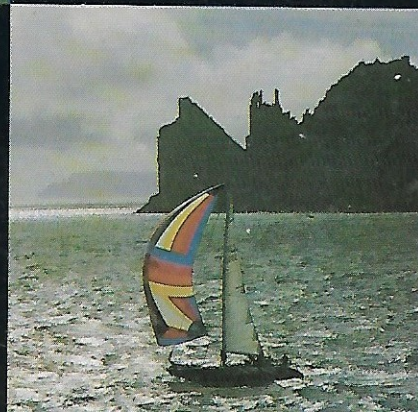


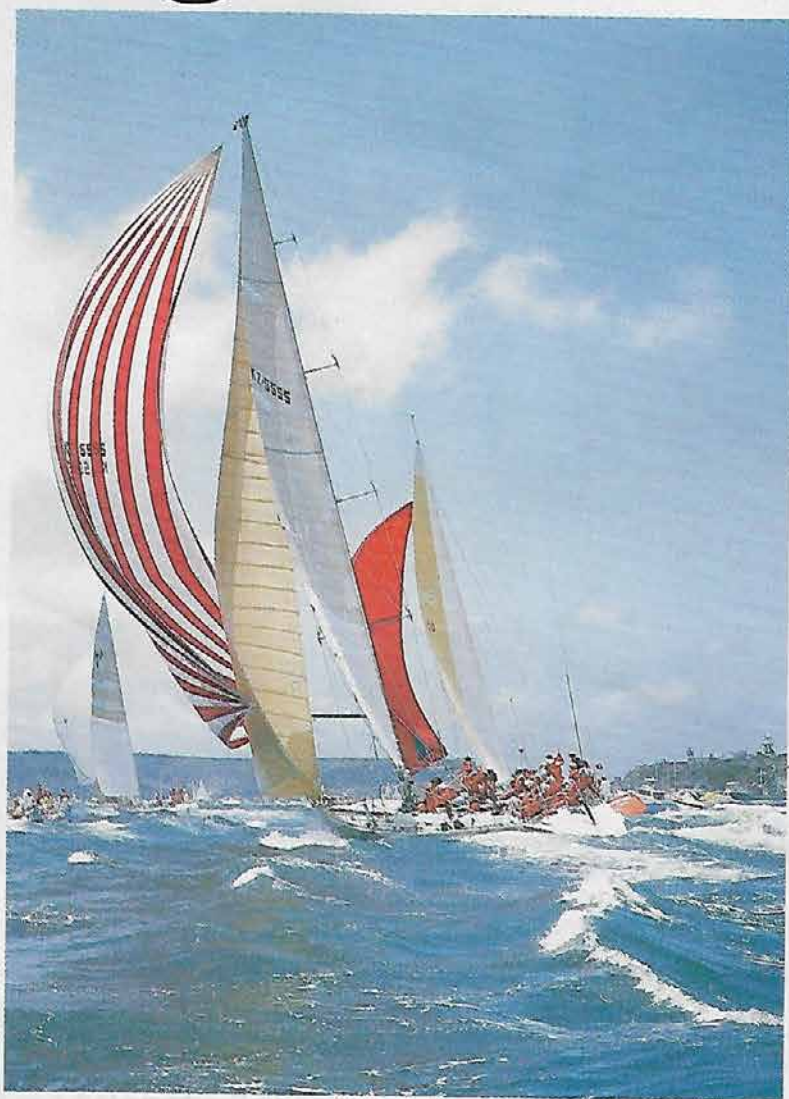
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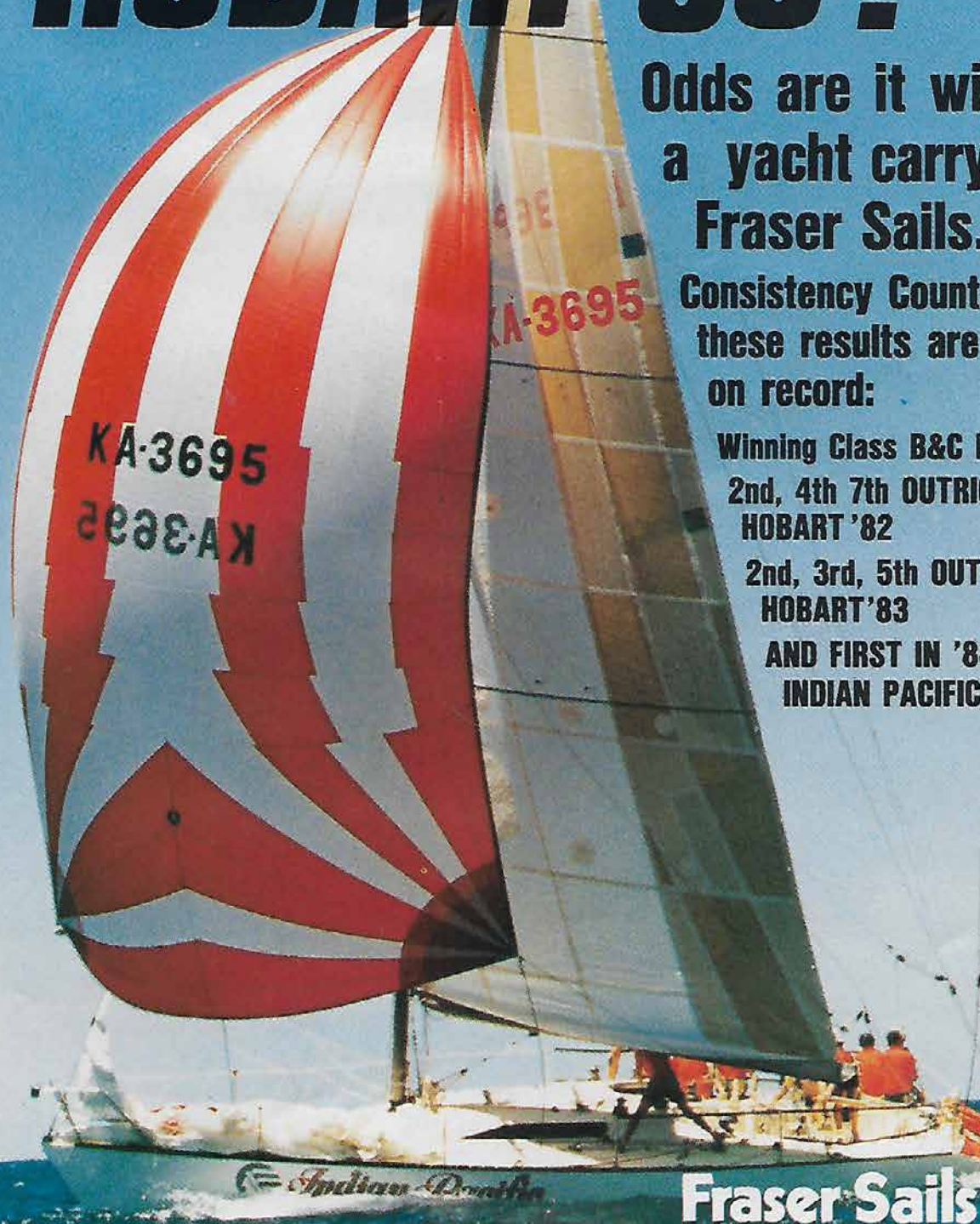
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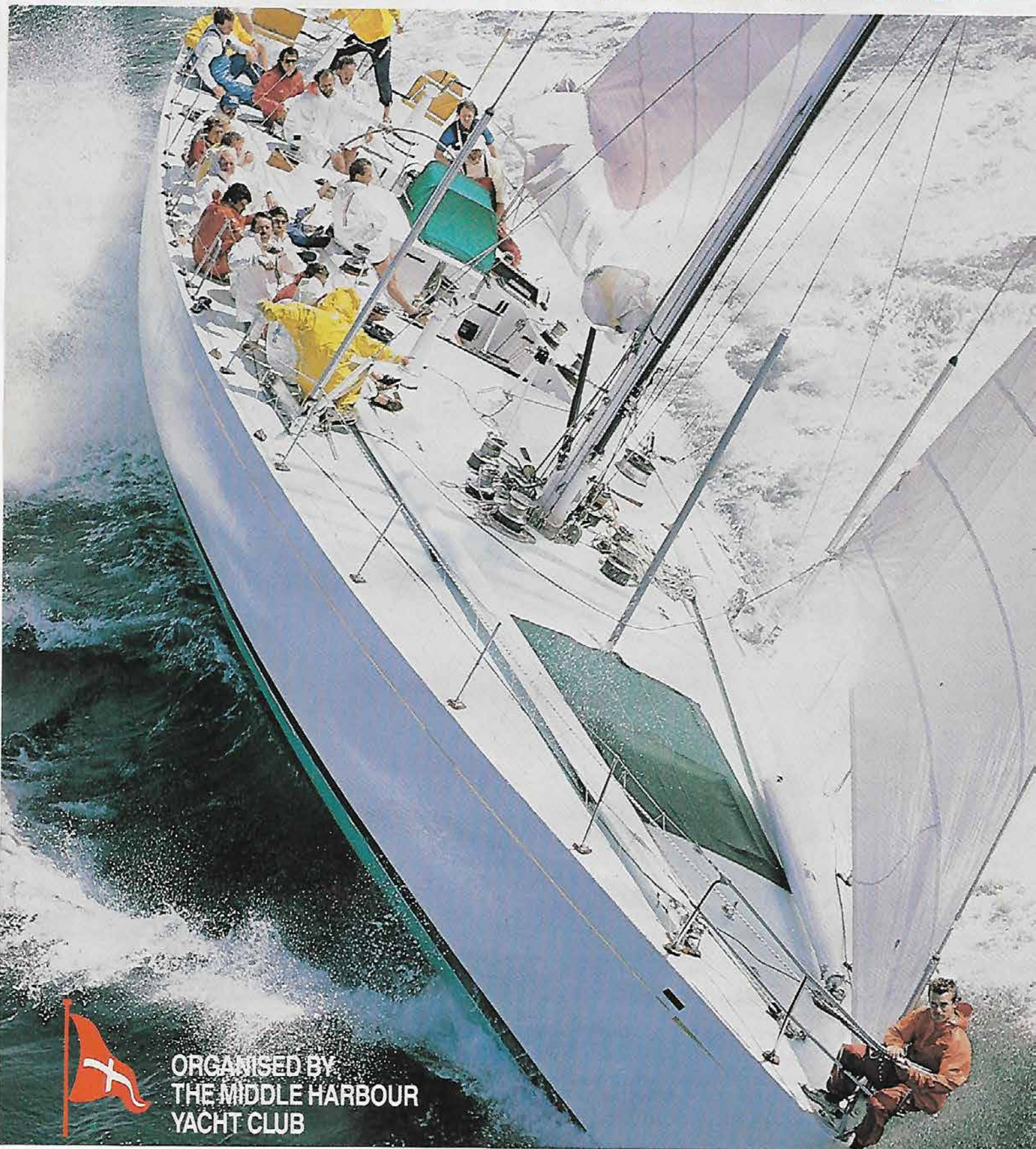


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Publications Committee: A. Cable (Chairman), D. Colfelt (Editor), R. Copeland, S. Peacock, M. Power, W. Sherman, P. Simms, F. Sticovich, J. Woodford.

Cover: The checkered flag is a symbol of *grand prix* motor racing, and offshore yacht racing has, in 1985, reached a stage of development that can truly be called 'grand prix'. This thesis is encountered again and again throughout this Program, in the articles by individual contributors, in the Race 'form' which describes the participants and their prospects, in the background information which discusses the support being given to competitors by the communications team aboard *Wyuna* with the of the ultra-modern equipment that has been provided by our principal sponsor, AWA. The AWA Sydney-Hobart Yacht Race is, indeed, Australia's Formula 1 yachting event.

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COMMODORES' MESSAGES



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J.L. Brooks

Vice Commodore

A.E. Cooley

Rear Commodores

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Communications Centre

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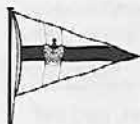
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M. Bryden-Brown

N. McDonald

J.W. Hill

G. Block



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Sir James Plimsoll, A.C., C.B.E.

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Secretary/Manager

A.B. Nielson, D.F.C.

Cruising Yacht Club of Australia



The AWA Sydney-Hobart Race is one of a handful of national sporting events which, each year, captures the imagination of the Australian public just as much as it does the enthusiasm of the increasingly large number of participants. For those who do take part it is an annual gathering of ocean racing devotees, the high point of their sporting year and an experience which they never forget.

The experience starts in the long preparation of the boats and crews, in the competitive excitement of the Southern Cross Cup with its international flavour and the bubbling activity at the CYC. It continues with the spectacular Sydney Harbour start, the unpredictable nature of the Race itself and, finally, the amazing welcome from the people of Hobart.

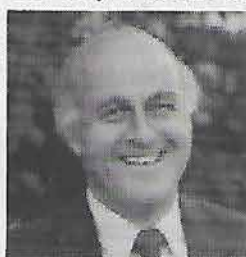
The Race is sometimes an endurance trial, as it was last year. At other times it is a shifting, drifting, grab bag of good and bad fortune, as fickle weather conditions drop boats from first to last and back again. Rarely is it simply a race for the fastest sailors. More often it is a test for those yachtsmen who can sail their boats to peak efficiency and who are prepared for anything, as the 1984 Race proved yet again.

Yachtsmen need no reminders of how tough the Tasman can be, nor do the organisers. The skills of both groups will be fully tested in this, the 41st running of one of the great ocean races of the world, one which is recognised in ocean racing for its safety innovations and control.

The great Australian Company, AWA, is both sponsor and partner to the CYC in staging this event and, together with our other long term sponsors, Ampol and TAA, I extend sincere thanks to them on behalf of all Race competitors and the Cruising Yacht Club of Australia. Thanks also to the dozens of volunteers who work so hard to make this Race a success. And last, but by no means least, good luck and good racing to all competitors.

John Brooks
Commodore

The Royal Yacht Club of Tasmania



The 40th year of the Ocean Classic AWA Sydney-Hobart Race brought a none-too-gentle reminder of why this great Race has long been considered one of the finest and toughest in the world. All yachtsmen should applaud the Cruising Yacht Club of Australia Officials for the manner in which they moved to strengthen regulations for the protection and safety of all.

The efficiency of the Race organisation has once again attracted observers from other international yachting bodies who recognise that this Race is the epitome of both planning and competition. No other place in the world could offer such a spectacular environment for the start of the Race or the tumultuous welcome at the finish. However, competitors and observers alike must remember that no amount of planning can make the weather or the sea between these two places predictable.

The dedicated army of volunteers from both Clubs who organise and control the Race, the major sponsor AWA, the Marine Board of Hobart, co-sponsors TAA and Ampol, Cascade and the Australian Maritime College, and many others, all have an important role in the months which lead up to the starter's gun on the 26th December. The Royal Yacht Club of Tasmania is indebted to them all.

I wish all competitors a fast and enjoyable journey and a safe arrival in Hobart, where Flag Officers and Members of the Royal Yacht Club of Tasmania and, indeed, the general public, will extend a very warm welcome.

Olaf Hedberg
Commodore

GENERAL RACE INFORMATION

Another Record Fleet

Growing popularity in yachting, the continued appeal of taking part in one of the world's great ocean races, and the attraction of international teams racing, have all played a part in attracting the record fleet for the 1985 AWA Sydney-Hobart Yacht Race. An incredible number of yachts — 198 — applied to take part in the Race, and it will be the largest fleet ever to take the starter's gun, probably about 190 at the final count. The fleet will have the following composition, based on state of origin:

New South Wales	48%
Victoria	19%
Tasmania	11%
New Zealand	7%
Queensland	6%
Western Australia	3%
South Australia	2%
Hong Kong	2%
United Kingdom	2%

France and Papua New Guinea will also be represented.

The 41st annual race to Hobart will be the climax of two weeks of *grand prix* off-shore racing competition, with the AWA Southern Cross Cup series being contested by some of the world's hottest racing machines. Five races comprise that series:

- Monday 26 December: 30 nm triangular course off Sydney
- Tuesday 17 December: 30 nm triangular course off Sydney
- Wednesday 18 December: 180 nm ocean race off NSW coast
- Saturday 21 December: 30 nm triangular course off Sydney
- Thursday 25 December: 630 nm AWA Sydney-Hobart Race

During that week before Christmas another colourful contest will shape up for some of the world's fastest sailing machines — the Burns Philp South Pacific Maxi Championship which will be contested by ten big yachts.

The AWA Sydney-Hobart Race will start within Sydney Harbour, at 1.00 p.m. Thursday, December 26. The Harbour start is a unique spectacle; nowhere else in the world does a race with such a large fleet start within the confines of a harbour. The authorities and volunteers of the day will have a handful — almost 200 starters and probably five times that many spectators!

The largest Hobart Race fleet prior to this year was 173 (in 1983); last year's 152 starters was a record for a non Southern Cross Cup year. Last year's Race also set another, unhappy, record: only 46 of the starters actually finished the race, a retirement rate of 70%, caused by some very

uncomfortable big seas and brisk winds. And, for the first time, last year a yachtsman was lost in a mishap at sea. It is noteworthy that every yacht that retired reached port without assistance, which says something both about the rules developed by the CYCA over the years, governing such matters as stability, crew experience, safety equipment and radio communications, and also about the excellent support provided by the AWA communications team aboard the Radio Relay Ship *Wyuna*.

Of the 106 yachts that retired from last year's Race, the majority have entered again this year. Their owners and crews are obviously determined to reassert their seamanship in one of the world's toughest ocean races.

Last year's line honours winner *New Zealand* is currently racing in the Whitbread Round The World Race, while the second yacht to reach Hobart last year, *Vengeance*, has been sold and is in other parts of the world. But a colourful addition to this year's maxi fleet will be the 17-year-old former American maxi, *Windward Passage*, which was recently brought back to Australia from Europe by Sydney MMM radio magnate Rod Muir, who was recently declared Ampol Ocean Rookie of the Year.

Other yachts in the maxi division will be *Apollo*, *Ragamuffin*, *Bewinched*, *Freight Train*, *The Office*, *Spirit of Queensland*, *Quasimodo*, *Starlight Express*, and *Rampant II*, which will have several of the *Vengeance* crew aboard.

With challenges for the Southern Cross Cup from Great Britain, New Zealand, Hong Kong, Papua New Guinea, the Hobart fleet will contain the latest state-of-the-art one tonners which dominated the Admiral's Cup at Cowes last August.

Great Britain has nominated three one tonners — *Panda*, *Highland Fling*, and *Cyfraline III* for the series. *Panda*, designed by successful Frenchman Phillipe Briand, was a member of Britain's Admiral's Cup team this year, winning the gale-swept Fastnet Race is brilliant style and playing a major role in Britain's second place in the series. A key figure in the British team will be Irish international yachtsman *Harold Cudmore*, who will be tactician aboard *Highland Fling*, a Bruce Farr design 40-footer which was second in this year's One Ton Cup. Cudmore was helmsman of the British contender for the last America's Cup and is one of the world's great competitive sailors.

The New Zealanders this year will launch a two-team assault on the South-

ern Cross Cup, defending its win of 1983 and no doubt hoping to make history with a record five wins in the series. Their fleet includes five new yachts built for the event, the early favourite being *Switchblade*, a new Farr 43 owned by *Tom McCall*, a member of the winning 1983 team with *Exador*.

The Hong Kong team will include the maximum rating 15.5 m sloop *Sidewinder*, *Keith Jacobs'* new *Bimblegumbie*, and *Too Impetuous*, a Sydney yacht of Graeme Lambert on charter to Hong Kong.

Australia's national team, will have two 1985 Admiral's Cup representatives: *Lou Abrahams' Challenge III* from Melbourne, and *Peter Kurts' Drake's Prayer*, from Sydney. The third member is the crack Queensland 43-footer *Marloo II*, owned by a prominent Brisbane yachtsman *Nick Girdis*. Nick is getting a little help from his friends and will have as members of his crew *Australia III* tactician *Hughie Treharne* as well as another old hand at America's Cup competition, *Sir James Hardy*, who is tactician aboard the twelve metre *South Australia* and who will be number one helmsman for *Girdis*. The

Selection trials for NSW and Victorian teams for the Southern Cross Cup are still underway as we go to press with the *Program*. A dozen yachts are contending selection in Victoria, one front runner being *Joint Venture*, a fast one tonner designed



(Left) Paladin
Marloo II



General Race Information

by German Frers for **Ron Elliott**. Others sailing include a larger, new Frers design, **Contractor**, owned by **John Taylor**, and the former Kurtis Admiral's Cupper, **Once More Dear Friends**.

In Sydney the trials have been dominated by the Farr 40s, with **Another Concubine**, owned by **John Parker**, and **Sagacious**, owned by **Gary Appleby**, leading on points. Others in strong contention are the Frers 43 **Wild Oats**, and yet another Farr 40, **Paladin**.

Western Australia's team is made up of the two-times Admiral's Cupper **Hitchhiker**, owned by **Peter Briggs**, along with **Ron Clark's** recently acquired veteran **Mercedes IV**, and a new Farr 40 **Prime Time**, built and skippered by **Peter Milner**.

South Australia has nominated its strongest team in the history of the Cup: two Van de Stadt Mach 1 450-footers, **Mario Minuzzo's Water Frontier** and **David Urff's War Games**. The third member is the newly launched 45-footer **East of Lizard** owned by neurosurgeon **Paul Carney** and skippered by her designer **John Duncanson**.

The Tasmanian team will be lead by top-scoring Australian Admiral's Cup team member **Intrigue**, skippered by Am-pol Ocean Racer of the Year **Don Calvert**.

Queensland's team is **Ian Kenny's** Farr 40 **The Gambler** and the John Green designed one tonners **Struth** and **Overdraft**.

1985 Race Notes

International Jury replaces Protest Committee

This year for the first time the AWA Sydney-Hobart joins company with most other major offshore events around the world in dispensing with the Protest Com-



CYCA Commodore John Brooks (left) and AWA Marketing Communications Manager Steve Blow stand behind two AWA Corona Personal computers that will be used in the communications safety network during the 1985 Race.

mittee in favour of an International Jury to adjudicate on penalties and disputes arising between competitors. The Cruising Yacht Club of Australia is grateful to the members of the Jury, several of whom have travelled a long distance to make themselves available to jury duty. The International Jury is made up as follows:
David Burton, Chairman (RYCT)
Frank Ikin (President, AYP)
Bill Manning (NSW — RSYS)
Tony Mooney (AYP)
Mary Pera (RORC)
Hal Wagstaff (NZ)

One facet of a Jury is that its decision is final and not subject to appeal, as is the case with a protest committee. Most major offshore events favour the jury, and the

Organising Committee is pleased to have to have finally brought the Hobart in line, in this respect, with other major events.

Behind the Race

When the largest Australian-owned electronics company, Amalgamated Wireless (Australasia) Limited, became the major sponsor of the Sydney-Hobart Yacht Race in 1984, it committed itself to complete involvement in all aspects of the Race, particularly safety and management. AWA has been a pioneer of maritime communications in Australia since it opened its doors in 1913.

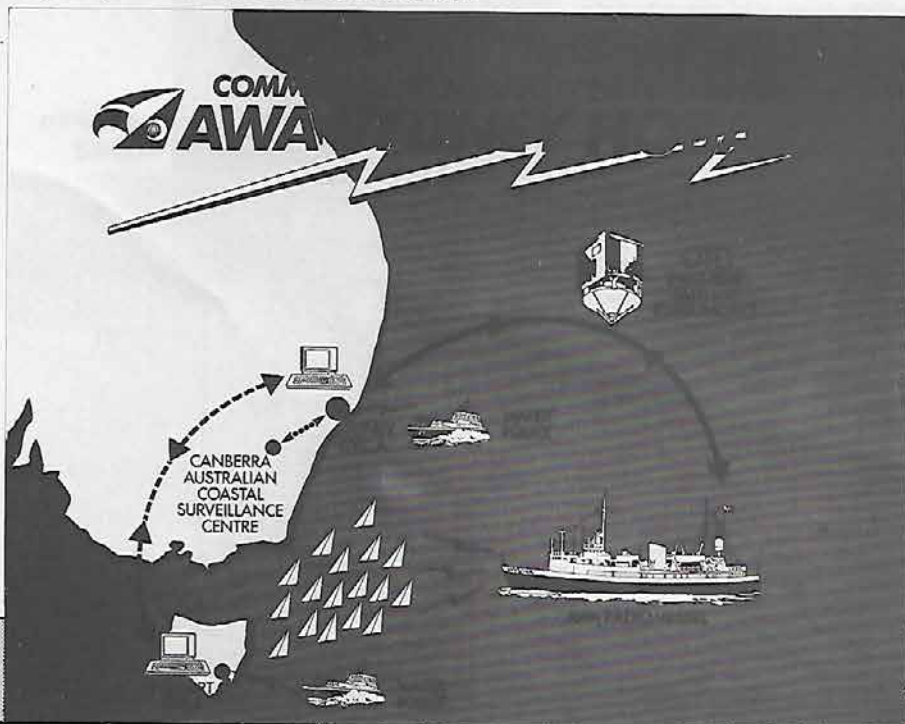
The Cruising Yacht Club of Australia, which conducts Australia's premier yachting event with the co-operation of the Royal Yacht Club of Tasmania, is fortunate to have the support of this great Australian company whose endeavours so appropriately complement the whole spirit of the Race. AWA unstintingly puts its products and people behind the effort.

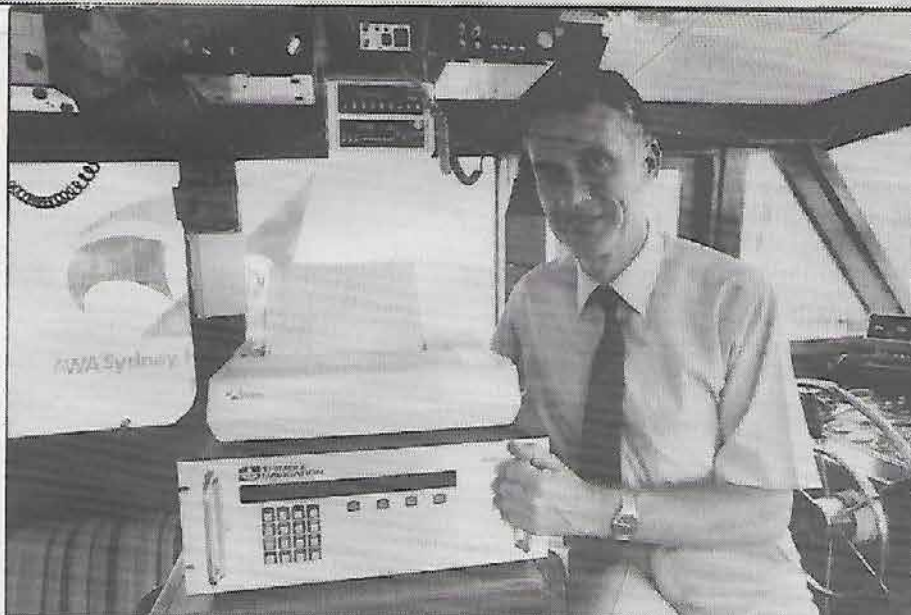
Communications at sea have come a long way since the days of visual signals and homing pigeons. Morse gave way to sophisticated two-way radio systems, and in the 1980s sending signals at sea involves even more sophisticated equipment, including telex over radio, facsimile, computers and satellites.

The CYCA led the world in setting ocean racing standards, and for the past 17 years AWA has supplied the communications equipment and operators for it during the Hobart Race. AWA has constantly applied the latest technological developments to improve the communications network.

This year's huge fleet will, twice each

Diagram of the 1985 Race communications network.





Colin Jones, AWA Marine Manager for Ports and Harbours, with the first GPS Navstar Satellite Navigator to be used in Australia. It will be aboard Wyuna, Radio Relay Ship for this year's Race.

day, report their positions so that Race officials can keep track of their progress and the news media and public can be informed. To cater for this, AWA has developed a safety communications network incorporating state-of-the-art equipment and giving the Hobart Race communications capability which is the envy of the racing world. Within just one hour of the commencement of each position report 'sked', Race authorities and the public will have a complete computer analysis of standings in the fleet.

Safety and the communications network

The hub of the safety network is the communications centre aboard the Radio Relay Ship *Wyuna*, the vessel, which has been loaned to the CYCA by the Australian Maritime College. The College will supply an all-volunteer crew for the former Port Phillip Bay pilot vessel, which it now uses for navigation and seamanship training. AWA provides the communications team, and Ampol Petroleum, another great Australian company which has for years given tremendous support to yachting in this country, supplies fuel for the vessel. Built in Glasgow in 1953, *Wyuna* measures 63.5 m overall and displaces 1013 gross tonnes. She retired from pilot duty in 1979 and now is the seamanship and navigation training vessel of the Maritime College based at Launceston.

The Australian Maritime College is Australia's only national educational institution catering for the shipping, fishing, port and allied industries. With more than 1000 specialist full time students, it plays a major role in training men and women for careers based on the sea.

INMARSAT — Instant communications

Before the Race, AWA installs a ship-earth satellite station aboard *Wyuna* that links it to the OTC Inmarsat maritime satellite poised over the Pacific. This gives instant communication with shore-based authorities. Use of the satellite has revolutionised ship-to-shore communications because the satellite is not subject to ionospheric interference that can distort ordinary radio signals.

The twice-daily skeds will divide the fleet into two groups to speed up the process of recording each yacht's position. Group I is for the bigger yachts and those taking part in the AWA Southern Cross Cup series, and Group II is made up of the remainder of the fleet. As the yachts radio their position to *Wyuna* their latitudes and longitudes are entered into an AWA Corona personal computer in the communications cabin. When all positions have been entered the computer instantly sends, by

high-speed data transmission via satellite, these to another AWA computer in Sydney. The data is processed by an AWA Sequel business computer at AWA's major computer facility. The Sequel is the largest in AWA's extensive range of and is designed as a multi-tasking system for the biggest businesses. It has capacity for several hundred terminals and printers, with up to six megabytes of main memory, and it features the latest in 32-bit central processing.

Three terminals in the Race Communications Centres at the CYCA and Royal Yacht Club of Tasmania are linked to the Sequel by multi-channel dedicated lines to give maximum flexibility and utility to the system. The major benefit is fast processing time. Within just six minutes the facility completely analyses the information to provide Race authorities both in Sydney and Hobart:

- progress line honours report giving the order of yachts, based on their reported position, and the distance they have to go to the finish
- corrected time progress position report giving the overall and division places of each yacht, that is, how each is faring on handicap
- as they finish, each yacht's elapsed time and corrected time and an assessment of its handicap place, overall place, and division place
- a 'to draw' forecast — the average speed a yacht will have to maintain to beat yachts that have already finished
- a separate line and corrected time report of Southern Cross Cup competitors and progressive pointscore for each yacht and team
- alphabetical summary of each yacht's line and corrected time position, overall and by division
- final summary of the Race, giving all yachts' places for line honours, corrected time, division corrected time, divisions under Illingworth handicaps (IOR ratings plus Age Allowance) and the final results of the AWA Southern Cross Cup.

The Sequel computer also provides further vital information on the performance of the yachts — each yacht's Distance

Wyuna, training ship of the Australian Maritime College, Launceston, Tas. is the Radio Relay Ship for the 1985 AWA Sydney-Hobart Yacht Race. She will carry the most up-to-date communications and navigation equipment.



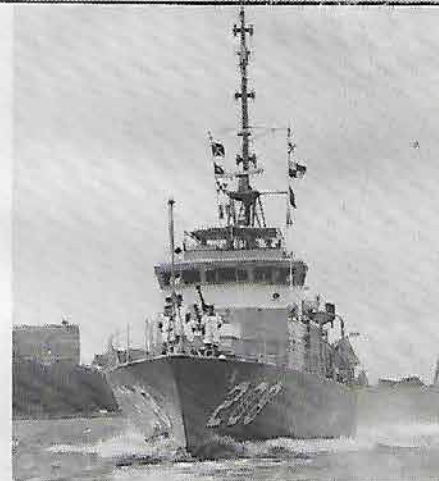
General Race Information

Made Good, Heading Made Good, Corrected Distance Made Good since the previous sked. This enables the Race organisers to plot any yacht's likely position should it fail to report at any sked. Sequel also checks any doubtful positions. Despite the wide use of electronic satellite navigation equipment, every year there seems to be a number of navigators whose positions indicate that they are sailing overland!

As well as giving Race authorities and the media a complete analysis of the fleet's progress — within minutes — the AWA computer network helps Club volunteers who each day answer thousands

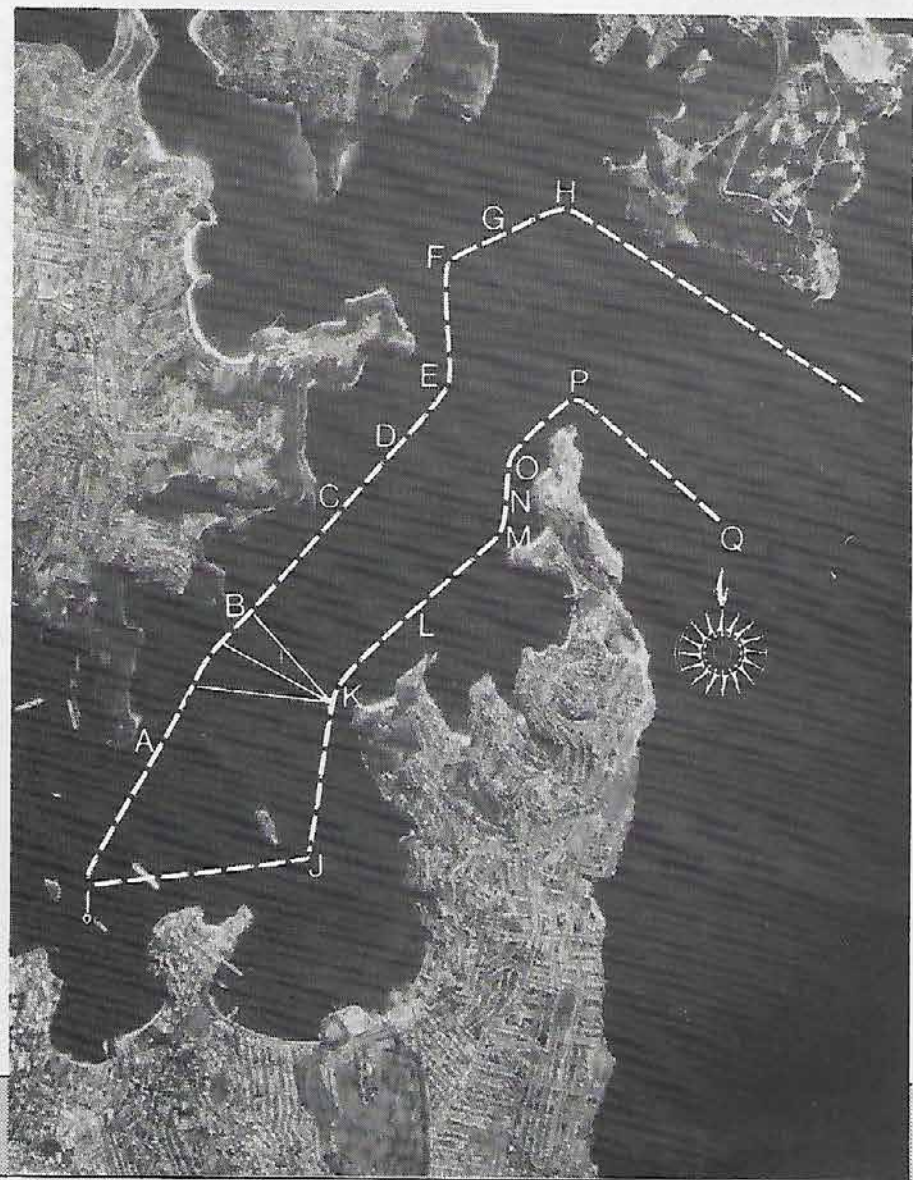
of phone calls from family and friends about the progress of yachtsmen and yachswomen taking part in the race. In the past they have had to rely on finding information buried in reams of paper and then reading it over the phone. This year they will have their own access to computers to answer questions.

Backing up all of this ultramodern equipment will be some \$175 000 worth of radio equipment installed aboard *Wyuna* by AWA. This will include a Marconi Commandant HF radio, two Skanti TRP HF/SSB transceivers, Thrane and Thrane TT 1600 radio telex, AWA VHF Pilot-phone, VHF aviation frequency radios and



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

The harbour course and manoeuvring area. Spectator craft control at the start of the AWA Sydney-Bart Yacht Race will, as for the past two years, extend to an offshore mark one nautical mile SE of the vessel stationed at 'P' (650 m NNW of Hornby light). The yacht manoeuvring area this year has been extended south-west towards Clarke Is. The fleet will be restricted to a clearly defined corridor and must not sail outside this area when manoeuvring before or after the start. The spectator fleet must keep outside of the race area which is clearly defined with orange marker buoys and fixed buoys. Control vessels showing an orange sign with the wording 'MSB Control' will patrol between buoys. The actual starting line will be determined at 1145 hrs. For one hour before the start, i.e. from 1200 hrs, all spectator craft just pass inshore of the spectator limit line as shown. The vessel stationed at position 'P' is a race marker. An orange buoy at position 'Q' is an offshore rounding mark. Spectators are asked to keep well clear of the participants, particularly as they struggle to clear the heads, to give all a fair start on their 630-mile journey.



facsimile. AWA also provides weather facsimile and satellite navigation equipment for *Wyuna*.

New satellite navigation system provides 'phenomenal' accuracy

Wyuna will be carrying, for the first time in Australia, a new satellite navigation system that will, in the not too distant future, make all existing satnavs obsolete. This revolutionary new system is the Trimble GPS Navstar Locator. Development of the GPS system began in conjunction with the US Department of Defence in 1973. Today six experimental satellites are orbiting, and in 12 months time the first of 18 permanent satellites will be launched and will be fully operational two years later. Then, anytime around the clock, a GPS receiver will be able to track four satellites at once to provide latitude and longitude references of unparalleled accuracy — within 10 metres (current satnavs are accurate to about 500 metres!).



AWA — remarkably diverse pioneer

AWA is heavily involved in research and development of high technology on a number of fronts, and last year the company spent some \$10.5 million. It is active in the fields of telecommunications equipment, defence systems, computers, elec-

tronic equipment and consumer products.

The company is a leader in the development of applications for optical fibre communications and provides monitoring facilities for the new AUSSAT domestic satellite. It designs and supplies closed circuit computerised passenger information systems for airports. It designs and manufactures integrated circuits, the heart of the modern electronic revolution. It is a major supplier to Telecom of telephones, data transmission modems and equipment for transmission links.

AWA also has its own commercial radio network consisting of eight radio stations around Australia. It is the country's largest operator of computerised on-course totalisators and the recently developed giant totalisator display screens for the Royal Hong Kong Jockey Club, which is considered among the most sophisticated in the world. AWA supplies and maintains radio communications and navigation equipment for all major internal airlines. In the defence industry it manufactures such world-standard innovations as the Barra Sonobuoy submarine detection system now exported to Great Britain.

The Cruising Yacht Club of Australia is proud of its safety record in ocean racing, and communications is a vital part of safety requirements for the Race. AWA provides the most comprehensive communications network of any long distance race in the world.

Special Penta Comstat skeds for returning yachts

Penta Comstat, the private Limited Coast Station based at Holgate, NSW (away from metropolitan noise taht deafens many other coast radio stations, will again this year hold special skeds for any yachts returning to home ports from the Hobart Race. These special skeds will commence in January 1986 and will be held daily at 0800 hrs and 1730 hrs on 4483 kHz.

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

Roulettes to fly by

Prior to the start of the Race this year the Royal Australian Air Force Formation Aerobatic Team, the Roulettes, will provide a demonstration of close formation flying. The fly-over team will be made up of five Aeromacchi MB-326H planes flown by flying instructors from Central Flying School, East Sale, Victoria.

The Roulettes were formed in 1970 to take part in the RAAF's 1971 Jubilee celebrations. Since then the team has per-

formed at numerous air shows and special events including the Papua New Guinea Independence Celebrations. The team has five very distinctively coloured Macchi aircraft, which is manufactured in Australia by the Commonwealth Aircraft Corporation under license from the Italian manufacturer. A total of 97 have been built and are mainly used for pilot training and weapons familiarisation.

The routine to be flown prior to the start is yet to be finalised due to the constraints imposed by the presence of the city itself and the harbour bridge. In 1983, when Mirage jets from Williamstown performed simulated bombing runs down the Harbour onto Fort Denison, it was necessary for the pilots to perform 7G (seven times gravity) turns to climb over the bridge!

Thanks must go to the RAAF for making the Roulettes available for the demonstration, and it is hoped that the routines, such as victory rolls and star bursts, can be seen against the spectacular background of the start of this great ocean yacht race.

The Sponsors

The planning, organisation, conduct and promotion of international ocean yacht races such as the AWA Sydney-Hobart Race is an expensive undertaking for a club of amateur yachtsmen who sail for the love of the sport. Such an undertaking would not be possible without the efforts of so many Club Members, who volunteer their time to make the Race a success.

The Race would not be possible in its

current form without AWA, which has undertaken the major sponsorship role for the past two years. In addition, without the help of our other sponsors, TAA and AMPOL, the race could not hope to succeed as it does.



Trans Australia Airlines

TAA was the first commercial sponsor of the Race and in recent years has been an associate sponsor, fulfilling an important role as official airline for the CYCA.

TAA continues to offer an outstanding service for yachtsmen participating in the race by providing a very inexpensive baggage service from dockside at the CYCA to Hobart. TAA also offers generous discounts on freight — for large items such as cruising mainsails and inflatable dinghies.

The CYCA acknowledges the continuing invaluable support given by this great Australian company.



AMPOL

Ampol has long been a great friend of the yachting community, including sponsorship of many yachting regattas and

The Roulettes RAAF aerobatic team will do a fly-over before the start of this year's AWA Sydney-Hobart Race. The fly-over team will be made up of five Aeromacchi MB-326H planes flown by instructors from Central Flying School, East Sale, Victoria. The Roulettes were formed in 1970 to take part in the RAAF's 1971 Jubilee celebrations.



awards for outstanding yachtsmen, including Australian Yachtsman of the Year and two new awards, Ocean Racer of the Year and Ocean Rookie of the Year. The company generously supplies fuel for the Radio Relay Ship in the AWA Sydney-Hobart Race, a very substantial contribution with *Wyuna* in that role.

The CYCA acknowledges the generous and unfailing support of this great friend of the yachting community.

The CYCA also wishes to thank . . .

Fenwick Tugs, for the provision of the tug at the South Reef mark; Associated Midland Corporation Limited, for this Company's continuing support and assistance with *MV Griffin Offshore*; Canon Australia Pty. Ltd.; the Government of Tasmania; The Corporation of the City of Hobart; the Marine Board of Hobart; the Waterside Worker's Federation; the Maritime Services Board of NSW; the Department of Transport; The Royal Volunteer Coastal Patrol; the Royal Motor Yacht Club, Point Piper; Mr Pat Sullivan, Regional Director, Bureau of Meteorology; the Royal Australian Hydrographic Office; RANSA; Woollahra Municipal Council; the Race Organising Committee; the many volunteers without whose services the Race would not be possible; the Race Organising Committee; the International Jury, some members of which have flown long distance to make themselves available; the Starting Officials; the Plotting Team lead by Donald Walker-Smith; the Tasmanian race Officials; the CYCA Associates Committee, which runs the desks in the lobby; the ladies who work long and hard on the telephones in the Communications Centre; Buster Rickard and his Liaison Committee; the Publications Committee, which prepares this program; the CYCA office and yard staff who work unbelievably long hours under arduous conditions in the lead-up to the Race — all contribute to making the AWA Sydney-Hobart Yacht Race what it is.

The Publications Committee would especially like to thank . . .

The photographers, particularly Richard Bennett, who make their photographs available for the program; the contributors who have all donated their time to produce the articles; the Members of the Committee who have worked very hard in preparing the almost 200 write-ups of the individual entries; Elaine in the Sailing Office, for her untiring efforts in getting the information about entries ready on time.

CYCA Races for 1986

Australia-Vanuatu Race

The Cruising Yacht Club of Australia will conduct two major long ocean races in 1986 (in addition to the AWA Sydney-Hobart Yacht Race) — the second Australia-Vanuatu Race, and the inaugural Sydney-Gold Coast Race.

The two races are expected to attract many of Australia's leading ocean racing yachts as well as cruising yachts in special

divisions for non-racing yachts.

Both races are expected to attract international competitors and several maxi yachts.

A unique feature of the Vanuatu Race, in May, 1986, will be three individual fleets racing from Australia to Port Vila — with starts from Hobart, Sydney and Brisbane. The race, once again sponsored by Air Vanuatu, Budget Rent-A-Car and the Inter-Continental Island Inn, is scheduled for a Sydney start on Saturday, May 17, 1986. The starting dates for the fleets from Hobart and Brisbane have not yet been fixed, but the Hobart fleet will start before the Brisbane fleet because of the longer distance it must travel across the south-west Pacific.

The Notice of Race for the Australia-Vanuatu Race, now available from the CYCA in Sydney, lists three divisions — IOR, Arbitrary and Cruising — as in the previous race to the Port Vila in 1984. A major change of course has been introduced for this race to Vanuatu, eliminating Lord Howe Island and Norfolk Islands as marks of the course — with the hope of giving the fleet an easier passage. The yachts will sail direct to Amedee Island, which marks the entrance into the coral lagoon that surrounds the southern coast of New Caledonia, where their arrival times will be recorded. From Amedee, famous for its towering lighthouse guarding the reef entrance, the fleet will cruise through the lagoon, passing through the Havannah Passage before restarting their race to Port Vila, NNE of New Caledonia. The objective of this course is to, firstly, avoid the hard slog to windward which the yachts had in the previous race, and secondly, by sending them through the lagoon, to keep them clear of the dangerous coral reefs to the SE of New Caledonia. A bonus will be a welcome break to see land and enjoy a respite from the ocean in a warm climate after the long sail from Australia. The change of course has been welcomed by all those who sailed last time, and a fleet of up to 40 boats is expected to participate.

Gold Coast Race

The inaugural Bayview Harbour Gold Coast Race starts from Sydney on Saturday, August 16, 1986, and a fleet of 60-100 yachts is expected to participate, many from interstate. This first ever race to the Gold Coast of Queensland will mark the completion of a \$36.8 million project to stabilise the notorious Southport Bar, bringing to fruition one of the most significant schemes for pleasure boating ever undertaken on the Australian East Coast. As from the New Year, the bar entrance from the ocean into The Broadwater will be open in almost all weather conditions to deep keel yachts, large cruisers and fishing trawlers. The most significant ben-

efit will be for deep keel yachts which until now have been unable to negotiate the shallow sand bar across across the entrance to the Broadwater and the Nerang River. Even power boats and fishing fishing craft have been limited to relatively calm weather, with the bar and its surf taking a toll of craft over the years. The completion of the two-year project will see the beginning of a new era in pleasure boating activities on the Gold Coast, drawing yachts from southern States and overseas and enabling the expansion of an offshore racing fleet based at Southport Yacht Club.

The fleet from Sydney should all be safely in Southport by August 19, giving crews a couple of days break before the first race of the Gold Coast Quality International on Thursday, August 21. This will be a short offshore triangle, with a similar race the next day. Both races will start less than a quarter mile offshore from the main Gold Coast beach, providing a spectacular sight for visitors and residents. The final race will be an overnighter on Saturday and Sunday, August 23-24, with the trophy presentation on the Sunday evening.

The Sydney-Gold Coast Race will become one of the major annual ocean races off the East Coast of Australia — in fact, one prominent Sydney yachtsman has already announced he is a definite starter for the 1987 race. Bernard Lewis, who is having built the world's largest racing maxi yacht, says the second Sydney Gold Coast Race will be mandatory for his new 25-metre sloop *Sovereign* because of his strong land development interests on the Gold Coast. *Sovereign* is due to be launched in October, 1986, and will make her racing debut in the Sydney-Hobart Race later that year.

The stabilisation of the Southport Bar has been a remarkable project. The inaugural yacht race from Sydney will be a spectacular opening to a new era of yachting on the Australian East Coast.

Great challenge

For men with money who want a great challenge, racing a top ocean racing machine with men who know the business is very rewarding and extremely challenging.

The CYCA has a small sub-committee headed up by Peter Kurts with the commission to encourage men with the necessary funds to build and sail *grand prix* ocean racers so that Australia can challenge the world yachting fraternity and beat them.

Ocean racing, like many ventures, requires money and effort, set in the right direction, to gain the ultimate result. Our committee will give unbiased advice or assistance on the various ways to go about taking up the challenge.

Peter Kurts
Chairman

For more information or enquiries, contact the Cruising Yacht Club of Australia, New Beach Road, Darling Point, NSW 2027 (02) 32 9731.

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THE ROLE OF DESIGN IN THE SOUTHERN CROSS CUP

by Peter Campbell

Readers please note that all Southern Cross Cup teams were not selected at Program press date.

Intrigue, the first Tasmanian yacht to represent Australia in the Admiral's Cup, was top scoring Australian boat in that series. Her skipper, Don Colvert, was recently named Ampol Ocean Racer of the Year.



Britain has its Admiral's Cup, Italy the Sardinia Cup, and Hawaii its Clipper Cup. On the east coast of the United States there is the Onion Patch Series. Australia has the Southern Cross Cup.

Each event is an international ocean racing series for teams of three yachts, and over the years these series have become the showgrounds of ocean racing design trends and techniques. Each is a biennial event, and 1985 is the year for the running of the two original teams racing events — the Champagne Mumm Admiral's Cup, at Cowes in England, and the AWA Southern Cross Cup here in Sydney. The Admiral's Cup was held in August, a heavy-weather series that ended with the gale-swept Fastnet Race.

The Southern Cross Cup starts in Sydney on Monday, December 16, a five-race series that ends, like the Admiral's Cup, with a rugged long ocean race — the 630 nautical mile AWA Sydney-Hobart.

This will be the 10th running of the Southern Cross Cup since it was introduced in 1967, the year that Australia upset the yacht racing pundits of the Northern Hemisphere by winning the Admiral's Cup on their second attempt. Since then the Southern Cross Cup has become more than an international teams racing series — it has been the biennial yachting 'test match' between the Brits and the Aussies and, as the score card shows, with the Kiwis adding more than just a little spice to the contest.

Every year since 1967, we have sent a team to the Admiral's Cup. The British have reciprocated by sending a team Down Under for the Southern Cross Cup.

The scores so far:

Admiral's Cup

Britain 4
Australia 2
New Zealand 0

Southern Cross Cup

Australia (New South Wales) 4
New Zealand 4
United Kingdom 1

The Southern Cross Cup differs from the Admiral's Cup in that it is open to any number of teams from an overseas country, dominion, colony, protectorate or regional area, and one team each from Australia, each State of Australia and the Northern Territory.

Until two years ago there was not an Australian national team, hence the dominance of New South Wales

as the strongest centre of ocean racing in Australia — although this has diminished in recent seasons.

So, under the rules, New Zealand this year is sending two teams to defend the prestige trophy they won so well in 1983 with three Farr 40s — *Exador*, *Pacific Sundance* and *Geronimo*.

The British are sending one team, based on its Admiral's Cup team of one tonners which finished second to West Germany, beating New Zealand and Australia in the 17-team fleet.

Also challenging from overseas are Hong Kong and Papua New Guinea, possibly including some chartered Australian yachts to make up their team. The United States had planned to send a team, but a dismal effort in the Admiral's Cup apparently dampened their enthusiasm.

There will be 11 teams, five from overseas, one Australian national team and one each from the five Australian States contesting the five-race series. As in previous years, however, the interest will centre on the now three-cornered 'test' between Britain, New Zealand and the top team of Australian yachts.

The British have chosen a team of crack one tonners. The New Zealanders are picking their two teams from eight yachts, five of them newly launched state-of-the-art designs from successful designers Bruce Farr and Laurie Davidson. The performance of these yachts in the Southern Cross Cup lead-up races and in the long Sydney-Hobart will have a significant influence on the trend of ocean racing in Australia.

After the spate of new yachts built for the 1985 Australian Admiral's Cup trials earlier this year, there has been rather limited boat-building activity here. However, two new Frers designs have been launched in Melbourne and are likely to make the Victorian team, while in Sydney several new Farr 40s, developments of last year's Sydney-Hobart race winner *Indian Pacific*, are in the running for the NSW team along with a Farr 43 sistership to the Admiral's Cup team yacht *Drake's Prayer*. Bruce Farr, the innovative New Zealander who led the revolution in light-displacement fractional-rigged ocean racers in the mid-seventies, has emerged once again as the dominant designer of this year's Admiral's Cup and Southern Cross Cup fleets. In the Admiral's Cup, Farr designs represented 13% of the fleet, second only

to the German designers Judel-Vrolijk with 14%.

With not all teams finalised when this program went to press, the teams for the Southern Cross Cup fleet are not yet available, but Farr designs seem certain to account for at least one-third of the fleet, with six of the 11 teams having at least one Farr designed boat. Since 1975, there have been four Farr-designed overall winners of the Sydney-Hobart — *Piccolo* in 1975, the maxi *New Zealand* in 1980, *Sallywag* in 1982 and *Indian Pacific* last year. In 1983 the winning New Zealand Southern Cross Cup team was made up of three Farr 40s. What is more significant is Bruce Farr's continuing development of his design concepts for his 40-footers and



Panda

43-footers, particularly in keel and rudder shapes. Like the successful European designers of light displacement ocean racers, such as France's Briand and the Beneteau design team of Berret-Fauroux-Finot, Germany's team of Judel-Vrolijk, and Britain's Rob Humphreys and Tony Castro, Farr has clearly kept pace with changes in the IOR rule on stability and also in the development of materials and building techniques.

The 1985 Admiral's Cup was dominated by the one tonners, light-displacement, fractional-rigged sloops sailed like dinghies by their crews of 10 men. The bigger boats, even the very latest designs, were no match for them. The same could well happen here in the AWA Southern

Cross Cup, although it seems more likely that, apart from the British team, the teams chosen will be made up of boats of varying ratings. As in the Admiral's Cup, the Southern Cross Cup is limited to yachts rating between 30 and 40 feet IOR, and at Cowes the super-lightweight one tonners dominated the Cup results. The winning German team had two one tonners and a 33.6-rating boat, but the British and NZ teams were all one tonners. Of the top 10 boats, all but one was a one tonner.

Why did these minimum-sized Cup boats do so well, particularly in heavier weather which would normally be expected to favour the larger yachts? For a start, there were more one tonners in the Admiral's Cup fleet than ever before, as a result of the One Ton Cup level rating world championship having been held at nearby Poole two weeks before the Admiral's Cup. But more important, level-rating racing is much more significant in Europe than it is elsewhere in the world, and in recent seasons the major effort of the English, German, Dutch and French designers has been directed at designing ultra-lightweight quarter tonners, half tonners and one tonners for this highly competitive market. The European racing yachtsman has little care for creature comfort, and the boats built for this year's international racing are little more than 'throw-away' hulls.

Three other significant advantages for yachts of the One Ton concept (yachts of about 40-feet in overall length) are: the Offshore Racing Council's ruling on crew numbers; a change in the stability factor of the International Offshore Rule; and the suitability of exotic construction for yachts of this size.

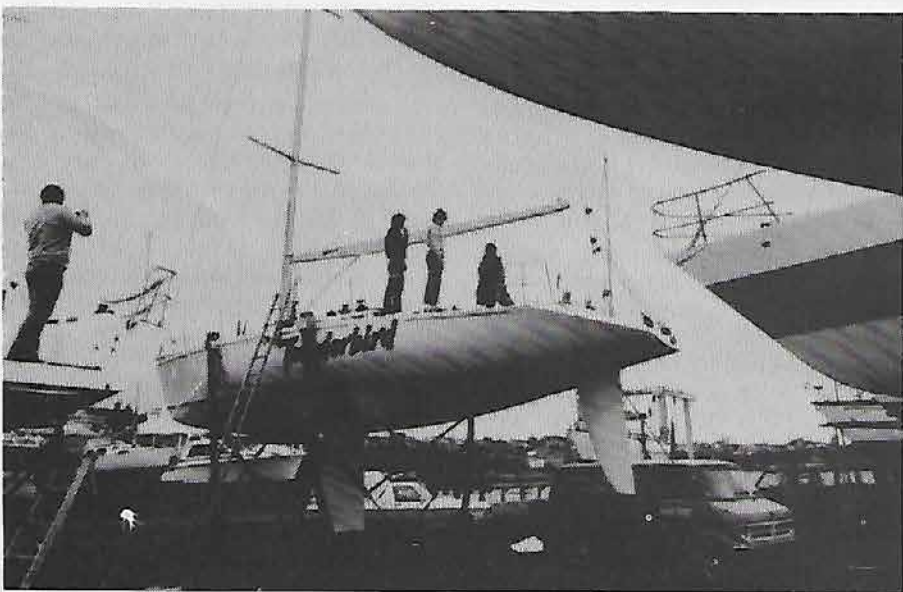
Under the crew limitation rule, a one tonner can race with a crew of 10, yet a 43-footer can have only one more on board, certainly an advantage to the one tonner in the form of human ballast for these lightweights. The European designers of one tonners, and Bruce Farr, were quick to take advantage of the changes in the tenderness ratio (TR) of the International Offshore Rule which allowed more stability for a given centre of gravity (CGF) so that new boats can be substantially stiffer. The new designs have extra stability built in, gaining extra righting moment without increasing the wetted surface. To achieve this, designers have worked to lower the centre of gravity by re-



Mad Max



Highland Fling



Thunderbird

ducing upper weight.

The results will be seen here in Sydney this summer with yachts such as Britain's *Panda*, with low freeboard to cut down on materials, lightweight construction, fewer winches, titanium fittings. *Panda*, designed by the highly successful Frenchman Phillipe Briand (he's designing one of France's two America's Cup challengers) is a development of the 1984 One Ton Cup world champion *Passion 2*. In his new design, Briand has gone for a slightly longer boat with more sail area, with great attention given to weight saving by the use of carbon fibre and titanium. She has a Francespar mast and a Sweedwave keel, reflecting the modern trend towards elliptical shapes for keels and rudders. *Panda*, owned by Peter Whipp who is also team captain for the Southern Cross Cup, won the gale-swept Fastnet Race in magnificent style, outsailing many larger yachts off-the-stick to be first Admiral's Cup yacht and first overall.

Making up the British team are *Highland Fling*, a Farr one tonner which finished second in the One Ton Cup and *Cifraline 3*, another French design by Daniel Andrieu which was second to *Passion 2* in the 1984 One Ton Cup. *Highland Fling* sailed for Singapore while *Cifraline 3* was chartered to Papua New Guinea for the Admiral's Cup. Although there was a high retirement rate from the Admiral's Cup fleet in the Fastnet Race, none was due to hull damage, which appears to indicate that the leading IOR builders in Europe have been able to use exotic materials with better engineering. Generally, it appears that cores are getting thicker and skins thinner and the builders of the top yachts are able to produce stiffer and lighter hulls with less weight in the ends.

The American builders have tended to use carbon fibre cloth for hull skins, while European builders still prefer kevlar. The majority of the Admiral's Cup fleet used balsa or PVC foam cores, such as Divinycell or Klegecell, but the Germans all used Nomex, a Dupont honeycomb core made of treated paper. Vacuum bagging is the most common form of lay-up, and several of the European and Americans companies used the latest hybrid pre-impregnated cloths. The resulting yachts seen in the 1985 One Ton Cup and the Admiral's Cup had hulls which maintained great stiffness for high rigging loads and shock loading in a seaway and at the same time

allowed more ballast to be carried in the keel and internally on the floor.

As always, keels were a constant source of discussion as yachts were lifted out of the water for hull-scrubbing at Cowes. Never before has there been such a variety of shapes. There was everything from the shark fin developed for Germany's *Rubin* to the elliptical keel of Britain's *Panda* and the thin deep dagger blade of New Zealand's *Epic*. Even prop shafts have become elliptical.

More spectacularly innovative are the masts and sails of the latest ocean racer — again with a basic objective of reducing weight aloft to reduce pitching movement in a seaway. At Cowes we saw masts of light sections with glued and rivetted external stiffening, no jumpers, discontinuous heat-treated rigging, and lightweight maxi-depth booms with cut-out panels.

Sailmaking has become sail engineering with the re-introduction of Kevlar for ocean racing sails. Sailmakers are coming up with an extraordinary variety of combinations of Kelvars and Mylars — crosscut, vertical and radial — aligning the warp strength of the cloth in the direction of the loads. The result is a

spectacular variety of patterns to be seen in the sails of the modern ocean racer, but the more practical result is lighter sails that hold their shape better over a wider wind range, all giving more speed.

In the end, however, the capability of the crew is always going to be a vital factor in ocean racing and here in Australian waters, seamanship and stamina in long races will be a vital factor in deciding the top team in the 1985 AWA Southern Cross Cup and the winner of the AWA Sydney-Hobart. While the British are relying on three one tonners from the Admiral's Cup fleet, the New Zealanders have built five new boats specially for the Southern Cross Cup. And rather than put all their Kiwi eggs in the one rating basket, the new yachts include two Farr 43s, *Switchblade* and *Thunderbird*, *Azzuro*, a Bruce Clark 45 and *Mad Max*, a Davidson 45, while the fifth new boat is *The Syndicate*, a Farr 40.

Australia's national team was actually chosen nine months ago, during the Admiral's Cup trials, which must immediately place it at a disadvantage against the Kiwis. The three yachts are at least 12 months old. Peter Kurts' *Drake's Prayer* and

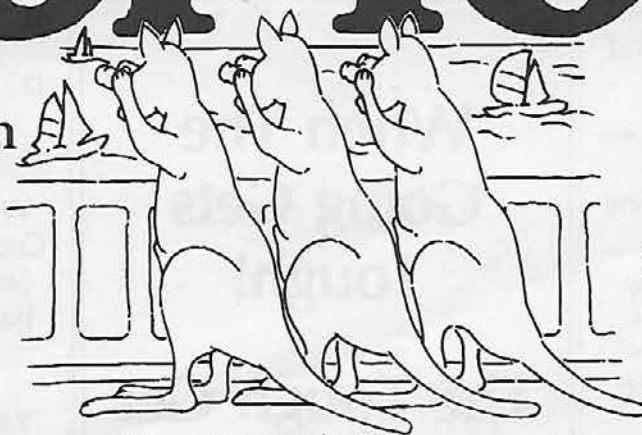
Lou Abrahams' *Challenge III* were both members of the Australian Admiral's Cup team while *Marloo II*, owned by Brisbane yachtsman Nick Girdis, was runner-up in the trials. All are higher-rating 43-footers. The third, and most successful member of the Australian Admiral's Cup team, Don Calvert's one tonner *Intrigue*, will be sailing for her home State, Tasmania. The New South Wales team will probably include at least two new Farr 40s, led by John Parker's *Another Concubine*, while in Victoria two new Frers designs seem likely to make the team — Ron Elliott's one tonner *Joint Venture* and John Taylor's 45-footer, *Contractor*. Unfortunately, they are the only new yachts likely to be in any of the Australian teams — once again we seem to be at least out-built by the Kiwis.

Whether we are outsailed depends on our yachtsmen and let's hope they can make up the design lag with the ocean racing skills of which we are so proud. In the Admiral's Cup, the skills and seamanship of our three crews certainly enabled Australia to recover from seventh to finish fourth in the tough series.

