5-07-03 27	7752	4-02-29 42
34	CONCUBINE	J. Mc. Taylor	5-12-31 30	7442	4-02-37 30
35	MERINDA	A.G. Taylor	5-21-47 23	6962	4-02-42 50
36	MERCEDES III	A.T. Clutton	5-07-57 27	7730	4-02-54 40
37	MARTINE	P.K. Gourlay	5-23-49 55	6877	4-02-54 47
38	FARR OUT	E. Vidor	5-07-30 51	7763	4-02-59 21
39	KNOCKOUT	Sir Max Aitken	5-01-19 04	8181	4-03-15 00
40	BRUMBY	P. & R. Robinson	5-22-48 43	6990	4-03-49 31
41	PANDORA II	M.W.D. Phillips	5-02-19 01	8179	4-04-02 35
42	VARIAG	M. Herion	5-16-24 18	7380	4-04-40 01
43	BILLAGONG	P.N. Joubert	5-14-55 21	7465	4-04-43 10
44	BLUE MOON	W. Anderson	5-12-32 47	7628	4-05-06 23
45	BRAVURA	I. Loube	4-19-20 03	8768	4-05-07 30
46	*PATRICIE III	R.J. Kirby	4-16-22 29	8554	4-00-07 31
47	MULBERRY	M. Lovett	6-04-53 02	6987	4-05-40 22
48	STREAKER	R.H. Cawse	5-12-23 45	7681	4-05-41 36
49	WAINUNU IV	J. Garner & D. Strong	5-07-00 13	8041	4-06-07 25
50	POLARIS	L.H. Savage	5-06-27 55	8086	4-06-15 35
51	MIKO	D. Burfitt	6-03-14 59	6959	4-06-28 16
52	THUNDER CLOUD	D. Hogg & A. Stewart	5-13-10 32	7731	4-06-57 29
53	CHAOS	R.T. Spence	5-12-27 55	7774	4-06-58 43
54	SHENANDOAH	J.R. Charodey	6-05-10 30	6959	4-07-48 39
55	BANG BANG	D.W. Baxter	5-13-09 51	7815	4-08-04 04
56	APOLLO III	A. Bond	4-20-26 58	8965	4-08-23 49

1978

PL.	YACHT	OWNER/CHARTERER	ELAPSED TIME	T.C.F.	CORRECTED TIME
1	LOVE & WAR	P. Kurts	4-04-45 72	8358	3-12-13 00
2	MARGARET RINTOUL II	S.R. Edwards	4-03-34 65	8499	3-12-37 85
3	CONSTELLATION	J.W. Garner	4-04-08 25	8613	3-14-14 90
4	STREAKER	B.C. Ryan	4-22-42 57	7660	3-18-55 88
5	MATIKA II	A. Pearson	5-06-32 00	7335	3-20-48 72
6	APOLLO	J. Rooklyn	4-02-23 40	9458	3-21-03 43
7	PEACOCK	K.W. & R.M.H. Adams	5-10-52 00	7127	3-21-16 12
8	DECEPTION	D. Hankin	4-22-39 57	7877	3-21-28 07
9	SINNERMAN	G.D. Finchett	5-10-33 00	7174	3-21-39 38
10	BILLAGONG	P.N. Joubert	5-07-49 00	7454	3-23-15 70
11	CASABLANCA	K. Page	4-04-26 87	9503	3-23-27 32
12	HUON CHIEF	H.D. Calvert	5-05-26 00	7628	3-23-40 82
13	DIAMOND CUTTER	A. Sweeney	5-06-04 00	7597	3-23-46 37
14	VITTORIA	L.J. Abrahams	5-01-23 22	7910	4-00-01 02
15	ANTAGONIST	R.F. Hickman	5-05-45 05	7638	4-00-02 87
16	CORDON BLEU	K. Dorrell	5-09-15 00	7449	4-00-16 68
17	VANGUARD	R.H. Cawse	5-01-26 67	7928	4-00-16 87
18	WESTERN MORNING	D.W. Blainey & P.R. Stockfield	4-14-56 00	7163	4-00-39 15
19	THUNDERBOLT	L.P. Harding	5-15-04 00	7167	4-00-48 13
20	BRER FOX	R.W. Jackman	5-06-38 00	7649	4-00-51 70
21	WHITE POINTER	K.R. Le Compte	5-05-09 00	7795	4-01-33 25
22	PILGRIM	J.H. Ratten	5-09-18 00	7556	4-01-41 93
23	SWEET CAROLINE	M.W.D. Phillips	4-22-55 90	8218	4-01-44 27
24	PRYORITY	D.J. Pryor	5-05-44 00	7795	4-02-00 53
25	RAMPAGE	E.N. Fuller	5-05-44 00	7838	4-02-32 98
26	RELENTLESS	P. Hankin	5-05-26 00	7887	4-02-55 75
27	ZILVERGEEST III	A.J. Murray	5-18-14 00	7163	4-03-00 98
28	CHAOS	R.T. Spence	5-06-07 00	7863	4-03-09 92
29	ROGUE	R.M. White	5-10-34 00	7649	4-03-52 22
30	ROCKIE	P.S. Kingston	5-07-24 00	7853	4-04-02 82
31	BANG BANG	D.W. Baxter	5-06-37 00	7902	4-04-03 13
32	HERCULES	M.H. C.M. & S.P. Will	6-00-43 12	6931	4-04-18 27
33	LOTS WIFE	R.S. Montgomery	6-01-34 80	6905	4-04-31 37
34	ONYA OF GOSFORD	P. Rysdyk	5-05-59 00	8000	4-04-47 18
35	NATELLE TWO	A.G. Lee	5-04-41 00	8092	4-04-53 62
36	MARY BLAIR	G.A. Blok	5-06-51 00	7964	4-05-01 40
37	CANON	J. Harry	6-01-47 75	6931	4-05-03 05
38	SOLANDRA	R.W. Escott	6-01-44 32	6939	4-05-07 67
39	MERINDA	A.G. Taylor	6-01-37 30	6946	4-05-08 92
40	MELTEMI	B.C. Psaltis	5-05-01 00	8121	4-05-31 55
41	MIRABOOKA	J. Benetto	5-04-47 00	8145	4-05-38 15
42	POLARIS	T. Goto	5-06-00 00	8070	4-05-40 92
43	MATIKA III	K.C.D. Roxburgh & D.L. Don	5-06-55 00	8057	4-06-15 40
44	MERCEDES IV	D.L. Braham	5-04-45 00	8238	4-06-46 13
45	MERCEDES V	H. James	5-05-47 00	8181	4-06-54 20
46	MANU KAI	J.W.B. Barry	5-15-28 00	7597	4-06-54 83
47	SATIN SHEETS	A.A. Strachan	5-04-47 00	8255	4-07-00 52
48	RUNAWAY	K.E. Millin	5-10-28 00	7905	4-07-08 03
49	RICOCHET II	G.L. Finlay	6-00-47 70	7141	4-07-23 88
50	HELSEL	H.A. Fisher	4-03-02 15	1 0468	4-07-40 23
51	ANACONDA II	J. Grubic	4-05-01 35	1 0315	4-08-12 27
52	DYNAMITE	R.E. Walters	5-05-39 00	8310	4-08-24 90
53	PERIE BANOU	J.W. & C.C. Sanders	6-01-01 05	7219	4-08-41 28
54	FUZZY DUCK	C.A. Troup	6-05-56 92	6987	4-08-46 13
55	HI-JACQUE	J.H. Violet	5-18-21 00	7586	4-08-57 13
56	BRAVURA	C.K. Charles	6-06-21 47	6987	4-09-03 28
57	CHANCE	W. & J. Rice	6-00-12 95	7323	4-09-36 55
58	VANESSA	B.K. & K.A. Jaggard	6-08-57 07	6905	4-09-36 75
59	BREADFRUIT	R. Sill	5-23-54 35	7353	4-09-48 83
60	SCORPION	R.W. Clemens	5-05-51 00	8443	4-10-18 30

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61	HORNET	D. Flecker & A. Furburgh	6-01-32.05	7323	4-10-34.47
62	SURAYA	K. Spencer	6-01-36.47	7330	4-10-43.82
63	ARETHUSA	G. Knightly	5-04-47.00	8571	4-10-57.10
64	QUADRILLE	Army Sailing Club	6-02-15.07	7323	4-11-05.97
65	JISUMA	W. Rockliff	6-01-27.85	7401	4-11-39.47
66	SECOND LADY	G. Scherwinski	6-01-51.42	7398	4-11-54.28
67	JOKER	W.P. Webb	6-13-34.12	6849	4-11-55.12
68	SPIRIT	P.D. Rundle	5-05-04.00	8630	4-11-55.95
69	SILVER CLOUD	A.C. McComb	6-01-31.92	7442	4-12-18.28
70	CALLALA	A.J. & R.K. Birtles	5-22-35.12	7634	4-12-50.97
71	MYSTIC SEVEN	N.G. Chidgey	6-01-37.30	7493	4-13-06.85
72	COBWEB	W.M. Griffiths	6-02-02.87	7515	4-13-45.28
73	LOWANA II	D. Milikan	6-01-32.60	7546	4-13-48.62
74	BLUE MOON	W. Anderson	6-00-58.30	7676	4-13-49.98
75	UTEKIAH IV	G. Hennicke	5-22-47.30	7730	4-14-18.65
76	MORNING MATILDA	R.P. McIntyre	6-09-11.40	7208	4-14-25.15
77	HUMBUG	R.L. Bugg	6-12-30.57	7075	4-14-43.92
78	TOLTEN	D.A. Job	6-01-33.37	7619	4-14-53.95
79	GENGHIS KHAN	R. Huntley	5-07-20.00	8711	4-14-55.20
80	FREANDA	J.A. Carr	5-06-46.00	8934	4-15-59.13
81	WILLI WILLI	J. Goodard	5-05-58.00	8914	4-16-17.20
82	ODIN	W.L. Gilbert	6-01-44.15	7728	4-16-37.47
83	SUNDANCE	P.W. Daniel	6-22-35.07	6956	4-19-52.57
84	GRETEL	B. Lewis	5-04-45.00	9395	4-21-12.15
85	TOUCHWOOD	D.P. & V.A. Brooker	6-00-29.57	8171	4-22-03.90
86	KLINGER	T.N. Cassidy	8-04-48.70	7211	5-21-55.25
88*	RIMFIRE	E.W. Wall-Smith	5-07-56.00	8372	4-11-06.33

FASTEST TIME: Apollo

DIVISION RESULTS: Div. A: Love and War; Div. B: Deception; Div. C: Streaker; Div. D: Peacock.

