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# Offshore

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

*Yachting*

**Grant  
Simmer on  
sailing the  
modern rig**



Fleet for the 56th  
**Sydney  
to  
Hobart**

**Sunstone - a  
winning classic**

**SPECIAL FEATURE**  
**Wet weather  
gear - what the  
experts wear**



Hans Sommer,  
Commodore,  
Cruising Yacht  
Club of Australia



### From Hans Sommer,

I hope you all had a fantastic time during the Olympics and took the opportunity to come down to the Club to soak up some of the sailing atmosphere. It was a real compliment to hear that the BBC in London reported on TV, "The Cruising Yacht Club of Australia is the centre of world yachting during these Olympics".

Most medal winners came to the Club at some stage to celebrate and it has been communicated to me that the friendly atmosphere created by opening the Club up to the athletes meant that international teams mingled together more than at any other Olympic Games.

I want to take this opportunity to congratulate all sailing medal winners for their outstanding effort and for being a part of the most successful Australian Olympic sailing team ever.

The Club looks forward to hosting another great Telstra Sydney to Hobart Race. At the time of writing this article, the Coroner was yet to release his findings into the 1998 race but he gave the Club the go ahead to produce a preliminary Notice of Race based on the fact that he was satisfied that in the interim we had addressed the relevant safety issues.

Thank you to those who have assisted with the training seminars this year and thanks to all the competitors for your cooperation in complying with the additional safety requirements and paperwork.

It is fantastic to see so much international as well as local interest in our event. The inclusion of a number of Volvo 60s in this year's race offers an exciting preview to the Volvo Round the World Race and gives these yachts an opportunity to trial the Sydney to Hobart leg prior to the race start in 2001.

I look forward to meeting the

competitors during the lead-up to this year's race at one of the many functions hosted by the Club for the sailors. The annual Ocean Racer of the Year Awards on Wednesday December 13 is where the best of the best are recognised for their contribution to the sport of sailing. Hope to see all skippers and navigators there.

One of the biggest days at the Club is the Canon Big Boat Challenge (Friday, December 15), which continues to attract the maxi yacht owners and spectators to the exciting harbour course.

Thanks to our major sponsor Telstra for their ongoing support and thank you to our partners at the Royal Yacht Club of Tasmania for their assistance in staging a fantastic finish in Hobart and for the hospitality they provide to all of us.

I also wish to acknowledge the contribution made by Lloyd Helicopter Group to this year's race. They will once again follow the fleet to Hobart and act as a search and rescue helicopter if required.

I look forward to greeting skippers and their crews at Constitution Dock. Good luck in the race and safe sailing.

**Hans Sommer - Commodore  
Cruising Yacht Club of Australia**

### From Robert "Biddy" Banenach

Once again we look forward to greeting all competing yachts and their crews after they have sailed in another Telstra Sydney to Hobart Yacht Race. All can be assured of the traditional welcome at the finish that goes back to 1945.

An Army cannon and fireworks will greet the line honours yacht and the presentation will take place on the new floating walkway/deck which has been constructed by the Hobart Ports Corporation. This will replace the barge which has been in place for the past two races. It will enable



- Robert "Biddy"  
Banenach,  
Commodore,  
Royal Yacht Club of  
Tasmania

yachts to tie up on either side and will provide a perfect stage on which to introduce the winning crews and to announce the overall winner on the 31st December. We are grateful to the Hobart Ports Corporation for their continued support at the Hobart end of the race.

The Tasmania Police Marine Division will provide the Van Diemen to follow the fleet down the coast from Flinders Island. Inspector Steve Williams, Officer in Charge of the Marine Division, is a member of the RYCT Sydney Hobart Committee. We appreciate his support and the support of his fellow police officers.

There will be an exclusion zone on either side of the leading yachts and the only boats that will be allowed into this area must be accredited by the RYCT, Police and Hobart Ports Corporation.

The Mt Murray antenna will be in operation for this year's race and, with the upgrade of the radios at the Race Centre at the RYCT, it will now be possible to communicate with yachts after they leave Sydney Heads. The antenna has been installed by volunteers of the club and this will provide a safety facility not only for the Sydney to Hobart yachts but also all other craft using Tasmanian waters. A VHF repeater will be installed along similar lines to the VHF repeater Channel 81 which is located on Mt Raoul on Tasman Peninsula.

We wish all competitors good breezes, fair sailing and hope that you all arrive safely in Hobart to enjoy the local beverage and our abundant seafood.

We hope that many of you will consider competing in the King of the Derwent on the 2nd January which is the finale for both ocean races that finish in Hobart.

**Robert "Biddy" Banenach  
Commodore  
The Royal Yacht Club of Tasmania**



# Offshore

*Yachting*



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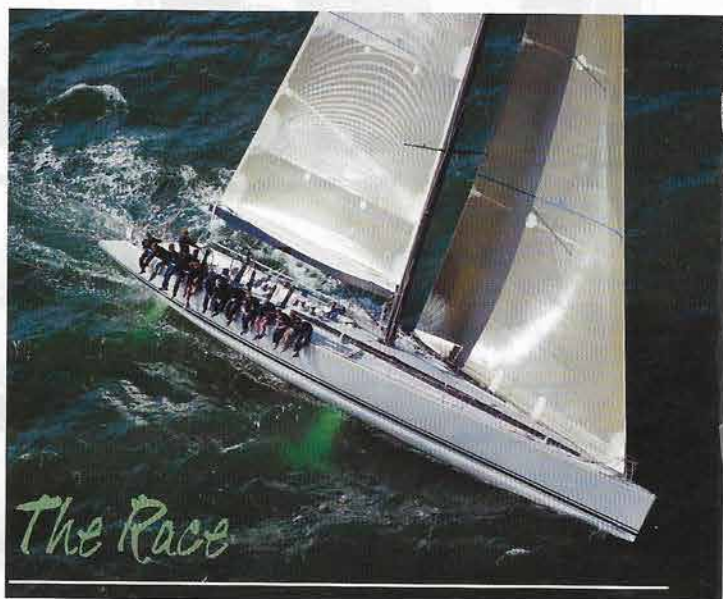
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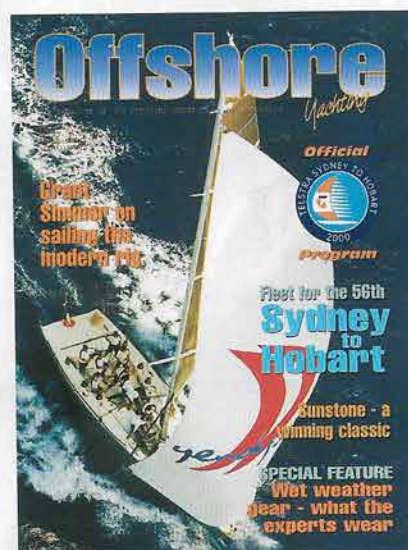
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## Cover

Yendys, Geoff Ross' Farr 49, was the overall winner of the 1999 Telstra Sydney to Hobart. She will be one of the favourites for 2000 (Pic-Ian Mainsbridge).





# STAGE HEAD

The 2000 Telstra Sydney to Hobart features a big fleet of the new breed of water-ballasted, asymmetric-spinnakered lightweight big boats. They'll face the regular IMS Grand-Prix racers, and an IRC class that's growing in size and competition. Associate Editor Peter Campbell looks at the fleet for this year's classic.

The 2000 Telstra Sydney to Hobart Yacht Race, the 56th annual ocean class conducted by the Cruising Yacht Club of Australia, has attracted the largest big boat fleet since the 50th race in 1994.

The fleet includes a 90-footer, three 80-footers, a 76-footer, five Volvo Ocean 60s headed by last year's record-smashing line honours winner, *Nokia*, an Open 60, and four other 60-footers. Of these, at least eight will sail under their water-ballast configuration.

When applications to enter the 630 nautical mile ocean classic closed on 1st of November, the CYCA had received 88 nominations with Race Director Phil Thompson predicting a fleet of around

Big-boat racing, 2000 style. Blast reaching under an asymmetric spinnaker powered-up by water ballast may be the fastest way to Hobart- or will the conventional "lead sleds" still prevail?



# SET FOR -TO-HEAD

80 boats on the starting line.

Although nominations are slightly fewer than the 1999 race, the Sydney to Hobart has once again attracted yachts across the broad spectrum of ocean racing, from 30-footers to 80-footers. There are boats from all Australian states, and overseas from Denmark, Sweden, Germany, Hong Kong, Bermuda, Great Britain and New Zealand.

As applications to enter the race closed, the New South Wales Coroner had yet to hand down his findings from the Inquest into the tragic 1998 Hobart Race. However, he had already complimented the CYCA on the significant changes introduced for the 1999 race, and refined for the 2000 race, in safety measures, crew experience requirements and race management. "I must say that the CYCA has taken the wind out of my sails by the fact that it has made many changes to the way the race is run, and it is fair to say that it is now a much safer race," State Coroner John Abernethy said at the final hearing.

The line-up for Hobart on Boxing Day will be headed by three 80-footers - the New Zealand-owned, Sydney-based "turbo-maxi" *Shockwave*, *Nicorette* (ex *Skandia*, ex *Tokolosh*) from Portugal, and the extended *Wild Thing* from Melbourne. Then there's the Sydney-based 76-footer, *Brindabella*, the Open 60 *Xena* (ex *Magna Data*), and the newly-launched Gosford to Lord Howe Island race line honours winner, *Eureka*, a Sydney 60. Also in the 60 feet-plus group is the 62-footer *Bumblebee 5*, and the veteran Adams 66 *Helsal II*, now owned in Victoria.

The 90-footer is the Italian Navy's training ketch, *Orsa Maggiore*, which competed in a Sydney - Gold Coast race a

couple of years back and also took line honours in the Brisbane to Noumea Race in 1997. She will be the largest yacht ever to compete as an official entrant in the Sydney to Hobart.

*Nicorette*, *Wild Thing*, *Xena* and the Volvo Ocean 60s will all sail using their water-ballast configuration, competing in the IRC handicap category.

Favourite for line honours must be *Shockwave*, the Reichel/Pugh "turbo-charged" 80-footer owned by Sydney-based New Zealander Neville Crichton. The silver-hulled, carbon maxi swept aside the big boat division in her racing debut at Hamilton Island Race Week.

On size alone, the stage is set for a head-to-head clash between *Shockwave* and *Nicorette*, the South African-built, Simonis/Voogd designed carbon maxi owned by Ludde Ingval, the Portugal-based Finnish/Swedish yachtsman who campaigned here several years back with a similarly sponsored yacht.

She too has been optimised to the new IRC rating upper limit of 1.600, which allows her to use her highly sophisticated water ballast system. A new mast and new keel have been built in New Zealand to be fitted to the yacht here when she arrives by ship.

Stung by the trouncing handed out by *Shockwave* at Hamilton, Victorian yachtsman Grant Wharington took his Murray/Burns/Dovell-designed 70-footer *Wild Thing* back south for some major surgery. This has involved increases to the boat's LOA to nearly 80 feet - an ambitious project so late in the year.

George Snow has made more subtle changes to *Brindabella*, the Scott Jutson-designed 76-footer, but he, unlike the other maxis, will race in the IMS category.

With the 2001 Sydney to Hobart being

part of the TransTasman leg of the 2001-2002 Volvo Ocean Race, several teams are using this year's Sydney to Hobart as part of their crew training and logistical preparation for the round the world race. All are using former Whitbread 60s as none of their new VO 60s has yet been launched.

The five Volvo Ocean 60s (ex Whitbread 60s) are *Nokia* from Denmark, *illbruck* from Germany, *Neus Corporation* from New Zealand, the Hong Kong registered *Assa Abloy* and *TYCO* from Bermuda.

The Danish owners of *Nokia* made a late decision to ship the yacht to Australia where she will be sailed by a mostly Danish crew but with some Australians aboard. Skipper will be Stefan Myralf who was co-skipper with Michael Spies last year.

The German *illbruck* syndicate shipped one of its two boats, the former Whitbread 60, *EF Education*, to Fremantle where, after being fitted with a new carbon fibre mast, American John Kostecki and his crew planned to sail the boat deep into the Southern Ocean before reaching Sydney in December.

**"...the Italian Navy's training ketch, Orsa Maggiore... will be the largest yacht ever to compete as an official entrant..."**





The IMS division is down on numbers and in each size range there are only three or four highly competitive yachts. *Yendys*, last year's overall winner, will race in one of the most competitive brackets. Often thought to be the most sophisticated yacht in Australia, she seems to have a downwind edge on similar-sized *Ragamuffin* and *Ausmaid* but may lack their power upwind in a breeze. (Pic - Ian Mainsbridge)

The most recent news is the confirmation that News Corporation will sponsor New Zealander Ross Field's entry in the Volvo Race. The syndicate will build a new Volvo 60 and will campaign the former Whitbread 60, *Merit Cup*, in the 2000 Telstra Sydney to Hobart with British yachtsman Jez Fanstone as skipper.

The other Volvo Ocean 60s entered are the Hong Kong registered *Assa Abloy*, the former *Chessie Racing* (more recently sailing as *Beau Geste*) with the highly experienced American Mark Rudiger as co-skipper, and TYCO from Bermuda which is the former *Merit Cup*, nominated by Kevin Shoebridge.

The overall prize for the Hobart will once again go to the top yacht on IMS rating. Geoffrey Ross' Farr 49 *Yendys*, overall winner of last year's race, will return to defend her prize after representing Australia at the Kenwood Cup in Hawaii where the team finished second.

Neither of the "beachballs", *Smile* and *Fruit Machine*, which made up the team, are racing to Hobart, but Michael Spies has chartered another Beneteau 40.7, *Fi Fi*, sailing her as *Shipping Central*. She could well be a threat in the IMS division.

*Yendys*' closest rivals for IMS honours, Kevan Pearce's Farr 47, *Ausmaid*, and Syd Fischer's Farr 50, *Ragamuffin*, are already hard into the ocean racing mode. Fischer has his sights set on again winning the prestigious Blue Water Championship. The only major change is that Sean Kirkjian has replaced young America's Cup skipper James Spithill as the principal helmsman.

Only one of the new one-design yachts, Lou Abrahams' new Sydney 38, *Another Challenge*, will be racing south. This will be Lou's 38th Sydney to Hobart, his 36th as an owner/skipper - certainly a record. The only yachtsman ahead of Abrahams in numbers of Sydney to Hobarts are Sydney navigator Richard "Sightie" Hammond who has sailed in 40 races and Tasmanian John Bennetto who will skipper his 46-footer *Mirraboopa* this year in his 40th race since 1947. With Hammond unlikely to race this year, this means that Bennetto will equal the record.

A new boat on the Australian scene in mid-October was David Coe and David Lowe's latest *Loco*, the US-built Farr 52 One Design which raced there as *Scream*. *Loco* won her first race with the CYCA, a

20-miler to Lion Island and return.

A similar design is the new *Aspect Computing*, a Lyons 53 sailed by David Pescud and his enthusiastic Sailors with disabilities crew.

Another interesting new boat is *Swiftly*, designed and built by Robert Hick at Williamstown in Melbourne for CYCA member Greg McDonald, who has invited Hick to skipper the boat to Hobart. Hick, who designed *AFR Midnight Rambler*, winner of the stormswept 1998 Sydney to Hobart, has created for McDonald a water-ballasted 43-footer, with a lifting keel and lifting rudder with short-handed sailing in mind.

A pleasing feature of the entries is the support from the Royal Ocean Racing Club in England, something that was traditional in past years. London-based Greek shipping magnate Nick Lykiaradopoulos is back with his Swan 46, *Aera*, Chris Bull has chartered Bob Steel's Nelson/Marek 46, *Quest*, and Tom and Vicky Jackson will race their famous Sparkman & Stephens 40-footer, *Sunstone*, as part of a world cruise all the way from England.

As always, it will be the Great Race South!



## News Corporation in Volvo Ocean Race

Interest in the 2001-2002 Volvo Ocean Race has been given a significant boost with six training Volvo 60s (ex Whitbread 60s) expected to compete in the 2000 Telstra Sydney to Hobart, and international corporations, Assa Abloy and News Corporation, announcing their heavy involvement as major sponsors of competing yachts, along with the Norwegian company, Djuiice.

Lachlan Murdoch, Deputy Chief Operations Manager of News Corporation and himself an ocean racing yachtsman, announced the NewsCorp plans in New York, describing the Volvo Ocean Race as "representing the pinnacle of competition yachting."

He announced that the syndicate would be managed by Ross Field Yachting in New Zealand and skippered by British yachtsman Jez Fanstone. The crew will include yachtsmen from Australia, Britain and New Zealand with Australian-born Steve Cotton and Englishman Neal McDonald as the two watch captains.

Field has competed in four Whitbread Round the World races and his proven expertise in strategic planning and organisation will provide strong back-up for Fanstone and his sailing team. Fanstone's broad sailing background includes crewing on the British yacht *Silk Cut* in the 1997-98 Whitbread.

The syndicate has bought Farr-designed *Merit Cup* training yacht and is building a new boat for the Volvo Ocean Race.

American Mark Rudiger has been appointed co-skipper/navigator for Assa Abloy's entry in the Volvo Ocean Race. Rudiger was navigator of the winning *EF-*Language** during the 1997-1998 Whitbread and he was also aboard the maxi yacht *Sayonara*, line honours winner of the 1998 Telstra Sydney to Hobart.

His wide sailing experience includes being a four times winner of the TransPacific Race from Los Angeles to Honolulu, winner of his



ABOVE: Australians Peter Gilmore and James Spithill battle it out on the Swedish Match Tour

class in the double-handed TransAtlantic Race in 1990 and second in the single-handed class of the same race in 1988.

The Norwegian entry for the Volvo Ocean Race, led by Knut Frostad and Harald Hjort, has been named *Djuice Dragons* after its major sponsor. The dragon is the official symbol of the team, as it was with the Kvaerner Innovation Whitbread team. *Djuice Dragons* are currently building two identical VO 60s at Cookson Boatbuilders in Auckland, both designed by New Zealand America's Cup designer Laurie Davidson.

The German syndicate's *illbruck* arrived in Fremantle in mid-October with skipper John Kostecki planning an intensive training program that included sailing deep into the Southern Ocean before arriving in Sydney for the Telstra Sydney to Hobart.

## Coutts wins Gold Cup in Bermuda

The final event of the Swedish Match grand prix sailing tour of 2000, the Colourcraft Gold Cup in Bermuda, has been won by Russell Coutts, New Zealand's two times winning America's Cup skipper. Coutts and his team of Simon Daubney, Brad Butterworth

and Warwick Fleury, who now represent the Swiss America's Cup challenge, beat fellow Kiwi Chris Dickson, 3-0 in the Gold Cup final on Hamilton Harbour. Dickson now sails for Larry Ellison's Oracle America's Cup challenge. American Ed Baird took third place with fourth place going to young Australian James Spithill, fifth to Peter Gilmore. It's been a good season for Spithill, including finishing runner-up in the Spanish Open and he is now ranked ninth in the world after being 55th earlier this year.

Earlier in the week, Frenchman Bertrand Pace took out the first prize for the Swedish Match Trophy when his only rival, Dean Barker of Team New Zealand, was eliminated from the Gold Cup.

## Kovalenko stays as Olympic coach

Ukrainian-born Victor Kovalenko, the coach of Australia's first sailing gold medallists in 28 years, will stay on in Australia as national head coach for Australian sailing. The Australian Yachting Federation put an end of speculation that Kovalenko might be poached by overseas nations, including the USA, following his outstanding success as coach of the



two gold medal winning crews in the 470 dinghy class, Tom King and Mark Turnbull and Jenny Armstrong and Belinda Stowell. Not only did they win gold, but King and Turnbull became the first ever Australian world champions in the 470 men, while Armstrong and Stowell finished second in the women's worlds earlier this year.

Kovalenko will head the new Australian Institute of Sport (AIS) and AYF High Performance Programs, the first time that sailing has had an AIS program.

The AYF program will look not only after the preparation of Olympic teams, but will also focus on all aspects of high performance sailing in Australia, including coach education, and high performance youth development amongst other areas. Australia won two gold medals, a silver (Darren Bundock and John Forbes in the Tornado class) and a bronze (Michael Blackburn in the Lasers) in our best ever Olympic sailing performance. The gold medals were Australia's first in sailing since 1972.

## Bruce Dickson stands down as AYF President

Bruce Dickson has stood down as President of the Australian Yachting Federation after a long and tough watch at the helm. Over the past five years he not only held the top position on the Executive, but also acted as CEO during a time of major changes in the structure of Australia's peak sailing body.

His significant contribution to yachting goes back many years, of course, as a past Commodore of the RSYS and significant involvement in the Yachting Association of NSW and the Australia Day Regatta, not to mention the hard sell to have the sailing of the Sydney 2000 Olympic Games held on Sydney Harbour.

New President of the AYF is West Australian Dr Don Nickels while new members of the Board are Graeme Ainley from Victoria and Wally Rantenen from South Australia. Ainley is well known as co-owner of the ocean racing yacht *Bacardi*.

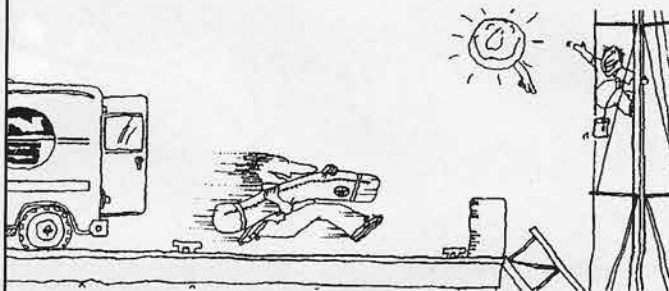
## Bass and Flinders Series on again

The Royal Yacht Club of Tasmania will again conduct the Bass and Flinders Series this year, linking the Telstra Sydney to Hobart, starting on 26 December 2000 and the Wrest Point King of the Derwent on the River Derwent on 2 January 2001.

The club introduced the series in 1997 to commemorate the discovery of Bass Strait and the circumnavigation of Tasmania by George Bass and Matthew Flinders in 1797-98. The series carries a fine perpetual trophy as well as annual prizes.

Yachts may enter either or both the Big Boat Series and the IMS Series. The notice of race is available from RYCT, phone (03) 6223 4599, fax (03) 6223 1308 or email - ryct@ozemail.com.au.

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News from all Ports continued page 14





ABOVE: The Farr 40 fleet lays in wait at Pepper's Anchorage, Port Stephens.

## Peppers Anchorage - Club Marine Farr 40 Regatta

The world champions aboard John Calvert Jones' *Southern Star 2* won the third regatta of the 2000/2001 Australian Farr 40 OD calendar, sailed at Port Stephens in late October. The series included a Pittwater to Port Stephens race, which didn't count for the regatta's overall points, and five short courses off Port Stephens.

As always in the Farr 40s, it was a very close series. *Southern Star 2* won by a single point from Warren Wieckmann's *Leroy Brown*, with Gordon Maguire calling the tactics. Stephen Ellis' *Buon Giorno*, with former Laser sailor Brett Ellis as tactician, was just two points away in third. Fourth place was taken by Richard Perini (*Corinthian Doors*) who organised the regatta around the Farr 40 philosophy of tight racing in idyllic locations.

Three of the 11 entries were new boats. Neill Whiston's new *Fruit*

*Machine* finished fifth, a single point ahead of *Envy* which was having her first race for owner Anthony Dickson after sailing as *Barking Mad* in Hamilton Island. Robert Skinner's *The Weapon* scored two lasts and a second last and then improved hugely. Her first and second in the last two heats made her the top boat on the last day. Another new owner was Dennis McDonald, sailing *Sharp One Step Ahead*.

### RESULTS

1st - **Southern Star 2** (John Calvert Jones) 1,1,1,8,4,4- 18 pts

2nd - **Leroy Brown** (Warren Wieckmann) DNF, 4,3,2,9,1- 19 pts

3rd - **Buon Giorno** (Stephen Ellis) 5,2,4,5,3,7- 21 pts

4th - **Corinthian Doors** (Richard Perini) DNF, 6,2,9,5,3- 25pts

5th - **Fruit Machine** (Neill Whiston) 3,10,6,4,6,5- 31 pts

## Hard work sees Australian Team make world top 10

Around this time last year, James Spithill was making America's Cup headlines as the youngest skipper with the youngest crew, the oldest boat and the smallest budget. James and his crew of mostly young sailors earned the respect of competitors and spectators in Auckland with their aggressive take-it-to-them style of match racing. In fact, American Paul Cayard was so impressed that he fought to have James and the lads join his AmericaOne challenge as training partners.

Whilst James can still claim the smallest budget, he is now back in the headlines for his team's outstanding performance on the World Match Race Circuit. Their goal is to add scoreboard credibility to the media hype they had enjoyed in Auckland and, specifically, to make the top ten. A tall order for a young crew of five

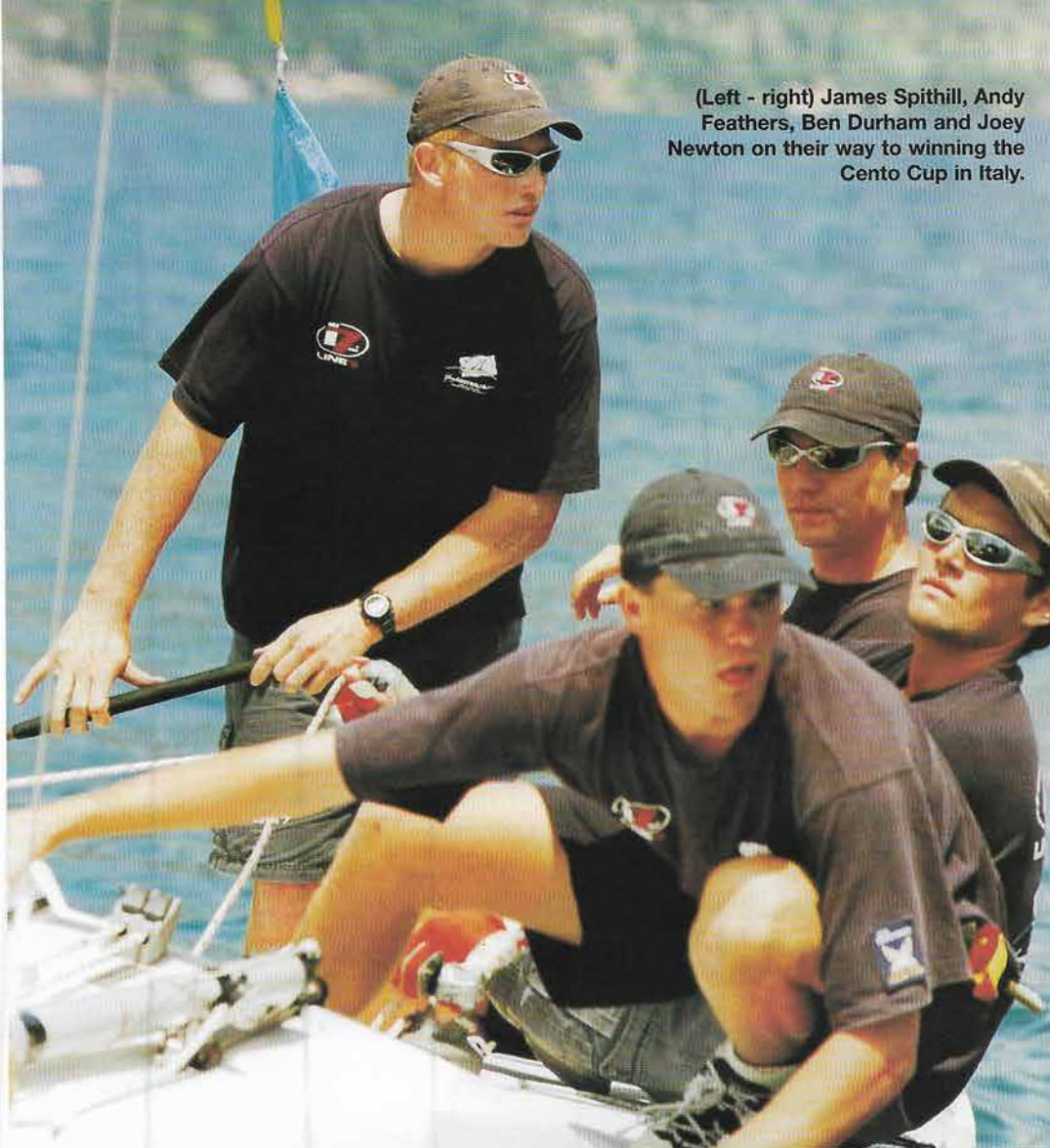


spread around Australia and with limited funding.

Nine months and eleven international events later, James Spithill is ranked no.7 in the world with one event, the Nippon Cup, still to go!

It was tough going at first as the new team of Ben Durham, Joey Newton, Andy Fethers and Ed Smythe found their feet and struggled to nail down invitations to the top events. Then came a string of quality performances including runner-up to Coutts at the San Marino Grand Prix, their first Grade 1 win at the Cento Cup, runner-up to Ed Baird in Knickerbocker Cup and runner-up in the Spanish Open. In October they made the semi final round of the prestigious Bermuda Gold Cup, the final event of the Swedish Match Grand Prix Tour. Coutts won the Cup for the 6th time but Spithill's team again earned the praise of the senior sailors. *Stars and Stripes* tactician veteran Peter Holmberg said of Spithill's team "James is getting better and better. Down in New Zealand he sailed very well and proved that he is darned good. In the circuit this year he has been on form and sailing very well. I think he is a great sailor" whilst runner up Chris Dickson had this to say.. "he beat us in the qualifying round when we met him, and he's back from the beyond a couple of times in the last few days, so we certainly have plenty of respect for James and his guys."

The team is now confident of a place on next year's Swedish Match tour and will kick the year off at home with the Australia Cup Grade 1 in Perth.



(Left - right) James Spithill, Andy Feathers, Ben Durham and Joey Newton on their way to winning the Cento Cup in Italy.

## Sunsail's world gets bigger

**F**irst Choice Holidays PLC, through its Marine Division, has announced the acquisition of a majority share of Sunsail Australia Pty Ltd, in a strategic venture to further develop Sunsail's reputation as the world's leading yacht charter company.

The venture effectively unites Sunsail Australia under the Sunsail worldwide banner, following First Choice Holidays' acquisition of Sunsail International in September 1999.

First Choice Marine operates more than 1300 yachts in 23 countries worldwide, and has a fleet of more than 500 inland waterway cruisers.

Sunsail Australia's current successful management structure will remain. Managing director Toby Whitfield said the acquisition presented dynamic opportunities for Sunsail Australia to increase its exposure in the Pacific region and international arena.

"The partnership with First Choice Holidays reinforces worldwide recognition of the huge potential of the Australian tourism industry, and provides the opportunity to expand the profile of yacht charter holidays" he said.



# Impulse takes out Geraldton 2000 ocean classic

The Fremantle to Geraldton and Return race, the West Coast's most prestigious long event, started following a savage rain squall that tore the main of Garth Curran's *Walk on the Wild Side*. The Inglis 58 withdrew, leaving line honours to be fought out between the Davidson 50 *Finisterre*, the Lexcen 50 *Fremantle Doctor*, the Radford 46 *Lizard*, and the highly successful Swarbrick 125 *Express*. The surprise packet was Tony Carter's Titan 36 *Varying Depth*, a Bakewell-White design in its first endurance ocean race, which kept company with the leaders for much of the race.

*Express* lost the lead in Geraldton harbour while performing a penalty turn after hitting a mark, leaving *Fremantle Doctor* to edge out *Lizard* for line honours. *Varying Depth* finished just two minutes astern of *Finisterre* to take IRC by a very comfortable margin.

Most of the return Geraldton to Fremantle leg was a tactical nightmare for navigators, with widely varying winds. *Finisterre* won line honours by ten minutes after a long duel with *Fremantle Doctor*. A sea breeze then carried the tailenders quickly home.

The IRC win went to Lance Woods sailing the well travelled UFO 34 *Impulse*, which won its class in last year's Hobart. Second on IRC and first on YAH was *Battlestar*, which represented Australia at the 1977 Admiral's Cup as *Superstar* before moving to the West and being fitted with a cruising-style deck. Third was the Farr 1104 *Inxs* (Warren Blay)

*Impulse* also took out the aggregate trophy for both YAH and IRC events. Second under both systems was Peter Joiner's *Highlander*, an extended S 99. *Varying Depth* was third on IRC, the Farr 40 1 ton *Sagacious* (Jim Garner/Julian Millichamp) third on YAH.

*Prime Minister*, a cruising-deck Farr



David Clifton's *Express*, former Western Australian Offshore Champion, lost line honours in the Geraldton Race by hitting a mark in sight of the line.

40 1 ton sailed by Barry Bond, won the Batavia Coast trophy for the best score including the Geraldton and Return races and the three-race Lobster Pot series held during the week at Geraldton.

## Bacardi takes out Stanley Race

Sandringham partners John Williams and Graeme Ainley notched a win in the AMS Division of the Melbourne-Stanley race across Bass Strait, despite rudder cable problems, with their Petersen 44 *Summit Bacardi*. The problems cost them about an hour, but they finished 23 minutes ahead of fellow Sandringham YC skipper Peter Blake's *Kaos* (Inglis 40) to win on corrected time by 1hr 22min. *Bacardi's* rudder problems persisted, with the yacht dropping the rudder near Port Phillip Heads on the spinnaker run home.

Brighton YC skipper Ian Paterson's *Sagacious 5* (Farr 1 ton) was third on AMS, back another 7min on corrected time, pipping Royal Yacht Club of Victoria skipper Laurie Ford's *Spirit of Downunder* by the narrow margin of 1min 23sec.

Brighton skipper Chris Bradbury, with his son John as principal helmsman, sailed a brilliant race to win from 32 starters in Performance Handicap Division in the 10-year-old Farr 40 *Copyguard Simply Red* (nee Queensland Maid). Bradbury was sixth across the finish line in 24hrs 53min 24sec to win on corrected times by 23min from *Bacardi*. Bradbury was disappointed there were only two entries in IRC division, where he beat Sandringham skipper Lou Abrahams in his new Sydney 38 *Another Challenge* by 10min on corrected times. The Ocean Racing Club of Victoria awards trophies only if there are three or more entries in a division.

Line honors winner, Royals skipper Bill Rawson in *Sorbent Helsal 2*, was third, back another 16 minutes on corrected time after making the 156 mile crossing in 19hrs 26min 32sec. Rawson slipped on wharf pil-ing and fell as he was clambering up off the yacht following the race, and was carted off to hospital with ankle ligament damage.

Sandringham skipper Rob Ware's *First Musketeer* (First 40.7) won the IMS division, just 1min 48sec ahead of *Another Challenge* on corrected time. Stewart Niemann's MBD 41 *Terra Firma* was third of the sixth starters.

- Ed Featherston



# New Yachts take the honours in LORD HOWE RACE

Two of Australia's newest ocean racing yachts, *Eureka* and *Occasional Coarse Language*, took line and IMS honours in the Leasecorp 27th Gosford to Lord Howe Island Race.



ABOVE: Komatsu Blue Lady (Shane Kearns) won a seamanship award for towing Impeccable to Lord Howe Island after the Peterson 34 lost her rudder. (Pic - Sandra Sweeney)

Both yachts hit the water less than three weeks before the race started on 28 October 2000 and for both this was their first ocean race. *Eureka* is a Sydney 60 built designed by Murray Burns and Dowell and built by Rushford International at Nowra but modified and completed by well known yachtsman "Robbo" Robertson at his Mooloolaba boat-building complex. With winning America's Cup helmsman Hugh Treharne as sailing master, *Eureka* finished six hours ahead of the fleet but well outside the race record.

*Occasional Coarse Language* is a Fair-designed Cookson 12 owned by Sydney yachtsman Warwick Sherman. Shuttled to No. Four Inn with a swept prodder rig, she finished second across the line to comfortably win IMS overall.

The race began in a 30-35 knot sou'wester which saw *Eureka* ahead of *Hitler II*'s 1988 race record for the first 24 hours. Then the winds died away leaving the fleet wallowing in an adverse sea for the next 12 hours before a building east to north-easterly brought strong headwinds and rising seas. The winds increased from 25 knots to 40 knots for the smaller boats

battled north-east on their fourth day at sea.

*Impeccable*, John Walker's Peterson 34, broke her rudder about 30 miles from the island, but Shane Kearns elected to give them a tow with his Challenger 39, *Komatsu Blue Lady*. The Gosford Sailing Club subsequently gave *Komatsu Blue Lady* redress and the Lord Howe Island Bowling Club presented Kearns with a special Seamanship Award at the prizegiving.

One of the outstanding performances was that of the famous *Love & War*, a Sparkman & Stephens 47 which represented Australia and won two Sydney to Hobarts, in 1974 and 1978. Her septuagenarian owner Peter Kurts brought the boat out of retirement and almost won IMS, finished fourth under PHS and was also named Classic Yacht of the race.

- Peter Campbell

## RESULTS IMS:

1. Occasional Coarse Language, Cookson 12 (Warwick Sherman, CYCA) corrected time 51 hrs 08 min 33 sec.
2. Love & War, S&S 47 (Peter Kurts, CYCA) 51.23.33
3. J44 Phoenix, J/44 (Rob Reynolds, MHYC) 51.47.05
4. AFR Midnight Rambler, Hick 35 (Ed Psaltis/Bob Thomas, CYCA) 51.58.15.
5. Eureka, mod. Sydney 60 (Bob Rob Robertson/Hugh Treharne, RQYS) 53.13.37

## RESULTS PHS:

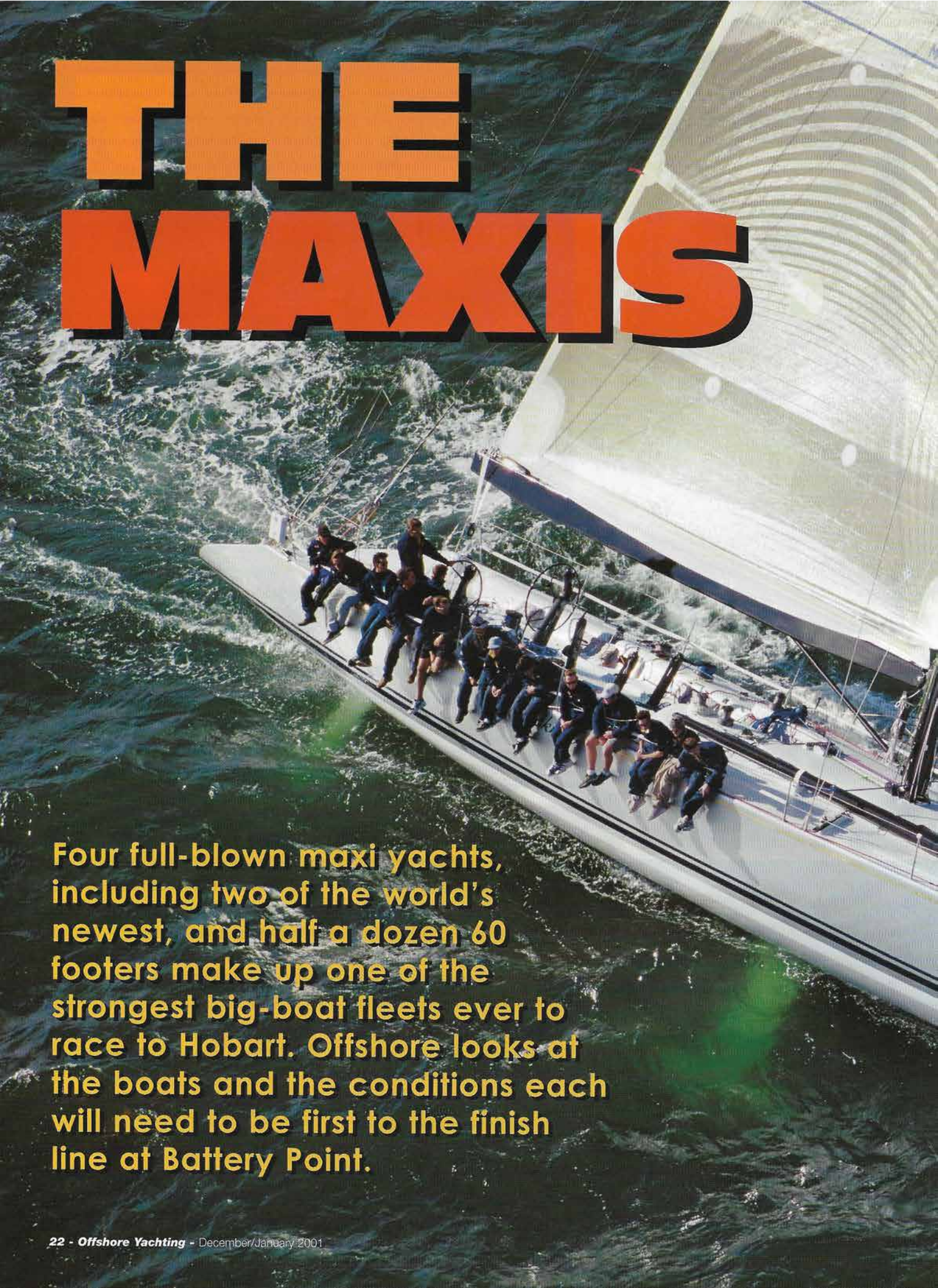
1. J44 Phoenix, J/44 (Rob Reynolds, MHYC) corrected time 68 hrs 23 min 24 sec
2. Fidelis (Knud Rheimers 61) (Nigel Stoke, RSYS) 68.25.10
3. Antipodes, Beneateau 42.7 (Greg Newton, RSYS) 68.32.19
4. Love & War, S&S 47 (Peter Kurts, CYCA) 68.34.09
5. Mark Twain, S&S 38 (Hugh O'Neill) 70.30.00

**Teams Trophy:** 1. Sydney Amateur Sailing Club- Mark Twain, Fidelis, Polaris of Belmont (John Quinn).

**Seamanship Award:** Shane Kearns (Komatsu Blue Lady)

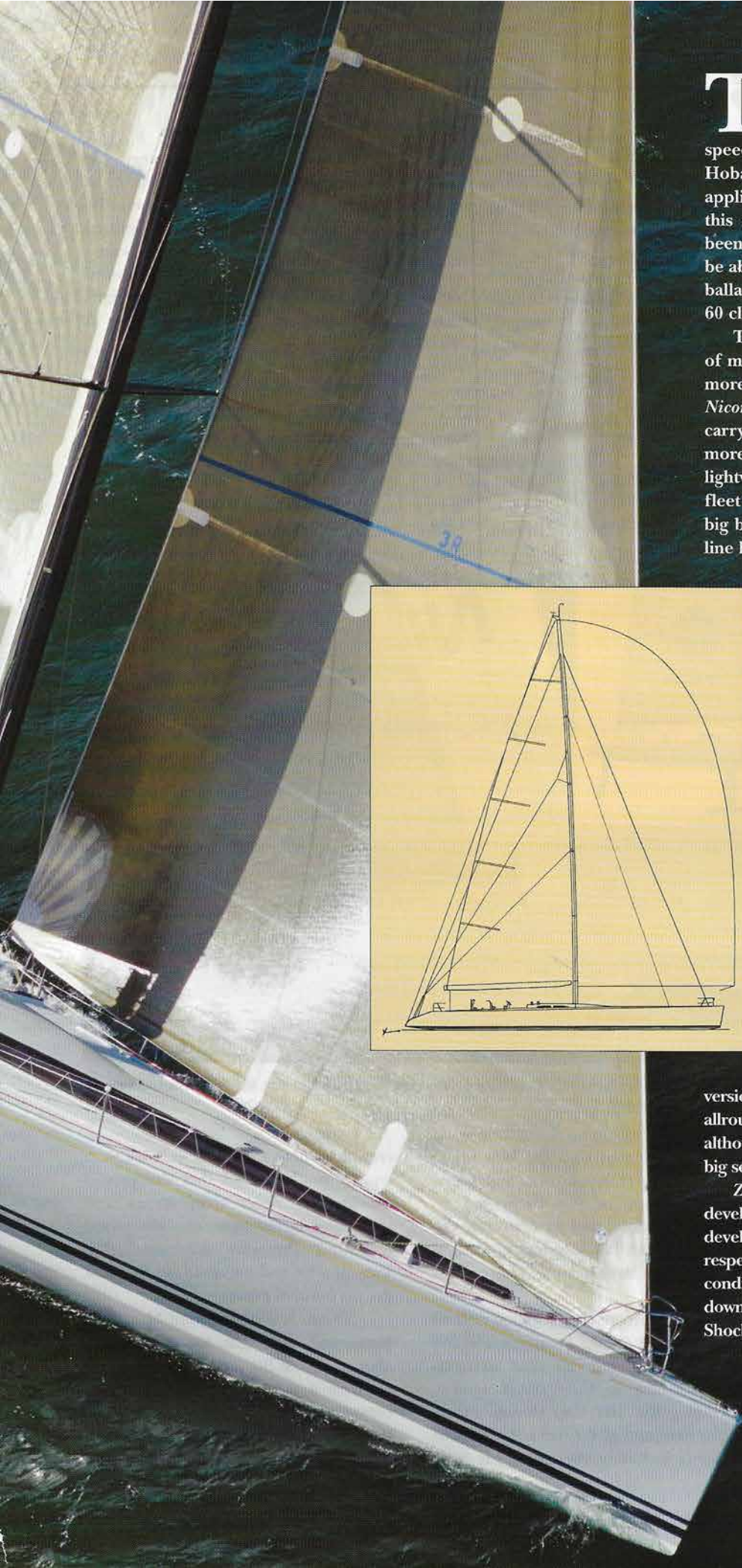


# THE MAXIS



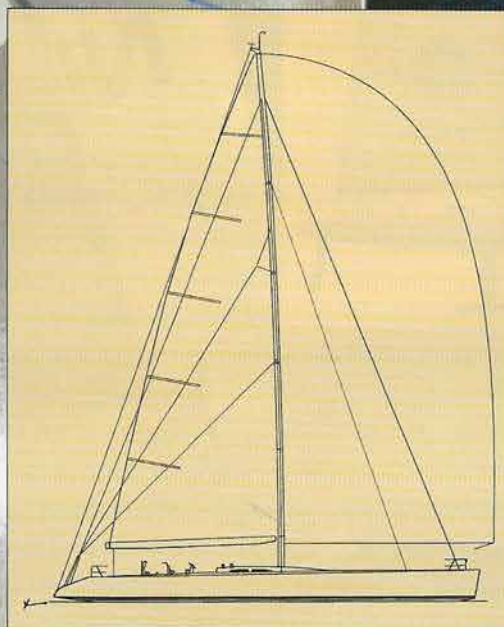
Four full-blown maxi yachts, including two of the world's newest, and half a dozen 60 footers make up one of the strongest big-boat fleets ever to race to Hobart. Offshore looks at the boats and the conditions each will need to be first to the finish line at Battery Point.





The old rules of the maxi game have been reshuffled over the last year. In the past the handicap (and therefore the potential speed) of the biggest boats in the Sydney to Hobart was limited by the same limits that were applied in most other major offshore races. For this year's Hobart, the old upper limits have been scrapped and new limits, allowing boats to be about 5% faster, have been introduced. Water ballast, which in the past was limited to the Volvo 60 class, is also permitted.

The new rules have allowed a new generation of maxis, all racing to the IRC rule which allows more liberal design than the IMS. The new *Nicorette* and the revamped *Wild Thing* are carrying water ballast, which should give them more power to get upwind than any previous lightweights. They'll be chased hard by a whole fleet of Volvo 60s and a couple of other radical big boats, in what should be one of the greatest line honours chases ever.



## SHOCKWAVE

*Shockwave* seems to be the boat with everything. Owner Neville Crichton has loads of experience and past success. The designers and builder are from the very highest levels of their field, and the boat is sailed by a crew drawn from the winning America's Cup team.

*Shockwave* blew local maxis *Wild Thing* and *Brindabella* away in her first regatta, Hamilton Island Race Week. She was about five minutes faster each hour. A few weeks later in a pre-Olympic maxi race in Sydney, the silver Reichel/Pugh design seemed to have improved even more.

*Shockwave* is a cross between a "sled" (a slim lightweight boat designed mainly for downwind sailing) and a conventional maxi (a more powerful boat designed to be at its best upwind). An extremely slim boat, it's often described as an offshore version of an America's Cup yacht. *Shockwave* has allround speed and no weak points visible to date, although she has yet to be tested going upwind in a big sea and strong winds.

*Zephyrus*, one of the boats that *Shockwave* was developed from, blew a couple of masts early in her development but Crichton's campaign is very widely respected and failures are unlikely. In almost all conditions, this will be the boat to beat. Even if it's downwind almost all the way - and that's unlikely - *Shockwave* is the favourite to take the gun.

Pictured and inset: *SHOCKWAVE* - All round performer that has yet to be beaten or even pushed.



# THE MAXIS

## NICORETTE

On design and current form, the new *Nicorette* must be a major contender, especially if it's a downwind race. Her owner/skipper Ludde Ingvall is very experienced in this style of boat- he's a Whitbread veteran and world champion in the Adeco Maxi One Designs, the 24.4m (80') Farr designs that pioneered the water-ballasted maxi.

*Nicorette*, a water-ballasted 24m (79') Simonis/Voogdt design, was designed to "take line honours against any monohull and to set race and Trans-oceanic records" according to Ingvall. While she's similar in many dimensions to *Shockwave* and *Wild Thing*, *Nicorette* carries a bigger rig, indicating her downwind potential. She has hollow waterlines forward, extremely flat and shallow bow sections, and heavy flare from the mast aft.

"Sailboat design is always about trade-offs and as I asked the designers for the boat to be set up to be fast for light medium downwind," says Ingvall. "She will never and is not intended to be an upwind slugger as that demands a high displacement and stability and we like going fast downwind and therefore she is a light displacement boat."

So what makes *Nicorette* a good downwind boat? "The hull shape is optimised to be an easily driven water ballasted hull," says Ingvall. "Easily driven in this case means a bow which is able to cut through waves and water with minimal effort, a narrow waterline to have minimal drag, as well as fairly low rocker on the underwater body. In order to facilitate high speed surfing she has a flat midsection starting about four metres aft from the bow and running all the way to the transom.

"However, and this is where the big difference should come in between water ballasted and non-water ballasted

boats) we are, relatively to the waterline beam, wider over the deck than IMS based maxis. This is to get a good leverage effect from the water ballasting as it moves outward."

"Being optimised for downwind sailing for the Cape to Rio race, we used a very light configuration (minimal bulb weight) which means the mass / displacement is low and as she floats higher so the wetted surface is less," says Ingvall, "she

and *Alexia*" commented Ingvall.

*Nicorette's* early racing career was chequered. In the Cape to Rio (racing as *Skandia*) she lost 26 hours when the boom broke at the start and finished third over the line. Then she was beaten by the ILC maxi *Alexia* and the turbo-sled *Pyewacket* (both Reichel/Pugh designs like *Shockwave*) in an inshore regatta in Sardinia.

"The boat was optimised for the Cape to Rio Race, which is notoriously a light to medium wind, over 90% downwind race" co-designer Alex Simonis told Offshore. "We are not surprised that she proved slower upwind than the much heavier and ILC / windward leeward optimised *Alexia*, which also is very well sailed by a



NICORETTE - Very fast downwind in all conditions, carrying a very big rig and water ballast. May be a question mark about her upwind performance.

was also trimmed with the bow up to make her easier to control in high speed surfing. None of this helps you go upwind though, and as expected she has not shown her true legs upwind in anything but light beating, where she is fast."

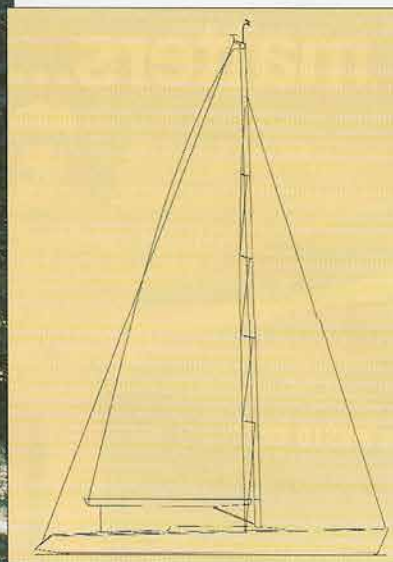
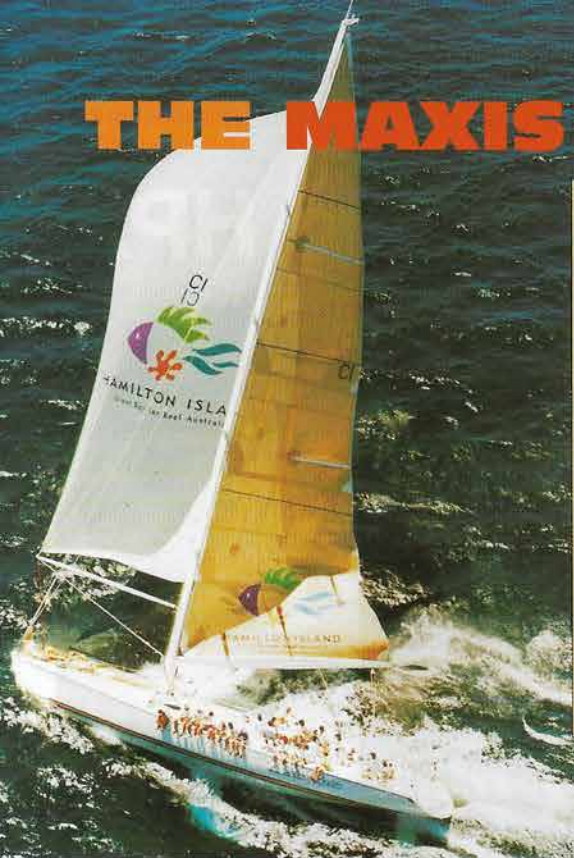
"In her present configuration we have during this summer been considerably faster downwind in all wind strengths than anyone we have sailed against, including the 100' Cap Gemini racing super maxi and all the maxis that were in Sardinia including *Pyewacket*, *My Song*

crew that knows their boat well. We were equally not surprised that she proved considerably faster than *Alexia* and somewhat faster than the downwind turbo-sled *Pyewacket* downwind. We learned a lot and are quite satisfied that she performs as expected."

"*Nicorette* is a new style of Maxi boat (water ballasted, light, lots of power as allowed by the IRC and IRM rules) and we have a very steep learning curve," comment Ingvall. "We have learned a lot this summer and tested her extensively, so that we can move to the next level of her



# THE MAXIS



BRINDABELLA - Now seven years old, much heavier and lower-rating than the other big boats. (Pic - Ian Mainsbridge).

optimisation, which will be in Sydney. We will make some alterations for the Sydney-Hobart to make her a bit more all-round and there is no doubt she will be. I have asked the designers to increase the stability by fitting a larger bulb and we are also making some changes to the boat's trim with the water ballast."

"Whether that is enough to compete against *Shockwave* is for us all to find out. Reichel/Pugh have made some of the best maxis at this moment so we are sure to be up against a flyer and the crew of *Shockwave* will be about the hottest there is, knowing Neville Crichton."

## BRINDABELLA

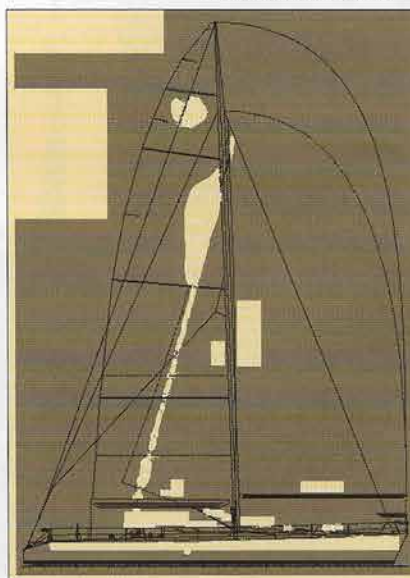
*Brindabella*, 1997 line honours winner, is now seven years old and she will be hard pressed to keep up with the new generation of boats built or modified to the new limits. Designed as a conventional IMS maxi, she now rates well under the new maxis. In a typical three day race she should theoretically finish almost seven hours behind a boat on the new IRC limit.

Although she's quite light for an IMS maxi, *Brindabella* is about six tonnes heavier than the new IRC maxis. Her weight and her comfortable interior for long passage races means that modifying her to the new and higher rating is not an easy task.

"It's not a question of newer boats. It's a question of the new rating" says designer Scott Jutson. "It's probably unprecedented in the history of handicap racing that you have such a huge jump in the upper limit."

*Brindabella* has well and truly had all the bugs worked out and she should be the most reliable of the big boats. As we went to press, modifications were still being considered, but not even those closely involved in the boat were very hopeful that she could keep up with the newer yachts in her current form.

VOLVO 60 - Top-class campaigns, but the VO 60s are small and by today's standards they are conservative. Best reaching in lots of wind.



## THE VOLVO OCEAN 60s

There are five Volvo Ocean 60s in the race, all second-hand boats training for the next Volvo Ocean Race. These purpose-designed round the world racers are designed to fit a "box rule" restricted class- they must fit within a "box" of certain maximum and minimum restrictions.

It's often thought that the VO 60s are light downwind flyers. In fact, by modern standards they're not particularly light for their length, and they have quite small rigs. Beamy and heavily ballasted, they perform best in a breeze.

Michael Spies was co-skipper of the VO 60 *Nokia*, the current record holder for the Hobart race. He says that the boats don't get fully powered up until there's 14 or 15 knots of wind. The keels are also designed for reaching and running, not going upwind, so the VO 60s don't point with the maxis. Whenever waterline is a factor, such as reaching and running in moderate conditions, they also lose out to the bigger boats.

Where the VO 60s excel is power-reaching in heavy conditions. That's when the power of their 3.5 tonnes of water ballast and 7 tonnes of lead allows them to sit upright and plane, carrying sail when others are reefed right down. In





# THE MAXIS

these same conditions, Spies notes, the VO 60s' other asset comes into play because they are designed for round the world racing, they are tough and can be driven hard with confidence.

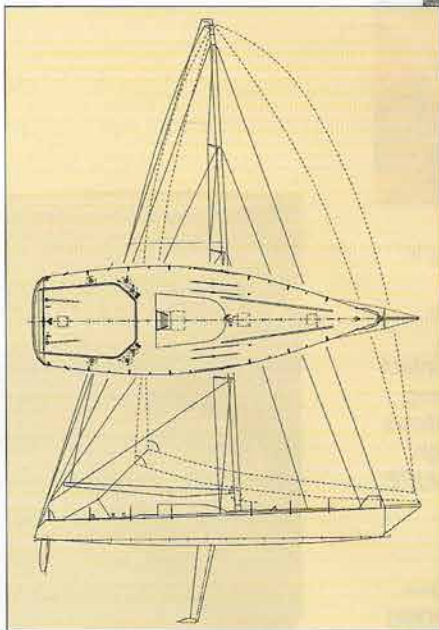
All the VO 60s in the race have superb pedigrees and all will be sailed with the skill and determination you'd expect from boats tuning up for the world's greatest ocean race. But the days when these comparatively small boats could routinely take line honours are over.

*Nicorette* is the only maxi in this year's race that has sailed against Volvo 60s (apart from *Nokia*). Her owner/skipper Ludde Ingvall told Offshore "We have sailed against the VO 60's in the Gotland Runt Race and did not really see them after the start as they finished 2-5 hours behind, if I remember correctly, in this light and flukey race. They are 15-19 ft shorter and otherwise similar to us so they should be and are slower. But the Volvo 60's in Sydney will be very well sailed by excellent crews and at the top of their performance all of us maxi boats will have to look out."

## XENA

*Xena* is the wildest of the big boats in this year's Hobart. Designed by Murray Burns and Dovell, she was originally

**XENA** - Small but radical and recently modified, she will be the wild card. Improved upwind, outstanding downwind potential. (Pic - Ian Mainsbridge)



intended for the Open 60 class in singlehanded round the world races. Owner Sean Langman has been a champion-level sailor in classes as diverse as 18 foot skiffs and Olympic Stars, which gives him a great technical background for this project. Langman has converted the boat into a fully-crewed racer and for about the cost of a 40 footer, he has ended up with the line-honours wild card.

*Xena* has a very broad, flat planing hull that carries three tonnes of water ballast on just 7.5 tonnes of displacement. She is, says Langman, a "real water ballasted boat", because water ballast is vital to her performance, rather than just being a useful asset.

Like all Open 60s, she's extremely fast downwind. "Essentially it's an offshore 18 foot skiff" says Langman. He and Michael Spies, the skipper of current record-holder *Nokia*, agree that *Xena* was "knots faster" than *Nokia* downwind in the early stages of last year's race. Later on *Xena* (then known as *Magna Data*) dropped back because in that race she carried only one spinnaker, and wasn't allowed to use her water ballast.

Over the winter *Xena* has been modified to increase her upwind performance (the weak point of Open 60s) and make her more suitable for fully-

crewed coastal racing. "All the work I've done is to make it perform upwind" notes Langman. "Turning a boat that's designed for one thing into another is the fun".

The mast has been moved and extended, the foretriangle and boom lifted, and the rig lightened. The twin rudders have been replaced by new blades, 25% smaller, and twin steering wheels have been fitted. The engine and batteries have been moved forward, and a new cockpit and cabintop have been fitted.

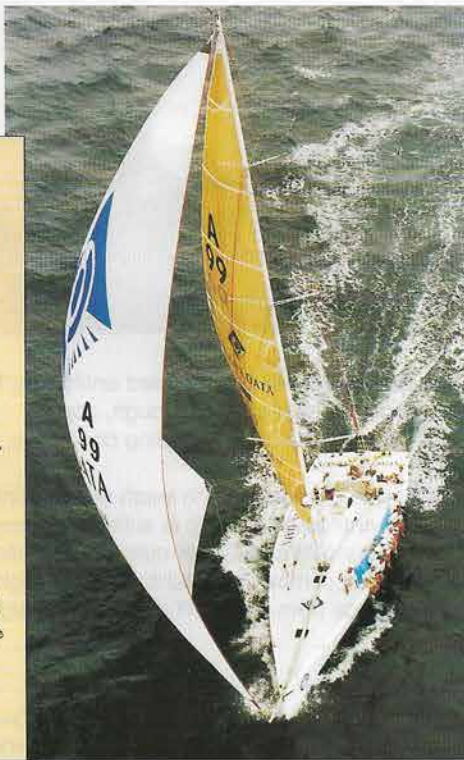
A few modifications remain. A coffee grinder is to be installed. The bowsprit for the spinnaker is to be extended to a whopping 3 metres, allowing *Xena* to carry 160 m<sup>2</sup> more sail downwind in this Hobart than the last race. She will also get a proper No 1 headsail for the first time which should improve her performance under 8 knots of wind, previously a weak area. And the very deep keel is to be shortened, to reduce the "tripping" that's seen the boat nosedive at 25 knots boatspeed. "I absolutely believe it's a 30 knot boat, not a 25 knot boat" claims Langman.

"I'm prepared to lead with my chin and say that we can win," he states. "It goes upwind far, far better than ever, although she's never going to point as high as something like *Shockwave* because she's so fat. Slightly cracked we can hold the maxis, and anything aft of that we're quicker. Given a nor'easter on the first day I think we can get a reasonable break and we may be able to hang on from there."

## WILD THING

As we went to press, *Wild Thing* was in the builder's shed, being extended to take on the newer and bigger maxis. *Wild Thing* was originally a small maxi, only 21.3 m (70') overall. Owner Grant Wharington loves competing in short-handed races, which are often raced under overall length restrictions, so he specified that *Wild Thing* was to be the shortest possible boat that could fit underneath a second-hand rig from an America's Cup yacht.

After several modifications, the Victorian maxi beat *Brindabella* in two major races but soon afterwards she was well beaten by *Shockwave* in the Hamilton



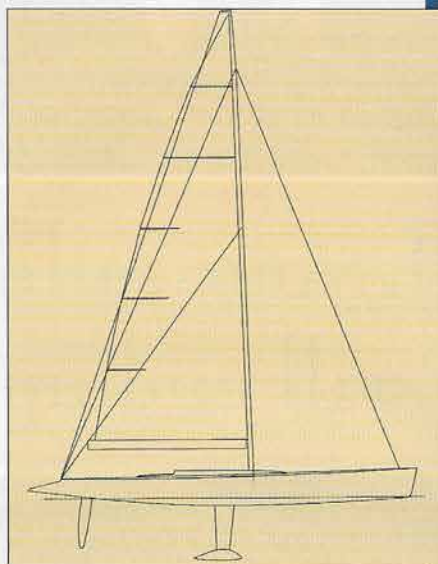


# THE MAXIS

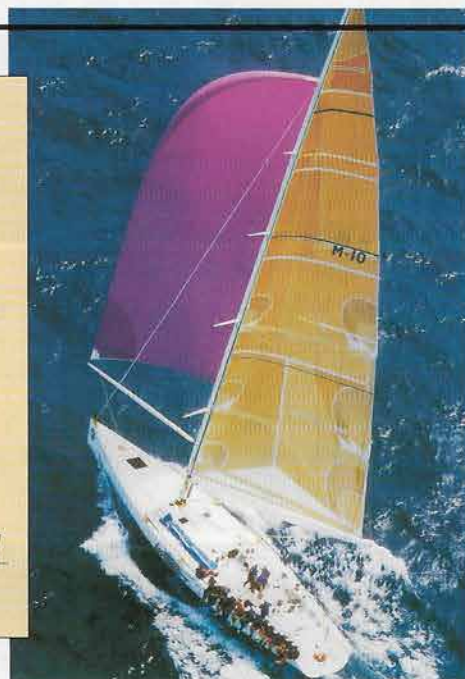
Island series. As designer Andy Dovell notes, the margins were exaggerated by *Wild Thing's* average starts and the difficulty of using water ballast around the short courses. Most of the difference, he claims, was due to *Shockwave's* size advantage. "Overall, the difference in finishing times was pretty close to the difference in length" he says. "*Shockwave* was around 8% faster than *Wild Thing*, and when you calculate speed according to waterline length she should be about 8% faster."

*Wild Thing's* bow is being extended by three metres and her stern is being drawn out one metre. Because of the original length restriction she has always been a "short ended" boat and the new bow will provide her with a finer entry. The mast is not being extended- the sailplan was always on the large side, says Dovell, and now it fits the boat better. The forestay will be moved forward onto the new bow, allowing the headsail area to be increased by about 10%.

Andy Dovell believes that the boat should be improved in almost all conditions, especially in moderate winds where sheer length is vital. She's always



been a good boat downwind in a breeze, he says, and the extra length should also help here. David Eickmeyer, the boat's sailmaker and one of the helmsmen, says that *Wild Thing* was formerly as stable as *Shockwave* and due to the extra form stability of the longer ends, she should be even stiffer in her new guise. He's hopeful that the extra length will increase the boat's reaching and



WILD THING - Recently extended, good in all conditions, must be good for a place over the line

upwind performance so she can match the newer boats.

Overall, the "new" *Wild Thing* is quite similar in most dimensions to *Shockwave* and *Nicorette*. Whether she can beat them remains to be seen.

YACHT	Length (m/ft)	Beam (m/ft)	Draft (M/ft)	Displacement (kg/lb)	Fixed Ballast (kg/lb)	Water Ballast (kg/lb)	I (Headsail hoist)	J (foredeck length)	P (Mainsail hoist)	E (Mainsail foot length)	Rating
BRINDABELLA	22.85 / 75	5.60 / 18.4	4.13 / 13.6	23,260 / 51,288	10,000 / 22,050	Nil	28.4	8.0	29.4	10.6	438.5 IMS 1,462 IRC
NICORETTE	24 / 79	5.36 / 17.6	4.6 / 15.1	17,200 / 37,926	5,600 / 12,348	2,700 / 5,956	27.5	9.1	29.7	11.0	1,600 IRC
SHOCKWAVE	24.4 / 80	4.9 / 16.0	4.0 / 13.2	17,769 / 39,173	9,856 / 21,746	Nil	27.4	10.0	27.8	9.7	1,543 IRC
VOLVO 60	19.5 / 64	5.25 / 17.2	12.3 / 3.75	13,500 / 29,767	7,000 / 15,435	2,500 / 5,515	1.465				(app) IRC
XENA	18.3 / 60	5.48 / 18.0	5.33 / 17.5	8,000 / 17,640	1,800 / 3,969	3,000 / 6,615	24.3	7.5	24.0	8.5	1,600 IRC
WILD THING	24.4 / 80	5.46 / 17.9	4.15 / 13.6	17,000 / 37,485	6,000 / 13,230	3,000 / 6,615	26.0	10.0	27.7	9.5	1,600 IRC

## Canon Big Boat Challenge

The Canon Big Boat Challenge is one of the great spectacles of yacht racing on Sydney Harbour. Victory is highly prized by owners of maxi yachts and other big boats who have been invited to compete on Friday, December 15. The strong rivalry between owners and their crews in the lead-up to the Telstra Sydney to Hobart often sees some sharp tactical exchanges and pre-Hobart gamesmanship that has resulted in collisions and protests in the past. Last year's Big Boat Challenge ended with several incidents and lengthy post-race protest hearings that led to two prominent maxi yachts being penalised.

To avoid a repeat of the post-race protests, the Cruising Yacht Club of Australia will use on-board judges to adjudicate on any perceived racing rules infringements and issue suitable penalties on the water. "This will be the first time

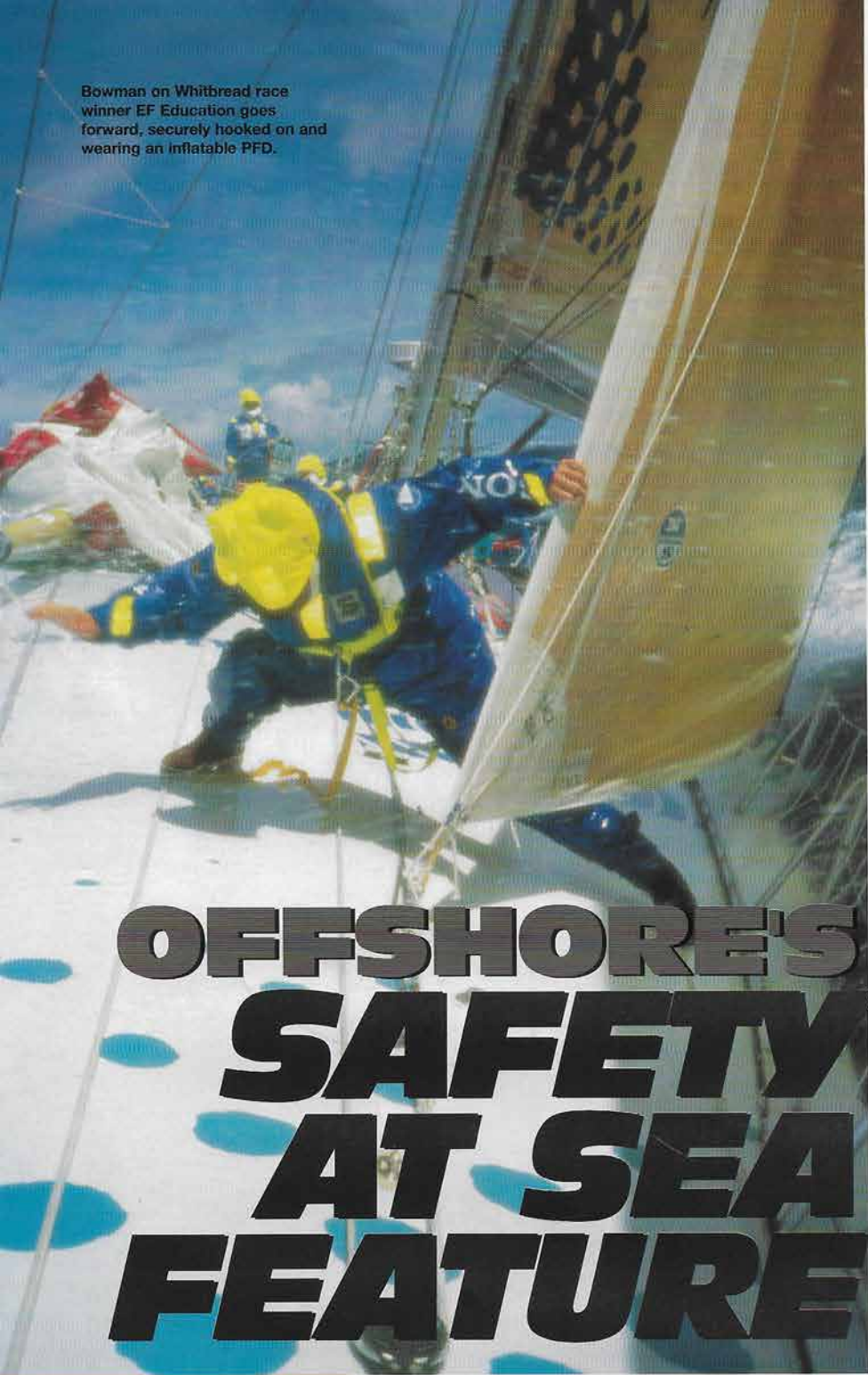
on-board judging will be used aboard large boats racing in Australia," said CYCA race director Phil Thompson. "We will have experienced judges on board each yacht in what looks likely to be the biggest Canon Big Boat Challenge in years."