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 Tough!**

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 Going!**

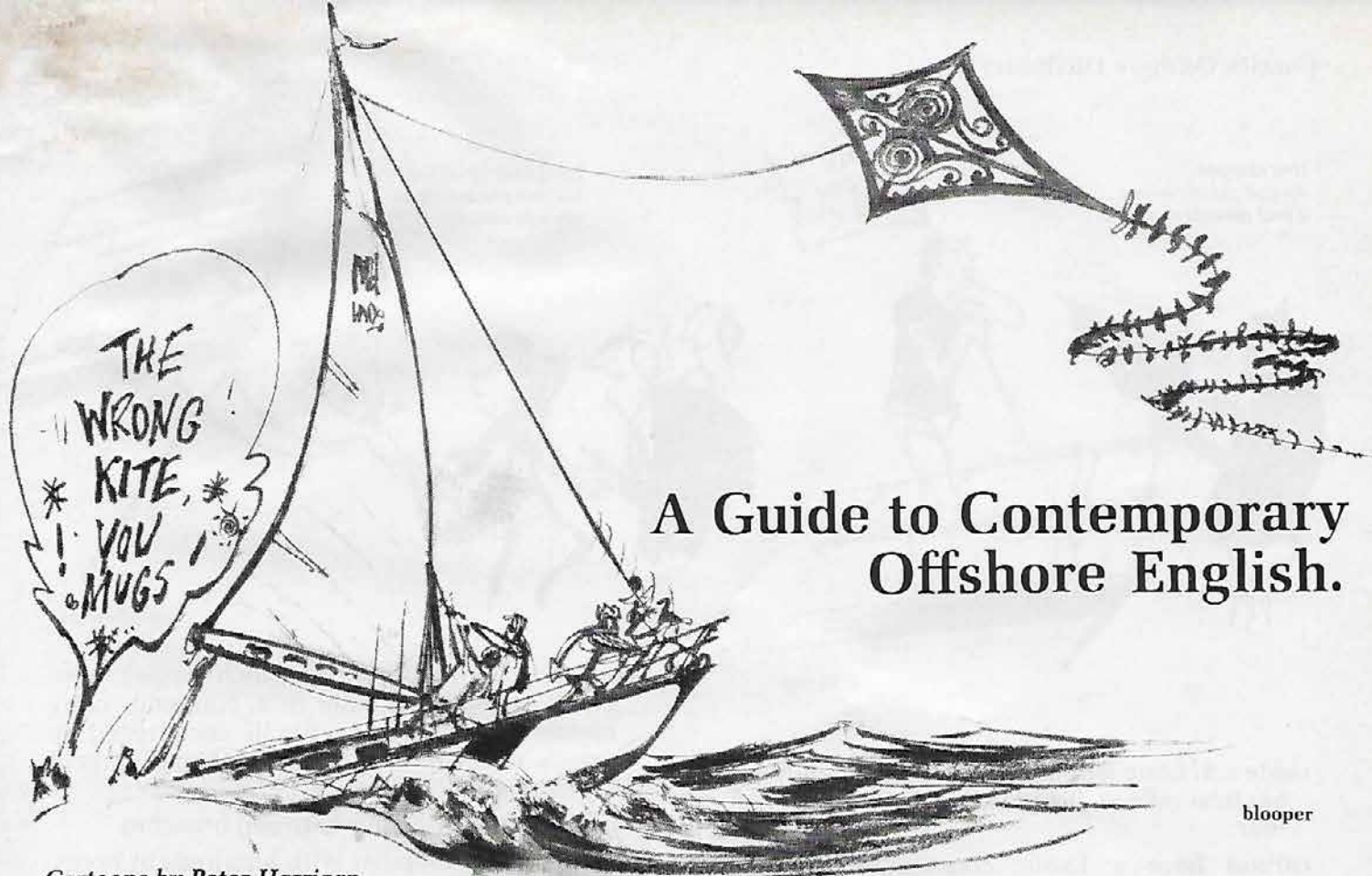
'C': 2nd *Predator* – Barlow
 3rd *Roller Coaster* – Barlow
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 2nd *Perie Banou* – Barlow
 3rd *Jisuma* – Barlow

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Cartoons by Peter Harrigan

Anyone who's ever been near an ocean racing club knows that ocean racing has a language all of its own. As any experienced offshore sailor will tell you, knowing this language is essential. It helps you understand what the rest of the crew is talking about and, most important, it sets you apart from novice sailors at the bar. The trouble is that many of the words mean different things to different sailors. So, in the interests of better communication, the Cruising Yacht Club of Australia's Offshore Language Committee, under the Chairmanship of Sandy Peacock, has compiled this authoritative guide.

age allowance *n.* Formula for handicapping older yachts against new yachts, i.e. those launched within the last ten minutes.

afterguard *n.* Contingent of crew providing input without output.

backstay *n.* Device for bending hull of a light-weight yacht; may also be used to remove transom.

Bass Strait *n.* Stretch of water between the nations of Australia and Tasmania; considered an obstacle in the Sydney-Hobart Race.

beer garden *n.* Technical name for a yacht's cockpit (derivation unknown).

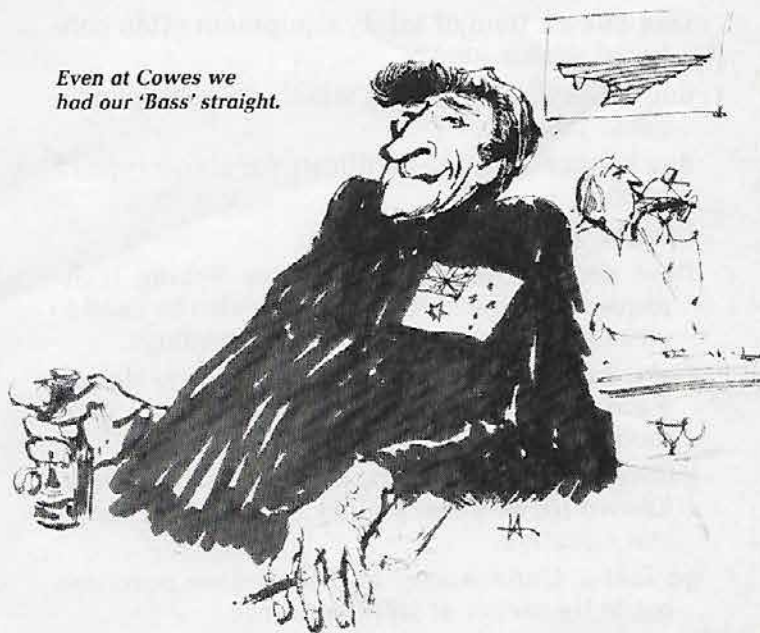
blooper . A sail set by mistake.

broach *n. or v.* Sudden change of course executed by helmsman without consulting crew. May be used as a technique for catching fish in spinnaker.

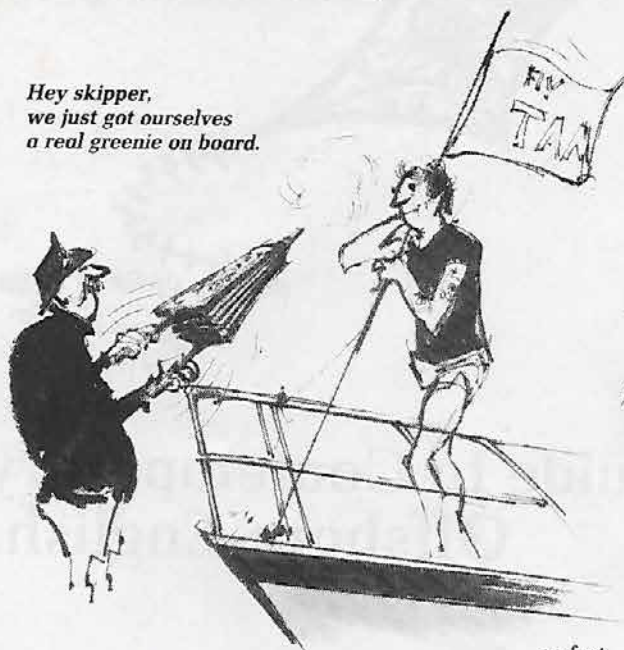
bullet *n.* Unusually strong gust of wind likely to occur while gybing.

bunk *n.* Tactical position for *heavy* at night.

Even at Cowes we had our 'Bass' straight.



Hey skipper,
we just got ourselves
a real greenie on board.



go fast

Take your time, honey.
We can always claim
age allowance.



age allowance

cable *n.* 1. Long length of wire. 2. One tenth of a nautical mile. 3. Type of entertainer or raconteur.

carbon fibre *n.* Exotic construction material valued for its lightness and great strength. Will only break under extreme conditions or in important races.

chainplates *n.* Devices built into hull to support mast and rigging; may be dispensed with by crews who are too impetuous.

Chinese gybe *n.* Special manoeuvre perfected in offshore yachts enabling crew to spear fish with outboard end of spinnaker pole (used as alternative to broaching).

coffee grinder *n.* Exercise machine installed on larger yachts to maintain crew fitness.

Dan Buoy *n.* Item of safety equipment often confused with a song.

dog *n.* Greyhound design which achieves poodle performance.

dog licence *n.* Rating certificate for above type of yacht.

Drum *n.* Roll-your-own yacht.

float drop *n.* Another innovative fishing technique using the spinnaker. May also be used to entangle other yachts at mark roundings.

Gabo Island *n.* Last landfall in Sydney-Hobart Race before leaving Australian waters; RAN navigational hazard.

galley *n.* Type of workshop on board yacht, known for its 4-star facility, 3-star effort and 1-star clientele.

go fast *n.* Unnecessary and expensive purchase made by owner at shipchandlery.

greenie *n.* 1. Large wave which passes over yacht rather than under it. 2. Nauseous crew member about to be visibly ill, encouraged by crew's references to eggs and bacon, rancid butter, fish milkshakes, etc.

happy hour *n.* One hour between broaches

heavy *n.* Crew member with hundreds of hours of bar experience.

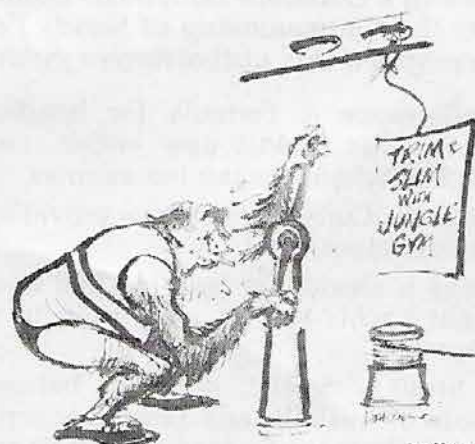
horizontal cut *adj.* Spinnaker which tears horizontally (see also vertical cut).

Kevlar *n.* Exotic sailcloth material developed by sailmakers for extra profit margin. Like owners, it will not bend or stretch but sometimes breaks under pressure (see owner).

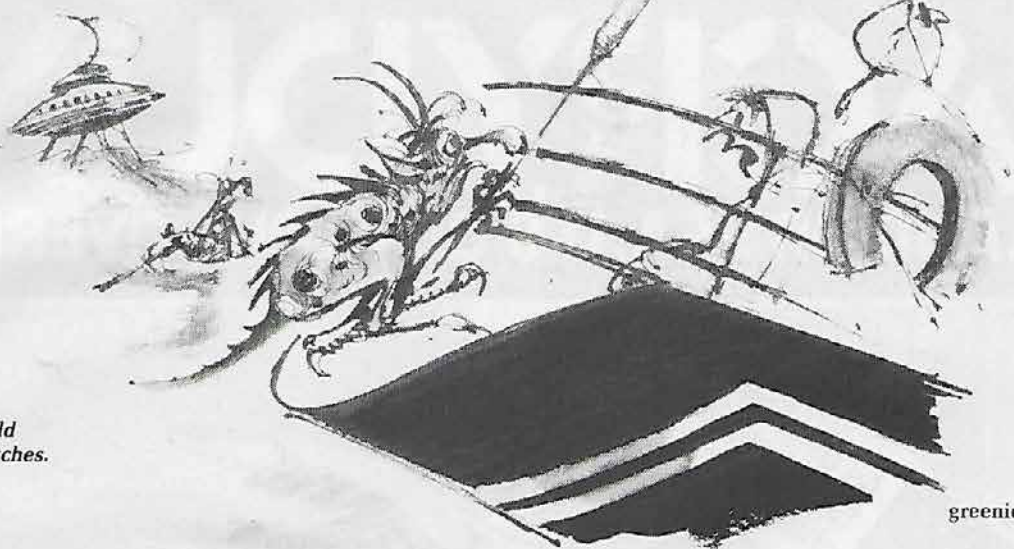
knockdown *n.* Situation experienced at QLD.

mast bend *n.* Mistake by mast-maker.

maxi *n.* Yacht which puts owner in maximum debt. **Pocketmaxi.** Yacht which puts owner out-of-pocket.



coffee grinder



greenie

The chandler said this would get us through the light patches.

navigator *n.* Technician trained to operate SATNAV.

oilskins *n.* Specialised ocean-racing clothing designed to admit water at sleeves, neck and ankles.

on-watch *adv.* Uncomfortable crewing position, sitting on edge of yacht's deck.

off-watch *adv.* Same as on-watch, but with eyes closed.

owner *n.* Specialist crew member responsible for bills, cheques and expenses; sometimes permitted to work runners.

peel *n. or v.* Method for getting two spinnakers stuck up a mast.

QLD *n.* Quiet Little Drink, a tactical de-briefing session after Sydney-Hobart Race.

radio sked *n.* Opportunity for navigators to correct their calculated position during long offshore races.

rhumb line Direct bearing from Constitution Dock to QLD.

runners *n.* Twin adjustable backstays designed to prevent boom crossing deck during gybe.

sail change *n. or v.* Result of disagreement between heavies.

SATNAV *n.* Electronic position finding device which deceives more convincingly than navigator.

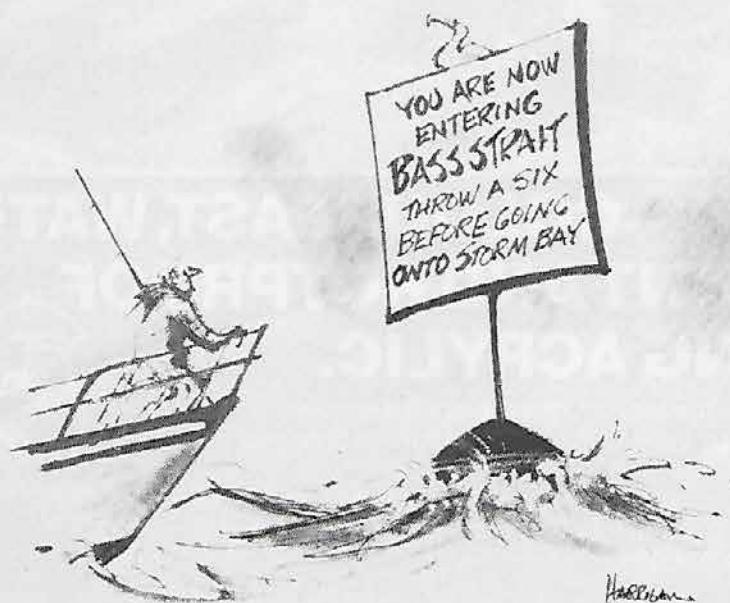
sea boot *n.* Receptacle for sea water.

sponsor *n.* Non-sailing owner.

traveller *n.* 1. Crew member from overseas. 2. Crew member in transit from high side of deck to low side.

vertical cut *adj.* Spinnaker which tears vertically.

watch *n.* Crewing arrangement for long races whereby those upstairs make sure those downstairs are upstairs.



Hobart

Bass straight

ACRYDUX

LAND OR SEA, IT'S GOT YOU COVERED.

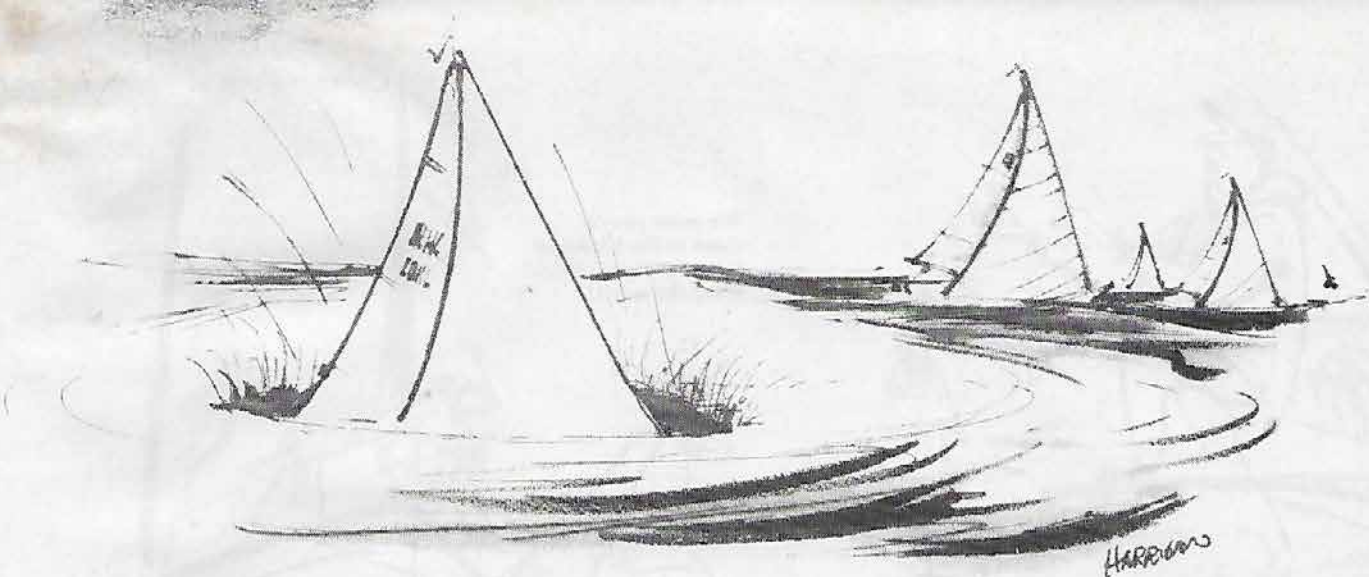


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BTDA 27



We fell into a hole and the fleet sailed around us.

Cartoons by Peter Harrigan

A Compendium of Yachting Excuses

by Frank Sticovich

From the casual weekend sailor to the keen ocean racer, from the rookie to the Olympic competitor and the America's Cup skipper, everyone needs an excuse for something having gone wrong, for just losing or for losing by a mile. It is in our nature to blame it on something else rather than to cop it sweet.

Excuses are rife around club bars on Saturday and Sunday afternoons. This is where yachties gossip and rubbish their competitors, and it is here that excuses start to flow as abundantly as the jugs of rum and coke paid for by the losers.

Alibis are also spawned at regattas and championships, when the media always extract an excuse or two from willing skippers and helmsmen. Another breeding ground is the protest room. And your friendly insurance broker will have a list of whoppers obtained from insurance claim forms as long as a 12-Metre's mast. A rich source of excuses is the rivalry between foredeck, mast, cockpit and afterguard crews, and these are issued forth almost the very minute something starts going wrong. On the US yacht *Scaramouche* someone has inscribed on the bulkhead:

Rule 1. The foredeck crew do not make mistakes.

Rule 2. If they do make mistakes, Rule 1 shall apply.

Crews tend to memorise excuses made by their skippers. I remember being told a story about Jack Rooklyn steering *Apollo*. One of the afterguard asked Jack to sail the boat a bit higher, to which Jack replied 'If I sail any higher I'll gybe'. (Jack obviously went

to the same school as John Bertrand, whose recently released book *Born to Win* makes a number of references to *Australia II* 'gybing' upwind. But, I suppose, this belongs to a different compendium of excuses.)

Having a good repertoire of excuses comes with experience. The higher the competition the greater the need to pull out a good one, as Dennis Conner did during the last America's Cup when he said 'God wasn't on our side today'.

Some excuses in this compendium were probably used by Sir

Francis Drake and his crew. Most will be familiar. From the raw recruit to the most experienced yachtie, in whatever position you sail, retain some of these in your memory bank for future use, either in defence or on the attack. Many have general usefulness with your family and friends.

Even before the yacht leaves the marina there will be someone who will have an excuse, the most likely being the late-comer, who will say something like:

- Fred was supposed to pick me up.
- The Spit Bridge opened on me.



Today I think we'll give *Aussie II* the favourable puffs.



I haven't steered with a tiller for ages.

- I couldn't find my oilskins.
- I couldn't find one of my deck shoes.
- The taxi driver got lost.
- Parking is a brute this morning, isn't it?

Whilst waiting for the late-comer, the sailmaker has already started to recant a few of his own:

- I wanted to measure that sail again.
- The cloth is still at the airport.
- I was told you wanted that sail for *next* week's 90-miler.

And the paid hand has explained:

- It's been raining most of the week.

Others in the crew have offered (with palms upturned):

- Frank was supposed to pick him up.
- It was Ed's turn to bring the food.
- I'm sure I saw Tony turn the batteries off last week.

The gun goes for the start, the hurly-burly of the race is in progress and things are not going as they might be.

We want you to come to the barbecue later. Will you bring the wood?



We hear the skipper:

- We go better in light air.
- After all, this is only a production boat.
- The sailmaker never has got that mainsail right.
- The bottom of the boat is dirty; we are at least half a knot faster.

And the navigator:

- The mark has definitely drifted.
- I gave you *true* bearings, not magnetic.
- There must be a fair bit of current.

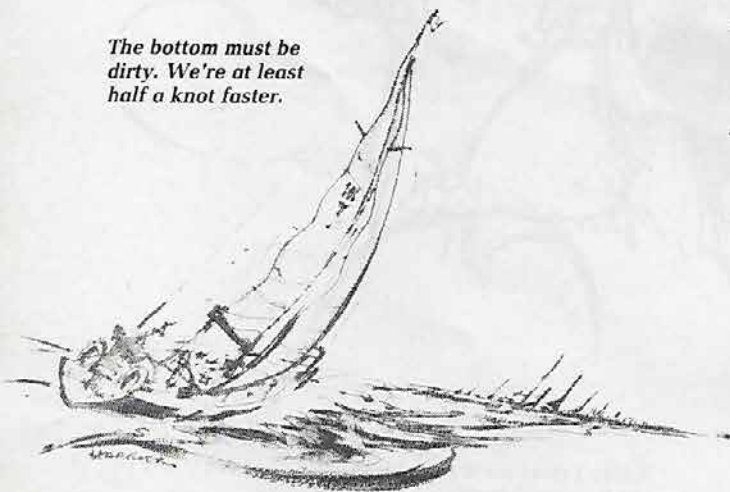
The tactician:

- Tack! ... No, don't tack!
- You should have gone another hundred yards.
- There is plenty of room, I think.

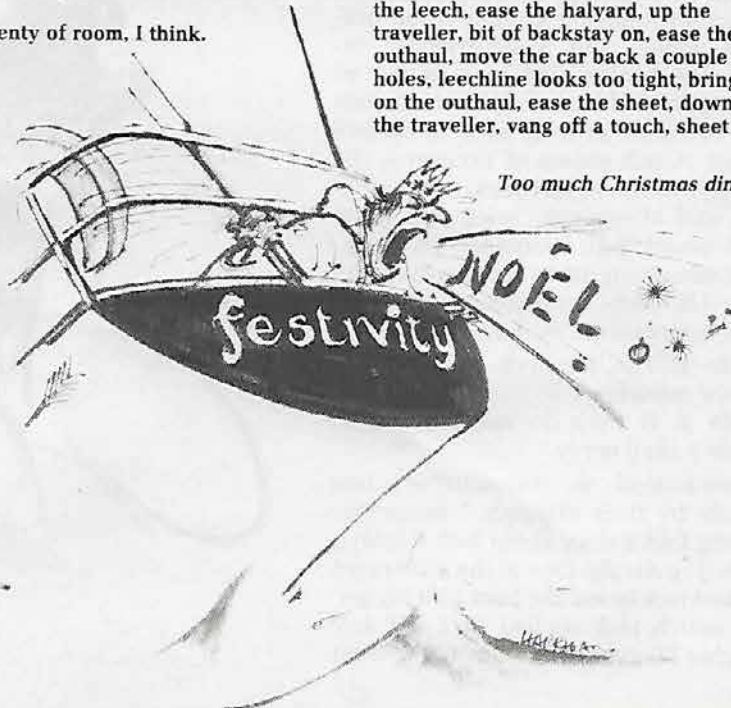
The sailmaker:

- That sail is too full.
- That sail is too flat.
- It looks good to me.
- Maybe if we bring the runner on a bit, ease the backstay some, traveller up, a bit of halyard on, ease the cunningham, pump the vang on a touch, down on the traveller, bring on the outhaul, ease the twacker, check the babystay for tension, move the car forward, tighten the leech, ease the halyard, up the traveller, bit of backstay on, ease the outhaul, move the car back a couple of holes, leechline looks too tight, bring on the outhaul, ease the sheet, down the traveller, vang off a touch, sheet

The bottom must be dirty. We're at least half a knot faster.



Too much Christmas dinner.



Compendium of yachting excuses

on, a bit of runner off, ease the backstay ... how is your helm?

The trimmer:

- We must have got a bit of a knock.
- The sun is in my eyes. You can't tell which is the red wool or which is the green wool.
- The woools must be stuck to the sail.
- The sail is too full.

The bowman:

- I thought you said port pole.
- That's the way we did it on the other boat.
- I thought you said starboard pole.
- I wish they'd make up their minds.

The helmsman:

- We must have got a bit of a knock.
- I am used to wheel steering.
- The Windex is crooked.
- I haven't steered with a tiller for a long time.

The cook:

- You never can please everybody.
- Has anyone seen the bacon?
- It's silverside?! It all looks the same when it's frozen.
- There is nothing bloody wrong with that.
- You cook the next meal.

As the race progresses, excuses waft over the deck, coming from one quarter or another.

- I told you it was shallow around here.
- They were carrying a No. 2 without any trouble.
- Who packed the half-ounce kite in the 2.2 bag?
- I am sure I saw the mark a mile back.

And when the going gets bumpy:

- I've had a touch of food poisoning.
- The chicken must have been off.
- Too much Christmas dinner.
- I've never been seasick before.

When the crew are tired and cold:

- Nobody else is carrying a spinnaker.
- It's too shy for a kite.
- The wind is going to pick up.
- The spinnaker is not packed.
- Are you sure she will carry it?
- The luff tape is bugged on that sail.

Once the race is over the excuses, of course, come spilling out like a winch grinder's dirty laundry. Even the winner will occasionally have an excuse, such as

- We should have won by miles. If only we ...

Anyone coming second, third or last will have some story to tell.

- The course was not quite what we expected.
- We didn't get the thermals.
- The weather report was wrong.
- We sailed under a bad cloud pattern.
- We should have used the light headsail.



I always said that foredeck mob were knot good.

- We were caught in the set.
- We were shorthanded.
- We fell in a hole and the fleet sailed around us.
- We stayed on the making leg for too long.
- It seemed a good idea at the time.
- We went to the wrong side of the course.

Boats involved in incidents which need to be sorted out in the protest room offer:

- There was plenty of room.
- We were head to wind.
- We had an overlap.
- We couldn't tack.
- We never heard the call.
- The wheel was hard over but the boat wouldn't respond.

Certain incidents require the completion of an insurance form, and any insurance company will tell you that if you admit liability you are on your own.

- The spinnaker just went 'boom'.
- I can't remember details of the collision; I was somewhat concussed.
- I bumped into a wharf which was obscured by pedestrians.
- The steering broke.
- I collided with a channel buoy coming the other way.
- The skiff admitted it was his fault — he has been run over before.
- The mast just fell down.
- I consider that neither yacht was to blame, but if either was to blame, it was the other one.

Even in *grand prix* racing excuses are brought into play. The America's Cup is a fertile breeding ground for them. Some years back skipper Ted Turner went contrary to his tactician's call during starting manoeuvres, and in explanation offered:

- 'Tack, gybe ... what's the difference?!'

In the America's Cup, press conferences are held after every race. Both

the winning and losing skipper are interviewed, providing fertile soil.

- God wasn't on our side.
- We used the wrong mainsail.
- We used the wrong headsail.
- We used the wrong spinnaker.
- We expected them to cover.
- We were caught on the wrong side of the windshift.
- The wind didn't go to the right.

In events like the Admiral's Cup in England, the Clipper Cup in Hawaii, the Hobart Race and such, owners, skippers, team captains and navigators get to offer some excuses appropriate to these distinct (and sometimes distant) venues.

- They were sailing in their own back yard.
- We have to go from winter into summer.
- We have to go from summer into winter.
- We have to sail over there.
- We have to launch our boats six months earlier.
- We have to launch our boats three months earlier.
- The island projects a 50-mile wind shadow.
- The tailenders finished faster.
- It was a small boat race.
- It was a big boat race.
- A comparison between our actual position and that plotted required us to sail a further 35 miles.
- We didn't win because a lot of boats finished in front of us.

Finally, there are those who wanted to go to Hobart but, for some reason or other, didn't.

- The boat I was going on pulled out.
- My wife is pregnant.
- I couldn't get time off work.
- My girlfriend is pregnant.
- We have a bit of a family problem right now.
- It's an off year.
- I wasn't happy with the crew selection.

In closing, the author offers no excuses for this compendium. It seemed a good idea at the time.

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THE NAVY AND THE HOBART RACE

by Tony Cable

In 1986 the Royal Australian Navy will be celebrating its 75th Anniversary. On the eve of this event it seems appropriate to give a short history of the Navy's involvement in the Race. We will look at both the role of ex wartime personnel and permanent Navy men, and at various yachts they have sailed on.

With federation in 1901, the motley forces of the various States were joined under the Commonwealth naval forces. King George V approved, on 10 July 1911, the designation 'Royal Australian Navy'. Henceforth our ships were prefixed with 'HMAS' and flew the white ensign.

The proud RAN history has to be related elsewhere. Our interest starts in 1945 when Capt. John Illingworth R.N. with his suggestion "Why don't we make a race of it" turned a cruise to Hobart into what was to become one of the world's classic ocean races.

The first Navy entry didn't appear until 1954, but throughout the history of the Race Navy men have played a significant, often conspicuous, part.

Among those returning from the War, first mention can be made of Tasmanian Capt. Stan Darling O.B.E., D.S.C. & 2 Bars, V.R.D., R.A.N.R. He had been loaned to the Royal Navy, and he served in anti-submarine trawlers and commanded the corvette HMS *Clarkia*. Later, with his new frigate HMS *Lock Killin* he was credited with sinking three U-boats and helping to destroy two more.

Stan went on to become one of the Hobart fleet's eminent navigators and has sailed in 27 Races.

Peter Green has 33 Hobarts under his belt. He was still serving as an Able Seaman on HMAS *Bangalow* when the first race started in 1945. He was in military hospital for the record race and then made his debut in 1947.

Another 'top scorer' is Bill Thompson, with 21 (plus another four on the Radio Relay Ship). 'Twitty' was an able seaman gunner on the flagship HMAS *Australia* and was aboard when she suffered hits by five kamikaze aircraft.

Services trained navigators were in demand. One such was Bill Fesq (Lt.,

R.A.N.R.). He was discharged five days before his first of many Hobarts, in 1945. He had served in motor torpedo boats and motor gunboats in the Channel and North Sea and, later, in the special reconnaissance craft HMAS *Diamond Snake*. He sailed his own *Fortuna* several times and represented Australia as navigator in the 1965, 1967, 1969, and 1971 Admiral's Cups and in the 1970 America's Cup.

A great many other names could be mentioned: Jim Bridgeland, ex CYCA Commodore, sailed his *Alcheringa* in three Races; the late Jack North; Russel Vasey; Malcolm Bryden-Brown; the late Ken Urquhart (crew *Carol J*); Tony Gray and Graham Wright (both ex *Kurrewa IV*); N.H.S. White, navigator on 1955 winner *Moonbi*; Sid Moray (owner *Sylvena*).

Whilst the first Navy entry did not appear till 1954, a couple of early vessels had seen military service. In the '46 race was *Kurrewa III* (nee *Tarni*). She had served in the Army Water Transport Service around the Islands

and had been skippered by the late Ron Robertson of *Kurrewa IV* fame.

The motor sailor *Lauriana*, which was to do the trip as Radio Relay Ship, was credited, while on patrol, with the first sighting of the Japanese subs in Sydney Harbour, on the night of 31 May 1945. Out also that night was the Halvorsen cruiser *Silver Cloud*. The Halvorsens were busy during the war with naval work, including the construction of 13 of the 112-foot Fairmiles.

In 1946 the Royal Navy Sailing Association (Australian Branch) was formed, and this became the focus of RAN Sailing. In 1966 it became the Royal Australian Naval Sailing Association and was centred at HMAS *Rushcutter*. (A squadron of the Club is also at Canberra, with hopes to develop further in other naval ports.)

RANSA has the aims of assisting the Navy by encouraging sailing in this service, promoting seamanship, and advising the Navy Office on sailing matters, e.g. helping to select craft, such as their Tasar dinghies.



Commander R.J. Robertson at the helm of *Tam O' Shanter*. He was at one time Captain of HMAS *Melbourne*, and he sailed his own yacht, *Portia*, in the Hobart Race.



Tam O' Shanter.

Regarding seamanship, one retired officer stated that it is 'an essential basis of knowledge for anyone who goes to sea in the Navy. A seaman is one who respects the sea without being afraid of it and can turn its forces to his own advantage rather than his own destruction'.

Facilities today are now used by HMAS *Nirimba* apprentices, RANR Cadets, RAN College Cadets, visitors from RN, RNZN and USN ships and the Army Sailing Club.

On the ocean racing side, in 1955 *Mavis* was donated to the Club, and she did a few ocean races. The Club twice hoisted the Round-The-World fleet in the 1970s. Over the years facilities have been provided for some of the Sydney-Hobart entrants, and this has been of great help to the nearby CYCA.

Largely due to the efforts of Captain (then Commander) R.J. Robertson, the Naval Board had been persuaded to purchase in Melbourne the 33-footer *Tam O' Shanter*. Many staff of the naval college and midshipmen were to sail on her in five trips from 1954 (placings 7, 13, 19, 22, 23). In 1956 she had a star-studded crew, including: College Commander Geoffrey Gladstone (skipper), later Rear Admiral; Ian Crawford, now Rear Admiral; John Lancaster, later a frigate captain; Bernie Hamill, commander of the First Australian Patrol Boat Squadron and, in his retirement, Sailing Secretary of the CYCA.

While there were no cadet midshipmen aboard in the first two

Yacht *Eureka*
Post Restante, Suva

Naviguencing Navy Style

The year was 1973 and it was the last time *Franklin* raced in the Sydney-Hobart. On this occasion, instead of the usual RAN College crew, the crew had been chosen throughout the RAN. It ranged in rank from Commander to Able Seaman, and all had plenty of ocean racing experience under their seaboots.

Day one, and not far south of the Heads, the skipper, who considered himself a dab hand at astro, suggested that the naviguencer, a young Sub-Lieutenant, should take the evening stars 'just to get his hand in'! — and to reassure the skipper that he could continue to enjoy the luxury of command without having to worry about where the ship was. Five minutes later: 'Where did you put the almanac, Boss?' 'I don't know. You put it aboard, didn't you?'

Quiet thinking noises!!! 'I thought you put it on, Boss. I don't think I did.'

Numerous expletives! The Boss was known to swear mightily in moments of minor crisis. Luckily, the navigator had just finished his nav course, and being much more up to date than the Boss, remembered that the declination of the sun would change very little at that time of year, say three minutes less each day; and if they took a meridian passage on the morrow, when they still had a pretty good latitude by DR, they could work back, get a starting declination for the 27th, and make their own almanac. 'At least we'll know when to turn right.'

And it seemed to work for a couple of days. Then in the morning fog somewhere in Bass Strait, *Franklin* sighted *Nirimba*. Now 'F' comes before 'N', but an initial radio malfunction would enable *Franklin* to ascertain her position with reasonable accuracy (aren't all Navy blokes good navigators?). At the appointed moment: 'Nothing heard from *Nirimba*.' Damn! Our bluff was called.

Second time around *Franklin* gave her very shakey DR. Soon followed by *Nirimba* 2 miles away!! Talk about the blind leading the blind.

Nirimba later admitted that she waited for us as they reckoned we had all the talent and their position was a bit rough!!

The last night out. Roaring down to Tasman light, 40 knots, many rolls in the main and No.5 headsail. Black as the inside of a cow, and driving rain! No sign of the light. What's new — the cloud base would have been 500 feet.

'If we don't see anything in the next two hours, we'll harden up and head in, and keep a bloody good lookout.' Suddenly there is a large glow on the port quarter, then many lights, then the *Princess*, bound from Melbourne to Hobart, flashes past and almost immediately alters course to starboard.

'Get those sheets in! Harden up! Follow that ship!!! At least we know where Storm Bay is!!'

Which goes to show that the navy is no better, and probably no worse, than anyone else when it comes to reaching the destination.

Mike Calder

The Navy and the Hobart Race

racers, three or four made up the numbers later. As Capt. R.C. Savage (Ret'd), one-time college Term Officer commented, 'They were the fittest people you could strike and would never be fitter again. But seasickness really knocked them, sapping all their strength and initiative'. He went on, 'It had been thought then that ocean racing should be part of the curriculum, for it taught a lot of skills and was far more exciting than being on obsolete whalers and cutters'.

Samuel Pepys started the first of her three races under the RANSA burgee, in 1956 (placings 12, 10, 7). An Illingworth & Primrose RNSA 'twenty-four' design, she had been loaned by RNSA and had come out from UK in the hanger of the new carrier HMAS *Melbourne*. Her first crew included some well known ocean racing names and was made up of Lt. Cdr. 'Spike' Ross and Lts. Ron Calder, John Barry, Adrian Gray and Graham Tilley. They were doing reasonably well in the race until Storm Bay, when an 80 mph blow encouraged them to set the storm gear, leave the boat to sail herself, and to go below to play cards.

They did it harder in those days. *Pepys* had no engine, no two-way radio, no life raft. For an icebox they had one of those Peter's ice bags. The meals were pre-packed, in sequence, that is, if, indeed, the *Boeuf Bourguignon* was really intended for breakfast!

Resulting from their first race was a decision to present Samuel Pepys Trophy as one of the perpetual race prizes. It is awarded to the first yacht with a Time Correction Factor (TCF)



Drying out.

The Navy and the Hobart Race

of less than .78 which does not receive any other trophy. In 1956 Stan Gibson generously loaned his tiny *Four Winds* to the Naval College (placings in its Races were 22, 7, 16, 24, 30). He really enjoyed his sailing and gave his crew plenty of sea time, as evidenced by the fact that his 8 day 10 hour trip in 1956 was complemented by one 4 hours longer in 1958). Naval sailing owes a lot to Stan's years of support. His steel *Four Winds II* was the only vessel to carry the flag in 1961-'63. Her weight was against her, as seen by her Hobart results (33, 32, Ret'd, 42, 65, 34, 76).

Next Navy yacht on the scene, in 1965, was the 43-foot *Franklin*, built in teak at Garden Island to an RN sail training design of Morgan Giles. Her Hobart record was unexciting but with all the various entries it is important to appreciate that the crews are there to benefit from training in seamanship along with just merely enjoying the sport. Her placings: 33, 32, Ret'd., 42, 65, 34, 76.

The Alan Payne designed 41-foot *Nirimba* was built in steel by the apprentices at HMAS *Nirimba*, giving them a work experience project that was interesting. Being overweight, her record (74, 72, 61, 69, Ret'd., 73) over the period 1972-'79 was 'predictable'. Nonetheless, numbers of navy crewmen gained the intended experience at sea.

It is interesting the *Nirimba's* plans were donated by Russ Williams, whose Payne designed *Seabird* had won the 1959 Race. Russ had served as an A.B. on HMAS *Shropshire* and had been with her at the Battle of the Coral Sea, at Balikpapan and at the surrender signing in Tokyo Bay.

Today the Navy has five Swarbrick built 36-footer sail training yachts, each named after ships of the first



R.C. Savage at the tiller.

fleet. Last year *Lady Penryn* of *Nirimba* competed (Ret'd.) and this year she will be out there again with sistership *Alexander of Cerrebus*. Meanwhile the remaining sisterships will be ocean racing in Melbourne.

Both of these yachts will be competing for the Oggin Cup, which is a perpetual trophy donated by AWA last year for inter-services competition. The inaugural award went to ex 1970 Hobart winner *Pacha*, which had been chartered by the naval college. In the blow last year, *Pacha* was the only services yacht to make it among the 46 finishers.

I'd like to mention a few 'naval snippets' somewhat away from our central theme.

- In the 1963 blow, *Lolita* lost her mast and was towed into a Tasmanian port by the UK sub HMS *Trump*. Why

a UK sub happened to be down off Tasmania that Christmas is probably still a secret; surely the skipper was not there to watch the fleet go by!

- In 1965 the Italian Navy yacht *Corsaro II* competed; aboard was an RAN man Capt. Skrivenor.
- *Pen Duick III*, second in 1967, was skippered by a French naval officer, Eric Tabarley. In the same year *Kimwanda* from the New York Yacht Club was skippered by Admiral G. Wachope, USN.

In terms of sailing success, the various Navy entrants have at best been only moderately successful in the out-and-out competitive sense. But really is not the reason that they are there. With the recent new Swarbrick acquisitions, we are going to see a lot more uniformed sailors around, to the benefit of our sport and their service.



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Indian Pacific

HOW LAST YEAR'S WINNER WON IT

by John Woodford

John Woodford spoke with the owner of last year's AWA Sydney-Hobart Yacht Race winner, John Eyles, and to the yacht's builder, charterer and skipper for that race, Gunter Heuchmer, to discover the story behind the win.

The 1984 AWA Sydney-Hobart Yacht Race has been judged by many to be one of the most difficult Hobarts to date. It was certainly the Race with the greatest number of retirements on record.

A lot has been written about the weather and about the damage caused to the fleet, but as has been demonstrated time and time again with this particular yacht race, to win the Hobart a yacht has to be well prepared and well sailed. *Indian Pacific's* win was produced by a combination of factors which relate to the owner, the skipper/charterer, and the crew.

Indian Pacific is a Farr 40. For the 1984 Hobart the yacht was chartered by its builder, Gunter Heuchmer, of the Cruising Yacht Club, from its owner, John Eyles. The win was not merely a matter of the yacht having survived the gruelling conditions while others retired; it was the result of two years' planning and racing by the owner; it had to do with changes made by the builder/charterer; it was a result of the crew's general philosophy; and it was the result of adopting the right tactics during the race.

Indian Pacific is the third of John Eyles' yachts to bear that name; the original *Indian Pacific* was one that Eyles spent two years restoring in Jack Christoffersen's boatshed, and it was Christoffersen himself who dubbed it *Indian Pacific* because it had stood on rails in his shed for such a long time. The name was subsequently given to a J 24 and an SP 30.

The present *Indian Pacific* started as a bundle of drawings under sailmaker Bob Fraser's arm at the Eyles home, one evening in February 1983. Bob knew John was looking for a new fractional rig ocean racer for the Southern Cross Series in December 1983. The Farr 40 was a new production design from the the board of New Zealander Bruce Farr, and Fraser

felt it was an exciting new development in design and would be just what John Eyles wanted. At the time only three had been built, in New Zealand. Reports had it that they were going exceptionally well.

During these early discussions Eyles' wife asked whether the new yacht was any bigger or would cost more than their current SP 30; John side-stepped this potential hurdle by telling her that the new yacht was only half a foot bigger (30.5 ft), failing to explain that what he meant was her *rating*: the yacht itself was actually 40 ft overall.

Construction was commissioned in April 1983. The builder, Gunter Heuchmer, of Glass Yachts, Taren Point, Sydney, has since built a number of Farr 40s including *Scallywag II*,



Indian Pacific

Sagacious II, *Another Concubine* and *Zap*. Heuchmer made the hull, deck and keel and did a sparse fit-out; John Eyles did the rest himself.

Construction was state-of-the-art 1983 and employed Kevlar, Divinycell in the ends and S-Glass in the middle for both the hull and deck.

As is the case with most new yachts being readied for a series of races, there is never enough time to do everything. In this case it was the interior fit-out. The sparse interior originally provided by the builder re-

mains today, with the exception of a headliner in the main cabin area. John Eyles, being a plumber, admits that he hates water dripping on his head from a bare ceiling!

Even by today's standards the boat is quite Spartan. Accommodation for the crew of ten consists of four pipe berths in the main cabin and four tucked in behind the main companionway. A minimum of built-in storage space, a stove and an ice box complete the fit-out. All sails and equipment are stored in the main cabin with the bow and stern sections completely empty.

On mast and rig construction John Eyles took the advice of Duncan van Woerden and adopted a triple spreader rig. Duncan believed that this configuration would provide additional stability to the rig without affecting its performance in controlling the mainsail shape and would help to eliminate the 'dill factor' during gybes and heavy downwind sailing. To date, *Indian Pacific* is the only Farr 40 racing with a triple spreader rig.

All sails for the yacht have been made by Bob Fraser. Bob has built a formidable reputation in construction of fractional rig sails, and John Eyles praises the sails which, he says, 'go fast and last longest'.

John Eyles, who is a confirmed 'fractional rig' man, admits that when he decided to build the yacht he set the goal of winning a Hobart Race and determined to keep on trying until the goal was achieved. His approach to yachting is one of practicality and teamwork. He believes in a percentage yacht, not an exotic full of 'heavies'. He divides his approach to sailing into three main channels: winning, finishing, and the crew.

Winning is paramount. He says that nobody should waste time coming second all his/her life. The need to win, however, is not translated into an open chequebook. He believes that the yacht, the rig and the sails represent 60% of the performance. The remaining 40% is in the crew and the crew harmony, which money cannot buy. He believes winning comes from consistency, continued concentration and the absolute need to finish all races. His attitude is 'Never think that the

opera is over until the fat lady sings'; whether it be lack of wind, or a seemingly hopeless position, or a desire to retire when the going gets tough, you keep going to the finish.

Eyles requires his crew to concentrate and to push *Indian Pacific* as hard as they can at all times. 'It's no use having sails on the deck when they are needed up the mast.' John considers damage to gear, however, to be the result of poor seamanship. The line between too much or not enough sail is very difficult to pick at times. The results that *Indian Pacific* has achieved over the past two years, and the fact that damage on the yacht has been limited to one torn mainsail and blown-out No. 3 headsail and half-ounce spinnaker — in over 11 000 miles of racing — indicates that he and his crew have that line clearly defined.

In selecting a crew John does not look for 'heavies'. He prefers competent sailors who are prepared to pitch in and work at all times. He insists that all crew arrive on time and that they pay their own way. In John's words, he 'provides the boat, rig and sails, the crew supplies themselves, their skill and their muscles. The crew and its work is important, not the names in the crew. If it's any other way it's like an asylum where the inmates run the show, and I don't want to be part of that.'

Sea sickness is disliked by John Eyles as much as by any owner. However, in a race such as the '84 Hobart, where only two of his crew of ten did not suffer some degree of sea sickness, he considers crew members who make it on deck for all watches and sail changes, regardless of their condition, to have fulfilled their duty. A crewman who attempts to lay in a bunk, however, will soon get short shrift onto the sails so that the 'workers' can use the bunks. He also believes in the bunks being shared equally by all. Owners and sailing masters do not get any special privileges. A crew is a team, and all work and share equally.

The development of *Indian* and the optimization of her rating typifies the approach of John Eyles and Gunter Heuchmer to yacht racing. The

boat has been subjected to seven rating measurements from its launch in September 1983 to immediately after the 1984 Hobart Race. At each of these stages small changes have been made to each measurement so that that each change alone can be assessed.

During the 1983 Southern Cross Cup *Indian Pacific* raced against three New Zealand Farr 40s — *Pacific Sundance*, *Exador* and *Geronimo*. At that time her TCF was 0.8057, whilst that of the New Zealanders ranged from 0.8057 to 0.8076 (*Pacific Sundance*). The results:

Southern Cross Cup

Yacht	S.C. Points
<i>Pacific Sundance</i>	211
<i>Geronimo</i>	182
<i>Indian Pacific</i>	150
<i>Exador</i>	138



John Eyles (left) and Gunter Heuchmer, with their spoils.

AWA Sydney-Hobart Race

Yacht	Place
<i>Pacific Sundance</i>	4th
<i>Indian Pacific</i>	5th
<i>Geronimo</i>	6th
<i>Exador</i>	7th

In this Race, after nearly four days of racing, only 29 minutes separated these yachts' finishing times, 24 minutes their corrected times.

Neither fifth place in the Hobart nor being beaten by *Pacific Sundance* satisfied John Eyles. Prior to leaving for the Clipper Cup in Hawaii in August 1983, for which the yacht was chartered to Bill Ferris (renamed *Indian Gibber* for the series) more changes were made in an attempt to improve her performance. This included retrimming and a complete new set of sails. The results in the

How *Indian Pacific* won it

Clipper Cup for the hot Division E showed *Pacific Sundance* first, *Indian Pacific* second and *Exador* the unlucky loser, doffing its mast in the final race while in the lead. Still not satisfied, Eyles took the opportunity to inspect *Sundance's* keel with a newly purchased set of callipers whilst she was out of the water for a hull clean. This resulted in a new keel being ordered, designed by Gunter Heuchmer and fitted by Eyles — back in the original position. This was done between the Clipper Cup and the Hobart Race that year. That new keel, and the work done by the crew before the '84 race, may just have done the trick!

The core of *Pacific's* crew last year came from Gunter Heuchmer's previous yacht, *Leading Edge*. To this crew were added the owner, John Eyles, Steve Kulmar as helmsman and Lindsay May as navigator (to replace Ian Potter who had to drop out at the last minute). Between November 1st and Christmas John 'Rigger Mortis' Vale completely overhauled the mast, halyards, running rigging and re-stepped the mast. Ron Jacobs, sailing master, reviewed and reworked the yacht's entire set-up; the sails were all sent to Bob Fraser for recutting and reshaping. Heuchmer retrimmed the boat and removed all but 250 kg of lead from inside the hull.

The 1984 Hobart Race is a testimony to Gunter, John and the crew's dedication and determination to finish all races and to win. Within two minutes of the starting gun *Indian Pacific* was involved in a collision with *Aphrodite*. Whilst running repairs were carried out on damage which would have caused lesser yachts to retire, *Pacific* continued to the starting line and got an excellent start at the windward (eastern) end of the line. With repairs still underway and the race only two minutes old, *Pacific* was involved in yet another collision when she had to avoid an MSB marker vessel which had drifted onto the course after its engine failed. Despite these events, temporary repairs were made prior to rounding the tug off Hornby Light which marks the beginning of the long seawards slog to Hobart.

How *Indian Pacific* won it

Much has been said about how far east of the rhumb line *Indian Pacific* travelled on its track to Hobart. ('Hobart via New Zealand' was how navigator Lindsay May put it.) The simple truth is that, after clearing the Heads and going onto a port tack, landfall was again made near Wollongong. This required a 145°M tack, onto starboard. The rhumb line from Sydney to Hobart is about 195°M, so the starboard tack was a marginal loser. Within a short time the heading had improved to 155°M and steadily increased to 160°M during the day of the 27th. Using the old adage of always sailing in the conditions you have and remaining on the best making leg, *Pacific* continued on this tack until about 0800 on the morning of the 28th. At this time the heading started to back to 150°M, and then to 145°, as the wind backed into the south-east. They tacked, and the new course of 240°M soon improved to 230°M. Being so far to the east, Tasman Island was now bearing 200°M. Again *Indian Pacific* was on the best making leg.

During these first two days she experienced all of the difficulties of sailing in the extreme conditions set up by the 40–50 knot southerly winds and a large, steep swell and uneven windwave pattern. During the day of the 27th she reduced sail to storm jib and trysail and still made 5–6 knots to windward. In these conditions, the spray was no longer coming over the boat but was being whipped around the front of the fore-stay and the tops of the waves were being flattened a little by the sheer velocity of the wind. At one point a breaking wave sent *Pacific* sliding sideways down the face of a wave. For Gunter Heuchmer, the yacht's builder, it was most satisfying to see the boat stand up to this sort of extreme torture. For the crew who were harnessed in and hanging on for dear life, the major concern was holding themselves together.

Following the tack onto port, *Indian Pacific* was slowly able to free up during the night of the 28th and the morning of the 29th. At this time she was second overall in the fleet, behind *New Zealand* and in front of much larger yachts, such as *Vengeance* and *Bewinched* which were further inshore and thus had not taken the same advantage of the starboard making leg.

With the wind easing and the

yacht now reaching quickly for Tasman Island the crew was able to have the first hot meal since the beginning of the race, having subsisted on muesli bars, barley sugar and sips of water. An abortive attempt had been made to warm up a stew, but this ended up on the cabin floor amongst the sails, making conditions less than pleasant until it could be cleaned up on the 29th.

Fast running and reaching conditions prevailed until the finish, with the exception of a soft patch between Tasman Island and Cape Raoul. During this time all the crew were aware of the yacht's excellent position, in spite of Race Officials having plotted their position one full degree of latitude (60 nautical miles) behind where they actually were because the officials couldn't believe how well she was doing! The crew continually impressed upon one another the importance of percentage sailing, as one mistake, no matter how slight, could rob them of an outstanding victory in extremely trying conditions. *Indian Pacific's* position was vindicated when she rounded Tasman Island in 4th place overall, only one mile behind *Bewinched*.

The win obviously was most satisfying to both Gunter Heuchmer and to John Eyles and to their crew. In reflecting on the race, Eyles thought that it would blow hard and looked forward to it as his yacht had already

sailed 11 000 racing miles, and she had been thoroughly tested. He considered this a distinct advantage over more recently launched yachts which were not even able to use the Montagu Island Race as a warm-up because it blew so hard that all yachts had to retire.

John also believes in carrying a new spare one-quarter inch stainless steel forward halyard together with the conventional three-sixteenths galvanised halyards and a mouse run through a spare sheave on the main-sail crane and taped to the back of the mast. This saves having to send a man up the mast in bad weather and greatly reduces the time taken to re-run halyards which means less loss in boat performance. He believes this should be mandatory for all yachts representing States of Australia in all events.

Since winning the '84 Hobart *Indian Pacific* was the top Farr 40 in the series of races leading to Hamilton Island Race Week and was first in the IOR Division of the Race Week Series itself. For the future, she will be campaigned for the Southern Cross Series and the '85 Hobart, and if a sponsor can be found, she will participate in the '86 Clipper Cup in Hawaii. In both of these events John Eyles and his crew are looking forward to renewing their challenge to the slick New Zealand Farr 40s.

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Pacific Sundance, top-scoring N.Z. Southern Cross Cup team member of 1983, representative at the time of the latest in 'twitchy' fractional rigs from the design board of Bruce Farr, whose innovations during the past decade have kept the IOR on the hop. Photo by Richard Bennett.

KEEPING THE SAILS ALOFT

Progress and problems with the modern rig

Interview by David Colfelt

Design of masts and rigging today is a field requiring special expertise. A mast is no longer a thing which 'stands up in the air and holds the rag up'; it is a very sophisticated piece of engineering' as sparmaker Mike 'Zap' Bell puts it. The modern yacht mast is no longer the province of the boat builder. Specialists pour over designers' drawings, often second-guessing and questioning the original assumptions.

Masts and rigs have emerged recently as a weak spot of the modern IOR Grand Prix racing machine; fallen masts have been responsible for the bulk of retirements in some major races, and cries have gone up in some quarters for new rules for mast scantlings.

In this article we interview sparmaker Mike Bell (Zapspar Pty. Ltd.), designer John King, who works full-time now at mast and rigging design, and sailmaker Bob Fraser, who is very experienced at designing sails for today's hot fractional riggers.

There is agreement among all of those interviewed that scantling rules (rules governing minimum construction standards) would be nearly impossible to write. These days yachts are very individual things and masts are tailored to suit the individual circumstances. Nobody, it seems — skippers, crews, designers — wants mast scantlings, anyway.

The mastmakers and sailmakers acknowledge that today's high-tech masts and exotic sailcloths may have played a role in some mast and rigging

failure. But the 'dill factor' — human error, ignorance and disregard of the forces acting on *grand prix* ocean racing machines — is cited as a major contributor to the loss of masts.

As we move ever closer to the limits of technology and 'formula 1' competition, risk-taking by those who are keen to win is inevitable.

QUESTION : 'Masts and rigging' is apparently a hot topic in ocean racing news these days. But before we look at that, it may be useful to look at mast and rigging development since the early days of the Hobart Race. Could you give us a brief overview of progress in this since the early days of the Race?

KING : The first boats to race to Hobart were using whatever wooden masts were available, some of which were solid tim-

Progress of the modern rig

ber masts — they were, basically, telegraph poles. A mast in those days was something that was straight and held the sails up in the air. There was little thought given to weight saving, because these were cruising boats. The hollow mast in those days was very much a luxury, and glues were not good enough to build a good box section that would stay together without putting steel bands around it.

QUESTION : What sort of wood did they look for?

KING : Sitka spruce was the 'bee's knees' — an excellent close-grain, lightweight timber. It had good structural properties for its weight — light, strong and it was easy to work. The greatest skill in mast building was the ability to pick a good piece of timber. I remember one builder who used to take a piece and bounce it on the ground; if it came back up and hit him in the face, that was a good piece; if it just lay there it wasn't good enough for a mast.

QUESTION : What was the next step?

KING : The next step was a square, box-section mast fabricated out of timber planks. Some people got carried away and made pear-shaped masts. The amount of hollowing inside these early constructed masts was perhaps 20-30% — 50% maximum. They were very heavy, usually with big, cumbersome steel fittings — straps and bands. I remember the mast for our boat in 1954 had all one-eighth steel plate fittings; the weight of a single spreader band was terrific — and that was for a 36-foot yacht. Galvanised wire rigging was pretty common. If a bit of rigging didn't fit you just stuck in a bit of chain. You'd see boats with turnbuckles three times too long with a bit of chain on top because they'd bought a bit of second-hand wire that nearly did the job.

QUESTION : Masts were pretty substantial and didn't come down very often?

KING : Usually the only reason they lost a mast was a rigging failure — which is still the problem today. Masts quite often fell down because the wire, which was only galvanised iron, simply rusted away.

Eventually there came the crude, football-shaped oval section of tube — (which is still in use today) with no boltrope track, employing sail slugs and, again, with bolted-on steel fittings. I'm not sure when internal halyards became the thing, but the first aluminium spars simply replaced the old wooden ones, still had external halyards, with galvanised steel fittings (stainless didn't come till later). Rigging was still fairly crude — turned back eye swages, old-fashioned open galvanised turnbuckles.

By the end of the 50s, people were starting to pay attention to making things look neat. Fittings were starting to get smaller. It was still a 50:50 sort of question whether you went for an aluminium or timber mast. It was the very early 60s before the first choice was aluminium.

BELL : New fittings were pretty much a spin-off of the aircraft industry. Terminal swaging and the finer fittings came from

that source; they were not initially created for yachting. The next advance was rod rigging and further reducing the size of the fittings. Then section sizes were reduced.

KING : So we went all through the 60s without really refining masts. Once we got to aluminium masts the rigging started to improve, and internal halyards were employed. For ordinary ocean racing it was still a luxury to have a rod forestay and backstay. It was about the beginning of the 70s before rod rigging was employed other than forestays and backstays.

QUESTION : The yachts were still fairly substantial, and nobody had started bending over backwards to try to reduce the weight of the rig?

BELL : I remember that even at the Admiral's Cup in 1975 the boats were still as different as night and day to those that were there this year. Masts still had very little taper, and no sleeving was employed for stiffening.

KING : Just prior to that I was associated with *Apollo III*, and the mast that went into that boat was an Alspar section with about 310 mm fore and aft, an oval-shaped section, no sleeving, minimum taper. We later replaced that mast with one that was 240 mm fore and aft with a fair bit of sleeving.

Some people haven't been taught to de-tune their boat when they get into storm conditions. You get down to a No. 4 jib or a storm jib and a trysail, and suddenly you've got a different sort of load on the boat altogether. A spar gets a tremendous amount of support from the mainsail. Once you've got no mainsail up there, it's like an aerial.

QUESTION : When you talk about sleeving, what do you mean?

BELL : Well there are two things, really. I guess what we should have said was 'stiffening'. The word is used loosely; technically the sleeving is the joining of sections of a spar, but that often gets overlapped with the stiffening; stiffening is a better word because it tells you what we're doing. We put extra metal in certain areas of the spar to control the stiffness. That can be done either internally or externally depending upon what you're trying to achieve with windage, strength and weight. About six or so months ago a couple of boats appeared with external stiffening, and everyone said 'This is it; this is the way we've all got to go', but that's not necessarily so, because it's got to suit each particular case. That's one thing about boating; there are not many boats that are identical.

QUESTION : We're up to the stage where we've got oval, uniformly thick sections. What happened then?

KING : In the late sixties and early seventies we were still using a very standard

section, some oval and some slightly pear-shaped — almost exactly opposite to what we're doing now. There was a bit more finesse in the way rigging was attached. Windage was cut down. External tangs were disappearing. Winches had already started to leave the mast and go down on deck. By the end of 1973-'74 there were no new boats being built with the winches attached to the mast above deck level.

BELL : Then there was a marked development in sails which brought about the need for a spar that was more compatible with the sail shape they were trying to achieve. I don't think anyone could deny that the person who led that was Lowell North. Mastmaker Stearns developed sections that reduced windage, a spar that was bendable to help the sails. Sails were developing; it was no longer a matter of sailmakers making use of what cloths were developed in other industries; cloths were now being developed specifically for sails. Vectus, Hood, Watts all had their own cloth materials.

QUESTION : And this, in turn, started to impinge upon the mastmaker?

BELL : Now it was the mastmaker's turn to perform, because the sailmakers were saying that they could do 'this' and the ball came into our court.

KING : I think one of the other trends was that up to the middle 70s we were building masthead rig boats; there was hardly any talk of fractional rigs. The masthead rig boats quite often had a minimal mainsail area, in other words, it was a very small percentage of the total sail area. All of a sudden Bruce Farr came on the scene with lightweight, fractional rig boats, and they started to bend the rigs. Also the mainsail became a very much more powerful part of the driving force.

Some of the world's greatest racing yachtsmen are some of the worst seamen, and after you get to 25 knots of breeze you start to look for the seaman qualities, not necessarily the gung-ho racing qualities.

BELL : And the mainsail carries a lesser percentage of rating (is not as damaging to your rating) as is the fore triangle.

KING : On a fractional rig you have about 4% more sail area for the same rating. Fractional rig masts required bending, but even so, there were a lot of masthead rigs around, and people started to realise that you could bend a masthead rig mast and put a little bit bigger mainsail on the boat, and suddenly those mainsails became more important.

BELL : The development came, I think, more through masthead boats initially, but it wasn't very long until the fractional rigs were there. When I was with Sparcraft in California we were building bendier masts for masthead rigs, when along came one particular group that wanted to do a fractional rig. All of us in the factory were

saying 'These guys are crazy — you can only do that for twelve metres'.

KING : Masthead rigs are always going to be with us, and people are starting to realise just how much power they can get out of a mainsail. It did sort of stagger me, the way some boats were flexing their masts a few years ago — but the masts are still up.

BELL : So then we had a situation where we had bendy masts. The boat industry, through research and development of *grand prix* racing cars and the aircraft industry, got into exotic materials which enabled them to build boats stronger and lighter, and that, in turn, put the ball back in the sparmaker's court. They were building the boats lighter, and the mast is up there and weighs a lot, so we had to come up with lighter spars that were equally as strong.

There is a lot more design put into spars now. A lot more instruction comes from the yacht designers, giving us exact numbers to work to, and it's up to us to fit a mast around their numbers. A mast is no longer a thing that just stands up in the air and holds the rag up; it's a very sophisticated piece of engineering. One of the latest masts that we've done has both internal and external sleeving. That spar was specified to have certain moments of inertia, which are engineering calculations relating to strength. We were given numbers, and we were quite certain the numbers were too low. We argued, and discussed things with the designer's agent, who finally suggested that we talk directly with the designer because it was all getting out of hand. I rang the designer and spoke to him, and after two days he rang back and said that we were right. I tell this story because it was John King's reputation and ability in naval architecture that caused us to have the confidence that we were right and not the designer. And this was finally vindicated. Some sparmakers may not have argued with the designer and may have to provide the spar as specified, and we would have had another 'disaster' offshore.

People build what they think is a 'high-tech' boat, but they don't put a high-tech crew on it. That really causes more problems than anything else. I've just seen it so often. You walk away and say to yourself 'That boat should have had an extra 10% safety factor built in because of the nature of the crew that is going to sail it.'

QUESTION : *Let's get right onto this, now that you've opened the door. To what degree is the frequency of mast failure now due to that sort of thing?*

BELL : I can site an example of a spar, made by an overseas sparmaker, that recently failed when the boat did a 360 degree roll. No one expects a mast to last through that. However, on inspection of the mast afterwards, we both agreed that the same mast in last year's Hobart Race

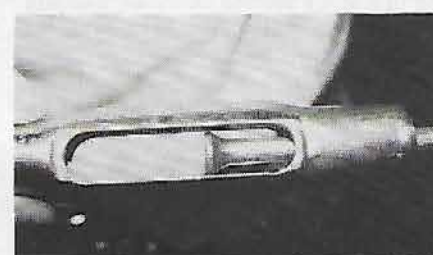
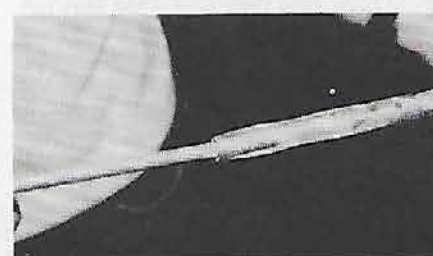
would have failed anyway because it was not engineered, in our minds, to the strength that it should have been.

QUESTION : *Masts are falling over like trees. How much of this do you think is due to rigging failure, how much to bad design on the part of the designer, to mistakes on the part of the mastmakers, or how much is just plain unavoidable because everyone is trying to push the limits so hard in order to get that extra competitive edge?*

BELL : That's a pretty hard thing to break into percentages. In last year's Hobart one yacht lost a mast in circumstances that no one would have expected a mast to survive. The boat launched itself out of a wave and fell some 20-30 feet, and when it came back up from under everything was cracking up — the mast came down, the boat was cracking up — I think it cost \$150 000 to repair. It was a complete rebuild. When you look at disaster races such as in the Admiral's Cup this year with force 9 winds, or last year's Hobart with those seas — in those races there are going to be failures. It is very rarely that the section fails; it's usually that something lets go, either because of the way that the section has been manufactured and fabricated, or a part of the boat fails, such as a tie rod, or the rigging is just tired or overstressed. Sure there has to be an element of human failure.