*Penalised 50% after protest

Retired: Acrux, Apollo II, Apollo IV, Farr Out, Moonshadow, Piccolo, Superstar, Cicquot, Nimmitabel, Nirimba.

WEATHER. The race started in 12-15 knots NE with rain. The wind gradually freshened the first afternoon to 30 knots to give the yachts a fast passage past Jarvis Bay. The hard running conditions were taking toll of spinnakers and gear, and two boats broke booms and retired. A light sou'westerly change passed over the fleet at 2400 hrs and turned SE 10-15 knots later in the day leaving the yachts close hauled towards Gabo Island. During the second day a leading group of seven yachts picked up a light westerly while the remainder of the fleet lay becalmed north of Gabo Island. Overnight the seven put more than 80 miles on the rest of the fleet. The light westerly (5-10 knots) then took the bulk of the fleet across Bass Strait with many calm patches. The leaders continued to extend their lead. A southerly change passed briefly through on the third night lasting only six hours. A freshening nor'easter of 15 knots took the yachts down the Tasmanian coast. It died during the night. In Storm Bay most yachts found light and variable conditions with the river producing fitful breezes. Once the leaders finished the remainder experienced frustrating calms down the Tasmanian coast and in Storm Bay.

1979

Place	Yacht	Owner/Charterer	Elapsed Time	TCF	Corrected Time
1	SCREW LOOSE	R.J. Cumming	4-12-54.63	6934	3-03-31.10
2	WHEEL BARROW	I.C. Tringham	4-12-59.22	6934	3-03-34.28
3	APALIE	"Apalie" Syndicate	4-13-05.85	6931	3-03-36.92
4	SHENANDOAH	J.R. Charody	4-13-33.53	6902	3-03-37.05
5	QUINTAL	H.C. Knoop	4-13-19.83	6962	3-04-06.95
6	NIRE LOWA	A.T. Floyd	4-14-45.38	6902	3-04-26.63
7	MERINDA	A.G. Taylor	4-15-13.03	6918	3-04-56.40
8	CHAUVINIST	P. Winkler	4-15-47.85	6902	3-05-09.62
9	ZILVERGEEST III	A.J. Murray	4-12-17.57	7133	3-05-14.70
10	MORNING HUSTLER	J.H. Cowell	4-12-51.00	7133	3-05-38.55
11	THUNDERBOLT	L.P. Harding	4-13-06.30	7137	3-05-52.08
12	QUETZAL	P. North	4-13-05.85	7139	3-05-53.07
13	CHERRY CHEER	P. Attrill	4-17-37.63	6863	3-05-58.93
14	LULLIPOP	I. Millar	4-17-31.93	6874	3-06-02.52
15	BUMBLEBEE 4	J.D. Kahlbetzer	3-01-45.87	10628	3-06-23.80
16	GHOST TOO	K. Roxburgh, C. Graham, W. Hoare	4-11-40.22	7293	3-06-31.43
17	PIMPERNEL	H.J. Holland	4-14-06.78	7145	3-06-40.53
18	PUS 'N BOOTS	H. Boot	4-12-55.98	7234	3-06-48.12
19	RELENTLESS	P. Hankin	4-05-16.97	7784	3-06-50.30
20	CHANCE	W. & J. Rice	4-12-14.28	7293	3-06-56.27
21	ZEUS II	J.R. Dunstan	4-18-32.15	6899	3-07-01.08
22	BLUE MOVES	B.A. Moore	4-12-20.98	7316	3-07-16.12
23	TINA TWO	K.V. Dyer	4-18-56.20	6902	3-07-19.75
24	AURIGA	M.P. Strubbing	4-14-07.60	7238	3-07-42.57
25	BELITA IV	D.R. Anderson	4-13-30.15	7288	3-07-48.32
26	SGIAN DUBH	R.W. Lean	4-15-09.25	7186	3-07-52.52
27	VANGUARD	R.H. Cawse	4-04-56.72	7918	3-07-55.70
28	BRUMBY	P. & R. Robinson	4-19-20.60	6934	3-07-58.73
29	BILLABONG	P.N. Joubert	4-12-38.68	7364	3-08-00.35
30	AMON-RE	D. Smith	4-12-48.45	7357	3-08-02.97
31	HECATE	W.J. Tedmansson	4-14-09.85	7271	3-08-06.02
32	REVENGE	P.H.I. Green	4-13-20.17	7327	3-08-06.63
33	SPIDER	D. Currie	4-12-26.03	7391	3-08-08.60
34	SECOND LADY	G. Scherwinski	4-12-48.38	7369	3-08-10.75
35	WATHARA II	E.J.C. & R.E.C. Stopp	4-12-18.20	7410	3-08-15.15
36	WIMAWAY	A. Barry	4-12-55.97	7375	3-08-20.27
37	ORANI	W.G.P. Read	4-12-14.25	7433	3-08-27.17
38	SMACKWATER JACK	P. Whiting	4-06-56.75	7846	3-08-46.27
39	DECEPTION	J.H. Bleakley	4-06-58.20	7846	3-08-47.40
40	BIG SCHOTT	A. Pearson	4-03-49.78	8119	3-09-03.10
41	HUON CHIEF	H.D. Calvert	4-10-49.68	7597	3-09-09.43
42	MARIA	M. Preston & D. Kelly	4-12-46.40	7463	3-09-10.65
43	HERCULES	M.H., C.M. & S.P. Will	4-10-26.25	7628	3-09-11.42
44	MYSTIC SEVEN	N.D. Chidgey	4-12-51.70	7462	3-09-13.95
45	VIVACIOUS	J.A. Brown	4-22-09.13	6877	3-09-15.18
46	MIKO	D. Burfitt	4-21-39.57	6915	3-09-21.68
47	CAV	S. Parnell	4-16-39.32	7225	3-09-23.60
48	JEDAHA	H. Kuhn	4-13-44.70	7420	3-09-25.83
49	SHOGUN	B. Sutton	4-03-26.42	8190	3-09-26.48
50	SWEET CAROLINE	M.W.D. Phillips	4-03-00.48	8246	3-09-38.52
51	BINDA	I.D. Ritchie	4-14-12.22	7410	3-09-39.65