Thompson says he expects the fleet to include the maxi yachts *Brindabella*, *Shockwave*, *Marchioness*, *Nicorette* and *Wild Thing*. They will be joined by up to six Volvo 60s, the Sydney 60s *Sydney* and *Eureka*, the Open 60s, *Xena* and RSL.com, the former America's Cup challenger, *Spirit*, the two Kookaburra 12-metres and several other 60-footers.

"It should be one of the great races of the year, a rare opportunity to see all the big boats heading to Hobart racing around the Harbour marks and finishing off the Sydney Opera House" Thompson added.

- Peter Campbell





Bowman on Whitbread race winner EF Education goes forward, securely hooked on and wearing an inflatable PFD.

# OFFSHORE'S SAFETY AT SEA FEATURE

Although the long-anticipated coroner's report on the 1998 Sydney to Hobart is yet to be delivered, offshore racing is already in a state of change around the world as sailors and race organisers strive to make the sport safer. In this feature, Peter Campbell looks at the upgrade in safety and communications for the 2000 Telstra Sydney to Hobart, Chris Thompson interviews overseas offshore officials about their regulatory changes, and Teki Dalton discusses what may be the most vital safety aid of all- a well prepared mind.

## Can we survive a distress situation?

Safety at sea doesn't just require the right equipment and the right experience, says safety expert Teki Dalton. Survival could depend on an understanding of the way that danger and disaster affect our reactions and our thinking.

How do individuals cope with distress situations? Obviously, each would react in a different way, but those who have not had training or preparation in the management of distress situations will have less capacity to follow correct procedures.

When sailors put to sea there is generally already established on the craft a loose but workable chain of command. The skipper or owner (depending on his competence) is the 'master' but sometimes this role is delegated to the most experienced person on board. This experience is not always quantifiable but could sometimes be recognised by their formal qualifications, the length of time at sea or even the fact that they are the only one on board who can start, stop and control the craft.

When a distress situation does occur which involves damage to the craft (grounding, collision, capsize, fire, rig or steering loss) and immediate help is not forthcoming, there is a feeling of disbelief by everyone on board; "I can't believe this is happening to us!", "we didn't expect this" and "what happens now?"

Guilt is experienced by several people; the person in control at the time ("I should have done something to avoid the incident"); the skipper, ("I should have been more alert and aware of potential dangers"); and the owner, ("I should have been prepared to spend



that little extra on maintenance or new equipment".

These feelings (disbelief and guilt) are enhanced if there is injury or loss of life, including crew overboard; "I'm supposed to be responsible- how could I let this happen?". "What will the families say?"; "How will I face them?".

The decision to abandon ship (through sinking or fire) brings with it, in addition to disbelief and guilt, the placing of blame on the person seen to be responsible for the situation. "It's your fault, this shouldn't have happened". "How will you get us out of this situation?"; "Will we survive?" and "If we die, it's your fault!".

Given all of those emotions, it can be seen that there could be irrational behaviour by those who consider their lives to be in danger. Their capacity to correctly assess the situation, make decisions, reassure fellow survivors, perform tasks to stop the situation from worsening and follow correct distress communications procedures and the efficient operation of equipment, must be severely reduced.

## Disaster Syndrome

Disaster syndrome is not easily treated while in a survival craft because the conditions which caused it still exist. The United States National Search and Rescue Manual, in the section titled "Urgency of Response", says:

"It should be assumed that all survivors are incapacitated, capable of surviving only a short time, under great stress, experiencing shock, and requiring emergency medical attention. Normally able-bodied, logical-thinking persons may be, as survivors, unable to accomplish tasks or to assist in their own rescue. Some may be calm and rational, some hysterical, and others temporarily

**"GIVEN ALL OF THOSE EMOTIONS, IT CAN BE SEEN THAT THERE COULD BE IRRATIONAL BEHAVIOUR BY THOSE WHO CONSIDER THEIR LIVES TO BE IN DANGER."**

stunned and bewildered. This last group will be temporarily passive and easily led during the first 24 hours after the incident. As shock wears off, most regain active attitudes. Those who remain passive die unless quickly rescued. This behaviour, commonly known as "disaster syndrome", is characterised by an attitude of "I am not here and this is not happening to me."

This is not an attitude that will help people make the right decisions in an emergency. It is an attitude that must be avoided by prior training and education in emergency procedures.

## Competency in response

Physical exhaustion, seasickness (aided by shock and fear) and the emotional stress of being in danger, all contribute to a lack of competency in being able to respond correctly to a distress situation, perform simple tasks and respond in a positive way to potential rescuers.

Unless there is prior training or education in distress and rescue procedures, the ability to comprehend and carry out instructions is limited, even when there is communication between craft and the rescuers.

The possibility of not being able to respond to signals, instruc-

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## Where "no PFD" equals "DSQ"

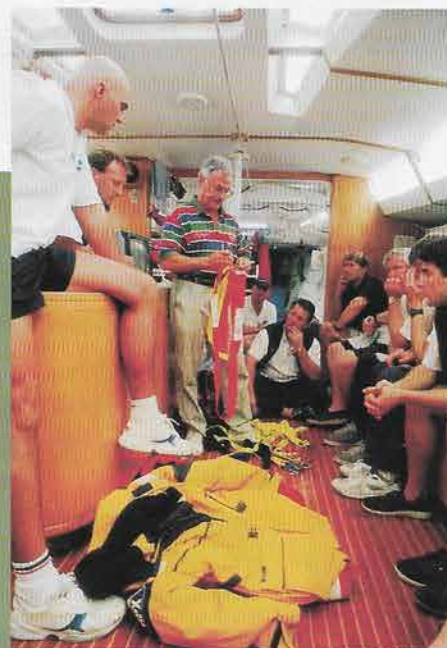
The offshore racing rulemakers overseas are not just requesting crews to wear PFD and harnesses- they're forcing them to do so, under penalty of disqualification. Chris Thompson looks at the why and how of the American and British rules.

### THE US SAILING PFD RULE

One of the biggest shocks to an outsider who sails in the USA is policy of the national body (US Sailing) that crews must wear personal flotation devices at the start and finish of each offshore race. The rule was partly a reaction to the loss of World J/24 champion and America's Cup skipper Larry Klien, who died from hypothermia in an inshore race in San Francisco Bay when he went over the side after a hiking wing collapsed.

"The idea behind it is that our research indicates that you really do need to wear a PFD if you go into the water. We can only get flotation to a man overboard about half the time, and those are bad odds" says John Bond, head of US Sailing's safety committee. "Wearing it at the start requires that at least you've broken it out and put it on once, and it's assigned to you. Then you can take it off, if the skipper says it's OK, but if the person decides to take it off it's their bag; they know where it is, they know how to get it back on. The reason you need to wear it at the finish is that otherwise, it would go back into the forward bin and never be seen again. This rule requires it to be kept handy."

Some US crews still wear bulky, uncom-



tions, demands and requests from rescuers could further jeopardise the distress situation and place the lives and resources of the rescuers at risk.

### Ability to survive

The majority of sailors who race offshore have not had practical training in survival procedures and techniques. This includes a knowledge and understanding of the process and procedures of potential rescuers.

This lack of training includes 'hands on' exposure to safety and survival equipment. It has been often said that instructions and markings on safety equipment are barely adequate even in ideal conditions. In times of physical and mental stress and poor light, those who have not had this 'hands on' experience may use the items incorrectly, thereby adding to their predicament.

Even those in a distress situation who have had some survival training or education, ask the question 'what happens now?' after they have followed the correct distress procedures. It is important that those who are in that situation are confident that, after having done all of the right things, there will be a certain and predictable response.

The operators of the marine rescue services are professionals who train at regular intervals to maintain their expertise in the delivery of those services. In most distress situations they expect sailors to at least be aware of basic rescue procedures and techniques but this is not always the case.

### Safety related behaviour

Behaviours are observable acts, not good or bad, simply things people do.

Behaviour is not the same as attitude. Many people confuse the two. Attitudes are internal states of mind whereas behaviour is external and observable. This distinction is critical because internal states are difficult to manage. Behaviours can be managed and measured.

Unsafe behaviour exposes crew to risk. A common example is not wearing safety harness, proper clothing, not following or knowing safety procedures, or allowing potential defective or unsafe equipment to be used. Safe behaviours protect an individual from injury.

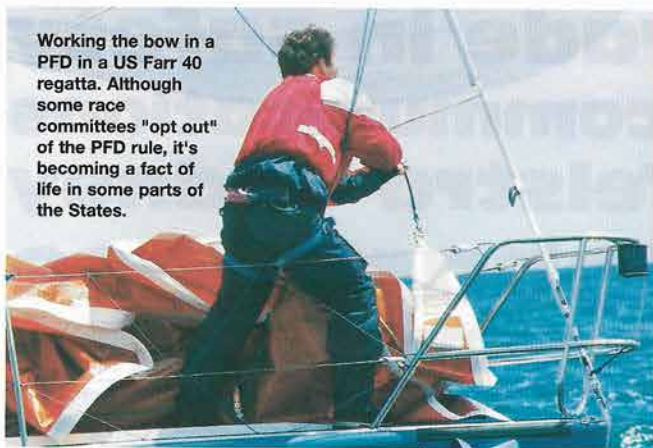
Behaviours, attitude and culture form a system, each influencing the other. To improve, we need a strong safety culture, positive safety attitudes and a high proportion of safe behaviours.

*Teki Dalton was a board member of the Australian Maritime Safety Authority for three years. He edited the book Sea Safety for Small Craft and is the writer/presenter of the videos Safe Boating and mayday, mayday, mayday and is completing two new books, Seamanship and Safety and Marine Safety and Survival. He is an accredited AYF State Coach, AYF Powerboat Examiner, AYF Offshore Instructor and AYF Yacht Racing Instructor as well as holding the Recreation Industry Assessor qualification. His sailing school, Teki Dalton's Adventure Sailing School, conducts all AYF National Logbook Schemes and all AYF/Oceans programs as well as a CYCA-accredited marine safety and survival course for Sydney Hobart race crew. He owns the Farr 40 Nadia IV and has been a member of the CYCA for twenty years.*

The first step towards safe sailing is preparing for the dangers. Here, Teki Dalton briefs the crew of the maxi Marchioness on safety. (Pic- Peter Campbell)



Working the bow in a PFD in a US Farr 40 regatta. Although some race committees "opt out" of the PFD rule, it's becoming a fact of life in some parts of the States.



## THE UK MOVES TOWARDS COMPULSORY HARNESS AND PFD USE

For the last couple of seasons the UK's major ocean racing club, the Royal Ocean Racing Club, has specified that crews in overnight races must wear harnesses and PFDs whenever they are wearing wet-weather gear.

The rule, says former RORC race director Alan Green, was a reaction to the loss of the RORC official Duncan Monroe-Kerr, a highly-experienced and successful sailor who fell overboard from his old half tonner. "It may well have been in people's minds for some time, but it didn't really come to the surface until the Monroe-Kerr incident."

RORC officials feel that there is little animosity towards the rule. "My impression is that by and large people have got used to it and are concentrating on sailing now, rather than the rule that requires them to wear the equipment," says Green. "Now we're two years down the track, it's accepted," agrees Janet Grosvenor, Alan Green's successor. "You hear very little comment about the rule now, although I suspect that if we tried to introduce it for day races there's be a strong reaction."

Are the safety harnesses being used more now that they are being worn more often? "It's very difficult to tell how frequently people are hooking them on, but obviously the fact that they've got them there handy means that they are much more likely to hook on when the need arises" comments Green.

The extra weight and bulk of the harness and PFD may be less of a problem in England than in Australia, because over there by the time wet-weather gear is donned it's normally time for warm, heavy clothing anyway. "Sometimes we get warm days sailing and in those conditions, people don't like the rule very much" notes Alan Green. "But I think by and large they understand the reasons for it and are prepared to go along with it."

portable old-style lifejackets, but most serious racers have purchased inflatable PFDs. "What we hoped would happen is that people would buy their own small inflatables that would be comfortable to wear" says Bond. "All we're trying to do is to keep you alive and afloat long enough for them to do a Quickstop and come back and get you, which is maybe 3 minutes at the outside. We can only get other flotation (such as a lifering)

Continued page 38

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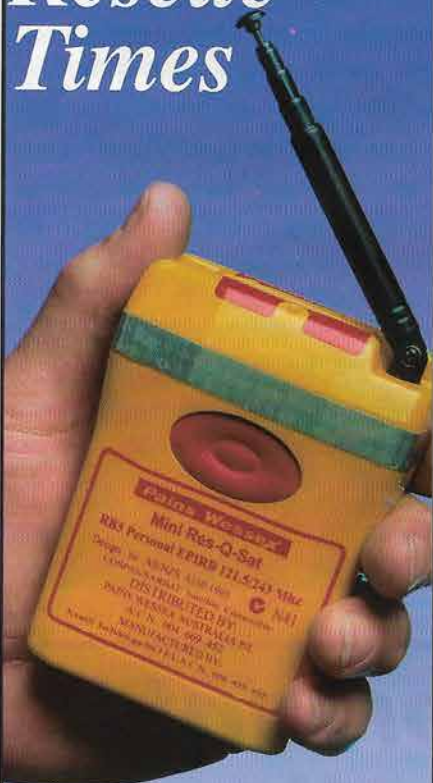
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## OFFSHORE'S

# Upgrade in safety and communications for Telstra Sydney to Hobart Race

**T**he Cruising Yacht Club of Australia has placed further emphasis on the experience of crew competing in the 2000 Telstra Sydney to Hobart Yacht race. New rules require that at least 50 percent of the crew on each competing yacht shall have completed a CYCA Safety Seminar, or AYF Yacht Safety and Survival Course, or a CYCA approved equivalent course.

This is an increase from the 30 percent required for the 1999 race when safety seminars were introduced. At least 50 per cent of the crew on each boat shall have had long offshore racing experience, the minimum number of crew on a boat is six, and the minimum age of all crew is 18 years of age. The new rules also require that at least two crew members shall have a senior first aid certificate or higher, and that at least two crew shall hold a HF radio operator's certificate of proficiency issued by a relevant authority.

The CYCA also recommends that the skipper or sailing master have a recognised AYF certificate (or equivalent) of at least an Offshore Skipper certification.

Other safety upgrades for this year's race include;

- Personal strobe lights for each crew member shall be carried on board, along with personal dye markers for each crew member. The CYCA also recommends personal 406 kHz EPIRBs for crew.

- Safety harnesses must not be more than seven years old and shall be stored in a dry locker. Additional harness straps for at least 30 per cent of the crew shall be carried on board. The CYCA has also recommended crutch straps for all harnesses, along with waistcoat or inflatable PFDs incorporated in a harness. Kapok-filled PFDs will not be accepted, nor will a brand of harnesses listed in the Notice of Race.

- The building of a new antennae farm on the Tasmanian East Coast for the Royal Yacht Club of Tasmania's Hobart Radio. This will vastly improve direct radio communications between race headquarters in Hobart and the Radio Relay Vessel, and the fleet.

- The race frequency will again be the exclusive marine channel for the Telstra Sydney to Hobart - 4603.6 kHz for all position reports and race traffic schedules, with 6227 kHz as the secondary frequency.

- There will be four radio 'skeds' with the fleet each day pm 4603.6 kHz - position reports at 0300 hours and 1400 hours and special weather forecasts at 0830 and 2230 hours.

- All yachts will be required to maintain a 24 hour listening watch for the duration of the race on VHF Channel 16. They must also carry a handheld, water-proof VHF radio in addition to normal marine HF and VHF radio sets.

- As required from the 1999 race, at least one of the EPIRBs carried on board shall be a 406 MHz EPIRB and not packed in the liferaft. The remaining EPIRBs may be 406 MHz or 121 MHz and may be carried on board or packed in liferafts. Four white parachute flares must be carried on board.

- A purpose-built, long-range Sikorsky S76 helicopter, provided by Lloyd Helicopters from South Australia and fitted with the latest search and rescue equipment, including thermal imaging, will again take on a "guardian angel" role over the fleet.

- Further search and rescue support will be given by the Tasmanian Police launch Van Diemen which has been rostered to patrol the north-east and east Coast of Tasmania from December 28 for four days. Last year Van Diemen went to the assistance of several yachts and crew when they were hit by strong to galeforce winds off the North Coast of Tasmania. She can cruise at 25 knots and will carry a Tasmanian Ambulance Service paramedic on board.

- At least four members of the crew of each yacht will be required to



attend the compulsory race briefing for the 2000 Telstra Sydney to Hobart Race on December 24, while at least two crew members, including the skipper or navigator, must attend the compulsory weather briefing on the morning of December 26. If the required attendance at either the race briefing or the weather briefing is not met, the boat will not be eligible to race.

- All boats will be required to report to Telstra Race Control when they reach Latitude 37 degrees 15 minutes South (Green Cape) and make a declaration confirming their time of passing as well as confirming the following:

1. The HF radio is operational
2. Liferaft(s) are on board
3. Engine and batteries are operational
4. Boat and crew are in a satisfactory condition
5. The skipper has comprehensively considered the

most current weather forecast and the boat and crew are fully prepared for the conditions forecast.

- In the end, of course, the onus will still be on the owner/skipper of each yacht as to handle any situation. The Notice of Race for the Telstra 56th Sydney to Hobart makes the point several times: "A boat is solely responsible for deciding whether or not to start or to continue racing."

**RIGHT:** The CYCA recommends that each crewman carry a personal EPIRB so that they can be located more easily if they end up over the side. The Pains-Wessex Res-Q-Sat RB3 is the only small personal EPIRB approved for in the water use. It is capable of transmitting for up to 48 hours on both 121.5 Mhz and 243 Mhz. The EPIRB is fully waterproof and has an extendable swivelling aerial that allows it to transmit effectively, even when it's attached to the shoulder of a sailor floating in the water. The Res-Q-Sat RB3 has replaceable batteries and costs about \$300.



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From page 35

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to a man overboard about half the time, and those are bad odds."

US Sailing doesn't require that inflatable PFDs be fitted with an automatic-inflation valve. Factors like the splash effect (see page 40) mean that it's highly unlikely that sailors who go overboard unconscious will be recovered alive; "those that hit the water unconscious are dead" says Bond, bluntly.

One of the advantages of inflatables is that most are designed to EEC standards, which demand at least 150 Newtons of buoyancy (about 15kg of flotation). In comparison, the Australian standard for PFD 1s requires only 92 Newtons.

Bond admits that many crews and clubs resisted the rule, and many yacht clubs now "opt out" of the provision in their sailing instructions. "It was very controversial; sailors resisted it, and most organisers opted out and decided not to impose it." However, he notes, it should save some skippers and clubs from being found legally liable for accidents. In two recent US law suits, relatives of crews lost overboard sued the skippers, alleging that the deaths were caused because the skippers didn't insist that they wear PFDs. One case, says Bond, was dismissed and the other was settled out of court for the Plaintiff's legal costs only. In both cases, says Bond, the defence succeeded only because the sailors who chose not to wear PFDs were highly experienced. Had the sailors been less experienced, the skippers may well have been found liable. "If (the crew) is a new sailor, I think you've got a real liability problem if you don't require them to wear bouyancy" he says.

My only encounter with compulsory PFD use on offshore boats came during a regatta off Newport, Rhode Island. On the first day, I sailed as a bowman in the 12 metre class but my own PFD (contained in my wet-weather vest) was the only one visible. Apparently the 12s were deemed an "inshore" class, despite the fact that their course was actually further offshore than the IMS fleet.

**"IF YOU'RE ONLY GOING TO HAVE  
ONE OR THE OTHER, I'D SAY HAVE  
A HARNESS. RACERS HAD LESS  
OBJECTION TO THE HARNESS, IT  
TURNED OUT, THAN THE PFDs."**

Racing in the IMS class aboard the Farr 52 OD *Loco* the next day, it was a different story; the threat of possible disqualification ensured that inflatable PFDs were handed out at the start and worn across the starting line. Most of the crew found them a bit heavy (although some weigh as little as 1 kg) and potentially obstructive (especially when working bow or winches), so they dumped the PFDs into a container at the base of the companionway at the first convenient opportunity, before putting them on again up the last beat. Some crewmen found them no hassle and wore them the entire race.

Not all of the PFDs lasted the whole race, though. A hissing, grunting and blurting from the back of the boat was traced to an embarrassed tactician. Diving through the lifelines after a tack, he had snagged the "inflate" tag on his PFD. It had instantly filled and was discharging excess gas noisily. After hitting the release valve, he escaped the lifelines with even his "legend" status undamaged.





The Sail Training Ship Young Endeavour will be the Radio Relay Ship once again. She will carry two radio teams and upgraded communications equipment.

Ironically, both Bond and many offshore sailors would be happier if harnesses, rather than PFDs, were made compulsory to wear. "The harness is of far more use for an offshore guy than is flotation; it's much more important to stay on the boat" he says. "If you're only going to have one or the other, I'd say have a harness. Racers had less objection to the harness, it turned out, than the PFDs." He foresees that a future where US Sailing and probably the ORC are going to force crews to wear harnesses; "We're going to see more of the RORC thing, where when you wear foulies, you're going to be forced to put on a harness."

The 1998 Sydney to Hobart Race Review Committee followed the same line of thought, recommending that inflatable Type 1 PFDs with integrated harnesses be used as a personal safety item, and also that a buoyancy vest be worn at all times.

As a former naval officer, Bond is a professional seaman but he's not sanguine about the risks of offshore sailing. "You're trying to convince people who go to sea that they've got people who expect them home and you have to be responsible to them."

## Satellite safety for the Hobart Fleet

Station 12 BV has joined Telstra MobileNet to provide the 2000 Telstra Sydney to Hobart fleet with the global satellite communications and safety equipment, Inmarsat C.

This equipment was made available to the fleet last year, proving a great asset in enabling race officials to track the fleet in real time and also communicate directly with boats via fax, including giving access to up to the minute navigational and weather reports during the race.

As Inmarsat C is a world recognised and accredited Global Maritime Distress And Safety System (GMDSS), it can be used in emergency to notify rescue authorities. Having this equipment on board will complement the existing race safety and communications equipment carried by each yacht.

Station 12 is a joint venture between Telstra and Royal Dutch Telecom, and is a global leader in satellite communications, with over 20% of the Inmarsat market. They make an ideal partner to work with Telstra and the Cruising Yacht Club of Australia to provide this technical assistance.

Inmarsat C is a compact, lightweight terminal, which can be easily fitted to a vessel of any description. It provides reliable and cost effective text and data communications from almost anywhere in the world, 24 hours a day. It is an approved GMDSS system, which is important for vessels that spend any length of time at sea.

Telstra and Station 12 will also sell the terminals and printers at the end of the race, at significantly discounted rates.

BELOW: The Tasmanian Police launch Van Diemen will patrol off the north-east and east coast of Tasmania during the race with a paramedic aboard. Last year she assisted several yachts in heavy conditions.





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Australian Standards AS1512 Lic 1642 Australian Standards AS2227 Lic 1729

## The splash factor

Just keeping afloat isn't the only problem for a person overboard; as well as hypothermia and cold water shock, "splash" can also kill. The splash refers to the fact that waves and spray can drown a person in the water, even when they are supported with their head properly above the surface. In the water, the legs and lower body tend to act as a sea anchor, turning the person around so that their face points towards the oncoming waves, driving enough spray and waves into the face, nose and mouth to fill the lungs and cause death. Splash gets even those who are experienced or trained in safety- in one case where 14 oil-rig workers ended up in the water, six drowned with their PFDs fully inflated. Another study noted that 28% of professional fishermen who drowned were wearing PFDs at the time.

One way of avoiding splash is to consciously face away from the wind and waves, but that's only possible while you are strong and conscious. "Even with an effective life jacket, the man will have to work hard to maintain airway freeboard" noted one international conference. The alternative is to wear a splashguard, like those available as an option in Secumar's inflatable lifejackets. Made of transparent plastic, it fits over the face. Holes allow normal breathing while preventing waves from splashing into the face.

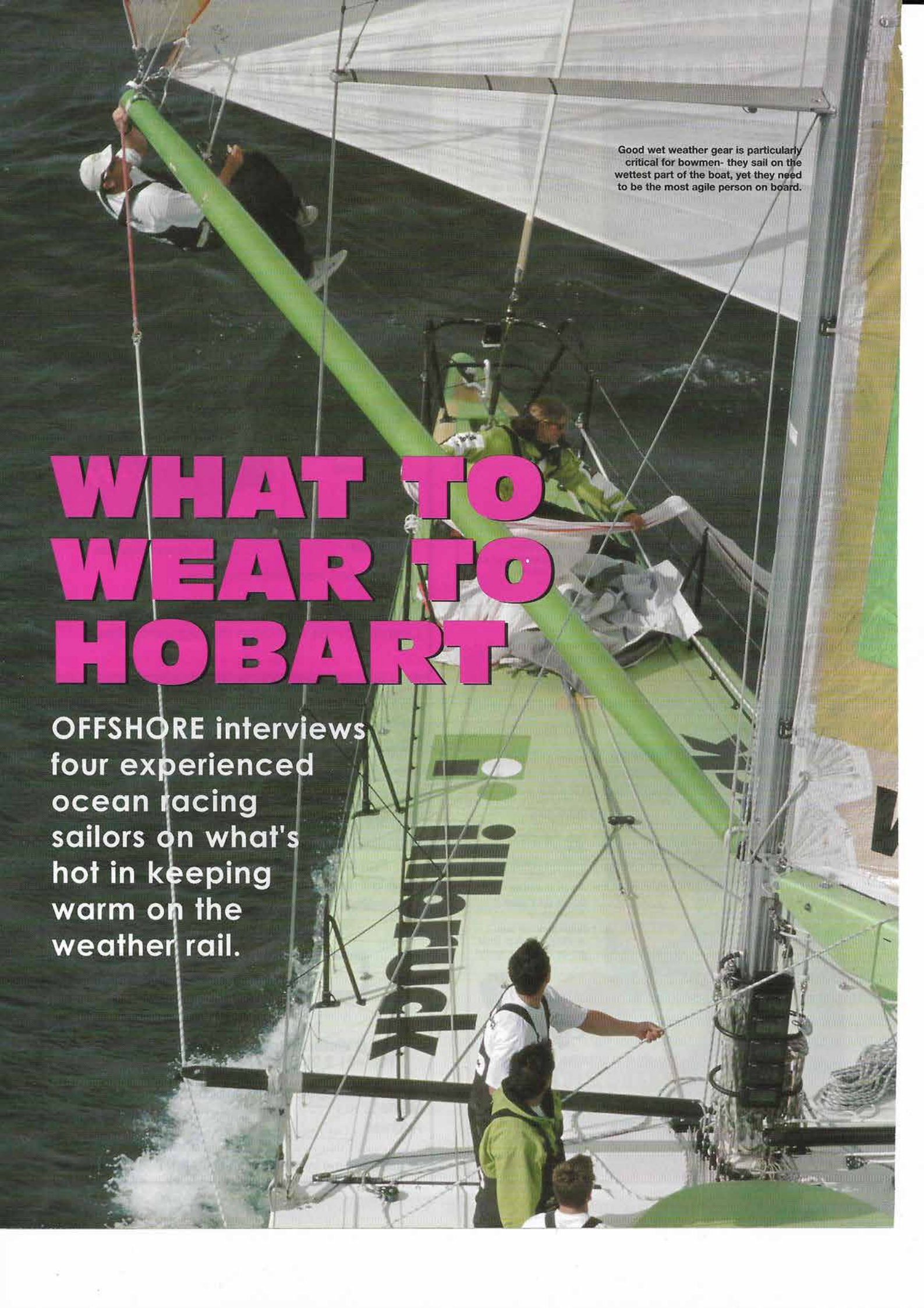
No-one appears to make an automatic splash cover- the engineering required to make it automatically lower in place would be truly something. It just reinforces that if you go overboard unconscious or injured in bad conditions, even an actuated PFD 1 may only help rescuers locate your body.

BELOW: Tasmanian firm Stormy Seas make wet-weather gear with integral harnesses and inflatable buoyancy devices.

RIGHT: A Sikorsky helicopter from Lloyd Helicopters, equipped with state of the art rescue equipment, will be the "guardian angel" above the Hobart fleet.







Good wet weather gear is particularly critical for bowmen- they sail on the wettest part of the boat, yet they need to be the most agile person on board.

# WHAT TO WEAR TO HOBART

OFFSHORE interviews four experienced ocean racing sailors on what's hot in keeping warm on the weather rail.



Sydney to Hobart, 3am, the middle of Bass Strait, it's blowing dogs off chains from the sou'west, and there's only one topic of conversation on the weather rail- what works in keeping warm and dry. When there's two reefs in the main and a number four, good wet weather gear is worth any price.

Offshore clothing has changed a lot since the days of unlined plastic wet weather gear and woollen jumpers. "It's not the design that has improved, really, but the materials" says importer and manufacturer Martin Burke. Modern "breathable" wet weather is made of fabrics like Goretex, which excludes sea water and expels perspiration. Combined with layers with thermal gear that "wicks" water and perspiration away from the body, it's much more comfortable than the old-style gear.

Modern wet weather gear is expensive, but the dollars are well spent. Warm, dry crews are less likely to sail slowly and make dangerous mistakes. And with the cold and the spray less likely to cause fatigue and hypothermia, offshore sailors don't have to go below as often- so now we can all spend more of those cold, wet nights on the weather rail...

Until chandlers start installing cool rooms and high-pressure hoses in their showrooms, wet weather gear will be impossible to try properly before you buy. So OFFSHORE asked four highly-experienced sailors, each sailing in different areas of their boats, what's hot for staying warm.

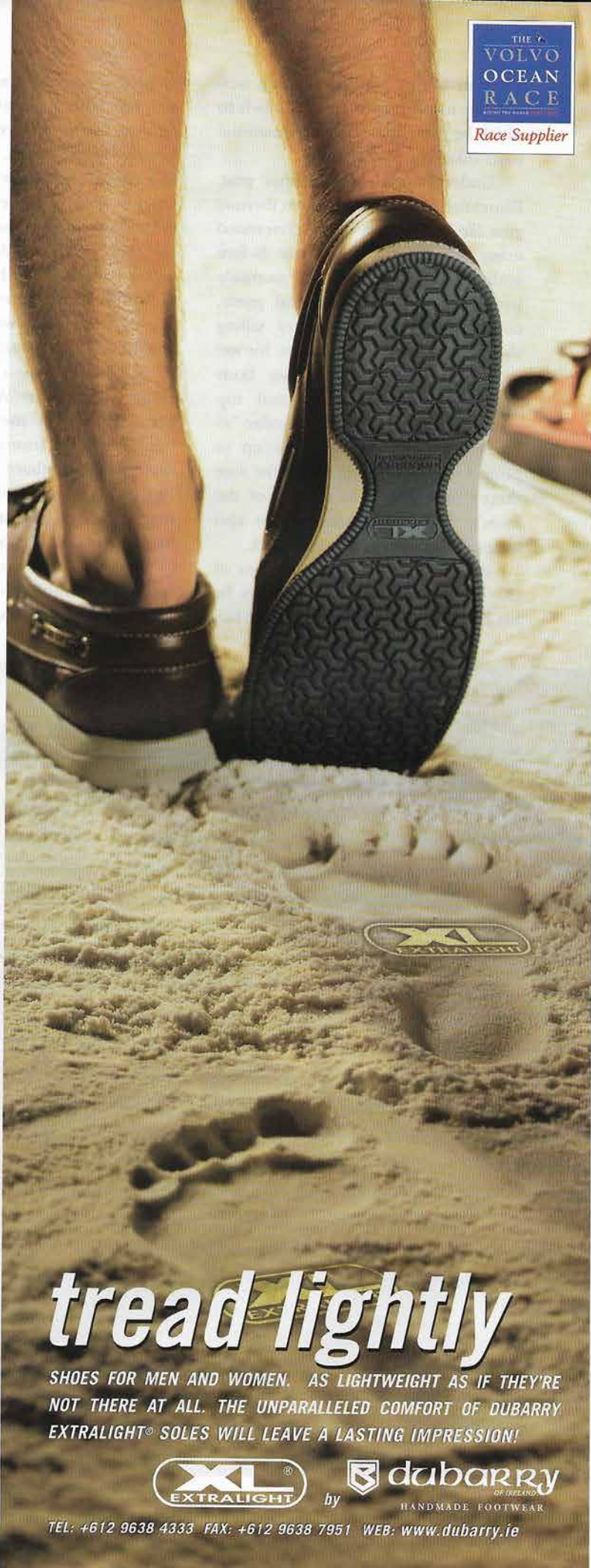
## THE BOWMAN

David "The Rat" Blanchfield has a huge amount of experience in the sharp end of grand prix boats. He's completed "fourteen or fifteen" Hobarts, sailed in the America's Cup, and the Whitbread Round the World race (aboard *Toshiba*). He is now running 1999 Telstra Sydney to Hobart winner *Yendys*.

Blanchfield places a lot of emphasis on making sure that his clothes allow him to move easily; it's vital for his job at the sharp end. In the short races of the America's Cup, Blanchfield and the rest of the *Abracadabra* crew wore Gill Goretex wet weather gear. It was, he said, pretty light and very good. A bowman must be nimble and must be prepared to get very wet, so he had a smock-style top custom made. The custom smock had no neoprene seal around the top, because he prefers to keep his neck free for easy movement. Blanchfield prefers the smock because it has no hood and no zipper down the front and therefore there's less restriction on his movements and his hearing, and less chance of water seeping through.

For a race like the Sydney to Hobart, Blanchfield takes Henri Lloyd's Ocean Racer wet weather gear. Again, he prefers to wear a smock-type top, with an open neck that can be adjusted with Velcro for a snug fit. Blanchfield wears the smock alone when carrying out a headsail or kite change. When he is on the rail, he puts on a Henri Lloyd heavy weather jacket with built-in harness over the top of the smock for extra warmth.

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Underneath, he wears waist-high wet-weather trousers with an elastic belt to which he can clip a bowman's essential tools (like tape and a knife).

Underneath his wet weather gear, Blanchfield wears Helly Hansen thermal gear. He says that the *Toshiba* crew tested many brands of thermal gear before settling on Helly Hansen. He normally wears a set of long thermal pants, covered by a set of standard sailing shorts for extra padding, below his wet weather gear. For the upper body Blanchfield prefers a thermal top covered with a T-shirt with a collar "so the top button can be done up to protect you from wind and make sure there's no chafe from the top of the smock". In cold conditions, he also wears a sloppy joe under the smock.

For the really rough conditions of the Whitbread, Blanchfield swears by his French "Le Chameou" boots. They

feature a sock-like waterproof tube with an elastic top that fits around the outside of the wearer's wet-weather trousers at the calves. This provides a waterproof seal, even when green water is flowing. "I never got water in my boots in the Southern Ocean, ever" he says. Singlehanded solo racers seemed to agree with Blanchfield at the finish of the recent Transatlantic; "Le Chameous" were prominent aboard the top trimarans.

For less extreme conditions of the Hobart and other Australian races, Blanchfield finds the "Le Chameou" boots too bulky. Instead, he wears mid-calf height Dubarry sailing shoes. Blanchfield says that the Dubarry soles have excellent grip and they are "the best type of sailing shoe going around".

Blanchfield completes his inventory with polarised Oakley sunglasses and a waterproof "Orca"

beanie (complete with ear cover, wool lining and chin strap) for extra head warmth when needed. He does not wear gloves in a race such as the Hobart; they are too restrictive for a bowman, he says. There is also the chance that the material could get snagged and suck a hand into a turning block or other dangerous pieces of gear whereas when a bare hand gets caught it can normally be freed; losing a bit of skin is better than leaving the whole hand behind.

## THE MASTMAN

Andrew "Crowbar" Crowe's offshore experience includes an Admiral's Cup, two Kenwood Cups, two America's Cups, and "seven or eight" Sydney-Hobarts. He's currently working the mast and grinder on the Farr 50 *Ragamuffin*.

Crowe normally wears Goretex

**"Elbow reinforcement pads are good, if you can get them; they're hard to find. You also want to reinforcement across the back of the shoulders, for protection where you rub against the lifelines."**



*Silk Cut* heads upwind. Most of her crew are wearing Dubarry boots, although Aussie navigator Andrew Cape's shoes seem to be the subject for some discussion.



**"Your shoes have got to be Goretex" he says. "They've got to be breathable and must reach to the mid-calf at least. You want a good fit, but they've got to be loose enough to get off if you end up in the water."**

The Whitbread / Volvo around the world race is the toughest testing ground for wet weather gear. Here the crew of Silk Cut go downwind in the Southern Ocean, with Gordon Maguire at the wheel. All are wearing inflatable PFDs.



MPX wet weather gear for day and coastal races and HPX gear for longer hauls. He has a long list of requirements for the ideal wet-weather jacket. He recommends that the coat be mid-thigh length. The cuffs, he says, should have an inner seal on the lining and an outer seal, with stretchy wetsuit-style neoprene. Neoprene also makes a good seal around the neck.

Crowe likes well-reinforced jackets. "Elbow reinforcement pads are good, if you can get them; they're hard to find.

You also want reinforcement across the back of the shoulders, for protection where you rub against the lifelines."

Crowe recommends cargo pockets on the outside as well as hand warming pockets. He also likes to see a pocket on the chest for a personal EPIRB. The pockets, he says, should have double flaps to keep the water out.

Crowe prefers salopettes to conventional wet-weather gear trousers. "I love them" he says "because

they don't fall off your shoulders like trousers with shoulder straps do." The ankle must be equipped with a velcro patch at least 40mm high so that it can be pulled tight to get a really snug seal. "Crowbar" also recommends padding on the knee and on the buttocks, extending all the way down to the mid-thigh area. Other features to look for are flat adjusting buckles on the waist, a toggle for tying a knife and torch, and good seam lining between the legs. "It's vital that it's well taped so you



don't chafe" he says.

Underneath his wet-weather gear, Crowe wears an inner layer of thermal gear; some produced by Musto and Line 7, some by the New Zealand camping gear manufacturer MacPac. Over the thermal gear he wears one of the well-regarded Musto "bear suits". In cold weather, he wears a Musto "snug" vest between the thermals and the bear suit.

"Your shoes have got to be Goretex" he says. "They've got to be breathable and must reach to the mid-calf at least.

You want a good fit, but they've got to be loose enough to get off if you end up in the water." Crowe wears woolen Explorer socks under his footwear; the longer, the better he says. He also owns a pair of Dubarry boots but rarely wears them apart from the Fastnet and Hobart races.

## THE TRIMMER

Hugh Brodie has completed 14 Hobarts, two Fastnets and a Double-Handed TransTasman. He's currently sailing as a trimmer on *Ragamuffin*.

Hugh currently wears lightweight Helly Hansen wet weather gear. He was dubious about it before the 1998 Hobart, but it was waterproof throughout that rough race. When he's buying wet weather gear, Hugh looks for a collar that will reach nose level and seal well.

His trousers have no fly, an inconvenience he finds to be a worthwhile trade-off because it cuts down on potential leaks.

Hugh is not in favour of harnesses built into wet-weather jackets.

**"It's been fantastic so far," Psaltis says. "One good feature of the North Face bear suit is that it has a zipper at the back to make those visits to the head in the middle of a Bass Strait southerly a bit less of a hassle. In really cold and rough conditions, like a tough Hobart"**

The Whitbread (now Volvo) is the major testing ground for wet weather gear.





However, he wore an inflatable PFD and harness combination in the 2000 Two-Handed Trans-Tasman. A prototype from SOS Marine, who manufacture inflatable lifejackets for the Royal Australian Navy, it was light and had both manual and automatic (water-activated) inflation. It was, he says, no more cumbersome than a standard harness and he spent many hours in it.

In bad weather, Hugh wears thin thermal long johns and a lightweight thermal shirt. A Musto bear suit goes over the top of that, followed by a lightweight showerproof jacket and his wet weather gear.

Hugh wears calf-height Musto M2 boots on long races. They are neoprene, not rubber, so his feet get wet but stay warm. Even in shorter races he stays away from leather, because he likes shoes that don't stay wet. Normal sailing gloves and a fleece beanie by hiking wear manufacturer Paddy Pallin completes his ensemble.

## THE SKIPPER

Ed Psaltis' win in the 1998 Sydney to Hobart aboard the 35 foot *Midnight Rambler* was just the most spectacular success of this life-long ocean racer. In addition to the Hobart, he has scored highly in major ocean races aboard boats as small as the half tonner *Nuzulu*.

Ed wears Henri-Lloyd's Ocean Racing wet weather gear, following the tradition set by his extremely experienced father Bill. The jacket carries a built-in harness, however as it is not Australian Standards approved, it cannot replace a standard harness in the boat's safety equipment. Psaltis says that the harness saved him from being tossed across the boat twice in the 1998 Hobart, but in milder conditions it can be uncomfortable so he is planning to remove it from the jacket.

Psaltis' jacket has fur-lined hand warmer pockets but he rarely uses them, preferring to rely on neoprene gloves purchased from the US mail-order chandlery West Marine. They keep his hands warmer than normal sailing gloves, he says.

Under his wet-weather gear, Psaltis wears a very tight-fitting Patagonia polypropylene T-shirt and a full "bear suit" from outdoor/climbing gear manufacturers North Face. "It's been fantastic so far," he says. One good feature of the North Face bear suit is that it has a zipper at the back to make those visits to the head in the middle of a Bass Strait southerly a bit less of a hassle. In really cold and rough conditions, like a tough Hobart, Psaltis also wears one of the Musto snug-type vests with a windproof shell.

Psaltis wears the basic Sperry Topsider moccasin-style shoes in good conditions. He favours them for their flexible, grippy sole. In rough weather he switches straight to Burke wetsuit-style boots. "They drain better than boots full of water, and boots only keep the water out for a couple of hours anyway" he says.

# Performance Breathable PB20



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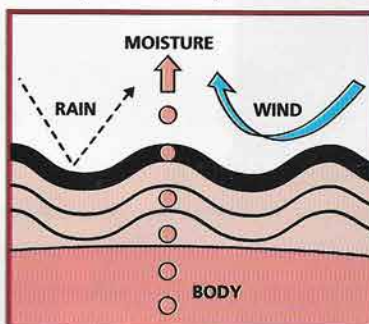
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- Fully lined
- Internal jacket storm flap with gutter, external storm flap
- High neck fleece lined collar with adjustable throat tab
- Polartec fleece lined pockets
- Internal & external wrist seals
- Over shoulder harness facility
- Stow away peaked hood with drainage gutter
- Reflective tape

Trousers have Cordura seat & knee patches, 2-way zip with internal gusset and external storm flap, ankle seals and elastic braces.

## Performance Breathable PB 20: How it works

PB20 can withstand a hydrostatic pressure of more than 20 metres. This makes it absolutely wind and water proof. Its breathability is very stable under all conditions, it is light weight, extremely durable and has a water repellent treatment that encourages water to bead and then run off the fabric.



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## TIMOR HERO TO START THE RACE







*Destinations*

# **Safe havens to the East**

**Anchorage for Cruising the  
East Coast of Tasmania**  
Pics and story **Fiona Croft**



**A**fter a hard race down the East Coast of Tasmania why not cruise back north at a steady pace. Take time out to enjoy the freedom. Absorb the scenery that is an artist's paradise. The Derwent River itself is teeming with wildlife, dolphins, seals and penguins swim into the Hobart Port to play.

The weather around New Year is usually north easterly so you might be hard on the wind as you make your way back north. Although the coastline is rugged, there are many safe anchorages, hidden from the prevailing winds, that indeed make you feel as if you have just discovered the holiday isle.

Once you leave the channel of the Derwent, your course heading north depends on the weather forecast and your draft. The joy of cruising is that you can take the time and make choices.

## BRUNY ISLAND AND STORM BAY

If you go around outside through Storm Bay, you can call in at Bruny Island or take shelter at the northern section of D'Entrecasteaux Channel. This area, including the 'Duck Pond', offers genuine all weather shelter. Adventure Bay provides shelter on the outside of Bruny and the anchorage on the southern end of Cloudy Bay Beach gives reasonable shelter in sand up to 3-4 metres.

Bruny Island offers bed and breakfast boutique accommodation and camping facilities. Enjoy the wilderness and art and at dusk watch the fairy penguins gather on the beach.

David Goodfellow, crewman off *Solandra*, says a big nor'easter is good until you get to Tasman or Port Arthur. "Once you get around, it's bang on the nose and you're beating into it. Then you have to go another 10 or 15 miles to get into Fortescue Bay (on the eastern side of the Tasman Peninsula, about six miles north of Tasman Island). Fortescue Bay can be a bit uncomfortable as well, so perhaps you should take shelter in Port Arthur till

the weather abates. Port Arthur is an easy stopover but you have a fair way to go in to the anchorages so you need a little bit of time up your sleeve to go in there."

Port Arthur provides all weather shelter. Safety Cove is excellent in all but north and north-easterly winds. The quietest anchorage is in Walkers Creek (Canoe Bay) in the north-west corner, where there is three metres depth inside the wreck. The Port Arthur Penitentiary offers tours, heritage buildings and old world gardens.

The diversity of the Tasmanian landscape reveals distinct areas; granite cliffs, deep aqua bays, white sandy beaches and no sign of people.



## THE DENISON CANAL

If you came in 'around the outside' (around Tasman), the trip through the Denison Canal can save time and show you different scenery from the journey south. The canal (known as the Dunalley Canal by some, because it runs through the fishing village of that name) provides a short-cut across the base of the Forestier and Tasman Peninsulas.

Captain Jon Solomon ("Sol"), crew-

man on *Mirrabooka* and veteran of 28 Sydney to Hobarts, says that if you follow the markers in the Canal you should not have a problem. "Going through the narrows between Blackmans Bay and Marion Bay quite often you will touch bottom, but you just add another groove and keep going".

The depth in the passage varies from week to week. It is recommended that you contact the canal superintendent one day prior to canal transit (telephone (03) 6253 5113). Maximum depth may be 1.8 metres or less. An updated chart is out every month so there is no official chart as such, only a guide. Use the depth sounder, the GPS and the crew as lookouts, and be wary.

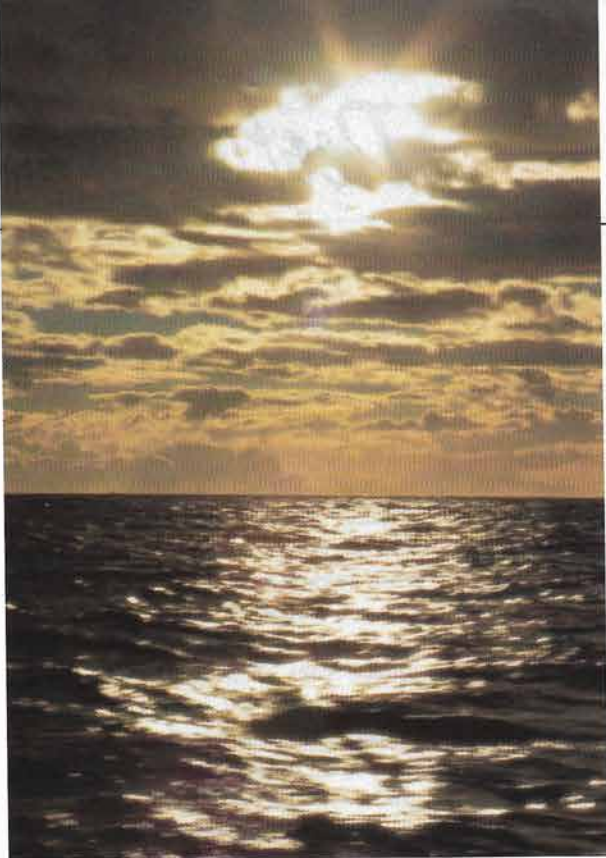
It usually helps to have someone go aloft to con you through the deep water channel. The main stream of the flood tide runs into Blackmans Bay i.e. in a north easterly direction at the Denison Canal, and a south westerly direction at Marion Bay Narrows.

## OUTSIDE THE BAY

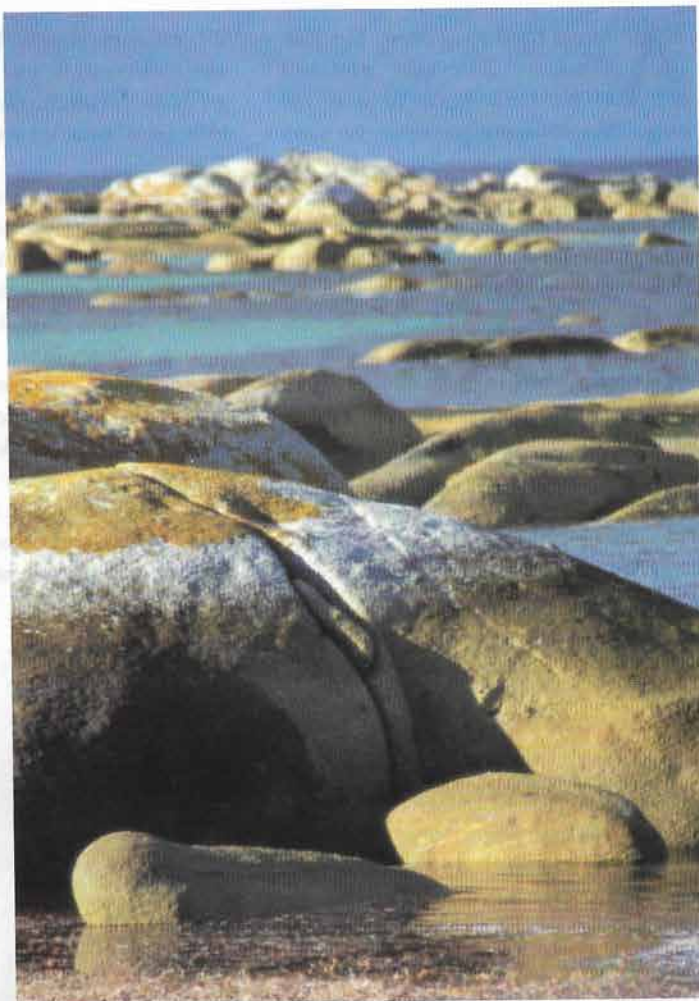
Maria Island, the next safe anchorage outside Storm Bay, is a favourite of David Boyes, ex-Commodore of the Royal Yacht Club of Tasmania. "People



# Destinations



**"At Brians and Moreys it doesn't matter what the weather does, you'll be safe in one or the other. If you get blown out of one, you just cross to the other."**



don't realise how good Maria Island is. It can be a bit more exposed on the outside, depending on the weather of course" said Boyes.

Riedle Bay on the eastern or seaward coast) has good anchorage in sand off the end of the beach, but watch the tide and do not venture too close to anchor. On the other side of the island, Oyster Bay is good but shallow- anchor well off shore. Extreme care is needed when navigating in the vicinity of Point Lesueur, due to submerged rocks south-east of the point.

Triabunna, near the head of Spring Bay on the mainland just north of Maria Island, is an established fishing port with full provisions available. It once held the annual Crayfish Derby regatta for boats on the way home- it is missed by all. There are anchorages available at Prossers Bay (Shelley Beach). Watch for

moorings here and at Spring Bay, off Louisville Resort. Care must be exercised when negotiating this channel due to the dogs-leg in the final stages.

The Freycinet Peninsula is a favourite area of John Solomon. He recommends Schouten Passage, lying between the Peninsula and Schouten Island. "Moreys on the south side of the Schouten Passage and Brian's on the North side. At Brians and Moreys it doesn't matter what the weather does, you'll be safe in one or the other. If you get blown out of one, you just cross to the other.

John only uses one anchor and calls anyone who uses two 'amateurs'. Hedley Calvert of *Intrigue* agrees. If the wind changes direction you may be in trouble. His tip for racing yachts seeking better holding power is to make a lead weight which can be shackled to the anchor chain, just before it joins the nylon rod.

Freycinet Marine Farm offers guided tours where you can enjoy the oysters fresh from Oyster Cove. Springvale Vineyard has tastings where you can sit and let the day go by. The fishing is excellent and bluefin tuna, stripey trumpeter and flathead abound.

Solomon enjoys wining and dining aboard his yacht *Crispian* in Wineglass Bay. "It really is safe. Put it this way, in Wineglass you'd be very unlucky to be chunked out of there- ever. In the SE corner you tuck in behind a point there. You can always find a good sandy bottom".

Hen and Chicken Bay is on the southern end of Schouten Island (near by Hen and Chicken Rocks, obviously!) is a beautiful spot however there is only room for about three boats. All these areas have plenty of water.

Coles Bay, on the western side of the Freycinet Peninsula, is one of the few safe



# Destinations



LEFT: A crewman up the mast of the Farr 37 Trust Bank Hummingbird helps to con the boat through the shallows of Blackman Bay after passing through the Denison Canal.

havens on the East Coast with facilities for provisioning, fuel and water. There are limited places for anchorage and the Bay is recommended as safe, although during the 1997 Three Peaks Race held at Easter the marina and fuel shed (including the yachts) were engulfed in a huge wave.

Although Coles Bay is about 23nm from Wineglass Bay by water, they are separated by only about four kilometres across the neck of the Peninsula. Between them are the steep slopes of The Hazards, which beckon nature lovers and bushwalkers. Crews storm-bound in Wineglass can stretch their legs with a hike across the 300m high pink granite mountains, then relax at Freycinet Lodge nibbling East Coast's superb berries with wine and cheese.

Bicheno, next stop up the East Coast, is another good stop for supplies. The anchorage is good, with a lot of mooring buoys off north of the gap. You can go in between Governors Island and north of that there is a good anchorage, providing it doesn't blow easterly.

David Goodfellow was adamant about

the dangers of St Helens. "Without local knowledge you would not dream of going in there". There is a sand bar at the entrance that the local fisherman heed and respect. "It's always changing and it's never dredged."

**Binnaalong Bay (Skeleton Bay)** The best location to anchor is in close under the point of Skeleton Bay. In south-west winds the more popular location is in the head of Skeleton Bay, but local advice is that the "mossies" eat you right down to the skeleton.

After watching the last beaches of Tasmania's mainland go past, you see the last light house at Eddystone Point. You can lay off at Eddystone. Goodfellow says "On either side the anchorage is an open anchorage, quite exposed to wind and swell. You can sit under the southern side and wait for the nor'easter weather to abate, obviously be on your toes and if the southerly hits you have to be out of there and gone. With a little local knowledge and a GPS you can work your way around."

You can island hop through the Furneaux Group across Bass Strait, and (if you like a challenge) venture into Flinders Island. Flinders is a wonderful place with friendly locals, fantastic fish-

ing, and dramatic scenery with sunrises and sunsets that can't be rushed.

Extreme caution with navigating and anchoring is advisable. The great tidal range creates rips and overfalls, and when anchoring it is essential to allow sufficient scope.

When sailing out from Lady Barren aboard *Trust Bank Hummingbird* we spent the day threading our way through shallow channels. *Hummingbird*, a Farr 37, draws seven and a half feet and as the water depth is 8'1" we had just half a foot underneath us. We were being sucked out by the tide, the current drawing the boat in around the point where there were fishing buoys dotted everywhere popping up in the dark, the moon hidden behind a cloud. The course was not as it read and we could hear the roar of waves crashing on the beach. The boat was drawn toward it, but we managed to stay on course. We were in a race and time was of the essence- normally it cannot be recommended to sail through these shoals at night!

*For further information: The Royal Yacht Club of Tasmania's Anchorage Guide, Cruising Tasmania by J. Brettingham-Moore and AMSA Australian Maritime Safety Authority Denison Canal guide. These are available from the RYCT. For further information contact Tourism Tasmania.*





# GUIDE TO THE FLEET

SAIL NO	YACHT NAME	OWNER	TYPE	STATE	LOA	DIV. IMS GPH	IRC TCC
GBR49040	AERA	Nick Lyklaradopulo	SWAN 46	UK	14.36	IRC	1.070
8338	AFR MIDNIGHT RAMBLER	Psaltis / Thomas	HICK 35	NSW	10.53	IMS 625.9	
3807	ALEXANDER	Warren Hellwig	SWARBRICK S36	ACT	11.15	IRC	
B247	AMAYA	David Bingham	FARR 11.6 (Mod.)	VIC	12	IRC	
SM2	ANOTHER CHALLENGE	Lou Abrahams	SYDNEY 38	VIC	11.6	IRC	1.106
5658	ANTIPODES	Geoff Hill	DIXON	NSW	17.07	IMS 603.2	
7878	ASPECT	David Pescud	LYONS 53	NSW	16.2	IRC	1.283
HKG1997	ASSA ABLOY	Richard Brisius	VO 60	HKG	19.09	V60	
4057	AURORA	Jim Holley	FARR 40 1 TON	NSW	8.99	IMS 622.2	
YC1000	AUSMAID	Kevan Pearce	FARR 47	SA	12.23	IMS 536.7	
B52	B52	Hughie Lewis	SYDNEY 41	TAS	14.47	IMS 570.0	
371	BERRIMILLA	Alex Whitworth	BROLGA 33	NSW	12.46	IMS 726.6	
RQ23	BOOMAROO MORSE FANS	John McIntosh	S & S 34	QLD	10.1	IMS 765.0	
SM598	BREAKAWAY	Martin Power	SWANSON 36	VIC	10.3	IMS 710.3	
C1	BRINDABELLA	George Snow	MAXI	NSW	10.9	IMS 433.4	
7441	BUMBLEBEE V	John Kahlbetzer	MBD 62	NSW	22.85	IMS 485.3	
B370	BY ORDER OF THE SECRETARY	Billing / Porter	CAVALIER 37	VIC	18.78	IMS	
R33	CHUTZPAH	Bruce Taylor	MBD 36	VIC	11.25	IMS 608.9	
6296	COMVERGENT TELECOM.	James Murchinson	ELLIOTT 40	NSW	11	PHS	
4862	CRANE METALS	Tim Cowdery	COMPASS 38	NSW	12.18	PHS	
RQ160	CRUZ CONTROL	Maynard Smith	SANTA CRUZ 52	QLD	11.21	PHS	
5090	CYCLONE	Stephen Keal	FRERS 50	TAS	16.19	IMS 539.3	
5664	DELTA WING	William Koppe	BODEN	NSW	15.15	PHS	
YC580	DOCTEL RAGER	Gary Shanks	ELLIOTT 56	SA	13.52	PHS	
3105	DOCTOR WHO	Roger Jackman	DAVIDSON 52	TAS	17.1	IMS 567.0	
F1101	TBA	David Clifton	SWARBRICK 125	WA	15.79	IRC	1.186
SA998	EPSILON	Michael Tromp	VAN DE STADT	SA	12.5	IMS 646.3	
6037	EUREKA	Bob Robertson	SYDNEY 60	QLD	11.5	IMS	
RQ999	FRONTIER ECONOMICS	Brian Graves	JUTSON	QLD	18.2	IMS 568.2	
278	GALATEA	Bill Killinger	SWARBRICK S-111	NSW	12.8	PHS	
4330	GRASSHOPPER	Graham Jackson	NANTUCKET 32	NSW	11.1	PHS	
2557	HOGSBREATH WITCHDOCTOR	Rum Consortium	DAVIDSON	NSW	9.6	PHS	
1124	HOT PROPERTY	David Hansen	FARR	TAS	12	IMS 622.1	
6572	ICEFIRE	Terry Mullins	MUMMERY	NSW	11.17	PHS	
GER 4014	ILLBRUCK	Mark Christensen	VO 60	WA	13.63	V60	
MH106	IMPECCABLE	John Walker	PETERSON 34	NSW	19.5	IRC	0.967
558	INTERUM	Craig King	LYONS 41	TAS	10.22	IMS 569.2	
SM541	KAOS	Peter Blake	INGLIS	VIC	12.17	PHS	



SAIL NO	YACHT NAME	OWNER	TYPE	STATE	LOA	DIV/RATE	IRC TCC
	KEMENYS	Gabor Kemeny	ZESTON 40	NSW	12.12	PHS	
317	KICKATINALONG	Mike de Berg	ADAMS 13	NSW	13.03	PHS	
5891	KOMATSU BLUE LADY	Kearns / Begbie	CHALLENGER 39	NSW	11.74	IMS 663.6	
3809	LADY PENRHYN	Greg Stewart	SWARBRICK S36	NSW	11.1	IMS 654.7	
YC717	LIBERATOR	Geoff Catt	FARR	SA	13	IRC	1.009
52001	LOCO	David Coe	FARR 52 OD	NSW	15.75	IRC	1.298
AUS8448	LOKI	Stephen Ainsworth	SWAN 48	NSW	14.83	IRC	
A113	MARK TWAIN	Hugh O'Neill	S & S 38	SA	11.7	IRC	
S4440	MIDNIGHT RAMBLER II	Dennis Millikan	FARR 40 1 TON	VIC	12.23	PHS	
A8	MIRRABOOKA	John Bennetto	FRERS	TAS	14.24	IMS 580.1	
8402	MORE WITCHCRAFT	John Cameron	DIBLEY	NSW	14	PHS	
8679	NEWS CORP	Ross Field	VO 60	NZ	19.27	V60	
SWE	NICORETTE	Ludde Ingvall	MAXI	PORTUGAL	24	IRC	1.600
9797	NINETY SEVEN	Graham Gibson	FARR 46	NSW	13.93	IMS 553.1	
5995	NIPS-N-TUX	Howard de Torres	IMX 40	NSW	12.1	IMS	
DEN2001	NOKIA	Morten Lorenzen	VO 60	DENMARK	19.27	V60	
S521	NOT NEGOTIABLE	Michael Dolphin	UFO 34	VIC	10.46	IMS 694.3	
RQ2000	OCEAN DESIGNS	Stephen Bean	SYDNEY 41	QLD	12.46	IRC	1.150
ITA12821	ORSA MAGGIORE	Italian Navy	VALLICELLI KETCH	ITALY	28.27		
533	PIPPIN	David Taylor	FARR 37	NSW	11.4	IRC	1.011
5527	POLARIS OF BELMONT	John Quinn	COLE 43	NSW	13.24	IRC	
AUS8606	QUEST	Chris Bull	NELSON/MAREK 46	UK	14.12	IMS 546.2	IMS
585	RAFFLES	Paul Roberts	SAYER 35	VIC	10.6	PHS	
70	RAGAMUFFIN	Syd Fischer	FARR 50	NSW	15.5	IMS 524.7	
4000	SAGACIOUS 5	Ian Paterson	FARR 40 1 TON	VIC	12.09	IMS 599.4	
M236	SANTANA	Mike Kelsher	SWAN 43	NSW	13.09	IRC	
4924	SHE II	Peter Rodgers	OLSEN 40	NSW	12.12	PHS	
8118	SHIPPING CENTRAL	Michael Spies	BENETEAU 40.7	NSW	11.92	IMS 612.5	
NZL80	SHOCKWAVE	Neville Crichton	MAXI	NSW	24.42	IRC	1.530
8400	SIMPLY RED	Chris Bradbury	FARR 40 1 TON	VIC	12.2	IRC	1.080
R930	SORBENT HELSAL	Bill Rawson	ADAMS 20	VIC	20.4	PHS	
38	SOUTHERLY	Don Mickleborough	PEEL 35	NSW	10.57	IMS 778.0	
NZL6006	STARLIGHT EXPRESS	Stewart Thwaites	DAVIDSON 56	NZ	16.87	IMS	
705	SPIRIT OF SYDNEY	David Pryce	LEXCEN OPEN 60	SA	18.4	PHS	
SM377	SUMMIT BACARDI	Ainley / Williams	PETERSON 44	VIC	13.4	IRC	
BGBR2183	SUNSTONE	Tom & Vicky Jackson	S & S	UK	12.01	IMS	
7181	SWIFTY	Robert Hick	HICK 43	VIC	13	IRC	
2006	SWORD OF ORION	Rob Kothe	SYDNEY 40	NSW	12.5	IMS 571.4	
114	TAKE TIME	Graham Smith	BROLGA 33	NSW	10.16	IMS	
NZL 8402	TBA	Peter Hansen	ELLIOTT	VIC	14	PHS	
4100	TERRA FIRMA	Peter Bartels	MBD	VIC	12.45	IMS 569.4	
BER2000	TYCO	Kevin Shoebridge	VO 60	BERMUDA	19.5	V60	
CYC3333	URBAN GUERILLA	Chris Bowling	HICK 30	NSW	8.99	IMS 670.5	
1195	VALHERU	Anthony Lyall	ELLIOTT 13	TAS	13		
S1	VALTAIR	Matt Allen	LYONS 66	NSW	20	PHS	
546	WHY DO I DO IT	Wayne Banks-Smith	JARKAN 38	TAS	11.7	IMS 595.2	
M10	WILD THING	Grant Wharrington	MAXI	VIC	25	IRC	1.600
A99	XENA	Sean Langman	OPEN 60	NSW	18.18	IRC	1.600
1836	YENDYS	Geoff Ross	FARR 50	HKG	15.28	IMS 528.2	
327	ZEUS II	James Dunstan	CURRAWONG 30	NSW	9	IMS 737.4	





# The Fleet for Hobart



**AERA**  
LOA: 14.36m  
DESIGNER: Graeme Frers (ARG)  
TYPE: Swan 46  
OWNER/SKIPPER: Nicholas Lykiardopulo  
CLUB: Royal Yacht Squadron, UK  
CREW: N. Lykiardopulo (1), H. Agnew (2), W. Seabrook (7), G. Stocker (1), J. Smallidge, S. Clarke, M. Benakis (1), J. Claxon, S. Moore (1), P. Papeleas (1), N. King, D. Stephenson (5)  
Every time this yacht races in southern waters, another trophy is added to the mantelpiece. Aera was a divisional winner in the 1998 Telstra Sydney to Hobart Race. This international entry is back to take on the local fleet and with the crew's extensive racing experience, she will prove a tough competitor once again.

SAIL NO: GBR49040  
CLASS: IRC  
YEAR BUILT: 1985  
NO. OF HOBARTS: 1



**ANTIPODES OF SYDNEY**  
LOA: 17.07m  
DESIGNER: Bill Dixon  
TYPE: Taswell 56  
OWNER/SKIPPER: Geoffrey Hill  
CLUB: CYCA, Royal Sydney Yacht Squadron  
CREW: G. Hill (3), J. Belcher (1), M. Hill (3), S. Wall (3), I. Roche (1), N. Cleversley (1), M. Woolfe (1), D. McEwen, P. Browning (1), C. Doane, P. McGeough, C. Lee, M. Fry, A. Slater  
This comfortable cruising yacht has completed thousands of offshore miles in her life including the Sydney - Coffs, Coffs - Fiji, Sydney - Lord Howe and Sydney - Hobart Races. Best results include a divisional first in last year's Coffs - Fiji Race and second over the line in the Fiji - Vila Race. Skipper Geoff Hill expects to finish mid-fleet.

SAIL NO: 5659  
CLASS: IMS  
YEAR BUILT: 1991  
NO. OF HOBARTS: 2



**AFR MIDNIGHT RAMBLER**  
LOA: 10.5m  
DESIGNER: Robert Hick (AUS)  
TYPE: Hick 35  
OWNER/SKIPPER: Ed Psaltis & Bob Thomas  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: E. Psaltis (19), B. Thomas (12), J. Whitfield (10), A. Psaltis (8), M. Bencsik (7), G. Healy, D. Sharp (2)  
In a remarkable effort, this 35-footer battled the fierce conditions of the 1998 Telstra Sydney to Hobart Race to take out the overall IMS trophy. They followed this with overall wins in the Gosford - Lord Howe Island Race and Cabbage Tree Island Race the next year. For this Hobart Race, co-owners Ed & Bob aim to give the bigger boats in the fleet another good shake up for an IMS overall placing.

SAIL NO: 8338  
CLASS: IMS  
YEAR BUILT: 1994  
NO. OF HOBARTS: 6



**ASPECT COMPUTING**  
LOA: 16.2m  
DESIGNER: David Lyons (AUS)  
TYPE: Lyons 53  
OWNER/SKIPPER: David Pescud  
CREW: D. Pescud (5), C. Josling (7), S. Bond (3), K. Jagger (21), D. Rees (6), H. Mirie (3), D. Kane (2), C. Tuckwell, A. Buhagiar (2)  
After battling the conditions in the 1998 Telstra Sydney to Hobart Race to take out a divisional win, the crew of Aspect Computing is back again with a new Lyons 53 built specifically to accommodate the varying crew disabilities. The organisation Sailors with Disabilities, under the guidance of skipper David Pescud, will once again send an experienced crew to Hobart to follow up on their success at the recent Hayman Island Big Boat Series (1st PHS), the yacht's first ever regatta.

SAIL NO: 7878  
CLASS: IRC  
YEAR BUILT: 2000  
NO. OF HOBARTS: 0  
CLUB: CYCA, NSW



**ALEXANDER OF CRESWELL**  
LOA: 11.156  
DESIGNER: Kim Swarbrick (AUS)  
TYPE: Swarbrick S 36  
OWNER/SKIPPER: Warren Helliwig  
CLUB: HMAS Creswell, NSW  
CREW: W. Helliwig (4), P. Jones (2), P. Saunders (3), J. Cadman (1), T. Boyd (1), D. Chadwick (1), D. Jensen (1)  
The crew of Alexander of Creswell consists of mostly Canberra-based Defence Force personnel. After retiring from the 1998 Telstra Sydney to Hobart due to severe conditions, they are lining up again, this time using the race as a fundraiser to support kids with cancer. Look out for the yacht mascot Able Seaman Bear - he will be the one collecting donations.

SAIL NO: 3807  
CLASS: IMS  
YEAR BUILT: 1984  
NO. OF HOBARTS: 12



**ASSA ABLOY SEMCON R&D**  
LOA: 19.3m  
DESIGNER: Bruce Farr  
TYPE: Volvo 60  
OWNER/SKIPPER: Richard Brisius  
CREW: M. Rudiger (1), M. Olsson, P. Murray, R. Mason (1), K. Nylof, J. Carrington, R. Negabols, M. Wacnowicz, J. Smith (1), R. Brisius, H. Johanssen, J. Carrington (1) & others  
Mark Rudiger, navigator on the winning yacht EF Language in the 1997-98 Whitbread race, will co-skipper this V60 from Sweden, which raced as Chessie Racing in that event. One of five to race in the new Volvo 60 division, Assa Abloy has its fair share of international Whitbread sailors on board to mount a successful campaign against the other V60s.

