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Kodak Sydney-Hobart Yacht Race 1992

**OFFICIAL
RACE ISSUE**

KODAK
SYDNEY-HOBART
YACHT RACE 1992

CRUISING YACHT CLUB OF AUSTRALIA

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THE CRUISING YACHT CLUB OF AUSTRALIA

WITH THE CO-OPERATION OF THE ROYAL YACHT CLUB OF TASMANIA



KODAK 48TH HOBART YA

"RECESSION BEATER" FLEET FOR HOBART

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NEXT ISSUE: Complete report of the Kodak 48th Sydney-Hobart Yacht Race, plus other major ocean races and national championships over the Christmas-New Year holiday break.

* Australia's view of decisions made at Ocean Racing Council and International Yacht Racing Union annual meetings in London.

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KODAK 48TH SYDNEY-



KODAK
SYDNEY-HOBART
YACHT RACE 1992

CRUISING YACHT CLUB OF AUSTRALIA



The Kodak 48th Sydney-Hobart Yacht Race is shaping up as a real "recession beater", with the biggest and best fleet in several years preparing for Boxing Day start, including the world's newest maxi yacht and several other exciting new boats.

While other offshore races at Christmas appear to be foundering through lack of sailing support and sponsorship, the Sydney-Hobart remains one of the world's greatest ocean races, going from strength to strength. As always, it is the race that is a "must" for every offshore sailor in Australia.

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HOBART YACHT RACE

Fleet Size Boost in "Recession Beater"

By Peter Campbell



SPINNAKERS flying, the fleet heads south in last year's Kodak Sydney-Hobart Race. This year's fleet well exceeds that line-up with top contenders including pocket maxi *Brindabella* (nearest camera) and *Amazon*, pictured below on Sydney Harbour, and left, Syd Fischer's latest *Ragamuffin*, the IOR 50-footer, in action off Honolulu's Diamond Head during the 1992 Kenwood Cup. (Pics Ian Mainsbridge). *Apollo*, which last year carried the Kodak spinnaker, is a late withdrawal from the race.

Parade of Yachts On Boxing Day

A Parade of Yachts from the Cruising Yacht Club of Australia down Rushcutters to the main harbour and a Maxi Yacht sailing display will give added colour on Boxing Day, December 26, before the start of the Kodak 48th Sydney-Hobart Race.

With a fleet of more than a hundred yachts expected to line up for the start at 1300 hours, including at least 10 maxis or pocket maxis, the Boxing Day 1992 promises to provide one of the greatest spectacles in the history of the race.

The race will again use the two-line start, starting simultaneously from lines set about 400m apart between Shark Island and Bradley's Head/Taylor's Bay. A clearly marked racing yacht corridor has been set aside for the yachts from the starting area to the Heads and out to sea, and spectator craft must keep outside this restricted area from 1130 hours on Boxing Day.

From the starting lines the yachts will sail towards the Heads, where they will round two very large Kodak yellow conical marks before heading two nautical miles out to sea, where they must round a seamark before turning southward to Hobart.

Yachts starting from the first line will round the most northerly Mark Y at the Heads and yachts from the second start line will round Mark X, set further to the south, to balance the distance between the two lines.

The Parade of Yachts will take place between 1115 and 1200 hours from the Cruising Yacht Club of Australia into the Harbour through a clear channel in Rushcutters Bay, marked by Kodak yellow buoys and inflatable *Wild Thing* inflatable boats.

Spectator craft are invited to view the parade and give a rousing farewell to competitors as they move out to the start of the 630 nautical mile ocean classic. But please keep the channel clear.

The parade will be led by two veterans of the first Sydney-Hobart Race in 1945, *Winston Churchill* and *Kathleen Gillett*, which later will be joined by another famous old yacht, *Boomerang*, as the official craft at each end of the two starting lines.

Channel TEN's Live Coverage Of Start

Channel TEN has been granted exclusive rights for a live coverage of the start of the Kodak Sydney-Hobart Race on Boxing Day. In Sydney the cover will start from noon and continue through to 1330 hours, 30 minutes after the start on the Harbour.

Live coverage will be extended to other States at varying times, but will include the actual race start when the 110-120 yachts set sail.

On Boxing Day the commentators will be yachting authority Rob Mundle and Sir James Hardy, one of Australia's greatest yachtsmen, who has represented his country at the Admiral's Cup, America's Cup and Olympic Games and has sailed in many Sydney-Hobart races.

Channel TEN viewers will have live pictures all the way down the coast and across Bass Strait to Hobart with cameras on board three of the yachts, including the Toohey's-sponsored maxi yacht *Ragamuffin*, twice line honours winner of the 630 nautical mile race.

Channel TEN's coverage of the Kodak Sydney-Hobart will include highlights throughout each day until the fleet reaches Hobart. A five minute summary of the race will go to air at 2225, just before Ann Fulwood and TEN's popular mid-evening news.

At the end of the race there will be a one-hour evening special on the world's greatest ocean race.

Advice for Spectators

1. A special brochure has been produced by MSB Waterways to ensure a safe and enjoyable day for all who go afloat on Boxing Day. The brochures are available from all clubs and marine outlets and from MSB offices.

2. The spectator limit lines will be marked by CYCA and MSBWA orange inflatable marks approximately 2m high, except where they are fixed aids to navigation.

3. Smaller yellow inflatable marks approx 1.2m high, bearing Kodak Gold logos, will be positioned between the numbered orange buoys.

4. The two rounding marker buoys (position X and position Y) will be marked by very large conical yellow inflatable buoys provided by Kodak. CYCA official vessels will be standing by at position X and position Y. There will be very strict control of spectator craft to the north of Position Y to prevent crowding of the yachts as they turn to seaward.

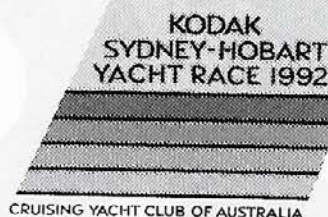
5. Control vessels showing an orange control banner with the wording "MSB Waterways Control" will patrol the spectator limit lines. Please take note of instructions from these vessels and from MSB Waterways and Water Police craft. In total, there will be more than 40 control vessels, provided by the MSB Waterways, Water Police and by volunteers from the Coast Guard and Coastal Patrol.

6. All spectator craft must pass inshore of the spectator limit lines from 1130 hours local time.

7. No vessel is permitted to anchor adjacent to the course after 1130 hours.

8. If you are going to watch the start of the race near the manoeuvring area, make sure that you give the yachts plenty of room as they may sail outside the marked limit lines.

9. Be careful to watch for other vessels, particularly when following the fleet down the harbour and out to sea. Skippers must exercise extreme care if conditions are crowded. When the race starts, maintain your speed relative to the surrounding vessels. Make sure that all your passengers are within



the vessel - it is an offence to sit over the bow of a powered craft.

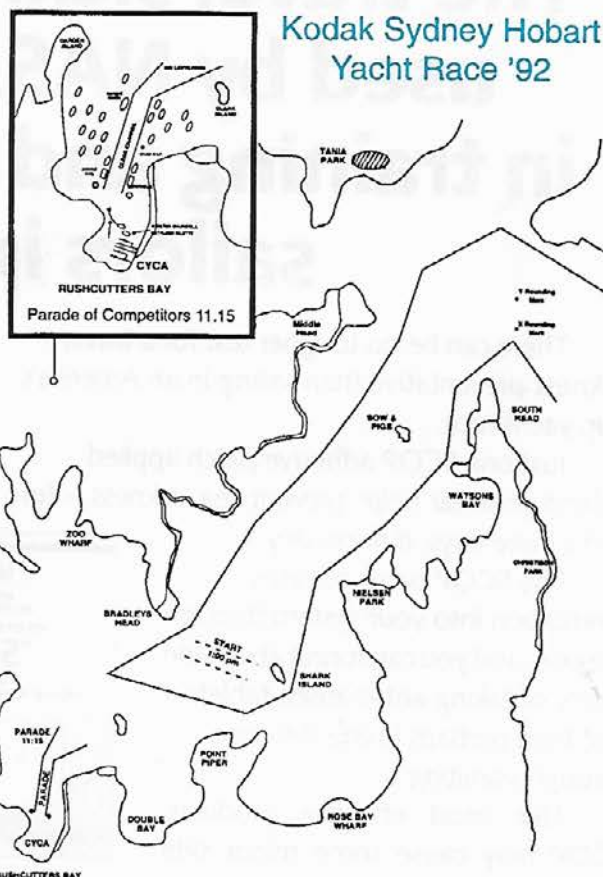
10. Sail craft not competing in the event should not operate under sail near the race area after 1130 hours. This applies in particular to craft following the fleet down the harbour.

11. No spectator craft are allowed on the course after 1130 hours. Vessels on the course will be escorted to the nearest limit lines.

12. Competing yachts will fly from their backstays either a gold flag with the Kodak race logo in red or a white flag with the sponsor's logo in black. Please give any vessel displaying this flag plenty of room.

13. The 1992 Kodak Sydney-Hobart Yacht Race starts at 1300 hours from a line between Shark Island and Bradley's Head. There will be a gun and warning signal for the yachts at 1250, a further gun and preparatory signal at 1255 and the starting gun and starting signal at 1300 hours.

14. General safety messages will be broadcast by MSB Waterways on marine radio bands 27.88 and VHF Channel 16 as necessary.



commodores' message



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KODAK SYDNEY-HOBART RACE COMMITTEE

Bob Brenac, Maurie Cameron, David Fairfax, Mike Fletcher, Rowan Johnston



The Cruising Yacht Club of Australia

I would like to take this opportunity to welcome all competitors in the 1992 Kodak Sydney-Hobart Yacht Race to the Cruising Yacht Club of Australia, in particular overseas and interstate guests.

At the time of writing, entries in this year's event have well exceeded last year's fleet size and it is to be hoped that this is the reversal of the downward trend experienced over recent years. This year's fleet not only boasts increased entries but also promises to provide the toughest and most competitive racing seen in recent years. Each division and line honours are represented by past winners of the event, new boats and seasoned campaigners who will make the most of any opportunity to take out the honours in this most prestigious event. With the Kodak Asia Pacific Championship being held during the weeks prior to Boxing Day, all yachts will have an opportunity to size up their closest competitors and fine-tune their boats for the run south.

No event of the stature of the Kodak Sydney-Hobart Yacht Race could be possible without the support of its sponsors. I would therefore formally like to express the thanks of my Board and the CYCA to Kodak (Australasia) Pty Limited for their commitment to support our great race for at least the next three years, culminating with the 50th anniversary race, the CYCA 50th anniversary and the inaugural Kodak Tasman Triangle series. Kodak is a most fitting sponsor, given the natural synergy between yachting and photography, and is our true partner in ensuring the success of the event, its attractiveness to competitors and its promotion through the media to the family and friends of competitors and the general public at large.

In addition to Kodak's support, the CYCA also receives significant support and assistance from the other sub-sponsors of the event, namely Digital Computers, Australian Airlines and Caltex.

The Kodak Asia Pacific Series and Kodak Sydney-Hobart Yacht Race are more than just competitive racing. We have arranged a full series of social functions and events. I therefore hope that all competitors and members will take the opportunity to participate in these activities and enjoy the festivities of the event.

I look forward to seeing many of you around the Club and wish you all a Happy Christmas and New Year and a safe and successful race to Hobart.

LEIGH P. MINEHAN

Commodore

The Cruising Yacht Club of Australia



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The Royal Yacht Club of Tasmania

EACH year members of The Royal Yacht Club of Tasmania look forward to welcoming all the yachts and crews to Hobart when they finish "The Great Race" at Castray Esplanade and then tie up at either Elizabeth Street pier or in Constitution Dock.

This year The Royal Yacht Club of Tasmania will have a yacht club annex at the entrance to Constitution Dock. It will be on the ex-Sydney ferry *North Head*. Admission will be by The Royal Yacht Club of Tasmania honorary membership cards, which will be issued to each crew member on arrival in Hobart. I urge all yachtspersons to support our club.

This is the second year Kodak has sponsored the Sydney-Hobart. The Cruising Yacht Club of Australia and The Royal Yacht Club of Tasmania are indeed fortunate to have such an enthusiastic and co-operative sponsor. They have done everything in their power to ensure a spectacular start and finish to the race.

I wish to acknowledge Australian Airlines, the Master Warden, the Harbour Master, the Marine Board of Hobart and the Tasmanian Police for their generous support of the race.

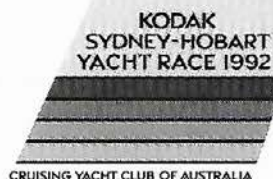
My personal thanks go to the Race Director (Hobart), Rowan Johnston and the many members of The Royal Yacht Club of Tasmania who so willingly give their time to ensure that each Sydney-Hobart is completed successfully.

I do hope that all skippers and crews have prepared their vessels well for the aptly named "Roaring Forties". We are all mindful of the need to maintain our excellent safety record. I wish all competitors a pleasant and safe passage to Hobart, where the flag officers and members of The Royal Yacht Club of Tasmania will extend their traditional very warm welcome.

Donald C. Calvert

Commodore

The Royal Yacht Club of Tasmania



Kodak Committed Through To 50th Sydney-Hobart

Kodak (Australasia) Pty Ltd thought long and hard about whether to sponsor the 1992 Sydney-Hobart Yacht Race . . . then committed itself not just to the 1992 race, but on through to 1994!

Kodak's reasoning is best summed up by the comments of managing director Ziggy Switkowski at the June announcement of the 1992-94 involvement: "There are three golden rules of sponsorship – select an event that has a strategic fit with the company's needs; commit adequate resources to the event; and sustain the involvement for maximum identification and benefit."

These were no mere hollow assertions. With the sponsorship of the Kodak Sydney-

Hobart, the company has practised what it preached:

There is no doubt that yachting, and in particular Australia's premier yacht race, bows to the first of these rules. The tens of thousands of camera-toting spectators who throng Sydney Harbour on Boxing Day bear witness to the photographic nature of the event.

Beyond that, the stature of the Kodak Sydney-Hobart is such that it ranks with a handful of events such as the Adelaide Grand Prix, the Melbourne Cup and Test Match cricket in having national significance.

"The Kodak Sydney-Hobart Yacht Race is one of the very few Australian sporting events that attract wide national interest. It

is also recognised in yachting circles as one of the world's great bluewater sailing challenges," said Switkowski.

Kodak has plans to add some embellishments to the Boxing Day scene this year, with the aim of swelling the number of spectators – and giving them even more picture-taking opportunities.

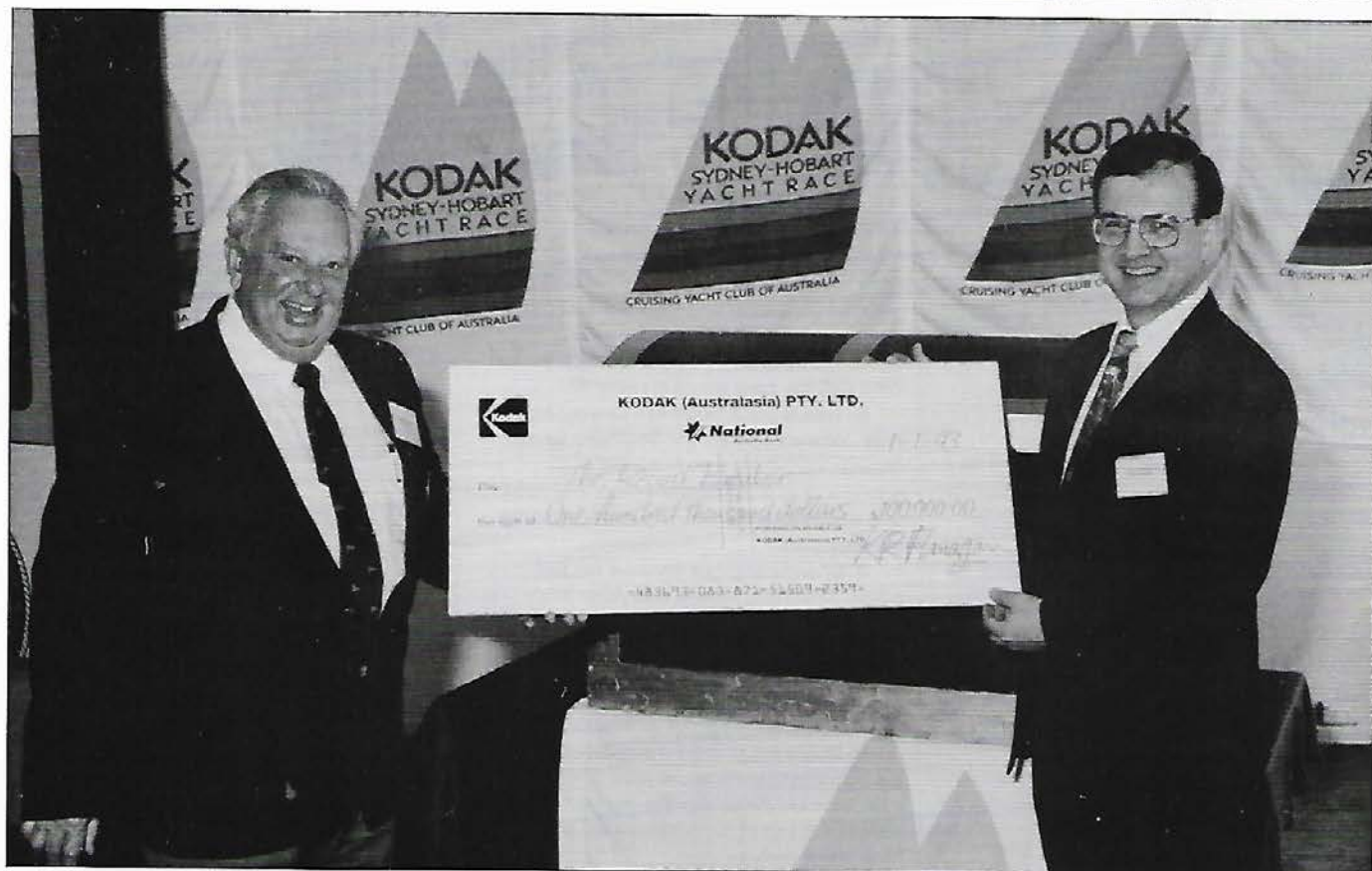
Events planned in the two hours prior to the race start include a maxi-yacht windward/leeward demonstration sail, which will enable the public to see the maxis with spinnakers flying inside the Heads. There will also be a 'parade of sail' with accompanying commentary as yachts leave the CYCA marina in Rushcutters Bay. This will give the public a better view of the

Kodak (Australasia) Pty Ltd

Kodak (Australasia) Pty Ltd is the country's largest photographic and electronic imaging company and also a major supplier to the health care industry.

Established in 1908, Kodak is today one of Australia's leading high-technology manufacturers and a major exporter, with 75 percent of its factory output supplying markets in the Asia Pacific region.

The company is recognised as having attained a world class standard in quality management. Having won Australian Quality Awards in 1988 and 1989, in November of this year it became the inaugural recipient of the Australian Quality Prize, the Australian equivalent to the US Malcolm Baldrige Award and the European Quality Award.



KODAK managing director Dr Ziggy Switkowski and CYCA's past-commandore Les McClean with the \$100,000 cheque being offered for the first yacht to break *Kialoa's* long-standing race record in the Kodak Sydney-Hobart Yacht Race. (Pic -David Clare).

individual participants.

Leading the fleet out will be two veterans of the inaugural Sydney-Hobart in 1945, *Winston Churchill* and *Kathleen Gillett*. These eminent old craft will then help form the starting lines for the race.

A little extra colour and splash will come courtesy of a fleet of 'Wild Thing' fun boats, demonstrating their particular capabilities.

Other events, including a possible fly-past by Qantas and Australian Airlines jets, are still being negotiated.

Clearly, these sorts of 'added extras' point to the commitment of considerable planning time by Kodak Australia. The company has not stinted on financial resources, either.

For instance, an innovation by Kodak in 1992 is \$100,000 stake money for the first yacht to break *Kialoa's* 1975 race record. This was in part designed to attract more publicity and more entrants for the race, and it appears that it will be successful on both counts.

Another innovation is the introduction of a series of 'feeder races', with prize money of between \$5000 and \$10,000 on offer for fleets of competitors setting sail from distant ports such as Melbourne and Hobart.

Kodak has also introduced the Kodak Gold Cup for the first yacht in Division A on IMS corrected time, likely to be one of the most hard-fought divisions in the race.

One of the talents Kodak brings to the race is its experience in promotion. This was evidenced last year where, in just six

weeks from the announcement of its sponsorship in late October, the Kodak marketing machine was able to enhance the profile of Sydney's favourite Boxing Day event.

This year, with six months available in which to plan its promotions and arrange an advertising schedule, the impact should be far greater.

Kodak has also devoted more resources to the media centres at Sydney and Hobart to enable the broadest possible coverage of the race. The Sydney media centre has been open for business since October and this has helped the race win a good share of space in the nation's sporting pages.

The Hobart media centre, this year located in the Hobart Sheraton, close to the action at Constitution Dock, will have all the telecommunications facilities a hotel of this stature can muster.

Kodak Australasia's commitment to a three-year sponsorship shows the company obeying the third of Dr Switkowski's golden rules, 'sustaining the

involvement for maximum identification'.

The Kodak sponsorship will take the race to its 50th anniversary, which will be celebrated in 1994 with the Kodak Tasman Triangle. Included in this series will be races from Wellington (New Zealand) to Sydney, from there to Hobart and then a return leg back to Wellington.

Switkowski said that Kodak's objective over the next three years is to further build on the ocean classic's strong following, making the event Australia's premier annual summer sporting contest.

"As a result, when the time comes to hold the Tasman Triangle race in 1994, it will take its place as one of the major international sporting events for that year," he said.

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down the rhumbline

Rhumbline Revived

The Editor, who is one of the founding members of the august group known throughout the world as SINS (Society of International Nautical Scribes), has occasionally put pen to paper or fingers to keyboard over the past hundred years to produce a column called 'Down The Rhumbline'.

While the title has no connection with that most popular of seagoing liquors, pressure has come to bear on the Editor to revive 'Down The Rhumbline' under a suitable sponsorship by those purveyors of the golden liquid, and supporters of yachting, Mount Gay Rum.

This reminds our scribe of the time when, reporting for a Sydney radio station then controlled by the Church, he was told never to use the term "down the rhumbline" when describing a yacht's course to Hobart. "We don't mention any strong liquor on this station," he was told emphatically.

Trivia Down The Rhumbline

Every sailor heading south on Boxing Day should be well stocked with yachting (and other) trivia to keep one's fellow watch crew alert on the weather rail during those wet and chilly nights at sea.

1. Everyone should know that it took *Kialoa* 2 days 14 hours 36 minutes 56 seconds to sail the 630 nautical miles from Sydney to Hobart. So when must the line honours winner this year cross the finish line to break *Kialoa's* 17-year-old record and claim Kodak's \$100,000 cheque?

2. Harking back to the first Hobart race in 1945 in which *Rani* took line honours and first place on handicap. Whatever happened to *Rani* and who was her skipper?

3. You may know the fastest yacht to sail to Hobart but which line honours winner still holds the record for the slowest race time?

4. Over the past 47 races, yachts of greatly varying shapes, sizes and age have won the Sydney-Hobart. What was the smallest yacht to win?

5. Lou Abrahams has sailed in 29 Hobarts, 27 as an owner/skipper and has twice been overall winner, whereas Syd Fischer has competed in 22 as an owner/skipper and has yet to win the race. Who has the best winning record?

6. This is not a Southern Cross Cup Year. When was the first Southern Cross regatta, introduced as Australia's equivalent to the Admiral's Cup, first held and which was the winning team - yachts and skippers?

7. Broadening our trivia as we sail south, when and where was Australia's first sailing regatta held?

8. To take the double of line and handicap honours is still somewhat of a rarity in the Sydney-Hobart. Name the first Australian yacht to achieve this.

9. There have been many private duels between yachts racing almost boat for boat to Hobart but what was the closest line honours finish in the Sydney-Hobart and between which yachts?

10. This year's fleet is an excellent one, considering the state of the nation, but certainly nowhere near the record fleet. What were the smallest and largest fleets to set sail on Boxing Day?

(Answers: Follow the rhumbline to the end of page 17)

Warren Johns Promotes Sydney 2000 Olympics

Warren Johns, that great supporter of Australian yachting, in particular the Olympics, has shown his patriotism again.

Earlier in the year he donated a crew place aboard his 50-footer *Heaven Can Wait* at the Sardinia 50-Foot Cup for auction at the NSW Yachting Foundation's Olympic fund-raising luncheon at the Royal Sydney Yacht Squadron. A Middle Harbour yachtsman bid \$6000 for the place, which also included the airfare and accommodation at Porto Cervo on the island of Sardinia.

Now Warren has changed the name of *Heaven Can Wait* to *Sydney 2000* to add his personal support to bringing the Olympic Games to Sydney in the year 2000.

He also auctioned another spot on the boat for this regatta, held in Monaco, but unfortunately the sailing was cut short with only two races completed. Winner was the World Cup winner *Champosa VII* with two seconds but *Sydney 2000* came in second overall with a first and a fifth.

Dog Catcher Starts MMI 3 Ports Race

One of the most popular and innovative events on the offshore racing calendar is Middle Harbour Yacht Club's annual MMI 3 Ports Race, a combination of ocean racing and coastal bushland running legs.

While nowhere near as demanding as the famous British Three Peaks Race, which including running up and down the three highest mountains in England, Wales and Scotland, or even the Tasmanian Three Peaks, it a most enjoyable variation on the usual offshore races out of Sydney.

MHYC is situated in the leafy northern suburb of Mosman and this year the first running leg started outside the Taronga Park Zoo. But the official starter, Mosman's Mayor, Alderman Dom Lopez, almost missed the 0800 start - he was helping the municipal dog catcher chase a couple of strays on the way.

One of the more comfortable yachts in the event was the rather aptly named *Change Of Pace*, owned by America's Cup and International 50-foot Class yacht builder of note John McConaghy. John's running crew included *Spirit Of Australia* designer Andy Dovell and his fiancée Sue Sutton, who was closely involved in the Sydney-Hobart Race when it was sponsored by Nortel.

Horses For Courses

Middle Harbour Yacht Club general manager Alan Patterson and his wife Anton (a keen Laser sailor) have a hobby, breeding and successfully racing thoroughbreds on their property in north-west NSW.

When one of their horses, Antolomao, made its debut at Rosehill on the weekend of the MMI 3 Ports Race there was "smart money" being placed on the TAB by yachties. Unfortunately, Antolomao failed to keep up with the strong pace of the race and finished near the tailend.

End Of An Era In Marine Industry

It was sad day for the Australian marine industry when, in mid-November, Barlow Marine ceased trading at its Sydney factory. Thus ended some 30 years of designing and manufacturing winches by the company formed originally by that innovative engineer Malcolm Barlow.

For those who reach beyond the ordinary ... for those who welcome the challenge and live for excitement ... for those who insist on the best ... there is Mount Gay.

Barlow designed and built winches for thousands of Australian yachts, including international challengers for the America's Cup, the Admiral's Cup, and other major international events. The quality of the product made for Australian yachts is competitive with the rest of the world in deck gear and resultant sail handling.

The decision to close the doors was beyond the control of the Australian management of Barlow Marine. However, a new company, Barlow Marine Distributors (Australia) Pty Ltd, has been established with former Barlow Marine executive Peter Shipway as managing director. The company will continue to service the marine trade with the existing products, with the exception of Brookes & Gatehouse.

Barient winches will be available in the short term, after which time the company will be distributing the entire Lewmar range, plus the Gibb range of products. The new company is based at 177-187 Phillip St, Redfern, NSW 2016 - telephone (02) 318 2128; fax (02) 319 1858.

In addition, former Barlow Marine service engineer Stan Koci has set up to continue winch servicing and the supply of spare parts for older model winches. His phone number is (02) 411 1282.

Sailing Instructions Par Excellence!

Sailing instructions for most ocean races are fairly practical publications, designed to give all the necessary details but little else.

Fujitsu and Gosford Sailing Club have set a standard few clubs or sponsors will match with the sailing instructions they produced for the Fujitsu 19th Gosford to Lord Howe Island Yachting Classic.

It's a superbly designed product, in reality a collector's item, containing not only the complete sailing instructions but also a special navigation section to meet the "Back to Basics" theme of the 408 nautical mile race across the Tasman Sea. This required each yacht to have aboard a navigator skilled in celestial navigation who had to submit three sight reductions for his yacht to qualify for a result.

The Cruising Yacht Club of Australia has followed Gosford Sailing Club's lead and has introduced a "Back to Basics" requirement for the 1993 Westpac Australia-New Caledonia Race, set down for August 28 from Sydney, the following day from Brisbane.



Eating Out At The CYCA's Freya Room

The in-place for lunch or dinner during December has to be the Cruising Yacht Club of Australia's Freya Restaurant, overlooking all the activity as yachties from all over Australia and overseas prepare for the Kodak Sydney-Hobart Race.

The Freya Restaurant, which honours one of Australia's most successful ocean racing yachts, the Halvorsen Bros' Freya, winner of three successive Sydney-Hobarts, is open Wednesday to Sunday for lunch and dinner throughout the year and seven days a week during most of December.

The Freya Restaurant is run by Julia Weston and Owen Muyt, both of whom sail aboard the pocket maxi Amazon, which underlines the well-fed look about Peter Walker and his crew.

After hectic days of Christmas Dinner and the traditional Boxing Day breakfast at the CYCA, Owen will be grabbing his sailbag and heading off to Hobart aboard Amazon leaving Julia, presumably, to do the washing up!

The Freya features a mixture of fresh seafood and contemporary Australian cuisine within an excellent price range.

I had an excellent lunch there recently with Merri Mack from Fujitsu, who sponsored the recent Gosford to Lord Howe Island race, settling for an entree of my longtime favourite of octopus with avocado salad featuring basic leaves splashed with balsamic vinegar, a really superb dish. Merri chose the oysters with a spicy tomato sauce, which she obviously enjoyed.

For mains Merri chose blue-eyed cod with caper and dill butter, while I elected for lamb cutlets, delicately garnished with cucumber and yoghurt dressing.

As both of us are in training (Merri is a triathlete) we resisted the small but mouth-watering puds which included hot sticky toffee cake, baked Italian cheesecake and a butterscotch parfait.

The CYCA carries a good mid-range selection of Australian wines.

Hamilton Island Race Week Video Tape

Unfortunately, due to publishing commitments, I was unable to go north for this year's XXXX Ansett Hamilton Island Race Week. Apart from gleaning

all the information from the colourful prose of OFFSHORE's northern scribe, Ian "Stripey" Grant, I have been able to watch all the action on video tape.

The tape was produced by the Melbourne-based Editel, who have done an excellent job on portraying the racing and social events which make Race Week such a memorable event. At \$34.95 a copy it's a worthwhile purchase for anyone who took part in this year's Race Week, or who is planning going north in 1993.

Editel have also produced tapes on bare boat yachting around the world, again worthwhile if you are planning such a holiday.

The Hamilton Island Race Week tape is available from yacht chandlers and from Editel, 59a Wellington St, Windsor, Vic 3181. Phone: (03) 521 1000 or fax (03) 521 1538.

DOWN THE RHUMLINE TO THE END

or answers to those trivia questions:

1. December 29 - before 03.36.56 hours.
2. Rani, Skipped by Capt. John Illingworth RN, was wrecked years later on Stockton Beach near Newcastle.
3. J.R. Bull's *Christina*, which took 6 days 18 hours 51 minutes 15 seconds to take line honours in the 1946 race.
4. *Screw Loose*, winner in 1979, had an LOA of 9.14m (30ft)
5. *Freya*, designed, built and sailed by Trygve and Magnus Halvorsen, three overall wins in succession - 1963-64-65.
6. New South Wales comprising *Mercedes III* (Ted Kaufman), *Calliope* (Charles Middleton) and *Moonbird* (Norman Brooker).
7. On the Derwent River, Hobart, on January 5, 1827. No results were kept.
8. *Sovereign*, owned by Bernard Lewis and skippered by David Kellett, in 1987.
9. *Condor* beat *Apollo* by 7 seconds.
10. Smallest fleet - 9 in 1945; largest 173 in 1983.

Mount Gay welcomes all Kodak Sydney-Hobart competitors

Fleet Size Boost in "Recession Beater"

continued from page 9

The big fleet, the quality of competing yachts, the widespread international interest in the event and the professional expertise of the Cruising Yacht Club of Australia must be great encouragement to Kodak (Australasia) Limited, who became major sponsor of the Sydney-Hobart Race last year.

Obviously delighted with the national status of Boxing Day and the start of the Sydney-Hobart, Kodak have signed up with the CYCA for a further three years, taking the partnership through to the 1994 Golden Jubilee Kodak Sydney-Hobart Yacht Race and the planned Kodak Tasman Triangle, which includes races to and from New Zealand and special races in Sydney and Hobart in association with the major event.

The support of yacht owners throughout Australia and overseas is

indeed rewarding for Kodak and the CYCA, and the Club is already talking in terms of a fleet of nearly 200 yachts in 1994. Linked closely is the choice of the CYCA on the foreshores of Rushcutters Bay as the shore venue for the yachting regatta of the Sydney 2000 Olympics.

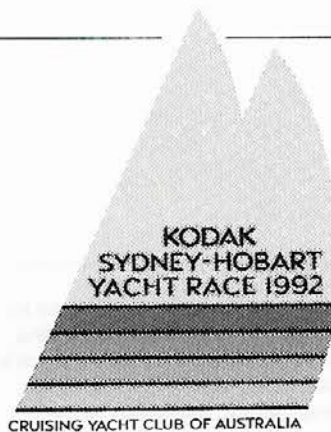
When entries closed on November 28 the Cruising Yacht Club of Australia had received 115 entries, representing clubs throughout Australia and from New Zealand, Japan, Ireland and Papua New Guinea.

Focus of the fleet as it battles the Tasman Sea on the 630 nautical mile race down the NSW South Coast, across Bass Strait and into Tasmania's unpredictable waters will be the bid to break *Kialoa's* 17-year-old race record of 2 days 14 hours 36 minutes 56 seconds.

For the first yacht to break this remarkable time will be Kodak's cheque for \$100,000, one of the richest prizes offered for any yacht race in the world.

There are at least six big boat owners who are confident that, given the right weather, they have the boat capable of averaging just over 10 knots to set a new record. However, conditions have to be ideal, with favourable winds and currents throughout the two-and-a-half days being needed to better *Kialoa's* 1975 time.

In fact, since 1975 only four line honours winners - *New Zealand* (1980), *Condor* (1983), *Sovereign* (1987) and *Ragamuffin* (1990) - have broken three days in elapsed time with the nearest to *Kialoa's* record being the 1980 time of 2



days 18 hours 45 minutes 41 seconds set by the Kiwi maxi sloop, *New Zealand*.

The 1992 Sydney-Hobart has attracted two fully fledged maxi yachts (the 80-footers) - the newly-launched Kiwi ketch *New Zealand Endeavour*, and two-times past line honours winner *Condor*.

The fashionable pocket maxi line-up (65-70-footers), led by last year's line honours winner *Brindabella*, includes such downwind flyers as *Amazon*, *Bobsled*, *Hammer Of Queensland*, *Freight Train* and *Matua Future Shock*.

All are modern, powerful yachts capable of reaching high speeds running downwind in fresh to strong breezes.

Adding colour to the fleet are two yachts sailed by all-women crews - *Ella Bache* (ex *Beyond Thunderdome*) has been entered by champion 18-footer sailor Adrienne Cahalan while the Women On Water group has chartered *Nadia IV*.

NEW Zealand's *Matua Future Shock*, which is expected to be one of the front-runners in the Kodak Sydney-Hobart Race, particularly in hard-running conditions. (Pic - Ian Grant)



The newly launched *New Zealand Endeavour*, built for the 1993-94 Whitbread Race, and the world's first Farr 50 IMS boat, *Morning Mist III*, from Victoria, head the new yachts for Hobart. More than half the fleet has also entered for the Kodak Asia Pacific Ocean Racing Championships.

Among the fleet are last year's top performers - line honours winner *Brindabella*, IOR winner *Atara*, again sailing as an Irish entrant, and IMS winner *She's Apples II*. Other past winners in the fleet include two-times line honours winner *Condor*, and corrected time winners *Zeus II*, *Ultimate Challenge*, *Salamanca Inn* (ex *Sagacious V*), and the veteran *Anitra V.*

The 26-metre LOA *New Zealand Endeavour* is already being rated as line honours favourite and is seen as a strong contender to win Kodak's \$100,000 prize for the first yacht to break *Klaloa's* 17-year-old race record.

Both *New Zealand Endeavour*, a Kiwi entry for the 1993-94 Whitbread Round the World Race, and *Morning Mist III*, were launched only in November, but both are being mentioned as favourites for success - the Kiwi ketch for line honours and the 50-footer for overall IMS victory.

Kiwi skipper Grant Dalton will use the Sydney-Hobart as the first major race for the Bruce Farr-designed 26-metre ketch in its preparation for the Whitbread. Farr has also designed *Morning Mist III* for veteran



VETERAN Adelaide yachtsman Fred Neill, who will be sailing master aboard *Maglieri Wines Adelaide* in the Hobart race.

Melbourne yachtsman Alf Neate with the commission to produce a yacht capable of winning the IMS handicap overall of the Sydney-Hobart.

New Zealanders are making a strong bid for success as, apart from the maxi ketch, Kiwi entries include *Starlight Express*, *Matua Future Shock*, *Icefire* and

Hijacker.

An interesting entrant is *Assassin*, a 40-foot sistership to the Bruce Farr-designed *Cookson's High.5* which dominated the IMS fleet at this year's Kenwood Cup in Hawaii. Built in Auckland by Cookson's, the yacht has been chartered by Middle Harbour yachtsman Robin Crawford, who is putting together a top crew including Mick Cookson and local stars Bob Fraser, Brad Stephens and Phil Eadie.

The Irish are back, looking for a repeat of their overall IOR victory with *Atara*, the Farr 43 which previously raced as *Madeline's Daughter*. The yacht will again be sailed by a joint Irish/Australian crew representing the Royal Cork Yacht Club, including Irish internationals Gordon Maguire and Joe English, who were also involved in last year's Southern Cross victory by the Irish team.

Syd Fischer will be sailing his latest *Ragamuffin*, a well-performed Farr 50 which previously raced for Japan as *Will*, including the 1989 Admiral's Cup. Fischer is planning a strong campaign to win his first Sydney-Hobart on IOR corrected time and also the CYCA's Blue Water Championship.

His line honours winner, the maxi sloop *Ragamuffin*, was expected to compete under charter but sponsorship fell through. Canberra yachtsman George Snow, fresh from his line honours win in the Fujitsu Gosford to

INTRODUCING THE NEW MX100 GPS NAVIGATOR FROM MAGNAVOX.

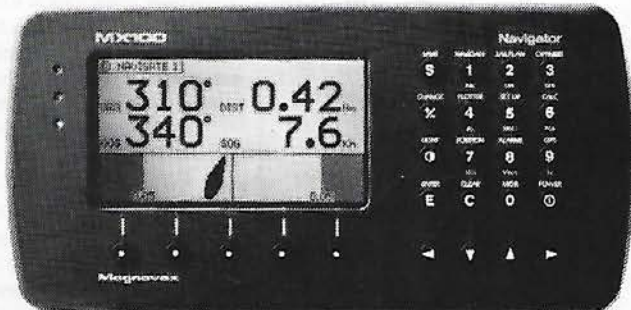
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Lord Howe Island race, has again entered his Farr 65 *Brindabella*, which got the gun in last year's Kodak Sydney-Hobart.

Other big boats entered include *Bobsled*, sailing this year with a French military academy crew, *Amazon*, which has taken line honours in every major race on the Australian East Coast except the Sydney-Hobart, and *Hammer Of Queensland*, two-times line honours winner *Condor*.

The \$100,000 prizemoney for the first yacht to break *Kialoa's* long-standing record has also attracted some noted downwind flyers, including the Inglis-designed sloops *Walk On The Wildside*, *Ronstan Wild Thing* and *Fast Forward*.

As usual, there will be a number of veteran yachts, as well as veteran yachtsmen, taking part in this year's race.

Hugh O'Neill from Sydney Amateur Sailing Club has entered his former One Tonner *Mark Twain*, now in its 21st year of active ocean racing.

Retired Chief Justice of the Supreme Court, Sir Garfield Barwick, has entered his famous *Anitra V*, although Sir Garfield, now in his 80s, will not be aboard. However, skipper Dudley (Doug) Stewart is 71 and several of his crew are of vintage age. *Anitra V*, designed and built by the Halvorsen brothers, Trygve and Magnus, won the 1957 Sydney-Hobart as well as placing second in 1956, 1958 and 1959. Her last race to Hobart was 20 years ago.

Among the veteran yachtsmen lining up for yet another "Hobart" are two times winner Lou Abrahams aboard *Ultimate Challenge*, sailing his 30th race as will be two other Melbourne yachtsmen, Bernie Case and Don Lang. Lake Macquarie sailor Albert Mitchell and Sydney's Col Betts will sailing their 31st races while Hobart owner John Bennetto is coming up for his 32nd race, Dick Norman his 33rd and famed navigator Richard "Sightie" Hammond his 34th - only one short of the record held by the late Peter Green.

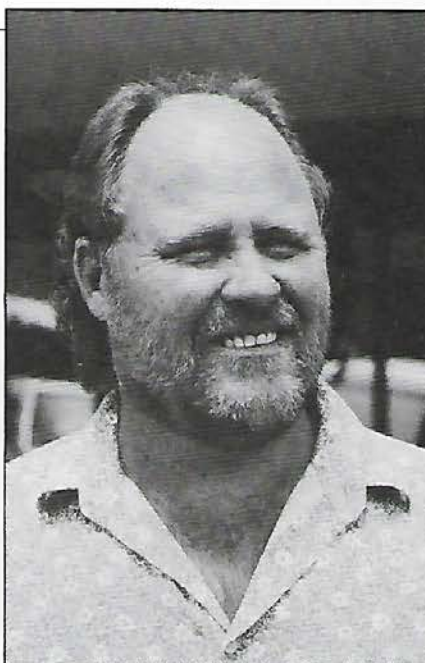
Official Starters

Official starters of the 1992 Kodak Sydney-Hobart Race will be Olympic bronze medallists at Barcelona and current world champions in the Tornado catamaran class, Mitch Booth and John Forbes.

This is probably the first time that yachtsmen, let alone catamaran sailors, have been asked to start one of the world's greatest ocean races but is a tribute to Australia's Olympic effort at Barcelona.

Two Overall Winners in 1992

For the first time in the 48 year history of the Sydney-Hobart Race there will be two overall handicap winners of the 1992 race - first overall for IOR rated yachts and first overall for boats racing under IMS handicaps. Winners and overall



WEST Australian yachtsman Alan Brierty who will be skippering his 40-footer *I'm A Mess* in this year's Kodak race to Hobart. (Pic - Peter Campbell)

placegetters under both IOR and IMS will have equal status in this and future races, with a fine collection of trophies being provided for the IMS category fleet.

Kodak Gold Cup

A new prestigious trophy will be the Kodak Gold Cup for the first yacht in Division A on IMS corrected time - expected to be one of the most competitive divisions of the race.

The third handicapping category for 1992 will be the Tasman Performance Handicap System (TPHS), a special arbitrary handicap system devised specifically for the Sydney-Hobart Race. Yachts intending to race in the TPHS category must be currently certificated to IOR or IMS and must nominate under which rule they wish to race within the TPHS category.

They will be eligible to compete, notwithstanding non-compliance with the exotic fibre restrictions, the IMS Accommodation requirements (if applicable), the IMS Light Displacement Limit (if applicable) or the Stability Index.

Apart from raising the status of overall results under IMS corrected times, an obvious move in view of the strength of IMS handicapped yachts in ocean racing fleets, there are no major rules changes to the 48th race to Hobart.

Yacht Sponsorship

Advertising rules have been further eased to assist yacht owners in obtaining sponsorship. The 1992 Kodak Sydney-Hobart Race will be Category C for IOR and TPHS divisions and Category B for IMS.

This allows multiple sponsors to be recognised on hulls and spinnakers. However, advertising on sails will continue to be restricted to spinnakers only.

Asia Pacific Championships

For this year, the lead-up races for the Kodak Asia Pacific Ocean Racing Championships have been condensed into the weekend before Christmas, with a 45-60 nautical mile day-night offshore race on Friday, December 18, a 20 nautical mile offshore triangle race on Saturday, December 19, and two 10-12 nautical mile offshore windward-leeward races on Sunday, December 20. The final races for the IOR and IMS Championships will be the Kodak Sydney-Hobart, starting December 26.

Kodak Plan Boxing Day Spectacle

Kodak are finalising plans to make the start of the 1992 Kodak Sydney-Hobart Yacht Race from Sydney Harbour an event to be remembered - by competitors and by spectators on and off the water. At the same time they are working closely with Hobart city and Tasmanian tourism officials to make the finish of the fleet a focal point of Christmas-New Year activities around the Hobart waterfront.

An innovative change is that the finishing line off Battery Point is to be extended so that yachts finishing can be seen from the Constitution Dock area - not to mention the Sheraton Hobart Hotel, which will be headquarters for the media contingent covering the race for television, radio and print throughout Australia and overseas.

Program of Events

Friday, December 18: Race 1, Kodak Asia Pacific Ocean Racing Championships for IOR and IMS rated yachts, 45-60nm, starting 1500 hours.

Saturday, December 19: Race 2, Kodak Asia Pacific Championships, short offshore triangle, 20nm, starting 1300 hours.

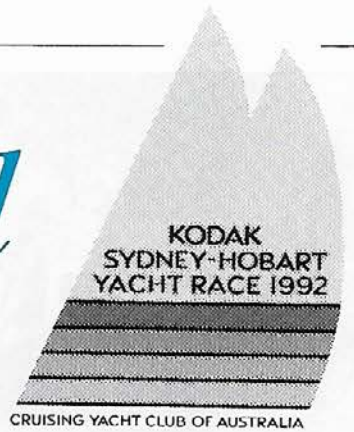
Sunday, December 20: Races 3 & 4, Kodak Asia Pacific Championships, two short offshore windward/leeward courses, 10-12nm, starting 1100 hours.

Tuesday, December 22: Australian Ocean Racer of the Year Awards, CYCA, 1830 hours.

Thursday, December 24: Skippers' Briefing, Kodak Sydney-Hobart Race, CYCA, 0900 hours.

Saturday, December 26: Kodak 48th Sydney-Hobart Race, 630nm, starting 1300 hours.

Two Overall Handicap Winners in 1992 Race



For the first time in the history of the Sydney-Hobart Race there will be two overall handicap winners – first overall for IOR rated yachts and first overall for boats racing under IMS handicaps. Winners and overall placegetters under both IOR and

IMS will have equal status in this and future races, with a fine collection of trophies being provided for the IMS fleet which now outnumbers IOR entries. The spirit and intent of the Cruising Yacht Club of Australia's decision, made in consultation with the Royal Yacht Club of Tasmania, is that the IMS trophies for

corrected time winners and placegetters will match as closely as possible the stature, tradition and general quality of those trophies which have been available to IOR contestants in the past. For example, the trophy for the first yacht on overall IOR corrected time since the inception of the race has been the

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Tattersall's Cup, an ornate silver cup with winners' shields affixed around the plinth.

The City of Hobart Trophy is for the second yacht and the RYCT Trophy for the third yacht.

The traditional replica for the winning owner is a model of the famous *Iron Pot*, which marks the entrance to the Derwent River.

The equivalent perpetual trophy for IMS overall winner will be the historic Bass Strait Cup, a large silver cup won by *Solo*, the famous Sydney-Hobart racer of the 1950s and 1960s and presented to the CYCA on behalf of the estate of the late Vic Meyer.

The replica will be a smaller cup individually engraved and presented each year by the CYCA while the owner of the winning yacht will receive the Gordon Marshall Trophy and members of the winning crew will each receive Vic Meyer Medallions.

Second and third trophies for IMS will also be re-dedicated trophies won by *Solo* during her remarkable ocean racing career. The Solo Trophy (the large wooden steering wheel of *Solo*) is the perpetual trophy for second overall and the Storm Bay Cup for third overall.

A new prestigious trophy will be the Kodak Gold Cup for the first yacht in

Division A on IMS corrected time – expected to be one of the most competitive divisions of the race.

The third handicapping category for 1992 will be the Tasman Performance Handicap System (TPHS), a special arbitrary handicap system devised specifically for the Sydney-Hobart Race.

Yachts intending to race in the TPHS category must be currently certificated to IOR or IMS and must nominate under which rule they wish to race within the TPHS category.

TCFs are determined from past known performances and whilst yachts must comply with all measurements on their certificates the IMS regulations do not apply.

All yachts will be eligible for the Line Honours trophy – the J.H. Illingworth Trophy, presented on behalf of the late Captain John Illingworth RN who helped organise and then won line and handicap honours in the inaugural Sydney-Hobart in 1945. Another coveted trophy is the F & J Livingstone Trophy for the first yacht around Tasman Island, presented on behalf of the late Livingstone brothers, who campaigned *Kurrewa III* and *Kurrewa IV* (formerly *Morna*) in many early Hobart races.

Squadron/Blake Challenge For America's Cup

THE Royal New Zealand Yacht Squadron has announced a 1995 America's Cup challenge on behalf of Peter Blake's Team New Zealand.

San Diego Yacht Club spokesman Gerry Driscoll welcomed the entry. "We know the standing of the Squadron and of Peter Blake and we have good reason to respect the Kiwis," he said. "Their challenge is the icing on the cake as far as I am concerned. A Cup regatta would not be the same without New Zealand."

Squadron commodore Brian Maples said the country's senior yacht club was proud to lend its name and full support to the New Zealand campaign that would embody the best combination of talent and resource that the country could muster for its fourth Cup campaign in eight years.

Blake welcomed the Squadron's involvement. "The only chance New Zealand has of winning this most difficult of sporting competitions is to marshal the best resources at our disposal and do it the New Zealand way – as a tightly knit, fully committed team. The Squadron, as the senior representative of every yacht club in the country, has the resource, the experience and the people to add an invaluable dimension to this challenge."

Blake remained tight-lipped about the concepts for the challenge and personnel who will be involved.

"All I can at this stage is that we know how we can improve on what, in reality, was a superb effort in 1992 and that a lot of careful thought has gone into how to do that.

"The next steps in the process will be to fine-tune the campaign plan and lock in the people to make it work."

The next America's Cup will be raced off San Diego's Point Loma in May 1995 with the challenger eliminations scheduled to begin in February, 1995. New Zealand's challenge is the seventh so far with another three weeks to the challenge deadline on November 12. The other six are from Australia, France, Italy, Japan, Russia and Spain.

H O B A R T H I S T O R Y

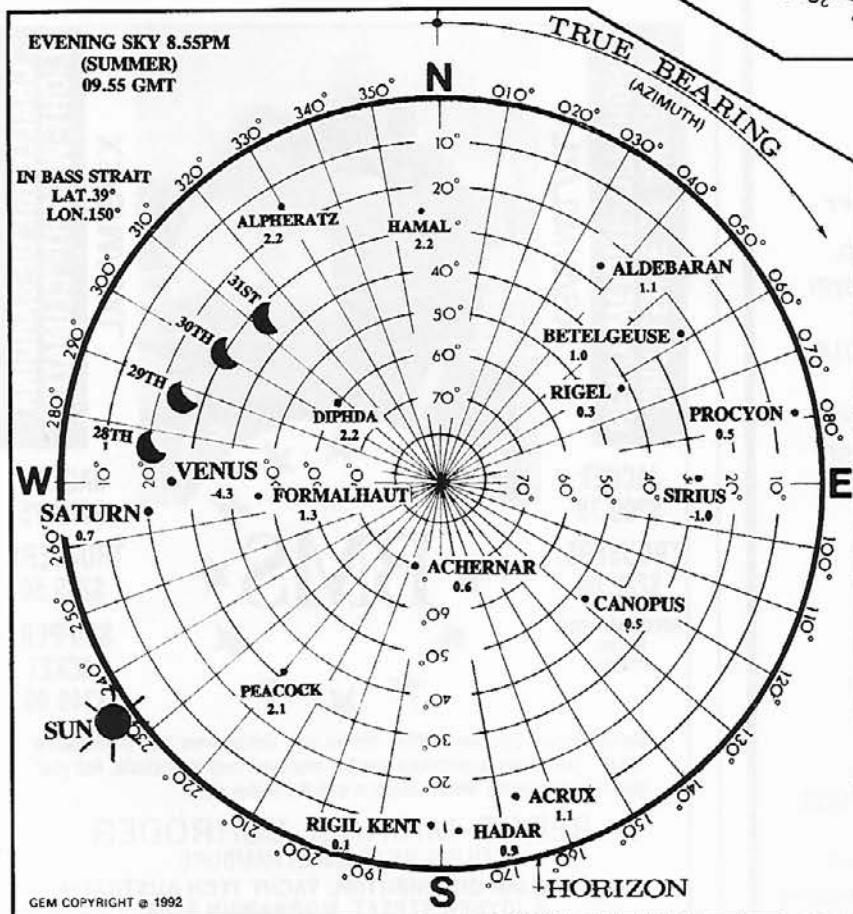
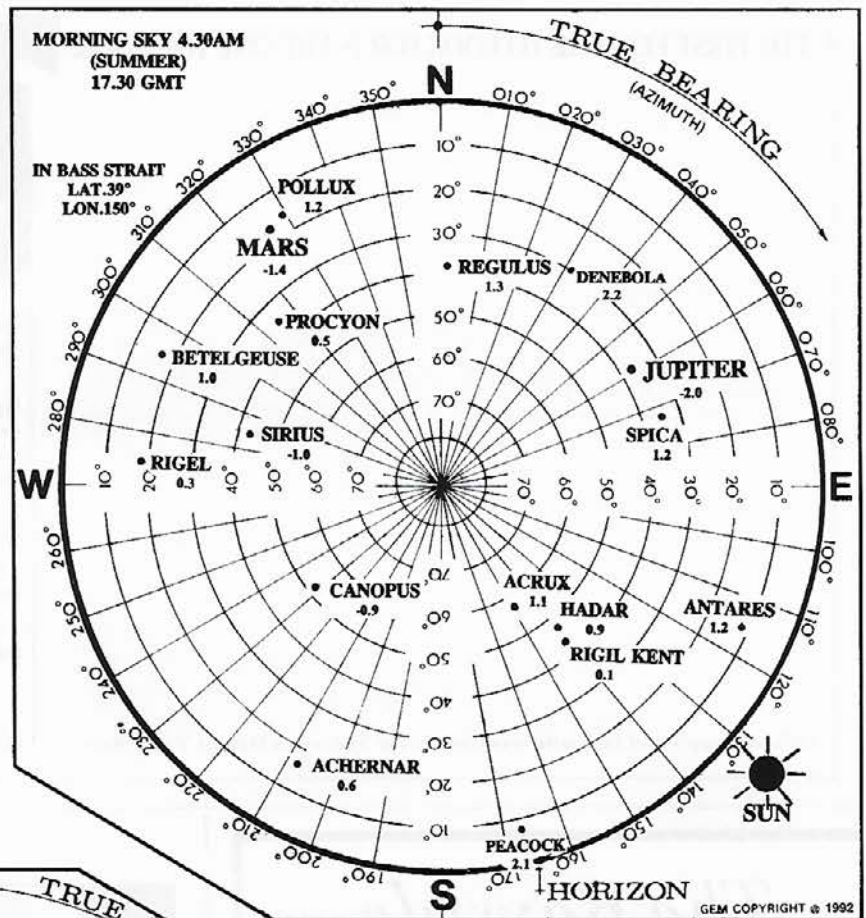
First Race Winner	RANI – Captain John Illingworth, RN	35' cutter, 1945
Last Winner IOR:	ATARA – John Storey/Harold Cudmore	Farr 43 – 1991
IMS:	SHE'S APPLES II – David Strong	Jarkan 12.5 – 1991
Double Winners (Line & Handicap)	RANI – 1945 AMERICAN EAGLE – 1972 KIALOA – 1977 NEW ZEALAND – 1980 SOVEREIGN – 1987	
Multiple Winners (Line Honours)	MORNA/KURREWA IV – seven races MARGARET RINTOUL – two races SOLO – two races ASTOR – three races KIALOA – two races BUMBLEBEE IV/RAGAMUFFIN – two races	

Multiple Winners (Corrected Time)	WESTWARD – two races SOLO – two races SIANDRA – two races FREYA – three successive races LOVE & WAR – two races
Fastest Race	1975 – 2 days 14 hours 36 minutes 56 seconds KIALOA – Jim Kilroy
Slowest Race	1945 – 11 days 6 hours 20 minutes 56 seconds WAYFARER – Peter Luke
Closest Finish	1982 – CONDOR OF BERMUDA beat APOLLO by just seven seconds ANACONDA II – 15 races since 1976
Most Races by Any Yacht	
Record Fleets	179 starters in 1985 (Southern Cross year) 155 starters in 1984
Last Year's Fleet	99 starters

For Navigators Heading for Hobart

The majority of navigators in the forthcoming Kodak Sydney to Hobart race, and there are upwards of 100 involved, will revel in the luxury of position determination by Satnav or GPS. Some will even be using miniaturised hand-held units giving them updated positions every couple of seconds. Such is the amazing development of the silicon chip and satellite communication.

Notwithstanding the foregoing, there are a number of persuasive reasons which suggest that we should maintain our skills with the fundamental tools of navigation. It is interesting to note that Lloyds, with their vast experience in marine insurance, recently urged their clients to require their navigators to practise their competency in the use of the sextant and compass. A short note on the back cover of the handsome logbook issued for use in the recent Lord Howe Is. Race summarises that view... "Machines may reflect much of the science of navigation, but only a competent human can practise the art of navigation".



Phil Eadie, one of our crack ocean racing navigators, had an experience in this vein only a few years ago which is worth recounting.

He was one of the crew of a highly competitive grand prix yacht, the skipper of which was intensely motivated to win the impending Sydney to Hobart Classic. Phil was advised by the skipper at a pre-race crew briefing that the yacht was to be sailed with absolute minimum displacement, and that he should not bring on board such unnecessary weight as his sextant and tables, etc (the yacht was fitted with Satnav).

Notwithstanding this instruction, he secretly stashed the sextant beneath his bunk on a quiet afternoon just before race day. He didn't need the bulky tables normally associated with celestial navigation since he owned a hand-held Hewlett Packard calculator which I had previously celestially programmed for him.

After a hectic start and a crowded passage up the harbour, they ultimately rounded the sea-mark off the Heads in a very creditable position, auguring well for the rest of the race. At that point Phil went below to initiate the Satnav and complete his "departure" routine.

Lo and behold, the Satnav refused to start up, and no amount of unplugging and replugging or wire jiggling would correct the situation. He sombrely announced to the assembled cockpit: "We are without Satnav, and will be navigating the race by DR."

This really put him on his merits!

As the race progressed they paid more than usual attention to the radioed sked positions of those other yachts which were considered to be their opposition, but Phil observed, when in the middle of Bass Strait "I am concerned with the possible inaccuracy of my DR and we may not be as competively placed as we think!"

This statement set the stage, and the time seemed right as dusk descended, to make the grand disclosure. He emerged through the companionway, sextant in hand, and gave his watch and timekeeping form to one of the crew. He quickly shot three stars and went below to reduce them to an observed position with his HP.

On checking the answers against his current DR plot, he was able to announce to the cockpit: "We are not only as competitively placed as we thought, but we are another 15 miles down the track, no doubt as a result of favourable current, and we presently look like outright winners."

Not a word was said about his banned sextant; instead, he was an instant hero!

The yacht went on to cross the finishing line as outright handicap winner.

The moral of the story is surely obvious: You need to have back-up for electronic navigation!

In view of the foregoing, I have been asked by the Editor of OFFSHORE to produce an exercise which may prompt navigators to sharpen their skills in the use of the sextant and to refamiliarise themselves with the sight reduction routine before they embark on their "Hobart" adventure.

Well, here we go -

The first thing the navigator should do is prepare a dusk and dawn star plot so that he may plan the best routine for his sights. One pair of plots will suffice for the whole of the race, the only object which will change position in the sky significantly during the course of the race is the moon, ... and we can all recognise the lunar disk!!!

I've done the two plots, and they are displayed on the facing page. You should do your own, and then check them against mine, rather than just copying.

The plots show that we have good combinations of objects available, with some very bright planets, as well as the moon in view.

Taking them singly, the morning plot suggests that you should do "Sirius" in the west first (the brightest star in our heavens), as soon as the horizon is sharp enough. By the time this is completed



CELESTIAL navigation authority Gordon Marshall uses his sextant to take a sun sight. Gordon's exercise published below is a challenge to navigators heading to Tasmania in this year's Kodak Sydney-Hobart Race (Pic Peter Campbell)

"Hadar", the dimmer of the two "pointers", will have faded out, and you will thus avoid taking it in error when you shoot for "Rigel Kent", the other brighter "pointer". Whilst the sky may now be getting quite bright, you will be left with "Jupiter" in the north-east, with a magnitude of -2.0 (very bright), which means that it will still be visible when everything else has vanished.

In the evening you have a brilliant "Venus" due west. It can be seen throughout the day (with some difficulty) but it will certainly come clearly into sight a few minutes after the last edge of the sun disappears. This will be some 10 to 15 minutes before the first star will appear in the darkening sky. You should therefore do it first, then wait for "Canopus" to appear in the south-east. Finally, "Rigel" in the north-east would be next and its choice will give you a well shaped position triangle.

I have used these three stars for a hypothetical exercise which you may care to run through for practice.

Here are the details -

The yacht is in Bass Strait on the evening of the third day since starting. The navigator has done running sights during the day, and has DR'd on since 1400 (summer time).

Date 28/12/92.

DR position 38°58' 150°05'

Height of eye for all sights - 8'

(Don't bother with plotting transfers)

1st sight "Venus". Sext Alt 29°58'

Local summer time 20:29:55 (no error)

2nd sight "Canopus". Sext Alt 45°57'

Local summer time 20:44:50 (no error)

3rd sight "Rigel". Sext Alt 39°58'

Local summer time 20:50:02 (no error)


Questions -

What is his observed position at 2050 and what "current" has beset the yacht since his sunfix at about 1400?

A completed sight form in which the nautical almanac and marine tables were used is shown on page 118 as well as a sight form as would be used by a navigator with a programmed calculator.

You should finish up with a very small well-shaped position triangle, and the hand plot will be in very close agreement with the answer from the electronic "machine".

Here's hoping that this exercise may give you the opportunity to sharpen your almost forgotten reduction routine, and that clear skies accompany you to Hobart!



The Great Race South

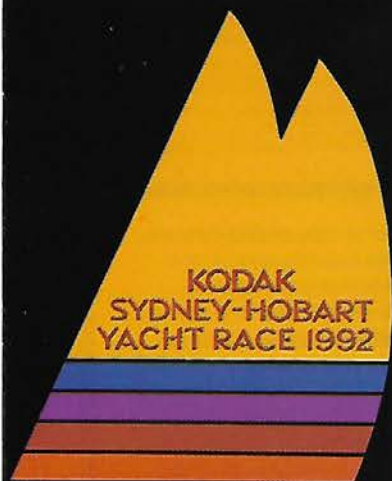
TASMANIAN photographer Richard Bennett has been covering the annual Sydney-Hobart Yacht Race and other ocean races to Tasmania for more than 25 years, the majority from a light aircraft following the fleets. The results have seen some spectacular shots of ocean racing, as this selection shows.

ABOVE, the Hong Kong owned *Sweet Caroline* surfing southwards across Bass Strait. BELOW, classic picture of *Starlight Express* sweeping past rugged Cape Raoul in Storm Bay.





FIRETEL, one of the smaller competitors in the 1991 Kodak Sydney-Hobart Race, under reefed sails as she heads towards the Harbour.



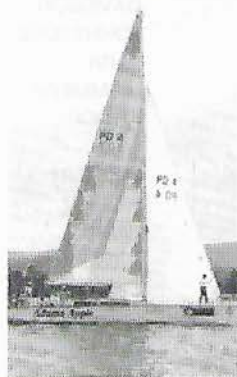
CRUISING YACHT CLUB OF AUSTRALIA



WINDWARD PASSAGE, a great competitor in past Sydney-Hobarts, captured by Richard Bennett on her way down the Tasmanian East Coast.



Who's Headed for Hobart?



ADAMS APPLE
 LOA: 13.5m
 DESIGNER: Joe Adams (Aust)
 TYPE: Adams 13.5
 OWNER/SKIPPER: Dennis Wivell
 CLUB: Port Dalrymple Yacht Club, Tasmania.
 Tamar River yachtsman Dennis Wivell competed in the Australian Three Peaks race in '88 and '89, the Melbourne-Hobart race from '86 to '90, and the 1988 Tall Ships Race. Adams Apple's best results have been line honours in the '85 Melbourne-Devonport race, 4th line honours and 4th on handicap in the 1986 Westcoaster, 2nd overall in the '90 Australian Three Peaks Race, and 4th in the PHS class in last year's Hobart.
 Crew: D. Wivell (2), A. Van Asch (3), R. Wivell (2), S. Wivell (2), P. Thompson (2), S. McElwée, M. Sherrif, S. Davison (1), A. Mearnes (1).

SAIL NO: PD4
 CLASS: IMS
 YEAR BUILT: 1985
 NO. OF HOBARTS: 2



ADRIA
 LOA: 13.7m
 DESIGNER: Rodney Johnstone (USA)
 TYPE: J44
 OWNER/SKIPPER: Giorgio Gjergja
 CLUB: Royal Brighton Yacht Club, Vic
 Brand new J44 which made its debut in the '92 Petersville Regatta, where she performed well, and has been racing in the '92 Port Phillip Bay club and Inter-club races. Adria's first ocean race was the Melbourne-Burnie Challenge in which she finished 1st overall under IMS in a lead-up to this race. These Johnstone designed purpose built IMS yachts have performed exceptionally well since their inception.
 Crew: G. Gjergja (1), Polton (4), P. Oakeshott (4), K. Halsted (8), R. Kenory (1), C. Smith, M. Blair (2), G. Blair, N. Drennan (8), M. Maloney (2), M. Gjergja, A. Saliwonczyk (5).

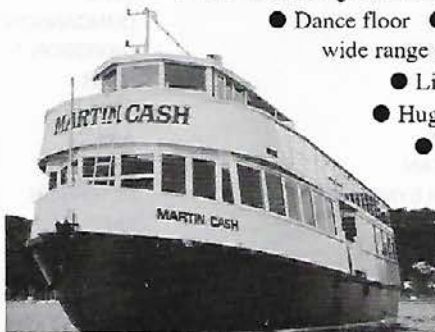
SAIL NO: B 10
 CLASS: IMS
 YEAR BUILT: 1991
 NO. OF HOBARTS: 0

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Phone Numbers for Race Information

The Cruising Yacht Club of Australia has set up special telephone and fax lines at the club to assist competitors, their families and friends in obtaining information about the Kodak Sydney-Hobart Yacht Race.

From Monday, December 14, information on yacht arrivals and crew messages should be made to:

Phone: (02) 362 3882 Fax: (02) 362 3896

From Sunday, December 27, information on the progress to Hobart of the fleet and individual yachts will be available by phoning: (02) 362 3282

The CYCA has a special team of volunteers manning telephones which are linked to computer stations, but please allow sufficient time for reports from the fleet to be processed.

Radio position reports (skeds) are scheduled for 0635, 1535 and 2135 hours each day but general public information will not be available for at least one hour after each sked. The official race radio frequency is 4483.