52	SAGITTA	B. & W. Hellenen	4-17-08.62	7222	3-09-42.73
53	SHENANDOAH (Vic)	R.A. White	4-12-19.33	7546	3-09-44.38
54	SOLANDRA	R.W. Escott	4-22-32.98	6911	3-09-55.77
55	THE STRING	A.M. Rundle	4-10-48.12	7680	3-10-01.43
56	LOWANA II	D. Milikan	4-13-00.97	7625	3-10-02.07
57	GARLIC PRAWN	P.E. Glynn & R.W. Steel	4-15-37.37	7353	3-10-04.57
58	IMPETUOUS	G.R. Lambert & J. Crisp	4-04-34.77	8171	3-10-11.00
59	CHRISTINA	P.W.H. Woodruff	4-12-51.08	7555	3-10-14.23
60	CALLALA	R.K. Birtles	4-12-45.63	7579	3-10-25.77
61	PRYORITY	J. Pryor	4-10-23.95	7763	3-10-35.85
62	MARIONETTE	C.A.F. Dunning	4-00-32.62	8580	3-10-50.05
63	WHITE POINTER	K. Le Compte	4-10-50.75	7763	3-10-56.05
64	MERCEDES III	A.T. Clutton	4-12-16.25	7665	3-10-59.37
65	MARK TWAIN	K. Jones	4-13-00.32	7615	3-11-00.45
66	NEW BEACH ROAD	D.C. Booth	4-11-32.50	7728	3-11-06.48
67	RAGAMUFFIN	S. Fischer	4-01-46.20	8503	3-11-08.02
68	CHAOS	D. Leitche	4-10-26.20	7831	3-11-21.02
69	KAIULANI	S.C. Lovell	4-18-49.48	7264	3-11-24.52
70	MERCEDIS V	H. Jones	4-05-57.47	8181	3-11-24.68
71	QUEST	R. Cruickshank	4-13-15.72	7636	3-11-25.93
72	CHAUTAUQUA	A.C. Rowett	4-11-36.02	7757	3-11-27.92
73	NIRIMBA	Royal Australian Navy	4-19-12.58	7247	3-11-29.53
74	PICCOLO	J. Pickles	4-10-13.93	7867	3-11-34.37
75	FLIGHT	G.B. Lambie	4-18-08.60	7323	3-11-35.15
76	NYAMBA	J.G. Hardy	4-05-44.83	8218	3-11-36.95
77	DIAMOND CUTTER	A. Sweeney	4-12-02.03	7742	3-11-38.38
78	FARR OUT	E. Vidor	4-10-22.92	7870	3-11-43.35
79	WOFTAM IV	B. Jemison	4-13-19.23	7859	3-11-43.72
80	KOAMARU	B.A. Millar	4-11-22.28	7799	3-11-44.33
81	PATRICE III	D. MacWilliam	4-03-49.08	8392	3-11-46.03
82	APOLLO II	R. & I. Thurston	4-03-20.15	8436	3-11-47.97
83	QUICKSILVER	P.D. Lamont	4-11-45.57	7777	3-11-48.27
84	LUPUS	W.A. Schifferli	4-17-37.77	7380	3-11-51.50
85	YUOMAN XXI	R.A. Aisher	4-01-46.23	8580	3-12-53.22
86	FURIABO	Y. Sasamoto & T. Tomioka	4-05-13.15	8291	3-11-55.23
87	BACARDI	J. Gould	4-03-45.08	8425	3-12-02.42
88	SUNBURST	R.K. Young	4-06-05.93	8246	3-12-11.43
89	STAR WARS	B.R. Burton	4-11-22.80	7844	3-12-13.72
90	MARDI GRAS	Farmyard Syndicate	4-11-22.87	7860	3-12-24.08
91	FARRAWA	B.G. Campbell	4-05-08.88	8346	3-12-25.08
92	CHICK CHACK	M.L. Dykes	4-12-50.10	7781	3-12-41.07
93	SALACIA II	A.W. Byrne	4-03-15.28	8536	3-12-43.42
94	CHALLENGE	L.J. Abrahams	4-04-24.52	8443	3-12-46.48
95	INVINCIBLE	D. Bienefelt	4-12-24.42	7821	3-12-47.10
96	DAMEL	W.A.J. Currie	4-12-21.82	7831	3-12-51.57
97	PIRRA	S. Shield	4-18-16.70	7431	3-12-55.20
98	BORN FREE	J.H. & C.D. Howell	4-12-18.58	7844	3-12-57.48
99	SUPERSTAR	K. Farfor	4-03-18.40	8563	3-13-02.17
100	BLIZZARD	E. Juer	4-00-24.87	8831	3-13-08.60
101	RIVAL	T. Seccombe	4-23-03.32	7155	3-13-11.03
102	NEW MORNING	T. Hewison	4-11-53.60	7901	3-13-14.78
103	CONDOR OF BERMUDA	R. Bell	3-08-02.97	10667	3-13-23.32
104	SISKA	R. Tasker	3-08-56.88	10563	3-13-30.32
105	POLARIS	L.H. Savage	4-11-23.27	7977	3-13-39.78
106	TARQUIN	J.A. Stanford	4-22-44.70	7241	3-13-58.98
107	GRANNY APPLE	Whispers Syndicate	4-11-31.95	7998	3-14-00.27
108	GOONDOOLOO	P. & B. Young	4-18-32.17	7510	3-14-00.98
109	RIMFIRE	E.W. Wall-Smith	4-07-09.10	8363	3-14-15.93
110	NATELLE II	A.G. Lee	4-10-22.10	8114	3-14-18.43
111	MELTEMI	Canberra Yacht Club Syndicate	4-11-27.22	8087	3-14-53.85
112	MANU KAI	J.W.B. Barry	4-18-53.13	7566	3-14-55.33
113	HELSEL II	A. Fisher	3-09-56.27	10643	3-15-12.37
114	UTEKIAH IV	G. Hennicke	4-17-20.77	7698	3-15-15.22
115	POLICE CAR	P.R. Cantwell	4-10-48.12	8199	3-15-34.00
116	SAT IN SHEETS	M. O'Leary	4-11-22.72	8156	3-15-34.67
117	MIRABOOKA	J. Bennetto	4-11-31.45	8147	3-15-39.98
118	APOLLO	W. Rooklyn	3-22-15.05	9301	3-15-39.75
119	ANTICIPATION	D. St. C. Brown	4-03-38.07	8804	3-15-43.08
120	OBSESSION	W.C.R. Bale & K.D. Monro	4-11-24.05	8209	3-16-08.92
121	DYNAMITE	R.E. Walters	4-10-09.40	8310	3-16-12.97
122	ADRIA	A. Harry	4-12-23.95	8144	3-16-16.82
123	BREAKAWAY	K. McDonald	4-11-41.00	8218	3-16-29.63
124	SCORPION	R.W. Clemens	4-10-28.38	8319	3-16-34.48
125	SEQUOIAH II	J.M. Clark	4-12-16.55	8197	3-16-45.22
126	JEMIMA	K.L. Ball	4-10-14.07	8434	3-17-35.88
127	ROGIS TOO	R.J. Brown	4-22-15.15	7596	3-17-42.37
128	ALI BABA	J. & T. Michiis	4-10-11.38	8520	3-18-28.42
129	SORCERY	J.D. Wood	3-22-02.57	9629	3-18-33.22
130	DESTINY	T.A. Taylor	4-13-00.17	8333	3-18-49.92
131	FIONA	J. Sturrock & E. Lawrence	4-13-01.90	8346	3-18-59.87
132	MARY MUFFIN	G.A. Blok	4-10-12.82	8613	3-19-28.90
133	BANJO PATERSON	J. Jarrett	4-06-51.25	8952	3-20-05.12
134	SAVANT	K.L. Cox	4-13-13.90	8437	3-20-09.52
135	SHEARWATER	J.M. & A.R. Cooper	4-21-00.45	7910	3-20-33.17
136	GAULOIS 3	P. Faque	4-00-48.87	9594	3-20-53.02
137	GRETEL	B. Lewis	4-03-01.75	9395	3-21-02.27
138	CONGERE	B.D. Koepfel	4-11-27.57	8870	3-23-18.88
139	ANACONDA II	J. Grubic	3-21-55.38	10496	4-02-34.98
140	CASABLANCA	J. Goddard	4-10-11.35	9503	4-04-54.68
141	SELTRUST ENDEAVOUR	J.P. Callow & M.J. Dunham	4-12-46.07</		