SAIL NO: HKG 1997  
CLASS: V60  
YEAR BUILT: 1997  
NO. OF HOBARTS: 0



**AMAYA**  
LOA: 12.04m  
DESIGNER: Bruce Farr (NZL/USA)  
TYPE: Farr 11.6  
OWNER/SKIPPER: David Bingham  
CLUB: Royal Brighton, VIC  
CREW: D. Bingham (3), D. Brown (3), P. Costello (3), B. Parry (3), C. Beste (1), T. McNamara, R. Olsen, B. Sheppard  
This yacht, a production Farr 11.6 with an extended stern, was raced extensively out of Sydney by the previous owner and is now a regular competitor in all ocean races run by the Ocean Racing Club of Victoria. Amaya was forced to retire from her first Hobart Race last year, due to crew injury, and will this year look forward to a traditional Tassie welcome at Constitution Dock.

SAIL NO: B247  
CLASS: PHS  
YEAR BUILT: 1979  
NO. OF HOBARTS: 1



**AURORA**  
LOA: 12.3m  
DESIGNER: Bruce Farr (NZL/USA)  
TYPE: Farr 40 1 ton  
OWNER/SKIPPER: Jim Holley  
CLUB: Lake Macquarie Yacht Club, NSW  
CREW: J. Holley (12), R. Carlier (21), M. Holley (3), R. Stubbs (3), G. Vickstrom (2), J. Browne (1), G. Marsden (7), A. Gonninan (2)  
Previously named Witchcraft II, this Lake Macquarie yacht has contested many ocean races including Sydney-Gold Coast, Sydney-Mooloolaba and Sydney-Hobart races and has achieved numerous divisional wins. She achieved her best results in the last two heavy weather Hobarts where she finished 2nd and 3rd in division. Skipper Jim Holley is lining up for his 13th Hobart race and is hoping for an easy race.

SAIL NO: 4057  
CLASS: IMS  
YEAR BUILT: 1983  
NO. OF HOBARTS: 6



**ANOTHER CHALLENGE**  
LOA: 11.6m  
DESIGNER: Murray Burns & Dovell (AUS)  
TYPE: Sydney 38  
OWNER/SKIPPER: Lou Abrahams  
CLUB: Sandringham Yacht Club, VIC  
CREW: L. Abrahams (36), G. Schipper (18), R. Grimes, P. Milne (2), C. Schmidt (4), R. Simpson (16), I. Taylor (3), R. Richardson (1)  
Lou Abrahams, a two-times Sydney to Hobart winner with his previous yachts, has ventured into one design racing with this brand new Sydney 38. Many of his crew from previous yacht Challenge Again have taken their place on the new boat and will accompany Lou for his 37th Sydney to Hobart Race.

SAIL NO: SM2  
CLASS: IRC  
YEAR BUILT: 2000  
NO. OF HOBARTS: 0



**AUSMAID**  
LOA: 14.47m  
DESIGNER: Bruce Farr (NZL/USA)  
TYPE: Farr 47  
OWNER/SKIPPER: Kevan Pearce  
CLUB: Cruising Yacht Club of South Australia, SA  
CREW: K. Pearce (5), R. Hickman (23), D. Davies (4), M. Sabey (5), S. Gordon (6), J. Flannery (3), R. Human (9), C. Evans (5), C. Gordon (5), M. Slinn (6)  
Owner Kevan Pearce and his South Australian crew have joined forces with four-time Bluewater Champion Roger Hickman and his crew from Atara for this year's race. This IMS champion finished 1st overall in the 1996 race, 2nd overall on IMS in the tough 1998 race, and 3rd overall in the 1999 race. As always, expect a tough battle for an IMS placing between Ausmaid, Quest and Syd Fischer's Regemuffin, with relative newcomer Yendys also vying for a back-to-back overall win.

SAIL NO: YC1000  
CLASS: IMS  
YEAR BUILT: 1994  
NO. OF HOBARTS: 5





**B52**  
LOA: 12.47m  
DESIGNER: Murray Burns & Dovell (AUS)  
TYPE: Sydney 41  
OWNER/SKIPPER: Hughie Lewis  
CLUB: Bellerive Yacht Club, TAS  
CREW: H. Lewis (2), G. Purdon (4), J. Cordell (5), M. Viney (5), S. Catchpool (7), D. Bean (1), B. Cumberbatch (2)  
Tasmanian Hughie Lewis bought B52 from Queensland yachtsman Wayne Millar after she was written off following a 360 degree roll during the worst of the conditions experienced by the fleet in the 1998 Hobart Race. He trucked the yacht to Hobart where he has spent nine months lovingly restoring it to original condition in time to race in the RYCT and Bellerive Yacht Club Winter Series where he achieved good results. Hoping to do well in division.

SAIL NO: B52  
CLASS: IMS  
YEAR BUILT: 1995  
NO. OF HOBARTS: 2



**BUMBLEBEE 5**  
LOA: 19m  
DESIGNER: Murray, Burns & Dovell (AUS)  
TYPE: MBD 62  
OWNER/SKIPPER: John Kahlbetzer  
CREW: L. Murray (10), J. Kahlbetzer (2), P. Messenger (15), T. Bellingham (2), D. Sampson (2), D. Morris (3), M. Ritchie (7), R. Cook (10), P. Edwards  
Owner John Kahlbetzer, who won line honours with his maxi yacht Bumblebee IV in the 1979 Sydney to Hobart Race, will campaign his 62-footer south for the second time. Key crew members include America's Cup helmsman/skipper Iain Murray OAM, who is also one of the yacht's designers. Bumblebee 5 competed at this year's Kenwood Cup as an individual entrant and team reserve.

SAIL NO: 7441  
CLASS: IMS  
YEAR BUILT: 1999  
NO. OF HOBARTS: 1  
CLUB: CYCA, NSW



**BERRIMILLA**  
LOA: 10.1m  
DESIGNER: Peter Joubert (AUS)  
TYPE: Brolga 33  
OWNER/SKIPPER: Alex Whitworth  
CLUB: Royal Australian Navy Sailing Association, NSW  
CREW: A. Whitworth (8), P. Crozier (5), Y. Pamukcuoglu (3), J. Gardiner (2), R. MacDonald (1)  
Owner/skipper Alex Whitworth sailed his first Hobart race in 1977, raced again in 1979, and then virtually retired from ocean racing. However, after joining the 371-strong fleet in 1994 for the 50th anniversary race, he once again became addicted and hasn't missed a Sydney to Hobart Race since. The yacht's best result came in the gruelling 1998 Hobart race when Berrimilla placed 1st in PHS Div. B.

SAIL NO: 371  
CLASS: PHS  
YEAR BUILT: 1977  
NO. OF HOBARTS: 9



**CHUTZPAH**  
LOA: 10.99m  
DESIGNER: Murray, Burns & Dovell (AUS)  
TYPE: MBD 36  
OWNER/SKIPPER: Bruce Taylor  
CREW: B. Taylor (19), G. Courley (15), J. Permezel (11), M. Morris (7), D. Rees (12)  
After heavy weather led to forced retirements in the last two Sydney to Hobart races, her highly experienced crew is looking forward to actually completing the 630 nautical mile race. This is Taylor's fourth boat by this name since 1985 and all have notched up some very creditable results. This MBD 36's record includes placing 1st in div in last year's Sydney- Gold Coast race, 1st in the VYC Range Series and 1st on IMS in the Portsea - Hastings Race, all in the same year.

SAIL NO: R33  
CLASS: IMS  
YEAR BUILT: 1998  
NO. OF HOBARTS: 2  
CLUB: RYC of Victoria



**BOOMAROO MORSE FANS**  
LOA: 10.3m  
DESIGNER: Sparkman & Stephens (USA)  
TYPE: S&S 34  
OWNER/SKIPPER: John McIntosh  
CLUB: Royal Qld Yacht Squadron  
CREW: J. McIntosh (10), P. Abraham (3), D. Baxter (4), J. O'Leary (4), K. Collins, Z. Denney  
Major highlights of this yacht's career include a 1st on IMS in the 1992 and 1993 Mooloolaba-Hamilton Island race, a 3rd overall in the 1995 Brisbane-Gladstone Race and a 2nd in division in the 1997 Sydney to Hobart Race. This Queensland entry retired from last year's race but is back again to add yet another Hobart to her already impressive tally.

SAIL NO: RQ23  
CLASS: IMS  
YEAR BUILT: 1971  
NO. OF HOBARTS: 12



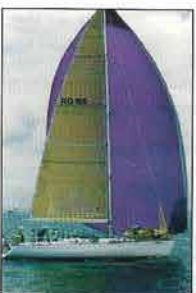
**CRANE METALS**  
LOA: 11.38m  
DESIGNER: CA Smith Jnr (NZL)  
TYPE: Compass 38  
OWNER/SKIPPER: Tim Cowdery  
CLUB: Royal Motor Yacht Club Broken Bay, NSW  
CREW: T. Cowdery (1), G. Smith (5), G. McKenzie (1), S. Cowdery (1), A. Lowry, T. Earley  
Despite her old age, Crane Metals, a modified Compass 38 designed in 1970, has a good history of finishing races and has picked up some creditable results along the way. Her last Hobart Race was in 1994 when she finished 4th in division. More recent successes include a top five divisional placing in this year's Sydney-Gold Coast Race.

SAIL NO: 4862  
CLASS: PHS  
YEAR BUILT: 1979  
NO. OF HOBARTS: 1



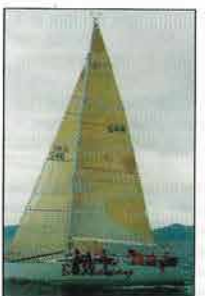
**BOOTS**  
LOA: 11.2m  
DESIGNER: Laurie Davidson (NZL)  
TYPE: Cavalier 37  
OWNER/SKIPPER: Rex Billing & John Porter  
CLUB: Royal Brighton Yacht Club, VIC  
CREW: R. Billing (5), J. Porter (5), L. Plake (3), C. Martin (7), P. Greenwood (4), S. Makin (1)  
In their 13 years of co-ownership, Rex and John have extensively raced their yacht both inshore and offshore, achieving excellent results in the Melbourne-Hobart (2 overall wins), Sydney-Noumea (3rd) and a divisional place in the 1994 Sydney to Hobart Race. While the boat and crew are getting older (their admission), they are still keen to support the race and to do their best.

SAIL NO: B370  
CLASS: IRC  
YEAR BUILT: 1983  
NO. OF HOBARTS: 2



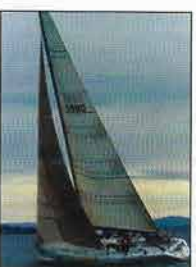
**CRUZ CONTROL**  
LOA: 16.19m  
DESIGNER: Bob Smith  
TYPE: Santa Cruz 52  
OWNER/SKIPPER: Maynard Smith  
CREW: M. Smith (1), K. Piesse (17), P. Hildyard (6), P. Brady (2), R. Leitch (1), V. Dudley (10), R. Wassell (1), P. Newsome (1)  
This Queensland yacht has enjoyed good results this year including a 2nd over-the-line in the Brisbane-Gladstone Race for the second year running. Owner/skipper Maynard Smith has assembled almost exactly the same crew as last year, (with the addition of sailing journalist Vanessa Dudley), to once again attempt the race after equipment failure forced them out last year. This yacht is fully fitted out for cruising with all the mod cons including air conditioning and water maker, but is light enough to be competitive in downwind reaching conditions.

SAIL NO: RQ160  
CLASS: PHS  
YEAR BUILT: 1998  
NO. OF HOBARTS: 1  
YACHT CLUB: RQYS, Qld



**BREAKAWAY**  
LOA: 12m  
DESIGNER: Swanson Bros (AUS)  
TYPE: Swanson 36  
OWNER/SKIPPER: Martin Power  
CLUB: Sandringham Yacht Club, VIC  
CREW: M. Power (4), L. Higgins (8), R. Evans (1), I. Miller, A. Telford (4)  
Although now more than 30 years old, Breakaway has an excellent racing record including winning the Melbourne-Devonport Race, and twice finishing in the top three of the Ocean Racing Club of Victoria's Winter Series. She finished 2nd overall in the 1998 Melbourne - Stanley race and 2nd in IMS Division D of the 1998 and 1999 Sydney to Hobart races, proving that she is still in top form for her age.

SAIL NO: SM596  
CLASS: IMS  
YEAR BUILT: 1968  
NO. OF HOBARTS: 4



**CYCLONE**  
LOA: 15.3m  
DESIGNER: German Frers (ARG)  
TYPE: Frers IOR 50  
OWNER/SKIPPER: Stephen Keal  
CLUB: Royal Yacht Club of Tasmania, Bellerive Yacht Club, TAS  
CREW: S. Keal (7), H. Vandenberg (10), M. Keal (6), B. Green (1), R. White (10), A. Knop (2), B. Pritchard  
Originally built to compete at Admiral's Cup, Kenwood Cup and the Fastnet Race in the late 1980s, this is one of the largest and most imposing racing yachts in Tasmania. Her best result in a Hobart Race was a 12th overall in 1996. Father and son team of owner Stephen and Mathew Keal and the crew expect to be "up there with them" in the IMS division.

SAIL NO: 5090  
CLASS: IMS  
YEAR BUILT: 1989  
NO. OF HOBARTS: 4



**BRINDABELLA**  
LOA: 22.85m  
DESIGNER: Scott Jutson (AUS)  
TYPE: Maxi  
OWNER/SKIPPER: George Snow  
CLUB: CYC A, NSW  
CREW: G. Snow (17), L. May (27), B. Fraser (18), G. Cropley (7), A. Jackson (7), A. Buckland (14), T. Hearder (2), P. Shelarick (7), J. Young (8), C. Ward (3), R. Snow (5), S. Byron (12)  
All eyes will be upon George Snow's Brindabella, Australia's most famous maxi, as she goes head to head with the bigger maxis Nicorette, Wild Thing, and the brand new Shockwave in this year's battle for line honours. Victory went to Brindabella in the 1997 race but since then has been beaten by faster rivals. Brindabella has a string of race records behind her and a highly experienced crew aboard, including navigator Lindsay May, helmsmen Bob Fraser and 18-foot skiff champion Jack Young, and should never be underestimated.

SAIL NO: C1  
CLASS: IMS  
YEAR BUILT: 1993  
NO. OF HOBARTS: 6



**DELTA WING**  
LOA: 13.52m  
DESIGNER: Boden (NZL)  
TYPE: Cruiser  
OWNER/SKIPPER: William Koppe  
CLUB: Royal Prince Alfred Yacht Club, NSW  
CREW: W. Koppe (6), W. Koppe (1), P. O'Rourke (1), L. Whittaker  
The last time this steel yacht raced in the Sydney to Hobart was in 1996 but unfortunately she had to retire in the Derwent River to allow a crew member to catch his planned flight home. This is an out and out cruising boat with all the comforts of home on board and a crew with a relaxed attitude about to getting to Hobart.

SAIL NO: 5664  
CLASS: PHS  
YEAR BUILT: 1975  
NO. OF HOBARTS: 1





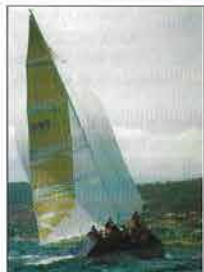
**DOCTEL RAGER**  
LOA: 17.1m  
DESIGNER:  
YEAR BUILT: 1987  
NO. OF HOBARTS: 10  
OWNER/SKIPPER: Gary Shanks  
CLUB: CYCSA, SA  
CREW: G. Shanks (3), P. Stevens (6), P. Strangeways (11), P. Bolton (5), C. Shanks (2), V. Shanks (1), B. Boetcher (14), P. Stevens (6), M. Wilson (3), G. Sinton (3), C. Williams (3), P. Bolton (5), P. Perry (3)  
Doctel Rager has been rebuilt after hitting a reef off the York Peninsula while cruising back from the 50th Adelaide - Port Lincoln Race. Doctel Rager is a proven performer having finished 3rd overall in PHS in last year's Sydney to Hobart Race, 5th overall in PHS in the stormswep 1998 race and winning the 1998 Plympton Cup, South Australia's oldest sailing trophy, on corrected time. His young daughters Victoria and Catherine will accompany owner/skipper Gary south.

SAIL NO: YC560  
CLASS: PHS  
Greg Elliott (NZL)  
TYPE: Elliott 56



**GRASSHOPPER**  
LOA: 9.6m  
DESIGNER: Peter Cole (AUS)  
TYPE: Nantucket 31  
OWNER/SKIPPER: Graham Jackson  
CLUB: Gosford Sailing Club  
CREW: I. Volke, A. Plumley, A. Duffy, G. Jackson, A. Fenwick (4), D. Krivohlav  
This yacht, the second Nantucket 31 to be built in Perth, was being freighted to Sydney when the truck drove through a plague of grasshoppers that filled the boat to the brim, hence the name. Skipper Graham Jackson and his highly experienced crew plan to get to Hobart safely but concede that given the right weather conditions, this old half tonner could give its division a real shake up.

SAIL NO: 4330  
CLASS: PHS  
YEAR BUILT: 1977  
NO. OF HOBARTS: 0



**DOCTOR WHO**  
LOA: 15.7m  
DESIGNER: L. Davidson (NZ)  
TYPE: Davidson 52  
OWNER/SKIPPER: Roger Jackman  
CLUB: RYC of Tasmania  
CREW: R. Jackman (17), R. Jackman (24), A. Masters (16), L. Cox (13), S. Muir (12), D. Watson (4), C. Jackman (5), S. Shield (6), J. Griggs (15), R. Coombe  
The crew of Doctor Who has no less than 120 Sydney to Hobart Races between them and an impressive scoreboard of results, including an IMS overall win in the 1990 Sydney to Hobart Race. It will be a family affair on board the boat this year with Roger's son Rod backing up for his 25th race south and son Chris Jackman for his 6th.

SAIL NO: 3105  
CLASS: IMS  
YEAR BUILT: 1983  
NO. OF HOBARTS: 8



**HOGS BREATH WITCH DOCTOR**  
LOA: 12m  
DESIGNER: Laurie Davidson (NZL)  
TYPE: Davidson IOR 42  
OWNER/SKIPPER: The Rum Consortium  
CLUB: CYCA, NSW  
CREW: M. Cameron (25), G. Barter (24), I. Manley (11), C. Troup (15), P. Reuter (9), M. Rafferty (3), L. Meyer (8), P. Sainsbury (14), G. Schwass (2), M. Milroy, P. Franks  
This syndicate of owners, known as the Rum Consortium, have plenty of experience between them (111 Hobarts), led by Maurie Cameron, veteran of 25 Sydney to Hobart Races. While not expecting a top result, the crew plan to have a good time getting to Hobart. The yacht itself has sailed in 20 Hobarts, only missing one race since it was launched in 1979.

SAIL NO: 2557  
CLASS: PHS  
YEAR BUILT: 1979  
NO. OF HOBARTS: 20



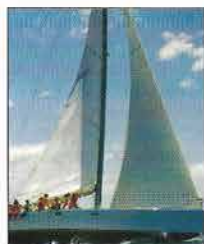
**EPSILON**  
LOA: 11.5m  
DESIGNER: Van de Stadt (HOL)  
TYPE: Foma 37  
OWNER/SKIPPER: Michael Tromp  
CLUB: RSAYacht Squadron, SA  
CREW: M. Tromp (1), J. Tromp (1), F. Tromp (1), L. Brown (3)  
Launched in 1999, Epsilon, built by 29-year-old skipper Michael Tromp in his spare time, quickly made her mark on the South Australian racing scene with numerous divisional placings including a 2nd in the Adelaide-Kingscote and Neptune Island races. Epsilon finished in the top third of the fleet on IMS overall handicap in last year's race the same crew, including Michael's father, uncle and brother-in-law, have put their hands up once again for the ride.

SAIL NO: SA998  
CLASS: IMS  
YEAR BUILT: 1999  
NO. OF HOBARTS: 1



**HOT PROPERTY**  
LOA: 11.17m  
DESIGNER: Farr/Jutson (AUS)  
TYPE: 11.2m Farr IOR  
OWNER/SKIPPER: David Hansen  
CLUB: Bellerive Yacht Club, TAS  
CREW: D. Hansen (1), R. Turnbull (4), S. Hansen (2), J. van Zetten (2), M. Koppleman (1), D. Schroeder (1), I. Webster (4), T. Elliott  
Hot Property is a custom-built and designed Farr IOR boat with a fractional rig. A former Melbourne-Hobart and Melbourne - Devonport winner, she is a regular competitor in club races in a competitive fleet of Farr 37s and 1104s. David Hansen took ownership of Hot Property late last year and has revamped and resprayed her for the trip south, the first on this boat. The crew's motto is "out to have a go" and they are hoping for hard upwind conditions.

SAIL NO: 1124  
CLASS: IMS  
YEAR BUILT: 1986  
NO. OF HOBARTS: 4



**EUREKA**  
LOA: 18.2m  
DESIGNER: Murray Burns & Dovell (AUS)  
TYPE: MBD 60  
OWNER/SKIPPER: Bob "Robbo" Robertson  
CLUB: Royal Queensland Yacht Club, QLD  
CREW: R. Robertson (9), I. Trehame (15), H. Trehame (25), C. Mudge, J. Burton, T. Hillyard  
Eureka made an impressive debut onto the offshore racing scene with a line honours win in this year's Gosford - Lord Howe Island Race. This brand new MBD 60 will sail her first Sydney - Hobart Race with Hugh Trehame, best known as the tactician on the 1983 America's Cup winning yacht Australia II and his brother, Ian "Bomber" Trehame, onboard.

SAIL NO: 6037  
CLASS: IMS  
YEAR BUILT: 2000  
NO. OF HOBARTS: 0



**ICE FIRE**  
LOA: 13.8m  
DESIGNER: Ian Mummery (NZL)  
TYPE: Mummery 45  
OWNER/SKIPPER: Terry Mullens  
CLUB: CYCA  
CREW: T. Mullens, T. O'Brien, P. Buckley (2), A. Smith, A. Pryor (4), P. Roff, B. Marshall (1), A. Buchanan, S. McKeon, J. McKeon, J. Newton (1), D. Montetrago, A. Warner  
This former NZ IMS champion is now owned by Sydney yachtsman Terry Mullens who has campaigned her extensively in PHS racing in the CYCA's Winter Series as well as offshore. At this year's Hamilton Island Race Week, Ice Fire finished first over the line in the PHS division in five out of seven races. Best result in the Hobart was back in Ice Fire's IMS days, with a 4th overall in the 1991 race and a 3rd in div in 1992.

SAIL NO: 6572  
CLASS: PHS  
YEAR BUILT: 1988  
NO. OF HOBARTS: 5



**FRONTIER ECONOMICS**  
LOA: 12.880m  
DESIGNER: Scott Jutson (AUS)  
TYPE: Jutson 43  
OWNER/SKIPPER: Brian Graves  
CLUB: Royal Queensland Yacht Squadron, QLD  
CREW: B. Graves (3), W. Goldfinch (2), P. Haberland (1), A. Cohen (2), R. Wendt (3), C. Coulson (1), D. Steilow (2), C. Langford (2)  
Previously called Maglieri Wines and Esprit de Corps, this well-performed Jutson 43 has an impressive track record including a 3rd in this year's Brisbane - Gladstone Race, 1st in the Port Lincoln Week Regatta and first in the IMS Keelboat State Championships. After retiring from last year's Hobart, owner Brian Graves is back with largely the same crew and is hoping for a better run of weather.

SAIL NO: RP999  
CLASS: IMS  
YEAR BUILT: 1994  
NO. OF HOBARTS: 6



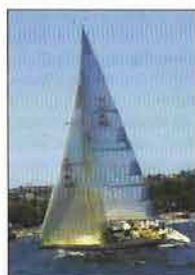
**ILLBRUCK**  
LOA: 19.6m  
DESIGNER: Bruce Farr (USA/VNZ)  
TYPE: Volvo 60  
OWNER/SKIPPER: Mark Christensen  
CLUB: Dusseldorf Yacht Club  
CREW: M. Christensen (4), J. Kostecki, J. Vila, S. Barnatne, R. Davies (1), R. Helcrow, S. Bettany (2), D. De Rigger, I. Moore, J. Gale, R. Clarke, T. Kolb  
The crew on Illbruck (which won the last Whitbread Round the World Race as EF Education) plan to use the slog south as a training run for the 2001 Volvo Round the World Race, which will include a leg from Sydney to Hobart along with the regular Sydney to Hobart fleet. Most of the international crew are experienced Fastnet and Whitbread Round the World sailors and all are familiar with the conditions that the Southern Ocean can toss up.

SAIL NO: GER 4014  
CLASS: V60  
YEAR BUILT: 1997  
NO. OF HOBARTS: 0



**GALATEA**  
LOA: 11.1m  
DESIGNER: Kim Swarbrick (AUS)  
TYPE: Swarbrick S111  
OWNER/SKIPPER: Bill Killinger  
CLUB: Royal Motor Yacht Club, NSW  
CREW: B. Killinger (1), G. Docker (1), M. Deeks (3), A. Iving (1), C. Worsley (4), G. Bell (2)  
Galatea was built to represent the Queensland team in the Clipper Cup (now the Kenwood Cup) in Hawaii. A near-sister to the Defence Force's Swarbrick 36s Alexander of Creswell and Lady Penrhyn, she represents the Royal Motor Yacht Club in Sydney. Bill's last Hobart was in 1997 when the boat won her PHS division. Having missed the last two heavy weather Hobarts, he is hoping for a comfortable ride.

SAIL NO: 278  
CLASS: PHS  
YEAR BUILT: 1982  
NO. OF HOBARTS: 1



**IMPECCABLE**  
LOA: 10.2m  
DESIGNER: Doug Peterson (USA)  
TYPE: ex-IOR three quarter tonner  
OWNER/SKIPPER: John Walker  
CLUB: MHYC, NSW  
CREW: J. Walker (18), J. F. Nelson (7), R. Moore (12), J. Nixon (7), D. McRae (4), G. Christofilakis (3)  
Impeccable has a long list of achievements behind her including a 2nd overall and 1st in division in the 1986 Sydney to Hobart and 3rd overall and 1st in division in the 1993 race. She also finished in the top three in the CYCA's prestigious Bluewater pointscore from 1991-96. John, now aged 78 and the oldest skipper in this year's fleet, has completed 18 Hobarts, all on board this yacht and in 1994, was rewarded for his efforts when he was named Ocean Racing Veteran of the Year.

SAIL NO: MH106  
CLASS: IRC  
YEAR BUILT: 1980  
NO. OF HOBARTS: 17





**INTERUM**  
LOA: 12.16m  
DESIGNER: David Lyons (AUS)  
TYPE: Lyons 41  
OWNER/SKIPPER: Craig King  
CREW: C. King (3), R. Howlett (28), P. Aird (3), M. Keal (6), B. Donaldson (1), P. Grafton (9), R. Lilley (8), D. Meincke (5), S. Wilcox (4), T. Roberts (3)

SAIL NO: 558  
CLASS: IMS  
YEAR BUILT: 1993  
NO. OF HOBARTS: 5  
YACHT CLUB: Bellerive YC, TAS

Overall winner and 2nd over the line in the 1993 Sydney-Hobart as Cuckoos Nest, has seen a number of name changes and is now called Interum. She was designed and built specifically for the Hobart Race and for reaching and running conditions. Craig is hoping for back-to-back divisional wins, after placing first in IMS Division B of last year's Hobart race, or at least to be the best placed Tassie yacht in the fleet.



**KAOS**  
LOA: 12m  
DESIGNER: Jim Inglis (AUS)  
TYPE: Inglis 40  
OWNER/SKIPPER: Peter Blake  
CREW: P. Blake, S. Blake, A. Blake, S. La Peyre, A. O'Donahue, M. Hannaford, J. Burney, P. Hayes (2), J. Bacon, P. Carrigan (2)

SAIL NO: SM541  
CLASS: PHS  
YEAR BUILT: 1994  
NO. OF HOBARTS: 0  
CLUB: Sandringham Yacht Club, VIC

Yet another team of dad and two sons making the voyage to Hobart on this Inglis 40, which holds the record for the Melbourne-Apollo Bay Race. This will be the first Sydney to Hobart Race for most of the crew but they have extensive experience offshore including numerous Melbourne - Stanley and Melbourne - Devonport Races. Jim Inglis' lightweight designs are best known for their downwind speed in a breeze.



**KEMENYS**  
LOA: 12.3m  
DESIGNER: Joe Adams (AUS)  
TYPE: Zeston 40  
OWNER/SKIPPER: Gabor Kemeny  
CREW: G. Kemeny, B. Ratcliff (34), P. Ratcliff (10), L. Ratcliff (8), B. Simpson (18), A. Daley (10)

SAIL NO: 47  
CLASS: PHS  
YEAR BUILT: 1983  
NO. OF HOBARTS: 0  
CLUB: CYCA, NSW

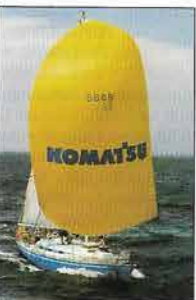
This will be the first ocean race for owner Gabor Kemeny of Kemeny's Food & Liquor fame and he has splashed out for the occasion with a comfortable cruising boat. The highly experienced crew are looking forward to some smoking jacket and slipper sailing - not to mention the well-stocked fridge. This will be the 19th race for long-term friends Bill Ratcliff and Tassie mate Barry Simpson and will also be the first time Bill and his two sons have sailed together since the days of Marara.



**KICKATINALONG**  
LOA: 13.2m  
DESIGNER: Joe Adams (AUS)  
TYPE: Adams 13  
OWNER/SKIPPER: Mike De Berg  
CREW: G. Smith (6), J. Last, C. Bosenberg (1), O. Peddaway (1), P. Ward, B. Sulikowski, M. Thomas, M. Bell

SAIL NO: 317  
CLASS: PHS  
YEAR BUILT: 1980  
NO. OF HOBARTS: 1  
CLUB: RMYC, NSW

While most are Hobart virgins, the crew has extensive offshore experience including Sydney - Gold Coast, Brisbane - Gladstone and Sydney - Mooloolaba races. Kickatinalong enters most long ocean races and has placed well in PHS division in the Mooloolaba Race (2nd in division in 1998) and the Sydney - Noumea Race (3rd overall). Mike and his crew plan to "finish and have a good time".



**KOMATSU BLUE LADY**  
LOA: 11.74m  
DESIGNER: Challenger Yachts (AUS)  
TYPE: Challenger 39  
OWNER/SKIPPER: Shane Kearns & Jackie Begbie  
CLUB: Royal Australian Navy Sailing Association, NSW  
CREW: S. Kearns (4), J. Begbie (3), A. Craigie, L. I. Freeman (2), D. Ward (2), B. O'Toole, L. Wratten

SAIL NO: 5891  
CLASS: IMS  
YEAR BUILT: 1999  
NO. OF HOBARTS: 1

Komatsu Blue Lady is the latest sail-training vessel campaigned by "Getaway Sailing Adventures". Since being launched, this yacht has entered every offshore race possible and has achieved good results in this year's Sydney to Gold Coast Race (3rd IMS Div B) and 8th overall in the 1999 Gosford - Lord Howe Island Race. Skipper Shane Kearns expects to finish in Hobart mid-fleet with his crew of novice and experienced crew on board.



**LADY PENRHYN**  
LOA: 11.156m  
DESIGNER: Kim Swarbrick (AUS)  
TYPE: Swarbrick S 36  
OWNER/SKIPPER: Greg Stewart  
CLUB: Royal Australian Navy Sailing Association, NSW  
CREW: G. Stewart (6), M. Tokesi, P. Garai, D. Jordan, S. Phelps, R. Steenback, N. Cranenbury

SAIL NO: 3809  
CLASS: PHS  
YEAR BUILT: 1985  
NO. OF HOBARTS: 12

Lady Penrhyn has a long history of ocean racing having been a regular competitor in the Sydney - Gold Coast and Sydney to Hobart races as part of her service as a sail training yacht for the Royal Australian Navy. The Navy has five of these vessels, all named after the first fleet convict ships. A number of Defence Force personnel will join the crew to gain ocean racing experience. Best result so far is a mid-fleet finish.



**LIBERATOR**  
LOA: 13m  
DESIGNER: Bruce Farr (USA/NZ)  
TYPE: Farr 42  
OWNER/SKIPPER: Geoff Catt  
CREW: G. Catt (1), D. Woods (6), R. Hunter (2), R. Carter (3), R. Pope, S. Longmire (1), M. Jenkinson (1), D. O'Leary, K. Cook

SAIL NO: YC717  
CLASS: IRC  
YEAR BUILT: 1991  
NO. OF HOBARTS: 0  
CLUB: Cruising Yacht Club of SA

This crew of South Australian sailors have spent 12 months preparing to achieve a dream - to represent their state in a Telstra Sydney to Hobart Race. Liberator is a cruising version of an older Farr racing design. She is a regular competitor in her Club's summer and winter series and this year took part in the Adelaide - Port Lincoln Race. Crew identity David Woods is Chief Safety Officer and Chairman of the Cruising Yacht Club of South Australia's Racing Committee.



**LOCO**  
LOA: 16m  
DESIGNER: Bruce Farr (USA/NZ)  
TYPE: Farr 52 One Design  
OWNER/SKIPPER: David Coe  
CREW: D. Coe, G. Coe, T. Braidwood (7), A. Stead, S. Holdsworth (7), M. Coxon (19), A. Cahalan (9)

SAIL NO: 52001  
CLASS: IRC  
YEAR BUILT: 2000  
NO. OF HOBARTS: 0  
CLUB: CYCA, NSW

This new state-of-the-art racer and its crew of internationally renowned yachting identities, including America's Cup helmsman and sailmaker Michael Coxon, Whitbread & Admiral's Cup sailor Adrian Stead and one of Australia's best-known navigators in Adrienne Cahalan, is one of the favourites to win on IRC handicap. The yacht, the first Farr 52 One-Design to be built, was originally owned by Geoff Stagg of Farr International and has raced on the US circuit as Scream.



**LOKI**  
LOA: 14.83m  
DESIGNER: German Frers (ARG)  
TYPE: Swan 48  
OWNER/SKIPPER: Stephen Ainsworth  
CREW: S. Ainsworth (3), A. Kirby (17), G. Maguire (3), M. Bellingham (11), P. Beales (8), A. Foster (9), A. Barnes (5)

SAIL NO: AUS 8448  
CLASS: IRC  
YEAR BUILT: 2000  
NO. OF HOBARTS: 0  
CLUB: CYCA, NSW

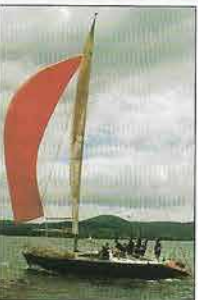
Stephen Ainsworth's latest Swan was launched this year in Europe and competed at the Swan World Cup in Sardinia where she placed 2nd in division and 6th overall in a 96 yacht fleet. In her short life, she has also raced in the Giraglia Cup in Italy and the Porta Del Rey regatta in Spain. His previous Loki succeeded with divisional placings in the Sydney - Mooloolaba Race and Hamilton Island Race Week. A good tussle is expected between Loki and the Swan 46 Aera.



**MARK TWAIN**  
LOA: 11.8m  
DESIGNER: Sparkman & Stephens (USA)  
TYPE: S&S 38  
OWNER/SKIPPER: Hugh O'Neill  
CREW: H. O'Neill (19), C. Oh (9), T. Oh (2), W. Jordan (1), D. Salter (3), S. Grellis (12), R. Wilson (6), D. Buckley (2), R. Ambuhl (1)

SAIL NO: A 113  
CLASS: IMS  
YEAR BUILT: 1971  
NO. OF HOBARTS: 22  
CLUB: Sydney Amateur SC, NSW

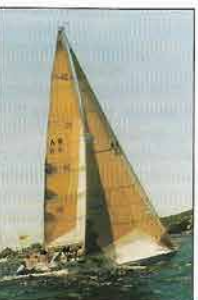
Veteran racer Mark Twain holds the impressive record of the most number of Sydney to Hobart Yacht Races (22) for an individual yacht while her skipper has notched up an equally impressive total of 18. Over the years, Mark Twain has had three 2nd places and two 3rds in division and she successfully completed the gruelling 1998 Telstra Sydney-Hobart Race, finishing 17th overall on IMS handicap. Mark Twain is also a veteran of 12 Lord Howe Island Races.



**MIDNIGHT RAMBLER II**  
LOA: 12.24m  
DESIGNER: Bruce Farr (NZL/USA)  
TYPE: Farr 40.1 ton  
OWNER/SKIPPER: Dennis Millikan  
CREW: D. Millikan (15), P. Inchbold (14), R. Hiam (13), R. Allom (10), J. Rea (2), G. Scarfe (2), D. McKenzie (2), G. Mascas (1), J. Hutter (1)

SAIL NO: S4440  
CLASS: PHS  
YEAR BUILT: 1985  
NO. OF HOBARTS: 8  
CLUB: RMYC, VIC

Known and successfully raced as Another Concubine under original owner John Parker, Midnight Rambler was renamed by previous owner Ed Psaltis, overall winner of the 1998 Telstra Sydney to Hobart. Dennis Millikan and his regular crew have completed plenty of offshore racing miles since taking ownership, including last year's Sydney to Hobart Race, Melbourne - Stanley and Melbourne - Grassy Point race. Best result for this yacht in a Hobart Race was a 5th overall in 1991.

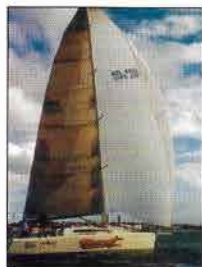


**MIRRABOOKA**  
LOA: 13.4m  
DESIGNER: German Frers (ARG)  
TYPE: Frers 47  
OWNER/SKIPPER: John Bennetto  
CREW: J. Bennetto (39), L. Nibbs (29), J. Hargreaves-Morris (8), S. Firth (26), B. Watson (23), P. Foster (13)

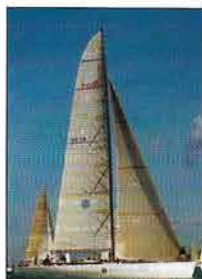
SAIL NO: A8  
CLASS: IMS  
YEAR BUILT: 1987  
NO. OF HOBARTS: 13  
CLUB: RYCI of Tasmania

Plenty of experience on this boat with 140 Hobart Races between the crew members. Tasmanian yachtsman John Bennetto, who sailed his first Sydney to Hobart Race back in 1947, will this year equal the record holder Richard "Sightie" Hammond, for the most number of Hobart races - 40. Mirrabooka has competed in every Sydney to Hobart Race since being launched in 1987 and she regularly finishes mid-fleet. This, according to John is not because they are getting slower but "because everyone else is getting faster".

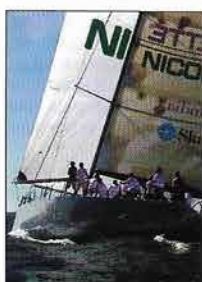




**MORE WITCHCRAFT**  
LOA: 14m CLASS: PHS  
DESIGNER: Kevin Dibley YEAR BUILT: 1995  
TYPE: Eagle 46 NO. OF HOBARTS: 0  
OWNER/SKIPPER: John Cameron CLUB: CYCA, NSW  
CREW: J. Cameron (10), R. Burns (20), P. Kline (15), P. Maloney (15), B. Douglas (3), C. Kline (3)  
Owner John Cameron took delivery of More Witchcraft in November this year and invited mates from past sailing days Pat Kline and Phil Maloney to join him. They last raced together in the 1977 Hobart Race aboard Pat's yacht Lollipop which placed 4th overall that year. More Witchcraft has enjoyed success in the Sydney - Mooloolaba and Sydney - Noumea races and a divisional placing is within reach.



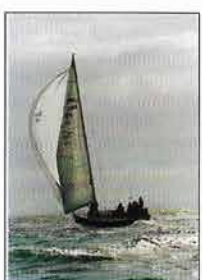
**NEWS CORPORATION**  
LOA: 19.2m CLASS: V60  
DESIGNER: Bruce Farr (NZL/USA) YEAR BUILT: 1997  
OWNER/SKIPPER: Jazz Fanstone/Ross Field NO. OF HOBARTS: 0  
CREW: J. Fanstone (1), S. Cotton, N. White, P. Airey, J. Salter, C. Smith, J. Slattery, R. Bicknell, A. Pratt (11), K. Stanley-Harris, A. Beadsworth  
This Volvo 60 was formerly one of two Merit Cups that trained for the 1997-98 Whitbread Round the World Race but in the end, didn't take part. This boat is half of a two-boat campaign for the next Volvo Ocean Race (race boat to be launched next April) and the crew views the Telstra Sydney to Hobart Race as an integral part of their pre-Volvo Race training program. The team will include Steve Cotton, a two-time Whitbread winner, and Australian international sailor Alby Pratt.



**NICORETTE**  
LOA: 24m CLASS: IRC  
DESIGNER: Simonis/Voogd (SA) YEAR BUILT: 1999  
TYPE: Maxi NO. OF HOBARTS: 0  
OWNER/SKIPPER: Ludde Ingvall  
CLUB: Royal Swedish Yacht Club, SWE  
CREW: L. Ingvall, K. Frostad, O. Ostradsson (1), J. Scott, E. Baird, E. Guttormsen (2), G. Prescott (2), J. Wachenhuth, W. McCarthy  
This sophisticated 80-foot water-ballasted maxi has been racing in Europe, as Scandia but will be shipped to Sydney to try her luck against Australia's newest maxi Shockwave for line honours. Nicorette is being fitted with a new mast and keel especially for the Telstra Sydney to Hobart Race and Ludde Ingvall, himself a world champion Maxi One-Design skipper, has surrounded himself with Admiral's Cup, America's Cup and Whitbread sailors to take on the local favourite.



**NINETY SEVEN**  
LOA: 14.32m CLASS: IMS  
DESIGNER: Bruce Farr (NZL/USA) YEAR BUILT: 1993  
TYPE: Farr 47 NO. OF HOBARTS: 7  
OWNER/SKIPPER: Graham Gibson CLUB: CYCA, NSW  
CREW: G. Gibson (8), B. Munns (11), R. Trombath (5), M. Souter (3), L. Wardley (2), N. Hundleby  
Ninety Seven's best result in a Sydney-Hobart was taking line honours and second overall in the galeswept race of 1993. In her first five Hobart Races she consistently finished in the top ten across the line but this impressive record was broken with the 1998 race, when she was forced to retire with sail damage, and the 1999 race when she finished 25th over the line. This year owner/skipper Graham Gibson will be looking to reverse the trend. Ninety Seven sails well in all conditions and the crew have had plenty of ocean going experience.



**NIPS-N-TUX**  
LOA: 12.1m CLASS: IMS  
DESIGNER: Neils Jeppesen (DEN) YEAR BUILT: 2000  
TYPE: IMX 40 NO. OF HOBARTS: 0  
OWNER/SKIPPER: Howard De Torres CLUB: CYCA, NSW  
CREW: H. De Torres (3), V. De Torres (3), G. Boxall (3), M. Salmon (6), R. Reid (5), C. Jones (1)  
The IMX 40 is the first of the new class of X yachts to come out of Denmark. Owner Howard De Torres bought his latest Nips-N-Tux off the plans (No. 16 in the world) and took ownership in November to become the first IMX 40 owner in Australia. An IMS cruiser-racer, it rates well and has an exterior like a Farr 40 but a luxury interior with all the mod cons below.



**NOKIA**  
LOA: 18.46m CLASS: V60  
DESIGNER: Bruce Farr YEAR BUILT: 1997  
TYPE: Volvo 60 NO. OF HOBARTS: 1  
OWNER/SKIPPER: Stefan Myralf CLUB: Royal Danish Yacht Club  
CREW: S. Myralf (1), C. Jensen (1), S. Johansen, M. Rothschild (2), P. Holm, M. Lorenzen H. Sorensen (1), L. Knudsen (1)  
Following Nokia's record-breaking run to Hobart in just 1 day 19 hours 48 minutes 02 seconds in 1999, no less than five Volvo 60s will contest this year's Telstra Sydney to Hobart Yacht Race. Formerly Swedish Match, she finished 3rd in the 1997-98 Whitbread Race and holds all major Danish inshore and offshore records. Skipper Stefan Myralf and his international crew will aim to defend their title but will face stiff competition from the much bigger maxis, both water ballasted and conventionally ballasted.



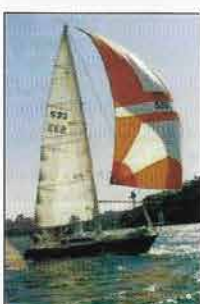
**NOT NEGOTIABLE**  
LOA: 10.46m CLASS: IMS  
DESIGNER: Holman & Pye (GBR) YEAR BUILT: 1985  
TYPE: UFO 34 NO. OF HOBARTS: 2  
OWNER/SKIPPER: Michael Dolphin CLUB: Royal Melb Yacht Squad  
CREW: M. Dolphin (2), M. Lawrence (2), M. Keusgen (2), G. Tobin (3), M. Lawrence (2), P. Grundy (4), G. Agnew (1)  
Not Negotiable is yet to complete a Telstra Sydney to Hobart Race having been forced out of the 1998 and 1999 races due to bad weather. This year the boat has notched up some creditable results including 1st in PHD division of the Queenscliff - King Island Race and 1st overall in PHD division of her club's Winter Series. Not Negotiable is back again this year to try her luck once more and she deserves a good result.



**OCEAN DESIGNS**  
LOA: 12.46m CLASS: IRC  
DESIGNER: Murray Burns & Dovell (AUS) YEAR BUILT: 1995  
TYPE: Sydney 41 NO. OF HOBARTS: 4  
OWNER/SKIPPER: Stephen Bean CLUB: Royal Old YC  
CREW: S. Bean (2), I. Davis (18), P. Jones (1), P. Snowden (2), P. Elkington (1), P. MacArthur (3)  
Ocean Designs, formerly Syccorax, enjoyed good success under the previous owner including a 1st in the IMS cruiser/racer division of the 1996 Brisbane - Gladstone Race and 1st in Division in the Pittwater - Coffs Harbour Race in the same year. Current owner Stephen Bean has raced this Sydney 41 extensively this year, competing at the Hamilton and Hayman Island regattas, the Port Douglas Clipper Cup and the Brisbane - Gladstone Race.



**ORSA MAGGIORE**  
LOA: 28.3m CLASS: PHS  
DESIGNER: Vallicelli & Co. (ITA) YEAR BUILT: 1995  
TYPE: Maxi ketch NO. OF HOBARTS: 0  
OWNER/SKIPPER: Paolo Saccenti  
CLUB: Sportvelico Marina Militare, Italy  
CREW: P. Saccenti, F. Arucci, B. Marangione, A. Moscatelli, R. Bruni, M. Patruno, E. Patrizio, J. Di Flora, G. Voltarelli, G. Sannino & others  
The crew of this 90-foot Italian Navy training vessel consists of four Officers, nine Petty Officers and seven trainees who left Italy in May to make their way to Sydney for the start. The last time this giant yacht graced Sydney's shores was in 1997 when she raced in the Sydney-Gold Coast Race but finished down the fleet. She looks spectacular under sail and should generate plenty of interest on the start line.



**PIPPIN**  
LOA: 11.4m CLASS: IMS  
DESIGNER: Bruce Farr (NZL/USA) YEAR BUILT: 1984  
TYPE: Farr 37 NO. OF HOBARTS: 8  
OWNER/SKIPPER: David Taylor CLUB: CYCA, NSW  
CREW: D. Taylor (6), A. Taylor (3), E. Brown (1), S. Bromham (1), D. Cunningham (4), A. Byrne, S. Dunne (2), S. Williams (2)  
Launched in 1984, Pippin has competed in most of the CYCA's Short Ocean Pointscore series and is a regular competitor in the Club's popular offshore races. Pippin achieved her best Sydney - Hobart result in 1996 when she placed 2nd in division. She was forced out of the last two heavy weather Hobarts and her self-described "scurrilous and mutinous" crew are determined to get to Hobart this year.

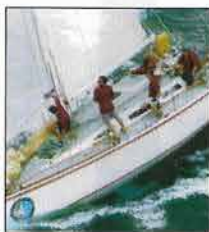


**POLARIS OF BELMONT**  
LOA: 13.2m CLASS: IRC  
DESIGNER: Peter Cole (AUS) YEAR BUILT: 1970  
TYPE: Cole 43 NO. OF HOBARTS: 16  
OWNER/SKIPPER: John Quinn CLUB: RPA Yacht Club, NSW  
CREW: J. Quinn (17), J. Marwood (14), V. Thomas (9), I. Dunbabin (6), C. Hamilton (2), S. Jarrett (2), A. Biskerk, D. MacLurcan, R. Rothwell (5)  
Sydney to Hobart veteran John Quinn has owned a string of yachts over the last 15 years including Sunseeker, Hummingbird and the J/35 Mem. Polaris finished 3rd in IRC division of this year's Sydney-Mooloolaba Race and is an ongoing placegetter in her offshore club events. Commander Ian Dunbabin from the Royal Australian Navy will join the crew on his way to taking up the position of Senior Naval Officer Tasmania. Best Hobart results for this beautiful classic include two divisional wins.



**QUEST**  
LOA: 14.3m CLASS: IMS  
DESIGNER: Nelson/Marek (USA) YEAR BUILT: 1997  
TYPE: Nelson/Marek 46 NO. OF HOBARTS: 2  
OWNER/SKIPPER: Chris Bull CLUB: Royal Ocean Racing Club, UK  
CREW: C. Bull, A. Hill (3), P. Allsop, N. Brewer, S. North, C. Stacey, C. Winsor, A. Baker, M. Green, J. Golouzd, D. Ellis  
Chris Bull from the UK has chartered this Australian IMS champion, owned by Sydney yachtsman Bob Steel. Quest's best results include 2nd overall at the 1998 Kenwood Cup and a 7th overall in the tough 1998 Hobart race. At her best in light winds, she recently finished third in the Hamilton Island series, well ahead of her similar-sized competitors. Skipper Chris Bull will take a combination of experienced Quest regulars as well as a number of UK-based sailors south with him for his first Sydney - Hobart Race.





**RAFFLES**  
LOA: 10.6m  
DESIGNER: John Sayer  
TYPE: Cruiser/racer  
OWNER/SKIPPER: Paul Roberts  
YACHT CLUB: RM Yacht Squad, VIC  
CREW: P. Roberts (1), A. Johnson (2), B. Murphy (3), P. Postel (1), D. Rodd, T. Peterson, B. Lenon  
SAIL NO: S85  
CLASS: PHS  
YEAR BUILT: 1986  
NO. OF HOBARTS: 2  
Raffles has completed all the ORC of Victoria's events from Melbourne including Hobart, Devonport, Apollo Bay, Hastings, Burnie, Stanley and King Island races. In the 1997 Coffs Harbour Series, she achieved her best result - a 1st in PHS division and 3rd overall. In her first Hobart race in 1994, Raffles finished 6th overall on PHS but ran out of luck in last year's race, retiring with damaged engine mounts.



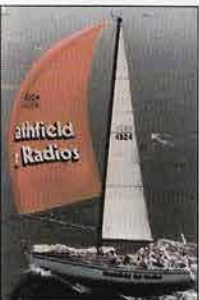
**RAGAMUFFIN**  
LOA: 15.05m  
DESIGNER: Bruce Farr (NZL/USA)  
TYPE: Farr 50  
OWNER/SKIPPER: Syd Fischer  
CLUB: CYCA, NSW  
CREW: S. Fischer (31), A. Ellis (33), S. Kirkjan (7), H. Brodie (15), A. Crow (8), T. Powell (6), L. Jamieson (16), P. Eadie (20), G. Holland (2)  
SAIL NO: AUS 70  
CLASS: IMS  
YEAR BUILT: 1995  
NO. OF HOBARTS: 5  
This IMS champion has consistently delivered a top four Sydney to Hobart handicap placing thanks to the experience and competitiveness of her veteran skipper Syd Fischer and his equally impressive crew line-up. Results include a 4th overall in the 1999 race, 3rd overall in the galeswept 1998 race and 2nd overall in 1997. Due for a top placing, something that has eluded Syd since his IOR win in 1992. The deck, rig and gear of the IOR Farr 50 boat that won that year were used when the current boat was built in 1995.



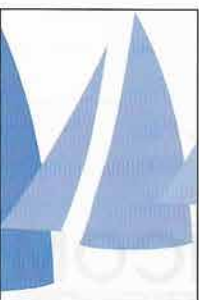
**SAGACIOUS 5**  
LOA: 12.90m  
DESIGNER: Bruce Farr (NZL/USA)  
TYPE: Farr IOR 1 ton  
OWNER/SKIPPER: Ian Paterson  
CLUB: Royal Brighton YC, VIC  
CREW: I. Paterson (4), M. Wilson (6), K. Thomson (2), R. Lindberg (5), T. Ratcliffe (1)  
SAIL NO: 4000  
CLASS: IMS  
YEAR BUILT: 1987  
NO. OF HOBARTS: 5  
Sagacious, launched in 1987 for the Admiral's Cup Australian team, was one of the last IOR boats to be built. She has since been optimised for IMS racing and has become a regular competitor in Melbourne waters, her best result a 1st in division in the 1999 Melbourne-Hobart Race. She took out the top honours in the 1990 Sydney to Hobart Race but hasn't been able to repeat this success to date.



**SANTANA**  
LOA: 13.09m  
DESIGNER: Ron Holland  
TYPE: Swan 43  
OWNER/SKIPPER: Mike Kelaheer  
CLUB: Lake Macquarie Yacht Club, NSW  
CREW: M. Kelaheer (5), C. Morris (3), C. Piggott (5), J. Blockett (5), T. Park (2), M. Benson, D. Marshall (1), D. Leask  
SAIL NO: M236  
CLASS: IRC  
YEAR BUILT: 1986  
NO. OF HOBARTS: 2  
Mike Kelaheer, former owner of the Cavalier 37 New Horizons, took ownership of this Swan 43 last year and is preparing for his first Telstra Sydney to Hobart campaign on the new boat. Mike and his crew race to Hobart every second year (so Santa doesn't forget them) for the camaraderie and the challenge of sailing across Bass Strait.



**SHE II**  
LOA: 12.3m  
DESIGNER: Gary Mull (USA)  
TYPE: Olsen 40  
OWNER/SKIPPER: Peter Rogers  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: P. Rodgers  
SAIL NO: 4924  
CLASS: PHS  
YEAR BUILT: 1982  
NO. OF HOBARTS: 3  
She II was one of the many casualties of the 1998 race but this solid cruiser/racer is back for another go. Peter Rogers has contested most major offshore events with this boat including the recent Gosford - Lord Howe Race, Sydney - Gold Coast and Sydney - Hobart Race.



**SHIPPING CENTRAL**  
LOA: 12.5m  
DESIGNER: Bruce Farr (NZL/USA)  
TYPE: Beneteau 40.7  
OWNER/SKIPPER: Michael Spies  
CLUB: Cruising Yacht Club of Australia  
CREW: M. Spies (23), A. Lygo, S. Broom (7), W. Miller (7), G. Holt (12), G. Harland (8), A. Roxburgh (5)  
SAIL NO: 8118  
CLASS: IMS  
YEAR BUILT: 1998  
NO. OF HOBARTS: 0  
Shipping Central is one of the successful Beneteau 40.7s that have dominated IMS racing around the world. Skipper Michael Spies, co-skipper of Nokia in last year's race, is hoping his 24th race south will yield a handicap win. Given the experience of the crew and impressive race history of this class, the crew could very well be collecting crystal in Hobart.



**SHOCKWAVE**  
LOA: 24.4m  
DESIGNER: Reichel/Pugh  
TYPE: Maxi  
OWNER/SKIPPER: Neville Crichton  
CLUB: CYCA, NSW  
CREW: N. Crichton (2), D. Barker (2), M. Drummond, T. Rae (3), G. Loretz, J. Dagg, H. Pepper (2), E. Williams (3), J. Henderson (1), B. McKay (2), S. Runow (13), D. Telford (5) & others  
SAIL NO: NZL80  
CLASS: IRC  
YEAR BUILT: 2000  
NO. OF HOBARTS: 0  
This turbocharged carbon maxi blasted onto the sailing scene at this year's Hamilton Island Race Week. Her "rock star" crew for Hobart includes 27-year-old Team New Zealand helmsman Dean Barker and an impressive line-up of international Whitbread and Fastnet sailors. Expect a titanic struggle between this state-of-the-art maxi, the modified Wild Thing and the Swedish entry Nicorette for line honours. Shockwave is also one of the favourites to win on IRC handicap.



**SIMPLY RED**  
LOA: 12.245m  
DESIGNER: Bruce Farr (NZL/USA)  
TYPE: Farr 40 1 ton  
OWNER/SKIPPER: Chris Bradbury  
YACHT CLUB: Royal Brighton YC  
CREW: C. Bradbury (1), A. Prossin, T. Warren, D. Willmott, J. Weymes, G. Clinic, P. Holden, T. Thompson  
SAIL NO: B400  
CLASS: IRC  
YEAR BUILT: 1987  
NO. OF HOBARTS: 7  
Simply Red, formerly Queensland Maid, is owned and campaigned by Chris Bradbury. She recently placed first in PHD div of the Melbourne-Stanley Race. Her best Hobart result a 3rd place overall in 1991. As Simply Red is strong to windward, the crew will be hoping for predominantly moderate southerly conditions for this year's race. Key crew members include Trans Atlantic two-handed yachtsman Andrew Prossin and two-time Melbourne - Osaka competitor Tony Warren.



**SIMSIM BOWLES**  
LOA: 10.9m  
DESIGNER: Laurie Davidson (NZ)  
TYPE: Davidson 36  
OWNER/SKIPPER: Wayne Reynolds  
CLUB: Mornington YC, VIC  
CREW: W. Reynolds (2), M. McTavish (1), W. Neate (4), G. Canning, A. Kirby  
SAIL NO: M19  
CLASS: PHS  
YEAR BUILT: 1986  
NO. OF HOBARTS: 5  
This Davidson 36, formerly Indian Pacific, has raced extensively in her Club pointscores as well as completing numerous offshore races including the Portsea-Hastings (1st place), Melbourne-Devonport and just about every other Melbourne to somewhere on the Tassie Coast race there is. A Sydney to Hobart divisional winner under both IOR ('87) and IMS ('90) for her first owner John Eyles, this yacht competed in the 1998 race but was forced to retire along with most of the fleet.



**SORBENT HELSAL II**  
LOA: 20.4m  
DESIGNER: Joe Adams (AUS)  
TYPE: Pocket maxi  
OWNER/SKIPPER: William Rawson  
CLUB: RY Club of Victoria  
CREW: B. Rawson (4), S. Dryden (2), J. Dryden, B. Walpole (3), B. Waters (9), G. Clapham (4), J. Cumow (2), M. Burton (1), M. Connock (3)  
SAIL NO: R930  
CLASS: PHS  
YEAR BUILT: 1980  
NO. OF HOBARTS: 17  
New owner, Victorian yachtsman Bill Rawson has recently refitted this Sydney to Hobart veteran and is looking forward to his first race south on this yacht and a great party at the finish. Previous wins for this yacht include line honours in the recent Melbourne - Stanley, Melbourne - Hobart and the Adelaide - Port Lincoln races as well as a first in PHS division in the 50th anniversary Sydney to Hobart Race in 1994.



**SOUTHERLY**  
LOA: 10.575m  
DESIGNER: Charles Peel (AUS)  
TYPE: Peel 35  
OWNER/SKIPPER: Don Mickleborough  
CLUB: CYCA, NSW  
CREW: D. Mickleborough (35), D. Reid (14), T. Cable (36), J. Sheridan (16), C. Blundell (11), G. Walch (6)  
SAIL NO: 38  
CLASS: IMS  
YEAR BUILT: 1938  
NO. OF HOBARTS: 13  
Plenty of talent on this yacht - the oldest in the fleet - with 118 Sydney to Hobart races between the crew. Past successes include a divisional win in 1994 and a 3rd overall in the 1995 race. Never to be underestimated, the motto for Southerly - also known as The Great Floating Hotel - is "old age and treachery will overcome youth and skill". Seventy-six-year-old skipper Don Mickleborough, one of the oldest and most experienced skippers in the fleet, is lining up for his 36th race south.



**SPIRIT OF SYDNEY**  
LOA: 18.4m  
DESIGNER: Ben Lexcen (AUS)  
TYPE: Open 60  
OWNER/SKIPPER: David Pryce  
CLUB: RSA Yacht Squadron, SA  
CREW: D. Pryce (5), C. Roberts, D. Ginn, I. Patton, D. Fernie, S. Good, M. Tongue, M. Hale, A. Steadman, D. Barnfield (3), B. Martin, S. James, J. Souly  
SAIL NO: 705  
CLASS: PHS  
YEAR BUILT: 1985  
NO. OF HOBARTS: 0  
Spirit of Sydney is the training vessel for Together Alone, Australia's first round the world race, which starts November 2001 and is organised by Antarctic explorers Don & Margie McIntyre. From Hobart, this yacht will go on expedition to the Antarctic to test out the southern ocean. In her original guise as a singlehanded around the world racer, Spirit of Sydney was sailed by Ian Kiernan of "Clean up Australia" and Maris fame.





**STARLIGHT EXPRESS**  
LOA: 16.870m  
DESIGNER: Davidson/Blakewell-White (NZL)  
TYPE: Davidson 55  
OWNER/SKIPPER: Stewart Thwaites  
CLUB: Royal Port Nicholson, NZ  
CREW: N. Crisp(2), R. Greer, C. Partin, S. Edwards(1), A. Stewart(5), J. McDowell(1)  
This former Sydney yacht is one of the best-known veteran racing yachts in New Zealand. She has competed in numerous Sydney - Hobart races, the Kenwood Cup, and taken the overall IMS win at Hamilton Island Race Week. Recently acquired by Wellington's Stewart Thwaites, Starlight Express has been fitted with a new keel and a new carbon mast. She is still capable of putting on a very good performance and finished fourth in the Big Boat division at this year's Hamilton Island regatta. Her New Zealand-based crew will put in a good campaign for a divisional placing.

SAIL NO: NZL 6006

CLASS: IMS

YEAR BUILT: 1985

NO. OF HOBARTS: 4



**SUMMIT BACARDI**  
LOA: 13.4m  
DESIGNER: Doug Peterson (USA)  
TYPE: Peterson 44  
OWNER/SKIPPER: Graeme Ainley & John Williams  
CLUB: Sandringham YC, VIC  
CREW: J. Williams (19), G. Ainley (18), P. Williams, H. Halliburton (13), D. Schmidt (9), D. Caldor (2), B. Caldwell (3), M. Cormack (6)  
For her 21st birthday, owners Graeme and John have given the old girl a refit in time for her 18th Sydney to Hobart Race. Bacardi has rarely missed a Hobart over the years, her best result coming in 1993 when she was declared 1st in IMS Division B after being granted redress for assisting another yacht. Other good results include a 2nd in division in the storm ravaged 1998 Telstra Sydney to Hobart Yacht Race.

SAIL NO: SM377

CLASS: IRC

YEAR BUILT: 1979

NO. OF HOBARTS: 17



**SUNSTONE**  
LOA: 12.47m  
DESIGNER: Sparkman & Stephens (USA)  
TYPE: S&S 39  
OWNER/SKIPPER: Tom & Vicky Jackson  
CLUB: RORC (GBR)  
CREW: T. Jackson, V. Jackson, J. Curtis, V. Worrall, A. Beharrell, S. Tonks  
This classic heavy-displacement yacht has an outstanding race record, winning the RORC "yacht of the year" title five times under IMS and once under IRC. She also has five Fastnet class wins, won the Channel Race against the entire Admiral's Cup fleet, and won her class in the international Commodore's Cup in 1996. Her crew have plenty of ocean racing miles under their belts, including 20 Fastnets and four Newport to Bermuda races between them. The owners live aboard Sunstone and take part in the race as part of a world cruise.

SAIL NO: GBR2183

CLASS: IMS

YEAR BUILT: 1965

NO. OF HOBARTS: 0

CLUB: RORC (GBR)



**SWIFTY**  
LOA: 13m  
DESIGNER: Robert Hick  
TYPE: Hick 43  
OWNER/SKIPPER: Robert Hick  
CLUB: CYCA, NSW  
CREW: D. Miles (7), R. Keys (8), R. Hick (8), B. Kelly (2), T. Doolan (1), K. Klestadt (2), N. Currie (1), G. McDonald  
Victorian designer/builder Robert Hick made a name for himself during the stormy 1998 race when the top IMS trophy went to the tiny Hick 35 Midnight Rambler. This year he will join the owner (Greg McDonald) and crew of Swifty as the skipper of his latest design, which features strip-planked cedar and a lifting keel and rudder, and is specifically designed for two-handed racing.

SAIL NO: 7181

CLASS: IRC

YEAR BUILT: 2000

NO. OF HOBARTS: 0

CLUB: CYCA, NSW



**SWORD OF ORION**  
LOA: 12.47m  
DESIGNER: Murray Burns & Dovel (AUS)  
TYPE: Sydney 40  
OWNER/SKIPPER: Rob Kothe  
CLUB: CYCA, NSW  
CREW: R. Kothe (3), A. Brown (13), N. Cleary (3), D. Brennan (2), D. Senogles  
Sword of Orion has been campaigned by Rob Kothe since 1999, after he lost his first Sword of Orion in the tragic 1998 race. The new boat is one of the most consistent grand prix IMS performers in both long ocean races and regattas. Best results include 7th overall on IMS in the 1999 Telstra Sydney to Hobart Race and more recently, 2nd in the IMS Division of the Hamilton Island Race Week and 3rd at the Hayman Island regatta. This yacht will be raced hard by a very competitive and experienced crew who are looking for an IMS outright win.

SAIL NO: 2006

CLASS: IMS

YEAR BUILT: 1998

NO. OF HOBARTS: 2

CLUB: CYCA, NSW



**TAKE TIME**  
LOA: 10.16m  
DESIGNER: Peter Joubert  
TYPE: Brolga 33  
OWNER/SKIPPER: Graham Smith  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: G. Smith (17), D. Holmes (6), W. Holmes (4), J. Clarke (2), C. Hurley (1), P. Riddle  
Take Time has had mixed luck in the six Hobart races she has entered - winning on Tasman Performance Handicap in 1995 then breaking a mast the following year. This veteran yacht is also a CYCA Bluewater Champion in both IMS and PHS. Owner Graham Smith has returned after a couple of year's break to try his luck once more.

SAIL NO: 114

CLASS: IMS

YEAR BUILT: 1976

NO. OF HOBARTS: 6



**CONVERGENT TELCOMMUNICATIONS**  
LOA: 12.18m  
DESIGNER: Greg Elliott (NZL)  
TYPE: Elliott 40  
OWNER/SKIPPER: James Murchison  
CLUB: Sydney Amateur SC  
CREW: J. Murchison (3), D. Murchison (3), M. Sheaffe (3), P. Wesley (5), M. Short (2)  
This yacht, formerly called Mad Max and based in New Zealand, will be crewed to Hobart by a "bunch of weekend warriors who enjoy doing the best they can", according to skipper James Murchison. After arriving in Sydney, this Elliott 40 set about entering all the popular offshore events including the Pittwater - Coffs Harbour Race and Sydney - Gold Coast Race, where she achieved a PHS divisional placing last year.

SAIL NO: 6296

CLASS: PHS

YEAR BUILT: 1998

NO. OF HOBARTS: 0



**TBA**  
LOA: 12.5m  
DESIGNER: Kim Swarbrick (AUS)  
TYPE: Swarbrick 125  
OWNER/SKIPPER: David Clifton  
CLUB: Fremantle Sailing Club, WA  
CREW: A. Clifton, D. Clifton, K. Swarbrick (13), G. Bishop (5), A. Tingham (1), S. Tulbot, G. Head, S. Wakley, G. Dundan  
This lift-keel Swarbrick 125 is the only entry representing Western Australia in this year's Telstra Sydney to Hobart Race. She has scored well in home waters, including becoming the 1999-2000 WA Offshore Champion and placing 2nd in this year's WA Regatta Week and 1st in the Fremantle - Geraldton Ocean Classic last year. Crew includes owner/skipper/builder David Clifton, yacht designer Kim Swarbrick and sail maker Geoff Bishop.

SAIL NO: F1101

CLASS: IRC

YEAR BUILT: 1998

NO. OF HOBARTS: 0



**TERRA FIRMA**  
LOA: 12.45m  
DESIGNER: Iain Murray (AUS)  
TYPE: Murray 41  
OWNER/SKIPPER: Stewart Niemann & Peter Bartels  
CLUB: CYCA  
CREW: S. Niemann (6), P. Bartels (7), W. Gordon, R. Lloyd, D. McCloud, C. Butler, C. Ginnivan, M. Teasdale, J. Hillian (3)  
Former Sydney to Hobart winner Terra Firma is back for another crack at the ultimate prize with a highly experienced crew on board. Terra Firma has a number of successes on the board including a 1st at Geelong Week and a 2nd at the 1998 Hayman Island Big Boat Series.

SAIL NO: 4100

CLASS: IMS

YEAR BUILT: 1995

NO. OF HOBARTS: 4



**TYCO**  
LOA: 19.5m  
DESIGNER: Bruce Farr (NZL/USA)  
TYPE: Volvo 60  
OWNER/SKIPPER: Michael Castania  
CREW: K. Shoebrieger (4), B. Jackson (3), S. Hayes, T. Powell, I. Stewart, J. Swan, M. Castania, D. Endean, G. Salter, G. Mitchell (1), S. Fry  
This Volvo 60 raced as Merit Cup in the 1997-98 Whitbread Race and finished second overall, winning two legs along the way. The crew consists of Fastnet, Whitbread and Admiral's cup sailors headed up by skipper Kevin Shoebrieger, who has been aboard three line honours winners in the four Sydney - Hobart Races in which he has competed.

SAIL NO: BER 2000

CLASS: V60

YEAR BUILT: 1997

NO. OF HOBARTS: 0



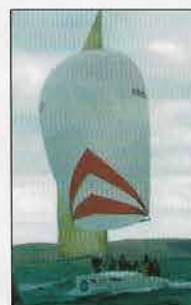
**URBAN GUERRILLA**  
LOA: 8.9m  
DESIGNER: Robert Hick (AUS)  
TYPE: Hick 30  
OWNER/SKIPPER: Christopher Bowling  
CLUB: Drummoyne Sailing Club, NSW  
CREW: C. Bowling (9), C. Thompson (4), A. Thompson  
Urban Guerrilla, formerly Atria, is the smallest boat in the fleet at just 8.9 metres. A smaller version of 1998 winner AFS Midnight Rambler, she has an excellent record, winning her IMS division in 1994 and 1996. Were the ideal conditions to prevail for the smaller boats (that is, a slow race and a fast running finish) this yacht could do well in division. Christopher Bowling, former skipper of the Farr 31 Bin Rouge, only took ownership of his new yacht in November but is confident of a good result. His ultimate aim is to break the under 9.5 class record - which has stood since 1975 - with this yacht.