I think the biggest problem our industry has, and it's easy for me to say this now because I've strived to get this company to a professional level, is the so-called back-yarder. I acknowledge that I myself started out that way and was working out of a back yard six years ago, so it's hard for me to say it. But to illustrate the point, we used to use a rig plan just as supplied; nowadays we use those just as a guide. John completely redesigns or rechecks all of the engineering. Not long ago a boat was launched in Adelaide and a matter of a few hours later the mast just

Progress of the modern rig



Top: The thimble and swage is still used on hal-yards and braces and was once the only type of wire swaging used. It can be created using only a hand tool or by being pressed light in dies with an hydraulic press. For rigging its successor was (middle) the barrel swage, which created by being rolled or pressed with dies; the metal is compressed onto rod or wire. It is a development lying between the barrel swage and the (immediately above) Navtec cold-headed end, which is formed in specially designed dies to suit the various rigging end fittings. (Below) Applying stiffening to the aft part of a large mast section to 'build up the numbers' (moments of inertia). A smaller section than normal was used to minimise windage, and compression stresses will require more metal in this part of the mast.



lissolved'. We've had our failures, too, but we've learned from them. We've been through our major teething problems, which I guess you have to expect when constantly developing new products.

There is also a problem on the part of the product users, too. Some people don't low down as they should for the conditions they're in.

KING : Yes, some people haven't been taught to de-tune their boat when they get into storm conditions. You get down to a No. 4 jib or a storm jib and a trysail, and suddenly you've got a different sort of load on the boat altogether. A spar gets a tremendous amount of support from the mainsail. Once you've got no mainsail up here, it's like an aerial. I don't know how many guys think to let some of the tension out of the backstay after they get to 40 knots. You've got a drum-tight forestay and in a shock loading condition you will create a tremendous amount of stress on the backstay and mast.

BELL : Every boat has 'dill factor' — every sailor has a little bit of dill in him, which may come out when you get tired, or just when you're not thinking.

KING : Some of the world's greatest racing yachtsmen are some of the worst seamen, and after you get to 25 knots of breeze you start to look for the seaman qualities, not necessarily the gung-ho racing qualities.

QUESTION : *What happened with Challenge this year at the Admiral's Cup?*

BELL : *Challenge* was in severe conditions in the Channel, with winds in the 40 knot region. The boat has a hydraulic jack, so it was 'pumped up' and in a rigid situation. There was a rigging failure at the lower shroud. It was blowing hard, and the bow man was attending to the leechline. He was on his hands and knees on the foredeck and was fully submerged as the boat went through a wave, doing about five knots. When he came up out of the water, to his amazement the mast was gone.

I think, as well as looking at what actually let go, it is relevant to look at what was actually happening to the boat at the time. It was under tremendous loads — going at five knots, heeled over in 40 knots of wind, burying the bow.

QUESTION : *Is the number of failures now symptomatic of the fact that everything is made as light as possible regardless of other considerations?*

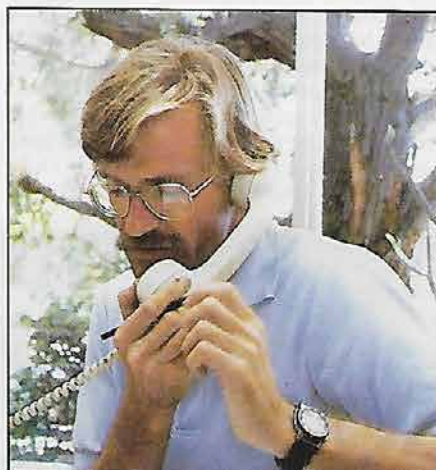
BELL : I think some designers do their calculations precisely but perhaps don't build enough safety factor into them such as we try to do here. They're striving for the *n*th degree. This may be OK in Twelve Metres, where they have a maintenance crew and where they're supposed to come back in when it blows 25 knots. In our game we don't know what happens to the product once we throw off the dock lines. When there are a number of failures in a race one of the things I like to do is find out the facts of each individual situation. Unfortunately, if, say, we have seven mast failures, what the press and some

others have a tendency to say is that we've one major problem; invariably it isn't one major problem — you'll find all the failures were for different reasons. In last year's Hobart one yacht rolled over. One launched itself — that owner came back and just said 'Make us a new mast just like the other one' — no qualms. The press doesn't say that, and the people don't read that.

QUESTION : *So the simplistic observation that masts are going over the side now, whereas they didn't used to, is purely an extension of the fact that the racing machines are now Grand Prix and they didn't used to be, and everything has just been fined up to get that extra edge of sharpness, and a sharp blade gets dings in it just that much easier?*



John King, yacht designer and now full time mast and rigging engineer.



Mike 'Zap' Bell... working out of a backyard six years ago, today taking orders from America's Cup Syndicates.

BELL : The serious campaigners usually go to regattas with two spars. There is a risk element. They've asked us to provide the lightest, the strongest, and the best. We do that to the best of our ability.

QUESTION : *That sort of philosophy is fine for inshore regattas. Does the Hobart Race put any constraints on it?*

KING : We supply a good mast for every boat. What sometimes happens is that

people build what they think is a 'high-tech' boat, but they don't put a high-tech crew on it. That really causes more problems than anything else. I've just seen it so often. You walk away and say to yourself 'That boat should have had an extra 10% safety factor built in because of the nature of the crew that is going to sail it'. He thought he was building a winner, and it wasn't as good as it could have been, and the 'pro's' have totally avoided him and he's getting 20-year-old students to sail it.

BELL : We've actually had an owner admit that to us. 'The crew aren't good enough for the mast.' People are a big factor.

QUESTION : *What are the latest tricks that you're up to row in spar making?*

BELL : Out in the factory right now we're gluing external stiffening onto the after edge only of a spar to help with its compression. We're doing it because the numbers come out that way for that particular boat.

KING : We've used a section that is one size smaller than we might otherwise have used for that boat. To build up the moments of inertia we've had to add metal to it. Inertias are just the result of a formula — the moment of inertia of a section of the mast, which is relevant to its strength. Every boat is different. A big mast with a very thin wall section still has a fairly high moment of inertia, whereas a small mast with very thick wall sections may still have the same moment of inertia.

QUESTION : *Do you have a computer to help with these computations?*

BELL : No. We've found that there are so many variables that it's almost as much work to tell the computer what they are as to do the computations.

KING : With the sort of computations we're talking about I can work it out in ten minutes using a hand calculator. Every boat is different, and so much work goes into assessing the information; once you've got that into a standard form it's only a matter of ten to fifteen minutes to do the calculations.

BELL : There is no single mast here that doesn't require about a day of John's time on the drawing board. We should show you a rig plan from a yacht designer compared with a rig plan that John has done; you'll see the difference. The designer shows, for example, that the boom is so long, and the 'J' dimension and 'I' dimension are so long. John's plan shows all the loads right up the spar, the moments of inertia required for that spar to be satisfactory for that boat. We may have, for example, one section of a mast that is perhaps 10% under what it should be, and that section will be beefed up; the rest may be OK.

It's going to be very hard to put a blanket rule in yachting because of all the variables and the unknowns about what happens to a boat out there, the crews.

QUESTION : *Do you have one mast section that you use, that you've found to be the best compromise, or do you use half a dozen?*

BELL : We use one section, and metal gets added and removed. Our sections are the most recently developed in Australia — not by a lot, but they are the most recently developed. They are four years old. Unfortunately, this industry is not like an international car company where you can change the model every year. Making mast dies is a time consuming and expensive process. We design a die and take it to the aluminium company, and they make it and keep it there, and we then order a certain amount of metal to be put through it. It comes out in uniform sections — i.e. consistent throughout the whole length.

KING : We're lucky to run more than two tonnes of metal through a die in a year. A viable economic decision would say you ought to be putting 25 tonnes through it.

QUESTION : *What else is happening in mast development here? What can you do better now than you could do two years ago, for example?*

BELL : I think everything has been refined. As far as development goes, we are getting more and more involved with 12 Metre yacht developments. We currently have overseas orders for 12 Metre spars — that's unheard of in this industry in Australia. We are now exporting 12 Metre masts. We have supplied equipment to every Australian 12 Metre syndicate, and we've designed a new die following my recent trip to Europe. John and I have put our heads together, and John has come up with a shape that we feel is far superior.

Another way we've been fortunate is that the Australian mill is capable of extruding sections in full length, so we can supply 12 Metre masts with no splice in them. In other countries at the moment they can only produce extrusions that are up to 40-50 feet long, because that's an economically viable length.

QUESTION : *Is that a significant advantage? It must be fun to transport them.*

BELL : There's no join, so there's no 'doubler' (inside sleeve) some 30-40 feet up in the air. I'm not saying that when you join a mast you can't get a fair curve, but there's less chance of creating a hard spot with one single section. We can now provide a mast, one length, front and back piece, 27 metres long, with no splice. The overseas syndicates are loving it.

QUESTION : *What's different about this new shape?*

BELL : It is more suitable for a 12 Metre aerodynamically. The 12 Metre rule is different from the IOR, so anything you do in this respect with 12 Metres you cannot

necessarily relate to the IOR. You have restrictions on the size of the section, the taper — there are many restrictions. You don't get *carte blanche* as with the IOR. Our track is attached externally and can be taken off once it starts to wear, and they do wear there when the headboard cars start to chew into them. With other 12 metre masts, where the track is part of the extrusion, once that gets chewed up you will have to replace the whole mast. Also, our shape is easier to attach external fittings to.

QUESTION : *Is this shape going to have any impact on sail design?*

BELL : I've spoken with Tom Schnackenberg (head of the sail development team for the Bond 12 Metre syndicate) and shown him that shape, and his



The Admiral's Cup 1985 series was a showcase of modern design and rigs and this year's weather produced failures in yachts.

comment was most pleasing to my ears. The afterguard of the crew are also happy with it.

QUESTION : *What do you think is going to happen in terms of IOR design, and grand prix design. Is there going to be a step back to try to make things a little bit less shaky?*

KING : I think they'll just stay as they are and keep refining — little things. A bit more finesse in everything.

BELL : The owners, designers and the crews don't want to go backwards. They don't want restrictions. There was talk of scantling restrictions (design/construction minimums) being put on spars. I don't mind that happening because our spars are engineered, and if it does happen I would like to be involved in the formulating of scantlings. But it's going to be very hard to put a blanket rule in yachting because of all the variables and the unknowns about what happens to a boat out there, the crews. They're only out there for the thrills of winning.

QUESTION : *And they're willing to pay for it, aren't they, going across Bass Strait sitting on the windward gunwale of one of those overgrown dinghies?*

KING : Sometimes it's the driest place on the boat!

BELL : I did it last time and I said I

Progress of the modern rig

wouldn't do it again, and I'm doing it again this time.

The sailmaker's view

QUESTION : *Bob, we've been talking with a mastmaker about what some have facetiously described as the 'autumn leaves syndrome' of modern-day IOR yacht masts. We thought it would be interesting to get a sailmaker's view — how your craft is impinging today on the art of the mastmaker. What are you, as a sailmaker, doing today that may be placing extra demands upon the mastmaker? How has sail development through the '70s and '80s affected the mastmaker?*

FRASER : In the Dacron era, three to five years ago, sails had a lot more give. Take a

mainsail on a fractional rig boat. Because we were dealing with more inherent stretch in the sails in those days we had to have more mast bend to remove the extra depth created when the sail stretched. The modern Kevlar mainsail is designed not to go through such a range of mast bends. All we're trying to do is to flatten a given shape rather than to flatten something that is getting increasingly deeper (as the wind rises). So one of the things that has changed is that mast sections now must be stiffer fore and aft. Sparmakers have been getting

into areas such as adjustable spreaders. They can take a section which is a little bit lower in its moments and stiffen it up by raking the spreaders forward to reduce the fore and aft bend.

This trend has put a little bit more load on the check stays of fractional rig boats. You get to a point with mainsheet tension that you are inducing mast bend that you don't particularly want.

Fractional rigs became popular for IOR boats around 1977. The IOR rule allows more sail area for a given rating with a fractional rig. That year the One Ton World Championships were held in New Zealand, and we had the Half Ton Worlds here in Australia. From that moment onward the rest of the world got to see just how competitive these boats were, and the competitive masthead boats of the time were just not in the event.

Internationally, today fractional rigs have become really the only way to go — in boats up to 45 feet. One reason is the obvious advantage of more sail area within the rule; another reason is that it is a more efficient rig for de-powering and powering up. They have the spars and the sails to suit them and the people who sail them well now — people who are pretty good dinghy sailors.

The last One Ton Worlds demonstrated just how 'high-tech' these boats

are. They just dominated the Admiral's Cup, too.

It's been suggested that, in the last Hobart Race, Kevlar headsails played a fairly big role in damage to rigging. But I can only suggest that it has been more things like jib tracks, halyards — running rigging — which Kevlar headsails were hard on. The lesson is that if you are doing long races and using Kevlar sails you should be putting on long race type running rigging — reefing halyards, halyards that can take the loads. It's quite incorrect to blame Kevlar sails.

But as a sailmaker I don't really believe we've put a lot of added pressure on sparmakers. It's a pretty simple request to change the characteristics of the spar to make it more suited to less luff round — sails that require less mast bend.

Modern fractional spars are severely tapered above the hounds (anchor points for lateral support rigging), and one of the reasons is that you don't have, in a fractional rig, a headsail in front of the mainsail — you're not encouraging as much flow around the leeward side of the mainsail. So its paramount the amount of mast is reduced there, and that has led to some problems.

I don't believe that Kevlar has added a great deal of strain to rigs short of check stays. If somebody puts a Kevlar main on a mast without any adjustable spreaders — and that would be a mast of two or three years ago — then they could be putting more loads on. It's been suggested that, in the last Hobart Race, Kevlar headsails played a fairly big role in damage to rigging. But I can only suggest that it has been more things like jib tracks, halyards — running rigging — which Kevlar headsails were hard on. I don't believe you can attribute mast failure to failure in running rigging. The lesson is that if you are doing long races and using Kevlar sails you should be putting on long race type running rigging — reefing halyards, halyards that can take the loads. It's quite incorrect to blame Kevlar sails.

QUESTION : What do you think is the principle cause of mast failures?

FRASER : I've had no experience of broken masts in fractional rig boats. One of the things about a fractional rig mast is that bending is not a bad thing. I've never witnessed a situation where overbending of a mast caused it to snap off at the hounds. Most of the problems would be where things are coming under compression. With a fractional rigger you have a mast that's made to have a certain bend in it. When you have a heavily reefed mainsail you've got no cantilever, so you are sailing with the same sort of pressures that you would exert on a masthead rig when you reef down. Invariably, because fractional rigs are tuned to have a cantilever above the hounds, when you pull a reef in you can see the whole thing drop out of

column. If you're sailing with that configuration and you're slamming into waves, that certainly could bring a mast down.

QUESTION : So the answer to that is, when you reef, you should be sure that your mast stays in column. Are there any 'anti-dill' messages here, such as 'let off on something here, pull in on something there'?

FRASER : Not so much. I think the biggest problem that people run into is that they've got to be very very cautious about carrying headsails without a mainsail. I would bet that there have been a lot of mast failures because of that. You simply cannot sail with a blade No.3 and no mainsail.

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QUESTION : . . . Because the mastmaker has designed that mast assuming that there will be a mainsail up there taking some of the load?

FRASER : Yes. The mainsail takes an enormous amount of load — as much if not more than anything else. It's holding the whole mast in column. Obviously you get away with this in most masthead boats because the section, over its length, is so much bigger. So one of the things you've got to be cautious of with a Kevlar main is that you take them to an acceptable limit, and you must recognise when you must pull that mainsail off. If it's being backwinded by the headsail to the point where it is flapping, that sail is not going to last very long, and it's not giving much support to the mast. In that situation you've either got to put a smaller headsail on or get rid of that mainsail in favour of a trysail. You can put a trysail up while you're still carrying blade No.3, and you may find that your boat is tracking along very nicely. But it would be a smarter policy to go to a No.4 or a storm jib and then go to a trysail; you get quite a bit of mast support from a trysail. We cut them, quite deliberately, fairly long in the luff, and they do support the mast.

There are certain areas in spars that we see where we don't think there has been enough engineering applied. The whole thing of high-tech boats is moving pretty rapidly — right through hull design, sail design, spar design. But it's not moving as rapidly as it ought to because it doesn't have the resources behind it of, say, formula 1 motor racing. Invariably you look at spars and see the same faults being repeated. One case recently was when we told the sparmaker that we had to have a particularly light boom, because with a big mainsail and long boom, when you get into light air, the leech of the main gets closed off too early by the weight of the

boom. A heavy boom also contributes to your heeling moment, especially when hard reaching. So I wanted a light boom that didn't bust. The boom that was presented to us was way too light by normal standards. The problem I think is sometimes that the people who make the gear are not involved with high-tech racing personally.

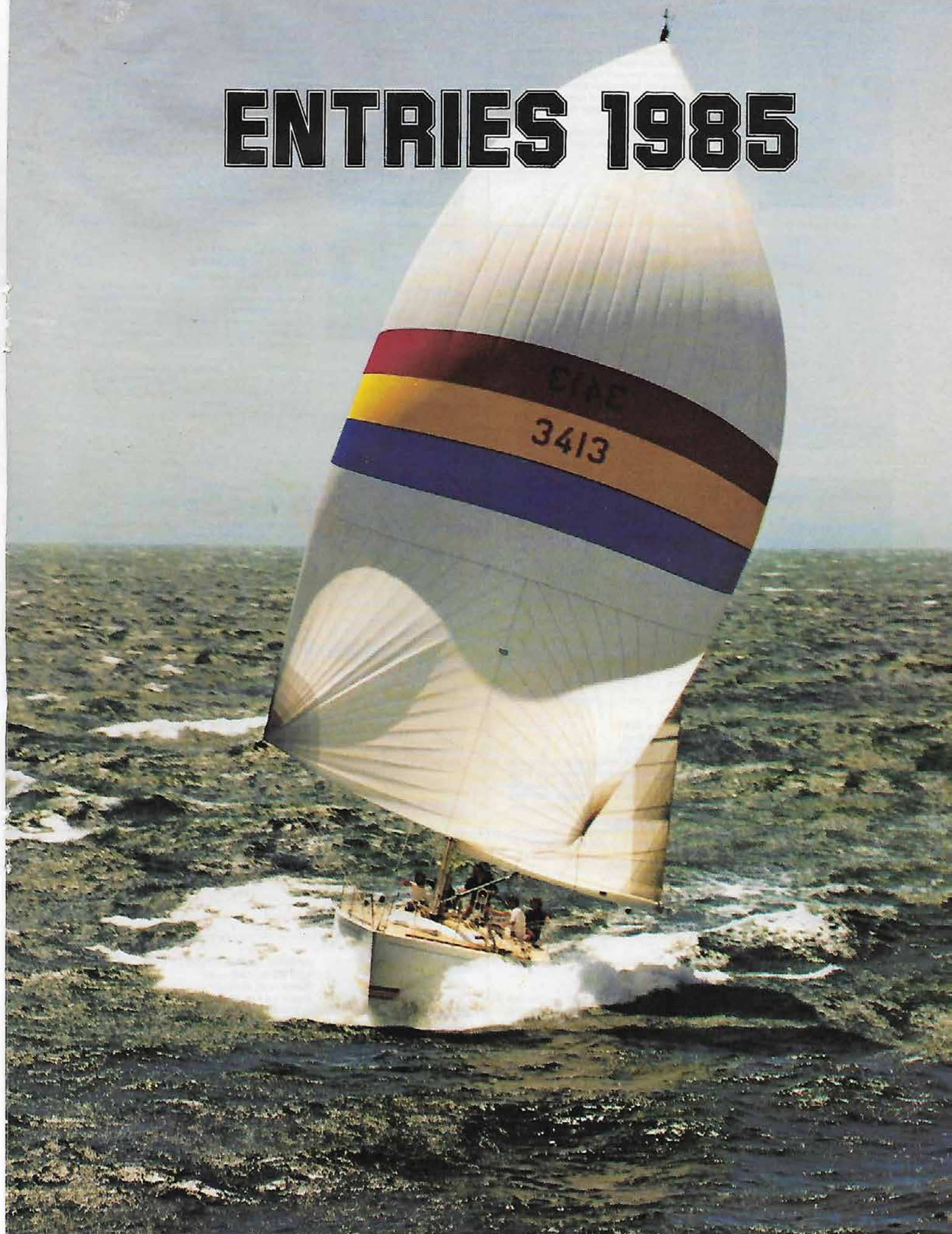
For example, Mike Fletcher sighted a case of a boom on a 12 metre. They went out for a sail, and Fletch took one look at the boom and said 'That boom isn't going to last the afternoon'. And they said 'That boom has been designed by an aeronautical engineer'. And Fletcher said 'I don't care what you say, that's not going to last'. They hardly had got the mainsail pulled on when the boom snapped in two. So I guess you have to accept that there are not always the resources available; there sometimes isn't any substitute for long, first-hand experience. And things have to be made with the idea that things do go wrong and do not always behave as they do in the world of pure theory. A boom may slam into a leeward runner during a chinese jibe; in that sort of circumstance even if it were possible to let the runner off, if you did so before the windward runner was pulled on the rig would go over the side. A boom must be built strong enough to withstand a chinese jibe. On *Audacity* we went within one minute twenty seconds of winning a Hobart Race. We chinese jibed that boat five times during that race.

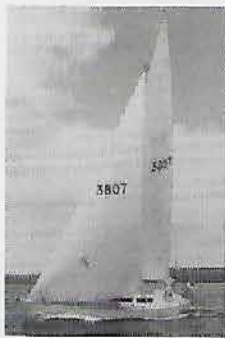
QUESTION : Do you think mast scantlings would solve anything?

FRASER : I don't believe you could write a formula for it. I don't think maybe you ought to. By and large mast failures are not overly dangerous. If people want to accept having a light mast and not finishing races then that's their own stupidity. If it becomes a matter of safety that's when the authorities should step in. They should be looking at things such as whether or not you have hardened bolt cutters aboard so that you have something to cut your rig away. Spars fall over the side, not on top of people, but if you can't separate the rigging you can't get rid of the spar, and then it may endanger the boat. Bolt cutters are standard equipment, but they're just bolt cutters. You say to the safety inspector 'There are my bolt cutters', but after you've cut five pieces of No.19 wire they've just about had it, and as for cutting rod away — well, they just won't do it. We've got hardened blades on ours.



ENTRIES 1985





ALEXANDER OF CRESWELL (-) — 3807
LOA 11.1 m; LWL —
Beam 3.2 m; Draught 1.9

This is one of a number of S111 class yachts commissioned by the R.A.N. for crew training. The fleet of two Navy S111's will have their own race and will probably be too busy to concern themselves with the rest of the fleet. S111's are good reaching and running boats but suffer in headwinds. They are simple to work and will give crews plenty of experience.

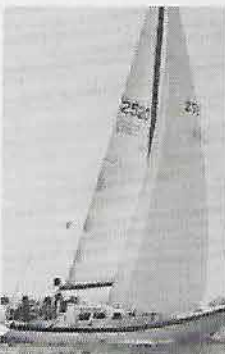
CREW: Skipper M. Deeks (1), Navigator D. Johnston-Hall (1), R. Armitage, R. Lavett, A. Down, G. McGuire, C. McHardie, D. Clarke.
R.A.N.S.A.



APOLLO (4) — 1400
LOA 21.6 m; LWL 20.1 m;
Beam 4.9 m; Draught 3.5

Apollo hasn't raced since the Hamilton Is. series in May and, unlike last year, has had no major alterations and only one new headsail. Against Windward Passage and Ragamuffin, with new gear and crews, Apollo will have to produce her former best. She has a good crew, and if all holds up she'll press for line honours.

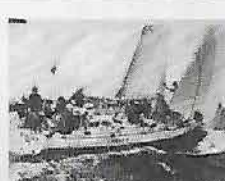
CREW: Skipper W. Rooklyn (11), Navigator G. Miles, M. Dalton, D. Hodgson (5), S. Jarvin (5), M. Falconer (1), H. Schomman (1), G. Johnson (5), A. Copley (4), D. Stalker (8), A. Gothard (5), T. Herder (5), C. Marlow (3), R. Mische (18), G. Newton (3), D. Buckley (3), G. Linnaker (5), C. Jones, G. Freeman (11), A. Schmeling, J. Messenger (11), H. Kretschmer (11).
Cruising Yacht Club of Australia



AMAROO (1) — 2520
LOA 12.1 m; LWL 10.2 m;
Beam 3.9 m; Draught 2.0

Amaroo is a stock Duncanson 34 which entered the Hobart Race for the first time last year and, like many competitors in the fleet, she was classified a non finisher. Her crew would have gained considerable experience in that race and she should be better prepared this year. She is not a modern design and she is not expected to be a high placegetter.

CREW: Skipper L. Noonan (1), Navigator P. Richardson (2), J. Wylie (11), H. Dukino (1), D. Anderson (1), S. Guest, A. Lenczuk
Cruising Yacht Club of Australia



APOLLO II (10) — R111
LOA 14.8 m; LWL 13.5 m;
Beam 4.1 m; Draught 2.6

Apollo II is a Ben Lexcen design originally built for Alan Bond. She represented Australia in the 1973 Admiral's Cup. Owner Becher has taken her to Hobart four times previously, last year she retired with damaged sails and gear. Rumours have it that she has a new sail wardrobe and is on the hot trail with the Melbourne fleet.

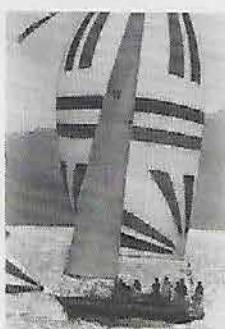
CREW: Skipper A. Becher (4), Navigator R. Kenyon, R. King (3), M. Dumbrell (4), P. Ralph (5), T. Hall (2), D. Allen (3), M. Allen (1), S. Salowyczek (1), W. Noyes (1), G. Crozier (2), C. Hughes.
Royal Yacht Club of Victoria



ANACONDA II (7) — KA 48
LOA 25.0 m; LWL 23.0 m;
Beam 7.0 m; Draught 3.5

This yacht is making her eighth appearance in the Hobart Race. She is ketch rigged, designed by Buchanan and built by owner Josko Grubic. Originally built for the Financial Times Round the World Race, she is certainly outclassed in normal IOR events like the Hobart Race, where she is often beaten over the line by smaller yachts. Skipper Grubic is a keen Hobart competitor doing his umpteenth start this year. He will give his crew the experience of big boat sailing.

CREW:
Cruising Yacht Club of Australia



APOLLO III (4) — 1661
LOA 16.6 m; LWL 13.5 m;
Beam 4.1 m; Draught 3.0

This is the third of the ocean racers designed for Alan Bond by Ben Lexcen. Launched in 1975, she has seen her best years but can still perform creditably. In the last Hobart she was one of the survivors, coming 20th on handicap and 3rd in Division A. Last year under Queensland ownership she was well up in local races including a 4th in the Gladstone. Her crew has more experience than their Hobarts would indicate.

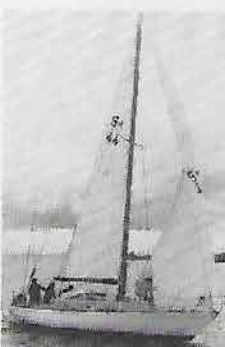
CREW: Skipper/Navigator A. Fox (1), J. Harrison, A. George (1), K. Newton (3), J. Broadbent (1), N. Markey, A. Keag, I. Morton (1), J. Taylor (1), J. Roberts (1), P. Anderson, R. Stevar (1), G. Early (1).
Royal Queensland Yacht Squadron



ANDROMEDA (2) — 3557
LOA 10.8 m; LWL 8.9 m;
Beam 3.5 m; Draught 2.0

Andromeda is an S&S 36 design built by Prestige yachts and launched in 1983. She finished both in her inaugural race that year, and she was one of many retirements in last year's hard race. Maybe third time lucky is in the mind of the skipper and crew. We expect a better showing in this event.

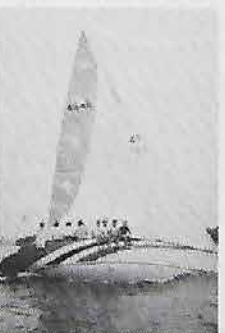
CREW: Skipper G. Miel (2), Navigator B. Johnston (3), W. Barton (3), P. Garske (1), G. Kay (1), L. Donnee, A. McKay, K. Johnstone.
Cruising Yacht Club of Australia



AQUILA (6) — SM 44
LOA 10.1 m; LWL 7.3 m;
Beam 1.8 m; Draught 1.8

An S&S design launched in 1971, Aquila will be competing in her 7th Hobart in her 14 years of sailing, mostly in Victorian waters. She has had some good results: 1979 & 1980, first in division Great Circle Race. Her best Hobart was 2nd in division in 1977. She should perform creditably in this year's race.

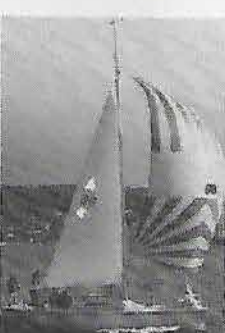
CREW: Skipper/Navigator B. Edmunds (4), R. Bower (3), A. O'Toole (3), A. Tyndall, S. Edmunds, S. Hirth.
Sandringham Yacht Club



ANOTHER CONCUBINE (-) — 4440
LOA 12.2 m; LWL —
Beam 4.1 m; Draught 2.9

This Farr 40, launched in September 1985 for John and Philip Parker was built for the purpose of contesting the NSW Southern Cross selection trials. She was constructed by Glass Yachts with personal involvement of designer Bruce Farr and sailmaker Bob Fraser as project director. Fraser has been appointed skipper of the boat for the Southern Cross Cup, and his knowledge and experience of these boats should earn Another Concubine some advantage over her sisterships.

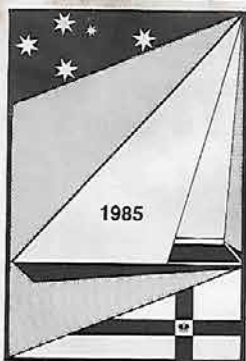
CREW: Skipper R. Fraser (8), Navigator A. Norman (1), J. Parker, P. Parker (1), B. Hunt (4), I. Porter (4), P. St John (3), N. Onworth (1), R. White (4)
Royal Prince Edward Yacht Club



ARGENT EN PLASTIQUE (-) — 88
LOA 9.3 m; LWL — m;
Beam — m; Draught —

Argent is a Farr 38 which many readers will remember as Piccolo and, prior to that, Hecate. She represented Australia in the World One Ton Cup in Auckland in 1977. Argent last sailed in a Hobart in 1981 where she was 12th in her division. Now sailing in Queensland, she had some good results. On board this year is Scott Carter of Q.L.D. fame.

CREW:
Townsville Yacht Club

**ARGUS (0) — 378****LOA 12.1 m; LWL —
Beam 3.7 m; Draught 2.0**

An Adams 42 from Queensland, Argus may be expected to give her crew a comfortable ride wouthwards, particularly in running conditions. The design makes little allowance for the IOR rating rules, so this yacht's handicap position could not be very high.

CREW: C. Skipper C. Kimmorley, Navigator C. Pitts, H. Robinson (1), R. Joyce, R. Joyce, P. Danks, T. Reik, N. Cameron, P. Baxter, C. Arnold.

Royal Queensland Yacht Squadron

**BALANDRA (12) — 496****LOA 14.0 m; LWL —
Beam 3.6 m; Draught 2.2**

The former Admiral's Cup star Balandra is making a comeback to the Race after a five year absence. Built by Jock Muir and designed by Peter Nicholson, she was a member of our first winning Admiral's Cup team in 1967. Her best results in the Race were 4th in 1965 and 1968. Balandra, being of the old school of boat, should be around if it blows hard. This year she has a young but experienced crew.

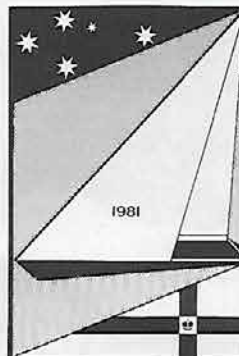
CREW:
R.Y.C.T.

**AUSPICIOUS (3) — 1065****LOA 10.3 m; LWL 8.4 m;
Beam 3.4 m; Draught 1.8**

Auspicious is a Van de Stadt design built in Germany and previously named Audacity. She was second overall in the 1982 Race but she has had terrible luck since, with a dismasting in 1983 and retired with rigging failure in 1984. She is a yacht with a lot of potential in the right conditions, and it is hoped that her bad luck will have ceased by now and she can finish creditably.

CREW: Skipper N. Marr (3), Navigator B. Cooper (7), T. Gooch (4), C. Waldie (4), D. Finnigan (3), G. Lathan (1), P. Robinson

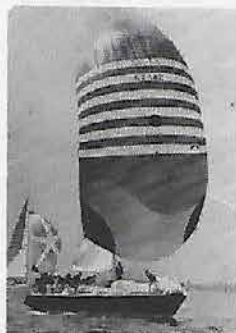
Royal Sydney Yacht Squadron

**BANG BANG (0) — SM 96****LOA 12.2 m; LWL —
Beam 4.0 m; Draught 2.3**

Bang Bang is a brand new Farr 40 which is currently still being fitted out. The owners, with their last Bang Bang (a Farr one tonner) last competed in the 1978 Race. Time for preparation and tuning will be the problem for this yacht. The design is well proven and fast. A surprise is not out of the question.

CREW: Skipper D. Baxter (2), Navigator R. Page (5), G. Gates (2), I. Lemon, A. Roberts (5), M. Botteril, D. Baxter, R. Carr, I. Courtney, E. Grandon.

Sandringham Yacht Club

**AZZURO (0) — KZ 142****LOA 14.0 m; LWL —
Beam 4.3 m; Draught 2.5**

Azzuro is a Clark 45 design built for owner Tim Bailey for Pacific Ocean competition, including Southern Cross Cup and Clipper Cup. She is a new yacht and a contender for the New Zealand team which, at the time of writing, had not been selected. Like all New Zealand yachts she will be raced keenly and she will be equipped with the latest in gear and equipment.

CREW:

Royal Akarana Yacht Club/R.N.Z.Y.S.

**BARN STORM (0) — KZ 5715****LOA 12.8 m; LWL —
Beam 3.9 m; Draught 2.3**

Barn Storm is a new Peterson 45 footer. Doug Peterson's name has been absent in recent IOR designs and it is hoped that this yacht will bring this talented designer to the fore again. Barn Storm has not (to our knowledge) competed in IOR events, but a hard driving New Zealand crew will bring out the best in this yacht.

CREW:

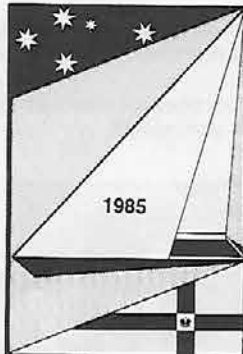
Weiti B.C. N.Z.

**BACARDI (3) — SM 377****LOA 13.3 m; LWL 11.6 m;
Beam 4.2 m; Draught 2.4**

Formerly known as Spotlight, Bacardi is a Peterson 44 built in 1978. In her last Hobart (1983) she placed 6th in her division which was a great improvement on previous results. After a stint in South Australia she has returned to Victoria. With this year's hot competition will have to hope to do well.

CREW: Skipper J. Williams (6), Navigator R. Warren (1), G. Ainley (5), I. Court (4), R. Watkins (3), A. Arblaster (6), R. Gillies (4), D. Collins (1), G. Temby (4), J. Gould (17).

Sandringham Yacht Club

**BELINDA (-) — 2599****LOA 16.0 m; LWL —
Beam 4.0 m; Draught 2.0**

Belinda is a ferrocement sloop owned by well-known CYC personality David Pullin. She is a heavy-displacement cruising sloop and has done very little racing. She competed in the 1983 Coffs Harbour race, finishing 23rd over the line and 43rd on handicap. David and his crew are without doubt intending to have a nice little sail to Hobart and to enjoy the festivities when they arrive there, whenever that may be.

CREW: Skipper D. Pullin, Navigator I. Gray (3), W. Anderson (1), M. Graham (1), C. Stringer, C. Dagger, M. Smith, K. Milne, S. Gray.

Cruising Yacht Club of Australia

**BAD HABITS (0) — KZ 3030****LOA 13.5 m; LWL 11.2 m; Draught 4.3 m;
Draught 2.6**

Bad Habits is a Gary Mull designed sloop built in New Zealand and launched in 1982. She was a member of the N.Z. team for the 1982 Clipper Cup. Her most recent claim to fame is line honours in the 1984 Whangarei to Noumea race. There is a lot of long distance sailing experience on board, and this race should be a sprint for the crew. The boat has potential downwind and if the conditions are right she'll do well.

CREW: Skipper C. Colson (2), Navigator D. Pullman, N. Burgess (2), H. Colson, J. McCall (1), S. Taylor, B. Daw, B. Galbraith, P. Redman, W. Milne, A. Ralph.

Onerahi Yacht Club/R.A.Y.C.

**BEWINCHED (2) — 4311****LOA 18.9 m; LWL 15.3 m;
Beam 5.2 m; Draught 3.2**

Bewinched will be sailing in her third Hobart this year. A Frers design built by Rolly Tasker and originally called Siska, it has been in the hands of Bill Ferris and Sam Gazal for 18 months during which time she has been sailed very competitively. Bewinched was third in last year's hard race and took a second IOR place in her division. She will have her rival Freight Train to keep her company and continue their duel.

CREW: Skipper W. Ferris (5), Navigator K. Roxburgh (15), D. Bearman (Sailing Master) (10), J. Wood (4), R. Fisher (7), W. Riley (9), R. Stuart (5), B. Smith (5), I. Lewis (4), P. Walters (4), S. Langman (4), W. Brewer (4), J. Brumwell (3), P. Morgan-Giles, S. Ritchie.

Cruising Yacht Club of Australia

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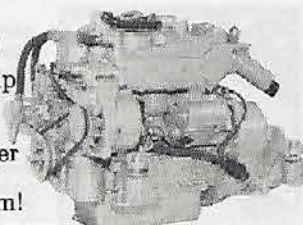
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BILLABONG (8) — B23
LOA 10.4 m; LWL 8.2 m;
Beam 3.2 m; Draught 1.9

Well-known competitor and designer Peter Joubert is taking his own Magpie design down for the 9th time. Peter's designs have been successful in the Hobart, and in an era where boats are now more prone to fall apart, the Joubert designs rank as strong and fast sea boats. Last year he achieved 19th overall and won the Samuel Pepys Trophy — despite tearing a main and sailing for 56 hours under trysail. She has an extremely experienced crew, who stated on their entry 'We no long declare our age'.

CREW: Skipper P. Joubert (14), Navigator K. Flockhart (11), A. Butler (25), T. Vauntin (9), N. Sharp (10), C. Oldfield (6).
Royal Brighton Yacht Club



BIMBLEGUMBIE (-) — KH808
LOA 12.0 m; LWL m;
Beam 3.8 m; Draught 2.0

Bimblegumbie is a Dubois 40 built for the last Clipper Cup series but heavily modified since, including the new fashion an elliptical keel. She is a development of Australian Admiral's Copper Once More Dear Friends which has performed extremely well in previous Hobarts. Her performance against the Farr 40's will be watched with interest.

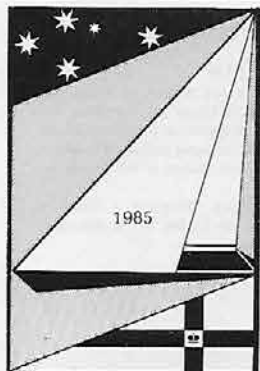
CREW:
Royal Hong Kong Yacht Club



BLACK MAGIC (-) SM1137
LOA 12.2 m; LWL 10.4 m;
Beam 3.8 m; Draught 2.1

Black Magic is a fractional rig Dubois one tonner. Her form and luck have varied a great deal since launching prior to the 1981 Hobart. She entered but did not compete in last year's race after running aground before the start. Creditable results of 9th and 11th overall in previous races will be hard to improve on with the abundance of Farr 40s and highly rated Southern Cross Cuppers in the Race.

CREW: Skipper R. Sill (9), Navigator K. Assender (4), B. Kellaman (8), J. Augustine (5), M. Sill, N. Crawley, R. Thompson, D. Shields (6), N. Richmond (5), S. Snodgrass.
Sandringham Yacht Club



BLACK SHEEP (-) — KZ595
LOA 15.3 m; LWL m;
Beam 4.5 m; Draught 2.7

Black Sheep is a Lidgard 51 which has been chartered to the Hong Kong team for this year's Southern Cross series. She competed in the 1984 Clipper series but was dismantled. Recently she was line honours winner and first in Division 1 as well as breaking the race record for the 1985 Auckland to Mooloolaba Race. She is a yacht with a lot of potential and she should be watched.

CREW:
Royal Hong Kong Yacht Club



BREADFRUIT (4) — SM248
LOA 10.6 m; LWL m;
Beam 3.4 m; Draught 1.7

Breadfruit is a Peter Cole designed 1/4-tonner of some vintage and, like all vintage yachts, she will do well in a breeze. Originally from Victoria she is now in Tasmanian hands. During her Victorian career she won the Three-Quarter Ton Championship for that State in 1978. Her best Hobart Race performance was a 29th overall in the 1981 Race.

CREW: Skipper I. Sloan, Navigator T. Gourlay (1), K. Gourlay (1), C. Yaxley (1), R. Smart, C. Hankey
Georgetown Yacht Club

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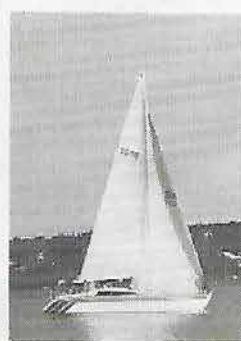
Arve Road, Geeveston 7116
phone (002) 971 371



CAROLINE (2) — 3413
LOA 13.4 m; LWL 11.3 m;
Beam 4.0 m; Draught 2.7

Caroline is the ex Sweet Caroline which did not compete in last year's Hobart but won Division A 1983. Designed by Dubois and built by McConaghy as a state-of-the-yacht in 1982, Caroline has been successful without being a world beater and is better suited to lighter air. Her new owner, David Hales, who is doing his first Hobart, will be hoping for a marked change in the 1984 weather. She will only do well if the weather is light.

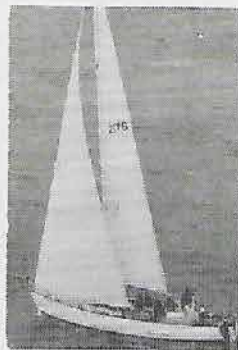
CREW: Skipper D. Hales, Navigator C. McSorley (4), R. Evans (13), P. Shillabeer (6), P. Tims (2), M. Allen (5), M. Powell, G. Morris (2), D. Gandy, C. Dunn (3), D. Horne
Royal Brighton Yacht Club



CHRISTA FARR (-) — 3598
LOA 11.0 m; LWL 10.0 m;
Beam 3.6 m; Draught 1.9

Christa Farr is one of the many Farr 1104s in the race which have completed over the years. First launched in September '83, she is a sistership to Piccolo which won the 1976 Race. The age allowance of Farr 1104s probably overcomes the heavy penalties imposed by the rating rules. She should go well against the other Farris in this year's race.

CREW: Skipper/Navigator D. Pomfret (3), J. Eckford (2), B. Charge, J. Cole-Cook (3), D. Henry (2), R. Hughes (2), I. Hughes, M. Hill (3), G. Kibbey (2), M. Ooms (2).
L.M.Y.C.



CASABLANCA (-) — G 2176
LOA 15.2 :

Casablanca has sailed many Hobarts under various owners. This year she is being sailed by owner Gerry McDonald of Royal Geelong Yacht Club. In previous programs it has been said that this boat can go like the clappers in the right conditions. Let's hope that this year is her year. In view of her rating it is not expected that she will do well on handicap.

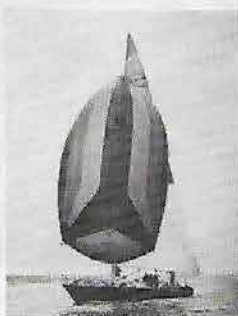
CREW: Skipper G. McDonald (1), Navigator I. Backwell (1), G. Dwyer, J. Whistance, D. Simonsen, T. Hunt, T. Heath, J. Godman, M. Hurley (1)
Royal Geelong Yacht Club



CIFRALINE 3 (0) — K9089
LOA 12.1 m; LWL —
Beam 3.7 m; Draught 2.1

Cifraline 3 is a 1984 one tonner designed by Frenchman Philippe Andrieu. She finished 2nd in the 1984 One Ton Cup. She was fourth in the British Admiral's Cup Team and was chartered to the Papua New Guinea team. She is still a fast and competitive design. Like many of the boats in the Admiral's Cup this year she is of 'European breed', and her performance in southern waters will be of interest.

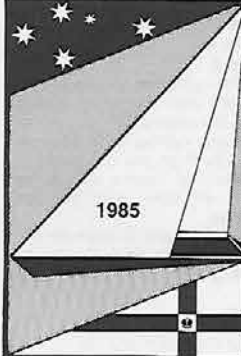
CREW:
Royal Ocean Racing Club



CHALLENGE II (6) — R339
LOA 14.0 m; LWL 10.4 m;
Beam 4.4 m; Draught 2.4

Challenge II was formerly owned by Lou Abrahams who won the race in 1983 after 20 previous attempts. She is now owned by former crew member Peter Rowsthorn. Challenge has had an illustrious racing career representing Australia in the Clipper Cup and Victoria on numerous occasions. She has the potential this year of doing well.

CREW: Skipper P. Rowsthorn (3), Navigator K. Healey (3), J. Conway (3), D. Teiford (3), P. Bedgood (3), M. Chisolm (3), J. Millege (3), W. Ellerton (2), M. Rowsthorn (2), D. Shields, R. Clark
R.Y.C. of Victoria



CONTRACTOR (0) — B 1111
LOA 13.5 m; LWL —
Beam 4.1 m; Draught 2.7

Contractor is a new Frers 43, a sistership of Challenge III. Owner John Taylor formerly owned Concubine, Moonshadow and has represented Victoria on several occasions. Being one of Victoria's top Helmsman which attracts good crew, it is expected that Contractor will deliver the goods this year.

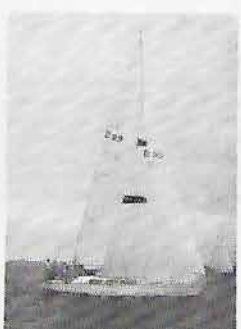
CREW: Skipper J. McL. Taylor (8), Navigator G. Edgerton (9), M. Harris (2), J. McCready (5), J. Mooney (14), C. Anderson (6), K. Jago, K. Plesse (2), J. Mort (2), P. Graham (5), L. Abbott (10).
Royal Brighton Yacht Club



CHALLENGE III (1) — SM 39
LOA 13.0 m; LWL 10.0 m;
Beam 4.0 m; Draught 3.5

Challenge III is a member of the 1985 Australian Admiral's Cup Team. She was built in 1984 and was shipped to Hawaii for the Clipper Cup Series untried, her results there being mediocre. She was worked up for the Admiral's Cup trials and she was a popular selection, but her performance was not outstanding. She retired from last year's race after sustaining damage, but Skipper Lou Abrahams is a very keen competitor and will have Challenge III among the leaders.

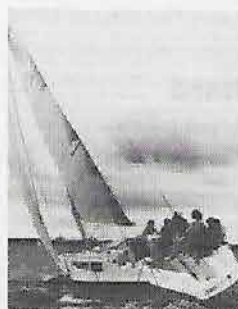
CREW: Skipper L.J. Abrahams (21), Navigator D. Lang (24), W. Johnstone (3), D. Roberts (3), R. Marshall, B. Carnell, R. Lees, R. Cole (3), G. Wharrington (2), M. Hart (2), I. Davis (8)
Sandringham Yacht Club



CRUSADER (0) — G 199
LOA 12.2 m; LWL —
Beam 3.7 m; Draught 1.9

Launched this year, this Joe Adams 40 Footer has changed hands and Yacht Clubs since retiring from last year's Hobart due to electrical problems. A relatively inexperienced crew will have problems overcoming her handicap. Their only chance to will be a downhill race all the way.

CREW: Skipper J. Nadorp, Navigator J. Cook, B. McDonald (2), B. Marsuman, M. Bell (1), G. Ranfos, R. Heath (11), R. Robins.
Royal Geelong Yacht Club



CHAOS (4) — A 111
LOA 11.0 m; LWL 9.4 m;
Beam 3.7 m; Draught 1.8

Chaos is a Farr 1104 built by Compass Yachts and launched in 1976. She is a sistership to 1976 Hobart Race winner Piccolo. She is outdated in comparison with today's Farr 37s and 40s, and she should finish back in the fleet. But at least she will finish. Like all Hobart based boats, she should get a good reception when crossing the finishing line.

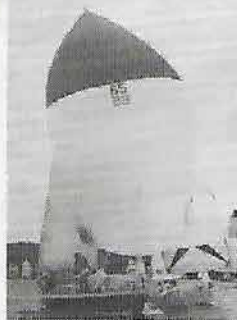
CREW: Skipper J. Blackwood (1), Navigator D. Norman (6), P. Turner (4), S. Breheny (2), A. Kibbey (1), C. Wells, D. Suckling (1), S. Burrows
Derwent Sailing Squadron



CYBELE (1) — 3687
LOA 9.8 m; LWL 7.3 m;
Beam 3.0 m; Draught 1.6

A production Cavalier 32 designed by Salthouse and built by Cavalier Yachts of Sydney. Cybele was a competitor last year and was one of many retirements. Cav 32s are comfortably finished yachts which, despite their small size, do not make the crew too miserable. The design is old by today's standards, but she will enjoy the trip.

CREW: Skipper A. Ridley, Navigator N. Pringle, L. Harrison, D. Macgeachie, P. Travey, A. Ridley, J. Smith.
Middle Harbour Yacht Club



DANCING MOUSE (4) — 65
LOA 11.0 m; LWL 9.4 m;
Beam 3.1 m; Draught 1.7

Dancing Mouse is a veteran Ben Lexcan design launched in 1975. She has competed in four previous Hobarts, her best being a 13th overall in her inaugural year. She was one of many to retire from last year's bash, and it's hoped that the conditions this year will be more to her liking. She is affectionally known as 'the Waltzing Rat' and is easily recognised by her Maroon Hull.

CREW: Skipper D. Hundt (1), Navigator P. Madden (3), E McCarthy (5), B. Brennac (4), M. Bartrop (1), K. Messenger (1), S. Smith (1).
Cruising Yacht Club of Australia



DI HARD (3) — KP 1
LOA 12.4 m; LWL —
Beam 4.2 m; Draught 2.5

A Frers design launched in December 1982, Di Hard has done a lot of sailing and has represented New Guinea in the Admiral's Cup and Southern Cross Cup. In the 1983 Race she achieved her best result of 8th. Sailing again for New Guinea, it is believed that she will undergo certain changes to optimise her rating. She should be competitive and perform well in this year's Race.

CREW:
Royal Papua Yacht Club



DEFIANCE (0) — 8934
LOA 15.5 m; LWL —
Beam 4.2 m; Draught 2.7

Many yachtsmen would give their eye teeth to do the Hobart on this boat. Owner Marshall Phillips successfully raced his two previous yachts, both named Sweet Caroline, with some of Australia's best offshore sailors. Now he's back with a beautiful 51ft. Swan and a top-line crew, including Norm Hyett, Colin Betts and James Burke. Defiance is fresh from an IOR win, in the Sydney-Lord Howe Island Race, and she'd relish a heavy weather Hobart.

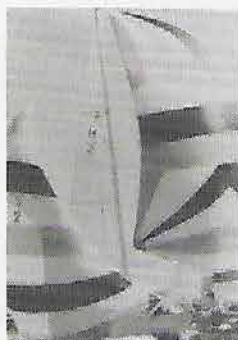
CREW:
Cruising Yacht Club of Australia



DRAKE'S PRAYER (1) — 3000
LOA 13.1 m; LWL 10.4 m;
Beam 4.2 m; Draught —

Drake's Prayer is Peter Kurts' Farr 43, launched just prior to last year's Hobart. Drake's Prayer retired from last year's race, along with many others. She went on to represent Australia in the 1985 Admiral's Cup. Improved by her visit to the U.K. and pushed by an experienced crew, Drake's Prayer again represents Australia in the Southern Cross Cup and should finish high in the overall results, regardless of weather conditions.

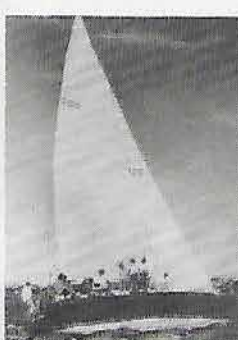
CREW: Skipper P. Kurts (20), Navigator P. Eadie (12), G. Simmer (4), D. Forbes (9), S. Kurts (4), A. Cape (4), P. Shipway (14), G. Stagg (7), P. Corben (2), B. Clay (6), R. Macalister (4).
Cruising Yacht Club of Australia



DERWENT LASS (2) — H 2
LOA 9.1 m; LWL 7.6 m;
Beam 2.9 m; Draught 1.8

Derwent Lass is a Peter Joubert designed half tonner. She, like many, retired from last year's hard Race with a broken shroud. In her debut year (1983), she finished a creditable 56th overall, and if the conditions are to her liking, she should improve on that. After all, a sistership won the 1981 Race.

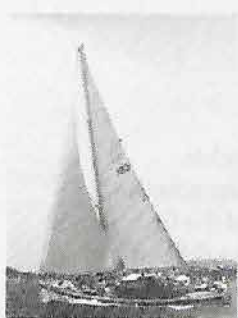
CREW:
R.Y.C.T.



DR DAN (1) — 3105
LOA 15.5 m; LWL —
Beam 3.4 m; Draught 2.7

Built in New Zealand and of exotic construction, Dr Dan was the second yacht to be owned by Triple M whiz kid Rod Muir, who will be competing in this Race in his newly acquired Windward Passage. After retiring from last year's Race, Dr Dan was shipped to the USA to compete in the Transpac Race to Hawaii. She may be expected to finish among the faster yachts.

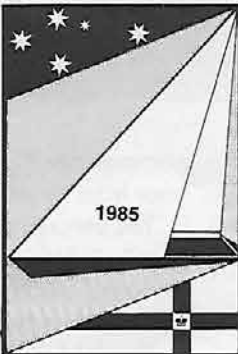
CREW:
Cruising Yacht Club of Australia



DESTINY (6) — 183
LOA 9.1 m; LWL 7.6 m;
Beam 2.9 m; Draught 1.8

This will be Destiny's 7th Hobart. She is an old Adams designed steel cutter and has been used to train Sydney's young sailors for many years. Her owner freely admits that Destiny is more in line with comfortable cruising than competitive racing. No matter, she is giving a select few members of O.Y.C.A. the chance to sail to Hobart and gain invaluable experience.

CREW: Skipper T. Taylor (5), Navigator C. Ennor (2), C. Morgan, A. Steel, M. Kniha, R. Blackburn, K. Faunt, W. Hunter, A. George, R. Buker, A. Foster, B. Dawson, V. Prescott, R. Cace
Ocean Youth Club of Australia



DRY WHITE (1) — M 50
LOA 12.2 m; LWL 10.3 m;
Beam 3.8 m; Draught 2.2

Dry White was placed 8th in this year's Admiral's Cup trials and should be a much favoured yacht with a very experienced crew. She was dastardly in last year's Race but now sails with a new owner and crew from Tasmania will be hurrying home to a local welcome.

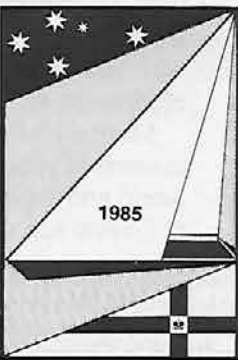
CREW: Skipper R. Cumming (1), Navigator B. Bienefeldt (1), B. Baker (1)
Mersey Yacht Club



DIAMOND CUTTER (4) — 2776
LOA 10.9 m; LWL —
Beam 3.6 m; Draught 1.9

Immediately recognisable by the distinctive turquoise hull, Diamond Cutter is a Davidson one tonner which is well known in Sydney waters. She has had many good results in the past, for owner Alan Sweeney, and was a member of the 1979 Southern Cross team. With her age allowance Diamond Cutter will remain competitive in her division.

CREW: Skipper A. Sweeney, Navigator K. Maskord (5), C. Herbert (10), C. Knox (2), R. Stone (1), D. Windfield, C. Finn. Middle Harbour Yacht Club

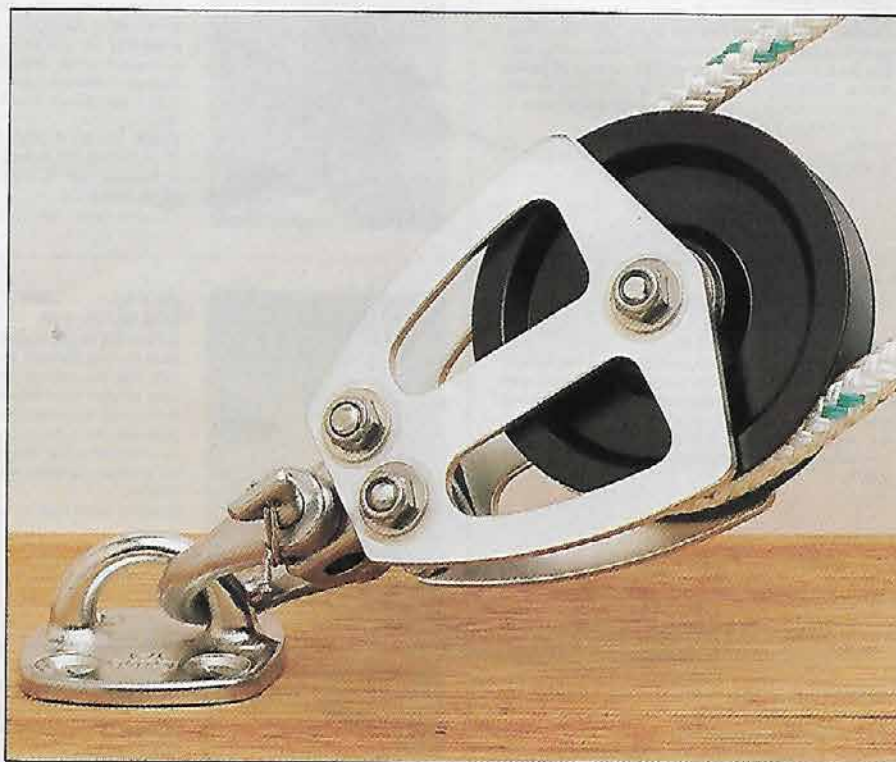


DUBIOUS (0) — R 84
LOA 10.3 m; LWL —
Beam 3.4 m; Draught 1.8

This yacht is a Dubois designed fractional sloop and sistership to Much Ado. It will be her first Hobart and the first for the crew, as her racing has been confined to Victorian waters. She has not had a successful career in racing, and she is not expected to show up in the results.

CREW: Skipper G. Thompson, Navigator R. Corbett, P. Rutter, R. Keddie, B. Morrison, T. Trood, A. Studley.
Royal Yacht Club of Victoria

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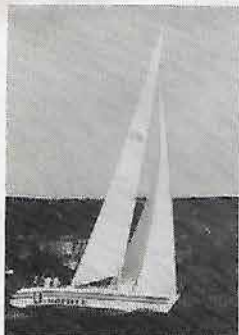
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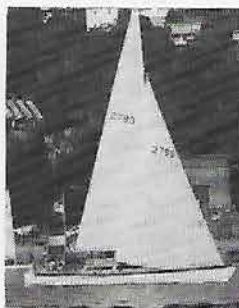
Victoria: St. Kilda Road, Melbourne 3004. Telephone: (03) 51 9051. 77 Beach Road, Sandringham 3191. Telephone: (03) 598 4644
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DYNAMITE (5) — 1308
LOA 12.8 m; LWL 11.0 m;
Beam 4.0 m; Draught 2.0

Launched in 1976, Dynamite is a Farr two tonner. She has competed in five previous Hobarts with her best result 7th (in her year of launching.) It was predicted that she would do well in last year's race. However, like many other yachts, she had to retire.

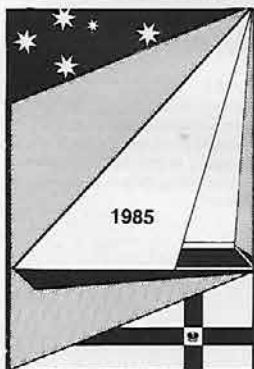
CREW: Skipper I. French (2), Navigator P. Armor (1), P. Sainsbury (1), A. Lilla (1), S. Keane (1), A. Bright (1), N. Marlar.
 Cruising Yacht Club of Australia



FANNY ADAMS (2) — 2790
LOA 13.1 m; LWL 12.5 m;
Beam 3.1 m; Draught 2.6

One of the first of the Adam's 43s, this long, lean yacht has been enthusiastically sailed for some ten years. Now with a Lake Macquarie Yacht Club crew aboard, she may be expected to perform well even with a mediocre rating.

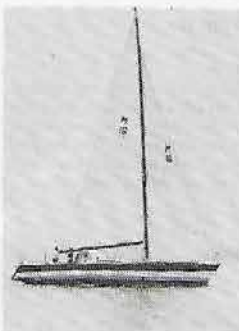
CREW: Skipper S. Chapman (2) and R. Chapman (2), Navigator M. Trimble (2), A. Chapman (1), M. Long (1), D. Saddington (1), P. Henry.
 R.A.N.S.A./L.M.Y.C.



EAST OF THE LIZARD (0) — YC 42
LOA 12.8 m; LWL —
Beam 3.8 m; Draught 2.1

A blue hulled Duncanson 42, East of The Lizard hails from South Australia and was only launched in March of this year. Not much is known about her at the time of writing, except that it is anticipated she will have an experienced crew on board.

CREW:
 Cruising Yacht Club of Australia



FIONA (-) — M 16
LOA 12.9 m; LWL 11.6 m;
Beam 4.1 m; Draught 2.2

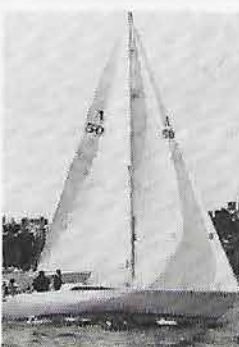
A Farr Two Tonner built by Kiwi Yachts in Florida, Fiona was originally raced by her owner Jock Sturrock before being sold to Doug Coulter in 1982. Her best result was a 3rd in the first Great Circle Race in 1979. There's plenty of experience aboard with John Stanton, ex sailing master of Satin Sheets, and Bob Snape, winner of the 1979 Navigator's prize on the same boat. Her current owner first sailed to Hobart 20 years ago when Freya completed her hat trick.

CREW: Skipper D. Coulter (3), Navigator B. Snape (14), J. Stanton (10), T. Mowbray (4), R. Carlier (7), B. Barry (1), K. Hamilton (1), B. Brown (1), K. McCord (1), D. Sullivan, B. Snape.
 L.M.Y.C.



ENCORE II (3) — A 16
LOA 12.6 m; LWL 9.8 m;
Beam 3.9 m; Draught 2.3

Owned by Warren Anderson, Encore II is a Joubert design launched in 1982. In previous starts she hasn't done particularly well. However, in 1984 she was third IOR in CYCA Division 1. With lots of luck, she will follow up this act this year. **CREW:** Skipper/Navigator W. Anderson (14), J. Denton (3), J. Baker (6), G. Dunsmore (2), M. Gordon (2), A. Miller (2), L. May (1), W. Lorenz (1), H. Kahl.
 Cruising Yacht Club of Australia



FIRETEL (3) — A 50
LOA 10.0 m; LWL 8.3 m;
Beam 3.4 m; Draught 1.8

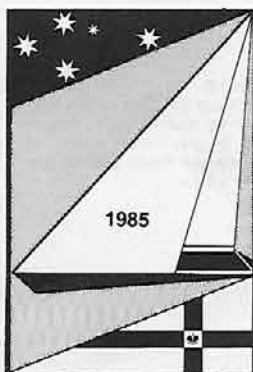
Firetel is a Dick Carter 34 built in GRP and launched in 1982. In her last three Hobarts she has had a 43rd, 57th and retired. She is a keen competitor in club events, finishing 2nd in division in the pointscore during the last two seasons. She will be outclassed by many modern yachts, but her crew will be looking forward to the experience.

CREW: Skipper R. Lawler (5), Navigator: P. Robinson (4), J. Lawler (2), M. Lawler (1), M. Tomaaszewski (5), R. Hugal, I. Major.
 S.A.S.C.