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LATE NEWS

Please Note: As of the publishing date of this magazine, the *M.V. Martin Cash* will be travelling to Sydney Harbour to honour previously placed December bookings. There are some extra booking dates available. AND a cancellation has caused Boxing Day to be available on this beautiful vessel **BE QUICK!**

Sail Number Guide

Sail	Yacht name	LOA	Country/ State	Year	Owner/Charterer	Designer
C1	BRINDABELLA	19.6	ACT	1989	G.SNOW	FARR
KZ1	NEW ZEALAND ENDEAVOUR	26.0	NZ	1992	NEW ZEALAND 93	FARR
KASM2	PENFOLDS ULTIMATE CHALLENGE	12.2	VIC	1987	L.ABRAHAMS	DUBOIS
KP3	INDIGO	13.4	PNG	1983	K.McLAREN	DUBOIS
MH3	LEGEND	10.2	NSW	1985	T.HILL	DAVIDSON
PD4	ADAMS APPLE	13.5	TAS	1985	D.WIVELL	ADAMS
OYC6	SIR THOMAS SOPWITH	22.0	NSW	1974	M.STIRLING-GRAY	CLARK
7	HAMMER OF QUEENSLAND	20.5	QLD	1987	A.BLOORE	STEINMANN
A8	MIRRABOOKA	14.3	TAS	1987	J. & P. BEN NETTO	FRERS
SM8	THRIFTY LINK JACOBINA	9.5	VIC	1991	R.GREEN	JUTSON
MH9	FUJITSU DEALERS	10.9	NSW	1986	J.EYLES	DAVIDSON
B10	ADRIA	13.7	VIC	1991	G.GJERGJA	JOHNSTONE
PH15	SEAHORSE	11.0	NSW	1984	P.HEKKING	FARR
M16	OZ FIRE	13.7	NSW	1990	D.COULTER	MUMMERY
H17	ROYAL TASMANIAN SALMON	9.5	TAS	1980	A.TOWNLEY	KNOOP
RQ23	BOOMAROO PRUDENTIAL	10.1	QLD	1972	J.McINTOSH	S&S
B23	KINGURRA	13.1	VIC	1972	P.JOUBERT	JOUBERT
S29	SUREFOOT	11.6	VIC	1981	D.MILLIKAN	NORLIN
A33	INVINCIBLE	11.0	TAS	1976	H.&J.CLARK	FARR
R33	JLW CHUTZPAH	10.2	VIC	1988	B.TAYLOR	DAVIDSON
A40	INTRIGUE	12.2	TAS	1984	D.CALVERT	CASTRO
L41	SUELAN	12.3	SA	1985	J.BUCKLAND	LEXCEN
SA41	TRADITION	10.3	SA	1983	W.STRANGWAYS	DUNCANSON
KA48	ANACONDA II	25.3	SA	1975	J.GRUBIC	BUCHANAN
MH48	LADY HAWK	10.5	NSW	1988	J.MILLAR	MILLAR
M53	NYNJA GO	11.0	NSW	1982	NYNJA GO SYNDICATE	FARR
A55	SOLANDRA	10.1	TAS	1984	R.ESCOTT	S&S
G62	VENTURA HIGHWAY	10.9	QLD	1979	P. SHAW	DUNCANSON
MH68	STAR FERRY	10.2	NSW	1987	J.CONROY	DAVIDSON
70	RAGAMUFFIN	15.2	NSW	1988	S.FISCHER	FARR
77	ANITRA V	11.5	NSW	1956	SIR G.BARWICK	HALVORSEN
KB80	CONDOR	24.5	NSW	1981	T.PAOLA	HOLLAND
A94	CHARISMA	13.0	NSW	1991	J.LAWLER	BROOKER
M101	RONSTAN WILD THING	14.2	VIC	1991	G.WHARINGTON	INGLIS
MH106	IMPECCABLE	10.2	NSW	1980	J.WALKER	PETERSON
R111	APOLLO II		VIC	1972	J.DUFFIN	MILLAR
A113	MARK TWAIN	11.8	NSW	1971	H.O'NEILL	S&S
114	TAKE TIME	11.0	NSW	1976	G.SMITH	JOUBERT
S125	SILHOUETTE	11.7	TAS	1985	G. HOGARTH	S&S
B133	FLY BY NIGHT	10.1	VIC	1982	J.DRAKE	HUMPHREYS
169	PALGA	9.5	TAS	1986	F.BINNS	COLE
R180	FAST FORWARD	14.3	VIC	1991	R.&P. MEIKLE	INGLIS
S185	DORIS VI	12.1	VIC	1983	J. SLEIGH	ADAMS
R188	BREAKAWAY	12.2	WA	1978	B. GREIG	COLE
R221	TARDIS	9.4	VIC	1978	P.BLACK	COLE
SA221	THE OLD LION	12.2	SA	1984	W.GRYST	DUNCANSON
M236	NEW HORIZONS	11.2	NSW	1985	M.KELAHER	DAVIDSON
M250	MORNING MIST III	14.0	VIC	1988	A.NEATE	FARR
315	DOUBLE OR NOTHING	11.9	QLD	1983	J.BUSH	ADAMS
S321	AGGRO	12.0	VIC	1982	S.COLLIS	ADAMS
327	ZEUS II	9.0	NSW	1979	J.DUNSTAN	JOUBERT
SM377	BACARDI	13.3	VIC	1979	BACARDI SYNDICATE	PETERSON
B400	SIMPLY RED	12.2	VIC	1988	M.BUCKLEY & G.HUTCHINS	FARR
508	POLYCOM STORMY PETREL	10.9	NSW	1970	A.PEARSON	S&S
550	COCONUT EXPRESS	11.9	QLD		J. DONOVON	SAYER
F611	I'M A MESS	12.1	WA	1987	A.BRIERTY	DAVIDSON
621	KINGS CROSS	10.9	NSW	1985	R.STONE	DAVIDSON
630	SOUTHERN VENTURE	10.0	TAS	1983	A.GRICE	KAUFFMAN

ide to the Fleet

Sail	Yacht name	LOA	Country/ State	Year	Owner/Charterer	Designer
PF710	BELFAST VENTURE	12.1	VIC	1987	D.MORROW	DUBOIS
SM880	SECOND LADY	10.4	VIC	1977	B.JEFFERSON	COLE
955	MIDNIGHT MAGIC	13.0	TAS	1981	S.KEAL	COLE
1118	BUGGBEAR	10.9	TAS	1985	R.BUGG	BUGG
1317	MARARA	10.3	NSW	1972	A.E.RATCLIFFE	S&S
1987	BRIGHT MORNING STAR	15.5	NSW	1986	I.TREHARNE	PETERSON
SM1994	WALK ON THE WILD SIDE	17.6	VIC	1988	P.HANSEN	INGLIS
SM2418	SCORPIO 2	10.4	VIC	1976	M.HALLER	BLACKBURN
2555	NATELLE II	12.4	TAS	1975	G.ROPER	PETERSON
2557	WITCHDOCTOR	12.7	NSW	1979	RUM CONSORTIUM	DAUBSON
2837	KATINKA	9.2	NSW	1980	D.O'CONNELL	JOUBERT
3105	DOCTOR WHO	15.7	TAS	1984	R.JACKMAN	DAVIDSON
3663	NORTHWEST AIRLINES	12.8	NSW	1983	R.STEEL	HOLLAND
3767	MISTRESS MERCY	11.0	NSW	1991	D.SENOGLES	SENOGLES
3774	ICARUS	11.6	NSW	1984	A.RIDLEY	KAUFFMAN
3807	ALEXANDER OF CRESWELL	11.1	NSW	1984	DEPT OF DEFENCE (NAVY)	SWARBRICK
3809	LADY PEN OF NIRIMBA	11.0	NSW	1984	DEPT OF DEFENCE (NAVY)	SWARBRICK
3946	HUMMINGBIRD	11.3	NSW	1985	J.QUINN	FARR
KA4000	SALAMANCA INN	12.1	TAS	1987	J.FUGLSANG	FARR
4040	NADIA IV	12.2	ACT	1984	T.DALTON	FARR
YC4056	LOW PROFILE	11.0	SA	1986	W.JONES	FARR
4070	PALADIN	12.2	VIC	1985	C.MEHRMANN	FARR
4117	SHERATON HOBART	12.2	TAS	1984	I.SMITH	FARR
4182	UPTOWN GIRL	12.5	NSW	1976	R.WINTON	PETERSON
R4233	COTTON BLOSSOM II	16.7	VIC	1979	E.BARRON	FARR
4260	RISING FARRST	11.0	NSW	1986	D.BAKER	FARR
4343	WILD OATS	13.1	NSW	1985	FOYE/HICKMAN/PECKMAN	FARR
4490	HYPERDRIVE	13.4	NSW	1986	S.GRELLIS	ADAMS
4525	ELUSIVE	12.7	NSW	1988	G.LAVIS	KING
4527	SHE'S APPLES II	12.7	NSW	1991	D.STRONG	KING
4647	PORTOBELLO	11.9	ACT	1980	U.TUISK	ADAMS
4682	EMERALD CITY	14.0	NSW	1989	R.BREADMAN	KAUFMANN
4715	NEVER A DULL MOMENT	12.5	NSW	1989	C.WILSON	KING
J4737	ZERO 3	12.1	JAPAN	1992	S.TSUMURA	ELLIOTT
4782	RELENTLESS	10.2	NSW	1990	J.O'BRIEN & J.HEARNE	DAVIDSON
4883	LET'S GO	15.6	NSW	1986	A.OVENDEN	ADAMS
4918	NUZULU	9.6	NSW	1985	E.PSALTIS & P.WARD	STEINMAN
4988	MAGLIERI WINES ADELAIDE	12.1	SA	1987	G.VERCOE	FARR
5091	PILGRIM	13.9	NSW	1990	D.QUIRK	FARR
5180	SWEET CAROLINE	13.3	NSW	1982	R.MULKEARNS	DUBOIS
5222	FREIGHT TRAIN	18.9	NSW	1983	D.PARKES	FRERS
5223	RYOBI	11.6	NSW	1992	R.JACOBS	JUTSON
5227	ICEBERG	15.9	NSW	1986	G.GIBSON	ADAMS
5299	HI FIDELITY	13.4	NSW	1989	K.GLADMAN	ADAMS
KA5300	GIO AUSTRALIA RAW TALENT	13.1	NSW	1984	J.SIMPSON	FARR
5303	PACESETTER	12.8	NSW	1979	J.CAMERON	FARR
5339	MARINA MIRAGE CHALLENGE	13.9	QLD	1979	D.RYAN	S&S
5444	BOBSLED	20.1	QLD	1989	K.SPENCER	STEINMANN
5500	ELLA BACHE	12.2	NSW	1987	A.CAHALAN	DAVIDSON
5508	HIJACKER	13.5	NZ	1984	R.&J.LODGE	LIDGARD
5991	BLIND PANIC	15.9	NSW	1988	P.BUSH	ADAMS
NZL6006	STARLIGHT EXPRESS	16.7	NZ	1985	C.PACKER	DAVIDSON
6572	ICEFIRE	13.7	NZ	1988	P.TAYLOR	MUMMERY
KZ6717	MATUA FUTURE SHOCK	17.0	NZ	1988	I.MARGAN	ELLIOTT
IR8000	ATARA	13.1	IRE	1986	B.SYKES & J.STOREY	FARR
8888	AMAZON	20.7	NSW	1990	P.WALKER	STEINMANN
9999	ASSASSIN	12.1	NSW	1992	R.CRAWFORD	FARR
10000	PENGUINS ON SAFARI	8.7	NSW	1975	M.SPIES & S.BARLOW	ALSOP

THE FLEET FOR HOBART 1992



AGGRO
LOA: 12.0m
DESIGNER: Joe Adams (Aust)
TYPE: Cruiser/Racer
OWNER/SKIPPER: Stephen Collis
CLUB: Royal Melbourne Yacht Squadron, Vic.
Fast Joe Adams 40-footer built at Warrnambool on the South Coast of Victoria, has raced in four Melbourne-Hobart races, winning under Performance Handicap in 1988. Steve Collis brought the yacht up for the '90 and '91 Sydney-Hobart, racing under IMS and finishing 11th overall and 3rd in Division B last year and is presently competing in all the Victorian offshore races in a lead up to the Hobart.
Crew: S. Collis (2), M. Thompson (2), J. Donati (2), C. Clapp (2), T. Hogg (2).

SAIL NO: S 321
CLASS: IMS
YEAR BUILT: 1982
NO. OF HOBARTS: 2



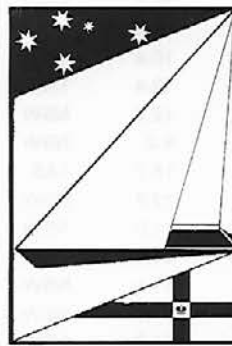
APOLLO II
SAIL NO: R 111
CLASS: TPHS
DESIGNER: Miller & Whitworth (Aust)
1972 TYPE: M & W 45
OWNER/SKIPPER: John Duffin
CLUB: Royal Yacht Club of Victoria, Vic
Well-raced yacht that appears at most longer ocean races but has not been to Hobart since 1989, where she finished 79th overall and 17th in division. Originally owned by Alan Bond, this yacht represented Australia at Admiral's Cup in 1973, and was designed by Ben Lexcen, who was then known as Bob Miller. John Duffin has raced extensively and was a navigator for the RAF yacht in the '84 Channel race in the U.K.
Crew: J. Duffin (1), K. Wolfe (3), M. Harris (4), L. Rowe (1), J. Douglas (1), I. Richardson, C. Pritchard, A. Wolfe, J. Crawshaw, R. Philips, D. East, D. Matuschka.

YEAR BUILT: 1972
NO. OF HOBARTS: 12



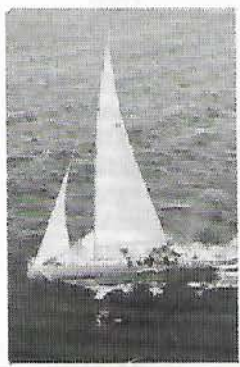
ALEXANDER OF CRESSWELL
LOA: 11.1m
DESIGNER: Kim Swarbrick (Aust)
TYPE: S111
OWNER/SKIPPER: Department of Defence
CLUB: Royal Australian Naval Sailing Association, NSW
One of five S111's used by the Navy for sail and adventurous training for her new entry officers to the R.A.N. She has competed in several offshore races including the '88 Tall Ships race, and 7 Sydney-Hobart races. This year the yacht will be crewed by four staff from HMAS Creswell and 4 midshipmen from the A.D.F.A., and they are keen to win the Ogglin Cup which they lost to Lady Penrhyn last year.
Crew: R. Warren-Smith, C. McMardie (1), B. Rose (1), A. Dunlop, K. Taylor, D. Skinner, B. Williamson, A. Campbell.

SAIL NO: 3807
CLASS: IMS
YEAR BUILT: 1984
NO. OF HOBARTS: 7



ASSASSIN
LOA: 12.1m
DESIGNER: Bruce Farr (NZ)
TYPE: Farr 40 IMS
OWNER/SKIPPER: Robin Crawford
CLUB: Middle Harbour Yacht Club, NSW
Newly launched, this is the sistership to Cooksons High 5, the undisputed IMS winner of the Kenwood Cup this year. Robin Crawford has chartered the yacht from Cooksons Boats in New Zealand, and it will be the first Farr 40 IMS to race in Australia. Hot shot crew includes Bob Fraser, Phil Eadie, Brad Stephens, and Andrew Buckland. Would have to be equal IMS win favourite with Morning Mist III, the new Farr 50 IMS.
Crew: R. Crawford (1), P. Eadie (15), A. Buckland (6), B. Stephens (9), B. Fraser (13), P. Bremner.

SAIL NO: 9999
CLASS: IMS
YEAR BUILT: 1992
NO. OF HOBARTS: 0



AMAZON
LOA: 20.7m
DESIGNER: Kell Steinman (Aust)
TYPE: Pocket Maxi
OWNER/SKIPPER: Peter Walker
CLUB: Cruising Yacht Club of Australia, NSW
Amazon has taken line honours in all major offshore events since her launch, with only the Kodak Sydney-Hobart eluding her, after breaking the forestay three-quarters of the way into last year's race whilst leading the fleet. Line honours victories this past year include the Jupiters Yacht Classic from Sydney to Southport. Walker says he intends to finish the race this year - hopefully first across the line.
Crew: P. Walker, D. Walker, P. Thompson, J. Pearce, I. Hobbs, M. Fountain, P. Gardner, P. Tabone, G. Freeman, C. Bloomfield, K. Phillips.

SAIL NO: 8888
CLASS: TPHS
YEAR BUILT: 1990
NO. OF HOBARTS: 1



ATARA
LOA: 13.1m
DESIGNER: Bruce Farr (NZ)
YEAR BUILT: 1986
TYPE: Farr 43
OWNER/SKIPPER: Bill Sykes
CLUB: Royal Cork Yacht Club, Ire
Once again challenging for Ireland is last year's IOR winner, Atara, which was also part of the winning Irish Southern Cross team, and best individual yacht of the series. Previously named Madeline's Daughter, this yacht represented Australia twice at Admiral's Cup, was in the winning '87 Australian team for Southern Cross and won Division A of the '89 Sydney-Hobart. Crack Irish sailors Gordon Maguire and Joe English will be back on board.
Crew: B. Sykes, F. Johnston, M. Coetzee, R. Johnston, G. Maguire, R. McAllister, L. May, J. Storey, J. Murphy, D. Rolfe.

SAIL NO: IR 8000
CLASS: IOR



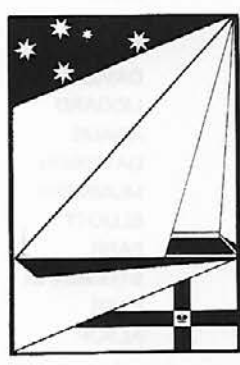
ANACONDA II
LOA: 25.4m
DESIGNER: Alan Buchanan (UK)
TYPE: Maxi Ketch
OWNER/SKIPPER: Josco Grubic
CLUB: Cruising Yacht Club of Australia, NSW
Anaconda II has sailed in many long ocean races including Sydney to Dover (UK), Plymouth (UK) to Perth, Sydney to Rio, 15 Sydney-Hobarts, and others. While this will be the 67 year old Grubic's 26th Hobart, it will be the yacht's 16th trip south - the record amount done by any yacht. Although not a line honours contender, Grubic and Anaconda II have never failed to finish a Hobart race.
Crew: J. Grubic, N. Brundle, K. Lehman.

SAIL NO: KA 48
CLASS: IOR
YEAR BUILT: 1975
NO. OF HOBARTS: 15



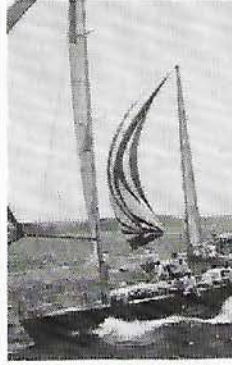
BACARDI
LOA: 13.3m
DESIGNER: Doug Peterson (Aust)
TYPE: Peterson 44
OWNER/SKIPPER: Bacardi Syndicate
CLUB: Sandringham Yacht Club, Vic.
Bacardi has won a Melbourne-Hobart, won the CHS class of the ORCV '91 winter series, placed 3rd in Division of the '89 Sydney-Gladstone Race, was 4th in division in last year's Hobart, and this year was Sandringham Yacht Club Champion in IOR and CHS. Bacardi is an older style yacht crewed by a young, experienced and very enthusiastic crew who recently took out the CHS class in the '92 Melbourne-Burnie race.
Crew: J. Williams (11), G. Ahley (11), S. Charles (4), D. Schmidt (3), A. Barker (1), R. Ford, A. Creek (6), J. Creek, T. Crespin (7), A. Arblaster (7), R. Leipert.

SAIL NO: SM 377
CLASS: IOR
YEAR BUILT: 1979
NO. OF HOBARTS: 10



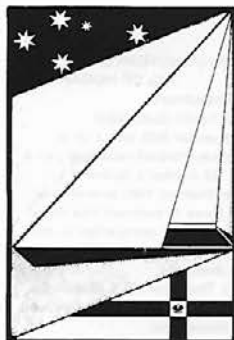
ANITRA V
LOA: 11.5m
DESIGNER: Halvorsen Bros. (Aust)
TYPE: Cutter
OWNER/SKIPPER: Sir Garfield Barwick
CLUB: Royal Sydney Yacht Squadron, NSW
Making a welcome comeback after a 20 year absence from the Sydney-Hobart, is the beautifully refurbished 36 year old Cutter, Anitra V. Anitra V made her first appearance in the Sydney-Hobart in 1956 in which she took out 2nd overall. She has since done 11 Hobarts, winning overall in '57, 2nd overall in '56, '58 and '59, with her last Hobart being in 1972 along with her skipper, Doug Stewart, a 71 years old ex 16' skiff champion.
Crew: D. Stewart (6), L. Stewart (3), G. Johnson (6), J. Kirk, A. Robbins, R. Nicholson.

SAIL NO: 77
CLASS: IOR
YEAR BUILT: 1956
NO. OF HOBARTS: 12



BELFAST VENTURE
LOA: 12.1m
DESIGNER: Ed Dubois (UK)
TYPE: Dubois One Tonner
OWNER/SKIPPER: David Morrow
CLUB: Port Fairy Yacht Club, Vic
Recently purchased by David Morrow, this yacht, formerly known as Joint Venture and Western Port Venture, was in the winning Australian team in the '87 Southern Cross Cup, and the Victorian Southern Cross team in '91. She placed 3rd in the '90 Sydney-Hobart, was 3rd in the '88 One Ton World Cup, and 2nd in the 1990 Australian One Ton Championship. Morrow and crew will have plenty of competition in the one ton stakes.
Crew: P. Young, B. Moore (10), T. Delaney (3), J. Champ (4), S. Delaney (1), D. Peddler (6), L. Jenkins (1), D. Morrow, G. Dickinson, D. Craig.

SAIL NO: PF 710
CLASS: IOR
YEAR BUILT: 1987
NO. OF HOBARTS: 4



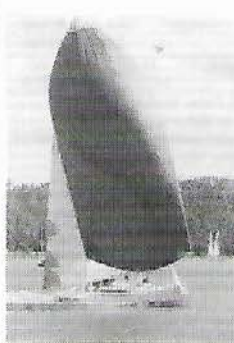
BLIND PANIC
 LOA: 15.9m
 DESIGNER: Joe Adams (Aust)
 TYPE: Sloop
 OWNER/SKIPPER: Peter Bush
 CLUB: Cruising Yacht Club of Australia, NSW
 Originally built for shorthanded sailing, this yacht contested its first Hobart last year with new owner, Peter Bush, who was putting finishing touches to the yacht going to the start line, and finished 17th on line and 5th overall in the PHS class, a result which should improve as Bush is more prepared. With the help of top ocean-going cook Peter Macadam and some downhill weather, this crew should do well on line.
 Crew: P. Bush (10), D. Doyle (7), P. McAdam (9), J. Wardell (9), K. Leedow (6), P. Taylor (7), P. Grainger (5), A. Lang (5), N. Roberts (3), W. Collins (1), J. Henry, G. Gill.

SAIL NO: 5991
 CLASS: TPHS
 YEAR BUILT: 1988
 NO. OF HOBARTS: 1



BRINDABELLA
 LOA: 19.6m
 DESIGNER: Bruce Farr (NZ)
 TYPE: Pocket Maxi
 OWNER/SKIPPER: George Snow
 CLUB: Canberra Ocean Racing Club, ACT
 Last year's line honours winner back for another go, Brindabella has represented Australia at the China Sea Series in Hong Kong and Kenwood Cup in Hawaii. Best results include IMS 1st overall in the '91 Sydney-Southport, 3rd overall and 1st in division in the '90 Hobart, and line honours winner in the '92 Gosford-Lord Howe Island Race, Aboard for this race will be BOC single-handed sailor Dave Adams.
 Crew: G. Snow (10), I. Potter (15), D. Hodgson (10), S. D.Adams, S. Filcroft (9), A. Hearder (13), J. Henderson (3), R. Wynn, P. Sheldrick (4), S. Byron (3), H. Von Cretchmar, P. Shipway (21), E. Adrianse (6), T. Poole (6), G. Rodgers (7), A. Parkes (5), A. Jackson (2), N. Kearney (3), N. Holdor (3).

SAIL NO: C 1
 CLASS: IMS
 YEAR BUILT: 1989
 NO. OF HOBARTS: 2



BOBSLED - SOCIETE GENERALE AUST. SAIL NO: 5444
 LOA: 20.1m
 DESIGNER: Kell Steinman (Aust)
 TYPE: Pocket Maxi
 OWNER/SKIPPER: Kerry Spencer
 CLUB: Royal Queensland Yacht Squadron, Qld
 Downhill flyer designed by Kell Steinman, Bobsled took off from the rest of the fleet in last year's race while in running conditions - then the breeze changed. Bobsled went on to take line honours in the '92 Sydney-Mooloolaba race and was 4th on line in the fluky '92 Sydney-Southport race. Sold earlier this year, Bobsled will carry crew from the famous Ecole Polytechnique French Military School who each year sail in the Sydney-Hobart.
 Crew: K. Spencer (1), A. Fox (6), I. Davis (15), G. Dewes (7), R. Jones (14), D. Evans, T. Kilmartin, G. Gillian (15), L. Pean (3), R. Galliot (3), J. Ballou, M. Barret, D. Baillargeau, M. Duthellett, P. Hein, T. Petillou, R. Lemarchand.

CLASS: TPHS
 YEAR BUILT: 1989
 NO. OF HOBARTS: 2



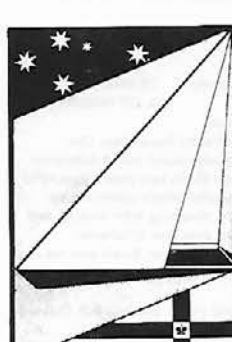
BUGGBEAR
 LOA: 10.9m
 DESIGNER: Ronald Bugg (Aust)
 TYPE: One-Off
 OWNER/SKIPPER: Ronald Bugg
 CLUB: Derwent Sailing Squadron, Tas
 Last seen heading to Hobart in 1989 and finishing 15th in division, Buggbear, designed and built by her owner, is a comfortable fast family cruiser/racer built of Tasmanian timbers. She likes running and reaching in light airs and upwind work in 10-15 knots, and Bugg has already put in his request for the right conditions. Other races contested by Bugg include the Melbourne-Hobart and Melbourne-Devonport.
 Crew: R. Bugg (3), F. Barrett (2), R. Woehler (2), L. Walsh (1), M. Williams (1), D. Furmage, M. Bugg.

SAIL NO: 1118
 CLASS: IMS
 YEAR BUILT: 1985
 NO. OF HOBARTS: 2



BOOMAROO PRUDENTIAL
 LOA: 10.1m
 DES: Sparkman & Stephens (USA)
 TYPE: S & S 34
 OWNER/SKIPPER: John McIntosh
 CLUB: Royal Queensland Yacht Squadron
 John McIntosh has competed in 2 Sydney-Hobarts and 6 Melbourne-Hobarts, but does not race the yacht extensively, competing in only a couple of long races a year, using the yacht more for cruising. Retiring from last year's race, he sailed in the '92 Sydney-Mooloolaba race, then the Mooloolaba-Airle Beach race finishing 1st in IMS, and finally gained another 1st in IMS in the Mooloolaba-Hamilton Island Series.
 Crew: J. McIntosh (2), R. Kenyon (1), G. Alexander (2), C. Colling, C. Swann (2), T. Avery (1).

SAIL NO: RQ 23
 CLASS: IMS
 YEAR BUILT: 1972
 NO. OF HOBARTS: 3



CHARISMA
 LOA: 13.0m
 DESIGNER: Doug Brooker (Aust)
 TYPE: Brooker 42
 OWNER/SKIPPER: James Lawler
 CLUB: Sydney Amateurs Sailing Club, NSW
 James Lawler is from a well-known sailing family, and this year has entered his beautifully appointed racer/cruiser in the Kodak Sydney-Hobart. Charisma was designed and built by well known Australian yacht builder, Doug Brooker, and recently competed in the '92 Sydney-Southport race finishing 5th in Division A of the PHS class. Boat will have a very experienced crew, and this will be Lawler's 7th Hobart race.
 Crew: J.M. Lawler (7), P. Robinson (10), J.V. Lawler (11), T. Cosh (5), B. Lowden (5), L. Van Violon, B. Lawler (12).

SAIL NO: A 94
 CLASS: IMS
 YEAR BUILT: 1991
 NO. OF HOBARTS: 0



BREAKAWAY
 LOA: 12.2m
 DESIGNER: Peter Cole (Aust)
 TYPE: Sloop
 OWNER/SKIPPER: Bernie Greig
 CLUB: Royal Perth Yacht Club, WA
 Breakaway competed in its first Hobart in '79. In '81 while sailing through Bass Strait in storm conditions, she was beached in Gippsland, dragged up the beach and trucked to Melbourne, repaired and sailed to Sydney, turned around for the Hobart race and finished! In '91 she was 1st in IMS in Division in the Fremantle-Exmouth race, went onto compete in the Darwin-Ambon race where she was 3rd in Division, and then cruised home through the Kimberleys.
 Crew: B. Greig, L. Collins, C. Ashby.

SAIL NO: R 188
 CLASS: IMS
 YEAR BUILT: 1978
 NO. OF HOBARTS: 2



CONDOR
 LOA: 24.5m
 DESIGNER: Ron Holland (Ire)
 TYPE: Maxi
 OWNER/SKIPPER: Anthony Paola
 CLUB: Cruising Yacht Club of Australia, NSW
 Famous international maxi coming up for her 5th Hobart race, taking line honours twice previously, Tony Paola purchased the yacht in 1989 and has taken line honours in the '90 Sydney Mooloolaba race, was '90 Hamilton Island Race Week Champion, and 2nd on line in the '90 Sydney-Hobart, proving she is still quick. Most of the old Sovereign crew are still sailing together on Condor with international yachtsman David Kellett at the helm.
 Crew: A. Paola (2), D. Kellett (18), R. Hammond (34), C. Betts (30), T. Cable (27), C. Wildman (24), J. Harris (17), C. Strauss (16), J. Goluzd (14), J. Woodford (13), L. Davidson (12), D. Ellis (12), J. Maguire (12), C. Tipney (12), N. Vidal (9), S. Runow (7), J. Akacich (3), M. Shillington (3), J. Gibson (1), G. O'Shea (1), T. Paola (1), B. Kellett, M. McTeigue, B. Sinclair.

SAIL NO: KB 80
 CLASS: IOR
 YEAR BUILT: 1981
 NO. OF HOBARTS: 5



BRIGHT MORNING STAR
 LOA: 15.5m
 DESIGNER: Doug Peterson (Aust)
 TYPE: Cruiser/racer
 OWNER/SKIPPER: Ian Treharne
 CLUB: Cruising Yacht Club of Australia, NSW
 Beautifully maintained cruiser/racer owned by America's Cup tactician and helmsman, Hugh Treharne. The yacht will be skippered by brother Ian on its first trip to Hobart. Bright Morning Star regularly competes in offshore races such as the '92 Sydney-Southport, finishing 8th in PHS Division A, the Pittwater-Coffs Harbour race, and the Sydney-Mooloolaba, with Treharne training crew in offshore racing.
 Crew: I. Treharne (12), B. Walpole (10), P. Kershaw (14), N. Miller, P. Murray, D. Mair, K. Sheppard, J. Rich, J. Fisher (2), J. Newcombe, L. Robertson, G. Bussell (5).

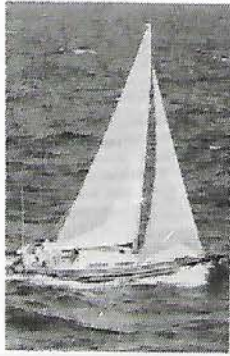
SAIL NO: 1987
 CLASS: TPHS
 YEAR BUILT: 1987
 NO. OF HOBARTS: 0



COTTON BLOSSOM II
 LOA: 16.7m
 DESIGNER: Bruce Farr (NZ)
 TYPE: Farr 55
 OWNER/SKIPPER: Eddie Barron
 CLUB: Royal Yacht Club of Victoria, Vic
 Cotton Blossom II was 2nd overall under IMS and 2nd in the Maxi Division in her first Hobart in 1990, and had a line honours and overall double win in the 1991 Melbourne-Devonport and Melbourne-King Island races. During a re-fit this year the yacht was optimised including a new Farr designed keel, which is expected to make her even more competitive. Early sea trials indicate she is very fast.
 Crew: E. Barron (4), C. McSorley (13), B. Barron (2), D. Currie (5), K. Smith, A. Lee (1), T. Tanner (5), N. Taylor, R. Evans (14), R. Thompson (2), C. Dwyer, A. Forsyth-Grant.

SAIL NO: R 4233
 CLASS: IMS
 YEAR BUILT: 1979
 NO. OF HOBARTS: 1

THE FLEET FOR HOBART 1992



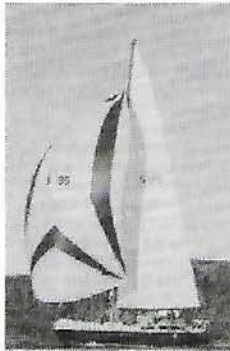
DOCTOR WHO
 LOA: 15.7m
 DESIGNER: Laurie Davidson (NZ)
 TYPE: Davidson 51
 OWNER/SKIPPER: Roger Jackman
 CLUB: Royal Yacht Club of Tasmania, Tas
 Well-known yacht previously owned by Rod Muir and George Snow which continues to do well in offshore racing. Race placings include line honours in the '88 Brisbane-Noumea, line honours and 1st in IOR in '88 Brisbane-Cairns, 1st IOR and fastest recorded corrected time in '88 Gosford-Lord Howe Island, line honours in '89 Adelaide-Port Lincoln and recently won the IMS division of the Maria Island Race.
 Crew: R.W. Jackman (15), A. Masters (14), R.J. Jackman (16), W. Watson (17), C. Batchelor (11), L. Cox (11), J. McGuiga (5), S. Muir (9), D. Lockley (11), P. Fletcher (4).

SAIL NO: 3105
 CLASS: IMS
 YEAR BUILT: 1984
 NO. OF HOBARTS: 4



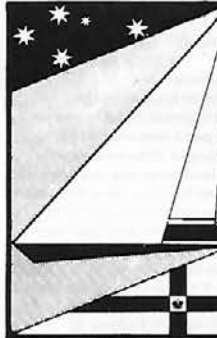
EMERALD CITY
 LOA: 14.0m
 DESIGNER: Hank Kaufmann (Aust)
 TYPE: North Shore 46
 OWNER/SKIPPER: Ross Breadman
 CLUB: Royal Prince Alfred Yacht Club, NSW
 Emerald City finished 44th under IMS and 11th in Division B, in the 1991 Sydney-Hobart race and more recently competed in the '92 Jupiter's Sydney-Southport race where she finished 18th overall and 11th in Division A. Owner, Ross Breadman has done extensive cruising and is a regular competitor in club events at the CYCA. This yacht is one of the largest production yachts built in Australia.
 Crew: R. Breadman (3), G. Thornton (5), I. Mason (2), P. Heinenon (2), M. Capon (4), R. Young (1), M. Wilson, R. Squires, R. Cole (1), P. Slocombe.

SAIL NO: 4682
 CLASS: TPHS
 YEAR BUILT: 1989
 NO. OF HOBARTS: 2



DORIS VI
 LOA: 12.1m
 DESIGNER: Joe Adams (Aust)
 TYPE: Adams 40
 OWNER/SKIPPER: John Sleight
 CLUB: Royal Melbourne Yacht Squadron, Vic
 First race south for John Sleight and his well performed Adams 40 out of Melbourne. Highlights to date have been a 1st in the '87 Melbourne-Devonport race, 4th in the '89 and '90 Melbourne-Hobart, winner of the '90 Sovereign Series in Melbourne, best performed boat in Division A at the '92 ANA regatta, 1st in the '92 Hamilton Island XXXX Classic and 3rd in the '92 Lunderman Island race.
 Crew: J. Sleight, R. Williams, B. Smith (2), I. Smith, G. Duesbury, D. Christie (2), P. Stewart (2), S. Burton (2), R. James (1).

SAIL NO: S185
 CLASS: TPHS
 YEAR BUILT: 1983
 NO. OF HOBARTS: 0



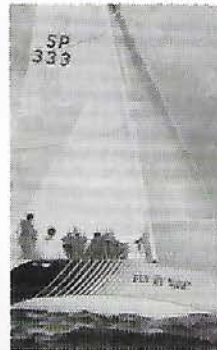
FAST FORWARD
 LOA: 14.3m
 DESIGNER: Jim Inglis (Aust)
 TYPE: Inglis 47
 OWNER/SKIPPER: Ron & Peter Meikle
 CLUB: Royal Yacht Club of Victoria, Vic
 One of Jim Inglis' very quick yachts in the same mould as Grant Wharington's Wild Thing which took line honours and broke race records such as the Melbourne-Hobart and the '92 Melbourne-Burnie race. Since the Meikles purchased Fast Forward she's taken line honours in her first five races, and won the PHD class of the ORCV '92 winter series. Finished 2nd in the '92 Melbourne-Burnie race just 8 minutes behind Wild Thing.
 Crew: R. Meikle, P. Meikle (2), A. Knox (2), D. Horrigan, A. Walker (1), I. Macfarlane (1), J. Foreman, M. Gibbs, P. Steinmann, R. Meumann.

SAIL NO: R 180
 CLASS: TPHS
 YEAR BUILT: 1991
 NO. OF HOBARTS: 0



DOUBLE OR NOTHING
 LOA: 11.9m
 DESIGNER: Joe Adams (Aust)
 TYPE: Adams 40
 OWNER/SKIPPER: Jon Bush
 CLUB: Royal Queensland Yacht Squadron, Qld.
 Double or Nothing previously raced out of Adelaide and was purchased by Jon Bush two years ago, who has completely re-fit the yacht. Major yacht races include 2 Sydney-Hobart's, finishing 40th overall and 10th in Division B last year, and four Brisbane-Gladstone races, including this year. Bush and his son are currently racing in club events in preparation for the Hobart.
 Crew: J. Bush (1), S. Zaphr (1), B. Bush (1), D. Guinan (5), D. Smith (4), L. Boecham, G. Caverswall, L. Granger, T. White.

SAIL NO: 315
 CLASS: IMS
 YEAR BUILT: 1983
 NO. OF HOBARTS: 2



FLY BY NIGHT
 LOA: 10.1m
 DESIGNER: Rob Humphreys (UK)
 TYPE: Three Quarter Tonner
 OWNER/SKIPPER: John Drake
 CLUB: Royal Brighton Yacht Club, Vic.
 This yacht will be sailed by virtually the same crew as she had last year, and as they have plenty of experience between them, and have sailed together for some time, would have to add to their chances for a division win. John Drake would like to improve his results of previous Hobart races - a dastardly in the harbour in '88, and a 22nd overall in IOR and 6th in Division last year.
 Crew: J. Drake (2), G. Higgins (1), R. Case (7), J. Mooney (21), M. Critchley (1), C. Martin (1), J. Last (2).

SAIL NO: B 133
 CLASS: IOR
 YEAR BUILT: 1982
 NO. OF HOBARTS: 4



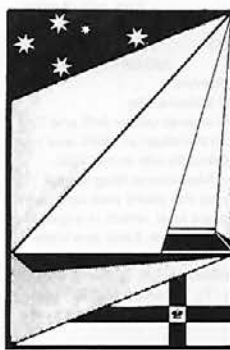
ELLA BACHE
 LOA: 12.2m
 DESIGNER: Laurie Davidson (NZ)
 TYPE: Davidson 40
 OWNER/SKIPPER: Adrienne Cahalan
 CLUB: Middle Harbour Yacht Club, NSW
 Chartered by 18' skiff champion, Adrienne Cahalan, this yacht is better known as Beyond Thunderdome. Also sailing under charter, the One Tonner was a member of the winning UK team in the '89 Southern Cross, and of the winning Irish team in '91, failing to start the Hobart race after losing her mast. Also member of winning Australian team at the '88 Kerwood Cup, she will be sailed by a very experienced all women crew including Vanessa Dudley and Amanda Wilmot.
 Crew: A. Cahalan (2), J. Canfield (4), V. Dudley (3), A. Wilmot (2), C. Hawkins, L. Marwood (3), L. Hardcastle, T. Michelle, S. Crafer, L. Tomaciewski, M. Swan, A. Alyard.

SAIL NO: 5500
 CLASS: IOR
 YEAR BUILT: 1987
 NO. OF HOBARTS: 2



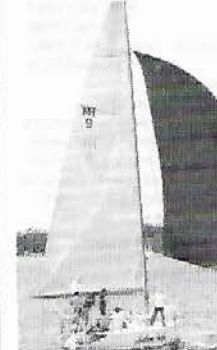
FREIGHT TRAIN
 LOA: 18.9m
 DESIGNER: German Frers (Arg)
 TYPE: Pocket Maxi
 OWNER/SKIPPER: Damien Parkes
 CLUB: Cruising Yacht Club of Australia, NSW
 Won overall the '90 Sydney-Mooloolaba race, line honours in the '90 Gosford-Lord Howe race and 2nd on line in '92, 5th in division in the '91 Hobart and many others. Optimised by Scott Jutson after hitting "Lawson Rock" in the '91 Sydney-Mooloolaba race, Parkes says the yacht is yet to realise its full potential. Dave Lawson, of rock fame, will navigate them again this year - but will be avoiding solid objects.
 Crew: D. Parkes (16), D. Lawson (28), C. O'Connor (16), I. Broad (14), P. McNeill (11), R. Kirkby (9), P. Wills (7), D. Sudano (8), W. Hardcastle (6), D. Dyer (9), J. Hargraves-Morris (4), A. Smith (3), J. Droiz (1), B. Morris (1), B. Stacey (1), G. Swan, D. Munro.

SAIL NO: 5222
 CLASS: IOR
 YEAR BUILT: 1983
 NO. OF HOBARTS: 7



ELUSIVE
 LOA: 12.7m
 DESIGNER: John King (Aust)
 TYPE: Jarkan 41
 OWNER/SKIPPER: Geoff Lavis
 CLUB: Cruising Yacht Club of Australia, NSW
 Launched in '88 for the Bicentennial Round Australia race, competing as "Apple Endeavour" and sailed by Kanga Birtles, she was 2nd in the fully crewed division. Sold and renamed Continental, she was updated for IMS, was 2nd in the 89-90 CYCA point score, won numerous races, was 2nd in Division in the '89 Hobart, and won the IMS class in the '90 Bruce & Walsh Series. A definite contender for an overall win with original owner Kanga Birtles back on board.
 Crew: G. Lavis, K. Birtles (9), G. Cockburn (5), B. Rowley, J. Bower, M. Bower, B. Burns, J. Carr, A. Lavis, G. Woolf.

SAIL NO: 4525
 CLASS: IMS
 YEAR BUILT: 1988
 NO. OF HOBARTS: 2



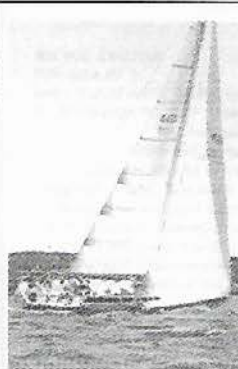
FUJITSU DEALERS
 LOA: 10.9m
 DESIGNER: Laurie Davidson (NZ)
 TYPE: Davidson 36
 OWNER/SKIPPER: John Eyles
 CLUB: Cruising Yacht Club of Australia, NSW
 Yacht with an impressive record with wins in the Sydney-Southport race and Hamilton Island Race Week, 2nd in the '89 Gosford-Lord Howe race, and again in '91. In the recent Lord Howe Island race the yacht lost most of its keel but managed to limp to the finish line last. Eyles will be pushing his boat hard this year remembering his overall win with his previous yacht in the rough '84 Hobart where over two thirds of the fleet retired.
 Crew: J. Eyles (10), R. Grimes (6), P. Macnamara (3).

SAIL NO: MH 9
 CLASS: IOR
 YEAR BUILT: 1986
 NO. OF HOBARTS: 4

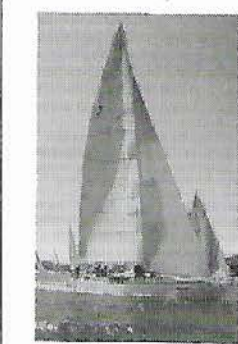
THE FLEET FOR HOBART 1992



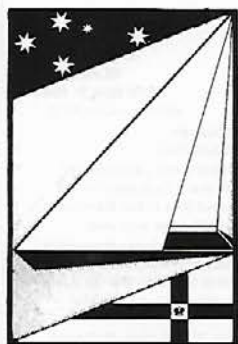
GIO AUSTRALIA RAW TALENT SAIL NO: KA 5300
 LOA: 13.1m CLASS: IOR
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1984
 TYPE: Farr 43 NO.OF HOBARTS: 5
 OWNER/SKIPPER: John Simpson
 CLUB: Cruising Yacht Club of Australia, NSW
 Previously owned by Peter Kurts, some may say this yacht was Hobart jinxed from the start, withdrawing in '84 with rudder problems, losing the '85 overall prize after a controversial protest, ripping her main whilst leading in '87, and last year having her bow ripped away by a media boat soon after the start. Now with sponsor GIO Australia, the yacht seems to be fairing well in club events, and John Simpson is determined to make it to the finish line this year.
 Crew: J. Simpson, D. Massey, P. Burke, L. Jamieson, C. Hills, J. Rigg, G. O'Neil, D. Seaton, S. Hewitt, S. Rich.



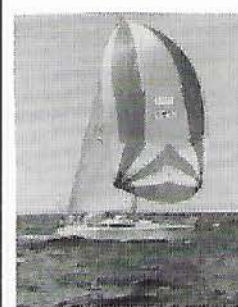
HYPERDRIVE SAIL NO: 4490
 LOA: 13.4m CLASS: IMS
 DESIGNER: Joe Adams (Aust) YEAR BUILT: 1986
 TYPE: Adams 44 NO. OF HOBARTS: 4
 OWNER/SKIPPER: Steve Grelle
 CLUB: Royal Prince Alfred Yacht Club, NSW
 This will be Hyperdrive's 5th Hobart and the first without the owner, due to work commitments. Regular crew from past Sydney-Hobarts on Hyperdrive have joined forces and finances to charter the yacht for this year's race. The yacht is a Joe Adams designed racer/cruiser which has sailed in many short-handed races and won, or had division wins in most, and finished 8th in Division B in last year's race.
 Crew: S. Grelle (5), S. Catchpool (4), D. Turner (3), N. Holder (1), I. Holder (1), D. Finch.



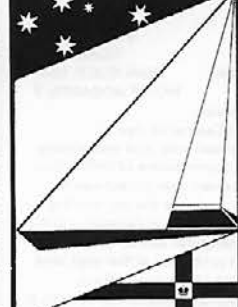
HAMMER OF QUEENSLAND SAIL NO: 7
 LOA: 20.5m CLASS: IMS
 DESIGNER: Koll Steinman (Aust) YEAR BUILT: 1987
 TYPE: Pocket Maxi NO. OF HOBARTS: 8
 OWNER/SKIPPER: Arthur Bloore
 CLUB: Royal Queensland Yacht Squadron, Qld.
 Very quick down wind, Hammer finished 2nd across the line last year with a crew of trainees from a French military school, beating larger yachts to the post. Hammer still holds the Sydney-Gold Coast record, was Bicentennial Hobart-Sydney winner, and has had many other wins. This year will see the yacht crewed by yachtsies more familiar with the boat, including Marcus Blackmore and headed by one of yachtings' gentlemen, Arthur Bloore.
 Crew: A. Bloore (8), M. Blackmore (8), S. Chapman (7), S. Watson (5), J. Byrne (6), P. Fletcher (5), M. Livingston (2), N. Noble (1), G. Dodds (5), B. Denholme (8), P. Moore (1), M. McEniery (2), R. Ramsay (8), K. Harrison, T. Riek (3), R. Chapman (2), J. Gower (1).



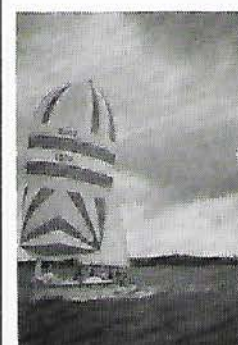
ICARUS SAIL NO: 3774
 LOA: 11.6m CLASS: IMS
 DESIGNER: Hank Kaufmann (Aust) YEAR BUILT: 1984
 TYPE: North Shore 38 NO. OF HOBARTS: 5
 OWNER/SKIPPER: Alan Ridley
 CLUB: Middle Harbour Yacht Club, NSW
 Icarus finished 39th overall in IMS class and 8th in Division C in last year's race. Owner, Alan Ridley, has had the yacht fitted with the keel "shoe" modification which he trusts will be of sufficient benefit to ensure collecting the 2 rum and coke bets they have running! Last year Ridley asked for a nice long run south and got it - not greedy, he asks for the same again this year.
 Crew: A. Ridley (7), D. Tracey (6), J. Smith (7), D. Macgeachie (4), J. Carnegie (2), E. Kippers (1), N. Brundell (7), D. Balmer (1).



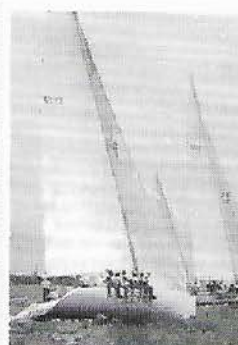
HI FIDELITY SAIL NO: 5299
 LOA: 13.4m CLASS: IMS
 DESIGNER: Adams/Radford (Aust) YEAR BUILT: 1989
 TYPE: Carina 44 NO.OF HOBARTS: 1
 OWNER/SKIPPER: Ken Gladman
 CLUB: Yachting Association of NSW
 Last went to Hobart under the name of Adriane finishing 16th in Division A under IMS in '89 when owned by TV producer, James Davern. Ken Gladman purchased the yacht and renamed her Hi Fidelity due to its good sound system which he says will be needed to soothe the psyche of the crew as they intend pushing the yacht to its limit. Crew will be a mix of experience and youth including Gladman's 21 year old son.
 Crew: K. Gladman (3), P. Harman, P. Best (1), G. Cousins, R. Finlayson, R. Gladman.



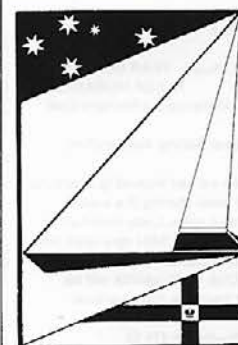
ICEBERG SAIL NO: 5227
 LOA: 15.9m CLASS: IMS
 DESIGNER: Joe Adams (Aust) YEAR BUILT: 1986
 TYPE: Adams 15 NO.OF HOBARTS: 0
 OWNER/SKIPPER: Graham Gibson
 CLUB: Royal Prince Alfred Yacht Club, NSW
 Beautiful cruiser/racer designed by Joe Adams which has just contested the Gosford-Lord Howe Island race in the lead-up to the Sydney-Hobart, and finished 4th on line and 13th on handicap. Owner, Graham Gibson, has cruised her extensively over the past ten years in the Pacific and Barrier Reef, and for the past ten years has been racing in the R.P.A.Y.C. offshore division, and this will be her first Hobart race.
 Crew: G. Gibson, T. Lambert, J. Forbes, I. Knighton, G. Morgan (2), A. Lijja (4), P. Sainsbury (6), R. Skellett (1), S. Stump, J. Holley (4), D. Motley.



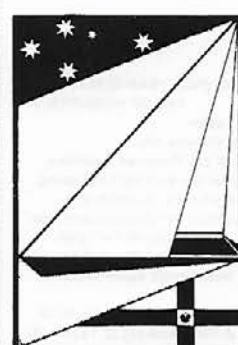
HIJACKER SAIL NO: 5508
 LOA: 13.5m CLASS: IMS
 DESIGNER: John Lidgard (NZ) YEAR BUILT: 1984
 TYPE: Lidgard 48 NO.OF HOBARTS: 1
 OWNER/SKIPPER: Ray & Janice Lodge
 CLUB: Keri Keri Cruising Club, NZ
 Built by its owner, this cruiser racer last saw Australian waters in the 1990 Sydney-Hobart, in which she finished 32nd in the IMS class and 9th in the Maxi Division. A lot of ocean miles have been covered by this yacht and its crew, starting with an overall win in the '88 Auckland-Mooloolaba race, going on to contest the '89 Auckland-Fiji race and the Auckland-Noumea race in '90 and '92.
 Crew: R. Lodge (1), B. Morris (1), A. Lodge (1), J. Lodge (1), T. Ray (1), R. Hindle (1), C. Cookson, B. Gordon.



ICEFIRE SAIL NO: KZ 6572
 LOA: 13.7m CLASS: IMS
 DESIGNER: Alan Mummery (NZ) YEAR BUILT: 1988
 TYPE: Mummery 45 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Peter Taylor
 CLUB: Royal New Zealand Yacht Squadron, NZ
 Icefire is sistership to Australian owned Oz Fire. Both have been constantly successful, and had a close race to Hobart last year. Ice Fire took out the '90 Hamilton Island Series with 6 straight wins in PHS, was 4th overall in IMS in the '91 Sydney-Hobart, and 2nd in the '92 Auckland-Noumea race, breaking the record set by Future Shock. She now has an improved handicap, new rig, and new sails, and will be a yacht to be reckoned with.
 Crew: P. Taylor (2), S. Thompson, M. Wylie (1), O. Burn (3), C. Brodie (1), G. Hassell (2), A. Small, D. Salthouse, J. Ferris, S. Cook.



HUMMINGBIRD SAIL NO: 3946
 LOA: 11.3m CLASS: IMS
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1985
 TYPE: Farr 37 NO. OF HOBARTS: 2
 OWNER/SKIPPER: John Quinn
 CLUB: Royal Prince Alfred Yacht Club, NSW
 Modified Farr 37 which finished 15th overall and 2nd in Division C in IMS last year. John Quinn has sailed in just about every race on the calendar, and managed a 3rd in Division 2 in the '92 Sydney-Mooloolaba, 2nd in LOPS under IMS in the '90-'91 RPAYC point score, and 3rd in the '91-'92 season, and 2nd in the Fann 37 Championships. Quinn is keen for a win in division this year.
 Crew: J. Quinn (11), J. Marwood (8), R. McDonald (4), J. Starling (1), P. Rothwell (1), B. Langley (2), R. Fitzgerald (2).

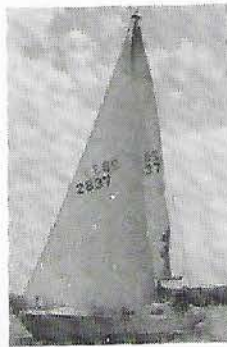


I'M A MESS SAIL NO: F 611
 LOA: 12.1m CLASS: IMS
 DESIGNER: Laurie Davidson (NZ) YEAR BUILT: 1987
 TYPE: Converted One Tonner NO.OF HOBARTS: 5
 OWNER/SKIPPER: Alan Brierty
 CLUB: Fremantle Sailing Club, WA
 Converted from an IOR one tonner for IMS racing recently, this yacht represented Australia in the '91 Southern Cross team, won the Fremantle race in '90 and '91, including line honours in '91, won the Westcoast Series for '91 and others when IOR racing as Once A Jolly Swagman. Alan Brierty gave her a name change with her conversion and raced her in the '92 Sydney-Southport race finishing 3rd overall and 1st in Division A.
 Crew: A. Brierty, N. Bethwaite, G. Backshall, B. Speedy, N. Maloney.

THE FLEET FOR HOBART 1992



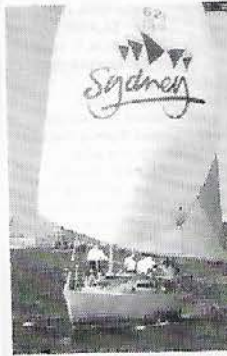
IMPECCABLE SAIL NO: MH 106
 LOA: 10.2m CLASS: IOR
 DESIGNER: Doug Peterson (USA) YEAR BUILT: 1980
 TYPE: Three-Quarter Tonner NO. OF HOBARTS: 10
 OWNER/SKIPPER: John Walker
 CLUB: Middle Harbour Yacht Club, NSW
 Extensively raced yacht out of Middle Harbour, Impeccable continuously does well despite her age. She was first in the '90 Middle Harbour long ocean race point score, 2nd overall Division I under IOR in the '86 Sydney-Hobart, and 2nd in the 1990 C.Y.C. Blue Water Championship. Impeccable finished a creditable 18th on line and 3rd in Division C under IOR in last year's race south.
 Crew: J. Walker (10), A. Tarplee (4), G. Cramp (5), R. Moore (5), R. Beales (2), J. Nixon, D. Pryce, V. Plosinjak.



KATINKA SAIL NO: 2837
 LOA: 9.2m CLASS: TPHS
 DESIGNER: Peter Joubert (Aust) YEAR BUILT: 1980
 TYPE: Currawong NO. OF HOBARTS: 0
 OWNER/SKIPPER: J. Des O'Connell
 CLUB: Cruising Yacht Club of Australia, NSW
 Des O'Connell sailed his first Hobart in 1948 and in the next forty four years participated in twenty one more, a Clipper Cup and most of the long ocean races in the South Pacific. This year he will skipper his own long awaited Katinka and will be joined by his two sons Paul and Petr. Although the newer yachts will prove stiff competition, given the right conditions he could finish among the top place-getters.
 Crew: D. O'Connell (22), Paul O'Connell (5), Peter O'Connell, C. Bowling (5), D. Henson (3), T. Ford (2).



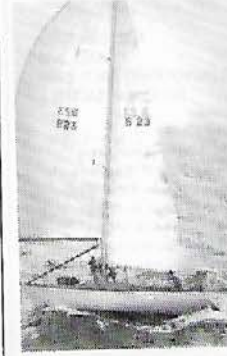
INDIGO SAIL NO: KP 3
 LOA: 13.4m CLASS: IOR
 DESIGNER: Ed Dubois (UK) YEAR BUILT: 1983
 TYPE: Dubois 44 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Kevin McLaren
 CLUB: Royal Papua Yacht Club, PNG
 Previously known as Promotion, this yacht was a member of the German Admiral's Cup team in '83, placed 8th at Sardinia Cup and 2nd in the Bermuda race in '84, then went to New Guinea and was renamed Indigo. Since this time she has represented New Guinea in the '87 Southern Cross team and the Sydney-Hobart race and went on to do the '88 Sydney Mooloolaba and the Cairns-Moresby races, and others.
 Crew: K. McLaren, M. Fallon, T. McLaren, K. Gould.



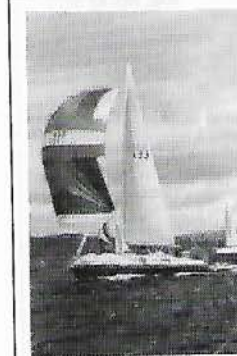
KINGS CROSS - SYDNEY SAIL NO: 621
 LOA: 10.9m CLASS: IOR
 DESIGNER: Laurie Davidson (NZ) YEAR BUILT: 1985
 TYPE: Davidson 36 NO. OF HOBARTS: 4
 OWNER/SKIPPER: Ray Stone
 CLUB: Middle Harbour Yacht Club, NSW
 Well performed boat that was part of the NSW team for Southern Cross Series last year, finishing 13th overall in the Sydney-Hobart. Kings Cross - Sydney was the CYCA '90-'91 and '91-'92 CYC Blue Water Champion, won the '91-'92 Ron Robertson Memorial Trophy and the '91-'92 Founders Cup. Ray Stone is one of the stalwarts of yachting, and very rarely misses an event on the Australian yachting calendar.
 Crew: R. Stone (7), G. Stone (8), D. Grice (5), P. Barter (2), C. McDonald (1), M. McElligott, S. Walker (5), D. Radford.



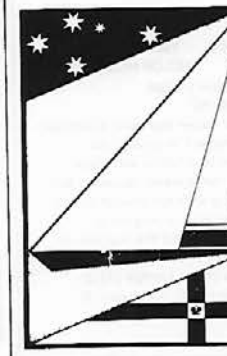
INTRIGUE SAIL NO: A 40
 LOA: 12.2m CLASS: IOR
 DESIGNER: Tony Castro (UK) YEAR BUILT: 1984
 TYPE: One Tonner NO. OF HOBARTS: 7
 OWNER/SKIPPER: Don Calvert
 CLUB: Royal Yacht Club of Tasmania, Tas
 Intrigue finished 7th overall last year and was always at the top end of the fleet. Commodore of RYCT, Don Calvert was the first Tasmanian ever to represent Australia at Admiral's Cup, and was the top scoring yacht at that event. He was also 1st in Division C in the '89 Hobart race, and the inaugural winner of the Australian Ocean Racing Yachtsman of the year, and was overall winner of the '92 Maria Island Race.
 Crew: D. Calvert (9), J. Cole-Cook (8), R. Horne (11), D. Ashwood (1), J. Wells, R. Lilley, J. Wertheimer (2).



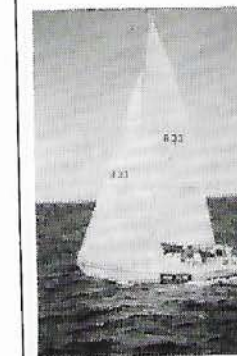
KINGURRA SAIL NO: B 23
 LOA: 13.1m CLASS: IMS
 DESIGNER: Peter Joubert (Aust) YEAR BUILT: 1972
 TYPE: Cruiser/Racer NO. OF HOBARTS: 8
 OWNER/SKIPPER: Peter Joubert
 CLUB: Royal Brighton Yacht Club, Vic
 Twenty year old beautifully maintained timber cruiser/racer is competing in her 9th Sydney-Hobart. Owner and designer, Peter Joubert is looking for fresh hard on the nose breezes all the way to Hobart. His best performances to-date are an 18th in the 1972 race and 7th overall under IMS in last year's race, and this will be Joubert's 21st trip south, while his crew have also been there many times before.
 Crew: P. Joubert (20), I. Plum (1), W. Anderson (20), T. Vautin (15), C. Oldfield (13), D. Rout (5), A. Barnes (5), L. Henry (2), R. Broomhall (1), D. Parish (1).



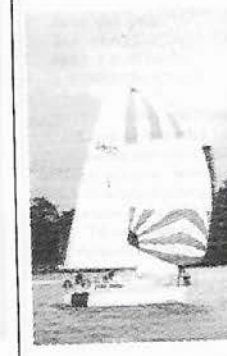
INVINCIBLE SAIL NO: A 33
 LOA: 11.0m CLASS: IMS
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1976
 TYPE: Farr 1104 NO. OF HOBARTS: 6
 OWNER/SKIPPER: Harold & June Clark
 CLUB: Bellarive Yacht Club, Tas
 Invincible last went to Hobart in 1987 and finished 23rd in her division, and has done quite well over the years placing 4th overall under IOR in the '80 Melbourne-Hobart race, then going on to IMS racing, placing 1st in the '91 Maria Island race and 1st in the Offshore Series Trophy for '91-'92. Clark himself has not done a Sydney-Hobart before and is looking forward to his first go at it.
 Crew: H. Clark, I. Stewart (4), D. Clark, A. Lucas, G. Watkins, A. Chapman, T. Gatsby, K. Clark.



LADY HAWK SAIL NO: MH 48
 LOA: 10.5m CLASS: IMS
 DESIGNER: John Millar (Aust) YEAR BUILT: 1988
 TYPE: Sloop NO. OF HOBARTS: 0
 OWNER/SKIPPER: John Millar
 CLUB: Middle Harbour Yacht Club, NSW
 Designed by his owner, John Millar, Lady Hawk has mostly been used for cruising, but did compete in the 1991 Sydney-Noumea race, and has been well tested having sailed some 8,000 miles since her launch date. The crew will not expect silver in this event, but will enjoy the journey. Millar has clocked up a few miles having raced in the Sydney-Hobart, Sydney-Suva, Sydney-Noumea, and many others.
 Crew: J. Millar (3), P. Innes, R. Gomez, C. Coman, P. Millar, J. Wardman, R. Blancard.

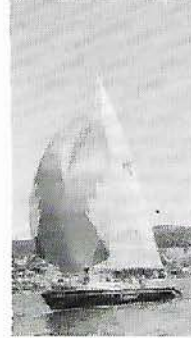





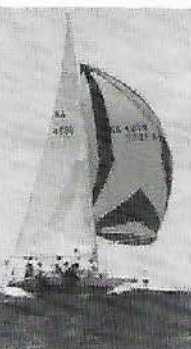
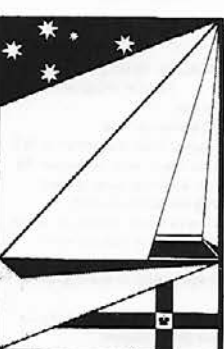

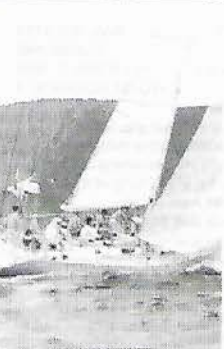


JLW/CHUTZPAH SAIL NO: R 33
 LOA: 10.2m CLASS: IOR
 DESIGNER: Laurie Davidson (NZ) YEAR BUILT: 1988
 TYPE: Davidson 34 NO. OF HOBARTS: 4
 OWNER/SKIPPER: Bruce Taylor
 CLUB: Royal Yacht Club of Victoria, Vic
 This yacht was a member of the Victorian Southern Cross Team in 1991 and was top scoring boat going into last year's Sydney-Hobart race, in which she retired with a broken mast. Won her division and was 2nd overall in 1990 and is a sistership to the 1988 winner, Illusion. Crew remains essentially unchanged from last year, and Taylor looks once again to be highly competitive.
 Crew: B. Taylor (10), P. Edwards (3), K. Peisse (9), G. Gourley (4), G. Logan (3), J. Permezel (4), D. Taylor (6).

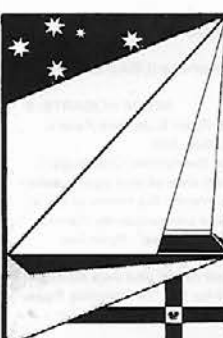
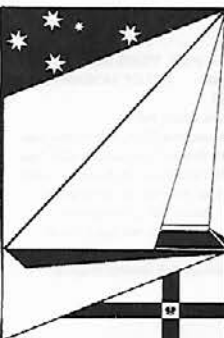


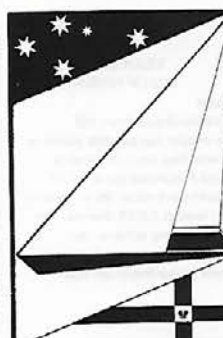

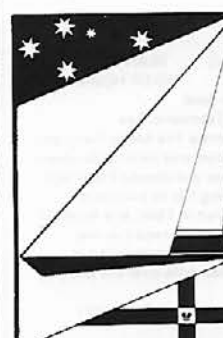

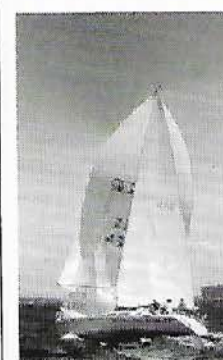



LADY PENRHYN OF NIRIMBA SAIL NO: 3809
 LOA: 11.0m CLASS: TPHS
 DESIGNER: Klm Swarbrick (Aust) YEAR BUILT: 1984
 TYPE: S111 NO. OF HOBARTS: 6
 OWNER/SKIPPER: Dept of Defence (Lt Richard Catt RN)
 CLUB: Royal Australian Naval Sailing Association, NSW
 This yacht has a chequered career including a sinking after collision in 1985, and seen during the week training young and old sailors alike. Lady Penrhyn is one of five sail training vessels the RAN operates and will be in hot competition with her sistership Alexander of Creswell for the Oggin Cup. Both yachts will be sailed to their limit by their trainees from various establishments throughout NSW.
 Crew: R. Catt (3), B. Van-Bouhenm (1), D. Cunningham.