SAIL NO: CYC3333

CLASS: IMS

YEAR BUILT: 1994

NO. OF HOBARTS: 2



**VALHERU**  
LOA: 13m  
DESIGNER: Greg Elliott (NZ)  
TYPE: Elliott 43 IMS Racer  
OWNER/SKIPPER: Anthony Lyall  
CLUB: Royal Yacht Club of Tasmania, TAS  
CREW: A. Lyall (5), J. Ross (12), P. Fletcher (13), R. Cohen (10), J. Kennedy (9), P. Brasington (12), B. Gadd (4), T. Grafton (4), P. Hopkins (15)  
This highly experienced crew will be looking for another top result after taking out 2nd in division in last year's Telstra Sydney to Hobart Race and 3rd in division the year before. Tony Lyall has competed in numerous ocean races, with a best result of line honours in all races of the 1994 Rudder Cup. He has also completed Melbourne-Burnie races and numerous Melbourne-Devonport races.

SAIL NO: 1195

CLASS: IMS

YEAR BUILT: 1994

NO. OF HOBARTS: 5





**VALTAIR**  
LOA: 20.3m  
DESIGNER: David Lyons (AUS)  
TYPE: Lyons 66  
OWNER/SKIPPER: Mathew Allen  
CREW: M. Allen (11), J. Meyer (14), G. Dunn (5), D. Currie (8), B. Barron (5), R. Thompson (3), T. Tanner, A. Trowbridge, B. Croucher, D. Montgomery, S. McEwen

This Lyons design is now owned by businessman Mathew Allen and has undergone some modifications in preparation for this Hobart Race. Mathew was a crew member on Lou Abrahams' yacht Challenge II in 1983 when she took out overall handicap honours, has raced in Admiral's and Kenwood Cup's and is a seasoned Hobart campaigner in his own right. In the New Year, Mathew plans to base himself in Sydney and campaign his luxury cruiser-racer extensively.



**WHY DO I DO IT (BREAKAWAY)**  
LOA: 11.7m  
DESIGNER: David Lyons (AUS)  
TYPE: Jarkan 38  
OWNER/SKIPPER: Wayne Banks-Smith  
CREW: W. Banks-Smith (3), R. Latham (10), P. Brandner (3), G. Weatherburn (2), R. Armstrong (1), J. Chorozy (1), B. Latham

It has been five years since this Tassie yacht has made her way to Sydney for the Boxing Day start of the Telstra Sydney to Hobart Race. During that time, she has raced extensively on home waters and has recorded some good results including a 1st on IMS in the 1998 Maria Island Race and 3rd on handicap in last year's Melbourne - Geelong series. Well-known Hobart car dealer and owner Wayne Banks-Smith will be joined by another well-known Tasmanian in Richard Latham.



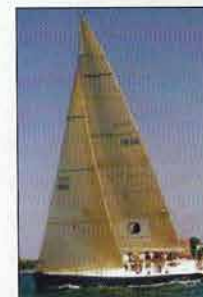
**WILD THING**  
LOA: 25m  
DESIGNER: Murray Burns & Dovell (AUS)  
TYPE: Maxi  
OWNER/SKIPPER: Grant Wharington  
CREW: G. Wharington (13), I. Johnson (6), S. Rice (7), D. Eickmeyer (5), R. Gilbert (5), B. Jones (3), J. Rae (6), C. Smith (2)

Before undergoing major modifications, Wild Thing notched up some top line honours wins in this year's Sydney-Mooloolaba, Sydney to Gold Coast and Adelaide-Port Lincoln races. After trailing Shockwave's stern at Hamilton Island Race Week, owner/skipper Grant Wharington decided it was time to get serious if he wants to claim the line honours prize. Now almost four metres longer, she will be mixing it up with the likes of Shockwave and Nicorette and is just as hungry as they are for her first line honours win in this event.



**XENA**  
LOA: 18.18m  
DESIGNER: Andy Dovell (AUS)  
TYPE: Open 60  
OWNER/SKIPPER: Sean Langman  
CREW: S. Langman (11), I. Potter (22), J. Crawford (4), D. Sudano (10), P. Bush (14), J. Crawford (4)

Owned/skippered by former Australian Star Champion and 49er World Bronze Fleet champion Sean Langman, Xena was originally built as a round the world singlehander for the Vendee Globe Challenge. Xena raced without water ballast in last year's Hobart but this year the Open 60 will be racing in IRC division and will be fully water ballasted. Xena competed in the most recent Sydney - Mooloolaba and Sydney - Gold Coast races but couldn't match it with the bigger maxis over the line. The crew, including former CYCA Commodore Peter Bush, will be hoping for a solid nor'easter to push this 60-foot skiff to Hobart.



**YENDYS**  
LOA: 15.07m  
DESIGNER: Bruce Farr (NZL/USA)  
TYPE: Farr 49  
OWNER/SKIPPER: Geoff Ross  
CREW: G. Ross (6), Ian "Barney" Walker (12), D. McConville (8), G. Simmer (11), J. Freeman (14), P. Broughton (4), C. Simpson (6), P. Seary (6), A. Merrington (3), D. Brachfield, B. Clarke (11), T. Eldershaw (11), G. Johnstone (3). This state-of-the-art IMS racer was launched just prior to last year's Hobart Race and went on to take out overall IMS honours in a remarkable effort. This year the who's who of sailing will be on board Yendys including Ian "Barney" Walker, America's Cup sailor Grant Simmer and Tassie local Julian Freeman.



**ZEUS II**  
LOA: 9m  
DESIGNER: Peter Joubert (AUS)  
TYPE: Currawong 30  
OWNER/SKIPPER: James Dunstan  
CREW: J. Dunstan (22), C. Thornton (7), P. Colvin (10), D. Turnbull (4), E. Saalfeld (3), R. Dickson (2)

Zeus II has competed in numerous ocean races including 13 Hobarts. One of the smallest yachts in the fleet, this yacht proved that size is no handicap by winning the 1981 Sydney to Hobart Race. Other wins include the 1980 Jazoon Trophy, the 1990 Cabbage Tree Island and both the 1994 and 1995 Morna Cup races. Jim Dunstan, Commodore of the Royal Sydney Yacht Squadron, will be clocking up his 23rd race.

## Admiral's Cup selection trials at Telstra Cup

Added significance has been given to the 2000 Telstra Cup and the Australian championship for the Farr 40 One Design class as both events will count towards selection in Australia's team for the Admiral's Cup in England in July 2001.

The Telstra Cup, the Cruising Yacht Club of Australia's stand-alone regatta leading up to the Telstra 56th Sydney to Hobart Race, gains in international status each year and the 2000 event promises to be the best ever with new local boats and overseas yachts here for the Hobart Race.

The regatta not only attracts many of the yachts going to Hobart on December 26, but also also many other boats racing to Coffs Harbour and in other regattas in early January.

The Telstra Cup will comprise a seven race regatta over four days, December 13, 14, 16 and 17.

Racing will comprise four 12 nautical mile windward/leeward races off Sydney Heads on December 13 and 16, two 11 nautical mile windward/leeward races on Sydney Harbour on December 14, and a final 20 nautical mile offshore triangle on December 16.

The Cup will comprise IMS and IRC handicap categories, plus special divisions for Sydney 38 One Design yachts and JOG Super 30s. Depending on entries, a Beneteau 40.7 division may be added.

The Farr 40 OD fleet, expected to total nearly 20 boats, including overseas entrants, will be conducted by the CYCA in conjunction with the Telstra Cup, but will comprise eight windward/leeward races on separate courses, all offshore.

The Australian Yachting Federation has agreed that the Farr 40 OD Class Owners' Association select the Farr 40 yacht and crew for the Admiral's Cup, using the Australian championship and the Pittwater to Coffs Harbour race as the evaluation series.

The AYF will use the Telstra Cup as the major evaluation series for the Sydney 40 with several owners indicating their interest.

Only one Corel 45 is owned by an Australian yachtsmen, Ray Roberts, and it is understood that it is being shipped to England.

**BELOW:** Up to 20 Farr 40s are expected to race in the Telstra Cup, part of the selection trials for the Admiral's Cup.







The Jutson 50 Braveheart (Bill Miecklejohn) at the start of the 1999 Pittwater to Coffs race. She won the event on IRC. (Pic - Ian Mainsbridge)

## BIG FLEETS FOR CHRISTMAS RACES

### Fleet of 120 predicted for 20th Coffs Harbour Series

Following the success of last year's near-record fleet in the Pittwater to Coffs Harbour Race, the Royal Prince Alfred Yacht Club is confidently predicting a record fleet of 120 yachts for the 20th Pittwater to Coffs Harbour race.

The Club has retained the January 2 start for the race to Coffs Harbour and has adopted "East Coast Race Week" as the new title for the 2000-2001 Pittwater and Coffs Harbour Offshore Series.

The RPYC race committee has limited the number of entries in this summer's East Coast Race Week to 120 yachts. After last year's fleet of 112 yachts, officials are confident this year's series will be the biggest and best yet.

The Australian Yachting Federation has also nominated the Series as part of the selection program for the 2001 Admirals Cup in the Farr 40 One Design class. Up to a dozen Farr 40's are expected to compete for the chance to represent Australia in England. Race officials also expect around 10 of the Sydney 38 One Designs (which rate well under IRC) to compete in this year's East Coast Race Week.

Five races make up the East Coast Race Week series - Races 1 and 2 will be 15 nautical mile windward/leeward courses on the Palm Beach Circle conducted on December 29 and 30, 2000.

As most competitors embraced the change of start dates last year, the Pittwater to Coffs Harbour race, a 224 nautical mile ocean race, will start on the January 2, 2001.

The two remaining races will be conducted off Coffs Harbour and will start near Mutton Bird Island on January 5 and 6, 2001. The Solitary Island race will be a 20-miler around

some of the most picturesque islands on the East Coast. Race 5 will be a 12 nautical mile windward/leeward. The fleet will be divided into IMS, PHS or IR 2000.

- Peter Campbell

### New sponsor breathes life into Melbourne-Hobart race

After a seven year sponsorship drought, the Ocean Racing Club of Victoria's premier event, the Melbourne Hobart, is back in business for its 28th year with a new major naming rights sponsor. The Club's Commodore, Gary Clapham says, "The Victorian based firm, Indec Consulting has taken-up a three year sponsorship of our bluewater classic. The 480 nautical miles race will be known and promoted as the Indec Consulting Melbourne-Hobart."

The ORCV believes this sponsorship will help breathe new life into the race after only one boat, *Cadibarra 7*, was able to complete last year's gale lashed race and its future was under a cloud.

Indec Consulting's Managing Director, David Gotze says, "Indec is delighted to be able to help reposition the Melbourne Hobart race and give it certainty for the next three years."

I've got a special relationship to the race because in 1993 it was my first major offshore experience and I scored a thrilling line honours win in my yacht, *Prime Example*."

This year's Indec Consulting Melbourne-Hobart includes IMS, IRC, AMS, PHD and Two Handed divisions. The event is part of the three race Sovereign Series, which includes the Cock of the Bay (organised in conjunction with Royal Melbourne Yacht Squadron and the West Point King of the Derwent (organised by the Derwent Sailing Squadron).

- Mike Sabey



# Profile

For almost two decades, Tom and Vicky Jackson have been at the top of British offshore racing with their 35-year old home afloat *Sunstone*. Now the trio are in Sydney, ready to take on the Sydney to Hobart as part of a world cruise. Chris Thompson met Vicky and Tom aboard *Sunstone*.

## SUNSTONE'S TOM & VICKY JACKSON

Since 1981, Tom and Vicky Jackson and their 1965 vintage 40 foot floating home have been a dominant force in British offshore racing. They've been consistent winners both inshore and offshore, and under three different rating systems.

The trio's first big win came in 1985, when *Sunstone* won the Channel Race overall, beating all the Admiral's Cuppers and the rest of the fleet by 20 minutes. Shortly afterwards, she won her class in the Fastnet by 11 hours, taking out the season's points in class. In every year for the next decade, *Sunstone* either won a Yacht of The Year award (an honour she earned six times under IMS and once under CHS (now IRC), or was champion in her class. She also won the Fastnet on IMS, the IMS national titles, and the Channel race on IRC. In 1992 and 1996 she represented Britain in the Com-

modore's Cup, the international IMS teams event for cruiser/racers. In the 1996 Commodore's Cup, *Sunstone* won her class and top-scored in the fleet, with the English team taking home the teams prize.

So how did an amateur crew on an old live-aboard boat become so successful? For a start, both Vicky and Tom are extremely experienced ocean racing sailors, and so keen that at one stage they were regularly sailing around from the East Coast of the UK to the South Coast, completing an overnight race and sailing back, all in the same weekend. They even met while they were both sailing with Vicky's father, who, incidentally, finished first in the 1950 Hobart aboard *Margaret Rintoul*. Vicky, who had sailed her first offshore race at 17 had completed two Fastnets by that time. Tom, a former US naval officer, had also done three. But with suc-

cessful professional careers in higher education and a desire to find a boat to live aboard and cruise, they had to conceive a different approach to winning offshore races.

"Our view was that the only way that amateurs can be seriously competitive with professionals who can spend loads of time on the water, is by sticking with one boat," says Tom. "Unless you're really gifted (and I make no claims to that) the way to be competitive is to really get to know one boat."

Ironically, before they bought *Sunstone* in 1981, Vicky and Tom "weren't looking for a racing boat particularly; we hadn't thought that we would be able to do very much racing and live aboard as well" says Tom. "But it seemed to us that with this boat, we possibly could do both. So we tried it at a regional level for a couple of years, sailing in the (regional east coast)



races, and we did well at that. We tried a few RORC races and really liked it, so we gradually moved our work around to the south coast for the RORC races. By 1985 we did the full RORC season, doing three or four thousand miles of racing per year."

"We did some racing, we were surprised with the performance, and then we became more competitive" agrees Vicky.

Their philosophy of getting to know the boat saw *Sunstone's* performance improve greatly over the years. They now have the reputation of knowing exactly how to trim and helm the boat in all weathers. "We've sailed the boat for 20 years and obviously we've had a lot of helm time," says Tom. "Inshore, Vick does the tactics and I steer. Offshore, we share the steering and navigation and talk about the tactical situation all the time."

"When we first started racing, we, like a lot of people, thought that the boat was a winner in its conditions," notes Tom. "If there was good solid beating the boat would do well, if it was light airs we'd be down the back. Basically, as we've learned about the boat and improved our own skills, we got to the point where we were no longer winning just in those conditions. We were winning across a pretty full range. The only times we tended not to do well was if there was a lot of very light foul-tide beating."

"When we first started racing *Sunstone* seriously, under IOR we used to level rate and in moderate airs sail almost exactly with fairly hot half tonners. By the time we left the UK, we were very unhappy if we weren't beating three-quarter tonners on the water."

Sailing a boat as different as *Sunstone* means that the Jacksons must take a different approach and stress different areas of their sailing. Maybe the foundation of their success is that they have turned their different sailing technique into a source of strength. For example, when racing inshore they have to "bang a few corners" because *Sunstone* won't tack and accel-

ate with the modern boats. That's normally a recipe for disaster, but their record proves that with the right approach, it can lead to success.

"It helps to race for lots and lots of years in the same area" says Vicky. "And by keeping the same boat for a long time; each year we learn more about sailing the boat, particularly in lighter airs where at first we weren't so good. It's about wanting to learn every time you go out sailing; keeping alert and putting information back into the brain after every race, because next time there might be something similar."

"It's doing your homework" adds Tom. "If you don't sail up the first beat before the start to check out the wind, you're probably in for some surprises. And we also notice that many get so focussed on the tactical picture with other boats that they're not looking at what's actually going on with the wind."

On the offshore races, part of the Jackson formula is to sail with a small but compatible crew. "We actually think that carrying around more than seven is definitely a penalty, because of the weight. It's slower downwind, and it doesn't make any difference upwind. The only time you need seven is in a heavy-weather gybe" says Tom.

"It goes back to having a crew that works together and is very competent" says Vicky. "If you've got a lot of people who are doing nothing but sitting on the side deck, they're not enjoying themselves. And with the kind of crew we have, people actually get to do things a lot, and that's a benefit in keeping crew happy and working."

*Sunstone* also helps to keep her crew happy. She has a very practical sea-going interior, with good sea-berths, and a good offshore galley. With just six or seven crew aboard a 10.7 ton boat there's no need to sleep on the rail. Especially in rough conditions, as the Jacksons stress, this is a boat that looks after her crew, rather than needing to be looked after. It means that the crew are always rested, well fed and happy, so when they're on watch they're capable of concentrating on getting the best out of the boat.

It was in September 1997 that Tom and Vicky took early retirement and turned *Sunstone's* transom away from the UK racing scene to start that long-delayed cruising career. Their course took them across the Atlantic via Spain, the Canaries and the West Indies. They then raced in the Newport- Bermuda race, where *Sunstone's* winning record came to an abrupt halt; in a light-air race they came in last as

**"It helps to race for lots and lots of years in the same area ... each year we learn more about sailing the boat, particularly in lighter airs where at first we weren't so good. It's about wanting to learn every time you go out sailing; keeping alert and putting information back into the brain after every race..."**

**OPPOSITE PAGE:** For *Sunstone*, the Sydney to Hobart is just another diversion on a cruise that has so far taken three years. Her course has included the Caribbean and the Tuamotos but Vicky and Tom prefer the cooler areas with challenging navigation such as Maine and Stewart Island (in New Zealand). (Pic- Vicky Jackson).

**RIGHT:** *Sunstone* is extremely practical and comfortable down below. Offset companionway creates space for an aft cabin out of photo to the right. The boat was normally raced in this condition but with less books on board.





# SAILING SUNSTONE

*Sunstone* was built by the famous Scottish yard of McGruers in 1965 to the design of Sparkman and Stephens. At first glance with her long overhangs, teak decks, and varnished topsides and cabin sides, the 40 footer looks to be a typical classic of the '50s. In reality, she is an unusual design- a development of the famous yawl *Finisterre*, (three times winner of the USA offshore classic, the Newport to Bermuda race) but with a sloop rig replacing the yawl and a hull designed to fit the British RORC rating rule instead of the American CCA rule. The influence of the RORC rule means that while *Sunstone* retains *Finisterre*'s heavy displacement, broad beam and keel/centreboard design, she has a much deeper canoe body.

*Sunstone* is significant in another way- Tom Jackson says that, to the best of Olin Stephen's recollection, she was S&S's first "fin and skeg" design. When the centreboard is raised she looks like an old 12m, he says. "If you look at this boat without the 'plate down, you'd say to yourself that boat would never go to windward," says Tom Jackson. "The 'plate makes a huge difference; we've put one tonners about from lee-bows."

So what conditions does *Sunstone* excel in? "Ironically, I think the boat is really a moderate air boat. The strongest conditions are probably between 12 and 18 knots, basically the windspeeds at which most modern boats won't get planing or surfing downwind," says Tom. "At the top end of it, towards 18 knots true, where modern boats are struggling with their number ones and starting to go to the number threes and then struggling in the lulls, we'll carry our number 1 right up to 18 knots or even gusting to 20."

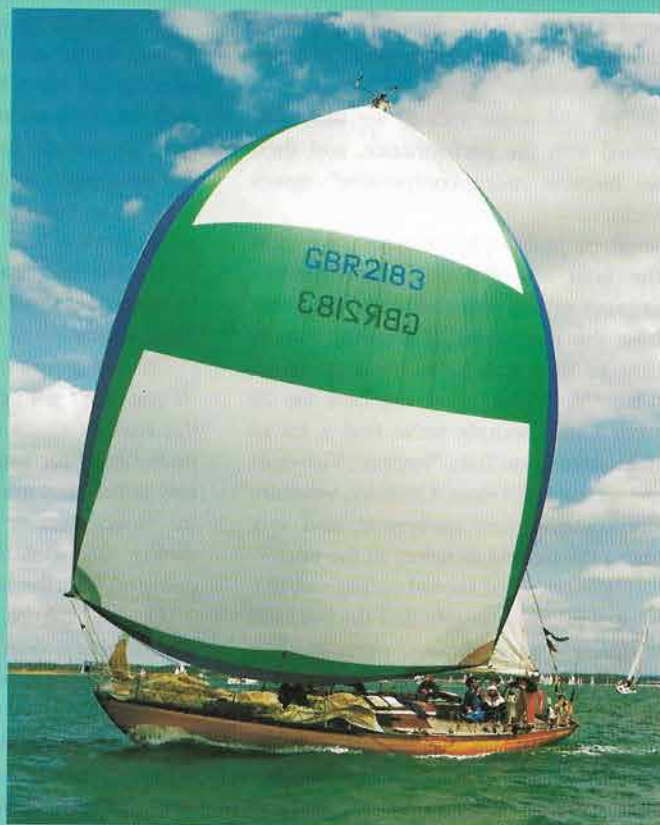
"It's probably easier to say that our worst conditions are light upwind; we are not very good in light upwind, the acceleration's very slow. We actually quite like light conditions downwind, and once we get going our weight works for us" adds Vicky.

"Anything below 10 knots true upwind and down to about 5 knots true, we'll struggle," agrees Tom. "In 8 to 10 knots of breeze, we lose 100m a tack. Five knots and less upwind, we can drift as fast as anyone!"

*Sunstone* has an unusual offset companionway that makes room for an aft cabin to starboard, but she's not a large boat down below by modern standards. By the standards of some modern cruising boats she's spartan- no hot or pressurised water, no refrigeration or even an icebox- but there's a diesel heater, a good galley, good sea berths, and loads of the practical comforts that you pine for when you're rattling around the ocean in a stripped-out lightweight.

The deck layout seems to typify the *Sunstone* way of sailing. The decks are teak planked and the cockpit is snug and comfortable, but (unlike many old local boats) she shows a modern approach in many aspects. She steps a modern two-spreader rig and the stays and tracks have been moved inboard. Her powerful vang is lead to a swivelling cleat on each side of the coachroof so that it can be played from the rail, just as on a modern lightweight, and her owners are more into the details of the mainsheet fine tune and Harken windward-sheeting traveller car than many owners of carbon boats. This is not one of those old yachts where the crew wrap stretchy old ropes around horn cleats and then settle down for a quiet chat while on watch.

Winning so many trophies with an old boat has, of course, ruffled a few feathers. When *Sunstone* won under IOR, many people said it was all because of her age allowance- ignoring the



When the lower rating limit for the 1996 Commodore's Cup was lifted 13 seconds per mile, the only economical way that Tom and Vicky could up-rate *Sunstone* was by increasing spinnaker area. The result was two massive (and magnificent) Bruce Banks spinnakers, 30 % oversize and set off a three-foot penalty pole. The same spinnakers will be in use in the Hobart- cut down but still some way oversize. (Pic - Hamo Thorneycroft)

fact that there were many other boats with almost as much allowance. When UK racing switched to IRC, the same call was repeated. And when the IMS was introduced, there were more calls that *Sunstone* was somehow singled out for lenient treatment. The complaints, says Tom, didn't come from the other top-class crews. "Most of the people we were in close competition with, were supportive. It was some of the people who didn't do so well who complained."

"In 1985 a consortium of owners paid for her to be re-rated on IOR (without any changes) and in '92 or '93 the ORC paid to have the boat re-measured (under IMS) for "research purposes". Once again, it came out the same."

Is there any truth in the rumour that another syndicate of disgruntled owners was being formed, this time to buy the boat and burn it? "They kept saying that, but I think seeing the back of us as we sailed out of the Solent saying we were going cruising put paid to it!" says Vicky.





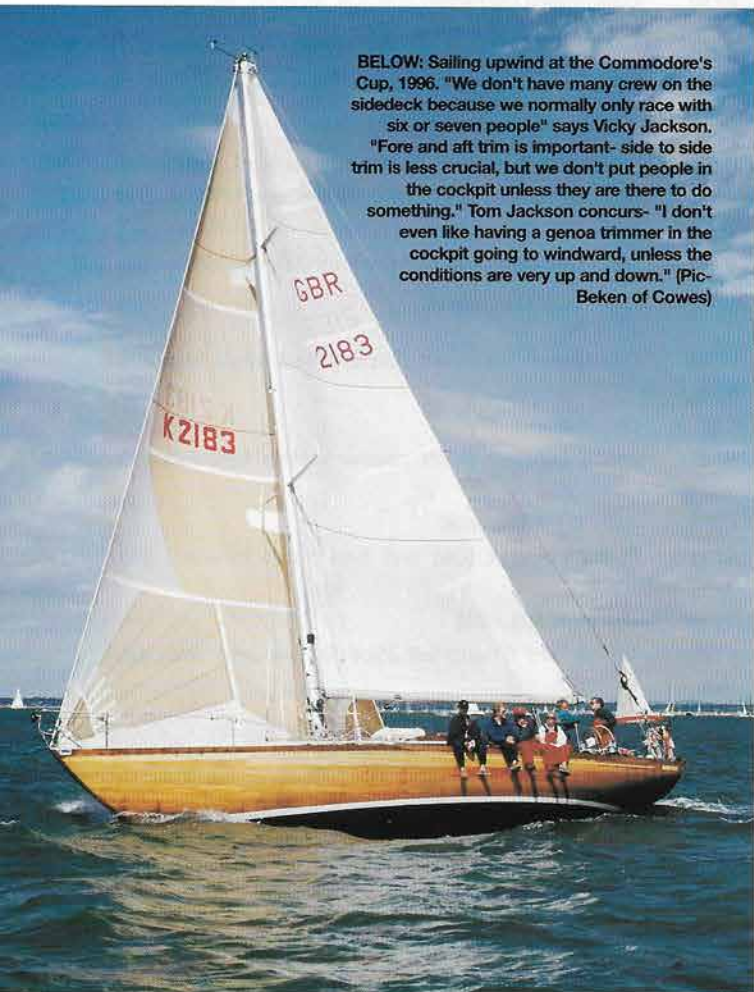
all the boats behind retired. They then sailed up to Nova Scotia and Maine (perhaps their favourite cruising ground) before heading back down to the Caribbean and across the Pacific. They spent two seasons in New Zealand, circumnavigating the country, before heading west across the Tasman for the Hobart race. Apart from the Atlantic crossing, where they brought an old friend who'd long wanted to cross the ocean, all their cruising has been two-handed.

So how does *Sunstone* rate as a cruising yacht? "It's not everybody's cup of tea" admits Tom. "We've lived on it for 20 years, so it's home as far as we're concerned. A lot of people would say that we are doing without things that are fairly essential for comfortable modern cruising. We don't have an inside shower, we don't have pressure water, hot water or refrigeration, we only have 50 gallons of water and about 35 gallons of fuel. Part of the reason is that we wanted to preserve the possibility to race moderately seriously, but to be frank most of the things don't bother us."

"Everyone wants to cruise in a different way, and we enjoy sailing" says Vicky. "I sometimes wonder when you meet other cruisers whether they really enjoy sailing very much. We also don't like waiting around for spare parts and maintaining items of equipment on the boat."

From Hobart, Vicky and Tom plan to sail up to the Barrier Reef before heading north to Alaska. From there on, future plans are vague.

And so to the final question- could they have had the success they've enjoyed, in another boat? With a twinkle in his eye and a grin, Tom declares simply "We'll never know!"



BELOW: Sailing upwind at the Commodore's Cup, 1996. "We don't have many crew on the sidedeck because we normally only race with six or seven people" says Vicky Jackson. "Fore and aft trim is important- side to side trim is less crucial, but we don't put people in the cockpit unless they are there to do something." Tom Jackson concurs- "I don't even like having a genoa trimmer in the cockpit going to windward, unless the conditions are very up and down." (Pic-Beken of Cowes)



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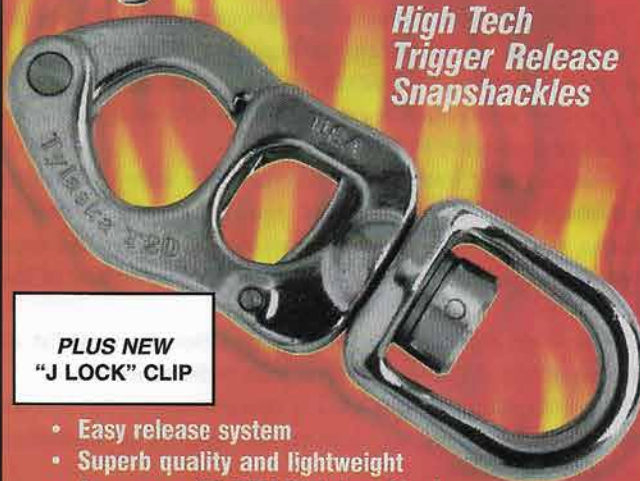
# Dr Who

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Ken Batt, Bureau  
of Meteorology,  
Sydney



## Where's the weather?

**T**he 56th Sydney to Hobart Yacht Race is fast approaching, so it is time to consider once again where sources of weather and oceanographic information are to be found. A number of useful articles on the weather and forecasting are to be found in past editions of the race program, other sailing magazines, courses and books, along with some tips on how to apply this information to your race strategies. This year (as with past years) a comprehensive listing of the sources of weather information for use before, during and after the race is provided in the sections that follow.

Before the race, during the race if you have the relevant hardware (mobile phone or satellite communications) and after (on the way home), you can obtain weather information by accessing the Bureau of Meteorology's internet home page ([www.bom.gov.au](http://www.bom.gov.au)) as well as the "Weather by Fax" (pollfax) Freepoll 1800 630 100 for free main directory. Products are available for around 60 cents/minute, higher with mobile and satellite systems. Some of the more popular products are found at the following numbers:

MSL Analysis	1902 293 5201
MSL Prognosis	1902 293 5211
Satellite Cloud Picture (IR)	1902 293 5201
NSW coastal waters forecast	1902 293 5220
Radar - Sydney	1902 293 5749

For yachts with Inmarsat communication facilities, all products may be obtained through the 'Weather by Fax' service by inserting 61 3 92738 before the last three digits of the product concerned. For example, the MSL analysis can be obtained by dialing 61 3 92738201.

Oceanographic information concerning the state of the East Australia Current can be obtained from the CSIRO's Division of Marine Research home page on [www.marine.csiro.au/yacht\\_races](http://www.marine.csiro.au/yacht_races) from approximately one week prior to the commencement of the race.

Where do I get my weather information from whilst at sea, especially if I'm relying totally on radio sources?

The following listing is a fairly comprehensive list (not an exhaustive listing by any means) of sources of broadcast weather information.

Melbourne Radio (VIM) and Sydney Radio (VIS) are coastal radio stations operated by Telstra Marine. Weather information (warnings, forecasts and observations) is provided by the Bureau of Meteorology; this is the case with all coastal radio stations that broadcast the weather listed below. Vessels receive coastal weather and warnings on 2201, 4426, 6507 and 8176 kHz. VIM broadcasts marine weather

## 24 HOUR WEATHER WATCH

*Times quoted below are EASTERN DAYLIGHT SAVING TIME (EDST). For the stations marked by an \* you would deduct an hour from the time shown below if you wish to use the information during non- Daylight Saving periods.*

0048	Melbourne Radio* (SE High Seas forecast)
0130	Aus. Weatherfax* MSL Analysis valid 1200 (Universal Co-ordinated Time, UTC)
0305	Race Position Sked (weather information, including warnings, can be broadcast if necessary)
0603 and	Sydney Radio* (NSW weather with station reports and SE High Seas warnings)
0648	Melbourne Radio* (Vic/Tas/SA weather)
0655	Coastguard Lochsport (Oil rigs forecast) VHF Channel 67
0715	Aus. Weatherfax* MSL Analysis valid 1800 UTC
0710	Coastguard Lochsport (Oil rigs forecast, weather observations and others) SSB 2524
0710	Coastguard Mallacoota (Oil rigs forecast, Bass Strait forecast plus 0600 LT observations, and NSW coastal forecast) VHF 67
0720	Coastguard Mallacoota (Oil rigs forecast, Bass Strait forecast plus 0600 LT observations, and NSW coastal forecast) SSB 2524
0720	Eden Coastal Patrol (Oil rigs forecast, etc) VHF Channel 67 & 86
0720 VHF	Coastguard Lochsport (Eastern Bass Strait forecast) Channel 67
0725	Penta Comstat (NSW coastal waters forecast) SSB 2524, 4483 & channel 608
0735	Penta Comstat (Qld and Bass Strait forecast) SSB 4483 & channels 608 / 836
0745	Tasmar VHF 67 and SSB 2524 (Tas. weather with station reports)
0835	Race weather sked (weather forecasts, including warnings if necessary)
0810	Tascoast VHF 81 (Tas. weather)
0820	Tascoast SSB 4483 (Tas. weather)
0825	Coastguard Lochsport (repeat of 0710 transmission) SSB 2524
0835	Tascoast SSB 2524 (Tas. Weather)



- 0848** Melbourne Radio\* (Vic / SA / Tas. weather with station reports)
- 0920** Eden Coastal Patrol (Oil rigs forecast, etc) VHF 67 & 86
- 0925** Penta Comstat (NSW weather warnings) SSB 2524, 4483 & channel 608
- 0935** Penta Comstat (Qld and Vic weather warnings and High Seas forecast) SSB 4483 & channels 836/1642
- 1030** Aus. Weatherfax \* 36 hour prognosis
- 1125** Penta Comstat (NSW coastal waters forecast) SSB 2524, 4483 & channel 608
- 1240** Coastguard Lochsport (Bass Strait and Vic. coastal waters forecast) SSB 2524
- 1245** Coastguard Lochsport (Eastern Bass Strait) VHF Channel 67
- 1248** Melbourne Radio\* (SE High Seas forecast)
- 1250** Eden Coastal Patrol (Oil rigs forecast, etc) VHF 67 & 86
- 1300** Aus. Weatherfax\* MSL 24 hr prognosis
- 1325** Penta Comstat (NSW weather warnings) SSB 2524, 4483 & channel 608
- 1335** Penta Comstat (Qld and Bass Strait weather) SSB 4483 & channels 836 / 1234
- 1345** Aus. Weatherfax\* MSL Analysis valid 0000 UTC
- 1345** Tasmar VHF 67 and SSB 2524 (Tas. Weather)
- 1405** Race Position Sked (Weather information, including warnings, can be broadcast if necessary)
- 1448** Melbourne Radio\* (Vic/Tas/SA weather)
- 1510** Coastguard Lochsport (Bass Strait oil rig forecast) SSB 2524
- 1520** Eden Coastal Patrol (Oil rigs forecast, etc) VHF 67 & 86
- 1520** Coastguard Lochsport (Oil rigs forecast) VHF 67
- 1610** Coastguard Lochsport (Bass Strait coastal reports) SSB 2524
- 1620** Coastguard Lochsport (Bass Strait coastal reports) VHF 67
- 1625** Penta Comstat (NSW coastal forecasts) SSB 2524, 4483 & channel 608
- 1705** Penta Comstat (Bass Strait weather) SSB 4483 & channels 608 / 836
- 1710** Coastguard Mallacoota ( Oil rigs forecast, Bass Strait forecast plus 1500 LT observations, and NSW coastal forecast) VHF 67
- 1720** Coastguard Mallacoota ( Oil rigs forecast, Bass Strait forecast plus 1500 LT observations, and NSW coastal forecast) SSB 2524
- 1720** Eden Coastal Patrol (Oil rigs forecast, etc) VHF 67 & 86
- 1803** Sydney Radio\* (NSW forecast and station reports and SE High Seas warnings)

## THE TRUSTED NAME IN SAILMAKING

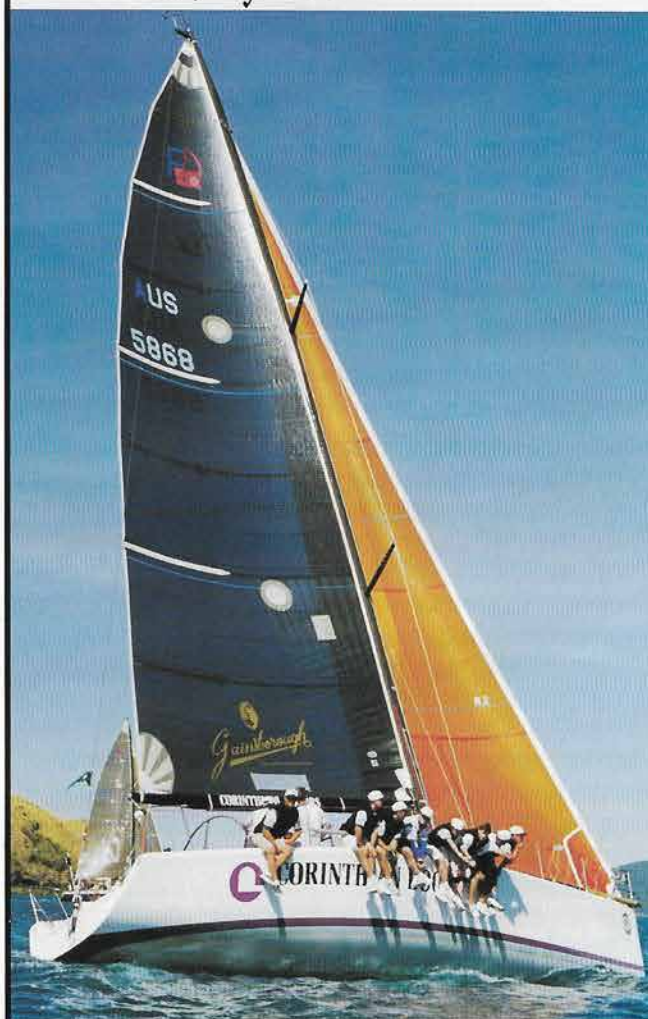


## SAILMAKERS

- \*1st & 3rd IMS Div 2 Sydney - Goldcoast race
- \*1st & 2nd IRC Div 1 Sydney - Goldcoast race
- \*2nd & 3rd IRC Div 2 Sydney - Goldcoast race
- \*1st & 2nd PHS Div 1 Sydney - Goldcoast race
- \*3rd Sydney 38 Australian Championships
- \*2nd Hamilton Island Race Week Farr 40 Class
- \*1st Queensland IRC State Titles
- 2nd IMS Lord Howe Is. Race

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## Please Note:

• Weather forecasts and warnings may also be obtained from Government and commercial AM/FM radio stations as well as from Coastal Patrol and Coast Guard stations (not mentioned above) down the NSW/VIC/TAS coasts.

In weather forecasts and warnings issued by the Bureau of Meteorology, the following should be noted:

• *Wind directions and speeds mentioned are AVERAGES, over a 10 minute period for a height of 10m. Maximum wind gusts may be up to at least 40% more than the average (with severe thunderstorm activity, gusts or squalls could be well in excess of 40% more than the average speed).*

• Wave heights are significant wave heights (which is the average height of the highest one third of the waves). It is important to note that waves higher or lower than this height will occur. Maximum wave heights can be at least double or more the significant wave height. A rule of thumb is that one wave in every 2000 will be roughly twice the significant wave height. Note also that more than one wave train can be present at any time. This could lead to a very complex situation with the increased probability of abnormal or "freak" waves being encountered. The situation where the prevailing wind opposes the ocean current will lead to waves higher than normal.

• The Bureau of Meteorology issues marine wind warnings as outlined below:

**STRONG WIND:** 10 minute average wind speeds 25 to 33 knots - probable maximum gust 46 kt

**GALE FORCE:** 10 minute average wind speeds 34 to 47 knots - probable maximum gust 66 kt

**STORM FORCE:** 10 minute average wind speeds greater than 47 knots - maximum gust unlimited

• In tropical waters, during a tropical cyclone situation, the Bureau could issue a Hurricane warning. This would warn of 10 minute average wind speeds in excess of 63 knots. The gale warning in this situation, would warn for 10 minute average wind speeds 34 to 63 knots, probable maximum gust 88 kt.

The Bureau can also issue Severe Thunderstorm Advises (State-wide) and Warnings (Greater Sydney area in NSW). These are issued for expected or known severe thunderstorm activity and must not be confused with the marine wind warnings list above. Severe Thunderstorm Advises and Warnings will warn for the following:

- \* Large hail (hail equal to or greater than 2cm in diameter) and/or
- \* Damaging wind gusts (gusts equal to or greater than 48 kt) and/or
- \* Very heavy rain/flash flooding (40-50mm in 60 min) and/or
- \* Tornadoes.

• Please note that winds associated with thunderstorms can be very gusty and erratic in direction.

Listen to (monitor) every available broadcast weather source. Above all else keep that weather eye open at all times and log weather elements, such as pressure, wind, cloud, sea and swell so that you can infer trends and hence fine tune the weather forecast if the need arises.

information for Victoria (including Bass Strait), Tasmania and South Australia. VIS broadcasts marine weather information for New South Wales and Queensland.

Apart from the times listed above, VIM will broadcast weather warnings for the coastal areas mentioned above as well as the SE High Seas area at 48 minutes past each even hour during Daylight Saving (48 min past each odd hour during non-Daylight Saving). VIS will broadcast weather warnings for NSW waters and the SE High Seas area at 3 minutes past each even hour during Daylight Saving (3 min past each odd hour during non-Daylight Saving).

**Coastguard Mallacoota** - broadcasts weather daily, including the Bass Strait oil rigs forecast. They broadcast on (and monitor) the following frequencies:

## FREQUENCIES

**VHF67 and SSB2524** - Eden Coastal Patrol - VMR201 broadcasts weather daily, including the Bass Strait oil rigs forecast. They broadcast on (and monitor) the following frequencies:

VHF channels 16, 67 and 86 and monitor HF (SSB) 2182, 2424 and 4620 kHz

**Coastguard Lochsport** - VMR363 is situated in southern Victoria and broadcasts weather information daily. Reports include weather forecasts for Bass Strait, southern NSW (Ulladulla to Gabo Island and 60 nm seaward) plus the eastern Bass Strait Oil Rigs forecast courtesy of ESSO / BHP. This forecast is prepared by the Bureau of Meteorology specifically for ESSO / BHP. It broadcasts on 2524 kHz and VHF 67.

**Tasmar Radio** - VMT232 is situated in Hobart. It simultaneously broadcasts Tasmanian weather on the following frequencies:

HF 2524 kHz and VHF channels 16, 67, 80, 81 and 82. Tasmar also has a 24 hour distress capability via auto seaphone on channels 80, 81 and 82.

**Tascoast Radio** - VH7AM/VH320 is situated in Hobart and is run by Jeff Boyes of the Royal Yacht Club of Tasmania. It broadcasts on VHF channel 81 at 0810 and 1810 local time, HF 4483 kHz at 0820 and 1820 local time and HF 2525 kHz at 0835 and 1835 local time.

**Penta Comstat** - VZX is owned and operated by Derek and Janine Barnard and is situated at Firefly on the mid-north coast of NSW. It broadcasts weather information on 2524 and 4483 kHz and channels 608 and 836 as well as others, at the local times listed above.

**Aus. Weatherfax** is operated by the Bureau of Meteorology in conjunction with the Royal Australian Navy and is officially known as Australian Radio Facsimile - AXM/AXI. AXM is the transmitter which is located in Canberra but is served by information provided by the Bureau in Melbourne (AXI is the Darwin transmitter). It broadcasts simultaneously on 2628, 5100, 11030, 13920 and 20469 kHz 24 hours per day. The products listed above are only a small sample of what is provided and one should consult the Bureau's web-site or switch on their HF fax at 1115 or 2315 EDST to obtain a full listing of products.

Have a great, safe race.





## Offshore's new columnist, international pro Gordon Maguire, does it tough at the Swan Cup in Sardinia.



**S**ome people may call it "furniture racing", but the Swan world cup was one of the most prestigious yachting events in Europe this year. I was sailing the Swan 48 Stephen Ainsworth's *Loki*, a new boat that the CYCA's took on a European tour, leading up to the Swan Cup in Sardinia.

Swan conjures up a cruising image - loads of stainless steel and a large percentage of the Brazilian rainforest down below - but having invested a lot of money in the boats, the owners also invest a lot of money in the people when they go racing. I was incredibly impressed by the standard of the top thirty or forty boats in the fleet; the drivers, tacticians and crewmen were all remarkably good. We

were racing Ib Anderson and Jens Christensen from Denmark, Dee Smith, Russell Coutts and all the Kiwi boys from the black boat.

Because the boats are so big and heavy, it was sort of like a step back in the past. Yachting has become so performance-orientated; I think we have to realise is that the sport definitely has different disciplines, and it's horses for courses. The guys at the Swan worlds absolutely love their boats to bits. They're happy not to be performance-oriented, they're happy to get all the extra bits you get with a Swan - the watermakers, the microwaves. They are big heavy boats, but then everyone there is in big heavy boats.

The 48 is known as a "high per-

formance light air performer" by Swan standards, and Sardinia is typically windy. We tried to just hang in the windy races and hope for one light day to turn the results around. As it turned out, we never did get that one light day - I think the wind averaged around 27 or 28 knots for the week. We were sixth overall, first boat under 56 feet, and second in class. We were beaten in class by *Desperado*, a Swan 65 weighing in at about 35 tonnes, a full-on ketch about 30 years old but with a full set of 3DL sails, including the mizzen. Had we had one light-air race the results would have been very different.

The regatta did remind me of the old IOR days. Those heavy displace-



ment boats are quite amusing, because when you're running downwind and you get an extra five knots of wind the boatspeed only goes up half a knot, so the load on everything quadruples. Because the boats are so heavy they load up massively, much more than modern boats. You think everything's going to break but it never does- the boat just keeps ploughing on. It was nice to be out there in a big heavy boat, knowing that everything was way oversized, way over-engineered, and that everything was going to be absolutely fine.

The boats are quite amusing in close formation, because you get four or five boats running downwind, all of different weights and lengths and of course relative skippering abilities, and you're all rolling. Then you start rolling out of phase, and the masts start to cross- it adds a new tactical dimension to the whole thing. Are you going to bail out and watch from behind, or stay with them and risk getting taken out when they roll and broach?

On the inshore courses they had a fantastic natural gate between an island and the mainland. The channel is probably 1000 yards long and

at its narrowest part 150 yards wide, and when you have a hundred Swans racing through there it's a site to behold. I don't believe there were any crashes, but that can't have been for want of trying, with 100 boats going through, all ducking and diving and calling for water, and rocks each side.

## SAILING THE HEAVYWEIGHTS

The Swan Worlds are one of the few modern regattas where you see world-class sailors racing on heavy masthead yachts. It was amusing to listen to how top-flight yachties re-analysed their racing to change their mind-set for one week once every two years.

We actually tried to sail *Loki* as we would sail a standard modern boat, as much as we could. We'd make small changes in trim, like dropping the car back on the genoa and twisting off the mainsail, just like you do in a typical gust in a lightweight boat. In a big heavy boat you may think there's been no reaction and it's no use changing everything, but actually we found that over a period of four or five gusts that it actually did make

a difference. So trimming and sailing them exactly like you'd sail a light displacement boat actually does work. It's just not as noticeable, because the boat's stiffer and heavier so it can deal with the gust itself, in just its sheer weight.

These boats are actually no more forgiving to race than a lightweight. You've still got to sit them out and lean over the side, you still have to think whether you need that trimmer in or is his weight better over the rail, because exactly the same rules of physics apply. If you have more righting moment you go faster, and if you act and react to the gusts to keep the boat on its feet you'll go faster.

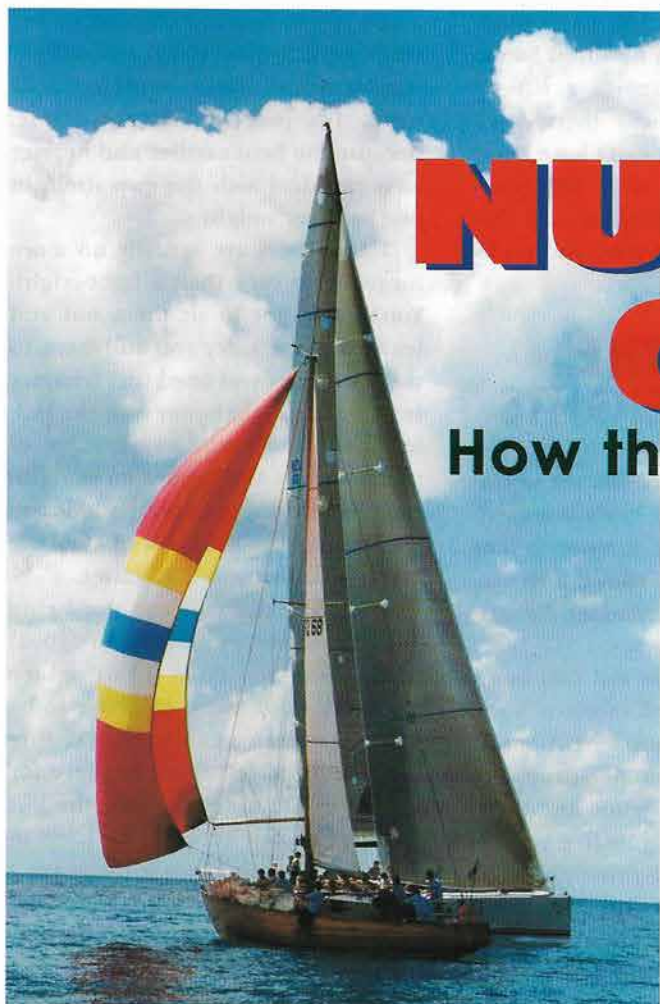
What was difficult was not being able to manoeuvre freely. In a boat like a Swan you must try to reduce the number of tacks, you have to be able to get into a gap on the starting line and be able to stay in there for five or ten minutes because the last thing you want to do is to have to tack. In the early races you can see a lot of guys doing a lot of tacking, and near the end there's definitely not so much tacking going on- there's a lot of strategy being played, rather than tactics like tacking on somebody.

**OPPOSITE PAGE:** *Loki*, Stephen Ainsworth's new Swan 48 from the CYCA, finished sixth out of 94 entries in the Swan Cup. (Pic- Guido Cantini).

**RIGHT:** The massive Swan 80 *Maligaya* dominated line honours at the Swan Cup. In the strong winds, like all the newer Swans, she struggled on corrected time against the older and proportionately heavier boats. (Pic- Guido Cantini). **BELOW:** The Swan 59 *Rejavi Aybea* smashes its way upwind in typical Sardinia conditions. Several of the races saw average winds in the 25-30 range. (Pic- Guido Cantini).







# THE NUMBERS GAME

## How the Hobart is really won

THE LINE HONOURS BOATS MAY GET THE PUBLICITY, BUT THE OVERALL HONOURS IN THE TELSTRA SYDNEY TO HOBART GO TO THE BOATS THAT WIN ON CORRECTED TIME. OFFSHORE LOOKS AT THE SYSTEMS THAT CREATE THE REAL WINNERS OF THE HOBART, AND HOW THEY ARE APPLIED.

The IRC caters for a wide variety of designs, allowing boats as diverse as the turbocharged maxi Shockwave and the 1968 12.2m Koomooloo (seen here crossing tacks) to race together. Examining their corrected times from the Hahn Hamilton Island regatta indicates that they would have finished quite close together if they'd both been racing in the same division. It's in no way a perfect comparison- although sailing the same course, the IRC fleet was starting ten minutes later and (judging from other boats' performances) often seemed to have better conditions than the other fleets. (Pic- Hamilton Island Kodak Express)

To most people, the boat that arrives in Hobart first must be the winner. But to sailors, that's merely a spectacular sideshow. The real winners are those who win on handicap- or, more properly, on "corrected time".

The Hobart is run under three different handicap systems- IMS, IRC and PHS. The IMS and IRC aren't like handicap systems used in horse racing or gold, where the top performers get penalised to bring them back with the hacks. They are scientific "rating rules", designed to compensate for the facts that big boats go faster than small boats, new boats go faster than old boats, and high-tech racing machines go faster than production-line cruiser/racers.

### THE IMS

The IMS is the most complicated and sophisticated rating rule ever devised. The entire hull shape and weight of the boat is measured by computer at several hundred points. Its stability, sail area, and other factors are also measured and the results fed into a "velocity prediction programme" or VPP. The VPP assesses the efficiency of the water flow over the hull shape, the

amount of drag it will create as it moves through the water, the power it has to carry its sails, the efficiency of those sails, and many other factors. It's sophisticated enough to measure the leverage of the crew's weight on the rail, and the effect of twist on sail power.

The computer then generates a matrix of 70 different speed figures, each an estimate of the yacht's actual speed through the water on each of ten different wind angles at seven different wind strengths. Each boat has a different speed estimate, and therefore a different handicap, for each one of these conditions. For example, a skinny lightweight unstable yacht will be assessed as being fast downwind, but slow upwind in a breeze.

Boats that have enough cruising-style accommodation to qualify as "cruiser/racers" also receive the "dynamic allowance", which reduces their rating to reflect the fact that boats with heavier construction or cruiser/racer features go slower in big waves. For the Sydney to Hobart the optional age allowance is also factored in, reducing the rating of older yachts by about 0.5% per year (to a maximum of 10 years) to make allowances for advances in design and construction.

The IMS therefore makes allowances for the fact that some boats are better in certain conditions than other boats, even if they are around the same speed overall. It also makes allowances for the fact that small boats go proportionately better in light winds, and big boats do better in strong winds.

The IMS is a very complex rule which does the job it was meant to do, by allowing a wide variety of different types of boats



to compete. Unfortunately, like almost any rule it can be beaten by designers, who can zero in on the system's weak points. Recent examples are some thinly-disguised Grand Prix racers that manage to squeeze in so-called "cruising" features so that they qualify for the dynamic allowance. Still, although the IMS is facing strong competition from IRC and other handicap systems, the IMS fleet remains the grand prix class of the Hobart race fleet.

The IMS fleet is divided into several divisions, with yachts grouped so that boats of similar style and performance are competing in the same division. Unlike other areas of the IMS (and the way division allocation is done in other countries) the allocation is carried out by the CYC's race office staff.

## THE IRC

The basics of IRC are different from any other rating rule. One major difference is that the rule handicaps some vital factors, such as the efficiency of the hull shape, by "factors" that are kept secret and are known only by those who run the rule,

the staff of the Royal Ocean Racing Club's rating office in England.

The second difference is that the rule attempts to cater for a very wide variety of boats, from water-ballasted maxis to old cruisers. Thirdly, the rule was always intended as a second-tier rule for older boats, cruiser/racers and club racers. It was never designed as an international Grand-Prix rule like the IMS.

The IRC does use normal measurements for many vital factors- hull length, sail area, beam, draft, and displacement. Then the secret formulae like the "hull factor" and "rig factor" come into play. The hull factor relates to the rulemaker's estimate of the efficiency of the hull and keel shape. Although the details are



Former Hobart winner Ausmaid is remeasured to check her rating before the Telstra Sydney to Hobart. The jerrycans of water on the end of the spinnaker poles projecting from each side enable the boat to be heeled over slightly. This "inclination" test measures stability, which is a vital part of the IMS rule and also provides a crucial method of identifying unstable boats and preventing them from entering long offshore races. Each re-measurement costs about \$800 and the inclination test must be carried out in very calm conditions. Those running top-level IMS programmes get used to spending their early mornings (and their money) measuring boats in the protected upper reaches of harbours.

secret, it's generally accepted that the hull factor is based on information such as the displacement to length ratio, the boat's age, the interior fit-out, and the hull material.

Malcolm Runnels, a yacht designer

## Butchers are no different to brain surgeons. (hey, they both cut meat don't they)

If you really believe that, then pray you never get a headache. The point is that the ability to pick up a knife does not make you a surgeon nor does producing a fibreglass stick make a sail batten.

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## CONSTRUCTING THE HOBART

The IMS results for the Telstra Sydney to Hobart are calculated on a "pre-constructed" course. On the day before the race, staff on the sailing committee meet with representatives of the Bureau of Meteorology. The Bureau staff present a weather forecast for the start of the race. Using the forecast, the sailing committee "races" a typical mid-fleet (12m long) yacht through a simulated race to Hobart, using the speeds predicted by the boat's IMS certificate for the winds that are forecast. The "sample" boat moves down the simulated course to Hobart, hour by hour, according to the wind conditions that the Bureau staff predict will be experienced in each period of the race, in the position the yacht has reached.

As the sample yacht moves down the course, the forecast wind strengths and angles that it meets are recorded. These wind figures, adjusted by the sailing committee in light of the 54 years of race history, are then used to "construct" the course. A typical pre-constructed course may say that the boat will encounter 24 hours of running with a 16 knot north-easterly blowing at an angle of 135 degrees, 20 hours of going upwind into a 20 knots southerly, six hours of reaching in a ten knot breeze from 90 degrees after the front passes through, then three hours of reaching in an eight knot breeze from the same direction, and so on. This is an over-simplification- the actual constructed course is usually more complicated.

Once this information is recorded, the predicted performance for each yacht in the IMS fleet is calculated, according to its various handicap for the wind conditions that the "sample yacht" should encounter. Each condition is "weighted" for the length of time that the conditions will exist. The highest-rating boat is then assigned a Time Correction Factor ("TCF") of 1.000, and the rating for each other boat is given as a decimal of the highest-rating boat's figure. This is the rating that will be used when the final results are calculated.

Of course, weather forecasts aren't always reliable, and even if they were, the bigger or smaller boats may get very different conditions from those experienced by the sample mid-fleet yacht. Mark Robinson, a handicapping expert on the CYCA's sailing committee, says that these variations don't have much impact on the race. Because most of the Hobart course is well away from the coast, the race is generally run in a pretty predictable weather pattern, he says. The entire fleet generally encounters the same conditions, he believes, and whether a southerly arrives 12 or 15 hours after the start has little impact on the handicaps. As an exercise, Robinson has re-scored past races as if they were sailed in different wind conditions. Invariably, he notes, the top placings remain unchanged. The boats that take the top trophies generally do by such margins that changes in the course construction and handicaps have no real effect. Only from about seventh place onwards are there any alterations in the corrected time order, and even those are minor.

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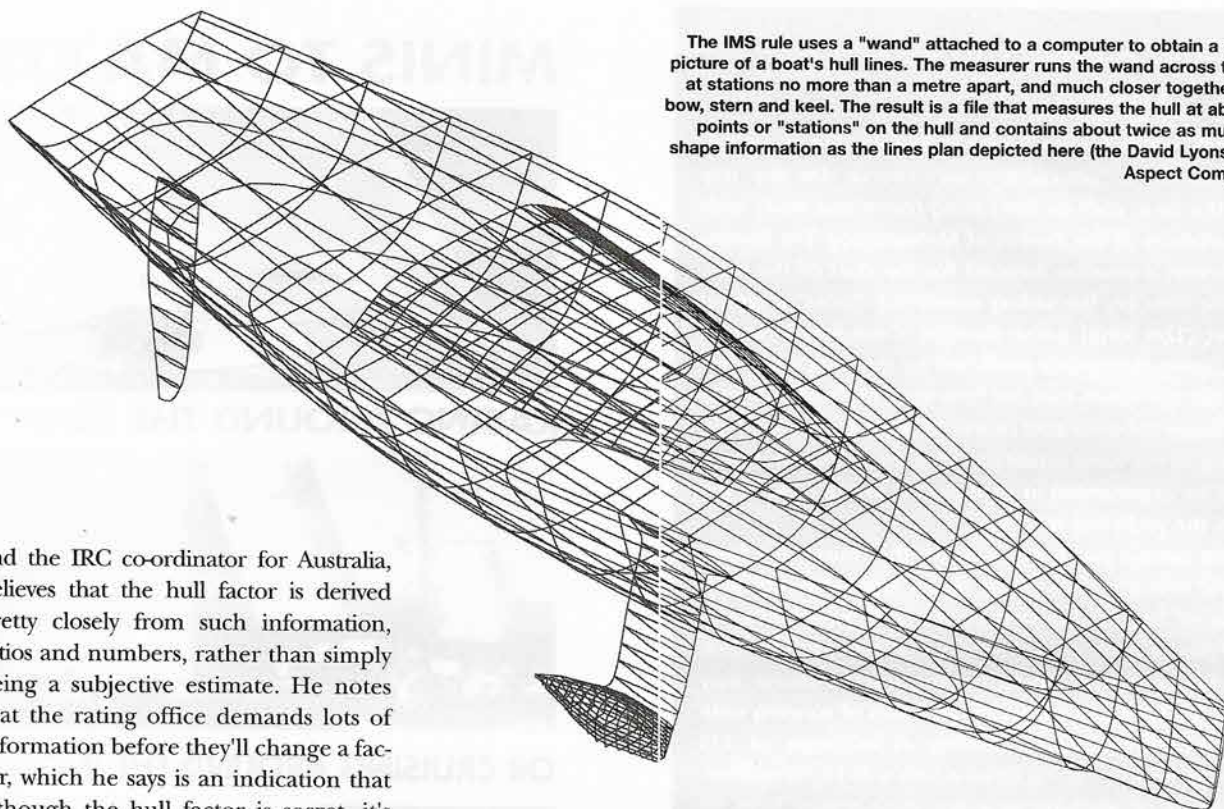
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RG/DP14



The IMS rule uses a "wand" attached to a computer to obtain a detailed picture of a boat's hull lines. The measurer runs the wand across the boat at stations no more than a metre apart, and much closer together at the bow, stern and keel. The result is a file that measures the hull at about 700 points or "stations" on the hull and contains about twice as much hull-shape information as the lines plan depicted here (the David Lyons design Aspect Computing).



and the IRC co-ordinator for Australia, believes that the hull factor is derived pretty closely from such information, ratios and numbers, rather than simply being a subjective estimate. He notes that the rating office demands lots of information before they'll change a factor, which he says is an indication that although the hull factor is secret, it's not just decided on subjective grounds or the whim of the office staff. However, there have been instances where sisterhips with identical figures and dimensions have ended up with different hull factors- and therefore quite different ratings.

The hull factors average about 9 and range from about 11 (for a boat like a Farr 40 OD or Inglis lightweight) to about 7.5 for an old heavy IOR boat like an S&S 34. In between are found boats like the First 40.7 around 10, the Sydney 36 and the old Farr 40 one tonners at around 9.3, and the Northshore 38 or Farr 1104 at around 8.

The second "fudge factor" is the rig factor. Through another secret formula, it penalised features like multiple in-line spreaders, runners and checkstays, which create a highly efficient and controllable rig. A boat with runners will normally rate about .002 higher than an identical boat without. The rule also gives allowances and penalties for carbon masts, swept-back spreaders, and cruising-yacht features like roller furling and mast-mounted radar.

While the hull and rig factor numbers are available, the actual formula by which they are derived, and the way it affects the yacht's rating, remains a well kept secret. Because they are secret, designers can't outwit the rule. However, being designed

as a club-level rule, the IRC isn't well suited to top-level competition among those owners and designers who believe that outwitting the handicappers is part of the game, and the secret nature of the allowances means that the rule lacks the certainty of IMS and some other systems.

IRC races are won by a wide variety of boats, from old heavy masthead riggers to new lightweights. Malcom Runnels says that boats as small and light as Elliott 7s are competitive. Still, he agrees, the rule tends to favour moderate displacement and lots of stability.

## PHS

Unlike IRC or IMS, the Performance Handicap System doesn't attempt to measure a boat's performance potential. It just aims to assess the boat's actual performance; the slower the boat's actual finishing times, the lower the handicap. It doesn't attempt to measure how much of that performance is due to the boat, and how much of it is due to the way it's equipped or sailed. Like a golf handicap, or a grading system in other sports, PHS is meant to give all those who compete the same chance to win, regardless of their level of expertise.

Under PHS it is possible (and normal) for two identical boats to have dif-

ferent handicaps, if one is sailed or equipped better than the other. An expert, determined crew on a slow boat may actually have to give an allowance to a crew who are doing an inferior job of handling a boat that's potentially much faster. Because PHS measures actual performance rather than potential, it does compensate the boats that are slowed by older sails and gear. It's often the system of choice for those who feel that they don't have the budget to compete under systems like IRC or IMS. It also caters for the occasional boat that doesn't rate well under either of the other two systems.

The PHS handicaps for the Telstra Sydney to Hobart are single-number TCFs derived from a huge database of yachts and races, held by the major Sydney clubs. The PHS handicaps are adjusted race by race, and even races that take place many miles from Sydney are factored into the database. This database allows most boats to be given an accurate handicap based on their past performance. Boats that aren't listed are asked to give information on their racing performances, or are given a handicap based on the race committee's best estimate of their performance.

- Chris Thompson





# The CYCA and its partners

**Telstra has become synonymous with the Cruising Yacht Club of Australia's Sydney to Hobart Race, an ideal outcome in any marketing managers' language. The Club's association with Telstra, however, is more than a business arrangement; it is a friendship that has developed over many years.**

Once again, Telstra has worked very closely with the CYCA to bring their communications expertise to this year's race to enhance safety. The fleet will again enjoy the benefits of having direct communications with the race centre via Telstra's Inmarsat-C units. This technology will be provided at no cost to the competitor thanks to the generosity of Telstra, our partner of six years, and for the first time, the Netherlands based company Station 12.

Whereas the fleet used to disappear from sight leaving the public guessing as to their whereabouts, this technology has finally made the event media friendly and it has meant that family and friends can track their loved ones to Hobart in less than half-hour intervals via the web site.

The resources that have gone into this year's web site [www.sydneyttohobart.telstra.com](http://www.sydneyttohobart.telstra.com) far exceed anything Telstra has done in the past and web users are sure to appreciate not only the tracking system but the added features and the ability to move between pages more easily.

Behind the scenes, there is an enormous amount of work carried out by CYCA staff and volunteers in running an event of this magnitude. A tremendous amount of additional work has been created since the 1998 race and the extra effort of staff - particularly in

the Sailing Office - and volunteers in implementing the Club's own recommendations and those that have surfaced during the Coronial Inquest is very much appreciated. Attendances at safety seminars organised by the CYCA and other yacht clubs around Australia continue to impress and delight organisers and we thank all those involved.

Over the years, the Young Endeavour has become an integral part of the event as the official Radio Relay Vessel and this year we welcome the new ship captain Lieutenant Commander Andrew Davis, who will lead the crew to Hobart.

Production of this year's live telecast and subsequent news coverage of the race will be under the expert guidance of Executive Producers John Palmer and Steve Bush from Ultravision, in conjunction with Network TEN. All involved will be working hard to bring an exciting and broad coverage to the live telecast of the race start, right through to the finish in Hobart.

Traveland, our official travel company, is once again offering discounted fares to competitors as well as transporting crew bags and sails to Hobart.

Musto Line 7 will supply a quality and diverse range of official race merchandise to suit all sailing and non-sailing types.

Audemars Piguet is the official timekeeper for the event and a great sup-

porter of the CYCA. They have generously donated a number of exceptional timepieces to the Club including the four clocks in Reception and the free-standing, weather proof clock on the deck that was two years in the making. Audemars Piguet will also offer a ladies timepiece worth more than \$7,000 to the overall winner of this year's Telstra Sydney to Hobart Yacht Race.

Tattersalls, which donated the George Adams Trophy in 1945 as the trophy for the overall winner, will again strike a special medallion for each of the crew members aboard the winning yacht. Competitors should also be aware that last year Tattersalls made a generous financial donation towards the cost of a new radio antennae farm in Hobart, one of the recommendations from the CYCA's review into the 1998 race. All those who go to sea in Tasmanian waters as well as the Telstra Sydney to Hobart fleet now enjoy the legacy of this donation.

Waterways continue to assist us to manage the event professionally and Chris Bolton and his team do a terrific job of guiding enthusiastic spectators on Boxing Day to ensure the fleet clears the harbour safely. Volunteer Coastal Patrol, coast guard volunteers and Water Police assist Waterways in this huge exercise.

The CYCA is comforted by the fact that those sailors who retire from the race will be looked after by the coastal communities of NSW, particularly the community of Eden. Our Eden liaison officer Robyn Malcolm has once again spent a good part of this year coordinating with local services and authorities to prepare for the 2000 Telstra Sydney Hobart Race.

Our partners in Hobart, the Royal Yacht Club of Tasmania are very special to the event and to the CYCA. The event could not be run successfully without their tremendous support and the team of volunteers who work around the clock to ensure all the boats finish safely and are berthed correctly. The Hobart Ports Cooperation, Tasmania Police Water Division and the Hobart City Council also play an important role in welcoming the fleet and providing the facilities to make their stay memorable.

**Lisa Ratcliff**  
Public Relations CYCA





# On-water action goes on-line

## Official 2000 Telstra Sydney to Hobart Website now online

**T**he official website of the 2000 Telstra Sydney to Hobart Yacht Race went live at the launch of the bluewater classic hosted by Telstra and the Cruising Yacht Club of Australia.

This year's website will feature real-time news, audio, video and web camera action to provide an up-to-the-minute experience and present spectators around the

world with coverage of the world famous event.

Site producer, Kelvin Moore, believes that one of the most popular features will be the yacht tracking section where position reports are delivered live to a web page via Inmarsat-C units.

Family and friends will be able to track loved ones from the time they round Sydney Heads until they cross the finish line in Hobart, courtesy of the Inmarsat-C tracking. Station 12 BV has joined Telstra MobileNet to provide the fleet with this global satellite communications and safety equipment.

The overwhelming response to the official race site generated by last year's event, with some 8 million hits, has committed Telstra to

again providing up-to-the-minute information.

Kelvin Moore, Senior Online Producer for telstra.com, has many years experience as a journalist and web producer, and is also a keen yachtsman who has tackled the Sydney to Hobart twice himself.

Kelvin says the site is set to be even more popular this year with the presence of the largest line-up of big boats since the 1994 50th anniversary of the race generating a great deal of public interest.

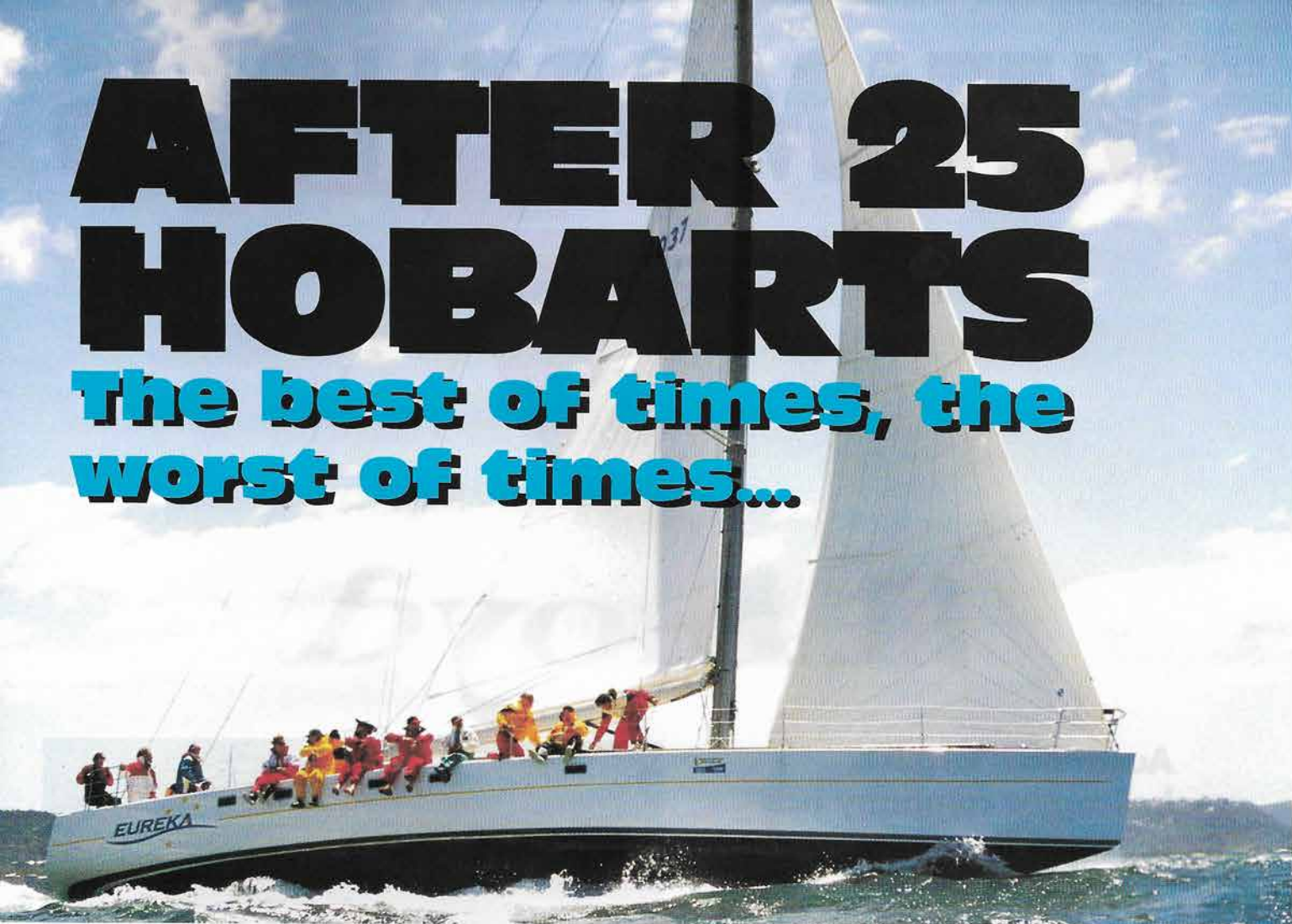
The initial spotlight will be on the prestigious lead-up regatta, the Telstra Cup, which will showcase the website's exciting new technology ahead of the Telstra Sydney to Hobart.