Race History 1980-1981



1980

PL	YACHT	ELAPSED TIME	TCF	CORRECTED TIME
1	NEW ZEALAND.....NZ Round The World Comm.	2-18-45.68	1.0369	2-21-13.48
2	GRETTEL.....B. Lewis	3-02-03.92	.9380	2-21-28.38
3	CHALLENGE.....L. Abrahams	3-10-31.35	.8434	2-21-35.97
4	EVELYN.....J. Cassidy	3-01-12.00	.9619	2-22-24.65
5	NEFERTITI.....F.B. Ryan	3-05-09.32	.9294	2-23-42.48
6	HELIAL II.....A. Fisher	2-20-34.53	1.0603	3-00-42.63
7	MARGARET RINTOUL II.....S.R. Edwards	3-15-18.77	.8333	3-00-45.45
8	POLICE CAR.....J.G. Hardy	3-16-58.78	.8199	3-00-57.27
9	INCH BY WINCH.....D.J. O'Neill & Partners	3-15-20.42	.8399	3-01-21.42
10	RAGAMUFFIN.....S. Fischer	3-15-21.05	.8486	3-02-07.55
11	APOLLO II.....A.J. Becher	3-16-36.47	.8401	3-02-26.35
12	ANACONDA II.....J. Grubie	3-00-38.55	1.0290	3-02-44.93
13	PATRICE III.....R.J. Kirby	3-17-38.80	.8350	3-02-51.28
14	PACHA.....J. De La Vega	3-13-54.78	.8733	3-03-01.67
15	ONCE MORE DEAR FRIENDS.....P.P. Kurts	3-20-55.42	.8105	3-03-18.87
16	MATIKA II.....L. Green	4-08-14.88	.7254	3-03-37.28
17	MARY MUFFIN.....G.A. Blok	3-17-08.60	.8501	3-03-46.93
18	ADRENALIN.....B.C. Ryan	3-23-34.83	.8827	3-04-43.42
19	WHEELBARROW.....I.C. Tringham	4-15-13.60	.6898	3-04-43.43
20	BIG SCHOTT.....A. Pearson	3-23-41.42	.8822	3-04-45.75
21	PHOENIX.....E. Vidor	4-03-23.33	.7774	3-05-15.88
22	PICCOLO.....J. Pickles	4-03-09.48	.7793	3-05-16.42
23	SCREW LOOSE.....R.J. Cumming	4-15-14.72	.6949	3-05-28.25
24	MERCEDES IV.....D.L. & M.E. Brahm	3-23-42.73	.8086	3-05-23.57
25	DIAMOND CUTTER.....A.J. Sweeney	4-03-50.60	.7763	3-05-30.50
26	HERCULES.....M.H. C.M., & S.P. Will	4-06-07.57	.7597	3-05-35.10
27	PRYORITY.....J. Pryor	4-05-50.40	.7659	3-05-59.95
28	ZEUS II.....J.R. Dunstan	4-17-17.93	.6886	3-06-01.05
29	IMPETUOUS.....J. Lambert & J. Crisp	3-23-35.58	.8162	3-06-01.37
30	KESTREL.....R.H. Ficoock	4-06-31.10	.7628	3-06-12.05
31	SAGACIOUS.....G.J. Appleby	3-23-43.68	.8181	3-06-18.90
32	NATELLE II.....A.G. Lee	4-01-22.33	.8045	3-06-20.15
33	BILLABONG.....P.N. Joubert	4-11-33.78	.7300	3-06-31.25
34	STAR WARS.....B. Burton	4-05-13.87	.7834	3-07-18.27
35	HOT PROSPECT.....E.O. Grendon	4-06-22.28	.7763	3-07-28.25
36	GHOST TOO.....K. Roxburgh, C. Graham, W. Hoare	4-13-46.57	.7277	3-07-53.03
37	MERCEDES V.....I. Lewis	4-03-20.33	.8073	3-08-11.77
38	WHITE POINTER.....K. Le Compte	4-08-48.02	.7659	3-08-15.98
39	BREADFRUIT.....R. Sill	4-14-45.23	.7284	3-08-40.38
40	MELTEMI.....J. Bell & B.C. Psaltis	4-04-48.57	.8010	3-08-44.90
41	BACARDI.....J. Gould	3-23-44.15	.8451	3-08-54.37
42	LOWANA II.....D. Millikan	4-12-40.62	.7462	3-09-05.68
43	VIVACIOUS.....J.A. Brown	4-03-05.33	.8199	3-09-14.57
44	WIMAWAY.....A. Barry	4-15-13.47	.7331	3-09-32.32
45	LOLLIPOP.....I.T. Millar	4-23-09.65	.6846	3-09-34.65
46	REVENGE.....P.H. Green	4-15-40.47	.7312	3-09-39.37
47	ONYA OF GOSFORD.....P. Rysdyk	4-07-58.53	.7873	3-09-51.58
48	HOTSHOT.....L.L., B.A., G.L. Prescott	4-22-23.32	.6924	3-09-58.33
49	BATTLESTAR.....H. Janes	4-01-25.12	.8443	3-10-15.02
50	BRUMBY.....P. & R. Robinson	4-23-26.07	.6898	3-10-23.15
51	BALANDRA.....R.H. Piggott & A.D. Hurburgh	4-08-48.00	.7931	3-11-07.00
52	NOELEEN III.....K. King & G. Warner	4-11-20.62	.7763	3-11-19.85
53	RUTHLESS.....P. Hill	4-13-49.70	.7597	3-11-26.18
54	LEGEND.....R.B. Kelly	5-01-32.15	.6873	3-11-31.88
55	CATHY LEE.....N.J. Guy	5-00-43.92	.6926	3-11-37.13
56	NAND III.....R.O. Chapman	4-01-45.87	.8563	3-11-42.93
57	THUNDERBOLT.....L.P. Harding	4-22-01.27	.7094	3-11-43.45
58	BORSALINO.....D.J. Herlihy & J.H. Hughes	4-04-45.20	.8310	3-11-42.55
59	CHLOE.....D. Rourke	5-00-08.03	.6987	3-11-56.25
60	PINTADO.....I. Backwell	4-22-27.12	.7111	3-12-13.87
61	THE NEWCASTLE FLYER.....P. Rundle	3-16-58.50	.9470	3-12-16.50
62	MARIA.....M. Preston & D. Kelly	4-17-27.27	.7431	3-12-18.47
63	PIMPERNEL.....H. Holland	4-22-11.12	.7145	3-12-26.60
64	ROGIS TOO.....R.J. Brown	4-05-30.80	.8333	3-12-35.45
65	MYSTIC SEVEN.....N.D. Chidgey	4-17-50.70	.7444	3-12-44.77
66	THYLACINE.....J.W. Burton	4-21-50.68	.7195	3-12-47.35
67	DANCING LADY.....M.M. Grigg	4-04-47.00	.8443	3-13-05.47
68	MORANDOO.....C. McMillan	4-23-25.43	.7145	3-13-19.70
69	QUO VADIS II.....H.L. Marks	4-04-19.77	.8520	3-13-28.83
70	GIANT.....W. Saunders & C. Hatfield	4-21-04.15	.7312	3-13-36.05
71	PIPE DREAM.....D.W. Bonouvrie	4-05-40.42	.8434	3-13-45.08
72	AMON RE.....D. Smith	4-20-57.68	.7346	3-13-55.18
73	WAGGERS II.....G. Radford	4-05-28.97	.8477	3-14-01.62
74	RAGER I.....M.A. Clements	4-14-03.07	.7825	3-14-06.88
75	PLABA IV.....B. Gambacorti	5-03-33.37	.7000	3-14-29.35
76	PAWPAW.....F. Snape	4-21-59.98	.7341	3-14-37.40
77	SECOND LADY.....G. Scherwinski	4-22-23.90	.7353	3-15-03.48
78	WILLI WILLI.....J. Goddard	4-01-30.12	.8936	3-15-07.65
79	MARIA VAN DIEMEN.....D.B. Bowman	5-03-49.35	.7046	3-15-14.72
80	GAMBIT.....R.W. Corben	4-19-33.18	.7553	3-15-16.63
81	GENGHIS KAHN.....R. Huntley	4-04-34.07	.8703	3-15-31.43
82	MINAMI.....I. Helton	4-23-31.28	.7335	3-15-40.13
83	ANACONDA.....C.F. Thompson	4-08-36.80	.8401	3-15-53.13
84	HUON QUEST.....H.D. Calvert	4-08-37.22	.8417	3-16-03.52
85	WOFTAM IV.....B. Jemison	4-19-52.98	.7670	3-16-52.93
86	CALLALA.....D. Venille	4-23-26.08	.7466	3-17-10.18
87	LONGNOSE.....P. Stransky	4-03-13.97	.9308	3-20-21.95
88	GIDGEE.....R.T. Forster	4-15-13.92	.8375	3-21-09.40
89	ANITRA MAY.....R.E. Walters	4-04-19.53	.9410	3-22-24.37
90	QUEST.....R. Cruickshank	5-02-35.67	.7864	4-00-24.48
91	DESTINY.....T.A. Taylor	4-23-30.40	.8228	4-02-19.80
92	BIG 'A'.....C.E. Arcus	4-21-16.07	.8408	4-02-35.92
93	BON TEMPS.....P. Greves	6-00-29.00	.7510	4-12-30.42

FASTEST TIME: NEW ZEALAND

DIVISION RESULTS: Div. A: New Zealand; Div. B: Police Car; Div. C: Matika II; Div. D: Wheelbarrow

RETIRED: GUN, MIRABOOKA, NOELANI, PUSS 'N' BOOTS, RIMFIRE, SALAMANDER II, SWEET CAROLINE, SHENANDOAH TUCANA

WEATHER: The start was in light easterlies which remained throughout the first afternoon. The influence of spectator craft outside Sydney Heads was the worst for years. Easterlies stayed light all the first night but slowly freshened the second day to 15-18 knots to give a fast reach

down the NSW coast in overcast conditions. The wind slowly backed to the NE and freshened to 25 knots during the second night to give a fast slide across Bass Strait. Down the Tasmanian coast on the third day the wind stayed northeast at 20 knots and a new record appeared imminent for the leaders. The wind (and hopes for a record) faded on the third night with light and variable winds with heavy rain. On the morning of the fourth day the wind slowly freshened from the south to 20-30 knots which pushed the leaders home. The breeze slowly faded and left the smaller boats in light and variable conditions down the Tasmanian coast and across Storm Bay and in the Derwent.