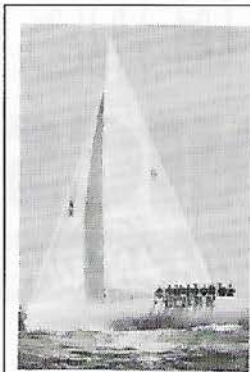
THE FLEET FOR HOBART 1992

	<p>LEGEND LOA: 10.2m DESIGNER: Laurie Davidson (NZ) TYPE: Three-Quarter Tonner OWNER/SKIPPER: Tony Hill CLUB: Middle Harbour Yacht Club, NSW Purchased by MHYC Commodore Tony Hill in the last year, and renamed Legend, the ex Singapore Girl has competed in all major yacht races out of Sydney. Last raced to Hobart in 1990 under charter and finished 38th overall after a penalty. Since Hill's purchase, he has competed in the '92 Sydney-Mooloolaba race finishing 3rd overall, the MMI 3 Ports race, and recently won the IOR division of '92 Gosford-Lord Howe race. Crew: T. Hill, H. Elliott, R. Allen, A. Dalley.</p>		<p>MARINA MIRAGE CHALLENGE LOA: 13.9m DESIGNER: Sparkman & Stephens (USA) TYPE: S & S 46 OWNER/SKIPPER: Douglas Ryan & Janece Peters CLUB: Port Douglas Yacht Club, Qld Under previous ownerships the former Challenge II won the 1983 Sydney-Hobart overall and again under IMS in 1989. The yacht is currently the home of the owners and two children, and consequently the new nickname for the yacht is "The House". Ryan has plenty of experience having raced in 9 Sydney-Hobart races, most of the east coast races and was sailing master aboard Anaconda II for the '79 Parmolia Race. Crew: D. Ryan (9), J. Peters, D. Gray, R. Coates.</p>
	<p>LET'S GO LOA: 15.6m DESIGNER: Adams/Radford (Aust) TYPE: Adams 15 OWNER/SKIPPER: Alyn Ovenden CLUB: Royal Motor Yacht Club, Qld Very quick modified Joe Adams design which was sailing well in the '92 Sydney-Mooloolaba when a broken spreader forced her retirement. Not daunted, she went on to sail in the Brisbane-Gladstone race in which she won the PHS Division. In the Sydney-Southport race she finished 7th in the PHS Division. Recently modified for IMS racing, she scored a 2nd in the '92 MMI 3 Ports Race. Crew: P. Hewson, A. Ovenden, T. Woods (1), R. Gallimore, G. Gardner, P. Cousins, P. Jackson, S. Ovenden, J. Roach, M. Bax, A. McConaghy.</p>		<p>MARK TWAIN LOA: 11.8m DESIGNER: Sparkman & Stephens (USA) TYPE: S & S 39 OWNER/SKIPPER: Hugh O'Neill CLUB: Sydney Amateur Sailing Club, NSW Still racing competitively, the twenty one year old Mark Twain was built to the old one ton rule. Having sailed in thirteen Sydney-Hobart races and five Gosford-Lord Howe Island races, her best performances were a 2nd in Division C, and a 2nd under IMS in Division D of the '89 and '90 Sydney-Hobart race, 3rd in Division C last year, and more recently took 1st place in the '92 Hobart-Nelson race, as the only starter. Crew: H. O'Neill (11), D. Lang (27), B. Mills (10), B. Kenyon (6), K. Radford (7), C. McLurcan (7), P. Hauick (1), P. Pangas (1).</p>
	<p>LOW PROFILE LOA: 11.0m DESIGNER: Bruce Farr (NZ) TYPE: Farr 1104 OWNER/SKIPPER: Wayne Jones CLUB: Cruising Yacht Club of South Australia, SA Originally a Sydney yacht, Low Profile finished 60th overall and 19th in Division B of 1986 race. Wayne Jones purchased the yacht out of Melbourne in 1991 and took her to Adelaide. She has since competed in all CYCSA races, both inshore and offshore, and won the Adelaide to American River race in 1991 and was placed 2nd in 1992. Jones will be making an effort to better that 60th overall. Crew: W. Jones (1), T. Graham, B. Richardson, D. Paterson, P. Williams, R. Fielding, B. Stockley, T. Williams, A. Donald.</p>		<p>MATUA FUTURE SHOCK LOA: 17.0m DESIGNER: Greg Elliott (NZ) TYPE: Elliott 17 OWNER/SKIPPER: Ian Margan CLUB: Royal New Zealand Yacht Squadron, NZ In Australia to contest all the major races, this yacht is sailing its first Hobart race, and has an impressive record including 1st Auckland-Noumea race '90 in record time, 1st Noumea-Southport race '90 in record time, and in '92: 1st Hamilton Island XXXX Series, 1st SCOR Series Mooloolaba, and many others. Ian Margan says he does not expect to win against such formidable opposition, but will keep them on their toes. Crew: I. Margan.</p>
	<p>MAGLIERI WINES ADELAIDE LOA: 12.1m DESIGNER: Bruce Farr (NZ) TYPE: Farr 40 OWNER/SKIPPER: Geoffrey Vercoe CLUB: Cruising Yacht Club of South Australia, SA Purchased in the last year by Adelaide doctor, Geoff Vercoe, this yacht previously raced as Prime Factor, competing in 4 Hobarts and represented Australia in the '89 Southern Cross Series. Vercoe has a strong crew line-up with three ex-America's Cup yachtsmen, including Fred Neill at the helm, Steve Kemp, "Pelican" Wall-Smith, and top bowman Jonno Morris, who represented Australia at Kenwood Cup and S.A. at Lexcen Cup. A good chance for overall IOR win. Crew: G. Vercoe, S. Kemp (2), F. Neill (9), P. Wall-Smith (3), J. Morris (3), T. Ross, S. Harris (1), R. Parolini, C. Smith (1), G. McLeay (2).</p>		<p>MIDNIGHT MAGIC LOA: 13.0m DESIGNER: Peter Cole (Aust) TYPE: Sloop OWNER/SKIPPER: Stephen Keal CLUB: Royal Yacht Club of Tasmania, Tas This yacht was originally named The Manly Ferry and in January 1990 she was holed and sank off Southern Tasmania. The present owner purchased the wreck and rebuilt the yacht, restoring her to excellent condition. Last raced to Hobart in 1989, she finished 22nd in division. Stephen Keal has raced in two previous Sydney-Hobarts, and has competed in various offshore races in Tasmania over the past six years. Crew: S. Keal (2), J. Ganges (15), W. Bekis (15).</p>
	<p>MARARA LOA: 10.3m DESIGNER: Sparkman & Stephens (USA) TYPE: S & S 34 OWNER/SKIPPER: A.E. (Bill) Ratcliff CLUB: Cruising Yacht Club of Australia, NSW CYCA Director Bill Ratcliff's 29th trip south, and the 7th for his yacht Marara, which last raced to Hobart in 1990, where she finished 3rd in Division C in the IMS class. Bill has competed in many ocean races including a Gosford-Lord Howe Island race, and 2 Sydney-Southport races, and last year raced to Hobart on Mercedes IV. Crew line-up this year includes Barry Simpson, who is coming up for his 19th Hobart. Crew: A. Ratcliff (28), B. Simpson (18), M. Grout (2), W. Miller, H. Richardson, D. Ross-Munro.</p>		<p>MIRRABOOKA LOA: 14.3m DESIGNER: German Frers (Arg) TYPE: Cruiser/Racer OWNER/SKIPPER: John & Peter Bennetto CLUB: Royal Yacht Club of Tasmania, Tas John Bennetto is about to sail his 32nd Sydney-Hobart race, and only needs three more to equal Peter Green's record. Mirrabooka is a racer/cruiser that races in Tasmanian Waters, and unfortunately had to retire from last year's race when she broke her mast not too short of the finish. Best places to-date were a 1st in division under IOR in the 1990 Sydney-Hobart, and 2nd overall in IMS and IOR in the '92 Maria Island Race. Crew: J. Bennetto (31), D. Cudmore (7), A. Nicholas (7), P. Foster (5), H. Bain (4), P. Weatherhead (8), J. Gifford (9), S. Wilson (6), L. Nibbs (22), R. Matthews (7).</p>

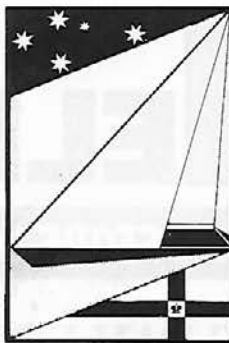
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	<p>MISTRESS MERCY LOA: 11.0m DESIGNER: Dave Senogles (Aust) TYPE: Senogles 36 OWNER/SKIPPER: David Senogles CLUB: Gosford Sailing Club, NSW</p> <p>Sail No: 3767 CLASS: TPHS YEAR BUILT: 1991 NO. OF HOBARTS: 1</p> <p>Senogles and son Darren designed and built this yacht which has had plenty of bad luck, retiring with hull problems in the '91 Mooloolaba, again after hitting a sunfish in the '91 Hobart. She lost the mast 3 hours from the finish in the '92 Mooloolaba race, but did finish the '92 Sydney-Southport race. Owner and son do a few double handed races to keep in practice, and just want to see the finish line in Hobart with the boat still intact.</p> <p>Crew: Dave Senogles (5), Darren Senogles (5), P. Senogles, J. Brown, F. Fitzsimons (4), A. McKillop (2), J. Moore.</p>		<p>NEW HORIZONS LOA: 11.2m DESIGNER: Laurie Davidson (NZ) TYPE: Cavalier 37 OWNER/SKIPPER: Mike Kelaher CLUB: Lake Macquarie Yacht Club, NSW</p> <p>Sail No: M 236 CLASS: TPHS YEAR BUILT: 1985 NO. OF HOBARTS: 1</p> <p>New Horizons and her present crew have raced in seven Sydney-Southport and three Gosford-Lord Howe Island races, and last raced to Hobart in '90 finishing 10th in their division. Crew maintain marriage licences are only valid in NSW, so they can only get permission to go to Hobart every 2nd year, but are enthusiastic and will be trying hard for a good placing in the TPHS class - falling all else.</p> <p>Crew: M. Kelaher (1), C. Morris (3), D. Hill (4), C. Piggott (1), C. Brunt (1), D. Ansties (1), I. Bailey (1), C. O'Brien, J. Blackett (1).</p>
	<p>MORNING MIST III LOA: 14.0m DESIGNER: Bruce Farr (NZ) TYPE: Farr 50 IMS OWNER/SKIPPER: Alfred Neate CLUB: Mornington Yacht Club, Vic.</p> <p>Sail No: M 250 CLASS: IMS YEAR BUILT: 1992 NO. OF HOBARTS: 0</p> <p>The latest in design from Bruce Farr, this brand new purpose built IMS yacht will be the only yacht of its type racing in Australian waters this summer, with the Sydney-Hobart being its first major race. Alf Neate plans to campaign the yacht in all major events in Australia, then onto the Kenwood Cup in Hawaii in 1994. Neate finished 3rd in Division with his previous yacht last year, and is a good chance for an overall win this time round.</p> <p>Crew: A. Neate (9), T. Neate (4), R. Lloyd (10), D. Lawrence (4), M. Hart (5), H. Proctor (4), M. Allen (9), D. Ailon (4), W. Neate (1), A. Parker (1), T. Dixon, D. Roberts (6), M. Tonkin (1), D. Pickford (1).</p>		<p>NEW ZEALAND ENDEAVOUR LOA: 26.0m DESIGNER: Bruce Farr, NZ TYPE: Maxi Ketch OWNER/SKIPPER: New Zealand 93 Yachting Trust CLUB: Royal Port Nicholson & Royal N.Z. Yacht Squadron, NZ</p> <p>Sail No: KZ 1 CLASS: IOR YEAR BUILT: 1992 NO. OF HOBARTS: 0</p> <p>Newly launched maxi ketch built for the 1993-94 Whitbread Round the World Race. This will be New Zealand Endeavour's first race in her lead-up to the Whitbread. Skippered by well-known international yachtsman, Grant Dalton, there will be a very experienced crew aboard, including Kevin Shoebridge and Murray Ross. Dalton and his crew plan to take line honours and the \$100,000 record-breaking prize.</p> <p>Crew: G. Dalton (2), M. Ross (1), K. Shoebridge (1), G. Sowry (2), C. Booth (1), T. Rae (1), D. Brooke (1), N. Willetts (1), A. Prior (4), M. Sanderson (1), C. Watson, C. Sheehan (1), B. Jackson, S. Clarkson.</p>
	<p>NADIA IV LOA: 12.2m DESIGNER: Bruce Farr (NZ) TYPE: Farr 40 OWNER/SKIPPER: Kerry Goudge CLUB: Royal Sydney Yacht Squadron, NSW</p> <p>Sail No: 4040 CLASS: IOR YEAR BUILT: 1984 NO. OF HOBARTS: 10</p> <p>Former CYCA Bluewater Champion, this yacht has been chartered by the Women On Water syndicate headed by Kerry Goudge, and helped by experienced sailors Donna Sykos and Kathy Veel. These girls have been sailing together for quite some time, and should provide good competition to Ella Bache, also sailing with an all girl crew. Nadia has not sailed to Hobart since 1990 where she finished 10th in division.</p> <p>Crew: K. Goudge (4), D. Sykes (1), K. Veel (1), L. Eagle, C. Caffery, C. Secula, W. O'Neill.</p>		<p>NORTHWEST AIRLINES LOA: 12.8m DESIGNER: Ron Holland (Ire) TYPE: Two Tonner OWNER/SKIPPER: Robert Steel CLUB: Cruising Yacht Club of Australia, NSW</p> <p>Sail No: 3663 CLASS: IMS YEAR BUILT: 1983 NO. OF HOBARTS: 7</p> <p>Id-rating IOR two tonner, which previously raced as Too Impetuous, and has had a re-fit and new sails in an attempt to take out the IMS class of the Hobart Race. She won Class III under IMS in the 1990 Jupiter's Sydney-Gold Coast Race, and this year finished 19th overall and 12th in Division A. Last year's Hobart result was a 6th overall in IMS and 5th in Division - a good result for the 9 year old yacht.</p> <p>Crew: B. Steel (9), P. Glynn (8), R. Dayley (7), R. Wynne (1), P. Welley (4), N. Newton (4), J. Williams (3).</p>
	<p>NATELLE II LOA: 12.4m DESIGNER: Doug Peterson (Aust) TYPE: Two Tonner OWNER/SKIPPER: Glenn Roper CLUB: Royal Yacht Club of Tasmania, Tas</p> <p>Sail No: 2555 CLASS: IOR YEAR BUILT: 1975 NO. OF HOBARTS: 11</p> <p>This well known yacht last raced from the RYCT in '87 as L.J. Hooker. Purchased by Glenn and Jill Roper 18 months ago, she will have on board previous part owner John Solomon, sailing his 22nd Hobart. Although not able to match speed with newer boats in her class, she is capable of a place in her division. Last headed for Hobart in '87, retiring due to lack of wind, and recently finished 4th in IMS in the Maria Island Race.</p> <p>Crew: G. Roper (5), J. Solomon (21), G. Coad (14), L. Males, P. Marmion, H. Posch (6), L. Roper.</p>		<p>NUZULU LOA: 9.6m DESIGNER: Kell Steinman (Aust) TYPE: Half Tonner OWNER/SKIPPER: Edward Psaltis CLUB: Cruising Yacht Club of Australia, NSW</p> <p>Sail No: 4918 CLASS: IOR YEAR BUILT: 1985 NO. OF HOBARTS: 3</p> <p>Nuzulu won both the '86 and '91 Sydney-Mooloolaba race and in the '92 race were mistakenly reported as retired, surprising everyone when they crossed the finish line in the '91 Hobart they finished 1st in division, 8th overall, and recorded the fastest elapsed time ever for a half tonner. Psaltis and Ward will be sailing with their same winning crew this year - a good chance for overall win.</p> <p>Crew: E. Psaltis (10), B. Thomas (4), P. Ward (3), A. Taylor (1), F. Kavanagh (3), J. Whitfield (2).</p>
	<p>NEVER A DULL MOMENT LOA: 12.5m DESIGNER: John King (Aust) TYPE: Jarkan OWNER/SKIPPER: Colin Wilson CLUB: Cruising Yacht Club of Australia, NSW</p> <p>Sail No: 4715 CLASS: IMS YEAR BUILT: 1989 NO. OF HOBARTS: 3</p> <p>Built by BOC sailor Kanga Birtles, this IMS purpose yacht performs consistently well, finishing 3rd overall in the '90 Sydney-Hobart, 1st in the King of the Derwent race, 4th in the '91 Asia Pacific Championships, 9th overall and 2nd in Division B of last year's race, and placings in numerous other races. Col Wilson is at the forefront of IMS racing and after some modifications this yacht should finish well placed.</p> <p>Crew: C. Wilson (5), B. Cay (5), J. Bennett (5), A. Payne (5), P. Williams (4), D. Blanch (5).</p>		<p>NYNJA GO LOA: 11.0m DESIGNER: Bruce Farr (NZ) TYPE: Farr 1104 OWNER/SKIPPER: Dennis Pomfret CLUB: Lake Macquarie Yacht Club, NSW</p> <p>Sail No: M 53 CLASS: IMS YEAR BUILT: 1982 NO. OF HOBARTS: 7</p> <p>Nynja Go has been given as a "friendly" charter by owner, Ron Axe, who is unable to sail in this event, to members of the crew and former members of the sistership to "Christa Farr". She has raced in seven Hobarts, finishing 17th in Division C in the 1989 race, and has contested 3 Sydney-Mooloolaba, 4 Sydney-Southport and 6 Gosford-Lord Howe Island races, including this year with a 4th overall in IMS.</p> <p>Crew: D. Pomfret (10), J. Eckford (8), R. Howard (6), J. Howard (6), R. Charge (3), G. Allan (1), G. Marsdon (1).</p>

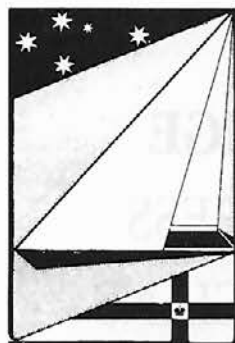
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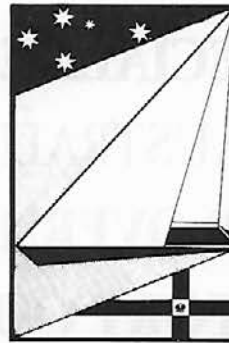
OZ FIRE
 LOA: 13.7m CLASS: IMS
 DESIGNER: Alan Mummery (NZ) YEAR BUILT: 1990
 TYPE: Mummery 45 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Douglas Coulter
 CLUB: Lake Macquarie Yacht Club, NSW
 Devoting a season to detail and fine-tuning has paid off for Doug Coulter who previously suffered many mishaps with Oz Fire, which took out IMS handicap in the '91 Bruce & Walsh series, won the '91 Asia Pacific Series, was 3rd overall in IMS in the '91 Sydney-Hobart and 2nd in Division A, after having quite a tussle with sistership Icefire. Helmsman, Albert Mitchell, is on his 31st voyage to Hobart.
 Crew: D. Coulter (9), D. Bates (7), A. Mitchell (30), M. Hamonet (13), C. Freeman (9), T. Mowbray (11), R. Carlier (14), G. Telford (5), M. Smith (8), H. Brodie (5), P. McEneaney (3), A. Patterson.



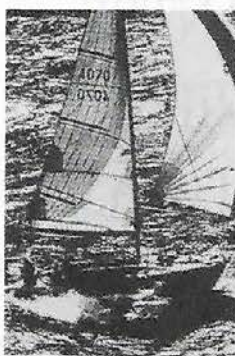
PENGUINS ON SAFARI SAIL NO: 10000
 LOA: 8.7m CLASS: IMS
 DESIGNER: John Alsop (Aust) YEAR BUILT: 1975
 TYPE: Triton 28 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Michael Spies & Steven Barlow
 CLUB: NSW 18' Sailing League
 Just purchased by Michael Spies and Steve Barlow, this Triton 28 is the smallest yacht in the fleet and is currently being optimised for the IMS rule, including a new rig, sails and deck layout, while still maintaining the sea worthiness and cruising capabilities of the design. Spies has plenty of experience including a Transpac race, numerous Sydney-Hobarts and Sydney-Mooloolaba's, and is better known for his 18 foot skiff prowess.
 Crew: M. Spies (16), S. Barlow (3), S. Benson (1), A. Priest (1).



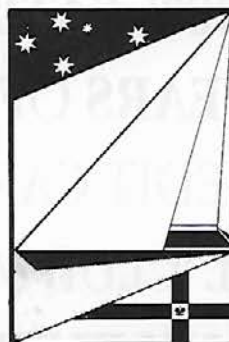
PACESSETTER SAIL NO: 5303
 LOA: 12.8m CLASS: IMS
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1978
 TYPE: Farr 42 NO. OF HOBARTS: 2
 OWNER/SKIPPER: John Cameron
 CLUB: Royal Prince Alfred Yacht Club, NSW
 Better known as Dynamite, John Cameron purchased this IOR racer two years ago and refurbished her for IMS racing, first competing in the '90 Pitwater-Coffs Harbour race, then the '91 CYC winter series in which he finished 2nd overall. He then competed in the '91 Sydney-Mooloolaba race, and is currently competing in club events. With sponsorship from Pacesetter, he hopes to be just that.
 Crew: J. Cameron (7), R. Anderson (3), J. Neilson (7), G. Carrick (2), J. Gray, R. Lee, P. Howes, S. Tinning.



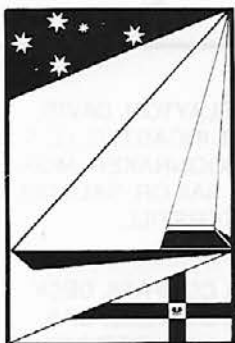
PILGRIM SAIL NO: 5091
 LOA: 13.9m CLASS: IMS
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1990
 TYPE: Beneteau NO. OF HOBARTS: 1
 OWNER/SKIPPER: Desmond Quirk
 CLUB: Royal Prince Alfred Yacht Club, NSW
 Just back from the '92 Gosford-Lord Howe Island Race after finishing 3rd on line, this Beneteau built in France, finished 5th overall under IMS in the same race last year, and placed 4th overall in the '92 Sydney-Mooloolaba race. This is Hobart number two for Pilgrim which finished 6th in Division B last year, but not for Des Quirk who had his first race south in 1954, and has competed in many others.
 Crew: D. Quirk (3), J. Murrant (12), G. Ford (4), G. Cuthbertson (2), R. Lewis (7), C. Quirk (1), S. Kent (3).



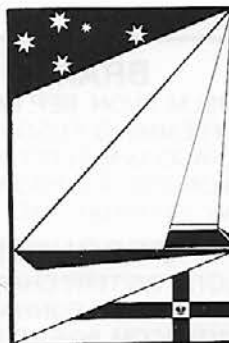
PALADIN SAIL NO: B 4070
 LOA: 12.2m CLASS: IOR
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1985
 TYPE: Sloop NO. OF HOBARTS: 4
 OWNER/SKIPPER: Charles Mehrmann
 CLUB: Royal Brighton Yacht Club, Vic
 Charles Mehrmann's yacht is on her fifth trip to Hobart after placing 14th in division last year. Mehrmann races regularly out of RBYC, and has placed quite well over the years in ocean racing including 1st in division in the '86 Hobart, 2nd overall in the '89 Melbourne Hobart, 1st overall in the '90 Association Cup sailed in Melbourne, and finished 3rd under CHS in the '92 Melbourne-Burnie race.
 Crew: C. Mehrmann (1), S. Dean (1), N. Jones (1), J. Collings, R. Rowe, W. Mehrmann (1), C. McKenzie (1), J. Petkovsek (3), W. Folk (1), J. Thurling (1).



POLYCOM STORMY PETREL SAIL NO: 508
 LOA: 10.9m CLASS: IOR
 DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1970
 TYPE: One Tonner NO. OF HOBARTS: 6
 OWNER/SKIPPER: Anthony Pearson
 CLUB: Cruising Yacht Club of Australia, NSW
 Very successful and competitive S & S design older style one tonner which races regularly out of the CYCA. Stormy Petrel was the winner of the world One Ton Cup in New Zealand in 1972 when skippered by Syd Fischer. Last went to Hobart in '89 where she finished 42nd overall and 6th in division. Veteran yachtsman Tony Pearson was named Ocean Racing Veteran Yachtsman of the year in 1990.
 Crew: A. Pearson (15), P. Edmonds (13), J. Maclurcan (13), P. Gregg (25), M. Lennon (10), J. Folland.



PALGA SAIL NO: 169
 LOA: 9.5m CLASS: IMS
 DESIGNER: Peter Cole (Aust) YEAR BUILT: 1988
 TYPE: Sloop NO. OF HOBARTS: 0
 OWNER/SKIPPER: Frederick Binns
 CLUB: Royal Yacht Club of Tasmania, Tas
 Purchased by Frederick Binns in January this year, this cruiser/racer has been used for cruising purposes only, and has just been prepared for racing, its first attempt will be the Maria Island race at the end of November. Binns doesn't lack experience though, having done a Hobart, the Townsville to Dunk Island race, all the club offshore races, and will be sailing with an experienced crew.
 Crew: F. Binns (1), D. Binns (1), M. Koppleman (1), P. Sayers (1), A. Elliott, G. Harrington.



PORTOBELLO SAIL NO: 4647
 LOA: 11.9m CLASS: IMS
 DESIGNER: Joe Adams (Aust) YEAR BUILT: 1980
 TYPE: Naut 40 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Ulli Tuisk
 CLUB: Canberra Ocean Racing Club, ACT
 Portobello is owned by the Canberra Ocean Racing Club, a Canberra based yacht-owning syndicate whose previous yachts were Meltemi, Mercedes IV and Nadia IV, so although this is the first Hobart race for the yacht, that isn't the case for the crew.
 Portobello has raced in the past two Sydney-Noumea races, and while the club's ocean racing aspirations are quite modest, they are encouraged by the advent of IMS.
 Crew: U. Tuisk (3), E. Beckett, J. Fereday (1), D. Cameron, B. Hill, F. Hopkinson, T. Hughes, F. Lehman, D. Taylor.

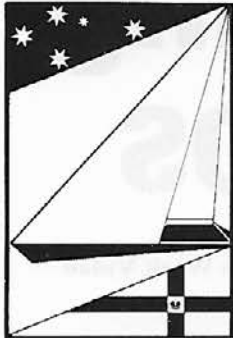


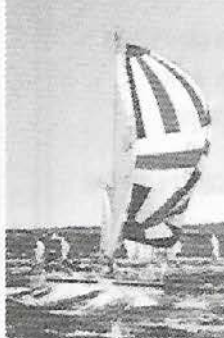
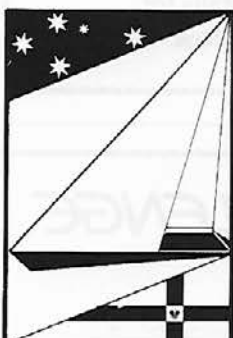


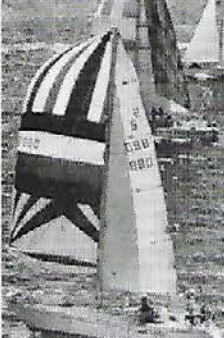
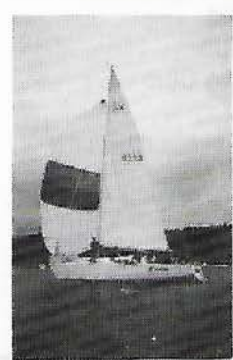
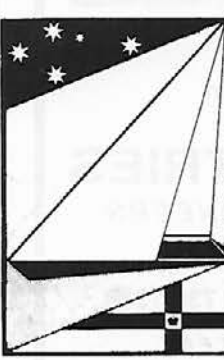


PENFOLDS ULTIMATE CHALLENGES SAIL NO: KA SM 2
 LOA: 12.2m CLASS: IOR
 DESIGNER: Ed Dubois (UK) YEAR BUILT: 1987
 TYPE: One Tonner NO. OF HOBARTS: 4
 OWNER/SKIPPER: Lou Abrahams
 CLUB: Sandringham Yacht Club, Vic
 Hobart number 30 for Lou Abrahams, record holder for the most number of Hobarts as owner/skipper of a yacht, and the only Victorian to win the Sydney-Hobart twice - '83 and '89. Placed 2nd in '91, beaten to 1st place by just 1 minute 42 seconds! Abrahams has represented Australia many times internationally at Admiral's Cup, Clipper Cup, Kenwood Cup, One Ton World Cup and Southern Cross Cup. Could well make it the treble this year.
 Crew: L. Abrahams (30), G. Simmons (12), C. Anderson (13), G. Ferguson (11), R. Simpson (10), G. Schipper (10), G. Jamieson (4), M. Willet (4), B. Case (29), A. Henderson.

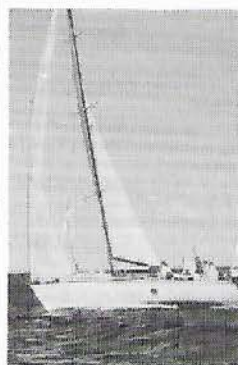


RAGAMUFFIN SAIL NO: 70
 LOA: 15.2m CLASS: IOR
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1989
 TYPE: Farr 50 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Syd Fischer
 CLUB: Royal Sydney Yacht Squadron, NSW
 First Hobart for this yacht, but certainly not for Syd Fischer who is sailing his 25th Hobart race, and has represented Australia numerous times at Admirals, Clippers, Kenwood and America's Cups with plenty of wins including line honours with his maxi Ragamuffin in the '88 Sydney-Hobart. This yacht is the former Japanese 50' "Will" which Fischer has been racing overseas and has bought home with the intention of taking out the overall prize.
 Crew: S. Fischer, H. Treharne, G. Stagg, T. Ellis, T. Shaw, D. Cummins, R. Bridekirk, P. McLaughlin, A. Cape, G. Johnston, A. Brown, M. Condon, D. Blanchfield, T. Wildman.

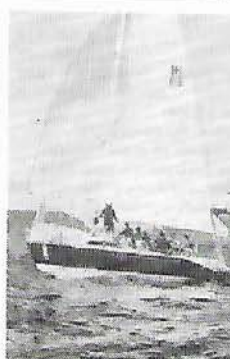
THE FLEET FOR HOBART 1992

	<p>RELENTLESS LOA: 10.2m CLASS: IOR DESIGNER: Laurie Davidson (NZ) YEAR BUILT: 1990 TYPE: Davidson 34 NO.OF HOBARTS: 0 OWNER/SKIPPER: John O'Brien & John Hearne CLUB: Botany Bay Yacht Club, NSW Relentless is from the same mould as the '88 Sydney-Hobart winner Illusion, and this will be the first Hobart for the yacht which failed to make the start line last year. Results to-date include 2nd in the '90 Pittwater-Coffs Harbour race, 2nd in the '91 SCOR Regatta at Mooloolaba, and 2nd in the '91 Cabbage Tree Island race. Relentless is currently competing in club events in preparation for the big race. Crew: J. O'Brien, J. Hearne, I. MacDiarmid (3), L. Abbott, T. McLeod, W. Cottis, C. O'Brien.</p>		<p>SALAMANCA INN LOA: 12.1m CLASS: IOR DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1987 TYPE: One Tonner NO.OF HOBARTS: 5 OWNER/SKIPPER: John Fugleang CLUB: Royal Yacht Club of Tasmania, Tas Brilliant One Tonner from Farr's stable, which has had many wins and represented Australia. As Sagacious V, she won the 1990 Hobart race. Since Fugleang's purchase in '91 she has continued her successes, winning the Maria and Bruny Island races, the RYCT pennant, and every race at the Southern Cross trials. After modifications, she will revert to the '87 age rating with new keel, rudder and rig, and is good for another win. Crew: J. Fugleang, D. Gourlay, J. Freeman, T. Richardson, M. Grainger, J. Kennedy, D. Norman, T. Eldershaw, J. Ford.</p>
	<p>RISING FARRST LOA: 11.0m CLASS: IMS DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1986 TYPE: Farr 1104 NO. OF HOBARTS: 0 OWNER/SKIPPER: David Baker CLUB: Royal Prince Alfred Yacht Club, NSW Making its debut in the Kodak Sydney-Hobart, this yacht has done the last five Pittwater-Coffs Harbour races, placing 1st overall under IMS in 1989 and 3rd overall under IMS in 1990. Rising Farrst was winner of the R.P.A.Y.C. Arbitrary long offshore point score for 1989-90, 2nd in the IMS short offshore for 1991 and more recently competed in the 1991 Gosford-Lord Howe Island race. Crew: A. Baker, B. Baker, D. Baker, J. Flint, P. Giblin, T. Bruce, R. Speight.</p>		<p>SCORPIO 2 LOA: 10.4m CLASS: TPHS DESIGNER: Allan Blackburn (Aust) YEAR BUILT: 1976 TYPE: Duncanson 34 NO.OF HOBARTS: 4 OWNER/SKIPPER: Michael Haller CLUB: Sandringham Yacht Club, Vic Australian designed 16 year old yacht on her fifth trip to Hobart, last year finishing 3rd overall in the PHS class, Scorpio 2 is back again this year. Most of her racing is done in Victorian waters including the '92 Queenscliffe-King Island race and the Queenscliffe-Port Fairy race. Michael Haller and his yacht have also contested a Pittwater-Coffs Harbour race. Crew: M. Haller (2), R. Warren (7), C. Shimmin (7), L. Higgins (2), L. Lawton, G. Gillespie, A. Scott.</p>
	<p>RONSTAN WILD THING LOA: 14.2m CLASS: KAM 101 DESIGNER: Jim Inglis (Aust) YEAR BUILT: 1991 TYPE: Inglis 47 NO.OF HOBARTS: 0 OWNER/SKIPPER: Grant Wharington CLUB: Mornington Yacht Club, Vic Famous in Victorian waters, this yacht and owner took line honours in the '91 Melbourne-Hobart, line honours in the '91 King of the Derwent race, beating yachts bigger than her, and line honours in the '92 Melbourne-Burnie race in which she broke the race record by two and a half hours, averaging 11 knots. She was top scoring Australian yacht at the '92 Kenwood Cup. Will be good racing against the other Inglis yachts. Crew: G. Wharington (5), N. Crawley (3), S. Gilbert, S. Grosser, P. Dorian, J. Ray, A. Plympton, J. Strickland, D. Thorn, P. Stayt.</p>		<p>SEAHORSE LOA: 11.0m CLASS: IMS DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1984 TYPE: Farr 1104 NO.OF HOBARTS: 0 OWNER/SKIPPER: Geoff Quigley CLUB: Cronulla Sailing Club, NSW Seahorse is owned by Geoff Quigley who has raced with the PHOC and CSC for the past seven years with the same crew, of which five are taking the boat to Hobart. Quigley recently passed away, but his wish was to see his crew go to Hobart. The boat has been racing competitively including the Sydney-Coffs Harbour race in '86, '87, '88 and '91, and many others. Peter Hekking and crew will be trying that little bit harder for their owner. Crew: P. Hekking, M. Turner (1), G. Marsh (2), P. Grant, P. Mahy (1), B. Rodger, B. Elliott (5), R. Dickson.</p>
	<p>ROYAL TASMANIAN SALMON LOA: 9.5m CLASS: IOR DESIGNER: H. Knoop (Aust) YEAR BUILT: 1980 TYPE: Half Tonner NO.OF HOBARTS: 3 OWNER/SKIPPER: Athol Townley CLUB: Royal Yacht Club of Tasmania, Tas Not raced to Hobart since '89, Royal Tasmanian Salmon, formerly known as Kamehameha, finished 12th in Division D, and races regularly in Tasmanian waters with the RYCT. Other races contested by this half tonner include the '88 Tall Ships, Sydney-Mooloolaba, Brisbane-Gladstone, and the '85 Gladstone-Hamilton Island race in which she finished 4th overall. All three owners will be on board for this race. Crew: A. Townley (3), J. Robertson (3), P. Grafton (5), R. Seaburn (1), S. McLeod (1), J. Bedford.</p>		<p>SECOND LADY LOA: 10.4m CLASS: TPHS DESIGNER: Peter Cole (Aust) YEAR BUILT: 1977 TYPE: Bounty 35 NO.OF HOBARTS: 4 OWNER/SKIPPER: Barrie Jeffreson CLUB: Sandringham Yacht Club, Vic Second Lady, which has contested many ocean races including 4 Sydney-Hobarts, has come 2nd in the '91-'92 Ocean Racing Club PHD Division, an amazing feat considering its owner is deaf. Barrie Jeffreson overcame the handicap in his enthusiasm for sailing, and credits his crew with their success, pointing out that without them he would find radio communication impossible. A good chance in TPHS Class. Crew: B. Jeffreson, J. Sutherland (1), M. Mackay, A. Davidson, P. Salkowski, M. Cogan, Q. Tuxen.</p>
	<p>RYOBI LOA: 11.6m CLASS: IMS DESIGNER: Scott Jutson (Aust) YEAR BUILT: 1992 TYPE: NS-X NO.OF HOBARTS: 0 OWNER/SKIPPER: Ron Jacobs CLUB: Royal Prince Alfred Yacht Club, NSW New Northshore NS-X launched in July and previously named X-Rated prior to its sponsorship by Ryobi, had problems with its IMS rating which have since been rectified, and is currently leading the RPYAC offshore series, and recently finished 1st in IMS Division 1 in the Bruce & Walsh Series. Jacobs' will be joined this year by well-known yachtsmen Steve Kulmar and Mike Green. They should do well in IMS. Crew: R. Jacobs (10), S. Kulmar (10), M. Green (14), P. Gale (5), J. Minter (3), R. Viggon, M. Chapman.</p>		<p>SHERATON HOBART LOA: 12.2m CLASS: IOR DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1984 TYPE: Farr 40 NO.OF HOBARTS: 6 OWNER/SKIPPER: Ian Smith CLUB: Derwent Sailing Squadron, Tas Looked good for an overall win most of the way through last year's race, but lost some time in the last day and finished 6th overall and 5th in division, an excellent result considering the age of the yacht. Ian Smith is again being sponsored by the Sheraton Hotel, and best results this year were 2nd in the Southport IOR Series, 1st in Mooloolaba IOR Series, and 3rd under PHRS Mooloolaba-Hamilton Island race. Crew: I. Smith (19), S. Geeves (9), K. Newstead (12), R. Howlett (21), A. Edwards (9), A. Smith (5), P. Hopkins (9), R. Cohen (9), P. Jones (8), R. Ashlin (17).</p>

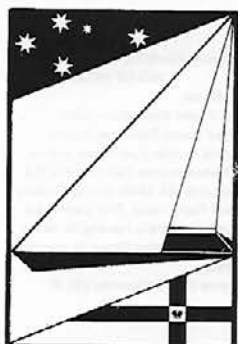
THE FLEET FOR HOBART 1992



SHE'S APPLES II SAIL NO: 4527
 LOA: 12.7m CLASS: IMS
 DESIGNER: John King (Aust) YEAR BUILT: 1991
 TYPE: Jarkan 12.5 NO. OF HOBARTS: 1
 OWNER/SKIPPER: David Strong
 CLUB: Cruising Yacht Club of Australia, NSW
 What this yacht hasn't placed in or won in IMS since her launch in '91 isn't worth knowing about. She was premier yacht at CYCA in first season of racing ('91-'92), 3rd in the '91 Asia Pacific Series, won overall last year's Sydney-Hobart, 1st in Division B, and very unlucky not to place in the '92 Sydney-Southport race. Strong is very proud of his yacht's record, and is coming back to challenge again.
 Crew: D. Strong (3), N. Strong (1), R. Burns (13), B. Ryan, C. Douglas, J. Cordell (4), D. Lowe, S. Ladzlar, B. Smith (6).



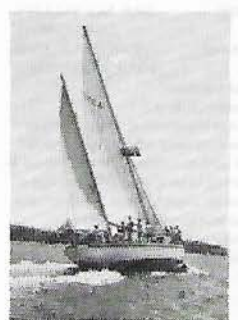
STAR FERRY SAIL NO: MH 68
 LOA: 10.2m CLASS: IOR
 DESIGNER: Laurie Davidson (NZ) YEAR BUILT: 1987
 TYPE: Davidson 34 NO. OF HOBARTS: 7
 OWNER/SKIPPER: John Conroy
 CLUB: Middle Harbour Yacht Club, NSW
 Originally Gold Coast Express, this yacht won every race of her class at the '87 Clipper Cup. A well campaigned and crewed yacht, John Conroy should be proud of their success. Star Ferry finished 12th overall and 2nd in Division C in last year's race, was 1st overall and in division in the '92 Sydney-Mooloolaba race, and 2nd overall under IOR in the '92 Asia Pacific Series. A good chance for overall win should the right conditions prevail.
 Crew: J. Conroy (7), M. Henderson (9), D. Swales (2), D. Lang (10), I. Pagett (2), J. Wainwright (3), T. Bright (2).



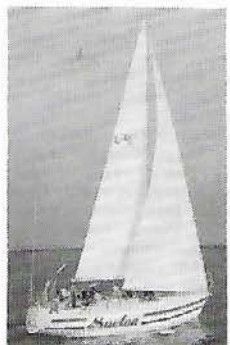
SIMPLY RED SAIL NO: B 400
 LOA: 12.2m CLASS: IOR
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1997
 TYPE: Farr 40 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Mark Buckley & Garry Hutchins
 CLUB: Royal Brighton Yacht Club, Vic
 Under the ownership of "Robbo" Robertson and previously named Sanctuary Cove Old Maid, this yacht performed well including a 3rd in division in the '91 Sydney-Southport race, and 3rd overall and 2nd in division in last year's Hobart. Spurred on by the yacht's record, Buckley and Hutchins purchased her in April this year, have had crew training sessions, and have hopes of winning their first Hobart race.
 Crew: M. Buckley, A. Lambart (2), G. Hutchins, S Gray, S. Weacy (3), R. Arnolds, L. Cormie, S. Duthie, C. Gray, G. McMullen.



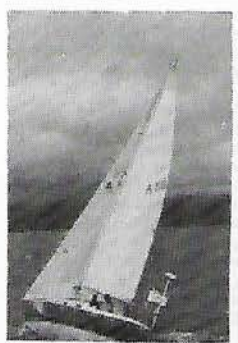
STARLIGHT EXPRESS SAIL NO: NZL 6006
 LOA: 16.7m CLASS: IMS
 DESIGNER: Laurie Davidson (NZ) YEAR BUILT: 1985
 TYPE: Davidson 55 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Christopher Packer
 CLUB: Royal New Zealand Yacht Squadron, NZ
 After an absence of five years, Starlight Express is making a welcome return to compete in her third Hobart race. Very competent yacht which was 1st at the '91 Hamilton Race Week, part of the winning New Zealand team at the '92 Kenwood Cup under IMS including a 1st in division for the Molokai Race, 1st in the N.Z. trials for Kenwood Cup, 1st in Coastal classic in IMS, and 1st in the Champagne Mumm Kiwi team.
 Crew: C. Packer (2), R. Gorter, L. Jones, G. Ormsby, C. Schon (2), M. Boyes, J. Smith, B. Carmichael (2).



SIR THOMAS SOPWITH SAIL NO: OYC 6
 LOA: 22.0m CLASS: TPHS
 DESIGNER: Robert Clark (UK) YEAR BUILT: 1974
 TYPE: Training Ketch NO. OF HOBARTS: 3
 OWNER/SKIPPER: Merle Stirling-Gray
 CLUB: Ocean Youth Club of Australia, NSW
 During 1992 the OYCA's flagship Sir Thomas Sopwith circumnavigated the world in commemoration of Christopher Columbus' discovery of the New World in 1492. Sixty young people between the ages of 18 and 25, from every corner of Australia and socio-economic groups were selected to take part in one of four legs. The yacht will return to Sydney in December in time to race in the Sydney-Hobart.



SUELAN SAIL NO: L41
 LOA: 12.3m CLASS: IMS
 DESIGNER: Ben Lexcen (Aust) YEAR BUILT: 1985
 TYPE: Yachting World 40 NO. OF HOBARTS: 1
 OWNER/SKIPPER: John Buckland
 CLUB: Port Lincoln Yacht Club, SA
 Coming back for a second tilt at the Hobart is well known Port Lincoln yachtsman John Buckland. Into his second year with Suelan, Buckland has achieved some good results under IMS including 2nd in the '90 Adelaide-Port Lincoln Race, 3rd in '91, 9th in the '90 Sydney-Hobart, 3rd in the '91-'92 S.A. State Championships and 1st overall in Division 1 for the '91-'92 Port Lincoln Yacht Club Pointscore.
 Crew: J. Buckland (3), S. Cibich (1), D. Eldridge (1), D. Lewis, B. Roach (2), S. Seeman (2), W. Smith (1), B. Turvey, G. Wiebrecht.



SOLANDRA SAIL NO: A 55
 LOA: 10.1m CLASS: IMS
 DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1984
 TYPE: S & S 34 NO. OF HOBARTS: 5
 OWNER/SKIPPER: Ron Escott
 CLUB: Royal Yacht Club of Tasmania, Tas
 Solandra is owned by Craig Escott and his father and will be skippered by Craig in this year's race. Remarkable yacht that has placed well in ocean races including 1st in the '85 Melbourne-Hobart race, 1st Division D in the '88 Sydney-Hobart, and 1st in division in '90, 1st in the '90 Sydney-Whitsundays race, 3rd under IMS Division D in the '92 Sydney-Southport race, and 2nd in IMS in the '92 Southport-Mooloolaba race.
 Crew: C. Escott (12), R. Bekiens (3), R. Drummond (1), D. Rees (3).



SUREFOOT SAIL NO: S 29
 LOA: 11.6m CLASS: IMS
 DESIGNER: Peter Norlin (Swed) YEAR BUILT: 1981
 TYPE: One Tonner NO. OF HOBARTS: 3
 OWNER/SKIPPER: Dennis Millikan
 CLUB: Royal Melbourne Yacht Squadron, Vic.
 Twelve year old yacht originally from Sweden which represented Sweden at the 1982 Sardinia Cup, New Guinea in the Admiral's Cup and Southern Cross Cup '83, has contested the Hobart 3 times, finishing 5th in division B last year, 2nd in CHS in the '89 Melbourne-Hobart, 1st in CHS division Melbourne-Portland, 2nd in '90 Melbourne-Grassy race, and 2nd overall under IMS in the '92 Melbourne-Burnie race.
 Crew: D. Millikan (11), A. McKenzie (8), R. Hiam (8), P. Inchbold (8), R. Ploydell (6), D. Stevens (4), A. Nicholson (2), A. Paul.

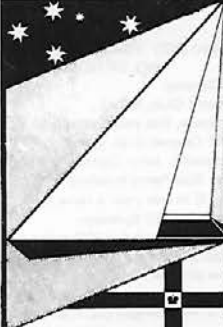
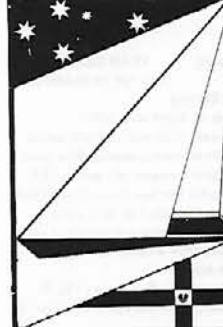
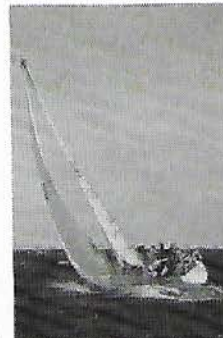

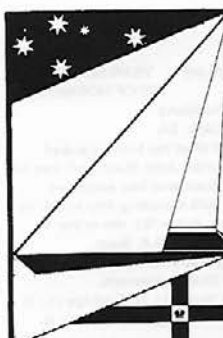
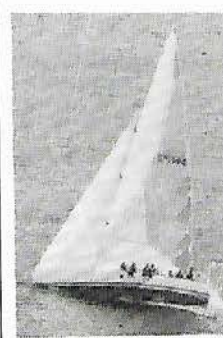


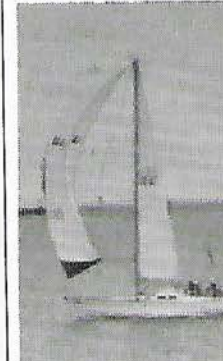



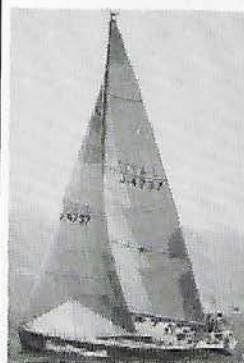
SOUTHERN VENTURE SAIL NO: 630
 LOA: 10.0m CLASS: IMS
 DESIGNER: Hank Kauffman (Aust) YEAR BUILT: 1981
 TYPE: Northshore 33 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Alan Grice
 CLUB: Royal Yacht Club of Tasmania, Tas
 Hobart doctor Alan Grice says he has a sturdy boat, and enjoys single handed racing and cruising, and his children crew for him regularly. Finished 13th in division in the '90 Hobart, raced the '88 Tallships race from Hobart to Sydney, and was 3rd in the '88 Commonwealth Bank Regatta. Grice's main aim this year is to finish the race - and beat all the "named" yachts that retire.
 Crew: A. Grice (2), L. Garnham (1), R. Grice (1), P. Watkins (1), B. Watkins (1), L. Garnham (1), R. Cushion.



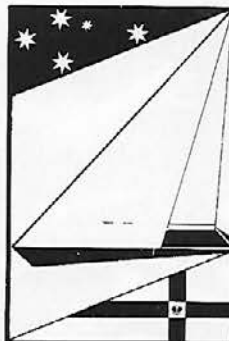
SWEET CAROLINE SAIL NO: 5180
 LOA: 13.3m CLASS: IMS
 DESIGNER: Ed Dubois (UK) YEAR BUILT: 1982
 TYPE: Dubois Two Tonner NO. OF HOBARTS: 2
 OWNER/SKIPPER: Robert Mulkearns
 CLUB: Middle Harbour Yacht Club, NSW
 Bob Mulkearns has raced this yacht consistently since his purchase in 1991, with a 4th under IMS in the '91 Sydney-Southport race, and a 7th overall and 5th in division in '92, and recently retired from the '92 Sydney-Mooloolaba race with rigging failure and broken halyards. A former representative for Australia at Kenwood Cup in Hawaii, and China Seas Series in Hong Kong, this yacht should perform well.
 Crew: R. Mulkearns, T. Kirby (6), J. Mulkearns, D. Craig (4), J. Hurley (2), T. Clear (3), J. Gibson, G. Harland (2), M. Schatinowski (1), P. Townsend (2), G. Kohn.

THE FLEET FOR HOBART 1992

	<p>TAKE TIME LOA: 11.0m DESIGNER: Peter Joubert (Aust) TYPE: Broga 33 OWNER/SKIPPER: Graham Smith CLUB: Cruising Yacht Club of Australia, NSW</p> <p>Another yacht having its first crack at the Sydney-Hobart, this Broga 33 has not done any long ocean races since Graham Smith's purchase of her, although Smith himself has done 12 Sydney-Hobart's, 4 Gosford-Lord Howe Island's, 5 Sydney-Mooloolaba's, 1 Sydney-Southport race, and many others. Smith says that going to Hobart as an owner/skipper is already proving to be the most hectic experience. Crew: G. Smith (12), M. Kerr (3), E. McLennan (14), B. Gibson, D. Holmes, R. Gore, A. Galloway.</p>		<p>UPTOWN GIRL LOA: 12.5m DESIGNER: Doug Peterson (Aust) TYPE: Peterson 40 OWNER/SKIPPER: Rod Winton CLUB: Royal Sydney Yacht Squadron, NSW</p> <p>The Doug Peterson designed Uptown Girl has been around for a long time and performed well over the years under the guidance of owner Rod Winton, both in offshore and inshore events. Chartered to the Russians in 1989 for their Southern Cross team, she finished 1st in the Illingworth Division A, much to the jubilation of the Russians. Crew: R. Winton (7), R. Barron (8), O. Winton, S. Barron, C. Davidson (1), J. Watts, A. Thrum, A. Bush, P. Bird.</p>
	<p>TARDIS LOA: 9.4m DESIGNER: Peter Cole (Aust) TYPE: East Coast 31 OWNER/SKIPPER: Peter Black CLUB: Royal Yacht Club of Victoria, Vic</p> <p>Peter Black purchased this yacht in 1987 to cruise to the Whitsundays and decided to give racing a go on his return. He says they started as rank no-hopers but have gone on to be the O.R.C.V. '91-'92 champion and was 2nd in the '91-'92 Rudder Cup. This will be his and the yacht's first attempt at the Sydney-Hobart, and Black says he and his crew are looking forward to the challenge. Crew: P. Black, D. Morrison (6), J. Semmens, B. Bult, T. Doolan, M. Proud.</p>		<p>VENTURA HIGHWAY LOA: 10.9m DESIGNER: John Duncanson (Aust) TYPE: Duncanson 37 OWNER/SKIPPER: Peter Shaw CLUB: Royal Queensland Yacht Squadron, Qld</p> <p>Having previously raced as Dami Doo and Rumb Runner, this yacht has done numerous races out of Victoria, including the '83 Melbourne-Devonport, the '84 Melbourne-Apollo Bay, the '85 Melbourne-Grassy Island and Melbourne-Port Fairy race. The yacht last went to Hobart in 1988, unfortunately having to retire with a failed backstay insulator. Peter Shaw is looking forward to finishing this race. Crew: P. Shaw (2), P. Reova (2), R. Denney (5), P. Brady, C. McIntyre.</p>
	<p>THE OLD LION LOA: 12.2m DESIGNER: John Duncanson (Aust) TYPE: Duncanson 40 OWNER/SKIPPER: William Gryst CLUB: Royal South Australian Yacht Squadron, SA</p> <p>Sailed last year as Gambol, the yacht was showing great promise, then a minor gear failure prevented the crew from making use of the spinnaker thus losing the benefit of their strong performance downwind. Crew will consist of sailing instructors and students from South Australia, including Jim Howell who is notching up his 18th Sydney-Hobart. With support from the Old Lion Hotel the crew hope to do well. Crew: B. Gryst (1), J. Howell (17), D. Coats (1), R. Drake, G. Shorland, M. Woolard, H. Davis.</p>		<p>WALK ON THE WILD SIDE LOA: 17.6m DESIGNER: Jim Inglis (Aust) TYPE: Inglis 58 OWNER/SKIPPER: Peter Hansen CLUB: Sandringham Yacht Club, Vic</p> <p>Walk on the Wild side was purchased in September by Peter Hansen, whose first race on her was the '92 Melbourne-Burnie race where he had her surfing up to 22 knots when the steering broke, and still managed to finish 6th on line. Hansen says he and the crew are getting to know the boat but are thrilled with her performance. Should they get the right conditions, Kialoa's record could well go. Crew: P. Hansen.</p>
	<p>THRIFTY LINK JACOBINA LOA: 9.5m DESIGNER: Scott Jutson (Aust) TYPE: Jutson 950 OWNER/SKIPPER: Robert Green CLUB: Sandringham Yacht Club, Vic</p> <p>Purpose designed for IMS racing by Scott Jutson, the previously named Jacobina was launched in Melbourne and had a successful debut as winner of IMS in the '92 Petersville Regatta. Three of the six man crew were together on the half-tonner that achieved overall 2nd in the rough '84 Hobart race. Retired from last year's race with broken tiller, this yacht will be a contender for a win in IMS. Crew: R. Green (15), G. Nixon (3), A. Danks (1), T. Grogan (4), C. Rose, D. Vickers.</p>		<p>WILD OATS LOA: 13.1m DESIGNER: Bruce Farr (NZ) TYPE: Farr 43 OWNER/SKIPPER: Bruce Foye/Roger Hickman/Lance Peckman CLUB: Cruising Yacht Club of Australia, NSW</p> <p>Just missed a place in the Southern Cross team last year due to some bad luck, Foye and partners race this top-scoring yacht well, placing 1st in the '91 Sydney-Southport, 2nd in '92, 1st in the '91 Asia Pacific Series, 2nd in Division 1 in the '91 Hobart, and 2nd in the '92 Sydney-Mooloolaba race. Talent aboard this year includes Phil Morgan and Simon Green, and this yacht will give the others a run for their money. Crew: R. Hickman (14), P. Morgan (8), L. Killingworth (13), S. Green (7), K. Batt, L. Wison (2), G. West, K. Hansford (5), A. Crow, D. Richards, B. Chesterman.</p>
	<p>TRADITION LOA: 10.3m DESIGNER: John Duncanson (Aust) TYPE: Duncanson 34 OWNER/SKIPPER: William Strangways CLUB: Royal South Australian Yacht Squadron, SA</p> <p>Tradition has been a regular Division 2 offshore competitor since 1985. During that time she has had many victories including the Island Cup in '88 and '89, the Adelaide-Port Lincoln in '87 and '90, the IMS Shore Point Score in the '91-'92 season, and has competed in most of Adelaide's offshore Cups and Trophies. This will be Hobart number two after finishing a creditable 3rd in Division last year. Crew: W. Strangways (1), M. Hall (2), T. Bannigan (2), G. Lay (1), P. Crook, T. Baldock.</p>		<p>WITCHDOCTOR LOA: 12.7m DESIGNER: Laurie Davidson (NZ) TYPE: Davidson 40 OWNER/SKIPPER: Rum Consortium CLUB: Cruising Yacht Club of Australia, NSW</p> <p>Lead by CYCA Vice Commodore Maurie Cameron, Witchdoctor has won many offshore races. She sailed for Australia in the Clipper Cup and has sailed the CYCA programme for the past 9 years. Placings include: 3rd under IOR in Division A, Sydney-Hobart, 3rd under IMS, Sydney-Southport and 3rd under IOR in the CYCA Bluewater Point Score. Finished a disappointing 7th last year in PHS after slowing down to take Mutton Bird sightings. Crew: M. Cameron (17), I. Manley (7), T. Adams, G. Barter (16), T. Craven (8), J. Dodd, P. Franks (2), D. Heap, I. Manley (7), L. Meyer, P. Reuters (1), C. Troup (2), J. Whurser (11).</p>



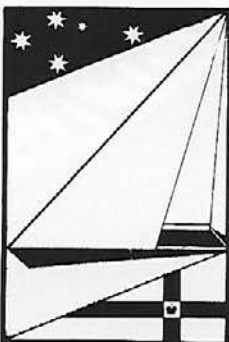
ZERO 3
SAIL NO: J 4737
LOA: 12.1m
CLASS: TBA
DESIGNER: Greg Elliott (NZ)
YEAR BUILT: 1992
TYPE: Elliott 12 IMS
NO. OF HOBARTS: 0
OWNER/SKIPPER: Shigetaka Tsumura
CLUB: Nippon Ocean Racing Club, Japan
Brand new IMS purpose built Elliott 40-footer just launched, and the Kodak Sydney-Hobart will be her first major race. Tsumura has campaigned other yachts over the years, winning Class 3 of the '82 SORC Japan Cup, the '86 Kenwood Round the State race, the '85 Japan Toba race, and the '92 Japan Kanto race under IMS, and he says this will be the most interesting and beautiful race which he thinks he can win.
Crew: S. Tsumura, T. Yoshigi, S. Iwamoto, N. Tomizawa, K. Hiroyuki, R. Yusuke, M. Kensuke, T. Rikuya, M. Hiroyuki, N. Kazuhiro, M. Uzui, H. Sugai, T. Hiroki.



COCONUT EXPRESS
SAIL NO: 550
LOA: 11.9m
CLASS: TPHS
DESIGNER: Peter Sayer (Aust)
YEAR BUILT: 1991
TYPE: Cruiser/Racer
NO. OF HOBARTS: 0
OWNER/SKIPPER: John Donovan
CLUB: Mooloolaba Yacht Club, Qld
Designed by Ocean Racer of the Year, Jon Sayer, this quick yacht took line honours and corrected time in its maiden major race, the '91 Mooloolaba to Airlie Beach. Jon Donovan won the PHRS division of the '92 Sydney-Mooloolaba Yacht Race, and finished 5th across the line, less than seven hours behind the line honours winner Bobbeled - which is nearly twice her size! Donovan will be pushing hard to beat the Inglie yachts from Melbourne.
Crew: J. Donovan.



ZEUS II
SAIL NO: 327
LOA: 9.0m
CLASS: IOR
DESIGNER: Peter Joubert (Aust)
YEAR BUILT: 1979
TYPE: Currawong
NO. OF HOBARTS: 6
OWNER/SKIPPER: Jim Dunstan
CLUB: Royal Sydney Yacht Squadron, NSW
Tiny Zeus II, overall winner of the '81 Sydney-Hobart, (only the 2nd half tonner to do so) the 1981 Jenzoon Trophy, and 1990 Sydney-Cabbage Tree Island race, is about to race her 7th Sydney-Hobart for owner Jim Dunstan. She finished 30th overall, and 10th in division in last year's race, and is still racing competitively. Dunstan is hoping for the right conditions that could see him take the double.
Crew: J. Dunstan (14), C. Irwin (3), R. McConnell (6), P. Kerrigan (6), P. Colvin (3), A. Robertson.



SILHOUETTE
SAIL NO: S 125
LOA: 11.7m
CLASS: IMS
DESIGNER: Sparkman & Stephens (USA)
YEAR BUILT: 1985
TYPE: S&S 39
NO. OF HOBARTS: 0
OWNER/SKIPPER: Gordon Hogarth
CLUB: Tamar Yacht Club, Tas
Another of the reliable S&S designs, this will be Silhouette and its owners first Sydney-Hobart race. Gordon Hogarth races out of Tamar Yacht Club and has taken the last year away from sailing to look after this business. Past performances include a 3rd under CHS in the '89 Melbourne-Hobart race and 2nd in IMS in the '91 race. Hogarth is excited about his first race south and says he will definitely be back in '93 and '94.

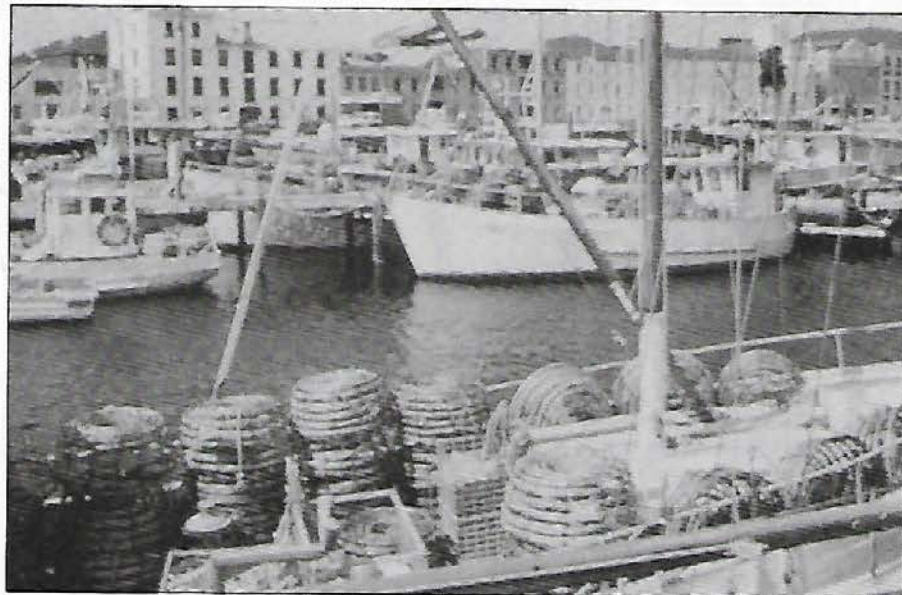
Hobart's Dockside Summer Festival

Hobart's historic dock area will provide the perfect backdrop for Hobart's Summer Festival program this year. Combining exquisite Tasmanian food and wine, exciting music, dancing, exhibitions and theatre, the Festival is without peer in Tasmania and indeed is quite unique on an international scale.

Timed to coincide with the Kodak Sydney-Hobart Race, the Festival is jointly funded by the Hobart City Council and the Tasmanian Government.

The premier event of the Festival is a gourmet Food and Wine Expo featuring Tassie's largest open-air restaurant with seating for 2000 people.

Known as Taste of Tasmania, the venue will operate from Sunday, December 27, through until Sunday, January 3, from 10am to midnight most evenings. The Taste comprises more than 50 stalls showcasing



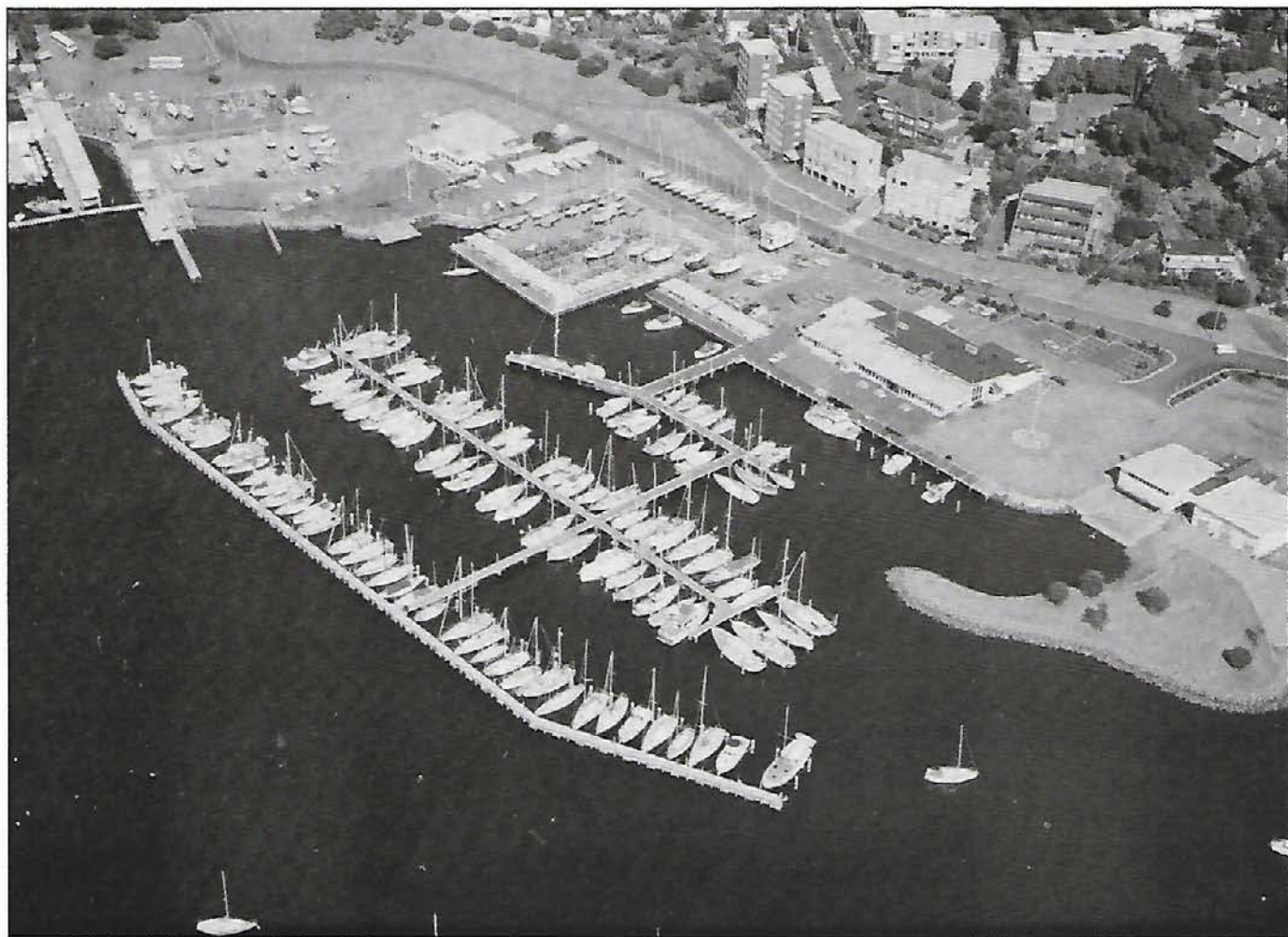
a wide selection of Tasmania's most famous specialities and best-known restaurants, including the national award-winning Woodbridge Hotel, the widely acclaimed Wurthaus Kitchen, Rannoch Farm quail, Anvers truffles, Lactos cheeses and local vineyards such as Heemskerk, Elsewhere, Rochecombe and Delamere.

Continuous live entertainment will again be a feature of the Summer Festival.

Other Festival highlights will include the

City of Hobart Art Prize Exhibition, which opens on December 29, the Hobart Triathlon on December 28, a huge Motor Show at Princes Wharf No 2 on January 1, 2 and 3, and "A Taste of Stir Fry Jazz" at the Long Gallery.

On New Year's Eve a huge party will be held at the Taste of Tasmania venue. This New Year's Eve spectacular will be open to 2000 ticketholders only and will include a fireworks display at midnight.



AERIAL view of the Royal Yacht Club of Tasmania, the hospitable club on the banks of the Derwent River at Sandy Bay in Hobart. The club not only handles the finish of the Kodak Sydney-Hobart Yacht Race but this year will play an added role in conducting radio "skeds" with the fleet. Then, throughout January, the club will run a series of championships and challenges in Dragon class yachts.