[www.syd-hob.telstra.com.au](http://www.syd-hob.telstra.com.au)



# AFTER 25 HOBARTS

## The best of times, the worst of times...



Captain Hugh Treharne will do his 26th Hobart on *Eureka*. (Pic - Sandra Sweeney).

### MAURIE CAMERON

Ask Maurie Cameron about his favourite Hobart, and he'll recall the 1980 race, when he was watch captain aboard *Helsal II*. Today the skinny 20m Adams is one of the fleet veterans, but at the time she was a record-breaker, the first "ULDB maxi sled" in Australia. She had a match race all the way to Tasman Island with the 20.5m Farr *New Zealand*, sailed by America's Cup and Round the World race legend Sir Peter Blake.

"Every Hobart's interesting, but 1980 was the most exciting one. We had a definite race, more so than we had other years. We were like two dogs, locked together. We were never out of sight of each other all the way to Tasman Island" says Maurie.

"She (*New Zealand*) got a good start, we didn't get a particularly

good start, and she got away, but we caught her by Bondi. We led her all the way down to about three-quarters of the way across Bass Strait. I was one of the watch captains and I was steering when it was really puffing in. We had all the bullshit about hitting 27 knots and that sort of stuff; the speedo overruns, but we were going fast! It was a dead square run, and you had to keep gybing all the way down, which is quite fun in a large boat..."

"The breeze dropped out in the night and he (Blake) was about half a mile to a mile away from us when daylight came. We stuck together all the way down the Tasmanian coast, but when the breeze dropped at Tasman Island at 6 o'clock he got around the corner and we didn't. We got there in something like two days and 20 hours, but he ended up beating us by about two hours."

Since 1985, Maurie Cameron has taken part in every race aboard the 12.2m Davidson design *Hog's Breath Witchdoctor*. Cameron is a member of the CYCA's infamous *Rum Consortium*, which owns the boat, and he is the designated skipper. How have the members of the Rum Consortium kept the syndicate together all that time? "Alcohol- alcohol and bad behaviour...Most of us have known each other a long time, and we're pretty laid back."

The 21 year old alloy IOR design is not an overall contender, but racing in the PHS division suits Cameron just fine. "I find the divisional racing more enjoyable. It's a nice way to go and we have a lot of fun."

It was just last year, skippering *Witchdoctor*, that Maurie had his worst-ever Hobart. The strong reaching breezes that pushed the leaders



home in record time turned to gale-force headwinds for the bulk of the fleet. "Last year was just bloody awful. To us, it was more awful than the '98 race. We realised, more than we had in '98, why people got into so much trouble in that race."

"We were unscathed in the '98 race, but last year the tailenders got the buggery beaten out of us. Earlier in the piece one of the crew had broken his ankle; he had a leather seaboot on so we left his foot in that and put him in the bunk. We were down to a storm jib and a trysail, and the waves were really bad. Our trysail got chafed on a halyard that that wasn't put away and ripped, so we only had the jib. The bloke steering was trying to keep up to weather, and it wouldn't hold up without the trysail. The waves were big, and finally one wave just rolled us backwards. He ended up being dumped into the cockpit and broke his shoulder, so with two reasonably serious injuries on board we decided to pull the pin. We were about 60m south of St Helens, but by the time we got in we had been blown off Eddystone (about 45km north). It was a bastard, I can tell you."

Does he ever think "never again"? "I haven't thought that for years- you forget pretty quickly."

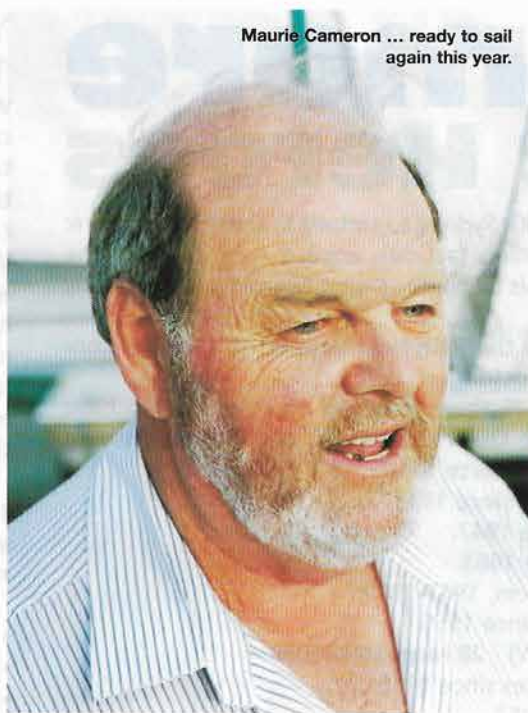
## HUGH TREHARNE

**H**ugh Treharne will always be best remembered as tactician aboard the 12 metre *Australia II*, but he's also won the One Ton Cup (Australia's first-ever official ocean racing world championship), the Admiral's Cup (in the tragic year of 1979), and completed 25 Hobarts.

Treharne did his first Hobart in 1968, aboard Norm Brooker's Swan-



Hugh Treharne will sail his 26th Hobart aboard the Sydney 60 *Eureka*. She won line honours in the Gosford to Lord Howe race just a few weeks after being launched.



Maurie Cameron ... ready to sail again this year.

son 36 *Moonbird*. He started his Hobart career with a typical Treharne result- a win in Division 2. "Over the years I've had a first, a second, a third, a fourth and a fifth. If you go in enough of them I suppose that sort of thing happens."

He's won the race twice- with Syd Fischer aboard *Ragamuffin* and aboard Nigel Holman's *Cuckoo's Nest* in 1993. The 1993 event was one of the worst Hobarts- it was the first race in which boats sank- but the little 12m *Cuckoo's Nest* finished an incredible second across the line. "It wasn't too flash" he recalls. "I remember that I was shivering for a day and a half before we finished."

But 1993, says Hugh, wasn't the worst Hobart he's completed. "The one in '70 was really bad for a long time. I was on the first *Ragamuffin*, the one that became *Margaret Rintoul II*. *Pacha* beat us by about five minutes. It was a cold south-westerly wind, it was freezing, and it just didn't seem to let up. A lot of people I've talked to reckon it was the hardest one ever."

The conditions were so bad that even *Ragamuffin*, always superbly sailed and expertly navigated, got lost. It was an incident that may seem surreal to those who have started sailing since electronic aids became available, those who can't remember the days when navigation consisted

**"Every Hobart's interesting, but 1980 was the most exciting one ... we were like two dogs, locked together. We were never out of sight of each other all the way to Tasman Island"**

of star-sights in clear weather, or dubious dead reckoning in over-cast conditions.

"We got lost- we couldn't find Tasman Island, until Peter Emery sighted it- over the stern! We were on a tack away from it and we were too scared to tack towards it, because we didn't know where we were- there was a gale blowing and the fog was obliterating the light. It was just one of those hard-luck stories- you don't worry about things like that."

And what about the best Hobart ever? "I sailed down with Jack Rooklyn on the maxi *Ballyhoo* when *Kialoa* broke the record, all those years ago (1975). That was an easy race- it was nice and warm, with following breezes- it couldn't have been better! There was a long period of very heavy downwind sailing; it was quite exciting charging up and down waves at 20 knots for long periods of time. We finished in warm weather, which is pretty rare. We went up the Derwent in a fresh northerly and it was like a hot westerly in Sydney Harbour, it was so warm. A big boat like that, good companionship; I remember it with a lot of warmth. They're all good fun but that was particularly good fun."

Hugh has done most of his later Hobart races aboard his Peterson 52 *Bright Morning Star*, which he used as a sailing academy. She's now been replaced by the new Sydney 60 *Eureka*, owned by Mooloolaba's Robbo Robertson. When Offshore spoke to him just before the boat's first event, the Gosford to Lord Howe race, he was enthusiastic about the step up in performance. And in typical Treharne style, she finished the race in first place.

- Chris Thompson



# Two more Hobart Heroes

The two, who each completed his 25th Sydney to Hobart in the 1999 race are:

- Hugh Treharne (NSW) the winning tactician aboard Australia II in the 1983 America's Cup and skipper of his 52-footer Bright Morning Star in many Hobarts.

- Maurie Cameron, bestknown as the long-time skipper of the Rum Consortium's yacht, Hogs Breath Witchdoctor.

Treharne and Cameron bring to 46 the number of yachtsman who have been recorded by the CYCA and the Quiet Little Drink organisers as having competed in 25 or more Sydney to Hobarts:

- Richard Hammond (NSW) - 40 races since 1953.
- John Bennetto (Tas) - 39 races since 1947.
- Lou Abrahams (Vic) - 37 races since 1963.
- The late Peter Green (NSW) - 35 races, 1947-1989..
- Richard Norman (NSW) - 35 races since 1955.
- The late TWT (Bill) Thompson (NSW) - 28 races 1956-1988
- Don Mickleborough (NSW) - 34 races since 1958.
- Bernie Case (Vic) - 36 races since 1962.
- Tony Cable (NSW) - 36 races since 1961.
- Colin Betts (NSW) - 34 races since 1955.
- Bill Ratcliff (NSW) - 33 races since 1963.
- Tony Ellis (NSW) - 33 races since 1963.
- Bruce Gould (NSW) - 32 races since 1963.
- Don Lang (Vic) - 32 races since 1952.
- Syd Fischer (NSW) - 31 races since 1962.
- Colin Wildman (NSW) - 31 races since 1963.
- Albert Mitchell (NSW) - 30 races since 1954.
- Magnus Halvorsen (NSW) - 30 races since 1946.
- Max Crafoord (NSW) - 30 races since 1953.
- Bruce Jackson (NSW) - 29 races since 1952.
- David Lawson (NSW) - 29 races since 1961.
- Fraser Johnston (NBSW) - 29 races since 1963.
- Peter Kurts (NSW) - 28 races since 1964.
- Lester Nibbs (Tas) - 29 races since 1960.
- John Solomon (Tas) - 28 races since 1967.
- Roger Howlett (Tas) - 28 races since 1969.
- Josko Grubic (SA) - 26 races since 1966.
- Alby Burgin (NSW) - 27 races since 1951.
- Stan Darling (NSW) - 27 races since 1947.
- Geoff Rouvray (NSW) - 27 races since 1967.
- Des O'Connell (NSW) - 27 races since 1947.
- Peter Shipway (NSW) - 27 races since 1968.
- Rolfe Mische (NSW) - 27 races since 1963.
- Richard Bearman (NSW) - 27 races since 1969.
- Peter Joubert (Vic) - 27 races since 1968.
- John Mooney (Vic) - 27 races since 1969.
- Linday May (NSW) - 27 races since 1973.
- Alan Butler (Vic) - 26 races since 1946.
- The late Russell Evans (Vic) - 26 races from 1968-1985.
- David Kellett (NSW) - 26 races since 1968.
- Graeme Freeman (Tas/NSW) - 26 races since 1970.
- Warren Anderson (NSW) - 26 races since 1970.
- Lew Carter (NSW) - 26 races since 1973.
- Simon Firth (Tas) - 26 races since 1973.
- Hugh Treharne (NSW) - 25 races since 1968.
- Maurice Cameron (NSW) - 25 races since 1974.

## Yachtswomen - 10 years plus

While men have dominated the crewing positions in the Sydney to Hobart races over the years, there have been women on board competing yachts since 1947. Women sailors who have completed 10 or more Sydney to Hobarts have been recognised by the Tasmanian Government, along with men who have sailed in 25 or more Hobarts, with the presentation of a special medallion.

Women who have competed in 10 or more Sydney Hobarts up to and including the 1999 race are:

- Audrey Brown (12) sailing and aboard the radio relay vessel
- Vanessa Dudley (11)
- Amanda Wilmot (11)
- Kerry Goudge (10).



The first Ragamuffin, now Margaret Rintoul II, was Hugh's boat for his "worst ever" Hobart, back in 1970. The race was sailed in a howling, bitterly cold southerly with poor visibility and huge seas that rolled even heavy yachts. Treharne still rates the classic "leadmines" of the late '60s and early '70s as great boats to sail.

## Records by yachts

Some 4,500 yachts have entered the Sydney to Hobart Yacht Race since the inaugural event in 1945. Many of them have continued to sail in the 630 nautical mile race for years and years. The record number of races by individual yachts - 22 Sydney to Hobarts - is held by the classic timber yacht Mark Twain, a Sparkman & Stephens-designed 38-footer owned by Hugh O'Neill, a member of the Sydney Amateur Sailing Club in Sydney.

Built in 1971 as an IOR One Tonner, Mark Twain was owned in Melbourne until 1984. Since then O'Neill has skippered her in almost every Sydney to Hobart, plus a dozen Gosford to Lord Howe Island races, gaining division placings in the Hobart and divisional wins in the Lord Howe Island event.

- Peter Campbell



## AMERICA'S CUP HOTTING UP, EXCEPT IN OZ

The next America's Cup competition does not start until October 2002 in Auckland, the Cup match itself in February 2003, but America's Cup interest is already building up around the world. Except, it seems, in Australia where Syd Fischer has challenged through the Royal Sydney Yacht Squadron, although another syndicate was being mooted some months back.

All is quiet in Syd's camp at present, but rest assured the grand old campaigner will be back in 2002-2003, hopefully with a strong Young Australia team to follow on from the 1999-2000 Cup in Auckland.

Sponsorship is extremely hard to obtain in any sport in Australia, in the wake of the Sydney 2000 Olympics, but overseas there appears to be no shortage of corporate backers for the America's Cup and other major yachting events.

Take the illbruck Challenge, an international team of many of the world's best sailors led by John Kostecki and supported by the global company, illbruck GmbH, headquartered in Leverkusen, Germany. Illbruck is currently campaigning two yachts for the Volvo Ocean Race around the world, including having one of its boats in Australia to contest the Telstra Sydney to Hobart Race.

In early November, at the Hamburg Boat Show, the illbruck Challenge announced that, in partnership with the Dusseldorf Yacht Club, it was launching the first-ever German America's Cup campaign.

Michael Illbruck, chief executive officer of illbruck GmbH, said the campaign "will start with a one-boat program for America's Cup XXXI in 2003 with our eye on victory in America's Cup XXXII." He added, "The powerful performance it will take to win the America's Cup is not something that

comes overnight" - a realistic comment that can certainly be echoed by many other previous challengers.

The Dusseldorf Yacht Club, founded in 1908, has a membership of 480 and is a shareholder and organizer of the well-known annual North Sea Race Week.

The Illbruck family has sailed from the club for many years. The illbruck sailing team is currently in Australia in the midst of a four-year campaign to compete in the 2001-2002 Volvo Ocean Race. To encompass all of the team's racing projects, the team name has been changed from illbruck Round the World Challenge to illbruck Challenge.

The technology, sailing and management teams assembled for the Volvo Ocean Race will remain in place for the America's Cup, providing a seamless integration of the racing programs. Without question, it will be an efficiently run campaign.

## TELL TALES FROM AN OLD SALT

Frank Bethwaite has made a huge contribution to the sport of sailing, in his internationally successful designs, his knowledge of meteorology and his ability to impart his knowledge to us lesser sailors by way of books and yachting magazine articles. And one simple but effective innovation he introduced many years ago, and which we all still use, even in this era of great technology, are tell tales on our sails.

Over the past year he has been honoured in various ways, one of them being awarded an Australia 2000 Sports Medal. Another to receive a medal was

Roger Hickman, Rear Commodore of the Cruising Yacht Club of Australia. The two met for the first time in 30 years when Australia 2000 Sports Medals were presented at a function organized by the Yachting Association of New South Wales, with Roger recalling that back in 1969 Frank had been at the International

Cadet Championships.

"He suggested to my father that I should try using woollen tell tales on my jib. No-one outside of Frank had used them on a dinghy; they worked brilliantly and I finished second overall," Roger recalled. "I went up and thanked him again and, of course, I am still using them steering ocean racing yachts."

## ANOTHER ROLE FOR DAVID KELLETT

David Kellett is another who has made a vast contributions to the sport as an international sailor and administrator, and also awarded an Australian Sports Medal.

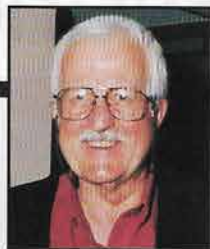
A former Commodore of the Cruising Yacht Club of Australia who has sailed in 26 Hobart Races (and won a couple), David is a Vice-President of the International Sailing Federation (ISAF) and more recently was elected

President of the Yachting Association of NSW. David, along with recently retired Australian Yachting Federation President, Bruce Dickson, played a major role in ensuring that Sydney Harbour was the venue of the sailing regatta of the Sydney 2000 Olympic Games.

And what a regatta it proved to be. In the words of Sailing Competition manager Glenn Bourke, who has just joined the CYCA as CEO, it was "the most prestigious racing regatta in the world".

For Australia it was a great result, winning two gold medals, a silver and a bronze, our best ever result in Olympic sailing and the first gold medals since the Munich Games in 1972.

Congratulations to our medallists, but also to all members of the Australian team who sailed so well in conditions that at times were just as frustrating for them as it was for overseas competitors. Not to mention the great management, coaching and support team led by John Harrison.







# SYDNEY - HOBART RESULTS 1945-1999





1945 - Rani

#### 1945 - 9 starters

##### PI Yacht

1. Rani - Capt J Illingworth, RN
2. Ambermerle - J Colquhoun, C Kiel
3. Winston Churchill - P.Coverdale
4. Kathleen - J.Earl
5. Horizon - J.R.Bartlett
6. Saltair - R.M.Walker
7. Mistral II - R.F.Evans
8. Wayfarer - P.M.Luke

Fastest time: Rani - 6-14-22-00

Retired: Archina

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

#### 1946 - 12 starters

##### PI Yacht

1. Christina - J.R.Bull
2. Saga - B.J.Halvorsen
3. Morna - C.Ploman
4. Defiance - F.A.Bullock
5. Matthews Flinders - A.Palfreyman
6. Trade Winds - M.E.Davey
7. Southern Maid - C.Philp
8. Active - H.M.Tate
9. Mistral II - R.F.Evans
10. Wayfarer - P.M.Luke
11. Kurrewa III - F & J Livingston

Fastest Time: Morna 5-02-53-33

Retired: Connella (B.R.O'Brien), Fegmhr (F.A.Harris), Ilex (N.W.Thomas), Kaula (D.McAllister), Merlan (W.L.Curtis), Osiris (J.S.Booth), Unis J (B.W.Davies), Winston Churchill (P.Coverdale).

1946 Weather: Light NE Winds for the first 2 days, then a 65mph sou'westerly hit the fleet in Bass Strait with seas up to 25ft.

#### 1947 - 23 starters

##### PI Yacht

1. Westward - G.D.Gibson
2. Moonbi - H.S.Evans
3. Peer Gynt - T.Halvorsen
4. Kintail - D.Macrae
5. Fortuna - Dr R.Wishaw
6. Trade Winds - M.E.Davey
7. Saltair - A.E.Walker
8. Gynea - G.L.Carter
9. Morna - C.Ploman
10. Winston Churchill - P.Coverdale
11. Eolo - T.A.Guiffre
12. Southern Maid - C.Philp
13. Benecia - F.A.Harris
14. Matthew Flinders - A.Palfreyman
15. Sirius - J.S.Booth
16. Josephine - B.C.Penton
17. Kurrewa III - F Livingston
18. Horizon - S.Berg
19. Mistral II - R.F.Evans
20. Aloah - J.A.Clark
21. Stormbird - J.H.A.Herford

Retired: Christina (J.R.Bull), Defiance (F.A.Bullock)

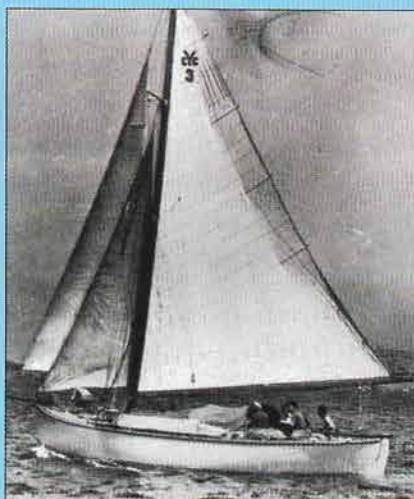
Fastest Time: Morna 5-03-03-54

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

#### 1948 - 18 starters

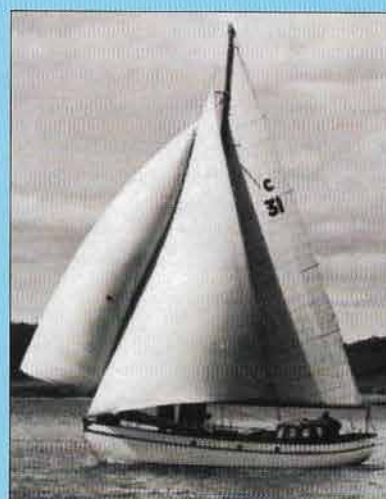
##### PI Yacht

1. Westward - G.D.Gibson
2. Seevogel - W.Harris
3. Archina - P.G.Goldstein



1946 - Christina

ELAPSED TM	TCF	CORR TM
6-14-22	.6670	4-09-38
8-08-18	.6722	5-14-39
7-07-38	.7706	5-15-20
8-06-20	.6858	5-15-59
8-07-47	.6977	5-19-23
8-13-48	.6859	5-21-09
8-12-55	.9063	7-17-13
11-06-20	.6912	7-19-43



1947 & 1948 - Westward

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.Ploman	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. Gynea - G.Carter	6-03-31-00	.6721	4-03-08-45
13. Alice - J.Callahan	8-00-10-15	.8327	6-16-01-14

Fastest time: Morna 4-05-01-21

Retired: Aloah (J.A.Clark), Lass O'Luss (J.Colquhoun), Mistral V (G.W.Rex), Nell Gwynn (F.Hickman), Wanderer (E.Massey).

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

#### 1949 - 15 starters

##### PI Yacht

1. Trade Winds - M.E.Davey
2. Waltzing Matilda - P.Davenport
3. Elida - P.Halliday
4. Margaret Rintoul - A.Edwards
5. Fortuna - W.Fesq
6. Seasalter - D.H.Jarvis
7. Lass O'Luss - J.Colquhoun
8. Gipsy Queen - A.C.Eden
9. Peer Gynt - M. & T.Halvorsen
10. Nocturne - J.R.Bull
11. Horizon - S.Berg
12. Independent - E.Messenger
13. Mistral II - R.F.Evans

Fastest Time: Waltzing Matilda 5-10-33-10

Retired: Suzanne II (P.A.Terrill), Wanderer (E.Massey)

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

#### 1950 - 16 starters

##### PI Yacht

1. Nerida - C.P.Haselgrove
2. Margaret Rintoul - A.W.Edwards
3. Mistral V - G.W.Rex
4. Fortuna - W.Fesq
5. Solveig - T. & M.Halvorsen
6. Kintail - D.Macrae
7. Gipsy Queen - A.C.Eden
8. Jasnar - A.E.Saalfeld
9. Seevogel - W.Harris
10. Benecia - F.A.Harris
11. Mistral II - R.F.Evans
12. Wanderer - E.Massey
13. Bachelor's Wife - B.Tanner
14. Seaward - P.Benson

Fastest Time: Margaret Rintoul 5-05-28-35

Retired: Elida (J.Halliday), Wayfarer (P.Luke)

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

#### 1951 - 14 starters

##### PI Yacht

1. Struen Marie - T.Williamson
2. Lahara - D.Ashton
3. Lass O'Luss - J.Colquhoun
4. Fortuna - W.Fesq
5. Elida - J.Halliday
6. Solveig - T. & M.Halvorsen
7. Nocturne - J.R.Bull
8. Margaret Rintoul - A.W.Edwards

ELAPSED TM	TCF	CORR TM
5-11-15-34	.7288	3-23-39-43
5-10-33-10	.7406	4-00-41-15
6-05-26-10	.6603	4-02-40-22
5-10-35-01	.7652	4-03-55-21
6-02-05-07	.6948	4-05-30-00
6-04-50-30	.6831	4-05-41-06
6-02-07-35	.6982	4-06-01-32
6-00-45-24	.7056	4-06-08-25
6-05-26-35	.6849	4-06-21-13
6-02-08-02	.7364	4-11-36-47
6-06-12-43	.7199	4-12-06-15
6-00-05-13	.8274	4-23-13-03
6-02-00-54	.8945	5-10-44-31

ELAPSED TIME	TCF
5-06-15-49	.7597
5-05-28-35	.7606
5-05-47-01	.7704
6-02-50-26	.6923
6-01-41-29	.7149
6-04-02-23	.7048
6-06-52-20	.7056
6-16-16-10	.6676
6-06-00-26	.7597
6-21-46-29	.7159
5-17-00-54	.8829
7-02-08-38	.7505
8-14-10-00	.6455
9-07-30-20	.6359

ELAPSED TM	TCF	CORR TM
4-03-38-35	.6805	2-19-48-26
4-07-24-59	.6652	2-20-47-33
4-03-12-05	.7059	2-22-01-35
4-05-54-38	.6923	2-22-33-10
4-14-51-58	.6603	3-01-12-18
4-07-24-25	.7081	3-01-12-18
4-05-33-34	.7337	3-02-30-51
4-02-29-01	.7606	3-02-54-24





1949 - Tradewinds



1950 - Nerida



1951 - Stuen Marie

9.Irene - H.Hughes 4-10-46-10 .7106 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 4-02-29-01  
 Retired: Katwinchar (E.J.Mossop), Wayfarer (P.M.Luke)  
 1951 Weather: Virtually a run from start to finish. All records to that date broken and  
 Struen Marie's Corrected Time of 2-19-48-26, a record until 1962.

#### 1952 - 17 starters

**PI Yacht**

	ELAPSED TM	TCF	CORR TM
1.Ingrid - J.S.Taylor	6-17-07-22	.6576	4-09-56-18
2.Moonbi - H.S.Evans	6-17-10-23	.6654	4-11-14-40
3.Nocturne - J.R.Bull	6-02-34-47	.7337	4-11-32-44
4.Ripple - R.C.Hobson	6-22-58-30	.6541	4-13-13-06
5.Kintail - D.Macrae	6-11-15-01	.7048	4-13-25-13
6.Kurura - J.A.Clark	7-05-51-54	.6359	4-14-33-39
7.Landfall - J.Richardson	6-03-00-25	.7539	4-14-49-43
8.Solveig - T. & M.Halvorsen	6-12-05-40	.7114	4-15-02-44
9.Terra Nova - K.Gourlay	6-06-58-20	.7381	4-15-25-57
10.Fortuna - W.Fesq	6-18-03-14	.6923	4-16-11-24
11.White Cloud - G.Brenac	6-06-20-56	.7694	4-19-40-42
12.Ruthean - A.V.Toll	6-03-45-46	.8252	5-01-56-02
13.Wraith of Odin - B.O'Brien	6-17-02-42	.7744	5-04-42-48
14.Wanderer - E.Massey	6-23-27-40	.7505	5-05-40-46
15.Pavana - G.Mayne	6-17-05-27	.7834	5-06-39-09
16.Kurrewa III - F. & J.Livingston	6-17-05-27	.8445	5-16-02-28
17.Nirvana - S.G.Heaton	6-02-29-29	.8432	5-18-41-57

Fastest Time: Nocturne 6-02-34-47  
 1952 Weather: Light fickle winds and flat calms made luck a major factor and gave the  
 small boats the edge. Nocturne, a 35 footer, beat much larger yachts over the line.

#### 1953 - 23 starters

**PI Yacht**

	ELAPSED TM	TCF	CORR TM
1.Ripple - R.C.Hobson	5-12-58-36	.6633	3-16-12-12
2.Solveig - T. & M.Halvorsen	5-07-12-50	.7048	3-17-39-37
3.Horizon - S.Berg	5-10-41-46	.7016	3-19-41-47
4.Kurura - J.A.Clark	6-06-25-06	.6426	4-00-39-32
5.Nimbus - A.L.Cohan	6-05-23-15	.6571	4-02-09-45
6.Brilliant - B.Warming	5-21-59-07	.7130	4-05-14-15

1952 - Ingrid



1953 - Hippie



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
19.Patience - A.B.Wilson	8-18-45-00	.6684	6-07-15-07

Disqualified - 1953 Wild Wave (L. & G.Keats)

Fastest Time: Solveig 5-07-12-50

Retired: Janzoon (W.R.Slade), Mistral II (J.Payne), Pavana (G.Mayne)

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

#### 1954 - 17 starters

**PI Yacht**

	ELAPSED TM	TCF	CORR TM
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 - I.Holm	5-19-49-18	.7104	4-03-19-43
9.Wraith of Odin - Dr B.O'Brien	5-09-36-36	.7744	4-04-22-12
10.Niripa - G.Peacock	6-06-50-34	.7058	4-10-27-53
11.Defiance - N.D.Rundle	5-08-09-51	.8320	4-10-37-57
12.Brilliant - M.Forster	6-07-38-48	.7130	4-12-07-27
13.Patience - A.B.Wilson	6-18-09-00	.6684	4-12-22-52
14.Kurrewa IV - F. & J.Livingston	5-06-09-47	.9187	4-19-54-22
15.Wanderer - E.Massey	7-23-34-15	.7236	5-18-37-14

Fastest Time: Kurrewa IV 5-06-09-47

Retired: Bissy Girl (T.Dawson), Landfall (J.Richardson)

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

## FACT FILE

*The Halvorsen brothers' Freya is the only yacht to have won three races on corrected time, 1963, 1964 and 1965.*





1954 - Solveig



1955 - Moonbi



1956 - Solo

#### 1955 - 17 starters

##### PI Yacht

1. Moonbi - H.S. Evans
2. Cooroyba - C. Haselgrove
3. Janzoon - W.R. Slade
4. Nell Gwynn - R. Hickman
5. Fantasy - D. Burridge
6. Carol J - J. Halliday
7. Lass O'Luss - J. Colquhoun
8. Patience - A.B. Wilson
9. Southern Myth - N. Howard
10. Trade Winds - M.E. Davey
11. Solo - V. Meyer
12. Winston Churchill - A.G. Warner
13. Tam O'Shanter - R.A.N. College
14. Even - F.J. Palmer
15. Kurrewa IV - F. & J. Livingston
16. Defiance - N.D. Rundle

Fastest Time: Even 4-18-13-14

Retired: Wanderer (E. Massey)

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

ELAPSED TM	TCF	CORR TM
5-01-28-24	.6697	3-09-21-05
5-00-14-52	.6782	3-09-33-01
5-02-41-21	.6939	3-13-08-02
4-21-57-05	.7306	3-14-10-31
5-08-59-37	.6768	3-15-18-10
5-03-50-53	.7086	3-15-45-31
5-05-52-29	.6991	3-15-59-57
5-13-10-00	.6684	3-16-57-54
5-03-11-08	.7274	3-17-36-19
5-06-58-42	.7139	3-18-39-00
4-23-10-31	.7801	3-20-58-07
5-04-57-17	.7795	4-01-24-08
5-05-58-00	.6672	4-04-03-15
4-18-13-14	.8836	4-04-55-31
4-18-33-42	.9185	4-09-13-30
5-06-44-12	.8320	4-09-26-42

10. Samuel Pepys - R.N.S.A.

11. Eos - T. Fowler
12. Southern Myth - N.C. Howard
13. Janzoon - W.R. Slade
14. Tahuna - H. Wickens
15. Winston Churchill - Sir Arthur Warner
16. Defiance - N.D. Rundle
17. Nirvana - Dr K. Laws
18. Bintang-Terang - M. Hill-Willis

Fastest Time: Kurrewa IV 3-18-30-39

Retired: Caprice of Huon (W.H. Northam), Trade Winds (M.E. Davey)

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

5-08-38-23	.6779	3-15-12-18
5-10-18-31	.6730	3-15-41-52
5-02-58-10	.7250	3-17-09-10
5-07-20-07	.7064	3-17-59-59
5-07-06-53	.7384	3-21-51-47
5-01-28-54	.7925	4-00-16-27
4-20-24-13	.8273	4-00-18-08
4-22-54-56	.8500	4-05-04-40
7-05-13-12	.7800	5-15-06-41

#### 1958 - 22 starters

##### PI Yacht

1. Sandra - G.P. Newlands
2. Anitra V - T. & M. Halvorsen
3. Southern Myth - N.C. Howard
4. Caprice of Huon - W.H. Northam
5. Uomie - G. Pattinson
6. Tarni - G.C. Wignall
7. Samuel Pepys - R.N.S.A.
8. Solo - V. Meyer
9. Romava - R.J. Mercer
10. Winston Churchill - Sir Arthur Warner
11. Metung - T.O. Beatty
12. Westward - A.A. Robilliard
13. Archina - J.S. Howie
14. Boongown - Dr J. Molesworth
15. Fortuna - J.B. Griffin
16. Four Winds - S.W. Gibson
17. Restless - C.H. Hill-Willis
18. Terra Nova - M.D. Greeves
19. Sailmaker - A. Raisback

Fastest Time: Solo 5-02-32-52

Retired: Kurrewa IV (J. & F. Livingston), Ruthean (A. & T. Toll), Southerly (D.E. Mickleborough)

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

ELAPSED TM	TCF	CORR TM
5-10-02-37	.6596	3-13-46-35
5-04-08-57	.7037	3-15-21-50
5-04-00-06	.7250	3-17-54-04
5-03-32-00	.7302	3-18-12-15
5-03-43-05	.7405	3-19-36-27
5-20-54-46	.6672	3-22-01-00
5-20-55-52	.6779	3-23-32-15
5-02-32-52	.7973	4-01-42-26
6-08-36-47	.6643	4-05-22-51
5-02-46-30	.8082	4-08-13-37
6-02-34-41	.7235	4-10-02-57
7-02-39-19	.7276	5-04-10-07
6-14-13-34	.7860	5-04-21-56
8-05-02-17	.6390	5-05-54-26
7-18-50-35	.6952	5-09-53-35
8-14-11-13	.6372	5-11-22-57
8-14-10-43	.6616	5-16-24-32
8-04-42-57	.7120	5-20-03-40
8-19-00-00	.6722	5-21-50-03

#### 1956 - 28 starters

##### PI Yacht

1. Solo - V. Meyer
2. Anitra V - T. & M. Halvorsen
3. Carol J - J. Halliday
4. Janzoon - W.R. Slade
5. Sandra - G.P. Newland
6. Ingrid - J.S. Taylor
7. Southern Myth - N.C. Howard
8. Ripple - R.C. Hobson
9. Catriona - D.M. Brown
10. Kurrewa IV - J. & F. Livingston
11. Fantasy - D. Burridge
12. Samuel Pepys - R.N.S.A.
13. Lahara - D.N. Ashton
14. Winston Churchill - Sir Arthur Warner
15. Romava - R.J. Mercer
16. Tarni - G. Wignall
17. Kurura - J.A. Clark
18. Lorraine - D.G. Nicholls
19. Tam O'Shanter - R.A.N. College
20. Nirpa - G.E. Peacock
21. Pha'ar Re - R. Cottee
22. Four Winds - R.A.N. College
23. Vailima - J. McLaren
24. Nirvana - Dr K. Lewis
25. Serenade - L. Esdaile
26. Renene - P.S. Parry

Fastest Time: Kurrewa IV 4-04-31-14

Retired: Ranston (A. Roper), Wraith of Odin (Dr B. O'Brien)

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

ELAPSED TM	TCF	CORR TM
4-05-03-33	.7927	3-08-33-52
4-16-43-34	.7164	3-08-45-25
4-20-31-58	.7069	3-10-22-37
4-21-53-06	.7148	3-12-14-40
5-07-38-09	.6638	3-12-43-29
5-06-08-11	.6858	3-14-30-16
5-00-28-46	.7252	3-15-22-18
5-13-29-55	.6621	3-16-23-22
4-20-39-07	.7656	3-17-18-32
4-04-31-14	.9114	3-19-36-52
5-17-47-05	.6701	3-20-19-46
5-17-17-41	.6779	3-21-04-20
6-04-55-48	.6556	4-01-37-24
5-05-49-49	.7942	4-03-56-04
6-16-01-06	.6616	4-09-53-01
6-15-04-03	.6722	4-10-55-29
6-17-46-10	.6642	4-11-26-48
6-12-21-00	.6798	4-12-45-21
6-22-38-27	.6808	4-17-26-55
6-21-04-24	.7048	4-20-19-37
7-09-03-10	.6753	4-23-33-48
8-10-18-00	.6359	5-08-37-20
7-22-03-00	.6881	5-10-45-15
6-19-27-33	.8173	5-13-42-44
7-18-27-40	.7291	5-15-58-00
9-20-57-00	.6630	6-13-05-52

#### 1959 - 30 starters

##### PI Yacht

1. Cherana - R.T. Williams
2. Anitra V - T. & M. Halvorsen
3. Southerly - D.E. Mickleborough
4. Malohi - N.H. McEnally
5. Kaleena - H.E. Godden
6. Janzoon - W.R. Slade
7. Pegasus - N.F. Brooker
8. Southern Myth - N.C. Howard
9. Ailsa - J. Marion
10. Lass O'Luss - J. Colquhoun
11. Solo - V. Meyer
12. Sylvena - S.H. Moray
13. Lolita - J. Leahy
14. Metung - Dr T.O. Beatty
15. Lorraine - R.F. Rusk
16. Catriona - D.M. Brown
17. Birralee - J. & T. Savage
18. Kurrewa IV - F. & J. Livingston
19. Winston Churchill - Sir Arthur Warner
20. Archina - J.S. Howie
21. Ruthean - A. & T. Toll
22. Tam O'Shanter - R.A.N. College
23. Solano - G. Glenn-Carr

ELAPSED TM	TCF	CORR TM
5-02-13-53	.6590	3-08-33-02
4-18-01-47	.7094	3-08-53-34
5-02-59-11	.6612	3-09-58-47
5-04-43-42	.6615	3-10-30-28
5-06-06-39	.6565	3-10-47-30
5-00-55-23	.6993	3-12-33-41
5-06-35-15	.6697	3-12-46-32
4-21-56-35	.7250	3-13-30-31
5-19-38-02	.6181	3-14-18-28
5-02-04-03	.7080	3-14-32-23
4-13-33-12	.7973	3-15-20-49
5-05-47-11	.6981	3-15-48-41
5-10-42-33	.6722	3-15-51-46
5-01-52-22	.7270	3-16-36-05
5-12-08-28	.6846	3-18-44-30
5-00-56-30	.7617	3-20-07-17
5-00-23-00	.6595	3-20-34-58
4-15-13-29	.8651	4-00-13-14
4-23-27-47	.8084	4-00-34-26
5-00-55-29	.7995	4-00-40-46
4-23-04-53	.8336	4-03-15-58
6-09-45-00	.6673	4-06-35-41
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 4-13-33-12**  
*Retired: Alcyone (W.H.Burke), Boongown (Dr J.Molesworth), Glenshiel (H.F.Gamham) Jindivik (J.G.Walsh), Larntami (W.Wakefield), Patience (A.B.Wilson)*  
**1959 Weather:** Nor'easterly breeze at the start, followed by a vicious SW squall, moderating over the next four days. SW wind at 20 knots across Bass Strait, the SE breeze and calms along the Tasmanian coast. Nor'easter for the leaders to the finish, then a flat calm on the Derwent River. Next morning a SE breeze carried a large group to the finish.

#### 1960 - 32 starters

##### PI YACHT

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.Rundie	5-03-19-24	.6694	3-10-33-09
5.Noria - T. & M.Halvorsen	4-19-57-03	.7177	3-11-13-04
6.Joanne Brodie - R.C.Hobson	5-09-19-41	.6501	3-12-03-48
7.Janzoon - W.R.Slade	5-00-21-03	.6993	3-12-09-41
8.Solo - V.Meyer	4-10-23-42	.7973	3-12-49-43
9.Patience - A.B.Wilson	5-08-30-47	.6665	3-13-38-28
10.Ramava - R.J.Mercer	5-11-22-20	.6565	3-14-13-57
11.Carol J - J.Halliday	5-01-56-27	.7077	3-14-17-51
12.Ailsa - J.Marion	5-19-49-42	.6176	3-14-20-38
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	3-16-04-41
16.Kurrewa IV - F. & J.Livingston	4-08-11-15	.8578	3-17-22-19
17.Lass O'Luss - J.Colquhoun	5-06-56-10	.7080	3-17-52-14
18.Ingrid - J.S.Taylor	5-13-11-15	.6840	3-19-05-13
19.Wild Wave - J.Cockle	5-02-50-36	.7484	3-19-56-09
20.Astor - P.R.Warner	4-12-29-47	.8480	3-20-00-18
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.Brilliant - 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 4-08-11-15**

*Retired: Ile-Ola (G.Wood), Thurloo (E.Merrington)*

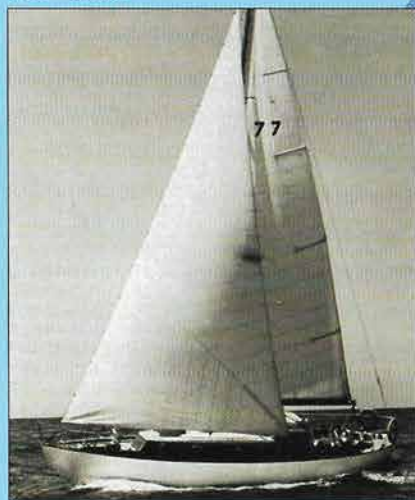
**1960 Weather:** Light nor'easter at the start and light favourable breezes for several days. Breezes turned south off Tasmanian coast and continued until finish.

#### 1961 - 34 starters

##### PI YACHT

1.Rival - A.Burgin & N.Rundie	4-17-28-21	.6694	3-03-57-31
2.Janzoon II - W.R.Slade	4-16-25-35	.6803	3-04-29-01
3.Joanne Brodie - R.C.Hobson	5-00-05-39	.6501	3-06-04-24
4.Anitra V - J.S.Samson	4-15-58-59	.6989	3-06-15-54
5.Maris - J.Earl	4-22-51-06	.6590	3-06-19-24
6.Nola - 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.Psalts	4-20-43-16	.7085	3-10-41-49
10.Kintail - G.A.Horniman	4-18-37-40	.7282	3-11-28-19
11.Tahuna - E.A.Hales	4-19-25-40	.7282	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.Iliina - R.Murdoch	4-18-18-11	.7985	3-16-16-16
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

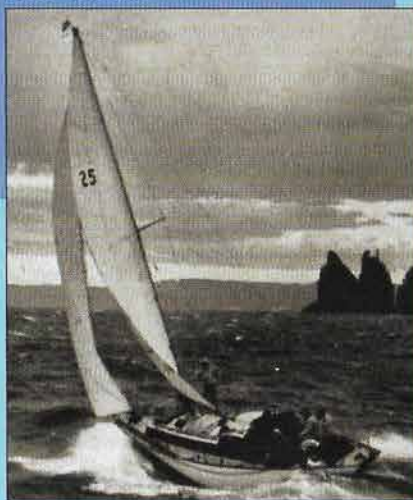
#### 1957 - Anitra



#### 1958 - Siandra



#### 1959 - Cherana



20.Ailsa - J.Marion	6-06-03-28	.6174	3-20-30-44
21.Sylph VI - A.G. & G.D.Lawson	5-20-35-26	.6653	3-21-32-06
22.Simba - C.Dorman	6-01-26-33	.6565	3-23-37-42
23.Athena - J.Jarrett	6-02-33-07	.6689	4-02-01-42
24.Sylvena - J.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.Bovden	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.Galeteam - 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 4-04-42-11**

*Retired: Patience (A.B.Wilson), O'Tami (G.C.Ormiston)*

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

#### 1962 - 42 starters

##### PI YACHT

1.Solo - V.Meyer	3-04-29-15	.7943	2-12-45-14
2.Ondine - S.A.Long	3-03-46-16	.8105	2-13-24-45
3.Galatea M - N.W.Kestel	4-03-53-00	.6323	2-15-09-22
4.Julie - A. & J.Sturrock	4-01-11-38	.6571	2-15-51-58
5.Malohi - S.Fischer	4-02-58-19	.6555	2-16-52-34
6.Ronita - R.A.Cottee	4-02-56-54	.6563	2-16-56-23
7.Kaleena - H.E.Godden	4-03-04-39	.5566	2-17-03-15
8.Carmen - R.Swanson	4-06-28-26	.6358	2-17-09-10
9.Cherrana - W.R.S.MacRae	4-03-37-46	.6567	2-17-25-36
10.Joanne Brodie - R.C.Hobson	4-04-15-55	.6530	2-17-28-24
11.Janzoon II - W.R.Slade	3-23-05-19	.6893	2-17-32-40
12.Rival - A.G.Burgin & N.D.Rundie	4-02-51-18	.6694	2-18-10-25
13.Palana - R.J.Shield	4-04-41-35	.6604	2-18-29-52
14.Sylph VI - Lawson Bros.	4-04-27-24	.6653	2-18-50-02
15.Astor - P.R.Warner	3-03-47-16	.8836	2-18-57-58
16.Birahlee - C.V.Jones	4-05-36-06	.6628	2-19-20-30
17.Christina - A.Berns	4-05-36-05	.6628	2-19-20-30
18.Salacia - R.F.Rusk	4-00-18-46	.7046	2-19-51-43
19.Du-Ma-Lee - L.V.Reilly	4-04-27-32	.6809	2-20-24-09
20.Anitra V - J.S.Samson	4-02-29-54	.6999	2-20-53-20
21.Noria - J.S.Howie	4-02-34-49	.7060	2-21-35-52
22.Seaman - J.Leahy	4-07-16-00	.6743	2-21-37-58
23.Mistral - J.C.Dowd	4-06-46-52	.6779	2-21-40-37
24.Moana - R.H.G.Lamplough	4-09-30-05	.6622	2-21-51-47
25.Mercedes II - H.T.Kaufman	4-02-32-38	.7130	2-22-15-42
26.Caprice - G.W.Ingate	4-01-06-39	.7278	2-22-40-38
27.Winston Churchill - G.A.Warner	3-11-17-19	.8498	2-22-26-43
28.Carol J - J.Halliday	4-04-07-08	.7077	2-22-51-15
29.Sea Bee - J.Ashton-Martin	4-02-57-53	.7217	2-23-25-22
30.Tahuna - E.A.Hales	4-01-08-21	.7368	2-23-34-20
31.Southern Myth - N.C.Howard	4-02-43-14	.7260	2-23-40-16
32.Four Winds II - S.Gibson	4-08-12-42	.6968	3-00-36-53
33.Southern Maid - P.Deaton	3-20-00-14	.7977	3-01-23-29
34.Mistress May - W.W.Pettingell	4-15-13-08	.6695	3-02-27-40
35.Metung - T.Beatty	4-07-38-09	.7265	3-03-17-29
36.Larntami - W.Wakefield	4-01-45-59	.7708	3-03-21-30
37.Aotea II - R.K.Hunt	4-20-09-57	.6523	3-03-46-30
38.Ruthean - A.V. & I.T.Toll	3-02-13-11	.8339	3-04-54-07
39.Goodwind - K.Laws	4-08-04-24	.7546	3-06-32-07
40.Iliina - K.R.Murdoch	4-03-31-37	.7985	3-07-28-20

**Fastest Time: Ondine 3-03-49-16**

*Retired: Athena (J.Jarrett), Menabilly (J.J.Brown)*

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





1960 - Siandra



1961 - Rival



1962 - Solo

#### 1963 - 44 starters

##### PI YACHT

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	3-09-19-17
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	5-11-56-57	.6493	3-13-40-29
11. Anita 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. Ruthen - 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	7-21-27-04	.6480	5-02-45-53
34. Sylph VI - Lawson Brothers	7-17-13-02	.6653	5-03-13-30

Fastest Time: Astor 4-10-53-00

Retired: Aotea II (R.K. Hunt), Aqua Bleu (J.F. Parson), Birralee (C.V. Jones), Boongown (Dr J. Molesworth), Enid (J.C.A. Cockle), Four Winds II (S.W. Gibson), Gemini (P.A. Zalai), Iliana (K.R. Murdoch), Lolita (J. Farren-Price), Siandra (D.M. Boyden).

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

#### 1964 - 38 starters

##### PI YACHT

1. Freya - T. & M. Halvorsen	4-01-17-45	.8014	3-05-58-14
2. Camille - R. Swanson	4-04-09-22	.7901	3-07-08-00
3. Janzoon II - W.R. 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. Yample - 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. Iliana - K.R. Murdoch	3-22-33-51	.9097	3-14-01-30
17. Ronita - R.A. Cottee	4-18-19-14	.7563	3-14-27-38
18. Tui Manu - M. York	4-16-57-21	.7655	3-14-28-03
19. Phyllis Graham - R. Roxburgh	4-04-51-40	.8617	3-14-54-43
20. Poitrel - J.R. Robson-Scott	4-17-48-40	.7641	3-14-57-47

21. Astor - P.R. Warner	3-20-05-05	.9564	3-16-04-11
22. Akala - J. Bleakley	4-17-35-00	.7792	3-15-30-14
23. Away - F. Armstrong	4-19-43-20	.7872	3-19-05-47
24. Athena - J. Jarrett	5-01-49-55	.7553	3-20-01-10
25. Sylph VI - Lawson Brothers	5-02-22-07	.7653	3-21-39-41
26. Seaman - H. Vaughan	5-01-15-22	.7794	3-22-30-25
27. Joy Too - J.J. McLaren	5-05-21-37	.7575	3-22-57-37
28. Cherana - W.R.S. MacRae	5-06-37-15	.7567	3-23-48-50
29. Marco Polo - K. York-Syme	5-08-07-00	.7542	4-00-37-32
30. Rovama - R.J. Mercer	5-06-43-08	.7808	4-02-56-31
31. Metung - T.O. Beatty	5-06-13-15	.8292	4-08-38-44

Fastest Time: Astor 3-20-05-05

Retired: Ailsa (J. Marion), Astelot (A.G. Croft), Bacchus D (P.E. Deaton), Bindaree (G.G. Blackwood), Lolita (N.G. Cassim), Saga (L. Little), Sea Bee (J. Ashton-Martin)  
1964 Weather: Sunny start in light NE with a force 6 southerly change first night, later backing light SE and NE. Fresh northerly across Bass Strait backing to NW down the Tasmanian Coast followed by force 7 SW in Storm Bay. Calm patches in the Derwent River.

#### 1965 - 53 starters

##### PI YACHT

1. Freya - T. & M. Halvorsen	4-06-23-32	.8014	3-10-03-26
2. Camelot - J.G. Borrow	4-10-07-31	.7943	3-12-17-43
3. Cadence - H.S. Mason	4-20-37-32	.7372	3-13-58-34
4. Balandra - R. Crichton-Brown	4-05-35-25	.8524	3-14-35-43
5. Sequana - J.H. Tilley	4-21-25-16	.7475	3-15-46-20
6. Naranda - I.A.R. Polson	4-21-25-12	.7522	3-16-19-24
7. Zilvergeest - A. Murray & A. Hunter	4-23-13-52	.7413	3-16-23-10
8. Norla - J. Bennetto	4-12-33-37	.8150	3-16-28-36
9. Ronita - R.A. Cottee	4-21-01-08	.7563	3-16-30-06
10. Kurura - N.F. Milne	4-21-00-08	.7582	3-16-42-40
11. Sarda of Burnham - D.L. Gilling	4-21-21-58	.7562	3-16-45-09
12. Fanfare - G.P. Patterson	4-08-05-23	.8536	3-16-51-03
13. Tambo - R.J. Green	4-21-30-53	.7566	3-16-54-52
14. Poitrel - J. Robson-Scott	4-20-57-20	.7607	3-16-58-04
15. Palana - R.J. Shield	4-20-54-27	.7613	3-17-00-06
16. Bindaree - G.G. Blackwood	4-20-58-18	.7617	3-17-05-50
17. Odin - L. Abrahams	4-16-17-52	.7940	3-17-09-51
18. Athena - J. Jarrett	4-22-05-04	.7553	3-17-11-21
19. Tam O'Shanter - K. MacGregor	4-20-58-10	.7626	3-17-12-03
20. 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-The-Well - R.T. Williams	4-20-46-51	.7874	3-19-57-11
31. Theme - K. Bridgestocke	5-00-45-10	.7625	3-20-04-26
32. Tairere - A. Adams	4-20-46-38	.7893	3-20-10-20
33. Salacia - A. Byrne	4-19-57-46	.8035	3-20-22-21
34. Bacchus D - P.E. Deaton	4-14-23-32	.8458	3-21-22-10
35. Corroboree - K.A. Gray	4-20-37-11	.8036	3-21-42-55
36. Franklin - R.A.N.	4-19-01-42	.8189	3-22-11-48
37. Carina - R.L. Holford	4-22-49-38	.7981	3-22-50-11
38. Southern Myth - N.C. Howard	4-20-59-43	.8250	4-00-31-16
39. Tahuna - E.A. Hales	4-20-36-52	.8134	4-00-57-12
40. Sea Bee - J. Ashton-Martin	4-22-43-52	.8248	4-01-55-45
41. Stormvogel - C. Brynzeel	3-20-30-09	1.0645	4-02-28-28
42. Alcheringa - J.N. Bridgeland	5-01-48-13	.8226	4-04-11-45
43. Ingrid - C.M. Earl	5-08-42-41	.7840	4-04-54-35
44. Baranne - J. Wedd	5-13-25-00	.7654	4-06-07-03
45. Iliana - K.R. Murdoch	4-18-27-15	.9097	4-08-07-06
46. Enid - J. Cockle	4-12-48-05	.9577	4-08-11-56



47. Cutty Sark - W.R. Bradley 4-23-39-29 .9231 4-14-27-23  
 48. Corsaro II - Italian Navy 4-20-53-45 .9777 4-18-17-20  
 49. Arunta Princess - A. Mark 6-12-28-12 .7696 5-00-25-10  
*Fastest Time: Stormvogel 3-20-30-09*  
*Retired: Birralee (C. Jones), Menabilly (J. Keelty), Saga (L. Little), Thekla (E. Eggers)*  
*1965 Weather: Starting with a 10-15 knot southeast breeze, this increased to 30*  
*knots during the afternoon. Calms and variable sea breezes followed along the NSW*  
*coast. A good 20 knot northerly helped the yachts across Bass Strait and down to*  
*Tasman Island. Variable winds and calm patches were the order to the finish.*

#### 1966 - 46 starters

##### PI YACHT

1. Cadence - H.S. Mason  
 2. Salome - R. Swanson  
 3. Tamboo - R.J. Green  
 4. Mister Christian - P. Kurts  
 5. Malohi - S. Fischer  
 6. Serifa - B.J. Case  
 7. Marie van Diemen - P. Hill  
 8. Huon Lass - H.D. Calvert  
 9. Valhalla - P. Hankin  
 10. Astelot - A.G. Croft  
 11. Canopus - J.K. Williams  
 12. Fidelis - J.V. Davern  
 13. Janzoon II - W.R. Slade  
 14. Akala - J.H. Bleakley  
 15. Kaleena - H.E. Godden  
 16. Camelot - J.G. Borrow  
 17. Ronita - R.A. Cottee  
 18. Odin - L.J. Abrahams  
 19. Ballandra - R. Crichton-Brown  
 20. Lorita Maria - N.B. Rydger Jr  
 21. Poitrel - J. Robson-Scott  
 22. Taonui - J. Lidgard  
 23. Salacia - A.W. Byrne  
 24. Poseidon - M.W. Miller  
 25. Catriona - D.M. Brown  
 26. Franklin - R.A.N.  
 27. Satanita - D.H.R. Wilkie  
 28. Karingal - A. Berns  
 29. Seawind - P. Wilde  
 30. Waitere - D.D. Muir  
 31. Ropawe - R.K. Brown  
 32. Bacchus D - P.E. Deaton  
 33. Shimaal - C.M. Earl  
 34. Carmen - J.H. Edmunds  
 35. Carousal T - L.E. Gabriel  
 36. Sylphide - J. Beaumont & C. Sullivan  
 37. Thekla - F.F. Varcoe  
 38. Rivoli - E. Eggers  
 39. Carousal - M.R. Brakell  
 40. Carina - R.L. Holford  
 41. Nam Sang - J. Thompson  
 42. Alcheringa - J.N. Bridgeland  
 43. Saga - L.S. Little  
 44. Altair - G.W. Moore

ELAPSED TM	TCF	CORR TM
5-13-25-24	.7403	4-02-46-24
5-11-47-19	.7589	4-04-00-53
5-12-16-22	.7566	4-04-04-40
5-06-54-55	.7892	4-04-09-25
5-13-25-34	.7555	4-04-48-13
5-14-03-13	.7532	4-04-58-09
5-13-42-03	.7573	4-05-15-07
5-07-44-21	.7951	4-05-33-56
5-11-21-50	.7805	4-06-31-47
5-11-31-32	.7804	4-06-38-34
5-12-44-22	.7737	4-06-42-02
4-08-39-43	.9823	4-06-48-35
5-11-33-09	.7823	4-06-53-49
5-11-51-09	.7814	4-07-01-47
5-13-30-42	.7739	4-07-19-28
5-11-29-10	.7874	4-07-31-56
5-16-39-11	.7588	4-07-41-33
5-10-41-41	.7945	4-07-50-12
5-02-06-46	.8529	4-08-08-59
5-13-27-24	.7829	4-08-29-00
5-17-37-16	.7594	4-08-30-35
5-07-24-16	.8226	4-08-48-10
5-10-40-40	.8036	4-09-00-45
5-08-16-37	.8195	4-09-07-22
5-12-04-43	.7982	4-09-25-31
5-08-51-46	.8189	4-09-31-32
5-10-17-22	.8163	4-10-21-19
5-13-32-07	.7986	4-10-38-28
5-10-35-04	.8194	4-11-00-03
5-21-26-55	.7566	4-11-01-12
5-17-01-32	.7831	4-11-18-17
5-06-45-29	.8469	4-11-21-05
5-13-24-14	.8102	4-12-06-00
6-06-13-30	.7331	4-14-07-47
4-06-49-36	.7633	4-15-18-34
6-05-20-16	.7557	4-16-20-17
6-08-20-13	.7619	4-20-03-56
5-11-06-09	.9070	4-22-54-36
6-10-47-54	.7568	4-21-09-05
6-05-07-41	.7981	4-23-01-09
5-08-10-33	.9568	5-02-38-19
6-06-33-19	.8257	5-04-18-49
7-02-28-41	.7831	5-13-30-04
6-13-01-18	.8635	5-15-35-18

*Fastest Time: Fidelis 4-08-39-43*

*Retired: Antigua (F.A. Hogart), Zilvergeest (A.J. Murray)*

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

#### 1967 - 67 starters

##### PI YACHT

1. Rainbow II - C. Bouzaid  
 2. Pen Duick III - E. Tabarly  
 3. Matika - N. Long

ELAPSED TM	TCF	CORR TM
4-19-59-38	.7653	3-16-39-15
4-04-10-31	.8946	3-17-37-00
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	.7892	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. Moonbird - N.F. Brooker	5-06-32-38	.7682	4-01-12-38
13. Seawind - P. Wilde	4-23-01-33	.8194	4-01-31-47
14. Cavalier - J. Roche	5-13-11-55	.7378	4-02-16-28
15. Satanita - D.H.R. Wilkie	5-01-38-39	.8083	4-02-19-39
16. Malohi - S. Fischer	5-10-36-26	.7550	4-02-36-31
17. Lorita Maria - N.B. Rydger Jr	5-06-16-58	.7820	4-02-45-11
18. Fare-The-Well - R. Williams	5-06-22-22	.7859	4-03-18-59
19. Adria - J. Grubic	4-23-04-31	.8360	4-03-32-50
20. Sarina - E.J. Jones	5-05-55-03	.7917	4-03-41-19
21. Catriona - D.M. Brown	5-05-04-57	.7982	4-03-50-28
22. Fidelis - J.D. Davern	4-06-36-48	.9823	4-04-47-49
23. Weatherly - J. Gilliam	5-08-04-47	.7894	4-05-06-22
24. Poitrel - J. Robson-Scott	5-13-55-46	.7564	4-05-18-16
25. Noria - J. Bennetto	5-06-24-44	.7550	4-06-56-28
27. Astelot - A.G. Croft	5-12-24-09	.7789	4-07-07-43
28. Myth of Arran - D. Reid	4-22-00-33	.8769	4-07-28-56
29. Lass O' Luss - P.C. Psaltis	5-08-12-33	.8072	4-07-29-18
30. Nell Gwynn - 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 V - 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. Shimaal - C.M. Earl	5-08-22-29	.8102	4-08-00-32
35. Camelot - J. Borrow	5-13-28-59	.7889	4-09-18-17
36. Phantom of Brighton - G. Maxted	5-16-18-13	.7792	4-10-12-28
37. Bacchus D - P.E. Deaton	5-05-37-12	.8473	4-10-26-17
38. Joy Too - J.J. McLaren	5-21-56-45	.7549	4-11-09-17
39. Zilvergeest - A.J. Murray	6-01-12-21	.7406	4-11-32-22
40. Franklin - R.A.N.C.S.C	5-13-18-47	.8100	4-11-59-01
41. Sarda of Burnham - G.L. Fox	5-23-31-57	.7560	4-12-30-38
42. Carnya - 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	5-23-31-57	.7762	4-15-20-38
50. September Song - T. Palmer	6-00-55-19	.7690	4-15-26-43
51. Maid Rosalind - B.C. Finch	6-02-48-29	.7598	4-15-32-42
52. Rivoli - F.F. Varcoe	6-05-10-45	.7619	4-17-39-34
53. Sylphide - J. Beaumont & C. Sullivan	6-06-43-06	.7557	4-17-53-53
54. Rovama - R.J. Mercer	6-03-29-38	.7808	4-19-09-48
55. Southern Myth - N.C. Howard	5-20-51-09	.8250	4-20-12-06
56. Sea Bee - J. Ashton-Martin	5-22-02-11	.8248	4-21-09-05
57. Carol Anne - P. Battersby	6-03-23-25	.8016	4-22-08-52
58. Sea Witch - C.R. Forbes	5-23-32-31	.8271	4-22-43-24
59. Lolita - N.G. Cassim	6-18-40-45	.7684	5-05-00-09
60. Ataman - E.A. Brodie	7-08-01-45	.7451	5-11-09-33

*Division Winners*

*Division 1: Pen Duick III*

*Division 2: Rainbow II*

*Fastest Time: Pen Duick III 4-04-10-31*

*Retired: Akala (J.H. Bleakley), Kathleen Gillett (R.R. Stephenson), Maria van Diemen (P.Hill), Odin (L. Abrahams), Ropawe (R.K. Brown), Southern Star (R. Harold), Thekla (E. Eggers).*

*1967 Weather: Light SE at start, fading the first night, then NE. Freshening line squall from south of Gabo Island and E to SE down the Tasmanian coast. Leaders were becalmed off Maria Island and suffered from light airs up the Derwent while the second half of the fleet had fresh NW winds down the coast and up the Derwent.*

#### 1963, 1964 & 1965 - Freya



#### 1966 - Cadence



## FACT FILE

*Mark Twain has sailed in 22 Sydney to Hobart Races, more than any other yacht.*



# FACT FILE

*The smallest fleet to contest the Sydney to Hobart was nine yachts in the inaugural race in 1945, the largest 371 in the 50th race in 1994.*



1967 - Rainbow



1968 - Koomooloo

## 1968 - 67 starters

### PI YACHT

1. Koomooloo - D.O'Neill
2. Boomerang VII - J.Baker
3. Ragamuffin - S.Fischer
4. Balandra - R.Crichton-Brown
5. Moonbird - N.Brooker
6. Veninde II - G.Jorgensen
7. Matika - N.Long
8. Kimwanda - D.Wauchope
9. Wathara II - B.Cameron
10. Sundowner - R.Swanson
11. Tina of Melbourne - E.Scott
12. Rebel - B.Wilson
13. Neil Gwyn - F.Hickman
14. Saracen II - J.Morris
15. Ophir - D.Jones
16. Starfire of Perth - N.McAllister
17. Huon Lass - H.Calvert
18. Salome - K.Pix
19. Salacia - A.Byrne
20. Weatherly - J.Gilliam
21. Calliope - C.Middleton
22. Jupiter - P.Yates
23. Adria - J.Grubic
24. Boambillee - V.Walsh
25. Odin - L.Abrahams
26. Lorita Maria - N.Rydge
27. Renegade - J.Lidgard
28. Samia - R.Langman
29. Cavalier - J.Roche
30. Gabrielle III - P.Sandwell
31. Ondine II - S.Long
32. Cedalion - R.Fidock
33. Gillawa - A.Wildman
34. Rival - A.Burgin
35. Shu-Bi-Himmamy - L.Jenkyns
36. Kaleena - H.Godden
37. Zilvergeest - A.Murray
38. Portia - R.Robertson
39. Optimist - H.Beilken
40. Alcheringa - J.Bridgland
41. Rapture - F.Callaway
42. Four Winds II - S.Gibson
43. Calypso - G.Wignall
44. Natani - O.Trevartha
45. Athena - A.Frie
46. Shimaal - C.Earl
47. Sea Witch - C.Forbes
48. Sirius - J.McKenzie
49. Bacchus D - P.Deaton
50. Temeraire - C.White
51. Arapawa - B.Millar
52. Dorado - J.Lake
53. Saga - L.Little
54. Metung - W.R. & B.Holmes

ELAPSED TM	TCF	CORR TM
4-10-26-52	.8046	3-13-38-52
4-07-34-58	.8375	3-14-45-02
4-05-01-35	.8596	3-14-50-32
4-08-57-33	.8419	3-16-21-54
4-19-04-34	.7682	3-16-24-05
4-19-12-08	.7701	3-16-43-02
4-19-07-35	.7707	3-16-43-40
4-14-50-35	.8222	3-19-08-07
4-23-35-25	.7667	3-19-41-23
4-14-10-45	.8330	3-19-46-45
5-01-55-36	.7661	3-21-25-14
5-02-00-29	.7677	3-21-39-56
4-22-35-42	.7913	3-21-50-39
5-04-22-55	.7654	3-23-12-06
5-02-56-45	.7691	3-23-19-37
4-10-45-22	.9007	4-00-09-18
5-02-08-49	.7954	4-01-09-20
5-08-51-36	.7468	4-01-31-16
5-01-57-10	.7945	4-01-53-29
5-04-06-09	.7894	4-01-57-59
5-15-18-36	.7323	4-03-05-15
5-02-04-20	.8120	4-03-07-21
4-23-32-57	.8360	4-03-56-35
5-11-07-07	.7650	4-04-18-20
5-07-13-30	.7959	4-05-15-30
5-11-26-55	.7791	4-06-24-41
5-14-30-48	.7654	4-06-57-23
5-20-11-02	.7548	4-09-48-38
5-23-42-55	.7378	4-10-01-59
5-01-53-55	.8708	4-10-08-57
4-03-20-02	1.0761	4-10-53-35
5-23-40-45	.7474	4-11-23-08
5-02-50-11	.7681	4-12-10-35
5-23-40-24	.7556	4-12-33-34
6-04-20-57	.7354	4-13-05-45
5-22-46-42	.7662	4-13-23-48
6-05-28-38	.7375	4-14-14-22
6-06-54-48	.7339	4-14-45-19
5-23-44-43	.7722	4-15-00-00
5-11-57-37	.8448	4-15-28-48
5-08-15-00	.8764	4-16-23-53
5-22-25-07	.7908	4-16-37-28
6-08-38-08	.7462	4-17-53-47
6-08-34-11	.7496	4-18-21-58
6-10-46-20	.7444	4-19-12-44
5-23-40-29	.8021	4-19-14-29
5-21-02-49	.8182	4-19-24-16
5-08-51-41	.9024	4-20-17-04
5-20-08-17	.8473	4-22-44-20
6-22-39-22	.7286	5-01-25-33
6-03-48-21	.8283	5-02-25-39
6-23-28-2	.7443	5-04-38-54
7-05-16-41	.7753	5-14-20-32
7-10-52-30	.8192	6-02-32-04

## 1969 - 79 starters

### PI YACHT

1. Morning Cloud - E.Heath
2. Prospect of Whitby - A.Slater
3. Salacia - A.Byrne
4. Thunderbolt - G.Shields & F.Thomas
5. Tina of Melbourne - B.Scott
6. Mercedes III - H.Kaufman
7. Boambillee - V.Walsh
8. Morning After - R.Hill
9. Rebel - B.Wilson
10. Bandit - M.Tostevin
11. Cavalier Seul - D.P.Cavalier
12. Warri - W.Hart
13. Renegade - J.Lidgard
14. Outrage - Colson Brothers
15. Hotspur - P.Packer
16. Gillawa - A.Wildman
17. Ragamuffin - S.Fischer
18. Caprice of Huon - G.Ingate
19. Moonbird - N.Brooker
20. Morandoo - W.Rice
21. Vago - H.Takeda
22. Satanita II - D.Wilkie
23. Sundowner - R.Swanson
24. Veninde II - G.Jorgensen
25. Odin - L.Abrahams
26. Balandra - R.Crichton-Brown
27. Melite - I.Brodziak
28. Maid Rosalinde - B.Finch
29. Saracen II - J.Morris
30. Crusade - M.Aitken
31. Corroboree - J.While
32. Duet - P.Hopwood
33. Neil Gwyn - F.Hickman
34. Wathara II - R.Jackman
35. Ophir - D.Jones
36. Jisuma - L.Scott
37. Cicily June - P.Dixon
38. Roulette II - F.Andrews
39. Salty Tiger - J.Powell
40. Salome - K.Pix
41. Akala - J.Bleakley
42. Myth of Arran - D.Reid
43. Carina - P.Daniel
44. Patsy - F.Duffield
45. Adria - J.Grubic
46. Camelot - J.Borow
47. Cavalier - J.Roche
48. Karingal - A.Berns
49. Apollo - A.Bond
50. Sequana - M.Tilley
51. Destiny II - G.Chapman
52. Sancho - G.Evans
53. Samia - R.Langman
54. Winston Churchill - G.Warner
55. Weatherly - J.Gilliam
56. Phantom of Brighton - J.Attwood, G.Maxted & K.Harry
57. Capucine - R.Brenac
58. Monsoon - Sturrock & Mooney
59. Zilvergeest - A.Murray
60. Siska - R.Tasker
61. Shi Bui - A.Wallis
62. Anitra V - Sir Garfield Barwick
63. Mistress - W.Pettingell
64. Enid - W.MacRae

ELAPSED TM	TCF	CORR TM
4-05-57-53	.7496	3-04-25-57
4-00-19-19	.8024	3-05-17-19
4-02-40-57	.7945	3-06-24-11
4-06-35-05	.7644	3-06-24-56
4-06-07-44	.7690	3-06-32-13
4-02-47-55	.7972	3-06-45-44
4-06-31-03	.7690	3-06-50-09
4-08-40-39	.7541	3-06-56-14
4-06-43-05	.7690	3-06-59-24
4-06-45-34	.7690	3-07-01-18
4-07-05-03	.7672	3-07-05-10
4-07-20-01	.7690	3-07-27-49
4-08-23-23	.7663	3-07-59-37
4-08-49-03	.7707	3-08-46-58
4-08-35-51	.7739	3-08-56-52
4-09-43-18	.7681	3-09-12-17
3-22-50-26	.8598	3-09-32-38
4-04-31-36	.8142	3-09-50-55
4-10-31-12	.7690	3-09-54-49
4-14-38-10	.7424	3-10-08-10
4-09-02-21	.7821	3-10-09-04
4-02-08-02	.8376	3-10-11-48
4-02-47-04	.8330	3-10-17-14
4-11-13-05	.7690	3-10-27-02
4-07-36-23	.7959	3-10-27-36
4-02-19-39	.8414	3-10-43-50
4-11-44-23	.7690	3-10-51-07
4-14-13-56	.7545	3-11-10-12
4-13-08-15	.7623	3-11-11-43
3-15-07-40	.9561	3-11-18-10
4-08-07-40	.8010	3-11-24-22
4-12-29-03	.7690	3-11-25-27
4-09-30-03	.7913	3-11-28-58
4-12-33-48	.7690	3-11-29-07
4-12-39-05	.7690	3-11-33-10
4-13-25-29	.7714	3-12-24-37
4-16-24-33	.7541	3-12-46-03
4-07-58-26	.8171	3-12-57-24
4-01-11-27	.8794	3-13-28-10
4-17-39-40	.7559	3-13-54-29
4-15-27-57	.7736	3-14-13-47
4-03-19-55	.8722	3-14-38-14
4-21-35-47	.7420	3-15-15-23
4-12-58-49	.8012	3-15-18-54
4-08-55-29	.8360	3-15-43-01
4-14-29-21	.7940	3-15-43-41
4-23-29-59	.7378	3-16-10-01
4-13-47-04	.8063	3-16-31-08
3-15-26-22	1.0134	3-16-36-40
5-00-51-16	.7406	3-17-30-17
4-07-58-46	.8655	3-17-59-38
5-03-44-40	.7307	3-18-25-12
4-23-53-45	.7548	3-18-29-50
4-08-24-33	.8801	3-19-53-26
4-20-18-9	.7948	3-20-26-13
4-23-51-08	.7719	3-20-30-50
5-03-43-33	.7487	3-20-38-01
4-23-03-40	.7795	3-20-48-29
5-08-26-56	.7375	3-22-43-51
4-01-59-18	.9745	3-23-29-22
4-23-55-10	.7973	3-23-36-42
5-01-29-57	.7883	3-23-46-40
5-07-27-54	.7690	4-00-28-57
4-08-07-12	.9577	4-03-42-56

Division Winners: Division 1: Koomooloo. Division 2: Moonbird

Fastest Time: Ondine II 4-03-20-02

Retired: Anitra (Sir Garfield Barwick), Camelot (J.Borrow), Carousel (M.Brakell), Corroboree (J.White), Franklin (R.A.N.S.A.), Karawa (L.Kloster), Maria van Diemen (P.Hill), Patsy (F.Duffield), Rage (H.Denius), Roiaata (N.Gillad), Ronita (R.Cottee), Sylvena (S.Moray), Thunderbolt (G.Shields).