1981 Results

PL	YACHT	ELAPSED TIME	TCF	CORRECTED TIME
1	ZEUS II.....J.R. Dunstan	5-13-48-41	.6833	3-19-25-59
2	SOLANDRA.....R.W. Escott	5-13-48-46	.6913	3-20-30-17
3	SCALLYWAG SS.....R.J. Winton	5-19-13-53	.6766	3-22-12-14
4	MORNING MISS.....R.G. & C.A. Purcell	5-14-54-38	.7016	3-22-39-11
5	BEACH INSPECTOR.....G. Jones & R. Hudson	5-11-57-48	.7202	3-23-02-23
6	SHENANDOAH.....J.R. Charody	5-19-06-49	.6833	3-23-03-17
7	HOTSHOT.....L.L., B.A. & G.L. Prescott	5-17-41-41	.6926	3-23-22-02
8	SALPETA.....P. Hinton	5-18-54-56	.6873	3-23-28-35
9	MERINDA.....A.G. Taylor	5-17-42-48	.6939	3-23-33-33
10	SZECHWAN.....J.S. Whilly	5-00-27-29	.7938	3-23-37-10
11	WHEELBARROW.....I.C. Tringham	5-18-57-31	.6900	3-23-52-53
12	AQUILA.....B.W. Edmunds	5-13-46-55	.7177	4-00-00-53
13	MULLOKA.....P.R. Jacka	5-14-36-54	.7152	4-00-16-35
14	SMUGGLER.....T. Simpson	5-04-07-58	.7763	4-00-21-51
15	CHERRY CHEER.....P. Atrill	5-19-10-03	.6926	4-00-23-14
16	BILLABONG.....P.N. Joubert	5-12-19-07	.7295	4-00-31-35
17	THYLACINE.....J.W. Burton	5-13-50-05	.7225	4-00-41-44
18	CHELINDA.....J.W. Keown	5-13-31-52	.7260	4-00-56-36
19	THUNDERBOLT.....L.P. Harding	5-17-59-13	.7028	4-00-58-38
20	QUINTAL.....H.C. Knoop	5-19-07-15	.6978	4-01-04-42
21	FLIGHT.....G.B. Lambie	5-13-41-51	.7272	4-01-13-29
22	ONCE MORE DEAR FRIENDS.....P.P. Kurts	5-00-41-46	.8066	4-01-21-12
23	BIMBLEGUMBIE.....K. Jacobs	5-04-07-51	.7846	4-01-23-34
24	MAID ROSALINDE.....J.H. Quinn	5-17-30-38	.7091	4-01-30-31
25	PILGRIM.....J.H. Ratten	5-10-55-49	.7455	4-01-36-30
26	MORNING HUSTLER.....J.H. Cowell	5-17-58-19	.7079	4-01-40-13
27	BLUE MOVES.....B. Moore	5-13-42-14	.7307	4-01-41-50
28	REVENGE.....J. Sproule	5-13-56-58	.7295	4-01-42-58
29	BREADFRUIT.....R. Sill	5-14-10-23	.7284	4-01-43-53
30	HORNET.....N. Georgeson	5-14-47-27	.7260	4-01-51-29
31	HITCHHIKER.....P. Briggs	5-00-00-33	.8162	4-01-57-05
32	SGIAN DUBH.....R.W. Lean	5-19-18-50	.7041	4-02-05-27
33	VENGEANCE.....B. Lewis	3-22-30-00	1.0422	4-02-29-16
34	DECEPTION.....W.K. Norlin	5-07-18-31	.7742	4-02-33-44
35	IMPETUOUS.....P. McTavish	5-02-24-16	.8055	4-02-35-48
36	THE LIQUIDATOR G. Meyer & A.J. MacDonald	5-17-40-30	.7165	4-02-38-38
37	IMPECCABLE.....J.O. Walker	5-12-33-05	.7442	4-02-38-41
38	PHOENIX.....E. Vidor	5-07-06-27	.7763	4-02-40-24
39	KATE KELLY.....D.W. & J. Blainey	5-12-19-31	.7466	4-02-47-38
40	PIMPERNEL.....H. Holland & D. Blumentals	5-17-55-24	.7165	4-02-49-19
41	TUCANA.....L.C. Dean	5-20-07-55	.7054	4-02-50-56
42	RELENTLESS.....A.J. Elsworth	5-07-13-33	.7774	4-02-54-19
43	MORNING TIDE.....J. Davern	5-19-00-04	.7116	4-02-54-47
44	WEE WILLIE WINKIE.....S. Gallagher	5-02-47-42	.8507	4-02-56-09
45	SEALATER.....J. McI. Taylor	5-02-12-54	.8105	4-03-03-18
46	MAYHEM.....D.O. May	5-03-04-04	.8507	4-03-09-20
47	NIKE.....J.A. Hunt	5-16-49-18	.7248	4-03-10-06
48	SCORPIO II.....J.T. Fuglsang	5-17-50-38	.7201	4-03-15-40
49	ORANI.....W.G.P. Read	5-13-49-32	.7421	4-03-18-43
50	BLACK MAGIC.....R. Layton	5-02-53-39	.8105	4-03-36-20
51	INFRA RED.....P.L. Mander	5-09-43-21	.7691	4-03-46-10
52	GHOST TOO.....J.R. Nankervis	5-16-50-08	.5295	4-03-49-17
53	THE ROPERUNNER.....L. Green & G. Thorpe	5-04-13-35	.8037	4-03-50-26
54	MOONLIGHTER.....K.S. Wood	5-14-03-14	.7454	4-03-55-25
55	APOLLO V.....A. Bon	5-00-39-26	.8301	4-04-09-27
56	MYSTIC SEVEN.....N.D. Chidgey	5-14-46-54	.7443	4-04-19-04
57	WRINKLES.....R.C. Parkin	5-18-07-21	.7272	4-04-26-33
58	YEOMAN XXIII.....R.A. Alsher	4-23-57-56	.8381	4-04-32-35
59	ENVY.....G.M. Hewitt	5-04-13-51	.8101	4-04-38-21
60	CHOWRINGHEE.....J. Birtles	5-16-10-37	.7398	4-04-44-37
61	MARGARET RINTOUL III.....S.R. Edwards	4-16-11-44	.8984	4-04-47-47
62	DRAGONFYRE.....R.C. Genders	5-16-58-05	.7364	4-04-51-47
63	BINDA.....I.D. Ritchie	5-16-46-43	.7376	4-04-53-16
64	SALAMANDER II.....K. White	5-09-50-42	.7773	4-04-55-42
65	SEQUEL.....G.S. Coultis	5-17-31-45	.7341	4-04-57-36
66	SWEET CAROLINE.....M.W.D. Phillips	5-02-59-33	.8209	4-04-57-52
67	APHRODITE.....G.S. Girdis	5-13-59-20	.7542	4-05-03-15
68	FARR-FETCHED.....D.C. Calvert	5-10-49-23	.7732	4-05-09-08
69	VANESSA III.....B.L. & K.A. Jagger	5-13-06-07	.7617	4-05-23-01
70	SAGACIOUS.....G.J. Appleby	5-02-27-25	.8282	4-05-25-07
71	PICCOLO.....R. Schroder	5-10-03-20	.7803	4-05-28-56
72	JOSEPHINE.....W. Gram	5-17-29-21	.7398	4-05-42-52
73	JISUMA.....W.H. Rockcliff	5-18-31-40	.7353	4-05-51-34
74	CARRY ON.....C. Brown	5-13-50-15	.7617	4-05-56-38
75	INVINCIBLE.....W. Bienefeld	5-10-59-28	.7783	4-05-57-01
76	CHALLENGE.....L. Abrahams	5-01-21-53	.8408	4-06-02-36
77	RAGAMUFFIN.....S. Fischer	5-02-57-52	.8310	4-06-11-00
78	TAURUS II.....A.G. Lee	5-02-15-28	.8372	4-06-21-15
79	MORNING AFTER.....C. McMillan	5-12-55-08	.7701	4-06-21-39
80	DAMEL.....D.W. Currie	5-11-59-57	.7783	4-06-28-15
81	RENEGADE.....R.E. Francis	5-06-39-37	.8095	4-06-31-53
82	MELTEMI.....CYCOD Syndicate	5-08-53-30	.7860	4-06-35-51