The CYCA Partners

The planning, organisation, conducting and promotion of international ocean racing events such as the Kodak Sydney-Hobart Yacht Race and the Kodak Asia Pacific Ocean Racing Championships are expensive undertakings for club or amateur yachtsmen and women who sail for the love of the sport.

While much of the planning, conduct and promotion of the race is undertaken by professionals, such a major event would not be possible without the effort and excellence of the competitors and the many members of the Cruising Yacht Club of Australia in Sydney and the Royal Yacht Club of Tasmania in Hobart who give their

time so freely to make this the greatest ocean racing regatta in the world.

Nor would the race be possible in its present professional form without race sponsor Kodak (Australasia) Pty Ltd, who have joined the CYCA again this year, bringing not only great marketing and promotional expertise but also remarkable enthusiasm and energy from those Kodak executives closely involved in the Kodak Sydney-Hobart.

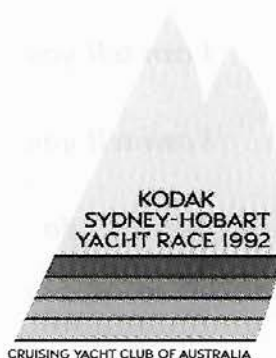
This year's great ocean racing regatta, spread over two weeks of intensive activity in Sydney and Hobart, has again received excellent support from the CYCA's traditional sub-sponsors Australian Airlines, Caltex and Digital.

The CYCA has once again received

outstanding support from Digital (partners of the CYCA winter racing) in providing the computer hardware and complex software needed to produce the progressive and final results of each race, climaxing with the Kodak Sydney-Hobart Race.

Australian Airlines continues to support the club and the Kodak Sydney-Hobart Race by assisting with air travel for race personnel, flying the vast array of trophies from Sydney to Hobart, and moving a mountain of crew baggage to Hobart.

Computer company Solution 6 has assisted the Media Centre with personal computers, while Canon has supplied facsimile machines and Kodak's Copier Products Division has assisted with a laser printing high-tec copier.



The Cruising Yacht Club of Australia would also like to thank the following for their role in making the event a great success:

The Commodore, Flag Officers, Members and Staff of the Royal Yacht Club of Tasmania.

The entire staff of the Cruising Yacht Club of Australia.

Codan, the suppliers of radios for the Race Centre. Canon for supplying facsimiles to the Race Centre and the Media Centre.

Penta Comstat for assistance with radio skeds during the Kodak Sydney-Hobart Race and in monitoring movements of yachts to and from their home ports before and after the Hobart Race.

The Waterways Authority of the Maritime Services Board for their co-operation in providing the necessary approvals and control of the Port of Sydney on Boxing Day, and their on-the-water assistance in "crowd control," along with the Water Police, the Royal Volunteer Coastal Patrol and the Australian Volunteer Coast Guard; also the Tasmanian Water Police for their efforts on the Derwent and the RVCP at Eden for the sterling efforts in always coping with retirements from the race.

The Hobart Marine Board for its traditional support for the Sydney-Hobart Race, including making available Constitution Dock for the finished yachts – and to the owners of craft which have to move out of the dock during this time.

The State Transit Authority for rescheduling Sydney Harbour ferries to work around the race start on Boxing Day.

The National Parks and Wildlife Service for making Shark Island available for the official start on Boxing Day.

The Sydney Maritime Museum for providing the historic yacht *Boomerang* for the start line and John Ball for again bringing that fine veteran yacht of the first Sydney-Hobart Race, *Winston Churchill*, to the Harbour for the start.

The Department of Meteorology and the CYCA's weather consultant for their race forecasts and the CSIRO Marine Laboratories for their Current Charts of the Australian East Coast.

Woollahra Municipal Council for opening Rushcutters Bay Park.

The Australian Maritime Museum for making *Kathleen Gillett* available.

The print, television and radio media representatives who cover the Kodak

Sydney-Hobart Race and always give credit to the club's partners.

Noel Stone and other executives of Kodak for their enthusiasm in promoting the Kodak Sydney-Hobart Race.

The Governor of Tasmania, the Corporation of the City of Hobart and the Marine Board of Hobart for their hospitality and their overall assistance.

There are many hundreds of volunteers from the CYCA and the RYCT who work tirelessly supporting the Kodak Sydney-Hobart Race and the lead-up events. They include the Race Management Committee, Rowan Johnstone in Hobart, the starting and finishing race officials, the plotting team led by Don Walker-Smith and Hamish Grieve in Sydney and John Honeysett in Hobart.

In Sydney, Jill Robinson for organising a team to handle the thousands of phone enquiries while the CYCA Associates give assistance with information for visiting boats.

Safety inspectors always have a demanding task in ensuring that every yacht sailing to Hobart fully complies with the rigid Category 1 safety rules of the Australian Yacht Federation and the CYCA. Many CYCA members also move their yachts from the marinas to allow berthing of visiting yachts.

Both the CYCA and the RYCT have liaison teams who organise information centres at the CYCA and at Constitution Dock.

And finally, the smooth operation of the entire event depends on the CYCA office, marina and yard staff who work long, long hours throughout December – often beyond the call of duty.

* The Editor of OFFSHORE in particular would like to express his personal thanks to the staff of the Kodak media centre and the CYCA for their great assistance in providing information for the contents of this issue.

Digital Network Aids Race Communications

Ongoing race results for the 1992 Kodak Sydney-Hobart Race again will be calculated with technology that is at least twice as fast as any system previously used by the CYCA before the 1990 race.

Digital Equipment Corporation has extended its involvement beyond sponsoring the CYCA's popular Winter Series by providing a highly sophisticated computer hardware platform and communications network for the Kodak Sydney-Hobart Race and the Southern Cross Cup/Asia Pacific Offshore Championship Regatta in December.

The new system, introduced for the 1990 event, offers faster response times to enquiries, a 24-hour, seven-days-a-week support programme, as well as an ability to switch to a range of support computers if necessary.

Previously race organisers had a small computer located at the CYCA and linked to the Royal Yacht Club of Tasmania (RYCT) by dedicated telephone lines.

For the 1990 Sydney-Hobart Race, Digital proposed to the CYCA that by using its powerful computer centrally located at its Computer Management Centre in Sydney, its 24-hour seven-days-a-week access would ensure the race organisers of continual information.

Of vital importance was that in the event of any computer problems, the Centre could switch operation of the race software to another computer and do it with continued access to race information. In fact, there were no problems and the new Digital Race Communications system was an outstanding success in providing fast information on the progress of the fleet to club officials in Sydney and Hobart, to the media and to the general public.

This year the CYCA, RYCT and the Media Centres in both Sydney and Hobart will all be linked into the communications network being run by a Digital System 5400 Supermini computer using the latest RISC technology (Reduced Instruction Set Computing).

Dedicated telephone lines go from the Centre to the CYCA and RYCT, with a local telephone link between the RYCT and Constitution Dock and also to the special Kodak Sydney-Hobart Race display at Myers Store and the Sheraton Hobart Hotel in Hobart. Race information will be disseminated to these outlets within less than an hour of the fleet radioing in positions, in latitude and longitude, three times a day.

At each of the locations a number of computer terminals and printers will be played for a variety of functions – to provide race results (which can also be printed out), for the media to make their own enquiries and to access software for support.

At the CYCA three Digital terminals will also be dedicated to operators answering telephone enquiries from the public regarding yachts' positions. Similar terminals will operate at the RYCT and Myers store.

The Digital communications system will also be used for the Asia Pacific Championship, starting on December 18 and ending with the Kodak Sydney-Hobart Race, starting on December 26.

25 Years And Still Going Strong

Australian Airlines, the most faithful sponsor of the Sydney-Hobart through its association with the Cruising Yacht Club, this year celebrates a quarter-century of unwavering support.

In that time, when other sponsors have come and gone, Australian's commitment to yachting and the people who love it has remained firm.

Apart from travel and financial support, Australian also assists with the smooth running of the race by providing a free baggage service between Sydney and Hobart for competitors.

While most yachties make sensible use of the facility, originally intended to ensure they have fresh clothes waiting for them at

the finish, others have allowed pre-race nerves to influence their packing.

Under pressure to get rid of every piece of excess baggage, they turn to Australian Airlines and its joint venture cargo company, Australian Air Express.

In past years the "baggage" has included motors, rafts, bikes and sail bags - occasionally even a conventional suitcase. Who knows what is going to turn up this year?

You can guarantee, though, that nothing will surprise the staff at Australian Airlines. After 25 years they know yachties better than most people know themselves.

Solution 6 Helps Media Coverage

Fast media reporting is a vital part of the 1992 Kodak Asia Pacific Championships and the Kodak Sydney-Hobart Yacht Race, with entries this year from all Australian States, New Zealand, Ireland, Papua New Guinea and Japan.

In these days of modern communications, fast and reliable computer systems serve the needs of the media and the public with race information.

Solution 6, a company whose expertise has been largely directed at the accountancy profession, has provided not only the best available hardware and software for the Kodak Sydney-Hobart Media Centres, but also made available its professional advisors to maximise the operation of these units.

Solution 6 has also provided equipment for other major yachting events including the Jupiters yacht classic.

Since its inception, Solution 6 has demonstrated its long-term commitment and growing expertise in providing computerised accounting systems to the accountancy profession, their clients and accountants in commerce.

In striving to achieve higher standards the management of Solution 6 has committed the company to an on-going programme to continually improve its products and services.

Solution 6 clients talk of increased personal productivity, practice efficiency and profitability from having installed their wide and ever-increasing range of specialist software.

Solution 6 is now an international operation with its head office in Sydney and offices in the United Kingdom, Ireland and Hong Kong. In addition there are Australian branch offices in Sydney, Melbourne, Brisbane, Townsville, Adelaide and Perth.

For journalists covering the Asia Pacific and the Kodak Sydney-Hobart ocean yacht racing Solution 6 has provided the means for effective and fast production of words for dissemination throughout Australia and indeed the world.

Sheraton Hotel Race Media Headquarters

The luxury Sheraton Hobart Hotel, right on the waterfront opposite Constitution Dock, will be the Kodak Media Centre



ROYAL Yacht Club of Tasmania member and marine radio expert Geoff Boyes, who will be conducting the position reports with the Kodak Sydney-Hobart fleet as they cross Bass Strait and sail down the Tasmanian East Coast through the RYCT's own radio base, VH7TC.

headquarters for the 1992 Kodak Sydney-Hobart Yacht Race.

Apart from overlooking the finish for the great race and the waterfront where the finished yachts berth and their crews gather, the Sheraton is one of the preferred hotels for many competitors to stay and dine after the tough race.

The Kodak Media Centre will be located on the mezzanine floor of the Sheraton, with the hotel making available three meeting rooms for Media Centre staff and journalists covering the race.

The Media Centre will be open from December 27 through to January 3, providing a complete information and communications service to Australian and international media. Media director is again yachting journalist Peter Campbell.

The Sheraton Hobart combines the historic surrounds of Sullivans Cove with its renowned world-class service and facilities providing the warm hospitality reminiscent of grand colonial years, but with all of today's style and experience expected of an international group like the Sheraton.

The Sheraton Hobart was judged Tasmania's premier hotel in each of the past four years, winning the deluxe accommodation category in the Tasmanian Tourism Awards. It has also won national and international awards for accommodation, staff training, dining and marketing.

The hotel has 234 rooms, which include 10 executive suites, plus the superb Royal

and Presidential suites. All rooms are fitted out in quality Tasmanian timbers, polished granite and local art-works. Hotel outlets include the Cove Seafood Galore Buffet and Oyster Bar, the Atrium Lounge and Spinnaker Bar.

The Sheraton Hobart Hotel will also be catering for the prizegiving dinner for the Kodak Sydney-Hobart Race, which will be held at the nearby Hobart City Hall with more than 600 skippers, their crews and friends expected to attend.

* The hotel also has a special interest in the race as sponsors of the Tasmanian yacht *Sheraton Hobart*, owned by applegrower Ian Smith.

Crew Facilities at Constitution Dock

The former Manly ferry *North Head* will again become an annex of the Royal Yacht Club of Tasmania at Constitution Dock as yachts finish the Kodak Sydney-Hobart Race. The fine old vessel will be moored adjacent to the entrance to the dock.

Services aboard will include bar and refreshments but crews must have honorary membership cards issued by the RYCT. These will be given to all crews after their yachts finish.

Services for yachts and crews in the Elizabeth Pier shed will include breakfast, laundry, providoring, alcohol ordering, sail storage, fuel arrangements and repairs.

Kialoa III

Still Sailing Strong

By Peter Campbell

Kialoa III, the remarkable maxi yacht which in 1975 set the still unbeaten course record for the Kodak Sydney-Hobart race, is still owned by American Jim Kilroy and used for cruising around the world.

California-based Kilroy, a prominent figure in United States yachting, estimates the 79-footer has logged 350 nautical miles in racing and cruising.

Designed by Dave Pedrick, who then worked for the

famous New York naval architects Sparkman and Stephens, *Kialoa III* raced twice in the Sydney-Hobart. She took line honours and set the race record of 2 days 14 hours 36 minutes 56 seconds in 1975 and took the double of line honours and first on IOR corrected time in the stormswept race of 1977.

Kilroy had previously sailed his *Kialoa II* in the 1971 Sydney-Hobart, taking line honours and recording the fastest time for nine years, but not breaking the record then held by another US yacht, *Ondine*.

Launched in 1974, *Kialoa III* was originally ketch-rigged for long passage races, but was converted to a sloop rig some 10 years ago to win the maxi world championship, with racing then mostly around triangle courses. Kilroy subsequently built *Kialoa IV* and *Kialoa V* for the maxi circuit, winning many races with these boats.

In recent years Kilroy has used *Kialoa III* for cruising in the Pacific and around the American coast, bringing the yacht to Fremantle for the 1987 America's Cup.

"We have had many years of enjoyment with *Kialoa III*, with great successes in ocean racing and many pleasant cruises in all parts of the world," Kilroy told OFFSHORE from Los Angeles.

Kilroy is immensely proud of *Kialoa III*'s long-standing record in the Sydney-Hobart, which he regards as one of the great ocean races of the world.

Can that record be broken? "They were unusual times and conditions, certainly conducive to record speeds," said the veteran US yachtsman.

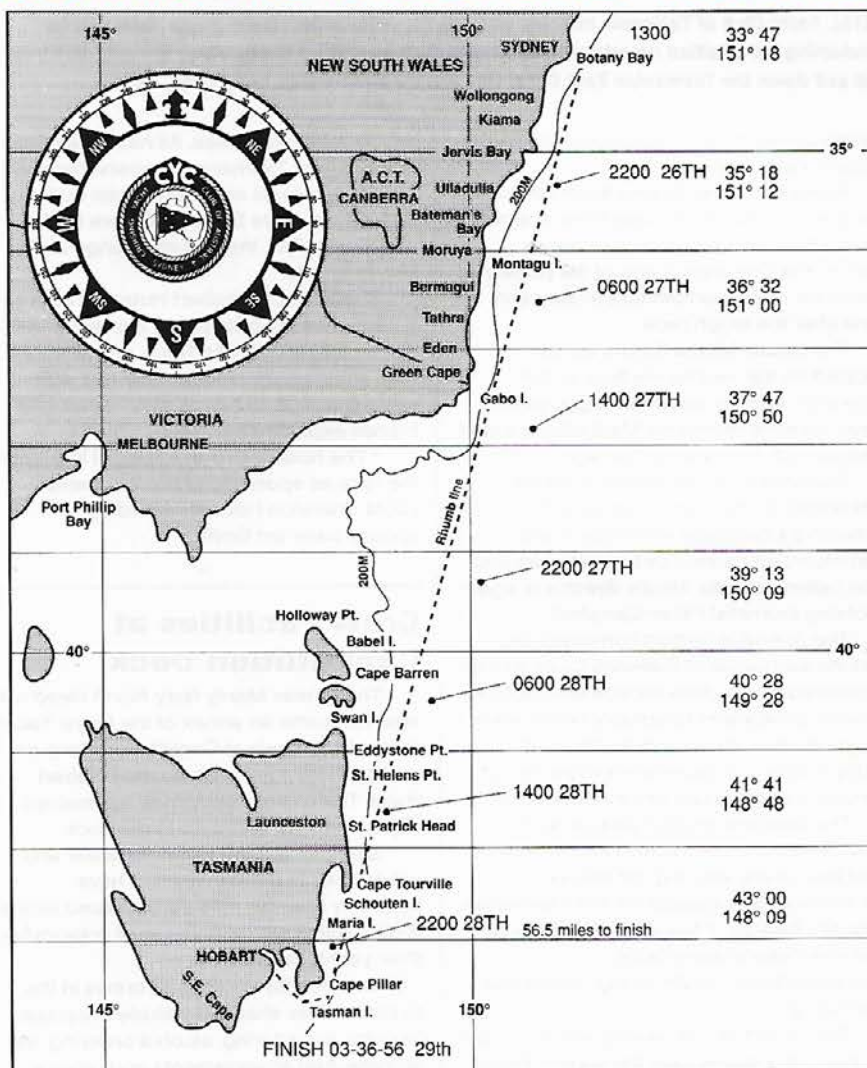
"In 1975 we maintained excellent average speeds for the first two days and were able to accelerate down the Tasmanian coast by strategic gybing to take full advantage of changes in wind direction and strength.

"The record certainly can be bettered by modern maxi yachts, but to do so they must get it all together, not just in boatspeed but in race strategy.

"There is a great tendency for skippers to go for early speed down the Australian coast but you need that exit strategy to get around Tasman Island at the right time to maintain that speed to the finish.

"I will be watching this year's race with great interest to see if the modern maxis, in particular, New Zealand *Endeavour*, can break *Kialoa III*'s record."

KIALOA'S REPORTED POSITIONS DURING THE 1975 SYDNEY-HOBART





KODAK
SYDNEY-HOBART
YACHT RACE 1992

CRUISING YACHT CLUB OF AUSTRALIA

KIALOA III powering towards her record-setting line honours victory in the 1975 Sydney-Hobart Race in which she covered the 630 nautical miles in 2 days 14 hours 36 minutes 56 seconds. Since then only four line honours winners have broken three days. (Pic - Richard Bennett)

Modern Maxis in Bid For \$100,000 Record

At least six big boats in the fleet for the 1992 Kodak Sydney-Hobart Race are capable of breaking *Kialoa's* 17-year-old race record for the 630 nautical miles – and winning Kodak's cash prize of \$100,000.

To better *Kialoa's* time the line honours winner must average about 10.25 knots and cross the line before 03.36.56 on December 29.

Favourite for line honours and certainly a potential record-breaker is the brand new maxi ketch, the 25m *New Zealand Endeavour*, which will be sailing her first ocean race as part of her preparation for the 1993-94 Whitbread Round-the-World Race.

Like *Kialoa III*, she is ketch-rigged and in fresh to hard running or reach conditions certainly has the potential to better the long-standing record. *New Zealand Endeavour* has been designed by Bruce Farr as an all-rounder and, as Magnus Halvorsen says in the accompanying article on *Kialoa's* record run, modern maxi yachts can average 10 knots and more to windward.

Several modern maxis have been hailed as record-breakers in recent years, such as *Windward Passage II*, *Drumbeat* and *Amazon*, but in each case unsuitable conditions and gear failures put paid to their chances.

Apart from New Zealand Enterprise, this year's fleet includes the previous line honours winning maxi, Tony Paola's famous *Condor*, with David Kellett as sailing master.

The other contenders for line honours and the race record are pocket maxis, 65 to 70-footers, several of them capable of reaching planing speeds of 15 knots and more downwind. The Queensland-owned, Steinmann-designed *Bobsled* was ahead of *Kialoa's* race record as she surfed southward in last year's race, but fell away when confronted with a southerly front.

Amazon, owned and skippered by Peter Walker, has taken line honours in every major race along the Australian eastern seaboard, except the Hobart. She swept to the line as the fleet sailed into Bass Strait but a broken forestay ended her dash for line honours.

This left the all-rounder *Brindabella*, owned and skippered by Canberra-based yachtsman George Snow, to sail on to a fine line honours victory from Arthur Bloore's *Hammer Of Queensland* and the veteran maxi, *Apollo*.

Amazon, *Bobsled*, *Brindabella*, *Condor* and *Hammer Of Queensland* are back again for the 1992 Kodak Sydney-Hobart Race. They will be strong rivals for *New Zealand Endeavour*, each capable of breaking the race record and winning the \$100,000.

KODAK
SYDNEY-HOBART
YACHT RACE 1992

CRUISING YACHT CLUB OF AUSTRALIA

Navigator Recalls *That Record Sail*

By Peter Campbell

Kialoa's race record of 2 days 14 hours 36 minutes 56 seconds for the 630 nautical mile Kodak Sydney-Hobart Race is certainly beatable by modern maxi yachts. That is the opinion of Magnus Halvorsen, navigator of *Kialoa*, in her record voyage in the 1975 race and one of the pioneers of Australian ocean yacht racing.

Magnus Halvorsen has sailed in 30 Sydney-Hobarts between 1946 and 1982. Five of them were aboard overall winners - *Anitra* 1957, *Freyja's* treble of 1963, 1964 and 1965, and *Love And War* in 1975. The first four were as joint owner-skipper with his brother, Trygve, the fifth as navigator.

He also sailed aboard three line honours winners - *Solveig* in 1953, *Kialoa* in 1971 and 1975.

In an interview with OFFSHORE, the veteran yacht designer, builder, skipper and navigator recalled that record-breaking race south with *Kialoa*.

Jim Kilroy brought *Kialoa III* to Australia for the first time to be part of the United States team in the Southern Cross Cup (maxis were then allowed), putting together a fine crew of 19, comprising 12 Americans, six Australians and one New Zealander.

The Californian yachtsman had previously competed in the Sydney-Hobart with *Kialoa II*, taking line honours in the 1971 race, with a time of 3 days 12 hours 46 minutes 21 seconds, and was confident he had a boat capable of breaking the race record.

This had been set in the 1973 race by the famous Australian maxi cutter, *Helsal*, skippered by Dr Tony Fisher, with a time of 3 days 1 hour 32 minutes 9 seconds. It was a time that earned the ferro-cement hulled yacht the nickname of "The Flying Footpath."

The fleet of 102 yachts, including entries from the USA, New Zealand and Great Britain, started at 12 noon DST on Boxing Day, the last day of a south-easterly pattern. (Starts were later changed to 1300 hours to take into account DST and allow for a seabreeze.)

As they cleared Sydney Heads the wind was ESE at 12 knots and the powerful *Kialoa* and her rival US maxi ketch *Windward Passage* were early competitors among the big boats, which included the Australian maxis *Apollo* and *Ballyhoo* and *Buccaneer* from New Zealand.

Navigator Halvorsen recorded that there was no change in the wind until 2200 hours, at which stage *Kialoa* was off Jervis Bay. The breeze was then an easterly, 8 to 10 knots, backing to NE at 8 to 10 knots through the first night.

From 0600 the next morning, December 27, the wind increased in velocity from the NE to 15-20 knots by 1300 hours as *Kialoa* powered into Bass Strait, well east of the rhumbline.

Running down the NSW coast, *Kialoa* logged 245 nautical miles from the noon start to noon on the 27th, navigator Halvorsen recorded.

From 1400 hours it backed to the NNE,

Navigator Halvorsen logged Tasman Island north bearing at 2214 hours DST on December 28.

"We were unable to lay the Iron Pot from Cape Raoul and *Kialoa* made five tacks in the lower Derwent," Halvorsen recalled recently. "We were unable to see the shore outline in the pitch darkness."

Kialoa finally crossed the finish line at 02.14.36.56 on December 29, 1975, to slice 11 hours off the race record and become the first yacht to sail the 630 nautical mile course in under three days. In total, nine yachts bettered the previous record in conditions that were ideal for a fast run.

Magnus Halvorsen recorded the

following in his log of the 1975 record-breaking sail by *Kialoa*:

Sea Temperature:

74 degrees F off Sydney
66 degrees F off Montagu Island

65 degrees F off Tasmania

Current:

1 knot southerly set from Sydney to Jervis Bay. There was no further current assistance. Southern NSW current set to the west, 1-2 knots. Slight contrary current off Tasmania.

Sails: 17 sail changes throughout the voyage. Two

spinnakers lost off Tasmanian east coast.

Day's run: First day: 245 nautical miles, noon to noon.

Second day: 247 nautical miles, noon to noon.

Halvorsen believes the following points favour a new race record being set in the Kodak Sydney-Hobart race:

1. *Kialoa's* average speed was a fraction over 10 knots in mostly downwind sailing. Since the early 1980s maxi yachts have been able to do that upwind.

2. Three of the 30 Hobart races he contested have had weather conducive to breaking the record by a modern maxi. Weather conditions in 1975 were therefore not unique.

3. There was negligible current assistance in 1975. This is a very important factor.

4. Satellite navigation systems were forbidden in 1975. There is now an advantage in obtaining position fixes during the night.

5. The later starting time used now enables the sea breeze to fill in stronger earlier in the race - which is why the start time was changed.



KIALOA'S navigator in the 1975 race, Magnus Halvorsen (centre), with old crew mates from the 1962 *Gretel* challenge for the America's Cup, at a reunion at Royal Sydney Yacht Squadron: Jock Sturrock (left) and brother Trygve Halvorsen (right). (Pic - Peter Campbell)

increasing to 18-25 knots by 1600, then easing to 15 knots by midnight. By early evening the US maxi was nearly halfway across "the paddock"

From 0200 hours on December 28 the wind backed to the north at 15 knots, with *Kialoa* gybing onto starboard to sail back towards the rhumbline and a landfall on Tasmania's east coast.

Skipper Jim Kilroy reported her position at 0600 hours as abeam of Cape Barren Island.

The wind, still from the north, eased to 7-10 knots by 1200, but by 1530 hours it had increased to 15-18 knots and *Kialoa* was gybed back onto port off St Patrick's Head.

Kialoa's second 24-hour run was 247 nautical miles, noon to noon, covering 492 miles in 48 hours, an average of 10.25 knots.

As the big ketch sailed abeam of Cape Tourville, the wind veered to NNE and increased to 30-35 knots. At 2040 it backed again to north at 25-30 knots, with the crew gybing *Kialoa* onto starboard again.

By early evening on December 28 *Kialoa* was south of Maria Island and only 56.5 miles from Hobart.

Kodak Sydney-Hobart Tough for

New Zealand Endeavour



By
Peter
Campbell

The 1992 Kodak Sydney-Hobart Race will be the first ocean racing test for the world's newest and most sophisticated maxi yacht, *New Zealand Endeavour*. Designed and built to win the 1993-94 Whitbread Round-the-World Race, the ketch-rigged 25m LOA yacht was launched in Wellington in early November and will sail across the Tasman Sea in early December.

Built from exotic, space-age materials of carbon fibre, kevlar and the honeycomb core Nomex, *New Zealand Endeavour* will carry New Zealand's hopes for a second victory in the Whitbread Race.

New Zealand Prime Minister Jim Bolger, after inspecting *New Zealand Endeavour* as it neared completion, described the yacht as a workman's boat – "designed to get around the world in a hurry."

Apart from visiting Sydney and Hobart, the massive yacht will visit Melbourne before sailing back across the Tasman to New

Zealand in January to continue her preparations for the Whitbread.

Designed by Bruce Farr and built at the Auckland boatyard of Marten Marine, *New Zealand Endeavour* has already been installed as favourite for line honours in the 630 nautical mile race Kodak Sydney-Hobart Race.

Given the right conditions, running and reach in fresh breezes, she has the potential to win or break the race record of 2 days 14 hours 36 minutes 56 seconds set by another ketch-rigged maxi, *Kialoa III*, in the 1975 Sydney-Hobart.

Kodak has offered a cash prize of \$100,000 for the first yacht to break *Kialoa's* record, considered by yachting experts and by the famous yacht's owner, American Jim Kilroy, to be well within the potential of modern ocean racing yachts.

New Zealand Endeavour skipper Grant Dalton believes he has a good chance of winning the race, but with typical modesty he doesn't relish being race favourite. "Given the right circumstances we could win, but yachting is always an unpredictable sport," he

told OFFSHORE. "The boat will be brand new and we will still be learning how to sail it."

To compete in the Kodak Sydney-Hobart Race, *New Zealand Endeavour* has had to comply with IOR rules governing the event. This includes the requirement not to use the yacht's asymmetrical spinnakers which will be allowed under the special rules of the Whitbread Race.

While Dalton has been critical of the CYCA in not allowing him to use asymmetrical spinnakers in the Sydney-Hobart, he agrees that the Kodak Sydney-Hobart will be an important measure of how well the boat is going.

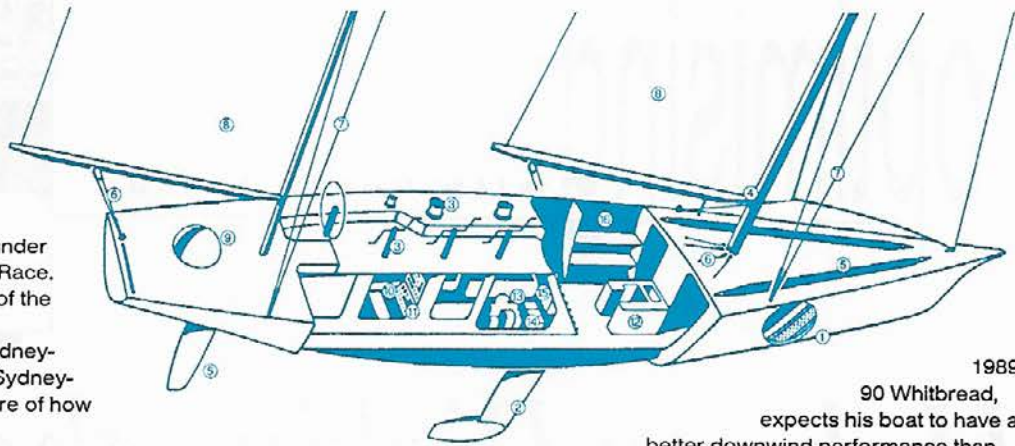
"It will be very satisfying for a New Zealand boat to go over there and break the race record as they are saying we might."

Handicapped by the lack of its asymmetrical spinnakers, *New Zealand Endeavour* will also have more people on board that it will during the Whitbread Race. "We will race to Hobart with up to 20 people on board, compared with our race crew of only 14. Depending on the conditions, that extra weight will either slow us down or it could speed us up.

"If it's an upwind race, crew ballast will be important. The more people we can put on the weather rail the better. If weather conditions dictate a fast downwind race under spinnaker, the extra crew weight will slow us down a little."

However, on the long legs of the Whitbread Race, Dalton is confident that *New Zealand Endeavour* will be considerably faster than the two Kiwi ketches, *Steinlager* and *Fisher & Paykel*, which stunned world yachting last time.

Dalton, who sailed *Fisher and Paykel* into second place in the



1989-90 Whitbread, expects his boat to have a better downwind performance than

the two previous maxi ketches and, if conditions are similar, to cut two to four days off the last race time for the round the world race.

More than two years of painstaking planning has gone into getting the *New Zealand Endeavour* Whitbread campaign to the stage it is today – and the start is not until September 25, 1993.

The project has the backing of seven equal sponsors:

- * Instant Kiwi
- * Toyota New Zealand Limited
- * ANZ Banking Group (NZ) Limited
- * BP Oil New Zealand Limited
- * Clear Communications
- * Health Sponsorship Council
- * New Zealand Apple and Pear Marketing Board.

Skipper Dalton In Fourth Whitbread

Grant Dalton, the 35-year-old skipper of *New Zealand Endeavour*, will be sailing in his fourth Whitbread Round-the-World Race when the 33,000 nautical mile event gets under way in September, 1993. Dalton started out in international yachting as a "bit of an adventurer" 12 years ago but is now a thorough professional. His first Whitbread was aboard the Dutch entry *Flyer*, which won the 1981-82 race. It was a thrilling experience for the then 22-year-old Aucklander.

His second was with Peter Blake in *Lion New Zealand* in 1985-86 and his third as skipper of the NZ maxi ketch *Fisher And Paykel* in the 1989-91 Whitbread. He finished second to his former skipper, Blake, sailing *Steinlager*.

International yacht racing and events like the Whitbread have matured with Dalton. He recalls that when he crewed on *Flyer* his shipmates were largely adventurers, young men and some not so young who wanted excitement and took risks that would not be considered now. Most of the yachts were owned by wealthy individuals who were also along for the adventure.

Today the adventurers have gone. In their place are professional yachtsmen who earn their living by racing or delivering yachts. They have to be intelligent, fit and dedicated to their sport.

The race yachts are financed by large companies or, as with *New Zealand Endeavour*, by a consortium of companies, with a very hard-nosed business approach to their sponsorship.

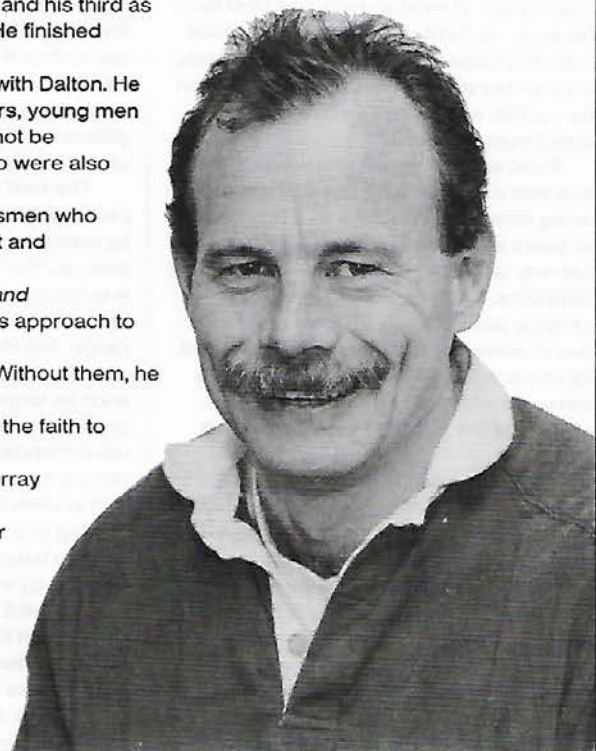
Dalton is fiercely loyal to his sponsors and protective of their interests. Without them, he says, there would be no *New Zealand Endeavour*.

"We were very fortunate to find seven organisations with the vision and the faith to come on board," he says.

Other key members of the crew of *New Zealand Endeavour* include Murray Ross and Kevin Shoebridge.

New Zealand Endeavour is due in Sydney about December 21 and after contesting the Kodak Sydney-Hobart Race will visit Melbourne between January 3-6 before returning to New Zealand, visiting various ports on the South Island before returning to Wellington and then Auckland.

The yacht will be shipped to New York in early May and will contest the TransAtlantic Race from New York to London starting July 3, contesting the Fastnet Race starting August 7 as the final race preparation for the Whitbread Race starting September 25.



optimising

with Scott Jutson



Hobart: Picking the winners on handicap...

Winning the Sydney to Hobart is a combination of top management, a fast yacht, the best crew, and the right conditions. Both IOR and IMS overall handicap winners will score high in all these categories and may even incorporate a small amount of luck for good measure. Historically, each year has seen a set of conditions that will favour a certain size or, more specifically, speed range of yacht with the best yacht in that group winning the overall honours.

Given that the course will see a combination of wind speeds and directions there will inevitably be speed gates which open and close at different times. How you are affected depends on where you are on the course, which is a function of your speed from the start.

If you are racing IOR you will start the race with a known handicap and will be racing time on time. This is as it has been for years and it is this system that ensures that only one size group will be favoured on conditions. Knowing the conditions in advance one could easily predict the overall winner on handicap and you would also have a fair guess at the line honours stakes. Maybe the TAB punters need to investigate the available weather routing software.

In IMS your fate is less certain as a variable handicapping system is inherently "more perfect". However, the IMS racers' future is largely determined by the decisions of the race committee as to how sophisticated they wish to be in the application of the IMS handicap system. If they take a simplistic view and use a fixed value such as the General Purpose Handicap then the race will be more akin to the IOR division in that the best boat in a

given size range favoured by the conditions will win. In this case "best boat" means the one best optimised to the GPH either by design or default.

The next option up the ladder is to use the Ocean Race Handicap with Performance Curve Scoring where the wind speed will be derived from actual performance. This is the accepted method for a long race but can be biased as the handicap becomes very off-the-wind/reaching-oriented in the higher wind ranges. Therefore a lot of time on the wind will cause the end result to favour heavier, more upwind-oriented boats. Also, if the scoring is not done by divisions (which is the internationally preferred method) then one end or the other of the fleet could heavily bias the implied wind strength as they will inevitably be found to sail in different wind conditions. Witness last year's Mooloolaba race.

The best solution lies in divisional results with a constructed course provided by watchdogs in each division. This ensures that the weather gate system is of less relevance as boats will only be racing against boats in their own size/speed range. The downside is that there is no overall winner unless some other method, such as largest winning margin of all divisions, is employed. This is, nevertheless, the preferred method as it utilises the maximum capabilities of the IMS system to fairly handicap boats of varying size and capability.

The latter system would be very difficult to crack by even the most sophisticated punter and it certainly eliminates the size/speed lottery that we have all grown to accept under single point handicap systems like IOR and PHS. The perceived need for an overall winner will always be the stickler in this approach.

The ITC From An Australian Perspective

I had the opportunity this September to attend the International Technical Committee meeting in Newport, Rhode Island. This is the body that vets the bulk of the submissions from the world's offshore committees inasmuch as they relate to handicap rules. Its membership is 100% Northern Hemisphere with a severe bias towards the United States. I mention this because being there made me appreciate that we (as in Australia) do have a unique and important point of view on many issues and these views deserve representation. This is not because of any democratic needs but rather because many issues are developed and resolved here in very sensible ways. Australia is respected as a bastion of traditional ocean racing in tough conditions and as an innovative proving ground where the limits of any handicap rule will be probed to their fullest.

One area that was discussed but left unresolved was the matter of the IMS upper limit. For this year's Hobart we will use the same system adopted in the US of a 460 sec/mile General Purpose Handicap. This approach was put forward by the US Sailing Association for international acceptance and was rejected by the ITC for the reason that it would produce a development class at the top end of the IMS fleet which is contrary to the intentions of a variable handicap system. The preferred solution was to use an IMS "L" value (calculated sailing length) as this would allow a wide variety of boats at the top each capable of line honours on the day but all capable of a handicap win if properly sailed. Assume this limit would be around 20.2 metres as this fits the biggest IOR maxis around. Our current mini-maxi

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of safety that comes from how well a boat is built.

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crop is about one metre below this.

Another area only briefly mentioned was the IMS material bans, particularly the use of carbon in rudder stocks. All the designers at the table have designed S-glass rudder stocks in lieu of carbon and, while still lighter than metal options, they cost a significant amount more to build than a carbon equivalent. Why? Because labour is increased and labour, for those who don't know it, is the real cost item in laminating anything. Despite the obvious logic of this the rule will stick as it does no-one any good to appear too wishy-washy. Or so the thinking goes. . .

Other good resolutions involved the reduction in the BATX (batten extension) weighting in the IMS rule to 25% of its former self as well as implementing a similar concept to differentiate more adjustable rigs from those with less adjustment. As a result a mast with adjustable backstay and runners will be seen as faster than the sistership with static rigging. Also, masthead kites on fractional rigs will be effectively handled by separating IG ("I" genoa) from ISP ("I" spinnaker) so those who wish to use this arrangement can do so with some confidence that they are rated fairly.

Now the foregoing and a hundred other issues must all be ratified at the November ORC meeting so wait till you see it in writing from your Offshore rep. before you go sticking the battens back in. Nevertheless, it was good to hear these issues discussed in an enlightened forum as opposed to reading a one paragraph summary. I hope in the future the ITC

makeup will change sufficiently to allow broader representation and that Australia can be included (for the first time).

IMS Measurement Hiccup Proves Something

This would have been last month's headline had we had an issue then. As it is it will have been well discussed and been cursed or praised depending on where your handicaps came out. I am referring to the discovery of a discrepancy in the way the sheerline is defined in the IMS measurement process which leads to in-water freeboards not always being applied to the same point in the computer-modelled hull as they were in real life. Net result is that the boat is effectively lifted out of the water and thus made lighter for handicap purposes. This should affect only boats with noticeable rubbing strakes or other similar inflections in the topsides that the measurer has trouble fitting his wand around. In this case the measurer will manually enter offset points above this inflection to achieve the final definition of the section. The problem lies in the program coding, which sees the point where the measurer stopped the wand measurements as the actual sheerline. If the in-water measurements are done to this point there is no problem. This does not occur, however, since the freeboard points are as per traditional IOR methods at the sheerline. If your boat is discovered to have been done incorrectly your certificate will have been re-issued. Two things will have occurred. Your displacement will

have increased and your LPS (Limit of Positive Stability) will have gone down. On top of this your handicaps will have improved noticeably, which is to say your boat has slowed down.

The displacement increase is obvious as your boat is now sunk further in the water as a result of the freeboard adjustment. In the case of our 9.5 metre IMS design (*Chesapeake* and *Jacobina*) the boats were sunk 50 mm fore and aft which equated to over 400 kg. In seconds/mile terms this equated to a minimum of 20 sec/mile and a maximum of 40 sec/mile. Suffice it to say this would have had a serious consequence on last season's results and is a depressing point for the owners, which is naturally balanced by optimism for the future.

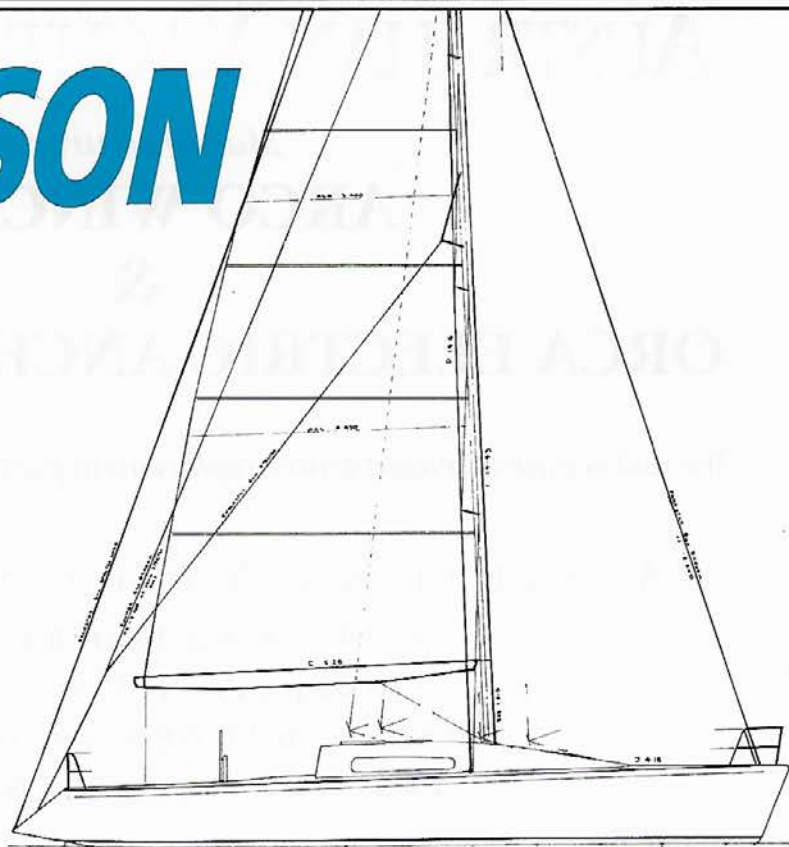
The LPS drop is a result of a now heavier boat having the same stability since the stability measurements in-water remain valid through all this. The effect will vary from boat to boat but it can be as much as 12 degrees. Most boats will vary only a few degrees and let's hope even those are rare.

The upside? We have two designs that are affected by this correction and in both cases the quite experienced crews have expressed disbelief in their downwind performance compared to the IMS VPP's demands. All manner of effort has not lessened the struggle. This correction suggests the problem to be a measurement one and not one with the VPP. Suffice it to say all are happy and now winning easily. The speed of the boats has not changed.

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Morning Mist III . . .

It's Pure Acceleration

By Kevan Wolfe

When Melbourne cake-maker Alf Neate has commissioned Mornington boat-builder Mal Hart to build him a state-of-the-art IMS Farr 50 it surprised everyone, including his crew. The yacht is the first of its type in the world to be built and is shaping up as the boat to beat in this year's Kodak Sydney-Hobart Race.

It was at QLD (quiet little drink) in Hobart last year when Alf Neate put down his glass of Cascade and announced: "We need a new racing yacht."

"I couldn't believe it," said son and sailing master Trevor Neate. "We all thought that after Alf had spent so much on the cruising boat that it would be the last one."

The 'cruising boat', *Morning Mist III*, which Alf sailed out of the Mornington

Yacht Club, was a magnificently fitted out Farr 46. It spent more time racing than cruising. The Farr followed *Seaquest*, a Dubois 42, in which Alf sailed more than 30,000 miles, including four Sydney/Hobarts, two PanAm Clipper Cups and the Sydney to Suva Race.

But at a spritely 65, "I still swim most days and work out at the gym", Alf has not lost the racing bug and has already put together an intensive two-year campaign for the new boat. The campaign includes all the major races in Australia over the next two years and the Kenwood Cup in 1994.

The new boat is an IMS Farr 50 ... the first to be built anywhere in the world. Constructed by Mal Hart, at his Mornington factory, it went into the water for the first time in October. It is so new that the Farr design office was sending up-to-the minute

design modifications as the boat was being built.

"We chose a Farr design after watching the performance of the Farris overseas," Trevor told us. "It was *Gaucha's* performance in the Key West Regatta that was the trigger.

"Then we had to negotiate a price and decide whether to have it built in New Zealand or here in Australia.

"Naturally Farr was keen to have it built in New Zealand. But we weighed up the costs between a New Zealand builder and Mal Hart and they were pretty much the same - and we would much rather build here in Australia.

"I think the finished result is a lot better than if we had bought what would have essentially been a production boat from New Zealand. It will probably cost us more

OWNER Trevor Neate at the wheel of *Morning Mist III* with builder Mal Hart (left) after the launching of the Farr 50 IMS sloop on Port Phillip. (Pic – Kevan Wolfe)



in the end but with Mal we have the ability to customise things as we go and consider all options rather than just build a boat to a price."

The hull was laid up with vacuum-bagged laminates of kevlar and R-glass and the very smooth flowing lines look as if they have been milled. The bow knuckle sits just above the waterline and there is a small rise in the fairly flat aft section. The shoulders are well forward, and with a beam of only 4.3m the boat is fairly narrow for its length.

It is a lot narrower than a Farr IOR design and gives the impression of being smaller than 50ft. But when the boat is viewed from a distance it looks every inch its length.

The three ring frame bulkheads in the bow and the chain plate bulkhead are all composites with four partial bulkheads aft. The built-in bunks provide longitudinal stiffness.

Solid glass I-beams support the keel structure. The keel is very different from other Farr keel designs and the specifications were not received by Mal Hart until the last minute. Mal Hart will only describe it as "interesting".

"There is nothing like this keel," said Trevor Neate. "We waited until the very last minute so that the latest keel rules could be taken into account."

It is 2.7m long and has much of its 4800kg weight in a torpedo bulb at the bottom. The top section is bronze and the whole lot has beam milled to within .4 of a thou.

The deep spade rudder is a composite of kevlar and R-glass with the rudder stock a composite of R and S-glass.

The quadrant is also a composite and is so thin and light it is described by Trevor Neate as like a frisbee. The two floating bearings were imported from the UK and cost a cool \$10,000.

Even the steering wheel is constructed of S-glass and is a work of art, weighing only about a kilo. Two kevlar belts run from the wheel back to the quadrant.

"When I first saw the wheel on the boat in the factory it looked huge," said Alf. "But

when we put the mast on it brought it back into perspective."

The four-spreader mast, built by Ian 'Barney' Walker, stands 21.5 metres above the deck. Walker has used a Sparcraft system, the extrusion has been machined from the bottom spreader and the result is a clean and neat unit. The vertical shrouds range from 12.7mm at V1 down to 9.5mm at V4 at the top; the diagonals range from 9.5mm down to 5mm at D4. It is sleeved for strength to just above the first spreader and can be separated into two pieces so that it doesn't overhang the hull when the boat is being shipped overseas. The tension on the rig is so great that there is no way the rigging can be adjusted by turning the turn buckles on the cap shrouds; instead it is tensioned using a hydraulic jack system and placing shims under the mast step. The system puts about 20 tonnes of tension on the rig.

The fitout below, while meeting the requirements of the rule, still has the feeling of a racing yacht, and unlike most racing yachts the whole boat has been colour-coordinated by Mornington interior designer Joe Szonyi. As Joe said, all yachts tend to look the same so he decided to come up with a fresh approach: "Alf is also a bright and cheerful personality in his own right therefore I came up with a design to suit his personality."

Instead of the stark white of most boats the interior has been finished with a duck egg blue tint, the counter tops are finished in a teal colour. The bunk cushions have been shaped and finished in a blue, green and red tartan, which has been nicknamed the McNeate tartan.

One touch of real luxury is Alf's seat at the navigation table. It has been finished in a teal coloured draylon-corded velvet imported from Germany.

"It has to look good as well as sail well and even though the boat is hi-tech we believe we have built it within the spirit of the rule," Trevor Neate told us. "The fitout below more than justifies that."

The finish Mal Hart and his team have achieved on the boat is superb. He has been in the yacht building business for only five years and he has now set the

standards for many other Australian and overseas builders to follow.

On the water the boat is a delight. We were invited to go out on the first day the boat sailed when Ross Lloyd, who will also sail as tactician, hoisted his North Gatorback sails for the first time and Barney Walker adjusted the rigging.

Unfortunately the wind instruments and the log were not hooked up at the time and we were unable to gauge its true performance. But first impressions are that *Morning Mist III* is deceptively fast.

In about 12 knots of wind the boat felt just right, not too stiff and not too tender. It tracked easily with just enough weather helm to be able to hold the lightweight wheel, which felt a little strange at first, with two fingers and keep the boat in the groove.

The boat is pure acceleration, unlike some IOR designs which tend to skid sideways before picking up speed in a gust. As the wind pressure increases the boat just goes faster... like a racing car winding up and up in the gears.

The keel design is obviously working well as the boat spins through a tack like a dinghy and on the wind it will point up to about 18 degrees apparent.

Downhill under spinnaker the boat should provide some exciting but stable rides. It sits down well aft with a clean wake, showing virtually no drag.

Trevor Neate didn't take the grin off his face the whole day and Ross Lloyd's remark summed it up as: "What a weapon!"

Alf Neate has also signalled he means business: "We'll be giving it plenty when we get to Sydney," he told us.

If this is the way of IMS who needs the vices of an IOR boat?

Specifications

Length Overall:	15.3m (50.03ft)
Beam:	4.3m (14.11ft)
Draft:	2.9m (9.52ft)
Displacement:	8897.4 kilos (19772lbs)

ATARA — IOR WINNER 1991



The Irish try for a Sydney to Hobart Encore

KODAK
SYDNEY-HOBART
YACHT RACE 1992



CRUISING YACHT CLUB OF AUSTRALIA

By Lindsay May, Navigator, *Atara*

Following the success of the Irish Southern Cross Cup Team in the 1991 Kodak Sydney-Hobart Race those involved have decided to try to repeat the race-winning performance of the Farr 43 *Atara* in the 1992 race.

Owners John Storey and Bill Sykes along with Rod Johnson and Mick Coetzee have been involved in an extensive campaign overseas during the Northern Summer and several of the crew have kept their skills up to date by competing in Australian regattas.

Firstly, a nucleus of the crew campaigned 'Little' *Atara*, a Beneteau 30, in the CYC Digital Winter Series. This yacht competed strongly in this series but the handicapper got the better of the boat in the last few races and she finished just outside the silverware. The performance of the yacht was also affected by the departure of a number of the crew to compete in the Royal Cork Regatta, which was held in Ireland in July.

The Royal Cork Yacht Club is the oldest yacht club in the world. It was founded in 1720 and their regatta is a very well run and most popular regatta. As the second largest regatta in Europe it caters for over 4500 sailors and supporters. One feature that is quite unique is its attitude towards professional yachtsmen. If a yacht carries a professional as crew then it receives a handicap penalty. A number of the Irishmen who sailed in the Southern Cross series are professional yachtsmen or earn their living as sailmakers or boat builders and are deemed to be professionals.



Harry Cudmore

The *Atara* team flew the Australian flag on a chartered Lightwave 40. As is usual with most charters the boat required a considerable amount of work before it was ready to compete. As part of the Cork week regatta they competed and came third in the British Lightwave National Championships with a 5-2-2-2 result. The racing was very close with the top 5 boats separated only by 10 seconds in 2 races. Different courses were sailed each day. The courses comprised an Olympic course, a windward leeward, an Irish triangle (trapezoid), an offshore triangle and an inshore 30 mile scenic tour. Cork Week attracted over 350 boats. The fleets included 80' Swans, Maxis, JOG, One Designs, IMS and IOR racers.

The Australian contingent was boosted by the inclusion of locals Jamie McWilliam,

Patrick Couney (the first Irish Rhodes Scholar) and Connor O'Neill, who sailed on *Ex-Tension* in the Southern Cross Cup.

At the opening ceremony, presentations of the Australian flag and CYCA burgee were made to the Admiral of the Royal Cork Yacht Club. The presentation of the Southern Cross Cup and other trophies won by the Irish in the 1991 Sydney-Hobart nearly caused a riot with the locals.

Following their success in Ireland the crew had barely touched down in Sydney when they were off on their way again to Hawaii for the Kenwood Cup. In this regatta the Irish chartered the former Kiwi one tonner *Mad Max* and were 1st in the one ton division and finished 6th overall. The story about this charter

is most unusual and the following excerpt is provided by Malcolm McKeag, the famous Irish yachting journalist, and is reprinted from the October issue of *Seahorse* magazine.

It was Harold Cudmore, arch-broker of the grand-prix world, who put together the European team which walked off with the trophy. Here's how and why:

To encourage entries, Kenwood Corporation of Japan, the electronics manufacturer which sponsors the Hawaiian regatta, offers US\$100,000 to the highest-placed European team in the RORC's Champagne Mumm Admiral's Cup in the preceding year, to come to Hawaii for Kenwood. The condition is that they must bring the yachts they used in Cowes, or close substitutes. When the winning French team disbanded after the 1991 CMAC, the

money went begging.

France had already committed the Two-Tonner *Corum* to going to Hawaii and Italy had committed *Larouge* – both yachts being entered for the Two-Ton Worlds. Cudmore came up with the idea of forming a European team (Ireland is very keen on the European Community, you know – all those lovely farm subsidies!) which would share the \$100,000 among the three boats. Ken Morrison of the Royal Hawaiian Ocean Racing Club agreed and Cudmore lined up the British Two-Tonner *Wings Of Oracle*, with a noted British owner as backer.

When that fell through, Cudmore took the idea to John Storey, the Sydney-based ex-patriot Irishman who had been at the core of Ireland's raid, under Cudmore's leadership, on the Southern Cross Cup. Morrison persuaded Wink Vogel from Canada to leave his ageing Davidson One-Tonner *Mad Max* in Hawaii after the Victoria-Maui trans-Pacific race and Storey picked up the charter.

So the European team was *Corum Rubis* (France), Davide DeGennaro's *Larouge* (Italy) and *Mad Max* (Ireland).

It was, to give them their due, Cudmore, with Jo English on *Mad Max*, who did much to secure victory on the water. Having what was by no means the fastest One-Tonner,

Kurts then you will understand that this was not an easy decision.

At the time, however, the wind was gusting above 30 knots from the south-west and with 400 miles still to go and a tiller about to depart the decision was not very difficult to make.

In 1989 the boat was sailed very strongly in the Australian Southern Cross Cup team and won division A but the grounding of *Great News* in the Derwent robbed the Australian team of a certain Southern Cross victory.

The 1990 Sydney-Hobart provided another disappointment when on the morning of the 27th in a 35 knot nor'wester the boat broached then suffered a violent Chinese gybe that resulted in her being held down for the count. When the boat was finally righted the mast was observed to be somewhat out of column. Under the conditions and circumstances it was impossible to determine just what damage had been incurred so prudent seamanship once again caused a retirement.

In 1991 the boat was sold and although a third Hobart win had eluded Peter Kurts his congratulatory telegram was the first to be received when *Atara* won the 1991 Kodak Sydney-Hobart.

The preparations for the 1992 race

conditions and talk to the helmsman. At the completion of his watch he is usually last off the deck. In New Zealand Molly distributes custom marine fittings. He has also been consulting to the New Zealand syndicates that will be competing in the Whitbread Round-The-World-Race next year.

Another returning crew will be Gordon Maguire, a famous Irish champion, who with Harold Cudmore steered the boat last year and has raced with Harold during the year on the Formula One circuit. Gordon was helmsman on *Beyond Thunderdome* but following their withdrawal from last year's race he joined *Atara* for the Hobart.

Gordon sailed on *Rothmans* in the Round-The-World-Race and was also on board *Rothmans* in her controversial 1990 Sydney-Hobart passage. Gordon was the helmsman at the time those spectacular photographs were taken of *Rothmans* hurtling downwind in the 35 knot nor westerly that caused havoc to many of the boats in that race, including *Madeline's Daughter*. He was recently third in the world 3/4 ton championship held in Torquay, UK.

A new member of the crew will be Fraser Johnson. He has competed in 22 Hobarts and sailed for many years with Lou Abrahams on the various *Challenge* boats. Fraser sailed on *Ragamuffin* in the Kenwood Cup then returned to sail *Hammer Of Queensland* in the Hamilton Island Regatta. More recently he joined Warren Johns on *Heaven Can Wait* in the 50's series in Majorca, where they sailed into second place.

Crew backing up this time will be owners John Storey and Bill Sykes with Rod Johnson and Mick Coetzee. These four competed in Ireland in the Royal Cork Regatta and then John and Bill went to Hawaii for the Kenwood Cup. Also returning for his 20th Hobart is Lindsay May, who this year navigated *Wild Oats* in the Jupiters Sydney-Southport Race and then *Brindabella* in the Hamilton Island Series. John Murphy, who sailed in the preliminary Southern Cross races in 1991, will join the boat as mastman for the trip south.

The bowman will be Tom Braidwood, who sailed bow on *Mad Max* in the Kenwood Cup and has sailed on *Brindabella* and *Amazon*. This will be his fourth attempt to reach Hobart, so we hope that the preparation this year will enable him to celebrate New Year's Eve in Constitution Dock. Dave Rolfe, a Kiwi and sailmaker for Norths, will join Rod Johnson on trim. He previously worked the bow on *Leroy Brown*.

Following this Sydney-Hobart Race, these crew members will become involved in an Irish attempt to win the 1993 Champagne Mumm Admiral's Cup. It is intended to spread the crew across 3 Irish boats. The rest of the crews will comprise those Irishmen who sailed in the 1991 Southern Cross Cup.

With a bit of luck and a lot of blarney hopefully the Irish will be able to supply the Guinness at the Quiet Little Drink in Plymouth in 1993!

"In 1989 the boat was sailed very strongly in the Australian Southern Cross Cup team and won division A..."

they managed highly creditable fourths and fifths overall, especially in the long races, by employing good offshore tactics even where there was little scope for tactical gain.

Atara, formerly *Madeline's Daughter*, was raced most successfully by Peter Kurts and a number of the former crew still race on the boat. *Madeline's Daughter* set out on the journey to Hobart on 6 occasions but gear problems forced her to return to Sydney three times. In 1988 the boat was in a very strong position about 30 miles into Bass Strait. In the early hours of the morning a routine equipment inspection revealed that a crack had started to work its way along a weld where the titanium tiller was connected to the rudder post. At first the crack extended only for a few millimetres and its extent was measured by indicating the length with a marking pen. Over the next hour it became obvious that the crack was lengthening. It was impossible to arrest the situation and an attempt to fit the emergency tiller was abandoned when it broke whilst being fitted to the rudder post. This spare tiller complied with the appropriate safety regulations and that has always left me with some concern as to the adequacy of those regulations. Reluctantly the decision was made to retire. If any one knows of the tenacity and competitive nature of Peter

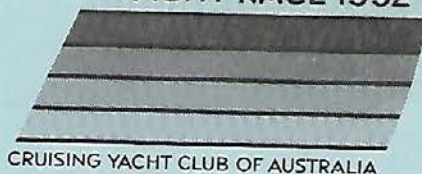
have now been under way for some months. Although the boat hasn't been out on the water the crew have been competing both at home and all over the world.

A lot of work has been done on the rig and the latest sea trials have shown that the mast and rigging will enable the boat to be sailed to full potential. A perennial problem is that of leaking decks. This boat is no exception and a lot of work is still to be done to try to make this trip as dry as possible. I am yet to sail on a boat that has a hatch cover and companionway that doesn't double as a shower. The hatch arrangement on *Atara* is about to have minor surgery performed that should go a long way towards solving this problem.

This year's crew will comprise some who have sailed on the boat for a number of years plus, of course, some newcomers.

Richard 'Molly' McAllister will be coming over from New Zealand once again to join the boat. Molly sailed in 1988 and 1989 and is a very experienced helmsman, having sailed on *Ceramco New Zealand* in the Round-The-World Race. This year he sailed on *Bravura* in the Kenwood Cup. In addition to being a fine helmsman Molly is an expert seaman. The rougher it gets the more he likes it. Molly is usually the first on watch, getting on deck before the rest of the crew so that he can get a feel for the

KODAK
SYDNEY-HOBART
YACHT RACE 1992



CRUISING YACHT CLUB OF AUSTRALIA

THE RACE STATISTICS

1945 to present

The results of the Sydney-Hobart Yacht Races since 1945 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 basically cruising craft to highly organised meets for the most up-to-date racing machines. Reading through the following pages you will see that, while the size of the fleets going to Hobart has changed dramatically, the weather has remained as capricious as ever. The

Winners' Gallery clearly illustrates the dramatic evolution in yacht design since the first race. While the yachts have changed, the challenge of the 630 nautical mile course and the caprice of the weather are just as they were when John Illingworth skippered the diminutive *Rani* to victory in 1945.

Because of the number of Sydney-Hobarts, the complete results of only the first race and the past 10 are published in full in this issue. The others list the first five placings overall and division winners.

1945

PI Yacht	Elapsed Time	TCF	Corrected Time
1 RANI.....Capt. J. Illingworth, RN	6-14-22	.6670	4-09-48
2 AMBERMERLE J. Colquhoun, C. Kiel	8-08-18	.6722	5-14-39
3 WINSTON CHURCHILL P. Coverdale	7-07-38	.7706	5-15-20
4 KATHLEEN.....J. Earl	8-06-20	.6958	5-15-59
5 HORIZON.....J.R. Bartlett	8-07-47	.6977	5-19-23
6 SALT AIR.....R.M. Walker	8-13-48	.6859	5-21-09
7 MISTRAL II.....R.F. Evans	8-12-55	.9063	7-17-13
8 WAYFARER.....P.M. Luke	11-06-20	.6912	7-19-43

FASTEST TIME: RANI 6-14-22

RETIRED: ARCHINA

1945 WEATHER: Strong SSW gale on the second day out of Sydney scattered the fleet and all except *Rani* hove to or sought shelter. Calms later.

1946

PI Yacht	Elapsed Time	TCF	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	4-11-53-27
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 FLINDERSA. Palfreyman	5-22-05-20	.8071	4-18-40-48

FASTEST TIME: MORNA 5-02-53-33

STARTED: 19

RETIRED: 8

1946 WEATHER: Light north-east winds for the first two days, then a 65 mph sou'westerly hit the fleet in Bass Strait with seas up to 25 feet.

1947

PI Yacht	Elapsed Time	TCF	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	.6907	4-01-10-54
3 PEER GYNT.....T. Halvorsen	6-01-18-15	.6850	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

FASTEST TIME: MORNA (C. Plowman) 5-03-03-54

STARTED: 23

RETIRED: 2

1947 WEATHER: Fleet subjected to hard 40-50 mph northerly across Bass Strait. Some yachts trailed sea anchors or hove to; others logged 9 to 10 knots.

1948

PI Yacht	Elapsed Time	TCF	Corrected Time
1 WESTWARD.....G.D. Gibson	4-14-17-32	.7232	3-07-45-48
2 SEEVOGEL.....W. Harris	4-14-24-03	.7587	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	.6907	3-13-06-32
5 NERIDA.....C.P. Haselgrove	4-09-45-10	.7415	3-13-48-20

FASTEST TIME: MORNA (C. Plowman) 4-05-01-21

STARTED: 18

RETIRED: 5

1948 WEATHER: Hard running down the NSW coast with even small yachts logging 200 miles in 24 hours. Fastest race to that date.

1949

PI Yacht	Elapsed Time	TCF	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.....P. 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

FASTEST TIME: WALTZING MATILDA (P. Davenport) 5-10-33-10

STARTED: 15

RETIRED: 2

1949 WEATHER: Mainly light and variable winds, but with 40 knot northerly in Bass Strait on the third day.

1950

PI Yacht	Elapsed Time	TCF	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

FASTEST TIME: MARGARET RINTOUL (A.W. Edwards) 5-05-28-35

STARTED: 16

RETIRED: 2

1950 WEATHER: Started in the teeth of a southerly gale which blew for two and a half days. Another blow off Tasmania made it four days to windward out of five for the leaders.

WINNERS



GALLERY



1945 - Rani



1946 - Christina



1947, 1948 - Westward



1949 - Tradwinds



1950 - Nerida



1951 - Struen Marie



1952 - Ingrid



1953 - Ripple



1954 - Solveig

1951

PI Yacht	Elapsed Time	TCF	Corrected Time
1 STRUEN MARIE.....T. Williams	4-03-38-35	.6805	2-19-48-26
2 LAHARA.....D. Ashton	4-07-24-59	.6652	2-20-47-33
3 LASS OLUSS.....J. Colquhoun	4-03-12-05	.7059	2-22-01-35
4 FORTUNA.....W. Fesq	4-05-54-38	.6923	2-22-33-10
5 ELLIDA.....J. Halliday	4-14-51-58	.6603	3-01-12-18

FASTEST TIME: MARGARET RINTOUL (A.W. Edwards) 4-02-29-01

STARTED: 14

RETIRED: 2

1951 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

PI Yacht	Elapsed Time	TCF	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	.6854	4-11-14-40
3 NOCTURNE.....J.R. Bull	6-02-34-47	.7737	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

FASTEST TIME: NOCTURNE (J.R. Bull) 6-02-34-47

STARTED: 17

RETIRED: 0

1952 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.

1953

PI Yacht	Elapsed Time	TCF	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. Borg	5-10-41-46	.7016	3-19-41-47
4 KURURA.....A.J. Clarke	6-06-25-06	.6426	4-00-39-32
5 NIMBUS.....A.L. Cohan	6-05-23-15	.6571	4-02-09-45

DISQUALIFIED: 1953 O WILD WAVE (L. & G. KEATS)

FASTEST TIME: SOLVEIG (T.&M. Halvorsen) 5-07-12-50

STARTED: 24

RETIRED: 3

1953 WEATHER: Started in good NE breeze. Southerly gale on second day then wind swung back to NE and NW and held to finish.

1954

PI Yacht	Elapsed Time	TCF	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

FASTEST TIME: KURREWA IV (F.&J. Livingston) 5-06-09-47

STARTED: 17

RETIRED: 2

1954 WEATHER: Blustering southerly at the start, moderating on the following days. Squally conditions from the north in Bass Strait. Fickle airs at the finish.

1955

PI Yacht	Elapsed Time	TCF	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	3-14-1031
5 FANTASY.....D. Burridge	5-08-59-37	.6768	3-15-18-10

FASTEST TIME: EVEN (F.J. Palmer) 4-18-13-14

STARTED: 17

RETIRED: 1

1955 WEATHER: Light fickle breezes throughout the race, except for a northerly blow on the fourth day. Drifting conditions in the Derwent River.

1956

PI Yacht	Elapsed Time	TCF	Corrected Time
1 SOLO.....V. Meyer	4-05-03-33	.7927	3-08-33-52
2 ANITRA.....T. Halvorsen	4-16-43-34	.7164	3-08-45-25
3 CAROL J.....J. Halliday	4-20-31-58	.7069	3-10-22-37
4 JANZOON.....W.R. Slade	4-21-53-06	.7149	3-12-14-40
5 SIANDRA.....G.P. Newland	5-07-38-09	.6638	3-12-43-29

FASTEST TIME: KURREWA IV (J.&F. Livingston) 4-04-31-14

STARTED: 28

RETIRED: 2

1956 WEATHER: Hard southerly blow on first night out followed by light north-east breeze to Bass Strait. A 50 mph sou'westerly across the straight to the lee of Tasmania and a southerly gale off Storm Bay reaching a record 86 mph.