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



65. Fourwinds II - S. Gibson	5-07-40-24	.7908	4-04-57-50
66. Makaretu - N. Gosson	5-05-32-22	.8293	4-08-06-35
67. Torea - G. Stern	5-06-16-13	.8256	4-08-14-55
68. Fidelis - J. Davern	4-06-17-29	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

Division Winners: One Ton: Tina of Melbourne.

Division 1: Prospect of Whitby. Division 2: Morning Cloud

Fastest Time: Crusade 3-15-07-40

Retired: Boomerang VII (P.Hill), Camille (D.Ralph), Janzoon I (R.George), Uteikah IV, (P.Fowler).

1969 Weather: Light winds from ENE at the start freshened to 10-15 knots during daytime and light at night, persisted for the first two days followed on the third day by a 20 knot southerly with rain. This helped the leaders to the finishing line but the second half of the fleet was beset by light and variable winds for their final 24 hours.

#### 1970 - 63 starters

PI YACHT	ELAPSED TM	TCF	CORR TM
1. Pacha - R. Crichton-Brown	3-17-41-18	.9157	3-10-07-39
2. Ragamuffin - S. Fischer	3-20-42-28	.8869	3-10-13-20
3. Salacia II - A.W. Byrne	3-22-09-23	.8893	3-11-43-59
4. Koomooloo - N.B. Rydger 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. Tambou - R. Green	5-04-15-22	.7524	3-21-29-24
13. Tina of Melbourne - B.R. Scott	5-00-30-15	.7767	3-21-35-44
14. Boomerang VIII - P. Joubert	5-03-25-27	.7620	3-22-02-56
15. Capucine - R. Brenac	5-05-53-05	.7504	3-22-27-50
16. Loma - W. Burrows	5-05-34-25	.7524	3-22-28-53
17. Prospector - R. Lloyd	5-06-42-33	.7489	3-22-53-32
18. Cherana - J. Keelty	5-08-10-58	.7455	3-23-33-36
19. Veninde II - G.E. Jorgensen	5-02-43-43	.7815	3-23-54-44
20. Sarlena - C. McGarry	5-05-39-43	.7709	4-00-52-22
21. Maria - D.A. Cooper	5-02-42-45	.7844	4-01-02-16
22. Mistress - W. 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-The-Well - J. Easdon	5-05-07-30	.7896	4-02-47-55
27. Patsy of Island Bay - F.R. Duffield	5-00-31-37	.8200	4-02-49-55
28. Calypso - G.G. Wignall	5-12-59-19	.7444	4-02-59-48
29. Onya II - P. Rysdyk	5-10-28-56	.7590	4-03-02-10
30. Balandra - Army Eastern Command	4-20-46-28	.8516	4-03-26-41
31. Weatherly - J. Gilliam	5-04-09-00	.8042	4-03-50-28
32. Didgeridoo - T. Simmat	5-05-51-43	.7961	4-04-11-55
33. Southerly - D. Mickleborough	5-12-33-48	.7564	4-04-16-15
34. Four Winds II - S.W. Gibson	5-07-07-21	.7961	4-05-12-07
35. Patrice - R. Kirby	5-05-36-41	.8068	4-05-20-35
36. Anitra V - Sir Garfield Barwick	5-07-50-35	.7942	4-05-31-59
37. Astelot - 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
41. Boomerang VII - P. Hill	5-04-07-37	.8675	4-11-40-48
42. Franklin - R.A.N.	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
One Ton Division: Matika. Division 1: Pacha. Division 2: Morning Mischief			
Fastest Time: Buccaneer 3-14-06-12			
Retired: Apollo (A. Bond), Boombillie (V. Walsh), Carina (P. Daniel), Cavalier (J. Roche), Jisuma (L. Scott), Makaretu (N. Gosson), Mercedes III (H. Kaufman), Rival (A. Burgin), Rum Runner (G. Nock), Spirit (G. Kiskaddon), Starfire of Perth (N. McAllister), Stormy Petrel (C. Curran), Thunderbolt (G. Shields), Valhalla (A. & P. Hankin).			
1970 Weather: Moderate to fresh NE winds for the first two days caused two yachts to lose their rudders. SW change on the morning of the third day built up to a gale that lasted over 50 hours. This made it a big boat race and brought up a record of 14 retirements.			

#### 1971 - 79 starters

PI YACHT	ELAPSED TM	TCF	CORR TM
1. Pathfinder - B. Wilson	4-00-02-04	.7835	3-03-14-34
2. Runaway - J. Lidgard	4-01-00-50	.7844	3-04-05-51
3. Wai-Aniwa - R.H. Walker	4-01-15-07	.7844	3-04-17-03
4. Morning Cloud - E. Heath	3-21-58-57	.8141	3-04-30-40
5. Taurus - A.G. Lee	3-21-05-48	.8266	3-04-57-13
6. Cervantes IV - R.C. Watson	3-23-55-11	.8077	3-05-28-26
7. Prospect of Whitby - A. Slater	3-20-54-02	.8362	3-05-41-00
8. Koomooloo - J. Gilliam	3-23-41-21	.8150	3-05-59-11
9. Vittoria - L. Abrahams	4-00-00-01	.8159	3-06-19-35
10. Polaris - L.H. Savage	3-23-44-51	.8292	3-07-23-37
11. Ragamuffin - S. Fischer	3-17-37-54	.8861	3-07-25-21
12. Bacardi - P. Cole	3-23-36-37	.8336	3-07-42-02
13. Stormy Petrel - C. Curran	4-06-15-41	.7844	3-08-12-50
14. Meltemi - B.C. Psaltis	3-23-29-25	.8422	3-08-25-18
15. Satanita II - D.H.R. Wilkie	3-23-46-09	.8482	3-09-13-52
16. Plum Crazy - G. Thomas & Partners	4-16-33-23	.7226	3-09-19-59
17. Pilgrim - G. Evans	4-08-01-30	.7835	3-09-30-13
18. Huon Lass - H. Calvert	4-08-03-00	.7841	3-09-35-08
19. Pacha - R. Crichton-Brown	3-17-37-41	.9157	3-10-04-20
20. Mark Twain - R.J. Langman	4-08-50-38	.7844	3-10-14-22
21. Whispers II - G. Stagg	3-21-19-11	.8813	3-10-14-33
22. Tina of Melbourne - B.R. Scott	4-10-51-13	.7758	3-10-53-49
23. Anaconda - J. Grubic	3-23-50-48	.8789	3-12-14-22
24. Morning Hustler - R.H. Fidock	4-15-03-25	.7590	3-12-17-31
25. Mercedes III - K. 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. Boomerang 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. Pimpemel - J. Beaumont & Partners	4-16-31-54	.7709	3-14-45-02
32. Wild Goose - I.D. Russell	4-15-10-00	.7844	3-15-11-56
33. Patrice - J. Kirby	4-12-04-55	.8068	3-15-12-01
34. Duet - J. Diamond	4-15-55-50	.7796	3-15-15-39
35. Stormy - C. Bruynzeel	3-22-06-33	.9301	3-15-31-51
36. Vago II - H. Takeda	4-09-00-39	.8397	3-16-10-39
37. American Eagle - R.E. Turner	3-15-49-16	1.0042	3-16-11-24
38. Jisuma - L.K. Scott	4-16-46-58	.7892	3-16-13-08
39. Kialoa II - J. Kilroy	3-12-46-21	1.0413	3-16-16-24
40. Salacia - F.W. Thomas	4-15-24-55	.7924	3-16-17-07
41. Cavalier - J. Roche	4-23-54-42	.7374	3-16-25-22
42. Mary Blair - P. Riddle	4-09-08-14	.8448	3-16-49-12
43. Patsy of Island Bay - E.J. Muir	4-11-34-55	.8262	3-16-53-02
44. Kintama - R. George	4-15-51-39	.7957	3-17-00-27
45. Boomerang VII - P.M. Hill	4-06-39-31	.8675	3-17-03-23
46. Siska - R. Tasker	3-17-04-12	1.0043	3-17-27-10
47. Barbarian - 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

1969 - Morning Cloud



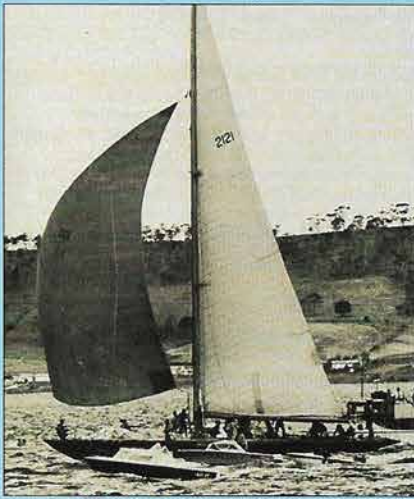
1970 - Pacha



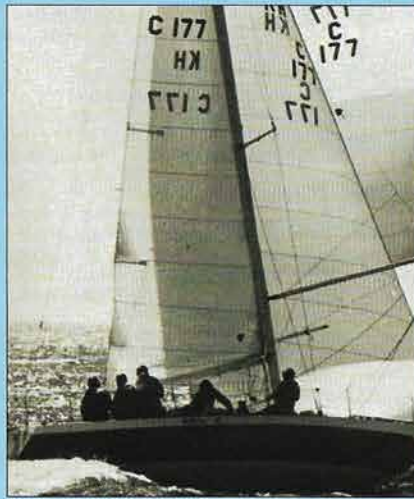
1971 - Pathfinder



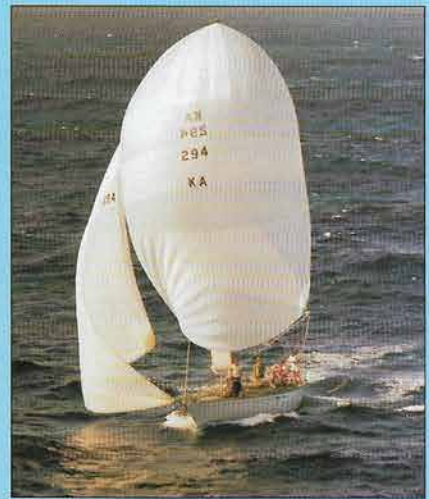




1972 - American Eagle



1973 - Cell III



1974 - Love & War

54. Callipyge - A. Streichenberger	5-07-09-31	.7258	3-20-17-29
55. Tawari - 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. Makarett - N. Gosson	4-17-13-39	.8406	3-23-10-44
62. Skinflint - J.K. Henley	5-01-57-33	.7844	3-23-39-53
63. Ondine - S.A. Long	3-15-32-17	1.0931	3-23-41-15
64. Winston Churchill - G. Warner	4-12-06-46	.8851	3-23-41-25
65. Buccaneer - T. Clark	3-15-27-19	1.0967	3-23-54-44
66. Franklin - R.A.N.	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. Diggerdoo - 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. Jasnar - P. Kinsella & I. Millar	6-13-13-58	.7249	4-17-58-40
76. Four Winds - S.W. Gibson	6-04-01-22	.7951	4-21-41-34

Division 1: Morning Cloud. Division 2: Plum Crazy. OTC Division: Pathfinder  
Fastest Time: Kialoa II 3-12-46-21

Retired: Maria, Mistress, van Diemen

1971 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 began to enter Bass Strait it began to veer to the sou'west. Finally as the bulk of the fleet approached the Tasmanian coast the wind swung round to the nor'west and freshened to 30 knots, giving the middle-of-the-fleet boats a great spinnaker reach down the coast bringing them right onto the heels of the leaders. Over the final two days, almost all the fleet encountered frustrating calms but the middle-sized yachts held their own right to the finish.

#### 1972 - 79 starters

PI YACHT	ELAPSED TM	TCF	CORR TM
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. Meltimi - B.C. Psaltis	3-20-19-11	.8392	3-05-28-29
10. Queequeg - M.R.L. Dowling	3-19-27-37	.8471	3-05-28-33
11. Polaris - L.H. Savage	3-22-34-27	.8246	3-05-59-09
12. Vittoria - L.J. Abrahams	4-00-16-23	.8180	3-06-45-04
13. Taurus - A.G. Lee	4-00-11-55	.8237	3-07-14-19
14. Graybeard - L.H. Killam	3-04-57-54	1.0512	3-08-54-20
15. Mark Twain - R.J. Langman	4-08-00-31	.7786	3-08-58-51
16. Runaway - I. Gibbs	4-08-17-14	.7786	3-09-11-52
17. Pacha - R. Crichton-Brown	3-18-38-52	.8980	3-09-24-05
18. Ginkura - G.A. Warner	4-00-40-47	.8436	3-09-33-32
19. Balandra - Army Eastern Command	4-02-54-45	.8269	3-00-47-26
20. Callipyge - A. Steichenberger	4-03-04-13	.8320	3-10-25-35
21. Escapade - Mr & Mrs G.P. Hedges	4-09-59-03	.7786	3-10-31-09
22. Chantal - Marshall Bros.	4-10-40-29	.7752	3-10-41-39
23. Matika - A. Pearson	4-14-04-35	.7556	3-11-10-25
24. Sunbird II - T. Yamasaki	4-11-32-23	.7786	3-11-43-49
25. Boomerang VII - J. De Vere	4-01-14-52	.8628	3-11-54-19
26. Wathara II - R.W. Jackman	4-14-54-39	.7636	3-12-41-29
27. Patrice - R.J. Kirby	4-10-30-22	.7962	3-12-48-01
28. Trevassa - F.R. Duffield	4-06-52-24	.8255	3-12-55-18

29. Starfire of Perth - M. McAllister	4-03-51-06	.8584	3-13-42-45
30. Mercedes III - K. Farfor	4-13-20-27	.7882	3-14-10-56
31. Salacia - F.W. Thomas	4-17-51-43	.7657	3-15-11-03
32. Unicorn - R.G. Graham	5-04-34-50	.7004	3-15-15-22
33. Granny Smith - W. Anderson & C. Shaffran	5-04-35-44	.7034	3-15-38-25
34. Mokoia - J.M. Tattersall	5-04-38-03	.7034	3-15-40-03
35. Endeavour III - G.H. Gardner	5-05-10-21	.7034	3-16-02-46
36. Onya of Gosford - P. Rysdyk	4-13-20-45	.8072	3-16-15-50
37. Sequana - M.J. Tilley	5-06-32-57	.7003	3-16-37-20
38. Saracen II - J.H. Morris	5-04-21-53	.7138	3-16-46-17
39. Evolution - J. Diacopoulos	5-07-09-58	.7019	3-17-15-28
40. Zilvergeest II - A.J. Murray	5-04-28-15	.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. Bleakley	5-00-37-50	.7673	3-20-33-35
49. Vago II - H. Takeda	4-14-55-29	.8356	3-20-41-19
50. Nellie Zander - J.J. Cumming	5-01-25-15	.7647	3-20-51-02
51. Dorothy II - E.W. Wall-Smith	5-04-35-50	.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. Pimpemel - 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 - R.A.N.S.A	5-04-34-36	.7702	3-23-56-56
60. Satyricon - A.T. Cotton	5-04-32-36	.7706	3-23-58-22
61. Wild Goose - I.D. Russell	5-04-23-47	.7741	4-00-17-43
62. Kintama - R. George	5-04-25-19	.7765	4-00-36-40
63. Quando - J.O'Neill	5-06-24-02	.7658	4-00-47-51
64. Solent - P.J. & R.S. Robinson	5-21-30-55	.6938	4-02-11-00
65. Trilby II - K.W. Hinrichsen	5-23-13-50	.6861	4-02-16-14
66. Tawari - 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. Makarett - N. Gosson	5-04-50-31	.8171	4-06-00-29
69. Uteikah 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 Australian Navy	6-20-34-48	.7276	4-23-44-54
75. Sirocco - S.B. Guy	5-08-21-09	.9409	5-00-46-00

One Ton Division: Mark Twain. Half Ton Division: Unicorn. Division A: American Eagle

Division B: Caprice of Huon. Division C: Matika. Division D: Sequana

Fastest Time: American Eagle 3-04-42-39

Retired: Anaconda, Bacardi, Kidnapper, Nocturne

1972 Weather: The CYCA put back the starting time to 12 noon local time to give the afternoon sea breeze time to catch up with daylight saving and the huge fleet started in a light nor'easter. The breeze was light to moderate for the first two hours of the Race giving the fleet a spinnaker run down the NSW coast. The leaders gybed off Jarvis Bay and they reached down almost to Twofold Bay, until a fresh southerly came in. After few tacks off Cape Howe most of the fleet were able to sail across Bass Strait on a close fetch in the fresh sou'wester. With the wind abeam from the west and nor'west, the leaders continued to make a fast reach down the Tasmanian coast. Then without warning the leaders were hit by a fierce southerly change, gusting to more than 40 knots. But as they approached the Iron Pot, the leaders ran into a series of frustrating calms as the rest of the fleet battled a Force 7 gale off the east coast. However, as the front passed, almost all the fleet were to suffer the same frustrations as they sailed a "stop-go" course up the Derwent. The race was a long drawn out affair, as the smaller yachts had to battle headwinds



down the east coast, round Tasman Island and then across Storm Bay; most of them also encountering the fickle winds of the Derwent.

# **1973 - 92 starters**

PI YACHT	ELAPSED TM	TCF	CORR TM
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
5. Improbable - D. W. Allen	3-07-09-56	.8666	2-20-36-17
6. Superstar - E. A. Graham	3-09-35-10	.8410	2-20-36-50
7. Love and War - P. Kurts	3-08-27-31	.8547	2-20-46-05
8. Ragamuffin - S. Fischer	3-07-47-16	.8674	2-21-02-54
9. Quailo III - D. Parr	3-06-06-22	.8853	2-21-08-50
10. Mary Blair - P. Riddle	3-13-04-25	.8175	2-21-32-51
11. Queequeg - M. Dowling	3-09-16-34	.8564	2-21-36-17
12. Barnacle Bill - D. Johnstone	3-12-33-45	.8237	2-21-39-14
13. Callipyge II - A. Steichenberger	3-11-57-35	.8311	2-21-46-44
14. Polaris - L. H. Savage	3-13-19-25	.8205	2-22-00-29
15. Matika - A. Pearson	3-21-07-49	.7538	2-22-12-05
16. Pacha - Sir R. Crichton-Brown	3-06-41-56	.8957	2-22-29-25
17. Apollo - P. Jolly	3-02-12-06	.9541	2-22-47-44
18. Skylark - J. L. Ward	4-05-17-01	.7034	2-23-14-34
19. Papillon - J. Wrightson	3-17-01-24	.8025	2-23-26-28
20. Tequila - D. Arcy Whiting	3-11-09-02	.8613	2-23-37-03
21. Siska II - Rolly Tasker	3-03-38-14	.9614	3-00-43-03
22. Quicksilver - B. Wilson	3-19-01-53	.7990	3-00-44-03
23. Onya of Gosford - P. Rysdyk	3-19-23-46	.7972	3-00-51-39
24. Pilgrim - G. Evans	3-21-34-57	.7786	3-00-51-47
25. Morning Hustler - R. Fidock	4-04-14-30	.7305	3-01-13-35
26. Variag - M. Henrion	4-01-09-43	.7540	3-01-15-36
27. Bushwacker - F. D. Spencer	3-22-08-55	.7786	3-01-18-14
28. Runaway - I. Gibbs	3-23-43-14	.7696	3-01-39-59
29. Morning Mischief - R. C. Halliday	4-06-16-08	.7213	3-01-45-59
30. Granny Smith - W. Anderson	4-09-16-22	.7004	3-01-46-54
31. Marara - K. H. Flehr	4-04-20-06	.7357	3-01-48-59
32. Trevasa - F. R. Duffield	3-18-33-33	.8192	3-02-11-09
33. Vittoria - L. J. Abrahams	3-12-32-12	.8099	2-20-27-58
34. Lowana II - K. R. & P. Anderson	3-23-46-55	.7775	3-02-28-13
35. Lady Jane - L. W. Grant	4-01-05-58	.7763	3-02-22-42
36. Kishmul - J. C. Welson	4-02-13-09	.7741	3-04-01-52
37. Patrice - R. J. Kirby	3-23-52-21	.7932	3-04-02-45
38. Mark Twain - R. J. Langman	4-01-41-56	.7786	3-04-04-06
39. Helsal - A. Fisher	3-01-32-09	1.0444	3-04-48-03
40. Gumblossom - P. Joubert	4-14-18-06	.7004	3-05-15-19
41. Boamaroo III - H. W. Findlay	4-10-02-25	.7305	3-05-27-44
42. Suraya - K. Steinman	4-07-00-14	.7526	3-05-31-14
43. Koomooloo - R. K. Young	4-01-27-37	.7961	3-05-35-17
44. Maggie - J. Duncanson	4-06-49-29	.7600	3-06-08-47
45. Anaconda - J. Grubic	3-19-06-19	.8611	3-06-27-03
46. Ruffian - J. Kinsella	4-00-13-51	.8184	3-06-45-19
47. Makaretu - N. Gosson	4-01-20-05	.8097	3-06-48-42
48. Mercedes III - K. R. Farfor	4-04-44-18	.7831	3-06-59-17
49. Poitrel II - J. Robson-Scott	4-10-29-33	.7412	3-06-55-55
50. Aquila - J. Park	4-13-23-27	.7318	3-08-03-07
51. Kingurra - G. A. Warner	3-23-44-09	.8410	3-08-30-50
52. Duet - J. P. Diamond	4-11-22-47	.7538	3-08-56-33
53. Hellfire - K. L. Turner	4-14-04-19	.7357	3-09-10-40
54. Aquarius - R. E. Francis	4-09-20-33	.7752	3-09-39-41
55. Zilvergeest II - A. Murray	4-17-23-05	.7249	3-10-11-33
56. Franklin - Royal Australian Navy	4-11-21-28	.7682	3-10-28-19
57. Sirocco - T. & P. Firmstone	4-11-01-13	.7710	3-10-30-45
58. Assegai - E. R. Rooms	4-19-16-20	.7189	3-10-52-09
59. Coral J - J. Oliver	4-12-27-39	.7681	3-11-18-30
60. Binda - A. M. Rundle	4-13-43-26	.7595	3-11-20-59
61. Sundowner - B. Price	3-23-44-54	.8719	3-11-28-58
62. Cardinal Puff - P. D. Rundle	5-01-52-55	.6881	3-11-52-00
63. Inca - E. Julian	4-03-32-12	.8427	3-11-52-46
64. Wild Goose - I. D. Russell	4-12-22-28	.7741	3-11-53-32
65. Ali Baba - B. P. Walpole	4-16-04-04	.7551	3-12-37-20
66. Astrolabe - A. R. Gear	5-02-17-20	.7034	3-14-01-04
67. Morning Mist - A. Neate	4-22-52-27	.7279	3-14-31-42
68. Balandra - Army Eastern Command	4-10-10-42	.8239	3-15-28-48
69. Sequana - M. J. Tilley	5-05-33-10	.6973	3-15-32-52
70. Solent - P. J. & R. Robinson	5-05-46-30	.6974	3-15-42-56
71. Banjo Paterson - J. Jarrett	3-23-41-34	.9205	3-16-05-06
72. Nirimba - Royal Australian 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. Janzoon II - W. Cavill	5-05-11-40	.7437	3-21-06-25
84. Pisces - H. Lewis	4-19-45-51	.8230	3-23-16-26
85. Tawarri - J. Lewis	4-22-53-15	.8025	3-23-24-26
86. Makulu - H. Blug	5-22-42-33	.6874	4-02-05-53
87. Warana - I. Edwards & P. Sturgess	5-12-24-32	.7661	4-05-26-18
88. Korumburra - K. Boston	5-22-56-51	.7274	4-07-58-48
89. Saracen II - J. H. Jamison	6-02-26-07	.7108	4-08-05-10
90. Valhalla - D. Vanderbent	5-07-41-07	.8899	4-17-37-37

Disqualified: Alcheringa, Ruthean. Division A: Prospect of Whitby  
Division B: Rampage. Division C: Ceil III. Division D: Skylark  
Fastest Time: Helsal 3-01-32-09

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

# **1974 - 63 starters**

PI YACHT	ELAPSED TM	TCF	CORR TM
1. Love and War - P. Kurts	4-04-27-20	.8503	3-13-25-02
2. Bumblebee 3 - J. D. Kahlbetzer	4-01-03-51	.9044	3-15-47-05
3. Granny Smith - W. Anderson	5-06-47-59	.7016	3-16-57-46
4. Mercedes IV - H. T. Kaufman	4-12-19-13	.8236	3-17-12-46
5. Fantasy Rag - J. Musgrove	4-08-53-02	.8604	3-18-14-32
6. Apollo III - A. Bond	4-02-58-56	.9125	3-18-19-16
7. Vittoria - L. J. Abrahams	4-16-36-36	.8064	3-18-48-31
8. Patrice III - R. J. Kirby	4-09-30-22	.8613	3-18-52-21
9. Taurus - A. M. Kelso	4-16-34-59	.8078	3-18-56-40
10. Koomooloo - R. K. Young	4-18-42-19	.7931	3-18-58-22
11. Nudumsky - L. Fallshaw	5-08-08-07	.7101	3-18-59-21
12. Ondine III - S. A. Long	3-13-51-56	1.0642	3-19-22-41
13. Polaris - L. H. Savage	4-17-01-41	.8087	3-19-24-20
14. Poitrel II - J. Robson-Scott	5-04-58-57	.7353	3-19-53-59
15. Apollo - W. Rooklyn	4-00-52-48	.9521	3-20-14-22
16. Ballyhoo - J. Rooklyn	3-16-52-21	1.0426	3-20-39-31
17. Appaloosa - R. T. Spence	5-07-33-34	.7265	3-20-40-19
18. Bacardi - R. J. Gould & W. H. Rockliffe	4-18-37-33	.8095	3-20-47-23
19. Nike - C. E. Davies	5-04-52-19	.7431	3-20-47-32
20. Gumblossom - P. N. Joubert	5-12-59-54	.6990	3-20-57-57
21. Zilvergeest III - A. J. Murray	5-08-05-38	.7263	3-21-02-04
22. Matika II - A. Pearson	5-04-55-07	.7488	3-21-32-21
23. Ali Baba - B. P. Walpole	5-04-05-45	.7556	3-21-46-01
24. Superstar - K. Farfor	4-16-59-20	.8328	3-22-05-50
25. Duet - J. P. Diamond	5-05-50-28	.7484	3-22-10-46
26. Dorothy II - E. W. Wall-Smith	5-09-13-29	.7308	3-22-26-14
27. Balandra - Army Eastern Command	4-19-56-14	.8147	3-22-27-14
28. Brutia Faccia - G. Fornaro	5-02-16-15	.7742	3-22-39-43
29. Huon Chief - H. D. Calvert	5-02-04-24	.7763	3-22-45-56
30. Mark Twain - R. J. Langman	5-03-35-40	.7681	3-22-55-59
31. Binda - A. M. Rundle	5-05-49-16	.7546	3-22-56-41
32. Lollipop - P. W. Kline & I. T. Millar	5-15-30-11	.7016	3-23-04-08
33. Pandora - H. James	5-01-01-29	.7866	3-23-11-53
34. Wild Goose - I. D. Russell	5-05-55-44	.7638	4-00-11-04
35. Pintado - E. H. Wilson	5-13-31-12	.7224	4-00-27-17
36. Brumby - P. J. & R. S. Robinson	5-15-30-11	.7127	4-00-43-13
37. Antagonist - R. F. Hickman	5-02-36-57	.7898	4-00-50-31
38. Bushwacker - F. Spencer	5-04-56-00	.7774	4-01-07-23
39. Onya of Gosford - P. Rysdyk	5-16-50-25	.7101	4-01-10-13
40. Willi Willi - J. Hawley	4-18-05-18	.8529	4-01-18-22
41. Pegasus - G. R. W. Snow	5-06-43-49	.7688	4-01-25-49
42. Ruffian - J. Kinsella	5-01-03-50	.8085	4-01-52-49
43. Corroboree - G. Hutchinson	5-07-33-43	.7703	4-02-15-40
44. Anaconda - G. R. Ellis	4-19-32-44	.8540	4-02-40-33
45. Savant - K. L. Cox	4-22-37-00	.8325	4-02-44-54
46. Cavelleri - J. P. Partridge	5-21-35-35	.6987	4-02-55-52
47. Hustler - P. Bates & B. Climo	4-18-37-25	.8665	4-03-19-17
48. Avalon - E. J. Slight	5-06-28-58	.7969	4-04-47-38
49. Buccaneer - T. E. Clark	4-00-24-54	1.0477	4-05-00-50
50. Conquista - J. P. Rochfort	5-22-23-07	.7101	4-05-06-47
51. Cordon Bleu - J. Violet	5-10-51-49	.7742	4-05-18-52
52. Saracen II - J. H. Jamison	6-00-19-51	.7096	4-06-25-02
53. Helsal - A. Fisher	4-00-50-43	1.0672	4-07-21-12
54. Trevasa - F. R. Duffield	5-10-19-55	.8063	4-09-05-12
55. Catriona M - B. C. Folbigg	5-20-01-01	.7564	4-09-54-31
56. Volante - N. H. Price	4-17-04-57	.9419	4-10-30-44
57. Red Boomer II - W. T. McNeill	5-11-14-24	.8047	4-20-06-29
58. Honeywind - T. H. Bragg	6-01-42-00	.8162	4-22-55-13

Division A: Love and War. Division B: Vittoria.  
Division C: Poitrel II. Division D: Granny Smith.  
Fastest Time: Ondine III 3-13-51-56

Retired: Come By Chance, Pania II, Ragamuffin, Sirocco, Warri

1974 Weather: For the first 24 hours the breezes were light and variable NE - SE. On the second afternoon and night the fleet managed to cover useful ground running with a nor'easter up to 20 knots. The morning of the 28th was SSE 15-25 knots, which faded in the afternoon. On the fourth day the fleet sailed in W and NW winds 35 to 40 knots, with some experiencing puffs of 50-60 knots and fairly high seas. Over the next two days conditions were a little easier with 10-30 knots WSW, although some yachts experienced much stronger breezes down the Tasmanian coast and around Tasman Island.

# **1975 - 102 starters**

PI YACHT	ELAPSED TM	TCF	CORR TM
1. Rampage - P. Packer	3-04-43-03	.7988	2-13-16-56
2. Fair Dinkum - P. Robson-Scott	3-10-35-23	.7442	2-13-27-47
3. Superstar - K. Farfor	3-03-13-00	.8228	2-13-53-18
4. Pied Piper - B. F. Geissler	3-07-38-58	.7774	2-13-55-10
5. Prospect of Ponsonby - N. R. Angus	3-07-59-06	.7752	2-14-00-16





1975 - Rampage



1976 - Piccolo



1977 - Kialoa

6.Brer Fox - Marshall Bros	3-07-41-40	.7784	2-14-02-03
7.Noryema - R.Amey	3-00-52-39	.8529	2-14-09-26
8.Polans - L.H.Savage	3-05-30-58	.8052	2-14-24-58
9.Duet - J.P.Diamond	3-12-56-04	.7453	2-14-26-07
10.Dragonfyre - R.C.Genders	3-12-56-04	.7355	2-14-28-10
11.Horner - 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	.8646	2-15-37-15
19.Nike - C.E.Davies	3-13-29-24	.7442	2-15-37-18
20.Fantasy Rag - J.Musgrove	3-02-00-42	.8604	2-15-40-47
21.Apollo II - R. & I.Thurston	3-03-12-07	.8477	2-15-44-55
22.Meltemi - B.C.Psalis	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	.7763	2-16-02-46
28.Natelle 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.Vitai	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.Michilis	3-15-12-05	.7431	2-16-47-58
34.Quickstep - H.L.Smith	3-11-26-22	.7774	2-16-51-57
35.Apollo III - A.Bond	2-23-54-01	.9029	2-16-55-07
36.Vittoria - L.J.Abrahams	3-08-34-17	.8064	2-16-58-22
37.Mercedes III - A.T.Clutton	3-11-50-25	.7757	2-17-02-06
38.Sunbird V - T.Yamasaki	3-01-31-50	.8847	2-17-03-09
39.Koomooloo - R.K.Young	3-10-23-09	.7931	2-17-20-25
40.Whispers of Wellington - G.Stagg	3-08-28-06	.8124	2-17-22-21
41.Thunderbolt - L.P.Harding	3-19-01-27	.7182	2-17-22-25
42.Pintado - E.H.Wilson	3-19-07-13	.7183	2-17-27-06
43.Windward Passage - R.M.Johnson	2-14-59-52	1.0401	2-17-31-26
44.Geronimo - A.G.Lee	3-04-16-09	.8596	2-17-33-40
45.Quicksilver - R.Wilson	3-10-23-39	.7968	2-17-39-06
46.Ruthless - P.Hill	3-12-27-19	.7774	2-17-39-20
47.Siska - R.L.Tasker	3-02-43-13	.8792	2-17-41-39
48.Mary Blair - J.Savage & F.Short	3-10-01-08	.8026	2-17-49-42
49.Mercedes IV - H.T.Kaufman	3-08-01-25	.8236	2-17-54-27
50.Thundercloud - D.Hogg & A.Stewart	3-12-48-59	.7774	2-17-56-10
51.Quando - J.D.Edmonds	3-02-39-20	.8854	2-18-06-00
52.Bacardi - R.Gould & W.Rockliffe	3-10-22-47	.8026	2-18-07-05
53.Leda - N.E.Gosson	3-00-01-13	.9189	2-18-10-46
54.Vago - H.Takeda	3-06-19-02	.8452	2-18-11-37
55.Kialoa - J.B.Kilroy	2-14-36-56	1.0573	2-18-12-12
56.Anticipation - S.Brown Syndicate	3-01-58-06	.8954	2-18-13-52
57.Tawari - J.D.Lewis	3-10-35-12	.8038	2-18-22-59
58.Anduri - 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 Eastern Command	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.Giddee - 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
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	3-21-04-25	.7263	2-20-02-07
72.Pacha - Sir Robert Crichton-Brown	3-05-08-51	.8856	2-20-19-19

73.Willi Willi - J.Goddard	3-10-25-04	.8324	2-20-36-17
74.Lollipop - I.Millar & P.Kline	4-02-05-21	.7016	2-20-49-10
75.Buccaneer - T.E.Clark	2-18-28-06	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.James	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	4-05-37-31	.7067	2-23-49-07
86.Ali Baba - J.E.Crisp	4-00-18-17	.7465	2-23-53-29
87.Gretel - Gretel Syndicate	3-02-31-42	.9651	2-23-55-38
88.Shioji Too - Y.Ikeda	3-21-19-20	.7805	3-00-50-17
89.Rough Red - K. Le Compte	4-04-05-30	.7320	3-01-16-02
90.Marsude - P.H.Menere	4-01-15-15	.7617	3-02-04-43
91.Tanglefoot - D.R.Hart	4-01-01-35	.7355	3-03-46-33
92.Barbarian - V.Wilman, Chtr.	4-03-54-19	.7669	3-04-37-02
93.Bravura - R.Mylar	4-14-17-09	.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

Division A: Corinthian. Division B: Rampage.  
Division C: Pied Piper. Division D: Fair Dinkum  
Fastest Time: Kialoa 2-14-36-56

Retired: Matika II, Savant, Zilvergeest III

1975 Weather: The fleet started on the last day of a SE pattern with winds ranging from 10-20 knots. A good clip was maintained in reaching conditions. On the first night the breeze swung NE, moving to NNE at 15 to 20 knots on the 27th. This remained until the evening of the 28th, when for a few hours it shifted to WNW 15-25 knots. On the 29th it was N 20-30 knots which held through the 30th when the tail-enders experienced moderate SE conditions. Thus, conditions were virtually ideal for a fast run. No less than nine yachts lifted their skirts and beat Helsa's previous record.

#### 1976 - 85 starters

PI YACHT	ELAPSED TM	TCF	CORR TM
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 and War - P.Kurts	3-23-54-39	.8469	3-09-13-37
5.Bacardi - R.Gould & W.Rockliffe	4-06-10-44	.7966	3-09-23-45
6.Natelle Two - N.S.Girdis	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.Beildeding	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 - Heuchmar Everitt Moran & Partners	4-13-01-20	.7763	3-12-38-02
19.Lots Wife - R.Montgomery	5-01-57-47	.6962	3-12-54-38
20.Taurus - A.M.Kelso	4-10-48-57	.7966	3-13-05-22
21.Rampage - E.N.Fuller	4-11-30-14	.7924	3-13-11-10
22.Antagonist - R.G.Hickman	4-14-38-30	.7701	3-13-12-19
23.Matika III - A.Pearson	4-13-40-03	.7774	3-13-15-20
24.Geronimo - A.G.Lee	4-03-58-40	.8529	3-13-16-16



25. Wainunu IV - R.A. Lee	4-09-44-10	.8074	3-13-22-17
26. Invincible - R.H. Cawse	4-13-51-49	.7774	3-13-24-29
27. Mercedes III - A.T. Clutton	4-14-02-25	.7763	3-13-25-27
28. Kestrel - R.H. Fidock	4-14-12-40	.7752	3-13-26-08
29. Farr Out - 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. Ricochet 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 - Roxburgh Partners	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. Jagger	5-08-18-42	.6962	3-17-19-50
46. Mercedes IV - M.E. Braham	4-13-33-57	.8236	3-18-14-18
47. Sundance - D. Smith	5-10-57-29	.6987	3-19-30-01
48. Banjo Paterson - J. Jarret	4-05-42-25	.9064	3-20-11-14
49. Binda - I.D. Ritchie	5-03-09-21	.7494	3-20-17-36
50. Samia - P. Rae	5-08-16-51	.7240	3-20-52-31
51. Artemis - D.J. Millikan	5-12-23-15	.7075	3-21-39-51
52. Landfall - K. Elliott	5-02-44-50	.7699	3-22-30-11
53. Hi-Jaque - J. Violet	5-02-11-22	.7752	3-22-43-17
54. Ichthus - R.P. Delbridge	5-10-27-49	.7290	3-23-06-29
55. Anitra May - R. Walters	4-23-54-25	.7955	3-23-23-10
56. Wild Goose - I.D. Russel	5-06-21-30	.7576	3-23-43-45
57. Freedom - C.T. Martin	5-08-21-21	.7461	3-23-45-59
58. Quasar - B.J. Sutherland	4-13-38-54	.8908	4-01-40-29
59. Anaconda II - J. Grubic	3-22-29-37	1.0421	4-02-28-18
60. Obsession - B. Tardrew	4-21-09-33	.8477	4-03-18-57
61. Nirimba - Royal Australian Navy	5-18-45-03	.7176	4-03-34-03
62. Carmen - K. Bourke	6-00-26-00	.6920	4-03-56-52
63. Nand II - R.O. Chapman	5-13-55-53	.7514	4-04-38-10
64. Willi Willi - J. Goddard	5-03-41-35	.8290	4-06-32-30
65. Scarlet - L.J. Job	5-21-51-49	.7236	4-06-39-09
66. Anna Drie - J. Krop	5-06-24-40	.8162	4-07-10-36
67. Quest - R. Cruikshank	5-07-02-17	.8152	4-07-33-41
68. Adria Australis - A. Harry	5-04-05-18	.8375	4-07-55-26
69. Jindivik - H. Bohill	6-00-25-26	.7308	4-09-32-42
70. Nijumi - R.B. Grenda	5-09-25-49	.7171	3-20-48-52

Two Ton Division: Natelle Two  
One Ton Division: Rockie  
Three quarter Ton Division: Ghost  
Half Ton Division: Chauvinist  
Division A: Ragamuffin. Division B: Piccolo. Division C: Ghost. Division D: Chauvinist  
Fastest Time: Ballyhoo 3-07-59-26

Retired: Aztec, Betula, Cordon Bleu, Kintama, Lollipop, Lyndal, Meltemi, Polaris, Providence, Rogue, Shenandoah, Smilie, Storm Bay, Trevassa, Woffam IV.  
1976 Weather: The start was in light NE winds of about 8 knots which freshened in the afternoon. By early evening it had turned to a 25 knot southerly which reached 40 knots during the night. On the 27th it was NE again with 5-10 knots most of the day turning to SW 5-10 knots during the night. By the next morning it was blowing 35 knots and later W 30 gusting 40 knots. By morning of the 29th 8 boats had retired and 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 on the 31st there were 37 yachts in with the others experiencing light and variable winds. In all a record 15 boats retired in this toughest race since 1970.

#### 1977 - 131 starters

PI YACHT	
1. Kialoa - J.B. Kilroy	
2. Ragamuffin - S. Fischer	
3. Windward Passage - F. Johnson	
4. Lollipop - P. Kline & I. Millar	
5. Natelle II - N.S. Girdis	
6. Brer Fox - R.W. Jackman	
7. Jenny H - Jenny H Syndicate	
8. Antagonist - R.F. Hickman	
9. Piccolo - J. Pickles	
10. Apollo - J. Rooklyn	
11. Pinta - W. Ilbruck	
12. Zilvergeest III - A.J. Murray	
13. Dynamite 2 - P.S. Smith	
14. Dame - W.A. Currie	
15. Rampage - E.N. Fuller	
16. Winsome 77 - D.D. May	
17. Farrawa - B.G. Campbell	
18. Aquila - B. Edmunds & J. Aitken	
19. Sweeney Todd - D.W. Blainey	
20. Nyamba - J.G. Hardy	
21. Nitro - G. & R. Edgerton	
22. Love and War - P. Kurts	
23. Vittoria - L.J. Abrahams	
24. Humdinger - W.B. Northam	
25. Barnacle Bill - J. & D. Dirksen	
26. Apollo II - R. & I. Thurston	
27. Dynamite - R.E. Walters	
28. Perie Banou - J. & C. Sanders	

ELAPSED TM	TCF	CORR TM
3-10-14-09	1.0454	3-13-58-10
4-06-29-42	.8596	3-16-09-17
3-12-39-00	1.0435	3-16-19-56
5-15-39-10	.6931	3-22-01-15
4-19-26-52	.8162	3-22-13-43
5-02-35-06	.7711	3-22-31-31
5-01-48-48	.7774	3-22-41-52
5-02-40-47	.7732	3-22-51-21
5-02-06-18	.7774	3-22-55-28
4-05-33-04	.9391	3-23-22-00
4-20-17-54	.8218	3-23-34-27
5-13-06-04	.7193	3-23-44-23
4-20-32-05	.8236	3-23-45-30
5-02-21-29	.7846	4-00-00-08
5-02-11-47	.7860	4-00-02-47
4-20-54-25	.8218	4-00-04-27
4-20-31-21	.8246	4-00-05-04
5-14-39-02	.7136	4-00-05-12
5-16-58-58	.7016	4-00-06-26
4-21-35-45	.8181	4-00-12-19
4-21-04-12	.8236	4-00-25-08
4-20-02-10	.8333	4-00-41-34
5-02-22-23	.7933	4-01-04-43
5-20-06-31	.6933	4-01-08-14
5-01-05-52	.8045	4-01-25-23
4-20-29-29	.8375	4-01-33-42
5-00-29-16	.8114	4-01-45-50
5-14-43-33	.7281	4-02-05-38

29. Whispers of Wellington - G.R. Staggs	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. Kestrel - R.H. Fidock	5-07-03-27	.7752	4-02-29-42
34. Concubine - J.M. Taylor	5-12-31-30	.7442	4-02-37-30
35. Merinda - A.G. Taylor	5-21-47-23	.6962	4-02-42-50
36. Mercedes III - A.T. Clutton	5-07-57-27	.7730	4-02-54-40
37. Martine - P.K. Gourlay	5-23-49-55	.6877	4-02-54-47
38. Farr Out - E. Vidor	5-07-30-51	.7763	4-02-59-21
39. Knockout - Sir Max Aitken	5-01-19-04	.8181	4-03-15-00
40. Brumby - P. & R. Robinson	5-22-48-43	.6990	4-03-49-31
41. Pandora II - M.W.D. Phillips	5-02-19-01	.8179	4-04-02-35
42. Variag - M. Herion	5-16-24-18	.7380	4-04-40-01
43. Billabong - 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. Patrice III - R.J. Kirby	4-16-22-29	.8554	4-00-07-31
47. Mulberry - M. Lovett	6-04-53-02	.6987	4-05-40-22
48. Streaker - R.H. Cawse	5-12-23-45	.7681	4-05-41-36
49. Wainunu IV - J. Garner & D. Strong	5-07-00-13	.8041	4-06-07-25
50. Polaris - L.H. Savage	5-06-27-55	.8086	4-06-15-35
51. Miko - D. Burfitt	6-03-14-59	.6959	4-06-28-16
52. Thundercloud - 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	.8965	4-08-23-49
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 Kai - J.W.B. Barry	5-20-08-32	.7628	4-10-54-02
60. Rogue - V.D. Emilio	5-20-24-15	.7681	4-11-50-40
61. Anna Drie - H.J. Kropp	5-15-37-01	.8031	4-12-54-50
62. Anaconda II -			
Australian Army Sailing Association			
63. Meltemi - B.C. Psaltis	4-10-03-27	1.0291	4-13-08-38
64. Thylacine - J.W. Burton	5-17-46-55	.8154	4-16-20-51
65. Second Lady - G. Scherwinski	6-08-36-00	.7364	4-16-22-29
66. Fireball II - M. Bayliss	6-08-44-25	.7477	4-18-12-14
67. Freanda - J.A. Carr	5-17-43-35	.8537	4-21-34-37
68. Breadfruit - R. Sill	5-15-13-57	.9051	5-02-23-56
69. Nirimba - Royal Australian Navy	5-14-42-38	.7442	5-04-15-06
70. Queequeg - G.R. Young	7-23-05-09	.7186	5-17-18-51
Disqualified: Cordon Bleu, Vanessa	5-01-19-04	.8375	4-05-27-51

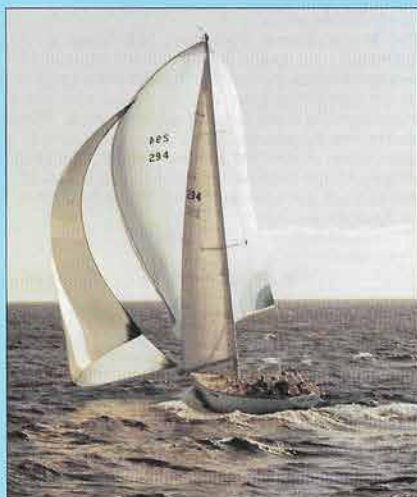
Fastest Time: Kialoa 3-10-14-09  
Division A: Kialoa. Division B: Brer Fox. Division C: Zilvergeest III. Division D: Lollipop  
Retired: Apalie, Aphrodite, Aries, Assegai, Avalon, Aztec, B-one-nine-five, Bellman, Betula, Binda, Casablanca, Chauvinist, Dorador, Fair Dinkum, Farr Fetched, Geronimo, Gidgee, Gumblossom, Hecate, Helsa, Hercules, Hi-Jaque, Imogene, Jisuma, Lowana II, Margaret Rintoul II, Matika II, Mekim Save, Mercedes V, Meriki, Moonbird, Mulloka, Mystic Seven, Nudumsky, Nire Lowa, Pandora Two, Penando, Phantom, Quest, Rhythm, Rum Runner, Ruthless, Silver Shamrock III, Smirnoffagan, Southern Comfort II, Spanker, Sunburst, Superstar, Swizzlebub, Taurus, The Hum, The Sting, Thunderbolt, Wainunu V, White Pointer, Willi Willi, Wimaway, Winston Churchill, Xaviera.

1977 Weather: The race started in light E at 5 knots turning later to NE 10 knots fading to a very light SSE overnight. On the second morning the fleet had W 20 knots with 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 the evening 18 boats had retired. By early on 28th a further 15 were out. The wind was SE 20 knots later going back to 30-40 knots, seas rough. At night it swung to SW 25-35 knots. On the 29th the wind eased to S 12 knots SE turning to a light NE. Calm-to-light conditions plagued the tail-enders although some struck a short 85 knot squall on January 1.

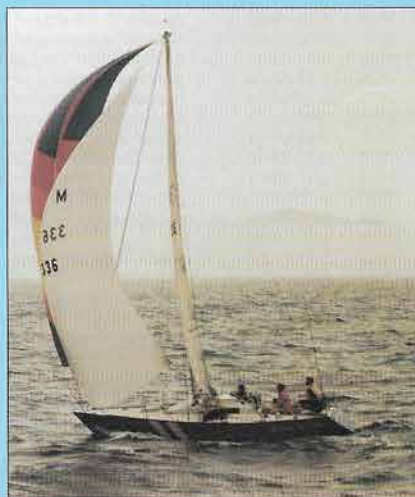
#### 1978 - 97 starters

PI YACHT		ELAPSED TM	TCF	CORR TM
1. Love and War - P. Kurts		4-04-45-43	.8358	3-12-13-00
2. Margaret Rintoul II - S.R. Edwards		4-03-34-39	.8499	3-12-37-51
3. Constellation - J.W. Garner		4-04-08-15	.8613	3-14-14-54
4. Streaker - B.C. Ryan		4-22-42-34	.7660	3-18-55-53
5. Matika II - A. Pearson		5-06-32-00	.7335	3-20-48-43
6. Apollo - J. Rooklyn		4-02-23-24	.9458	3-21-03-26
7. Peacock - K.W. & R.M.H. Adams		5-10-52-00	.7127	3-21-16-07
8. Deception - D. Hankin		4-22-39-34	.7877	3-21-28-04
9. Sinnerman - G.D. Finchett		5-10-33-00	.7174	3-21-39-23
10. Billabong - P.N. Joubert		5-07-49-00	.7454	3-23-15-42
11. Casablanca - K. Page		4-04-28-52	.9503	3-23-27-19
12. Huon Chief - H.D. Calvert		5-05-26-00	.7628	3-23-40-49
13. Diamond Cutter - A. Sweeney		5-06-04-00	.7597	3-23-46-22
14. Vittoria - L.J. Abrahams		5-01-23-13	.7910	4-00-01-01
15. Antagonist - R.F. Hickman		5-05-45-00	.7638	4-00-02-52
16. Cordon Bleu - K. Dorrell		5-09-15-00	.7449	4-00-16-41
17. Vanguard - R.H. Cawse		5-01-26-40	.7928	4-00-16-52
18. Western Morning -				
D.W. Blainey & P.R. Stockfield		5-14-56-00	.7163	4-00-39-09
19. Thunderbolt - L.P. Harding		5-15-04-00	.7167	4-00-48-08
20. Brer Fox - R.W. Jackman		5-06-38-00	.7649	4-00-51-42
21. White Pointer - K.R. Le Compté		5-05-09-00	.7795	4-01-33-15
22. Pilgrim - J.H. Ratten		5-09-18-00	.7556	4-01-41-56
23. Sweet Caroline - M.W.D. Phillips		4-22-55-54	.8218	4-01-44-16
24. Priority - D.J. Pryor		5-05-44-00	.7795	4-02-00-32
25. Rampage - E.N. Fuller		5-05-44-00	.7838	4-02-32-59
26. Relentless - P. Hankin		5-05-26-00	.7887	4-02-55-45
27. Zilvergeest III - A.J. Murray		5-18-14-00	.7163	4-03-00-59





1978 - Love & War



1979 - Screw Loose



1980 - New Zealand

28. Chaos - R.T. Spence	5-06-07-00
29. Rogue - R.M. White	5-10-34-00
30. Rockie - P.S. Kingston	5-07-24-00
31. Bang Bang - D.W. Baxter	5-06-37-00
32. Hercules - J.H., C.M. & S.P. Will	6-00-43-07
33. Lots Wife - R.S. Montgomery	6-01-34-48
34. Onya of Gosford - P. Rysdyk	5-05-59-00
35. Natelle II - A.G. Lee	5-04-41-00
36. Mary Blair - G.A. Blok	5-06-51-00
37. Canon - J. Harry	6-01-47-45
38. Solandra - R.W. Escott	6-01-44-19
39. Merinda - A.G. Taylor	6-01-37-18
40. Meltemi - B.C. Psaltis	5-05-01-00
41. Mirabooka - J. Bennetto	5-04-47-00
42. Polaris - T. Goto	5-06-00-00
43. Matika III - K.C.D. Roxburgh & D.L. Don	5-06-55-00
44. Mercedes IV - D.L. Braham	5-04-45-00
45. Mercedes V - H. Janes	5-05-47-00
46. Manu Kai - J.W.B. Barry	5-15-28-00
47. Satin Sheets - A.A. Strachan	5-04-47-00
48. Runaway - K.E. Millin	5-10-28-00
49. Ricochet II - G.L. Finlay	6-00-47-42
50. Helsal - H.A. Fisher	4-03-02-09
51. Anaconda II - J. Grubic	4-05-01-21
52. Dynamite - R.E. Walters	5-05-39-00
53. Perie Banou - J.W. & C.C. Sanders	6-01-01-03
54. Fuzzy Duck - C.A. Troup	6-05-56-55
55. Hi-Jacque - J.H. Violet	5-18-21-00
56. Bravura - C.K. Charles	6-06-21-28
57. Chance - W. & J. Rice	6-00-12-57
58. Vanessa - B.K. & K.A. Jaggar	6-08-57-04
59. Breadfruit - R. Sill	5-23-54-21
60. Scorpion - R.W. Clemens	5-05-51-00
61. Hornet - D. Flecker & A. Hurburgh	6-01-32-03
62. Suraya - K. Spencer	6-01-36-28
63. Aethusa - G. Knightly	5-04-47-00
64. Quadrittle - Army Sailing Club	6-02-15-04
65. Jisuma - W. Rockliffe	6-01-27-51
66. Second Lady - G. Scherwinski	6-01-51-25
67. Joker - W.P. Webb	6-13-34-07
68. Spirit - P.D. Rundle	5-05-04-00
69. Silver Cloud - A.G. McComb	6-01-31-55
70. Callala - A.J. & R.K. Birtles	5-22-35-07
71. Mystic Seven - N.G. Chidgey	6-01-37-18
72. Cobweb - W.M. Griffiths	6-02-02-52
73. Lowana II - D. Millikan	6-01-32-36
74. Blue Moon - W. Anderson	6-00-58-30
75. Utiekah IV - G. Hennicke	5-22-42-18
76. Morning Matilda - R.P. McIntyre	6-09-11-24
77. Humbug - R.L. Bugg	6-12-30-34
78. Tolten - D.A. Job	6-01-33-22
79. Genghis Khan - R. Huntley	5-07-20-00
80. Freanda - J.A. Carr	5-06-46-00
81. Willi Willi - J. Goddard	5-05-58-00
82. Odin - W.L. Gilbert	6-01-44-09
83. Sundance - P.W. Daniel	6-22-35-04
84. Gretel - B. Lewis	5-04-45-00
85. Touchwood - D.P. & V.A. Brooker	6-00-29-34
86. Klinger - T.N. Cassidy	8-04-48-42
87. Rimfire - E.W. Wall-Smith	5-07-56-00

Fastest Time: Apollo 4-02-23-24

Division A: Love and War. Division B: Deception.

Division C: Streaker. Division D: Peacock.

Retired: Acrux, Apollo II, Apollo IV, Clicquot, Farr Out, Moonshadow, Nimmitabel, Nirimba, Piccolo, Superstar.

1978 Weather: The race started in 12-15 knots NE with rain. The wind gradually freshened the first afternoon to 30 knots to give the yachts a fast passage past

7863	4-03-09-55
7649	4-03-52-13
7853	4-04-02-49
7902	4-04-03-08
6931	4-04-18-16
6905	4-04-31-22
8000	4-07-47-11
8092	4-04-53-37
7964	4-05-01-24
6931	4-05-03-03
6939	4-05-04-40
6946	4-05-08-55
8121	4-05-31-33
8145	4-05-38-09
8070	4-05-40-55
8057	4-06-15-24
8238	4-06-46-08
8181	4-06-54-12
7597	4-06-54-50
8255	4-07-00-31
7905	4-07-08-02
7141	4-07-23-53
1.0468	4-07-40-43
1.0315	4-08-12-16
8310	4-08-24-54
7219	4-08-41-17
6987	4-08-46-08
7586	4-08-57-08
6987	4-09-03-17
7323	4-09-36-33
6905	4-09-36-45
7353	4-09-48-50
8443	4-10-15-18
7323	4-10-34-28
7330	4-10-43-49
8571	4-10-57-06
7323	4-11-05-58
7401	4-11-39-28
7398	4-11-54-17
6849	4-11-55-07
8630	4-11-55-57
7442	4-12-18-17
7634	4-12-50-58
7493	4-13-06-51
7515	4-13-45-17
7546	4-13-49-37
7576	4-13-49-59
7730	4-14-18-39
7208	4-14-25-09
7075	4-14-43-49
7619	4-14-53-57
8711	4-14-55-12
8834	4-15-59-08
8914	4-16-17-12
7728	4-16-37-28
6956	4-19-52-34
9395	4-21-12-09
8171	4-22-03-54
7211	5-21-55-15
8372	4-11-06-20

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. Overnight the seven leaders 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 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 rest of the fleet experienced frustrating calms down the Tasmanian coast and in Storm Bay.

#### 1979 - 147 starters

##### PI YACHT

1. Screw Loose - R.J. Cumming	4-12-54-38
2. Wheelbarrow - I.C. Tringham	4-12-59-13
3. Apalie - Apalie Syndicate	4-13-05-51
4. Shenandoah - J.R. Charody	4-13-33-32
5. Quintal - H.C. Knoop	4-13-19-50
6. Nire Iowa - A.T. Floyd	4-14-45-23
7. Merinda - A.G. Taylor	4-15-13-02
8. Chauvinist - P. Winkler	4-15-47-39
9. Zilvergeest III - A.J. Murray	4-12-17-34
10. Morning Hustler - J.H. Cowell	4-12-51-00
11. Thunderbolt - L.P. Harding	4-13-06-18
12. Quetzal - P. North	4-13-05-51
13. Cherry Cheer - P. Attrill	4-17-37-38
14. Lollipop - I.T. Millar	4-17-31-56
15. Bumblebee 4 - J.D. Kahlbetzer	3-01-45-52
16. Ghost Too - K. Roxburgh, C. Graham & W. Hoare	4-11-40-13
17. Pimpernel - J.H. Holland	4-14-06-47
18. Puss 'N' Boots - H. Boot	4-12-55-59
19. Relentless - P. Hankin	4-05-16-58
20. Chance - W. & J. Rice	4-12-14-17
21. Zeus II - J.R. Dunstan	4-18-32-09
22. Blue Moves - B.A. Moore	4-12-20-59
23. Tina Two - K.V. Dyer	4-18-56-12
24. Auriga - M.P. Stubbing	4-14-07-36
25. Belita IV - D.R. Anderson	4-13-30-09
26. Sgian Dubh - R.W. Lean	4-15-09-15
27. Vanguard - R.H. Cawse	4-04-56-43
28. Brumby - P. & R. Robinson	4-19-20-36
29. Billabong - P.N. Joubert	4-12-38-41
30. Amon-Re - D. Smith	4-12-48-27
31. Hecate - W.J. Tedmanson	4-14-09-51
32. Revenge - P.H.I. Green	4-13-20-10
33. Spider - D. Currie	4-12-26-02
34. Second Lady - G. Scherwinski	4-12-48-23
35. Wathara II - E.J.C. & R.E.C. Stopp	4-12-18-12
36. Wimaway - A. Barry	4-12-55-58
37. Orani - W.G.P. Read	4-12-14-15
38. Smackwater Jack - P. Whiting	4-06-56-45
39. Deception - J.H. Bleakley	4-06-58-12
40. Big Schott - A. Pearson	4-03-49-47
41. Huon Chief - H.D. Calvert	4-10-49-41
42. Maria - M. Preston & D. Kelly	4-12-46-24
43. Hercules - M.H., C.M. & S.P. Will	4-10-26-15
44. Mystic Seven - N.D. Chidgey	4-12-51-42
45. Vivacious - J.A. Brown	4-22-09-08
46. Miko - D. Burfitt	4-21-39-34
47. Cav - S. Parnell	4-16-39-19
48. Jedaka - H. Kuhn	4-13-44-42
49. Shogun - B. Sutton	4-03-26-25
50. Sweet Caroline - M.W.D. Phillips	4-03-00-29
51. Binda - I.D. Ritchie	4-14-12-13
52. Sagitta - B. & W. Hellenen	4-17-08-37

ELAPSED TM	TCF	CORR TM
6934	3-03-31-06	
6934	3-03-34-17	
6931	3-03-36-55	
6902	3-03-37-03	
6962	3-04-06-57	
6902	3-04-26-38	
6918	3-04-56-24	
6902	3-05-09-37	
7133	3-05-14-42	
7133	3-05-38-33	
7137	3-05-52-05	
7139	3-05-53-04	
6863	3-05-58-56	
6874	3-06-02-31	
1.0628	3-06-23-48	
7293	3-06-31-26	
7145	3-06-40-32	
7234	3-06-48-07	
7784	3-06-50-18	
7293	3-06-56-16	
6899	3-07-01-05	
7316	3-07-16-07	
6902	3-07-19-45	
7238	3-07-42-34	
7288	3-07-48-19	
7186	3-07-52-31	
7918	3-07-55-42	
6934	3-07-58-44	
7364	3-08-00-21	
7357	3-08-02-58	
7271	3-08-06-01	
7327	3-08-06-38	
7391	3-08-08-36	
7369	3-08-10-45	
7410	3-08-15-09	
7375	3-08-20-16	
7433	3-08-27-10	
7846	3-08-46-16	
7846	3-08-47-24	
8119	3-09-03-06	
7597	3-09-09-26	
7463	3-09-10-39	
7628	3-09-11-25	
7462	3-09-13-57	
6877	3-09-15-11	
6915	3-09-21-41	
7225	3-09-23-36	
7420	3-09-25-50	
8190	3-09-26-29	
8246	3-09-38-31	
7410	3-09-39-39	
7222	3-09-42-44	



53. Shenandoah - R.A. White	4-12-19-20	.7546	3-09-44-23
54. Solandra - R.W. Escott	4-22-32-59	.6911	3-09-55-46
55. The Sting - A.M. Rundle	4-10-48-07	.7680	3-10-01-26
56. Lowana II - D. Millikan	4-13-00-58	.7525	3-10-02-04
57. Garlic Prawn - P.E. Glynn & R.W. Steel	4-15-37-22	.7353	3-10-04-34
58. Impetuous - G.R. Lambert & J. Crisp	4-04-34-46	.8171	3-10-11-00
59. Christina - P.W.H. Woodruff	4-12-51-05	.7555	3-10-14-14
60. Callala - R.K. Birtles	4-12-45-38	.7579	3-10-25-46
61. Priority - J. Pryor	4-10-23-57	.7763	3-10-35-51
62. Marionette - C.A.F. Dunning	4-00-32-37	.8580	3-10-50-03
63. White Pointer - K. Le Compte	4-10-50-45	.7763	3-10-56-39
64. Mercedes III - A.T. Clutton	4-12-16-15	.7665	3-10-59-22
65. Mark Twain - K. Jones	4-13-00-19	.7615	3-11-00-27
66. New Beach Road - D.C. Booth	4-11-32-30	.7728	3-11-06-29
67. Ragamuffin - S. Fischer	4-01-46-12	.8503	3-11-08-01
68. Chaos - D. Leitch	4-10-26-12	.7831	3-11-21-01
69. Kaiulani - S.C. Lovell	4-18-49-29	.7264	3-11-24-31
70. Mercedes V - H. Janes	4-05-57-28	.8181	3-11-24-41
71. Quest - R. Cruickshank	4-13-15-43	.7636	3-11-25-56
72. Chautauqua - A.C. Rowett	4-11-36-01	.7757	3-11-27-95
73. Nirimba - Royal Australian Navy	4-19-12-35	.7247	3-11-29-32
74. Piccolo - J. Pickles	4-10-13-56	.7867	3-11-34-22
75. Flight - G.B. Lambie	4-18-08-30	.7323	3-11-35-09
76. Nyamba - J.G. Hardy	4-05-44-53	.8218	3-11-36-57
77. Diamond Cutter - A. Sweeney	4-12-02-02	.7742	3-11-38-23
78. Farr Out - E. Vidor	4-10-22-55	.7870	3-11-43-21
79. Woffam IV - B. Jamison	4-13-19-14	.7659	3-11-43-43
80. Koamaru - B.A. Millar	4-11-22-17	.7799	3-11-44-20
81. Patrice III - D. MacWilliam	4-03-49-05	.8392	3-11-46-02
82. Apollo II - R. & I. Thurston	4-03-20-09	.8436	3-11-47-58
83. Quicksilver - P.D. Lamont	4-11-45-34	.7777	3-11-48-16
84. Lupus - W.A. Schifferli	4-17-37-46	.7380	3-11-51-30
85. Yeoman XXI - R.A. Aisher	4-01-46-14	.8580	3-11-53-13
86. Furiabo - Y. Sasamoto & T. Tomioka	4-05-13-09	.8291	3-11-55-14
87. Bacardi - J. Gould	4-03-45-05	.8425	3-12-02-25
88. Sunburst - R.K. Young	4-06-05-56	.8246	3-12-11-26
89. Star Wars - B.R. Button	4-11-22-48	.7844	3-12-13-43
90. Mardi Gras - Farmyard Syndicate	4-11-22-52	.7860	3-12-24-05
91. Farawa - B.G. Campbell	4-05-08-53	.8346	3-12-25-05
92. Chick Chack - M.L. Dykes	4-12-50-06	.7781	3-12-41-04
93. Salacia II - A.W. Byrne	4-03-15-17	.8536	3-12-43-25
94. Challenge - L.J. Abrahams	4-04-24-31	.8443	3-12-46-29
95. Invincible - D. Bienefelt	4-12-24-25	.7821	3-12-47-06
96. Dame - W.A.J. Currie	4-12-21-49	.7831	3-12-51-34
97. Pirra - S. Shield	4-18-16-42	.7431	3-12-55-12
98. Born Free - J.H. & C.D. Howell	4-12-18-35	.7844	3-12-57-29
99. Superstar - K. Farfor	4-03-18-24	.8563	3-13-02-10
100. Blizzard - E. Juer	4-00-24-52	.8831	3-13-08-36
101. Rival - T. Secombe	4-23-03-19	.7155	3-13-11-02
102. New Morning - T. Hewison	4-11-53-36	.7901	3-13-14-47
103. Condor of Bermuda - R. Bell	3-08-02-58	1.0667	3-13-23-19
104. Siska - R. Tasker	3-08-56-53	1.0563	3-13-30-19
105. Polaris - L.H. Savage	4-11-23-16	.7977	3-13-39-47
106. Tarquin - J.A. Stanford	4-22-44-42	.7241	3-13-58-59
107. Granny Apple - Whispers Syndicate	4-11-31-57	.7998	3-14-00-16
108. Gondooloo - P. & B. Young	4-18-32-10	.7510	3-14-00-59
109. Rimfire - E.W. Wall-Smith	4-07-09-06	.8363	3-14-15-56
110. Natelle II - A.G. Lee	4-10-22-06	.8114	3-14-18-26
111. Meltemi -			
Canberra Yacht Club Syndicate	4-11-27-13	.8087	3-14-53-51
112. Manu Kai - J.W.B. Barry	4-18-53-08	.7566	3-14-55-20
113. Helsal II - A. Fisher	3-09-56-16	1.0643	3-15-12-22
114. Utiakah IV - G. Hennicke	4-17-20-46	.7698	3-15-15-13
115. Police Car - P.R. Cantwell	4-10-48-07	.8199	3-15-34-00
116. Satin Sheets - M.O. Leary	4-11-22-43	.8156	3-15-34-40
117. Mirrabooka - J. Benetto	4-11-31-27	.8147	3-15-35-59
118. Apollo - W. Rooklyn	3-22-15-03	.9301	3-15-39-45
119. Anticipation - D. St. C. Brown	4-03-38-04	.8804	3-15-43-05
120. Obsession - W.C.R. Bale & K.D. Monro	4-11-24-03	.8209	3-16-09-55
121. Dynamite - R.E. Walters	4-10-09-24	.8310	3-16-12-58
122. Adria - A. Harry	4-12-23-57	.8144	3-16-16-49
123. Breakaway - K. McDonald	4-11-41-00	.8218	3-16-29-38
124. Scorpion - R.W. Clemens	4-10-28-23	.8319	3-16-34-29
125. Sequoia II - J.M. Clark	4-12-16-33	.8197	3-16-45-13
126. Jemima - K.L. Bell	4-10-14-04	.8434	3-17-35-53
127. Rogis Too - R.J. Brown	4-22-15-09	.7586	3-17-42-22
128. Ali Baba - J. & T. Michilis	4-10-11-23	.8520	3-18-28-25
129. Sorcery - J.D. Wood	3-22-02-34	.9629	3-18-33-13
130. Destiny - T.A. Taylor	4-13-00-10	.8333	3-18-49-55
131. Fiona - J. Sturrock & E. Lawrence	4-13-01-54	.8346	3-18-59-52
132. Mary Muffin - G.A. Blok	4-10-12-49	.8613	3-19-28-54
133. Banjo Paterson - J. Jarrett	4-06-51-15	.8952	3-20-05-07
134. Savant - K.L. Cox	4-13-13-54	.8437	3-20-09-31
135. Shearwater - J.M. & A.R. Cooper	4-21-00-75	.7910	3-20-33-10
136. Gaulois 3 - P. Facque	4-00-48-52	.9594	3-20-53-01
137. Gretel - B. Lewis	4-03-01-45	.9395	3-21-02-16
138. Congere - B.D. Koepf	4-11-27-34	.8870	3-23-18-59
139. Anaconda II - J. Grubic	3-21-55-23	1.0496	4-02-34-53
140. Casablanca - J. Goddard	4-10-11-21	.9503	4-04-54-41
141. Selftrust Endeavour -			
J.P. Callow & M.J. Dunham	4-12-46-04	.9707	4-09-34-51
142. Imogene - L.L. & D.J. Haskett	4-12-11-17	.8385	3-18-42-56

#### Division C: Zilvergeest III. Division D: Screw Loose.

Retired: Hi-Jacque, Moonshadow, Onya of Gosford, Regardless, Salamander II.