ENIGMA (-) — 2444
LOA 13.5 m; LWL 11.0 m;
Beam 4.2 m; Draught 2.4

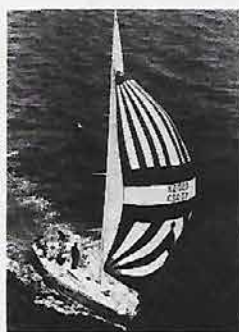
Enigma is a production Holland 44 built by Jarkan Yachts of Nowra. She was originally known as Aetos and sailed from the CYC, with mediocre results. She was one of many retirements in last year's stormy race. During the last two seasons she has been sailing with the Pittwater fleet, and her skipper and crew are taking her to Hobart to gather more ocean racing experience. **CREW:** Skipper T. Davis (2), Navigator M. Press (2), G. Davis (2), B. Davis (2), P. Davis (2), N. Marshall, R. Blake (1), G. Edmunds, T. Kilien, A. Cook (2).
 R.P.A.Y.C./R.S.Y.C.



FIRST LIGHT (0) — R 60
LOA 12.1 m; LWL —
Beam 3.9 m; Draught 2.2

First Light is a Nelson Marek design from the USA. The yacht was launched in early 1985 specifically for the Admiral's Cup trials in Melbourne in February, 1985. Gear failure in the trials and only a few results in the first part of the Melbourne 1985/86 season make it hard to predict this yacht's performance. A little smaller than a Farr 40 overall and with a TCF a little bigger, First Light will be hard pressed to win outright on handicap.

CREW: Skipper C. McMillan (2), Navigator P. Leroy (3), A. McMillan (3), D. Leroy (3), M. Inglis (5), F. Hammond (6), P. Mulquinney (1), P. Morrison (1), C. Mackie (2), M. Clarkson.
 Royal Yacht Club of Victoria



EXADOR (1) — KZ 323
LOA 12.3 m; LWL 10.0 m;
Beam 4.0 m; Draught 2.2

Exador, a Farr 40 design, again represents New Zealand in their Southern Cross team. In 1983 Exador gained a 7th in this race. An outstanding performance in the 1984 Clipper Cup in Hawaii was marred only by a broken mast in the last race. Exador comes with a very experienced crew and looks a good chance for handicap honours.

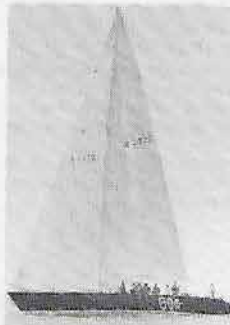
CREW: Skipper: G. Woodroffe, Navigator J. Newton, R. Dodson, M. Clark, P. Collins, P. Geary, D. Conway, P. Edgar, L. Carter, L. Linger
 Royal New Zealand Yacht Squadron



FORTLET (0) — 645
LOA 14.5 m; LWL —
Beam 3.9 m; Draught 1.6

Fortlet is a Nicholson 48 Ketch built as a 'one off' for Sir Robert Crichton-Brown. She is a cruising yacht designed for comfortable short handed sailing. Skipper John Bennetto has chartered Fortlet to compete in his 25th Hobart Race in comfortable style and has gathered in his friend Don Mickleborough and some Tasmanians to keep him company over the 630 miles.

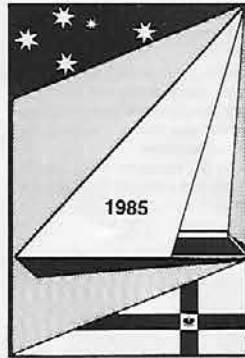
CREW: Skipper J. Bennetto (24), Navigator D. Mickleborough (22), B. Jackson (20), W. Dietrich, B. Sherrif, K. Boulton (2), T. Wensor (3).
 Royal Yacht Club of Tasmania

**FREIGHT TRAIN (2) — KAR2222**

**LOA 18.8 m; LWL 15.5 m;
Beam 5.0 m; Draught 3.5**

Freight Train now sports a new red paint job following a major rebuild of the port side bow. She received extensive damage in the 1984 Sydney-Hobart. She hopes to better her 1983 result of first in Class A and this is an exceptionally fast Frers 62-footer.

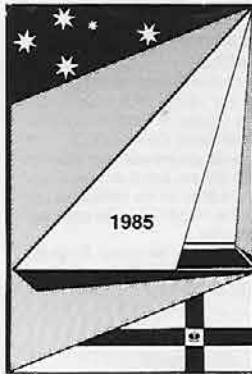
CREW: Skipper, R.J. Williams (4), Navigator M. Smith (2), T. Messenger (2), C. Percival, J. Gaunt (4), G. Evans, M. Bennett, G. McDavitt (2), S. McLennan (1), K. Martin, S. Battersby (3), J. Mews (6), M. Rodoreda (3), L. Nathan (5), S. Hewitt.
Royal Perth Yacht Club

**HERA OF HOBART (0) — 291**

**LOA 13.7 m; LWL —
Beam 4.1 m; Draught 2.0**

Hera of Hobart is one of the few yachts in this year's race with an all-girl crew (except for the Skipper — what a turn of events) She was built in Tasmania between 1974-1984 by the late Reg Sweeney and his son Robert. The boat has not completed in any races at the time of writing and has cruised the west coast of Australia and south-western Tasmania. The girls (or 'Hera-wins') should have fun ferrying her down the coast.

CREW: Skipper/Navigator R. Sweeney, J. Eisenhuth, S. Bowley, A. Giblin, C. Palmer, J. Rosenthal, J. Wilkins.
Royal Yacht Club of Tasmania

**GOLDFINGER (0) — ME 007**

**LOA 11.0 m; LWL —
Beam — m; Draught —**

A Farr 1104 from Metung, Victoria with sail number 007, it is obvious that we have here some southern matelots enthusiastically racing Sydney-Hobart (SMERSH). They have some experience in this Race as well as in Victorian racing. These Farris are now out of date, but this one could do well if the weather is on the fresh side.

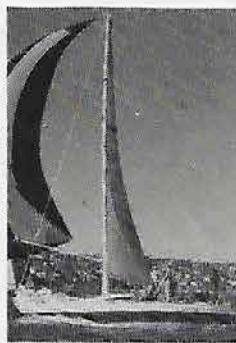
CREW:
Metung Yacht Club

**HIGHLAND FLING (0) — KH 888**

**LOA 12.2 m; LWL —
Beam 4.0 m; Draught 2.3**

Like last year's Hobart winner, Indian Pacific, Highland Fling is another of the very successful Farr 40 designs, so she certainly has the right pedigree. Owner Irvine Laidlaw raced for Hong Kong in the 1983 Southern Cross. This time he is representing Britain. Certainly a good prospect for the Hobart.

CREW:
Royal Ocean Racing Club

**GOOD NEWS (0) — R 237**

**LOA 11.4 m; LWL —
Beam 3.7 m; Draught 2.1**

Good News is one of many Farr 37s in this year's race, a design which has proven very popular in the eastern states, and it is expected that they will have their own race. They have all been launched during the last eighteen months and are up to date with the latest in gear and electronics. Good News may suffer from the lack of competition that the Sydney boats have had, but she has the credentials.

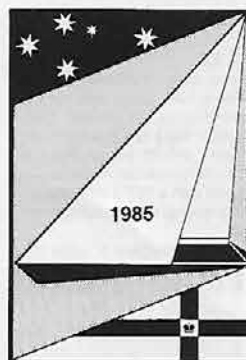
CREW: Skipper J.A. Calvert-Jones, Navigator R. Pope (1), M.J. Haysons (1), B. Keir, A. Carden (2), J. Russell, M.K. Calvert-Jones, M. Baillieu, L. Payne.
Royal Yacht Club of Victoria

**HINDSIGHT II (0) — 605**

**LOA 9.1 m; LWL —
Beam 3.1 m; Draught 1.6**

Hindsight II is a stock Carter 30 half ton yacht previously named Wishbone. Somewhat outdated in design, it is hoped that she cracks the right end of the bone and has a good result. A sistership called Wheelbarrow finished second on handicap in the 1979 Hobart Race, but that was some time ago.

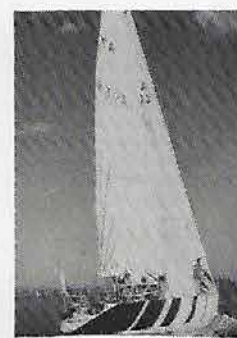
CREW: Skipper R. Griffin (2), Navigator M. Kerr, P. Kershaw (13), P. Cowie, J. Hodder.
Sydney Amateur Sailing Club

**GREY LADY (0) —**

**LOA 9.4 m; LWL —
Beam 2.9 m; Draught 1.8**

Hailing from Palm Beach Yacht Club (NSW), Grey Lady has not, at the time of writing, been racing. It is known, however, that she is a grey sloop owned by Christopher Thompson of Avalon Beach. She may be a darkish horse in this year's Race.

CREW:
Palm Beach Yacht Club

**HITCHHIKER (3) — KA 303**

**LOA 12.8 m; LWL —
Beam 3.8 m; Draught 2.2**

Hitchhiker, a Frers two ton design, is probably one of the most famous boats currently racing in Australia. She represented Australia in the Admiral's Cup of 1981 and 1983, the Clipper Cup of 1981 and she won the World Two Ton Championship in 1981. Results in previous Hobarts have all been consistently high. Pushed by an experienced crew, another good result is expected, but an outright win is hard to see with more modern designs competing.

CREW:
Royal Perth Yacht Club

**GROUNDSTFOR (1) — 3758**

**LOA 11.4 m; LWL 9.3 m;
Beam 3.7 m; Draught 2.1**

Groundsfor was launched in October, 1984. She is a Farr 37 and is a sistership to Silver Minx, Pippin and Leading Edge. She retired from last year's Race with engine problems. She sails from Lake Macquarie Yacht Club and has done well in her offshore races. This year, placing 1st overall in the Montagu Race, an expects to do well against similar boats.

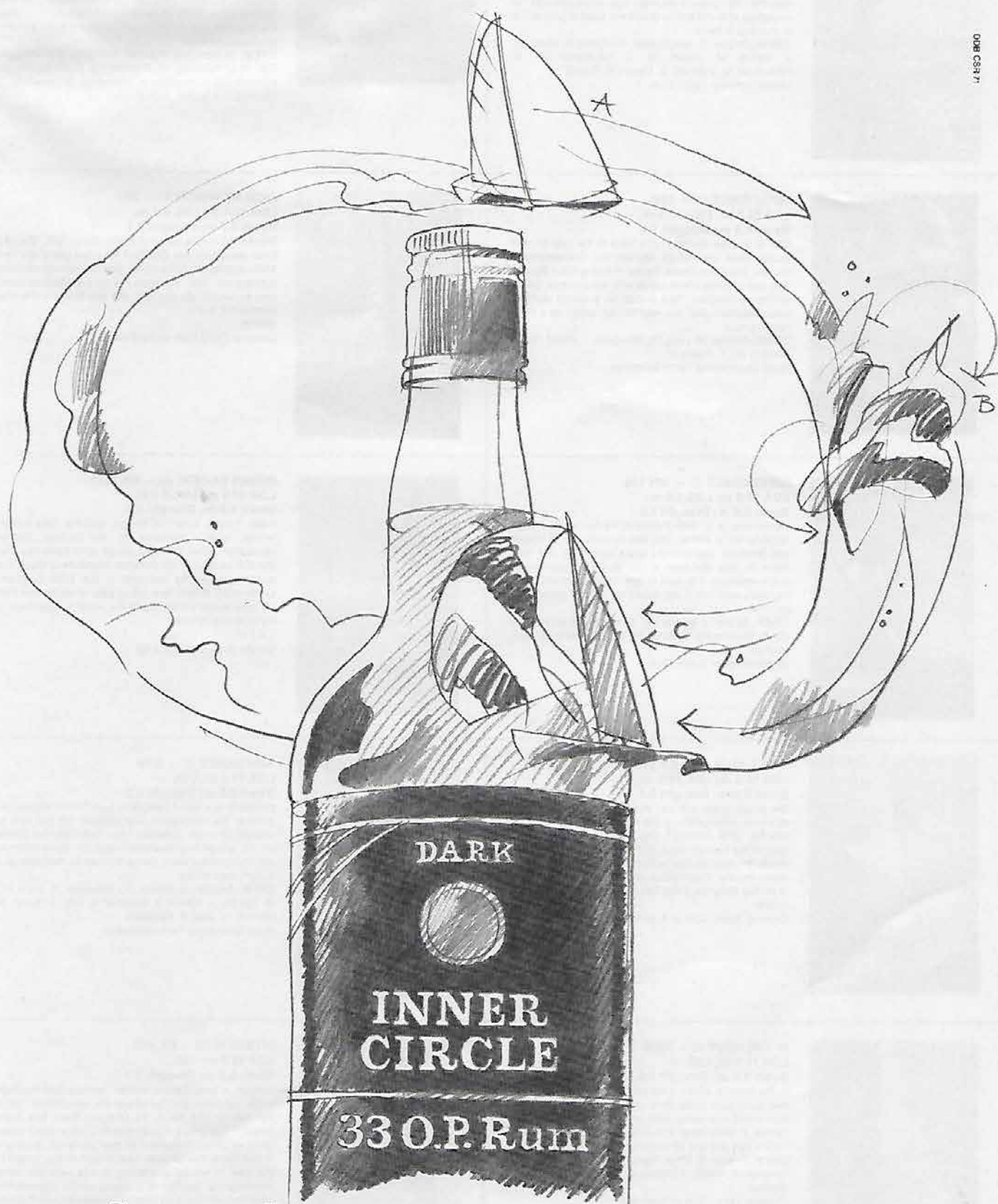
CREW: Skipper B. Hines, Navigator N. Hines, P. Compton, R. Cummings, G. Dukino, A. Dobman, C. Wilson (3), M. Smith (2), P. Hoare.
Lake Macquarie Yacht Club

**HULLABALOO (2) — MH 20**

**LOA 10.8 m; LWL 8.9 m;
Beam 3.5 m; Draught 2.0**

Hullabaloo is a sistership to a number of S&S 36s in this year's race. Owner Keith Tierney and his young crew are keen and aggressive competitors in club events. The Hobart Race is a different league, however, and this boat is not expected to be amongst the front runners. She retired from last year's Race with rig failure.

CREW: Skipper M. Tierney (3), Navigator R. Bishop (3), P. Quinlan (1), S. Freizer (1), J. Sexton (2), G. Sander-son (1), S. Rice, A. Pearson (3).
Middle Harbour Yacht Club



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**HUMMINGBIRD (0) — 3946**

**LOA 11.5 m; LWL —
Beam 3.7 m; Draught 2.1**

Hummingbird is a Farr 37 which has many sisterships in this year's Race. She has done no previous Hobarts. Asked about her best ocean racing results, her owner lists the 1985 Queens Birthday Cup, when she was 1st overall on IOR and first in Division 2. Best of luck to her in this year's Race.

CREW: Skipper E. Blackadder, Navigator R. Kydd (5), J. Malins, M. Green (5), G. Heuchmer (5), B. Heuchmer, N. Vidal (5), G. Daven, K. Powell
Middle Harbour Yacht Club

**INCA (1) — 4515**

**LOA 14.0 m; LWL 11.3 m;
Beam 4.3 m; Draught 2.4**

An S&S design similar to 1983 winner Challenge, in 1981 Inca was in the NZ Admiral's Cup Team. Last year she retired with a cracked ring frame. She has good potential, evidenced by her 1st in division in the last Sydney-Mooloolaba Race. Skipper, Bart Ryan is very experienced and no doubt will be urging his crew to a good performance.

CREW: Skipper B.C. Ryan (9), Navigator B.P. Walpole (13), N.C. Ryan (6), S. Flitcroft (1), A. White (4), N. Nattrass (8), G. Nattrass M. Michel (2), D. Lovell (3).
Cruising Yacht Club of Australia

**IMPATIENCE (2) — 1001**

**LOA 14.0 m; LWL 10.3 m;
Beam 4.4 m; Draught 2.4**

One of the few yachts in this Race to be built of high tensile steel, Impatience represented Queensland in the last Southern Cross Series finishing 42nd overall. This year she has a new owner with the previous owner sailing as navigator. She should be a sturdy yacht in heavy weather, but she may not be suited to a light, running race.

CREW: Skipper H. Lang (2), Navigator J. Fallon (2), R. Roberts (2), L. Peers (2).
Royal Queensland Yacht Squadron

**INCH BY WINCH (5) — 393**

**LOA 13.4 m; LWL 9.1 m;
Beam 3.7 m; Draught 2.4**

This 44' Alloy Peterson was built in NZ in 1981. She has been owned by Joe Goddard for a few years and has been very consistently raced. She retired with steering damage last year, but again has an experienced crew, and we would predict that she will finish in the first third of the fleet.

CREW:
Cruising Yacht Club of Australia

**IMPECCABLE (5) — MH 106**

**LOA 10.2 m; LWL 8.0 m;
Beam 3.4 m; Draught 1.8**

Impeccable is a 1980 Peterson fractional rig design constructed in timber. She has competed in all Hobart and Montagu Island races since launching. Her best result to date has been a 24th in 1982. Following all these attempts, it is hard to see Impeccable doing impeccably well, but it will not be for lack of trying from her crew.

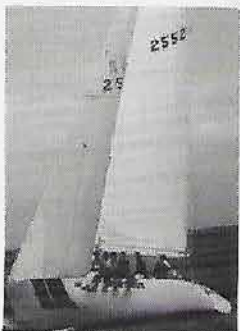
CREW: Skipper: J. Walker (4), G. Mottle (9), N. Tavener (2), B. Tavener (1), D. Bashford (2), B. Moore, M. Connaghan.
Middle Harbour Yacht Club

**INDIAN PACIFIC (2) — KA 3695**

**LOA 12.3 m; LWL 9.5 m;
Beam 4.0 m; Draught 2.3**

Indian Pacific, a Farr 40 design, was the 1984 Hobart winner whilst chartered to the builder Gunter Heuchmer. Since that time owner John Eyles has won the IOR section of the Hamilton Island Race Week and is campaigning for inclusion in the NSW Southern Cross team. With a new suit of sails on order, this Farr 40 in particular will be high in the results, regardless of weather conditions.

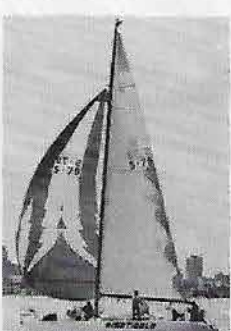
CREW:
Middle Harbour Yacht Club

**IMPETUOUS (4) — KA 2552**

**LOA 12.3 m; LWL 10.0 m;
Beam 3.9 m; Draught 2.1**

The bright green and red stripes distinguish Impetuous from other yachts in the fleet. She was part of the winning 1979 Admiral's Cup team and survived the blow in the Fastnet Race where she recorded a good result. Impetuous has sailed in several Hobarts with mixed results. It will please all on board, and not least of all Ray Roberts, if she has a good result this year.

CREW:
Cruising Yacht Club of Australia

**INSATIABLE (0) — S 79**

**LOA 12.2 m; LWL —
Beam 3.8 m; Draught 2.2**

Insatiable is a brand new yacht built for her Melbourne owners. No information was available (at the time of writing) as to her potential. (You might say the author of this snippet has insatiable need for more information.) Until this arrives, the yacht shall be classified as a hungry dark horse.

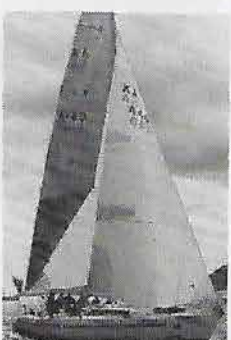
CREW: Skipper G. Wilson (1), Navigator H. Kuhn (1), M. Tait (1), J. Wilson, A. Marshall, S. Tait, D. Guest, P. Morton, W. Joel, P. Davidson
Royal Melbourne Yacht Squadron

**IN THE NAVY (3) — 3860**

**LOA 11.1 m; LWL —
Beam 3.6 m; Draught 1.8**

In The Navy is a Farr 1104 built by Glass Yachts. She was successful in her early racing career as Hot Prospect II and won many races in Queensland waters. She carries a taller mast and larger sail area than other 1104's, but she is a bit outdated by today's designs.

CREW: Skipper R. Steel, Navigator B. Voce, I. Baker, T. Tringham, P. Glynn, J. Mason, R. Daley, P. Hanahan, N. Newton.
Cruising Yacht Club of Australia

**INTRIGUE (1) — KA A40**

**LOA 12.2 m; LWL —
Beam 3.9 m; Draught 2.1**

Intrigue, a Tony Castro design, represented Australia in the last Admiral's Cup where she was placed 13th in the Fastnet and 9th in the Channel Race. She competed in last year's Hobart and like many other boats failed to arrive. A member of the Tasmanian Southern Cross Team, her Skipper was Ampol Ocean Racer of the Year. It will be interesting to see how she competes against the Farr 40's. Going up the Derwent her crew should have a lot of local knowledge, which could be the edge against other boats.

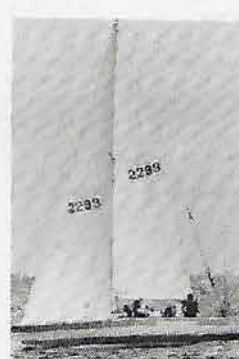
CREW: Skipper D.C. Calvert (3), Navigator D. Gourley (7), B. Calvert (2), N. Connor (3), C. Harmsen (2), E. Kiddle (5), S. Graves (5), J. Reid (1), S. McCullam.
Royal Yacht Club of Tasmania

**INVADER (0) — 3209**

LOA 9.4 m; LWL —
Beam 3.1 m; Draught 1.7

Invader is one of the very popular East Coast 31s that have been going to Hobart for years. Developed from Peter Cole's own half ton champion Nantucket, they are a very good sea boat and comfortable for their size. Invader has been raced keenly and competitively, and among her best results are a fourth in the '84 Lord Howe Race and second best scoring yacht in the 1983 Coffs Harbour offshore series.

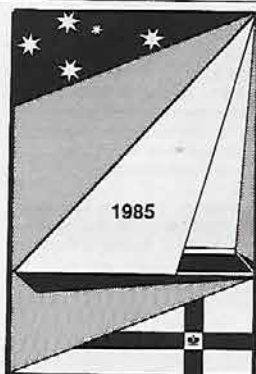
CREW: Skipper P. Meguyer, Navigator C. Murray, B. Fitzhenry, G. Foulkes, P. Martin, J. Way.
Port Stephens Yacht Squadron

**KNUCKLEDUSTER (1) — 2299**

LOA 9.0 m; LWL —
Beam 3.0 m; Draught 1.8

Knuckleduster is a Ron Holland half tonner from Botany Bay. She participated in the 1983 Hobart Race finishing 64th overall and 9th in division. Her previous best performance was a 4th in the Montagu Island Race of that year. Her racing has been confined to club waters and all that can be expected is an improvement on her previous placing.

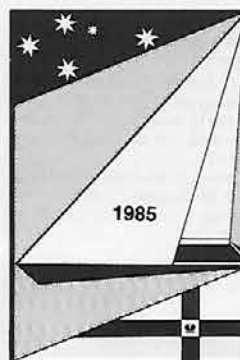
CREW:
Botany Bay Yacht Club

**JACQUI (1) — 284**

LOA 12.9 m; LWL —
Beam 3.6 m; Draught 2.2

Hailing from the sunny north of Australia, Jacqui is making the trek south for this year's Race. A Peterson two tonner Jacqui is sailing in her second Hobart under owner Tom Melville. It is not expected that she will do well; however, we give her maximum points for competing.

CREW:
Queensland Cruising Yacht Club/M.Y.C.

**LADY PENRHYN OF NIRIMBA (0) — 3809**

LOA 11.1 m; LWL 9.6 m;
Beam 3.2 m; Draught 2.0

One of the two Navy S111's in the fleet, Nirimba is the apprentice Training School. What a great effort for the Navy! The value of this form of adventure training is very much endorsed by senior officers, and the senior service certainly wants to retain the Oggin Cup.

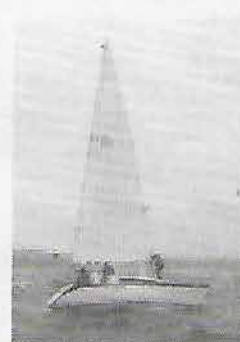
CREW:
R.N.A.S.A.

**JOINT VENTURE (0) — SM 50**

LOA 12.2 m; LWL —
Beam 3.9 m; Draught 2.2

This Victorian Frers 40' minimum rater has only just been launched. Yachts of similar design, e.g. Hitchhiker II and Blazer of Paget, did not show outstanding form in the one ton and Admiral's Cup series. However, this yacht's crew are very capable and will be really working her hard.

CREW:
Sandringham Yacht Club

**LAWLESS (0) — SM 88**

LOA 9.4 m; LWL 7.3 m;
Beam 3.2 m; Draught 1.8

Last year we said this yacht required a long slow race, but in the violent conditions she sailed into second place overall. Hailing from the Ocean Racing Club of Victoria, she is always well placed and must be expected to be amongst the leaders on handicap. The owner says 'no Quiche eaten on Lawless'.

CREW: Skipper R.A. Green (7), Navigator R. Green (1), A. Geddes, T. Grogan (1), T. Silverensen, D. Vickers (1).

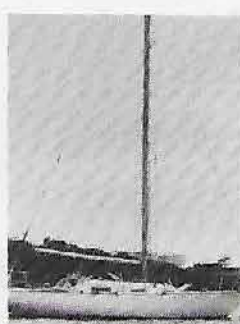
Ocean Racing Club of Victoria

**KAMEHAMEHA (1) — H 17**

LOA 9.6 m; LWL 7.8 m;
Beam 3.0 m; Draught 1.6

Kamehameha is a Knoop designed half tonner built in 1980. She previously competed in the 1983 Hobart Race and finished 70th in a fleet of 173. This yacht has been doing some travelling this year, having competed in the Mooloolaba and Gladstone races as well as Hamilton Island Race Week. Like all Hobart boats she will get a great reception when she arrives at her home port, whether finishing high or low in the placings.

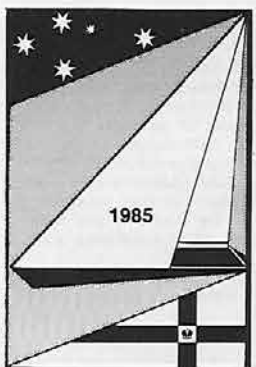
CREW: Skipper P. Gratton (4), A. Gates, A. Townley (1), J. Robertson (1), P. Lilley, S. Sutton (2).
Bellerive Yacht Club

**LEVEN (1) — 881**

LOA 9.9 m; LWL 7.5 m;
Beam 3.1 m; Draught 1.8

This tiny Peter Joubert design is entered from the Parramatta River Yacht Club. Despite her small size she finished 37th in last year's stormy race, which speaks well of our western suburbanians. The owner also won an award for the most improved yachtsman of the year.

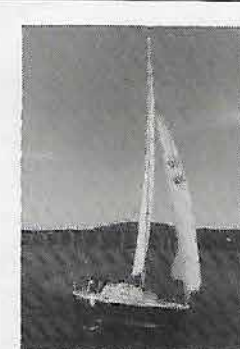
CREW: Skipper B. Cunneen (1), J. McRae (1), P. Jones, T. Austin, K. Bramble, N. Maillakakis.
Parramatta River Yacht Club

**KINGS CROSS (0) — 621**

LOA 10.9 m; LWL — m;
Beam 3.7 m; Draught 2.1

This Davidson design was launched this year and hasn't had a chance yet to show her form. She did attain a 6th in the Mooloolaba SCOR series, which seems to indicate potential. The crew are experienced ocean racers and the boat might well do well if it is a race for 36 footers.

CREW:
Royal Prince Alfred Yacht Club

**LOCK ON WOOD (1) — H 100**

LOA 9.5 m; LWL 7.4 m;
Beam 3.2 m; Draught 1.8

A Dubois designed half tonner from the Apple Island, Lock on Wood is a sistership to the highly successful Beach Inspector with an alarming low handicap that should place her in contention if it is a slow race this year. She was 7th in division in her previous Hobart Race, when still new and unprepared.

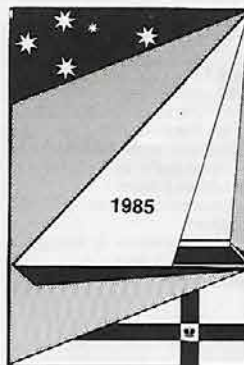
CREW: Skipper R. Lauchlin (4), Navigator R. Cole (1), G. Omay (1), R. Lilley (3), J. Hansen (6), B. Hansen.
Bellerive Yacht Club

**MAD MAX (0) — KZ 296****LOA 12.1 m; LWL —**

Max is a contender for the New Zealand Southern Cross Cup which had not been finalised at the time of writing. She is a minimum rater one tonner designed by Laurie Davidson, who designed Canterbury for the NZ Admiral's Cup Team. Irrespective of her selection she will be sailing in the most competitive rating band in this year's fleet, and her performance against the Farr 40s should prove interesting.

CREW:

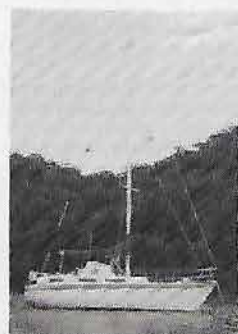
Royal New Zealand Yacht Squadron

**MARK TWAIN (7) — A 113****LOA 11.7 m; LWL —****Beam 3.5 m; Draught 2.2**

Mark Twain is a veteran S&S design competing in her eighth Hobart Race. Her best result was in her inaugural Race when she 20th overall. She has had many owners during her career, mainly in Victoria. She now sails from the Sydney Amateurs Club and should do well in heavy weather, like all vintage yachts.

CREW: Skipper V.H. O'Neill (3), Navigator W. Brown (3), K. Radford (4), J. Oski, A. Martin, P. Slocum (3), T. Walkley (3), B. White (2).

Sydney Amateur Sailing Club

**MANDALA (1) — 2868****LOA 10.5 m; LWL 8.8 m;****Beam 3.4 m; Draught 1.7**

A production Jalkan 34, Mandala retired in last year's Sydney-Hobart. She competes in all the long races, without any great success to date. She cannot be expected amongst the winners, but we understand the crew will enjoy themselves.

CREW: Skipper K. Gladman (1), Navigator K. Gladman (2), J. Fraser (1), K. Lark, M. Burgess (1), P. Corckett, R. Westwood, P. Flannergin.

Blue Water Cruising Club

**MARLOO (3) — 253****LOA 12.7 m; LWL 11.0 m;****Beam 4.1 m; Draught 2.4**

Immediate Past Commodore George Girdis is a seasoned yachtsman who has taken this yacht in four previous Hobarts. The big red Marloo is a striking yacht which is always sailed competitively with a crew who are tuned to win. Has already won three out of first four S.O.P.S. races with the C.Y.C.A.

CREW: Skipper G.S. Girdis (5), Navigator M. Franks (6), Sgt. Bourke (12), S. Primrose (5), K. Brennan (5), L. Thomson (5), P. Edwards (4), P. Bourke, J. Downes (1), G. Glover.

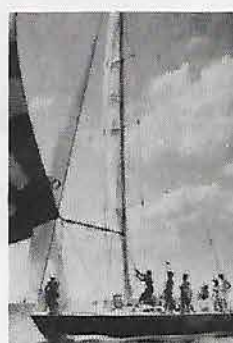
Cruising Yacht Club of Australia

**MANDRAKE (2) — R 12****LOA 15.2 m; LWL 11.6 m;****Beam 4.6 m; Draught 2.6**

Mandrake was a retirement in last year's race but has a new owner and is now based in Melbourne. Designed by Kel Steinman and a masthead sloop with great potential, she has been consistently well placed in all her races in Victoria. Should be an early finisher, her rating seems good for her size, and she has a most experienced crew.

CREW: Skipper/Navigator B. Case (22), T. O'Hare (Owner)(22), R. Evans (24), R. Case, P. Fleisher, P. McAlpine, S. Carter (6), M. Lainson, S. Bird, (1), P. Dowdney, R. Moore (5), W. Watson (5), R. Evans (6).

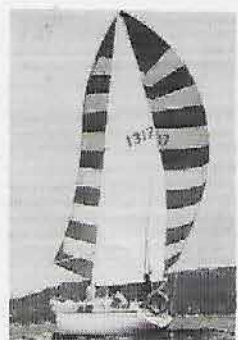
Royal Yacht Club of Victoria

**MARLOO II (0) — KA 250****LOA 13.2 m; LWL —****Beam 4.1 m; Draught —**

Marloo II was built by Nick Girdis for the Admiral's Cup selections a year ago. She was unfortunate to be placed 4th and missed out on the trip to England. She is in the Australian team for the Southern Cross series and should be highly placed in the results, with Hugh Treharne as tactician and Sir James Hardy steering fast.

CREW: Skipper N.S. Girdis, Navigator M. Easton, H. Treharne, G. Gilliam, Sir James Hardy, C. Rodgers, P. Hurd, B. Hillier, K. Down, D. Hutchinson, M. Kennedy, R. Chapman.

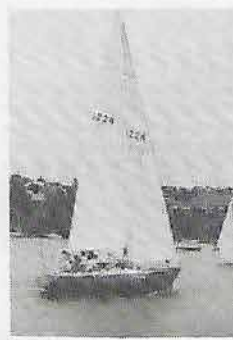
Royal Queensland Yacht Squadron

**MARARA (3) — 1317****LOA 10.4 m; LWL 8.4 m;****Beam 3.0 m; Draught 1.8**

It is sixteen years since an S&S 34 won a Sydney-Hobart Races, but 'Ratty' Ratcliff with 'Bicky' Arnott as his navigator should have a special age allowance, with 42 previous Hobarts between them and over a hundred years of experience. She finished 23rd in last year's hard Race and will perform again if the going is hard.

CREW: Skipper A.E. Ratcliff (21), Navigator N. Arnott (21), B. Simpson (14).

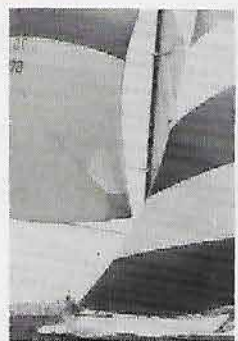
Cruising Yacht Club of Australia

**MERCEDES IV (6) — R 1224****LOA 12.8 m; LWL 11.0 m;****Beam 3.7 m; Draught 2.4**

A Kaufman design, Mercedes IV represented Australia in the 1975 Admiral's Cup, and her lovely green hull is one of the most pleasing to the eye. Now based in Perth, her crew are not known by us, but may be expected to keep this excellent yacht travelling fast.

CREW: Skipper R. Clark (2), Navigator M. Lindon (1), P. Byass (4), R. Clark, T. Moore (1), P. Neville (1), S. Miller, S. Shaw, P. Locke, M. Johnson, J. Elliott.

Royal Perth Yacht Club

**MARGARET RINTOUL II (14) — 2170****LOA 14.8 m; LWL 12.5 m;****Beam 4.1 m; Draught 2.4**

One of the best ocean racers Australia has produced, this former Ragamuffin is an S&S design launched in 1968. She represented twice in our Admiral's Cup Teams winning the 1971 Fastnet Race. Her Hobart record includes 14 starts including two seconds. A very experienced Tasmanian crew are capable of getting the best out of this ageing lady.

CREW: Skipper R.W. Jackman (9), Navigator A. Masters (8), R.J. Jackman (9), A. Nicholas (2), L.T. Cox (5), A.P. Probin (9), C. Batchelor (5), R. Coombes (1), L. Edwards (1), C. Cunningham (3), H.D. Calvert (11).

Royal Yacht Club of Tasmania

**MIRRABOOKA VI (0) — R 58****LOA 9.1 m; LWL —****Beam 3.0 m; Draught 1.6**

Mirrabooka VI is a S&S Defiance class 30-footer entered by the RAAF of Williamstown. Mirrabooka will compete against the Navy for the Oggin Cup. The yacht will sport 300 mm RAAF Rondels on the bow, and the official entry warned all yachts in front of her to beware F-18 bombing attacks (subject to Government finance). Mirrabooka VI might beat Navy, but as one of the smallest yachts in the fleet and with an inexperienced Hobart crew, a high overall place is difficult to foresee.

CREW: Skipper G. Jensen-Muir (2), Navigator I. Watson, N. Henderson, R. Picot, I. Brokenshire, W. Van der Wyer, E. Johnston.

Lake Macquarie Yacht Club/R.P.A.Y.C.

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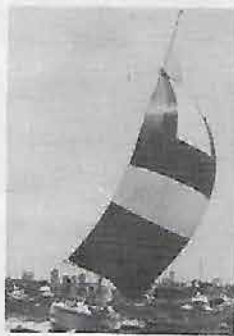
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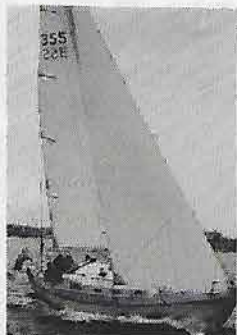
MOONLIGHTER (3) — 567
LOA 10.4 m; LWL 8.5 m;
Beam 3.4 m; Draught 2.0

A Holland design, Moonlighter was one of a select few that finished last year's race, where she was placed 8th in Division D. Her best result in a Hobart was 1st in Division C in the 1983 Race. Based on previous performances she should finish well up in her division.
CREW: Skipper K. Wood (3).
 Royal Melbourne Yacht Squadron



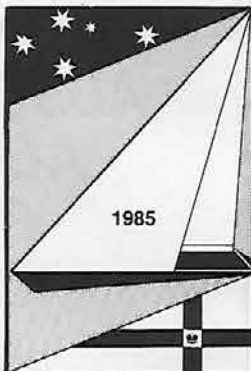
NEWCASTLE FLYER (1) — M 7
LOA 11.9 m; LWL 9.5 m;
Beam 3.9 m; Draught 2.2

Newcastle Flyer is a one year old Adams/Radford design which, although lightly built, was one of the respectable finishers in last year's Race. She finished 7th overall and fifth in division beating many hot boats on the way. She backed up to finish 4th overall in this year's Montagu Island Race, and she will be a boat to watch against the Southern Cross Cup contenders.
CREW: Skipper P. Gough, Navigator I. Potter (7), S. Lamb (8), C. Freeman (6), D. McKinney (3), H. Brady (1), S. May, R. O'Brien, K. Mitchell (1).
 Cruising Yacht Club of Australia



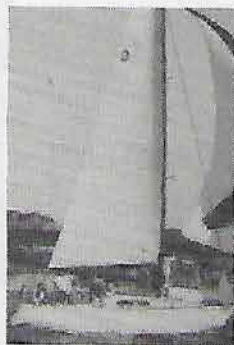
MYSTIC SEVEN (8) — 355
LOA 11.1 m; LWL 9.1 m;
Beam 3.2 m; Draught 1.9

The veteran couple Neville and Valerie Chidgey have competed in eight Sydney-Hobart Races since they owned Mystic Seven, and they have always finished, including last year when they remarked at the finish, 'It was a bit rough, but we did no damage'. They have also competed in eight Lord Howe Races 'all for fun'. In their words, 'We can't win on rating, but we will give a good account of ourselves'.
CREW: Skipper/Navigator N.D. Chidgey (8), V.M. Chidgey (8), M.D. Williams (1).
 Sydney Amateur Sailing Club



NIGHT RAIDER (0) — 5510
LOA 15.8 m; LWL —
Beam 3.8 m; Draught 2.7

Night Raider is a brand new 52ft Laurie Davidson design built in New Zealand of Kevlar. We know little except that at 52 ft LOA and an IOR rating of 50.7 ft, this is another Davidson downwind flyer. Previous Davidson flyers such as Dr Dan have shown they can pace it with the bigger yachts given the correct conditions. Limited Hobart experience in the crew will probably mean they would like a strong nor'easter for three days.
CREW:
 Royal New Zealand Yacht Squadron



NADIA (1) — 3037
LOA 11.0 m; LWL 8.9 m;
Beam 3.5 m; Draught 2.0

A production S&S 37 which was a casualty in last year's Race, Nadia will be sailing against several sisterships. Sailing the two-handed race to Port Macquarie she obtained a creditable second and has previously won the Perth to Albany Race.
CREW: Skipper D. Rainbow (1), Navigator P. Bruen (4), D. Wall (8), A. Gill (2).
 Cruising Yacht Club of Australia



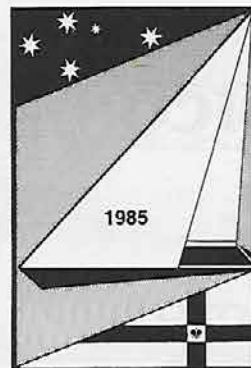
NIKE (-) — 3326
LOA 10.9 m; LWL 7.9 m;
Beam 3.4 m; Draught 1.8

This S&S design built by Max Creese, Hobart, and launched in 1973 is dated. But John Hunt sails her very consistently, and with her experienced crew she should gain a creditable position.
CREW:
 Royal Sydney Yacht Squadron



NADIA IV (0) — 4040
LOA 12.1 m; LWL —
Beam 4.0 m; Draught 2.2

Nadia IV was launched in West Australia a year ago where she was the top IOR boat. Recently purchased by the Canberra Ocean Racing Club, she has not yet sailed on Lake Burley Griffin. The Canberra crew are all good and enthusiastic performers, and provided she can avoid the Sow and Pigs Reef at the start, this strikingly painted yacht should be well placed.
CREW: Skipper T. Dalton (5), Navigator M. Matthews (1), G. Snow (5), G. Tuisk (6), J. Bell (5), J. O'Halloran (2), R. Dalgeish (1), C. Loughreed, D. Kennedy, D. Craig.
 Cruising Yacht Club of Australia



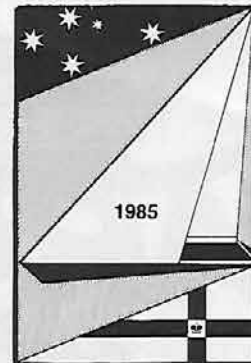
NIMROD II (0) — G 300
LOA 11.6 m; LWL —
Beam 3.6 m; Draught 1.9

Nimrod is a Farr 1106 built by Binks Yachts of South Australia and recently acquired by owner Ian Walker. She has not sailed in the Hobart before, and nothing much is known about her except that she was 1st and 2nd to finish, respectively, in the 1980 and 1982 West Coasters.
CREW: Skipper I. Watson (8), Navigator R. Dews (7), M. Stein (3), D. Price (1), B. Brayton (2), A. Dorrity (1), P. Graham (5).
 Royal Geelong Yacht Club



NEVER SATISFIED (0) — 2189
LOA 10.2 m; LWL —
Beam 3.2 m; Draught 1.7

A Production Farr 1020, this will be her first time to Hobart. She was first in Division C of last year's SOPS at the CYCA and we hope she will be satisfied with her result in this race. With fierce competition, however, it seems unlikely that she will achieve a high placing.
CREW: Skippers: N. Holt & G. Holt, Navigator N. Holt, J. Rigg (5), D. Rye (5), P. Glynn (5), M. Hughes.
 Cruising Yacht Club of Australia



NUZULU (0) — G 101
LOA — m; LWL —

This new yacht from Royal Geelong Yacht Club has a crew that is relatively inexperienced on the Hobart track, but they have taken some 17 placings over the past year in local racing. Not much form for this one, let's rank her as an outsider.
CREW:
 Royal Geelong Yacht Club



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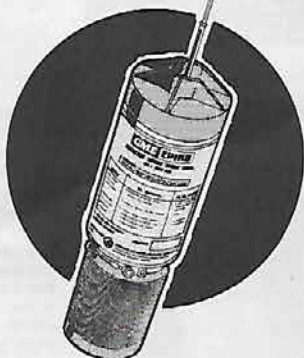


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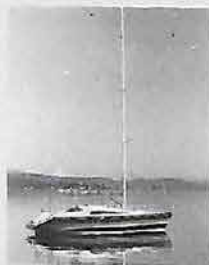
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**NYNJA GO (3) — M 53****LOA 11.0 m; LWL —****Beam 3.6 m; Draught —**

Nynja Go is a Farr 1104 built by Glass Yachts in 1982, but her mould dates back to 1976 and she is outdated in comparison to Bruce Farr's current designs. She finished 24th in 1982, a 88th placing in 1983 followed by a prudent retirement in last year's hard bash. If the conditions are right she may finish with distinction

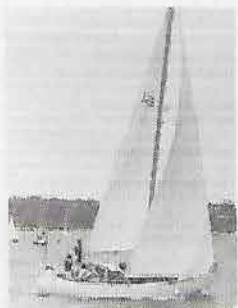
CREW:

Lake Macquarie Yacht Club

**OVERDRAFT (0) — 117****LOA 11.3 m; LWL 9.0 m;****Beam 3.8 m; Draught 2.1**

Launched in April 1984, Overdraft is an Adams design hailing from Joh's State. Her owner did not provide us with her best results and, accordingly, she doesn't have any credits in the balance that we are aware of. This year's fleet will prove too good, even though she has many experienced hands on board.

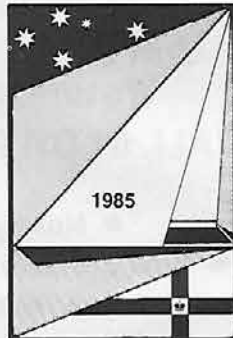
CREW: Skipper D. Smith (5), Navigator T. Halton (8), K. Adam (4), D. Smith (1), K. Smith, I. Prentice, S. Markwell (2), P. Brodie (1), C. Stubbings, G. Fitzgerald (1) Queensland Cruising Yacht Club

**ODIN (?) — 128****LOA 11.8 m; LWL —**

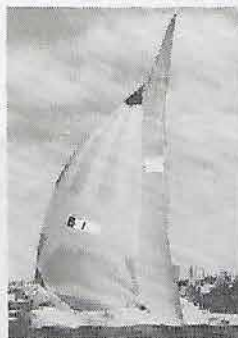
Odin would be one of the oldest boats in this year's Race. Designed and built by the Halvorsens, she is a steel Freya type which had great success in this Race throughout the early sixties. Given her age and design it is not expected that she will do well on handicap; however, if the going gets rough, she should make it to Hobart.

CREW: Skipper C. Parrett (4), Navigator M. Small, R. Petinsky, R. Steel, G. Chappell, S. Beaumont (1), D. Carter (1)

Middle Harbour Yacht Club

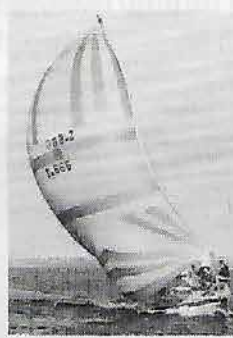
**PACIFIC FLYER (0) — R 16****LOA 12.2 m; LWL —****Beam 3.7 m; Draught 1.2**

No information was available to the author other than that Pacific Flyer is a new fractional rig yacht with a white hull. From this we perceive she is designed to go downwind (not because of the white hull), and with a crew of only limited Hobart experience, she will be hoping for a nor'easter to help her fly over this stretch of the south-west Pacific.

CREW:**ONCE MORE DEAR FRIENDS (4) — B 1****LOA 12.0 m; LWL 10.0 m;****Beam 3.7 m; Draught 2.2**

OMDF is one of Australia's most successful yachts. Purchased from Peter Kurts by the Commodore of the Royal Brighton Yacht Club, Bill Currie, she has continued her winning ways. OMDF has recently won the first two heats of the Victorian Southern Cross Cup trials and so should represent her State. Don't be surprised if this 1980 fractional rigged Dubois design again goes well. An improvement on her 2nd place in 1983 is not out of the question.

CREW: Skipper D. Currie (4), Navigator A. Poulton (2), G. Melody (1), G. Ferguson (4), D. Buckland (1), M. Lefebvre (1), D. Robson, A. Nankervis (2), P. Murphy, Royal Brighton Yacht Club

**PADAM (1) — SM 666****LOA 10.8 m; LWL 8.5 m;****Beam 3.2 m; Draught 1.8**

This Victorian Blackburne design built by Duncanson was designated in the Program last year 'not particularly fast'. They are good sea boats with a good rating. So it proved, she came through with a good result (27th) last year, whilst scores of others didn't. Clear, fresh conditions suit her. She will be well back if it is light.

CREW: Skipper K. Quinert (1), Navigator I. Richards (2), K. McCombie (2), M. Quinert (1), R. Lyons (1), A. Quinert, D. Pearce Sandringham Yacht Club

**OUT OF SIGHT OUT OF MIND (1) — B 3803****LOA 11.3 m; LWL —****Beam 3.7 m; Draught 2.1**

Out of Sight Out of Mind, formerly Leading Edge, was the first Farr 37 built. She is still partly owned by Messrs Epstein and Hume, one blind and the other a psychiatrist, hence the name. Her best results to date are 7th in the 1984 SCOR series in Queensland and 8th in ORCV winter series. Like many yachts, she failed to finish last year's Race when she was only halfway there. Better luck is hoped for her this year.

CREW: Skipper T. Dorning (2), Navigator (1), G. Chisholm (1), R. East, S. Hickford, D. Hume (1), N. Middendorp, M. Scott (1), C. Wellman (1) Royal Brighton Yacht Club

**PALADIN (0) — 4070****LOA 12.2 m; LWL —****Beam 3.7 m; Draught 2.2**

A brand new Farr 40 that has been performing very well in her first races. At time of writing she looks a strong contender for the NSW Southern Cross team. A good crew which should put her amongst the front runners among the various other entrants in this class.

CREW: Skipper C. Franklin (1), Navigator R. Sherwood (7), F. Amber (3), P. Hendricks, P. Messenger (4), S. Kydd, N. Terrey (3), T. McLean (4), A. McLennan (6) Cruising Yacht Club of Australia/M.H.Y.C.

**OUTRAGEOUS (2) — 308****LOA 11.3 m; LWL 9.0 m;****Beam 3.8 m; Draught 2.1**

Outrageous is a Richards design built in 1982. She is facing the starter's gun for the third time. She withdrew last year with damaged rigging and her form in 1983 was not outstanding. Her skipper and crew sail for the fun of it, and they have been known to have outrageous fun before, during and after the Race.

CREW:

Royal Queensland Yacht Squadron

**PANDA (1) — K 1985****LOA 13.1 m; LWL 10.7 m;****Beam 4.1 m; Draught 2.4**

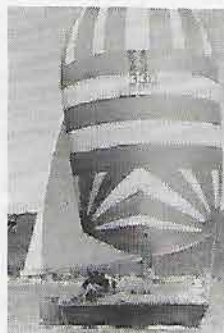
Panda is a member of the British Southern Cross Cup Team. She is a Phillipe Briand designed one tonner developed from the 1984 One Ton Cup Winner Passion 2. Panda was a member of the British Admiral's Cup team, and to her credit she was the overall winner of this year's Fastnet Race. A Fastnet winner has never won a Hobart Race, but this boat has the potential to do so.

CREW:

Royal Thames Yacht Club/Royal Ocean Racing Club



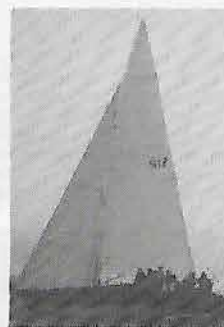
PARMELIA (3) — 2344
LOA 13.9 m; LWL 12.0 m;
Beam 4.0 m; Draught 2.4
 Parmelia was built for the Portsmouth to Perth Race to celebrate WA's 150th Anniversary in 1979/80. Built for this tough event and to older design methods, last year Parmelia showed her strength by finishing in 29th place. Her design is now well dated and her weight a distinct disadvantage in anything less than a blow. A sound, well sailed yacht, it would, nevertheless, be a real surprise if Parmelia figured in the major results.
CREW: Skipper B. Woods, Navigator L. Griffith, S. Firth, W. Bevis, P. Weatherhead, B. Luersey, J. Hawson, C. Evis, S. Winterbottom, J. Griggs, K. Stacey
 Royal Yacht Club of Tasmania



POLICE CAR (5) — 330
LOA 12.8 m; LWL 10.7 m;
Beam 3.9 m; Draught 2.1
 Police Car is one of the first successful designs for designer Ed Dubois. Its successes are far too numerous to list in this short space. Built in 1979, she was part of the winning Australian Admiral's Cup team that year. In last year's Race she was placed 15th overall and 10th in her division. Despite her age she will perform well in this year's Race.
CREW: Skipper M. Purcell (1), Navigator C. Lockley (4), G. Prescott (5), R. Howlett (15), R. Moores (4), J. Gifford (2), I. Beattie (6), N. McCartney (1), D. Brennan (1)
 Royal Yacht Club of Tasmania/D.S.S.



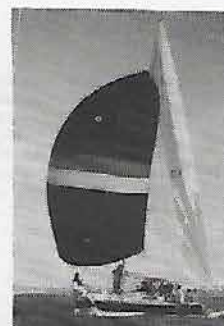
PATRICE III (9) — 360
LOA 14.3 m; LWL 11.0 m;
Beam 4.1 m; Draught 2.3
 A well known S&S aluminium 47" launched in '74, Patrice has a creditable history just missing '75 Admiral's Cup selection — 7th in the Hobart — a Montagu win and a CYCA Blue Water Championship. Last year the Program said she was getting 'long in the tooth'. We didn't mention that she is a fine, strong sea boat and if the conditions are tough she will survive in the race and do well. In last year's debacle she gained 17th out of the 46 finishers and won Division A.
CREW:
 Cruising Yacht Club of Australia



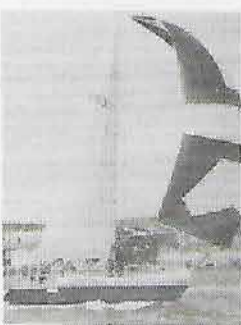
PREDATOR (2) — S 17
LOA 11.4 m; LWL 8.8 m;
Beam 3.8 m; Draught 2.1
 Predator a Kel Steinman design constructed of aluminium and launched in 1983. She proved herself in last year's Hobart — 24th of 46 finishers and 2nd place in Division C, after 5 days 4 hours of battling the weather. The same crew will be driving Predator again this year, and following some good IOR results in Melbourne races in 1984 and 1985, it will be interesting to compare her results with the Farr 37s competing in this year's race.
CREW: Skipper D. Millikan (7), Navigator A. McKenzie (4), P. Inchbold (4), R. Hiam (4), R. Pleydell (2), S. Johnson (1), A. Weber (1), R. Stephens (1)
 Royal Melbourne Yacht Squadron



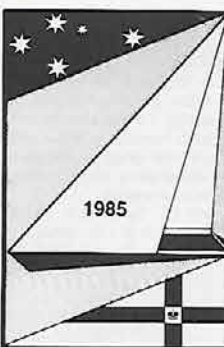
PENDULUM (0) — PD 23
LOA 9.1 m; LWL —
Beam 3.3 m; Draught 1.9
 Pendulum is one of the smallest yachts in the fleet, and by the time she reaches her home port she will have travelled many miles. It is her first Hobart. She competed in the 1984 Melbourne-Devonport Race, finishing in the middle of the fleet. Half tonners have won this event before, but the new breed of one tonners are just getting too fast and are keeping their time on the smaller boats.
CREW: Skipper W.A. Dargan, Navigator T. Dix, G. Wighton, J. Tarrant, T. Ferguson, B. McDermott
 Port Dalrymple Yacht Club



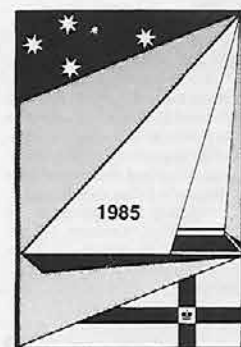
PRIME SUSPECT (1) — G 1
LOA 12.2 m; LWL 10.4 m;
Beam 4.0 m; Draught 2.4
 This Farr 40 has a good race record in Port Phillip and achieved a creditable 4th in last year's heavy-going Sydney-Hobart Race and second in division. She may once again be expected to make a good showing after winning the Queenscliff to Geelong Race earlier this year.
CREW: Skipper R. Abikhair (1), Navigator K. Curtis (1), D. Robertson, G. Wilson (1)
 Royal Geelong Yacht Club



PIPPIN (1) — 533
LOA 11.4 m; LWL 8.9 m;
Beam 3.7 m; Draught 2.1
 Pippin is one of the first Farr 37s and one which is well established having ironed out all the bugs which are associated with a relatively new design. She will have several sisterships in this year's race, and it should be interesting to see how she performs. Owned by Bill Sweetapple, it is obvious how she was named.
CREW: Skipper B. Sweetapple (2), Navigator, D. Tooth, P. Clark (2), P. Edgar (1), J. Martin (2), D. O'Loughlin (1), A. Sweetapple (3), J. Sweetapple (1), J. Wardell (2)
 Cruising Yacht Club of Australia



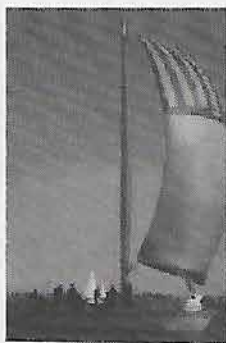
PRIME TIMES (0) — RF 1986
LOA 12.2 m; LWL —
Beam 4.0 m; Draught —
 Prime Times is yet another Farr 40, launched in WA in October '85 only just enough time remains to get Prime Times tuned and to Sydney for the start. The owner, Peter Milner, owned Prime Suspect (another Farr 40) which achieved 4th place overall in last year's Race. Prime Times is in the W.A. Southern Cross team and should perform well under her experienced crew.
CREW: Skipper P. Milner (6), Navigator C. Kelly (7), J. Milner (2), S. Farmer (3), A. Hood (5), R. Lynn (6), T. Page (4), W. Seabrook (4), J. Sharp (2), C. Watson
 Royal Freshwater Bay Yacht Club



POLARIS (10) — M 99
LOA 13.1 m; LWL —
Beam 3.2 m; Draught 2.0
 This Cole 43 from Lake Macquarie is lining up for her 11th start. Cole 43s were a great design in their day, gaining a creditable Hobart record. While obviously outclassed these days, they are still fine, strong boats and quite happy in stiff conditions to windward. This crew is very experienced, and while not destined to do well on handicap, will give any yacht around them a good race.
CREW:
 Lake Macquarie Yacht Club



PUNCH (6) — 2690
LOA 10.0 m; LWL 8.4 m;
Beam 3.0 m; Draught 1.8
 Formerly Harry Holland's Pimpinel, Punch has been to Hobart on many occasions. The reader will remember the press publicity she received last year due to Ros Lewis sailing on board in 'a family way'. It is to the credit of her skipper and crew that she completed last year's race, even though she was the last boat to cross the finishing line and was later officially retired. It is not anticipated that Ros will take the youngster this year.
CREW:
 Sydney Amateur Sailing Club/P.R.Y.C.



QUASIMODO (0) — G 77
LOA 18.2 m; LWL —
Beam 4.5 m; Draught 2.8

A mini maxi which is entered for the Burns Philp South Pacific Maxi Championships. Quasimodo has carried all before her in achieving line honours in and around Port Philip, breaking all race records. She should certainly be placed among the front runners for line honours.

CREW: Skipper G. Graham, Navigator K. Bell, R. Spence, J. Garner, S. Buyel, G. Wolff, P. Reeve, M. Reeve, D. Albutt, G. Newman, S. Mackie, P. Klutky, B. Robertson.
 Royal Geelong Yacht Club



RAUCOUS (0) — 4996
LOA 10.9 m; LWL —

This small Davidson design was launched this year and has not yet had a chance to show much form. Denis Rourke took his previous yacht Chloe to Hobart three times. His crew are experienced and should do well amongst the smaller entries.

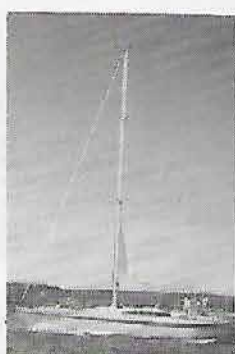
CREW: Skipper D. Rourke (3), Navigator I. Dunbabin (1), C. Lamerock (1), N. Polin, M. Mercer, W. Northey, S. Pool, S. Geirnsing, C. Coulson.
 Cruising Yacht Club of Australia



QUETZAL (2) — 609
LOA 9.5 m; LWL 8.3 m;
Beam 3.1 m; Draught 1.7

Quetzal is Peter Cole Nantucket 31 built of cold moulded cedar, teak and plywood in 1978. In 1978 and 1979 Quetzal was the star half tonner in Sydney and achieved a 12th overall in the 1979 Hobart. She again competed in 1984, only to suffer the same fate as most others. She is a dated ton design but is undoubtedly a very seaworthy yacht. It is very difficult for half tonners to do well in the Hobart, and the crew, lacking experience in this Race, is not expected to better the 1979 placing.

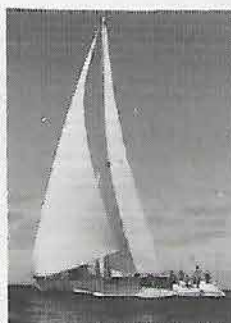
CREW: Skipper/Navigator R.A. Robson (1), J. Goldbaum, K. Goudge, A. Watson (1), A. Downe, R. McAdam.
 Royal Sydney Yacht Squadron



RESTLESS IV (1) — 313
LOA 13.1 m; LWL —
Beam 3.8 m; Draught 2.0

Restless IV is a Cole 43 and built by the 'wool artist' Mike Barrett. Last year she competed in her first Hobart, sailed by her present owner, ex AYF President, David Holloway. She did not finish. Her best results to date have been in the cruising division of her club. She is not expected to do well against the hot shots in this year's race.

CREW: Skipper B. Dickson (1), Navigator G. Beaton (5), G. Britt, D. Thompson, K. Riley (2), I. Bowden, P. Britt, G. Price, M. Kirkby.
 Royal Sydney Yacht Squadron/B.B.Y.C.



RAGAMUFFIN (2) — 70
LOA 24.1 m; LWL —
Beam 5.5 m; Draught 3.7

Put together by John Kahlbetzer in 1979 and sailed as Bumblebee IV, Ragamuffin is a Frers design. She has sailed most of her life in overseas waters, taking on the cream of the maxis and doing quite well. Now owned by Syd Fischer, it is anticipated that she will take experienced crew to Hobart. Fischer has several times been a bridesmaid in this Race and will be hoping to take line honours this year. It will be interesting to see how she performs against her old duelling partner, Windward Passage.

CREW:
 Royal Sydney Yacht Squadron



REVELATION (2) — SM 178
LOA 12.0 m; LWL 10.1 m;
Beam 3.8 m; Draught 2.2

Owner Bruce Moore has four Sydney-Hobarts under his belt, including a creditable 10th with this yacht in last year's big blow. Revelation is a masthead Dubois which represented Victoria in the 1983 Southern Cross Cup and is capable of a good showing again this year's Race.

CREW: Skipper B. Moore (4), Navigator A. Dick (4), G. Wolf (4), T. Tanner (3), P. Walsh (2), A. Floyd (3), R. Simpson, A. Perkins (1).
 Sandringham Yacht Club



RAMPANT II (1) — 3507
LOA 21.3 m; LWL —
Beam 4.5 m; Draught 3.5

Rampant II last visited in 1982 when she finished 5th over the line in a very exciting and competitive maxi fleet. She returns this year for another attempt at line honours. Her crew has been boosted by the inclusion of some very experienced local talent, ex-Vengeance men, Kellett and Cable. Designed by South African A. Lavranos, she is a downwind speedster.

CREW: Skipper A. Tucker (1), Navigator R. Nothard (1), A. Lanham-Love, H. Amols, B. Burton-Barbour (1), G. Brown, B. Tucker, J. Tucker, J. Mayo, T. Cable (20), D. Kellett (13).



REVERIE II (2) — R 15
LOA 10.5 m; LWL 8.4 m;
Beam 3.4 m; Draught 1.8

Reverie II is a Holman & Pye UFO 34 design which was popular in the 70's, particularly in English waters. A sound cruiser-racer, she would be competitive against the S&S 34s but is too heavy to be amongst the leaders. Her skipper and crew have entered for the fun and experience of 'doing the Hobart' and will be glad to be part of the scene in Constitution Dock.

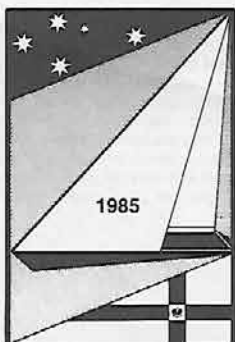
CREW: Skipper G. Scott, Navigator R. Cohen, W. Rowell (4), J. Cox, J. Brown, R. Armstrong.
 Royal Perth Yacht Club



RANGATIRA (0) — B 166
LOA 13.1 m; LWL —
Beam 3.6 m; Draught 1.9

Rangatira is one of the well known Cole 43s built by East Coast Yachts. Although outdated by today's IOR yardstick, they're certainly the sort of yacht to sail on if you want to enjoy the Hobart. Owner Bob Mercer has been racing in Hobarts as far back as 1956 and has some good results to his credit.

CREW: Skipper B. Mercer (5), Navigator P. Lambert (2), B. Beavis (8), R. McCoughly, T. Pearsons, K. Ilingo, P. Varciliss, L. Quinton.
 R.B.Y.C.



ROLLER COASTER (2) — A 19
LOA 10.8 m; LWL 8.7 m;
Beam 3.5 m; Draught 2.0

Roller Coaster is a GRP S&S 36 footer launched in October, 1983. She completed last year's Race to obtain 26th overall and 3rd in Division C. This follows her 18th the previous year. Sailed by well known Hobart yachtsman John Fuglsang and an experienced crew, Roller Coaster will be pushed hard to prove she should have been in the Tasmanian Southern Cross Cup Team.