1957

PI Yacht	Elapsed Time	TCF	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

FASTEST TIME: KURREWA IV 3-18-30-39

STARTED: 20

RETIRED: 2

1957 WEATHER: Strong westerly at the start then north-east to Cape Barrenland. Hard west winds followed and then light headwinds and calms along the Tasmanian coast. Leaders had the most breaks and Kurrewa IV set the record time for the course to that date.

1958

PI Yacht	Elapsed Time	TCF	Corrected Time
1 SIANDRA.....G.P. Newlands	5-10-02-37	.6596	3-19-46-35
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

FASTEST TIME: SOLO (V. Meyer) 5-02-32-52

STARTED: 22

RETIRED: 3

1958 WEATHER: Light SE breeze at the start, varying during the day, fresh nor'easter on the second day. Hard SW gale across Bass Strait. Vague winds and calms along Tasman coast, but fair wind out to sea. Fickle conditions in the Derwent River.

1959

PI Yacht	Elapsed Time	TCF	Corrected Time
1 CHERANA.....R.T. Williams	5-02-19-53	.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	.6665	3-10-47-30

FASTEST TIME: SOLO (V. Meyer) 4-13-33-12

STARTED: 30

RETIRED: 6

1959 WEATHER: Nor'easterly breeze at the start, followed by a vicious SW squall, moderating over the next four days, SW wind at 20 knots across Ball Strait, the SE breeze and calms along the Tasmanian coast, nor'easter for the leaders to the finish, then a flat calm on the Derwent River. Next morning a SE breeze carried a large group to the finish.

1960

PI Yacht	Elapsed Time	TCF	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	.6585	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

FASTEST TIME: KURREWA IV (F.&J. Livingston) 4-08-11-15

STARTED: 32

RETIRED: 2

1960 WEATHER: Light nor'easter at the start and light favourable breezes for several days. Breeze turned south off Tasmanian coast and continued until finish.

1961

PI Yacht	Elapsed Time	TCF	Corrected Time
1 RIVAL.....A. Burgin & N. Rundle	4-17-28-21	.6694	3-03-57-31
2 JANZOON II.....W.R. Slade	4-16-25-35	.6803	3-04-29-01
3 JOANNE BRODIE.....R.C. Hobson	5-00-05-39	.6501	3-06-04-24
4 ANITRA V.....J.S. Samson	4-15-58-59	.6989	3-06-15-54
5 MARIS.....J. Earl	4-22-51-06	.6590	3-06-19-24

FASTEST TIME: ASTOR (P.R. Warner) 4-04-42-11

STARTED: 35

RETIRED: 2

1961 WEATHER: Southerly at 20-30 knots for the first day then light NE winds. A line squall 70 miles long passed over the fleet in Bass Strait and was followed by a moderate sou'westerly. A nor'easterly along the Tasmanian coast and a southerly near Tasman Island altered the potential placings.

1962

PI Yacht	Elapsed Time	TCF	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	.8571	2-15-51-58
5 MALOHI.....S. Fischer	4-02-58-19	.6555	2-16-52-34

FASTEST TIME: ONDINE 3-03-49-16

STARTED: 42

RETIRED: 2

1962 WEATHER: A moderate south-east wind at the start backed east then north-east and carried the fleet in record time to Tasman Island. Calms and heavy fog in Storm Bay upset many calculations.

1963

PI Yacht	Elapsed Time	TCF	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. Brooker	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

FASTEST TIME: ASTOR (P.R. Warner) 4-10-53-00

STARTED: 44

RETIRED: 0

1963 WEATHER: Light northerly winds and calm patches for the first few days upset many calculations. Then a fresh south-westerly down Tasmania way, which reached 70 knots in Storm Bay, caused many retirements.

1964

PI Yacht	Elapsed Time	TCF	Corrected Time
1 FREYA.....T.&M. Halvorsen	4-01-17-45	.8014	3-05-58-14
2 CAMILLE.....R. Swanson	4-04-09-22	.7901	3-07-08-00
3 JANZOON II.....W. Russell-Slade	4-05-13-34	.7823	3-07-11-21
4 CADENCE.....H.S. Mason	4-11-58-09	.7371	3-07-35-03
5 SALACIA.....A.W. Byrne	4-04-08-38	.8035	3-08-27-56

FASTEST TIME: ASTOR (P.R. Warner) 3-20-05-05

STARTED: 38

RETIRED: 7

1964 WEATHER: Sunny start in light NE with a force 6 southerly change first night, later backing light SE and NE. Fresh northerly across Bass Strait backing to NW down the Tasmanian coast, followed by force 7 SW in Storm Bay. Calm patches in the Derwent River.

1965

PI Yacht	Elapsed Time	TCF	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.....J.H. Tilley	4-21-25-16	.7475	3-15-46-20

FASTEST TIME: STORMVOGEL (C. Brynzee) 3-20-30-09

STARTED: 53

RETIRED: 4

1965 WEATHER: Starting with a 10-15 knot southeast breeze, this increased to 30 knots during the afternoon. Calms and variable sea breezes followed along the NSW 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

PI Yacht	Elapsed Time	TCF	Corrected Time
1 CADENCE.....H.S. Mason	5-13-25-24	.7403	4-02-46-24
2 SALOME.....R. Swanson	5-11-47-19	.7589	4-04-00-53
3 TAMBOO.....R.J. Green	5-12-16-22	.7566	4-04-04-40
4 MISTER CHRISTIAN.....P. Kurts	5-06-54-55	.7892	4-04-09-25
5 MALOHI.....S. Fischer	5-13-25-34	.7555	4-04-48-13

FASTEST TIME: FIDELIS (J.V. Davern) 4-08-39-43

STARTED: 46

RETIRED: 2

1966 WEATHER: Light nor'easter at the start with southerly change first night out. Light and variable winds with a fresh westerly across Bass Strait. Light and variable down Tasmanian coast.

1967

PI Yacht	Elapsed Time	TCF	Corrected Time
1 RAINBOW II.....C. Bouzaid	4-19-59-38	.7653	3-16-39-15
2 PEN DUICK III.....E. Taborly	4-04-10-31	.8946	7-17-37-00
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	3-20-08-58

DIVISION WINNERS

DIVISION 1: PEN DUICK III

DIVISION 2: RAINBOW II

FASTEST TIME: PEN DUICK III 4-04-10-31

RETIRED: 10

1968 WEATHER: NE at start and down the coast with thunderstorms and a fresh SW second night out. SW increased to force 9 with heavy seas across Bass Strait, moderating down the Tasmanian coast and later turning northerly. Calms around Tasman Island and the Derwent.

1969

PI Yacht	Elapsed Time	TCF	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

DIVISION WINNERS

ONE TON: TINA OF MELBOURNE

DIVISION 1: PROSPECT OF WHITBY

DIVISION 2: MORNING CLOUD

FASTEST TIME: CRUSADE (M. Aitken) 3-15-07-40

STARTED: 79

RETIRED: 4

1969 WEATHER: Light winds from ENE 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

PI Yacht	Elapsed Time	TCF	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 KOOMOOCLOO.....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

ONE TON DIVISION: MATIKA

DIVISION 1: PACHA

DIVISION 2: MORNING MISCHIEF (R.R. Cavill)

FASTEST TIME: BUCCANEER (T.E. Clark) 3-14-06-12

STARTED: 61

RETIRED: 14

1970 WEATHER: Moderate to fresh NE winds for the first two days caused two yachts to lose their rudders. SW 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.

1971

PI Yacht	Elapsed Time	TCF	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	3-21-59-57	.8141	3-04-30-40
5 TAURUS.....A.G. Lee	3-21-05-48	.8266	3-04-57-13

DIVISION 1: MORNING CLOUD

DIVISION 2: PLUM CRAZY (G. Thomas)

OTC DIVISION: PATHFINDER

FASTEST TIME: KIALOA II (J. Kilroy) 3-12-46-21

STARTED: 79

RETIRED: 3

1971 WEATHER: The fleet had light to moderate north winds for the first 24 hours, giving them an easy run down coast. On the second day the wind came in at 20 knots the and as the leaders began to enter Bass Strait it moved sou'west. Finally as the bulk of the fleet approached the coast the wind swung round to the nor'west and freshened, giving the middle-of-the-fleet boats a great spinnaker reach, bringing them right onto the heels of the leaders. Over two days almost all the fleet encountered frustrating calm but the middle-sized yachts held their own right to the finish.

1972

PI Yacht	Elapsed Time	TCF	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

ONE TON DIVISION: MARK TWAIN

HALF TON DIVISION: UNICORN

DIVISION A: AMERICAN EAGLE

DIVISION B: CAPRICE OF HUON

DIVISION C: MATIKA (A. Pearson)

DIVISION D: SEQUANA (M.J. Tiley)

FASTEST TIME: AMERICAN EAGLE 3-04-42-39

STARTED: 79

RETIRED: 4

1972 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 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.

1973

PI Yacht	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	3-19-29-48
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
5 IMPROBABLE.....D.W. Allen	3-07-09-56	.8666	2-20-36-17

DISQUALIFIED: ALCHERINGA, RUTHEAN

DIVISION A: PROSPECT OF WHITBY

DIVISION B: RAMPAGE

DIVISION C: CEIL III

DIVISION D: SKYLARK (J. Ward)

FASTEST TIME: HELSAL (A. Fisher) 3-01-32-09

STARTED: 92

RETIRED: 2

1973 WEATHER: The key to success in the 1973 Sydney to Hobart Race was to keep well to the east of the rhumbline and boats that did this had good breezes all the way. Generally, it was an easy race with running or fast reaching conditions throughout, and the only gear-busting conditions came near the finish for the smaller yachts. The race started in a light nor'easter, swinging to the north-west and increasing to 20 knots during the night then veering to the east and 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

PI Yacht	Elapsed Time	TCF	Corrected Time
1 LOVE AND WAR.....P. Kurts	4-04-27-20	.8503	3-13-25-02
2 BUMBLEBEE.....J.D. Kahlbetzer	4-01-03-51	.9044	3-15-47-05
3 GRANNY SMITH.....W. Anderson	5-06-47-59	.7016	3-16-57-46
4 MERCEDES IV.....H.T. Kaufman	4-12-19-13	.8236	3-17-12-46
5 FANTASY RAG.....J. Musgrove	4-08-53-02	.8604	3-18-14-32

ONE TON DIVISION: HUON CHIEF (H.D. Calvert)

DIVISION A: LOVE AND WAR

DIVISION B: VITTORIA (L. Abrahams)

DIVISION C: POITREL II (J. Robson-Scott)

DIVISION D: GRANNY SMITH

FASTEST TIME: ONDINE III (S.A. Long) 3-13-51-56

STARTED: 63

RETIRED: 5

1974 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 to 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

PI Yacht	Elapsed Time	TCF	Corrected Time
1 RAMPAGE.....P. Packer	3-04-43-03	.7988	2-13-16-56
2 FAIR DINKUM.....P. Robson-Scott	3-10-35-23	.7442	2-13-27-47
3 SUPERSTAR.....K. Farlor	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

DIVISION A: CORINTHIAN

DIVISION B: RAMPAGE

DIVISION C: PIED PIPER

DIVISION D: FAIR DINKUM

FASTEST TIME: KIALOA (J.B. Kilroy) 2-14-36-56

STARTED: 102

RETIRED: 3

1975 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 to 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

PI Yacht	Elapsed Time	TCF	Corrected Time
1 PICCOLO.....J. Pickles	4-05-30-15	.7857	3-07-45-07
2 ROCKIE.....P.&R. Kingston	4-07-30-12	.7774	3-08-27-49
3 RAGAMUFFIN.....S. Fischer	3-21-49-58	.8639	3-09-03-10
4 LOVE AND 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

TWO TON DIVISION: NATELLE TWO (N.S. Girds)

ONE TON DIVISION: ROCKIE

THREE QUARTER TON DIVISION: GHOST (K.&R. Barry-Cotter)

HALF TON DIVISION: CHAUVINIST (J. Wareham)

DIVISION A: RAGAMUFFIN

DIVISION B: PICCOLO

DIVISION C: GHOST

DIVISION D: CHAUVINIST

FASTEST TIME: BALLYHOO (J. Rooklyn) 3-07-59-26

STARTED: 85

RETIRED: 15

1976 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. By the next morning it was blowing 35 knots and later W 30 gusting 40 knots. By morning of the 29th 8 boats had retired and the breeze was still W at 30 knots. Later in the day some boat 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 on 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.

1977

PI Yacht	Elapsed Time	TCF	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	3-16-09-17
3 WINDWARD PASSAGE...F. Johnson	3-12-39-00	1.0435	3-16-19-56
4 LOLLIPOP.....P. Kline & I. Millar	5-15-39-10	.6931	3-22-01-15
5 NATELLE II.....N.S. Girds	4-19-26-52	.8162	3-22-13-43

DISQUALIFIED: CORDON BLEU, VANESSA

DIVISION A: KIALOA

DIVISION B: BRER FOX (R.W. Jackman)

DIVISION C: ZILVERGEEST III (A.J. Murray)

DIVISION D: LOLLIPOP

FASTEST TIME: KIALOA 3-10-14-09

STARTED: 131

RETIRED: 59

1977 WEATHER: The race started in light E at 5 knots turning later to NE 10 knots fading to a very light SSE overnight. On the second morning the fleet had W 20 knots with 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 the 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 SE turning to a light NE. Calm-to-light conditions plagued the tailenders although some struck a short 85 knot squall on Jan 1.

1978

PI Yacht	Elapsed Time	TCF	Corrected Time
1 LOVE AND WAR.....P. Kurts	4-04-45-43	.8358	3-12-13-00
2 MARGARET RINTOUL II S.R. Edwards	4-03-34-39	.8499	3-12-37-51
3 CONSTELLATION.....J.W. Garner	4-04-08-15	.8613	3-14-14-54
4 STREAKER.....B.C. Ryan	4-22-42-34	.7660	3-18-55-53
5 MATIKA II.....A. Pearson	5-06-32-00	.7335	3-20-48-43

DIVISION A: LOVE AND WAR

DIVISION B: DECEPTION (D. Rankin)

DIVISION C: STREAKER

DIVISION D: PEACOCK (K.W. & R.M. Adams)

FASTEST TIME: APOLLO (J. Rooklyn) 4-02-23-24

STARTED: 97

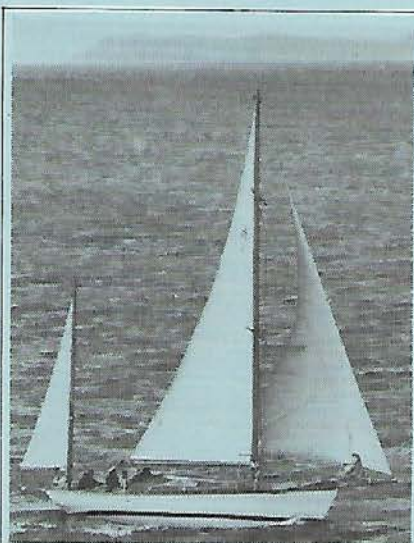
RETIRED: 10

1978 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 2400hrs and turned SE 10-15 knots later in the day leaving the yachts close-hauled towards Gabo Island. Overnight the seven put more than 80 miles on the rest of the fleet. The light weather (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 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

WINNERS

KODAK
SYDNEY-HOBART
YACHT RACE 1992
CRUISING YACHT CLUB OF AUSTRALIA

GALLERY



1955 - Moonbi



1956, 1962 - Solo



1957 - Anitra V



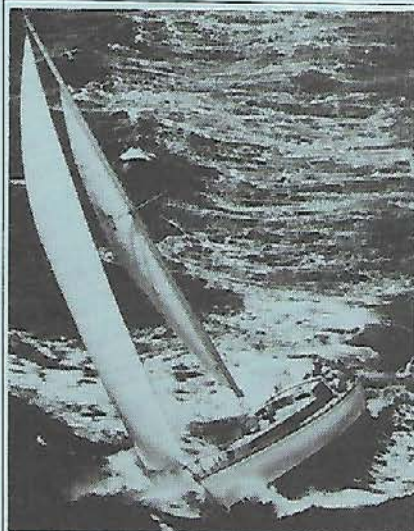
1958, 1960 - Siandra



1959 - Cherana



1961 - Rival



1963, 1964, 1965 - Freya



1966 - Cadence



1967 - Rainbow

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

PI Yacht	Elapsed Time	TCF	Corrected Time
1 SCREW LOOSE.....R.J. Cumming	4-12-54-38	6934	3-03-31-06
2 WHEELBARROW.....I.C. Tringham	4-12-59-13	6934	3-03-34-17
3 APALIE.....Apalie Syndicate	4-13-05-51	6931	3-03-36-55
4 SHENANDOAH.....J.R. Charody	4-13-33-32	6902	3-03-37-03
5 QUINTAIL.....H.C. Knoop	4-13-19-50	6962	3-04-06-57

MAXI DIVISION: BUMBLEBEE 4

DIVISION A: BIG SCHOTT (A. Pearson)

DIVISION B: RELENTLESS (P. Hankin)

DIVISION C: ZILVERGEEST III (A.J. Murray)

DIVISION D: SCREW LOOSE

FASTEST TIME: BUMBLEBEE 4 (J.D. Kahlbetzer) 3-01-45-52

STARTED: 147

RETIRED: 5

1979 WEATHER: First spinnaker start since 1967 to give all yachts a fast passage to the Heads before a 12 knot sou'easter. Outside the Heads all yachts were close-hauled and the breeze backed to the east for two hours. Late on the first afternoon a line squall passed over the fleet gusting to 35 knots. It eased during the night. After a brief calm patch the breeze filled in from the nor'east to give a quick skid across Bass Strait before a 30 knot breeze. Dawn on the third day saw yachts light-running before a 10 knot nor'wester light breeze and thick fog down the Tasmanian coast prevented the big boats taking top honours, but a freshening sea breeze brought all the little boats home to dominate the major placings.

1980

PI Yacht	Elapsed Time	TCF	Corrected Time
1 NEW ZEALAND NZ Round the World Committee	2-18-45-41	1.0369	2-21-13-29
2 GRETEL.....B. Lewis	3-02-03-55	9980	2-21-28-23
3 CHALLENGE.....L. Abrahams	3-10-31-21	8434	2-21-05-58
4 EVELYN.....J. Cassidy	3-01-12-00	9619	2-22-24-39
5 NEFERITI.....F.B. Ryan	3-05-09-21	9294	2-23-24-29

DIVISION A: NEW ZEALAND

DIVISION B: POLICE CAR (J.G. Hardy)

DIVISION C: MATIKA II (L. Green)

DIVISION D: WHEELBARROW (I.C. Tringham)

FASTEST TIME: NEW ZEALAND 2-18-45-41

STARTED: 102

RETIRED: 9

1980 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

PI Yacht	Elapsed Time	TCF	Corrected Time
1 ZEUS II.....J.R. Dunstan	3-19-25-59	6883	3-19-25-59
2 SOLANDRA.....R.W. Scott	3-13-48-46	6913	3-20-30-17
3 SCALLYWAG SS.....R.J. Winton	3-19-13-53	6786	3-22-12-14
4 MORNING MISSR.G. & C.A. Purcell	3-14-54-38	7016	3-22-39-11
5 BEACH INSPECTOR G. Jones & R. Hudson	3-11-57-48	7202	3-23-02-23
6 SHENANDOAH.....J.R. Charody	3-19-06-49	6833	3-23-03-17
7 HOTSHOT/L. B.A. & G.L. Prescott	3-17-41-41	6926	3-23-22-02
8 SALTPEA.....P. Hinton	3-18-54-56	6873	3-23-28-35
9 MERINDA.....A.G. Taylor	3-17-42-48	6939	3-23-33-33
10 SCHECHWAN.....J.S. Whitty	3-00-27-29	7938	3-23-37-10
11 WHEEL BARROW.....I.C. Tringham	3-18-57-31	6900	3-23-52-53
12 AQUILA.....B.W. Edmunds	3-13-46-55	7177	4-00-00-53
13 MULLOKA.....P.J. Jacka	3-14-36-54	7152	4-00-16-35
14 SMUGGLER.....T. Simpson	3-04-07-58	7763	4-00-21-51
15 CHERRY CHEER.....P. Atrial	3-19-10-03	6926	4-00-23-14
16 BILLABONG.....P.J. Joubert	3-12-19-07	7235	4-00-31-35
17 THYLACINE.....J.W. Burton	3-13-50-05	7225	4-00-41-44
18 CHELUNDA.....J.W. Keown	3-13-31-52	7260	4-00-56-36
19 THUNDERBOLT.....L.P. Harding	3-17-58-13	7028	4-00-58-38
20 QUINTAIL.....H.C. Knoop	3-19-07-15	6978	4-01-04-42
21 FLIGHT.....G.B. Lambie	3-13-41-51	7272	4-01-13-29
22 ONCE MORE DEAR FRIENDS P.P. Kurts	3-00-41-46	8066	4-01-21-12
23 BIMBLEGUMBIE.....K. Jacobs	3-04-07-51	7846	4-01-23-34
24 MAID ROSALINDE.....J.H. Quinn	3-17-30-38	7091	4-01-30-31
25 PILGRIM.....J.H. Ratten	3-10-55-49	7455	4-01-36-30
26 MORNING HUSTLER.....J.H. Cowell	3-17-58-19	7079	4-01-40-13
27 BLUE MOVES.....B. Moore	3-13-42-14	7307	4-01-41-50
28 REVENGE.....J. Sproule	3-13-56-58	7295	4-01-42-58
29 BREADFRUIT.....R. Sill	3-14-10-23	7284	4-01-43-53
30 HORNET.....N. Geogerson	3-14-47-27	7260	4-01-51-29



CRUISING YACHT CLUB OF AUSTRALIA

31 HITCHHIKER.....P. Briggs	5-00-00-33	8162	4-01-57-05
32 SGIAN DUGH.....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	5-07-19-31	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	5-07-26-27	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 MAYHEM.....D. O. May	5-03-04-04	8507	4-03-09-20
46 SEALATER.....J. Mel. Taylor	5-02-12-54	8105	4-03-03-18
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. Mandor	5-9-43-21	7691	4-03-46-10
52 GHOST TOO.....J.R. Nankervis	5-16-50-08	5292	4-03-49-17
53 THE ROPE RUNNER L. Green & G. Thorpe	5-04-13-35	8037	4-03-50-26
54 MOONLIGHTER.....K.W. Wood	5-14-03-14	7454	4-03-55-25
55 APOLLO V.....A. Bond	5-00-39-26	8301	4-04-03-27
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. Aisher	4-23-57-58	8381	4-04-32-35
59 ENVY.....G.M. Hewitt	5-04-13-51	8101	4-04-38-21
60 CHOWRINGHEE.....J. Birnies	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 CAROLINEM.W.D. Phillips	5-02-59-33	8209	4-04-57-52
67 APHRODITE.....G.S. Girdis	5-19-59-20	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	5-19-06-07	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. Rockliffe	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. Bienenfeldt	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	7763	4-06-28-15
81 RENEGADE.....R.E. Francis	5-06-39-37	8095	4-06-31-53
82 MELTEMI.....CYCOD Syndicate	3-08-53-30	7960	4-06-35-51
83 BIG SCHOTT.....A. Pearson	5-07-43-45	8036	4-06-38-35
84 GOLDEN PROSPECTS J.W. Granger	5-06-45-37	8105	4-06-44-21
85 HOT PROSPECT II R.J. Robertson	5-12-52-48	7732	4-06-44-34
86 SEAWIND.....W.J. & B.E. Clay	5-13-58-29	7680	4-06-53-33
87 PATRICE III.....R. Kirby	5-03-09-49	8359	4-06-57-08
88 INCH BY WINCH.....J. Goddard	5-03-00-31	8372	4-06-58-58
89 MARY MUFFIN.....G. A. Block	5-01-47-23	8485	4-07-20-18
90 RAGER I.....M.A. Clements	5-12-59-18	7773	4-07-22-18
91 SATIN SHEETS.....A.A. Strachan	5-07-10-40	8129	4-07-22-58
92 MARGARET RINTOUL II R.W. Jackman	5-04-09-02	8341	4-07-33-14
93 X-RAGAMUFFIN.....B. Tardrew	5-02-11-07	8486	4-07-41-11
94 VIVACIOUS.....J.A. Brown	5-06-41-24	8199	4-07-52-23
95 ADRENALIN.....B.C. Ryan	5-09-31-33	8027	4-07-59-13
96 SEQUESTA.....A.G. Neale	5-07-01-22	8190	4-08-01-53
97 SUNBURST.....R.K. Young	5-06-49-03	8209	4-08-06-16
98 NATELLE II D. Leitch & J. Solomon	5-09-39-59	8036	4-08-11-59
99 CONDOF OF BERMUDA.....R.A. Bell	4-02-41-21	1.0563	4-08-14-43
100 MINNA.....H.A. Handley	5-13-50-52	7793	4-08-18-27
101 MIRRABOOKA J. Bennetto & J.M. Lucas	5-07-16-17	8201	4-08-22-30
102 PATROL.....Australian Army	5-18-49-20	7542	4-08-41-58
103 BREAKAWAY.....K.J. McDonald	5-09-01-55	8119	4-08-45-39
104 BATTLESTAR.....W. Steele	5-04-05-15	8443	4-08-46-01
105 TAURUS.....E.P. Taylor	5-13-56-32	7823	4-08-46-58
106 MATIKA III.....P.S. Graves	5-12-08-13	7960	4-09-10-51
107 SPOTLIGHT.....M. Page	5-06-32-51	8324	4-09-20-17
108 SUNBIRD V.....T. Yamasaki	5-00-22-11	8771	4-09-34-34
109 PENTROSA.....G. Capone	5-13-57-39	7918	4-10-04-12
110 HUMDINGER II.....W.B. Northam	5-09-46-24	8218	4-10-38-51
111 ROGIS TOO.....R.J. Brown	5-08-51-53	8289	4-10-48-57
112 ALLEGRO.....R. Myler	5-18-32-26	7722	4-10-58-51
113 AZTEC.....P. Wenham	5-12-59-20	8101	4-11-44-03
114 RED HERRING II.....R.W. Bridge	5-10-49-35	8246	4-11-52-45
115 DAMI-DOO.....J.E. Low	5-18-02-06	7833	4-12-07-22

116 AETOS.....K.R. Tierney	5-06-43-01	8546	4-12-17-32
117 CASTILLE.....G.J. Rodoreda	5-01-12-45	8962	4-12-37-50
118 NGARURUB.....A. Millar & M.J. Muir	5-08-53-25	8443	4-12-49-19
119 REBECCA.....V.H. O'Neill	6-01-51-53	7466	4-12-54-09
120 PACHA.....J. de la Vega	5-04-11-02	8779	4-13-01-15
121 JACQUI.....T.N. Melville	5-11-59-45	8264	4-13-04-52
122 EVELYN.....J. Cassidy	4-17-59-53	9587	4-13-17-23
123 BATTLE.....J.P. Kent	5-13-09-31	8210	4-13-19-23
124 CATHY LEE.....N.J. Guy	6-15-35-15	8860	4-13-28-37
125 ADRIA AUSTRALIS.....A. Harry	5-17-35-09	8017	4-14-18-09
126 BORSALINO D.J. Herithy & J.H. Hughes	5-12-00-12	8363	4-14-23-39
127 NAND III.....R.O. Chapman	5-09-42-20	8563	4-15-04-00
128 WHITE ELEPHANT H.W. & J.M. Elliffe	5-11-50-48	8425	4-15-04-50
129 DANCING LADY.....M.M. Grigg	5-11-52-46	8443	4-15-20-44
130 BANCROFT BAY.....D.H. Byrne	5-17-38-27	8119	4-15-45-02
131 HELSAL II.....F. Williams	4-08-45-30	1.0691	4-15-59-49
132 EXPECTATION.....D.M. Renner	5-09-43-33	8638	4-16-03-25
133 SANTERVEA.....T. Veale	5-00-52-27	9277	4-16-08-05
134 EAGLE.....R. Winspear	5-11-24-26	8654	4-16-24-20
135 IMOGENET.....Haskett & J. Edwards	5-12-21-58	8878	4-18-52-02
136 CASABLANCA.....P. Bush	5-02-57-26	9350	4-18-57-54
137 HELMI.....J.H. Purst Helmo	5-17-00-05	8410	4-19-13-05
138 ENERGY OF RORC.....K.R. Byers	5-12-05-20	9153	5-00-54-03
139 LONGNOE.....P. Stransky	5-10-47-53	9308	5-01-44-48
140 SCALLYWAG.....R.E. Johnston	5-13-45-14	9239	5-03-34-30
141 DESTINY.....T.A. Taylor	6-06-58-25	8289	5-05-08-31
142 ANACONDA II.....J. Grubic	5-07-10-15	1.0331	5-11-22-48
143 PARMELIA.....A. Chandler	5-12-20-19	8401	4-15-10-39

* PARMELIA 20% Penalty

DISQUALIFIED: JIMMY BLACKSMITH

FASTEST TIME: VENGEANCE 3-22-30-00

MAXI DIVISION: VENGEANCE

DIVISION A

WINNERS



GALLERY



1968 – Koomooloo



1969 – Morning Cloud



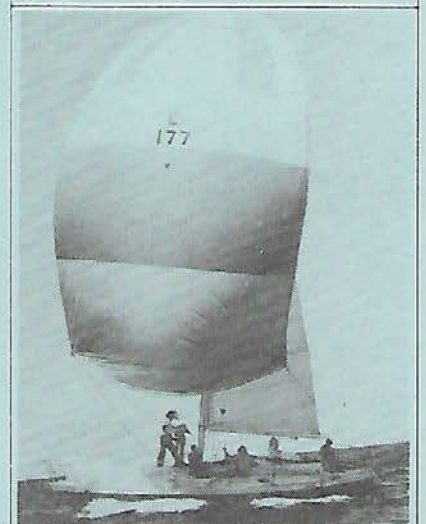
1970 – Pacha



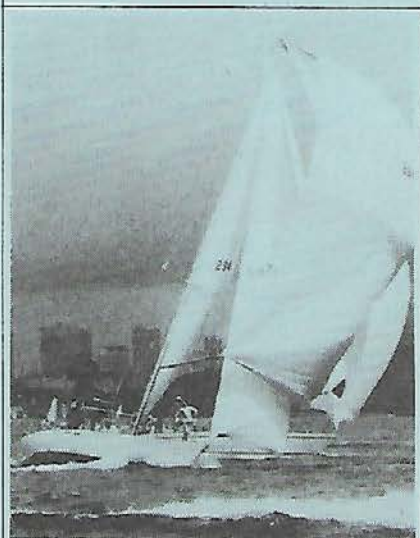
1971 – Pathfinder



1972 – American Eagle



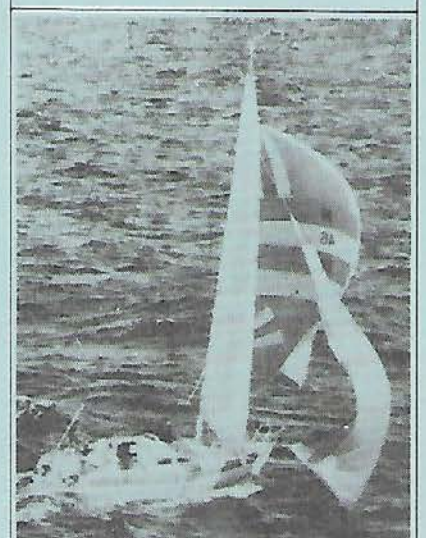
1973 – Ceil III



1974, 1978 – Love & War



1975 – Rampage



1976 – Piccolo

39 APOLLO II.....	A.J. Becher 3-13-25-29	8067	2-23-28-30
40 MARGARET RINTOUL II	R.W. Jackman 3-13-49-37	8341	2-23-35-18
41 MYUNA.....	J.H. Bleakley 3-13-54-07	8341	2-23-39-03
42 DANCING LADY.....	M.M. Grigg 3-13-54-28	8341	2-23-39-20
43 FIRETEL.....	R. Lawler & K. Taylor 4-01-38-13	7341	2-23-40-31
44 MARY BLAIR.....	G.&S. Strachan 3-19-18-16	7853	2-23-42-05
45 WY-AR-GINE IV.....	R.L. Oatley 3-13-32-22	8384	2-23-42-59
46 SCORPIO II.....	J.T. Fuglsang 4-03-43-49	7201	2-23-48-57
47 SUNBURST.....	B.G. Weston 3-16-37-02	8110	2-23-52-07
48 MARK TWAIN.....	P. Rowsthorn 3-23-01-51	7575	2-23-59-09
49 MYSTIC SEVEN.....	N.D. Chidgey 4-01-59-56	7410	3-00-07-23
50 SISKI.....	R. Tasker 3-02-28-00	9689	3-00-09-03
51 PIMPERNEL.....	H. Holland 4-04-58-16	7165	3-00-21-28
52 PACHA.....	J. de la Vega 3-10-26-40	8779	3-00-22-41
53 NYNJA GO.....	R.C. Axe 3-20-25-14	7843	3-00-28-08
54 MARY MUFFIN.....	I. Ross 3-13-31-52	8485	3-00-34-23
55 FAIRDUNNO TWO	S. Collakides & R. Weber 4-03-59-19	7260	3-00-35-30
56 APHRODITE.....	G.S. Girdis 4-00-22-02	7542	3-00-40-49
57 VANESSA III.....	B.K. & K.A. Jagger 3-23-26-40	7617	3-00-42-00
58 MATIKA III.....	P. Graves 3-19-26-26	7960	3-00-47-12
59 SANGAREE.....	R.K. Birtles 3-13-23-43	8537	3-00-54-07
60 REVENGE.....	J. Sproule 4-04-01-35	7295	3-00-58-09
61 CHANCE.....	L. O'Connor 4-04-43-29	7248	3-01-00-19
62 MUCHADO.....	J.A. Rickard 3-23-16-13	7667	3-01-02-37
63 INCH BY WINCH.....	J. Goddard 3-15-40-57	8355	3-01-15-31
64 MORNING TIDE.....	J. Davern 4-07-00-30	7116	3-01-18-03
65 DI HARD.....	B. Tardrew 3-16-43-23	8264	3-01-19-15
66 EAGLE.....	R.A. Winspear 3-13-31-28	8596	3-01-31-01
67 THE STING.....	P.H. Green 4-00-06-00	7659	3-01-36-11
68 WITCHDOCTOR	P. Woodruff & C. Furnival 3-19-10-31	8110	3-01-56-35
69 SUNSEEKER P.C. & V.C. Thomas 3-23-35-46		7783	3-02-24-09
70 ENCORE.....	W.V. Anderson 3-19-17-10	8152	3-02-24-59
71 PARMELIA.....	S.O. Stevenson 3-16-35-45	8401	3-02-25-46
72 CENTREFOLD.....	B.C. Folbigg 3-16-28-14	8427	3-02-33-15
73 SALTSHAKER 2.....	J.B. Levingson 3-16-30-42	8427	3-02-35-20
74 PHYLLIS.....	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 MOLLYMOCK 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. Payn 4-04-23-51	7828	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	10478	3-04-45-24
89 MULULU.....	C. Montgomery 3-23-05-06	8088	3-04-53-09
90 REBECCA.....	C. Ward & V.H. O'Neill 4-07-20-44	7465	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	10569	3-05-10-58
93 APOLLO.....	J. Rocklyn 3-00-59-24	10628	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		10701	3-06-06-16
96 MOONRAKERAGAIN	T.N.K. Welfare 3-23-06-19	8254	3-06-30-00
97 PIET HEIN.....	T.M. Goulay 4-14-25-47	7128	3-06-42-52
98 RAMPANT II	A. Tucker & D. Vanrenen 3-01-47-24	10886	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 FIDELIS.....	P.A. Williams 3-12-03-05	9579	3-08-30-46
105 ADRIA AUSTRALIS.....	A. Harry 4-07-35-48	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

FASTEST TIME: CONDOR OF BERMUDA 3-00-59-17

DIVISION A: SWEET CAROLINE

DIVISION B: POLICE CAR

DIVISION C: SCALLYWAG

DIVISION D: PIRRA

CLASSIC DIVISION: POLARIS

RETIRED: 10

1982 WEATHER: Light air stat. 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 race 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 the 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 Island 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 places. The bulk of the fleet had light but steady winds to the finish.

1983

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 SZECHWAN.....	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. Champtaloup 3-18-02-28	8057	3-00-32-46
7 EXADOR.....	T.&R. McCall 3-18-04-20	8076	3-00-44-40
8 DI HARD	M. Carter, J. Woodward & B. Tardrew 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 ROPERUNNER.....	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.....	G.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. Iaidlaw 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. Tardrew 3-21-36-01	7973	3-02-37-39
27 BACARDI.....	J.H. Howell 3-18-47-24	8237	3-02-47-01
28 LOTS WIFE.....	I. Smith 4-14-33-01	6766	3-02-47-54
29 WY-AR-GINE IV.....	R.L. Oatley 3-17-14-55	8384	3-02-49-34
30 BANDIDO BANDIDO III	P. Jolly & A. Soriano 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	8339	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 LUING.....	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 PIGRIM.....	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. Ralphy 4-10-26-32	7140	3-03-59-59
45 DOUBLE OF NOTHING.....	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 HULLABALOO	R. Tierney & A.G. Clinton 4-04-29-23	7603	3-04-24-08
49 MUCH ADD.....	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.....	I. Scholtes 4-02-03-41	7805	3-04-32-13
53 HENEGADE.....	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 MAIDS 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. Lawler & 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	3-04-52-16
60 ZERO.....	S. Tsumura 3-13-04-45	8984	3-04-53-04
61 PHOENIX.....	E. Vidor 4-04-18-59	7670	3-04-56-34
62 CHINESE FIRE DRILL	D. Herlihy & 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 NATELLE 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. Newnham 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	7660	3-05-19-56
70 KAMEHAMEHA	Kamehameha Syndicate 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	3-05-29-56
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



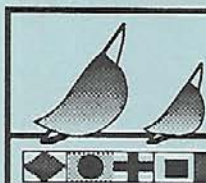
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YACHT LIVERY, RACE BOAT GRAPHICS, TEAM CLOTHING

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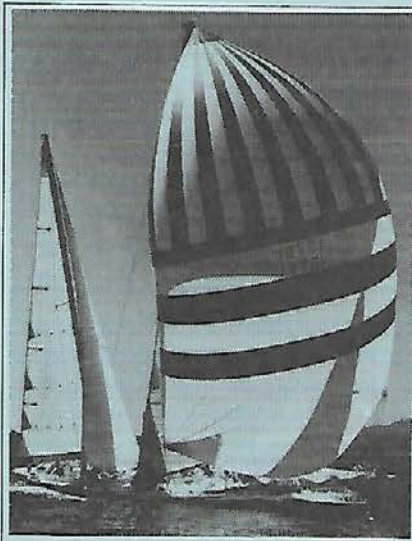
ELVSTRÖM SAILS
SYDNEY

A DIVISION OF ADVANTAGE SAILS PTY. LTD.
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WINNERS

KODAK
SYDNEY-HOBART
YACHT RACE 1992
CRUISING YACHT CLUB OF AUSTRALIA

GALLERY



1977 – Kialoa



1979 – Screw Loose



1980 – New Zealand



1981 – Zeus II



1982 – Scallywag



1983 – Challenge



1984 – Indian Pacific



1985 – Sagacious



75 PREDATOR	D.J. Millikan	4-04-52-29	.7700	3-05-40-25
76 JISUMA	W. Rockliff	4-10-20-14	.7307	3-05-42-02
77 MULULU	C.R.L. Montgomery	4-00-41-31	.8044	3-05-46-41
78 PARMELIA	S. Rowland & S.O. Stevenson	3-02-34-15	.8410	3-05-51-07
79 ROLLER COASTER	J.T. Fuglsang	4-05-40-51	.7658	3-05-52-02
80 ANDROMEDA	G. Mielis	4-06-06-33	.7636	3-05-58-14
81 CHAOS	D. Norman	5-04-27-20	.7711	3-06-13-43
82 CROWEATER	G.L. & S.A. Finlay	4-07-57-48	.7531	3-06-17-41
83 NOELEEN 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 NYNJA-GO	R.C. Axe	4-04-10-55	.7833	3-06-28-21
89 SISKIA	R.L. Tasker	3-09-25-45	.9637	3-06-28-24
90 ULTRAVIOLET	J.H. Violet	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	3-06-45-40
95 TAURUS	E.P. Taylor	4-05-04-28	.7793	3-06-46-02
96 APOLLO	J. Rooklyn	3-01-52-10	1.0667	3-06-47-48
97 TIME MACHINE 2	R.D. Elliot	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 MYFANWY	P.D. & S.M. Cennity	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. Preslon & D. Kelly	4-10-24-28	.7432	3-07-04-56
104 JADE	L. Woodcell	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	3-07-25-41
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	H.M.S. 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. Purcell	4-13-05-56	.7330	3-07-58-10
115 MOLLYMOOK MAID	R. Kelly	4-15-00-59	.7213	3-08-04-34
116 INQUITY	S.G. Morgan	3-20-08-28	.8725	3-08-23-35
117 MYSTIC SEVEN	N.D. Chidney	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	3-19-59-51	.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	1.0461	3-08-56-03
123 SHOGUN	J.E. Long	4-03-51-19	.8110	3-08-58-78
124 MYUNA	J.H. Bleakley	4-02-26-59	.8228	3-09-00-16
125 CAPRICE II	J.H.P. Boucat & J.A. Powell	4-22-00-19	.6887	3-09-16-40
126 RIMFIRE	E.W. Wall-Smith	4-02-13-27	.8298	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 SALT PETA	P. Hinton	4-23-58-11	.6807	3-09-39-48
130 CONQUISTADOR OF ANDIES	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 SEQUEL	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. Ferris	3-07-38-04	1.0563	3-12-07-04
143 SGIAN DUGH	R.W. Lean	5-00-51-23	.7003	3-12-38-09
144 ALONA	P.J. Allen	4-13-32-58	.7763	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	J.L. Backwell	5-00-58-30	.7054	3-13-20-09
148 OBSESSION	K.G. Donaldson	4-06-53-16	.8307	3-13-28-08
149 ANACONDA	G. Friend, R. Smith & M. Bellingham	4-06-04-10	.8376	3-13-29-36
150 SALTSHAKER 2	J.B. Levingson	4-06-08-39	.8427	3-14-04-37
151 TUCANA	L.C. Dean	5-04-55-23	.8939	3-14-41-03
152 JAGER	B.C. Hayden	4-22-01-57	.7353	3-14-47-21
153 ANACONDA II	J. Grubic	3-13-43-35	1.0311	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	3-18-06-01
156 TERUMA	T.C. & R. Bower	5-00-22-22	.7575	3-19-10-57
157 BUCCANEER	J.H. Mace	3-19-45-16	1.0306	3-22-33-44
158 DESTINY	P.A. Taylor	5-00-49-00	.8263	4-03-49-51

94 REVERIE II	G.F. Scott	4-12-18-26	.7272	3-06-45-40
95 TAURUS	E.P. Taylor	4-05-04-28	.7793	3-06-46-02
96 APOLLO	J. Rooklyn	3-01-52-10	1.0667	3-06-47-48
97 TIME MACHINE 2	R.D. Elliot	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 MYFANWY	P.D. & S.M. Cennity	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. Preslon & D. Kelly	4-10-24-28	.7432	3-07-04-56
104 JADE	L. Woodcell	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	3-07-25-41
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	H.M.S. 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. Purcell	4-13-05-56	.7330	3-07-58-10
115 MOLLYMOOK MAID	R. Kelly	4-15-00-59	.7213	3-08-04-34
116 INQUITY	S.G. Morgan	3-20-08-28	.8725	3-08-23-35
117 MYSTIC SEVEN	N.D. Chidney	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	3-19-59-51	.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	1.0461	3-08-56-03
123 SHOGUN	J.E. Long	4-03-51-19	.8110	3-08-58-78
124 MYUNA	J.H. Bleakley	4-02-26-59	.8228	3-09-00-16
125 CAPRICE II	J.H.P. Boucat & J.A. Powell	4-22-00-19	.6887	3-09-16-40
126 RIMFIRE	E.W. Wall-Smith	4-02-13-27	.8298	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 SALT PETA	P. Hinton	4-23-58-11	.6807	3-09-39-48
130 CONQUISTADOR OF ANDIES	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 SEQUEL	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. Ferris	3-07-38-04	1.0563	3-12-07-04
143 SGIAN DUGH	R.W. Lean	5-00-51-23	.7003	3-12-38-09
144 ALONA	P.J. Allen	4-13-32-58	.7763	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	J.L. Backwell	5-00-58-30	.7054	3-13-20-09
148 OBSESSION	K.G. Donaldson	4-06-53-16	.8307	3-13-28-08
149 ANACONDA	G. Friend, R. Smith & M. Bellingham	4-06-04-10	.8376	3-13-29-36
150 SALTSHAKER 2	J.B. Levingson	4-06-08-39	.8427	3-14-04-37
151 TUCANA	L.C. Dean	5-04-55-23	.8939	3-14-41-03
152 JAGER	B.C. Hayden	4-22-01-57	.7353	3-14-47-21
153 ANACONDA II	J. Grubic	3-13-43-35	1.0311	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	3-18-06-01
156 TERUMA	T.C. & R. Bower	5-00-22-22	.7575	3-19-10-57
157 BUCCANEER	J.H. Mace	3-19-45-16	1.0306	3-22-33-44
158 DESTINY	P.A. Taylor	5-00-49-00	.8263	4-03-49-51

94 REVERIE II	G.F. Scott	4-12-18-26	.7272	3-06-45-40
95 TAURUS	E.P. Taylor	4-05-04-28	.7793	3-06-46-02
96 APOLLO	J. Rooklyn	3-01-52-10	1.0667	3-06-47-48
97 TIME MACHINE 2	R.D. Elliot	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 MYFANWY	P.D. & S.M. Cennity	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. Preslon & D. Kelly	4-10-24-28	.7432	3-07-04-56
104 JADE	L. Woodcell	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	3-07-25-41
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	H.M.S. 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. Purcell	4-13-05-56	.7330	3-07-58-10
115 MOLLYMOOK MAID	R. Kelly	4-15-00-59	.7213	3-08-04-34
116 INQUITY	S.G. Morgan	3-20-08-28	.8725	3-08-23-35
117 MYSTIC SEVEN	N.D. Chidney	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	3-19-59-51	.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	1.0461	3-08-56-03
123 SHOGUN	J.E. Long	4-03-51-19	.8110	3-08-58-78
124 MYUNA	J.H. Bleakley	4-02-26-59	.8228	3-09-00-16
125 CAPRICE II	J.H.P. Boucat & J.A. Powell	4-22-00-19	.6887	3-09-16-40
126 RIMFIRE	E.W. Wall-Smith	4-02-13-27	.8298	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 SALT PETA	P. Hinton	4-23-58-11	.6807	3-09-39-48
130 CONQUISTADOR OF ANDIES	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		

88 VANESSA III.....	B. & K. Jaggar	4-19-26-17	7596	3-15-41-12
89 LAWLESS.....	R. Green	5-05-30-35	7003	3-15-53-40
90 POLARIS.....	L. Savage	4-16-01-50	7882	3-16-18-09
91 FIONA.....	D. & R. Coulter	4-11-41-39	8219	3-16-30-50
91 WAR GAMES*	D. Urry	4-10-34-45	7970	3-16-30-50
92 DANCING MOUSE.....	D. Hundt	5-03-36-03	7177	3-16-42-30
93 PADAM.....	K. Quinert	4-04-33-57	7152	3-17-05-22
94 IN THE NAVY.....	W. Saunders & Partners	4-18-24-37	7803	3-17-16-28
95 DR DAN.....	R. Muir	4-00-11-24	9284	3-17-18-10
96 STARLIGHT EXPRESS.....	C. Reynolds	3-19-20-38	9777	3-17-18-25
97 ALEXANDER OF CRESWELL.....	Royal Australian Navy	4-13-31-24	8174	4-17-31-28
98 SHENANDOAH III.....	J. Charody	5-04-45-12	7177	3-17-32-08
99 SPIRIT OF QUEENSLAND.....	A. Kelso	3-13-26-22	1.0491	3-17-38-04
100 RANGATIRA.....	R. Mercer	4-18-09-23	7998	3-17-42-10
101 THYLACINE.....	J. Burton	5-06-04-20	7140	3-18-00-56
102 DERWENT LASS.....	D. Colburn	5-10-15-47	6913	3-18-03-03
103 DI HARD.....	J. Woodward	4-02-48-20	8055	3-18-09-42
103 FIRETEL.....	R. Lawler/K. Taylor	5-04-35-04	7237	3-18-09-42
104 AQUILA.....	B. Edmunds	5-07-11-58	7091	3-18-11-50
105 PATRICE III.....	P. King	4-12-40-52	8316	3-18-22-45
106 RESTLESS IV.....	D. Holloway	4-19-24-40	7883	3-18-44-52
107 YAHOO II.....	J. Elgar	4-14-46-50	8272	3-19-38-18
108 NIGHT RAIDER.....	N. Bunling	4-01-02-11	9498	3-20-08-55
109 BREADFRUIT.....	J. Sloan	5-08-05-47	7225	3-20-32-59
110 BLACK SHEEP.....	K. Coppel	4-09-47-24	8756	3-20-37-47
111 MYSTIC SEVEN.....	N.D. Chidzey	5-05-57-41	7364	3-20-45-29
111 RAGAMUFFIN.....	S. Fischer	3-08-39-22	1.0563	3-20-45-29
112 INSATIABLE.....	G. Wilson/H. Kuhn	4-19-34-47	8073	3-21-18-27
113 BANG BANG.....	D. Baxter/I. Lemon	4-21-12-18	8008	3-21-51-28
114 SALPETA.....	P. Hinton	5-19-54-10	8793	3-23-02-03
115 WILLY.....	D. Clark	4-18-46-21	8359	3-23-56-18
116 SAGITTA.....	K. Hughes	4-14-19-37	7177	4-00-20-05
117 NEVER SATISFIED.....	N. & B. Holt	5-03-37-53	7793	4-00-20-45
118 REVERIE II.....	G. Scott	5-13-30-23	7248	4-00-45-58
119 PACIFIC FLYER.....	R.B. Heatherly	4-21-25-27	8245	4-00-48-58
120 QUETZAL.....	R. Robson	5-19-58-30	8626	4-00-56-48
121 PENDULUM.....	W. Dalgarno	4-18-50-14	8990	4-01-02-50
122 LEVEN.....	B. Cunneen	5-18-02-45	7054	4-01-22-39
123 TURBO.....	L. Clough	4-12-25-29	8994	4-01-31-02
124 MANDALA.....	K. Gladman	5-14-20-07	7284	4-01-50-59
125 ROLLER COASTER.....	J. Fuglsang	5-11-08-37	7542	4-02-54-31
126 PUNCH.....	B. & R. Lewis	5-18-19-20	7152	4-02-55-41
127 MARK TWAIN.....	V. O'Neill/C. Ward/B. White	5-10-49-31	7575	4-03-05-15
128 NUZULU.....	W. Dodds	5-21-14-38	7016	4-03-05-48
129 GOLDFINGER.....	R. Triplow	5-08-14-49	7893	4-04-26-80
131 TRIAD.....	Combs/Vickery	4-20-33-40	7833	4-06-19-44
132 LADY PENRHYN OF NIRIMBA.....	Royal Australian Navy	5-05-29-29	8165	4-06-27-49
133 ANACONDA.....	J. Grubic	4-03-46-16	1.0291	4-06-40-28
134 CRUSADER.....	J. Nadorp	5-05-42-20	8183	4-06-51-53
135 CASABLANCA.....	G. McDonald	4-16-14-48	9237	4-07-40-56
138 MIRABOOKA.....	G. Jensen-Muir	6-10-39-08	8724	4-07-59-17
139 NIMROD II.....	I. Watson	5-10-15-42	8234	4-11-17-48
140 AMAROO III.....	L. Hamilton/L. Noonan	6-00-15-04	7499	4-12-10-26
141 CALYBDE.....	G. Henricke	5-18-17-46	7912	4-13-25-12
142 CYBELE.....	A. Ridley	6-14-13-04	7066	4-15-47-48
143 ODIN.....	M. Small	6-02-53-57	7649	4-16-21-47
144 SAGITTARIUS.....	D. Rowe	6-07-10-12	7510	4-17-31-43
145 TITANIC.....	A. Boyd/Munro	6-12-16-28	7485	4-22-32-03
146 DESTINY.....	T. Taylor	6-10-21-08	8245	5-07-15-48
150 PRIME SUSPECT.....	R. Abikhair	4-03-32-51	7941	5-07-15-49
155 INVADER.....	P. Meguyer	6-09-49-17	6752	5-07-15-50
179 RAMPANT II.....	A. Tucker	4-00-18-59	1.0529	5-07-15-51
DRAKE'S PRAYER (37th) 20% Penalty				
WAR GAMES (91st) 10% Penalty				
DI HARD (103rd) 40% Penalty				
PRIME SUSPECT (150th) 70% Penalty				
INVADER (155th) 10% Penalty				
RAMPANT II (179th) 30% Penalty				
IOR DIVISIONS	ILLINGWORTH DIVISIONS			
MAXI DIVISION: APOLLO	MAXI DIVISION: WINDWARD PASSAGE			
DIVISION A: THUNDERBIRD	DIVISION A: APOLLO			
DIVISION B: SAGACIOUS	DIVISION B: ONCE MORE DEAR FRIENDS			
DIVISION C: HUMMINGBIRD	DIVISION C: DIAMOND CUTTER			
DIVISION D: NIKE	DIVISION D: NIKE			
FASTEST TIME: APOLLO 3-04-32-28				
RETIRED: 33				

1986

O'All Pi Yacht	Line Place	DIVISIONS				IOR RESULTS				ILLINGWORTH RESULTS							
		M	A	B	C	D	Elapsed	TCF	Corrected	TCF	Corrected	M	A	B	C	D	
1 EX TENSION.....	A. Dunn	28					3-23-22-00	0.7680	3-01-14-30								
2 IMPECCABLE.....	J. Walker	86					4-04-16-30	0.7318	3-01-22-52	0.7227	3-00-28-07						
3 SOUTHERN CROSS.....	W. Gilbert	29					3-20-26-07	0.7722	3-01-41-42								
4 PALADIN.....	C. Franklin	14					3-21-32-36	0.7960	3-02-27-38	0.7900	3-01-53-67						
5 SZECHEWAN.....	W. Johns	2					3-22-49-20	0.7863	3-02-39-31	0.7765	3-01-37-46						
6 ANOTHER CONCUBINE.....	J. Parker	19					3-22-00-28	0.7950	3-02-44-10	0.7890	3-02-10-20						
7 SILVER MIX.....	G. Player	38					4-00-57-29	0.7722	3-02-52-16								
8 HINDSIGHT II.....	R.G. Griffin	80					4-13-36-58	0.6860	3-03-11-48	0.6654	3-00-56-19						
9 INDIAN PACIFIC.....	C. Jacobson	21					3-22-46-58	0.7941	3-03-16-01	0.7881	3-02-41-54						
10 INTRIGUE.....	D. Calvert	25					3-22-51-40	0.7941	3-03-19-45								
11 INDIAN PACIFIC V.....	J. Eyles	43					4-02-31-34	0.7659	3-03-27-40								
12 CONDOR.....	R. Bell	1					2-23-26-25	1.0573	3-03-32-02								
13 VANESSA III.....	K. Jaggar	54					4-04-02-25	0.7564	3-03-40-14	0.7337	3-01-29-58						
14 SINGAPORE GIRL.....	P. Steigrad/D. Greenlaw	64					4-07-07-07	0.7353	3-03-49-23								
15 WINDWARD PASSAGE.....	W. Muir	2					2-23-47-54	1.0563	3-03-50-26	1.0088	3-00-25-49						
16 NADIA IV.....	Canberra O'All	32					3-23-50-34	0.7931	3-04-00-46	0.7872	3-03-26-51						
17 THIRLMERE.....	S. Green	39					4-01-10-47	0.7823	3-04-01-25	0.7725	3-03-04-17						
18 DEMO.....	B. Brady	4					4-02-39-09	0.7711	3-04-04-15								
19 TURKEY SHOOT.....	S. McDonald/B. Bowden/B. Bowden	31					3-23-44-44	0.7950	3-04-07-04	0.7890	3-03-32-36						
20 THUMBS UP.....	A. Rundle	30					3-23-28-52	0.7979	3-04-11-04								
21 PRIME SUSPECT.....	R. Abikhair	34					4-00-11-09	0.7931	3-04-17-06	0.7872	3-03-43-03						
22 MORNING TIDE.....	J. Lawler	69					4-10-41-36	0.7165	3-04-26-45	0.6843	3-01-00-37						
23 PADAM.....	K. Quinert	74					4-11-08-03	0.7140	3-04-29-38	0.6926	3-02-12-04						
24 CHALLENGE III.....	L. Abrahams	1					3-20-58-55	0.8237	3-04-36-21								
25 MIDDLE HARBOUR EXPRESS.....	R. Stone/G. Challoner	53					4-03-59-05	0.7670	3-04-41-18	0.7574	3-03-43-42						
26 GOOD NEWS.....	J. Calvert-Jones	48					4-03-19-22	0.7722	3-04-41-49								
27 UPTOWN GIRL.....	R. Winton	27					3-23-09-26	0.8073	3-04-49-14	0.7812	3-03-17-18						
28 GLUMBLOSSOM (1).....	J. Gleeson	88					4-17-55-40	0.6752	3-04-55-27	0.6448	3-01-27-38						
29 PIPPIN.....	W. Sweetapple	57					4-03-36-33	0.7732	3-05-01-04								
30 KNUCKLEUSTER (2).....	P. Cush	81					4-14-48-21	0.6952	3-05-01-56	0.6743	3-02-42-59						
31 WILD OATS.....	R. Oatley	15					3-21-38-56	0.8245	3-05-12-49								
32 INCH BY WINCH.....	J. Goddard	24					3-22-50-30	0.8165	3-05-26-18	0.8104	3-04-51-35						
33 CHALLENGE II.....	R. Rowsthorn	13					3-21-32-00	0.8281	3-05-27-18	0.8177	3-04-28-56						
34 CONTRACTOR.....	J. McL. Taylor	9					3-20-24-03	0.8384	3-05-28-08								
35 ROLLER COASTER.....	J. Fuglsang	61					4-06-22-52	0.7575	3-05-33-13	0.7518	3-04-58-12						
36 MARK TWAIN.....	V. O'Neill/C. Ward/B. White	63					4-06-32-86	0.7575	3-05-40-51	0.7234	3-02-11-02						
37 SOLANDRA.....	R.W. Scott	79					4-13-06-11	0.7140	3-05-53-58	0.6819	3-02-23-51						
38 MARGARET RINTOUL II.....	R. Jackman	18					3-21-58-05	0.8298	3-05-58-29	0.7925	3-02-28-11						
39 TO IMPETUOUS.....	G. Lambert	36					4-00-56-29	0.8064	3-06-10-25	0.8004	3-05-35-31						
40 LEVEN.....	B. Cunneen	82					4-14-52-53	0.7054	3-06-12-57	0.6737	3-02-42-03						
41 POLAR BEAR.....	A. Martin	41					4-02-10-46	0.7969	3-06-14-21	0.7810	3-02-42-52						
42 WAR GAMES.....	D. Urry	42					4-02-11-44	0.7970	3-06-15-43								
43 VANGUARD.....	R. Cawse	16					3-21-43-48	0.8359	3-06-20-54	0.8255	3-05-22-25						
44 POLARIS.....	L. Savage	50					4-03-29-11	0.7882	3-06-24-55	0.7527	3-02-53-00						
45 MANLY FERRY.....	M. Blackmore	26					3-22-55-16	0.8272	3-06-31-07								
46 CHRISTA-FARR.....	J.D. & C.A. Pomfret	58					4-04-54-31	0.7803	3-06-44-20	0.7569	3-04-22-40						
47 PARMELIA.....	B. Woods	20					3-22-11-56	0.8367	3-06-48-58	0.8262	3-05-49-39						
48 BACARDI.....	Bacardi Synd. 33	11					4-00-00-45	0.8210	3-06-49-35	0.8107	3-05-50-14						
49 NEWCASTLE FLYER.....	P. Rundle	45					4-03-06-21	0.7960	3-06-59-18								
50 PACIFIC PHOENIX.....	E. Long	55					4-04-15-33	0.7872	3-06-55-26								
51 INCA.....	B. Ryan	23					3-22-50-21	0.8324	3-06-56-39	0.8262	3-06-21-22						
52 MARARA.....	A. Ratcliff	83					4-14-58-41	0.7116	3-06-58-19	0.6796	3-03-25-14						
53 "GROUNDSFOR.....	B. & N. Hines	71					4-03-22-55	0.7732	3-04-50-32								
(20% PENALTY Before penalty 28 O'All)																	
54 AUSPICIOUS.....	N. Marr	75					4-11-15-09	0.7364	3-06-58-51	0.7309	3-06-23-27						
55 WINDWARD EXPRESS.....	D. Taylor	3					3-02-55-08	1.0573	3-07-12-42								
56 THE ROPEBURNER.....	P. Robinson	82															

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106 *ANACONDA II.....J. Grubic 37 10 3-20-49-42 1.0285 3-23-28-26 0.9976 3-20-36-20 6
(20% PENALTY Before penalty 97 O'All)

FASTEST TIME: CONDOR 2-23-26-25

IOR DIVISIONS:
IOR MAXI DIVISION: CONDOR
IOR DIVISION A: CHALLENGE II
IOR DIVISION B: PALADIN
IOR DIVISION C: EX TENSION
IOR DIVISION D: IMPECCABLE

ILLINGWORTH DIVISIONS:
MAXI DIVISION: WINDWARD PASSAGE
DIVISION A: MARGARET RINTOUL II
DIVISION B: SZECHWAN
DIVISION C: VANESSA III
DIVISION D: IMPECCABLE

RETIRE: 17

ALLOWANCES:

- (1) ELAP. REDUCED BY 30 MINS. REDRESS UNDER I.Y.R.U. "RENDERING ASSISTANCE"
- (2) ELAP. REDUCED BY 40 MINS. REDRESS UNDER I.Y.R.U. "RENDERING ASSISTANCE"
- (3) ELAP. REDUCED BY 6 HRS. REDRESS UNDER I.Y.R.U. "RENDERING ASSISTANCE"
- (4) ELAP. REDUCED BY 6 HRS. REDRESS UNDER I.Y.R.U. "RENDERING ASSISTANCE"
- (5) ELAP. REDUCED BY 24 MINS. REDRESS UNDER I.Y.R.U. "RENDERING ASSISTANCE"

PENALTIES

* 20% PENALTY APPLIED - FAILURE TO LODGE DECLARATION IN ACCORDANCE WITH SAILING INSTRUCTION 25 a
** 10% PENALTY APPLIED - BREACH OF SAILING INSTRUCTION 36

1986 WEATHER: Light nor'easter at start freshening to 25 knots. A fresh SW change went through the fleet at about 2000 hours on the first night. This slowly backed to the South for 24 hours freshening to 35 knots, subsequently easing back through SW to West over the next 24 hours. Light conditions prevailed at Tasman Is and up to the Derwent River. Later yachts finished with fresh sea breezes during the day which tended to die through the night.