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

#### 1980 - 102 starters

PI YACHT	ELAPSED TM	TCF	CORR TM
1. New Zealand -			
NZ Round the World Committee	2-18-45-41	1.0369	2-21-13-29
2. Gretel - B. Lewis	3-02-03-55	.9380	2-21-28-23
3. Challenge - L. Abrahams	3-10-31-21	.8434	2-21-35-58
4. Evelyn - J. Cassidy	3-01-12-00	.9619	2-22-24-39
5. Nefertiti - F.B. Ryan	3-05-09-21	.9294	2-23-42-29
6. Helsal II - A. Fisher	2-20-34-32	1.0603	3-00-42-38
7. Margaret Rintoul II - S.R. Edwards	3-15-18-46	.8333	3-00-45-27
8. Police Car - J.G. Hardy	3-16-58-47	.8199	3-00-57-16
9. Inch By Inch - D.J. O'Neill & Partners	3-15-20-25	.8399	3-01-21-25
10. Ragamuffin - S. Fischer	3-15-21-03	.8486	3-02-07-33
11. Apollo II - A.J. Becher	3-16-36-28	.8401	3-02-26-21
12. Anaconda II - J. Grubic	3-00-38-33	1.0290	3-02-44-56
13. Patrice III - R.J. Kirby	3-17-38-48	.8350	3-02-51-17
14. Pacha - J. de la Vega	3-13-54-47	.8733	3-03-01-40
15. Once More Dear Friends - P.P. Kurts	3-20-55-25	.8105	3-03-18-52
16. Matika II - L. Green	4-08-14-53	.7254	3-03-37-17
17. Mary Muffin - G.A. Blok	3-17-08-36	.8501	3-03-46-50
18. Adrenalin - B.C. Ryan	3-23-34-56	.9827	3-04-43-25
19. Wheelbarrow - I.C. Tringham	4-15-13-36	.6898	3-04-43-25
20. Big Schott - A. Pearson	3-23-41-25	.9822	3-04-45-45
21. Phoenix - E. Vidor	4-03-23-20	.7774	3-05-15-53
22. Piccolo - J. Pickles	4-03-09-29	.7793	3-05-16-25
23. Screw Loose - R.J. Cumming	4-15-14-43	.6949	3-05-18-15
24. Mercedes IV - D.L. & M.E. Braham	3-23-42-44	.8086	3-05-23-34
25. Diamond Cutter - A.J. Sweeney	4-03-50-36	.7763	3-05-30-30
26. Hercules - M.H., C.M. & S.P. Will	4-06-07-34	.7597	3-05-35-06
27. Priority - J. Pryor	4-05-50-24	.7659	3-05-59-57
28. Zeus II - J.R. Dunstan	4-17-17-56	.6886	3-06-01-03
29. Impetuous - J. Lambert & J. Crisp	3-23-35-35	.8162	3-06-01-22
30. Kestrel - R.H. Fidock	4-06-31-06	.7628	3-06-12-03
31. Sagacious - G.J. Appleby	3-23-43-41	.8181	3-06-18-54
32. Natelle II - A.G. Lee	4-01-22-20	.8045	3-06-20-09
33. Billabong - P.N. Joubert	4-11-33-47	.7300	3-06-31-15
34. Star Wars - B. Button	4-05-13-52	.7834	3-07-18-16
35. Hot Prospect - E.O. Grendon	4-06-22-17	.7763	3-07-28-15
36. Ghost Too -			
K. Roxburgh, C. Graham & W. Hoare	4-13-46-34	.7277	3-07-53-02
37. Mercedes V - I. Lewis	4-03-20-20	.8073	3-08-11-46
38. White Pointer - K. Le Compte	4-08-48-01	.7659	3-08-15-59
39. Breadfruit - R. Sill	4-14-45-14	.7284	3-08-40-23
40. Meltemi - J. Bell & B.C. Psaltis	4-04-48-34	.8010	3-08-44-54
41. Bacardi - J. Gould	3-23-44-04	.8451	3-08-54-22
42. Lowana II - D. Millikan	4-12-40-34	.7462	3-09-05-41
43. Vivacious - J.A. Brown	4-03-05-20	.8199	3-09-14-34
44. Wimaway - A. Barry	4-15-13-28	.7331	3-09-32-19
45. Lollipop - I.T. Millar	4-23-09-39	.6846	3-09-34-39
46. Revenge - P.H. Green	4-15-40-28	.7312	3-09-39-22
47. Onya of Gosford - P. Rysdyk	4-07-58-32	.7873	3-09-51-35
48. Hotshot - L.L., B.A. & G.L. Prescott	4-22-23-19	.6924	3-09-58-20
49. Battelstar - H. Jones	4-01-25-07	.8443	3-10-15-01
50. Brumby - P. & R. Robinson	4-23-26-04	.6898	3-10-23-09
51. Balandra - R.H. Piggott & A.D. Hurburgh	4-08-48-00	.7931	3-11-07-00
52. Noeleen III - K. King & G. Warner	4-11-20-37	.7763	3-11-19-51
53. Ruthless - P. Hill	4-13-49-42	.7697	3-11-26-11
54. Legend - R.B. Keily	5-01-32-09	.6873	3-11-31-53
55. Cathy Lee - N.J. Guy	5-00-43-55	.6926	3-11-37-08
56. Nand III - R.O. Chapman	4-01-45-52	.8563	3-11-42-56
57. Thunderbolt - L.P. Harding	4-22-01-16	.7094	3-11-43-27
58. Borsalino - D.J. Herlihy & J.H. Hughes	4-04-45-12	.8310	3-11-42-33
59. Chloe - D. Rourke	5-00-08-20	.6987	3-11-56-16
60. Pintado - I. Blackwell	4-22-27-07	.7111	3-12-13-52
61. The Newcastle Flyer - P. Rundle	3-16-58-30	.9470	3-12-16-30
62. Maria - M. Preston & D. Kelly	4-17-27-16	.7431	3-12-18-28
63. Pimpernel - H. Holland	4-22-11-07	.7145	3-12-26-36
64. Rogis Too - R.J. Brown	4-05-30-48	.8333	3-12-35-27
65. Mystic Seven - N.D. Chidgey	4-17-50-42	.7444	3-12-44-46
66. Thylacine - J.W. Burton	4-21-50-41	.7195	3-12-47-21
67. Dancing Lady - M.M. Grigg	4-04-47-00	.8443	3-13-05-28
68. Morandoo - C. McMillan	4-23-25-26	.7145	3-13-19-42
69. Quo Vadis II - H.L. Marks	4-04-19-46	.8520	3-13-28-50
70. Giant - W. Saunders & C. Hatfield	4-21-04-09	.7312	3-13-36-03
71. Pipe Dream - D.W. Bonouvrie	4-05-40-25	.8434	3-13-45-05
72. Amon-Re - D. Smith	4-20-57-41	.7346	3-13-55-11
73. Waggies II - G. Radford	4-05-28-58	.8477	3-14-01-37
74. Rager I - M.A. Clements	4-14-03-04	.7825	3-14-06-53
75. Plaba IV - B. Gambacorti	5-03-33-22	.7000	3-14-29-21
76. Pawpaw - F. Snape	4-21-59-59	.7341	3-14-37-24
77. Second Lady - G. Scherwinski	4-22-23-54	.7353	3-15-03-29
78. Willi Willi - J. Goddard	4-01-30-07	.8936	3-15-07-39
79. Maria van Diemen - D.B. Bowman	5-03-49-21	.7046	3-15-14-43

Fastest Time: Bumblebee 4 3-01-45-52

Maxi Division: Bumblebee 4. Division A: Big Schott. Division B: Relentless



80. Gambit - R.W. Corben	4-19-33-11	.7553	3-15-16-38
81. Genghis Khan - R. Huntley	4-04-34-04	.8703	3-15-31-26
82. Minami - I. Helton	4-23-31-17	.7335	3-15-40-08
83. Anaconda - C.F. Thompson	4-08-36-48	.8401	3-15-53-08
84. Huon Quest - H.D. Calvert	4-08-37-13	.8417	3-16-03-31
85. Wotfam IV - B. Jamison	4-19-52-59	.7670	3-16-52-56
86. Callala - D. Venville	4-23-26-05	.7466	3-17-10-11
87. Longnose - P. Stransky	4-03-13-58	.9308	3-20-21-57
88. Gidgee - R.T. Forster	4-15-13-55	.8375	3-21-09-24
89. Anitra May - R.E. Walters	4-04-19-32	.9410	3-22-24-22
90. Quest - R. Cruickshank	5-02-35-40	.7864	4-00-24-29
91. Destiny - T.A. Taylor	4-23-30-24	.8228	4-02-19-48
92. Big "A" - C.E. Arcus	4-21-16-04	.8408	4-02-35-55
93. Bon Temps - P. Graves	6-00-29-00	.7510	4-12-30-25

Fastest Time: New Zealand 2-18-45-41

Division A: New Zealand. Division B: Police Car.

Division C: Matika II. Division D: Wheelbarrow

Retired: Gun, Mirabooka, Noelani, Puss 'n Boots, Rimfire, Salamander II, Shenandoah, Sweet Caroline, Tucana.

1980 Weather: The start was in light easterlies which remained throughout the first afternoon. The influence of spectator craft outside Sydney Heads was the worst for years. Easterlies stayed light all the first night but slowly freshened the second day to 15-18 knots to give a fast reach down the NSW coast in overcast conditions. The wind slowly backed to the NE and freshened to 25 knots during the second night to give a fast slide across Bass Strait. Down the Tasmanian coast on the third day the wind stayed northeast at 20 knots and a new record appeared imminent for the leaders. The wind (and hopes for a record) faded on the third night with light and variable winds with heavy rain. On the morning of the fourth day the wind slowly freshened from the south to 20-30 knots which pushed the leaders home. The breeze slowly faded and left the smaller boats in light and variable conditions down the Tasmanian coast and across Storm Bay and in the Derwent.

#### 1981 - 159 starters

PI YACHT	ELAPSED TM	TCF	CORR TM
1. Zeus II - J.R. Dunstan	5-13-48-41	.6883	3-19-25-59
2. Solandra - R.W. Escott	5-13-48-46	.6913	3-20-30-17
3. Scallywag SS - R.J. Winton	5-19-13-53	.6766	3-22-12-14
4. Morning Miss - R.G. & C.A. Purcell	5-14-54-38	.7016	3-22-39-11
5. Beach Inspector - G. Jones & R. Hudson	5-11-57-48	.7202	3-23-02-23
6. Shenandoah - J.R. Charody	5-19-06-49	.6833	3-23-03-17
7. Hotshot - L.L., B.A. & G.L. Prescott	5-17-41-41	.6926	3-23-22-02
8. Saltpea - P. Hinton	5-18-54-56	.6873	3-23-28-35
9. Merinda - A.G. Taylor	5-17-42-48	.6939	3-23-33-33
10. Szechwan - J.S. 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.J. 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. Lamble	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. Bimblegumby - K. Jacobs	5-04-07-51	.7846	4-01-23-34
24. Maid Rosalinde - J.H. Quinn	5-17-30-38	.7091	4-01-30-31
25. Pilgrim - J.H. Ratten	5-10-55-49	.7455	4-01-36-30
26. Morning Hustler - J.H. Cowell	5-17-58-19	.7079	4-01-40-13
27. Blue Moves - B. Moore	5-13-42-14	.7307	4-01-41-50
28. Revenge - J. Sproule	5-13-56-58	.7295	4-01-42-58
29. Breadfruit - R. Sill	5-14-10-23	.7284	4-01-43-53
30. Hornet - N. Georgeson	5-14-47-27	.7260	4-01-51-29
31. Hitchhiker - P. Briggs	5-00-00-33	.8162	4-01-57-05
32. Sgian Dubh - R.W. Lean	5-19-18-50	.7041	4-02-05-27
33. Vengeance - B. Lewis	3-22-30-00	1.0422	4-02-29-16
34. Deception - W.K. Norlin	5-07-18-31	.7742	4-02-33-44
35. Impetuous - P. McTavish	5-02-24-16	.8055	4-02-35-48
36. The Liquidator - G. Meyer & A.J. MacDonald	5-17-40-30	.7165	4-02-38-38
37. Impeccable - J.O. Walker	5-12-33-05	.7442	4-02-38-41
38. Phoenix - E. Vidor	5-07-06-27	.7763	4-02-40-24
39. Kate Kelly - D.W. & J. Blainey	5-12-19-31	.7466	4-02-47-38
40. Pimpernel - H. Holland & D. Blumentals	5-17-55-24	.7165	4-02-49-19
41. Tucana - L.C. Dean	5-20-07-55	.7054	4-02-50-56
42. Relentless - A.J. Elsworth	5-07-13-33	.7774	4-02-54-19
43. Morning Tide - J. Davern	5-19-00-04	.7116	4-02-54-47
44. Wee Willie Winkie - S. Gallagher	5-02-47-42	.8507	4-02-56-09
45. Mayhem - D.O. May	5-03-04-04	.8507	4-03-09-20
46. Sealutler - J. McI. Taylor	5-02-12-54	.8105	4-03-03-18
47. Nike - J.A. Hunt	5-16-49-18	.7248	4-03-10-06
48. Scorpio II - J.T. Fuglsang	5-17-50-38	.7201	4-03-15-40
49. Orani - W.G.P. Read	5-13-49-32	.7421	4-03-18-43
50. Black Magic - R. Layton	5-02-53-39	.8105	4-03-36-20
51. Infra Red - P.L. Mander	5-09-43-21	.7691	4-03-46-10
52. Ghost Too - J.R. Nankervis	5-16-50-08	.5292	4-03-49-17
53. The Roperunner - L. Green & G. Thorpe	5-04-13-35	.8037	4-03-50-26
54. Moonlighter - K.W. Wood	5-14-03-14	.7454	4-03-55-25
55. Apollo V - A. Bond	5-00-39-26	.8301	4-04-09-27
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. Coutts	5-17-31-45	.7341	4-04-57-36
66. Sweet Caroline - M.W.D. Phillips	5-02-59-33	.8209	4-04-57-52
67. Aphrodite - G.S. Girdis	5-13-59-20	.7542	4-05-03-15
68. Farr Fetched - D.C. Calvert	5-10-49-23	.7732	4-05-09-08
69. Vanessa III - B.L. & K.A. Jaggar	5-13-06-07	.7617	4-05-23-01
70. Sagacious - G.J. Appleby	5-02-17-25	.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. Rockcliffe	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. Benefelt	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. Dame - 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	4-06-38-35
84. Golden Prospects - J.W. Granger	5-06-45-37	.8105	4-06-44-21
85. Hot Prospect II - R.J. Robertson	5-12-52-48	.7732	4-06-44-34
86. Seawind - W.J. & B.E. Clay	5-13-58-29	.7680	4-06-53-33
87. Patrice III - R.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. Seaquest - 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	4-08-14-43
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. Spotlight - M. Page	5-06-32-51	.8324	4-09-20-17
108. Sunbird V - T. Yamasaki	5-00-22-11	.8771	4-09-34-34
109. 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	4-10-48-57
112. Allegro - R. Myler	5-18-32-26	.7722	4-10-58-51
113. Aztec - P. Wenham	5-12-59-20	.8101	4-11-44-03
114. Red Herring II - R.W. Bridge	5-10-49-35	.8246	4-11-52-45
115. Dami-Doo - J.E. Low	5-18-02-06	.7833	4-12-07-22
116. Aetos - K.R. Tierney	5-06-43-01	.8546	4-12-17-32
117. Castille - G.J. Rodoreda	5-01-12-45	.8962	4-12-37-50
118. Ngaurub - 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	.8660	4-13-28-37
125. Adria Australis - A. Harry	5-17-35-09	.8017	4-14-18-09
126. Borsalino - 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	.8638	4-16-03-25
133. Santervea - T. Veale	5-00-52-27	.9277	4-16-08-05
134. Eagle - R. Winspear	5-11-24-26	.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. Helmi - 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

\*Disqualified: Jimmy Blacksmith

Fastest Time: Vengeance 3-22-30-00

Maxi Division: Vengeance

Division A: Apollo V. Division B: Szechwan. Division C: Smuggler. Division D: Zeus II  
Retired: 2001, Apollo, Apollo III, Farr Out, Hasta Leuga, Idle Vice, Mercedes V, Onya, Police Car, Screw Loose, Southern Raider, Ultraviolet, Vanguard, Wy-Ar-Gine III, Zig Zag.  
1981 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 the retirements. The breeze moderated to ten knots over the second day and night, still from the south. Dawn the



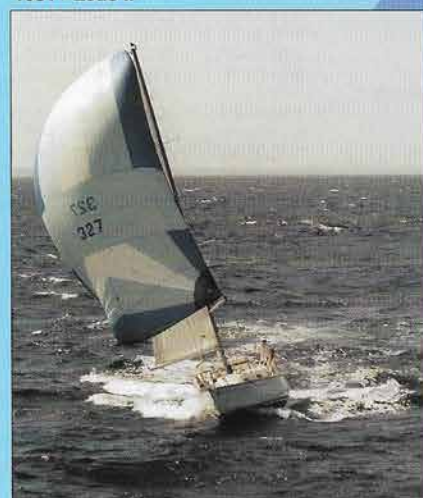
third day provided the first of many calms that plagued the fleet from Bass Strait to the finish. Most crossed Bass Strait in a 25 knot westerly that lasted only 8 hours during the night of the 28th. The leaders fought calms and light south-easters down the east coast of Tasmania and across Storm Bay to the finish, making it one of the slowest Hobarts on record. The medium raters look 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 - 118 starters

##### PI YACHT

	ELAPSED TM	TCF	CORR TM
1. Scallywag - R.E. Johnston	3-13-56-44	.7833	2-19-19-16
2. Audacity - N.W. Marr	3-18-13-14	.7465	2-19-20-59
3. Police Car - Sir James Hardy	3-11-14-52	.8147	2-19-49-19
4. Szechwan - J.W. 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 Roperunner - 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.R. Edwards	3-05-50-23	.8931	2-21-31-07
14. Piccolo - J. Pickles	3-18-00-46	.7763	2-21-52-37
15. Marloo - N.S. Girdis	3-13-30-43	.8183	2-21-58-38
16. Hitchhiker - P. Briggs	3-13-45-41	.8171	2-22-04-32
17. Seaquest - 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. Shenandoah - J.R. Charody	4-06-45-09	.6873	2-22-37-18
22. Meltemi - B.C. Psaltis & CYCOD Syndicate	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	2-22-50-16
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 - M.A. Clements	3-19-20-54	.7773	2-23-00-18
31. Tashtego - 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. Rockcliffe	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. Bleakley	3-13-54-07	.8341	2-23-39-03
42. Dancing Lady - M.M. Grigg	3-13-54-28	.8341	2-23-39-20
43. Firetel - R. Lawler & K. Taylor	4-01-38-13	.7341	2-23-40-31
44. Mary Blair - G. & S. Strachan	3-19-18-16	.7853	2-23-42-05
45. Wy-Ar-Gine IV - R.I. Oatley	3-13-32-22	.8384	2-23-42-59
46. Scorpio II - J.T. Fuglsang	4-03-43-49	.7201	2-23-48-57
47. Sunburst - B.G. Weston	3-16-37-02	.8110	2-23-52-07
48. Mark Twain - P. Rowsthorn	3-23-01-51	.7575	2-23-59-09
49. Mystic Seven - N.D. Chidgey	4-01-19-56	.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	.7165	3-00-21-28
52. Pacha - J. de la Vega	3-10-26-40	.8779	3-00-22-41
53. Nynja Go - R.C. Axe	3-20-25-14	.7843	3-00-29-08
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	3-23-26-40	.7617	3-00-42-00
58. Matika III - P. Graves	3-19-26-26	.7960	3-00-47-12

#### 1981 - Zeus II



#### 1982 - Scallywag



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 - R.A. 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 Inch - J. Goddard	3-15-40-57	.8355	3-01-15-31
64. Morning Tide - J. Davern	4-07-00-30	.7116	3-01-18-03
65. Di Hard - B. Tardrew	3-16-43-23	.8264	3-01-19-15
66. Eagle - R.A. Winspear	3-13-31-28	.8596	3-01-31-01
67. The Sting - P.H. Green	4-00-06-00	.7659	3-01-36-11
68. Witchdoctor - P. Woodruff & C. Furnival	3-19-10-31	.8110	3-01-56-35
69. Sunseeker - P.C. & V.C. Thomas	3-23-35-46	.7783	3-02-24-09
70. Encore - W. & V. Anderson	3-19-17-10	.8152	3-02-24-59
71. Parmelia - S.O. Stevenson	3-16-35-45	.8401	3-02-25-46
72. Centrefold - B.C. Folbigg	3-16-28-14	.8427	3-02-33-15
73. Saltshaker 2 - J.B. 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	.8793	3-03-16-37
80. Runaway - J. Cannon	4-00-13-51	.7823	3-03-16-53
81. Rogis Too - R.J. Brown	3-19-12-13	.8289	3-03-35-55
82. Noeleen III - K.A.W. King	4-01-25-38	.7763	3-03-37-58
83. The Newcastle Flyer - P. Rundle	3-12-03-05	.9044	3-04-00-58
84. Sagacious (Tas) - P.A. Newman	3-21-14-23	.8162	3-04-06-08
85. Borsalino - D.J. Herlihy & J.H. Hughes	3-19-27-51	.8363	3-04-29-29
86. Hercules - C. Payn	4-04-23-51	.7628	3-04-35-00
87. Anadine 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. Heisal 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. Sapphire - J. Shipton	5-00-42-03	.7165	3-14-28-56
108. Metung - W.C. Woodward	5-21-03-25	.7742	4-13-12-23

Fastest Time: Condor of Bermuda 3-00-59-17

Division A: Sweet Caroline. Division B: Police Car. Division C: Scallywag.

Division D: Pirra. Classic Division: Polaris

Retired: Chloe, Conquistador, Diamond Cutter, Evelyn, Idle Vice, Invincible, Scheherazade, Thirlmere, Tucana, Vicious.

1982 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 race down the far NSW coast and into the Strait. The leaders were having an exciting battle for line honours and for a while looked like topping the elapsed time record. The breeze remained into the second night and then died and moved into the W before the light SE change the third day. It was then slow progress down the Tasmanian east coast, still anyone's race for line and handicap honours. The morning of the fourth day the leaders rounded Tasman Island with a freshening breeze from astern that reached 40 knots NE through the afternoon. This brought the rest of the fleet flying down the Tasmanian coast. The leaders had variable airs across Storm Bay and in the River, resulting in the closest ever line honours battle with only seconds separating first and second place. The bulk of the fleet had light but steady winds to the finish.

## FACT FILE

*A glitch in the rules prevented first place being awarded in 1985 after the provisional first placed yacht, Drake's Prayer, was penalised 30% of placings.*



# FACT FILE

*Kialoa held the race record from 1975 to 1996 when the German maxi Morning Glory finished in 2 days 14 hours 07 minutes 10 seconds - 29 minutes inside the record.*



1983 - Challenge



1984 - Indian Pacific

## 1983 - 173 starters

### PI YACHT

1.Challenge - L.Abrahams	3-13-37-28	.8307	2-23-07-42
2.Once More Dear Friends - P.P.Kurts	3-18-09-20	.8015	3-00-15-35
3.Szechwan - J.S.Whitty	3-19-12-18	.7931	3-00-20-05
4.Pacific Sundance -			
D.G.Hogg & B.C.Morris	3-17-34-21	.8076	3-00-20-20
5.Indian Pacific - J.Eyles	3-18-00-16	.8057	3-00-31-00
6.Geronimo - O.Champtaloup	3-18-02-28	.8057	3-00-32-46
7.Exador - T. & R.McCall	3-18-04-30	.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.Seaquest - A.G.Neate	3-18-11-21	.8134	3-01-21-26
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.Goulay & 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	5-20-55-00	.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 III -			
P.Jolly & A.Soriano	3-17-16-22	.8390	3-02-53-59
31.Apollo II - A.J.Becher	3-17-55-26	.8333	3-02-56-01
32.Shockwave - N.Crichton & G.Jones	3-17-14-20	.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 Luig - 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.Pigrit - 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 of 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.Sherandoah - 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.Knuckleduster - 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	.7660	3-05-19-56
70.Kamehameha - Kamehameha Syndicate	4-13-22-02	.7079	3-05-25-16
71.Vanessa III - B.K. & K.A.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	.8082	3-05-33-22
74.Just James - J.P. & J.B.King	3-19-58-59	.8444	3-05-40-14
75.Predator - D.J.Millikan	4-04-52-29	.7700	3-05-40-25
76.Jisuma - W.Rockcliffe	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	3-02-34-15	.8410	3-05-51-07
79.Roller Coaster - J.T.Fuglsang	4-05-40-51	.7658	3-05-52-02
80.Andromeda - G.Miell	4-06-06-33	.7636	3-05-58-14
81.Chaos - D.Norman	5-04-27-20	.7711	3-06-13-43
82.Croweater - G.L. & S.A.Finlay	4-07-57-48	.7531	3-06-17-41
83.Noelene 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.Muloka - P.R.Jacka	4-14-21-13	.7103	3-06-23-03
86.Breadfruit - R.Sill	4-11-59-51	.7260	3-06-24-22
87.Fiona - D.J. & R.W.Coulter	3-23-20-45	.8228	3-06-27-42
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.Violet	4-03-00-35	.7931	3-06-31-29
91.Blue Moves - D.Long	4-12-04-35	.7272	3-06-35-35
92.Morning After - C.McMillan	4-06-23-29	.7691	3-06-44-57
93.Madame Defarge -			
M.Leschkau & T.Stephenson	3-10-39-09	.9529	3-06-45-34
94.Reverie II - G.F.Scott	4-12-18-26	.7272	3-06-45-40
95.Taurus - E.P.Taylor	4-05-04-28	.7793	3-06-46-02
96.Apollo - J.Rooklyn	3-01-52-10	1.0667	3-06-47-48
97.Time Machine 2 - R.D.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.Woodell	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 - 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.Pursell	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.C.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	4-05-51-19	.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	.6887	3-09-16-40
126.Rimfire - E.W.Wall-Smith	4-02-13-27	.8298	3-09-30-23
127.Punch - B.Lewis	4-17-37-11	.7177	3-09-32-42
128.Rebecca II - V.H.O'Neill & C.Ward	4-13-46-20	.7432	3-09-34-58
129.Saltpetra - P.Hinton	4-23-58-11	.6807	3-09-39-48



130. Conquistador of Andies - D.J. Strange	4-09-10-20	.7793	3-09-57-39
131. Encore - W. & V. Anderson	4-05-43-01	.8073	3-10-06-58
132. Thirlmere - S.C.W. Green	4-09-16-50	.7823	3-10-21-40
133. Jipcho - C.B. Gow	4-01-40-13	.8443	3-10-27-47
134. Wathara II - E.J.C. & R.E.C. Stopp	4-17-02-44	.7307	3-10-36-09
135. Thumbs Up (The Flyer) - A. Rowland	3-19-32-43	.9037	3-10-43-46
136. Ruthless - B.R. Bramwell	4-05-07-25	.8183	3-10-44-58
137. Cascade - G.A. Watchorn	3-18-38-28	.9145	3-10-53-29
138. Sequel - G. & D. Coutts	4-17-47-23	.7307	3-11-08-46
139. Odin - I.S. Pullar	4-12-13-07	.7691	3-11-13-51
140. Chloe - D. Rourke	5-00-51-47	.6900	3-11-23-44
141. Tania - R.S. Robinson	4-12-11-27	.7753	3-11-52-49
142. Gib an Inch - W.D. Ferris	3-07-38-04	1.0563	3-12-07-04
143. Sgian 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. Saltshaker 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

Disqualified: Nirvana, Panda

Fastest Time: Concor 3-00-50-29

Maxi Division: Freight Train. Division A: Challenge. Division B: Once More Dear

Friends. Division C: Moonlighter. Division D: Lot's Wife

Retired: Audacity, Billabong, Casablanca, Fanny Adams, Ghost, Jimmy Blacksmith,

Lady Ann, Margaret Rintoul II, Mercedes IV, Petrosina II, Puss 'n Boots, Solquest,

Too Impetuous.

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 southeast and freshened, reaching 30 knots 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 northerly 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.

#### 1984 - 150 starters

##### PI YACHT

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	3-13-40-16
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	4-19-08-40	.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	3-15-16-05
11. 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.D. 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	7-01-05-15	.7284	4-17-16-38
35. Lot's Wife - I. Smith	6-11-30-55	.6738	4-17-55-52
36. Chinese Fire Drill - J. Hughes & D. Hertlihy	7-01-03-20	.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. Vickery	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

Maxi Division: New Zealand. Division A: Patrice III. Division B: Indian Pacific

Division C: City Limits. Division D: Lawless

Retired: Adria, Amaro, Andromeda, Aphrodite, Apollo, Apollo II, Aquila, Audacity,

Caprice of Huon, Centrefold, Challenge II, Challenge III, Crista-Farr, Cobweb,

Concor, Crusader of Brighton, Cybele, Dancing Mouse, Derwent Lass, Destiny, Di

Hard, Diamond Cutter, Dr Dan, Drake's Prayer, Dry White, Dynamite, Encore,

Endless Advice, Enigma, Eureka, Evelyn, Fanny Adams, Farr Fetched, Farr Out,

Firetel, Fly By Night, Freight Train, Groundsfor, Halcyon, Hullabaloo, Impatience,

Impeccable, Inca, Inch By Inch, Intrigue, Isle of Luig, Jorja, Kia Teri, Lady Ann,

Lady Penrhyn, Larikin, 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, Quetzal, Ragamuffin, Rebecca II, Red Faces,

Restless IV, Ruff 'n Tumble, Runaway, Sagar Rani, Sangaree, Seaquest,

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.

1984 Weather: A low pressure system near Melbourne on Christmas Day brought

windy weather to Bass Strait and Tasmania. This system slowed up east of Bass

Strait about mid-day on Boxing Day, creating two different swell patterns that

combined off the NSW coast to make very treacherous seas. There race featured a

spectacular spinnaker start before a 25 knot southerly that slowly strengthened

throughout the first afternoon. During the first night the breeze touched 40 knots

from the south and retirements came thick and fast. A strong 35 knot southerly

remained during the second day with punishing seas and there were more

retirements. Late on December 27th the leaders were only as far as the south coast

of NSW. As the fleet approached Bass Strait the wind moved SSE but still with

uncomfortable seas and winds at 30 knots making life aboard wet and

uncomfortable. On the third day the breeze moved from SSE to E and after some 50

hours of windward work the fleet was able to spring sheets for a hard reach across

The Strait, the breeze moderating to 20-25 knots. As the leaders approached

Tasman Island the breeze had freshened from the NE to give the smaller yachts a

hard run down the Tasmanian coast. The first half of the fleet had a quick trip across

Storm Bay, but some of the little boats which appeared poised to win handicap

honours were once again frustrated by the calms of Storm Bay and the Derwent

River.

#### 1985 - 179 starters

##### PI YACHT

1. No 1st Place awarded	4-00-19-23	.7950	3-04-34-37
2. Sagacious - G. Appleby	4-02-59-09	.7752	3-04-44-02
3. Hummingbird - E. Blackadder	4-03-59-09	.7723	3-04-58-20
4. Silver Minx - G. Player	4-04-30-59	.7659	3-04-59-08
5. Diamond Cutter - A. Sweeney	4-06-18-09	.7531	3-05-02-38
6. Hullabaloo - K. Tierney	4-01-09-43	.7931	3-05-03-33
7. Once More Dear Friends - W. Currie	4-01-06-15	.7950	3-05-11-52
8. Indian Pacific - J. Eyles	4-01-02-10	.7960	3-05-14-27
9. Intrigue - D. Calvert	4-01-07-24	.7950	3-05-22-23
10. Exador - M. Clark	4-01-07-24	.7970	3-05-24-26
11. Paladin - C. Franklin	4-01-08-00	.7979	3-05-30-10
12. Highland Fling - I. Laidlaw	4-01-25-31	.7960	3-05-33-02
13. Another Concubine - J.L. & P.E. Parker	4-01-15-50	.7979	3-05-36-25
14. Cifraline 3 - C. Griffiths			
15. Mad Max -			
Beckett/Canning/Dent & McCarthy	4-01-20-59	.7989	3-05-46-22
16. The Gambler - I. Kenny	4-01-24-26	.7989	3-05-49-07
17. Joint Venture - R. Elliott	4-01-19-15	.7998	3-05-50-14
18. Prime Times - J. Milner	4-01-19-25	.8008	3-05-56-12
19. Christa Farr - J.D. & C.A. Pomfret	4-04-08-09	.7813	3-06-14-10
20. East of Lizard - P. Carney/Adsail	4-01-08-32	.8064	3-06-20-08
21. Nike - J. Hunt	4-13-49-42	.7140	3-06-25-03
22. Predator - D. Millikan	4-07-23-12	.7607	3-06-38-04
23. Nadia IV - Canberra Ocean Racing Club	4-03-34-19	.7931	3-06-58-14
24. Thunderbird - Sea Craft Ltd	4-00-08-33	.8228	3-07-06-22
25. Black Magic - R. Sill	4-03-32-50	.7950	3-07-08-24
26. Witchcraft - Y. Boadin	4-03-22-50	.7970	3-07-12-23
27. Newcastle Flyer - P. Gough	4-03-34-23	.7960	3-07-15-37
28. Turkey Shoot - S. McDonald / B. Bowden	4-03-40-11	.7960	3-07-20-14
29. Challenge III - L. Abrahams	4-01-02-29	.8219	3-07-45-30
30. Bimblegumby - K. Jacobs	4-03-53-51	.7998	3-07-53-53
31. Encore II - W. & V. Anderson	4-03-36-13	.8027	3-07-57-07
32. Wild Oats - R. Oatley	4-00-58-41	.8254	3-08-02-44
33. Too Impetuous - P. Jolly	4-03-21-05	.8064	3-08-07-01
34. Switchblade - T. & R. McCall	4-01-10-43	.8245	3-08-07-26
35. Auspicious - N. Marr	4-13-07-07	.7364	3-08-21-18
36. Drake's Prayer* - P. Kurts	3-20-07-24	.8281	3-08-21-18
37. Caroline - D. Hales	4-01-07-14	.8281	3-08-25-32
38. Withdoctor - C. Troop & Partners	4-03-38-47	.8073	3-08-26-40
39. Apollo - J. Rooklyn	3-04-32-28	1.0520	3-08-31-16
40. Inca - B. Ryan	4-00-55-26	.8316	3-08-36-07
41. Stormy Petrel - A. Pearson	4-12-41-32	.7432	3-08-46-48
42. Impetuous - R. Roberts	4-04-26-04	.8045	3-08-47-58
43. Southern Cross - W. Gilbert	4-08-38-12	.7722	3-08-48-02
44. Police Car - M. Purcell	4-03-29-03	.8129	3-08-52-14
45. Apollo II - A.J. Becher	4-01-15-55	.8316	3-08-53-09
46. Mercedes IV - R. Clark	4-04-04-53	.8110	3-09-09-58

#### ELAPSED TM TCF CORR TM

4-00-19-23	.7950	3-04-34-37
4-02-59-09	.7752	3-04-44-02
4-03-59-09	.7723	3-04-58-20
4-04-30-59	.7659	3-04-59-08
4-06-18-09	.7531	3-05-02-38
4-01-09-43	.7931	3-05-03-33
4-01-06-15	.7950	3-05-11-52
4-01-02-10	.7960	3-05-14-27
4-01-07-24	.7950	3-05-22-23
4-01-07-24	.7970	3-05-24-26
4-01-08-00	.7979	3-05-30-10
4-01-25-31	.7960	3-05-33-02
4-01-15-50	.7979	3-05-36-25
4-01-20-59	.7989	3-05-46-22
4-01-24-26	.7989	3-05-49-07
4-01-19-15	.7998	3-05-50-14
4-01-19-25	.8008	3-05-56-12
4-04-08-09	.7813	3-06-14-10
4-01-08-32	.8064	3-06-20-08
4-13-49-42	.7140	3-06-25-03
4-07-23-12	.7607	3-06-38-04
4-03-34-19	.7931	3-06-58-14
4-00-08-33	.8228	3-07-06-22
4-03-32-50	.7950	3-07-08-24
4-03-22-50	.7970	3-07-12-23
4-03-34-23	.7960	3-07-15-37
4-03-40-11	.7960	3-07-20-14
4-01-02-29	.8219	3-07-45-30
4-03-53-51	.7998	3-07-53-53
4-03-36-13	.8027	3-07-57-07
4-00-58-41	.8254	3-08-02-44
4-03-21-05	.8064	3-08-07-01
4-01-10-43	.8245	3-08-07-26
4-13-07-07	.7364	3-08-21-18
3-20-07-24	.8281	3-08-21-18
4-01-07-14	.8281	3-08-25-32
4-03-38-47	.8073	3-08-26



48.Kings Cross - J.B. & J.P.King	4-09-49-24	.7691	3-09-23-19	119.Pacific Flyer - R.B.Heatherey	4-21-25-27	.8245	4-00-48-58
49.Nynja-Go - R.Axe	4-08-38-20	.7803	3-09-38-59	120.Quetzal - R.Robson	5-19-58-30	.6926	4-00-56-48
50.Out of Sight Out of Mind - M.Epstein / S.Hickford / D.Hume	4-09-53-34	.7752	3-10-05-17	121.Pendulum - W.Dargan	5-18-50-14	.6990	4-01-02-50
51.Waterfrontier - M.Minuzzo	4-07-12-06	.7960	3-10-08-55	122.Leven - B.Cunneen	5-18-02-45	.7054	4-01-22-39
52.Dynamite - I.French	4-03-41-48	.8254	3-10-17-23	123.Turbo - L.Clough	4-12-25-29	.8994	4-01-31-02
53.Impatience - H.Lang	4-02-35-49	.8359	3-10-25-02	124.Mandala - K.Gladman	5-14-20-07	.7284	4-01-50-59
54.Challenge II - P.Rowsthorn	4-03-28-44	.8289	3-10-27-29	125.Roller Coaster - J.Fuglsang	5-11-08-37	.7542	4-02-54-31
55.Overdraft - D.Smith	4-04-41-53	.8201	3-10-34-57	126.Punch - B. & R.Lewis	5-18-19-20	.7152	4-02-55-41
56.Bad Habits - C.Colson / D.Pullman	4-03-05-27	.8350	3-10-44-27	127.Mark Twain -			
57.Chaos - J.Blackwood	4-11-21-51	.7711	3-10-47-19	H.O'Neill / C.Ward / B.White	5-10-48-31	.7575	4-03-05-15
58.Parmelia - B.Woods	4-03-19-18	.8367	3-11-06-09	128.Nuzulu - W.Dodds	5-21-14-38	.7016	4-03-05-48
59.Thirlmere - S.Green	4-09-38-23	.7882	3-11-15-55	129.Goldfinger - R.Triplow	5-08-14-09	.7833	4-04-26-50
60.Marara - A.E.Ratcliff	4-21-01-45	.7116	3-11-16-41	131.Triad - Coombs / Vicery	4-20-33-40	.7833	4-06-19-44
61.Enigma - H.Davis	4-03-35-12	.8384	3-11-29-36	132.Lady Penrhyn of Nimba -			
62.Windward Passage - R.Muir	3-07-32-19	1.0534	3-11-47-10	Royal Australian Navy	5-05-29-29	.8165	4-06-27-49
63.Raucous - D.Rourke	4-12-58-42	.7691	3-11-48-55	133.Anaconda - J.Grubic	4-03-46-16	1.0291	4-06-40-28
64.Swuzzlebubble - I.Gibbs	3-09-18-35	.7960	3-11-49-36	134.Crasader - J.Nadorp	5-05-42-20	.8183	4-06-51-53
65.Billabong - P.Joubert	4-19-30-21	.7295	3-12-15-41	135.Casablanca - G.McDonald	4-16-14-48	.9237	4-07-40-56
66.Pippin - W.Sweetapple	4-12-58-58	.7732	3-12-15-56	138.Mirrabooka - G.Jensen-Muir	6-10-39-08	.6724	4-07-59-17
67.Defiance - M.Phillips	4-01-02-37	.8701	3-12-31-30	139.Nimrod II - I.Watson	5-10-15-42	.8237	4-11-17-48
68.Freight Train - R.Williams	3-16-06-40	.9597	3-12-33-37	140.Amaroo III - L.Hamilton / L.Noonan	6-00-15-04	.7499	4-12-10-26
69.Groundsfor - B. & N.Hines	4-13-32-21	.7732	3-12-41-44	141.Balandra - G.Hennicke	5-18-17-46	.7912	4-13-25-12
70.Hitchhiker - P.Briggs	4-09-06-39	.8064	3-12-45-41	142.Cybele - A.Ridley	6-14-13-04	.7066	4-15-47-48
71.The Syndicate - Canterbury Syndicate	4-10-05-58	.7998	3-12-51-30	143.Odin - M.Small	6-02-53-57	.7649	4-16-21-47
73.Revelation - B.Moore	4-11-11-46	.7941	3-13-07-28	144.Sagittarius - D.Rowe	6-07-10-12	.7510	4-17-31-43
75.Sagacious (Tas) - P.Newman	4-10-10-15	.8027	3-13-13-24	145.Titanic - A.Boyd Munro	6-12-16-28	.7585	4-22-32-03
76.Bacardi - Bacardi Syndicate	4-07-49-07	.8219	3-13-19-43	146.Destiny - T.Taylor	6-10-21-08	.8245	5-07-15-48
77.Barn Storm - J.Hall	4-08-38-12	.8156	3-13-20-30	150.Prime Suspect* - R.Abikhair	4-03-32-51	.7941	5-07-15-49
78.Apollo III - A.Fox / J.Harrison	4-01-07-12	.8794	3-13-24-26	165.Invader* - P.Meguyer	6-09-49-17	.6752	5-07-15-50
79.Margaret Rintoul II - R.Jackman	4-06-57-39	.8307	3-13-31-46	179.Rampant II* - A.Tucker	4-00-18-59	1.0529	5-07-15-51
80.Jacqui - T.Melville	4-11-33-50	.7998	3-14-01-47	Drake's Prayer (37th) 20% penalty			
81.Bewitched - W.Ferris / S.Gazal	3-18-29-09	.9554	3-14-27-01	War Games (91st) 10% penalty			
82.Lock on Wood - R.Laughlin	5-02-39-25	.7054	3-14-31-20	Di Hard (103rd) 40% penalty			
83.The Swagman - R.Birtles / A.Chalk	4-21-31-24	.7387	3-14-48-52	Prime Suspect (150th) 70% penalty			
84.Uptown Girl - R.Winton	4-11-53-07	.8064	3-14-59-55	Invader (155th) 10% penalty			
85.Marloo - G.Girdis	4-10-22-46	.8183	3-15-03-01	Rampant II (179th) 30% penalty			
86.Sidewinder - D.Rumble	4-03-10-15	.8802	3-15-17-25				
87.Witchdoctor NZ - N.Wills	4-00-53-58	.9037	3-15-34-05				
88.Vanessa III - B. & K.Jaggard	4-19-26-17	.7596	3-15-41-12				
89.Lawless - R.Green	5-05-30-35	.7003	3-15-53-40				
90.Polaris - L.Savage	4-16-01-50	.7882	3-16-18-09				
91.Fiona - D. & R.Coulter	4-11-41-39	.8219	3-16-30-50				
91.War Games* - D.Urry	4-10-34-45	.7970	3-16-30-50				
92.Dancing Mouse - D.Hundt	5-03-36-03	.7177	3-16-42-30				
93.Padam - K.Quinert	5-04-33-57	.7152	3-17-05-22				
94.In The Navy - W.Saunders & Partners	4-18-24-37	.7803	3-17-16-28				
95.Dr Dan - R.Muir	4-00-11-24	.9284	3-17-18-10				
96.Starlight Express - C.Reynolds	3-19-20-38	.9777	3-17-18-25				
97.Alexander of Creswell -							
Royal Australian Navy	4-13-31-24	.8174	4-17-31-28				
98.Shanandoah III - J.Charody	5-04-45-12	.7177	3-17-32-08				
99.Spirit of Queensland - A.Kelso	3-13-26-22	1.0491	3-17-38-04				
100.Rangatira - R.Mercer	4-16-09-23	.7998	3-17-42-10				
101.Thylacine - J.Burton	5-06-04-20	.7140	3-18-00-56				
102.Derwent Lass - D.Colbourn	5-10-15-47	.6913	3-18-03-03				
103.Di Hard* - J.Woodward	4-02-48-20	.8055	3-18-09-42				
103.Firetel - R.Lawler / K.Taylor	5-04-35-04	.7237	3-18-09-42				
104.Aquila - B.Edmunds	5-07-11-58	.7091	3-18-11-50				
105.Patrice III - P.King	4-12-40-52	.8316	3-18-22-45				
106.Restless IV - D.Holloway	4-19-24-40	.7863	3-18-44-52				
107.Yahoo II - J.Elgar	4-14-46-50	.8272	3-19-38-16				
108.Night Raider - N.Bunting	4-01-02-11	.9498	3-20-08-55				
109.Breadfruit - I.Sloan	5-08-05-47	.7225	3-20-32-59				
110.Black Sheep - K.Coppel	4-09-47-24	.8756	3-20-37-47				
111.Mystic Seven - N.D.Chidgey	5-05-57-41	.7364	3-20-45-29				
111.Ragamuffin - S.Fischer	3-08-39-22	1.0563	3-20-45-29				
112.Insatiabile - G.Wilson / H.Kuhn	4-19-34-47	.8073	3-21-18-27				
113.Bang Bang - D.Baxter / I.Lemon	4-21-12-18	.8008	3-21-51-28				
114.Saltpea - P.Hinton	5-19-54-01	.6793	3-23-02-03				
115.Willy - D.Clark	4-18-46-21	.8359	3-23-56-18				
116.Sagitta - K.Hughes	5-14-13-37	.7177	4-00-20-05				
117.Never Satisfied - N. & B.Holt	5-03-37-53	.7793	4-00-20-45				
118.Reverie II - G.Scott	5-13-30-23	.7248	4-00-45-56				

#### Fastest Time: Apollo 3-04-32-28

NOTE: The rules that year did not provide for a first place to be awarded following the penalising of Drake's Prayer, which had been provisionally first prior to a protest. Nor did it allow for lower placed yachts to move up a place when other yachts were penalised. Because there was no first place, Sagacious was officially recorded 2nd overall. Further down the results yachts were recorded with an equal place and some places were not filled. The last placed yacht had a 30% of placings penalty which in fact placed her 179th, equal to the number of starters when there were only

#### IOR Divisions

IOR Maxi Division: Apollo  
IOR Division A: Thunderbird  
IOR Division B: Sagacious  
IOR Division C: Hummingbird  
IOR Division D: Nike

#### Illingworth Divisions

Maxi Division: Windward Passage  
Division A: Apollo II  
Division B: Once More Dear Friends  
Division C: Diamond Cutter  
Division D: Nike

146 finishers. This anomaly was rectified for future races.

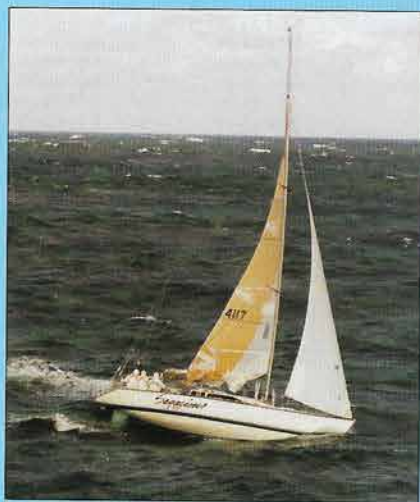
Retired: Andromeda, Argus, Belinda, Bushwhacker, Contractor, Dry White, Dubious, First Light, Fortlet, Good News, Hera of Hobart, Hindsight II, Impeccable, Kamehameha, Mandrake, Marloo II, Moonlighter, Nadia, Outrageous, Panda, Quasimodo, Scampi A, Singapore Girl, Skedaddle, Stormy Petrel, Struth, Styx, Supertramp, The Roperunner, The Sting, Thumbs Up, Too Farr Out, Zap.

1985 Weather: The record fleet of 179 had one of the most chaotic starts on record with numerous minor and near collisions in a 15-18 knot nor'easter. The first afternoon was a run before a fresh 20-25 knot nor'easter until a southerly front passed through the fleet around 9.00 pm. The southerly remained for almost 48 hours. Again it was a two-day punch into a strong southerly, much of the time in 25-30 knots, with a punishing sea (although not as severe as 1984). Retirements were many. All yachts had strong windward work from Jervis Bay to well into Bass Strait, and there was no let-up for 48 hours. As the leaders approached the NE tip of Tasmania, strong WSW winds were encountered, allowing the yachts to spring sheets. On the night of the 28th WSW winds were replaced by a pleasant 10 knot sou'easterly for the leaders, while the tailenders had strong westerlies across the Strait. The next day saw light and fitful airs down the east coast of Tasmania which were replaced by weak NE sea breezes of no more than 15 knots. All yachts had fickle airs in Storm Bay and the Derwent, with placings changing continuously and boats making agonising progress from Tasman Island to the finish.

#### 1986 - 123 starters OVERALL PLACE

YACHT	PLACE	LINE DIVISIONS				IOR RESULTS				ILLINGWORTH RESULTS			
		M	A	B	C	ELAP. TM	TCF	CORR TM	TCF	CORR TM	M	A	B
1.Ex Tension - A.Dunn	28				1	3-23-22-00	0.7680	3-01-14-30					
2.Impeccable - J.Walker	56				1	4-04-16-30	0.7318	3-01-22-52	0.7227	3-00-28-07			1
3.Southern Cross - W.Gilbert	29				2	3-23-26-07	0.7722	3-01-41-42					
4.Paladin - C.Franklin	14			1		3-21-32-36	0.7960	3-02-27-38	0.7900	3-01-53-57			2
5.Szechwan - W.Johns	22			2		3-22-49-20	0.7863	3-02-33-31	0.7765	3-01-37-46			1
6.Another Concubine - J.Parker	19			3		3-22-00-28	0.7950	3-02-44-10	0.7890	3-02-10-20			3
7.Silver Minx - G.Player	38				3	4-00-57-29	0.7722	3-02-52-16					
8.Hindsight II - R.G.Griffin	80				2	4-13-36-58	0.6860	3-03-11-48	0.6654	3-00-56-19			2
9.Indian Pacific - C.Jacobsen	21			4		3-22-46-58	0.7941	3-03-16-01	0.7881	3-02-41-54			4
10.Intrigue - D.Calvert	25			5		3-22-51-40	0.7941	3-03-19-45					
11.Indian Pacific V - J.Eyles	43				4	4-02-31-34	0.7659	3-03-27-40					
12.Condor - R.Bell	1	1				2-23-26-25	1.0573	3-03-32-02					
13.Vanessa III - K.Jaggard	54				5	4-04-02-25	0.7564	3-03-40-14	0.7337	3-01-23-58			1
14.Singapore Girl -													
P.Steigrad / D.Greenlaw	64				3	4-07-07-07	0.7353	3-03-49-23					





1985 - Sagacious



1986 - Extention

## FACT FILE

*Closest finish was  
in 1982 when  
Condor of  
Bermuda beat  
Apollo by just  
seven seconds.*

### OVERALL PLACE

YACHT	PLACE
15.Windward Passage - W.Muir	2
16.Nadia IV - Canberra ORC	32
17.Thirlmere - S.Green	39
18.Demo - B.Brady	44
19.Turkey Shoot -	
S.McDonald / B.Bowden	31
20.Thumbs Up - A.Rundle	30
21.Prime Suspect - R.Abikhair	34
22.Morning Tide - J.Lawler	69
23.Padam - K.Quinert	74
24.Challenge III - L.Abrahams	11
25.Middle Harbour Express -	
R.Stone/ G.Challoner	53
26.Good News - J.Calvert-Jones	48
27.Uptown Girl - R.Winton	27
28.Gumblossom (1) - J.Gleeson	88
29.Pippin - W.Sweetapple	57
30.Knuckleduster (2) - P.Cush	81
31.Wild Oats - R.Oatley	15
32.Inch By Winch - J.Goddard	24
33.Challenge II - R.Rowsthorn	13
34.Contractor - J.McL.Taylor	9
35.Roller Coaster - J.Fuglsang	61
36.Mark Twain -	
V.O'Neill / C.Ward / B.White	19
37.Solandra - R.W.Escott	79
38.Margaret Rintoul II - R.Jackman	18
39.Too Impetuous - G.Lambert	36
40.Leven - B.Cunneen	82
41.Polar Bear - A.Martin	41
42.War Games - D.Urry	42
43.Vanguard - R.Cawse	16
44.Polaris - L.Savage	50
45.Manly Ferry - M.Blackmore	26
46.Christa-Farr - J.D. & C.A.Pomfret	58
47.Parmelia - B.Woods	20
48.Bacardi - Bacardi Syndicate	33
49.Newcastle Flyer - P.Rundle	45
50.Pacific Phoenix - E.Long	55
51.Inca - B.Ryan	23
52.Marara - A.Ratcliff	83
53.*Groundsfor - B. & N.Hines	71
(20% PENALTY Before penalty 28 o'all)	
54.Auspicious - N.Marr	75
55.Castaway Enterprise - D.Taylor	3
56.The Roperunner - P.Robinson	52
57.Privateer -	
Around The World Yachts	4
58.Warlord - I.Scott	47
59.Lawless - J.Green	91
60.Low Profile - A.Zanelli	62
61.Mullock - P.Jacka	87
62.Dubious - G.J.Thompson	70
63.Ned Kelly - S.J.Clarke	84
64.Infra Red - R.T.Southwood	72
65.Spider - R.Pursell	85
66.Changabang - B.van Driel	60
67.Trump Card - A.Budd	17
68.Firetel - R.Lawler	90
69.*Invincible -	86
(20% PENALTY Before penalty 46 o'all)	
70.Sunseeker - P. & V.Thomas	77
71.Derwent Lass - D.H.Colbourn	94
72.Moonraker Again - N.Welfare	57

### IOR RESULTS

ELAP. TM	TCF	CORR TM	TCF
2-23-47-54	1.0563	3-03-50-26	1.0088
3-23-50-34	0.7931	3-04-00-46	0.7872
4-01-10-47	0.7823	3-04-01-25	0.7725
4-02-39-09	0.7711	3-04-04-15	
3-23-44-44	0.7950	3-04-07-04	0.7890
3-23-28-52	0.7979	3-04-11-04	
4-00-11-09	0.7931	3-04-17-06	0.7872
4-10-41-36	0.7165	3-04-26-45	0.6843
4-11-08-03	0.7140	3-04-29-38	0.6926
3-20-58-55	0.8237	3-04-35-21	
4-03-59-05	0.7670	3-04-41-18	0.7574
4-03-19-22	0.7722	3-04-41-49	
3-23-09-26	0.8073	3-04-49-14	0.7912
4-17-55-40	0.6752	3-04-55-27	0.6448
4-03-36-33	0.7732	3-05-01-04	
4-14-48-21	0.6952	3-05-01-56	0.6743
3-21-38-56	0.8245	3-05-12-49	
3-22-50-30	0.8165	3-05-26-18	0.8104
3-21-32-00	0.8281	3-05-27-18	0.8177
3-20-24-03	0.8384	3-05-28-08	
4-06-22-52	0.7575	3-05-33-13	0.7518
4-06-32-56	0.7575	3-05-40-51	0.7234
4-13-06-11	0.7140	3-05-53-58	0.6819
3-21-58-05	0.8298	3-05-58-29	0.7925
4-00-56-29	0.8064	3-06-10-25	0.8004
4-14-52-53	0.7054	3-06-12-57	0.6737
4-02-10-46	0.7969	3-06-14-21	0.7610
4-02-11-44	0.7970	3-06-15-43	
3-21-43-46	0.8359	3-06-20-54	0.8255
4-03-29-11	0.7882	3-06-24-55	0.7527
3-22-55-16	0.8272	3-06-31-07	
4-04-54-31	0.7803	3-06-44-20	0.7569
3-22-11-56	0.8367	3-06-48-58	0.8262
4-00-00-45	0.8210	3-06-49-35	0.8107
4-03-06-21	0.7960	3-06-53-18	
4-04-15-33	0.7872	3-06-55-26	
3-20-50-21	0.8324	3-06-56-39	0.8262
4-14-58-41	0.7116	3-06-58-19	0.6796
4-03-22-55	0.7732	3-04-50-32	
4-11-15-09	0.7364	3-06-58-51	0.7309
3-02-55-08	1.0573	3-07-12-42	
4-03-54-12	0.7941	3-07-20-00	0.7842
3-03-35-43	1.0524	3-07-33-23	
4-03-18-27	0.8017	3-07-36-53	
4-18-24-25	0.6990	3-07-58-14	0.6938
4-06-32-23	0.7803	3-08-00-42	0.7569
4-17-18-26	0.7066	3-08-03-46	0.6748
4-10-43-20	0.7521	3-08-15-57	0.7465
4-16-16-02	0.7152	3-08-17-37	
4-10-52-09	0.7531	3-08-28-59	0.7475
4-16-53-55	0.7260	3-09-57-52	0.7115
4-05-34-48	0.8092	3-10-11-55	0.7991
3-21-53-29	0.8786	3-10-29-35	
4-18-14-51	0.7236	3-10-40-10	0.7019
4-04-52-40	0.7783	3-06-30-47	0.7550
4-12-08-33	0.7711	3-11-23-19	0.7364
5-01-01-00	0.6900	3-11-30-05	0.6693
4-04-45-07	0.8289	3-11-30-48	0.8185

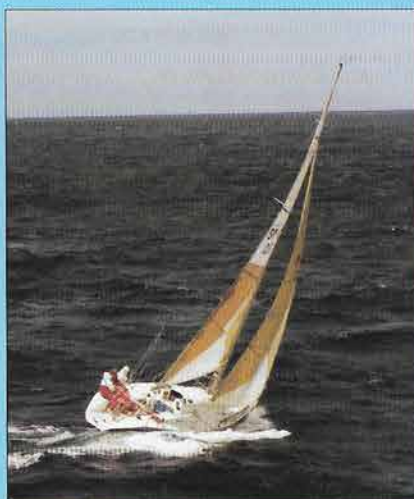
### ILLINGWORTH RESULTS

DIVISIONS	M	A	B	C	D
1					
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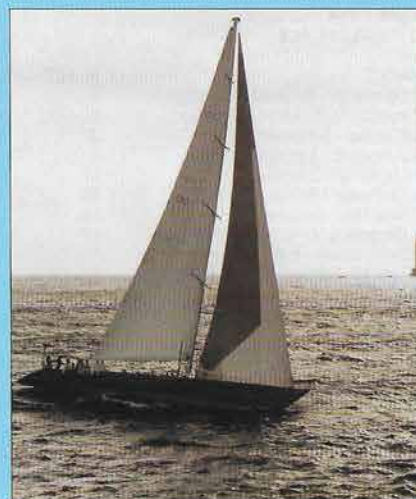


## FACT FILE

*Gales frequently batter the Sydney to Hobart fleet - in 1984 there were 104 retirements from 150 starters, in 1993 only 38 yachts finished out of 110 and in 1998 only 44 boats out of 115 starters finished.*



1987 - Illusion



1988 - Sovereign

### OVERALL PLACE

YACHT	PLACE	LINE DIVISIONS					IOR RESULTS				ILLINGWORTH RESULTS							
		M	A	B	C	D	ELAP. TM	TCF	CORR TM	TCF	CORR TM	M	A	B	C	D		
73. Iniquity - S. Morgan	35		17				4-00-24-17	0.8678	3-11-39-36	0.8613	3-11-02-00		12					
74. Spirit - J.W. Miller	59		18				4-05-08-19	0.8281	3-11-45-10									
75. Otella - C. Montgomery	12		19				3-20-59-53	0.9022	3-11-54-10									
76. Panache - E. Stokans / N. Fyfe	92				18		4-18-34-50	0.7330	3-11-59-15	0.7238	3-10-56-00						16	
77. **Encore II - W. Anderson	73			23			4-05-18-34	0.8017	3-09-13-11	0.7917	3-08-12-24				17			
(10% PENALTY Before penalty 67 o'all)																		
78. Bewinched - W. Ferris	7	5					3-17-16-45	0.9554	3-13-17-50	0.9482	3-12-39-16	2						
79. Nimrod II - I.S. Watson	65		21				4-07-34-06	0.8237	3-13-18-33	0.8134	3-12-14-33		13					
80. Alexander of Creswell (3) - Royal Australian Navy	66		22				4-08-55-55	0.8165	3-13-40-37	0.8063	3-12-36-24		14					
81. Nadia - J.R. Oakley	89				16		4-18-08-11	0.7521	3-13-50-31	0.7465	3-13-12-10				8			
82. Triad - Coombs / Vickery	40		24				4-01-58-38	0.8779	3-14-00-51	0.8713	3-13-22-03		15					
81. Dreamtime (4) - N.F. McDonald	68		25				4-09-45-23	0.8156	3-14-15-18	0.8095	3-13-36-35		17					
82. Rampant II - A. Tucker	5	6					3-10-05-17	1.0524	3-14-23-22	1.0392	3-13-18-21	3						
83. Madmen's Woodyard - Bowling / Bonallo / Terrell	98					19	5-03-24-43	0.7079	3-15-21-48	0.7026	3-14-42-33						17	
84. Icarus - A. Ridley	67		26				4-09-15-54	0.8307	3-15-26-37	0.8245	3-14-47-28		20					
85. Evelyn - J. Fraser	10		27				3-20-41-44	0.9453	3-15-37-30	0.9335	3-14-31-53		19					
86. Lady Ann - J. & A. Kirkjian	96					20	5-02-44-49	0.7165	3-15-56-53	0.7075	3-14-50-36						18	
87. *Witchdoctor - C.A. Troup & Partners	53		20				4-03-41-03	0.8073	3-08-28-30	0.7912	3-06-52-12		16					
(20% PENALTY Before penalty 65 o'all)																		
88. City Limits - M. Carr	93				17		4-22-18-34	0.7521	3-16-58-50	0.7465	3-16-19-05				9			
89. Mystique - C. Wilson	97					21	5-03-23-55	0.7260	3-17-35-15	0.7115	3-15-47-53						19	
90. Helsal II - A. Kelso	6	7					3-15-46-05	1.0461	3-19-48-51	1.0330	3-18-39-52	4						
91. Casablanca - G. McDonald	49		28				4-03-26-55	0.9237	3-19-51-38	0.9052	3-18-01-15		21					
92. Quasimodo - M. & V. Innes	8	8					3-20-20-31	1.0326	3-23-21-08	1.0249	3-22-38-29	5						
93. *Dynamite - I. French	78		23				4-03-44-19	0.8254	3-10-19-27	0.8089	3-08-40-43		18					
(20% PENALTY Before penalty 74 o'all)																		
94. Balandra - G. Henniecke	95			21			5-01-37-18	0.7912	4-00-13-37	0.7556	3-19-53-50			14				
95. Ecstasy V - R.K. Harris	100				18		5-08-42-32	0.7488	4-00-22-38	0.7263	3-21-28-53				10			
96. Jasmin - M.A.O. Keefe	99		22				5-04-14-26	0.7950	4-02-46-16	0.7890	4-02-01-33			16				
97. *Just Jones (5) - C. Denny	101		25				4-10-52-29	0.7803	3-11-23-40	0.7744	3-10-45-50			19				
(20% PENALTY Before penalty 74 o'all)																		
98. Lassiters Reef - J.R. Carroll	46	9					4-03-15-39	1.0047	4-03-43-38									
99. Sequin - M. Quine	102					22	6-08-19-00	0.6873	4-08-41-14	0.6667	4-05-32-58						20	
100. Sunbird - J. Smith	104				19		7-00-00-38	0.7410	5-04-29-45	0.7354	5-03-33-18				11			
101. Roama - D. Jenkin	103		29				6-13-50-58	0.8219	5-09-44-11	0.7849	5-03-53-46		22					
102. *Too Farr Out - P. Smith / K. Horne	105			24			5-10-06-41	0.7793	4-05-23-45	0.7559	4-02-21-04			18				
(10% PENALTY Before penalty 02 o'all)																		
103. **Destiny - T. Taylor	106		30				6-07-37-27	0.8237	5-04-53-34	0.7990	5-01-08-52		23					
(10% PENALTY Before penalty 05 o'all)																		
104. *Anaconda II - J. Grubic	37	10					3-20-49-42	1.0285	3-23-28-26	0.9976	3-20-36-20	6						
(20% PENALTY Before penalty 97 o'all)																		

Fastest Time: Condor 2-23-26-25

IOR Divisions: IOR Maxi Division: Condor. IOR Division A: Challenge II. IOR Division B: Paladin. IOR Division C: Ex Tension. IOR Division D: Impeccable

Illingworth Division: Maxi Division: Windward Passage. Division A: Margaret Rintoul II. Division B: Szechwan. Division C: Vanessa III. Division D: Impeccable

Retired: Amaro III, Chutzpah, Dancing Mouse, Eastern Morning, Galaxy III, Heart, Kanga, Kings Cross, Much Ado, Saltpetra, Bushfire, Drakes Prayer, Great Expectations, Joint Venture, Madelaine's Daughter, Sovereign, Stormy Petrel.