CREW: Skipper J.T. Fuglsang (4), Navigator N. Burridge (2), S. Cooper (3), J. Kennedy (1), M. McMullen (1), H. Vanenberg (4), M. Ball (2), D. Smith (2).
 Royal Yacht Club of Tasmania



RUTHLESS (2) —
LOA — m; LWL — m;

One of the original Farr 43-foot (two ton) raters, Ruthless has been restored and equipped with new sails. After this Race she will be used as a training platform for the Bicentennial Round Australia Race. With an experienced crew she may be expected to sail well but carries a heavy rating penalty.

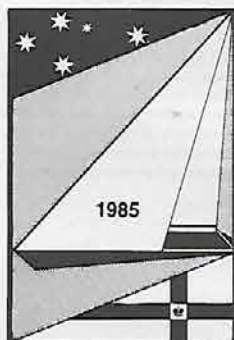
CREW: Skipper J. Murrant (3), H. Dredge (5), G. Dodds (5), G. de Pertuis (3), D. Bizant (2), R. Norton, S. Livermore, R. Couch, D. Graham.
Cruising Yacht Club of Australia



SAGITTARIUS (4) — 1792
LOA 10.9 m; LWL 9.1 m;
Beam 3.7 m; Draught 2.0

Formerly, Diamond Cutter, Sagittarius is making her fifth trip to Hobart under her new owner David Rowe. When first launched she was a successful boat. With her age allowance she will remain competitive against the new boats, however, being a Southern Cross year she may find the opposition a bit tough.

CREW: Skipper D. Rowe, Navigator N. Guy (2), P. Karlovic, K. Gilbert, S. Ghent (1), B. Wood, C. White.
Cruising Yacht Club of Australia



SAGACIOUS (2) — TYC 3575
LOA 13.1 m; LWL —
Beam 3.8 m; Draught 2.0

This Nantucket 43 from Launceston has had two previous starts, in 1980 (31st) and under the present owner, 1982 (84th). Nantuckets are a cruiser-racer type that really enjoy stiff reaching. This crew have had a lot of experience racing across the Strait so should be at home if the breeze comes in again this year.

CREW:
Tamar Yacht Club



SALTPETA (3) — 2855
LOA 9.1 m; LWL —
Beam 3.0 m; Draught 1.6

If you're doing the Hobart in a half tonner you'd be happy aboard a Currawong 30. These chunky Peter Joubert designed boats have an excellent record that includes Zeus II's win in 1981. Saltpetra herself finished 8th that year and she has also notched up a 3rd and 7th in the Montagu Island Race. Owner Peter Hinton has a lot of ocean racing experience and he'll be hanging in there tenaciously again this year.

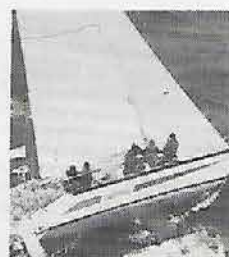
CREW:
S.A.S.C.



SAGACIOUS (1) — 4117
LOA 12.2 m; LWL 10.1 m;
Beam 4.1 m; Draught 2.3

Built for the Admiral's Cup selections one year ago, she weathered the big blow last year to achieve 6th position. She was unlucky to be placed 4th in the Admiral's Cup trials. Sagacious must rate as one of the favourites this year with a crew containing names like Steve Kulmar and Ron Jacobs and having all the latest modifications. She sailed last year as Huon Spirit.

CREW: Skipper G. Appleby (3), Navigator P. Morgan (7), R. Jacobs (5), S. Kulmar (6), L. Minehan (5), J. Vale (7), B. Stephens (4), R. Johnston (1), I. Dodds (8).
Cruising Yacht Club of Australia

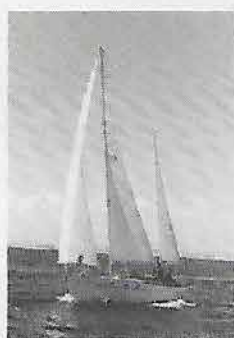


SCALLYWAG (6) — 3444
LOA 11.4 m; LWL 9.8 m;
Beam 3.8 m; Draught 2.2

Scallywag is the former Vanguard and before that, as a Smir-Noff-Agen, was a member of the NZ 1977 Southern Cross Cup team. Under all names, this yacht has had an illustrious career and again proved her ability in finishing 39th the 1984 Hobart Race. This year Scallywag has been chartered, but much of last year's crew remain on board to sail her. Another good result, without being the winner as in 1982, can be expected.

CREW: Skipper W. Read (4), Navigator J. Bourke (4), G. Meyer (6), D. Cole Cook (3), J. Ashmore, W. Smith (1).

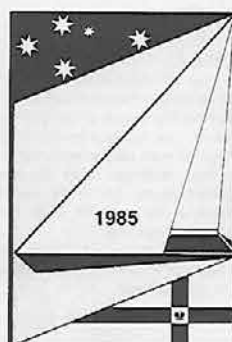
Royal Yacht Club of Tasmania



SAGAR RANI (1) — F 369
LOA 16.0 m; LWL 13.7 m;
Beam 4.4 m; Draught 2.1

Hailing from W.A., Sagar Rani, it was stated last year, is an unusually built yacht of marine plywood, GRP topsides, steel and ferro frames, ferro deck and beams. She has done extensive cruising and was entered (but did not compete in) last year's Race. Sagar Rani will be one of the few ketch rigged boats in this year's Race, and for betting men, this alone reduces her chances of a high placing.

CREW:
Freemantle Sailing Club



SCALLYWAG II (2) — 4136
LOA 12.2 m; LWL 11.0 m;
Beam 4.0 m; Draught 2.2

Not to be confused with Ray Johnston's previously successful Scallywag which had the distinction of winning the Hobart and Mooloolaba races in one year, Scallywag II is a Farr 40 which will have many sisterships in this year's Race. Finishing last year's race of attrition, she was placed 9th in her division. She has performed consistently well in northern waters and may well put out a surprise in this year's Race.

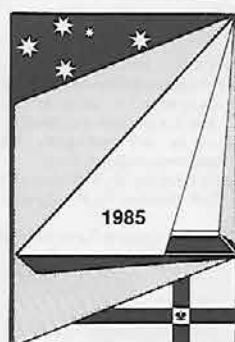
CREW:
Cruising Yacht Club of Australia



SAGITTA (1) — TYC 601
LOA 10.2 m; LWL —
Beam 3.1 m; Draught 1.8

An S&S '34 Sagitta competed in her first and only Race in 1979 when she finished 52nd overall. According to her owner her best results to date have been 2nd IOR 1980 Westcoaster and 4th in this year's Petersville Regatta in Victoria. With her age allowance she may be in the top half of her division.

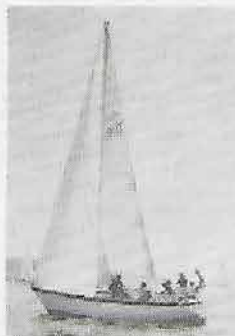
CREW:
Tamar Yacht Club



SCAMPI A (0) — 1210
LOA 8.9 m; LWL —
Beam 3.0 m; Draught 1.7

Scampi A is a Peter Norlin designed half tonner which seems ageless. Launched in 1974 she still surprises many of the new and current high-tech yachts. Her racing has been confined to Queensland waters and has won many trophies there, including a first and second in the Brisbane Gladstone Races of '84 and '85 and a second in the 1984 Mooloolaba Race. If a half tonner was to win this year's Hobart it could just be Scampi A.

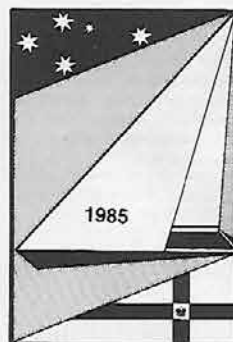
CREW:
Royal Queensland Yacht Squadron/Queensland Cruising Yacht Club

**SHENANDOAH III (1) — 1910****LOA 10.4 m; LWL —****Beam 3.4 m; Draught 1.8**

Being a relatively new yacht for owner Julius Charody, Shenandoah III has had some success sailing out of the CYCA in Division 3. She is a Peter Cole design built by Comprador Yachts and is slightly larger than Julius' previous yacht, which won several races including a Montagu Island Race. Don't be surprised if this yacht sneaks in before some of the larger boats.

CREW: Skipper J. Charody (8), Navigator R. Cortis (6), M. Heenan (4), A. Heenan (4), M. Cummins (2), D. Aubrey (1), M. Quigley.

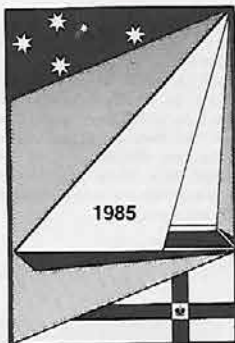
Cruising Yacht Club of Australia

**SKEDDADLE (0) — 374****LOA 11.0 m; LWL —****Beam 3.6 m; Draught 2.0**

Hailing from sunny Queensland, Skeddadle is a Farr 1104 and one of the many in this year's race. Her best result was 18th on IOR in this year's Brisbane-Gladstone race. This year she will be making her first trip to Hobart. In order to do well she will have to lift up her skirts and you know what.

CREW:

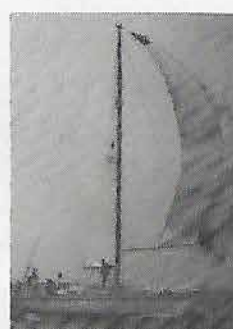
Royal Queensland Yacht Squadron

**SHORTWAVE (0) — 4139****LOA — LWL —**

Shortwave is a S&S Defiance class yacht which has raced regularly with the JOG division with John Messenger as skipper. She has competed in two-handed racing with considerable success. This first long ocean event should not prove too taxing for this production yacht, many of which have competed with moderate success in the past.

CREW: Skipper J. Messenger, Navigator D. Fountain, R. Menner.

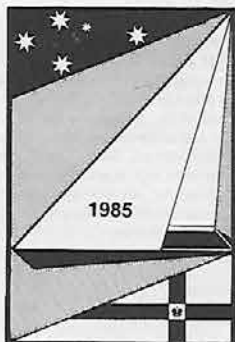
Cruising Yacht Club of Australia.

**SODISAL (1) — A 103****LOA 12.0 m; LWL 9.7 m;****Beam 3.9 m; Draught 2.0**

Sodisal is a Gary Mull designed cruiser-racer. She entered last year's Race and she was not expected to perform well. Against all predictions she was a finisher and was positioned a creditable 24th overall. This year it may not blow as hard and she should not perform so well, but she may go against prediction once more.

CREW:

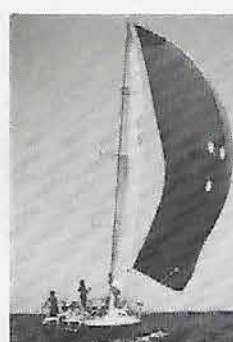
S.A.S.C.

**SIDEWINDER (0) — KH 1333****LOA 15.4 m; LWL —****Beam 4.5 m; Draught 2.7**

Sidewinder is a new Ed Dubois design for Hong Kong businessman David Rumble. She was built in New Zealand of cold moulded Kauri timber, and she will be fitted with the latest gear and electronics. She is a member of the Hong Kong Southern Cross team and her performance in this, her debut race, will be watched with interest. She has been designed for medium to moderate weather, and skipper and crew will be hoping for ideal conditions.

CREW:

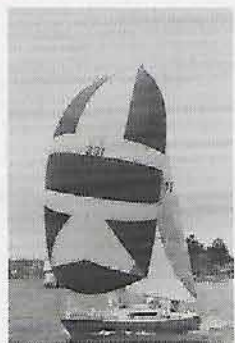
Hebe Haven, Hong Kong

**SOUTHERN CROSS (1) — 208****LOA 11.4 m; LWL —****Beam 3.7 m; Draught 3.1**

Southern Cross is an attractive blue-hulled Farr 37 with a crew that has done a lot of sea miles. The 'private' competition amongst yachts of this class will give their crews an extra incentive in this Race. In last year's event they had to withdraw, as the sky started to show through her stern and she began to take on more water than is necessary under the regulations.

CREW: Skipper B. Gilbert (2), Navigator J. Kelly (1), T. Gehak (1), B. Fox (1), D. Adams (1), R. Corrie (1), G. Collins, M. Polkinghorne (13).

Cruising Yacht Club of Australia

**SILVER MINX (0) — 331****LOA 11.4 m; LWL —****Beam 3.7 m; Draught 2.1**

Silver Minx is a Bruce Farr 37 constructed of Kevlar composite and fully set up with an excellent sail inventory. She has proved herself the fastest of the Sydney based Farr 37s and would look forward to obtaining the best result of perhaps 10 such yachts expected to compete in this year's Race. In longer races she has also recorded some good results, but in the tough conditions around Tasmania, the 'need to know the way' may prevent a high result this year.

CREW: Skipper G. Player (1), Navigator D. Doyle (1), G. Rouvray (18), A. McWilliam, R. Hood (3), S. Runow, S. Allsop, B. Dickson, J. Micklewright.

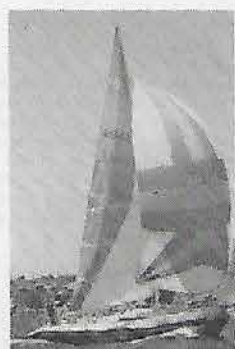
Cruising Yacht Club of Australia

**SPIDER (3) — 2470****LOA 10.5 m; LWL 8.5 m;****Beam 3.4 m; Draught 1.8**

Spider is a Holman & Pye designed UFO 34 which was very popular in England in the mid 70s. She has performed reasonably well in club races but she is out-classed in IOR events by the latest fleet of flyers. Her crew is keen and should give an honest performance.

CREW:

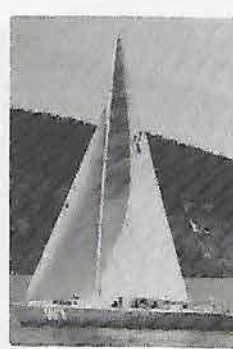
Cruising Yacht Club of Australia

**SINGAPORE GIRL (0) — 4048****LOA 10.2 m; LWL —****Beam 3.5 m; Draught 1.9**

This crew list does not include any hostesses. They are real ocean racers who would shun hot towels, in-flight movies and free drinks. She is a small, new lightweight Davidson design that will be very well sailed. She should come in with a reasonably happy landing.

CREW: Skipper/Navigator J. Kersey (2), P. Steigrad, R. Greenlaw, S. Peacock (6), P. Cowman (1), P. McIntosh, P. Drury.

Royal Sydney Yacht Squadron/Cruising Yacht Club of Australia

**SPIRIT OF QUEENSLAND (6) — W 1****LOA 20.2 m; LWL 19.5 m;****Beam 4.4 m; Draught 2.9**

Recently purchased by Victorian Sandy Kelso, Spirit of Queensland is a well known maxi yacht fronting for her seventh consecutive Hobart. Formerly named Helsal II, and Our Town Newcastle, the Joe Adams designed pocket-maxi has taken line honours in the Montagu Island Sydney-Mooloolaba and Sydney-Vanuatu Races. She has just returned from the Transpac Race, and her crew will be hoping for a downwind blow in the Hobart.

CREW: Skipper C.J. Dorrough (4), Navigator D. Currie (4), S. Kelso (6), C. Bloomfield (5), T. Kyle (2), K. Yates (6), J. Merrington (4), N. Bourke (10), W. Knudson (4), A. Parker (4), R. Chapman (3), T. Arends (2), C.N. Dorrough.

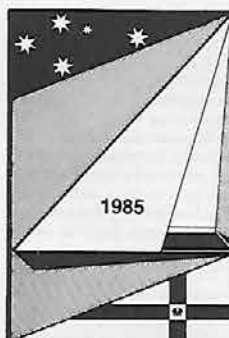
Whitsunday Sailing Club

**STARLIGHT EXPRESS (0) — KZ 6006**

**LOA 16.7 m; LWL —
Beam 4.1 m; Draught 2.7**

This big Kiwi boat looks a very interesting entry. She's a 55 ft fractional rig Davidson design, built in Kevlar and fibreglass, and launched in November. Her highly experienced crew have most of the world's major offshore races and series under their belts. She carries high IOR rating and is obviously a real downwind flier. If it blows this year she'll be in Hobart early.

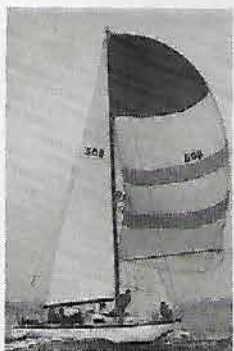
CREW: Skipper I. Treleaven, Navigator P. Costello (1), C. Reynolds, W. Jolly, M. Mason (1), G. Jackch, W. Stiggelbout, R. Hawley, P. Salthouse, M. Ryan, K. Beashel.
Royal New Zealand Yacht Squadron

**SUPERTRAMP (0) — 1080**

**LOA 12.5 m; LWL —
Beam 3.5 m; Draught 2.1**

Supertramp is one of the many yachts that enter this Race 'just for the fun of it'. They know that there is no chance of winning but enter for the experience and to one day tell their grandchildren that they have 'done a Hobart'. She is a 1977 Spencer design which has competed mainly in local Bass Strait Races, without setting the world on fire.

CREW: Skipper M. Wilson (1), Navigator R. Sellens (5), G. Coad (5), A. Coad, D. Lord, P. Wilson, H. Posch (1), P. Pepper, T. Denholm, A. Ashlin (10)
Royal Yacht Club of Tasmania/D.S.S./H.Y.C.

**STORMY PETREL (1) — 508**

**LOA 10.9 m; LWL —
Beam 3.1 m; Draught 1.8**

Stormy Petrel has not raced in a Hobart since 1971. Now owned by former Big Schott owner and ex Commodore of CYCA Tony Pearson, Stormy Petrel has just had a refit and looks by all accounts terrific. Her best result since launching was the winner of the 1972 world One Ton Cup in Auckland. Pearson has an excellent racing record and no doubt will take a young and capable crew to Hobart this year.

CREW: Skipper A. Pearson (11), Navigator J. Maclurcan (7), C. Maclurcan (1), D. MacDonald (9), S. Glascock, G. Close.
Cruising Yacht Club Australia

**SWITCHBLADE (0) — KZ 401**

**LOA 13.0 m; LWL —
Beam 4.2 m; Draught 2.4**

Switchblade is a brand new Farr 43 developed from Drake's Prayer and Snake Oil. Owner Tom McCall previously had the champion one tonner Exador, which was a member of the 1983 NZ Southern Cross team. He had retained most of the crew from his previous yacht and the experience is there to make this yacht one of the favourites for this year's event.

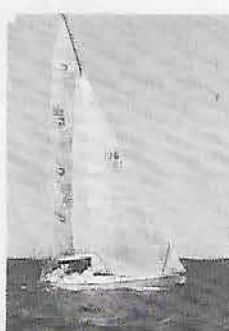
CREW: Skipper R. Haslar (7), M. Mulcahy (1), T. McCall (1), R. Guiniven, I. Hendren, R. Salthouse (1), C. Robertson (4), P. Jackson, S. Daubney (1), S. McIntosh (1), R. McAllister (1)
Ponsonby Cruising Club

**STORMY PETREL II (0) — 880**

**LOA 11.4 m; LWL —
Beam — m; Draught —**

One of several Farr 37s competing this year, Stormy Petrel II was launched only in May 1985. Little is known of her potential, however, she has done well in some minor local racing, with a first in C.Y.C.A. Division 2 winter pointscore and also a first in the Farr 37 Association winter series. She can expect a lot more serious competition outside the confines of Sydney Heads.

CREW: G.L. Day, Navigator D. Cudmore (4), B. Harrison (2), M. Richards (1), J.M. Day, G. Hall, C. Curtjergens, A. Parkes.
Cruising Yacht Club of Australia

**SWUZZLEBUBBLE (0) — KZ 4466**

**LOA 12.0 m; LWL —
Beam 4.0 m; Draught 2.3**

A new Farr 40 carrying a famous name for well known Kiwi campaigner Ian Gibbs, Swuzzlebubble narrowly missed selection for the New Zealand Admiral's Cup team but this year is a member of their 'A' team for the Southern Cross series. She may be seriously considered as a potential winner of the Sydney-Hobart.

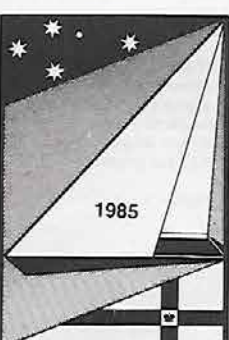
CREW: Skipper I. Gibbs (3), Navigator H. Pederson, S. Trevurza (3)
Royal New Zealand Yacht Squadron

**STRUTH (0) — 69**

**LOA 12.8 m; LWL —
Beam 3.9 m; Draught 2.1**

A John Green design for colourful Queenslander Bill Webb, Struth was launched for the Admiral's Cup trials but was a little late in preparation. Chartered by Simon Green for the Hamilton Island series, she was outright winner, and for this year's Hobart she will have 'Robbo' Robertson's crack crew from Mooloolaba Yacht Club. A good performance is expected.

CREW: Skipper W. Webb, Navigator R. Robertson, R. Cannon.
Queensland Cruising Yacht Club

**THE GAMBLER (1) — 135**

**LOA 12.3 m; LWL 9.8 m;
Beam 4.1 m; Draught 2.3**

The Gambler is one of many Farr 40's in this year's Race. She retired last year after doing something that yachts are not supposed to do, and that is a 360° roll. It is hoped that this year she will confine her flying to upright manoeuvres. Perhaps the experience gained last year will be of value, and it is expected that she will be amongst the front runners in the 'Farr 40' division.

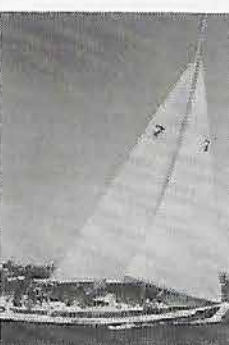
CREW:
Royal Queensland Yacht Squadron/Q.C.Y.C.

**STYX (1) — M 888**

**LOA 12.2 m; LWL —
Beam 2.8 m; Draught 2.3**

Styx is a Warwick Hood 40-Footer designed with no consideration for IOR rule. Accommodation aboard is for Pygmies only. Downwind, Styx is a flyer, and with a crew similar to that of when she completed in 1982 should again prove her speed if conditions are favourable. A blow like 1984 could well see Styx first back to Sydney. As a good handicap result is impossible due to rating, Joe Abrahams will be pushing hard for a high line honours result.

CREW: Skipper J. Abraham (1), Navigator R. Brenac (14), N. Hoey (2), J. Hayward (1), G. Sharrock, S. Towner.
L.M.Y.C., Cruising Yacht Club of Australia, R.M.Y.C.

**THE OFFICE (1) — 7**

**LOA 20.1 m; LWL 18.3 m;
Beam 4.6 m; Draught 1.8**

The Office, a pocket-maxi is an Adams design built by John McConaghy in 1984. Owned by Arthur Bloore, she pulled out soon after the start of last year's Race with a torn mainsail. The next day she competed in the Sydney-Coffs Harbour Race where she finished with line honours and a race record. In northern waters she has had many line honours, including the 1985 Hamilton Is.—Cairns Race. She will take a very experienced crew to Hobart this year.

CREW:
Royal Queensland Yacht Squadron/Q.C.Y.C.

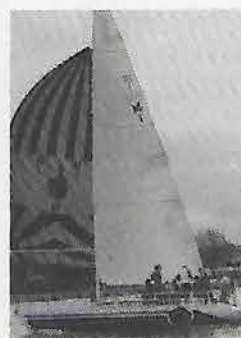
**THE ROPERUNNER (4) — S 4499**

**LOA 12.2 m; LWL —
Beam 3.9 m; Draught 2.2**

Roperunner is a Farr fractional two toner built of Kevlar in NZ in 1980. She missed selection in the NZ Admiral's Cup Team of '81 but represented the country in the Southern Cross Cup. The Roperunner has been a consistent performer in both Hobart Races and club races. Prior to last year's Hobart, which Roperunner finished, she was best known as a light-weather yacht. Under owner Peter Robinson, who has had 18 months to learn her quirks, she is an older boat which could do well in any conditions — don't be surprised.

CREW:

Royal Melbourne Yacht Squadron

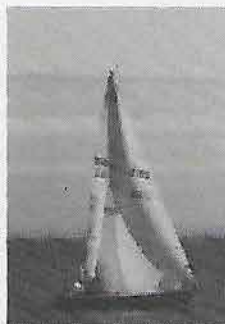
**THUMBS UP (0) — M 1**

**LOA 11.8 m; LWL —
Beam 3.9 m; Draught 2.2**

Newly launched, nothing much can be written about this yacht except that it is an Adams design owned by Tony Rowland and launched in Tasmania. Her crew, mostly Tasmanians, have had experience of the Strait, and once across, it will be all systems go for home and the apres race celebrations.

CREW: Skipper T. Rowland (1), Navigator P. Higgins (1), C. Johnson (1), G. Clyaton (1), M. Grainger (8), C. Fox (2), M. Perkins (1), D. Behrens (1), D. Leech (6), A. Olding (2).

Mersey Yacht Club

**THE STING (2) — B 185**

**LOA 11.1 m; LWL —
Beam 3.6 m; Draught 2.0**

The Sting is a Kaufman one tonner launched in 1976 and raced by Chris Bouzaid in the 1977 National One Ton Championships, where she finished second. She has never figured highly in Sydney-Hobart Races (55th in 1979, 67th in 1982), and we think that another change of ownership isn't going to mean major improvement. Nothing is known of her current form, but her near sister, 'Priority', has a good past.

CREW: Skipper G. Scherwinski (4), Navigator F. Montgomery (3), P. Brown, R. Martin, J. Sproule (2), G. J. Scherwinski, R. J. Scherwinski.

Royal Brighton Yacht Club

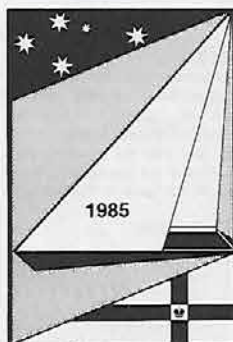
**THUNDERBIRD (0) — 5655**

**LOA 13.1 m; LWL —
Beam 3.9 m; Draught 2.4**

Thunderbird is a Farr sistership to Tom McCall's Switchblade and equally (at the time of writing) a contender for the NZ Southern Cross Cup Team. She was launched only in October, a development of Drake's Prayer and the American yacht, Snake Oil. These two yachts have proved that it is very hard to get away from the current crop of hot One Tonners, but all reports indicate she is a fast yacht.

CREW:

Royal Akarana Yacht Club

**THE SWAGMAN (1) — 3929**

**LOA 9.2 m; LWL —
Beam 3.2 m; Draught 1.8**

The Swagman is a product of local designer John King. She was built by Jarkan Yachts of Nowra and was launched in time for last year's Race. She had the misfortune of being dismasted in that event, and it is hoped she will be better prepared this year. In her only long distance event finished this year she obtained a 22nd (the Mooloolaba Race).

CREW:

Middle Harbour Yacht Club

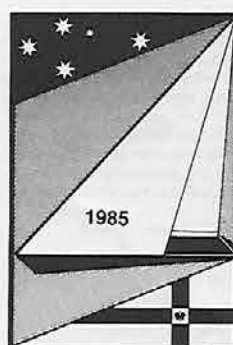
**THYLACINE (4) — A 30**

**LOA 10.4 m; LWL 9.0 m;
Beam 3.0 m; Draught 1.8**

Thylacine entered last year's Hobart but was unable to compete due to engine trouble immediately before the start. 1985 will be Thylacine's fifth Hobart, and owner John Burton has given her a new suit of sails and is hoping for moderate headwinds in an attempt to gain a division placing. The boat has had the same crew for past few seasons and should perform well in division. An outright win for such a small boat would be difficult.

CREW:

Bellerive Yacht Club

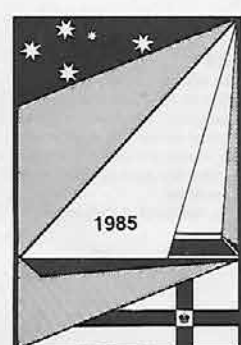
**THE SYNDICATE (0) — KZ 5958**

**LOA 12.1 m; LWL —
Beam 3.9 m; Draught 2.2**

Here's another newly launched Kiwi yacht joining the formidable invasion from across the Tasman. Her owners are syndicate from the Banks Peninsula Cruising Club. She's another Farr 40 with an experienced crew, and that alone augurs well for her prospects.

CREW:

Banks Peninsula Cruising Club

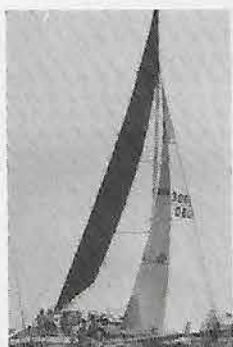
**TITANIC (0) — KB 373253**

**LOA 12.1 m; LWL —
Beam 3.5 m; Draught 1.6**

Not to be confused with the famous predecessor, Titanic bears no resemblance to the one recently found on the bottom in the North Atlantic. Her Skipper Tony Grimes has had a lot of experience as, indeed, do the nucleus of her crew. Ketches have not fared well in recent times in Hobart results, and it is hoped that the shipping of Titanic from the UK proves worth the effort for owner, Boyd Munro.

CREW:

Royal Hamilton A.D.C.

**THIRLMERE (3) — 3060**

**LOA 11.2 m; LWL 9.8 m;
Beam 3.7 m; Draught 2.1**

Thirlmere is a Peterson one tonner of the old rule. Previously named Deception, she first entered the Hobart in 1978. She has been owned by Simon Green for some time now, and she is sailed with enthusiasm. It is known in racing circles that the Sow and Pigs Reef in Sydney Harbour is now called 'Thirlmere Reef' after her encounter in this year's Mooloolaba Race. Skipper Simon Green will keep well clear of it this Boxing Day.

CREW: Skipper S. C. Green (3), Navigator R. Hickman (5), G. Bergmann (4), S. Green, N. Green, G. McKellar (5), K. Haughey (1), J. Dibble (4), J. Gittoes (4).

Middle Harbour Yacht Club

**TOO FARR OUT (1) — 1042**

**LOA 11.1 m; LWL 8.7 m;
Beam 3.7 m; Draught 1.9**

A Farr 1104 launched in 1977, Too Farr Out won't be going to Hobart for the memories. She wisely retired from last year's (her first) stormy Hobart Race. This type of yacht is nowadays outclassed by Farr more recent innovations. She has, however, improved with age, and last year got a couple of firsts in CYCA Short Ocean Pointscore races.

CREW: Skipper T. McEwan (3), Navigator K. McCarthy, P. Smith (3), G. Cox (1), K. Horne (1), N. Duncan (1), R. Lawson (1), A. Blewitt (4).

Cruising Yacht Club of Australia

**TOO IMPETUOUS (2) — KA 3663**

**LOA 13.1 m; LWL 10.4 m;
Beam 3.8 m; Draught 2.3**

Owner Graeme Lambert helped Australia win the 1979 Admiral's Cup with Impetuous and has had plenty of success with this yacht, but he has had to retire from the last two Hobarts. This year he's chartered the boat to Peter Jolly from Hong Kong and will sail aboard as part of the crew. She's a consistent all-round performer and certainly one of the boats to watch.

CREW: P. Jolly (5), D. Tracey (5), G. Lambert (7), C. Hannan (8), M. Burke, A. Moncrieff (10), J. Mitchell, (1), I. Dublin (1), J. Stirling, A. Williams

Royal Hong Kong Yacht Club

**VANESSA III (0) — 1510**

**LOA 10.9 m; LWL 9.6 m;
Beam 3.5 m; Draught 2.0**

Vanessa III, prior to 1982, was known as Ruthless. Built of timber in 1975, this yacht has competed in all Sydney-Hobart Races since the notorious 1977 Race and only failed to complete one (1984). Best results were obtained early in her career, which suggests she will be hard pressed to outsail newer yachts. Nevertheless Vanessa III's experienced and determined crew will ensure that the yacht reaches Hobart and performs to the best of her ability.

CREW:

Cruising Yacht Club of Australia

**TRIAD (1) — SM 800**

**LOA 13.7 m; LWL 12.8 m;
Beam 4.3 m; Draught 2.7**

Triad completed and finished in last year's Race where she was placed 6th in Division A. For those Victorians reading this, she may be recognised under her previous name Rafferty's Rules. Not much is known about her previous form except that she took line honours in the 1983 Melbourne-Devonport Race.

CREW: Skipper P. Coombs (1), Navigator J. Graham (11), T. Salmons (1), B. Searle (1), L. O'Connor, I. Newman, S. Farnbach (1), P. Wilson, C. French (1)

Sandringham Yacht Club

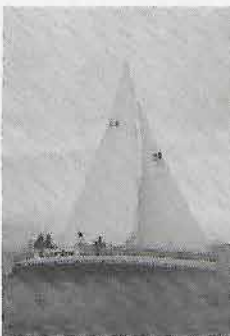
**VENDETTA (0) — 1979**

**LOA 13.4 m; LWL —
Beam 3.8 m; Draught 2.0**

It would appear from the application form that this yacht has been around since at least 1976, that she has had some good results in the Tauranga-Vila Race ('76 & '78) and that, she is one of the few boats in this year's Race built of Kauri, otherwise we can add little.

CREW:

Royal Port Nicholson Y.C., N.Z.

**TURBO (4) — S 8**

**LOA 11.9 m; LWL —
Beam 2.9 m; Draught 2.0**

Turbo will be easily picked by her white with red, yellow and black stripes. Formerly known as Newcastle Flyer and Thumbs Up the Flyer, she is sailed in Victorian waters by her present owner, Les Clough. She is another Joe Adams design and is competing in her 5th Hobart this year. If it's a rough race, we hope the crew do not become 'agitated'.

CREW: Skipper L. Clough, Navigator I. Thompson, A. Ayres, C. Dawson, A. Robinson, G. Robinson, P. Chapman, J. Benwell, L. Backway

Royal Melbourne Yacht Squadron

**WAR GAMES (0) —**

**LOA 12.1 m; LWL —
Beam 3.7 m; Draught 2.1**

War Games is a Van de Stadt designed minimum rater and a member of the South Australia Southern Cross Cup team. She was rated for IOR only in October of this year, and to her credit she finished second over the line and third on handicap in the local 200 nm Haystack Island Race. Not much information is available to the writer, but to be selected in the team she must have some potential for the coming conflict.

CREW: Skipper D. Urry, Navigator A. Sutherland, M. Soulsby (1), R. Wybrow, G. Tucker, B. Williams, S. Bath, R. Verago, R. Fidock, D. Donovan

Cruising Yacht Club South Australia

**TURKEY SHOOT (2) — B 1147**

**LOA 12.1 m; LWL —
Beam 3.8 m; Draught 2.2**

Turkey Shoot is the renamed Mululu which competed in the 1982 and 1983 Hobart Races. A Ron Holland one-off design built in 1982 of GRP on an aluminium space frame, Turkey Shoot has always shown potential but not produced the results. We wish the owners all the best, but the old saying 'A Turkey today but a feather duster tomorrow' could indicate the yacht's potential to win.

CREW: Skipper B. Bowden (3), Navigator R. Haddington, S. McDonald, H. Halliburton (10), R. Sheppard (5), S. Holding, D. S. McDonald, D. McDonald (1), M. Armstrong, D. Jeffreys

Royal Brighton Yacht Club

**WATERFRONTIER (1) — SA 250**

**LOA 12.2 m; LWL —
Beam 3.8 m; Draught 2.2**

Waterfrontier is a fast-looking, fractional-rigged 40ft Van de Stadt design from South Australia. She has built up an impressive racing record in her home waters over the last two seasons but was one of the many retirements from last year's Hobart. She's certainly one of her State's strongest prospects.

CREW: M. Minuzzo (1), R. Harrison (2), J. Gleeson (3), P. Minuzzo, D. Quirke (1), T. Dale (1), P. Eiszelle (1), D. Pasquier, D. Black (1), T. Dunn

Cruising Yacht Club of South Australia

**UPTOWN GIRL (8) — 4182**

**LOA 12.5 m; LWL 10.9 m;
Beam 3.9 m; Draught 2.5**

Previously sailing as Sunburst and Satin Sheets, Uptown Girl is going to Hobart for her 9th time this year. This is her second trip under owner Rod Winton. Launched in 1977 for the Admiral's Cup trials, she had good results sailing under previous owner, Andrew Strachan. In this year's Montagu Island Race, she was placed 3rd in her division.

CREW:

Royal Sydney Yacht Squadron

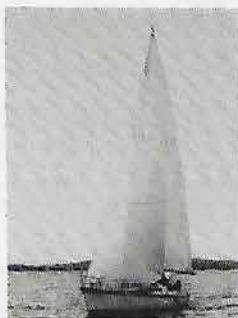
**WILD OATS (0) — 4243**

**LOA 13.1 m; LWL —
Beam 4.2 m; Draught 2.4**

A newly launched Farr 43 sistership to our Admiral's Cup representative Drake's Prayer, Wild Oats will obviously still be sewing hers and will have an intense, interesting tussle with Drake's Prayer. She, too, has an experienced and capable crew. Owner 'Wild Bob' Oatley has previously owned a string of yachts named Wy-Ar-Gine in which he has campaigned aggressively.

CREW: Skipper R. Oatley (4)

C.Y.C.A., R.S.Y.S., R.P.A.Y.C.

**WILLY (0) — 322**

**LOA 11.6 m; LWL —
Beam 3.7 m; Draught 1.9**

Willy is a brand new yacht, built this year in Adelaide and, as yet, unraced. We don't have information about her designer; we know that she is white with a blue stripe and that the hull mould, not the yacht, was built in Adelaide. In 1985 blue stripes and moulds built in Adelaide are all the rage in go-fast gear. Treat this yacht as an unknown quantity with an experienced crew (and a blue stripe).

CREW: Skipper D. Clark, Navigator P. Chatterton (3), P. Brasington (3), N. Cook (5), L. Boyle, B. Clark, S. Wilson, G. Sharp (5), S. Chatterton.
Bellerive Yacht Club

**YAHOO II (0) — 2384**

**LOA 11.6 m; LWL —
Beam 3.3 m; Draught 1.7**

Yahoo II is a standard GRP Northshore 38 designed by Hank Kaufman. Northshore 38s are known as good cruising boats and performers in light-to-moderate reaching and running conditions. In previous bad races, such as the Montagu Island and Hobart of 1984, Yahoo II has not finished. A good overall result for this yacht would be a surprise.

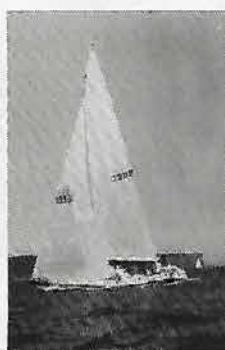
CREW: Skipper J. Elgar (2), Navigator C. Lake (2), A. McHard (1), G. Langford (1), G. Morgan (1), K. Exley (1), E. Davies.
Lake Macquarie Yacht Club

**WINDWARD PASSAGE (2) — 7099**

**LOA 22.2 m; LWL —
Beam 5.9 m; Draught 3.8**

One of a few yachts in the world to be legendary in its own time, Windward Passage was built in 1968 on the beach in the Bahamas. She has done all the world's great races, with distinction. Ten years ago she had a classic duel in the Hobart with Kialoa. Now under the ownership of Australian Radio whiz kid Rod Muir, she must be the principal contender for line honours.

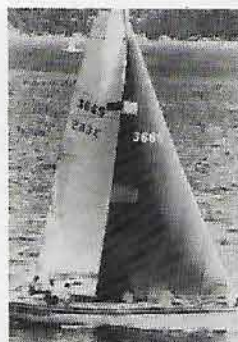
CREW: Skipper R. Muir, Navigator T. Shaw, I. Exton, M. Spies, I. Trehanne, P. Gardiner, S. Baugh, J. Munson, B. Gale, M. Yeoland, E. Robinson, I. Kiernan, J. Stanley, G. Stone, M. Summerton, R. Gumbley, K. Turbot, I. Perdrieu, C. Tuttle, S. Broome, T. Stephenson, J. Maguire, B. Lexcen.
Cruising Yacht Club of Australia

**ZAP (1) — 3999**

**LOA 12.2 m; LWL 9.7 m;
Beam 4.0 m; Draught 2.3**

Here's another Farr 40 sistership to Indian Pacific built in Kevlar by Glass Yachts. She retired from last year's Hobart with rig problems. Her crew this year includes some experienced Hobart veterans, and the Farr 40 design is ideal for the Hobart. So Zap could be worth watching.

CREW: Skipper R. Brown (4), I. Parker (2), M. Peelgrane, T. Brown, D. Ashton (3), P. Edmonds (9), P. Adams (2), A. Brown, M. Colbourne.
Cruising Yacht Club of Australia

**WITCHCRAFT (0) — 4057**

**LOA 12.2 m; LWL —
Beam 4.0 m; Draught —**

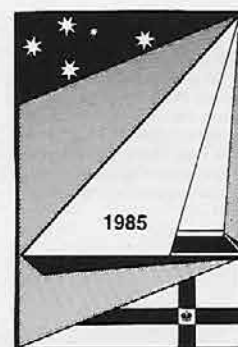
Witchcraft is a brand new Farr 40 which, at the time of entry, was still under construction. She has been chartered to a French Syndicate, but it will require some witchcraft for them to race an untried yacht against sisterships which have been tuned to their optimum. A fast design, nevertheless, and she should do well if they come up with the right brew.

**WITCHDOCTOR (4) — 2557**

**LOA 12.7 m; LWL 11.0 m;
Beam 4.1 m; Draught 2.4**

Formerly Sweet Caroline, this Davidson two tonner has, under previous owner Marshall Phillips, had some exceedingly good results, including being in the 1980 victorious Clipper Cup team and winning the Sydney-Suva Race of the same year. She has also performed well locally. For some reason she has not performed that well in a Hobart. We are still waiting with baited breath to see how she does in this year's race. Skipper C. Troup (5), Navigator M. Cameron (10), D. Perkes (8), P. Snowball (5), R. Kirkby (3), P. Mooney (1), J. Goddard Jr. (9), M. Bures (1), R. Cooper (1).

CREW:
Cruising Yacht Club of Australia

**WITCHDOCTOR NZ (0) — 5675**

**LOA 14.1 m; LWL —
Beam 4.1 m; Draught 2.3**

Witchdoctor NZ is a white, masthead rig built in New Zealand of laminated Kauri for the 1985/86 season. At the time of publication she was unraced. The navigator, Captain Warren Wood, first raced across the Tasman in 1954. Many of the crew have extensive ocean experience.

CREW: Skipper N. Wills, Navigator W. Wood (1), R. Cloudesley, G. Aitken, C. Webb, D. Paul, W. Logan, B. Nalder, D. McKenzie, A. Clark, R. Tait, C. Wills.
Royal Port Nicholson Yacht Club

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1985 SAIL IDENTIFICATION CHART

Sail No.	Name of Yacht	Rig	Hull Colour	LOA	Beam	IOR	TCF	Date	Cons.	From	Owner/charterer	Designer
	GREY LADY	Sloop	Light grey	9.4	2.9				GRP	NSW	Mar Equip. Fsh. Resch	
B 1	ONCE MORE DEAR FRIENDS	Sloop	Pale blue	12.0	3.7	30.0	.7931	1980	GRP	Vic.	W. Currie	Dubois
G 1	PRIME SUSPECT	Sloop	Red/black/yellow	12.2	4.0	30.1		1984	GRP/Kevlar	Vic.	R. Abkhair	Farr
KP 1	DI HARD	Sloop	White striped	12.4	4.2	31.4	.8064	1982	Composite	PNG	J. Woodward	Frers
M 1	THUMBS UP	Sloop	White/yellow	11.8	3.9	30.5	.7979	1985	GRP/Kevlar	Tas.	T. Rowland	Adams/Radford
W 1	SPIRIT OF QUEENSLAND	Sloop	Grey	20.2	4.4	68.3	1.0491	1979	GRP	Qld.	A. Kelso	Adams
H 2	DERWENT LASS	Sloop	White	9.1	2.9			1978	Timber	Tas.	D. Colbourn	Joubert
7	THE OFFICE	Sloop	White/maroon	20.1	4.6	69.1	1.0529	1984	Composite	Qld.	A. Bloore	Adams
M 7	NEWCASTLE FLYER	Sloop	White	11.9	3.9	30.7	.7998	1984	GRP	NSW	P. Gough	Adams/Radford
ME 7	GOLDFINGER	Sloop	Blue	11.0	—					Vic.	R. Triplow	Farr
S 8	TURBO	Sloop	White w/red/yel/blk	11.9	2.9	42.8	.8994	1980	GRP	Vic.	L. Clough	Adams
R 12	MANDRAKE	Sloop	Blue/gold	15.2	4.6	39.0	.8709	1983	Kevlar	Vic.	T. O'Hare	Steinman
R 15	REVERIE II	Sloop	White	10.5	3.4	23.6	.7248	1978	GRP	W.A.	G. Scott	Holman & Pye
A 16	ENCORE II	Sloop	White	12.6	3.9	31.0	.8026	1982	Alum.	NSW	W. & V. Anderson	Joubert
M 16	FIONA	Sloop	Red/white/blue	12.9	4.1	33.1	.8219	1978	GRP	NSW	D. & R. Coulter	Farr
R 16	PACIFIC FLYER	Sloop	White	12.2	3.7			1985	Foam sand	Vic.	R.B. Heatherey	
H 17	KAMEHAMEHA	Sloop	White	9.6	3.0			1980	GRP	Tas.	Kamehameha Synd.	Knoop
S 17	PREDATOR	Sloop	Dark blue	11.4	3.8			1983	Alloy	Vic.	D. Millikan	Steinman
A 19	ROLLER COASTER	Sloop	White	10.8	3.5	26.2	.7542	1983	GRP	Tas.	J. Fuglsang	S & S
MH 20	HULLABALOO	Sloop	White	10.8	3.5	26.1	.7531	1983	GRP	NSW	K. Tierney	S & S
B 23	BILLABONG	Sloop	White	10.4	3.2			1977	GRP	Vic.	P. Joubert	Joubert
PD 23	PENDULUM	Sloop	White	9.1	3.3					Tas.	W. Dargan	
A 30	THYLACINE	Sloop	Dark green/white	10.4	3.0	22.7	.7140	1976	GRP	Vic.	J. Burton	Blackburne
SM 39	CHALLENGE III	Sloop	Maroon	13.0	4.0			1984	CF/Kev.	Vic.	L. Abrahams	Frers
KAA 40	INTRIGUE	Sloop	White	12.2	3.9			1984	Timber	Tas.	D. Calvert	Castro
YC 42	EAST OF THE LIZARD	Sloop	Blue	12.8	3.8	31.1	.8036		Cedar/Epoxy/GRP	S.A.	P. Carney/Adsall	Duncanson
SM 44	AQUILA	Sloop	White	10.1	1.8	22.3	.7091			Vic.	B. Edmunds	S&S
KA 48	ANACONDA II	Ketch	White	25.0	7.0			1975	GRP	S.A.	Josko Grubic	Buchanan
A 50	FIRETEL	Sloop	White	10.0	3.4	23.5	.7236	1982	GRP	NSW	R. Lawler/K. Taylor	Carter
M 50	DRY WHITE	Sloop	White	12.2	3.8	30.5		1984	GRP/Kev.	Tas.	R. Cumming	Van de Stadt
SM 50	JOINT VENTURE	Sloop	Smoke silver	12.2	3.9			1985	Kevlar	Vic.	R. Elliott	Frers
M 53	NYNJA GO	Sloop	Blue/red/orange	11.0	3.6	28.7	.7803	1982	GRP/Div.	NSW	R. Axe	Farr
R 58	MIRRABOOKA VI	Sloop	White	9.1	3.0					NSW	G. Jensen-Muir	S & S
R 60	FIRST LIGHT	Sloop	White stiped	12.1	3.9	30.4	.7931	1985	Timber	Vic.	C. McMillan	Nelson Marek
65	DANCING MOUSE	Sloop	Maroon	11.0	3.1	23.0	.7177	1975	Timber	NSW	D. Hundt	Lexcen
69	STRUTH	Sloop	Silver	12.8	3.9	32.4		1984	Timber/GRP	Qld.	W. Webb	Green
70	RAGAMUFFIN	Sloop	White	24.1	5.5	70.0	1.0573	1979	Alum.		S. Fischer	Frers
G 77	QUASIMODO	Sloop	White	18.2	4.5	65.0				Vic.	G. Graham	
S 79	INSATIABLE	Sloop	White	12.2	3.8			1985	GRP	Vic.	G. Wilson/H. Kuhn	
R 84	DUBIOUS	Sloop	White	10.3	3.4					Vic.	G. Thompson	Dubois
88	ARGENT EN PLASTIQUE	Sloop	Navy blue	9.3	—				Timber	Qld.	P. Brooke/M. Pope	Farr
SM 88	LAWLESS	Sloop	White	9.4	3.2	21.8	.7028	1982	GRP	Vic.	R. Green	Green
SM 96	BANG BANG	Sloop	White	12.2	4.0			1985	Kevlar	Vic.	D. Baxter/I. Lemon	Farr
M 99	POLARIS	Sloop	White	13.1	3.2	29.5	.7882		GRP	NSW	L. Savage	Cole
H 100	LOCK ON WOOD	Sloop	Burgundy	9.5	3.2	22.0	.7054	1983	Timber	Vic.	R. Laughlin	Dubois
G 101	NUZULU	Sloop	—	—	—			1984	Kevlar	Vic.	W. Dodds	
A 103	SODISAL	Sloop	White	12.0	3.9	29.5	.7882	1983	GRP	NSW	F. Leonard	Mull
MH 106	IMPECCABLE	Sloop	White	10.2	3.4	24.2	.7318	1980	Timber	NSW	J. Walker	Peterson
A 111	CHAOS	Sloop	White/green stripes	11.0	3.7	27.8	.7711	1976	GRP	Tas.	J. Blackwood	Farr
R 111	APOLLO II	Sloop	Orange	14.8	4.1	34.2	.8316	1972	Alloy	Vic.	A.J. Becher	Lexcen
A 113	MARK TWAIN	Sloop	White	11.7	3.5			1971	GRP	NSW	V. O'Neill/C. Ward/B. White	S & S
117	OVERDRAFT	Sloop	Royal blue	11.3	3.8	33.0	.8210	1984	Timber	Qld.	D. Smith	Adams
128	ODIN	Sloop	White	11.8	3.5	27.2	.7649		Steel	NSW	M. Small	Halvorsen
135	THE GAMBLER	Sloop	Blue	12.3	4.1			1984	Kevlar	Qld.	I. Kenny	Farr
KZ 142	AZZURO	Sloop	Dark blue	14.0	4.3	36.1	.8477	1985	Kauri	N.Z.	T. Bailey	
B 166	RANGATIRA	Sloop	White	13.1	3.6	30.3	.7960			Vic.	R. Mercer	Cole 43
SM 178	REVELATION	Sloop	White	12.0	3.8			1983	GRP	Vic.	B. Moore	Dubois
183	DESTINY	Cutter	White	9.1	2.9			1975	Steel	NSW	T. Taylor	Adams
B 185	THE STING	Sloop	Silver	11.1	3.6	26.9	.7617		Timber	Vic.	E. Scherwinski	Kaufman
G 199	CRUSADER	Sloop	White	12.2	3.7	32.7	.8183	1984	GRP	Vic.	J. Nadorp	Adams
YC 205	WAR GAMES	Sloop	Blue	12.1	3.7	30.2	.7970		GRP	S.A.	D. Urry	Van de Stadt
208	SOUTHERN CROSS	Sloop	Blue	11.4	3.7			1984	GRP	NSW	W. Gilbert	Farr
R 237	GOOD NEWS	Sloop	Red/white	11.4	3.7	28.3	.7763	1983	Kevlar Comp.	Vic.	J. Calvert-Jones	Farr
SM 248	BREADFRUIT	Sloop	White	10.6	3.4			1976	GRP	Vic.	I. Sloan	Cole
KA 250	MARLOO II	Sloop	Dark blue	13.2	4.1	33.5	.8254		Carbon Fibre	Qld.	N.S. Girdis	Frers
SA 250	WATERFRONTIER	Sloop	White	12.2	3.8	30.3		1984	GRP	S.A.	M. Minuzzp	Van de Stadt
253	MARLOO	Sloop	Red	12.7	4.1			1979	Alum.	NSW	G. Girdis	Peterson
284	JACQUI	Sloop	Navy blue	12.9	3.6	30.9	.8017		Steel	Qld.	T. Melville	Peterson
291	HERA OF HOBART	Sloop	White	13.7	4.1				Ferrocement	Tas.	B. Sweeney	
KZ 296	MAD MAX	Sloop	White	12.1	—			1985	Kevlar	N.Z.	Messrs Beckett/Canning Dent/McCarthy	Davidson

1985 SAIL IDENTIFICATION CHART

Sail No.	Name of Yacht	Rig	Hull Colour	LOA	Beam	IOR	TCF	Date	Cons.	From	Owner/charterer	Designer
G 300	NIMROD II	Sloop	White	11.6	3.6	33.6	8263		GRP	Vic	I. Watson	Farr
KA 303	HITCHHIKER	Sloop	Red/white	12.8	3.8			1981	Kevlar/foam	W.A.	P. Briggs	Frers
308	OUTRAGEOUS	Sloop	White	11.3	3.8	28.2	7752	1982	GRP	Qld.	L. Scholtes	Richards
313	RESTLESS IV	Sloop	White stripe	13.1	3.8	29.3	7863	1981	Timber	NSW	D. Holloway	Cole
322	WILLY	Sloop	White/blue stripe	11.6	3.7				GRP	Vic	D. Clark	
KZ 323	EXADOR	Sloop	Silver	12.3	4.0			1983	GRP	N.Z.	M. Clark	Farr
330	POLICE CAR	Sloop	Blue	12.8	3.9	32.1	8129	1979	Alum.	Tas.	M. Purcell	Dubois
331	SILVER MINX	Sloop	Silver	11.4	3.7	28.1	7742	1985	Kevlar	NSW	G. Player	Farr
R 339	CHALLENGE II	Sloop	Maroon/gold	14.0	4.4			1979	Alum.	Vic	P. Rowsthorn	S & S
355	MYSTIC SEVEN	Sloop	White	11.1	3.2			1974	GRP	NSW	N. Chidgey	Swanson
360	PATRICE III	Sloop	White	14.3	4.1			1974	Alum.	NSW	P. King	S & S
F 369	SAGAR RANI	Ketch	White	16.0	4.4			1982	GRP	W.A.	A. Devendra	
374	SKEDADDLE	Sloop	White	11.0	3.6	28.9	7823	1975	GRP	Qld.	R. Smith	Farr
SM 377	BACARDI	Sloop	White	13.3	4.2			1978	GRP	Vic	Bacardi Syndicate	Peterson
378	ARGUS	Sloop	Varnish	12.1	3.7	35.0			Timber	Qld.	C. Kimmerley	Adams
393	INCH BY WINCH	Sloop	Black	13.4	3.7			1981	Alloy	NSW	J. Goddard	Peterson
KZ 401	SWITCHBLADE	Sloop	Red	13.0	4.2	33.4	8245		GRP	N.Z.	T. & R. McCall	Farr
496	BALANDRA	Sloop	White	14.0	3.6	29.6	7892	1965	Timber	Tas.	G. Hennicke	Camper & Nicholson
508	STORMY PETREL	Sloop	White	10.9	3.1	24.9	7398		GRP	NSW	A. Pearson	
533	PIPPIN	Sloop	Black	11.4	3.7	28.0	7732	1984	GRP	NSW	W. Sweetapple	Farr
567	MOONLIGHTER	Sloop	White	10.4	3.4			1979	GRP	Vic	K. Wood	Holland
KZ 595	BLACK SHEEP	Sloop	Grey	15.3	4.5	39.9	8799	1983	Divinycell	H.K.	K. Coppel	Lidgard
TYC 601	SAGITTA	Sloop	White	10.2	3.1	23.0	7177		GRP	Tas.	K. Hughes	S & S
605	HINDSIGHT II	Sloop	White	9.1	3.1				GRP	NSW	R. Griffin	Carter
609	QUETZAL	Sloop	White	9.5	3.1	21.0	6826	1978	Timber	NSW	R. Robson	Cole
621	KINGS CROSS	Sloop	White	10.9	3.7	27.6	7691		Kev./Div.	NSW	J.B. & J.P. King	Davidson
645	FORTLET	Ketch	White	14.5	3.9				GRP	Tas.	J. Benetto	Camper & Nicholson
SM 666	PADAM	Sloop	White	10.8	3.2			1975	GRP	Vic	K. Quinert	Blackburne
SM 800	TRIAD	Sloop	Red	13.7	4.3			1983	Timber	Vic	Coombs/Vickery	Farr
KH 808	BIMBLEGUMBIE	Sloop	White	12.0	3.8	30.7	7998		CF/Kev/Div	H.K.	K. Jacobs	Dubois
880	STORMY PETREL II	Sloop		11.4	—	28.0	7732		GRP	NSW	G. Day	Farr
881	LEVEN	Sloop	White	9.9	3.1	22.5	7116	1977	GRP	NSW	B. Cunneen	Joubert
KH 888	HIGHLAND FLING	Sloop	White/red	12.2	4.0	30.5		1985	GRP	U.K.	I. Laidlaw	Farr
M 888	STYX	Sloop	White	12.2	2.8				Timber	NSW	J. Abraham	
1001	IMPATIENCE	Sloop	White	14.0	4.4	34.7		1983	Steel	Qld.	H. Lang	Richards
1042	TOO FARR OUT	Sloop	White	11.1	3.7			1977	GRP	NSW	P. Smith/K. Horne	Farr
1065	AUSPICIOUS	Sloop	White	10.3	3.4	24.6	7364		GRP	NSW	N. Marr	Van de Stadt
1080	SUPERTRAMP	Sloop	Red	12.5	3.5	35.4	8418	1977		Tas.	M. Wilson	Spencer
B 1111	CONTRACTOR	Sloop	White	13.5	4.1				Alum.	Vic	J. McI. Taylor	Frers
SM 1137	BLACK MAGIC	Sloop	Black	12.2	3.8	30.2	7950	1981	GRP	Vic	R. Sill	Dubois
B 1147	TURKEY SHOOT	Sloop	White	12.1	3.8	30.3	7960	1982	GRP	Vic	S. McDonald/B. Bowden	Holland
1210	SCAMPI A	Sloop	Red	8.9	3.0	19.5	6724	1974	GRP	Qld.	R. Perrins	Norlin
R 1224	MERCEDES IV	Sloop	Green	12.8	3.7	32.0	8119	1974	Timber	W.A.	R. Clarke	Kaufman
1308	DYNAMITE	Sloop	White	12.8	4.0	33.5	8254	1976	GRP	NSW	I. French	Farr
1317	MARARA	Sloop	White	10.4	3.0			1973	GRP	NSW	A.E. Ratcliff	S & S
KH 1333	SIDEWINDER	Sloop	Dark blue	15.4	4.5	39.9	8779		Timber	H.K.	D. Rumble	Dubois
1400	APOLLO	Sloop	Green	21.6	4.9	68.9	10520	1981	Alum.	NSW	J. Rooklyn	Lexcen
1510	VANESSA III	Sloop	White	10.9	3.5			1975	Timber	NSW	B. & K. Jaggard	Peterson
1661	APOLLO III	Sloop	Dark blue	16.6	4.1				Alum.		A. Fox/J. Harrison	Lexcen
1792	SAGITTARIUS	Sloop	Turquoise	10.9	3.7	25.9	7510	1979	GRP	NSW	D. Rowe	Davidson
1910	SHENANDOAH III	Sloop	White	10.4	3.4			1980	GRP	NSW	J. Charody	Cole
RF 1986	PRIME TIMES	Sloop	Black/silver	12.2	4.0			1985	Kevlar/foam	W.A.	J. Milner	Farr
1979	VENETTA	Sloop	White	13.4	3.8				Timber	N.Z.	C. Reid	Giles
K 1985	PANDA	Sloop	White	13.1	4.1	30.5	7979	1983	GRP	U.K.	P. Whipp	Welbourne
2170	MARGARET RINTOUL II	Sloop	White	14.8	4.1			1968	Timber	Tas.	R. Jackman	S & S
G 2176	CASABLANCA	Sloop	White	15.2	3.6	48.3	9370		Timber	Vic	G. McDonald	
2189	NEVER SATISFIED	Sloop	White	10.2	3.2	28.6	7793		GRP	NSW	N. & B. Holt	Farr
KAR 2222	FREIGHT TRAIN	Sloop	Red	18.8	5.0			1983	Alum.	W.A.	R. Williams	Frers
2299	KNUCKLEDUSTER	Sloop	Blue dark/light	9.0	3.0	21.5	6990		GRP	NSW	P. Cush	Holland
2344	PARMELIA	Sloop	White	13.9	4.0	34.8	8367	1978	GRP	Tas.	B. Woods	Williams
2384	YAHOO II	Sloop	White	11.6	3.3	33.7	8272		GRP	NSW	J. Elgar	Kaufman
2444	ENIGMA	Sloop	White	13.5	4.2	35.0	8384	1981	GRP	NSW	H. Davis	Holland
2470	SPIDER	Sloop	White	10.5	3.4			1979	GRP	NSW	R. Purssell	Holman & Pye
2520	AMAROO III	Sloop	White	12.1	3.9			1978	GRP	NSW	L. Hamilton/L. Noonan	Blackburne
KA 2552	IMPETUOUS	Sloop	White/red/green str.	12.3	3.9			1982	Alum.	NSW	R. Robers	Holland
2557	WITCHDOCTOR	Sloop	White	12.7	4.1	31.5	8073	1979	Alloy	NSW	C. Troup & Partners	Davidson
2599	BELINDA	Cutter	Blue	16.0	4.0	35.9	8460		Ferrocement	NSW	D. Pullin	
2776	DIAMOND CUTTER	Sloop	Turquoise	10.9	3.6				Timber	NSW	A. Sweeney	Davidson
2790	FANNY ADAMS	Sloop	White	13.1	3.1	41.7		1979	GRP	NSW	A.R. & M. Chapman	Adams
2855	SALTPETA	Sloop	White	9.1	3.0	20.0	6783		GRP	NSW	P. Hinton	Joubert

1985 SAIL IDENTIFICATION CHART

Sail No.	Name of Yacht	Rig	Hull Colour	LOA	Beam	IOR	TCF	Date	Cons.	From	Owner/charterer	Designer
2868	MANDALA	Sloop	White	10.5	3.4	24.7	7376	1980	GRP	NSW	K. Gladman	Blackburne
2890	PUNCH	Sloop	White	10.0	3.0	23.0	7177	1976	GRP	NSW	B. & R. Lewis	S & S
3000	DRAKE'S PRAYER	Sloop	Grey	13.1	4.2	33.8	8281	1984	Kevlar	NSW	P. Kurts	Farr
KZ 3030	BAD HABITS	Sloop	White w/blue stripe	13.5	4.3	34.8	8367	1982	GRP	N Z	C. Colson/D. Pullman	Mull
3037	NADIA	Sloop	White	11.0	3.5			1982	GRP/Kev	NSW	D. Rainbow	S & S
3060	THIRLMERE	Sloop	White/grey	11.2	3.7	30.0	7931		Timber	NSW	S. Green	Peterson
3105	DR DAN	Sloop	Blue	15.5	3.4			1983	Cedar/Kev	NSW	R. Muir	
3209	INVADER	Sloop	White	9.4	3.1	19.7	6752		GRP	NSW	P. Meguyer	Cole
3303	RUTHLESS	Sloop	White	13.1	4.4	32.5	8165	1979	GRP	NSW	J. Murrant	Farr
3326	NIKE	Sloop	White	10.9	3.4	23.0	7177	1973	Timber	NSW	J. Hunt	S & S
3414	CAROLINE	Sloop	White	13.4	4.0			1982	GRP	Vic	D. Hales	Dubois
3444	SCALLYWAG	Sloop	White	11.4	3.8	28.8	7813	1977	Timber/GRP	Tas	W. Read/J. Bourke/D. Cole-Cook	Farr
3507	RAMPANT II	Sloop	White	21.3	4.5	69.3	15039	1979	Kevlar/foam	NSW	A. Tucker	Lavranos
3557	ANDROMEDA	Sloop	Blue	10.8	3.5	25.8	7499	1983	GRP	NSW	G. Miell	S&S
TYC 3575	SAGACIOUS	Sloop	Black	13.1	3.8	31.2	8045		GRP	Tas	P. Newman	Cole
3598	CHRISTA FARR	Sloop	White	11.0	3.6			1983	GRP	NSW	J.D. & C.A. Pomfret	Farr
KA 3663	TOO IMPETUOUS	Sloop	White	13.1	3.8	31.4	8084	1982	GRP	H.K.	P. Jolly	Holland
3687	CYBELE	Sloop	White	9.8	3.0	23.1		1978	GRP	NSW	A. Ridley	Salthouse
KA 3695	INDIAN PACIFIC	Sloop	White	12.3	4.0			1983	Kevlar	NSW	J. Eyles	Farr
3758	GROUNDSPOR	Sloop	Burgundy	11.4	3.7			1984	GRP/Div.	NSW	B. & N. Hines	Farr
B 3803	OUT OF SIGHT OUT OF MIND	Sloop	Yellow	11.3	3.7	28.3	7763	1984	GRP	Vic	M. Epstein/S. Hickford/D. Hume	Farr
3807	ALEXANDER OF CRESWELL	Sloop	White	11.1	3.2	32.6	8714		GRP	NSW	Royal Australian Navy	Swarbrick
3809	LADY PENRHYN OF NIRIMBA	Sloop	White	11.1	3.2	32.8	8192	1984	GRP	NSW	Royal Australian Navy	Swarbrick
3860	IN THE NAVY	Sloop	White	11.1	3.6	28.8	7813		GRP	NSW	W. Saunders & Ptnrs.	Farr
3929	THE SWAGMAN	Sloop	White	9.2	3.2	24.8	7387	1984	GRP	NSW	R. Birtles/A. Chalk	King
3946	HUMMINGBIRD	Sloop	Blue	11.5	3.7	28.3	7763		Kev. Comp.	NSW	E. Blackadder	Farr
3999	ZAP	Sloop	Red	12.2	4.0			1984	GRP	NSW	R. Brown	Farr
4040	NADIA IV	Sloop	Blue/Various	12.1	4.0	30.0	7831	1983	Kev/Epoxy/Div	NSW	Canberra Ocean Racing Club	Farr
4048	SINGAPORE GIRL	Sloop	Blue	10.2	3.5	24.4	7341	1985	GRP	NSW	P. Steigrad/R. Greenlaw	Davidson
4057	WITCHCRAFT	Sloop	Blue	12.2	4.0	30.5	7979		GRP	NSW	Y. Boadin	Farr
4070	PALADIN	Sloop	White	12.2	3.7	30.5	7979	1985	GRP/Kev	NSW	C. Franklin	Farr
4117	SAGACIOUS	Sloop	White	12.2	4.1			1984	GRP	NSW	G. Appleby	Farr
4136	SCALLYWAG II	Sloop	White	12.2	4.0	30.1	7941	1983	GRPT	NSW	R. Johnston	Farr
4139	SHORTWAVE		White					1979	GRP	NSW		S & S
4182	UPTOWN GIRL	Sloop	White/mauve stripes	12.5	3.9	31.4	8064	1977	Alum.	NSW	R. Winton	Peterson
4243	WILD OATS	Sloop	Royal blue	13.1	4.2			1985	Kevlar/foam	NSW	R. Oatley	Farr
4311	BEWINCHED	Sloop	Black	18.9	5.2	51.3	9560	1983	Alum.	NSW	W. Ferris/S. Gazal	Frers
4440	ANOTHER CONCUBINE	Sloop	White/blue/red	12.2	4.1			1985	Kev/Div		J.L. & P.E. Parker	Farr
KZ 4466	SWUZZLEBUBBLE	Sloop	Black	12.0	4.0	30.4				N Z	I. Gibbs	Farr
S 4499	THE ROPERUNNER	Sloop	White	12.2	3.9			1980	Kevlar	Vic	P. Robinson	Farr
4515	INCA	Sloop	Maroon	14.0	4.3	34.2	8316	1981	Kevlar	NSW	B. Bryan	S & S
4996	RAUCOUS	Sloop	Blue/red	10.9				1985	GRP	NSW	D. Rourke	Davidson
5510	NIGHT RAIDER	Sloop	White	15.8	3.8	50.7	9523	1985	Kevlar	N Z	N. Bunting	Davidson
5675	WITCHDOCTOR NZ	Sloop	White	14.1	4.1			1985	Lam Kauri	N Z	N. Wills	
KZ 5715	BARN STORM	Sloop	White	12.8	3.9			1985	GRP Sandwch	N Z	J. Hall	Peterson
5855	THUNDERBIRD	Sloop	White	13.1	3.9	33.3	8237	1985	GRP	N Z	Sea Craft Ltd.	Farr
KZ 5958	THE SYNDICATE	Sloop	White/blk-red stripe	12.1	3.9	30.5	7979	1985	GRP	N Z	Canterbury Syndicate	Farr
KZ 6006	STARLIGHT EXPRESS	Sloop	White	16.7	4.1				GRP	N Z	C. Reynolds	Davidson
7099	WINDWARD PASSAGE	Sloop	White	22.2	5.9			1969	Timber	NSW	R. Muir	Gurney
8934	DEFIANCE	Sloop	White	15.5	4.2	39.0	8709	1985	GRP	NSW	M. Phillips	
K 9089	CIFRALINE 3	Sloop	Grey/white	12.1	3.7	30.5	7979	1984	S-Glass/Foam	U K	C. Griffiths	Andrieu
KB 373253	TITANIC	Ketch	White	12.1	3.5					NSW	A. Boyd Munro	

RACE HISTORY

The results of 40 Sydney-Hobart Races are more than just placings and times; they are a history of ocean racing in Australia, tracing its development from almost informal contests among a handful of what were basically cruising craft to highly organised meets for the most up-to-date racing machines.