1987

O'All	Pi Yacht	Line Place	DIVISIONS					IOR RESULTS			ILLINGWORTH RESULTS						
			M	A	B	C	D	Elapsed	TCF	Corrected	TCF	Corrected	M	A	B	C	D
1	SOVEREIGN	B. Lewis	1					2-21-58-08	1.0573	3-01-58-41	1.0360	3-00-29-16	3				
2	APOLLO	V. d'Emilio/J. Rooklyn	3					2-22-55-03	1.0488	3-02-22-42	1.0067	2-23-23-34	1				
3	GAZEBO	S. Fischer	2					2-22-33-47	1.0573	3-02-36-23	1.0150	2-23-37-17	2				
4	JUBILATION	J.S. James	9					3-11-33-42	0.9018	3-03-21-21	0.8901	3-02-22-42					1
5	MADELINE'S DAUGHTER	P. Kurle	11					3-18-47-24	0.8325	3-03-34-58							
6	CHUTZPAH	Schilla/Taylor	80					4-07-29-01	0.7327	3-03-49-21	0.7322	3-03-46-15					5
7	MAD MAX	M. Canning	15					3-22-59-15	0.7988	3-03-52-34							
8	SAGACIOUS V	G. Appleby	17					3-23-05-37	0.7980	3-03-53-05	0.7980	3-03-53-05					1
9	SWITCHBLADE	P. Whyte	13					3-19-50-15	0.8284	3-04-04-41	0.8280	3-04-02-29					2
10	BIMBLEGUMBO	K. Jacobs	12					3-19-11-16	0.8346	3-04-06-19	0.8345	3-04-05-46					3
11	CHRIS' CHOICE	M. Walker	84					4-07-47-40	0.7343	3-04-12-59	0.7341	3-04-11-44					7
12	BEYOND THUNDERDOME	W. Johns	18					3-23-19-17	0.7989	3-04-14-51	0.7989	3-04-14-51					2
13	FAIR SHARE	Hogg/O'Neill/Ross/Benton	19					3-23-48-29	0.7989	3-04-32-28							
14	WITCHCRAFT II	B. Staples	27					4-00-21-52	0.7954	3-04-38-54	0.7939	3-04-30-13					3
15	RONSTAN CHALLENGE	L. Abrahams	22					4-00-05-50	0.7894	3-04-43-26	0.7984	3-04-43-26					6
16	JOINT VENTURE	R. Elliot	25					4-00-09-28	0.7979	3-04-43-27	0.7979	3-04-43-27					7
17	PRIME MINISTER	L. Klopfer	24					4-00-06-21	0.7987	3-04-45-35	0.7978	3-04-40-24					4
18	STARLIGHT EXPRESS	C.W. Reynolds	6					3-06-51-54	0.8735	3-04-46-30	0.9330	3-01-34-52					4
19	ANOTHER CONCUBINE	J.P. Parker	21					4-00-04-36	0.7996	3-04-49-22	0.7981	3-04-40-44					5
20	BLUE MAX II	G. Sargent	26					4-00-11-20	0.7995	3-04-54-11	0.7995	3-04-54-11					8
21	SINGAPORE GIRL	Steigrad/Greenlaw	97					4-08-58-18	0.7341	3-05-03-35	0.7334	3-04-58-10					9
22	PRIME FACTOR	J.P. Milner	28					4-01-15-42	0.7992	3-05-43-53	0.7993	3-05-44-29					9
23	DRAKES PRAYER	D. Cawse/M. Dent	14					3-22-07-03	0.8279	3-05-55-12	0.8270	3-05-50-07					4
24	MARARA	A.E. Ratcliff	121					4-14-09-04	0.7092	3-06-07-09	0.6743	3-02-16-30					1
25	ALPHA CRUCIS	G. Graham	142					4-20-03-38	0.6775	3-06-37-52	0.6433	3-02-39-42					2
26	PEMBERTON I	J. Cyles	60					4-06-02-38	0.7706	3-06-38-06	0.7707	3-06-38-43					6
27	PEMBERTON II	J. King	65					4-06-23-24	0.7682	3-06-39-22	0.7678	3-06-36-54					5
28	HELSAL II	A.M. Kelso	4					3-03-22-12	1.0440	3-06-41-11	1.0216	3-04-59-53					5
29	MIDDLE HARBOUR EXPRESS	R. Stone/G. Challoner	73					4-06-53-21	0.7651	3-06-43-14	0.7593	3-06-07-25					3
30	RAMPANT	R.M. Cassidy	68					4-06-37-35	0.7672	3-06-44-06	0.7612	3-06-07-09					2
31	SWUZZLEBUBBLE SIX	I. Gibbs	30					4-03-03-57	0.7951	3-06-46-02	0.7943	3-06-41-17					13
32	STORMY PETREL	T. Pearson	102					4-10-16-44	0.7425	3-06-54-43	0.7069	3-07-07-43					3
33	SELLARS QLD MAID	R. Robertson	29					4-02-40-41	0.8009	3-07-01-53	0.7995	3-06-53-35					14
34	MORNING TIDE	J.M. Lawler	127					4-14-53-41	0.7145	3-07-14-03	0.6794	3-03-20-31					4
35	WILD OATS	B. Oatley	20					3-23-49-23	0.8272	3-07-15-53	0.8268	3-07-13-35					6
36	ONCE A JOLLY SWAGMAN	Jacobsen	31					4-03-24-19	0.7980	3-07-19-31	0.7980	3-07-19-31					16
37	SWEET LAURAINÉ	J. Flachs	99					4-09-38-16	0.7519	3-07-25-45	0.7248	3-04-39-59					8
38	PLANET X	East/Sail School	130					4-15-11-14	0.7151	3-07-30-36	0.7151	3-07-30-36					17
39	DICTATOR	D. Fidock	66					4-06-29-06	0.7763	3-07-33-33	0.7762	3-07-32-56					11
40	MISTRESS AGAIN	D. Senogles	78					4-07-11-58	0.7714	3-07-36-29	0.7583	3-06-15-22					4
41	SHENANDOAH III	J. Charody	132					4-15-25-03	0.7165	3-07-49-50	0.6813	3-03-54-31					6
42	INTRIGUE	D. Calvert	36					4-04-30-28	0.7945	3-07-51-12	0.7936	3-07-45-47					18
43	PHOENIX CONTRACTORS	Hundt/Dale	49					4-05-30-45	0.7868	3-07-57-12	0.7809	3-07-16-16					9
44	RAUCOUS	D. Rourke	90					4-07-59-14	0.7689	3-07-57-21	0.7684	3-07-54-14					14
45	PIPPIN	B. Sweetapple	79					4-07-28-32	0.7731	3-07-59-49	0.7697	3-07-38-42					12
46	STRIPROLL-GEELONG	R. Abikhar	32					4-04-17-02	0.7981	3-08-02-12	0.7967	3-07-53-46					19
47	PALADIN	C. Franklin	35					4-08-33-55	0.7658	3-08-04-34	0.7297	3-07-54-14					20
48	SUNSEKER	P.V. Thomas/J. Quinn	96					4-04-29-36	0.7966	3-08-03-11	0.7952	3-07-54-44					1
49	FREIGHT TRAIN	D. Parkees	100					3-11-36-29	0.9579	3-08-05-17	0.9481	3-07-16-08					6
50	SILVER MINX	G. Player	85					4-07-49-13	0.7724	3-09-11-27	0.7696	3-07-54-00					13
51	MORE WAR GAMES	D. Urry	39					4-04-42-43	0.7969	3-08-15-26	0.7964	3-08-12-25					22
52	SOUTHERN CROSS	B. Gilbert	91					4-08-03-15	0.7719	3-08-19-10	0.7639	3-07-29-13					10
53	NYNJA GO	R.C. Axe	82					4-07-37-14	0.7756	3-08-22-05	0.7624	3-07-00-01					7
54	DEMO	R.J. Brady	94					4-08-08-24	0.7718	3-08-22-31	0.7680	3-07-58-46					16
55	ONCE MORE DEAR FRIENDS	Curne	52					4-05-34-07	0.7918	3-08-25-19	0.7874	3-07-58-30					15
56	SHORT CIRCUIT	G. Finlay	43					4-05-14-59	0.7956	3-08-33-15	0.7956	3-08-33-15					27
57	NADIA IV	Canberra Ocean R.C.	59					4-05-36-11	0.7930	3-08-34-16	0.7916	3-08-25-44					18
58	SAGACIOUS IV	G. Appleby	48					4-05-24-43	0.7947	3-08-35-31	0.7939	3-08-30-39					26
59	OTAGO (1)	A. Nicholas	23					4-00-06-16	0.8387	3-08-36-10	0.8254	3-07-19-29					7
60	BLACK MAGIC	R. Sill	54					4-05-40-03	0.7936	3-08-41-00	0.7867	3-07-58-54					17
61	NADIA	J. Oakley	119					4-11-35-48	0.7505	3-08-45-05	0.7257	3-06-04-58					15
62	RAGER	M. Clements	5					3-04-26-37	1.0564	3-08-45-18	1.0550	3-09-38-53					7
63	VENTURE ONE	M. Ryan	45					4-05-15-51	0.7994	3-08-50-58	0.7980	3-08-48-32					29
64	MARK TWAIN	H. O'Neill/C. Ward	111					4-10-55-53	0.7561	3-08-51-03	0.7201	3-05-00-05					10
65	UNITED TRANSPORT	C. McMillan	51					4-05-33-26	0.7964	3-08-52-49	0.7960	3-08-50-22					30
66	DI HARD	J. Woodward	37					4-04-30-49	0.8055	3-08-57-49	0.8002	3-08-25-52					25
67	WRINKLES	B. Story	135					4-10-40-56	0.7186	3-08-58-24	0.6835	3-05-01-06					11
68	ANDURIL	D. Kenney	98					4-09-37-07	0.7667	3-08-58-40	0.7616	3-08-26-21					19
69	RENEGADE	B. Francis	59					4-06-01-58	0.7947	3-09-05-08	0.7707	3-06-38-12					12
70	DRY WHITE	D. Leitch	65					4-05-42-09	0.7978	3-09-08-18	0.7964	3-08-59-45					32
71	PADAM II	K. Quinert	108					4-10-39-46	0.7607	3-09-08-18	0.7556	3-08-35-40					19
72	SEAQUESTA	P. Nicholson	42					4-05-13-45	0.8045	3-09-26-20	0.7994	3-08-55-21					31
73	HORNET	Sing Syndicate	119					4-13-35-13	0.7434	3-09-28-01	0.7077	3-05-33-17					12
74	TURKEY SHOOT	A.B./M.C. Hutton	69					4-06-38-15	0.7941	3-09-30-16	0.7720	3-07-14-10					8
75	MUCH ADO	J. Corne	117					4-12-29-46	0.7514	3-09-31-26	0.7443	3-08-45-13					21
76	CITY LIMITS	M. Carr	100	</													

THE CLEAR ADVANTAGE

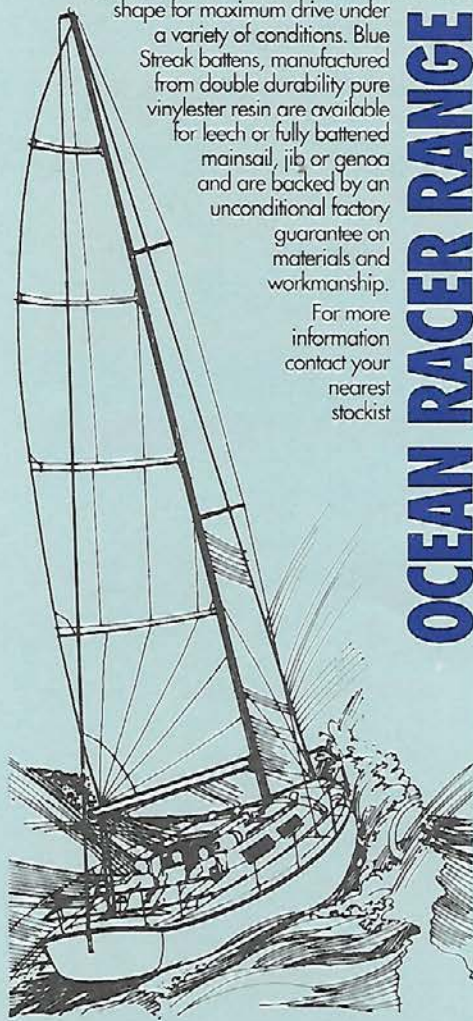
Strength and the toughness to keep performing long after seemingly cheaper alternatives have had enough, gives Blue Streak the clear advantage.

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40 DRY WHITE.....D. Leitch 35	11	5-13-43-20	0.7966	4-10-31-23	0.7940	4-10-10-32	11
41 SWEET LAURINE.....J. Flachs 62	10	5-23-14-09	0.7501	4-11-26-28	0.7221	4-07-25-50	7
42 LONGHORN.....W. Beavers 16	10	5-03-54-13	0.8677	4-11-30-40	0.8295	4-06-46-41	7
43 CHANGBANG.....B. Van Driel 39	12	5-19-55-19	0.8046	4-11-45-13	0.7892	4-07-00-46	8
44 FIDDLER'S GREEN.....L. Savage 36	13	5-19-51-49	0.8067	4-11-59-16	0.7848	4-09-03-22	10
45 NYNJA GO.....R. Axe 54	11	5-21-28-00	0.7740	4-13-29-43	0.7609	4-11-38-31	9
46 WITCHDOCTOR.....The Rum Consortium 46	14	5-15-54-35	0.8082	4-13-50-82	0.7933	4-12-57-58	14
47 SEAHAWK.....J. Davern 33	11	5-13-17-38	0.8260	4-14-06-03	0.8088	4-11-48-29	10
48 DOCTOR WHO.....G. Snow 6	2	4-23-06-56	0.9255	4-14-14-29	0.8860	4-09-32-11	2
49 RUTHLESS.....P. Hill 44	12	5-15-43-11	0.8190	4-15-09-16	0.8035	4-13-03-03	11
50 WHITE SWAN.....A. Flecknoe-Brown 25	13	5-06-14-08	0.8872	4-15-59-46	0.8485	4-11-06-39	9
51 SANGAREE.....G. Cresse 34	14	5-13-38-59	0.8392	4-16-01-31	0.8167	4-13-09-06	12
52 MERCEDES IV.....P. Stronach 50	15	5-18-58-06	0.8083	4-16-19-41	0.7787	4-12-12-53	13
53 MULBERRY.....W. Wright 78	11	6-19-20-52	0.6889	4-16-31-49	0.6549	4-10-58-35	8
54 LADY PENRHYN OF NIRIMBA Dept. Of Defence (HMAS Nirimba) 49	16	5-18-50-58	0.8106	4-16-33-05	0.7736	4-11-24-50	12
55 PACIFIC BREEZE.....B. Hitchman 47	15	5-15-55-22	0.8345	4-17-25-39	0.8247	4-16-05-44	14
56 SALTY LADY.....R. Scobie 61	17	5-23-14-00	0.7964	4-18-04-16	0.7596	4-12-48-00	15
57 NELLIE ZANDER.....J. Dayman 70	12	6-13-10-47	0.7268	4-18-14-18	0.6815	4-12-41-23	9
58 OVERDRAFT.....D. Smith 53	16	5-20-28-32	0.8153	4-18-31-47	0.8084	4-17-33-38	17
59 PACIFIC FLYER.....R.B. Hatherley 51	17	5-19-35-57	0.8205	4-18-32-28	0.7832	4-13-20-03	13
60 EAST OF THE LIZARD.....P.S. Gibson 59	18	5-22-33-26	0.8038	4-18-35-15	0.7832	4-13-20-03	13
61 BILLABONG.....L. Wings 71	13	6-13-24-12	0.7282	4-19-37-16	0.6929	4-13-03-53	10
62 BUGGBEAR.....R.L. Bugg 67	12	6-04-03-31	0.7781	4-19-12-16	0.7781	4-17-18-57	16
63 GROUP THERAPY.....Group Therapy Syn 37	18	5-13-53-44	0.8702	4-20-30-57	0.8463	4-17-18-57	16
64 STRAND BY STRAND.....R.P. Ham 74	14	6-16-03-20	0.7322	4-21-11-34	0.6968	4-15-31-36	11
65 HELSAL II.....A.M. Kelso 3	3	4-16-12-13	1.0463	4-21-23-55	1.0222	4-18-41-40	3
66 LA VIDA.....J. Amos 75	15	6-18-54-49	0.7296	4-21-24-09	0.6943	4-15-43-20	12
67 ICARUS.....A. Ridley 57	19	5-22-16-09	0.8256	4-21-27-27	0.7959	4-17-13-55	15
68 ECSTASY V.....R. Harris 73	16	6-14-19-25	0.7470	4-22-16-04	0.7113	4-16-36-56	13
69 GALAXY III.....D. Kilchener 72	13	6-13-26-59	0.7543	4-22-45-52	0.7185	4-17-07-39	10
70 SIROCCO.....R. Robinson 63	20	6-01-05-42	0.8211	4-23-08-15	0.7866	4-18-07-54	18
71 ALEXANDER OF CRESWELL Dept. Of Defence (HMAS Creswell) 66	19	6-03-20-10	0.8109	4-23-28-29	0.7738	4-18-00-31	16
72 DERWENT LASS.....D. Coulburn 80	17	7-06-42-36	0.8908	5-00-41-23	0.6562	4-18-38-41	14
73 HYPERDRIVE.....J. Clark 17	4	5-04-10-24	0.9784	5-01-29-28	0.9784	5-01-29-28	4
74 CHRISTINE.....D. Plumbaum 69	20	6-06-34-33	0.8074	5-01-34-30	0.8074	5-01-34-30	20
75 DON PEDRO.....R. Marks 75	14	6-17-01-00	0.7678	5-03-37-43	0.7316	4-21-47-59	11
76 SOUTHERN VENTURE.....A. Grice 77	15	6-19-09-11	0.7593	5-03-52-56	0.7293	4-22-59-15	12
77 ANZ MCCAUGHANS HELSAL.....H.A. Fisher 5	5	4-22-30-33	1.0474	5-04-07-35	1.0053	4-23-08-14	4
78 MONTANO REALTY'S ANIMAL FARM A.&M. Beilly 7	6	5-02-28-16	1.0202	5-04-56-42	0.9851	5-20-08-59	5
79 ANACONDA II.....J. Grubic 58	7	5-22-16-10	1.0268	6-02-04-56	0.9851	5-20-08-59	5
80 SIR THOMAS SOPWITH Ocean Youth Club of Aust 79	8	7-01-27-35	0.9318	6-13-54-09	0.8922	6-07-11-31	6
81 FIONA (1).....D. Walsh 81	21	6-05-56-01	0.8189	5-02-46-50	0.7992	4-23-49-37	19

FASTEST TIME: RAGAMUFFIN 3:15-29-07

IOR DIVISIONS:
 MAXI DIVISION: RAGAMUFFIN
 DIVISION A: GREAT NEWS
 DIVISION B: SOUTHERN CROSS
 DIVISION C: MIDDLE HARBOUR EXPRESS
 DIVISION D: ILLUSION
RETIRED: 38

ILLINGWORTH DIVISIONS:
 MAXI DIVISION: RAGAMUFFIN
 DIVISION A: SPIRIT
 DIVISION B: OCEAN RESORTS
 DIVISION C: MIDDLE HARBOUR EXPRESS
 DIVISION D: SOLANDRA

1988 WEATHER: The race underlined the toughness of the 600 nautical mile bash race southwards, a race that brings back every yacht and yachtsman to the common denominator of sound seamanship and stout craft in big seas and strong winds. Of the 119 starters, 38 retired, nearly half of them with broken masts or damaged rigging. The race started in a light northerly, but 12 hours after the start a 30-40 knot southerly hit the fleet and against a 3-4 knot south-running current it kicked up boat and body-breaking seas which continued for two days and two nights. The wind died away on the third night at sea, giving the fleet light winds for the final 200 miles, with Ragamuffin's elapsed time almost 24 hours outside the record.

1989

IOR RESULTS

C'ALL	PL YACHT NAME	LINE PLACE	DIVISIONAL				Elapsed D-H-M-S	TCF	Corrected D-H-M-S
			A	B	C	D			
1	ULTIMATE CHALLENGE.....L. Abrahams 12	1	1	1	1	3:21-07-24	0.7880	3:02-18-45	
2	SAGACIOUS.....G. Appleby 11	2	2	2	2	3:21-04-20	0.7995	3:02-24-40	
3	TRUE BLUE.....L. Klopfer 14	3	3	3	3	3:21-35-25	0.7979	3:02-40-32	
4	CANON EXPRESS (1).....N. Stalis/E. Owen 15	4	4	4	4	3:22-06-16	0.7999	3:03-16-27	
5	MADELINE'S DAUGHTER.....P. Kurts 10	5	5	5	5	3:19-09-50	0.8325	3:03-53-38	
6	ILLUSION.....G. Knezic 48	6	6	6	6	4:07-45-44	0.7321	3:03-57-52	
7	HEAVEN CAN WAIT.....H. Cudmore 3	7	7	7	7	3:14-16-25	0.8815	3:04-03-01	
8	VENTURE ONE (2).....J. Goddard 17	8	8	8	8	4:00-11-39	0.7970	3:04-40-00	
9	CYCLONE.....M. Ryan 7	9	9	9	9	3:15-19-54	0.8794	3:04-47-58	
10	FOO 2.....W. Miller 6	10	10	10	10	3:15-18-14	0.8814	3:04-58-58	
11	PRIME FACTOR.....B. Brady 19	11	11	11	11	4:00-39-18	0.7986	3:05-11-19	
12	INTRIGUE.....D. Calvert 20	12	12	12	12	4:01-45-22	0.7926	3:05-28-53	
13	MIDDLE HARBOUR EXPRESS.....R. Stone 37	13	13	13	13	4:05-28-49	0.7638	3:05-30-38	
14	NADIA (3).....T. Dallan 24	14	14	14	14	4:02-09-05	0.7908	3:05-37-05	
15	SHERATON HOBART.....I. Smith 21	15	15	15	15	4:01-47-52	0.7938	3:05-37-55	
16	FUJITSU DEALERS.....J. Eyles 38	16	16	16	16	4:06-00-28	0.7648	3:06-00-56	
17	HILLS ANTENNAS.....D. Coulter 27	17	17	17	17	4:02-26-22	0.7942	3:06-10-50	
18	ONCE A JOLLY SWAGMAN.....C. Jacobsen 25	18	18	18	18	4:02-09-18	0.7966	3:06-11-25	
19	PRIME MINISTER.....K. Court 23	19	19	19	19	4:01-58-46	0.7984	3:06-13-36	
20	BLUE MAX II.....J. King 28	20	20	20	20	4:02-27-22	0.7986	3:06-37-37	
21	SUNDANCE (4).....W. Steele 30	21	21	21	21	4:02-46-07	0.8002	3:07-02-05	
22	SWITZERLAND INSURANCE.....H. Isela 32	22	22	22	22	4:03-14-43	0.7978	3:07-10-40	
23	INDIAN PACIFIC.....S. McDonald & L. Shannon 36	23	23	23	23	4:04-27-44	0.7932	3:07-41-12	
24	MINI JUMBOK.....J. Howell 34	24	24	24	24	4:03-45-27	0.8031	3:08-06-55	
25	CHUTZPAH.....B. Taylor 54	25	25	25	25	4:13-47-11	0.7315	3:08-18-31	
26	HALF HOUR.....J. Hancock 75	26	26	26	26	4:18-38-11	0.7096	3:09-20-46	
27	CHALLENGE II.....J. Daley 26	27	27	27	27	4:02-24-01	0.8271	3:09-23-13	
28	PRIME SUSPECT.....P. Nicholson 39	28	28	28	28	4:06-19-28	0.7959	3:09-26-24	
29	REVELATION.....D. Curchod 45	29	29	29	29	4:07-11-19	0.7916	3:09-41-03	
30	HAUPIA.....T. Johnstone 41	30	30	30	30	4:06-22-28	0.8041	3:10-19-09	
31	MERCEDES IV.....P. Stronach 42	31	31	31	31	4:06-27-06	0.8082	3:10-48-05	
32	UPTOWN GIRL.....R. Winton/USR Team 43	32	32	32	32	4:06-31-06	0.8079	3:10-49-28	
33	DAFRA SUNSCREENS.....H. Hertsberg 88	33	33	33	33	4:22-20-22	0.7001	3:10-50-58	
34	DRUMBEAT.....A. Bond 1	34	34	34	34	3:09-21-34	1.0574	3:10-51-26	
35	COMPUTER SOLUTIONS.....NSW Police Sailing Asen 35	35	35	35	35	4:04-06-01	0.8310	3:11-11-00	
36	INCH BY WINCH.....J. Goddard SNR40	36	36	36	36	4:06-19-52	0.8143	3:11-19-42	
37	MIRABOOKA.....J. Bennetto 22	37	37	37	37	4:01-55-26	0.8537	3:11-35-51	
38	SINGAPORE GIRL.....P. Steigard 69	38	38	38	38	4:18-04-44	0.7938	3:11-42-40	
39	ARABESQUE.....N. Marr 44	39	39	39	39	4:07-05-23	0.8133	3:11-50-34	
40	IMPECCABLE.....J. Walker 78	40	40	40	40	4:18-59-29	0.7301	3:11-57-19	
41	SOLANDRA.....R.W. & C.A. Scott 86	41	41	41	41	4:22-03-37	0.7114	3:11-59-17	
42	STORMY PETREL.....A. Pearson 66	42	42	42	42	4:17-13-12	0.7419	3:11-59-53	
43	FUELS PARADISE.....J. Messenger 91	43	43	43	43	4:23-20-05	0.7061	3:12-15-44	
44	KINGS CROSS.....R. Green & B. Edmunds 58	44	44	44	44	4:15-05-59	0.7637	3:12-50-49	
45	GUMBLOSSOM.....T.H. Gunnerson 100	45	45	45	45	5:05-04-37	0.6794	3:12-58-38	
46	ZEUS II.....J. Dunston 103	46	46	46	46	5:06-17-14	0.6768	3:13-28-16	
47	UNSEEKER.....V.C. Thomas & J.H. Quinn 62	47	47	47	47	4:15-55-55	0.7648	3:13-36-20	
48	STRATUS COMPUTER.....D. Parsons 104	48	48	48	48	5:07-07-54	0.6744	3:13-44-15	
49	TURKEY SHOOT.....A.&M. Hutton 51	49	49	49	49	4:12-24-42	0.7924	3:13-54-19	
50	BIG SCOTT.....P. Bush 52	50	50	50	50	4:12-26-22	0.7965	3:14-22-19	
51	KAMEHAMEHA.....A. Townley 95	51	51	51	51	5:02-41-27	0.7044	3:14-25-24	
52	AUDACITY.....R. Latham 84	52	52	52	52	4:21-37-30	0.7352	3:14-28-18	
53	GREAT NEWS.....J. Calvert-Jones & D. Forbes 8	53	53	53	53	3:17-08-40	0.8798	3:06-25-45	
54	ROLLER COASTER.....J. Fugisang 72	54	54	54	54	4:18-21-20	0.7562	3:14-28-32	
55	RECOOPERATOR.....W. Cooper 99	55	55	55	55	5:04-58-47	0.6923	3:	

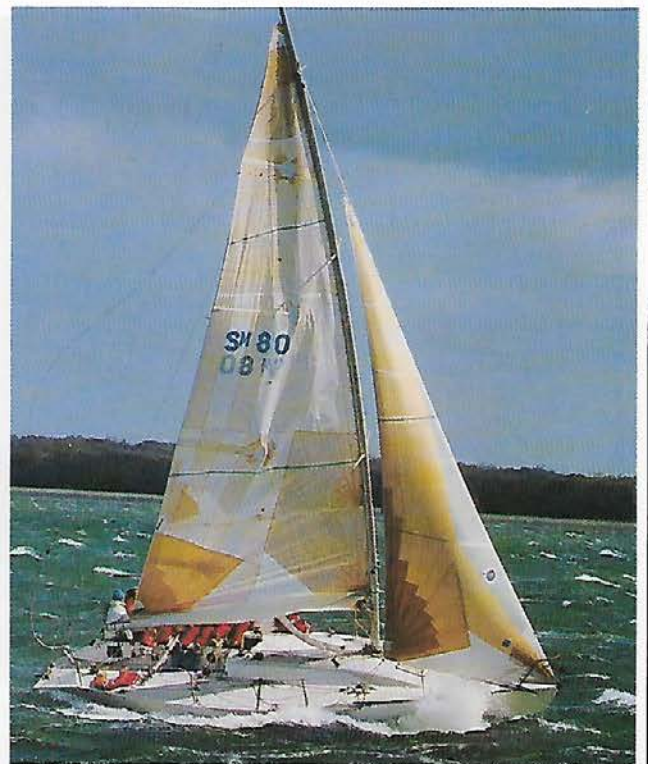
WINNERS

KODAK
SYDNEY-HOBART
YACHT RACE 1992
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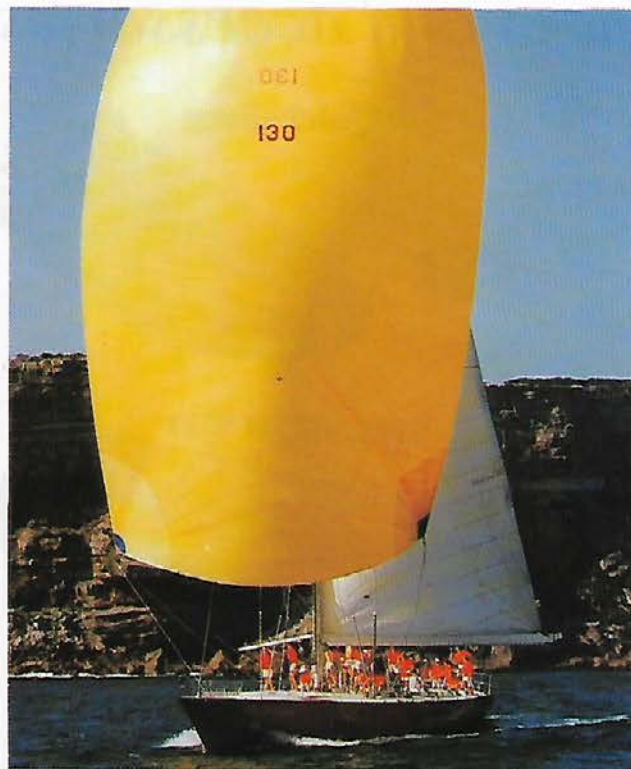
GALLERY



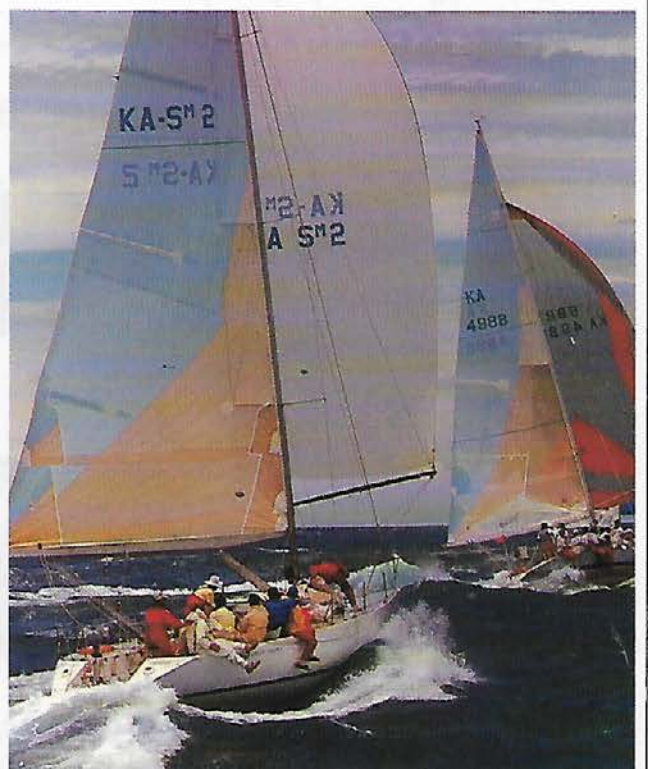
1986 — EXTENSION



1988 — ILLUSION



1987 — SOVEREIGN

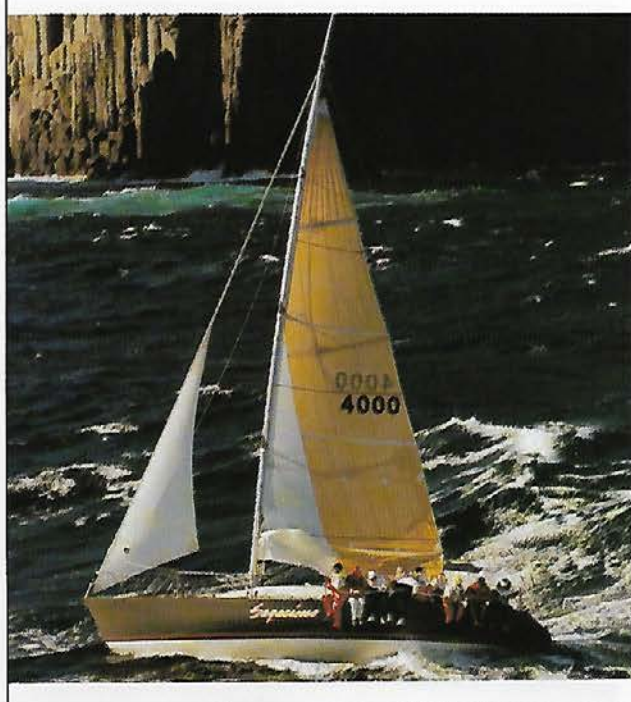


1989 — ULTIMATE CHALLENGE

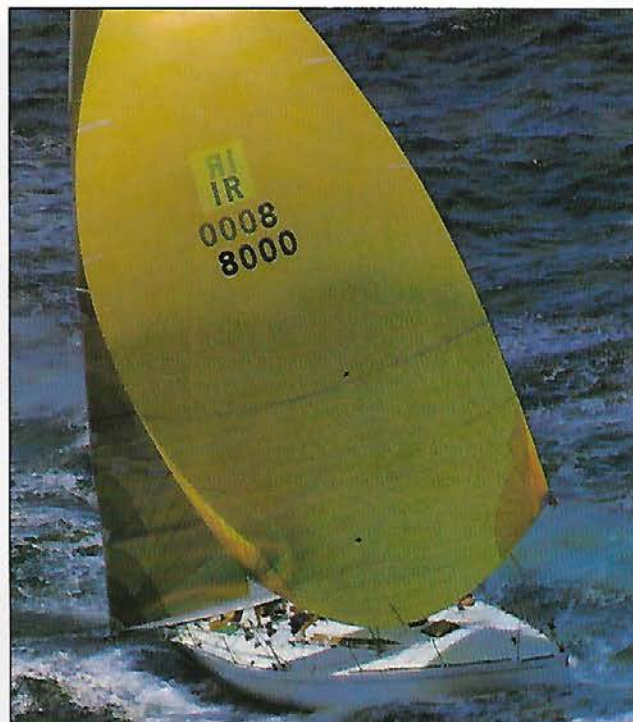
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56 FREIGHT TRAIN	D. Parkes	9	2	3-18-31-59	0.9559	3-14-32-26
57 ADVISOR RESEARCH (6)	B. Woods	49	12	4-07-47-29	0.8343	3-14-35-35
58 DOCTOR WHO	R. Jackman	13	3	3-21-31-06	0.9262	3-14-37-00
59 THE STING	G. Sherwinski	71	11	4-18-18-59	0.7581	3-14-39-48
60 PERIE BANOU II	J. Sanders	85	12	4-22-00-32	0.7424	3-15-36-35
61 RAGAMUFFIN	S. Fischer	2	4	3-11-08-33	1.0559	3-15-45-18
62 MARK TWAIN	H. O'Neill	80	13	4-20-36-20	0.7537	3-15-53-08
63 PADAM II	K. Quinert	79	14	4-20-09-48	0.7566	3-15-53-21
64 DERWENT LASS	D.H. Coulbourn	106	15	5-07-23-06	0.6908	3-15-59-51
65 BUGGBEAR	R.L. Bugg	70	15	4-18-17-26	0.7735	3-16-24-13
66 MISTRESS AGAIN	D. Senogles	77	16	4-18-48-22	0.7712	3-16-32-19
67 KINGURRA (7)	P. Joubert	56	19	4-14-41-12	0.8016	3-16-43-35
68 PATRICE III (8)	P. King	50	14	4-11-20-21	0.8289	3-16-58-24
69 OTELLA	C. Montgomery	29	15	4-02-41-08	0.9016	3-16-58-30
70 AUSTRALIAN MAID (9)	J. Wardill	16	5	3-23-17-13	0.9392	3-17-29-37
71 MORNING BREEZE	P. Lalor, P. Manger & P. Godfree	107	16	5-07-25-21	0.7041	3-17-43-05
72 SEAQUESTA	N. Nicholson	63	20	4-15-56-29	0.8026	3-17-50-39
73 WITCHDOCTOR	The Rum Consortium	60	16	4-15-17-30	0.8082	3-17-56-45
74 HAMMER OF QUEENSLAND	A. Bloore	4	6	3-14-17-59	1.0455	3-18-13-35
75 SALTY LADY	R. Scoble	67	21	4-17-36-43	0.7964	3-18-28-50
76 ST JUDE	H. House	102	17	5-06-01-43	0.7192	3-18-37-54
77 NYNJA GO	R. Axe	83	17	4-21-25-19	0.7740	3-18-53-05
78 CONDOR	A. Paola	5	7	3-15-04-08	1.0538	3-19-45-12
79 APOLLO II	J. Duffin	61	17	4-15-21-11	0.8272	3-20-06-40
80 BALANDRA (10)	G. Henricke	82	18	4-21-20-20	0.7872	3-20-22-09
81 CENTREFOLD	B. Folbigg	59	18	4-15-13-45	0.8323	3-20-34-34
82 INSTANTABLE	G.&J. Wilson	81	22	4-21-19-04	0.7946	3-21-13-15
83 RAGER	M. Clement	8	8	3-17-14-22	1.0638	3-22-02-26
84 ICARUS	A. Ridley	76	19	4-18-38-53	0.8256	3-22-39-12
85 KOMANDER NEVELSKOY	V. Gamanov	68	20	4-17-55-57	0.8352	3-23-09-23
86 ADMIRAL NEVELSKOY	L. Lysenko	73	21	4-18-30-29	0.8358	3-23-42-41
87 MIDNIGHT MAGIC	I. Ritchie	89	22	4-22-33-06	0.8079	3-23-46-40
88 CAN CAN	G. Carlyle-Clarke	101	19	5-05-54-27	0.7685	4-00-45-36
89 BELLES LONG RANGER	Women On Water Syn	90	23	4-22-44-26	0.8382	4-03-31-42
90 HYPERDRIVE	J. Clarke	46	9	4-07-32-26	0.9789	4-05-21-21
91 ENTREPRENEURIAL SPIRIT	B. Ashenden	96	24	5-03-08-05	0.8500	4-08-39-52
92 ANACONDA II	J. Grubic	64	10	4-16-44-31	1.0268	4-19-45-48

FASTEST TIME: DRUMBEAT (A. BOND) 3-6-21-34.

RETIRED: 14

REDRESS AND PENALTIES: 1. 3 hours 34 min redress; 2. 3 hours 24 min redress; 3. 45 min redress; 4. 5 hours redress; 5. Infringement of rule 60 - penalty 30% - unpenalised positions - 20 overall (5 in division); 6. 1 hour redress; 7. 10 min time penalty (S.1.27.2(b)); 8. 4 hours redress; 9. 2 hours 30 min redress; 10. 10 min time penalty (S.1.27.2(b)).

IOR DIVISIONS:

MAXI DIVISION: DRUMBEAT
 DIVISION A: MADELINE'S DAUGHTER
 DIVISION B: ULTIMATE CHALLENGE
 DIVISION C: INTRIGUE
 DIVISION D: ILLUSION

ILLINGWORTH DIVISIONS:

MAXI DIVISION: DOCTOR TWO
 DIVISION A: UPTOWN GIRL
 DIVISION B: SHERATON HOBART
 DIVISION C: MIDDLE HARBOUR EXPRESS
 DIVISION D: SOLANDRA

IMS RESULTS

HANDICAP LINEAR RANDOM 14 COURSE LENGTH 630.4NM SCRATCH VALUE 377.8

PL YACHT NAME	LINE PLACE	M	A	B	C	D	Elapsed D-H-M-S	TCF	Corrected	
									D-H-M-S	D-H-M-S
1 CHALLENGE II	J. Daley	26	1				4-02-24-01	488.5	3-07-00-56	
2 MINI JUMBUK	J. Howell	34	1				4-03-45-27	495.0	3-07-14-04	
3 HAUPIA	I. Johnstone	41	2				4-06-22-28	509.8	3-07-15-35	
4 CONTINENTAL	M. Champion	18	2				4-00-38-43	474.7	3-07-40-37	
5 MIRRABOOKA	J. Bennetto	22	3				4-01-55-26	472.1	3-09-24-39	
6 UPTOWN GIRL	R. Winton/USSR Team	43	3				4-06-31-06	498.0	3-09-28-12	
7 NEVER A DULL MOMENT	C. Wilson	33	4				4-03-36-09	480.9	3-09-32-55	
8 DOCTOR WHO	R. Jackman	13	3				3-21-31-06	444.1	3-09-54-30	
9 MERCEDES IV	P. Stronach	42	4				4-06-27-06	494.9	3-09-56-46	
10 INCH BY WINCH	J. Goddard SNR	40	5				4-06-19-52	488.2	3-10-59-56	
11 ARABESQUE	N. Marr	44	5				4-07-05-23	490.9	3-11-17-05	
12 SOLANDRA	R.W. & C.A. Escott	86	7				4-22-03-37	568.8	3-12-36-51	
13 WHITE SWAN	A. Flecknoe-Brown	31	7				4-02-49-40	455.1	3-13-17-30	
14 STORMY PETREL	A. Pearson	66	2				4-17-13-12	534.3	3-13-48-54	
15 AUSTRALIAN MAID (1)	J. Wardill	16	8				3-23-17-13	431.0	3-13-58-16	
16 TURKEY SHOOT	A.&M. Hutton	51	6				4-12-24-42	505.3	3-14-05-06	
17 HYPERDRIVE	J. Clark	46	9				4-07-32-26	476.8	3-14-12-16	
18 HAMMER OF QUEENSLAND	A. Bloore	4	10				3-14-17-59	377.8	3-14-17-59	
19 SUNSEEKER	V.C. Thomas & J.H. Quinn	62	7				4-15-55-55	522.3	3-14-37-42	
20 ADVISOR RESEARCH (2)	B. Woods	49	11				4-07-47-29	474.8	3-14-48-20	
21 OTELLA	C. Montgomery	29	12				4-02-41-08	443.7	3-15-08-45	
22 ROLLER COASTER	J. Fuglsang	72	8				4-18-21-20	532.6	3-15-14-54	
23 BUGGBEAR	R.L. Bugg	70	9				4-18-17-26	528.5	3-15-54-05	
24 CUMBLOSSOM	T.H. Gunnensen	100	3				5-05-04-37	586.8	3-16-28-43	
25 PATRICE III (3)	P. King	50	13				4-11-20-21	485.5	3-16-28-47	
26 KINGURRA (4)	P. Joubert	56	10				4-14-41-12	496.6	3-17-53-00	
27 RECOOPERATOR	W. Cooper	99	4				5-04-58-47	578.0	3-17-55-21	
28 AUDACITY	R. Latham	84	5				4-21-37-00	535.5	3-18-00-06	
29 KAMEHAMEHA	A. Townley	95	6				5-02-41-27	562.7	3-18-18-46	
30 ZEUS II	J. Dunstan	103	7				5-06-17-14	593.1	3-18-20-13	
31 MARK TWAIN	H. O'Neill	80	11				4-20-36-20	526.9	3-18-29-47	
32 PERIE BANOU II	J. Sanders	85	8				4-22-00-32	534.0	3-18-39-24	
33 WITCHDOCTOR	The Rum Consortium	60	12				4-15-17-30	495.6	3-18-39-49	
34 MISTRESS AGAIN	D. Senogles	77	13				4-18-48-22	512.3	3-19-15-13	
35 PADAM II	K. Quinert	79	14				4-02-09-48	519.6	3-19-19-57	
36 SALTY LADY	R. Scoble	67	15				4-17-36-43	504.4	3-19-26-34	
37 APOLLO BATTERIES	R. Nyman	53	14				4-13-19-00	478.1	3-19-45-11	
38 DERWENT LASS	D.H. Coulbourn	106	9				5-07-23-06	577.0	3-20-30-10	
39 CENTREFOLD	B. Folbigg	59	15				4-15-13-45	482.6	3-20-52-39	
40 RUFF'N'TUMBLE	L. Rose	74	16				4-18-37-48	500.2	3-21-11-47	
41 ICARUS	A. Ridley	76	17				4-18-38-53	497.9	3-21-37-02	
42 ADRIANE	J. Davern	57	16				4-14-53-49	475.8	3-21-44-10	
43 MORNING BREEZE	P. Lalor, P. Manger & P. Godfree	107	10				5-07-25-21	596.8	3-21-48-04	
44 BALANDRA (5)	G. Henricke	82	28				4-21-20-20	511.9	3-21-51-23	
45 OUTLAW	B. McKay	55	17				4-14-24-54	470.4	3-22-11-59	
46 THE GOODIES	C.&L. Andrews	94	11				5-01-55-51	531.2	3-23-04-08	
47 EMMA	M. De Burca	93	19				5-01-33-44	529.1	3-23-24-04	
48 MARGARET RINTOUL	B. Gould	92	20				5-00-58-56	522.4	3-23-39-40	
49 BUSHRANGER	K. Miller	97	12				5-04-19-09	539.5	4-00-00-13	
50 ST JUDE	H. House	102	13				5-06-01-03	545.7	4-00-36-59	
51 ENTREPRENEURIAL SPIRIT	B. Ashenden	96	14				5-03-08-05	529.1	4-00-38-25	
52 ADAM'S APPLE	D. Wivell	65	18				4-17-07-36	460.3	4-02-40-18	
53 TERENCE J	R. Ralcliffe & Sons	98	15				5-04-21-02	523.4	4-02-51-16	
54 MORE IMAGINATION	T. Nicholas	105	16				5-07-19-44	540.0	4-02-55-33	
55 GUSTO	H. Denison	108	17				5-10-33-43	547.1	4-04-54-56	
56 BELLES LONG RANGER	Women On Water Syn	90	19				4-22-44-26	476.0	4-05-32-41	
57 CHINA BEAR	A.G. Clubb	87	20				4-22-05-11	469.8	4-05-58-34	
58 INNISFREE	L. Anderson	109	18				6-06-08-40	568.7	4-20-42-57	
59 GOLDEN SEAGULL	N. Hunter	110	19				7-01-48-18	589.0	5-12-49-18	

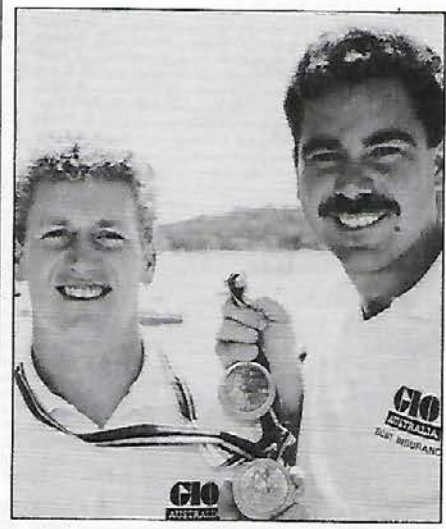
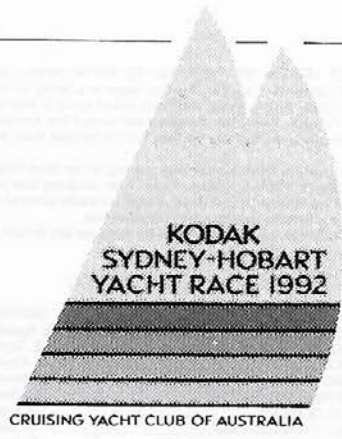
IMS RETIREMENTS: 5

REDRESS AND PENALTIES:

1. 2 hours 30 minutes redress; 2. 1 hour redress; 3. 4 hours redress; 4. 10 minute penalty (S.1.27.2(b)); 5. 10 minute penalty (S.1.27.2(b)); 6. Calculated finish time after time limit.

IMS DIVISION WINNERS:

DIVISION A: CHALLENGE II
 DIVISION B: MINI JUMBUK
 DIVISION C: SOLANDRA



Olympic Medallists to Start Hobart Fleet

Olympic yachting bronze medallists Mitch Booth and John Forbes will be the official starters for the 1992 Kodak Sydney-Hobart Yacht Race, firing the Cruising Yacht Club of Australia's cannon at 1300 hours on Boxing Day, December 26, to send the fleet on its way south to Tasmania.

The choice of Booth and Forbes, who missed out on winning the gold in the Tornado catamaran class by a mere 10 seconds in the final race, has a two-fold significance.

* It recognises their great performances of 1992, winning the World Championship in this high-performance catamaran and then coming within a fraction of the gold medal at Barcelona.

* It highlights the Sydney 2000 Olympic Bid and the magnificent venue of Sydney Harbour for Olympic yachting, with the shorebase facilities being centred around the Cruising Yacht Club in Rushcutters Bay.

* The starting cannon for the Kodak Sydney-Hobart Yacht Race will be mounted aboard the charter vessel Aussie One but the actual starting signals will be made from a craft moored on the Shark Island end of the forward starting line.

The starting procedure will be the firing of the "Ten Minute Gun" to mark the hoisting of the Preparatory Signal at 1250 hours, followed by the "Five Minute Gun" and the Warning Signal at 1255, then the "Starting Gun" and Starting Signal at 1300 hours.

There will be no general recall, only individual recalls of yachts breaking the starting line, which will be broadcast on the race frequency 30 minutes after the start.

THE RACE AND THE WEATHER: The 1989 NorTel Sydney-Hobart race saw the introduction of the new IMS handicap category, with yachts able to enter both categories if eligible. The race began in a fading 10 knot westerly, with the entire fleet starting on port hand but as the leaders cleared the searack outside Sydney Heads the breeze kicked into a 20 knot nor'wester giving the fleet a spinnaker run down the coast, with gale warning issued for strong nor'westers. By the time *Drumbeat* had passed Port Kembla, it had gone back to the west again and during the first night to the south-west at 40 knots. Throughout the next day the fleet two-sail reached down the NSW South Coast in strong westerlies and south-westerlies of between 30 and 40 knots.

Strong to galeforce south-westerly winds were howling across Bass Strait as the fleet headed into "the paddock" with several yachts suffering damage and a crew member of *BP Flying Colours*, Peter Taylor, receiving fatal head injuries when a runner broke and the rig collapsed. While the winds eased for the leaders of the Tasmanian East Coast, a fresh nor'easter powered in again for the One Tonners, giving *Ultimate Challenge* and *Sagacious* a boat-for-boat surfing ride to take the top honours on corrected time.

On an historic note, the overall winner of the inaugural IMS division was *Challenge III*, which in 1983 had been overall winner under IOR ratings.

1990

CLASS I - CORRECTED OVERALL RESULTS (FINAL)

O'ALL	PL	YACHT NAME	SKIPPER	STATE/ C'TRY	LINE	DIVISIONAL				Elapsed D-H-M-S	TCF	Corrected D-H-M-S
						M	A	B	C			
	1	SAGACIOUS V	G. Apploby	NSW	11		1			3-13-01-43	0.7967	2-19-44-32
	2	CHUTZPAH	B. Taylor	VIC	34			1		4-01-21-32	0.7324	2-23-18-20
	3	ILLUSION	G. Knezic	VIC	33				2	4-01-05-14	0.7345	2-23-18-38
	4	ANDURIL	D. Kennedy	NSW	27			2		3-21-45-09	0.7625	2-23-29-11
	5	WESTERN PORT VENTURE	P. Grant	VIC	14			3		3-17-43-49	0.7968	2-23-29-50
	6	FUJITSU DEALERS	J. Eyles	NSW	24			4		3-21-31-26	0.7648	2-23-31-37
	7	BEYOND THUNDERDOME	P. Wheeler	UK	15			5		3-18-03-14	0.7983	2-23-53-24
	8	RINDABELLA	G. Snow	ACT	3	1				2-22-33-07	1.0213	3-00-03-17
	9	ROTHMANS	L. Smith (1)	UK	12	3				2-19-07-02	1.0567	2-22-55-22
(Penalty 10% - Was O/A 2, Div 1)												
	10	RAGAMUFFIN	S. Fischer	NSW	1	2				2-21-05-33	1.0559	3-00-57-17
	11	DOCTOR WHO	R. Jackman	TAS	10	4				3-07-23-02	0.9261	3-01-31-03
	12	SHERATON HOBART	J. Smith	TAS	22		6			3-20-42-42	0.7958	3-01-46-48
	13	ONCE A JOLLY SWAGMAN	A. Brierty	WA	21	7				3-20-41-15	0.7966	3-01-50-06
	14	CONDOR	A. Paola	NSW	2	5				2-21-59-08	1.0574	3-01-53-49
	15	NUZULU	E. Psaltis/P. Ward	NSW	58			3		4-10-11-30	0.7001	3-02-20-41
	16	FREIGHT TRAIN	D. Parkes	NSW	9	6				3-02-02-02	0.9559	3-02-35-33
	17	KINGS CROSS SYDNEY	R. Stone	NSW	40			8		4-02-37-59	0.7627	3-03-13-39
	18	BIG SCHOTT	P. Bush	NSW	29			9		4-00-07-50	0.7965	3-04-34-05
	19	NADIA IV	T. Dallan	ACT	32		10			4-01-05-13	0.7908	3-04-46-35
	20	MIRABOOKA	J. Bennetto	TAS	17		1			3-19-05-04	0.8537	3-05-45-32
	21	THE ROPEFUNNER	M. Ward	TAS	37		11			4-02-22-44	0.7909	3-05-48-28
	22	SUREFOOT	D. Millikan	VIC	38			12		4-02-26-01	0.7909	3-05-51-04
	23	INDIAN PACIFIC	S. McDonald	VIC	36			13		4-02-20-48	0.7922	3-05-54-37
	24	HELSAL II	K. Flint	SA	6	7				3-03-27-50	1.0353	3-06-07-40
	25	HAMMER OF QUEENSLAND	A. Bloore	QLD	5	8				3-02-46-12	1.0455	3-06-10-19
	26	MARK TWAIN	H. O'Neill	NSW	57			14		4-07-45-22	0.7555	3-06-23-16
	27	TURKEY SHOOT	A. Hutton	TAS	47			15		4-03-13-11	0.7928	3-06-39-41
	28	DRY WHITE	D. Leitch	TAS	43			16		4-03-06-38	0.7966	3-06-57-05
	29	FIRST LIGHT	W. Mountford	NSW	51			17		4-03-20-01	0.7951	3-06-58-49
	30	BACARDI	G. Ainley/J. Williams	VIC	31		2			4-00-40-28	0.8192	3-07-11-45
	31	WITCHDOCTOR	Rum Consortium	NSW	39		3			4-02-26-20	0.8056	3-07-18-09
	32	SAGACIOUS II	P. Jacka	VIC	41		4			4-02-41-24	0.8036	3-07-18-26
	33	KINGURRA	P. Joubert	VIC	49		5			4-03-15-36	0.8016	3-07-34-01
	34	SUELAN	J. Buckland	SA	50		6			4-03-19-10	0.8063	3-08-04-53
	35	MERCEDES IV	P. Stronach	NSW	45		7			4-03-06-59	0.8082	3-08-06-21
	36	ZEUS II	J. Dunstan	NSW	74			4		4-22-37-50	0.6768	3-08-17-21
	37	SOLANDRA	C. Escott	TAS	62			5		4-17-20-12	0.7114	3-08-37-40
	38	SINGAPORE GIRL	P. Steigrad/S.W. Her (2)	SP	86			11		4-03-19-11	0.7338	3-00-52-51
(Penalty 40% - Was O/A 10, Div 3)												
	39	LA MONIQUE	B. Brooks	NZ	52		8			4-09-22-54	0.8121	3-08-42-28
	40	IMPECCABLE	J. Walker	NSW	81			6		4-15-45-24	0.7301	3-09-35-44
	41	AGGRO	S. Collis	VIC	42		9			4-02-44-58	0.8330	3-10-15-30
	42	GUMBLOSSOM	T. Gunnersen	VIC	79			7		5-02-03-33	0.6794	3-10-55-37
	43	STAR FERRY	J. Conroy	NSW	60			18		4-13-21-49	0.7608	3-11-12-14
	44	ITS A HIT	J. Messenger	NSW	77			8		5-00-43-28	0.7061	3-13-14-37
	45	VENINDE III	F. Walker	NSW	70			9		4-20-17-19	0.7480	3-14-59-02
	46	WESTERLY	W. Mills	TAS	78			10		5-01-21-22	0.7274	3-16-16-28
	47	ALEXANDER OF CRESWELL	RAN	NSW	69		10			4-19-07-45	0.8109	3-21-21-30
	48	SIR THOMAS SOPWITH	OYCA	NSW	82			9		6-16-30-36	0.9318	6-05-33-48
	49	ANACONDA II	J. Grubic (3)	SA	85		10			4-21-52-16	1.0268	5-01-0148

(Penalty 10% - Was O/A 48, Div 9)

CLASS 1 RETIREMENTS: 17

- (1) Subject to 10% penalty imposed under Sailing Instruction 29.3.
- (2) IYRU Rule 37.3 & 38.2(a)
- (3) IYRU Rule 54

CLASS II - CORRECTED OVERALL RESULTS (FINAL)

O'ALL	PL	YACHT NAME	SKIPPER	STATE/ C'TRY	LINE	DIVISIONAL				Elapsed D-H-M-S	TCF	Corrected D-H-M-S
						M	A	B	C			
	1	DOCTOR WHO	R. Jackman	TAS	10	1				3-07-23-02	0.21-16-34	2-10-06-28
	2	COTTON BLOSSOM II	E. Barren	VIC	8	2				3-06-42-21	0.14-58-19	2-14-44-02
	3	NEVER A DULL MOMENT	C. Wilson	NSW	19	3				3-20-13-19	1-03-20-05	2-16-53-14
	4	LIGHTWAVE	R. Lavett	QLD	23			1		3-21-18-09	1-04-24-11	2-16-53-48
	5	DOW AIR	Farr Lap Syndicate	NSW	54			1		4-03-35-15	1-10-24-34	2-17-10-41
	6	BIG SCOTT	P. Bush	NSW	29			2		4-00-07-50	1-05-57-41	2-18-10-09
	7	RENEGADE	R. Francis	SA	44			2		4-03-06-42	1-08-40-33	2-18-26-09
	8	MIRABOOKA	J. Bennetto	TAS	17	4				3-19-05-04	1-00-20-26	2-18-44-38
	9	SUELAN	J. Buckland	SA	50			3		4-03-19-10	1-08-12-11	2-19-06-59
	10	TURKEY SHOOT	A. Hutton	TAS	47			4		4-03-13-11	1-09-02-43	2-19-10-28
	11	SOLANDRA	C. Escott	TAS	62			1		4-17-20-12	1-21-47-30	2-19-32-42
	12	MARK TWAIN	H. O'Neill	NSW	57			2		4-07-45-22	1-12-07-32	2-19-37-50
	13	HAUPIA	T. Johnston	NSW	48			5		4-03-13-15	1-07-27-00	2-18-46-15
	14	WOOLLY JUMPER	G. Wood	NZ	20			5		3-20-26-41	1-00-38-17	2-19-48-24
	15	ARIANER	R. Mitchell	VIC	49			6		4-04-44-17	1-08-55-15	2-19-42-02
	16	KINGURRA	P. Joubert	VIC	49			7		4-03-15-36	1-07-21-45	2-19-53-51
	17	HYPERDRIVE	J. Clark	NSW	26			6		3-21-41-16	1-01-17-10	2-20-24-06
	18	SUREFOOT	D. Millikan	VIC	38			3		4-02-26-01	1-06-01-54	2-20-24-07
	19	MATANGI	J. Bleakley	NSW	46			8		4-03-09-18	1-06-39-43	2-20-29-35
	20	INDIAN PACIFIC	S. McDonald	VIC	36			4		4-02-20-48	1-05-42-59	2-20-37-49
	21	WITCHDOCTOR	Rum Consortium	NSW	39			5		4-02-26-20	1-05-37-44	2-20-48-36
	22	CONTINENTAL	M. Champion	NSW	25			7		3-21-34-07	1-00-43-32	2-20-50-35
	23	SAGACIOUS II	P. Jacka	VIC	41			6		4-02-41-24	1-05-40-53	2-21-00-31
	24	MARARA	W. Ratcliff	NSW	66			3		4-18-38-28	1-21-29-38	2-21-08-50
	25	OVERDRAFT	D. Smith (1)	QLD	53			7		4-03-29-23	1-06-15-33	2-21-13-50
	26	ZEUS II	J. Dunstan	NSW	74			4		4-22-37-50	2-01-08-10	2-21-29-40
	27	DRY WHITE	D. Leitch	TAS	43			8		4-03-06-38	1-05-23-01	2-21-43-37
	28	LA MONIQUE	B. Brooks	NZ	52			9		4-03-22-54	1-05-34-35	2-21-48-19
	29	MERCEDES IV	P. Stronach	NSW	45			10		4-03-06-59	1-04-59-54	2-22-07-05
	30	AGGRO	S. Collis	VIC	42			11		4-02-44-58	1-03-43-12	2-23-01-46
	31	WILD HONEY	J. Griffiths	QLD	35			8		4-01-21-57	1-02-18-06	2-23-03-51
	32	HJACKER	R. and J. Lodge	NZ	30			9		4-00-36-16	1-01-17-10	2-23-19-06
	33	GUMBLOSSOM	T. Gunnersen	VIC	79			5		5-02-03-33	2-01-51-15	3-00-12-18
	34	WESTERLY	W. Mills	TAS	78			6		5-01-21-22	2-00-25-06	3-00-56-16
	35	TERENCE J.	K. Ratcliff	TAS	73			7		4-22-35-22	1-20-30-48	3-02-04-34
	36	AUSTRALIAN MAID	J. Wardill	NT	18	10				3-19-41-55	0-17-24-22	3-02-17-33
	37	MAHOGANY	NSW	59				9		4-10-33-29	1-08-07-58	3-02-25-31
	38	MORE INFORMATION	T. Nicholas	SA	67			8		4-18-50-44	1-16-16-32	3-02-34-12
	39	MORNING TIDE	J. Lawler	NSW	76			9		5-00-11-11	1-20-50-45	3-03-20-26
	40	EMMA	M. De Burca	NSW	65			10		4-17-48-36	1-13-46-17	3-04-02-19
	41	TURKEY CONNECTION	A. Hutton	WA	64			11		4-17-39-53	1-12-35-54	3-05-03-59
	42	VENINDE III	F. Walker	NSW	70			12		4-20-17-19	1-13-56	

this time for his second in the 1992 Finn Gold Cup, the best-ever result by an Australian in this demanding class.

Other finalists for the Ampol award covered a broad spectrum of yachting in Australia and included world champion boardsailor Natasha Sturges, from Helensburgh, near Wollongong, who in the past year has won her second IYRU world youth championship, sailed in Portugal.

Natasha was again awarded the Ampol Youth Yachtsman of the Year accolade.

Victorian Yachtsman of the Year

The 1992 Victorian Yachtsman of the Year Award, sponsored by Telecom National Business Directory, has been won by two young women sailors.

Olympians Jeni Lidgett (27), an investment advisor, and Addy Bucek (31), a computer programmer, were nominated for the award by both Black Rock Yacht Club and Davey's Bay Yacht Club.

The pair have been sailing together in 470s for about six years and the award followed their sixth placing in the Barcelona Olympic Games.

Addy also won the award with her brother Frank in 1975.

Other nominations for the award were: Paul McKenzie, Colac YC; Fiona Taylor, Davey's Bay YC; Grant Wharington, Mornington YC; Stephen Boyes, Stephen Peel and Stephen Jackson, Royal Geelong YC; Michael Brown, James Thomson, Davey's Bay YC; and Bill Hodder nominated by a consortium of sailing club members.

The Junior Yachtsman of the Year was won by Carl Schmidt from Black Rock Yacht Club. The 19-year-old won the World Junior OK Dinghy Championship in 1991, has been the Australian Junior Champion for the past five years and again won the World Junior Championship in Denmark this year.

Carl was also voted Junior Yachtsman of the year in 1990. Other nominations were: Ryan Grieve, Royal Yacht Club of Victoria; Brent Frankcombe, Sorrento Sailing Club, and Luke Myers, nominated by a consortium of sailing club members.

The Motor Yachtsman of the year was awarded to Bert Mitchellson, of Mordialloc Motor YC.

MSB Waterways Now Open On Saturdays

The MSB Waterways Authority has announced that it is opening its Rozelle Bay office in Sydney on Saturday mornings for a four-week trial period from November 28 to December 19 inclusive.

Hours of operation will be 8.30am to 12.30pm, and customers will be able to sit for and renew their boat driver's licence, renew boat registrations as well as carry out their general business.

Boat owners who would like further information can contact the Waterways information line on 364 2888 seven days per week from 8.30am to 4.30pm.

46 CASHFLOW	G. Rowland	VIC	63	11	4-17-34-23	1-06-19-45	3-11-14-38
47 EMERALD CITY	R. Breadman (2)	NSW	55	11	4-04-07-33	1-02-39-07	3-01-28-26
(PENALTY 20% - Was O/All 35, Div 10)							
48 SCORPIO II	M. Haller	VIC	81	15	5-08-57-55	1-20-58-07	3-11-59-48
49 VENETTA	C. Reid	NZ	80	16	5-07-05-45	1-15-26-06	3-15-39-39
50 EAGLE	J. Boys (3)	NSW	71	12	4-11-02-58	1-04-36-47	3-06-26-11
(PENALTY 10% - Was O/All 44, Div 12)							
51 ARIADNE II	R. Mitchell	TAS	82	17	6-16-30-36	1-15-27-09	5-01-03-27
52 YARINDI III	F. Binns	TAS	84	18	7-14-00-00	2-01-13-25	5-12-46-35

CLASS II RETIREMENTS: 8

(1) Redress of 40 minutes (2) Sailing Instruction 37 (3) IYRU Rule 54

CLASS III - CORRECTED OVERALL RESULTS (FINAL)

PL	YACHT NAME	SKIPPER	C'TRY	PL	A	B	C	D	Elapsed	ALL		Corrected
										D-H-M-S	D-H-M-S	
1	FUJITSU DEALERS	J. Eyles	NSW	24	1				3-21-31-26	1-09-16-16	2-12-15-10	
2	SWEET CAROLINE	S. Ellis	HK	13	2				3-17-34-41	1-03-45-18	2-13-49-23	
3	BRINDABELLA	G. Snow	ACT	3	3				2-22-33-07	0-07-07-37	2-15-25-30	
4	RATTLE AND HUM	N. Kishimoto	JAP	16	4				3-18-58-47	1-01-09-30	2-17-55-17	
5	HAMMER OF QUEENSLAND	A. Bloore	QLD	5	5				3-02-46-12	0-08-48-29	2-17-57-43	
6	NADIA IV	T. Dalton	ACT	32	6				4-01-05-13	1-04-39-56	2-20-25-17	
7	HELIAL III	J. Wertheimer	TAS	7	7				3-04-29-58	0-07-50-42	2-20-39-16	
8	FIRST LIGHT	W. Mountford	NSW	51	8				4-03-20-01	1-05-03-03	2-22-16-58	
9	BOBSLED	G. Bush & N. Feros	NSW	4	9				2-23-12-01	0-00-00-00	2-23-12-01	
10	GROUP THERAPY	Syndicate/A. Chalk	NSW	28	10				3-23-56-12	0-22-17-30	3-01-38-42	

CLASS III RETIREMENTS: 3

FASTEST TIME: RAGAMUFFIN 2-21-05-33

IOR DIVISIONS:

MAXI DIVISION: BRINDABELLA
DIVISION A: MIRRABOOKA
DIVISION B: SAGACIOUS V
DIVISION C: CHUTZPAH

IMS DIVISIONS

DIVISION A: DOCTOR WHO
DIVISION B: LIGHTWAVE
DIVISION C: DOW AIR
DIVISION D: SOLANDRA

1990 RACE AND WEATHER: High winds, fast reaches, exhausting windward work, controversy on the dock and a brilliant IOR win by Sagacious V - the NorTel 46th Sydney-Hobart Race had everything but a new record. In the midst of the deepening recession a respectable fleet of 106 yachts set sail in a good south-easterly breeze and made a fast start down Harbour under spinnakers. The first casualties came within hours of the start, when two new Half-Tonnars were dismasted and the drop-out continued the next day as the fleet powered downwind under spinnakers with the wind swinging to the nor-east, freshening to more than 30 knots, with some yachts reporting gusts of 50 knots. In Bass Strait the maxi ran into a vicious low which had earlier played havoc with the fleet setting sail in the races from Melbourne to Devonport and Hobart, giving them a two-sail race in 35 knot westerlies. However, in the lee of the Tasmanian East Coast, the winds eased away and Rothmans' chance of a race record disappeared. She finally crossed the line with an elapsed time of 2 days 19 hours 7 minutes 2 seconds, the third fastest time in 48 years. However, Rothmans line honours position, nor her provisional overall second place on corrected time, was not to stand. The Race Committee penalised the British yacht 10% of placings on corrected time and stripped her of the line honours award for breaching Rule 26 (advertising) by flying a spinnaker with an illegal advertising logo on it. As a result, Ragamuffin was awarded line honours and first place overall on IOR corrected times went to Sagacious V.