Race History 1981-1982

PI	YACHT	ELAPSED TIME	TCF	CORRECTED TIME	PI	YACHT	ELAPSED TIME	TCF	CORRECTED TIME		
86	SEAWIND	W.J. & B.E. Clay	5-13-58-29	.7680	4-06-53-33	15	MARLOO	N.S. Girdis	3-13-30-43	8183	2-21-58-28
87	PATRICE III	R.J. Kirby	5-03-09-49	.8359	4-06-57-08	16	HITCHHIKER	P. Briggs	3-13-45-41	8171	2-22-04-32
88	INCH BY WINCH	J. Goddard	5-03-00-31	.8372	4-06-58-58	17	SEAQUESTA	A.G. Neate	3-13-39-28	8181	2-22-04-36
89	MARY MUFFIN	G.A. Blok	5-01-47-23	.8485	4-07-20-18	18	PIRRA	C.P. Robinson	3-23-16-16	.7376	2-22-16-19
90	RAGER I	M.A. Clements	5-12-59-18	.7773	4-07-22-18	19	CHAOS	S. Lockley	3-19-10-24	.7711	2-22-18-14
91	SATIN SHEETS	A.A. Strachan	5-07-10-40	.8129	4-07-22-58	20	POLARIS	L.H. Savage	3-16-55-03	.7921	2-22-25-54
92	MARGARET RINTOUL II	R.W. Jackman	5-04-09-02	.8341	4-07-33-14	21	SHENANDOAH	J.R. Charody	4-06-45-09	.6873	2-22-37-18
93	X-RAGAMUFFIN	B. Tardrew	5-02-11-07	.8486	4-07-41-11	22	MELTEM I	B.C. Psallis & CYCOD Synd.	3-16-43-56	.7960	2-22-37-51
94	VIVACIOUS	J.A. Brown	5-06-41-24	.8199	4-07-52-23	23	FARR OUT	C.A. Troup	3-19-19-14	.7752	2-22-47-30
95	ADRENALIN	B.C. Ryan	5-09-31-33	.8027	4-07-58-13	24	IMPECCABLE	J.O. Walker	3-23-16-33	.7431	2-22-47-58
96	SEAQUESTA	A.G. Neate	5-07-01-22	.8190	4-08-01-53	25	AQUILA	B.W. Edmunds	4-03-12-45	.7140	2-22-50-16
97	SUNBURST	R.K. Young	5-06-49-03	.8209	4-08-06-16	26	SAGA	A.J. Reid	4-01-36-57	.7260	2-22-52-09
98	NATELLE II	D. Leitch & J. Solomon	5-09-39-59	.8036	4-08-11-59	27	BILLABONG	P.N. Joubert	4-01-16-56	.7295	2-22-58-03
99	CONDOR OF BERMUDA	R.A. Bell	4-02-41-21	1.0563	4-8-14-43	28	GOLDEN PROSPECTS	R.C. Peal	3-15-34-10	8105	2-22-58-30
100	MINNA	H.A. Handley	5-13-50-52	.7793	4-08-18-27	29	NADIA	R.E.J. Clarke	3-21-12-50	.7617	2-23-00-04
101	MIRRABOOKA	J. Bennetto & J.M. Lucas	5-07-16-17	.8201	4-08-22-30	30	RAGER I	M.A. Clements	3-19-20-54	.7773	2-23-00-18
102	PATROL	Australian Army	5-18-49-20	.7542	4-08-41-58	31	TASHTGO	C. Franklin	4-05-28-01	.7003	2-23-02-26
103	BREAKAWAY	K.J. McDonald	5-09-01-55	.8119	4-08-45-39	32	NATELLE II	D. Leitch & J. Solomon	3-16-30-34	.8036	2-23-07-34
104	BATTLESTAR	W. Steele	5-04-05-15	.8443	4-08-46-01	33	SALTPETA	P. Hinton	4-08-09-49	.6833	2-23-10-30
105	TAURUS	E.P. Taylor	5-13-56-32	.7823	4-08-46-58	34	JISUMA	W.H. Rockliff	4-01-04-41	.7341	2-23-15-54
106	MATIKA III	P.S. Graves	5-12-08-13	.7960	4-09-10-51	35	THUNDERBOLT	L.P. Harding	4-05-30-55	.7028	2-23-20-42
107	SPOTLIGHT	M. Page	5-06-32-51	.8324	4-09-20-17	36	TAURUS II	A.G. Lee	3-13-48-44	.8319	2-23-23-14
108	SUNBIRD V	T. Yamasaki	5-00-22-11	.8771	4-09-34-34	37	DEMONSTRATOR	S.S. Aston	4-01-05-14	.7353	2-23-23-18
109	PETROSINA	G. Capone	5-13-57-39	.7918	4-10-04-12	38	PIPPIN	W.E. Sweetapple	4-06-45-05	.6952	2-23-25-58
110	HUMDINGER II	W.B. Northam	5-09-46-24	.8218	4-10-38-51	39	APOLLO II	A.J. Becher	3-13-25-29	.8367	2-23-28-30
111	ROGIS TOO	R.J. Brown	5-08-51-53	.8289	4-10-48-57	40	MARGARET RINTOUL II	R.W. Jackman	3-13-49-37	.8341	2-23-35-18
112	ALLEGRO	R. Myler	5-18-32-26	.7722	4-10-58-51	41	MYUNA	J.H. Bleakley	3-13-54-07	.8341	2-23-39-03
113	AZTEC	P. Wenham	5-12-59-20	.8101	4-11-44-03	42	DANCING LADY	M.M. Grigg	3-13-54-28	.8341	2-23-39-20
114	RED HERRING II	R.W. Bridge	5-10-49-35	.8246	4-11-52-45	43	FRIETEL	R. Lawler & K. Taylor	4-01-38-13	.7341	2-23-40-31
115	DAMI-DOO	J.E. Low	5-18-02-06	.7833	4-12-07-22	44	MARY BLAIR	G.S. & S. Strachan	3-19-18-16	.7853	2-23-42-05
116	AETOS	K.R. Tierney	5-06-43-01	.8546	4-12-17-32	45	WY-AR-GINE IV	R.I. Oatley	3-13-32-22	.8384	2-23-42-59
117	CASTILLE	G.J. Rodoreda	5-01-12-45	.8962	4-12-37-50	46	SCORPIO	J.T. Fuglsang	4-03-43-49	.7201	2-23-48-57
118	NGARURU	B.A. Millar & M.J. Muir	5-08-53-25	.8443	4-12-49-19	47	SUNBURST	B.G. Weston	3-16-37-02	.8110	2-23-52-07
119	REBECCA	V.H. O'Neill	6-01-51-53	.7466	4-12-54-09	48	MARK TWAIN	P. Rowsthorn	3-23-01-51	.7575	2-23-59-09
120	PACHA	J. de la Vega	5-04-11-02	.8779	4-13-01-15	49	MYSTIC SEVEN	N.D. Chidgey	4-01-19-56	.7410	3-00-07-23
121	JACOUI	T.N. Melville	5-11-59-45	.8264	4-13-04-52	50	SISKA	R. Tasker	3-02-28-00	.9889	3-00-09-03
122	EVELYN	J. Cassidy	4-17-59-53	.9587	4-13-17-23	51	PIMPERNEL	H. Holland	4-04-59-16	.7165	3-00-21-28
123	BATTLE	J.P. Kent	5-13-09-31	.8210	4-13-19-23	52	PACHA	J. De La Vega	3-10-26-40	.8779	3-00-22-41
124	CADY LEE	N.J. Guy	6-15-35-15	.6860	4-13-28-37	53	NYNJA GO	R.C. Axe	3-20-25-14	.7843	3-00-29-08
125	ADRIA AUSTRALIS	A. Harry	5-17-35-09	.8017	4-14-18-09	54	MARY MUFFIN	I. Ross	3-13-31-52	.8485	3-00-34-23
126	BORSALINA	D.J. Herlihy & J.H. Hughes	5-12-00-12	.8363	4-14-23-39	55	FAIRDINKUM TWO	S. Collakides & R. Weber	4-03-59-19	.7260	3-00-35-30
127	NAND III	R.O. Chapman	5-09-42-20	.8563	4-15-04-00	56	APHRODITE	G.S. Girdis	4-00-22-02	.7542	3-00-40-40
128	WHITE ELEPHANT	H.W. J.M. Elliffe	5-11-50-48	.8425	4-15-04-50	57	VANESSA III	B.K. & K.A. Jaggard	3-23-26-40	.7617	3-00-42-09
129	DANCING LADY	M.M. Grigg	5-11-52-46	.8443	4-15-20-44	58	MATIKA III	P. Graves	3-19-26-25	.7960	3-00-47-02
130	BANCROFT BAY	D.H. Byrne	5-17-38-27	.8119	4-15-45-02	59	SANGAREE	R.K. Birtles	3-13-23-43	.8537	3-00-54-17
131	HELSAL II	F. Williams	4-08-45-30	1.0691	4-15-59-49	60	REVENGE	J. Sproule	4-04-01-35	.7295	3-00-58-09
132	EXPECTATION	D.M. Renner	5-09-43-33	.8638	4-16-03-25	61	CHANCE	L. O'Connor	4-04-43-29	.7248	3-01-00-19
133	SANTERVA	T. Veale	5-00-52-27	.9277	4-16-08-05	62	MUCH ADO	J.A. Rickard	3-23-16-13	.7667	3-01-02-37
134	EAGLE	R. Winspear	5-11-24-26	.8554	4-16-24-20	63	INCH BY WINCH	J. Goddard	3-15-40-57	.8355	3-01-15-31
135	IMOGENE	T. Haskett & J. Edwards	5-12-21-58	.8678	4-18-52-02	64	MORNING TIDE	J. Davern	4-07-00-30	.7116	3-01-18-03
136	CASABLANCA	P. Bush	5-02-57-26	.9350	4-18-57-54	65	DI HARD	B. Tardrew	3-16-43-23	.8264	3-01-19-15
137	HELMI	J.H. Puri Heimo	5-17-00-05	.9410	4-19-13-05	66	EAGLE	R.A. Winspear	3-13-31-28	.8596	3-01-31-01
138	ENERGY OF RORC	K.R. Byers	5-12-05-20	.9153	5-00-54-03	67	THE STING	P.H. Green	4-00-06-00	.7659	3-01-36-11
139	LONGNOSE	P. Stransky	5-10-47-53	.9308	5-01-44-48	68	WITCHDOCTOR	P. Woodruff & C. Furnival	3-19-10-31	.8110	3-01-56-35
140	SCALLYWAG	R.E. Johnston	5-13-45-14	.9239	5-03-34-30	69	SUNSEEKER	P.C.V.C. Thomas	3-23-35-46	.7783	3-02-24-09
141	DESTINY	T.A. Taylor	6-06-58-25	.8289	5-05-08-31	70	ENCORE	W. & V. Anderson	3-19-17-10	.8152	3-02-24-59
142	ANACONDA II	J. Grubic	5-07-10-15	1.0331	5-11-22-48	71	PARMELIA	S.O. Stevenson	3-16-35-45	.8401	3-02-25-16
143	*PARMELIA	A. Chandler	5-12-20-19	.8401	4-15-10-39	72	CENTREFOLD	B.C. Folbigg	3-16-28-14	.8427	3-02-33-15
						73	SALT-SHAKER 2	J.B. Levingston	3-16-30-42	.8427	3-02-35-20
						74	PHYLISSE	H.R. Hodgkinson	4-03-01-27	.7553	3-02-47-35
						75	CENTURION	Centurion Syndicate	4-01-30-07	.7680	3-02-52-53
						76	SUNRISE	R.G. Clennett	3-23-07-29	.7872	3-02-52-56
						77	MOLLYMOOK MAID	R. Kelly	4-07-18-22	.7260	3-03-00-01
						78	ISLE OF LUING	R.M. Gill	3-13-35-17	.8794	3-03-15-58
						79	PATINEUR	R.P. Flannigan	4-14-48-56	.6793	3-03-16-37
						80	RUNAWAY	J. Cannon	4-00-13-51	.7823	3-03-16-53
						81	ROGIS TOO	R.J. Brown	3-19-12-13	.8289	3-03-35-55
						82	NOELEEN III	K.A.W. King	4-01-25-38	.7763	3-03-37-58
						83	THE NEWCASTLE FLYER	P. Rundle	3-12-03-05	.9044	3-04-00-58
						84	SAGACIOUS (TAS)	P.A. Newman	3-21-14-23	.8162	3-04-06-08
						85	BORSALINO	D.J. Herlihy & J.H. Hughes	3-19-27-51	.8363	3-04-29-29
						86	HERCULES	C. Pavn	4-04-23-51	.7628	3-04-35-00
						87	ARIADNE OF MELBOURNE	L. Bram	4-01-15-05	.7882	3-04-39-13
						88	VENGEANCE	B. Lewis	3-01-16-09	1.0476	3-04-45-24
						89	MULULU	C. Montgomery	3-23-05-06	.8086	3-04-53-09
						90	REBECCA	C. Ward & V.H. O'Neill	4-07-20-44	.7466	3-05-09-28
						91	STYX	J. Abraham	3-13-45-22	.8999	3-05-10-19
						92	HELSAL II	A. Fisher	3-01-04-08	1.0563	3-05-10-58
						93	APOLLO	J. Rooklyn	3-00-59-24	1.0628	3-05-34-26
						94	CASABLANCA	P.H. Bush	3-11-09-48	.9350	3-05-45-28
						95	CONDOR OF BERMUDA	R.A. Bell	3-00-59-17	1.0701	3-06-06-16
						96	MOONRAKER AGAIN	T.N.K. Welfare	3-23-06-19	.8254	3-06-30-00
						97	PIET HEIN	T.M. Gourlay	4-14-25-47	.7128	3-06-42-52
						98	RAMPANT II	A. Tucker & D. Vanrenen	3-01-47-21	1.0688	3-06-51-07
						99	LONGNOSE	P. Stransky	3-15-00-39	.9072	3-06-56-10
						100	SPANKER	B. Griffiths	4-09-35-35	.7499	3-07-11-03
						101	AZTEC	J.P. Kent	4-02-19-05	.8101	3-07-38-51
						102	TERUMA	T.C. Bower	4-08-28-51	.7638	3-07-48-09
						103	BENANTHRA	P. King	4-03-17-14	.8095	3-08-22-23
						104	IDELIA	P.A. Williams	3-12-03-05	.9579	3-08-30-46
						105	ADRIA AUSTRALIS	A. Harry	4-07-35-46	.8017	3-11-03-11
						106	DESTINY	T.A. Taylor	4-05-08-40	.8289	3-11-50-19
						107	SAPPHIRE	J. Shipton	5-00-42-03	.7165	3-14-28-56
						108	METUNG	W.C. Woodward	5-21-03-25	.7742	4-13-12-23

*20% Penalty after protest

FASTEST TIME: Vengeance (33rd overall)

DIVISION RESULTS: Maxi Div.: Vengeance Div. A: Apollo V Div. B: Szechwan
Div. C: Smuggler Div. D: Zeus II

RETIRED: Apollo, Apollo III, Farr Out, Hasta Luega, Idle Vice, Mercedes V, Onya, Police Car, Screw Loose, Southern Raider, 2001, Ultraviolet, Vanguard, Wy-Ar-Gine III, Zig Zag

DISQUALIFIED: Jimmy Blacksmith

WEATHER: Strong southerly winds at the start provided a spectacular and fast spinnaker run to the Heads. The southerly increased on the first night to about 35 knots with a rough sea, which caused the majority of retirements. The breeze moderated to ten knots over the second day and night, still from the south. Dawn the third day provided the first of many calms that plagued the fleet from Bass Strait to the finish. Most crossed Bass Strait in a 25 knot westerly that lasted only 8 hours during the night of the 28th. The leaders fought calms and light southeasters down the east coast of Tasmania and across Storm Bay to the finish, making it one of the slowest Hobarts on record. The medium raters looked all set to clean up the overall results, but a freshening northerly down the east Tasmanian coast and in Storm Bay saw the minimum raters fly home and into the top handicap placings.