Reading through the following pages, which contain the complete history of results, you will see that, while the size of the fleets going to Hobart has changed dramatically — from eight in 1945 to what will be a record 190-some in 1985 — the weather has remained as capricious as ever. The photographs in the Gallery of Winners in this section clearly illustrate the dramatic evolution of yacht design, change which has accelerated since the late 1970s. The challenge of this 630 nautical mile race, through some of the world's wildest waters, has, however, remained unchanged ever since Illingworth skippered *Rani* to victory in 1945.



1984 winner *Indian Pacific*

Race History 1945-1947

Note: There is minor variation in the expression of times given on the following pages. In 1945, days, hours, and minutes are given. From 1946-1973, days, hours, minutes and seconds are given. The advent of computers used in plotting handicap results during the course of the race in 1974 saw the advent of days, hours, minutes and tenths of minutes, which has continued from that year.

1945

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1	RANI	Capt. J. Illingworth, R.N.	6-14-22	6670	4-09-36
2	AMBERMERLE	J. Colquhoun, C. Kiel	8-08-19	6722	5-14-35
3	WINSTON CHURCHILL	P. Coverdale	7-07-38	7706	5-15-20
4	KATHLEEN	J. Earl	8-06-20	6856	5-15-55
5	HORIZON	J. R. Bartlett	8-07-47	6977	5-19-23
6	SALTAIR	R. M. Walker	8-13-48	6859	5-21-05
7	MISTRAL	R. F. Evans	8-12-55	9063	7-17-13
8	WAYFARER	P. M. Luke	11-06-20	6916	7-19-42

FASTEST TIME: RANI

RETIRED: ARCHINA (P. Goldstein)

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

1946

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1	CHRISTINA	J. R. Bull	6-18-51 15	6625	4-11-53-27
2	SAGA	B. J. Halvorsen	6-09-52-00	7161	4-14-11-02
3	MORNA	C. Plowman	5-02-53-33	9104	4-15-52-53
4	DEFIANCE	F. A. Bullock	5-19-19-25	8180	4-17-58-00
5	MATTHEW FLINDERS	A. Palfreyman	5-22-05-20	8071	4-18-40-48
6	TRADE WINDS	M. E. Davey	7-01-00-45	6960	4-21-37-58
7	SOUTHERN MAID	C. Phipp	6-06-44-45	7910	4-23-14-24
8	ACTIVE	H. M. Tate	6-07-08-47	7980	5-00-36-53
9	MISTRAL	R. F. Evans	5-18-51-40	8855	5-02-57-41
10	WAYFARER	P. M. Luke	7-12-21 15	6980	5-05-53-14
11	JURREWA III, F. & J. Livingston		7-07-30-30	8235	6-00-31-52

FASTEST TIME: MORNA

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

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

1947

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

FASTEST TIME: MORNA

RETIRED: ACTIVE (H. M. Tate), WANDERER (E. Massei), NAUTILUS (W. M. Lawson), SEA TANG (D. Drouin), MANNARA (R. Goddard)

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

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



Race History 1948-1954



1948

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	WESTWARD	G. D. Gibson	4-14-17-32	.7232	3-07-45-48
2.	SEEVOGEL	W. Harris	4-14-24-03	.7597	3-11-52-17
3.	ARCHINA	P. G. Goldstein	4-11-28-10	.7900	3-12-54-03
4.	MOONBI	H. S. Evans	5-05-01-53	.6807	3-13-06-32
5.	NERIDA	C. P. Haselgrove	4-09-45-10	.7415	3-13-48-20
6.	SANDRA	M. M. Creese	4-08-58-25	.8278	3-14-53-50
7.	PEER GYNT	T. Halvorsen	5-11-52-21	.6853	3-18-22-20
8.	MISTRAL II	R. F. Evans	4-08-20-13	.8945	3-21-19-46
9.	MORNA	C. Plowman	4-05-01-21	.9243	3-21-22-30
10.	MERLAN	W. L. Curtis	5-04-11-58	.7560	3-21-53-41
11.	SOUTHERN MAID	W. Trautwein	5-04-11-48	.7964	4-02-41-12
12.	GYMEA	G. Carter	6-03-31-00	.6721	4-03-08-45
13.	ALICE	J. Callhan	8-00-10-15	.8327	6-16-01-14

FASTEST TIME: MORNA

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

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

1949

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	TRADE WINDS	M. E. Davey	5-11-15-34	.7288	3-23-39-43
2.	WALTZING MATILDA	P. Davenport	5-10-33-10	.7406	4-00-41-15
3.	ELLIDA	J. Halliday	6-05-26-10	.6603	4-02-40-22
4.	MARGARET RINTOUL	A. Edwards	5-10-35-01	.7652	4-03-55-21
5.	FORTUNA	W. Fesq	6-02-05-07	.6948	4-05-30-00
6.	SEASALTER	D. H. Jarvis	6-04-50-30	.6831	4-05-41-06
7.	LASS O' LUSS	J. Colquhoun	6-02-07-35	.6982	4-06-01-32
8.	GIPSY QUEEN	A. C. Eden	6-00-45-24	.7056	4-06-08-25
9.	PEER GYNT	M. & T. Halvorsen	6-05-26-35	.6849	4-06-21-13
10.	NOCTURNE	J. R. Bull	6-02-08-02	.7364	4-11-36-47
11.	HORIZON	S. Berg	6-06-12-43	.7199	4-12-08-15
12.	INDEPENDENCE	E. Messenger	6-00-05-13	.8274	4-23-13-03
13.	MISTRAL II	R. F. Evans	6-02-00-54	.8945	5-10-44-31

FASTEST TIME: WALTZING MATILDA

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

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

1950

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	NERIDA	C. P. Haselgrove	5-06-15-49	.7597	3-20-17-13
2.	MARGARET RINTOUL	A. W. Edwards	5-05-28-35	.7606	3-23-26-14
3.	MISTRAL V	G. W. Rex	5-05-47-01	.7704	4-01-21-23
4.	FORTUNA	W. Fesq	6-02-50-26	.6923	4-05-39-28
5.	SOLVEIG	T. & M. Halvorsen	6-01-41-29	.7149	4-08-08-25
6.	KINTAIL	D. Macrae	6-04-02-23	.7048	4-08-20-35
7.	GIPSY QUEEN	A. C. Eden	6-06-52-20	.7056	4-10-28-02
8.	JASNA	A. E. Safield	6-16-16-10	.6676	4-10-59-45
9.	SEEVOGEL	W. Harris	6-06-00-26	.7597	4-17-57-39
10.	BENECIA	F. A. Harris	6-21-46-29	.7159	4-22-40-41
11.	MISTRAL II	R. F. Evans	5-17-00-54	.8829	5-00-58-14
12.	WANDERER	E. Massey	7-02-08-35	.7505	5-07-41-33
13.	BACHELOR'S WIFE	B. Tanner	8-14-10-00	.6455	5-13-05-00
14.	SEAWARD	P. Benson	9-07-30-20	.6359	5-22-07-38

FASTEST TIME: MARGARET RINTOUL

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

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

1951

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

10.	NIMBUS	A. T. Cohen	5-03-25-10	.6564	3-09-00-45
11.	WANDERER	E. Massey	4-10-46-35	.7679	3-09-59-37
12.	PAVANA	G. Mayne	4-07-43-01	.8166	3-12-41-43

FASTEST TIME: MARGARET RINTOUL

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

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

1952

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	INGRID	J. S. Taylor	6-17-07-22	.6575	4-09-56-18
2.	MOONBI	H. S. Evans	6-17-10-23	.8654	4-11-14-40
3.	NOCTURNE	J. R. Bull	6-02-34-47	.7337	4-11-32-44
4.	RIFFLE	R. C. Hobson	6-22-58-30	.6541	4-13-13-06
5.	KINTAIL	D. Macrae	6-11-15-01	.7048	4-13-25-13
6.	KURURA	J. A. Clark	7-05-51-54	.6359	4-14-33-39
7.	LANDFALL	J. Richardson	6-03-00-25	.7539	4-14-49-43
8.	SOLVEIG	T. & M. Halvorsen	6-12-05-40	.7114	4-15-02-44
9.	TERRA NOVA	K. Gourlay	6-06-58-20	.7381	4-15-25-57
10.	FORTUNA	W. Fesq	6-18-03-14	.6923	4-16-11-24
11.	WHITE CLOUD	G. Brenac	6-06-20-56	.7694	4-19-40-42
12.	RUTHEAN	A. V. Toll	6-03-45-46	.8252	5-01-56-02
13.	WRAITH OF ODIN	B. O'Brien	6-17-02-42	.7744	5-04-42-48
14.	WANDERER	E. Massey	6-23-27-40	.7505	5-05-40-46
15.	PAVANA	G. Mayne	6-17-05-27	.7834	5-06-39-09
16.	KURREWA III	F. & J. Livingston	6-17-05-27	.8445	5-16-02-28
17.	NIRVANA	S. G. Heaton	6-20-29-29	.8432	5-18-41-57

FASTEST TIME: NOCTURNE

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

1953

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

FASTEST TIME: SOLVEIG

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

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

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

1954

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SOLVEIG	T. & M. Halvorsen	5-07-38-56	.7048	3-17-58-01
2.	GIPSY QUEEN	A. C. Eden	5-09-26-33	.7006	3-18-41-15
3.	CAROL J	J. Halliday	5-07-37-37	.7112	3-18-46-06
4.	KINTAIL	D. Macrae	5-07-23-34	.7290	3-20-52-10
5.	SOUTHERN MYTH	N. Howard	5-07-47-53	.7363	3-22-05-52
6.	WHITE CLOUD	G. Brenac	5-07-42-29	.7689	4-02-11-41
7.	TAM O'SHANTER	R.A.N. College	6-00-16-07	.6861	4-02-58-58
8.	LAURIBADA	J. Holm	5-19-49-18	.7104	4-03-19-46
9.	WRAITH OF ODIN	Dr. B. O'Brien	5-09-36-36	.7744	4-04-22-12
10.	NIRIPA	G. Peacock	6-06-50-34	.7058	4-10-27-53
11.	DEFIANCE	N. D. Rundle	5-08-09-51	.8320	4-10-37-57
12.	BRIILLANT	M. Forster	6-07-38-48	.7130	4-12-07-27
13.	PATIENCE	A. B. Wilson	6-18-09-00	.6684	4-12-22-62
14.	KURREWA IV	F. & J. Livingston	5-06-09-47	.9187	4-19-54-22
15.	WANDERER	E. Massey	7-23-34-15	.7236	5-18-37-14

FASTEST TIME: KURREWA IV

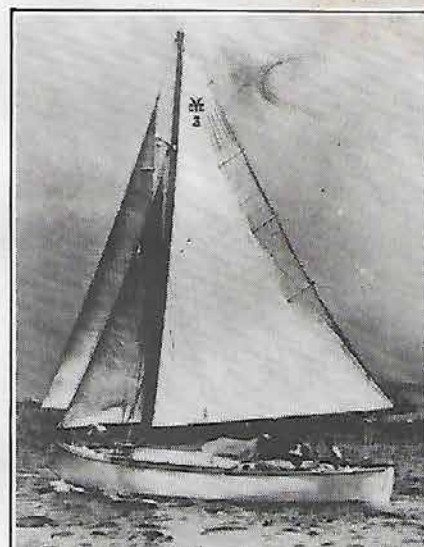
RETIRED: LANDFALL (J. Richardson), BISSY GIRL (T. Dawson).

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

Gallery of Winners



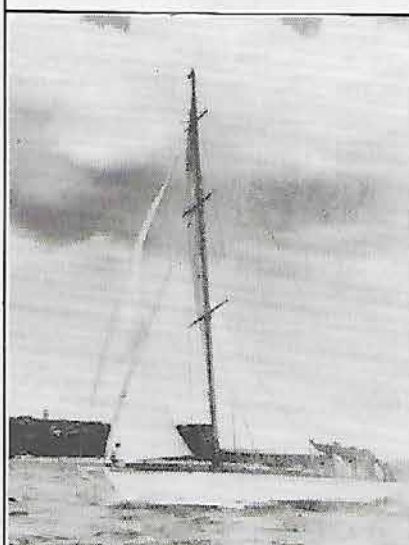
1945 – Rani



1946 – Christina



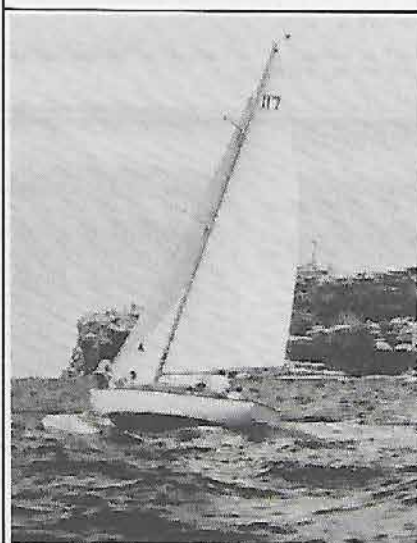
1948-'48 – Westward



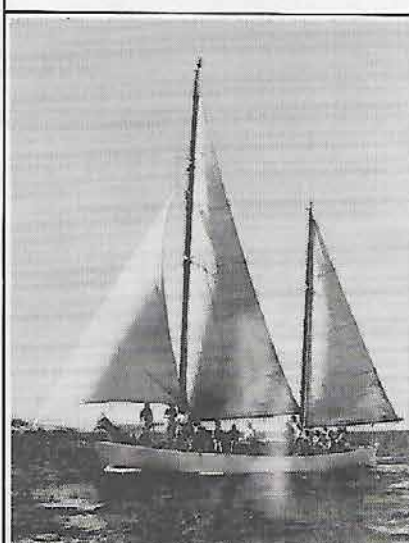
1949 – Tradwinds



1950 – Nerida



1951 – Struen Marie



1952 – Ingrid

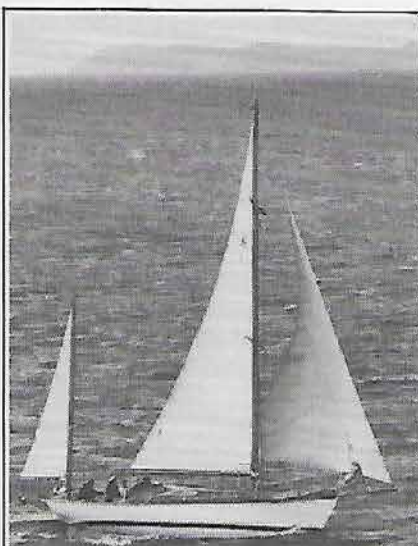


1953 – Ripple

Gallery of Winners



1954 – Solveig



1955 – Moonbi



1956, 1962 – Solo



1957 – Anitra V



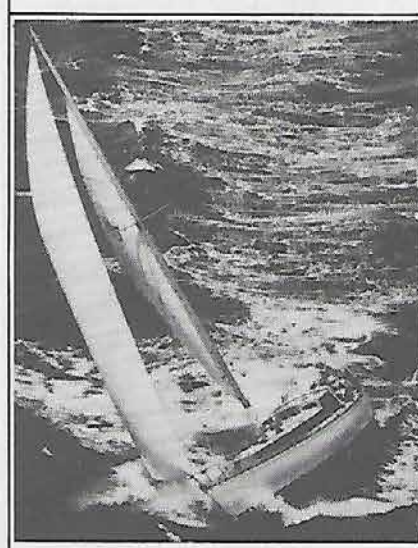
1958, 1960 – Siandra



1959 – Cherana



1961 – Rival

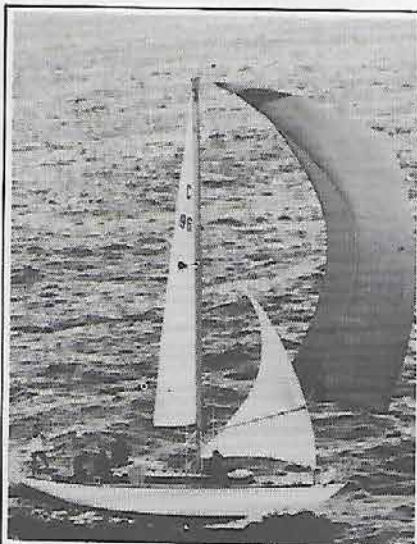


1963, 1964, 1965 – Freya

Gallery of Winners



1966 – Cadence



1967 – Rainbow



1968 – Koomooloo



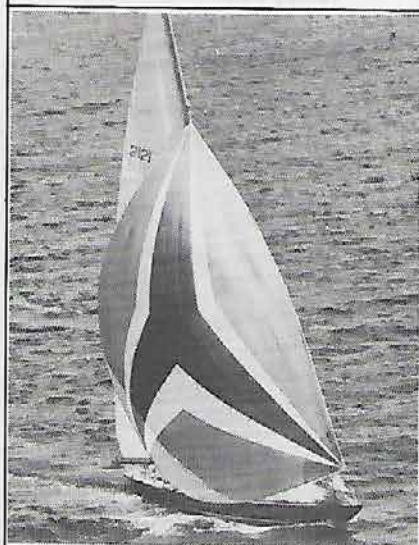
1969 – Morning Cloud



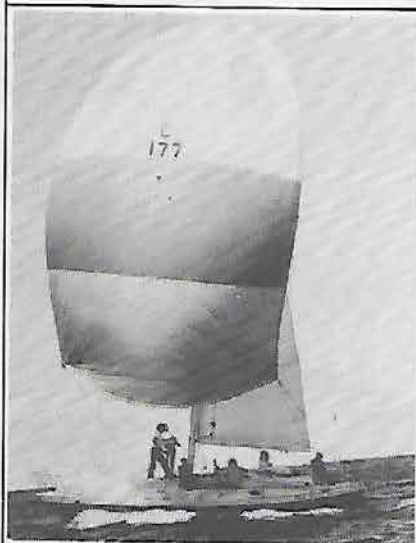
1970 – Pacha



1971 – Pathfinder



1972 – American Eagle



1973 – Ceil III

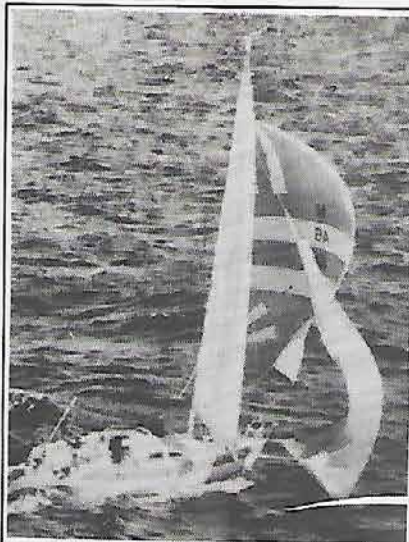


1974, 1978 – Love & War

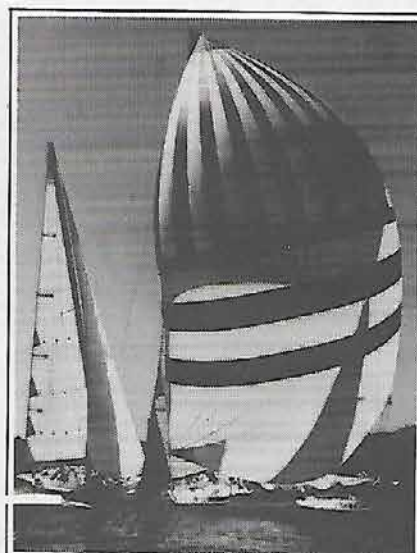
Gallery of Winners



1975 – Rampage



1976 – Piccolo



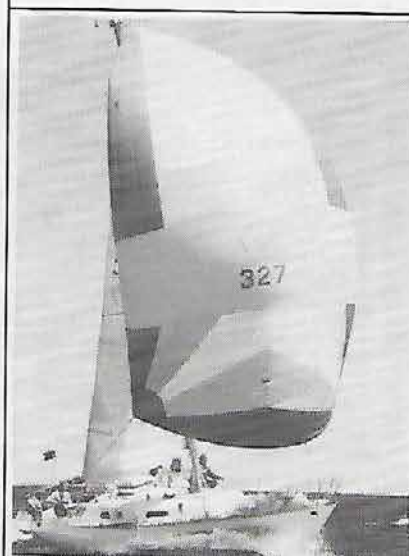
1977 – Kialoa



1979 – Screw Loose



1980 – New Zealand



1981 – Zeus II



1982 – Scallywag



1983 – Challenge



1984 – Indian Pacific

Race History 1955-1960

1955

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	MOONBI	H. S. Evans	5-01-28-24	.6697	3-09-21-05
2.	COOROYBA	C. Haselgrove	5-00-14-52	.6782	3-09-33-01
3.	JANZOON	W. R. Slade	5-02-41-21	.6939	3-10-08-02
4.	NELL GWYNN	R. Hickman	4-21-57-05	.7306	3-14-10-31
5.	FANTASY	D. Burrige	5-08-59-37	.6768	3-15-18-10
6.	CAROL J.	J. Halliday	5-03-50-53	.7086	3-15-45-31
7.	LASS O' LUSS	J. Colquhoun	5-05-52-29	.6991	3-15-59-57
8.	PATIENCE	A. B. Wilson	5-13-10-00	.6684	3-16-57-54
9.	SOUTHERN MYTH	N. Howard	5-03-11-08	.7274	3-17-36-19
10.	TRADE WINDS	M. E. Davey	5-06-58-42	.7139	3-18-39-00
11.	SOLO	V. Meyer	4-23-10-31	.7801	3-20-58-07
12.	WINSTON CHURCHILL	A. G. Warner	5-04-57-17	.7795	4-01-24-08
13.	TAM O' SHANTER	A. N. College	5-05-58-00	.6672	4-04-03-15
14.	EVEN	F. J. Palmer	4-18-13-14	.8836	4-04-55-31
15.	KURREWA IV	F. & J. Livingston	4-18-33-42	.9185	4-09-13-30
16.	DEFIANCE	N. D. Rundle	5-06-44-12	.8320	4-09-26-42

FASTEST TIME: EVEN

RETIRED: WANDERER (E. Massey)

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

1956

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

FASTEST TIME: KURREWA IV.

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

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

1957

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	ANITRA V	T. & M. Halvorsen	4-06-38-30	.7105	3-00-55-37
2.	SOLO	V. Meyer	3-20-19-16	.7973	3-01-36-37
3.	CATRIONA	D. M. Brown	4-07-42-45	.7596	3-06-46-48
4.	KURREWA IV	F. & J. Livingston	3-18-30-39	.9114	3-10-29-31
5.	METUNG	Dr. T. Beatty	4-19-01-40	.7264	3-11-33-22
6.	KISMET	K. Gourlay	5-08-21-25	.6683	3-13-46-51
7.	FOUR WINDS	S. W. Gibson	5-14-18-43	.6389	3-13-48-43
8.	PATIENCE	A. B. Wilson	5-09-44-51	.6667	3-14-30-09
9.	LOLITA	J. Leahy	5-09-29-52	.6732	3-15-10-40
10.	SAMUEL PEPYS	R.N.S.A.	5-08-38-23	.6779	3-15-12-18
11.	EOS	T. Fowler	5-10-18-31	.6730	3-15-41-52
12.	SOUTHERN MYTH	N. C. Howard	5-02-58-10	.7250	3-17-09-10
13.	JANZOON	W. R. Slade	5-07-20-07	.7064	3-17-59-59
14.	TAHUNA	H. Wilckens	5-07-06-53	.7384	3-21-51-47
15.	WINSTON CHURCHILL	Sir Arthur Warner	5-01-28-54	.7925	4-00-16-27
16.	DEFIANCE	N. D. Rundle	4-20-24-13	.8273	4-00-18-08
17.	NIRVANA	Dr. K. Laws	4-22-54-56	.8500	4-05-04-40
18.	BINTANG-TERANG	M. Hill-Willis	7-05-13-12	.7800	5-15-06-41

FASTEST TIME: KURREWA IV

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

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

1958

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SIANDRA	G. P. Newland	5-10-02-37	.6596	3-13-45-35
2.	ANITRA	T. & M. Halvorsen	5-04-08-57	.7037	3-15-21-50
3.	SOUTHERN MYTH	N. C. Howard	5-04-00-06	.7250	3-17-54-04
4.	CAPRICE OF HUON	W. H. Northam	5-03-32-00	.7302	3-18-12-15
5.	UOMIE	G. Pattinson	5-03-43-05	.7405	3-19-36-27
6.	TARNI	G. C. Wignall	5-20-54-46	.6672	3-22-01-00
7.	SAMUEL PEPYS	R.N.S.A.	5-20-55-52	.6779	3-23-32-15
8.	SOLO	V. Meyer	5-02-32-52	.7973	4-01-42-26
9.	ROMA	R. J. Mercer	6-08-38-47	.6643	4-05-22-51
10.	WINSTON CHURCHILL	Sir Arthur Warner	5-02-46-30	.8082	4-08-13-37
11.	METUNG	T. O. Beatty	6-02-34-41	.7235	4-10-02-57
12.	WESTWARD	A. A. Robillard	7-02-39-19	.7276	5-04-10-07
13.	ARCHINA	J. S. Howie	6-14-13-34	.7860	5-04-21-56
14.	BOONGOWN	Dr. J. Molesworth	6-05-02-17	.6390	5-05-54-26
15.	FORTUNA	S. W. Gibson	7-18-50-35	.6952	5-09-53-35
16.	FOUR WINDS	J. B. Griffin	8-14-11-13	.6372	5-11-22-57
17.	RESTLESS	C. H. Hill-Willis	8-14-10-43	.6616	5-16-24-32
18.	TERRA NOVA	M. D. Greaves	8-04-42-57	.7120	5-20-03-40
19.	SAILMAKER	A. Raisbeck	8-19-00-00	.6722	5-21-50-03

FASTEST TIME: SOLO

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

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

1959

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

FASTEST TIME: SOLO

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

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

1960

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SIANDRA	G. P. Newland	5-00-59-03	.6596	3-07-48-04
2.	KALEENA	H. E. Godden	5-01-59-03	.6565	3-08-04-57
3.	MALOHI	N. H. McEnally	5-01-58-04	.6609	3-08-37-19
4.	RIVAL	A. Burgin & N. Rundle	5-03-19-24	.6694	3-10-33-09
5.	NORLA	T. & M. Halvorsen	4-19-67-03	.7177	3-11-13-04
6.	JOANNE BRODIE	R. C. Hobson	5-09-19-41	.6501	3-12-03-48
7.	JANZOON	W. R. Slade	5-00-21-03	.6993	3-12-09-41
8.	SOLO	V. Meyer	4-10-23-42	.7973	3-12-49-43
9.	PATIENCE	A. B. Wilson	5-08-30-47	.6665	3-13-38-28
10.	RAMA	R. J. Mercer	5-11-22-20	.6565	3-14-13-57
11.	CAROL J.	J. Halliday	5-01-56-27	.7077	3-14-17-51
12.	AILSA	J. Marion	5-19-49-42	.6176	3-14-20-38
13.	ZARABANDA	G. Pattinson	5-02-40-46	.7044	3-14-24-55
14.	METUNG	T. O. Beatty	5-00-44-40	.7265	3-15-43-15
15.	MARIS	J. Earl	5-12-49-40	.6636	3-16-08-41
16.	KURREWA IV	F. & J. Livingston	4-08-11-15	.8578	3-17-22-19
17.	LASS O' LUSS	J. Colquhoun	5-06-56-10	.7080	3-17-52-14
18.	INGRID	J. S. Taylor	5-13-11-15	.6840	3-19-05-13
19.	WILD WAVE	J. Cockle	5-02-50-36	.7494	3-19-56-09
20.	ASTOR	P. R. Warner	4-12-29-47	.8480	3-20-00-18



Race History 1960-1964



21.	SOUTHERLY	D. Mickleborough	5-20-28-12	6611	3-20-51-53
22.	ARCHINA	J. Howie	4-22-58-28	7853	3-21-25-50
23.	TAM O' SHANTER	R.A.N. College	5-20-32-41	6673	3-21-46-16
24.	SOUTHERN MYTH	N. C. Howard	5-10-15-04	7252	3-22-28-17
25.	SOUTHERLY BUSTER	K. R. Gourlay	6-03-58-34	6387	3-22-30-34
26.	EOS	M. T. Flower	5-23-33-42	6742	4-01-03-43
27.	WINSTON CHURCHILL	G. A. Warner	5-00-13-14	8082	4-01-09-44
28.	BRIILLIANT	M. C. Forster	5-20-26-18	7194	4-05-01-53
29.	KINTAIL	G. A. Horniman	5-20-26-27	7274	4-06-10-14
30.	FOUR WINDS	S. W. Gibson	7-03-13-55	6376	4-12-32-24

FASTEST TIME: KURREWA IV.

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

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

36.	LARNTARNI	W. Wakelield	4-01-45-59	7708	3-03-21-30
37.	AOTEA II	R. K. Hunt	4-20-09-57	6523	3-03-46-30
38.	RUTHEAN	A. V. & I. T. Toll	3-20-13-11	8339	3-04-54-07
39.	GOODEWIND	K. Laws	4-08-04-24	7546	3-06-32-01
40.	ILINA	K. R. Murdoch	4-03-31-37	7985	3-07-28-20

FASTEST TIME: ONDINE

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

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

1961

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	RIVAL	A. Burgin & N. Rundle	4-17-28-21	6694	3-03-57-31
2.	JANZON II	W. R. Slade	4-16-25-35	6803	3-04-29-01
3.	JOANNE BRODIE	R. C. Hobson	5-00-05-39	6501	3-06-04-24
4.	ANITRA V	J. S. Samson	4-15-58-59	6989	3-06-15-54
5.	MARIS	J. Earl	4-22-51-06	6590	3-06-19-24
6.	NORLA	J. S. Howie	4-16-29-04	7061	3-07-25-31
7.	SOLO	V. Meyer	4-05-30-03	7912	3-08-18-27
8.	KALEENA	H. E. Godden	5-02-50-07	6540	3-08-20-03
9.	LASS O' LUSS	B. C. Psaltis	4-20-43-16	7085	3-10-41-49
10.	KINTAIL	G. A. Warner	4-18-37-40	7282	3-11-28-19
11.	TAHUNA	E. A. Hales	4-19-25-40	7368	3-13-02-50
12.	SILHOUETTE	R. Swanson	5-02-39-53	7040	3-14-21-21
13.	SOUTHERN MYTH	N. C. Howard	4-23-38-57	7252	3-14-46-10
14.	LOLITA	J. Leahy	5-10-20-58	6722	3-15-37-15
15.	ASTOR	P. R. Warner	4-04-42-11	8671	3-15-52-31
16.	WINSTON CHURCHILL	G. A. Warner	4-13-09-40	8132	3-16-46-21
17.	ILINA	R. Murdoch	4-18-18-11	7985	3-19-16-16
18.	CAROL J	J. Halliday	5-09-06-00	7077	3-19-21-51
19.	SOUTHERLY	D. Mickleborough	5-18-56-05	6608	3-19-48-29
20.	AILSA	J. Marion	6-06-03-28	6174	3-20-30-44
21.	SYLPH J	A. G. & G. D. Lawson	5-20-35-26	6653	3-21-32-06
22.	SIMBA	C. Dorman	6-01-26-33	6575	3-23-37-42
23.	ATHENA	J. Jarrett	6-02-33-07	6689	4-02-01-42
24.	SYLVENA	S. H. Moray	5-21-14-48	6981	4-02-36-15
25.	BOONGOWN	J. Molesworth	6-09-14-30	6475	4-03-13-26
26.	PHANTOM	W. K. Mooney	6-00-40-38	6863	4-03-17-31
27.	SIANDRA	D. M. Boyden	6-08-50-11	6596	4-04-48-39
28.	MISTRESS	W. Pettingell	6-06-41-07	6698	4-04-55-44
29.	SEA BEE	J. Ashton-Martin	6-02-06-15	7217	4-09-26-36
30.	GALETA M	N. W. Kestel	7-09-23-41	6270	4-15-13-35
31.	JOLLY ROGER	A. J. Sutton	7-06-21-22	6767	4-21-59-12
32.	FORTUNA	J. B. Griffin	7-02-17-37	6951	4-22-22-16
33.	FOUR WINDS II	S. W. Gibson	7-20-11-16	6904	5-09-55-28

FASTEST TIME: ASTOR

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

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

1963

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	FREYA	T. & M. Halvorsen	4-15-17-03	7014	3-06-03-17
2.	CAVALIER	I. E. McDonnell	5-04-36-12	6428	3-08-05-22
3.	LORITA MARIE	N. B. Rydge, Jr	4-22-36-21	6855	3-09-18-15
4.	SEA WIND	N. F. Brooker	4-17-02-54	7194	3-09-19-37
5.	CARMEN	R. Swanson	5-08-11-57	6362	3-09-33-37
6.	MOUSE OF MALHAM	N. J. Wright & D. Belcher	5-07-41-23	6441	3-10-14-42
7.	CADENCE	H. S. Mason	5-09-11-41	6371	3-10-18-42
8.	MERCEDES II	H. T. Kaufman	4-23-56-07	7096	3-13-06-22
9.	CAPRICE OF HUON	G. Ingate	4-21-06-10	7278	3-13-13-39
10.	GIP	I. A. R. Polson	5-11-56-67	6493	3-13-40-29
11.	ANITRA V	J. S. Samson	5-03-42-00	6999	3-14-34-39
12.	NORLA	J. Bennetto	5-03-25-22	7060	3-15-08-11
13.	CAROL J	J. Halliday	5-04-20-13	7065	3-15-50-39
14.	SALACIA	R. F. Rusk	5-05-08-58	7033	3-16-01-03
15.	TAHUNA	E. A. Hales	5-01-18-25	7363	3-17-19-06
16.	RONITA	R. Cottee	5-16-19-01	6563	3-17-27-53
17.	MALOHI	S. Fischer	5-17-07-40	6555	3-17-53-14
18.	LASS O' LUSS	B. C. Psaltis	5-07-08-47	7072	3-17-55-05
19.	SEA BEE	J. Ashton-Martin	5-08-03-14	7158	3-19-39-40
20.	JOY TOO	J. & J. McLaren	5-22-25-44	6575	3-21-38-49
21.	SYLPHIDE	W. Boetcher	5-23-35-12	6557	3-22-08-59
22.	ASTOR	P. R. Warner	4-10-53-00	8836	3-22-26-32
23.	KALEENA	H. E. Godden	5-21-08-41	6746	3-23-12-58
24.	SOUTHERLY	D. Mickleborough	5-23-56-33	6672	4-00-02-18
25.	PALANA	R. Shield	6-02-12-01	6613	4-00-40-56
26.	STRUEN MARIE	A. J. Wildman	6-01-16-44	6655	4-00-40-59
27.	RUTHEAN	A. V. & I. J. Toll	5-01-05-40	8065	4-01-39-46
28.	WINSTON CHURCHILL	G. Warner	5-03-53-37	8213	4-05-45-11
29.	NIRIPA	J. W. While	6-02-31-30	7024	4-06-55-08
30.	TRIDENT	A. B. Wilson	6-13-59-07	6838	4-12-01-49
31.	SOUTHERN MYTH	N. C. Howard	6-06-51-11	7260	4-13-31-10
32.	NARANI	A. Williams	7-13-26-15	6587	4-23-30-46
33.	ZILVERGEEST	A. J. Murray & A. Hunter	7-21-27-07	6480	5-02-45-53
34.	SYLPH VI	Lawson Brothers	7-17-13-02	6653	5-03-13-30

FASTEST TIME: ASTOR

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

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

1962

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SOLO	V. Meyer	3-04-29-15	7943	2-12-45-14
2.	ONDINE	S. A. Long	3-03-46-16	8105	2-13-24-45
3.	GALEATA M	N. W. Kestel	4-03-53-00	6323	2-15-09-22
4.	JULIE	A. & J. Sturrock	4-01-11-38	6571	2-15-51-58
5.	MALOHI	S. Fischer	4-02-58-19	6555	2-16-52-34
6.	RONITA	R. A. Cottee	4-02-56-54	6563	2-16-56-23
7.	CARMEN	R. Swanson	4-06-28-26	6358	2-17-09-10
8.	CHERANA	W. R. S. MacRae	4-03-37-46	6567	2-17-25-36
9.	JOANNE BRODIE	R. C. Hobson	4-04-15-55	6530	2-17-28-24
10.	JANZON II	W. R. Slade	3-23-05-19	6893	2-17-32-40
11.	RIVAL	A. G. Burgin & N. D. Rundle	4-02-51-18	6694	2-18-10-25
12.	PALANA	R. J. Shield	4-04-41-35	6604	2-18-29-52
13.	SYLPH	Lawson Bros.	4-04-27-24	6653	2-18-50-02
14.	ASTOR	P. R. Warner	3-03-47-16	8836	2-18-57-58
15.	BIRRAHLEE	C. V. Jones	4-06-18-14	6562	2-19-07-55
16.	CHRISTINA	A. Berns	4-05-36-06	6628	2-19-20-30
17.	SALACIA	R. F. Rusk	4-00-18-46	7046	2-19-51-43
18.	DU-MA-LEE	L. V. Reilly	4-04-27-32	6809	2-20-24-09
19.	ANITRA V	J. S. Samson	4-02-29-54	6999	2-20-53-20
20.	NORLA	J. S. Howie	4-02-34-49	7060	2-21-35-52
21.	SEAMAN	J. Leahy	4-07-16-00	6743	2-21-37-58
22.	MISTRAL III	M. C. Dowd	4-06-46-52	6779	2-21-40-31
23.	MOANA	R. H. G. Lamplough	4-09-30-05	6622	2-21-51-47
24.	MERCEDES II	H. T. Kaufman	4-02-32-38	7130	2-22-15-42
25.	CAPRICE	G. Ingate	4-01-06-39	7278	2-22-40-38
26.	WINSTON CHURCHILL	G. A. Warner	3-11-17-19	8498	2-22-46-43
27.	CAROL J	J. Halliday	4-04-07-08	7077	2-22-51-15
28.	SEA BEE	J. Ashton-Martin	4-02-57-53	7217	2-22-51-15
29.	TAHUNA	E. A. Hales	4-01-08-21	7368	2-23-34-20
30.	SOUTHERN MYTH	N. C. Howard	4-02-43-14	7260	2-23-40-16
31.	FOUR WINDS II	S. Gibson	4-08-12-42	6968	3-00-36-53
32.	SOUTHERN MAID	P. Deaton	3-20-00-14	7977	3-01-23-29
33.	MISTRESS MAY	W. W. Pettingell	4-15-13-08	6695	3-02-27-40
34.	METUNG	T. Beatty	4-07-38-09	7265	3-03-17-29

1964

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	FREYA	T. & M. Halvorsen	4-01-17-35	8014	3-05-58-14
2.	CAMILLE	R. Swanson	4-04-09-22	7901	3-07-08-00
3.	JANZON 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
6.	LORITA MARIA	N. B. Rydge Jr	4-07-16-47	7852	3-09-05-43
7.	CAVALIER	Dr. L. E. McDonnell	4-13-25-13	7418	3-09-10-04
8.	NORLA	J. Bennetto	4-05-07-34	8051	3-09-25-00
9.	KAREELAH	R. H. Fidock	4-09-00-44	7781	3-09-42-36
10.	SEAWIND	N. F. Brooker	4-04-16-50	8194	3-10-10-12
11.	YAMPL	I. A. R. Polson	4-14-06-32	7513	3-10-43-29
12.	STRUEN MARIE	A. J. Wildman	4-12-26-22	7655	3-11-00-37
13.	SARACEN II	R. Crichton-Brown	4-11-59-18	7754	3-11-44-03
14.	MERCEDES II	H. T. Kaufman	4-07-58-05	8102	3-12-14-06
15.	KALEENA	H. E. Godden	4-12-59-16	7739	3-12-20-44
16.	ILINA	K. R. Murdoch	3-22-33-51	9097	3-14-01-30
17.	RONITA	R. A. Cottee	4-18-19-14	7563	3-14-27-38
18.	TUI MANU	M. York	4-16-57-21	7655	3-14-28-03
19.	PHYLLIS GRAHAM	R. Roxburgh	4-04-51-40	8617	3-14-54-43
20.	POITREL	J. R. Robson-Scott	4-17-48-40	7641	3-14-57-47
21.	ASTOR	P. R. Warner	3-20-05-05	9564	3-16-04-11
22.	AKALA	J. Bleakley	4-07-35-00	7792	3-16-30-14
23.	AWAY	F. Armstrong	4-19-43-20	7872	3-19-05-47
24.	ATHENA	J. Jarrett	5-01-49-55	7553	3-20-01-10
25.	SYLPH VI	Lawson Brothers	5-02-22-07	7653	3-21-39-41
26.	SEAMAN	H. Vaughan	5-01-15-22	7794	3-22-30-26
27.	JOY TOO	J. J. McLaren	5-05-21-37	7575	3-22-57-37
28.	CHERANA	W. R. S. MacRae	5-06-37-15	7567	3-23-48-50
29.	MARCO POLO	K. York-Syme	5-08-07-00	7542	4-00-37-32
30.	ROVAMA	R. J. Mercer	5-06-43-08	7808	4-02-56-31
31.	METUNG	T. O. Beatty	5-06-13-15	8292	4-08-38-44

FASTEST TIME: ASTOR

Race History 1964-1967

(continued from previous page)

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

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

1965

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1	FREYA	T. & M. Halvorsen	4:06:23.32	8014	3:10:03.26
2	CAMELOT	J. G. Borrow	4:10:07.31	7943	3:12:17.43
3	CADENCE	H. S. Mason	4:20:37.32	7372	3:13:58.34
4	BALANDRA	R. Crichton-Brown	4:05:35.25	8524	3:14:35.43
5	SEQUANA	H. J. Tilley	4:21:25.16	7475	3:15:46.20
6	NARANDA	I. A. R. Polson	4:21:25.12	7522	3:15:46.20
7	ZILVERGEEST	A. Murray & A. Hunter	4:23:13.52	7413	3:16:23.10
8	NORLA	J. Bennetto	4:12:33.37	8150	3:16:28.30
9	RONITA	R. A. Cottee	4:21:01.08	7563	3:16:30.06
10	KURURA	N. F. Milne	4:21:00.08	7582	3:16:42.40
11	SARDA OF BURNHAM	D. L. Gilling	4:21:21.58	7562	3:16:45.01
12	FANFARE	G. P. Patterson	4:08:05.23	8536	3:16:51.03
13	TAMBOO	R. J. Green	4:21:30.53	7566	3:16:54.52
14	POITREL	J. Robson Scott	4:20:57.20	7607	3:16:58.05
15	PALANA	R. J. Shield	4:20:54.27	7613	3:17:00.06
16	BINDEREE	G. G. Blackwood	4:20:58.18	7617	3:17:05.50
17	ODIN	L. Abrahams	4:16:17.52	7940	3:17:09.51
18	ATHENA	J. Jarrett	4:22:05.04	7553	3:17:11.21
19	TAM O' SHANTER	K. MacGregor	4:20:58.10	7626	3:17:12.03
20	JANZOON II	W. Russell Slade	4:18:09.09	7823	3:17:18.05
21	CAROUSEL	L. E. Gabriel	4:21:27.28	7639	3:17:43.33
22	RIVAL	A. G. Burgin	4:20:57.27	7681	3:17:50.06
23	MISTER CHRISTIAN	P. Kurts	4:18:13.59	7955	3:18:52.20
24	KARINGAL	A. Berns	4:18:11.25	7966	3:18:57.50
25	SOUTHERLY	D. Mickleborough	4:22:04.06	7710	3:19:01.51
26	VALHALLA	A. & P. Hankin	4:20:44.56	7805	3:19:07.21
27	ASTELOT	A. G. Croft	4:20:45.55	7804	3:19:07.25
28	AKALA	J. H. Bleakley	4:21:31.04	7792	3:19:34.10
29	SEAWIND	N. F. Brooker	4:16:06.50	8184	3:19:45.15
30	FARE THEE WELL	R. T. Williams	4:20:46.51	7874	3:19:57.11
31	THEME	K. Bridgstocke	5:00:45.10	7625	3:20:04.26
32	TAIRERE	A. Adams	4:20:46.38	7893	3:20:10.20
33	SALACIA	A. Byrne	4:19:57.46	8035	3:20:22.21
34	BACCHUS D	P. E. Deaton	4:14:23.32	8458	3:21:22.10
35	CORROBOREE	K. A. Gray	4:20:37.11	8036	3:21:42.55
36	FRANKLIN	R.A.N.	4:19:01.42	8189	3:22:11.48
37	CARINA	R. L. Holford	4:22:49.38	7981	3:22:50.11
38	SOUTHERN MYTH	N. C. Howard	4:20:59.43	8250	3:23:01.16
39	TAHUNA	E. A. Hales	4:20:36.52	8134	3:23:07.12
40	SEA BEE	J. Ashton-Martin	4:22:43.52	8248	3:23:55.45
41	STORMVOGEL	C. Brynzee	3:20:30.09	10645	3:02:28.28
42	ALCHERINGA	J. N. Bridgland	5:01:48.13	8226	3:04:11.45
43	INGRID	C. M. Earl	5:08:42.41	7840	3:04:54.35
44	BARANNE	J. Wedd	5:13:25.00	7654	3:06:07.03
45	ILINA	K. R. Murdoch	4:18:27.15	9097	3:08:07.06
46	ENID	J. Cockle	4:12:48.05	9577	3:08:11.56
47	CUTTY SARK	W. R. Bradley	4:23:39.29	9231	3:14:27.23
48	CORSARO II	Italian Navy	4:20:53.45	9777	3:18:17.20
49	ARUNTA PRINCESS	A. Mark	6:12:28.12	7696	5:00:25.10

FASTEST TIME STORMVOGEL

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

WEATHER Starting with a 10.15 knot South East breeze, this increased to 30 knots
during the afternoon. Calms and variable sea breezes followed along the N.W. coast. A
good 20 knot Northerly helped the yachts across Bass Strait and down to Tasman Island.
Variable winds and calm patches were the order to the finish.

1966

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1	CADENCE	H. S. Mason	5:13:25.24	7403	4:02:46.24
2	SALOME	R. Swanson	5:11:47.19	7589	4:04:00.53
3	TAMBOO	R. J. Green	5:12:16.22	7566	4:04:04.40
4	MISTER CHRISTIAN	P. Kurts	5:06:54.55	7892	4:04:09.25
5	MALOHI	S. Fischer	5:13:25.34	7555	4:04:18.13
6	SERIFA	B. J. Case	5:14:03.13	7532	4:04:58.09
7	MARIE VAN DIEMEN	P. Hill	5:13:42.03	7573	4:05:15.07
8	HUON LASS	H. D. Calvert	5:07:44.21	7951	4:05:33.66
9	VALHALLA	P. Hankin	5:11:21.50	7805	4:06:31.47
10	ASTELOT	A. G. Croft	5:11:31.32	7804	4:06:38.34
11	CANOPUS	J. K. Williams	5:12:44.22	7737	4:06:42.02
12	FIDELIS	J. V. Davern	4:08:39.43	9823	4:06:48.35
13	JANZOON II	W. Russell Slade	5:11:33.09	7823	4:06:53.49
14	AKALA	J. H. Bleakley	5:11:51.09	7814	4:07:01.47
15	KALEENA	H. E. Godden	5:13:30.42	7739	4:07:19.28
16	CAMELOT	J. G. Borrow	5:11:29.10	7874	4:07:31.56
17	RONITA	R. A. Cottee	5:16:39.11	7588	4:07:41.33
18	ODIN	L. J. Abrahams	5:10:41.41	7945	4:07:50.12
19	BALANDRA	R. Crichton-Brown	5:02:06.46	8529	4:08:08.89
20	LORITA MARIA	N. B. Rydge	5:13:27.24	7829	4:08:29.00
21	POITREL	J. Robson Scott	5:17:37.16	7594	4:08:30.35
22	TAONUI	J. Lidgard	5:07:24.16	8226	4:08:48.10
23	SALACIA	A. W. Byrne	5:10:40.40	8036	4:09:00.45
24	POSEIDON	M. W. Miller	5:08:16.37	8195	4:09:07.22

25	CATRIONA	D. M. Brown	5:12:04.43	7982	4:09:25.31
26	FRANKLIN	R. A. N.	5:08:51.46	8189	4:09:31.32
27	SATANITA	D. H. R. Wilkie	5:10:17.22	8163	4:10:21.19
28	KARINGAL	A. Berns	5:13:32.07	7986	4:10:38.28
29	SEAWIND	P. Wilde	5:10:35.04	8194	4:11:00.03
30	WAITERE	D. D. Muir	5:21:26.55	7566	4:11:01.12
31	ROPAWE	R. K. Brown	5:17:01.32	7831	4:11:18.17
32	BACCHUS D	P. E. Deaton	5:06:45.29	8469	4:11:21.05
33	SHIMAAI	C. M. Earl	5:13:24.14	8102	4:12:06.00
34	CARMEN	J. H. Edmunds	6:06:13.30	7331	4:14:07.47
35	CAROUSEL T	L. E. Gabriel	6:01:49.36	7633	4:15:18.34
36	SYLPHIDE	J. Beaumont & C. Sullivan	6:05:20.16	7557	4:16:20.17
37	THEKLA	F. F. Varcoe	6:08:20.13	7619	4:20:03.56
38	RIVOLI	E. Eggers	5:11:06.09	9070	4:22:54.36
39	CAROUSEL	M. R. Brakell	6:10:47.54	7568	4:21:09.05
40	CARINA	R. L. Holford	6:05:07.41	7981	4:23:01.09
41	NAM SANG	J. Thompson	5:08:10.33	9568	5:02:38.19
42	ALCHERINGA	J. N. Bridgland	6:06:33.19	8257	5:04:18.49
43	SAGA	L. S. Little	7:02:28.41	7831	5:13:30.04
44	ALTAIR	G. W. Moore	6:13:01.18	8635	5:15:35.18

FASTEST TIME FIDELIS

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

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

1967

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1	RAINBOW II	C. Bouzard	4:19:59.38	7653	3:16:39.15
2	PEN DUICK III	E. Tabarly	4:04:10.31	8946	3:17:37.00
3	MATIKA	N. Long	4:22:04.33	7722	3:19:10.40
4	SALACIA	A. Byrne	4:18:21.24	8025	3:20:02.19
5	MERCEDES III	H. Kaufman	4:18:41.05	8035	3:20:08.56
6	HUON LASS	H. D. Calvert	4:20:09.51	7949	3:20:20.19
7	MISTER CHRISTIAN	P. Kurts	4:22:03.47	7692	3:21:10.31
8	CASTANET	L. Carmichael	5:08:49.03	7315	3:22:13.47
9	CORROBOREE	K. A. Gray	4:23:20.44	7987	3:23:19.17
10	WATHARA II	B. Cameron	5:05:28.39	7667	4:00:12.13
11	CALLIOPE	K. Middleton	5:11:53.08	7323	4:00:34.47
12	MOONBRID	N. F. Brooker	5:06:32.38	7682	4:01:12.38
13	SEAWIND	P. Wilde	4:23:01.33	8194	4:01:41.37
14	CAVALIER	J. Roche	5:13:11.55	7378	4:02:16.28
15	SATANITA	D. H. R. Wilkie	5:01:38.39	8083	4:02:19.39
16	MALOHI	S. Fischer	5:10:36.26	7550	4:02:36.31
17	LORITA MARIA	N. B. Rydge	5:06:16.58	7820	4:02:45.11
18	FARE THEE WELL	R. Williams	5:06:22.22	7859	4:03:18.59
19	ADRIA	J. Grubic	4:23:04.31	8360	4:03:32.50
20	SARINA	E. J. Jones	5:05:55.03	7917	4:03:41.19
21	CATRIONA	D. M. Brown	5:05:04.57	7982	4:03:50.28
22	FIDELIS	J. D. Davern	4:06:36.48	9823	4:04:47.49
23	WEATHERLY	J. Gilling	5:08:04.47	7894	4:05:06.22
24	POITREL	J. Robson Scott	5:13:55.46	7564	4:05:18.16
25	NORLA	J. Bennetto	5:05:38.46	8142	4:06:18.03
26	RONITA	R. A. Cottee	5:16:24.44	7550	4:06:56.28
27	ASTELOT	A. G. Croft	5:12:24.09	7789	4:07:07.43
28	MYTH OF ARRAN	D. Reid	4:22:00.33	8769	4:07:28.56
29	LASS O'LUSS	P. C. Palistris	5:08:12.33	8072	4:07:29.18
30	NELL GWYN	R. S. Hickman	5:08:48.28	8040	4:07:33.41
31	SOUTHERLY	D. Mickleborough	5:13:56.57	7742	4:07:42.11
32	ANITRA	Sir Garfield Barwick	5:10:24.09	7963	4:07:50.23
33	TAMBOO	R. J. Green	5:17:18.24	7567	4:07:53.50
34	SHIMAAI	C. M. Earl	5:08:22.29	8102	4:08:00.32
35	CAMELOT	J. G. Borrow	5:13:28.59	7889	4:09:18.17
36	PHANTOM OF BRIGHTON	G. Maxted	5:16:18.13	7792	4:10:12.28
37	BACCHUS D	P. E. Deaton	5:05:37.12	8473	4:10:26.17
38	JOY TOO	J. J. McLaren	5:21:56.45	7549	4:11:09.17
39	ZILVERGEEST	A. J. Murray	6:01:12.21	7406	4:11:32.22
40	FRANKLIN	R.A.N.C.S.C.	5:13:18.47	8100	4:11:59.01
41	SARDA OF BURNHAM	G. L. Fox	5:23:31.57	7560	4:12:30.38
42	CARINYA	V. J. Burnes	6:03:39.26	7424	4:13:37.15
43	CARMEN	J. Edmunds	6:06:09.40	7331	4:14:04.58
44	ENID	J. C. A. Cockle	4:19:00.17	10577	4:14:08.24
45	KAHURANGI	L. D. Nathan	4:17:32.41	9711	4:14:15.48
46	SARACEN II	R. Crichton-Brown	5:22:09.42	7757	4:14:16.29
47	MALVEENA	R. Masters	6:03:05.17	7535	4:14:49.50
48	SEQUANA	M. J. Tilley	6:04:34.37	7475	4:15:03.41
49	MOANA	J. R. Easdon	5:23:26.51	7762	4:15:20.38
50	SEPTEMBER SONG	T. Palmer	6:00:55.19	7690	4:15:26.43
51	MAID ROSALIND	B. C. Finch	6:02:48.29	7598	4:15:32.42
52	RIVOLI	F. F. Varcoe	6:05:10.45	7619	4:17:39.34
53	SYLPHIDE	J. Beaumont & C. Sullivan	6:06:43.06	7557	4:17:53.53
54	ROPAWE	R. J. Mercer	6:03:29.38	7808	4:19:09.48
55	SOUTHERN MYTH	N. C. Howard	5:20:51.02	8250	4:20:12.06
56	SEA BEE	J. Ashton-Martin	5:22:02.11	8248	4:21:09.05
57	CAROL ANNE	P. Battersby	6:03:23.25	8016	4:22:08.52
58	SEA WITCH	C. R. Forbes	5:23:32.31	8271	4:22:43.42
59	LOLITA	N. G. Cassin	5:18:40.45	7684	5:05:00.09
60	ATAMAN	E. A. Brodie	7:08:01.45	7451	5:11:09.33

FASTEST TIME PEN DUICK III

DIVISION RESULTS: Div. 1: Pen Duick III; Div. 2: Rainbow II

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

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



Race History 1968-1970



1968

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	KOOMOOLOO	D. O'Neill	4-10-26-52	.8046	3-13-38-52
2.	BOOMERANG VII	J. Baker	4-07-34-58	.8375	3-14-45-02
3.	RAGAMUFFIN	S. Fischer	4-05-01-35	.8596	3-14-50-32
4.	BALANDRA	R. Crichton-Brown	4-08-57-33	.8419	3-16-21-54
5.	MOONBIRD	N. Brooker	4-19-04-34	.7682	3-16-24-05
6.	VENINDE II	G. Jorgensen	4-19-12-08	.7701	3-16-43-02
7.	MATIKA	N. Long	4-19-07-35	.7707	3-16-43-40
8.	KIMWANDA	D. Wauchope	4-14-50-35	.8222	3-19-08-07
9.	WATHARA II	B. Cameron	4-23-35-25	.7667	3-19-41-23
10.	SUNDOWNER	R. Swanson	4-14-10-45	.8330	3-19-46-45
11.	TINA OF MELBOURNE	E. Scott	5-01-56-36	.7661	3-21-25-14
12.	REBEL	B. Wilson	5-02-00-09	.7677	3-21-39-56
13.	NELL GWYN	F. Hickman	4-22-36-42	.7913	3-21-50-39
14.	SARACEN II	J. Morris	5-04-22-55	.7654	3-23-12-06
15.	OPHIR	D. Jones	5-02-56-46	.7691	3-23-19-37
16.	STARFIRE OF PERTH	N. McAllister	4-10-45-22	.9007	4-00-09-18
17.	HUON LASS	H. Calvert	5-02-08-49	.7954	4-01-09-20
18.	SALOME	K. Pix	5-09-51-36	.7568	4-01-31-16
19.	SALACIA	A. Byrne	5-01-57-10	.7945	4-01-53-29
20.	WEATHERLY	J. Gilliam	5-04-06-09	.7894	4-01-57-59
21.	CALLOPE	C. Middleton	5-15-18-36	.7323	4-03-05-15
22.	JUPITER	P. Yates	5-02-04-20	.8120	4-03-07-21
23.	ADRIA	J. Grubic	4-23-32-57	.8360	4-03-56-35
24.	BOAMBILLEE	V. Walsh	5-11-07-07	.7650	4-04-18-20
25.	ODIN	L. Abrahams	5-07-13-30	.7959	4-05-15-30
26.	LORITA MARIA	N. Rydge	5-11-26-55	.7791	4-06-24-41
27.	RENEGADE	J. Lidgard	5-14-30-48	.7654	4-06-57-23
28.	SARNIA	R. Langman	5-20-11-02	.7548	4-09-48-38
29.	CAVALIER	J. Roche	5-23-42-55	.7378	4-10-01-59
30.	GABRIELLE III	P. Sandwell	5-01-53-55	.8708	4-10-08-57
31.	ONDINE II	S. Long	4-03-20-02	1.0761	4-10-53-35
32.	CEDALION	R. Fidock	5-23-40-45	.7474	4-11-23-08
33.	GILLAWA	A. Wildman	5-20-50-11	.7681	4-12-10-35
34.	RIVAL	A. Burgin	5-23-40-24	.7556	4-12-33-34
35.	SHU-BI-HIMMANY	L. Jenkyns	5-04-20-57	.7354	4-13-05-45
36.	KALEENA	H. Godden	5-22-46-42	.7662	4-13-23-48
37.	ZILVERGEEST	A. Murray	5-05-28-38	.7375	4-14-14-22
38.	PORTIA	R. Robertson	6-06-54-48	.7339	4-14-45-19
39.	OPTIMIST	H. Beilken	5-23-44-43	.7722	4-15-00-00
40.	ALCHERINGA	J. Bridgland	5-11-57-37	.8448	4-15-28-48
41.	RAPTURE	F. Callaway	5-08-15-00	.8764	4-16-23-53
42.	FOUR WINDS II	S. Gibson	5-22-25-07	.7908	4-16-37-28
43.	CALYPSO	G. Wignall	6-08-38-08	.7462	4-17-53-47
44.	NATANI	O. Trewartha	6-08-34-11	.7496	4-18-21-58
45.	ATHENA	A. Frieze	6-10-46-20	.7444	4-19-12-44
46.	SHIMAAL	C. Earl	5-23-40-29	.8021	4-19-14-29
47.	SEA WITCH	C. Forbes	5-21-02-49	.8182	4-19-24-16
48.	SIRIUS	J. McKenzie	5-08-51-41	.9024	4-20-17-04
49.	BACCHUS D	P. Deaton	5-20-08-17	.8473	4-22-44-20
50.	TEMERAIRE	C. White	6-22-39-22	.7286	5-01-25-33
51.	ARAPAWA	B. Millar	6-03-48-21	.8283	5-02-25-39
52.	DORADO	J. Lake	6-23-28-12	.7443	5-04-38-54
53.	SAGA	L. Little	7-05-16-41	.7753	5-14-20-32
54.	METUNG	W. R. & B. Holmes	7-10-52-30	.8192	6-02-32-04

FASTEST TIME ONDINE II.