1991

IOR HANDICAP RESULTS

PL	YACHT NAME	SKIPPER	C'TRY	PL	A	B	C	D	Elapsed	TCF	Corrected
1	ATARA	H. Cudmore/J. Storey	IRE	11	1				3-09-50-04	0.8320	2-20-05-11
2	ULTIMATE CHALLENGE	L. Abrahams	VIC	16	1				3-13-21-35	0.7980	2-20-07-01
3	SANCTURAY COVE QLD MAID	R. Robertson	NSW	18	2				3-13-55-07	0.7945	2-20-15-44
4	SALAMANCA INN	J. Fugisang	AUS	19	3				3-14-49-28	0.7887	2-21-10-23
5	ANOTHER CONCUBINE	J. Parker	AUS	20	4				3-14-58-24	0.7965	2-21-16-27
6	SHERATON HOBART	I. Smith	TAS	22	5				3-15-51-46	0.7940	2-21-45-47
7	INTRIGUE	D. Calvert	TAS	23	6				3-15-52-32	0.7939	2-21-45-52
8	WILD OATS	G. Psaltis/P. Ward	NSW	61	1				4-04-28-56	0.7001	2-22-20-51
9	EMECO ONCE A J SWAGMAN	B. Foye/R. Hickman/L. Peckman	NSW	15	2				3-13-10-34	0.8268	2-22-25-25
10	EMECO ONCE A J SWAGMAN	A. Brierly	AUS	24	7				3-16-33-03	0.7966	2-22-02-23
11	EX-TENSION	T. Dunn/J. English	IRE	31	8				3-21-05-30	0.7613	2-22-52-14
12	STAR FERRY	J. Conroy	NSW	49	9				4-00-43-59	0.7340	2-23-00-07
13	KINGS CROSS	R. Stone	NSW	34	9				3-21-15-38	0.7827	2-23-07-47
14	FUJITSU DEALERS	J. Eyles	NSW	36	10				3-21-33-30	0.7634	2-23-25-21
15	FIRST LIGHT	W. Mountford	NSW	27	11				3-20-15-56	0.7915	3-01-01-41
16	WESTERN PORT VENTURE	P. Grant	VIC	25	12				3-19-59-09	0.7964	3-01-15-27
17	SILVER MINX	G. Player	NSW	43	13				3-23-08-01	0.7720	3-01-26-35
18	IMPECCABLE	J. Walker	NSW	64	14				4-04-54-53	0.7285	3-01-30-59
19	PALADIN	P. Sajet/V. Mehrmann	VIC	32	14				3-21-06-04	0.7960	3-02-06-31
20	ESCAPEE NOU-CALEDONIE	M. Lavigne	NCA	63	4				4-04-51-56	0.7397	3-02-56-37
21	KNUCKLEDUSTER	P. Cush	NSW	75	5				4-11-46-50	0.6927	3-02-39-35
22	FLY BY NIGHT	J. Drake	VIC	70	6				4-05-45-24	0.7345	3-02-44-25
23	HOT PROPERTY	R. Turnbull	TAS	47	15				4-00-36-49	0.7738	3-02-47-07
24	BRINDABELLA	G. Snow	ACT	1	3				3-01-14-09	1.0240	3-02-59-37
25	BACARDI	G. Ainsley/J. Williams	VIC	26	4				3-20-10-01	0.8192	3-03-30-11
26	DENSO EINSTEIN	Purtell Bros	VIC	76	7				4-12-17-31	0.7035	3-04-11-00
27	ZUMDISH	H. Hertzberg	VIC	78	8				4-12-48-25	0.7007	3-04-14-28
28	THE MILLENNIUM FALCON	J. Messinger	NSW	79	9				4-13-46-50	0.7061	3-05-30-58
29	FREIGHT TRAIN	D. Parkes	NSW	10	5				3-09-29-00	0.9552	3-05-49-58
30	ZEUS II	J. Dunstan	NSW	88	10				4-22-00-43	0.6768	3-07-52-14
31	APOLLO	V. D'Emilio	QLD	3	6				3-04-51-00	1.0469	3-08-27-15
32	HELIAL II	K. Flint	SA	32	7				3-05-32-23	1.0389	3-08-33-22
33	IVANHOE	H. Vaisanen	QLD	57	8				4-04-13-34	0.8609	3-14-17-05
34	ANACONDA II	J. Grubic	SA	37	9				3-21-46-56	1.0268	4-00-17-44

IOR RETIREMENTS: J.L.W. CHUTZPAH (Vic), RAW TALENT (NSW)

IMS HANDICAP RESULTS

PL	YACHT NAME	SKIPPER	C'TRY	PL	A	B	C	D	Elapsed	SEC/M	Corrected
1	SHE'S APPLES II	D. Strong	NSW	21	1				3-15-19-20	501.6	2-21-15-03
2	PHOENIX	S. Everett	QLD	14	1				3-11-44-14	478.3	2-21-44-55
3	OZ FIRE	D. Coulter	NSW	9	2				3-07-46-38	448.9	2-22-56-03
4	ICEFIRE	P. Taylor	NZ	8	3				3-06-57-35	443.1	2-23-07-56
5	DOCTOR WHO	R. Jackman	TAS	12	4				3-11-00-31	464.2	2-23-29-11
6	NORTHWEST AIRLINES	R. Steel	NSW	29	5				3-20-23-34	509.9	3-00-52-04
7	KINGURRA	P. Joubert	VIC	40	6				3-22-47-53	521.2	3-01-17-40
8	FASCINATION III	A. Blakney	TAS	39	7				3-22-46-13	520.0	3-01-28-36
9	NEVER A DULL MOMENT	C. Wilson	NSW	28	2				3-20-17-16	504.6	3-01-41-28
10	VENETTA	C. Reid	NZ	59	3				4-04-19-13	549.8	3-01-48-30
11	AGGRO	S. Collis	VIC	35	3				3-21-16-10	508.5	3-01-59-23
12	FINAL APPROACH	D. Johnson	USA	13	4				3-11-29-11	452.0	3-02-06-02
13	BIRD ON A WIRE	J. Gaunt	WA	42	8				3-22-58-28	517.5	3-02-07-07
14	TURKEY SHOOT	A. Hutton	TAS	50	1				4-01-08-00	529.3	3-02-12-41
15	HUMMINGBIRD	J. Quinn	NSW	52	2				4-02-21-14	536.2	3-02-13-25
16	MARK TWAIN	H. O'Neill	NSW	67	3				4-05-23-17	552.6	3-02-23-09
17	THE SIDEWALK CAFE	J. Baxter	WA	62	2				4-04-48-36	549.2	3-02-24-12
18	HAMMER OF QUEENSLAND	A. Bloore	QLD	2	9				3-02-30-56	398.4	3-02-30-56
19	SUREFOOT	D. Millikan	VIC	48	5				4-00-39-22	523.7	3-02-42-53
20	MERCEDES IV	P. Stronach	NSW	44	10				3-23-27-16	516.3	3-02-48-32
21	HELIAL III	J. Yonge	NSW	7	11				3-06-49-24	420.7	3-02-55-06
22	TRADITION	W. Strangways	SA	74	3				4-11-15-21	582.7	3-02-58-58
23	ROCKIE	B. Woods	NZ	60	4				4-04-28-05	542.1	3-03-18-17
24	RAGER	W. Knobelspies	NSW	6	12				3-06-09-51	408.9	3-04-19-32
25	MORNING TIDE	J. Lawler	NSW	81	4				4-14-33-12	593.7	3-04-21-15
26	FIRETEL	R.M. Lawler	NSW	77	5				4-12-21-21	581.1	3-04-21-47
27	NYNJA GO	D. Pomfret	NSW	55	5				4-04-01-32	531.9	3-04-38-54
28	PILGRIM	D. Quirk	NSW	41	6				3-22-49-27	501.4	3-04-47-16
29	SAGACIOUS II	P. Jacka	VIC	51	7				4-02-00-55	517.9	3-05-05-22
30	LADY PENRYN OF NIRIMBA	RAN	NSW	68	6				4-05-24-22	533.9	3-05-40-43

Short-Handed Race To Lord Howe

THE Short-Handed Sailing Association's inaugural "Dash for Cash" over a 412 nautical mile course to Lord Howe Island was won by Lake Macquarie combination of Col Butterworth and Peter Johnson in *Electric Blue*, who were rewarded with the winner's cheque of \$500 by America's Cup yachtsman Hugh Trehane at the prize-giving at Capella South guest house on Lord Howe.

Line honours went to Osaka Cup veterans Marc Michel and Bruce Hitchman, who teamed in Hitchmans modified Farr 11.6 *Pacific Breeze* to take the gun with an elapsed time of 3 days 5 hours 55 minutes some 6 hours clear of the next boat and a cheque for \$700 for line honours and second on corrected time.

Third went to Ken Peterson/Peter Zenda in *Ratu VI* Stewart 34, with \$300.

Conditions ranged from gale force nor'easters, which caused the retirements of the Beneteau 10m *First Class* and the Adams 15.2 *Blind Panic* on the second day, to fresh sou' westerlies, which provided fast running and reaching for the last 24 hours.

SSAA chairman Marc Michel reminded competitors at the prize-giving that the Hobart race had a small beginning and that the association hoped to award prize money of up to \$2500 with a larger fleet next year.

PL	YACHT NAME	SKIPPER	STATE/ C'TRY	LINE	Elapsed D-H-M-S	TCF	Corrected D-H-M-S
34	TARA II	C. Gorman	NSW	66	8 4-05-08-19	528.9	3-06-17-12
35	HYPERDRIVE	J. Clark	NSW	45	8 3-23-46-33	496.1	3-06-40-03
36	GUMBLOSSOM	T. Gunnerson	VIC	87	9 4-20-52-38	616.3	3-06-43-14
37	SANTANA BABY LOCK	L. Wings	VIC	54	9 4-03-59-53	518.3	3-07-00-08
38	STRUEN MARIE	B.&L. Wherry	NSW	85	10 4-18-21-40	598.7	3-07-17-11
39	ICARUS	A. Ridley	NSW	65	8 4-05-07-45	521.6	3-07-33-20
40	DOUBLE OR NOTHING	J. Bush	QLD	10	4-03-57-44	514.6	3-07-36-52
41	RIMFIRE II	J. Moffatt	SA	58	13 4-04-15-47	511.0	3-08-32-44
42	INCH BY WINCH	K. Goddard	NSW	56	14 4-04-09-44	510.1	3-08-36-08
43	TERENCE J	J. Ratcliffe	TAS	80	11 4-14-05-32	559.5	3-09-52-55
44	EMERALD CITY	R. Breadman	NSW	72	11 4-06-08-24	491.0	3-13-55-29
45	GAMBOL	W. Gryst/H. Davis	SA	86	9 4-20-49-18	545.2	3-19-06-35
46	CHAOS	Excalibur Syndicate	TAS	91	10 4-04-46-41	542.2	3-03-37-49
(Pen. 40% was O/A 24, Divn 5)							
47	CATRIONA McDONALD	P. Lhuede	NSW	89	12 4-23-59-52	536.4	3-23-49-57

IMS RETIREMENTS: MIRRABOOKA (Tas), BOOMAROO (Old), JACOBINA (Vic), MISTRESS MERCY (NSW), ONAWA (ACT).

PHS HANDICAP RESULTS

PL	YACHT NAME	SKIPPER	STATE/ C'TRY	LINE	Elapsed D-H-M-S	TCF	Corrected D-H-M-S
O'ALL							
1	ALLEGRO	P. Williams	TAS	84	4-18-10-46	0.686	3-06-19-38
2	THERMOPYLAE OF EDEN	G. Alexander	NSW	90	5-00-06-23	0.686	3-10-23-35
3	SCORPIO 2	M. Haller	VIC	82	4-15-13-26	0.787	3-15-32-00
4	ADAM'S APPLE	D. Wivell	TAS	38	3-22-45-39	0.960	3-18-58-13
5	BLIND PANIC	P. Bush	NSW	17	3-13-38-32	1.079	3-20-24-29
6	MORNING MIST II	A. Neate	VIC	30	3-21-05-20	1.000	3-21-05-20
7	WITCHDOCTOR	Rum Consortium	NSW	46	4-00-12-47	0.980	3-22-17-20
8	GROUP THERAPY	A. Chalk	NSW	33	3-21-13-16	1.021	3-23-10-44
9	VETER	Vladivostok Synd.	USSR	69	4-05-25-30	0.967	4-02-04-41
10	ZUE/MITRE 10	P. Sorenson	NSW	4	3-05-01-25	1.391	4-11-08-23

FASTEST TIME: BRINDABELLA 3-01-14-09

PHS RETIREMENT: AMAZON (NSW).

IOR DIVISIONS

DIVISION A: ATARA

DIVISION B: ULTIMATE CHALLENGE

DIVISION C: NUZULU

IMS DIVISIONS

DIVISION A: PHOENIX

DIVISION B: SHE'S APPLES II

DIVISION C: TURKEY SHOOT

DIVISION D: VENDETTA

1991 RACE AND WEATHER

The Kodak Sydney-Hobart Race started from the now well established "two-line start" off Shark Island in Sydney Harbour. A 15 knot nor'easter gave a good "work" to the Heads with a two mile "reach" to the offshore turning mark. The wind freshened to 20-25 knots before night fell. It eased in strength during that night but came back again from the nor'east on the morning of the second day at 15 knots and built up during the day to 25 knots. A southerly change met the leaders of the fleet in the early evening of Friday 27th at 20 knots, thus ending the record breaking times which were being created. This breeze continued through the third day and most yachts found themselves "leeching up" on the east coast of Tasmania after a fresh work across Bass Strait. Three of the potential placegetters damaged their rigs in the crossing and retired. The leading yachts rounded Tasman Is. at around 0800 hours on Sunday 29th with the rest of the fleet back along the Tasmanian Coast, sailing into a fresh south to sou'easterly breeze. A lading sou'easterly carried the front runners across Storm Bay and slowly up the Derwent River in the mid-afternoon of Sunday 29th. Monday, the fourth day, saw a continuance of the light sou'easterly and as a consequence some of the smaller yachts which appeared to be set for success in their divisional placings failed to keep up their previous speeds. Only five tailenders were still on the course come daylight on Tuesday 31st.

In summary, the fleet had enjoyed a good run down the NSW coast, a fresh work across Bass Strait, and a generally slower finish across Storm Bay and up the Derwent River. The retirement rate of 8% was amongst the lowest experienced in the past 15 years.

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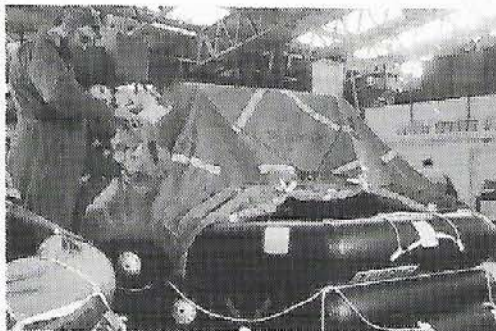
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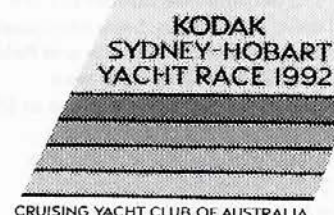


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HOBART HEROES

25 RACES PLUS!



Since that small group of intrepid sailors headed south towards Tasmania in the inaugural Sydney-Hobart 45 years ago, many thousands of yachtsmen and women from around the world have taken part in what has become part of Australia's sporting heritage.

Most have returned to "do another Hobart", many notching up many races, but so far only 22 yachtsmen have been recorded by the Cruising Yacht Club of Australia as having reached the status of having their names engraved on the Sydney-Hobart Roll of Honour – for those who have sailed in 25 of the great annual bluewater classic.

Not all of the 22 are still actively racing offshore, but only two have reached that Great Constitution Dock in the sky – TWT (Bill) Thompson, who passed away in 1989, and Peter Green, who passed away last year.

Certainly quite a few of these Hobart Heroes will be racing south again this year, among them being John Bennetto from Hobart, Richard Hammond, Colin Betts, Lou Abrahams, Bruce Gould, David "Lawso" Lawson, Albert Mitchell, Dick Norman, Bernie Case and Josko Grubic.

Here, in order of total races, are those 22 yachtsmen who have recorded 25 or more Sydney-Hobarts and the yachts which they sailed aboard:

Peter Green (NSW) - 35 races, including overall winner *Pacha* (1970) and line honours winner *Ballyhoo* (1976). Peter sailed aboard *Margaret Rintoul* in 1949 and again 40 years later in 1989.
Race yachts since 1947: *Saltair, Archina, Margaret Rintoul* (2), *Ellida, Moonbi, Gypsy Queen, Ripple, Catriona* (2), *Joanne Brodie* (3), *Lorita Maria* (2), *Balandra* (4), *Wathara II, Pacha* (4), *Patrice III* (7), *Satin Sheets* (2), *Freight Train* (2).
Final Voyage: 1989 (*Margaret Rintoul*.)

Richard Hammond (NSW) – 34 races, including line honours winner *Crusade* (1969), double winner *Sovereign* (1987) and winner *Koomooloo* (1968).
Race yachts since 1953: *Wanderer* (3), *Janzoon* (5), *Uomie, Janzoon II* (5), *Koomooloo, Crusade, Prospect Of Whitby, Gingko, Apollo III* (3), *Apollo IV* (2), *B-195, Ragamuffin* (2), *Inch By Winch, Bondi Tram, Vengeance, Sovereign* (2), *Condor, Final Approach*.
Last raced: 1991 (*Final Approach*).

Richard Norman (NSW) – 32 races, including overall winners *Koomooloo* (1968) and *Love & War* (1974).
Race yachts since 1955: *Janzoon* (5), *Uomie, Janzoon II* (5), *Kaleena, Mr. Christian, Koomooloo* (2), *Boomerang VII, Apollo, Stormy Petrel, Love & War* (4), *Ragamuffin, Superstar, Patrice III* (2), *Vengeance* (2), *Ragamuffin* (2), *Haupia* (2).
Last raced: 1989 (*Haupia*).

John Bennetto (Tas) – 31 races, including overall winner *Westward* (1948) and line honours winner *Waltzing Matilda* (1949).

Race yachts since 1947: *Kintail* (5), *Westward*, *Waltzing Matilda*, *Wild Wave*, *Southerly* (2), *Mercedes II*, *Norla* (4), *Renegade*, *Wathara II*, *Maria*, *Brer Fox*, *Mirrabooka* (5), *Fortlet*, *Vanguard*, *Mirrabooka II* (5).

Last raced: 1991 (*Mirrabooka II*).

Col Betts (NSW) – 30 races,

including overall wins aboard *Freya* (1965), *Koomooloo* (1968), line and handicap winner *Sovereign* (1987) and line honours winner *Crusade* (1969).

Race yachts since 1955: *Janzoon* (5), *Uomie*, *Janzoon II* (3), *Freya*, *Bacchus D* (2), *Koomooloo*, *Crusade*, *Taurus*, *Love & War*, *Ruthless*, *Matika III*, *Priority*, *Ragamuffin*, *Police Car* (2), *Sweet Caroline*, *Sweet Caroline II*, *Vengeance*, *Defiance*, *Sovereign*, *Condor* (2), *Freight Train*.

Last raced: 1991 (*Freight Train*).

Albert Mitchell (NSW) – 30 races,

including overall wins aboard *Rival* (1961) and *Piccolo* (1976).

Yachts raced since 1954: *Defiance* (3), *Nirvana*, *Rival* (6), *Salacia*, *Valhala*, *Polaris* (2), *Taurus* (2), *Geronimo*, *Piccolo* (8), *Helsal II*, *Short Circuit* (2), *Oz Fire* (2).

Last raced: 1991 (*Oz Fire*).

Magnus Halvorsen (NSW) – 30

races, including three line and five corrected time winners. The overall winners were *Anitra V* (1957), *Freya* (1962, 1963, 1964), *Love & War* (1974), the line honours winners *Solveig* (1953), *Kialoa II* (1971), *Kialoa III* (1975).

Race yachts since 1946: *Saga*, *Peer Gynt* (3), *Solveig* (3), *Anitra V* (4), *Norla* (3), *Freya* (3), *Rapture*, *Odin*, *Apollo*, *Kialoa II*, *Koomooloo*, *Prospect Of Whitby*, *Love & War*, *Kialoa III*, *Storm Bay*, *Windward Passage*, *Scorpion*, *Siska IV*, *Vicious*.

Last raced: 1982 (*Vicious*).

Lou Abrahams (Vic) – 29 races,

27 of them as owner/skipper (a record), including overall wins with *Challenge II* (1983) and *Ultimate Challenge* (1989).

Race yachts since 1963: *Winston Churchill* (2), *Odin* (5), *Vittoria* (9), *Challenge II* (5), *Challenge III* (3), *Ultimate Challenge* (5).

Last Raced: 1991 (*Ultimate Challenge*).

Bernie Case (Vic) – 29 races

including line honours aboard *Condor* (1986).

Yachts raced since 1962: *Lartarni*, *Four Winds II*, *Athena* (2), *Serifa*, *Sarina*, *Tina* (2), *Vittoria* (3), *Banjo Patterson* (2), *Fantasy Rags* (2), *B-195*, *Challenge II* (2), *Apollo V*, *Bondi Tram* (2), *Once More Dear Friends*, *Mandrake*, *Condor*, *Ronstan Ultimate*

Challenge, *Great News* (2), *Illusion*, *Phoenix*.

Last raced: 1991 (*Phoenix*).

Max Crafoord (Vic) – 29 races,

including 3 line honours victories aboard *Astor* (1961, 1963, 1964), *Crusade* (1969).

Race yachts since 1953: *Warana*, *Winston Churchill* (5), *Astor* (4), *Bacchus D* (5), *Crusade*, *Vittoria* (8), *Koomooloo*, *Challenge II* (4).

Last raced: 1982 (*Challenge II*).

Don Lang (Vic) – 29 races, including

overall win, *Challenge II* (1983).

Race yachts since 1952: *Landfall*, *Julie*, *Winston Churchill*, *Marco Polo*, *Odin* (5), *Vittoria* (9), *Challenge II* (5), *Rebecca II*, *Mark Twain* (4).

Last raced: 1991 (*Mark Twain*).

Tony Cable (NSW) – 28 races,

including line honours aboard *Vengeance* (1981) and the line and handicap double winner *Sovereign* (1987).

Yachts raced since 1961: *Tarni*, *Sylph VI* (3), *Fare-Three-Well* (3), *Adria* (2), *Boomerang VII*, *Taurus* (2), *Pacha*, *Apollo* (2), *Gretel* (2), *Vengeance* (4), *Rampant II*, *Sovereign* (2), *Hammer Of Queensland*, *Condor* (2), *Final Approach*.

Last raced: 1991 (*Final Approach*).

TWT (Bill) Thompson (NSW) –

28 races, including line honours winner *Astor* in 1961 and 1963. Was CYC representative and radio operator aboard *Radio Relay Vessel* from 1981 to 1988. He died in 1989.

Race yachts since 1956: *Four Winds*, *Astor* (3), *Salacia* (5), *Bacchus D*, *Fare Three Well*, *Callipyge II*, *Taurus* (4), *Pandora II*, *Sweet Caroline*, *Gretel*, *Mercedes IV*, *Radio Relay Vessel* (7).

Final Voyage: 1988 (*Radio Relay Vessel*).

Bill Ratcliffe (NSW) – 27 races, 6

as owner/skipper.

Yachts raced since 1962: *Southerly*, *Ronita* (2), *Maria Van Dieman* (2), *Boambillee*, *Cavalier* (2), *Minna*, *Skylark*, *Ruthless* (2), *Margaret Rintoul II*, *Relentless*, *Shogun*, *Pacha* (2), *Once More Dear Friends*, *Marara* (6), *Mercedes IV* (2).

Last raced: 1990 (*Marara*).

Stan Darling (NSW) – 27 races,

including five overall winners *Solveig* (1954), *Anitra V* (1957), *Freya* (1963, 1964), *Pacha* (1970) and line honours winners *Solveig* (1953) and *Ballyhoo* (1976).

Race yachts since 1947: *Peer Gynt* (3), *Solveig* (5), *Anitra V* (4), *Norla* (3), *Freya* (2), *Rapawe*, *Belandra* (2), *Pacha* (2), *Ballyhoo* (3), *Apollo* (2).

Last raced: 1982 (*Apollo*).

Peter Kurts (NSW) – 26 races, 20

as owner/skipper, with overall wins with *Love & War* (1974 & 1978).

Yachts raced since: *Kaleena*, *Mr Christian* (3), *Cavalier*, *Boambillee* (2), *Prospect Of Whitby*, *Love & War* (6), *Marionette*, *Once More Dear Friends* (5), *Drake's Prayer*, *Madeline's Daughter* (5).

Last raced: 1990 (*Madeline's Daughter*).

Alan Butler (Vic) – 26 races,

including overall win aboard *Christina* in 1946 and *Solo* when it took line honours in 1959 and overall first place in 1962.

Race yachts since 1946: *Christina* (2), *Gymea*, *Solo* (3), *Metung* (2), *Maris* (2), *Thekla*, *Odin* (4), *Gumblossom* (2), *Billabong* (8), *Kingurra*.

Last raced: 1989 (*Kingurra*).

Russell Evans (Vic) – 26 races.

Yachts raced since 1968: *Winston Churchill* (7), *Odin* (5), *Vittoria* (3), *Banjo Patterson* (2), *Fantasy Rags* (2), *Vittoria* (2), *Challenge II* (4), *Mandrake*.

Last raced: 1986 (*Mandrake*).

Don Mickleborough (NSW) –

26 races including line honours aboard *Ballyhoo* in 1976.

Yachts raced since 1958: *Southerly* (8), *Norla*, *Ilna*, *Rapawe*, *Apollo* (2), *Ballyhoo* (2), *Mirrabooka* (5), *Mirrabooka II*, *Fortlet*, *Vanguard*, *Radio Relay Vessel* (3).

Last sailed: 1991 (*Radio Relay Vessel*).

David Lawson (NSW) – 25 races,

including line honours aboard *Helsal* (1973).

Yachts raced since 1961: *Sylph VI* (5), *Ronita* (3), *Fare Thee Well*, *Minna*, *Helsal* (2), *Casablanca*, *Vanguard*, *Patrice*, *Mary Muffin* (3), *Streaker*, *Doctor Dan*, *Windward Passage*, *Rager*, *Helsal III*, *Tanglefoot*, *Freight Train*.

Last raced: 1991 (*Freight Train*).

Josko Grubic (SA) – 25 races

including 24 as owner/skipper, the last 15 times on *Anaconda II* (a record).

Yachts raced since 1966: *South Myth*, *Adria* (3), *Anaconda* (6), *Anaconda II* (15).

Last raced: 1991 (*Anaconda II*).

Geoff Rouvray – 25 races.

Yachts raced since 1967: *Salacia* (3), *Salacia II*, *Onya Of Gosford*, *Queequeg*, *Pacha* (2), *Helsal*, *Patrice III* (2), *Vanguard* (3), *Adrenalin*, *Szechwan* (2), *Bewitched*, *Silver Minx* (3), *Venture One*, *Fujitsu Dealers* (2), *Silver Minx*.

Last raced: 1991 (*Silver Minx*).

MORE HOBART HEROES

Lindsey Marwood

Yacht: *Lifesaver 15+*

Position Aboard: Halyards/Trimmer

How Many Hobarts: 3

A late introduction to sailing hasn't hindered Lindsey Marwood at all. Originally from Tasmania, and now living in Sydney, Lindsey sailed her first offshore race aboard *Meltemi* when she was 24 years old. Her fifth overnight race was the Sydney-Hobart aboard the USA yacht *Phoenix*, and she continued on doing the CYCA Summer and Winter Series, including four Sydney-Southport, three Sydney-Mooloolaba, and three Sydney-Hobart races. Her greatest feat was sailing aboard *Challenge II* in the 1989 Sydney-Hobart which took out IMS overall.

More recently Lindsey sailed for Australia in the Women's National Keelboat Series in New Zealand, completed a Trans-Tasman delivery aboard Kiwi yacht *Future Shock*, and competed in the '92 Jupiters Sydney-Southport race aboard *Lifesaver 15+* (one of the smallest yachts in the fleet) with an all-girl crew headed by 18' skiff champion Adrienne Cahalan, and finished 8th overall in the IOR Class.

Fred Neill

Yacht: *Maglieri Wines Adelaide*

Position Aboard: Helmsman

How Many Hobarts: 9

Encouraged by Sir James Hardy, 12' Cadet Dinghies were the start of an illustrious sailing career for Fred Neill. He was the first South Australian to win the Australian Titles in this class and went on to sail Heavyweight Sharpies, then on to 505's in which he won two National Titles. Lightweight Sharpies came next, with a 2nd in the Nationals, followed by the Flying Dutchman State Titles.

Yachting highlights include representing Australia twice at the Admiral's Cup - including 1979, where there were many lives lost during the horrific Fastnet Race and Australia took the Cup, three Clipper Cups, including part of the winning team in 1980, the '90 Kenwood Cup helming *Brindabella* for George Snow and then was helmsman for the South Australian Syndicate for the 1986-87 America's Cup, moving on to helm *Steak 'N' Kidney* after leaving the South Australian camp. Fred is presently the South Australian Team Manager for the Lexcen Cup, which they won in 1990, races regularly in Adelaide waters, and is now back to helm the one tonner *Maglieri Wines*, an ex-Southern Cross team member formerly named *Prime Factor*, in the Kodak Sydney-Hobart race for Adelaide Doctor Geoff Vercoe, who purchased the yacht out of Sydney earlier this year, and he is looking forward to the one ton competition.

Alan Brierty

Yacht: *I'm A Mess*

Position Aboard: Owner/Skipper

How Many Hobarts: 2

A relative newcomer to sailing, 43-year-old Alan Brierty started sailing in Half Tonners ten years ago, decided on a break, then bought a cruising clunker which didn't enthuse him greatly. Two years ago, with improved finances, Alan purchased *Once A Jolly Swagman*, a quick one tonner from Victoria, hoping to represent Western Australia nationally and put it back on the yacht-racing map - an understatement in retrospect!

He has had a lot of "big highs" from racing *Once A Jolly Swagman*, starting with his first race to Hobart in 1990, then representing Australia in the Southern Cross Team in 1991. He has been very successful on the West Coast '90 and '91 saw him win the Fremantle-Albany race, including taking line honours in '91, a 1st in the National One Ton Series in '90, won the State IOR Championships in '90, 1st overall in the '91 Fremantle-Exmouth race, the longest race to start and finish in Australia, and won the West Coast Series for '91.

This year Alan optimised his yacht for IMS racing and changed its name to *I'm A Mess*, his explanation being the rule is a bit of a mess, so the name is appropriate. His first race under IMS was the '92 Jupiters Sydney-Southport race, in which he was 3rd overall and 1st in Division A, even though he was still putting finishing touches to the yacht on the morning of the race.

John Fuglsang

Yacht: *Salamanca Inn*

Position Aboard: Owner/Skipper

How Many Hobarts: 8

A native Tasmanian, John Fuglsang first came to yachting when he purchased a three quarter ton yacht in 1980 and further down the track purchased another three quarter tonner named *Scorpio II*, for cruising and racing, managing to score a 3rd in Division in the Sydney-Hobart along the way, and shortly after sold the boat to up-date.

In 1984 John skippered his yacht *Roller Coaster* to Hobart for the "roller coaster" ride of his life - one of the worst Hobarts since the inception of the race: over 100 retirements and only 46 finishers. *Roller Coaster* finished 26th overall, and he maintains the only reason they finished the race was that "we had to go home to Hobart anyhow", and pointed out that it was the only major race where everyone went home with a prize!

Late in 1990 his competitive streak came out, and when the top-scoring *Sagacious V* came up for sale in 1991 he purchased her, renamed her *Salamanca Inn* after his hotel/motel,

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with the intention of racing in local waters only, and tried her out in the Maria Island and Bruny Island races, winning both comfortably, and went on to win the RYCT winter and summer pennants, and the Derwent Sailing Club pennant.

Confirming he had both an excellent boat and crew, the yacht was sailed to Sydney to trial for the Australian Southern Cross team, and won every race, giving him a place in the Australian team. The yacht finished 4th overall in the Hobart and 3rd in its division, disappointing for John after his clean-up in the Southern Cross trials. Not to be daunted, and after some changes, he will be back this year going for 1st place.

Ross Lloyd

Yacht: *Morning Mist III*

Position aboard: Tactician

How many Hobarts: 8

Ross Lloyd heads the North Sail loft in Melbourne and because of his vast experience is actively sought by owners and skippers as a tactician or a helmsman. The fact that he is a sailmaker is also a bonus.

Ross has done so many major ocean races he says he can't remember half of them. Like so many top sailors he started in dinghies as a youngster and over the years he has won various Victorian and Australian championships in a variety of boats. He has been involved in some notable international successes, including winning the 1986 World Quarter Ton Cup in Denmark.

He has crewed on Australia's Admiral's Cup contenders: *Apollo V* in 1981; *Joint Venture*, 1989; and *Bimblegumbie*, 1991.

Ross has sailed in all the Southern Cross Cups since 1983. He was on *Joint Venture* in the winning 1987 Australian Southern Cross Team; sailed on *Illusion* when owner Gino Knezic won the Sydney-Hobart in 1988 and again in 1989 when the Davidson three-quarter tonner won its division. He sailed on *Blue Note*, the 1990 Japan Cup winner, and more recently was a member of Syd Fischer's America's Cup team on *Challenge Australia*.

This year Ross will be sailing as tactician on Alf Neate's brand new state-of-the-art IMS Farr 50 *Morning Mist III*.

Dr. Geoffrey Vercoe

Yacht: *Maglieri Wines Adelaide*

Position aboard: Owner/skipper

How many Hobarts: 0

UNLIKE many novices in the Hobart race, Dr Geoffrey Vercoe is taking a huge

advantage with him to Sydney.

The 52-year old, who's been sailing since 'I was a kid', has a crack crew led by the highly acclaimed Fred Neill on the helm.

Neill sailed in the Fremantle America's Cup and many of his young, talented crew are still with him.

Dr Vercoe's renamed Farr 40 *Maglieri Wines Adelaide* courtesy of a generous sponsorship deal, is a fast one tonner that will turn heads in Sydney. "She is one of the best one tonners in the country and I have had a long-held passion to do the race," he said.

Bill Strangways

Yacht: *Tradition*

Position aboard: Owner/skipper

How many Hobarts: 1

BILL Strangways has been bitten by the Hobart race bug. The 51-year-old BMW sales executive entered the Sydney to Hobart last season as part of his 50th birthday present to himself.

To say it was probably one of the best presents he's ever received is probably an understatement.

Strangways and his crew learnt several lessons in their Duncanson 34, *Tradition* last year and they are better prepared this time. The improvements include new sails and spinnakers after finishing third in Division D last season.

"We'll be trying and hope to go two positions better this time," he said.

When they sailed to Sydney from Adelaide last December Bob Hawke was dumped as Prime Minister and Compass Airlines collapsed, so Strangways is wondering what's in store this year!

Bill Grist

Yacht: *Gambol*

Position aboard: Skipper

How many Hobarts: 0

BILL Grist and his crew on board their sail-trainer *Gambol* are set for a major adventure in the Hobart race.

"We are trying to make the whole thing a bit of a learning experience, encouraging the three students coming with us to go further with offshore sailing," he said.

The three students, from Grist's course run by his Adelaide venture, Sail Tech, will be joined by two of their regular instructors along with the experienced skipper, Jim Howell.

It's also good for business for the 45-year-old Grist to have the company involved in the Hobart race. "And there's an added bonus because the party in Hobart afterwards is the best New Year's Eve show in Australia," he said.

Col Anderson

Yacht: *Ultimate Challenge*

Position aboard: Helmsman

How many Hobarts: 16

Col Anderson, who operates The Hood sail loft in Melbourne, lines up for his 17th Hobart this year.

He sailed in his first Hobart in 1972 on *Banjo Patterson* and remembers it well: "It was an unbelievable ride, deck chair stuff on the foredeck," he told us.

Col started sailing at a very tender age when he found an old clinker dinghy in a yard at Portarlington, where he regularly spent holidays with his parents. The mast was an oar and the sail an old towel.

He graduated to International Cadets, sailing out of the Royal Yacht Club of Victoria, and won the national title in 1963. He won other junior dinghy titles and went on to sail *Diamonds*. At the time there was a strong fleet at Royals and Col says it was some of the best sailing he has done.

In 1979 he sailed in the Admiral's Cup team on *Police Car*... the year of the horrendous Fastnet race and the year Australia won the cup.

He started crewing on Lou Abrahams' *Challenge II* in 1979 and was on board when the yacht won the 1983 Hobart. He has also crewed on *Challenge III* and is now a regular crew member on *Ultimate Challenge*. *Ultimate Challenge* won the Hobart in 1989 and came home second last year.

Col has sailed in all the overseas events in which Lou Abrahams has competed, including the 1980 Kenwood Cup, which *Challenge II* won. Since then he has done five other Kenwoods, as well as the 1988 San Francisco One Ton Cup and the 1980 and 1984 SORC.

Robert Green

Yacht: *Thrifty Link Jacobina*

Position aboard: Owner/skipper

How many Hobarts: 15

Robert Green is a veteran of 15 Hobarts. His first Hobart was in 1963 aboard his father's S&S 36, *Tamboo*, which came 13th that year. The following year the yacht placed second and became the first ever Victorian yacht to gain a place in the race.

He was to see another second place in 1984 when he sailed *Lawless* into second place. *Lawless* was on target to take out the vagaries of the Derwent. *Lawless* was a home-built half tonner designed by Robert's brother, John.

In the mid sixties Robert worked in the UK and sailed regularly. He sailed with the British team on successive *Prospect of Whitby*s in two Admiral's Cups, including the 1971 event won by the British team. In 1973 he returned to Australia with the then *Prospect of Whitby* as part of the winning British Southern Cross team. That year *Prospect of Whitby* also placed second in the Hobart race.

After sailing the Davidson 34, *Kings Cross*, for a couple of seasons Robert commissioned Scot Jutson to design a purpose-built IMS yacht of similar size to the Davidson. The result is the 9.5 metre *Thrifty Link Jacobina*.

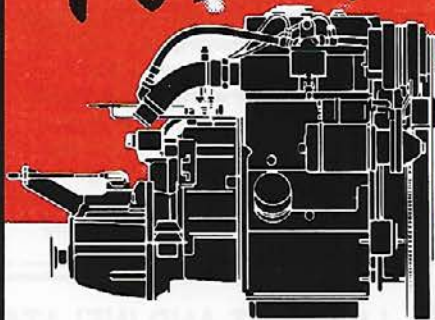
Thrifty Link Jacobina has already shown itself to be very competitive and was the top scoring IMS yacht in this year's Petersville Regatta.

With the backing of his sponsor Robert is mounting a concerted effort to take out this year's Hobart.



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Broken Bay To Port Stephens Regatta

One of the most enjoyable and more relaxing offshore race/regattas each year is the Broken Bay to Port Stephens Regatta along the NSW Coast in mid to late October.

Organised by Ian O'Hara, conducted by the Royal Motor Yacht Club's Broken Bay Sail Cruising Division and supported by Caltex, the notice of race reads: "You are invited to experience four days of superb sailing, fun and friendship."

Port Stephens itself is a magnificent cruising waterway north of Newcastle and noted among other things for its fine oysters, and this year's Regatta certainly fulfilled everyone's expectations and more.

One yachtsman not with the fleet this year was the late Peter Green but he was remembered by his many friends, who named the third sailing event of the Regatta the Three Island Race in his memory.

This year's fleet comprises mostly comfortable cruiser/racers such as Hugh Treharne's *Bright Morning Star*, Michael and Audrey Brown's *Russell II*, Wal Donnelly's *Mutineer* along with such well known offshore racing yachts as Bruce Staples' *Witchcraft*. In all 15 yachts and some 180 people enjoyed the Regatta, afloat and ashore.

"The concept is to put fun back into

yacht racing," Michael Brown told OFFSHORE.

The fleet set sail from Broken Bay on a Thursday evening for an overnight passage to Port Stephens with the "mother ship" *Sintra* going ahead to search for a breeze before starting the fleet. Securely moored at Nelson Bay, the crews enjoyed a day ashore on the Friday winding up with an evening at Mofarts Oyster Barn.

Saturday saw a fun race within Port Stephens and Sunday the Three Island Race in memory of Peter Green, who had greatly enjoyed the Regatta and contributed so much to the Australian sailing scene during his lifetime. This race was around the three islands off the entrance to Port Stephens. On the Monday the fleet set sail offshore again on a passage race south to Broken Bay and their home ports.

John Walsh, taking time off from his watchmaking and jewellery business, which each year give fine support for yachting, won the race to Port Stephens with his Cavalier 32 *Lingrason*, while Michael and Audrey Brown sailed their East Coast 31 *Russell Dean II* to victory in the Port Stephens Fun Race.

Neil Tuddingham from Gosford Sailing Club won the Peter Green Memorial



COLE 31 *Russell Dean II*, owned by Michael and Audrey Brown, sailing in the Broken Bay to Port Stephens Regatta – a fun event enjoyed by all.

Trophy for the Three Islands Race with his sloop, *Tooth 'N' Ale*, while Hugh Treharne won the return race to Broken Bay with *Bright Morning Star*. Regatta champion, however, was Bruce Staples' Farr 40 *Witchcraft II* from Royal Prince Alfred Yacht Club.

In the spirit of the event there were many other prizes, ranging from best dressed crew, won by *Mallhini*, to the Fred Astaire Trophy, which went to Middle Harbour Yacht Club past commodore Ken White.

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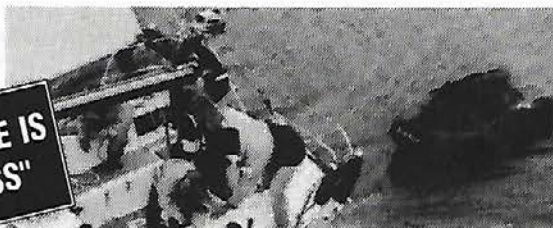
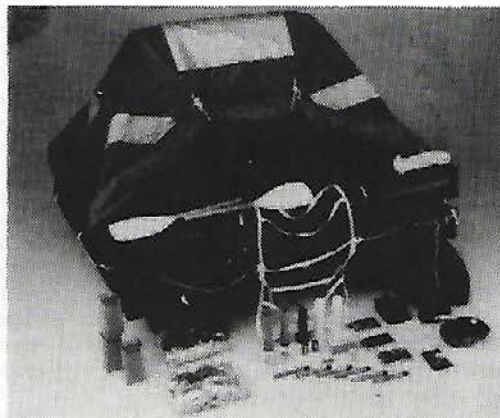


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CYCA Buys 10 Yachts For Youth Sailing

The Cruising Yacht Club of Australia has taken a positive step towards training and encouraging young men and women to sail offshore by establishing a Youth Sailing Academy and ordering up to 10 Elliot 5.9 sport trailer yachts. The first three of the sponsor-funded yachts are due for launching in December.

The club is to appoint a sailing coach to manage the Youth Sailing Academy at its Rushcutters Bay headquarters in Sydney.

The academy's dedicated fleet will be specially set up for training young people between 14 and 21 years of age interested in sailing high performance yachts and eventually going offshore.

The club hopes to attract participants from secondary schools, tertiary educational colleges and universities as well as older members of junior dinghy sailing clubs. Other senior yacht clubs have expressed strong support for the CYCA move and it is expected they will seek to use the fleet for special events.

Prime objective is to provide experience for young sailors in sailing yachts as a lead-in to joining the crews of offshore racing yachts and becoming CYCA members.

In choosing the New Zealand-designed but Australian-built Elliot 5.9, the CYCA looked at the yacht's proven success for youth training in New Zealand, where its exhilarating performance has been a great attraction.

CYCA Vice-Commodore Maurice Cameron, who is chairman of the Youth Training Committee, said the club already had a number of sponsors for the yachts. Other clubs in the Sydney metropolitan area had shown enthusiastic interest in becoming involved in the use of the boats for special youth events.

"We plan to open the doors of the CYCA to any young people interested in learning to sail competitively aboard larger yachts, with specialist training in fleet racing, match racing, sail trim and seamanship," Vice-Commodore Cameron added.

Designer Greg Elliott describes the Elliot 5.9 sport trailer yacht as "a stable, easily handled, power-packed racing unit."

This combination has been achieved through powerful hull lines combined with generous sail area and careful designing of the centreboard and rudder. Ease of handling has been achieved through the use of an efficient fractional rig and

practical deck layout for the racing crew of three to four.

The E 5.9 is produced as a complete unit, with the hull and deck bonded, interior liner fitted, centreboard and outboard well completed. This keeps the boats strictly one-design and will ensure excellent class racing. The hull weighs about 750kg and it can be towed easily behind a four-cylinder car.



ELLIOT 5.9 Sports race in action — the CYCA expects to take delivery in December of the first of these yachts bought for its Youth Sailing Academy

Elliot 5.9 Sport Trailer Yacht

LOA	5.9m	LWL	5.6m
Beam	2.45m	Draft	1.3m
Disp	869kg	Sail area	24.6 sqm

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Marine artist Jack Earl's depiction of Endeavour north bound near Port Jackson on May 6 1770

Endeavour to Sail Again

by Steve Bunk

An average sized person must bend almost double to enter Cook's cabin aboard the *Endeavour*, where a platform to support the great man's humble bunk and stowage area fill a cabin that wouldn't even hold a large bathtub. The impish Bill Leonard, chief shipwright on the full-scale *Endeavour* replica now nearing completion in Fremantle, responds to the reporter's astonishment with a kind of gleeful commiseration, a look that says "You'd better believe it - we measured it down to the last millimetre." The *Endeavour* is the most historically accurate, functioning reproduction of a famous old ship ever made. Minute details, like the wooden trunnels driven through the planks, the hand-forged copper fastenings and the oakum caulking of hemp and tar, help to invest this vessel with the spirit of the first Europeans to set foot on Australia's east coast. It's an eerie experience, crouched down here in a space less than one-and-a-half times the length of a cricket pitch, which 94 explorers endured during three of history's most revelatory years.

In its own way, the contemporary effort

to rebuild the *Endeavour* has likewise been a saga of high drama. Despite funding shortfalls that caused two work stoppages of six and eight months, plus a two-thirds pay cut for all 55 employees lasting six weeks, it now appears certain that the five-year struggle to create this roving ambassador for Australia to the world will end with a launching by May of 1993.

A good deal of the credit goes to a staff inspired from top to bottom - including an especially impressive volunteer team. More than 80 people from all walks of life and ranging in age from 18 to 82 comprise the Company of Endeavour Volunteer Guides. Their organiser, retired Navy Captain John Lancaster, notes that the only way to keep the *Endeavour* open to the public during funding shortfalls was through unpaid work.

"It's true to say that in many ways the volunteer guides have kept this project from extinction," he declares. Indeed, they have guided about 350,000 paying spectators on tours of the replica being made, raising approximately \$550,000 in the process.

Among the salaried workers Leonard leads 10 shipwrights, 10 trades assistants

and nine schoolboys. The project's administration consists only of executive assistant Lyn Dower and project manager John Longley.

A rangy man whose direct gaze harbours the vivid glint of a devotee, Longley is plainly proud of his charges. "We have a very, very tight group of people out here who are totally dedicated to what they do," he says. "We have businesses who bring their executives down here to just feel the buzz of the place and say: 'How can we get this excitement, this dedication, this zeal? How can we pick it up and transport it into our organisation?'"

"There's a terrific diversity of work for people, so much going on all the time," Leonard notes in his distinctive Scottish brogue. "So it will be tragedy for it to end, for a lot of people".

"What am I going to do after this?" asks Rob Hartley, a trade assistant who heads the small team of men who hand-make the oddly-shaped jarrah "elbows" that reinforce the ship's corners. "Will it be as demanding on me, using my brain as much as I do on this job?"

Robin Bulley, who assists Leonard in draughtsmanship, says: "I've always

managed to find something that's interesting along the line but it would have to be something special to beat this. We'll just have to get some money to build another one."

It's a nice thought but blacksmith Jan Jensen, who forges and hammers all the ship's metal parts, is closer to the mark when he says: "It's once in a lifetime, this."

Amid the clatter and buzz of hammers and saws at work, Leonard leads the way through the ship to the great cabin, which wealthy botanist Sir Joseph Banks paid to alter and outfit in such grand style that he could even stand up straight in it. The famous scientist enjoyed a transom seat and windows onto the sea, in contrast to Cook's portless confines illuminated only by whale oil lamps. Because Banks kept every invoice for the elaborate refitting of

Stannard conceived the idea of the *Endeavour* replica as a permanent showpiece at the museum in Sydney's Darling Harbour. Stannard, a member of the museum's Council, then set out to raise the necessary \$15 million.

This proved to be hard going. Stannard approached TNT chief Sir Peter Abeles, who thought the project was too big for any one Australian company to fund. When Stannard came to Fremantle to cover the 1987 America's Cup defence he told Alan Bond about the *Endeavour* plan and mentioned Abeles' comment. Bond immediately replied that his company would provide all the money. He also promised to make the *Endeavour* his gift to the nation – and that has indeed happened, albeit not in the way Bond had expected. From the start, the *Endeavour* project

the stock market crashed. Undaunted, Bond pressed on with creating a subsidiary called *Endeavour* Replica. One of his first and best moves was to appoint Longley as project manager.

A mathematics and science teacher, Longley has had a protracted affair with the sea. In 1970 he started sailing with Bond on *Apollo I* in England. He then crewed for Australia in three America's Cup campaigns before retiring and being hired by Bond as project manager for the successful *Australia II* challenge in 1983. Once the boat got to Newport skipper John Bertrand insisted that Longley's experience was needed on deck, where he thus found himself during that history-making series of victories. This was followed by Longley's general managership of the 1987 defence in Fremantle.

Construction of the new *Endeavour* began on January 1, 1988, and its keel was laid in October. Throughout the next year progress was made on the hull, sails and rig while Longley purchased most of the other materials for the ship. But even as the replica took shape Bond Corporation sank even further into financial strife. In late 1989 Longley and Bond were both on the magnate's maxi-boat *Drumbeat* when it competed in the Sydney to Hobart race.

"We didn't win on handicap but we were fastest in that race and when we swung into Hobart there was a huge armada of boats around us," Longley recalls. "We thought: 'Well, this is pretty good, just for winning the Sydney to Hobart.' What we didn't know was while we were at sea Bond Brewing had been placed in receivership... It was one of the few times in my life when I saw Alan Bond very much rocked back on his heels."

Bond decided to mothball the *Endeavour* and see what he could do about raising other support. For the next six months Longley's team stopped work on the hull but kept the facility open to the public and continued working on the spars and sails. Longley tried his hand at seeking

"At 5 the topsails close reef'd and at 6 saw land extending from NE to wests at the distance of 5 or 6 leagues having 80 fathom water a fine sandy bottom."

— Cook's log recording his sighting of New Holland's east coast from the *Endeavour*, April 19, 1770.

his quarters, even the colours of the cabin and its carpeting can be reproduced.

Months of painstaking research, much of it through Britain's National Maritime Museum, Greenwich, have uncovered not only detailed drawings of the ship but the books and letters of Banks and his illustrator, Sydney Parkinson. Cook's writing table has also been saved and, amazingly, Banks' desk was discovered reposing under a sheet in the basement of the Mitchell Library in Sydney.

The idea for a museum-standard replica evolved from the federal government's plan to create a National Maritime Museum as a permanent legacy of the Bicentennial celebrations. Maritime historian and now-editor of ABM Bruce

and the America's Cup campaigns were tied together by a Bond double agenda. As originally conceived, the replica was supposed to take between 18 months and two years to construct – an estimate that later proved to be naive, once the complexities of research and execution were better understood. Within this time frame the core of the Bond America's Cup team could stay together and work at boat-building. This also would be great public relations – and Bond would create a classy, dockside facility in which the vessel could be constructed, which later could serve as his America's Cup base.

In October of 1987 a Bond executive conference resoundingly approved full financing of the project. Two weeks later

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corporate donations but, given the economic climate, that was a formidable task.

At an America's Cup meeting in June of 1990 Longley encountered representatives of Yoshiwa Company Ltd, a Japanese firm to which Bond had sold his two 12-metre yachts after the 1987 Cup defence. Longley now tried to interest them in a package of America's Cup expertise. They demurred, but offered to buy the *Endeavour*.

Yoshiwa foresaw a public relations bonanza through the ship, first as a showpiece at the upcoming America's Cup in San Diego, then as a key participant in the 1992 Columbus quincentenary in America and Europe. A verbal agreement was struck and funds were quickly provided, allowing the team to fashion the stern and bow, which finally made the replica appear to the layman as a ship rather than a building construction site.

But in October of 1990 Saddam Hussein's invasion of Kuwait buffeted Japan's property market, in which Yoshiwa was deeply involved. By year's end the company reluctantly withdrew from the *Endeavour* project before the sale papers were signed.

The entire *Endeavour* staff was made redundant. Longley went to Peter Lucas,

shared the vision of *Endeavour* as Australia's flagship. Stannard found him in Arthur Weller, chairman of Britain's Maritime Trust, the custodian of the UK's most famous ships. Weller, a Scottish master mariner, married to an Australian and a part-time resident here, also masterminded Great Britain's Bicentennial gift to Australia, the *Young Endeavour*. Weller offered to create and head a charitable foundation into which the ship could be gifted, so long as Bond Corporation would sign the ship over with no strings attached.

Lucas agreed but pointed out that the firm's creditors would not be satisfied with the arrangement without proof that construction would be completed. Longley contacted John Dawkins, then Minister for Employment and Member for Fremantle, who examined the project and promised to seek federal government help.

Dawkins later organised a visit to the replica from then-Prime Minister Bob Hawke, thus sowing the seed of a political will to arrange financial aid. Meanwhile, the *Endeavour* Foundation was formed with Weller as chairman. The Japanese agreed to convert their equity into a sponsorship for the Foundation, and lease details for the shipbuilding facility were finalised with

promotional programs from corporations and the public to make up the last \$2 million needed to launch the vessel. These monies will pay for a required 20th century module to be built into the ship, construction of the launching apparatus and installation of the rig.

The twin 400 hp Caterpillar main engines and variable-pitch propellers were the only modern accoutrements purchased with the Bond funding. In accordance with Australian Maritime Safety Authority regulations the *Endeavour* must have a modern galley, mess and ablutions facilities, engines, freezers and electronics, all of which will be housed below the lower deck, off limits to visitors.

Because of these modern advantages as well as laminated frames, galvanised metal fastenings below the waterline, the exceptionally strong jarrah timber and the use of power tools to fit the pieces tightly together, the replica will be even more seaworthy than its predecessor.

Even so, sail training vessels are built to codes that the *Endeavour* cannot match by being constructed as an 18th century replica. This implied limitations on the ship's qualifications to carry passengers and go far offshore. Conversely, compliance with modern safety

requirements for collision bulkheads, watertight compartments and other features would badly undermine the replica's authenticity. Representatives of the then-Department of Transport and Communications and the National Maritime Museum made these conflicting points in a meeting with Longley.

"Why don't I leave the room?" he responded. "You're both working for the same people. Figure out what you want and when you've squared it away I'll come back and you can tell me what to do."

He stepped out for a moment, the officials had a laugh and it was decided to build the *Endeavour* as a commercial sailing vessel. That means large numbers of passengers will be allowed only on smooth-water cruises, although 12 invitees are permitted for other voyages. Also, the crew must be experienced on square-rigged ships, so they can, in a sense, graduate to serve aboard *Endeavour*.

Sailing the *Endeavour* will give much new knowledge about the techniques of 18th century seamanship, helped in part by computer modelling of the ship's performance. In the Centre for Marine Science and Technology at Perth's Curtin University, PhD student Madeleine Gauntlett will use numerical modelling techniques to produce a velocity prediction program suitable for any ships with hull and rig configurations similar to those of the *Endeavour*. As well as helping to improve the design of modern sailing vessels, this work might even allow researchers at wreck sites to deduce whether such mishaps were due to human error or

"You're both working for the same people. Figure out what you want and when you've squared it away I'll come back and you can tell me what to do."

who by now had long been running Bond Corporation in its founder's stead, and suggested he continue working voluntarily with a core of helpers. After two weeks the *Endeavour* Replica Company reopened – under the conditions that construction would not recommence nor further debts be incurred. Already the company owed Bond Corporation almost \$10 million in direct loans, about \$620,000 to the Japanese, almost \$200,000 to the hull's initial subcontractor and another \$60,000 to sundry creditors.

Through a half-price sale on souvenir goods in the *Endeavour's* shop the small creditors were paid and potential bankruptcy claims were avoided. National media coverage was sought, in hopes of raising the last \$4.5 million needed.

"We weren't to comprehend the depths of the depression," says Longley. "Also there's an enormous ignorance about the project, about its quality, about its concept." With Bond Corporation unable to complete the ship, Stannard went in search of a financial white knight – someone who

Bond's Dalhold Investments. Two days later Dalhold went into liquidation.

When liquidator John Lord visited the *Endeavour* he was immediately captivated by it and applied himself to helping save the project. A better lease was negotiated for the building. Even so, eight months elapsed between the withdrawal of the Japanese and the recommencement of construction, after \$2.25 million in federal and NSW funds were approved, to be paid in instalments.

The first two tranches of the government financing were provided without incident but the Foundation didn't have quite enough money to reach the seven-eighths completion of the project which was necessary before the last tranche would be sent. The *Endeavour* team therefore accepted a two-thirds pay cut for six weeks, after which they were back-paid.

With completion of the *Endeavour's* 18th century aspects now funded, the Foundation is seeking a range of smaller contributions in materials, cash and

Nature's causes.

The only viable method of getting the almost 400-tonne *Endeavour* out of its facility and into the harbour will be by building traditional, wooden sliding ways. After launching, six to eight weeks will be needed to install the prefabricated rig. Trial sails and a longer shakedown voyage or two will follow.

Endeavour will be home-ported on public exhibition at the National Maritime Museum in Darling Harbour. The voyage to Sydney will take about two months: from Fremantle to Albany, then to Adelaide, to either Launceston or Hobart and to Melbourne, with arrival at Sydney scheduled for early December, 1993. In 1994 *Endeavour* will circumnavigate the world, re-tracing Cook's voyage, although starting from Sydney rather than from England.

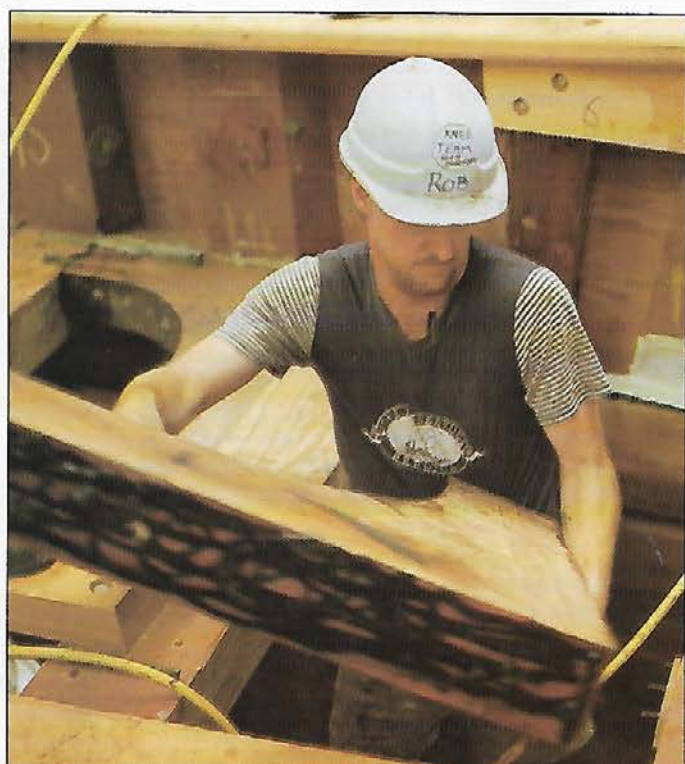
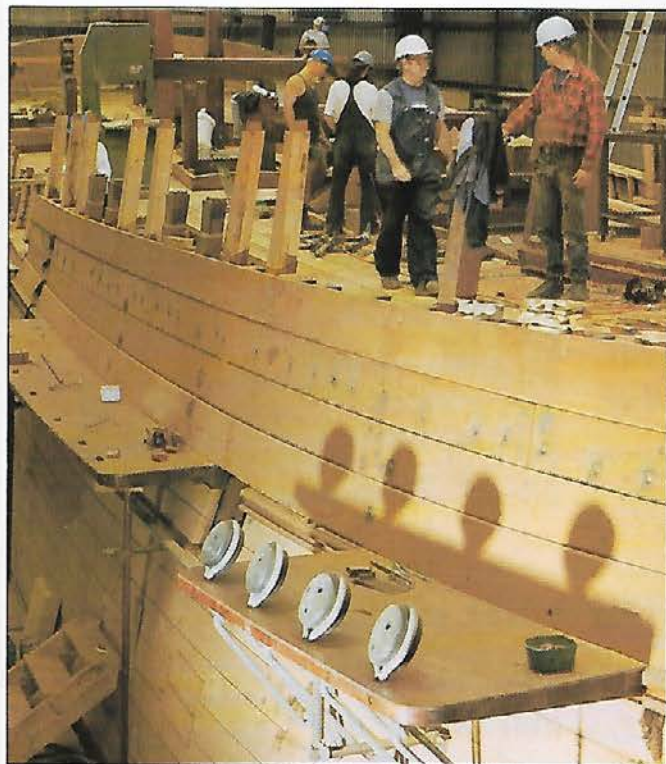
"We've got to be ready to go in October to Sydney, because there's a narrow window of opportunity when the ship can sail there with the westerlies," Longley says.

Longley believes *Endeavour* will galvanise the Australian spirit in the same way *Australia II's* America's Cup win did. "For Australia to have built this ship and done it so damn well," he declares, "is going to give this country a different perspective in many people's eyes."

"I can't wait to get her launched," says Leonard. Anticipating that event reminds him of a painting, circa 1865, by Thomas Danby. He thumbs through an art book and points at the work. Its title is apt: "A New Bride For The Sea."

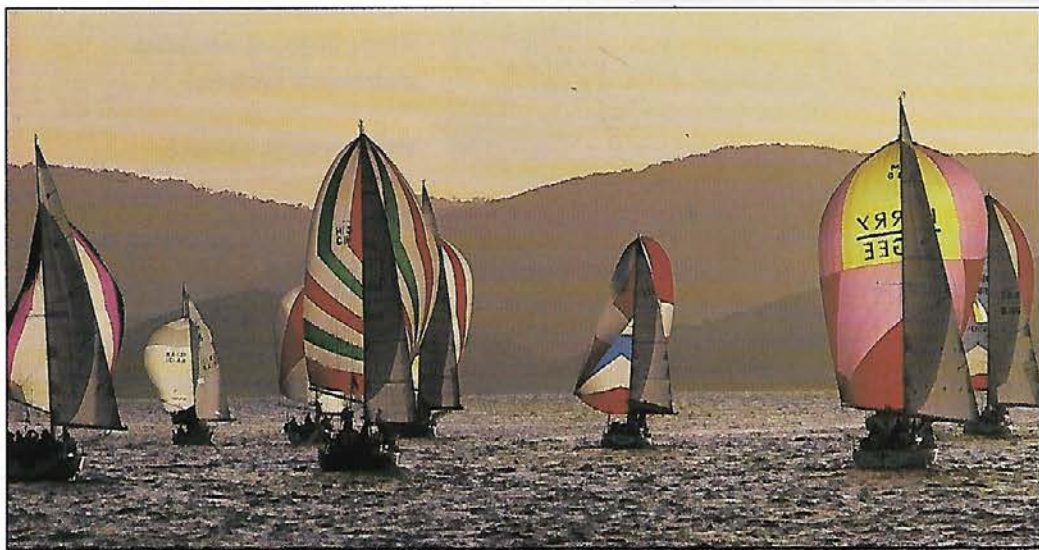
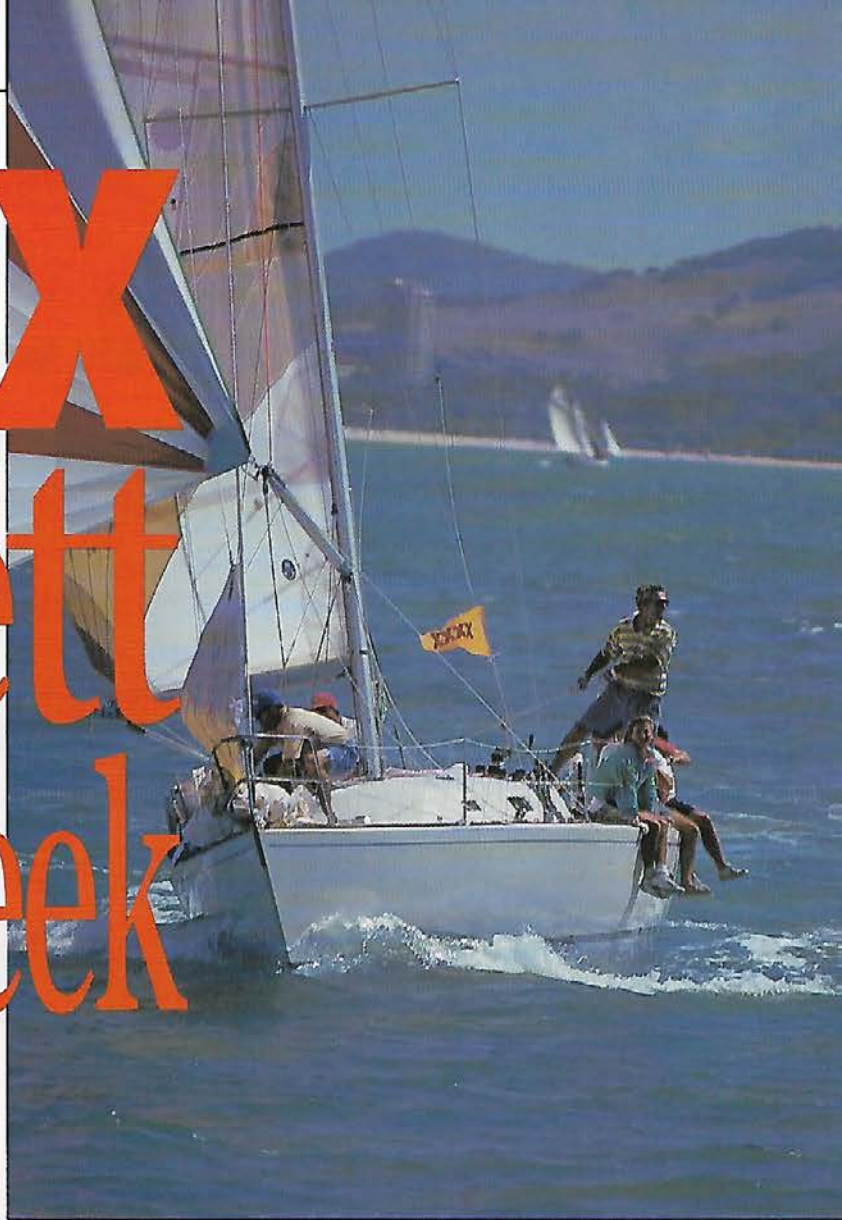
Construction of the timber hull of the full-scale *Endeavour* replica is nearing completion at Fremantle, the ship being faithfully reproduced from the original plans.

(Pics — John Lancaster)



XXXX Ansett Race Week

by Ian Grant



Hamilton Island Race Week Overall Winner *Locomotion* (top) close-reaching through the Whitsunday Islands. Above: The fleet sails into the sunset on the long race. Right: Fun ashore as crews play giant volleyball on Whitehaven Beach. (Pics — John Roberson).



JUST the ultimate – we have enjoyed every living moment! XXXX Ansett Race Week has been all what we were told: great fellowship, in great weather, with great racing. To me Race Week was a fantastic experience."

Kiwi skipper Roger Manthel, and his *FloJo* crew, who hail out of Windy Wellington, totally enjoyed the 1992 XXXX Ansett Race Week Regatta, raced for the first time in the balmy temperatures of a tropical winter in the Whitsunday Islands of Queensland.

Perfect one day, absolutely brilliant the next, it was an atmosphere which created the best ever XXXX Ansett Race Week, after being switched from the previously accepted best time of the year late April to the best time of the year.

Late August, or as the southerners say with a shiver, late winter, is a season which never exists in the Whitsundays. In terms of weather there were some days which were rated in the category of light sweater and shorts with just one night spiced with a tropical shower.

Apart from that, the sailors were blessed with some great days of racing on the magical blue warm waters of the Whitsunday Wonderland and some equally brilliant nights in the sailing social set amid the relaxed surrounds of Hamilton Harbour and the user-friendly atmosphere of Barefoot, Captain Cook, Mariners Inn and Compass Bars.

XXXX Ansett Race Week '92 celebrated its ninth birthday in an unparalleled atmosphere: it was without doubt the best to date in terms of friendly hospitality, great weather, and equally great sailing in a testing mixture of wind and sea conditions.

All this and the tourist brochure weather for the Whitehaven lay day had to be experienced to be believed when over 1,000 fun-loving sailors and friends gathered on the pristine white silica sand for the world's largest beach party: all they took was a sun tan and all they left were footmarks in the sand!

To the *FloJo* crew and many others, Race Week '92 was the ultimate: it will be remembered as the most successful, surviving a time change in a very unstable economic climate and producing a near-record fleet to boot.

Regattas of this standard just don't happen – they are made to happen. To this end the team of David Hutchen and Warwick Hoban and their team of helpers with the support of Hamilton Island management and staff totally deserve the acknowledgement for the professional management of another first class special event.

The fleet of 105 represented clubs from Papua New Guinea, New Zealand, Darwin, Fremantle, Hobart and Melbourne. All major yachting ports between Kiama (NSW) and Port Douglas in North Queensland indicated the time change was accepted by the offshore racing fraternity.

This also represented perhaps the best racing standard for all classes, which included IMS for the prestigious XXXX

Ansett Race Week title, Multihull Performance Handicap, Monohull Performance Handicap, Cruising and Trailable/Day Sailor yachts.

George Snow's Kodak Sydney-Hobart line honours champion *Brindabella*, Arthur Bloore's *Hammer Of Queensland* and the Brisbane-Gladstone race record-holder *Bobsled*, co-owned and raced by Terry Kilmartin and Kerry Spencer, three of the top four finishers in the last Hobart classic, set the scene for some great racing.

Doug Coulter's sensationally fast Asia Pacific IMS champion *Oz Fire* and Steve and Cyndy Everett's high performance J44 *Phoenix*, second in the Sydney-Hobart, set a high standard on previous performances for the major Race Week title trophy.

The latest J35 *Locomotion*, owned and raced by finance industry identity David Lowe, still with the factory dust in the bilge when she was set for her first major race after road freighting from Sydney, also offered

another interesting comparison in speed sailing with the revamped former IOR stars *Once A Jolly Swagman (I'm A Mess)* and *Sweet Caroline*.

Collectively, this class championship to decide the successor to Chris Packer's revamped Davidson 55 *Starlight Express* produced some interesting results over a varied range of conditions.

However, like all human element controlled race statistics, there were some "rumblings" back at the bar: some were justified and others not. In the case of course selections between windward-leeward and circular random there was the opportunity for error selection. However, this would easily be clarified with skippers and sailing masters logging the necessary percentages to support their differences.

Both the human element and electronic recorded data gathered from the race course should be forwarded to Race Control to assist them in selecting the most suitable handicap formula.