1982 Results

PI	YACHT	ELAPSED TIME	TCF	CORRECTED TIME	
1	SCALLYWAG	R.E. Johnston	3-13-56-44	.7833	2-19-19-16
2	AUDACITY	N.W. Marr	3-18-13-14	.7465	2-19-20-59
3	POLICE CAR	Sir James Hardy	3-11-14-52	.8147	2-19-49-19
4	SZECZHAN	J.S. Whitty	3-13-33-31	.7978	2-20-15-31
5	ADRENALIN	B.C. Ryan	3-13-44-14	.8018	2-20-44-39
6	THE ROOPERUNNER	L. Green	3-13-51-14	.8027	2-20-54-54
7	ON				

Race History 1982-1983

DISQUALIFIED: NIKE

WEATHER:

A light air start, ENE, which remained throughout the first day and evening. Throughout the second day the breeze backed to the NE and freshened, for a fast and thrilling down the far NSW coast and into the Strait. The leaders were having an exciting battle for line honours and for a while looked like topping the elapsed time record. The breeze remained into the second night and then died and moved into the W before a light SE change the third day. It was then slow progress down the Tasmanian east coast, still anyone's race for line and handicap honours. The morning of the fourth day the leaders rounded Tasman Is. with a freshening breeze from astern that reached 40 knots NE through the afternoon. This brought the rest of the fleet flying down the Tasmanian coast. The leaders had variable airs across Storm Bay and in the River, resulting in the closest-ever line honours battle with only seconds separating first and second place. The bulk of the fleet had light but steady winds to the finish.

1983 Results

PI	YACHT	ELAPSED TIME	TCF	CORRECTED TIME
1	CHALLENGE	L. Abrahams 3-13-37-28	8307	2-23-07-42
2	ONCE MORE DEAR FRIENDS	P.P. Kurts 3-18-09-20	8015	3-00-15-35
3	SZECHEWAN	J.S. Whitty 3-19-12-18	7931	3-00-20-05
4	PACIFIC SUNDANCE	D.G. Hogg & B.C. Morris 3-17-34-21	8076	3-00-20-20
5	INDIAN PACIFIC	J. Eyles 3-18-00-16	8057	3-00-31-00
6	GERONIMO	O. Champaloup 3-18-02-28	8057	3-00-32-46
7	EXADOR	T. & R. McCall 3-18-04-30	8076	3-00-44-40
8	DI HARD	M. Carter, J. Woodward & B. Iardrew 3-17-20-32	8181	3-01-05-27
9	SCALLYWAG II	R.E. Johnston 3-19-01-19	8047	3-01-14-43
10	SEAQUESTA	A.G. Neate 3-18-11-21	8134	3-01-21-36
11	BLACK MAGIC	R. Layton 3-19-27-52	8024	3-01-23-28
12	POLICE CAR	Sir James Hardy 3-18-12-34	8156	3-01-34-29
13	BONDI TRAM	D.J. O'Neil & Partners 3-18-00-10	8181	3-01-37-53
14	HITCHHIKER	P. Briggs 3-18-04-51	8181	3-01-41-42
15	THE ROPEHUNNER	L. Green 3-20-57-02	7931	3-01-43-09
16	INCH BY WINCH	J. Goddard 3-18-08-43	8192	3-01-44-16
17	SATIN SHEETS	A.A. Strachan 3-19-20-27	8073	3-01-44-22
18	MARLOO	C.S. Girdis 3-18-00-13	8210	3-01-53-35
19	SEAUALTER	P.V. Gourlay & P. Williams 3-19-54-57	8040	3-01-54-01
20	HIGHLAND FLING	I.A.S. Laidlaw 3-19-30-56	8114	3-02-15-21
21	SAGACIOUS II	C. Lockley 3-19-33-04	8115	3-02-17-37
22	INDULGENCE	G. Walker 3-17-56-17	8273	3-02-24-21
23	BIG SCHOTT	A. Pearson 3-20-55-00	8008	3-02-24-28
24	VICIOUS	W. Hodder 3-18-00-03	8279	3-02-30-42
25	TAURUS II	A.R. Gear 3-18-25-55	8243	3-02-32-35
26	SURE FOOT	B. Tardew 3-21-36-01	7973	3-02-37-39
27	BACARDI	J.H. Howell 3-18-47-24	8237	3-02-47-01
28	LOT'S WIFE	I. Smith 4-14-33-01	6766	3-02-47-54
29	WY-AR-GINE IV	R.I. Oatley 3-17-14-55	8384	3-02-49-34
30	BANDIDO BANDIDO	P. Jolly & A. Soriano III 3-17-16-22	8390	3-02-53-59
31	APOLLO II	A.J. Becher 3-17-55-26	8333	3-02-56-01
32	SHOCKWAVE	N. Crichton & G. Jones 3-17-14-20	8399	3-02-57-06
33	MOONLIGHTER	K.S. Wood 4-06-07-24	7341	3-02-58-07
34	THE FRUMIOUS BANDERSNATCH	A.J.S. Burge 3-18-02-18	8328	3-02-59-02
35	PICCOLO	J. Pickles 4-01-30-48	7701	3-03-05-42
36	ISLE OF LUIING	M. Gill & J. Davies 3-13-34-43	8779	3-03-07-46
37	SWEET CAROLINE	M.W.D. Phillips 3-18-01-57	8365	3-03-18-44
38	IMPECCABLE	J.O. Walker 4-06-43-02	7341	3-03-27-17
39	ADRENALIN	B.C. Ryan 3-23-02-03	7941	3-03-28-00
40	LAWLESS	R.A. Green 4-10-32-41	7098	3-03-37-32
41	PILGRIM	J.H. Ratten 4-05-43-52	7443	3-03-43-06
42	IMPATIENCE	H.A. Lang 3-18-02-49	8417	3-03-47-33
43	PIRRA	P. Robinson 4-07-17-19	7353	3-03-56-53
44	MARARA	A.E. Ratcliff 4-10-26-32	7140	3-03-59-59
45	DOUBLE OR NOTHING	I. Kenny 3-20-19-12	8237	3-04-02-38
46	THYLACINE	J.W. Burton 4-10-27-35	7165	3-04-16-42
47	HOT AUGUST NIGHT	R.J. Robertson 4-02-16-44	7774	3-04-24-07
48	HULLBALOO	R. Tierney & A.G. Clinton 4-04-29-23	7603	3-04-24-08
49	MUCH ADO	J.A. Rickard 4-05-04-27	7564	3-04-27-09
50	REVELATION	B. Moore 3-23-07-59	8037	3-04-27-30
51	MARK TWAIN	P. Rowsthorn 4-04-40-22	7596	3-04-28-16
52	OUTRAGEOUS	L. Scholtes 4-02-03-41	7805	3-04-32-13
53	RENEGADE	R.E. Francis 4-00-20-11	7950	3-04-35-15
54	SHENANDOAH	J.R. Charody 4-15-30-14	6873	3-04-38-12
55	MAID ROSALINDE	J.H. Quinn 4-12-52-55	7041	3-04-39-50
56	DERWENT LASS	D.H. Colbourn 4-14-19-00	6952	3-04-41-32
57	FIRETEL	R.H. Lawlor & K.A. Taylor 4-09-31-39	7272	3-04-44-23
58	FLY BY NIGHT	I. Barron 4-04-58-55	7601	3-04-45-23
59	FREIGHT TRAIN	R. Williams 3-06-53-27	9744	3-04-52-14
60	ZERO	S. Tsumura 3-13-34-45	8984	3-04-53-04
61	PHOENIX	E. Vidor 4-04-18-59	7670	3-04-56-34
62	CHINESE FIRE DRILL	D. Herlithy & J. Hughes 4-05-13-56	7603	3-04-58-01
63	PRONTO	T.B. Roach 3-21-22-31	8254	3-05-04-19
64	KNUCKLE DUSTER	P. Cush 4-14-42-49	6965	3-05-06-43
65	NATTELLE II	A.J. Cole-Cook & J. Solomon 3-23-52-11	8045	3-05-07-38
66	STREAKER	M. Drent 4-05-28-21	7607	3-05-11-24
67	SULPHUR	A.R. Newtham 4-10-30-09	7248	3-05-11-35
68	CONDOR	R.A. Bell 3-00-50-29	10615	3-05-19-16
69	GHOST TOO	G.D. Ford 4-10-31-06	7260	3-05-19-56
70	KAMEHAMEHA	Kamehameha Sydnicate 4-13-22-02	7079	3-05-25-16
71	VANESSA III	B.K. & K.A. Jagger 4-06-07-05	7585	3-05-27-24
72	LOCK ON WOOD	R. Laughlin 4-12-25-13	7148	3-05-29-58
73	IMPETUOUS	V. Locke 3-23-57-42	8082	3-05-33-22
74	JUST JAMES	J.P. & J.B. King 3-19-58-59	8444	3-05-40-14
75	PREDATOR	D.J. Millikan 4-04-52-29	7700	3-05-40-25
76	JISULU	W. Rockliff 4-10-20-14	7307	3-05-42-02
77	MULULU	C.R.L. Montgomery 4-00-41-31	8044	3-05-46-44
78	PARMELIA	S. Rowland & S.O. Stevenson 3-20-34-15	8410	3-05-51-07
79	ROLLER COASTER	J.T. Fugisang 4-05-40-51	7658	3-05-52-02
80	ANDROMEDA	G. Mieli 4-06-06-33	7636	3-05-58-14