DIVISION RESULTS: Div. 1: Koomooloo; Div. 2: Moonbird.

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

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

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

FASTEST TIME CRUSADE

DIVISION RESULTS: Div. 1: Prospect of Whitby; Div. 2: Morning Cloud; 1-Ton: Tina of Melbourne.

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

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

1970

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	PACHA	R. Crichton-Brown	3-17-41-18	.9157	3-10-07-39
2.	RAGAMUFFIN	S. Fischer	3-20-42-28	.8869	3-10-13-20
3.	SALACIA	A. W. Byrne	3-22-09-23	.8993	3-11-43-59
4.	KOOMOOLOO	N. B. Rydge, Jr.	4-11-35-40	.8150	3-15-41-21
5.	VITTORIA	L. Abrahams	4-11-58-48	.8168	3-16-11-52
6.	TAURUS	A. G. Lee	4-10-29-31	.8301	3-16-29-40
7.	MATIKA	N. Long	4-19-31-17	.7844	3-18-36-53
8.	MORNING MISCHIEF	R. R. Cavill	4-23-46-08	.7590	3-18-54-16
9.	CADENCE	D. Jones	5-04-28-38	.7383	3-19-54-06
10.	BACARDI	P. Cole	4-14-59-31	.8292	3-20-02-04
11.	BUCCANEER	T. E. Clark	3-14-06-12	1.0730	3-20-23-19
12.	TAMBOO	R. Green	5-04-15-22	.7524	3-21-29-24
13.	TINA OF MELBOURNE	B. R. Scott	5-00-30-15	.7767	3-21-35-44
14.	BOOMERANG VIII	P. Joubert	5-03-25-27	.7620	3-22-02-56
15.	CAPUCINE	B. Brenac	5-05-53-05	.7504	3-22-27-50
16.	LOMA	W. Burrows	5-05-34-25	.7524	3-22-28-53
17.	PROSPECTOR	R. Lloyd	5-06-42-33	.7489	3-22-53-32
18.	CHERANA	J. Keelty	5-08-10-58	.7455	3-23-33-36
19.	VENINDE II	G. E. Jorgensen	5-02-43-43	.7815	3-23-54-44
20.	SARLENA	C. McGarry	5-05-39-43	.7709	4-00-52-22
21.	MARIA	D. A. Cooper	5-02-42-45	.7844	4-01-02-16
22.	MISTRESS	W. Pettingell	5-04-18-38	.7844	4-01-30-33
23.	DUET	J. Diamond	5-04-09-48	.7854	4-01-31-04
24.	TAMPICO II	A. McKenzie-Smith	5-13-24-56	.7312	4-01-33-12
25.	CAMELOT	M. Clarke	5-02-32-27	.8024	4-02-19-35
26.	FARE-THREE-WELL	J. Eason	5-05-07-30	.7886	4-02-47-55
27.	PATSY OF ISLAND BAY	F. R. Duffield	5-00-31-37	.8200	4-02-49-55
28.	CALYPSO	G. G. Wignall	5-12-59-19	.7444	4-02-59-48
29.	ONYA II	P. Rysdyk	5-10-28-56	.7590	4-03-02-10
30.	BALANDRA	Army Eastern Com.	4-20-46-28	.8516	4-03-26-41
31.	WEATHERLY	J. Gilliam	5-04-09-00	.8042	4-03-50-28
32.	DIUGERIDOO	T. Simmat	5-05-51-43	.7961	4-04-11-55
33.	SOUTHERLY	D. Mickleburgh	5-12-33-48	.7564	4-04-16-15
34.	FOUR WINDS II	S. W. Gibson	5-07-07-21	.7961	4-05-12-07
35.	PATRICE	R. Kirby	5-05-36-41	.8068	4-05-20-35
36.	ANITRA V	Sir Garfield Barwick	5-07-50-35	.7942	4-05-31-98
37.	ASTELOE	P. Zalai	5-15-31-53	.7651	4-07-41-42
38.	UTEIKAH IV	P. C. Fowler	5-11-35-21	.8068	4-10-09-57
39.	DESTINY II	G. Chapman	5-03-24-36	.8617	4-10-20-32
40.	AKALA	J. Bleakley	5-19-41-17	.7689	4-11-24-22

1969

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

Race History 1970-1972

41. BOOMERANG VII	P. Hill	5-04-07-37	.8675	4-11-40-48
42. FRANKLIN	Royal Aust. Navy	5-15-33-53	.8060	4-13-15-54
43. NATANI	O. Trewartha	6-04-23-35	.7428	4-14-13-34
44. ILINA	J. Court	5-04-21-54	.8937	4-15-08-42
45. ALCHERINGA	J. Bridgland	5-12-28-39	.8481	4-16-21-15
46. ANACONDA	J. Grubic	5-01-37-14	.8805	4-20-46-20
47. SOUTHERN MYTH	N. C. Howard	6-04-28-29	.8255	5-02-33-57

FASTEST TIME: BUCCANEER

DIVISION RESULTS: Div. 1: Pacha; Div. 2: Morning Mischief; 1-Ton: Matika.

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

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

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

1971

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1	PATHFINDER	B. Wilson	4:00:02.04	7835	3:03:14.34
2	RUNAWAY	J. Lidgard	4:01:00.50	7844	3:04:05.51
3	WAI ANIWA	R. H. Walker	4:01:15.07	7844	3:04:17.03
4	MORNING CLOUD	E. Heath	3:21:58.57	8141	3:04:30.40
5	TAURUS	A. G. Lee	3:21:05.48	8266	3:04:57.13
6	CERVANTES IV	R. C. Watson	3:23:55.11	8077	3:05:28.26
7	PROSPECT OF WHITBY	A. Slater	3:20:54.02	8362	3:05:41.00
8	KOOMOOLOO	J. Gilliam	3:23:41.21	8150	3:05:59.11
9	VITTORIA	L. Abrahams	4:00:00.01	8159	3:06:19.35
10	POLARIS	L. H. Savage	3:23:44.51	8292	3:07:23.37
11	RAGAMUFFIN	S. Fischer	3:17:37.54	8861	3:07:25.21
12	BACARDI	P. Cole	3:23:36.37	8336	3:07:42.02
13	STORMY PETREL	C. Curran	4:06:15.41	7844	3:08:12.50
14	MELTEMI	B. C. Psaltis	3:23:29.25	8422	3:08:25.18
15	SATANITA II	D. H. R. Wilkie	3:23:46.09	8482	3:09:13.62
16	PLUM CRAZY	G. Thomas & Partners	4:16:33.23	7226	3:09:19.59
17	PILGRIM	G. Evans	4:08:01.30	7835	3:09:30.33
18	HUON LASS	H. Calvert	4:08:03.00	7841	3:09:35.08
19	PACHA	R. Crichton-Brown	3:17:37.41	9157	3:10:04.20
20	MARK TWAIN	R. J. Langman	4:08:50.38	7844	3:10:14.22
21	WHISPERS II	G. Stagg	3:21:19.11	8813	3:10:14.33
22	TINA OF MELBOURNE	B. R. Scott	4:10:51.13	7758	3:10:53.49
23	ANACONDA	J. Grubic	3:23:50.48	8789	3:12:14.22
24	MORNING HUSTLER	R. H. Fidock	4:15:03.25	7590	3:12:17.31
25	MERCEDES III	K. Farlor	4:09:08.27	8077	3:12:55.19
26	MORNING MISCHIEF	R. R. Cavill	4:16:46.27	7590	3:13:35.43
27	BOOMAROO III	H. Findlay	4:16:40.55	7610	3:13:45.02
28	BINDA	J. S. Vickery	4:14:14.01	7796	3:13:56.16
29	THUNDERBOLT	G. Needham	4:16:37.29	7660	3:14:16.13
30	MORNING MATILDA	R. P. McIntyre	4:17:35.37	7620	3:14:33.29
31	PIMPERNEL	J. Beaumont & Partners	4:16:31.54	7709	3:14:45.02
32	WILD GOOSE	I. D. Russell	4:15:10.00	7844	3:15:11.56
33	PATRICE	J. Kirby	4:12:04.55	8068	3:15:12.01
34	DUET	J. Diamond	4:15:55.50	7796	3:15:15.39
35	STORMY	C. Bruynzeel	3:22:06.33	9301	3:15:31.61
36	VAGO II	H. Takeda	4:09:00.39	8397	3:16:10.39
37	AMERICAN EAGLE	R. E. Turner	3:15:49.16	10042	3:16:11.24
38	JISUMA	L. K. Scott	4:16:46.58	7892	3:16:13.08
39	KIALOA II	J. Kilroy	3:12:46.21	10413	3:16:16.24
40	SALACIA	F. W. Thomas	4:15:24.55	7924	3:16:17.07
41	CAVALIER	J. Roche	4:23:54.42	7374	3:16:25.22
42	MARY BLAIR	P. Riddle	4:09:08.14	8448	3:16:49.12
43	PATSY OF ISLAND BAY	E. J. Muir	4:11:34.55	8262	3:16:53.02
44	KINTAMA	R. George	4:15:51.39	7957	3:17:00.27
45	BOOMERANG VII	P. M. Hill	4:06:39.31	8675	3:17:03.23
46	SISKA	R. Tasker	3:17:04.12	10043	3:17:27.10
47	BARBARIAN	A. F. Alle	4:16:41.16	7948	3:17:33.50
48	ZILVERGEEST II	A. J. Murray	4:23:14.22	7590	3:18:30.09
49	ONYA OF GOSFORD	P. Rysdyk	4:15:23.46	8132	3:18:35.14
50	SAVANT	K. L. Cox	4:11:41.15	8474	3:19:15.15
51	CADENCE	D. M. Jones	5:03:34.11	7393	3:19:21.18
52	MORNING MIST	A. G. Neate	5:00:44.17	7570	3:19:23.55
53	RAGE	E. S. Lawrence	4:23:22.32	7704	3:19:58.00
54	CALLIPYGE	A. Streichenberger	5:07:09.31	7258	3:20:17.29
55	TAWARRI	J. D. Lewis	4:15:47.40	8262	3:20:21.52
56	CARINA	P. Daniel	5:02:32.50	7560	3:20:38.44
57	BALANDRA	Army Eastern Command	4:14:10.35	8431	3:20:53.22
58	LOWANA II	K. Anderson & Partners	4:23:49.26	7806	3:21:32.04
59	SYLPH VI	I. North & Partners	5:03:06.11	7671	3:22:25.56
60	ALCHERINGA	J. N. Bridgland	4:15:46.47	8481	3:22:48.00
61	MAKARETU	N. Gosson	4:17:13.39	8406	3:23:10.44
62	SKINFLINT	J. K. Henley	5:01:57.33	7844	3:23:39.53
63	ONDINE	S. A. Long	3:15:32.17	10931	3:23:41.15
64	WINSTON CHURCHILL	I. G. Warner	4:12:06.46	8851	3:23:41.25
65	BUCCANEER	T. Clark	3:15:27.19	10967	3:23:54.44
66	FRANKLIN	Royal Aust. Navy	4:23:20.03	8060	4:00:10.59
67	DORADO	J. I. Lake	5:08:22.24	7534	4:00:42.59
68	SKYLARK	J. L. Ward	5:14:03.37	7248	4:01:10.00
69	SARLENA	C. McGarry	5:10:40.19	7767	4:05:29.34
70	SONG OF SOLVEIG	I. Forsyth-Grant	5:12:38.52	7699	4:06:07.31
71	DIDGERIDOO	T. Simmat	5:17:59.26	7905	4:13:04.53
72	PATIENCE	N. J. Bowden	6:02:33.20	7544	4:14:33.40
73	CASSANDRA	E. H. Howe	6:07:29.48	7434	4:16:37.20
74	CAPUCINE	C. Durrrough	6:06:38.06	7504	4:17:02.11
75	JASNA	P. Kinsella & Partners	13:13.58	7249	4:17:58.40
76	FOUR WINDS	S. W. Gibson	6:04:01.22	7951	4:21:41.34

FASTEST TIME: KIALOA II

DIVISION RESULTS: Div. 1: Morning Cloud; Div. 2: Plum Crazy; OTC: Pathfinder.

RETIRED: MARIA, MISTRESS, VAN DIEMEN.

1972

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1	AMERICAN EAGLE	R. E. Turner	3:04:42.39	9681	3:02:15.49
2	CAPRICE OF HUON	G. Ingate	4:00:31.29	7730	3:02:36.49
3	GINKGO	G. Bogard	3:15:16.35	8621	3:03:14.27
4	APOLLO II	A. Bond	3:15:17.22	8662	3:03:36.36
5	RAGAMUFFIN	S. Fischer	3:15:42.49	8666	3:04:00.45
6	KOOMOOLOO	J. A. W. Gilliam	3:23:13.01	7991	3:04:05.16
7	MINNA	D. J. Isles	3:20:48.45	8237	3:04:26.59
8	APOLLO	J. Rooklyn	3:08:06.00	9564	3:04:36.27
9	MELTEMI	B. C. Psaltis	3:20:19.11	8392	3:05:28.29
10	QUEEQUEG	M. R. L. Dowling	3:19:27.37	8471	3:05:28.33
11	POLARIS	L. H. Savage	3:22:34.27	8246	3:05:59.09
12	VITTORIA	L. J. Abrahams	4:00:16.23	8180	3:06:45.04
13	TAURUS	A. G. Lee	3:04:11.55	8237	3:07:14.19
14	GRAYBEARD	L. H. Killam	3:04:57.54	10512	3:08:54.20
15	MARK TWAIN	R. J. Langman	4:08:00.31	7786	3:08:58.51
16	RUNAWAY	I. Gibbs	4:08:17.14	7786	3:09:11.52
17	PACHA	R. Crichton Brown	3:18:38.52	8980	3:09:24.05
18	KINGURRA	G. A. Warner	4:00:40.47	8436	3:09:33.32
19	BALANDRA	Army Eastern Command	4:02:54.45	8269	3:09:47.26
20	CALLIPYGE	A. Streichenberger	4:03:04.13	8320	3:10:25.35
21	ESCAPADE	Mr & Mrs G. P. Hedges	4:09:59.03	7786	3:10:31.09
22	CHANTAL	Marshall Bros	4:10:40.29	7752	3:10:41.39
23	MATIKA	A. Pearson	4:14:04.35	7556	3:11:10.25
24	SUNBIRD II	T. Yamazaki	4:11:32.23	7786	3:11:43.49
25	BOOMERANG VII	J. De Vre	4:01:14.52	8628	3:11:54.19
26	WATHARA II	R. W. Jackson	4:14:54.39	7636	3:12:41.29
27	PATRICE	R. J. Kirby	4:10:30.22	7962	3:12:48.01
28	TRE VASSA	F. R. Duffield	4:06:52.44	8255	3:12:55.18
29	STAFFIRE OF PERTH	N. McAllister	4:03:51.06	8584	3:13:42.45
30	MERCEDES III	K. Farlor	4:13:20.27	7682	3:14:10.56
31	SALACIA	F. W. Thomas	4:17:51.43	7657	3:15:11.03
32	UNICORN	R. G. Graham	5:04:34.50	7004	3:15:15.22
33	GRANNY SMITH	W. Anderson & C. Shaffran	5:04:35.44	7034	3:15:38.25
34	MOKOIA	J. M. Tattersall	5:04:38.03	7034	3:15:40.03
35	ENDEAVOUR III	G. H. Gardner	5:05:10.21	7034	3:16:02.46
36	ONYA OF GOSFORD	P. Rysdyk	4:13:20.45	8072	3:16:15.50
37	SEOUANA	M. J. Tilley	5:06:32.57	7003	3:16:37.20
38	SARACEN II	J. H. Morris	5:04:21.53	7138	3:16:46.17
39	EVOLUTION	J. Diacopoulos	5:07:09.58	7019	3:17:15.28
40	ZILVERGEEST II	A. J. Murray	5:04:28.15	7270	3:18:29.24
41	LOLITA	N. G. Cassim	5:06:20.24	7233	3:19:22.54
42	THUNDERBOLT	G. Needham	5:02:20.49	7480	3:19:30.55
43	TINA OF MELBOURNE	B. R. Scott	5:01:51.24	7516	3:19:35.14
44	DIAMOND CUTTER	A. J. Sweeney	5:02:11.43	7502	3:19:40.14
45	MARIA	D. A. Cooper	5:00:07.05	7662	3:20:02.05
46	BOOMAROO III	H. W. Findlay	5:04:36.44	7399	3:20:12.02
47	CARINA	P. Daniel	5:06:25.25	7309	3:20:24.10
48	WARRI	J. H. Blackley	5:00:37.50	7673	3:20:33.35
49	VAGO II	H. Takeda	4:14:55.29	8356	3:20:41.19
50	NELLIE ZANDER	J. J. Cumming	5:01:25.15	7647	3:20:51.02
51	DOROTHY II	F. W. Wall Smith	5:14:35.50	7477	3:21:09.41
52	SARLENA	C. McGarry	5:05:19.00	7468	3:21:35.11
53	MOONBIRD	G. J. Semple	5:01:57.17	7702	3:21:55.46
54	ANITRA V	Sir Garfield Barwick	5:04:58.10	7551	3:22:21.52
55	PIMPERNEL	J. Beaumont	5:05:40.31	7514	3:22:25.56
56	OSPREY	C. W. Johnson	5:05:54.34	7502	3:22:27.25
57	JANZOON II	W. Cavill	5:06:24.03	7500	3:22:48.02
58	SONG OF SOLVEIG	I. Forsyth Grant	5:05:59.40	7527	3:22:50.10
59	FRANKLIN	Royal Aust. Navy	5:04:34.36	7702	3:22:56.56
60	SATYRICON	A. T. Cotton	5:04:32.36	7706	3:23:58.22
61	WILD GOOSE	I. D. Russell	5:04:23.47	7741	4:00:17.43
62	KINTAMA	R. George	5:04:25.19	7765	4:00:36.40
63	QUANDO	J. O'Neill	5:06:24.02	7658	4:00:47.51
64	SOLENT	P. J. & R. S. Robinson	5:21:30.55	6938	4:02:11.00
65	TILBY II	K. W. Hinrichsen	5:23:13.50	6861	4:02:16.14
66	TAWARRI	J. D. Lewis	5:04:25.49	8055	4:04:13.43
67	ALCHERINGA	J. N. Bridgland	5:04:29.23	8166	4:05:39.30
68	MAKARETU	N. Gosson	5:04:50.31	8171	4:06:00.29
69	UTIEKAH IV	Mr & Mrs P. C. Fowler	5:07:58.15	8040	4:06:53.19
70	SKYLARK	J. L. Ward	6:08:56.01	7034	4:11:34.24
71	HUSTLER	P. J. Bates	5:04:18.00	7034	4:11:34.24
72	EVEN	W. J. Gibson	5:06:17.31	8813	4:15:18.03
73	SYLPH VI	I. A. North	6:19:28.00	7240	4:22:20.59
74	NIRIMBA	Royal Aust. Navy	6:20:34.48	7276	4:23:44.54
75	SIROCCO	S.B. Guy	5:08:21.09	9409	5:00:46.00

FASTEST TIME: AMERICAN EAGLE

Race History 1972-1974

DIVISION RESULTS: Div. A: American Eagle; Div. B: Caprice of Huon; Div. C: Matika; Div. D: Sequana; 1-Ton: Mark Twain; ½-Ton: Unicorn.

RETIRED: ANACONDA, BACARDI, NOCTURNE, KIDNAPPER.

WEATHER: The CYCA put back the starting time to 12 noon local time to give the afternoon sea breeze time to catch up with daylight saving, and the huge fleet started in a light nor'easter. The breeze was light to moderate for the first two hours of the Race, giving the fleet a spinnaker run down the NSW coast. The leaders gybed off Jervis Bay and they reached down almost to Twofold Bay, until a fresh southerly came in. After a few tacks off Cape Howe, most of the fleet were able to sail across Bass Strait on a close fetch in the fresh sou'wester. With the wind abeam from the west and nor-west, the leaders continued to make a fast reach down the Tasmanian coast. Then, without warning, the leaders were hit by a fierce southerly change, gusting to more than 40 knots. But as they approached the Iron Pot, the leaders ran into a series of frustrating calms as the rest of the fleet battled a Force 7 gale off the east coast. However, as the front passed, almost all the fleet were to suffer the same frustrations as they sailed a 'stop-go' course up the Derwent. The Race was a long, drawn-out affair, as the smaller yachts had to battle headwinds down the east coast, round Tasman Island and then across Storm Bay, most of them also encountering the fickle winds of the Derwent.

70	SOLENT	P.J. & R. Robinson	5-05-46-30	.6974	3-15-42-56
71	BANJO PATERSON	J. Jarrett	3-23-41-34	.9205	3-16-05-06
72	NIRIMBA	Navy	5-01-58-40	.7246	3-16-23-06
73	NUDUMSKY	L. Fallshaw	5-05-43-25	.7079	3-16-59-59
74	HUSTLER	P. Bates & B. Climo	4-05-50-36	.8742	3-17-01-53
75	OLYMPIA	C. & J. McDermid	5-02-59-00	.7331	3-18-09-32
76	ASTELOT	J.P. Walker	5-03-12-33	.7390	3-19-03-05
77	RENEGADE	D.G. Hogg	5-01-49-45	.7521	3-19-37-40
78	MILLUNA	T. Stokoe	4-23-29-25	.7706	3-20-04-45
79	SOU'WESTER	N. Holman	5-11-28-15	.7034	3-20-28-36
80	BOOMERANG VIII	A.M. Kelso	5-06-15-44	.7335	3-20-36-47
81	NIKE	C. Davies	5-03-59-50	.7489	3-20-51-41
82	DIAMOND CUTTER	A. Sweeney	5-05-45-09	.7387	3-20-53-35
83	JANZOOM II	W. Cavill	5-05-11-40	.7437	3-21-08-25
84	PISCES	H. Lewis	4-19-45-51	.8230	3-23-16-26
85	TAWARRI	J. Lewis	4-22-53-15	.8025	3-23-24-26
86	MAKULU	H. Blug	5-22-42-33	.6874	4-02-05-53
87	WARANA	J. Edwards & P. Sturges	5-12-24-32	.7661	4-05-26-18
88	KORUMBURRA	K. Boston	5-22-56-51	.7274	4-07-58-48
89	SARACEN II	J.H. Jamison	6-02-26-07	.7108	4-08-05-10
90	VALHALLA	D. Vanderbent	5-07-41-07	.8899	4-17-37-37

1973

PLACE	YACHT	OWNER	ELAPSED TIME	TCF	CORRECTED TIME
1	CEIL III	W. Turnbull	3-12-05-34	.7786	2-17-28-28
2	PROSPECT OF WHITBY	A. Slater	3-07-49-47	.8471	2-19-29-48
3	RAMPAGE	P. Packer	3-12-44-57	.8031	2-20-03-43
4	TAURUS	A.G. Lee	3-11-52-25	.8147	2-20-19-54
6	IMPROBABLE	D.W. Allen	3-07-09-56	.8666	2-20-36-17
7	SUPERSTAR	E.A. Graham	3-09-35-10	.8410	2-20-36-50
8	LOVE AND WAR	P. Kurts	3-08-27-31	.8547	2-20-46-05
9	RAGAMUFFIN	S. Fischer	3-07-47-16	.8674	2-21-02-54
10	QUAILLO III	D. Parr	3-06-06-22	.8853	2-21-08-50
11	MARY BLAIR	P. Riddle	3-13-04-25	.8175	2-21-32-51
12	QUEEQUEG	M. Dowling	3-09-16-34	.8564	2-21-36-17
13	BARNACLE BILL	D. Johnstone	3-12-33-45	.8237	2-21-39-14
14	CALLIPYGE II	A. Streichenberger	3-11-57-35	.8311	2-21-46-44
15	POLARIS	L.H. Savage	3-13-19-25	.8205	2-22-00-29
16	MATIKA	A. Pearson	3-21-07-49	.7538	2-22-12-05
17	PACHA	Sir R. Crichton-Brown	3-06-41-56	.8957	2-22-29-25
18	APOLLO	P. Jolly	3-02-12-06	.9541	2-22-47-44
19	SKYLARK	J.L. Ward	4-05-17-01	.7034	2-23-14-34
20	PAPILLON	J. Wrightson	3-17-01-24	.8025	2-23-26-28
21	TEQUILA	D'Arcy Whiting	3-11-09-02	.8613	2-23-37-03
22	SISKA II	Rolly Tasker	3-03-38-14	.9614	3-00-43-03
23	QUICKSILVER	B. Wilson	3-19-01-53	.7990	3-00-44-03
24	ONYA OF GOSFORD	P. Rysdyk	3-19-23-46	.7972	3-00-51-39
25	PILGRIM	G. Evans	3-21-34-57	.7786	3-00-51-47
26	MORNING HUSTLER	R. Fidock	4-04-14-30	.7305	3-01-13-35
27	VARIAG	M. Henrion	4-01-09-43	.7540	3-01-15-36
28	BUSHWACKER	F.D. Spencer	3-22-08-55	.7786	3-01-18-14
29	RUNAWAY	I. Gibbs	3-23-43-14	.7696	3-01-39-59
30	MORNING MISCHIEF	R.C. Halliday	4-08-16-08	.7213	3-01-45-59
31	GRANNY SMITH	W. Anderson	4-09-16-22	.7004	3-01-46-54
32	MARARA	K.H. Flehr	4-04-20-06	.7357	3-01-48-59
33	TREVASSA	F.R. Duffield	3-18-33-33	.8192	3-02-11-09
34	VITTORIA	L.J. Abrahams	3-12-32-12	.8099	2-20-27-58
35	LOWANA II	K.R. & P. Anderson	3-23-46-55	.7775	3-02-28-13
36	LADY JANE	L.W. Grant	4-01-05-58	.7763	3-03-22-42
37	KISHMUL	J.C. Welson	4-02-13-09	.7741	3-04-01-52
38	PATRICE	R.J. Kirby	3-23-52-21	.7932	3-04-02-45
39	MARK TWAIN	R.J. Langman	4-01-41-56	.7786	3-04-04-06
40	HELSAL	A. Fisher	3-01-32-09	1.0444	3-04-48-03
41	GUMBLOSSOM	P. Joubert	4-14-18-06	.7004	3-05-15-19
42	BOOMAROO III	H.W. Findlay	4-10-02-25	.7305	3-05-27-44
43	SURAYA	K. Steinman	4-07-00-14	.7526	3-05-31-14
44	KOOMOOLOO	R.K. Young	4-01-27-37	.7961	3-05-35-17
45	MAGGIE	J. Duncanson	4-06-49-29	.7600	3-06-08-47
46	ANACONDA	J. Grubic	3-19-06-19	.8611	3-06-27-03
47	RUFFIAN	J. Kinsella	4-00-13-51	.8184	3-06-45-19
48	MAKARETU	N. Gosson	4-01-20-05	.8097	3-06-48-42
49	MERCEDES III	K.R. Farfor	4-04-44-18	.7831	3-06-53-17
50	POITREL II	J. Robson-Scott	4-10-29-33	.7412	3-06-55-55
51	AQUILA	J. Park	4-13-23-27	.7318	3-08-03-07
52	KINGURRA	G.A. Warner	3-23-44-09	.8410	3-08-30-50
53	DUET	J.P. Diamond	4-11-22-47	.7538	3-08-56-33
54	HELLFIRE	K.L. Turner	4-14-04-19	.7357	3-09-10-40
55	AQUARIUS	R.E. Francis	4-09-20-33	.7752	3-09-39-41
56	ZILVERGEEST II	A. Murray	4-17-23-05	.7249	3-10-11-33
57	FRANKLIN	R.A.N.	4-11-21-28	.7682	3-10-28-19
58	SIROCCO	T. & P. Firmstone	4-11-01-13	.7710	3-10-30-45
59	ASSEGAII	E.R. Rooms	4-19-16-20	.7189	3-10-52-09
60	CAROL J	J. Oliver	4-12-27-39	.7681	3-11-18-30
61	BINDA	A.M. Rundle	4-13-43-26	.7595	3-11-20-59
62	SUNDOWNER	B. Price	3-23-44-54	.8719	3-11-28-58
63	CARDINAL PUFF	P.D. Rundle	5-01-52-55	.6881	3-11-52-00
64	INCA	E. Julian	4-03-32-42	.8427	3-11-52-46
65	WILD GOOSE	J.D. Russell	4-12-22-28	.7741	3-11-53-32
66	ALI BABA	B.P. Walpole	4-16-04-04	.7551	3-12-37-20
67	ASTROLABE	A.R. Gear	5-02-17-20	.7034	3-14-01-04
68	MORNING MIST	A. Neate	4-22-52-27	.7279	3-14-31-42
69	BALANDRA	Army	4-10-10-42	.8239	3-15-28-48
70	SEQUANA	M.J. Tilley	5-05-33-10	.6973	3-15-32-52

FASTEST TIME: Helsal

DIVISION RESULTS: Div. A: Prospect of Whitby; Div. B: Rampage; Div. C: Ceil III; Div. D: Skylark.

DISQUALIFIED: Alcheringa, Ruthean.

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

1974

PLACE	YACHT	OWNER	ELAPSED TIME	TCF	CORRECTED TIME
1	LOVE & WAR	P. Kurts	4-04-27-33	.8503	3-13-25-04
2	BUMBLEBEE 3	J. D. Kahlbetzer	4-01-03-85	.9044	3-15-47-09
3	GRANNY SMITH	W. Anderson	5-06-47-98	.7016	3-16-57-76
4	MERCEDES IV	H. T. Kaufman	4-12-19-22	.8236	3-17-12-76
5	FANTASY RAG	J. Musgrove	4-08-53-04	.8604	3-18-14-53
6	APOLLO III	A. Bond	4-02-58-93	.9125	3-18-19-27
7	VITTORIA	L. J. Abrahams	4-16-36-60	.8064	3-18-48-52
8	PATRICE III	R. J. Kirby	4-09-30-37	.8613	3-18-52-35
9	TAURUS	A. M. Kelso	4-16-34-98	.8078	3-18-56-67
10	KOOMOOLOO	R. K. Young	4-18-42-32	.7931	3-18-58-37
11	NUDUMSKY	L. Fallshaw	5-08-08-12	.7101	3-18-59-33
12	ONDINE III	S. A. Long	3-13-51-93	1.0642	3-19-22-68
13	POLARIS	L. H. Savage	4-17-01-68	.8087	3-19-24-34
14	POITREL II	J. Robson-Scott	5-04-58-95	.7353	3-19-53-98
15	APOLLO	W. Rooklyn	4-00-52-80	.9521	3-20-14-37
16	BALLYHOO	J. Rooklyn	3-16-52-35	1.0426	3-20-39-51
17	APPALOOSA	R. T. Spence	5-07-33-57	.7295	3-20-40-32
18	BACARDI	R. J. Gould/W. H. Rockliff	4-18-37-55	.8095	3-20-47-38
19	NIKE	C. E. Davies	5-04-52-32	.7431	3-20-47-54
20	GUMBLOSSOM	P. N. Joubert	5-12-59-90	.6990	3-20-57-95
21	ZILVERGEEST III	A. J. Murray	5-08-05-63	.7263	3-21-02-07
22	MATIKA II	A. Pearson	5-04-55-12	.7498	3-21-32-35
23	ALI BABA	B. P. Walpole	5-04-05-75	.7556	3-21-46-01
24	SUPERSTAR	K. Farfor	4-16-59-33	.8328	3-22-05-83
25	DUET	J. P. Diamond	5-05-50-47	.7484	3-22-10-77
26	DOROTHY II	E. W. Wall-Smith	5-09-13-48	.7308	3-22-26-24
27	BALANDRA	Dept of Army	4-19-56-23	.8147	3-22-27-24
28	BRUTTA FACCIA	G. Fornaro	5-02-16-25	.7742	3-22-39-72
29	HUON CHIEF	H. D. Calvert	5-02-04-40	.7763	3-22-45-93
30	MARK TWAIN	R. J. Langman	5-03-35-67	.7681	3-22-55-98
31	BINDA	A. M. Rundle	5-05-49-27	.7546	3-22-56-68
32	LOLLIPOP	P. W. Kline/L. T. Miller	5-15-30-18	.7016	3-23-04-13
33	PANDORA	H. James	5-01-01-48	.7886	3-23-11-88
34	WILD GOOSE	I. D. Russell	5-05-55-73	.7638	4-00-11-07
35	PINTADO	E. H. Wilson	5-13-31-20	.7224	4-00-27-29
36	BRUMBY	P. J. & R. S. Robinson	5-15-30-18	.7127	4-00-43-21
37	ANTAGONIST	R. F. Hickman	5-02-36-95	.7898	4-00-50-52
38	BUSHWACKER	F. Spencer	5-04-56-00	.7774	4-01-07-39
39	ONYA OF GOSFORD	P. Rysdyk	5-16-50-42	.7101	4-01-10-21
40	WILLI WILLI	J. Hawley	4-18-05-30	.8529	4-01-18-36
41	PEGASUS	G. R. W. Snow	5-06-43-82	.7688	4-01-25-82
42	RUFFIAN	J. Kinsella	5-01-03-83	.8085	4-01-52-81
43	CORROBOROEE	G. Hutchinson	5-07-33-72	.7703	4-02-15-66
44	ANACONDA	G. R. Ellis	4-19-32-73	.8540	4-02-40-55
45	SAVANT	K. L. Cox	4-22-37-00	.8325	4-02-44-90
46	CAVELIER I	J. P. Partridge	5-21-35-58	.6987	4-02-55-85
47	HUSTLER	P. Bates/B. Climo	4-18-37-42	.8665	4-03-19-28
48	AVOLON	E. J. Slight	5-06-28-97	.7969	4-04-47-84
49	BUCCANEER	T. E. Clarke	4-00-24-90	1.0477	4-05-00-84
50	CONQUISTA	J. P. Rochfort	5-22-23-12	.7101	4-05-06-47

Race History 1974-1976

51	CORDON BLEU	J. Violet	5-10-51.82	.7742	4-05-18.87
52	SARACEN II	J. H. Jamison	6-00-19.85	.7096	4-06-25.03
53	HELSAL	A. Fisher	4-00-50.72	1.0672	4-07-21.20
54	TREVASSA	F. R. Duffield	5-10-19.92	.8063	4-09-05.20
55	CATRIONA M.	B. C. Folbigg	5-20-01.02	.7564	4-09-54.52
56	VOLANTE	N. H. Price	4-17-04.95	.9419	4-10-30.74
57	RED BOOMER II	W. T. McNeil	5-11-14.40	.8047	4-20-06.48
58	HONEYWIND	T. H. Bragg	6-01-42.00	.8162	4-22-55.22

FASTEST TIME: Ondine III

DIVISION RESULTS: Div. A: Love and War; Div. B: Vittoria; Div. C: Poitrel II; Div. D: Granny Smith.

RETIRED: Sirocco, Come By Chance, Ragamuffin, Warri, Pania II.

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

68	BRUMBY	R. & R. Robinson	3-23-30.30	.7088	2-19-41.47
69	BALLYHOO	J. Rooklyn	2-16-41.05	1.0493	2-19-52.25
70	PLUM CRAZY	M. Bowen & G. Thomas	4-01-18.16	.6987	2-19-59.12
71	MORNING STAR	Swarbrick Bros.	3-21-40.25	.7263	2-20-02.07
72	PACHA	Sir Robert Crichton-Brown	3-05-08.51	.8956	2-20-19.19
73	WILLI WILLI	J. Goddard	3-10-25.04	.8324	2-20-36.17
74	LOLLIPOP	I. Millar & P. Kline	4-02-05.21	.7016	2-20-49.10
75	BUCCANEER	T. E. Clark	2-18-28.06	1.0434	2-21-21.11
76	TINA OF MELBOURNE	A. Tsakamakis	3-21-41.25	.7400	2-21-20.07
77	APPALOOSA	R. T. Spence	4-01-11.10	.7135	2-21-20.32
78	ANACONDA	G. R. Ellis	3-09-50.10	.8505	2-21-36.14
79	SKYLARK	J. L. Ward	4-03-40.04	.6987	2-21-38.16
80	SIR HENRY MERKIN	T. S. Martin	3-04-35.33	.9095	2-21-39.39
81	MIYAKADORI III	H. Okazaki	3-05-36.13	.8992	2-21-46.52
82	PANDORA	H. Jones	3-17-15.35	.7834	2-21-55.34
83	AQUILA	M. E. Braham	4-01-17.11	.7195	2-21-59.51
84	IMOGENE	B. Bowden	3-10-23.19	.8646	2-23-13.59
85	SARACEN II	J. H. Jamison	4-06-37.31	.7087	2-23-49.07
86	ALI BABA	J. E. Crisp	4-00-18.17	.7485	2-23-53.29
87	GRETLE	Gretal Synd.	3-02-31.42	.9851	2-23-55.38
88	SHIOJI TOO	Y. Ikeda	3-21-19.20	.7805	3-00-50.17
89	ROUGH RED	K. Le Compte	4-04-05.30	.7320	3-01-16.02
90	MARSUDE	P. H. Menere	4-01-15.15	.7617	3-02-04.43
91	TANGLEFOOT	D. R. Hart	4-01-01.35	.7355	3-03-46.33
92	BARBARIAN	V. Wilman, Chtr.	4-03-54.19	.7669	3-04-37.02
93	BRAVURA	R. Myler	4-14-17.29	.6962	3-04-47.05
94	SEA JADE	L. W. Grant	4-16-02.05	.7075	3-07-15.52
95	EXCALIBUR	R. T. MacDonald	4-12-33.43	.7407	3-08-24.43
96	MYUNA II	E. N. Kindred	4-10-20.29	.7567	3-08-28.07
97	SILHOUETTE	J. K. Rae	5-03-03.45	.7956	3-21-28.42
98	ANTAGONIST	R. F. Hickman	3-16-54.11	.7826	2-21-34.32
99	BOOMERANG OF BELMONT	A. G. Burgin	3-08-26.20	.8533	2-20-38.19

FASTEST TIME: Kialoa

DIVISION RESULTS: Div. A: Corinthian; Div. B: Rampage; Div. C: Pied Piper; Div. D: Fair Dinkum.

Retired: Matika II, Savant, Zilvergeest III.

WEATHER: The fleet started on the last day of a SE pattern with winds ranging from 10-20 knots. A good clip was maintained in reaching conditions. On the first night the breeze swung NE, moving to NNE at 15-20 knots on the 27th. This remained until the evening of the 28th, when for a few hours it shifted to WNW 15-25 knots. On the 29th it was N 20-30 knots, which held through the 30th when the tail-enders experienced moderate SE conditions. Thus, conditions were virtually ideal for a fast run. No less than nine yachts lifted their skirts and beat Helsal's previous record.

1975

PLACE	YACHT	OWNER	ELAPSED TIME	T.C.F.	CORRECTED TIME
1	RAMPAGE	P. Packer	3-04-43.03	.7988	2-13-16.56
2	FAIR DINKUM	J. Robson-Scott	3-10-35.23	.7442	2-13-27.47
3	SUPERSTAR	K. 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
6	BRER FOX	Marshall Bros.	3-07-41.40	.7784	2-14-02.03
7	NORYEMA	R. Amey	3-00-52.39	.8528	2-14-09.28
8	POLARIS	L. H. Savage	3-05-30.58	.8052	2-14-24.58
9	DUET	J. P. Diamond	3-11-46.20	.7453	2-14-26.07
10	DRAGONFYRE	R. C. Genders	3-12-56.04	.7355	2-14-28.10
11	HORNET	J. Duncanson	3-12-22.08	.7442	2-14-47.14
12	PILGRIM	J. H. Ratten	3-10-23.16	.7650	2-15-01.36
13	DANCING MOUSE	C. McGarry	3-12-59.04	.7454	2-15-20.51
14	HUON LASS	M. Champion	3-11-38.37	.7583	2-15-25.37
15	BLUE POLES	J. A. Harris	3-13-24.45	.7431	2-15-28.12
16	LOVE AND WAR	P. Kurts	3-02-38.46	.8503	2-15-28.18
17	WARRI	J. H. Bleakley	3-11-45.13	.7587	2-15-32.38
18	CORINTHIAN	D. R. Hooper	3-01-35.03	.8848	2-15-37.15
19	NIKE	C. E. Davies	3-13-29.24	.7442	2-15-37.18
20	FANTASY RAG	J. Musgrove	3-02-00.42	.8804	2-15-40.47
21	APOLLO II	R. & I. Thurston	3-03-12.07	.8477	2-15-44.55
22	MELTEMI	B. C. Psaltis	3-05-33.18	.8220	2-15-45.06
23	PATRICE III	R. Kirby	3-02-14.48	.8596	2-15-49.21
24	KAILUA	J. B. Senior	3-02-37.49	.8554	2-15-50.20
25	BRUTTA FACCIA	G. Fornaro	3-10-23.01	.7752	2-15-51.50
26	MOONBIRD	S. G. Kuhn	3-12-14.50	.7586	2-15-54.35
27	HUON CHIEF	H. D. Calvert	3-10-30.06	.7783	2-16-02.46
28	NATTELLE TWO	K. Wright	3-06-18.07	.8181	2-16-03.32
29	THE FOX	Anderson Bros.	3-10-23.44	.7805	2-16-18.35
30	TEMPO	C. Johnson & N. Vitali	3-10-45.00	.7774	2-16-19.47
31	DIAMOND CUTTER	A. Sweeney	3-11-39.30	.7720	2-16-34.30
32	HUSTLER	B. Climo & P. Bates	3-03-00.33	.8629	2-16-43.31
33	BEDOUIN	T. Michalis	3-15-12.05	.7431	2-16-47.58
34	QUICKSTEP	H. L. Smith	3-11-28.22	.7774	2-16-51.57
35	APOLLO III	A. Bond	2-23-54.01	.9029	2-16-55.07
36	VITTORIA	L. J. Abrahams	3-08-34.17	.8064	2-16-58.22
37	MERCEDES III	A. T. Clutton	3-11-50.25	.7757	2-17-02.06
38	SUNBIRD V	T. Yamasaki	3-01-31.50	.8847	2-17-03.09
39	KOOMOLOO	R. K. Young	3-10-23.09	.7931	2-17-20.25
40	WHISPERS OF WELLINGTON	G. Staggs	3-08-28.06	.8124	2-17-22.21
41	THUNDERBOLT	L. P. Harding	3-19-01.27	.7182	2-17-22.25
42	PINTADO	E. H. Wilson	3-19-07.13	.7183	2-17-27.06
43	WINDWARD PASSAGE	R. M. Johnson	2-14-59.52	1.0401	2-17-31.26
44	GERONIMO	A. G. Lee	3-04-16.09	.8596	2-17-33.40
45	QUICKSILVER	R. Wilson	3-10-23.39	.7968	2-17-39.06
46	RUTHLESS	P. Hill	3-12-27.19	.7774	2-17-39.20
47	SISKA	R. L. Tasker	3-02-43.13	.8792	2-17-41.39
48	MARY BLAIR	J. Savage & F. Short	3-10-01.08	.8026	2-17-49.42
49	MERCEDES IV	H. T. Kaufman	3-08-01.25	.8236	2-17-54.27
50	THUNDERCLOUD	D. Hogg & A. Stewart	3-12-48.59	.7774	2-17-56.10
51	QUANDO	J. D. Edmonds	3-02-39.20	.8854	2-18-06.00
52	BACARDI	R. Gould & W. Rockliffe	3-10-22.47	.8026	2-18-07.05
53	LEDA	N. E. Gosson	3-00-01.13	.9189	2-18-10.46
54	VAGO	H. Takeda	3-06-19.02	.8452	2-18-11.37
55	KIALOA	J. B. Kilroy	2-14-36.56	1.0573	2-18-12.12
56	ANTICIPATION	S. Brown Synd	3-01-58.06	.8954	2-18-13.52
57	TAWARRI	J. D. Lewis	3-10-35.12	.8038	2-18-22.59
58	ANDURIL	R. E. Carter	3-11-23.43	.7978	2-18-31.58
59	WESTWIND	K. & R. Findlay	3-14-17.58	.7710	2-18-32.13
60	PEGASUS	G. Snow	3-15-45.36	.7595	2-18-39.13
61	APOLLO	S. Barrett	2-22-12.19	.9482	2-18-34.07
62	BALANDRA	Army Sailing Club	3-10-23.50	.8113	2-18-50.56
63	BINDA	A. M. Rundle	3-17-14.04	.7515	2-19-03.35
64	REBEL	R. E. Francis	3-18-34.36	.7419	2-19-11.56
65	TUPPENCE	T. Barrenger	3-18-41.01	.7430	2-19-22.41
66	GIDGEE	D. Ingall	3-07-59.25	.8446	2-19-33.35
67	TAURUS	A. M. Kelso	3-12-23.12	.7999	2-19-30.03

1976

PLACE	YACHT	OWNER	ELAPSED TIME	T.C.F.	CORRECTED TIME
1	PICCOLO	J. Pickles	4-05-30.15	.7857	3-07-45.07
2	ROCKIE	P. & R. Kingston	4-07-30.12	.7774	3-08-27.49
3	RAGAMUFFIN	S. Fischer	3-21-49.58	.8638	3-09-03.10
4	LOVE & WAR	P. Kurts	3-23-54.39	.8469	3-09-13.37
5	BACARDI	R. Gould & W. Rockliffe	4-06-10.44	.7966	3-09-23.45
6	NATTELLE TWO	N. S. Girdle	4-03-28.25	.8190	3-09-28.08
7	PATRICE III	R. J. Kirby	3-23-45.16	.8537	3-09-44.44
8	DYNAMITE	P. Smith	4-05-18.03	.8114	3-10-11.44
9	APOLLO II	R. I. Thurston	4-01-15.25	.8468	3-10-21.26
10	RUFFIAN	J. Kinsella	4-07-06.32	.8021	3-10-42.13
11	CHAUVINIST	J. Wareham	4-23-12.07	.6975	3-11-08.36
12	QUEEQUEG	P. Beildding	4-03-31.31	.8401	3-11-36.40
13	GHOST	K. & R. Barry-Cotter	4-16-35.40	.7442	3-11-47.34
14	MULLOKA	C. J. Wilkinson	4-20-40.39	.7223	3-12-16.34
15	APOLLO	W. Rooklyn	3-17-16.40	.9468	3-12-31.42
16	BALLYHOO	J. Rooklyn	3-07-59.26	1.0573	3-12-34.26
17	DIAMOND CUTTER	A. Sweeney	4-13-42.48	.7710	3-12-35.20
18	HOT PROSPECT II	Heuchmer Everitt			
19	LOTS WIFE	R. Montgomery	5-01-57.47	.7763	3-12-38.02
20	TAURUS	A. M. Kelso	4-10-48.57	.6962	3-12-54.38
21	RAMPAGE	E. N. Fuller	4-11-30.14	.7966	3-13-05.22
22	ANTAGONIST	R. G. Hickman	4-14-38.30	.7924	3-13-11.10
23	MATIKA III	A. Pearson	4-13-40.03	.7701	3-13-12.19
24	GERONIMO	A. G. Lee	4-03-58.40	.7774	3-13-15.20
25	WAINUNU IV	R. A. Lee	4-09-44.10	.8529	3-13-16.18
26	INVINCIBLE	R. H. Cawse	4-13-51.49	.8074	3-13-22.17
27	MERCEDES III	A. T. Clutton	4-14-02.25	.7774	3-13-24.27
28	KESTREL	R. H. Fildock	4-14-12.40	.7752	3-13-26.08
29	FARROUT	P. H. Winkless	4-14-05.01	.7774	3-13-34.44
30	HUON CHIEF	H. D. Calvert	4-14-40.20	.7752	3-13-47.35
31	BRER FOX	R. W. Jackman	4-14-14.18	.7795	3-13-55.51
32	RICHOCET II	G. L. Finlay	5-00-12.47	.7199	3-14-32.29
33	ZILVERGEEST III	A. J. Murray	5-00-21.38	.7234	3-15-04.08
34	MATIKA II	Roxburg P'trs	4-20-59.54	.7442	3-15-04.13
35	BRUMBY	R. & R. Robinson	5-02-58.52	.7088	3-15-10.08
36	VITTORIA	L. J. Abrahams	4-12-32.57	.8064	3-15-32.03
37	SARACEN II	J. H. Jamison	5-04-39.25	.7036	3-15-42.31
38	DANCING MOUSE	G. McGarry	4-22-32.34	.7442	3-16-13.10
39	LEDA	N. E. Gosson	3-23-40.29	.9232	3-16-19.37
40	RUTHLESS	P. Hill	4-17-29.03	.7784	3-16-20.10
41	CHAOS	R. T. Spence	4-17-41.02	.7774	3-16-22.40
42	BALANDRA	W. R. Carpenter	4-13-45.50	.8079	3-16-40.42
43	THUNDERBOLT	L. P. Harding	5-04-27.58	.7152	3-17-01.05
44	PINTADO	E. Wilson	5-04-36.27	.7154	3-17-08.39
45	VANESSA	B. K. Jaggard	5-08-18.42	.6962	3-17-19.50
46	MERCEDES IV	M. E. Braham	4-13-33.57	.8236	3-18-14.18
47	SUNDANCE	D. Smith	5-10-57.29	.6987	3-19-30.01
48	BANJO PATTERSON	J. Jarrett	4-05-42.25	.9064	3-20-11.14

Race History 1976-1978

50	BINDA	I. D. Ritchie	5-03-09.21	7494	3-20-17.35
51	SARNIA	P. Rae	5-08-16.51	7240	3-20-52.31
52	ARTEMIS	D. J. Millikan	5-12-23.15	7075	3-21-39.51
53	LANDFALL	K. Elliott	5-02-44.50	7699	3-22-30.11
54	HI-JACQUE	J. Violet	5-02-11.22	7752	3-22-43.17
55	ICTHUS	R. P. Delbridge	5-10-27.49	7290	3-23-06.29
56	ANITRA MAY	R. Walters	4-23-54.25	7955	3-23-23.10
57	WILD GOOSE	I. D. Russell	5-06-21.30	7576	3-23-43.45
58	FREEDOM	C. T. Martin	5-08-21.21	7461	3-23-45.59
59	QUASAR	B. J. Sutherland	4-13-38.54	8908	4-01-40.29
60	ANACONDA II	J. Grubic	3-22-29.37	0421	4-02-28.18
61	OBSSESSION	B. Tardrew	4-21-09.33	8477	4-03-18.57
62	NIRIMBA	R. A. N. S. A.	5-18-45.03	7176	4-03-34.03
63	CARMEN	K. Bourke	6-00-26.00	6920	4-03-56.52
64	NAND II	R. O. Chapman	5-13-55.53	7514	4-04-38.10
65	WILLI WILLI	J. Goodard	5-03-41.35	8290	4-06-32.30
66	SCARLET	L. F. Job	5-21-51.49	7236	4-06-39.05
67	ANNA DRIE	J. Krop	5-06-24.40	8162	4-07-10.36
68	QUEST	R. Cruikshank	5-07-02.17	8152	4-07-33.41
69	ADRIA AUSTRALIS	A. Harry	5-04-05.18	8375	4-07-55.26
70	JINDIVIK	H. Bonhill	6-00-25.26	7308	4-09-32.42
	NJUMI	R. B. Grenda	5-09-25.49	7171	3-20-48.52

FASTEST TIME: Ballyhoo

DIVISION RESULTS: Div. A: Ragamuffin; Div. B: Piccolo; Div. C: Ghost; Div. D: Chauvini
2-Ton: Natelle Two; 1-Ton: Rockie; 1/2-Ton: Ghost; 1/4-Ton: Chauvini

Retired: Aztec, Betula, Cordon Bleu, Kintama, Lollipop, Lyndal, Meltemi, Polaris, Providence, Rogue, Shenandoah, Smilie, Storm Bay, Trevasa, Wolfam IV

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

57	LOTS WIFE	R.S. Montgomery	6-08-45.15	6933	4-09-54.16
58	LEDA	N. Gosson	4-20-59.00	9121	4-10-42.02
59	MANU KAT	J.W.B. Barry	5-20-08.32	7628	4-10-54.02
60	ROGUE	V. D'Emilio	5-20-24.15	7681	4-11-50.40
61	ANNA DRIE	H. J. Krop	5-15-37.01	8031	4-12-54.50
62	ANACONDA II	Aust. Army Sailing Assoc	4-10-03.27	1.0291	4-13-08.38
63	MELTEMI	B.C. Psaltis	5-17-46.55	8154	4-16-20.51
64	THYLACINE	J.W. Butten	6-08-36.00	7364	4-16-22.29
65	SECOND LADY	G. Scherwinski	6-08-44.25	7477	4-18-12.14
66	FIREBALL II	M. Bayliss	5-17-43.35	8537	4-21-34.37
67	FREANDA	J.A. Carr	5-15-13.57	9051	5-02-23.56
68	*BREADFRUIT	R. Sill	5-14-42.38	7442	4-04-15.06
69	NIRIMBA	Royal Aust. Navy	7-23-05.09	7186	5-17-18.51
70	*QUEEQUEG	G.R. Young	5-01-19.04	8375	4-05-27.51

FASTEST TIME: Kialoa

DIVISION RESULTS: Div. A: Kialoa; Div. B: Brer Fox; Div. C: Zilvergeest III; Div. D: Lolli
Disqualified: Cordon Bleu, Vanessa.

Retired: Apalie, Aphrodite, Aries, Assegai, Avalon, Aztec, B-One-Nine-Five, Bellman, Betula, Binda, Casablanca, Chauvinist, Dorado, Fairdinkum, Farr Fetched, Geronimo, Gidgee, Gumblossom, Hecate, Helsal, Hercules, Hi-Jaque, Imogene, Jisuma, Lowana II, Margaret Rintoul II, Matika II, Mekim Save, Mercedes V, Meriki, Moonbird, Mulloka, Mystic Seven, Nodinsky, Nire Lowa, Pandora Two, Penando, Phantom, Quest, Rhythm, Rum Runner, Ruthless, Silver Shamrock III, Smir-Noff-Agen, Southern Comfort II, Spanker, Sunburst, Superstar, Swuzzlebubble, Taurus, The Hum, The Sting, Thunderbolt, Wainunu V, White pointer, Willi Willi, Wimaway, Winston Churchill, Xavier.

*Patricell, Breadfruit and Queequeg penalised 26 places for failing to answer recall at the start.

WEATHER: The race started in light E at 5 knots, turning later to NE 10 knots fading to very light SSE overnight. On the second morning the fleet had W 20 knots with some yachts experiencing NE. It turned in the afternoon to SE 30-40 knots gusting with a short high cross sea. Some yachts experienced winds of up to 50 knots for varying periods. By evening 18 boats had retired. By early on 28th, a further 15 were out. The wind was SE 20 knots later going back to 30-40 knots, seas rough. At night it swung to SW 25-35 knots. On the 29th the wind eased to S 12 knots and stayed at this for the day. Retirements had reached 55. The 30th brought 5-10 knot SE turning to light NE. Calm-to-light conditions plagued the tailenders although some struck a short 85 knot squall on Jan 1.

1977

PLACE	YACHT	OWNER/CHARTERER	ELAPSED TIME	T.C.F.	CORRECTED TIME
1	KIALOA	J.B. Kilroy	3-10-14.09	1.0454	3-13-58.10
2	RAGAMUFFIN	S. Fischer	4-06-29.42	8596	3-16-06.17
3	WINDWARD PASSAGE	F. Johnson	3-12-39.00	1.0435	3-16-19.56
4	LOLLIPOP	P. Kline & I. Miller	5-15-39.10	6931	3-22-01.15
5	NATELLE II	N.S. Girdis	4-19-26.52	8162	3-22-13.43
6	BRER FOX	R.W. Jackman	5-02-35.06	7711	3-22-31.31
7	JENNY H	Jenny H Syndicate	5-01-48.48	7774	3-22-41.52
8	ANTAGONIST	R.F. Hickman	5-02-40.47	7732	3-22-51.21
9	PICCOLO	J. Pickles	5-02-06.18	7774	3-22-55.28
10	APOLLO	J. Rooklyn	4-05-33.04	9391	3-23-22.00
11	PINTA	W. Illbruck	4-20-17.54	8218	3-23-34.27
12	ZILVERGEEST III	A.J. Murray	5-13-06.04	7193	3-23-44.23
13	DYNAMITE 2	P.S. Smith	4-20-32.05	8236	3-23-45.30
14	DAMEL	W.A. Currie	5-02-21.29	7846	4-00-00.08
15	RAMPAGE	E.N. Fuller	5-02-11.47	7880	4-00-02.47
16	WINSOME 77	D.D. May	4-20-54.25	8218	4-00-04.27
17	FARRAWA	B.G. Campbell	4-20-31.21	8246	4-00-05.04
18	AQUILA	B. Edmunds & J. Aitken	5-14-39.02	7136	4-00-05.12
19	SWEENEY TODD	D.W. Blainey	5-16-58.58	7016	4-00-06.26
20	NYAMBA	J.G. Hardy	4-21-35.45	8181	4-00-12.19
21	NITRO	G. & R. Edgerton	4-21-04.12	8236	4-00-25.08
22	LOVE AND WAR	P. Kurts	4-20-02.10	8333	4-00-41.34
23	VITTORIA	L.J. Abrahams	5-02-22.23	7933	4-01-04.43
24	HUMDINGER	W.B. Northam	5-20-06.31	6933	4-01-08.14
25	BARNACLE BILL	J. & D. Dirksen	5-01-05.52	8045	4-01-25.23
26	APOLLO II	R. & I. Thurston	4-20-29.29	8375	4-01-33.42
27	DYNAMITE	R.E. Walters	5-00-29.16	8114	4-01-45.50
28	PERIF BANOU	J. & C. Sanders	5-14-43.33	7281	4-02-05.38
29	WHISPERS OF WELLINGTON	G.R. Stagg	5-02-13.19	8027	4-02-06.27
30	DANCING MOUSE	C. McGarry	5-13-19.37	7353	4-02-07.09
31	BACARDI	J. Gould	5-03-55.21	7933	4-02-18.28
32	GOLDEN EAGLE	J.W. Granger	5-06-28.35	7774	4-02-19.22
33	KESTRAL	R.H. Fidock	5-07-03.27	7752	4-02-29.42
34	CONCUBINE	J. Mc. Taylor	5-12-31.30	7442	4-02-37.30
35	MERINDA	A.G. Taylor	5-21-47.23	6962	4-02-42.50
36	MERCEDES III	A.T. Clutton	5-07-57.27	7730	4-02-54.40
37	MARTINE	P.K. Gourlay	5-23-49.55	6877	4-02-54.47
38	FARR OUT	E. Vidor	5-07-30.51	7763	4-02-59.21
39	KNOCKOUT	Sir Max Aitken	5-01-19.04	8181	4-03-15.00
40	BRUMBY	P. & R. Robinson	5-22-48.43	6990	4-03-49.31
41	PANDORA II	M.W.D. Phillips	5-02-19.01	8179	4-04-02.35
42	VARIAG	M. Herion	5-16-24.18	7390	4-04-40.01
43	BILLAGONG	P.N. Joubert	5-14-55.21	7465	4-04-43.10
44	BLUE MOON	W. Anderson	5-12-32.47	7628	4-05-06.23
45	BRAVURA	I. Loube	4-19-20.03	8768	4-05-07.30
46	*PATRICIA III	R.J. Kirby	4-16-22.29	8554	4-05-07.31
47	MULBERRY	M. Lovett	6-04-53.02	6987	4-05-40.22
48	STREAKER	R. H. Cawse	5-12-23.45	7681	4-05-41.36
49	WAINUNU IV	J. Garner & D. Strong	5-07-00.13	8041	4-06-07.25
50	POLARIS	L.H. Savage	5-06-27.55	8086	4-06-15.35
51	MIKO	D. Burfitt	6-03-14.59	6959	4-06-28.16
52	THUNDER CLOUD	D. Hogg & A. Stewart	5-13-10.32	7731	4-06-57.29
53	CHAOS	R.T. Spence	5-12-27.55	7774	4-06-58.43
54	SHENANDOAH	J.R. Charody	6-05-10.30	6959	4-07-48.39
55	BANG BANG	D.W. Baxter	5-13-09.51	7815	4-08-04.04
56	APOLLO III	A. Bond	4-20-26.58	6965	4-08-23.49

1978

PL.	YACHT	OWNER/CHARTERER	ELAPSED TIME	T.C.F.	CORRECTED TIME
1	LOVE & WAR	P. Kurts	4-04-45.72	8358	3-12-13.00
2	MARGARET RINTOUL II	S.R. Edwards	4-03-34.65	8499	3-12-37.85
3	CONSTELLATION	J.W. Garner	4-04-08.25	8613	3-14-14.90
4	STREAKER	B.C. Ryan	4-22-42.57	7660	3-18-55.88
5	MATIKA II	A. Pearson	5-06-32.00	7335	3-20-48.72
6	APOLLO	J. Rooklyn	4-02-23.40	9458	3-21-03.43
7	PEACOCK	K.W. & R.M.H. Adams	5-10-52.00	7127	3-21-16.12
8	DECEPTION	D. Hankin	4-22-39.57	7877	3-21-28.07
9	SINNERMAN	G.D. Finchett	5-10-33.00	7174	3-21-39.38
10	BILLAGONG	P.N. Joubert	5-07-49.00	7454	3-23-15.70
11	CASABLANCA	K. Page	4-04-26.87	9503	3-23-27.32
12	HUON CHIEF	H.D. Calvert	5-05-26.00	7628	3-23-40.82
13	DIAMOND CUTTER	A. Sweeney	5-06-04.00	7597	3-23-46.37
14	VITTORIA	L.J. Abrahams	5-01-23.22	7910	4-00-01.02
15	ANTAGONIST	R.F. Hickman	5-05-45.00	7638	4-00-02.87
16	CORDON BLEU	K. Dorrell	5-09-15.00	7449	4-00-16.68
17	VANGUARD	R.H. Cawse	5-01-26.67	7928	4-00-16.87
18	WESTERN MORNING	D.W. Blainey & P.R. Stockfield	5-14-56.00	7163	4-00-39.15
19	THUNDERBOLT	L.P. Harding	5-15-04.00	7167	4-00-48.13
20	BRER FOX	R.W. Jackman	5-06-38.00	7649	4-00-51.70
21	WHITE POINTER	K.R. Le Compté	5-05-09.00	7795	4-01-33.25
22	PILGRIM	J.H. Ratten	5-09-18.00	7556	4-01-41.93
23	SWEET CAROLINE	M.W.D. Phillips	4-22-55.90	8218	4-01-44.27
24	PRIORITY	D.J. Pryor	5-05-44.00	7795	4-02-00.53
25	RAMPAGE	E.N. Fuller	5-05-44.00	7838	4-02-32.98
26	RELENTLESS	P. Hankin	5-05-26.00	7887	4-02-55.75
27	ZILVERGEEST III	A.J. Murray	5-18-14.00	7163	4-03-00.98
28	CHAOS	R.T. Spence	5-06-07.00	7863	4-03-09.92
29	ROGUE	R.M. White	5-10-34.00	7649	4-03-52.22
30	ROCKIE	P.S. Kingston	5-07-24.00	7853	4-04-02.82
31	BANG BANG	D.W. Baxter	5-06-37.00	7902	4-04-03.12
32	HERCULES	M.H. C.M. & S.P. Will	6-00-43.12	6931	4-04-18.27
33	LOTS WIFE	R.S. Montgomery	6-01-34.80	8905	4-04-31.37
34	ONYA OF GOSFORD	P. Rydyk	5-05-59.00	8000	4-04-47.18
35	NATELLE TWO	A.G. Lee	5-04-41.00	8092	4-04-53.62
36	MARY BLAIR	G.A. Blok	5-06-51.00	7964	4-05-01.40
37	CANON	J. Harry	6-01-47.75	6931	4-05-03.05
38	SOLANDRA	R.W. Escott	6-01-44.32	6939	4-05-07.67
39	MERINDA	A.G. Taylor	6-01-37.30	6946	4-05-08.92
40	MELTEMI	B.C. Psaltis	5-05-01.00	8121	4-05-31.55
41	MIRABOOKA	J. Bennetto	5-04-47.00	8145	4-05-38.15
42	POLARIS	T. Goto	5-06-00.00	8070	4-05-40.92
43	MATIKA III	K.C.D. Roxburgh & D.L. Don	5-06-55.00	8057	4-05-45.40
44	MERCEDES IV	D.L. Braham	5-04-45.00	8238	4-06-46.13
45	MERCEDES V	H. Jones	5-05-47.00	8181	4-06-54.20
46	MANU KAT	J.W.B. Barry	5-15-28.00	7597	4-06-54.83
47	SATIN SHEETS	A.A. Strachan	5-04-47.00	8255	4-07-00.52
48	RUNAWAY	K.E. Millin	5-10-28.00	7905	4-07-08.03
49	ROCOCHET II	G.L. Finlay	6-00-47.70	7141	4-07-23.88
50	HELIAL	H.A. Fisher	4-03-02.15	1.0468	4-07-40.23
51	ANACONDA II	J. Grubic	4-05-01.35	1.0291	4-08-12.27
52	DYNAMITE	R.E. Walters	5-05-39.00	8310	4-08-24.90
53	PERIE BANOU	J.W. & C.C. Sanders	6-01-01.05	7219	4-08-41.28
54	FUZZY DUCK	C.A. Troup	5-06-56.92	6987	4-08-46.13
55	HI-JACQUE	J.H. Violet	5-18-21.00	7586	4-08-57.13
56	BRAVURA	C.K. Charles	6-06-21.47	6987	4-09-03.28
57	CHANCE	W. & J. Rice	6-00-12.95	7323	4-09-38.55
58	VANESSA	B.K. & K.A. Jaggar	6-08-57.07	6905	4-09-38.75
59	BREADFRUIT	R. Sill	5-23-54.35	7353	4-09-48.83
60	SCORPION	R.W. Clemens	5-05-51.00	8443	4-10-15.30

Race History 1978-1979

61	HORNET	D. Flecker & A. Iurburgh	6:01.32.05	7323	4:10-34.47
62	SURAYA	K. Spencer	6:01.36.47	7330	4:10-43.82
63	ARETHUSA	G. Knightly	5:04.47.00	8571	4:10-57.10
64	QUADRILLE	Army Sailing Club	8:02.15.07	7323	4:11-05.97
65	JISUMA	W. Rockliff	6:01.27.85	7401	4:11-39.47
66	SECOND LADY	G. Scherwinski	6:01.51.42	7398	4:11-54.28
67	JOKER	W.P. Webb	6:13.34.12	6849	4:11-55.12
68	SPIRIT	P.D. Rundle	5:05.04.00	8630	4:11-55.95
69	SILVER CLOUD	A.G. McComb	6:01.31.92	7442	4:12-18.28
70	CALLALA	A.J. & R.K. Birtles	5:22.35.12	7634	4:12-50.97
71	MYSTIC SEVEN	N.G. Chidgey	6:01.37.30	7493	4:13-06.85
72	COBWEB	W.M. Griffiths	6:02.02.87	7515	4:13-45.28
73	LOWANA II	D. Millikan	6:01.32.60	7546	4:13-49.82
74	BLUE MOON	W. Anderson	6:00.58.50	7576	4:13-49.98
75	UTIEKAH IV	G. Hennicke	5:22.42.30	7730	4:14-18.65
76	MORNING MATILDA	R.P. McIntyre	6:09.11.40	7208	4:14-25.15
77	HUMBURG	R.L. Bugg	6:12.30.57	7075	4:14-43.82
78	TOLTEN	D.A. Job	6:01.33.37	7619	4:14-53.95
79	GENGHIS KHAN	R. Huntley	5:07.20.00	8711	4:14-55.20
80	FREANDA	J.A. Carr	5:06.46.00	8834	4:15-59.13
81	WILLI WILLI	J. Goddard	5:05.58.00	8914	4:16-17.20
82	ODIN	W.L. Gilbert	6:01.44.15	7728	4:16-37.47
83	SUNDANCE	P.W. Daniel	6:22.35.07	6956	4:19-52.57
84	GRETCH	B. Lewis	5:04.45.00	9395	4:21-12.15
85	TOUCHWOOD	D.P. & V.A. Brooker	6:00.29.57	8171	4:22-03.90
86	KLINGER	T.N. Cassidy	8:04.48.70	7211	5:21-55.25
98*	RIMFIRE	E.W. Wall Smith	5:07.56.00	8372	4:11-06.33

FASTEST TIME: Apollo

DIVISION RESULTS: Div. A: Love and War; Div. B: Deception; Div. C: Streaker; Div. D: Peacock.