While there was some contention and this is expected with the "growing pains" of the new rule the best crew still won the series.

Locomotion, David Lowe's J35, emerged with the championship, which was decided on the last leg of the final race.



New Zealand Yacht *FloJo* was among a large fleet which contested the highly successful 1992 XXXX Ansett Hamilton Island Race Week. (Pic John Roberson)

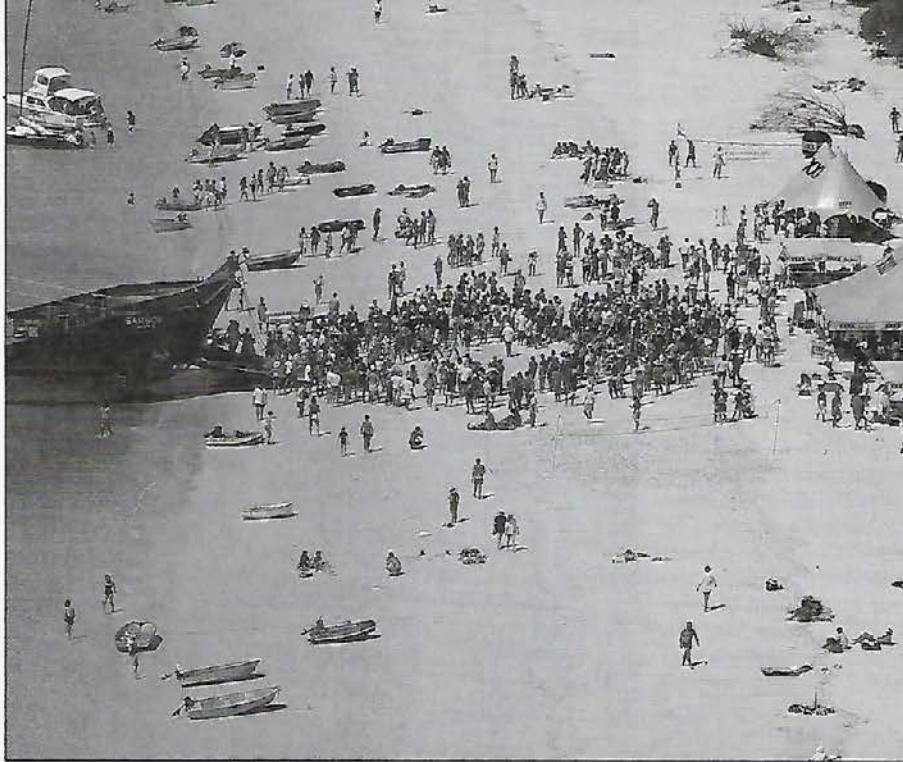
Lowe hijacked some of the smartest technicians and tacticians to crew key roles on his relatively untuned ocean racer. Brothers Jamle and Andy McPhail, Geoff Gale, Bill Wawn, Bob Muggleton, Greg Moses and the best looking bowperson in the regatta, Hamilton Island staff person Lynda Ford, simply met each other when they stepped aboard for the opening race, the 23.3 nautical mile South Molle/Daydream Island race.

The traditional passage race sailed in a moderate 15 knot sou'easter, with some gusts above, was spiced with the odd broach on the initial spinnaker leg north to the islands and a beat home.

Oz Fire, with Peter Antill calling the shots, won the classic windward-leeward course race on corrected time from *Locomotion* and Martin James with his Farr Beneteau *Infinity II*. Arthur Bloore's *Hammer Of Queensland* overcame gear shear in the mainsail winch to take overall line honours.

Variable to moderate sou'easters bending south prevailed for the XXXX Classics, two short course triangles on day two.

Brindabella climbed into overall title contention when she was cleverly helmed by promoted trimmer David Hodgson to win race two on corrected time as well as a



Huge crowd disgorging from the Hamilton Island barge for the Race Week Party on Whitehaven Beach. (Pic John Roberson)

convincing line honours win. Hodgson, who was left to "his own resources," had some white faces on the rail and few friends close to the wheel during his aggressive claim for space on the water with the 40-footers during the hotly contested starts.

After three races *Oz Fire* with her 1-8-1 score, led Colin Wilson's *Never A Dull Moment* 5-4-3 over *Locomotion* 2-2-10, *Infinity II* 3-7-4, *Brindabella* 11-1-5 and *Phoenix* 4-10-2.

The title was to be resolved between these high performance combinations with *Brindabella* scoring a resounding line honours corrected time double in the 142 nautical mile moderate to light southerly wind overnight Coral Sea Race.

Skipper Snow had some good "drivers" assisting him to maintain the required speed average: Snow, Hodgson, David Adams and Bob Ross all had a turn at the wheel when *Brindabella* logged the fastest corrected time, while *Locomotion* held on in the big boat conditions to take second ahead of the larger *Oz Fire*.

This result set the stage for a boat-on-boat match between the series leader *Ozfire* and *Locomotion* in the final two races: the 29 miler over a thinker's course to the Rock, sou'east of Maher Island, and the traditional 22 nautical mile Lindeman Island final.

The superbly sailed J35 *Locomotion* had to win one of the final two races and finish second in the other to have a chance of claiming the 1992 XXXX Ansett Race Week champion's trophy ahead of the equally impressive *Oz Fire*.

This was a challenge accepted with exceptional tactics when specialist helmsman Jamie McPhail seized the opportunity to maintain above-average two-sail reaching speed on the quarter wave of *Sweet Caroline*. The tactic enabled them consistently to log eight knots, almost a knot above the expected speed, and

carried them on to a deserved win and into the match race final with *Oz Fire*.

A nor'wester, previously unheard of in title clashes for Race Week, gusted over the deck at a relatively warm and pleasant 12 knot average.

Naturally both the *Oz Fire* and *Locomotion* crews were pleased with the conditions and both enjoyed relative free use of wind and water after the start, which placed a big demand on the trimmers, tacticians and helmsmen for the fastest corrected time.

Oz Fire, dropping an eight and *Locomotion* casting a 10, held equal 394pt scores when they sailed onto the course for the Lindeman Island race. Despite

being outsailed by last year's race winner *Outsider* (Ross Perrins), *Locomotion* had the legs on *Oz Fire* which was hampered when her forestay fractured four miles from the finish.

She struggled to finish fifth on corrected time while the *Locomotion* crew gained a safe second to take the championship with 492 points over *Oz Fire* 489 and *Never A Dull Moment* 480 claiming third on countback from last year's runner-up *Phoenix*.

This was a fitting reward for David Lowe, who left the boat driving to Jamie McPhail, while his brother Andy called the current and wind, with Geoff Gale made responsible for the fastest angles, the trio having a collection of major success that reflected in the popular title win.

Brindabella settled the line honours score 4-2 over *Hammer Of Queensland* with her convincing win in the Lindeman Island race. Owner George Snow was suitably impressed with the support he had from his talented crew, who are now setting up a challenge to claim the Fujitsu Lord Howe Island race before defending the Kodak Sydney-Hobart line honours in December.

Mackay ocean racing fanatic Lawrie Abrahamson clinched the intensely competitive Performance Handicap class title despite failing to win a race with his 9.9m Swarbrick sloop *Hossack's Mystery*. His wife Vivien and daughter Kim (15) were in the crew, which outsailed the fleet of 30 various designs to record the very consistent 8-2-2-5-5-8 corrected time score.

Abrahamson has an excellent understanding of the required top speed sailing numbers as he spends most of his recreation hours cruising or racing the sloop in major North Queensland offshore events between Yeppoon and Bowen.

The hard miles on the water reflected in

Lake Macquarie yacht *Ozfire* was among the big fleet contesting Hamilton Island Race Week after racing North. (Pic John Roberson)



the performance on the pointscore when *Hossack's Mystery* answered the challenge from some equally impressive rivals, which included the three Townsville Bruce Farr-designed sloops *Ali Baba* (Gaynor Byrne/Kent Sutton), *Kediri II* (Bob Goedhart) and *Farr Star* (Wayne Millar).

Abrahamson and crew made sure they gained early use of clear air and maintained this on the windward beats to allow near maximum speed to power through the existing surface chop to retain the upper hand on dual race winner *Ali Baba* and the consistent *Kediri*, which has contested all nine Race Week regattas for a deserved overall win.

Only 11 points split the top seven places, reflecting the serious competition for the Performance Handicap class title.

Kiwi Alan Glover finished with the best final four race aggregate with the Davidson 38 footer *Sabian* despite carrying the usual Pacific Cruising mode weight of sundry fishing gear and cruising sails for a creditable seventh place.

Potentially the fastest two Multihulls on rated handicap speed finished ninth and 10th in the 14-boat fleet Race Week championship. The Tony Grainger 8m tri *Sirocco*, helmed by former Australian multihull offshore champion Gordon Myers of Gladstone for owner Tony Sutton of Mackay, was evenly matched in the series with the Rosslyn Bay 9.2m Grainger catamaran *Rum Tum Tugger*, owned and skippered by Greg Moore.

They were eliminated from title contention in the compulsory 83.2nm Coral Sea race, when *Sirocco* lost her rudder and *Rum Tum Tugger* was forced to recover the rig after a fitting failure.

Prior to the race they were level on points with *Sirocco* holding 5-1-2 and *Rum Tum Tugger* 1-4-3; unfortunately for them the DNF (nil points) Coral Sea Race had to count in the best five from six for the series.

Only three points split the top three with 31ft Twiggy tri *Adco* (John Sticklan, Mackay) taking the evenly contested title with the impressive 8-2-4-3-2-1 (489pts) score over Graeme Etherton's *The Boat*, a 32ft Crowther catamaran from Townsville 2-7-5-1-3-3 (487pts) and the Cairns Crowther 40ft catamaran *Gotcha Covered* (Robert Leitner) 7-3-1-4-1-7 (486pts).

The international record breaking trimaran *Australia's Child*, originally built and raced by the famed Cathy Hawkins and Ian Johnston, proved she lost little in speed sailing terms under new owners Lyn Robbins and Rod Richards of Townsville. *Australia's Child*, despite eliminating another spinnaker in her limited wardrobe, easily romped away with the fastest class course times over the fleet of 14 various multihull designs.

Boat problems with their Adams 15 *Let's Go* after the Jupiters Classic failed to prevent skipper Alyn Ovenden and crew from Lake Macquarie from contesting the 1992 Race Week series.

They claimed the Whitsunday Charter yacht *4 Ever H Ever*, a conventional Farr 11.9, and turned her into a comfortable cruising class title winner, finishing with a 1-3-7-8-1-6 and a 13 pt win over the majestic

Concordia, Graham Young's Perth-registered German Frers Swan 16m sloop.

Steely Dan, a Joubert 55 skippered by Peter Davis, claimed third overall despite eliminating her spinnaker wardrobe in the last two races.

The feature of the racing in this 36 boat fleet was the America's Cup style match-racing for line honours between the Kaufmann 14m *Circa Freestyle* (Gary Johnson) and *Concordia*. Both crews staged great racing when they pressed their sloops to and beyond the limit, including several heart-stopping broaches and dump tacks, which was considered serious racing to protect their reputations.

The sensationally fast new generation Fun Boats, the Peter Ullrich-designed Boatspeed 23's, proved the talking point of

Race Week '92. A dismasting to Bill Buckle's *Buckle Up* in the no-drop mini Coral Sea Race ended the match race between the Ullrich-skippered *Boatspeed Suppliers* and the Kevin Skov-Christensen-skippered *Buckle Up*.

Buckle Up was the fourth fastest in the fleet finishing only 20 minutes behind the pocket maxi *Hammer Of Queensland* in the Molle Island-Daydream Island race.

She was poised to register another sensational time in the Mini Coral Sea Race when she was pressed by her design rival *Boatspeed Suppliers*. However, a severe gust blew the rig out of the boat leaving *Boatspeed Suppliers* to register a title win with a 3-1-2-1-7-6 from Robert Davis in *Breakaway*, a Magnum 8.5m, 4-8-1-4-3-2 and *Buckle Up* 1-3-3-DNF-6-3.

South Pacific Offshore Championship by Ian Grant

NO pain no gain is a famed sporting phrase which could apply to Colin Wilson's narrow five-point win in the South Pacific Offshore Championship raced over a series of events between Sydney and Hamilton Island during the month of August.

Wilson, owner-skipper of the Jarkan 41 *Never A Dull Moment*, sailed with a broken ankle in a waterproof cast, a legacy of a tough Mooloolaba-Hamilton Island race, to claim a close win. The ankle was fractured when Wilson slipped on a sail bag on the second night into the 470 nautical mile race.

As expected the pain was severe and he was forced to spend his watch at the helm as the crew complement was short on specialist steerers.

This was just one incident in a series which faced a share of drama mainly involving protests on racing rules and measurement.

Naturally protests are expected but the IMS racing rule has unearthed a spate of queries since it was introduced to Australian bluewater racing. This problem is not solely identified with Australian Offshore racing as indicated in the number of protests filed during the Kenwood Cup in Hawaii.

Without doubt the problems are critical, having also raised their heads in the land of origin, and unless a solution is found to the many and varied complaints the IMS may in fact become a mess.

Unfortunately the rule is suffering because owners and race administrators disagree on the vital aspect of wind strengths and wind directions which determine the correct applications for the handicap calculations.

The problem was a minor one in the Jupiters Sydney-Gold Coast Yacht Classic but it was constantly queried in all other races for the South Pacific Offshore Championship between Southport's XXXX

Winter Championship and the XXXX Ansett Race Week at Hamilton Island.

However, despite a number of problems, the championship, while attracting a small fleet, staged a very interesting series with results resolved by margins of seconds.

Apart from the Colin Wilson's *Never A Dull Moment* and the Martin James superbly appointed Farr/Beneteau *Infinity II*, all the other contenders were IMS conversions of tried and tested IOR class sloops.

One of the latest conversions was the former Laurie Davidson One Tonner *Once A Jolly Swagman*. She has been optimised with a new Scott Julson keel for Fremantle owner Alan Brierty and relaunched with a new image and a new name of *I'm A Mess*.

While beaten on corrected time by the optimised Farr 11.6 *Outsider* (Ross Perrins) and the new J35 *Jenny* (Jeffrey Leow), *I'm A Mess* was the best performer of the SPOC fleet, claiming the win ahead of *Never A Dull Moment* and *Infinity II*.

Sweet Caroline, Robert Mulkearns Dubois 44, another of the conversions from the IOR mode, attracted some doubt about her IMS certificate after winning the XXXX Gold Coast Winter Regatta (6-1-1-1) and the XXXX Sunshine Coast Championship series (4-1-5-1).

Unfortunately, Mulkearns and crew, who sailed some smart races on the course, were unfair victims of a measurement error on her rating certificate.

They were at sea in the Mooloolaba to Hamilton Island race when the error was discovered, forcing the issue of a new certificate.

The points from her previous races remained unchanged with the title being resolved when *Never A Dull Moment* outscored her during the XXXX Ansett Race Week to win the series over *Sweet Caroline* and *Infinity II*.

O kay, after a year and half of investigation, what is happening to the new International Offshore Rule, or Grand Prix Rule, as it has come to be called? The measurement concept favoured by the International Technical Committee, after much discussion, is to be based on a Velocity Prediction Programme. Very briefly, the envelope will be governed by six criteria covering three light and three strong wind conditions with various parameters in each level rating class to determine the dimensions and configuration, etc.

The ORC maintains that the new rule will be for level rating classes only, a natural evolution for grand prix yacht racing, but a point not necessarily clear to everyone when the pressure to reform the IOR climaxed in 1990. This means that from 1994 all major regattas will be run under IMS or CHS, have IOR level rating banks like the Admiral's Cup, or be in special design classes such as the Whitbread.

Will this make the IOR even more remote from the sailing community than it had already become? Yes! Will it prove a useful handicapping system for grand prix class racing? Probably! Will anyone build racing yachts to the new rule in Australia? Good question!

Nor is it intended that the grand prix class will be able to switch into and out of IMS events at will although, according to the ORC, it will be possible to go one way into IMS at the end of a grand prix career by meeting the "spirit and intent" of the IMS, whatever that might be at the particular venue. I have doubts about that unless the ORC is going to ban exotic materials from the grand prix hull and rigs, a backward step, or make some sort of dispensation to allow them to race under IMS, thereby opening yet another can of worms. It is a point not covered in the ORC press release.

All of which probably sinks the IOR for good in Australia. Who, for instance, will build an Australian boat to the new Grand Prix Rule when the only place he can race it will be in Europe, or possibly the east coast of the USA? A few heavy hitters might, but the boats would be berthed permanently overseas and what then of Australia's Admiral's Cup future? Obviously, there are some important decisions to be made at the November meeting of the Offshore Racing Council which will profoundly influence the future of Australian ocean racing.

.....

This month, consistent with the Editor's direction to tackle the most serious issues of ocean racing head on, I wish to deal with a social problem of vital interest to most yachties which is, as you have probably guessed: SHOULD YOU TAKE YOUR WIFE TO HOBART? I realise

Biggles

with John Brooks

that this can be a sensitive subject in some quarters and those of you who have managed to convince your wife that the Tasmanian Government does not issue visas to female, married, mainland tourists due to overcrowding during December had better intercept this issue of OFFSHORE before it lands on the hall table.

Of course, not all wives WANT to go to Hobart and some have not even heard of the place: for instance, the ones who believe that the Chamber of Commerce runs those compulsory 10 day business seminars commencing 26th December every year. However, based on my scientific survey of marriage counselling articles published in the *Women's Weekly* every issue for the last 50 years, wives are constantly alert to the danger of allowing husbands out of their direct control for more than eight hours at a stretch. This makes an unsupervised trip to Hobart with 10 or 12 yachting mates an excursion to be viewed with utmost suspicion.

- SURELY YOU DO NOT INTEND TO DO THE HOBART RACE AGAIN???

- YOU SAID THAT LAST YEAR WAS DEFINITELY THE LAST ONE!!!

- WHAT DO YOU DO DOWN THERE ANYWAY???

- IF ALL YOU DO IS STAND AROUND AND DISCUSS THE RACE WITH THE REST OF THE CREW I MIGHT AS WELL MEET YOU DOWN THERE AND WE CAN GO TOURING IN THE COUNTRYSIDE!!!

Any of the above sound familiar? The last statement alone has been known to strike fear in the hearts of the most hairy-chested blue water men. But if there is one thing a husband should never do, it is let

his wife discover that he actually has a good time in Hobart, otherwise he may not be allowed out of the house at all on Boxing Day.

Should the subject of the good lady wife travelling to Hobart ever arise, the best approach is to feign willingness, even enthusiasm, but work to undermine the plan. For instance, some years ago when my wife casually dropped the bombshell that she had decided to join me in Hobart after the race it was only my normal glacially slow reactions which masked the inner turmoil thus generated. After considering various ploys I hit upon the perfect line of defence:

"Darling, you do realise that you will have to change planes in Melbourne when you fly to Hobart?"

"Really, why?"

"Because Tasmania has only little airfields and you have to cross Bass Strait in a propeller-driven aircraft."

At the mention of propeller aircraft my wife, a true jet age girl, paled visibly.

"PROPELLER-DRIVEN AIRCRAFT?" (a slight but rising note of hysteria in the voice).

"Yes, it should be an exhilarating experience for you".

"But what if one of those propeller things falls off?"

"Could be very nasty, especially over Bass Strait - better not take the kids".

This distraction worked for a while until one of the then two domestic airlines started a direct jet service to Hobart during race week and, to make matters worse, went and told everyone about it. This was uncharacteristic for two reasons. Firstly, in those days one of the domestic airlines doing something not immediately matched schedule for schedule by the other, while not illegal, was looked upon as something approaching high treason by the bureaucrats of the Department of Aviation. Secondly, this direct link actually produced a much needed service which, while not

exactly illegal either, was not usually considered necessary or even desirable. Who needed socialism to screw up the free enterprise system when we had the Two Airline Policy?

The introduction of this direct flight had a sobering effect on those sailing husbands who recognised the extreme danger it represented – their days of brief but heady independence in Hobart each year were numbered. Sure enough, when the service started, wives and families flocked to get tickets, the only saving grace being that, with only one flight a day, seats were as scarce as good heavy weather lady helmspersons.

(OFFSHORE would like to dissociate itself from the foregoing sexist remark, which does not represent the opinions of OFFSHORE or the editor's wife!)

Nonetheless, I was forced to adopt plan B, which was based on one small, seemingly irrelevant facet of female behavioural psychology. No true blue Aussie wife is ever going to waste her time going to Hobart every year if it means missing out on the SYDNEY SUMMER SALES. To help the female psyche along I cheat a little by planting reminders of the SALES at every opportunity. I even keep the full page newspaper SALE ads from the previous year and slip them into the morning paper around mid-December. It works like a dream.

CYC officials calculate that the chances of a feral yachtie being killed by his wife in Hobart are as remote as 3 to 1, but the advent of even a small number of wives in Hobart brought with it all sorts of social problems not immediately apparent and best not mentioned by me. Pub owners noticed a drop in turnover, likewise the mobile fast food vendors, but the more up-market establishments did well and credit card revenue boomed as wives 'walked the card' around Hobart.

My own problems were highlighted by an obscure social tradition: the invitation to the Governor's cocktail party did not include my then, still wife-to-be. This was a holdover from convict days when the only non-wives in Hobart were definitely not socially acceptable – well, not in the lounge room, anyway. The protocol remained in Governor's Residence standing orders in the mid-80's and might well still be there. Faced with a choice between sinking a few with the Governor and the wrath of a steely eyed 1.8 metre lady of Viking descent . . . "YOU GO WITHOUT ME, DARLING, IF YOU WANT, THAT IS" . . . I took the macho way out and declined the invitation. I know senseless bravado when I see it.

This in turn brought down upon my head the disapproval of yacht club officials. Eventually, in a feat of modern day diplomacy, a Governor's Aide solved the problem by making Viking Lady the first of her persuasion (i.e. unmarried) to be invited to the Governor's Hobart race cocktail party, although I am not sure if the Guv was ever actually aware that he was rubbing cocktail shoulders with a (shock, horror!) 'un-wife'. If so, he would not have

been half as shocked as the Governor who, during the sixties, came face to face with a scantily dressed, leggy blonde 'model' name of Delphine at the Hobart race trophy night, but that is quite another story.

However, the entire issue of wives travelling to Hobart has been recycled by the true believers in the 'spirit and intent' of the IMS Rule and the question becomes – SHOULD YOU LET YOUR WIFE SAIL TO HOBART? I heard you gasp from here and when you stop that disgusting sobbing and wringing of hands I think we should discuss the issue coolly and rationally.

It should be remembered that when the Bass Strait race was first mooted the wife of the Club Commodore, a lady of strong convictions, considered the idea so outrageous that she confiscated the trophy and refused to give it back until the race was cancelled. Chances are that, despite claims to the contrary, most wives still feel that way about ocean racing in general and the Sydney-Hobart race in particular.

There are, however, exceptions. One of them was the cause of a telephone call I received from the Editor recently. He announced that the audited readership of Biggles Column had leapt by 50%. The third reader is a lady who demanded to know why Biggles Column does not give equal time to women. In true cowardly Editor fashion he had claimed that the probable cause was either Biggles' lack of intellect or writer's cramp. OFFSHORE, he went on, was definitely pro-choice, or equal opportunity, or whatever and Biggles Column does not represent the morally uplifting views of the Editorial Staff, the Federal Government, the AYF, CYC, ALP, EMF, *Vague Magazine*, *Gismo*, *No Idea* or *Women's Weekly*.

I know what you're thinking – you are thinking that I am some kind of latter day MCP with not the slightest inkling of true female sensibilities. In my own defence, let me say that I am in fact the epitome of the modern, sensitive male ocean racer, advanced in social awareness and definitely not anti-feminist. Quite the contrary, I believe that every male yachtie should have at least two of them and I can think of cold nights in Bass Strait after a three-hour watch when hot bunking could have taken on a new meaning given the right crew mix. If that is not a pro-feminist statement I would like to see one!

But I digress – the phone call to the Editor was from a lady ocean racer of some note during the eighties and since famous for her speeches at the annual Quiet Little Dinner, a bastion of male ocean racer chauvinism if ever there was one. Therefore, in the interest of giving equal time to women in Biggles Column, sensitive, socially aware male yachtie that I am, I have decided to submit the feminist view of yachting wives in Hobart in a separate piece entitled HOBART – TO ESPOUSE OR NOT, written by Gillian Carter-Bracken. I take no personal credit, or BLAME, for what follows, but send any cash gratuities directly to me

Hobart ...

Espouse Or Not?

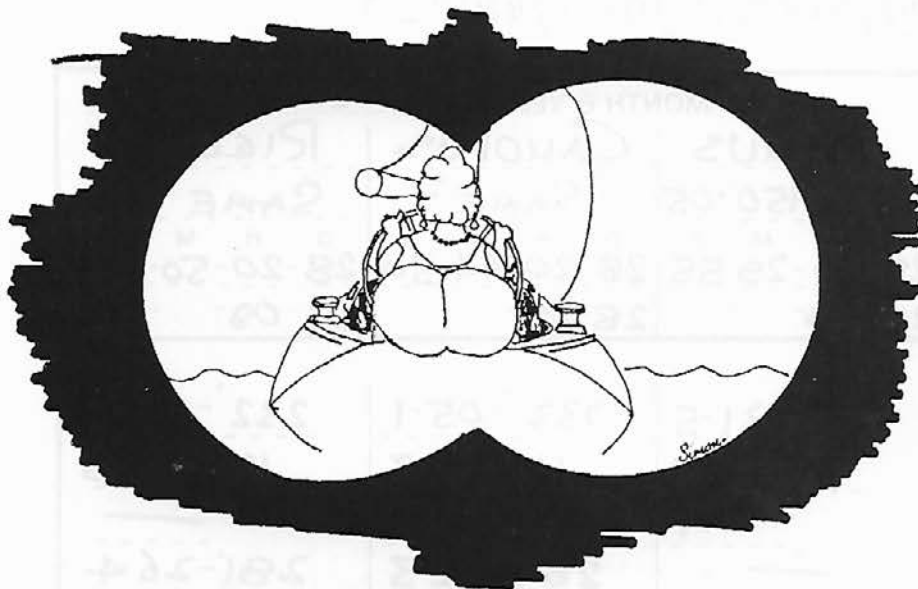
By Gill Carter-Bracken

If ever there was a can of worms to stir the emotions and divide the ranks, to create dissension in the marital nest and overload the Family Law Courts, the question of "should you take your wife to Hobart" rates highly.

The annual poser bubbles along in the minds of sailors throughout the year as they absent themselves from the home each weekend to sail and psyche up for The Big One, while copping the flak on the domestic front for shirking family responsibilities.

This article is not setting out to denigrate that elite group of women involved in the sailing scene – more a cautionary piece aimed at men who've done the Hobart many times and now feel it's time to dispel the mystique and take the wife to Hobart, for the first time.

Some veterans say that women and boats don't mix. Of course this is a gross generalisation perpetuated by old sailing chauvinists who'd rather swim to Hobart that have a woman on board, but I'm reminded of a little scenario on Sydney Harbour some years ago during Ladies' Day. An extremely large boat, the pride and joy of the Poor Bloody Owner (PBO), and skippered by the PBO's wife (PBOW), was careering towards the Manly West mark,



"Looks like the Aussies have some radical new stern design!"

out of control and with demolition designs on the rest of the fleet.

In a loud and heated exchange, the PBO made the mistake of questioning his wife's steering capabilities. She naturally retaliated with the affection of a trapped viper and, to the horror of the crew, vacated the helm and disappeared below, waving her arms and wrapping herself around a bottle of champagne.

After the salvage crew had prised the wreckage from the rocks, the tearful skipper wandered dazed and disorientated until he finally found Manly Wharf, caught the ferry back to Sydney and never went sailing again. The PBO was awarded the insurance money in the divorce settlement, married the assessor and spent the rest of her days travelling the world on the QEII.

There is also the story of another PBO who, flushed red with success in bed, rashly agreed to let his wife sail to Hobart. On the first night out the fleet was hit by a 60 knot southerly, creating chaos for the crew because the presence of a woman on board was far more interesting than worrying about sail changes. The large and angry No. 1 had inexplicably wrapped itself around the forestay, so while the boys wrestled with the problem up front, the PBO wrestled with the helm down the back.

Drenched to the skin with the make-up and hairdo gone for a Burton, she was not entirely happy with the situation and was suddenly struck by a violent attack of the PMT's. The natural instinct was to go below, make a nice cuppa, take a pill and have a good lie-down. This certainly made her feel better, but the PBO and crew suddenly found themselves odds-on favourites for the First to Davey Jones' Locker Individual Trophy.

No wonder that the US Navy created a character called Murphy and published a series of educational cartoons with the underlying principle that "if anything can go wrong, it will." Murphy's Law will operate in

ALL circumstances to produce the least desirable result, whether you decide to take your wife to Hobart or not. Let's say you decide against, for reasons best kept to yourself. Long-time sailors are well aware that once into Bass Strait there's really no turning back, unless The Almighty decides your intentions for going it alone are not entirely honourable and drops the stick over the side.

Unfortunately, such occurrences during the race are widely reported by the media, so the chances of slipping over the side and hitching a ride from Cape Barren to Hobart, to keep that illicit rendezvous, are extremely slim. It's more likely the whole family will be there to meet you in Eden, delighted at your misfortune and thrilled that you're now free to spend New Year's Eve with them. No Cascade throat for you, my boy, and serves you right for thinking you could get away with it in the first place. Murphy has struck!

But we're assuming you've capitulated and have agreed to the Good Lady Wife (GLW) coming aboard and sharing in the fun. Off the top of the head, there are three good reasons to rethink, rethink and rethink again, using Murphy's Law. Even though you may believe otherwise, the nocturnal activities available on board for you and the GLW are scant.

The obvious is out of the question: sex, like sailing, is not a spectator sport and the rest of the crew will be mighty upset that you have your own personal piece on board.

In the majority of situations (male crew only) the 24 hour pursuit during a southerly crossing is to sit right leg over left on the weather rail and swap totally untrue stories about other races, other boats and other women.

This sport is unlikely to hold a great deal of appeal for your GLW. Instead, she will elect to stay below and make her own amusement. However, once she's read a few passages of "Lifeboats - Are they

Really Necessary?" and rearranged the crew's wet weather gear into alphabetical order, saying "Gees, it's cold" a few times, there's not much more to do. Murphy says it's probable she'll decide that those funny pencil notations on those clapped-out charts look too tacky for words and will attack them with an eraser in her hand and a tidy look on her face. Reason No. 1.

Well, here you are sailing up the Derwent to the Dock. There are hundreds of spectators, the band is playing, the sun is shining, the boat is still in one piece and you and the GLW are still speaking, miracle of miracles. But as you edge into the mooring there's a small black cloud on the horizon, closely resembling a fleeting (but quite remarkable) liaison forged the previous year.

The black cloud is surrounded by others, and collectively they're looking like a threatening thunderstorm. Murphy's back. It's one thing to have fun while on shore leave in Hobart, but never give your real name and, if possible, switch boats each year to avoid instant recognition.

If you are sprung, the options available are few. It IS possible to spend the rest of your life down below, but the GLW will want a damn good explanation as to why this harpie is picketing YOUR boat with a sign reading "CASTRATE THE BASTARD." If you opt to play the good guy and try to explain your way out (not recommended), the GLW may just side with this vigilante. So, unless you fancy your block and tackle hanging from the top spreader, Reason No.2.

Man, nor sailor, cannot live by bread alone, and a fair smattering of age-old customs and camaraderie is required in Hobart to supplement the noxious diet of Scollap Pies and Mutton Bird Repellent. This in mind, the GLW will be hard-pressed to grasp the traditional significance of you and the crew imitating zoo primates by hanging upside down from Maloney's aircon unit. Chug-a-lugging a jug of tequila with fossilised worms as garnish will defeat her entirely. Other rituals such as "I Did 100 Push-Ups Single-Handed Before I Noticed The Blonde Underneath Me" and "Elephant's Trunk Drinking A Schooner Of Beer" will earn you no Brownie points.

As retribution for your fun, the GLW will insist on a quiet afternoon at Carla Zampatti HQ shredding the credit card. Hardened mariners have been reduced to tears by the sight of a woman who normally questions the price of baked beans on sale slipping into a little black number tagged \$899, muttering "Animals, they're all animals." Murphy 3 - you 0.

So the dilemma remains. The other tack is that many first-time-to-Hobart waves had such a ball they're now permanent fixtures on the boat each year and regarded as an integral part of the crew. I've also spent many happy hours in the RYCT with other wives and girlfriends waiting for the boys to arrive and hear the stories of the race, over and over and over again. Well - I shrug my shoulders. It's a very personal decision, but don't say Murphy didn't warn you!

Solution to navigation problem from page 25

GEM COPYRIGHT © 1992		MONTH & YEAR DECEMBER '92		
OBJECT		VENUS	CANOPUS	RIGEL
D.R. POSITION		38°58'150°05'	SAME	SAME
ZONE TIME		D H M S 28-20-29-55	D H M S 28-20-44-50	D H M S 28-20-50-02
① G.M.T.		28-09	28-09	28-09
② G.H.A. (DAY & WHOLE HOUR)		266°-31.5	232°-05.1	232°-05.1
INCREMENTS +		7°-28.8	11°-14.3	12°-32.6
③ δ CORR. (MOON & PLANETS)		- .1		
④ S.H.A. (STARS ONLY) +			264°-02.3	281°-26.4
FULL G.H.A.		274°-00.2	147°507°-21.7	166°526°-04.1
⑤ CHOSEN LONG. ^{W-} _{E+}		149°-59.8	149°-38.3	149°-55.9
⑥ L.H.A. (P) (I)		64424°-00.0	297°-00.0	316°-00.0
⑦ CHOSEN LAT. (III)		39°-00.0	39°-00.0	39°-00.0
⑧ δ ± (MOON & PLANETS)		- .3		
⑨ δ ± (NOT FOR STARS)		-1.0		
HP. (MOON ONLY)				
② DECLINATION		N <input type="checkbox"/> S <input checked="" type="checkbox"/> 15°-37.3	N <input type="checkbox"/> S <input type="checkbox"/>	N <input type="checkbox"/> S <input type="checkbox"/>
⑩ δ CORRECTION		-0.5		
⑪ CORR. DEC. (II)		N <input type="checkbox"/> S <input checked="" type="checkbox"/> 36.8	N <input type="checkbox"/> S <input checked="" type="checkbox"/> 52°-41.6	N <input type="checkbox"/> S <input checked="" type="checkbox"/> 8°-12.6
⑫ TAB. ALT. (USE I II III)		29°-28.1	45°-29.4	39°-52.8
⑬ INTERP. CORR. ±		+ 21.9	+ 6.1	+ 8.9
CALC. ALT.		* 29°-50.0	* 45°-35.5	* 40°-01.7
DEC. INC.		36.8	41.6	12.6
ALT. DIFF. (d) ±		+ 35.7	+ 8.8	+ 42.4
⑭ TAB. AZIMUTH (Z)		93.8	50.7	116.3
⑮ TRUE BEARING (Zn)		273.8	129.3	63.7
* SEXTANT READ. (hs)		* 29°-58.0	* 45°-57.0	* 39°-58.0
⑯ DIP (H. OF E.)		MINUS 2.7	MINUS 2.7	MINUS 2.7
APPARENT ALT. (ha)		29°-55.3	45°-54.3	39°-55.3
⑰ ALT. CORR. + HP.		- 1.6	- 0.9	- 1.2
TRUE ALT. (Ho)		* 29°-53.7	* 45°-53.4	* 39°-54.1
⑱ INTERCEPT (a)		3.7	17.9	7.6
⑲ DIRECTION		TOWARDS <input checked="" type="checkbox"/> AWAY <input type="checkbox"/>	TOWARDS <input checked="" type="checkbox"/> AWAY <input type="checkbox"/>	TOWARDS <input type="checkbox"/> AWAY <input checked="" type="checkbox"/>

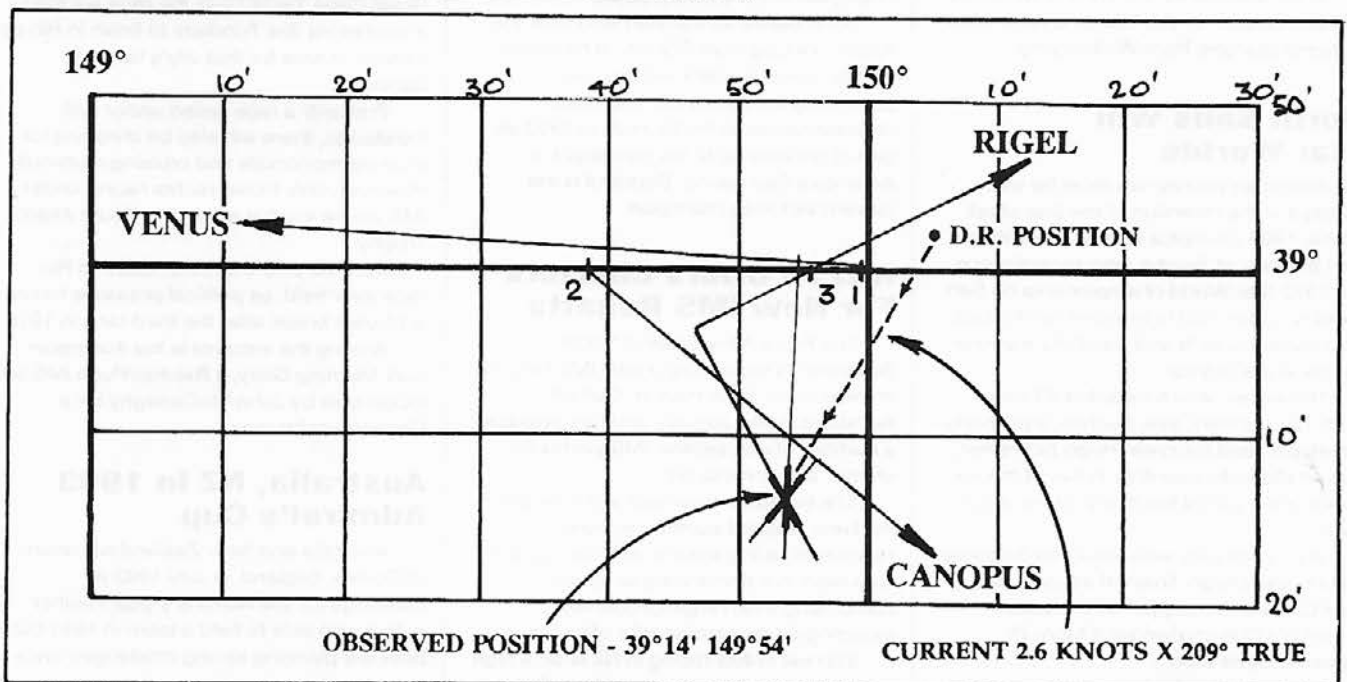
ELECTRONIC CALCULATOR SIGHT FORM.

DATE 28.12.92

	1	2	3
HEIGHT of EYE	8 Ft.	8 Ft.	8 Ft.
D. R. LATITUDE	38.58	SAME	SAME
D. R. LONG	150.05		
SIGHT No.	1	2	3
TIME (G.M.T.)	9.2955	9.4450	9.5002
SEXTANT	29.58'	45.57'	39.58'
OBJECT	VENUS	CANOPUS	RIGEL
DATE (G.M.T.)	28.12.92	SAME	SAME
SD. and HP. (MOON)	. . .	/	/
MOON & PLANETS ONLY	GHA.	266.315	/
	V. COR.	-.3	/
	DEC.	15.373 S	/
	d COR.	-1.0	/
INTERCEPT	7.4 T	3.2 T	-14.6 A
AZIMUTH	273.7 °	129.4 °	063.8 °

OBSVD. POSITION LAT. 39°-13.5' LONG. 149°-54.0' ERROR 0.2 MILES
 DISPLACEMENT 17.7 MILES (from Dr.) TIME SINCE LAST FIX 6-50 CURRENT 2.6 x 209°
 GEM COPYRIGHT © 1992

GRAPHICAL PLOT OF THE EVENING SIGHTS.



international news

Laser In, FD Out For 1996 Olympics

The International Yacht Racing Union at its annual meeting in London in November has selected the 10 classes for the Olympic yachting regatta at the 1996 Atlanta Olympics, making only conservative changes at a time when more popular and spectacular classes could have been included.

Out is the Flying Dutchman two-man centreboarder and in is the Laser singlehanded dinghy. The only other change is that the Lechner II sailboard has been dropped in favour of the Mistral, a sailboard with wider world popularity.

Despite a strong move to introduce the International Etchells for Olympic competition, the Soling three-man keelboat has been retained as has the Starboat, a two-man keelboat originally designed in 1911 although certainly updated in hull construction and rig.

Introduction of the Laser, the world's most popular international singlehander, is good news for Australia as we have won four World titles in recent years. Victorian Stuart Wallace was the first to win a Laser Worlds and then Sydney's Glenn Bourke followed him with an unprecedented three successive Worlds. Bourke is now likely to return to the Lasers after his unsuccessful Olympic bid in the heavyweight Finn dinghy.

Apart from Bourke, there is a great depth of talent throughout Australia in the Laser, which is also the singlehanded boys' class for the IYRU World Youth Championships.

In the sailboards, the current women's world champion in the Mistral is Australian Natasha Sturges, from Wollongong.

North Sails Win Star Worlds

American yachtsmen must be well pleased at the retention of the Star class for the 1996 Olympics and no more than Carl Buchan, of Seattle, who recently won the 1992 Star World championship on San Francisco Bay. Not to mention North Sails, who made his sails and six of the top nine yachts in the regatta.

The series, which included 53 boats from 12 countries, saw Buchan, a property developer, and his crew, Hugo Schreiner, use an all-North inventory in five of the six races and a partial North inventory in the sixth.

Joe Londrigan, who works for Sobstad Sails in San Diego, finished second, and Paul Cayard, the skipper of the Italian America's Cup challenger *Il Moro Di Venezia*, came third.

Going into the final race only one point

separated Londrigan and Cayard. In a close fleet, Buchan rounded the first weather mark second, picked up a good shift downwind and went away to win the race and series.

The Star, which is 22 feet 8 inches overall, was designed in 1911. It is the oldest Olympic class, having been used in every Olympics but one since 1932. North Sails have won the last nine World championships.

Dennis Conner For Etchells Worlds in Brisbane

America's Cup skipper and 1991 world champion Dennis Conner has accepted the invitation to contest the 1993 Etchells world championships on Brisbane's Moreton Bay in November, 1993. He will also sail in the Australian championships at Mooloolaba in January before coming to Sydney to sail in the planned Formula One Grand Prix Regatta.

His nomination was confirmed by North Sails' Michael Coxon, who has been commissioned to prepare an Australian boat for Conner's challenge. He recently worked with Conner in tuning up for the 1992 worlds at Larchmont Yacht Club, USA.

"He is particularly keen to race against Australians after winning the Etchells world title in Perth two years ago," Coxon said.

Iain Murray, who lost the America's Cup to Conner in Perth in 1987, has accepted the offer from Coxon to sail his Etchell *North Sydney Station*, while Coxon and his crew, Steve Jarvin, sail with Conner. Murray is also a past world champion in the Etchells class.

John Bertrand, the man who took the America's Cup from Conner at Newport, Rhode Island, in 1983, will also be contesting the Australian and world championships in the Etchells in 1993 as part of his lead-up to his comeback to America's Cup racing. Bertrand is the current Victorian champion.

RNZYS Offers Charters For New IMS Regatta

The Royal New Zealand Yacht Squadron is organising a new IMS Regatta in the waters of the Hauraki Gulf off Auckland in late January and has available a number of competitive IMS yachts for charter at a nominal fee.

The regatta will be held at the height of the New Zealand summer in these renowned sailing waters, with racing over nine days in a demanding program comprising a full range of courses, including a 600 nautical mile offshore race.

Interest in IMS racing in NZ is on a high note following the success of New Zealand

yachts and yachtsmen at the Kenwood Cup in Hawaii.

The IMS regatta runs from January 22-29 and any Australian yachtsmen interested in a charter should contact RNZYS race manager Neil Stewart by phone + 64-9-378-4665 or fax on + 64-9-378-9628.

Two Ton Cup 21st World Title In Farr Designs

The victory by *Shockwave*, the latest Farr Two Ton design owned by New Zealander Neville Crichton, in the World Two Ton Cup held as part of the Kenwood Cup in Hawaii, marks the 21st world offshore championship won in yachts designed by Bruce Farr & Associates.

It was also the second level rating world cup trophy won in a Farr design this year, with *Brava Q8* winning the One Ton Cup for Italian yachtsman Pasquale Landolfi.

Cape to Rio Revived After 17 Year Break

One of the most appealing international yacht races in the world, with 3600 nautical miles of warm tradewind sailing from Cape Town, South Africa, to exotic Rio de Janeiro, in Brazil, will be sailed again in 1993, starting on January 9.

The race, sponsored by Rothmans of Pall Mall, will be South Africa's first major international yachting event in 17 years. Organisers are gearing up for a record entry of 200 yachts.

Organised by the Cruising Association of South Africa (CASA) and hosted by the Royal Cape Yacht Club, the race will follow a course via Ilha Trindade to finish in Rio de Janeiro in time for that city's famous carnival.

Primarily a race sailed under IMS handicaps, there will also be divisions for cruising monohulls and cruising multi-hulls. However, only those yachts racing under IMS will be eligible to win the South Atlantic Trophy.

It will be only the fourth Cape to Rio race ever held, as political pressure forced a 17-year break after the third race in 1976.

Among the entrants is the Australian built *Morning Glory*, a Reichel/Pugh IMS 50-footer built by John McConaghy for a German yachtsman.

Australia, NZ In 1993 Admiral's Cup

Australia and New Zealand will return to Cowes, England, in July 1993 to challenge for the Admiral's Cup. Neither nation was able to field a team in 1991 but both are planning strong challenges once more.



Australian yacht owners interested in the challenge have already had a meeting under the chairmanship of the Australian Yachting Federation's offshore committee head, David Kellett, electing Syd Fischer again to captain the team.

Fischer is planning to campaign the Farr 50 *Ragamuffin*, which he has been sailing this year in Europe in the international 50-foot World Cup regattas. Melbourne yachtsman John Calvert-Jones who previously was part-owner of the 1989 Fastnet Race winner *Great News*, has bought in England the Farr-designed 45-footer *Wings Of Oracle*.

The yacht is currently undergoing significant modifications and will be re-launched as *Great News II*, making its racing debut in France next Easter with Colin Beashel at the helm.

The third yacht in the team, assuming the Royal Ocean Racing Club stays with three-yacht teams, will be a One Tonner and probably will be chartered in Europe for the Admiral's Cup. Several Australians are interested in such a plan.

In Auckland, the Royal New Zealand Yacht Squadron has announced a Kiwi challenge following the victory of New Zealand in winning the Champagne Mumm World Cup for 1992 by just one point from Australia.

Cornerstone of the NZ challenge at Cowes will be Neville Crichton's *Shockwave*, which won the Two Ton Cup in Hawaii in August. Plans for a new Farr-designed One Tonner are well advanced and the Squadron plans to complete the team by chartering a 50-footer from among the World Cup fleet.

Kiwis Continue To Dominate Match Race

By John Roberson

New Zealanders Chris Dickson and Russell Coutts continue to dominate the match racing circuit, winning the two regattas sailed in October, and holding the top two places on the Omega Rankings.

At the beginning of October Chris Dickson won a hard fought final of the ACY Cup over Russell Coutts, while at the end of the month Coutts collected the Omega Gold Cup for the second time, beating Paul Cayard in the final, with Dickson third.

Dickson retains his place at the top of the rankings, a position from which he has only been briefly displaced since December 1988 and that was by Coutts, who is now threatening a more permanent dethroning. After winning two of his last three regattas, the World Championship and the Omega Gold Cup, as well as finishing second to Dickson at the ACY Cup, Coutts has moved to within 70 points of his compatriot.



ACTION on board as Peter Gilmour's Team Australia crew prepare for a spinnaker hoist in the World match-racing championships at Long Beach, California. (Pic - John Roberson)

It is really a question of whether Coutts can depose Dickson before the master of the circuit steps aside to apply his considerable talent to his Whitbread campaign. Dickson's last match race regatta before the launch of his first Whitbread 60 will be Auckland's Steinlager Cup at the end of November.

The ACY Cup, sailed in Croatia's Rovinj, saw a good line-up of talent in this war-torn state. Finishing in third place behind Dickson and Coutts was Peter Gilmour, who beats Italy's Tommaso Chieffi in the consolation final, with Gordon Lucas in fifth place.

Coutts was taken all the way in the best of five final at the Omega Gold Cup, with Cayard of the USA twice going one up, but the Kiwi came back each time, and then took the decider. Russell and his team won four of the five starts convincingly, but in the first two races had boatspeed problems, which enabled the American to recover from a seemingly hopeless position.

RESULTS - ACY Cup, Rovinj - Croatia:
1. Chris Dickson - NZ US\$20,000;
2. Russell Coutts - NZ \$8,000; 3. Peter Gilmour - Australia \$5,000, 4. Tommaso Chieffi - Italy \$4,000; 5. Gordon Lucas - Australia \$3,500; 6. Chris Law - England \$3,000; 7. Roy Heiner - Netherlands \$2,500; 8. Hubert Raudaschl - Austria \$2,000; 9. Eddie Warden-Owen - England \$1,500; 10. Branko Pesut - Croatia \$1,000.

RESULTS: Omega Gold Cup - Hamilton, Bermuda: 1. Russell Coutts - New Zealand \$30,000; 2. Paul Cayard -

USA

\$15,000;

3. Chris Dickson

- New Zealand

\$8,500; 4. Roy Heiner - Netherlands

\$6,300; 5. Eddie Warden-Owen - England

\$4,750; 6. Peter Bromby - Bermuda \$4,250;

7. Ed Baird - USA \$4,000; 8. Jorg Diesch -

Germany \$3,500.

RANKINGS: As at October 26, 1992:

1. Chris Dickson - NZ 2596 pts;

2. Russell Coutts - NZ 2524; 3. Peter

Gilmour - Australia 2450; 4. Paul Cayard -

USA 2274; 5. Peter Isler - USA 1927; 6. Ed

Baird - USA 1865; 7. Jesper Bank -

Denmark 1862; 8. Jochen Schumann -

Germany 1828; 9. Kevin Mahaney - USA

1997; 10. Magnus Holmberg - Sweden

1795.

More Race For 1995 America's Cup

MORE racing and a new course will be features of the 29th match for the America's Cup, which will start off San Diego on Saturday, May 6, 1995.

These and other details were resolved as representatives of the defending club and the Challenger of Record club agreed on "the four mutual consent items" specified in the Deed of Gift for yachting's most prestigious trophy.

Commodore Fred Delaney, of the defending San Diego Yacht Club, and Challenger of Record Commodore Francois Carn, of the Yacht Club de France, met in an historic setting aboard the veteran 1934 J-Boat America's Cup challenger *Endeavor* during the Nioulargue Regatta for classic yachts. They announced agreement on the following:

- Yachts will be the international America's Cup Class adopted for the 1992 series in San Diego.

- Racing will commence on Saturday, May 6, 1995.

- Races will be 20 miles in length with either windward/leeward legs, leaving marks to starboard and with a downwind finish.

- The winner will be decided in a best-of-nine race series - first boat to win five races.

The agreement is one of several actions called for by the "San Diego protocol" governing the next match. Items remaining include negotiations between challenger and defender on cost reduction proposals and variations in the IACC class rules.

The Yacht Club de France, as Challenger of Record, represents the six clubs from Australia, France, Italy, Japan, Russia and Spain, that have challenged for '95. Under the Protocol other challengers must make their bids before November 12, 1992.

Gosford Crew Sails Cole 43 To Victory

By Peter Campbell

A Gosford Sailing Club crew has sailed the veteran sloop *Ruff 'N' Tumble* to victory in the prestigious IMS handicap division of the Fujitsu 19th Gosford to Lord Howe Island ocean race, beating a highly competitive fleet from Sydney, Pittwater and Lake Macquarie clubs.

The Cole 43, which was built at Gosford in 1982, revelled in the hard conditions of the race - fresh to strong nor'easters and nor'westers from start to finish of the 408 nautical mile ocean classic.

Accurate navigation is always a vital factor in the Lord Howe Island race and this year the race committee made "back to basics" a requisite of the event, requiring each yacht to qualify for a place by having the navigator use a sextant and submit a satisfactory report on celestial navigation used during the race.

The idea was greeted with enthusiasm by all competitors, with several yachts taking along two navigators to test each other's "back to basics" skills.

The victory by *Ruff 'N' Tumble* was an excellent one as skipper Rose and his crew had to overcome a mediocre start and then a broken halyard to sail from near last in the fleet to cross the line fifth in the 23 yacht fleet.

While Rose lives in Sydney, he is a member of the Gosford Sailing Club and all his crew come from the Central Coast, comprising Terry Pike, Duncan Dyer, Rod Moore, Mark Lynch, Keith Van Munster, Michael Jones and Wayne Lawless.

It is also the fifth major handicap win by Central Coast yachtsmen in the race to Lord Howe Island they founded and have always conducted for the past 19 years. It is also the second win in the race by the Gosford-built Cole 43, the previous winner being Peter Robson's *Classy Lady*.

Good tactical navigation paid off for *Ruff 'N' Tumble*, setting a course to the north of the rhumbline across the Tasman Sea, with both the wind and the current proving more favourable.

Caption



The smaller IOR division saw a first-up win for Middle Harbour Yacht Club commodore Tony Hill in his Davidson 34 *Legend*, the former *Singapore Girl* which he bought earlier this year.

Legend won from *Witchcraft II* and *Brindabella* while in the Performance Handicap division the overall winner was another Middle Harbour yacht, *Rock 'N' Roll*, skippered by Kim Williams.

Rock 'N' Roll, a Swarbrick-designed 11.6m sloop, won from *Ruff 'N' Tumble* and the Pittwater sloop *Pilgrim*, a powerful Beneteau 14.5m cruiser/racer owned by Desmond Quirk from The Royal Prince Alfred Yacht Club.

Brindabella, the line honours winner in last year's Kodak Sydney-Hobart race, failed by exactly four hours to break the race record of 40 hours 23 minutes 31 seconds set by *Helsal III* in 1988.

However, she is only the third yacht to sail the 408 nautical mile course across the Tasman Sea in less than 50 hours - the others being the original *Helsal*, which sailed the inaugural race in 1974 in 47 hours 52 minutes 42 seconds, and *Helsal III* in 1988.

Both *Helsal* and *Helsal III*'s times stand as records as the original race was longer, with yachts having to round Ball's Pyramid, south of Lord Howe Island, before finishing.

Club Seafarer And J Boats To Tackle Antigua Race Week

Sydney-based yacht charter company Club Seafarer and J Boats have joined forces to campaign a serious entry in next year's Antigua Race Week in the Caribbean. J Boats Australia and Jamie McPhail of Pittwater Brokerage and Boat Sales are also involved with the organisation at the Australian end.

Club Seafarer has organised Australian participation in the last 3 regattas but the yachts chartered have essentially been set up for cruising and racing has been an exercise in futility. Next year the Beneteaus will be used for cruising and J Boats will provide one of their yachts in full race trim. Participants on the cruise will be offered the opportunity to crew on the race boat, without necessarily being committed to the full race programme.

While the regatta is primarily a fun event, and the fun can be fairly demanding, there is a growing intensity on the race course as well and the all-Australian crew headed up by Jamie McPhail and some of the regulars from the locally built J35 will be anxious to make a mark in international company.

The trip being organised by Club Seafarer will include a cruise through the islands of the Leeward group; Guadeloupe, Nevis, St Kitts, St Barts and St Martin. It will also include a stop in New Orleans en-route to the Caribbean for "crew training", with optional extension to other points in the USA on the way home.

Departure from Australia is scheduled for April 18, 1993, and the package is available from \$3995 per person all-inclusive. Full details from Club Seafarer on

660 4711 in Sydney, or toll free on 008 22 1484.

Beneteau Regatta On Sydney Harbour

The highly successful Beneteau Regatta is on again on Sydney Harbour on Tuesday, December 8, a fun day afloat for owners of these fine French-built yachts to race together on the harbour.

Conducted by the Cruising Yacht Club of Australia, the Beneteau Regatta is being sponsored by the Hotels Association of Australia and Mount Gay Rum in conjunction with Musto and Club Seafarer.

For those who will be content with a more leisurely sail, there will be a non-spinnaker division for the Beneteau Oceanis and Beneteau First yachts and for the more competitive a spinnaker division for Beneteau First boats.

While the race will be conducted in accordance with the current international regulations for preventing collision at sea, the notice of race adds that "should infringement occur on water umpires will adjudicate and penalties will be in keeping with the fun spirit of the regatta."

There will be a skippers' briefing at the CYCA at 11.30am with the race starting at 1.30pm with the gala prizegiving on December 11 on board *Club Med II*, the largest yacht in the world, which will be in Sydney that week. The grand prize is a cruise for two persons from Sydney to Noumea, New Caledonia, aboard this magnificent yacht.

Further information from Pierre Blouin at Beneteau Yachts on (02) 327 2088.

Value For Money At The Bayside Hotel

One of the requests we often get at this time of the year from visiting yachtsmen is for overnight accommodation within easy walking distance of the Cruising Yacht Club.

One hotel that represents excellent value for money is the Bayside Hotel, nestled among the parklands and open space of Rushcutters Bay, within sight of the club and only five minutes from the city.

The Bayside is an Australian-owned hotel that is staffed by a courteous long-serving team who understand the needs of the discerning traveller.

All of the rooms command magnificent views of Sydney Harbour, looking across the CYCA, and in the other direction the White City Tennis Centre. They are furnished with all modern facilities expected in a five-star property.

The Memphis Restaurant and Bar has a relaxed and congenial atmosphere. The cuisine is excellent but inexpensive, and offers a choice of light meals, buffet or international a la carte menu.

The Bayside is offering a summer special of \$89 inclusive of an indulgent buffet breakfast for two, with guaranteed harbour view rooms at only \$10 extra. This vibrant hotel is true value for money at this price, with the special offer valid until the end of February.

All The Yachting Action In Tassie



Hobart is not only hosting the ocean racing fleets from Sydney and Melbourne but will also be the centre of major national sailing events throughout January.

For the offshore yachties, the Tasmanian action will continue on January 2 when the Derwent Sailing Club runs the famous Wreast Point King of the Derwent in which yachts from both the Kodak Sydney-Hobart and the Melbourne-Hobart compete. While still a genuine race, it is always an opportunity for skippers and crews to take families and Tasmanian friends out on the Derwent.

Many yachts cruising back from Hobart will call at Triabunna for the traditional Crayfish Derby.

The yachting focus in Hobart will then turn to two different types of sailing – the Australian championships for the Sabot junior dinghy class and near a month of champagne racing in that great international keelboat, the Dragon.

Hobart will also be host, from mid-January, to the fleet of 15 yachts contesting the British Steel round-the-world race which set sail from the UK in September on a "wrong-way" east to west circumnavigation.

Derwent Sailing Squadron is expecting more than 150 boats from clubs spread over the eastern Australian coast to contest the Trust Bank 29th Australian National Sabot Championships over the Christmas-New Year period. For Dragon enthusiasts, the Royal Yacht Club of Tasmania represents one of the great focal points in the world for this traditional three-crew keel yacht. January will be the Month of the Dragon in Hobart, attracting yachts and yachtsmen from all over Australia to compete in close class racing on the Derwent.

Dragon competition will begin on Sunday, January 3, with the Ted Albert Memorial Trophy series, including the Charles Davies Memorial Invitation Race, recalling to mind two great stalwarts of the class. The Prince Philip Cup, for the 1993 Australian championships, gets under way on Wednesday, January 6, and continues through seven heats to January 13.

Two days later nominated crews from clubs throughout Australia will challenge for the Sayonara Cup, an event that goes back to 1904 as a contest between yachts from Melbourne and Sydney. Between the early 1930s and the mid-1950s, with wartime breaks, the Cup was contested by gracious 6-metre class yachts.

Since that time the Sayonara Cup has grown to national proportions with the contest being sailed in Dragons. The RYCT won the Cup from the Royal Sydney Yacht Squadron in 1987 and has held it against five successive challenges from mainland clubs. The Month of the Dragon on the Derwent will culminate with the defence by the RYCT of the prestigious Seawanaka International Challenge Cup, a magnificent trophy that dates back to 1895. Originating from the Seawanaka Corinthian Yacht Club on Long Island, it is similar in many ways to the America's Cup, except that it has always been sailed in smaller yachts.

The Seawanaka Cup has changed hands 16 times and has been held by eight different clubs, with many unsuccessful challengers. The list of challenging skippers reads like a who's who of international yacht racing with names like Clinton Crane, Crown Prince Olav of Norway, Bus Mosbacher, John Oakeley, Ben Lexcen, Ken Beashel, Buddy Melges, Kalle Norgaard and the successful Tasmanian Nick Rogers, who won the Cup from the Royal Squadron at Cowes on Britain's Isle of Wight.

This year the RYCT will have challenges from overseas clubs anxious to win back the Seawanaka Cup from "Down Under".



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CYCA OFFSHORE RACING CALENDAR

NEW SOUTH WALES/QUEENSLAND

DECEMBER

- 2 Twilight Race, Sydney Harbour, CYCA
- 5-6 Six Pack Regatta (IOR, IMS, JOG), RPAYC
- 8-11 Milson Goblets, Etchells, RSYS
- 9 Twilight Race, Sydney Harbour, CYCA
- 12 Short Ocean Race, CYCA
- 16 Twilight Race, Sydney Harbour, CYCA
- 18 Race 1, Kodak Asia Pacific Ocean Racing Ch'ships, 40-45nm ocean triangle (IOR,IMS), CYCA
- 19 Race 2, Kodak Asia Pacific Championships, 20nm short offshore triangle, CYCA
- 20 Races 3 & 4, Kodak Asia Pacific Championships, 10-12nm offshore Windward/leeward courses, CYCA
- 24 Skippers' Briefing, Kodak Sydney-Hobart Race
- 26 Kodak Sydney-Hobart Race, 630nm. Race 5, Kodak Asia Pacific Championships (IOR, IMS, PHS), CYCA
- 27 Pittwater-Coffs Harbour Race, 320nm (IOR, IMS, PHS), RPAYC
- 27 Melbourne-Devonport Race, 180nm (IMS, CHS), ORCV
- 27 Melbourne-Hobart Race, 480nm (IMS, CHS), ORCV

JANUARY

- 2 King of the Derwent, Hobart, DSS
- 3 J24 National Championships, Manly Circle, RSYS
- 6 Twilight Racing, Sydney Harbour, CYCA
- 7 Prince Philip Cup, Dragons, Derwent River, RYCT
Sayonara Cup Challenge, Dragons, RYCT
Seawanaka Cup, Challenge, Dragons, RYCT
- 8 Etchells National Championships, Mooloolaba, Qld
- 13 Twilight Racing, Sydney Harbour, CYCA
- 16 RANSA Regatta, Sydney Harbour
- 20 Twilight Racing, Sydney Harbour, CYCA
- 26 157th Australia Day Regatta, RSYS
City of Sydney Sesquicentenary Cup ocean race, CYCA
- 27 Twilight racing, Sydney Harbour, CYCA
- 30 Milson Cup, RSYS



INTERNATIONAL

DECEMBER

- 18-20 Asia Pacific Ocean Racing Championships (IOR, IMS), CYCA
- 26 Kodak Sydney-Hobart Ocean Race (IOR, IMS, PHS), CYCA

JANUARY

- 15 British Steel Round-the-World Fleet due in Hobart

JULY

- 25-7 Champagne Mumm Admiral's Cup (IOR), Cowes, UK, RORC
- 31-7 Cowes Week, UK

AUGUST

- Jupiters Yacht Classic, Sydney-Southport, CYCA
- 7 Fastnet Race, Cowes, UK, RORC
- 28 Westpac Australia-New Caledonia Race, Sydney Start, CYCA
- 29 Westpac Australia-New Caledonia Race, Brisbane start, QCYC

SEPTEMBER

- 25 Whitbread Round the World Race, Leg 1 - Portsmouth (UK) to Punta del Este

NOVEMBER

- 8-13 Etchells World Championship, Brisbane, Aust
- 13 Whitbread Round the World Race, Leg 2 - Punta del Este to Fremantle

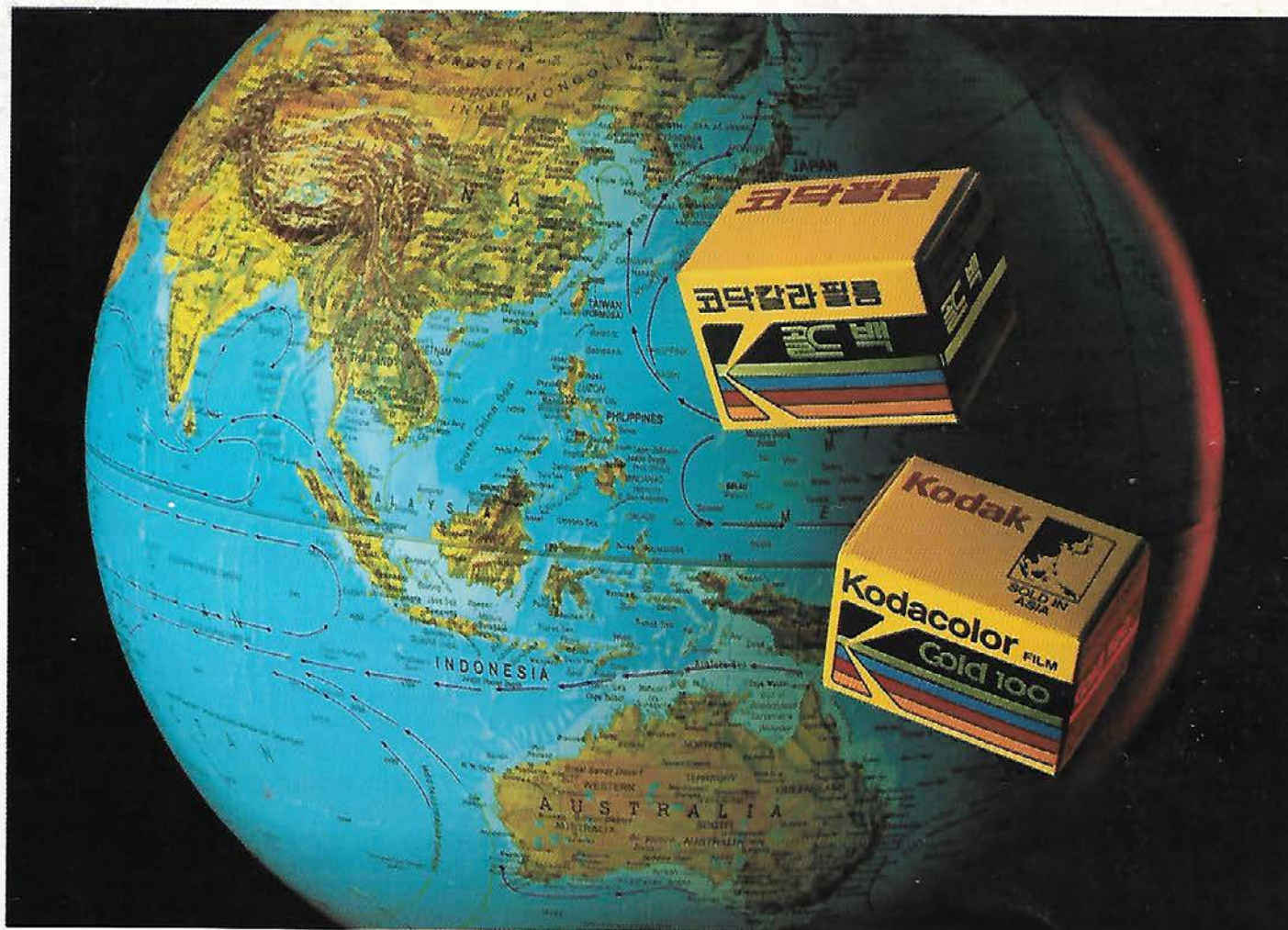
DECEMBER

- 14-26 Kodak Southern Cross Cup, CYCA
- 6 Kodak 49th Sydney-Hobart Race, CYCA

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