PI	YACHT	ELAPSED TIME	TCF	CORRECTED TIME
81	CHAOS	D. Norman 4-05-27-02	7711	3-06-13-43
82	CROWEATER	G.L. & S.A. Finlay 4-07-57-48	7531	3-06-17-41
83	NOELEN III	K.A.W. King 4-06-07-08	7670	3-06-19-31
84	IDLE VICE	R.W. Tresidder & S.R. Williams 4-05-36-37	7711	3-06-21-06
85	MULLOKA	P.R. Jacka 4-14-21-13	7103	3-06-23-03
86	BREADFRUIT	R. Sill 4-11-59-51	7260	3-06-24-22
87	FIONA	D.J. & R.W. Coulter 3-23-20-45	8228	3-06-27-02
88	NYNJIA-GO	R.C. Axe 4-04-10-55	7833	3-06-28-21
89	SISKA	R.L. Tasker 3-09-25-45	9637	3-06-28-24
90	ULTRAVIOLET	J.H. Vloet 4-03-00-35	7931	3-06-31-29
91	BLUE MOVES	D. Long 4-12-04-35	7272	3-06-35-35
92	MORNING AFTER	C. McMillan 4-06-23-29	7691	3-06-44-57
93	MADAME DEFARGE M. Leschkau T. Stephenson	3-10-39-09	9529	3-06-45-34
94	REVERIE II	G.F. Scott 4-12-18-26	7272	3-06-45-44
95	TAURUS	E.P. Taylor 4-05-04-28	7793	3-06-46-00
96	APOLLO	J. Rooklyn 3-01-52-10	10667	3-06-47-48
97	TIME MACHINE 2	R.D. Elliott 4-04-43-56	7823	3-06-48-10
98	RUFFIAN	P.M. Pinder 4-15-51-40	7054	3-06-54-25
99	RAGER I	M.A. Clements 4-05-38-44	7736	3-06-54-27
100	MYFAWNY	P.D. & S.M. Cerutti 4-10-30-27	7410	3-06-55-19
101	PATRICE III	P. King 3-22-37-26	8341	3-06-55-33
102	CHRISTA-FARR	J.D. & C.A. Pomfret 4-04-46-17	7833	3-06-56-03
103	MARIA	M. Preston & D. Kelly 4-10-24-28	7432	3-07-04-56
104	JADE	L. Wooddell 4-02-12-21	8057	3-07-07-28
105	SHANTI	A. Conan 4-04-00-51	7912	3-07-07-52
106	HUON CHIEF	B. Morton 4-08-11-22	7607	3-07-15-25
107	HOTSHOT	L.L. B.A. & G.L. Prescott 4-19-19-49	6887	3-07-19-49
108	VANQUISH	D.F. Van 4-17-36-04	7003	3-07-33-17
109	CENTURION	Centurion Syndicate 4-08-04-17	7649	3-07-36-15
110	THE MANLY FERRY	M.C. Blackmore 4-01-59-34	8129	3-07-39-30
111	SUNBURST	B.G. Weston 4-02-23-37	8101	3-07-42-31
112	ONYA OF GOSFORD	CO HMAS Creswell 4-08-42-59	7628	3-07-52-40
113	HALCYON	D. Saul 4-17-32-56	7041	3-07-56-59
114	SPIDER	R.H. Purssell 4-13-05-56	7330	3-07-58-10
115	MOLLYMOOK MAID	R. Kelly 4-15-00-59	7213	3-08-04-34
116	INIQUITY	S.G. Morgan 3-20-08-28	8725	3-08-23-35
117	MYSTIC SEVEN	N.D. Chidgey 4-12-58-14	7387	3-08-29-48
118	ENIGMA	H.G. Davis 3-23-46-39	8435	3-08-47-18
119	MANDRAKE	P. Smith 3-19-58-51	8784	3-08-47-45
120	ST JUDE	H. House 4-16-14-15	7201	3-08-49-20
121	SOUTHERN SPIRIT	D.J. Smith 4-14-03-37	7353	3-08-55-38
122	VENGEANCE	B. Lewis 3-05-22-09	10461	3-08-56-09
123	SHOGUN	J.E. Low 4-03-51-19	8110	3-08-58-78
124	MYUNA	J.H. Blakley 4-02-26-59	8228	3-09-00-16
125	CAPRICE II	J.H.P. Boucaut & J.A. Powell 4-22-00-19	6887	3-09-16-40
126	RIMFIRE	E.W. Wall-Smith 4-02-13-27	8296	3-09-30-23
127	PUNCH	B. Lewis 4-17-37-11	7177	3-09-32-42
128	REBECCA II	V.H. O'Neill & C. Ward 4-13-46-20	7432	3-09-34-58
129	SALPETA	P. Hinton 4-23-58-11	6807	3-09-39-48
130	CONQUISTADOR OF ANDES	D.J. Strange 4-09-10-20	7793	3-09-57-39
131	ENCORE	W.V. Anderson 4-05-43-01	8073	3-10-06-58
132	THIRLMERE	S.C.W. Green 4-09-16-50	7823	3-10-21-40
133	JIPCHO	C.B. Gow 4-01-40-13	8443	3-10-27-47
134	WATHARA II	E.J.C. & R.E.C. Stopp 4-17-02-44	7307	3-10-36-09
135	THUMBS UP (THE FLYER)	A. Rowland 3-19-32-43	9037	3-10-43-46
136	RUTHLESS	B.R. Bramwell 4-05-07-25	8183	3-10-44-58
137	CASCADE	G.A. Watchorn 3-18-38-28	9145	3-10-53-29
138	SEQUOIA	G. & D. Coutts 4-17-47-23	7307	3-11-08-46
139	ODIN	I.S. Pullar 4-12-13-07	7691	3-11-13-51
140	CHLOE	D. Rourke 5-00-51-47	6900	3-11-23-44
141	TANIA	R.S. Robinson 4-12-11-27	7753	3-11-52-49
142	GIB AN INCH	W.D. Ferns 3-07-38-04	10563	3-12-07-04
143	SGIAN DUBH	R.W. Lean 5-00-51-23	7003	3-12-38-08
144	ALONA	P.J. Allen 4-13-32-58	7783	3-13-02-36
145	BOOM BOOM	J. Watkins 4-05-29-18	8384	3-13-05-16
146	ZIG ZAG	P.P. Kelly 4-05-37-45	8393	3-13-17-50
147	PINTADO	I. Backwell 5-00-58-30	7054	3-13-20-05
148	OBSESSION	K.G. Donaldson 4-06-53-16	8307	3-13-28-08
149	ANAONDA	G.Friend, R. Smith, M. Bellingham 4-06-04-10	8376	3-13-29-36
150	SALT-SHAKER 2	J.B. Livingston 4-06-08-39	8427	3-14-04-37
151	TUCANA	L.C. Dean 5-04-55-23	6939	3-14-41-03
152	JAGER	B.C. Hayden 4-22-01-57	7353	3-14-47-21
153	ANAONDA II	J. Grubic 3-13-43-35	10311	3-16-23-33
154	TASMAN LASS	W.H. Ward 5-09-45-37	6900	3-17-32-05
155	RENEGADE II	I.D. Ritchie 4-10-17-17	8477	3-18-08-01
156	TERUMA	T.C. & R. Bower 5-00-22-22	7575	3-19-10-52
157	BUCCANEER	J.H. Mace 3-19-45-16	10306	3-22-33-41
158	DESTINY	T.A. Taylor 5-00-49-00	8263	4-03-49-57

FASTEST TIME: CONDOR 3-00-50-29

DIVISION RESULTS

MAXI DIVISION: Freight Train	DIVISION A: Challenge	DIVISION C: Moonlighter
DIVISION B: Once More Dear Friends	DIVISION D: Lot's Wife	

RETIRED: AUDACITY, BILLABONG CASABLANCA, FANNY ADAMS, GHOS, JIMMY BLACKSMITH, LADY ANN, MARGARET RINTOUL II, MERCEDES PETROSINA II, PUSS 'N BOOTS, SOLQUEST, TOO IMPETUOUS.

DISQUALIFIED: NIRVANA, PANDA

1983 WEATHER: A moderate easterly provided good close-reaching conditions to the heads and out to the new sea mark. Thereafter the breeze swung to the southeast and freshened, reaching 30 knot at times during the first 36 hours taking its toll in retirements. With moderate seas the bulk of the fleet enjoyed hard working down to Great Cape. The breeze then freed to give fast reaching conditions across Bass Strait and becoming notherly to provide a fast run down the Tasmanian coast. At Cape Raoul, the wind went light from the south, and dropped right out close inshore, which saw a number of yachts becalmed between Tasman Island and the Cape. Light conditions prevailed for the reach across the Bay and made for slow and tedious work for many yachts down the River to the finish.



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