*Penalised 50% after protest

Retired: Acrux, Apollo II, Apollo IV, Farr Out, Moonshadow, Piccolo, Superstar, Cliequot, Nimmitabel, Nirimba.

WEATHER: The race started in 12-15 knots NE with rain. The wind gradually freshened the first afternoon to 30 knots to give the yachts a fast passage past Jervis Bay. The hard running conditions were taking toll of spinnakers and gear, and two boats broke booms and retired. A light sou'westerly change passed over the fleet at 2400 hrs and turned SE 10-15 knots later in the day leaving the yachts close hauled towards Gabo Island. During the second day a leading group of seven yachts picked up a light westerly while the remainder of the fleet lay becalmed north of Gabo Island. Overnight the seven put more than 80 miles on the rest of the fleet. The light westerly (5-10 knots) then took the bulk of the fleet across Bass Strait with many calm patches. The leaders continued to extend their lead. A southerly change passed briefly through on the third night lasting only six hours. A freshening nor'easter of 15 knots took the yachts down the Tasmanian coast. It died during the night. In Storm Bay most yachts found light and variable conditions with the river producing fitful breezes. Once the leaders finished the remainder experienced frustrating calms down the Tasmanian coast and in Storm Bay.

1979

Place	Yacht	Owner/Charterer	Elapsed Time	TCF	Corrected Time
1	SCREW LOOSE	R.J. Cumming	4:12-54.63	.6934	3:03-31.10
2	WHEEL BARROW	I.C. Tringham	4:12-59.22	.6934	3:03-34.28
3	APALIE	"Apalie" Syndicate	4:13-05.85	.6931	3:03-36.92
4	SHENANDOAH	J.R. Charody	4:13-33.53	.6902	3:03-37.05
5	QUINTAL	H.C. Knoop	4:13-19.83	.6962	3:04-06.95
6	NIRE LOWA	A.T. Floyd	4:14-45.38	.6902	3:04-26.63
7	MERINDA	A.G. Taylor	4:15-13.03	.6918	3:04-56.40
8	CHAUVINIST	P. Winkler	4:15-47.65	.6902	3:05-09.62
9	ZILVERGEEST III	A.J. Murray	4:12-17.57	.7133	3:05-14.70
10	MORNING HUSTLER	J.H. Cowell	4:12-51.00	.7133	3:05-38.55
11	THUNDERBOLT	L.P. Harding	4:13-06.30	.7137	3:05-52.08
12	QUETZAL	P. North	4:13-05.85	.7139	3:05-53.07
13	CHERRY CHEER	P. Attrill	4:17-37.63	.6863	3:05-58.93
14	LOLLIPOP	I. Millar	4:17-31.93	.6874	3:06-02.52
15	BUMBLEBEE 4	J.D. Kahlbetzer	3:01-45.87	1.0628	3:06-23.80
16	GHOST TOO	K. Roxburgh, C. Graham, W. Hoare	4:11-40.22	.7293	3:06-31.43
17	PIMPERNEL	H.J. Holland	4:14-06.78	.7145	3:06-40.53
18	PUSS 'N BOOTS	H. Boot	4:12-55.98	.7234	3:06-48.12
19	RELENTLESS	P. Hankin	4:05-16.97	.7784	3:06-50.30
20	CHANCE	W. & J. Rice	4:12-14.28	.7293	3:06-56.27
21	ZEUS II	J.R. Dunstan	4:18-32.15	.6899	3:07-01.08
22	BLUE MOVES	B.A. Moore	4:12-20.98	.7316	3:07-16.12
23	TINA TWO	K.V. Dyer	4:18-56.20	.6902	3:07-19.75
24	AURIGA	M.P. Stubbing	4:14-07.60	.7238	3:07-42.57
25	BELITA IV	D.R. Anderson	4:13-30.15	.7288	3:07-48.32
26	SGIAN DUBH	R.W. Lean	4:15-09.25	.7186	3:07-52.52
27	VANGUARD	R.H. Cawse	4:04-56.72	.7918	3:07-55.70
28	BRUMBY	P. & R. Robinson	4:19-20.60	.6934	3:07-58.73
29	BILLABONG	P.N. Joubert	4:12-38.68	.7364	3:08-00.35
30	AMON-RE	D. Smith	4:12-48.45	.7357	3:08-02.97
31	HECATE	W.J. Tedmanson	4:14-09.85	.7271	3:08-06.02
32	REVENGE	P.H.I. Green	4:13-20.17	.7327	3:08-06.63
33	SPIDER	D. Currie	4:12-26.03	.7391	3:08-08.60
34	SECOND LADY	G. Scherwinski	4:12-48.38	.7369	3:08-10.75
35	WATHARA II	F.J.C. & R.E.C. Stopp	4:12-18.20	.7410	3:08-15.15
36	WIMAWAY	A. Barry	4:12-55.97	.7375	3:08-20.27
37	ORANI	W.G.P. Read	4:12-14.25	.7433	3:08-27.17
38	SMACKWATER JACK	P. Whiting	4:06-56.75	.7846	3:08-48.27
39	DECEPTION	J.H. Bleakley	4:06-58.20	.7846	3:08-47.40
40	BIG SCHOTT	A. Pearson	4:03-49.78	.8119	3:09-03.10
41	HUON CHIEF	H.D. Calvert	4:10-49.68	.7597	3:09-09.43
42	MARIA	M. Preston & D. Kelly	4:12-46.40	.7463	3:09-10.65
43	HERCULES	M.H., C.M. & S.P. Will	4:10-26.25	.7628	3:09-11.42
44	MYSTIC SEVEN	N.D. Chidgey	4:12-51.70	.7482	3:09-13.95
45	VIVACIOUS	J.A. Brown	4:22-09.13	.6877	3:09-15.18
46	MIKO	D. Burfitt	4:21-39.57	.6915	3:09-21.68
47	CAV	S. Parnell	4:16-39.32	.7225	3:09-23.60
48	JEDAKA	H. Kuhn	4:13-44.70	.7420	3:09-25.83
49	SHOGUN	B. Sutton	4:03-26.42	.8190	3:09-26.48
50	SWEET CAROLINE	M.W.D. Phillips	4:03-00.48	.8248	3:09-38.52
51	BINDA	I.D. Ritchie	4:14-12.22	.7410	3:09-39.65

52	SAGITTA	B. & W. Hellenen	4:17-08.62	.7222	3:09-42.73
53	SHENANDOAH (Vic)	R.A. White	4:12-19.33	.7546	3:09-44.38
54	SOLANDRA	R.W. Escott	4:22-32.98	.6911	3:09-55.77
55	THE STING	A.M. Rundle	4:10-48.12	.7680	3:10-01.43
56	LOWANA II	D. Millikan	4:13-00.97	.7525	3:10-02.07
57	GARLIC PRAWN	P.E. Glynn & R.W. Steel	4:15-37.37	.7353	3:10-04.57
58	IMPETUOUS	G.R. Lambert & J. Crisp	4:04-34.77	.8171	3:10-11.00
59	CHRISTINA	P.W.H. Woodruff	4:12-51.08	.7556	3:10-14.23
60	CALLALA	R.K. Birtles	4:12-45.63	.7579	3:10-25.77
61	PRIORITY	J. Pryor	4:10-23.95	.7763	3:10-35.85
62	MARIONETTE	C.A.F. Dunning	4:00-32.62	.8580	3:10-50.05
63	WHITE POINTER	K. Le Compte	4:10-50.75	.7763	3:10-56.65
64	MERCEDES III	A.T. Clutton	4:12-16.25	.7665	3:10-59.37
65	MARK TWAIN	K. Jones	4:13-00.32	.7615	3:11-00.45
66	NEW BEACH ROAD	D.C. Booth	4:11-32.50	.7728	3:11-06.48
67	RAGAMUFFIN	S. Fischer	4:01-46.20	.8503	3:11-08.02
68	CHAOS	D. Leitch	4:10-26.20	.7831	3:11-21.02
69	KAIULANI	S.C. Lovell	4:18-49.48	.7264	3:11-24.52
70	MERCEDES V	H. James	4:05-57.47	.8181	3:11-24.68
71	QUEST	R. Cruickshank	4:13-15.72	.7636	3:11-25.93
72	CHAUTAUQUA	A.C. Rowett	4:11-36.02	.7757	3:11-27.92
73	NIRIMBA	Royal Australian Navy	4:19-12.58	.7247	3:11-29.53
74	PICCOLO	J. Pickles	4:10-13.93	.7867	3:11-34.37
75	FLIGHT	G.B. Lambie	4:18-08.50	.7323	3:11-35.15
76	NYAMBA	J.G. Hardy	4:05-44.83	.8218	3:11-38.95
77	DIAMOND CUTTER	A. Sweeney	4:12-02.03	.7742	3:11-38.38
78	FARR OUT	E. Vidor	4:10-22.92	.7870	3:11-43.35
79	WOFTAM IV	B. Jamison	4:13-19.23	.7659	3:11-43.72
80	KOAMARU	B.A. Millar	4:11-22.28	.7799	3:11-44.33
81	PATRICE III	D. MacWilliam	4:03-49.08	.8392	3:11-46.03
82	APOLLO II	R. & I. Thurston	4:03-20.15	.8436	3:11-47.97
83	QUICKSILVER	P.D. Lamont	4:11-45.57	.7777	3:11-48.27
84	LUPUS	W.A. Schifferli	4:17-37.77	.7380	3:11-51.50
85	YEOMAN XXI	R.A. Aisher	4:01-46.23	.8580	3:11-53.22
86	FURIABO	Y. Sasamoto & T. Tomioka	4:05-13.15	.8291	3:11-55.23
87	BACARDI	J. Gould	4:03-45.08	.8425	3:12-02.42
88	SUNBURST	R.K. Young	4:06-05.93	.8246	3:12-11.43
89	STAR WARS	B.R. Button	4:11-22.80	.7844	3:12-13.72
90	MARDI GRAS	Farmyard Syndicate	4:11-22.87	.7860	3:12-24.08
91	FARRAWA	B.G. Campbell	4:05-08.88	.8346	3:12-25.08
92	CHICK CHACK	M.L. Dykes	4:12-50.10	.7781	3:12-41.07
93	SALACIA II	A.W. Byrne	4:03-15.28	.8536	3:12-43.42
94	CHALLENGE	L.J. Abrahams	4:04-24.52	.8443	3:12-46.48
95	INVINCIBLE	D. Bienefeld	4:12-24.42	.7821	3:12-47.10
96	DAMEL	W.A.J. Currie	4:12-21.82	.7931	3:12-51.57
97	PIRRA	S. Shield	4:18-16.70	.7431	3:12-55.20
98	BORN FREE	J.H. & C.D. Howell	4:12-18.58	.7844	3:12-57.48
99	SUPERSTAR	K. Farfor	4:03-18.40	.8563	3:13-02.17
100	BLIZZARD	E. Juer	4:00-24.87	.8831	3:13-08.60
101	RIVAL	T. Seccombe	4:23-03.32	.7155	3:13-11.03
102	NEW MORNING	T. Hewison	4:11-53.60	.7901	3:13-14.78
103	CONDOR OF BERMUDA	R. Ball	3:08-02.97	1.0667	3:13-23.32
104	SISKA	R. Tasker	3:08-56.88	1.0563	3:13-30.32
105	POLARIS	L.H. Savage	4:11-23.27	.7977	3:13-39.78
106	TARQUIN	J.A. Stanford	4:22-44.70	.7241	3:13-58.98
107	GRANNY APPLE	Whisper Syndicate	4:11-31.95	.7998	3:14-00.27
108	GOODOOLOO	P. & B. Young	4:18-32.17	.7510	3:14-00.90
109	RIMFIRE	E.W. Wall-Smith	4:07-09.10	.8363	3:14-15.93
110	NATELLE II	A.G. Lee	4:10-22.10	.8114	3:14-18.43
111	MELTEMI	Canberra Yacht Club Syndicate	4:11-27.22	.8087	3:14-53.85
112	MANU KAI	J.W.B. Barry	4:18-53.13	.7566	3:14-55.33
113	HELIA II	A. Fisher	3:09-56.27	1.0643	3:15-12.37
114	UTIEKAH IV	G. Hennicke	4:17-20.77	.7698	3:15-15.22
115	POLICE CAR	P.R. Cantwell	4:10-48.12	.8199	3:15-34.00
116	SATIN SHEETS	M. O'Leary	4:11-22.72	.8156	3:15-34.67
117	MIRRABOOKA	J. Bennetto	4:11-31.45	.8147	3:15-35.98
118	APOLLO	W. Rockliff	3:22-15.05	.9301	3:15-39.75
119	ANTICIPATION	D. St. C. Brown	4:03-38.07	.8804	3:15-43.08
120	OBSESSION	W.C.R. Bale & K.D. Monro	4:11-24.05	.8209	3:16-09.92
121	DYNAMITE	R.E. Walters	4:10-09.40	.8310	3:16-12.97
122	ADRIA	A. Harry	4:12-23.95	.8144	3:16-18.82
123	BREKAWAY	K. McDonald	4:11-41.00	.8218	3:16-29.63
124	SCORPION	R.W. Clemens	4:10-28.38	.8319	3:16-34.48
125	SEQUIAH II	J.M. Clark	4:12-16.55	.8197	3:16-45.22
126	JEMIMA	K.L. Bell	4:10-14.07	.8434	3:17-35.88
127	REGIS TOO	R.J. Brown	4:22-15.15	.7586	3:17-42.37
128	ALI BABA	J. & T. Michalis	4:10-11.38	.8520	3:18-28.42
129	SORCERY	J.D. Wood	3:22-02.57	.9629	3:18-33.22
130	DESTINY	T.A. Taylor	4:13-00.17	.8333	3:18-49.92
131	FIONA	J. Sturrock & E. Lawrence	4:13-01.90	.8316	3:18-59.87
132	MARY MUFFIN	G.A. Blok	4:10-12.82	.8613	3:19-28.90
133	BANJO PATERSON	J. Jarrett	4:06-51.25	.8952	3:20-05.12
134	SAVANT	K.L. Cox	4:13-13.90	.8437	3:20-09.52
135	SHARWATER	J.M. & A.R. Cooper	4:21-00.45	.7910	3:20-33.17
136	GAULOIS 3	P. Faque	4:00-48.87	.9594	3:20-53.02
137	GRETLE	B. Lewis	4:03-01.75	.9395	3:21-02.27
138	CONGERE	B.D. Koepfel	4:11-27.57	.8870	3:23-18.98
139	ANACONDA II	J. Grubic	3:21-55.38	1.0496	4:02-34.88
140	CASABLANCA	J. Goddard	4:10-11.35	.9503	4:04-54.68
141	SELTRUST ENDEAVOUR	J.P. Callow & M.J. Dunham	4:12-46.07	.9707	4:09-34.85
142*	IMOGENE	L.L. & D.J. Heskett	4:12-11.28	.8385	3:18-42.93



Race History 1980-1981



1980

PL	YACHT	ELAPSED TIME	TCF	CORRECTED TIME
1	NEW ZEALAND.....NZ Round The World Comm.	2:18-45.68	1.0369	2:21-13.48
2	GRETLE.....B. Lewis	3:02-03.92	.9380	2:21-28.38
3	CHALLENGE.....L. Abrahams	3:10-31.35	.8434	2:21-35.97
4	EVELYN.....J. Cassidy	3:01-12.00	.9619	2:22-24.65
5	NEFERITI.....F.B. Ryan	3:05-09.32	.9294	2:23-42.48
6	HELSAL II.....A. Fisher	2:20-34.53	1.0603	3:00-42.63
7	MARGARET RINTOUL II.....S.R. Edwards	3:15-18.77	.8333	3:00-45.45
8	POLICE CAR.....J.G. Hardy	3:16-58.78	.8199	3:00-57.27
9	INCH BY WINCH.....D.J. O'Neill & Partners	3:15-20.42	.8399	3:01-21.42
10	RAGAMUFFIN.....S. Fischer	3:15-21.05	.8486	3:02-07.55
11	APOLLO II.....A.J. Becher	3:16-36.47	.8401	3:02-26.35
12	ANACONDA II.....J. Grubic	3:00-38.55	1.0290	3:02-44.32
13	PATRICE III.....R.J. Kirby	3:17-38.80	.8350	3:02-51.28
14	PACHA.....J. De La Vega	3:13-54.78	.8733	3:03-01.67
15	ONCE MORE DEAR FRIENDS.....P.P. Kurts	3:20-55.42	.8105	3:03-18.87
16	MATIKA II.....L. Green	4:08-14.88	.7254	3:03-37.28
17	MARY MUFFIN.....G.A. Blok	3:17-08.60	.8501	3:03-46.83
18	ADRENALIN.....B.C. Ryan	3:23-34.93	.8827	3:04-43.42
19	WHEELBARROW.....I.C. Tringham	4:15-13.60	.6898	3:04-43.43
20	BIG SCHOTT.....A. Pearson	3:23-41.42	.8822	3:04-45.75
21	PHOENIX.....E. Vidor	4:03-23.33	.7774	3:05-15.88
22	PICCOLO.....J. Pickles	4:03-09.48	.7793	3:05-16.42
23	SCREW LOOSE.....R.J. Cumming	4:15-14.72	.6949	3:05-18.25
24	MERCEDES IV.....D.L. & M.E. Braham	3:23-42.73	.8086	3:05-23.57
25	DIAMOND CUTTER.....A.J. Sweeney	4:03-50.80	.7763	3:05-30.50
26	HERCULES.....M.H. C.M. & S.P. Will	4:06-07.57	.7597	3:05-35.10
27	PRYORITY.....J. Pryor	4:05-50.40	.7659	3:05-59.95
28	ZEUS II.....J.R. Dunstan	4:17-17.93	.6886	3:06-01.05
29	IMPETUOUS.....J. Lambert & J. Crisp	3:23-35.58	.8162	3:06-01.37
30	KESTREL.....R.H. Fickert	4:06-31.10	.7628	3:06-12.05
31	SAGACIOUS.....G.J. Appleby	3:23-43.68	.8181	3:06-18.90
32	NATLE II.....A.G. Lee	4:01-22.33	.8045	3:06-20.15
33	BILLABONG.....P.N. Joubert	4:11-33.78	.7300	3:06-31.25
34	STAR WARS.....B. Button	4:05-13.87	.7834	3:07-18.27
35	HOT PROSPECT.....E.O. Grendon	4:08-22.28	.7763	3:07-28.25
36	GHOST TOO.....K. Roxburgh, C. Graham, W. Hoare	4:13-46.57	.7277	3:07-53.03
37	MERCEDES IV.....I. Lewis	4:03-20.33	.8073	3:08-11.77
38	WHITE POINTER.....K. Le Cumpete	4:08-48.02	.7659	3:08-15.98
39	BREADFRUIT.....R. Sill	4:14-45.23	.7284	3:08-40.38
40	MELTEMI.....J. Bell & B.C. Psaltis	4:04-48.57	.8010	3:08-44.90
41	BACARDI.....J. Gould	3:23-44.15	.8451	3:08-54.37
42	LOWANA II.....D. Millikan	4:12-40.62	.7462	3:09-05.68
43	VIVACIOUS.....J.A. Brown	4:03-05.33	.8199	3:09-14.57
44	WIMAWAY.....A. Barry	4:15-13.47	.7331	3:09-32.32
45	LLOLLOP.....J.T. Millar	4:23-09.65	.6846	3:09-34.65
46	REVENGE.....P.H. Green	4:15-40.47	.7312	3:09-39.37
47	ONYA OF GOSFORD.....P. Rysdyk	4:07-58.53	.7673	3:09-51.58
48	HOTSHOT.....L.L. B.A. G.L. Prescott	4:22-23.32	.6924	3:09-58.33
49	BATTLESTAR.....H. James	4:01-25.12	.8443	3:10-15.02
50	BRUMBY.....P. & R. Robinson	4:23-26.07	.6998	3:10-23.15
51	BALANDRA.....R.H. Piggott & A.D. Hurburgh	4:08-48.00	.7931	3:11-07.00
52	NOELEEN III.....K. King & G. Warner	4:11-20.62	.7763	3:11-19.85
53	RUTHLESS.....P. Hill	4:13-49.70	.7597	3:11-26.18
54	LEGEND.....R.B. Keily	5:01-32.15	.6873	3:11-31.88
55	CATHY LEE.....N.J. Guy	5:00-43.92	.6926	3:11-37.13
56	NAND III.....R.O. Chapman	4:01-45.87	.8563	3:11-42.93
57	THUNDERBOLT.....L.P. Harding	4:22-01.27	.7094	3:11-43.45
58	BORSALINO.....D.J. Herlihy & J.H. Hughes	4:04-45.20	.8310	3:11-42.55
59	CHLOE.....D. Rourke	5:00-08.03	.6987	3:11-56.25
60	PINTADO.....I. Backwell	4:22-27.12	.7111	3:12-13.87
61	THE NEWCASTLE FLYER.....P. Rundle	3:16-58.50	.9470	3:12-16.50
62	MARIA.....M. Preston & D. Kelly	4:17-27.27	.7431	3:12-18.47
63	PIMPERNEL.....H. Holland	4:22-11.12	.7145	3:12-26.60
64	ROGIS TOO.....R.J. Brown	4:05-30.80	.8333	3:12-35.45
65	MYSTIC SEVEN.....N.D. Chidgey	4:17-50.70	.7444	3:12-44.77
66	THYLACINE.....J.W. Burton	4:21-50.68	.7195	3:12-47.35
67	DANCING LADY.....M.M. Grigg	4:04-47.00	.8443	3:13-05.47
68	MORANDOO.....C. McMillan	4:23-25.43	.7145	3:13-19.70
69	QUO VADIS II.....H.L. Marks	4:04-19.77	.8520	3:13-28.83
70	GIANT.....W. Saunders & C. Hatfield	4:21-04.15	.7312	3:13-36.05
71	PIPE DREAM.....D.W. Bonouvie	4:05-40.42	.8434	3:13-45.08
72	AMON-RE.....D. Smith	4:20-57.68	.7346	3:13-55.18
73	WAGGERS II.....G. Radford	4:05-28.97	.8477	3:14-01.62
74	RAGER I.....M.A. Clements	4:14-03.07	.7825	3:14-06.88
75	PLABA IV.....B. Gambacorti	5:03-33.37	.7000	3:14-29.35
76	PAWPAW.....F. Snape	4:21-59.98	.7341	3:14-37.40
77	SECOND LADY.....G. Scherwinski	4:22-23.90	.7353	3:15-03.48
78	WILLI WILLI.....J. Goddard	4:01-30.12	.8936	3:15-07.65
79	MARIA VAN DIEMEN.....D.B. Bowman	5:03-49.35	.7046	3:15-14.72
80	GAMBIT.....R.W. Corben	4:19-33.18	.7583	3:15-16.63
81	GENGHIS KAHN.....R. Hurtle	4:04-34.07	.8703	3:15-31.43
82	MINAMI.....J. Helton	4:23-31.28	.7335	3:15-40.13
83	ANACONDA.....C.F. Thompson	4:08-36.80	.8401	3:15-53.13
84	HUON QUEST.....H.D. Calvert	4:08-37.22	.8417	3:16-03.52
85	WOFTAM IV.....B. Jemison	4:19-52.98	.7670	3:16-52.93
86	CALLALA.....D. Venille	4:23-26.08	.7466	3:17-10.18
87	LONGNOSE.....P. Stranks	4:03-13.97	.9308	3:20-21.95
88	GIDGEE.....R.T. Forster	4:15-13.92	.8375	3:21-09.40
89	ANITRA MAY.....R.E. Walters	4:04-19.53	.9410	3:22-24.37
90	QUEST.....R. Cruickshank	5:02-35.67	.7864	4:00-24.48
91	DESTINY.....T.A. Taylor	4:23-30.40	.8228	4:02-19.80
92	BIG 'A'.....C.E. Arcus	4:21-16.07	.8408	4:02-35.92
93	BON TEMPS.....P. Graves	6:00-29.00	.7510	4:12-30.42

FASTEST TIME: NEW ZEALAND

DIVISION RESULTS: Div. A: New Zealand; Div. B: Police Car; Div. C: Matika II; Div. D: Wheelbarrow

RETIRED: GUN, MIRABOOKA, NOELANI, PUSS 'N' BOOTS, RIMFIRE, SALAMANDER II, SWEET CAROLINE, SHENANDOAH, TUCANA

WEATHER: The start was in light easterlies which remained throughout the first afternoon. The influence of spectator craft outside Sydney Heads was the worst for years. Easterlies stayed light all the first night but slowly freshened the second day to 15-18 knots to give a fast race

down the NSW coast in overcast conditions. The wind slowly backed to the NE and freshened to 25 knots during the second night to give a fast slide across Bass Strait. Down the Tasmanian coast on the third day the wind stayed northeast at 20 knots and a new record appeared imminent for the leaders. The wind (and hopes for a record) faded on the third night with light and variable winds with heavy rain. On the morning of the fourth day the wind slowly freshened from the south to 20-30 knots which pushed the leaders home. The breeze slowly faded and left the smaller boats in light and variable conditions down the Tasmanian coast and across Storm Bay and in the Derwent.

1981 Results

PL	YACHT	ELAPSED TIME	TCF	CORRECTED TIME
1	ZEUS II.....J.R. Dunstan	5-13-48-41	.6833	3-19-25-59
2	SOLANDRA.....R.W. Escott	5-13-48-46	.6913	3-20-30-17
3	SCALLYWAG SS.....R.J. Winton	5-19-13-53	.6766	3-22-12-14
4	MORNING MISS.....R.G. & C.A. Purcell	5-14-54-38	.7016	3-22-39-11
5	BEACH INSPECTOR.....G. Jones & R. Hudson	5-11-57-48	.7202	3-23-02-23
6	SHENANDOAH.....J.R. Charody	5-19-06-49	.8833	3-23-03-17
7	HOTSHOT.....L.L. B.A. & G.L. Prescott	5-17-41-41	.6926	3-23-22-02
8	SALT PETA.....P. Hinton	5-18-54-56	.6873	3-23-28-35
9	MERINDA.....A.G. Taylor	5-17-42-48	.6939	3-23-33-33
10	SZEEHWAN.....J.S. Whitty	5-00-27-29	.7938	3-23-37-10
11	WHEELBARROW.....I.C. Tringham	5-18-57-31	.6900	3-23-52-53
12	AQUILA.....B.W. Edmunds	5-13-46-55	.7177	4-00-00-53
13	MULLOKA.....P.R. Jacka	5-14-36-54	.7152	4-00-16-35
14	SMUGGLER.....T. Simpson	5-04-07-58	.7763	4-00-21-51
15	CHERRY CHEER.....P. Attrill	5-19-10-03	.6926	4-00-23-14
16	BILLABONG.....P.N. Joubert	5-12-19-07	.7295	4-00-31-35
17	THYLACINE.....J.W. Burton	5-13-50-05	.7225	4-00-41-44
18	CHELINDA.....J.W. Keown	5-13-31-52	.7260	4-00-56-36
19	THUNDERBOLT.....L.P. Harding	5-17-59-13	.7028	4-00-58-38
20	QUINTAL.....H.C. Knoop	5-19-07-15	.6978	4-01-04-42
21	FLIGHT.....G.B. Lambie	5-13-41-51	.7272	4-01-13-29
22	ONCE MORE DEAR FRIENDS.....P.P. Kurts	5-00-41-46	.8066	4-01-21-12
23	BIMBLEGUMBIE.....K. Jacobs	5-04-07-51	.7846	4-01-23-34
24	MAID ROSALINDE.....J.H. Quinn	5-17-30-38	.7091	4-01-30-31
25	PILGRIM.....J.H. Ratten	5-10-55-49	.7455	4-01-36-30
26	MORNING HUSTLER.....J.H. Cowell	5-17-58-19	.7079	4-01-40-13
27	BLUE MOVES.....B. Moore	5-13-42-14	.7307	4-01-41-50
28	REVENGE.....J. Sproule	5-13-58-58	.7295	4-01-42-58
29	BREADFRUIT.....R. Sill	5-14-10-23	.7284	4-01-43-53
30	HORNET.....N. Georgeson	5-14-47-27	.7260	4-01-51-29
31	HITCHHIKER.....P. Briggs	5-00-00-33	.8162	4-01-57-05
32	SGIAN DUBH.....R.W. Lean	5-19-18-50	.7041	4-02-05-27
33	VENGEANCE.....B. Lewis	3-22-30-00	1.0422	4-02-29-16
34	DECEPTION.....W.K. Norlin	5-07-18-31	.7742	4-02-33-44
35	IMPETUOUS.....P. McTavish	5-02-24-16	.8055	4-02-35-48
36	THE LIQUIDATOR G. Meyer & A.J. MacDonald	5-17-40-30	.7165	4-02-38-38
37	IMPECCABLE.....J.O. Walker	5-12-33-05	.7442	4-02-38-41
38	PHOENIX.....E. Vidor	5-07-06-27	.7763	4-02-40-24
39	KATE KELLY.....D.W. & J. Blainey	5-12-19-31	.7466	4-02-47-38
40	PIMPERNEL.....H. Holland & D. Blumentals	5-17-55-24	.7165	4-02-49-19
41	TUCANA.....D.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	SEAULATER.....J. McI. Taylor	5-02-12-54	.8105	4-03-03-18
46	MAYHEM.....D.O. May	5-03-04-04	.8507	4-03-09-20
47	NIKE.....J.A. Hunt	5-16-49-18	.7248	4-03-10-08
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	4-03-26-20
51	INFRA RED.....P.L. Mander	5-09-43-21	.7691	4-03-46-10
52	GHOST TOO.....J.R. Nankervis	5-16-50-08	.5295	4-03-49-17
53	THE ROPERUNNER.....L. Green & G. Thorpe	5-04-13-35	.8037	4-03-50-26
54	MOONLIGHTER.....K.S. Wood	5-14-03-14	.7454	4-03-55-25
55	APOLLO V.....A. Bon	5-00-39-26	.8301	4-04-09-27
56	MYSTIC SEVEN.....N.D. Chidgey	5-14-46-54	.7443	4-04-19-04
57	WRINKLES.....R.C. Parkin	5-18-07-21	.7272	4-04-26-33
58	YEOMAN XXIII.....R.A. Aisher	4-23-57-56	.8381	4-04-32-35
59	ENVY.....G.M. Hewitt	5-04-13-51	.8101	4-04-38-21
60	CHOWRINGHEE.....J. Birtles	5-16-10-37	.7398	4-04-44-37
61	MARGARET RINTOUL III.....S.R. Edwards	4-16-11-44	.8984	4-04-47-47
62	DRAGONFYRE.....R.C. Genders	5-16-58-05	.7364	4-04-51-47
63	BINDA.....I.D. Ritchie	5-16-46-43	.7376	4-04-53-16
64	SALAMANDER II.....K. White	5-09-50-42	.7773	4-04-55-42
65	SEQUEL.....G.S. Coultis	5-17-31-45	.7341	4-04-57-36
66	SWEET CAROLINE.....M.W.D. Phillips	5-02-59-33	.8209	4-04-57-52
67	APHRODITE.....G.S. Girds	5-13-59-20	.7542	4-05-03-15
68	FARR-FETCHED.....D.C. Calvert	5-10-49-23	.7732	4-05-09-08
69	VANESSA III.....B.L. & K.A. Jaggard	5-13-06-07	.7617	4-05-23-01
70	SAGACIOUS.....G.J. Appleby	5-02-27-25	.8282	4-05-25-07
71	PICCOLO.....R. Schroder	5-10-03-20	.7803	4-05-28-56
72	JOSEPHINE.....W. Gram	5-17-29-21	.7398	4-05-42-52
73	JISUMA.....W.H. Rockcliff	5-18-31-40	.7353	4-05-51-34
74	CARRY ON.....C. Brown	5-13-50-15	.7617	4-05-56-38
75	INVINCIBLE.....W. Bienefeld	5-10-59-28	.7783	4-05-57-01
76	CHALLENGE.....L. Abrahams	5-01-21-53	.8408	4-06-02-36
77	RAGAMUFFIN.....S. Fischer	5-02-57-52	.8310	4-06-11-00
78	TAURUS II.....A.G. Lee	5-02-15-28	.8372	4-06-21-15
79	MORNING AFTER.....C. McMillan	5-12-55-08	.7701	4-06-21-39
80	DAMEL.....D.W. Currie	5-11-59-57	.7763	4-06-28-15
81	RENEGADE.....R.E. Francis	5-06-39-37	.8095	4-06-31-53
82	MELTEMI.....CYCOD Syndicate	5-08-53-30	.7960	4-06-35-51
83	BIG SCHOTT.....A. Pearson	5-07-43-45	.8036	4-06-3

Race History 1981-1982

PI	YACHT	ELAPSED TIME	TCF	CORRECTED TIME
86	SEAWIND W.J. & B.E. Clay	5-13-58-29	.7680	4-06-53-33
87	PATRICE III R.J. 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. Blok	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	4-07-58-13
96	SEAQUESTA A.G. Neate	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	CONDOR OF BERMUDA R.A. Bell	4-02-41-21	1.0563	4-8-14-43
100	MINNA H.A. Handley	5-13-50-52	.7793	4-08-18-27
101	MIRABOOKA 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	SPLIGHT 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	PETROSINA 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	4-10-48-51
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	NGARURU B.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	.6860	4-13-28-37
125	ADRIA AUSTRALIS A. Harry	5-17-35-09	.8017	4-14-18-09
126	BORSALINA D.J. Herlihy & 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	.8538	4-16-03-25
133	SANTERVA T. Veale	5-00-52-27	.9277	4-16-08-05
134	EAGLE R. Winspear	5-11-24-26	.8554	4-16-24-20
135	IMOGENE T. Haskett & J. Edwards	5-12-21-58	.8678	4-18-52-02
136	CASABLANCA P. Bush	5-02-57-26	.9350	4-18-57-54
137	HELM I J.H. Pursi 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	LONGNOSE 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

*20% Penalty after protest

FASTEST TIME: Vengeance (33rd overall)

DIVISION RESULTS: Maxi Div.: Vengeance Div. A: Apollo V Div. B: Szechwan
Div. C: Smuggler Div. D: Zeus II

RETIRED: Apollo, Apollo III, Farr Out, Hasta Luega, Idle Vice, Mercedes V, Onya, Police Car, Screw Loose, Southern Raider, 2001, Ultraviolet, Vanguard, Wy-Ar-Gine III, Zig Zag

DISQUALIFIED: Jimmy Blacksmith

WEATHER: Strong southerly winds at the start provided a spectacular and fast spinnaker run to the Heads. The southerly increased on the first night to about 35 knots with a rough sea, which caused the majority of retirements. The breeze moderated to ten knots over the second day and night, still from the south. Dawn the third day provided the first of many calms that plagued the fleet from Bass Strait to the finish. Most crossed Bass Strait in a 25 knot westerly that lasted only 8 hours during the night of the 28th. The leaders fought calms and light southeasters down the east coast of Tasmania and across Storm Bay to the finish, making it one of the slowest Hobarts on record. The medium raters looked all set to clean up the overall results, but a freshening northerly down the east Tasmanian coast and in Storm Bay saw the minimum raters fly home and into the top handicap placings.

1982

PI	YACHT	ELAPSED TIME	TCF	CORRECTED TIME
1	SCALLYWAG R.E. Johnston	3-13-56-44	.7833	2-19-19-16
2	AUDACITY N.W. Marr	3-18-13-14	.7485	2-19-20-59
3	POLICE CAR Sir James Hardy	3-11-14-52	.8147	2-19-49-19
4	SZECHWAN J.S. Whitty	3-13-33-31	.7978	2-20-15-31
5	ADRENALIN B.C. Ryan	3-13-44-14	.8018	2-20-44-39
6	THE ROPEBURNER L. Green	3-13-51-14	.8027	2-20-54-54
7	ONCE MORE DEAR FRIENDS P.P. Kurts	3-13-49-06	.8047	2-21-54-54
8	BONDI TRAM D.J. O'Neill & Partners	3-12-01-12	.8227	2-21-07-24
9	BLACK MAGIC R.J. Layton	3-13-29-05	.8095	2-21-12-00
10	SWEET CAROLINE M.W.D. Phillips	3-10-28-39	.8408	2-21-20-49
11	CHALLENGE L. Abrahams	3-11-31-40	.8307	2-21-23-11
12	SATIN SHEETS A.A. Strachan	3-13-27-50	.8129	2-21-28-25
13	MARGARET RINTOUL III S.H. Edwards	3-05-50-23	.8931	2-21-31-07
14	PICCOLO J. Pickles	3-18-00-46	.7763	2-21-52-37

PI	YACHT	ELAPSED TIME	TCF	CORRECTED TIME
15	MARLOO N.S. Girdis	3-13-30-43	.8183	2-21-58-28
16	HITCHHIKER P. Briggs	3-13-45-41	.8171	2-22-04-32
17	SEAQUESTA A.G. Neate	3-13-39-28	.8181	2-22-04-36
18	PIRRA C.P. Robinson	3-23-16-16	.7376	2-22-16-19
19	CHAOS S. Lockley	3-19-10-24	.7711	2-22-18-14
20	POLARIS L.H. Savage	3-16-55-03	.7921	2-22-25-54
21	SHEENANDOAH J.R. Charody	4-06-45-09	.6873	2-22-37-18
22	MELTEMI B.C. Psaltis & CYCODY Synd.	3-16-43-56	.7960	2-22-37-51
23	FARR OUT C.A. Troup	3-19-19-14	.7752	2-22-47-30
24	IMPECCABLE J.O. Walker	3-23-16-33	.7431	2-22-47-58
25	AQUILA B.W. Edmunds	4-03-12-45	.7140	2-22-50-18
26	SAGA A.J. Reid	4-01-36-57	.7260	2-22-52-09
27	BILLABONG P.N. Joubert	4-01-16-56	.7295	2-22-58-03
28	GOLDEN PROSPECTS R.C. Peat	3-15-34-10	.8105	2-22-58-30
29	NADIA R.E.J. Clarke	3-21-12-50	.7617	2-23-00-04
30	RAGER I M.A. Clements	3-19-20-54	.7773	2-23-00-18
31	TASHTIGO C. Franklin	4-05-28-01	.7003	2-23-03-26
32	NATELLE II D. Leitch & J. Solomon	3-16-30-34	.8036	2-23-07-34
33	SALTPEA P. Hinton	4-08-09-49	.6833	2-23-10-30
34	JISUMA W.H. Rockliff	4-01-04-41	.7341	2-23-15-54
35	THUNDERBOLT L.P. Harding	4-05-30-55	.7028	2-23-20-42
36	TAURUS II A.G. Lee	3-13-48-44	.8319	2-23-23-14
37	DEMONSTRATOR A.S. Aston	4-01-05-14	.7353	2-23-23-18
38	PIPPIN W.E. Sweetapple	4-06-45-05	.6952	2-23-25-58
39	APOLLO II A.J. Becher	3-13-25-29	.8367	2-23-28-30
40	MARGARET RINTOUL II R.W. Jackman	3-13-49-37	.8341	2-23-35-18
41	MYUNA J.H. Blackley	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	FRIETEL R. Lawler & K. Taylor	4-01-38-13	.7341	2-23-40-31
44	MARY BLAIR G.S. & S. Strachan	3-19-18-16	.7853	2-23-42-05
45	WY-AR-GINE IV R.I. Oatley	3-13-32-22	.8384	2-23-42-59
46	SCORPIO II J.T. Fuglsang	4-03-43-49	.7201	2-23-48-07
47	SUNBURST B.G. Weston	3-16-37-02	.8110	2-23-52-57
48	MARK TWAIN P. Rowsthorn	3-23-01-51	.7575	2-23-59-09
49	MYSTIC SEVEN N.D. Chidgey	4-01-19-56	.7410	3-00-07-23
50	SISKA R. Tasker	3-02-28-00	.9689	3-00-09-03
51	PIMPERNEL H. Holland	4-04-59-16	.7185	3-00-21-28
52	PACHA J. De La Vega	3-10-26-40	.8779	3-00-22-41
53	NYNJA GO R.C. Ace	3-20-25-14	.7843	3-00-29-08
54	MARY MUFFIN I. Ross	3-13-31-52	.8485	3-00-34-23
55	FAIRDINKUM 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	3-23-28-40	.7617	3-00-42-00
58	MATIKA III P. Graves	3-19-28-26	.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	MUCH ADO 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	SALT-SHAKER 2 J.B. Livingston	3-16-30-42	.8427	3-02-35-20
74	PHYLLISE H.R. Hodgkinson	4-03-01-27	.7553	3-02-47-35
75	CENTURION Centurion Syndicate	4-01-30-07	.7680	3-02-52-53
76	SUNRISE R.G. Clennett	3-23-07-29	.7872	3-02-52-56
77	MOLLYMOOK MAID R. Kelly	4-07-18-22	.7260	3-03-00-01
78	ISLE OF LUING R.M. Gill	3-13-35-17	.8794	3-03-15-58
79	PATINEUR R.P. Flannigan	4-14-48-56	.6793	3-03-16-37
80	RUNAWAY J. Cannon	4-00-13-51	.7823	3-03-16-53
81	ROGIS TOO R.J. Brown	3-19-12-13	.8289	3-03-35-55
82	NOELEN III K.A.W. King	4-01-25-38	.7783	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	.7628	3-04-35-00
87	ARIADNE OF MELBOURNE L. Bram	4-01-15-05	.7882	3-04-39-13
88	VENGEANCE B. Lewis	3-01-16-09	1.0476	3-04-45-24
89	MULULU C. Montgomery	3-23-05-06	.8086	3-04-53-09
90	REBECCA C. Ward & V.H. O'Neill	4-07-20-44	.7466	3-05-09-28
91	STYX J. Abraham	3-13-45-22	.8999	3-05-10-19
92	HELSAL II A. Fisher	3-01-04-08	1.0563	3-05-10-58
93	APOLLO J. Rooklyn	3-00-59-24	1.0628	3-05-34-26
94	CASABLANCA P.H. Bush	3-11-09-48	.9350	3-05-45-28
95	CONDOR OF BERMUDA R.A. Bell	3-00-59-17	1.0701	3-06-06-16
96	MOONRAKER AGAIN T.N.K. Welfare	3-23-06-19	.8254	3-06-30-00
97	PIET HEIN T.M. Gourlay	4-14-25-47	.7128	3-06-42-52
98	RAMPANT II A. Tucker & D. Vanrenen	3-01-47-24	1.0686	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	4-07-35-46	.8017	3-11-03-11
106	DESTINY T.A. Taylor	4-05-08-40	.8289	3-11-50-19
107	SAPHIRE 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

Race History 1982-1983

DISQUALIFIED: NIKE

WEATHER:

A light air start, ENE, which remained throughout the first day and evening. Throughout the second day the breeze backed to the NE and freshened, for a fast and thrilling down the far NSW coast and into the Strait. The leaders were having an exciting battle for line honours and for a while looked like topping the elapsed time record. The breeze remained into the second night and then died and moved into the W before a light SE change the third day. It was then slow progress down the Tasmanian east coast, still anyone's race for line and handicap honours. The morning of the fourth day the leaders rounded Tasman Is. with a freshening breeze from astern that reached 40 knots NE through the afternoon. This brought the rest of the fleet flying down the Tasmanian coast. The leaders had variable airs across Storm Bay and in the River, resulting in the closest-ever line honours battle with only seconds separating first and second place. The bulk of the fleet had light but steady winds to the finish.

1983

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. Champaloup	3-18-02-28	8057 3-00-32-46
7	EXADOR	T. & R. McCall	3-18-04-30	8076 3-00-44-40
8	DI HARD	M. Carter, J. Woodward & B. 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'Neill & 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	SEALATER	P.V. Gourlay & P. Williams	3-19-54-57	8040 3-01-54-01
20	HIGHLAND FLING	I.A.S. Laidlaw	3-19-30-56	8114 3-02-15-21
21	SAGACIOUS II	C. Lockley	3-19-33-04	8115 3-02-17-37
22	INDULGENCE	G. Walker	3-17-56-17	8273 3-02-24-21
23	BIG SCHOTT	A. Pearson	3-20-55-00	8008 3-02-24-28
24	VICIOUS	W. Hodder	3-18-00-03	8279 3-02-30-42
25	TAURUS II	A.R. Gear	3-18-25-55	8243 3-02-32-35
26	SURE FOOT	B. 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	LOT'S WIFE	I. Smith	4-14-33-01	6766 3-02-47-54
29	WY-AR-GINE IV	R.I. Oatley	3-17-14-55	8384 3-02-49-34
30	BANDIDO BANDIDO	P. Jolly & A. Soriano III	3-17-16-22	8390 3-02-53-59
31	APOLLO II	A.J. Becher	3-17-55-26	8333 3-02-56-01
32	SHOCKWAVE	N. Crichton & G. Jones	3-17-14-20	8399 3-02-57-06
33	MOONLIGHTER	K.S. Wood	4-06-07-24	7341 3-02-58-07
34	THE FRUMIOUS BANDERSNATCH	A.J.S. Burge	3-18-02-18	8328 3-02-59-02
35	PICCOLO	J. Pickles	4-01-30-48	7701 3-03-05-42
36	ISLE OF 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	PILGRIM	J.H. Ratten	4-05-43-52	7443 3-03-43-06
42	IMPATIENCE	H.A. Lang	3-18-02-49	8417 3-03-47-33
43	PIRRA	P. Robinson	4-07-17-19	7353 3-03-56-53
44	MARARA	A.E. Ratcliff	4-10-26-32	7140 3-03-59-59
45	DOUBLE OR NOTHING	I. Kenny	3-20-19-12	8237 3-04-02-38
46	THYLACINE	J.W. Burton	4-10-27-35	7165 3-04-16-42
47	HOT AUGUST NIGHT	R.J. Robertson	4-02-16-44	7774 3-04-24-07
48	HULLABALOO	R. Tierney & A.G. Clinton	4-04-29-23	7603 3-04-24-08
49	MUCH ADO	J.A. Rickard	4-05-04-27	7564 3-04-27-09
50	REVELATION	B. Moore	3-23-07-59	8037 3-04-27-30
51	MARK TWAIN	P. Rowsthorn	4-04-40-22	7596 3-04-28-16
52	OUTRAGEOUS	L. Scholtes	4-02-03-41	7805 3-04-32-13
53	RENEGADE	R.E. Francis	4-00-20-11	7950 3-04-35-15
54	SHENANDOAH	J.R. Charody	4-15-30-14	6873 3-04-38-12
55	MAID ROSALINDE	J.H. Quinn	4-12-52-55	7041 3-04-39-50
56	DERWENT LASS	D.H. Colbourn	4-14-19-00	6952 3-04-41-32
57	FIRETEL	R.H. 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	3-13-34-45	8984 3-04-53-04
61	PHOENIX	E. Vidor	4-04-18-59	7670 3-04-56-34
62	CHINESE FIRE DRILL	D. 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	1.0615 3-05-19-16
69	GHOST TOO	G.D. Ford	4-10-31-06	7260 3-05-19-56
70	KAMEHAMEHA	Kamehameha Syndicate	4-13-22-02	7079 3-05-25-16
71	VANESSA III	B.K. & K.A. Jaggar	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	8062 3-05-33-22
74	JUST JAMES	J.P. & J.B. King	3-19-58-59	8444 3-05-40-14
75	PREDATOR	D.J. Millikan	4-04-52-29	7700 3-05-40-25
76	JISUMA	W. Rockliff	4-10-20-14	7307 3-05-42-02
77	MULULU	C.R.L. Montgomery	4-00-41-31	8044 3-05-46-44
78	PARMELIA	S. Rowland & S.O. Stevenson	3-20-34-15	8410 3-05-51-07
79	ROLLER COASTER	J.T. Fuglsang	4-05-40-51	7658 3-05-52-02
80	ANDROMEDA	G. Mieli	4-06-06-33	7636 3-05-58-14

PI YACHT

81	CHAOS	D. Norman	4-05-27-02	.7711	3-06-13-43
82	CROWEATER	G.L. & S.A. Finlay	4-07-57-48	.7531	3-06-17-41
83	NOLEEN 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. Sili	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	SISKA	R.L. Tasker	3-09-25-45	.9637	3-06-28-24
90	ULTRAVIOLET	J.H. Vilott	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. Elliott	4-04-43-56	.7823	3-06-48-10
98	RUFFIAN	P.M. Pinder	4-15-51-40	.7054	3-06-54-25
99	RAGER I	M.A. Clements	4-05-38-44	.7736	3-06-54-27
100	MYFAWNY	P.D. & S.M. Cerutti	4-10-30-27	.7410	3-06-55-19
101	PATRICE III	P. King	3-22-37-26	.8341	3-06-55-33
102	CHRISTA-FARR	J.D. & C.A. Pomfret	4-04-46-17	.7833	3-06-56-03
103	MARIA	M. Preston & D. Kelly	4-10-24-28	.7432	3-07-04-56
104	JADE	L. Wooddell	4-02-12-21	.8057	3-07-07-28
105	SHANTI	A. Conan	4-04-00-51	.7912	3-07-07-52
106	HUON CHIEF	B. Morton	4-08-11-22	.7607	3-07-15-25
107	HOTSHOT	L.L. B.A. & G.L. Prescott	4-19-19-49	.6887	3-07-25-41
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	CO HMAS Creswell	4-08-42-59	.7628	3-07-52-40
113	HALCYON	D. Saul	4-17-32-56	.7041	3-07-56-59
114	SPIDER	R.H. Purssell	4-13-05-56	.7330	3-07-58-10
115	MOLLYMOOK MAID	R. Kelly	4-15-00-59	.7213	3-08-04-34
116	INIQUITY	S.G. Morgan	3-20-08-28	.8725	3-08-23-35
117	MYSTIC SEVEN	N.D. Chidgey	4-12-58-14	.7387	3-08-29-48
118	ENIGMA	H.G. Davis	3-23-46-39	.8435	3-08-47-18
119	MANDRAKE	P. Smith	3-19-58-51	.8784	3-08-47-45
120	ST. JUDE	H. House	4-16-14-15	.7201	3-08-49-20
121	SOUTHERN SPIRIT	D.J. Smith	4-14-03-37	.7353	3-08-55-38
122	VENGEANCE	B. Lewis	3-05-22-09	1.0461	3-08-56-09
123	SHOGUN	J.E. Low	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. Boucaut & J.A. Powell	4-22-00-19	.8887	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	SALTPETA	P. Hinton	4-23-58-11	.6807	3-09-39-48
130	CONQUISTADOR OF ANDES	D.J. Strange	4-09-10-20	.7793	3-09-57-39
131	ENCORE	W. & V. Anderson	4-05-43-01	.8073	3-10-06-58
132	THIRLMERE	S.C.W. Green	4-09-16-50	.7823	3-10-21-40
133	JIPCHO	C.B. Gow	4-01-40-13	.8443	3-10-27-47
134	WATHARA II	E.J.C. & R.E.C. Stopp	4-17-02-44	.7307	3-10-36-09
135	THUMBS UP (THE FLYER)	A. Rowland	3-19-32-43	.9037	3-10-43-46
136	RUTHLESS	B.R. Bramwell	4-05-07-25	.8183	3-10-44-58
137	CASCADE	G.A. Watchorn	3-18-38-28	.9145	3-10-53-29
138	SEQUEL	G. & D. Coutts	4-17-23-23	.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 DUBH	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	I. 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	SALT-SHAKER 2	J.B. Livingston	4-06-08-39	.8427	3-14-04-37
151	TUCANA	L.C. Dean	5-04-55-23	.6939	3-14-41-03
152	JAGER	B.C. Hayden	4-22-01-57	.7353	3-14-47-21
153	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	T.A. Taylor	5-00-49-00	.8263	4-03-49-51

FASTEST TIME: CONDOR 3-00-50-29

DIVISION RESULTS

MAXI DIVISION: Freight Train	DIVISION C: Moonlighter
DIVISION A: Challenge	DIVISION D: Lot's Wife
DIVISION B: Once More Dear Friends	

RETIRED: AUDACITY, BILLABONG, CASABLANCA, FANNY ADAMS, GHOST, JIMMY BLACKSMITH, LADY ANN, MARGARET RINTOUL II, MERCEDES IV, PETROSINA II, PUSS 'N BOOTS, SOLQUEST, TOO IMPETUOUS.

DISQUALIFIED: NIRVANA, PANDA.

1983 WEATHER: A moderate easterly provided good close-reaching conditions to the heads and out to the new sea mark. Thereafter the breeze swung to the southeast and freshened, reaching 30 knot at times during the first 36 hours taking its toll in retirements. With moderate seas the bulk of the fleet enjoyed hard working down to Green Cape. The breeze then freed to give fast reaching conditions across Bass Strait and becoming notherly to provide a fast run down the Tasmanian coast. At Cape Raoul, the wind went light from the south, and dropped right out close inshore, which saw a number of yachts becalmed between Tasman Island and the Cape. Light conditions prevailed for the reach across the Bay and made for slow and tedious work for most yachts down the River to the finish.

YACHT & Owner/Charterer	ELAPSED TIME	TCF	CORR TIME
1 INDIAN PACIFIC..... J. Eyles/G. Heuchmer	4-04-03-49	.7970	3-07-45-03
2 LAWLESS..... R. Green	4-18-39-38	.7028	3-08-35-00
3 PERIE BANOU..... J. Sanders	4-19-39-09	.7165	3-10-51-54
4 PRIME SUSPECT..... J. Milne	4-11-33-31	.7960	3-13-37-00
5 MIRRABOOKA..... J. Bennetto/J. Lucas	4-09-10-09	.8192	3-14-09-16
6 MERCEDES IV..... Canberra OSC	4-10-23-34	.8101	3-14-11-20
7 NEWCASTLE FLYER..... P. Rundle	4-11-33-17	.8026	3-14-19-24
8 CITY LIMITS..... H. Knoop	4-19-06-40	.7542	3-14-50-31
9 SHOGUN..... J. Low	4-11-34-17	.8110	3-15-14-25
10 REVELATION..... B. Moore	4-13-46-16	.7950	3-15-18-05
11 LION NEW ZEALAND..... NZIYRT	3-11-31-21	1.0456	3-15-19-52
12 JISUMA..... W. Rockliff	5-00-02-24	.7307	3-15-42-48
13 HUON SPIRIT..... H. Calvert	4-14-34-17	.7970	3-16-07-31
14 SCALLYWAG II..... R. Johnston	4-15-13-04	.7960	3-16-31-46
15 POLICE CAR..... M. Purcell	4-13-39-15	.8156	3-17-26-02
16 NATELLE II..... A. Cole-Cook	4-15-30-08	.8026	3-17-29-30
17 PATRICE III..... P. King	4-11-29-09	.8341	3-17-39-14
18 MYUNA..... J. Bleakley	4-14-36-51	.8219	3-18-54-50
19 BILLABONG..... P. Joubert	5-06-44-26	.7318	3-20-44-55
20 APOLLO III..... A. Fox	4-09-22-41	.8809	3-20-49-39
21 BEWINCHED..... W. Ferris/S. Gazal	4-02-31-36	.9579	3-22-22-43
22 PREDATOR..... D. Millikan	5-04-09-45	.7638	3-22-50-07
23 MARARA..... A. Ratcliff	5-12-52-10	.7140	3-22-52-08
24 SODISAL..... F. Leonard	5-05-54-37	.7892	4-03-22-06
25 VENGEANCE..... B. Lewis	3-23-58-58	1.0476	4-04-33-06
26 ROLLER COASTER..... J. Fuglsang	5-12-50-53	.7575	4-04-37-57
27 PADAM..... K. Quinert	6-02-51-22	.7165	4-09-13-21
28 PACHA..... Capt. P. Ross	5-03-19-13	.8771	4-12-09-51
29 PARMELIA..... B. Woods	5-09-42-19	.8391	4-12-51-42
30 MYSTIC SEVEN..... N. Chidgey	6-04-13-33	.7376	4-13-19-53
31 MOONLIGHTER..... K. Wood	6-06-34-53	.7330	4-14-22-34
32 JUSTINE II..... B. van Driel	6-06-01-26	.7364	4-14-28-39
33 ANACONDA II..... J. Grubic	4-11-27-35	1.0291	4-14-35-12
34 AFTER U..... D. Black	6-11-30-55	.7284	4-17-16-38
35 LOT'S WIFE..... I. Smith	7-01-05-15	.6738	4-17-55-52
36 CHINESE FIRE DRILL..... J. Hughes/D. Herlihy	6-14-03-20	.7542	4-23-12-20
37 LEVEN..... B. Cunneen	7-02-21-34	.7140	5-01-38-12
38 MORNING SWAN..... B. Arthur	7-04-57-15	.7128	5-03-16-54
39 SCALLYWAG..... G. Meyer	6-21-51-47	.7833	5-09-55-14

40 HUON CHIEF..... B. Morton	7-04-16-57	.7596	5-10-51-57
41 TRIAD..... P. Coombs/J. Vickory	6-07-42-33	.8869	5-14-33-03
42 RAMAQUA..... J. Batten	8-00-43-44	.8017	6-10-30-48
43 THE ROPERUNNER..... P. Robinson	6-11-23-30	.7931	5-03-14-28
44 GALAXY III..... D. Langford	6-18-38-35	.7607	5-03-43-21
45 MARGARET RINTOUL II..... R. Jackman	6-17-38-30	.8324	5-14-33-03
46 CHAOS..... C. Lockley	6-19-03-05	.7701	5-05-33-57

THE ROPERUNNER penalised 10%.
 GALAXY III penalised 10%.
 MARGARET RINTOUL II penalised 20%.
 CHAOS penalised 40%.

FASTEST TIME: NEW ZEALAND 3-11-31-21

DIVISION RESULTS:

MAXI DIVISION: NEW ZEALAND

DIVISION A: PATRICE III

DIVISION B: INDIAN PACIFIC

DIVISION C: CITY LIMITS

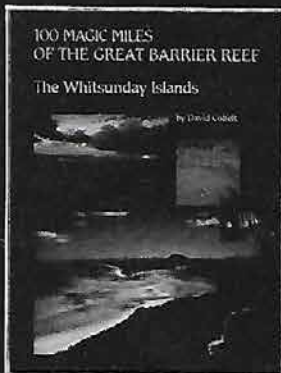
DIVISION D: LAWLESS

RETIRED

ADRIA, AMAROO, ANDROMEDA, APHRODITE, APOLLO, APOLLO II, AQUILA, AUDACITY, CAPRICE OF HUON, CENTREFOLD, CHALLENGE II, CHALLENGE III, CHRISTA-FARR, COBWEB, CONDOR, CRUSADER OF BRIGHTON, CYBELE, DANCING MOUSE, DERWENT LASS, DESTINY, DI HARD, DIAMOND CUTTER, DRAKE'S PRAYER, DR DAN, DRY WHITE, DYNAMITE, ENCORE, ENDLESS ADVICE, ENIGMA, EUREKA, EVELYN, FANNY ADAMS, FARR FETTERED, FARR OUT, FIRETEL, FLY BY NIGHT, FREIGHT TRAIN, GROUNDSPOR, HALCYON, HULLABALOO, IMPATIENCE, IMPECCABLE, INCA, INCH BY WINCH, INTRIGUE, ISLE OF LUING, JORJA, KIA TERI, LADY ANN, LADY PENRHYN, LARRIKIN, MANDALA, MANDRAKE, MARGARET RINTOUL IV, MARLOO, MARY MUFFIN, MORNING TIDE, MUCH ADO, NADIA, NYNJA-GO, ONCE MORE DEAR FRIENDS, OSPREY III, OUT OF SIGHT OUT OF MIND, OUTRAGEOUS, OVERDRAFT, PATROL, PHYLLISE, PICCOLO, PIET HEIN, PIPPIN, PUBLIC NUISANCE, PUNCH, PUNCH, QUETZAL, RAGAMUFFIN, REBECCA II, RED FACES, RESTLESS IV, RUFF 'N TUMBLE, RUNAWAY, SAGAR RANI, SANGAREE, SEQUESTA, SHENANDOAH III, SOLANDRA, SOUTHERN CROSS, SPIDER, SPIRIT OF QUEENSLAND, SUNBURST, SUNSEEKER, THE GAMBLER, THE OFFICE, THE SWAGMAN, THIRLMERE, TOO FARR OUT, TOO IMPETUOUS, TOPAZ, TRADITION, UPTOWN GIRL, VANESSA III, WATER FRONTIER, WITCHCRAFT, WITCHDOCTOR, WY-AR-GINE IV, YAHOO II, ZAP.

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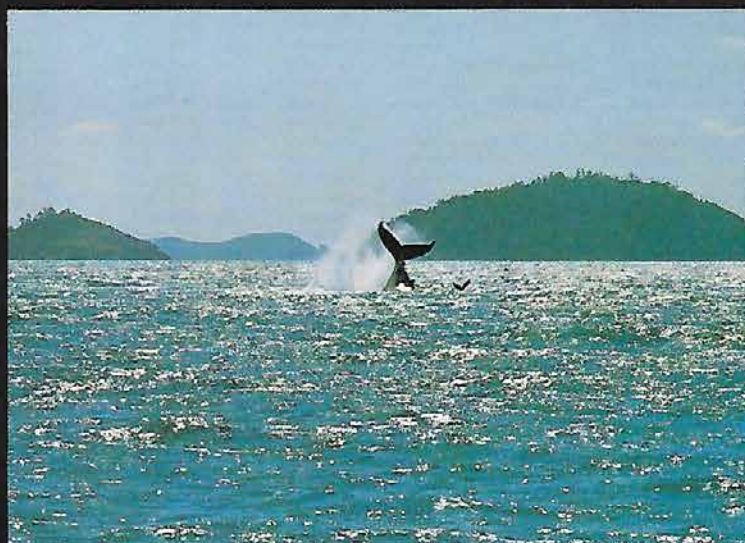


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