Allowances:

1) Elap. reduced by 30 mins redress under IYRU "Rendering assistance"

2) Elap. reduced by 40 mins redress under IYRU "Rendering assistance"

3) Elap. reduced by 6 hrs redress under IYRU "Rendering assistance"

4) Elap. reduced by 6 hrs redress under IYRU "Rendering assistance"

5) Elap. reduced by 24 mins redress under IYRU "Rendering assistance"

Penalties: \*20% penalty applied - failure to lodge declaration in accordance with sailing instruction 25.a \*\*10% penalty applied - breach of sailing instruction 36

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



**1987 - 154 starters**  
**OVERALL PLACE**

YACHT	PLACE	LINE DIVISIONS					IOR RESULTS				ILLINGWORTH RESULTS					
		M	A	B	C	D	ELAP. TM	TCF	CORR TM	TCF	CORR TM	M	A	B	C	D
1.Sovereign - B.Lewis	1	1					2-21-58-08	1.0573	3-01-58-41	1.0360	3-00-29-16	3				
2.Apollo - V.d'Emilio / J.Rooklyn	3	2					2-22-55-03	1.0488	3-02-22-42	1.0067	2-23-23-34	1				
3.Gazebo - S.Fischer	2	3					2-22-33-47	1.0573	3-02-36-23	1.0150	2-23-37-17	2				
4.Jubilation - J.S.James	9		1				3-11-33-42	0.9018	3-03-21-21	0.8901	3-02-22-42		1			
5.Madeline's Daughter - P.Kurts	11		2				3-18-47-24	0.8325	3-03-34-58							
6.Chutzpah - Schitte / Taylor	80					1	4-07-29-01	0.7327	3-03-49-21	0.7322	3-03-46-15					5
7.Mad Max - M.Canning	15			1			3-22-59-15	0.7988	3-03-52-34							
8.Sagacious V - G.Appleby	17			2			3-23-05-37	0.7980	3-03-53-05	0.7980	3-03-53-05			1		
9.Switchblade - P.Whyte	13		3				3-19-50-15	0.8284	3-04-04-41	0.8280	3-04-02-29		2			
10.Bimblegumby - K.Jacobs	12		4				3-19-11-16	0.8346	3-04-06-19	0.8345	3-04-05-46		3			
11.Chris' Choice - M.Walker	84					2	4-07-47-40	0.7343	3-04-12-59	0.7341	3-04-11-44					7
12.Beyond Thunderdome - W.Johns	18			3			3-23-19-17	0.7999	3-04-14-51	0.7999	3-04-14-51			2		
13.Fair Share -																
Hogg / O'Neill / Ross / Benton	19			4			3-23-48-29	0.7989	3-04-32-28							
14.Witchcraft II - B.Staples	27			5			4-00-21-52	0.7954	3-04-38-54	0.7939	3-04-30-13					
15.Ronstan Challenge - L.Abrahams	22			6			4-00-05-50	0.7984	3-04-43-26	0.7984	3-04-43-26					
16.Joint Venture - R.Elliott	25			7			4-00-09-28	0.7979	3-04-43-27	0.7979	3-04-43-27					
17.Prime Minister - L.Klopper	24			8			4-00-06-21	0.7987	3-04-45-35	0.7978	3-04-40-24					
18.Starlight Express - C.W.Reynolds	6	4					3-06-51-54	0.9735	3-04-46-30	0.9330	3-01-34-52	4				
19.Another Concubine - J.P.Parker	21			9			4-00-04-36	0.7996	3-04-49-22	0.7981	3-04-40-44				5	
20.Blue Max II - G.Sargent	26			10			4-00-11-20	0.7995	3-04-54-11	0.7995	3-04-54-11				8	
21.Singapore Girl - Steigrad / Greenlaw	97					3	4-08-58-18	0.7341	3-05-03-35	0.7334	3-04-59-10					9
22.Prime Factor - J.P.Milner	28			11			4-01-15-42	0.7992	3-05-43-53	0.7993	3-05-44-29				9	
23.Drake's Prayer - D.Cawse / M.Drent	14		5				3-22-07-03	0.8279	3-05-55-12	0.8270	3-05-50-07		4			
24.Marara - A.E.Ratcliff	121					4	4-14-09-04	0.7092	3-06-07-09	0.6743	3-02-16-30					1
25.Alpha Crucis - R.Graham	142					5	4-20-03-38	0.6775	3-06-37-52	0.6433	3-02-39-42					2
26.Pemberton I - J.Eyles	60				1		4-06-02-38	0.7706	3-06-38-06	0.7707	3-06-38-43				6	
27.Pemberton II - J.King	65				2		4-06-23-24	0.7682	3-06-39-22	0.7678	3-06-36-54				5	
28.Helsal II - A.M.Kelso	4	5					3-03-22-12	1.0440	3-06-41-11	1.0216	3-04-59-53	5				
29.Middle Harbour Express -																
R.Stone / G.Challoner	73				3		4-06-53-21	0.7651	3-06-43-14	0.7593	3-06-07-25				3	
30.Rampant - R.M.Cassidy	68				4		4-06-37-35	0.7672	3-06-44-06	0.7612	3-06-07-09				2	
31.Swuzzlebubble Six - I.Gibbs	30			12			4-03-03-57	0.7951	3-06-46-02	0.7943	3-06-41-17				13	
32.Stormy Petrel - T.Pearson	102				6		4-10-16-44	0.7425	3-06-54-43	0.7069	3-03-07-43					3
33.Sellars Qld Maid - R.Robertson	29			13			4-02-40-41	0.8009	3-07-01-53	0.7995	3-06-53-35				14	
34.Morning Tide - J.M.Lawler	127				7		4-14-53-41	0.7145	3-07-14-03	0.6794	3-03-20-31					4
35.Wild Oats - B.Oatley	20		6				3-23-49-23	0.8272	3-07-15-53	0.8268	3-07-13-35		6			
36.Once A Jolly Swagman - C.Jacobsen	31			14			4-03-24-19	0.7980	3-07-19-31	0.7980	3-07-19-31				16	
37.Sweet Lauraine - J.Flachs	99				8		4-09-38-16	0.7519	3-07-25-45	0.7248	3-04-33-59					8
38.Planet X - EastSail Sailing School	130				9		4-15-11-14	0.7151	3-07-30-36	0.7151	3-07-30-36					17
39.Dictator - D.Fidock	66			5			4-06-29-06	0.7763	3-07-33-33	0.7762	3-07-32-56				11	
40.Mistress Again - D.Senogles	78			6			4-07-11-58	0.7714	3-07-36-29	0.7583	3-06-15-22				4	
41.Shenandoah III - J.Charody	132					10	4-15-25-03	0.7165	3-07-49-50	0.6813	3-03-54-31					6
42.Intrigue - D.Calvert	36			15			4-04-30-28	0.7945	3-07-51-12	0.7936	3-07-45-47				18	
43.Phoenix Contractors - Hundt / Dale	49			7			4-05-30-45	0.7868	3-07-52-12	0.7809	3-07-16-16				9	
44.Raucous - D.Rourke	90			8			4-07-59-14	0.7689	3-07-57-21	0.7684	3-07-54-14				14	
45.Pippin - B.Sweetapple	79				9		4-07-28-32	0.7731	3-07-59-49	0.7697	3-07-58-42				12	
46.Striproll-Geelong - R.Abhikhair	32			16			4-04-17-02	0.7981	3-08-02-12	0.7967	3-07-53-46				19	
47.Paladin - C.Franklin	35			17			4-04-29-36	0.7966	3-08-03-11	0.7952	3-07-54-44				20	
48.Sunseeker - P.V.Thomas / J.Quinn	96				10		4-08-33-55	0.7658	3-08-04-34	0.7297	3-04-18-05				1	
49.Freight Train - D.Parkes	10	6					3-11-36-29	0.9579	3-08-05-17	0.9481	3-07-16-08	6				
50.Silver Minx - G.Player	85				11		4-07-49-13	0.7724	3-08-11-27	0.7696	3-07-54-00				13	
51.More War Games - D.Urry	38			18			4-04-42-43	0.7969	3-08-15-26	0.7964	3-08-12-25				22	
52.Southern Cross - B.Gilbert	91				12		4-08-03-15	0.7719	3-08-19-10	0.7639	3-07-29-13				10	
53.Nynja Go - R.C.Axe	82				13		4-07-37-14	0.7756	3-08-22-05	0.7624	3-07-00-01				7	
54.Demo - R.J.Brady	94				14		4-08-08-24	0.7718	3-08-22-31	0.7680	3-07-58-46				16	
55.Once More Dear Friends - D.Currie	52				15		4-05-34-07	0.7918	3-08-25-19	0.7874	3-07-58-30				15	
56.Short Circuit - G.Finlay	43			19			4-05-14-59	0.7956	3-08-33-15	0.7956	3-08-33-15				27	
57.Nadia IV - Canberra Ocean RC	53				16		4-05-36-11	0.7930	3-08-34-16	0.7916	3-08-25-44				18	
58.Sagacious IV - G.Appleby	48				20		4-05-24-43	0.7947	3-08-35-31	0.7939	3-08-30-39				26	
59.Otago (1) - A.Nicholas	23		7				4-00-06-16	0.8387	3-08-36-10	0.8254	3-07-19-29		7			
60.Black Magic - R.Sill	54				17		4-05-40-03	0.7936	3-08-41-00	0.7867	3-07-58-55				17	
61.Nadia - J.Oakley	113					11	4-11-35-48	0.7505	3-08-45-05	0.7257	3-06-04-58					15
62.Rager - M.Clements	5	7					3-04-26-37	1.0564	3-08-45-18	1.0550	3-08-38-53	7				
63.Venture One - M.Ryan	45				21		4-05-15-51	0.7984	3-08-50-58	0.7980	3-08-48-32				29	
64.Mark Twain - H.O'Neill / C.Ward	111					12	4-10-55-53	0.7561	3-08-51-03	0.7201	3-05-00-05					10
65.United Transport - C.McMillan	51				22		4-05-33-26	0.7964	3-08-52-49	0.7960	3-08-50-22				30	
66.Di Hard - J.Woodward	37				23		4-04-30-49	0.8055	3-08-57-49	0.8002	3-08-25-52				25	
67.Wrinkles - B.Story	135					13	4-16-40-56	0.7186	3-08-58-24	0.6835	3-05-01-06					11
68.Anduril - D.Kennedy	98				18		4-09-37-07	0.7667	3-08-58-40	0.7616	3-08-26-21				19	
69.Renegade - B.Francis	59			24			4-06-01-58	0.7947	3-09-05-08	0.7707	3-06-38-12				12	
70.Dry White - D.Leitch	65			25			4-05-42-09	0.7978	3-09-08-18	0.7964	3-08-59-45				32	
71.Padam II - K.Quinert	108					14	4-10-39-46	0.7607	3-09-08-18	0.7556	3-08-35-40					19
72.Seaquest - P.Nicholson	42			26			4-05-13-45	0.8045	3-09-26-20	0.7994	3-08-55-21				31	
73.Hornet - Sting Syndicate	119					15	4-13-35-13	0.7434	3-09-28-01	0.7077	3-05-33-17					12
74.Turkey Shoot - A.B/M.C.Hutton	69				19		4-06-38-15	0.7941	3-09-30-16	0.7720	3-07-14-10				8	
75.Much Ado - J.Corrie	117					16	4-12-29-46	0.7514	3-09-31-26	0.7443	3-08-45-13					21
76.City Limits - M.Carr	100				20		4-09-49-12	0.7716	3-09-39-03	0.7621	3-08-38-44				20	
77.Barnstorn - J.H.Hall	33		8				4-04-27-03	0.8135	3-09-43-00							
78.Roller Coaster - J.Fuglsang	116					17	4-12-04-04	0.7574	3-09-51-02	0.7438	3-08-22-51					18
79.Thumbs Up - T.Rowland	72				27		4-06-44-01	0.7969	3-09-52-06	0.7960	3-09-46-33				36	
80.Centurion - I.Twentyman	115					18	4-11-57-14	0.7585	3-09-52-59	0.7225	3-05-59-48					14
81.Midnight Express - S.Chapman	70				28		4-06-40-24	0.7978	3-09-54-46	0.7963	3-09-45-32				35	
82.Sailmaker III - Dr R.P.Ham	133					19	4-15-40-44	0.7335	3-09-54-59	0.6981	3-05-57-47					13
83.McCaughans Bank Bills - R.Williams	75				29		4-07-06-28	0.7955	3-10-01-20	0.7919	3-09-39-04				34	
84.Uptown Girl - R.Winton	57				30		4-05-56-22	0.8072	3-10-17-08	0.7702	3-06-30-50				10	
85.L.J.Hooker - Cole / Cook Syndicate	77				31		4-07-10-52	0.7978	3-10-19-04	0.7610	3-06-31-15				11	
86.Mystique - C.Wilson	137					20										







## OVERALL PLACE

YACHT		PLACE	LINE DIVISIONS					FOR RESULTS				ILLINGWORTH RESULTS					
			M	A	B	C	D	ELAP. TM	TCF	CORR TM	TCF	CORR TM	M	A	B	C	D
17.	Intrigue - D.Calvert	29			8			5-07-14-04	0.7929	4-04-53-03	0.7920	4-04-46-11			7		
18.	Madmen's Woodyard - J.Messenger	60					4	5-23-02-56	0.7061	4-05-00-25	0.7020	4-04-25-13					4
19.	Mark Twain - H.O'Neill / C.Ward	41				5		5-14-18-21	0.7555	4-05-28-05	0.7196	4-00-38-47				2	
20.	Kingurra - P.Joubert	28			9			5-06-44-06	0.8016	4-05-35-27	0.7659	4-01-03-59			2		
21.	Spirit - W.Miller	18	2					5-04-17-02	0.8263	4-06-41-45	0.7889	4-02-02-51	1				
22.	Challenge II - J.Dacey	19	3					5-04-21-32	0.8271	4-06-51-26	0.8181	4-05-44-17		6			
23.	Kings Cross - B.Edmunds / R.Green	40			6			5-14-08-14	0.7669	4-06-52-11							
24.	Hummingbird - P.Nicholson	32			7			5-13-07-58	0.7747	4-07-08-17	0.7738	4-07-01-05				8	
25.	Centurion - I.Twentyman	48			8			5-16-13-49	0.7575	4-07-11-40	0.7215	4-02-17-25				4	
26.	Outrageous - J.Partridge	43			9			5-14-27-35	0.7684	4-07-19-08	0.7641	4-06-44-26				7	
27.	Planet X - J.Goddard Jr	68				5		6-04-09-42	0.6976	4-07-21-27							
28.	Friction - C.Lake	24	4					5-06-10-45	0.8220	4-07-43-09	0.7869	4-03-17-25		2			
29.	Impeccable - J.Walker	55				6		5-22-09-45	0.7301	4-07-47-34	0.7198	4-06-19-43					6
30.	Farout - R.J.Pattison	45				10		5-15-46-56	0.7678	4-08-15-13	0.7547	4-06-28-29				6	
31.	Parmelia - B.Woods	21	5					5-05-00-44	0.8343	4-08-17-52	0.7968	4-03-36-35	3				
32.	Morning Tide - J.M.Lawler	65				7		6-02-44-59	0.7138	4-08-45-00	0.6788	4-03-36-49					2
33.	Mirrabooka - J. & P.Bennetto	8	6					5-02-29-33	0.8553	4-08-46-04							
34.	Firetel - R.Lawler / K.Taylor	64				8		6-01-16-00	0.7213	4-08-46-51	0.6861	4-03-40-03					3
35.	Computerland Solutions -																
NSW Police Sailing Assoc.		23	7					5-06-09-43	0.8310	4-08-50-26	0.8223	4-07-44-35		8			
36.	Veter - Farr Eastern Shipping Co YC	27	8					5-06-40-17	0.8293	4-09-02-55	0.7963	4-04-52-06		5			
37.	Bacardi - Bacardi Syndicate	30	9					5-08-16-51	0.8207	4-09-16-48	0.7838	4-04-32-47		4			
38.	Hornet - The Sting Syndicate	56				9		5-22-12-09	0.7424	4-09-34-16	0.7067	4-04-29-40					5
39.	Surefoot - D.Millikan	38			10			5-13-55-03	0.7909	4-09-54-55	0.7810	4-08-35-22			9		
40.	Dry White - D.Leitch	35			11			5-13-43-20	0.7966	4-10-31-23	0.7940	4-10-10-32			11		
41.	Sweet Lauraine - J.Flachs	62				10		5-23-14-09	0.7501	4-11-26-28	0.7221	4-07-25-50					7
42.	Longhorn - W.Beavers	16	10					5-03-54-13	0.8677	4-11-30-40	0.8295	4-06-46-41		7			
43.	Changabang - B. Van Driel	39			12			5-13-55-19	0.8046	4-11-45-13	0.7692	4-07-00-46			8		
44.	Fiddlers Green - L.Savage	36			13			5-13-51-49	0.8067	4-11-59-16	0.7848	4-09-03-22			10		
45.	Nynja Go - R.Axe	54				11		5-21-28-00	0.7740	4-13-29-43	0.7609	4-11-38-31				9	
46.	Witchdoctor -																
The Rum Consortium		46			14			5-15-54-35	0.8082	4-13-50-32	0.7993	4-12-37-58				14	
47.	Seahawk - J.Davern	33		11				5-13-17-38	0.8260	4-14-06-03	0.8088	4-11-48-29			10		
48.	Doctor Who - G.Snow	6	2					4-23-06-56	0.9255	4-14-14-29	0.8860	4-09-32-11	2				
49.	Ruthless - P.Hill	44		12				5-15-43-11	0.8190	4-15-09-16	0.8035	4-13-03-03			11		
50.	White Swan - A.Flecknoe-Brown	25		13				5-06-14-08	0.8872	4-15-59-46	0.8485	4-11-06-39			9		
51.	Sangaree - G.Cresse	34		14				5-13-38-59	0.8382	4-16-01-31	0.8167	4-13-09-06			12		
52.	Mercedes IV - P.Stronach	50			15			5-18-58-06	0.8083	4-16-19-41	0.7787	4-12-12-53				13	
53.	Mulberry - W.Wright	78				11		6-19-20-52	0.6889	4-16-31-49	0.6549	4-10-58-35					8
54.	Lady Penrhyn of Nirimba -																
Dept of Defence (HMAS Nirimba)		49			16			5-18-50-58	0.8106	4-16-33-05	0.7736	4-11-24-50				12	
55.	Pacific Breeze - B.Hitchman	47		15				5-15-55-22	0.8345	4-17-25-39	0.8247	4-16-05-44			14		
56.	Salty Lady - R.Scoble	61			17			5-23-14-00	0.7964	4-18-04-16	0.7596	4-12-48-00				15	
57.	Nellie Zander - J.Dayman	70				12		6-13-10-47	0.7268	4-18-14-18	0.6915	4-12-41-23					9
58.	Overdraft - D.Smith	53		16				5-20-28-32	0.8153	4-18-31-47	0.8084	4-17-33-38			17		
59.	Pacific Flyer - R.B.Hatherley	51		17				5-19-35-57	0.8205	4-18-32-28	0.7832	4-13-20-03			13		
60.	East of the Lizard - P.S.Gibson	59			18			5-22-33-26	0.8038	4-18-35-15							
61.	Billabong - L.Wings	71				13		6-13-24-12	0.7282	4-18-37-16	0.6929	4-13-03-53					10
62.	Buggbear - R.L.Bugg	67			12			6-04-03-31	0.7781	4-19-12-16							
63.	Group Therapy -																
Group Therapy Syndicate		37		18				5-13-53-44	0.8702	4-20-30-57	0.8463	4-17-18-57			16		
64.	Strand By Strand - R.P.Ham	74				14		6-16-03-20	0.7322	4-21-11-34	0.6968	4-15-31-36					11
65.	Helsal II - A.M.Kelso	3	3					4-16-12-13	1.0463	4-21-23-55	1.0222	4-18-41-40	3				
66.	La Vida - J.Amos	75				15		6-16-54-49	0.7296	4-21-24-09	0.6943	4-15-43-20					12
67.	Icarus - A.Ridley	57		19				5-22-16-09	0.8256	4-21-27-27	0.7959	4-17-13-55			15		
68.	Ecstasy V - R.Harris	73				16		6-14-19-25	0.7470	4-22-16-04	0.7113	4-16-36-56					13
69.	Galaxy III - D.Kitchener	72				13		6-13-26-59	0.7543	4-22-45-52	0.7185	4-17-07-39				10	
70.	Sirocco - R.Robinson	63		20				6-01-05-42	0.8211	4-23-08-15	0.7866	4-18-07-54			18		
71.	Alexander of Creswell -																
Dept of Defence (HMAS Creswell)		66			19			6-03-20-10	0.8109	4-23-28-29	0.7738	4-18-00-31				16	
72.	Derwent Lass - D.Colburn	80				17		7-06-42-36	0.6908	5-00-41-23	0.6562	4-18-38-41					14
73.	Hyperdrive - J.Clark	17	4					5-04-10-24	0.9784	5-01-29-28							
74.	Christine - D.Pflaumbaum	69			20			6-06-34-33	0.8074	5-01-34-30							
75.	Don Pedro - R.Marks	76				14		6-17-01-00	0.7678	5-03-37-43	0.7316	4-21-47-59					11
76.	Southern Venture - A.Grice	77				15		6-19-09-11	0.7593	5-03-52-56	0.7293	4-22-59-15					12
77.	ANZ McCaughans Helsal -																
H.A.Fisher		5	5					4-22-30-33	1.0474	5-04-07-35	1.0053	4-23-08-14	4				
78.	Montano Realty's Animal Farm -																
A. & M.Beilby		7	6					5-02-28-16	1.0202	5-04-56-42							
79.	Anaconda II - J.Grubic	58	7					5-22-16-10	1.0268	6-02-04-56	0.9851	5-20-08-59	5				
80.	Sir Thomas Sopwith -																
Ocean Youth Club of Australia		79	8					7-01-27-35	0.8318	6-13-54-09	0.8922	6-07-11-31	6				
81.	Fiona - D.Walsh (1)	81		21				6-05-56-01	0.8189	5-02-46-50	0.7992	4-23-49-37			19		

(10% PENALTY. Before penalty 75 o'all)

Fastest Time: Ragamuffin 3-15-29-07

Retired: All That Jazz, Apollo Batteries, Big Schott, Carina, Casablanca, Chutzpah, City Limits, Fly By Night, Franklin, Half Hour, Hammer of Queensland, Indian Pacific, Insatiable, Madeline's Daughter, Mistress Again, Mr Bojangles, Nantucket, Night Raider, Northern Territory Spirit, Ocean Road, Otella, Padam II, Pemberton IV, Rager, Raucous, Revelation, Ronstan Ultimate Challenge, Singapore Girl, St Jude, Stormy Petrel, Tradition, Turkey Shoot, Uptown Girl, Ventura Highway, Venture One, Westerly, Wild Oats, Windward Passage II.

1988 Weather: The race underlined the toughness of the 630 n mile bash race southwards, a race that brings back every yacht and yachtsman to the common denominator of sound seamanship and stout craft in big seas and strong winds. Of the 119 starters, 38 retired, nearly half of them with broken masts or damaged rigging. The race started in a light northerly, but 12 hours after the start a 30-40 knot southerly hit the fleet and against a 3-4 knot south-running current it kicked up boat and body-breaking seas which continued for two days and two nights. The wind died away on the third night at sea, giving the fleet light winds for the final 200 miles, with Ragamuffin's elapsed time almost 24 hours outside the record.

IOR Divisions: Maxi Division: Ragamuffin. Division A: Great News. Division B: Southern Cross. Division C: Middle Harbour Express. Division D: Illusion

Illingworth Divisions: Maxi Division: Ragamuffin. Division A: Spirit. Division B: Ocean Resorts. Division C: Middle Harbour Express

Division D: Solandra

## 1989 - 126 starters

O'ALL	LINE	DIVISIONAL				ELAPSED TIME		CORRECTED TIME	
YACHT NAME	PLACE	M	A	B	C	D	D-H-M-S	H'CAP	D-H-M-S
1. Ultimate Challenge - L. Abrahams	12			1			3-21-07-24	0.7980	3-02-18-45
2. Sagacious - G. Appleby	11			2			3-21-04-20	0.7995	3-02-24-40



O'ALL YACHT NAME	LINE PLACE	M	DIVISIONAL			ELAPSED TIME		CORRECTED TIME	
			A	B	C	D	D-H-M-S	H'CAP	D-H-M-S
3.True Blue - L.Klopper	14			3			3-21-35-25	0.7979	3-02-40-32
4.Canon Express (1) - N.Statis / E.Owen	15			4			3-22-06-16	0.7999	3-03-16-27
5.Madeline's Daughter - P.Kurts	10		1				3-19-09-50	0.8325	3-03-53-38
6.Illusion - G.Knezic	48					1	4-07-45-44	0.7321	3-03-57-52
7.Heaven Can Wait - H.Cudmore	3		2				3-14-16-25	0.8815	3-04-03-01
8.Venture One (2) - J.Goddard	17			5			4-00-11-39	0.7970	3-04-40-00
9.Cyclone - M.Ryan	7		3				3-15-19-54	0.8794	3-04-47-58
10.Foo 2 - W.Miller	6		4				3-15-18-14	0.8814	3-04-56-59
11.Prime Factor - B.Brady	19			6			4-00-39-18	0.7986	3-05-11-19
12.Intrigue - D.Calvert	20				1		4-01-45-22	0.7926	3-05-28-53
13.Middle Harbour Express - R.Stone	37				2		4-05-28-49	0.7638	3-05-30-38
14.Nadia IV (3) - T.Dalton	24				3		4-02-09-05	0.7908	3-05-37-05
15.Sheraton Hobart - I.Smith	21			7			4-01-47-52	0.7938	3-05-37-55
16.Fujitsu Dealers - J.Eyles	38				4		4-06-00-28	0.7648	3-06-00-56
17.Hills Antennas - D.Couiter	27			8			4-02-26-22	0.7942	3-06-10-50
18.Once A Jolly Swagman - C.Jacobsen	25			9			4-02-09-18	0.7966	3-06-11-25
19.Prime Minister - K.Court	23			10			4-01-58-46	0.7984	3-06-13-36
20.Blue Max II - J.King	28			11			4-02-27-22	0.7986	3-06-37-37
21.Sundance (4) - W.Steele	30			12			4-02-46-07	0.8002	3-07-02-05
22.Switzerland Insurance - H.Isela	32			13			4-03-14-43	0.7978	3-07-10-40
23.Indian Pacific - S.McDonald & L.Shannon	36			14			4-04-27-44	0.7932	3-07-41-12
24.Mini Jumbuk - J.Howell	34			15			4-03-45-27	0.8031	3-08-06-55
25.Chutzpah - B.Taylor	54					2	4-13-47-11	0.7315	3-08-18-31
26.Half Hour - J.Hancock	75					3	4-18-38-11	0.7096	3-09-20-46
27.Challenge II - J.Daley	26		5				4-02-24-01	0.8271	3-09-23-13
28.Prime Suspect - P.Nicholson	39			16			4-06-19-28	0.7959	3-09-26-24
29.Revelation - D.Curchod	45				5		4-07-11-19	0.7916	3-09-41-03
30.Haupia - T.Johnstone	41			17			4-06-22-28	0.8041	3-10-19-09
31.Mercedes IV - P.Stronach	42		6				4-06-27-06	0.8082	3-10-48-05
32.Uptown Girl - R.Winton / USSR Team	43		7				4-06-31-06	0.8079	3-10-49-28
33.Dafra Screens - H.Hertsberg	88					4	4-22-20-22	0.7001	3-10-50-58
34.Drumbeat - A.Bond	1	1					3-06-21-34	1.0574	3-10-51-26
35.Computer Solutions - NSW Police Sailing Assoc	35		8				4-04-06-01	0.8310	3-11-11-00
36.Inch By Winch - J.Goddard Snr	40		9				4-06-19-52	0.8143	3-11-19-42
37.Mirrabooka - J.Bennetto	22		10				4-01-55-26	0.8537	3-11-35-51
38.Singapore Girl - P.Steigrad	69					5	4-18-04-44	0.7338	3-11-42-40
39.Arabesque - N.Marr	44		11				4-07-05-23	0.8133	3-11-50-34
40.Impeccable - J.Walker	78					6	4-18-59-29	0.7301	3-11-57-19
41.Solandra - R.W. & C.A.Escott	86					7	4-22-03-37	0.7114	3-11-59-17
42.Stormy Petrel - A.Pearson	66				6		4-17-13-12	0.7419	3-11-59-53
43.Fuels Paradise - J.Messenger	91					8	4-23-20-05	0.7061	3-12-15-44
44.Kings Cross - R.Green & B.Edmunds	58				7		4-15-05-59	0.7637	3-12-50-49
45.Gumblossom - T.H.Gunnersen	100					9	5-05-04-37	0.6794	3-12-58-38
46.Zeus II - J.Dunston	103					10	5-06-17-14	0.6768	3-13-28-16
47.Sunseeker - V.C.Thomas & J.H.Quinn	62				8		4-15-55-55	0.7648	3-13-36-20
48.Stratus Computer - D.Parsons	104					11	5-07-07-54	0.6744	3-13-44-15
49.Turkey Shoot - A.& M.Hutton	51				9		4-12-24-42	0.7924	3-13-54-19
50.Big Schott - P.Bush	52		18				4-12-26-22	0.7965	3-14-22-19
51.Kamehameha - A.Townley	95					12	5-02-41-27	0.7044	3-14-25-24
52.Audacity - R.Latham	84					13	4-21-37-00	0.7352	3-14-28-18
53.Great News - J.Calvert-Jones & D.Forbes(5)	8		13				3-17-08-40	0.8798	3-06-25-45
(Penalty 30% - unpenalised positions 20 o'all, 5 in division)									
54.Roller Coaster - J.Fuglsang	72				10		4-18-21-20	0.7562	3-14-28-32
55.Recooperator - W.Cooper	99					14	5-04-58-47	0.6923	3-14-31-24
56.Freight Train - D.Parkes	9	2					3-18-31-59	0.9559	3-14-32-26
57.Advisor Research (6) - B.Woods	49		12				4-07-47-29	0.8343	3-14-35-35
58.Doctor Who - R.Jackman	13	3					3-21-31-06	0.9262	3-14-37-00
59.The Sting - G.Sherwinski	71				11		4-18-18-59	0.7581	3-14-39-48
60.Perie Banou II - J.Sanders	85				12		4-22-00-32	0.7424	3-15-36-35
61.Ragamuffin - S.Fischer	2	4					3-11-06-33	1.0559	3-15-45-18
62.Mark Twain - H.O'Neill	80				13		4-20-36-20	0.7537	3-15-53-08
63.Padam II - K.Quinert	79				14		4-20-09-48	0.7566	3-15-53-21
64.Derwent Lass - D.H.Coulbourn	106					15	5-07-23-06	0.6908	3-15-59-51
65.Buggbear - R.L.Bugg	70				15		4-18-17-26	0.7735	3-16-24-13
66.Mistress Again - D.Senogles	77				16		4-18-48-22	0.7712	3-16-32-19
67.Kingurra (7) - P.Joubert	56			19			4-14-41-12	0.8016	3-16-43-35
68.Patrice III (8) - P.King	50		14				4-11-20-21	0.8289	3-16-58-24
69.Otella - C.Montgomery	29		15				4-02-41-08	0.9016	3-16-58-30
70.Australian Maid (9) - J.Wardill	16	5					3-23-17-13	0.9392	3-17-29-37
71.Morning Breeze - P.Lalor, P.Manger & P.Godfree	107				16		5-07-25-21	0.7041	3-17-43-05
72.Seaquest - P.Nicholson	63			20			4-15-56-29	0.8026	3-17-50-39
73.Witchdoctor - The Rum Consortium	60		16				4-15-17-30	0.8082	3-17-56-45
74.Hammer of Queensland - A.Bloore	4	6					3-14-17-59	1.0455	3-18-13-35
75.Salty Lady - R.Scoble	67			21			4-17-36-43	0.7964	3-18-28-50
76.St Jude - H.House	102					17	5-06-01-03	0.7192	3-18-37-54
77.Nynja Go - R.Axe	83				17		4-21-25-19	0.7740	3-18-53-05
78.Condor - A.Paola	5	7					3-15-04-08	1.0538	3-19-45-12
79.Apollo II - J.Duffin	61		17				4-15-21-11	0.8272	3-20-06-40
80.Balandra (10) - G.Hennicke	82				18		4-21-20-20	0.7872	3-20-22-09
81.Centrefold - B.Folbigg	59		18				4-15-13-45	0.8323	3-20-34-34
82.Insatisfiable - G. & J.Wilson	81			22			4-21-19-04	0.7946	3-21-13-15
83.Rager - M.Clement	8	8					3-17-14-22	1.0538	3-22-02-26
84.Icarus - A.Ridley	76		19				4-18-38-53	0.8256	3-22-39-12
85.Komander Nevelskoy - V.Gamanov	68		20				4-17-55-57	0.8352	3-23-09-23
86.Admiral Nevelskoy - L.Lysenko	73		21				4-18-30-29	0.8358	3-23-42-21
87.Midnight Magic - I.Ritchie	89		22				4-22-33-06	0.8079	3-23-46-40
88.Can Can - G.Cariyle-Clarke	101				19		5-05-54-27	0.7685	4-00-45-36



O'ALL	LINE		DIVISIONAL		ELAPSED TIME	CORRECTED TIME
YACHT NAME	PLACE	M	A B C	D	D-H-M-S	H'CAP D-H-M-S
89.Belles Long Ranger -						
Women on Water Syndicate	90		23		4-22-44-26	0.8382 4-03-31-42
90.Hyperdrive - J.Clarke	46	9			4-07-32-26	0.9789 4-05-21-21
91.Entrepreneurial Spirit - B.Ashenden	96		24		5-03-08-05	0.8500 4-08-39-52
92.Anaconda II - J.Grubic	64	10			4-16-44-31	1.0268 4-19-45-48
Retired: Alexander of Creswell, Bimblegumbie, BP Flying Colours, Dow Air, Harbinger, Juno IV, Le Roy Brown, Marishiten Outrageous, Shenandoah III, Sir Thomas Sopwith, Southern Cross, Venindee III, Western Port Express.						

#### Redress and Penalties:

- 1) 3 hrs 34 mins redress
  - 2) 3 hrs 24 mins redress
  - 3) 45 mins redress
  - 4) 5 hrs redress
  - 5) Infringement of Rule 60 - penalty 30% - unpenalised positions - 20 overall (5 in division)
  - 6) 1 hr redress
  - 7) 10 min time penalty (S.I.27.2(b))
  - 8) 4 hrs redress
  - 9) 2 hrs 30 mins redress
  - 10) 10 min time penalty (S.I.27.2(b))
- Fastest Time: Drumbeat (A Bond) 3-06-21-34

#### IOR Divisions:

Maxi Division: Drumbeat  
 Division A: Madeline's Daughter  
 Division B: Ultimate Challenge  
 Division C: Intrigue  
 Division D: Illusion

#### Illingworth Divisions:

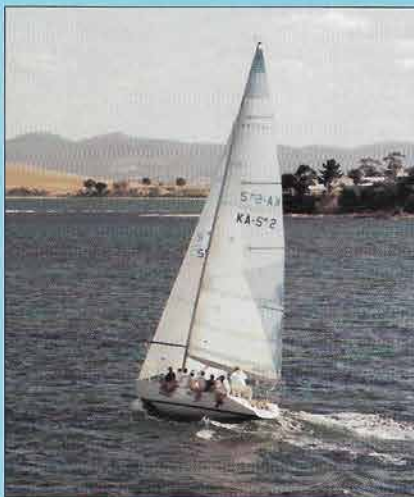
Maxi Division: Doctor Two  
 Division A: Uptown Girl  
 Division B: Sheraton Hobart  
 Division C: Middle Harbour Express  
 Division D: Solandra

#### IMS RESULTS

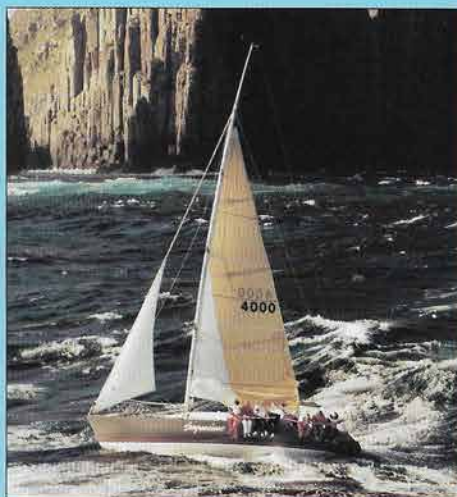
Handicap linear random 14; course length 630.4nm; Scratch value 377.8

O'ALL	LINE		DIVISIONAL		ELAPSED TIME	CORRECTED TIME
YACHT NAME	PLACE	M	A B C	D	D-H-M-S	H'CAP D-H-M-S
1.Challenge II - J.Daley	26		1		4-02-24-01	488.5 3-07-00-56
2.Mini Jumbuk - J.Howell	34		1		4-03-45-27	495.0 3-07-14-04
3.Haupia - T.Johnstone	41		2		4-06-22-28	509.8 3-07-15-35
4.Continental - M.Champion	18		2		4-00-38-43	474.7 3-07-40-37
5.Mirabooka - J.Bennetto	22		3		4-01-55-26	472.1 3-09-24-39
6.Uptown Girl - R.Winton / USSR Team	43		3		4-06-31-06	498.0 3-09-28-12
7.Never A Dull Moment - C.Wilson	33		4		4-03-36-09	480.9 3-09-32-55
8.Doctor Who - R.Jackman	13		5		3-21-31-06	444.1 3-09-54-30
9.Mercedes IV - P.Stronach	42		4		4-06-27-06	494.9 3-09-56-46
10.Inch By Winch - J.Goddard Snr	40		6		4-06-19-52	488.2 3-10-59-56
11.Arabesque - N.Marr	44		5		4-07-05-23	490.9 3-11-17-05
12.Solandra - R.W. & C.A.Escott	86			1	4-22-03-37	568.8 3-12-36-51
13.White Swan - A.Flecknoe-Brown	31		7		4-02-49-40	455.1 3-13-17-30
14.Stormy Petrel - A.Pearson	66			2	4-17-13-12	534.3 3-13-48-54
15.Australian Maid I - J.Wardill	16		8		3-23-17-13	431.0 3-13-58-16
16.Turkey Shoot - A & M.Hutton	51		6		4-12-24-42	505.3 3-14-05-06
17.Hyperdrive - J.Clark	46		9		4-07-32-26	476.8 3-14-12-16
18.Hammer of Queensland - A.Bloore	4		10		3-14-17-59	377.8 3-14-17-59
19.Sunseeker - V.C.Thomas & J.H.Quinn	62		7		4-15-55-55	522.3 3-14-37-42
20.Advisor Research II - B.Woods	49		11		4-07-47-29	474.8 3-14-48-20
21.Otella - C.Montgomery	29		12		4-02-41-08	443.7 3-15-08-45
22.Roller Coaster - J.Fuglsang	72		8		4-18-21-20	532.6 3-15-14-54
23.Buggbear - R.L.Bugg	70		9		4-18-17-26	528.5 3-15-54-05
24.Gumblossom - T.H.Gunnensen	100			3	5-05-04-37	586.8 3-16-28-43
25.Patrice III - P.King	50		13		4-11-20-21	485.5 3-16-28-47
26.Kingurra (4) - P.Joubert	56		10		4-14-41-12	496.6 3-17-53-00
27.Recooperator - W.Cooper	99			4	5-04-58-47	578.0 3-17-55-21
28.Audacity - R.Latham	84			5	4-21-37-00	535.5 3-18-00-06
29.Kamehameha - A.Townley	95			6	5-02-41-27	562.7 3-18-18-46
30.Zeus II - J.Dunston	103			7	5-06-17-14	583.1 3-18-20-13
31.Mark Twain - H.O'Neil	80		11		4-20-36-20	526.9 3-18-29-47
32.Perie Banou II - J.Sanders	85			8	4-22-00-32	534.0 3-18-39-24
33.Witchdoctor - The Rum Consortium	60		12		4-15-17-30	495.6 3-18-39-49
34.Mistress Again - D.Senogles	77		13		4-18-48-22	512.3 3-19-15-13
35.Padam II - K.Quinert	79		14		4-20-09-48	519.6 3-19-19-57
36.Salty Lady - R.Scoble	67		15		4-17-36-43	504.4 3-19-26-34
37.Apollo Batteries - R.Nyman	53		14		4-13-19-00	478.1 3-19-45-11
38.Derwent Lass - D.H.Coulbourn	106			9	5-07-23-06	577.0 3-20-30-10
39.Centrefold - B.Folbigg	59		15		4-15-13-45	482.6 3-20-52-39
40.Ruff 'N Tumble - L.Rose	74		16		4-18-37-48	500.2 3-21-11-47
41.Icarus - A.Ridley	76		17		4-18-38-53	497.9 3-21-37-02
42.Adriane - J.Davern	57		16		4-14-53-49	475.8 3-21-44-10
43.Morning Breeze -						
P.Lalor, P.Manger & P.Godfree	107			10	5-07-25-21	569.8 3-21-48-04
44.Balandra (5) - G.Hennicke	82		18		4-21-20-20	511.9 3-21-51-23
45.Outlaw - B.McKay	55		17		4-14-24-54	470.4 3-22-11-59
46.The Goodies - C. & L.Andrews	94			11	5-01-55-51	531.2 3-23-04-08
47.Emma - M. De Burca	93		19		5-01-53-44	529.1 3-23-24-04
48.Margaret Rintoul - B.Gould	92		20		5-00-58-56	522.4 3-23-39-40
49.Bush Ranger - K.Miller	97			12	5-04-19-09	539.5 4-00-00-13
50.St Jude - H.House	102			13	5-06-01-03	545.7 4-00-36-59
51.Entrepreneurial Spirit - B.Ashenden	96			14	5-03-08-05	529.1 4-00-38-25
52.Adams Apple - D.Wivell	65		18		4-17-07-36	460.3 4-02-40-48
53.Terence J - R.Ratcliffe & Sons	98			15	5-04-21-02	523.4 4-02-51-16
54.More Imagination - T.Nicholas	105			16	5-07-19-44	540.0 4-02-55-33
55.Gusto - H.Denison	108			17	5-10-33-43	547.1 4-04-54-56
56.Belles Long Ranger -						
Women On Water Syndicate	90		19		4-22-44-26	476.0 4-05-32-41
57.China Bear - A.G.Clubb	87		20		4-22-05-11	469.8 4-05-58-34
58.Innisfree - L.Anderson	109			18	6-06-08-40	568.7 4-20-42-57
59.Golden Seagull - N.Hunter	110			19	7-01-48-18	589.0 5-12-49-18

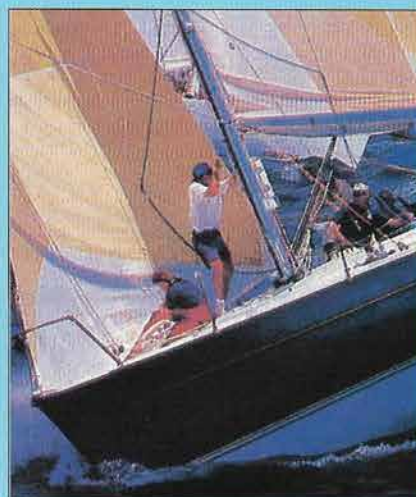




1989 - Ultimate Challenge



1990 - Sagacious V



1991 IOR - Ragamuffin

IMS Retirements: Dow Air, Shenandoah III, Tanglefoot, Terra Nova, Venindee III

Redress and Penalties:

- 1) 2 hrs 30 mins redress
- 2) 1 hr redress
- 3) 4 hrs redress
- 4) 10 min penalty (S.I.27.2(b))
- 5) 10 min penalty (S.I.27.2(b))
- 6) Calculated finish time after time limit

IMS Division Winners: Division A: Challenge II. Division B: Mini Jumbuk. Division C: Solandra

1989 Race and the Weather: The 1989 Nortel Sydney - Hobart Race saw the introduction of the new IMS handicap category with yachts able to enter both categories if eligible. The race began in a fading 10 knot westerly with the entire fleet starting on port hand but as the leaders cleared the sea mark outside Sydney Heads, the breeze kicked in to a 20 knot nor'wester, giving the fleet a spinnaker run down the coast with a gale warning issued for strong nor'westers. By the time the Drumbeat had passed Port Kembla it had backed to the west again and during the first night to the south-west at 40 knots. Throughout the next day the fleet two-sail reached down the NSW south coast in strong westerlies and southwesterlies of between 30 and 40 knots. Strong to gale force south-westerns were howling across Bass Strait as the fleet headed into "the paddock" with several yachts suffering damage and a crew member of BP Flying Colours, Peter Taylor, receiving fatal head injuries when a runner broke and the rig collapsed. While the winds eased for the leaders off the Tasmanian east coast a fresh nor'easter powered in again for the one-tonners, giving Ultimate Challenge and Sagacious a boat-for-boat surfing ride to take the top honours on corrected time. On an historic note, the overall winner of the inaugural IMS division was Challenge II, which in 1983 had been overall winner under IOR ratings. Yachts were able to enter both IOR and IMS categories.

#### 1990 - 105 starters

Class I - (IOR)

O'ALL

PLACE

YACHT

STATE/  
C'TRY

LINE  
PLACE

M

DIVISIONAL  
A B

ELAPSED TIME  
C D

CORRECTED TIME  
D-H-M-S TCF

D-H-M-S

1. Sagacious V - G. Appleby	NSW	11			1			3-13-01-43	0.7967	2-19-44-32
2. Chutzpah - B. Taylor	VIC	34				1		4-01-21-32	0.7324	2-23-18-20
3. Illusion - G. Knezic	VIC	33				2		4-01-05-14	0.7345	2-23-18-38
4. Anduril - D. Kennedy	NSW	27			2			3-21-45-09	0.7625	2-23-29-11
5. Western Port Venture - P. Grant	VIC	14			3			3-17-43-49	0.7968	2-23-29-50
6. Fujitsu Dealers - J. Eyles	NSW	24			4			3-21-31-26	0.7648	2-23-31-37
7. Beyond Thunderdome - P. Wheeler	UK	15			5			3-18-03-14	0.7983	2-23-53-24
8. Brindabella - G. Snow	ACT	3	1					2-22-33-07	1.0213	3-00-03-17
9. Rothmans - L. Smith (1)	UK	12	3					2-19-07-02	1.0567	2-22-55-22
(PENALTY 10% - was o'all 2, Div 1)										
10. Ragamuffin - S. Fischer	NSW	1	2					2-21-05-33	1.0559	3-00-57-17
11. Doctor Who - R. Jackman	TAS	10	4					3-07-23-02	0.9261	3-01-31-03
12. Sheraton Hobart - J. Smith	TAS	22			6			3-20-42-42	0.7958	3-01-46-48
13. Once A Jolly Swagman - A. Brierty	WA	21			7			3-20-41-15	0.7966	3-01-50-06
14. Condo - A. Paola	NSW	2	5					2-21-53-08	1.0574	3-01-53-49
15. Nuzulu - E. Psaltis & P. Ward	NSW	58				3		4-10-11-30	0.7001	3-02-20-41
16. Freight Train - D. Parkes	NSW	9	6					3-06-02-02	0.9559	3-02-35-33
17. Kings Cross Sydney - R. Stone	NSW	40			8			4-02-37-59	0.7627	3-03-13-39
18. Big Schott - P. Bush	NSW	29			9			4-00-07-50	0.7965	3-04-34-05
19. Nadia IV - T. Dalton	ACT	32			10			4-01-05-13	0.7908	3-04-46-35
20. Mirrabooka - J. Benetto	TAS	17		1				3-19-05-04	0.8537	3-05-45-32
21. The Roperunner - M. Ward	TAS	37			11			4-02-22-44	0.7909	3-05-48-28
22. Surefoot - D. Millikan	VIC	38			12			4-02-26-01	0.7909	3-05-51-04
23. Indian Pacific - S. McDonald	VIC	36			13			4-02-20-48	0.7922	3-05-54-37
24. Helsal II - K. Flint	SA	6	7					3-03-27-50	1.0353	3-06-07-40
25. Hammer of Queensland - A. Bloore	QLD	5	8					3-02-46-12	1.0455	3-06-10-19
26. Mark Twain - H. O'Neill	NSW	57			14			4-07-45-22	0.7555	3-06-23-16
27. Turkey Shoot - A. Hutton	TAS	47			15			4-03-13-11	0.7928	3-06-39-41
28. Dry White - D. Leitch	TAS	43			16			4-03-06-38	0.7966	3-06-57-05
29. First Light - W. Mountford	NSW	51			17			4-03-20-01	0.7951	3-06-58-49
30. Bacardi - G. Ainley / J. Williams	VIC	31		2				4-00-40-28	0.8192	3-07-11-45
31. Witchdoctor - The Rum Consortium	NSW	39		3				4-02-26-20	0.8056	3-07-18-09
32. Sagacious II - P. Jacka	VIC	41		4				4-02-41-24	0.8036	3-07-18-26
33. Kingurra - P. Joubert	VIC	49		5				4-03-15-36	0.8016	3-07-34-01
34. Suelan - J. Buckland	SA	50		6				4-03-19-10	0.8063	3-08-04-53
35. Mercedes IV - P. Stronach	NSW	45		7				4-03-06-59	0.8082	3-08-06-21
36. Zeus II - J. Dunston	NSW	74				4		4-22-37-50	0.6768	3-08-17-21
37. Solandra - C. Escott	TAS	62				5		4-17-20-12	0.7114	3-08-37-40
38. Singapore Girl - P. Steigrad & S.W. Her (2)	SP	86				11		4-03-19-11	0.7338	3-00-52-51
(PENALTY 40% - was o'all 10, division 3)										
39. La Monique - B. Brooks	NZ	52		8				4-03-22-54	0.8121	3-08-42-28
40. Impeccable - J. Walker	NSW	61				6		4-15-45-34	0.7301	3-09-35-44



PLACE YACHT	STATE/ C'TRY	LINE PLACE	M	DIVISIONAL A B	ELAPSED TIME C D	CORRECTED TIME D-H-M-S	TCF	D-H-M-S
41. Aggro - S.Collis	VIC	42		9		4-02-44-58	0.8330	3-10-15-30
42. Gumblossom - T.Gunnersen	VIC	79			7	5-02-03-33	0.6794	3-10-55-37
43. Star Ferry - J.Conroy	NSW	60		18		4-13-21-49	0.7608	3-11-12-14
44. It's A Hit - J.Messenger	NSW	77			8	5-00-43-28	0.7061	3-13-14-37
45. Venindee III - F.Walker	NSW	70			9	4-20-17-19	0.7480	3-14-59-02
46. Westerly - W.Mills	TAS	78			10	5-01-21-22	0.7274	3-16-16-28
47. Alexander of Creswell - RAN	NSW	69		10		4-19-07-45	0.8109	3-21-21-30
48. Sir Thomas Sopwith - OYCA	NSW	82	9			6-16-30-36	0.9318	6-05-33-48
49. Anaconda II - J.Grubic (3)	SA	85	10			4-21-52-16	1.0268	5-01-01-48

(PENALTY 10%; was o'all 48, division 9)

Class I retirements: Ariel (USSR), Einstein (VIC), Firetel (NSW), Harbinger (VIC), Inch By Winch (NSW), Insatiable (VIC), Larikin (VIC), Le Roy Brown (NSW), Madeline's Daughter (NSW), Nimrod II (VIC), Northern Securities (TAS), On The Beat (NSW), Onya (NSW), Oz Fire (NSW), Prime Factor (NSW), Ultimate Challenge (VIC), Zumdish (VIC).

1) Subject to 10% penalty imposed under Sailing Instruction 29.3

2) IYRU Rule 37.3 and 38.2a

3) IYRU Rule 54

## CLASS II - (IMS)

PLACE YACHT	STATE/ C'TRY	LINE PLACE	M	DIVISIONAL A B	ELAPSED TIME C D	CORRECTED TIME D-H-M-S	TCF	D-H-M-S
1. Doctor Who - R.Jackman	TAS	10	1			3-07-23-02	0-21-16-34	2-10-06-28
2. Cotton Blossom II - E.Barren	VIC	8	2			3-05-42-21	0-14-58-19	2-14-44-02
3. Never A Dull Moment - C.Wilson	NSW	19	3			3-20-13-19	1-03-20-05	2-16-53-14
4. Light Wave - R.Lavett	QLD	23		1		3-21-18-09	1-04-24-11	2-16-53-58
5. Dow Air - Farriap Syndicate	NSW	54		1		4-03-35-15	1-10-24-34	2-17-10-41
6. Big Schott - P.Bush	NSW	29		2		4-00-07-50	1-05-57-41	2-18-10-09
7. Renegade - R.Francis	SA	44		2		4-03-06-42	1-08-40-33	2-18-26-09
8. Mirrabooka - J.Bennetto	TAS	17	4			3-19-05-04	1-00-20-26	2-18-44-38
9. Suelan - J.Buckland	SA	50		3		4-03-19-10	1-08-12-11	2-19-06-59
10. Turkey Shoot - A.Hutton	TAS	47		4		4-03-13-11	1-08-02-43	2-19-10-28
11. Solandra - C.Escott	TAS	62			1	4-17-20-12	1-21-47-30	2-19-32-42
12. Mark Twain - H.O'Neill	NSW	57			2	4-07-45-22	1-12-07-32	2-19-37-50
13. Haupia - T.Johnston	NSW	48		5		4-03-13-15	1-07-27-00	2-19-46-15
14. Woolly Jumper - G.Wood	NZ	20	5			3-20-26-41	1-00-38-17	2-19-48-24
15. Ariane - R.Mitchell	VIC	56		6		4-04-44-17	1-08-55-15	2-19-42-02
16. Kingurra - P.Joubert	VIC	49		7		4-03-15-36	1-07-21-45	2-19-53-51
17. Hyperdrive - J.Clark	NSW	26	6			3-21-41-16	1-01-17-10	2-20-24-06
18. Surefoot - D.Millikan	VIC	38		3		4-02-26-01	1-06-01-54	2-20-24-07
19. Matangi - J.Bleakley	NSW	46		8		4-03-09-18	1-06-39-43	2-20-29-35
20. Indian Pacific - S.McDonald	VIC	36		4		4-02-20-48	1-05-42-59	2-20-37-49
21. Witchdoctor - Rum Consortium	NSW	39		5		4-02-26-20	1-05-37-44	2-20-48-36
22. Continental - M.Champion	NSW	25	7			3-21-34-07	1-00-43-32	2-20-50-35
23. Sagacious II - P.Jacka	VIC	41		6		4-02-41-24	1-05-40-53	2-21-00-31
24. Marara - W.Ratcliffe	NSW	66			3	4-18-38-28	1-21-29-38	2-21-08-50
25. Overdraft - D.Smith (1)	QLD	53		7		4-03-29-23	1-06-15-33	2-21-13-50
26. Zeus II - J.Dunston	NSW	74			4	4-22-37-50	2-01-08-10	2-21-29-40
27. Dry White - D.Leitch	TAS	43		8		4-03-06-38	1-05-23-01	2-21-43-37
28. La Monique - B.Brooks	NZ	52		9		4-03-22-54	1-05-34-35	2-21-48-19
29. Mercedes IV - P.Stronach	NSW	45		10		4-03-06-59	1-04-59-54	2-22-07-05
30. Aggro - S.Collis	VIC	42		11		4-02-44-58	1-03-43-12	2-23-01-46
31. Wild Honey - I.Griffiths	QLD	35	8			4-01-21-57	1-02-18-06	2-23-03-51
32. Hijacker - R. & J.Lodge	NZ	30	9			4-00-36-16	1-01-17-10	2-23-19-06
33. Gumblossom - T.Gunnersen	VIC	79			5	5-02-03-33	2-01-51-15	3-00-12-18
34. Westerly - W.Mills	TAS	78			6	5-01-21-22	2-00-25-06	3-00-58-16
35. Terence J - K.Ratcliffe	TAS	73			7	4-22-35-22	1-20-30-48	3-02-04-34
36. Australian Maid - J.Wardill	NT	18	10			3-19-41-55	0-17-24-22	3-02-17-33
37. Mahogany -	NSW	59		9		4-10-33-29	1-08-07-58	3-02-25-31
38. More Imagination - T.Nicholas	SA	67			8	4-18-50-44	1-16-16-32	3-02-34-12
39. Morning Tide - J.Lawler	NSW	76			9	5-00-11-11	1-20-50-45	3-03-20-26
40. Emma - M. De Burca	NSW	65			10	4-17-48-36	1-13-46-17	3-04-02-19
41. Turkey Connection - A.Hutton	WA	64			11	4-17-39-53	1-12-35-54	3-05-03-59
42. Venindee III - F.Walker	NSW	70			12	4-20-17-19	1-13-56-48	3-06-20-31
43. New Horizons - M.Kelahr	NSW	68		10		4-19-07-14	1-09-53-02	3-09-14-12
44. Southern Venture - A.Grice	TAS	75			13	4-23-59-17	1-14-14-39	3-09-44-38
45. Tradition - D.Gould	TAS	72			14	4-21-43-04	1-11-29-42	3-10-13-22
46. Cash Flow - G.Rowland	VIC	63		11		4-17-34-23	1-06-19-45	3-11-14-38
47. Emerald City - R.Breadman (2)	NSW	55	11			4-04-07-33	1-02-39-07	3-01-28-26
(PENALTY 20%; was o'all 35, division 10)								
48. Scorpio II - M.Haller	VIC	81			15	5-08-57-55	1-20-58-07	3-11-59-48
49. Vendetta - C.Reid	NZ	80			16	5-07-05-45	1-15-26-06	3-15-39-39
50. Eagle - J.Boys (3)	NSW	71		12		4-11-02-58	1-04-36-47	3-06-26-11
(PENALTY 10%; was o'all 44, division 12)								
51. Ariadne II - R.Mitchell	TAS	82			17	6-16-30-36	1-15-27-09	5-01-03-27
52. Yarindi III - F.Binns	TAS	84			18	7-14-00-00	2-01-13-25	5-12-46-35

(PENALTY 10%; was o'all 44, division 12)

Class II retirements: Firetel (NSW), Inch By Winch (NSW), Insatiable (VIC), Jack Guy (NSW), Nimrod II (VIC), Northern Securities (TAS), Onya (NSW), Trevassa (NSW).

1) Redress 40 mins

2) Sailing Instruction 37

3) IYRU Rule 54

## CLASS III - (IMS)

PLACE YACHT	STATE/ C'TRY	LINE PLACE	M	DIVISIONAL A B	ELAPSED TIME C D	CORRECTED TIME D-H-M-S	TCF	D-H-M-S
1. Fujitsu Dealers - J.Eyles	NSW	24	1			3-21-31-26	1-09-16-16	2-12-15-10
2. Sweet Caroline - S.Ellis	HK	13	2			3-17-34-41	1-03-45-18	2-13-49-23
3. Brindabella - G.Snow	ACT	3	3			2-22-03-37	0-07-07-37	2-15-25-30
4. Rattle And Hum - N.Kishimoto	JAP	16	4			3-18-58-47	1-01-03-30	2-17-55-17
5. Hammer of Queensland - A.Bloore	QLD	5	5			3-02-46-12	0-08-48-29	2-17-57-43
6. Nadia IV - T.Dalton	ACT	32	6			4-01-05-13	1-04-39-56	2-20-25-17
7. Helsal III - J.Wertheimer	TAS	7	7			3-04-29-58	0-07-50-42	2-20-39-16
8. First Light - W.Mountford	NSW	51	8			4-03-20-01	1-05-03-03	2-22-16-58
9. Bobsled - G.Bush & N.Feros	NSW	4	9			2-23-12-01	0-00-00-00	2-23-12-01
10. Group Therapy - Syndicate A.Chalk	NSW	28	10			3-23-56-12	0-22-17-30	3-01-38-42



Class III retirements: Ariel (USSR), On The Beat (NSW), Oz Fire (NSW)

Fastest Time: Ragamuffin 2-21-05-33

#### IOR Divisions

Maxi division: Brindabella

Division A: Mirrabooka

Division B: Sagacious V

Division C: Chutzpah

#### IMS Divisions

Division A: Doctor Who

Division B: Lightwave

Division C: Dow Air

Division D: Solandra

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

#### 1991 - 99 starters

##### IOR RESULTS

O'ALL

PLACE	STATE/ C'TRY	LINE PLACE	DIVISIONAL A B C	ELAPSED TIME D-H-M-S	TCF	CORRECTED TIME D-H-M-S
YACHT						
1. Atara - H.Cudmore / J.Storey	IRE	11	1	3-09-50-04	0.8320	2-20-05-11
2. Ultimate Challenge - L.Abrahams	VIC	16	1	3-13-21-35	0.7980	2-20-07-01
3. Sanctuary Cove QLD Maid - R.Robertson	NSW	18	2	3-13-55-07	0.7945	2-20-15-44
4. Salamanca Inn - J.Fuglsang	AUS	19	3	3-14-49-28	0.7967	2-21-10-23
5. Another Concubine - J.Parker	AUS	20	4	3-14-58-24	0.7965	2-21-16-27
6. Sheraton Hobart - I.Smith	TAS	22	5	3-15-51-46	0.7940	2-21-45-47
7. Intrigue - D.Calvert	TAS	23	6	3-15-52-32	0.7939	2-21-45-52
8. Nuzulu - G.Psalitis & P.Ward	NSW	61	1	4-04-28-56	0.7001	2-22-20-51
9. Wild Oats - B.Foye, R.Hickman & L.Peckman	NSW	15	2	3-13-10-34	0.8268	2-22-25-25
10. EmecoOnce A J Swagman - A.Brierty	AUS	24	7	3-16-33-03	0.7966	2-22-32-23
11. Ex-Tension - T.Dunn & J.English	IRE	31	8	3-21-05-30	0.7613	2-22-52-14
12. Star Ferry - J.Conroy	NSW	49	2	4-00-43-59	0.7340	2-23-00-07
13. Kings Cross - R.Stone	NSW	34	9	3-21-15-38	0.7627	2-23-07-47
14. Fujitsu Dealers - J.Eyles	NSW	36	10	3-21-33-30	0.7634	2-23-25-21
15. First Light - W.Mountford	NSW	27	11	3-20-15-56	0.7915	3-01-01-41
16. Western Port Venture - P.Grant	VIC	25	12	3-19-59-09	0.7964	3-01-15-27
17. Silver Mixx - G.Player	NSW	43	13	3-23-08-01	0.7720	3-01-26-35
18. Impeccable - J.Walker	NSW	64	3	4-04-54-53	0.7285	3-01-30-59
19. Paladin - P.Saget & C.Mehrmann	VIC	32	14	3-21-06-04	0.7960	3-02-06-31
20. Escapade Nou-Caledonie - M.Lavigne	NCA	63	4	4-04-51-56	0.7397	3-02-36-37
21. Knuckleduster - P.Cush	NSW	75	5	4-11-46-50	0.6927	3-02-39-35
22. Fly By Night - J.Drake	VIC	70	6	4-05-45-24	0.7345	3-02-44-25
23. Hot Property - R.Turnbull	TAS	47	15	4-00-38-49	0.7738	3-02-47-07
24. Brindabella - G.Snow	ACT	1	3	3-01-14-09	1.0240	3-02-59-37
25. Bacardi - G.Ainsley & J.Williams	VIC	26	4	3-20-10-01	0.8192	3-03-30-11
26. Denso Einstein - Purtell Bros.	VIC	76	7	4-12-17-31	0.7035	3-04-11-00
27. Zumdish - H.Hertzberg	VIC	78	8	4-12-48-25	0.7007	3-04-14-28
28. The Millennium Falcon - J.Messenger	NSW	79	9	4-13-46-50	0.7061	3-05-30-58
29. Freight Train - D.Parkes	NSW	10	5	3-09-29-00	0.9552	3-05-49-58
30. Zeus II - J.Dunstan	NSW	88	10	4-22-00-43	0.6768	3-07-52-14
31. Apollo - V d'Emilio	QLD	3	6	3-04-51-00	1.0469	3-08-27-15
32. Halsal II - K.Flint	SA	32	7	3-05-32-23	1.0389	3-08-33-22
33. Ivanhoe - H.Vaisanen	QLD	57	8	4-04-13-34	0.8609	3-14-17-05
34. Anaconda II - J.Grubic	SA	37	9	3-21-46-56	1.0268	4-00-17-44

IOR retirements: JLW Chutzpah (VIC), Raw Talent (NSW),

##### IMS RESULTS

O'ALL

PLACE	STATE/ C'TRY	LINE PLACE	DIVISIONAL A B C D	ELAPSED TIME D-H-M-S	SEC/ MIN	CORRECTED TIME D-H-M-S
YACHT						
1. She's Apples II - D.Strong	NSW	21	1	3-15-19-20	501.6	2-21-15-03
2. Phoenix - S.Everett	QLD	14	1	3-11-44-14	478.3	2-21-44-55
3. Oz Fire - D.Coulter	NSW	9	2	3-07-46-38	448.9	2-22-56-03
4. Ice Fire - P.Taylor	NZ	8	3	3-06-57-35	443.1	2-23-07-56
5. Doctor Who - R.Jackman	TAS	12	4	3-11-00-31	464.2	2-23-29-11
6. North West Airlines - R.Steel	NSW	29	5	3-20-23-34	509.9	3-00-52-04
7. Kingurra - P.Joubert	VIC	40	6	3-22-47-53	521.2	3-01-17-40
8. Fascination III - A.Blakney	TAS	39	7	3-22-46-13	520.0	3-01-28-36
9. Never A Dull Moment - C.Wilson	NSW	28	2	3-20-17-16	504.6	3-01-41-28
10. Vendetta - C.Reid	NZ	59	1	4-04-19-13	549.8	3-01-48-30
11. Aggro - S.Collis	VIC	35	3	3-21-16-10	508.5	3-01-59-23
12. Final Approach - D.Johnson	USA	13	4	3-11-29-11	452.0	3-02-06-02
13. Bird On A Wire - J.Gaunt	WA	42	8	3-22-58-28	517.5	3-02-07-07
14. Turkey Shoot - A.Hutton	TAS	50	1	4-01-08-00	529.3	3-02-12-41
15. Humming Bird - J.Quinn	NSW	52	2	4-02-21-14	536.2	3-02-13-25
16. Mark Twain - H.O'Neill	NSW	67	3	4-05-23-17	552.6	3-02-23-09
17. The Sidewalk Café - J.Baxter	WA	62	2	4-04-48-36	549.2	3-02-24-12
18. Hammer of Queensland - A.Bloore	QLD	2	9	3-02-30-56	398.4	3-02-30-56
19. Surefoot - D.Millikan	VIC	48	5	4-00-39-22	523.7	3-02-42-53
20. Mercedes IV - P.Stronach	NSW	44	10	3-23-27-16	516.3	3-02-48-32
21. Halsal III - J.Yonge	NSW	7	11	3-06-49-24	420.7	3-02-55-06
22. Tradition - W.Strangways	SA	74	3	4-11-15-21	582.7	3-02-58-58
23. Rockie - B.Woods	NZ	60	4	4-04-28-05	542.1	3-03-18-17
24. Rager - W.Knobelspies	NSW	6	12	3-06-09-51	408.9	3-04-19-32
25. Morning Tide - J.Lawler	NSW	81	4	4-14-33-12	593.7	3-04-21-15
26. Firetel - R. & M.Lawler	NSW	77	5	4-12-21-21	581.1	3-04-21-47
27. Nynja Go - D.Pomfret	NSW	55	5	4-04-01-32	531.9	3-04-38-54
28. Pilgrim - D.Quirk	NSW	41	6	3-22-49-27	501.4	3-04-47-16
29. Sagacious II - P.Jacka	VIC	51	7	4-02-00-55	517.9	3-05-05-22
30. Lady Penrhyn of Nirimba - RAN	NSW	68	6	4-05-25-22	533.9	3-05-40-43
31. Anthanta VI - A.Gruzman	NSW	73	6	4-06-12-32	537.2	3-05-54-12



PLACE YACHT	STATE/ C'TRY	LINE PLACE	DIVISIONAL				ELAPSED TIME D-H-M-S	SEC/ MIN	CORRECTED TIME D-H-M-S
			A	B	C	D			
32. Morning Breeze - P.Lalor, P.Manger & P.Godfree	VIC	73				7	4-16-55-19	597.4	3-06-04-29
33. Alexander of Creswell - RAN	NSW	71			7		4-05-50-59	533.9	3-06-07-20
34. Tara II - C.Gorman	NSW	66				8	4-05-08-19	528.9	3-06-17-12
35. Hyperdrive - J.Clark	NSW	45		8			3-23-46-33	496.1	3-06-40-03
36. Gumblossom - T.Gunnersen	VIC	87				9	4-20-52-38	616.3	3-06-43-14
37. Santana Baby Lock - L.Wings	VIC	54		9			4-03-59-53	518.3	3-07-00-08
38. Struen Marie - B. & L.Wherry	NSW	85				10	4-18-21-40	598.7	3-07-17-11
39. Icarus - A.Ridley	NSW	65			8		4-05-07-45	521.6	3-07-33-20
40. Double Or Nothing - J.Bush	QLD			10			4-03-57-44	514.6	3-07-36-52
41. Rimfire II - J.Moffatt	SA	58	13				4-04-15-47	511.0	3-08-32-44
42. Inch By Winch - J.Goddard	NSW	56	14				4-04-09-44	510.1	3-08-36-08
43. Terence J - K.Ratcliffe	TAS	80				11	4-14-05-32	559.5	3-09-52-55
44. Emerald City - R.Breadman	NSW	72		11			4-06-08-24	491.0	3-13-55-29
45. Gambol - W.Gryst & H.Davis	SA	86			9		4-20-49-18	545.2	3-19-06-35
46. Chaos - Excalibur Syndicate	TAS	91			10		4-04-48-41	542.2	3-03-37-49
(PENALTY 40%: was o'all 24, division 5)									
47. Catriona McDonald - P.Lhuede	NSW	89			12		4-23-59-52	536.4	3-23-49-57

IMS Retirements: Mirabooka (TAS), Boamaroo (QLD), Jacobina (VIC), Mistress Mercy (NSW), Onawa (ACT).

## PHS RESULTS

PLACE YACHT	STATE/ C'TRY	LINE PLACE	ELAPSED TIME D-H-M-S	TCF	CORRECTED TIME D-H-M-S
1. Allegro - P.Williams	TAS	84	4-18-10-46	0.686	3-06-19-38
2. Thermopylae of Eden - G.Alexander	NSW	90	5-00-06-23	0.686	3-10-23-35
3. Scorpio II - M.Haller	VIC	82	4-15-13-26	0.787	3-15-32-00
4. Adam's Apple - D.Wivell	TAS	38	3-22-45-39	0.960	3-18-58-13
5. Blind Panic - P.Bush	NSW	17	3-13-38-32	1.079	3-20-24-29
6. Morning Mist II - A.Neate	VIC	30	3-21-05-20	1.000	3-21-05-20
7. Witchdoctor - Rum Consortium	NSW	46	4-00-12-47	0.980	3-22-17-20
8. Group Therapy - A.Chalk	NSW	33	3-21-13-16	1.021	3-23-10-44
9. Vetur - Vladivostok Syndicate	USSR	69	4-05-25-30	0.967	4-02-04-41
10.2UE / Mitre 10 - P.Sorenson	NSW	4	3-05-01-25	1.391	4-11-08-23

Fastest Time: Brindabella 3-01-14-09

PHS retirement: Amazon (NSW)

IOR Divisions:

Division A: Atara

Division B: Ultimate Challenge

Division C: Nuzulu

Division D: Vendetta

IMS Divisions:

Division A: Phoenix

Division B: She's Apples II

Division C: Turkey Shoot

1991 Race and Weather: The Kodak Sydney-Hobart Race started from the now well-established "two line start" off Shark Island in Sydney Harbour. A 15 knot nor'easter gave a good "work" to the Heads with a two mile "reach" to the offshore turning mark. The wind freshened to 20-25 knots before night fell. It eased in strength during that night but came back again from the nor'east on the morning of the second day at 15 knots and built up during the day to 25 knots. A southerly change met the leaders of the fleet in the early evening of Friday 27th at 20 knots, thus ending the record-breaking times which were being created. This breeze continued through the third and most yachts found themselves "fetching up" on the east coast of Tasmania after a fresh work across Bass Strait. Three of the potential place getters damaged their rigs in the crossing and retired. The leading yachts rounded Tasman Island at around 0800 hrs on Sunday 29th with the rest of the fleet back along the Tasmanian coast, sailing into a fresh south - sou'easter breeze. A fading sou'easterly carried the front runners across Storm Bay and slowly up the Derwent River in the mid afternoon of Sunday 29th. Monday, the fourth day, saw a continuation of the light sou'easterly and as a consequence some of the smaller yachts which appeared to be set for success in their divisional placings failed to keep up their previous speeds. Only five tailenders were still on the course come daylight on Tuesday 31st. In summary, the fleet had enjoyed a good run down the NSW coast, a fresh work across Bass Strait and a generally slower finish across Storm Bay and up the Derwent River. The retirement rate of 8% was amongst the lowest experienced in the past 15 years.

## 1992 - 110 starters

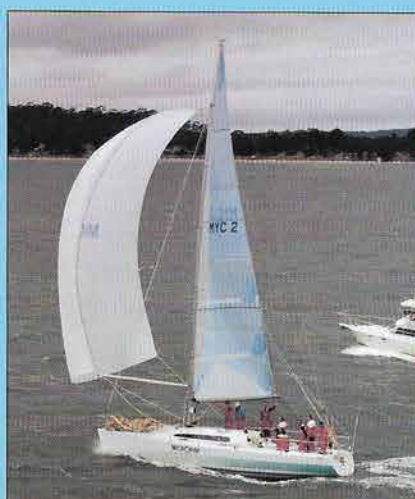
### IOR OVERALL RESULTS

PLACE YACHT	STATE/ C'TRY	LINE PLACE	DIVISIONAL				ELAPSED TIME D-H-M-S	TCF	CORRECTED TIME D-H-M-S
			A	B	C	D			
1. Ragamuffin - S.Fischer	NSW	8	1				3-06-35-37	0.8824	2-21-21-04
2. New Zealand Endeavour - G.Dalton	NZ	1	2				2-19-19-18	1.0574	2-23-11-09
3. Atara - W.Sykes	IRE	16	3				3-15-16-30	0.8272	3-00-11-38
4. Salamanca Inn - J.Fuglsang	TAS	20	4				3-18-32-28	0.7999	3-00-25-26
5. J.LW Chutzpah - B.Taylor	VIC	55		1			4-05-13-08	0.7292	3-01-48-32
6. Intrigue - D.Calvert	TAS	27	5				3-22-09-54	0.7869	3-02-03-54
7. Sheraton Hobart - I.Smith	TAS	30	6				3-22-16-17	0.7869	3-02-10-56
8. Wild Oats - B.Foye, R.Hickman, L.Peckman	NSW	22	7				3-18-35-38	0.8201	3-02-17-46
9. Kings Cross - R.Stone	NSW	44		2			4-02-58-08	0.7566	3-02-52-48
10. Penfold's Ultimate Challenge - L.Abrahams	VIC	31	8				3-22-19-03	0.7945	3-02-56-07
11. Freight Train - D.Parkes	NSW	10	9				3-08-30-39	0.9475	3-04-17-02
12. Belfast Venture - D.Morrow	VIC	35	10				4-00-23-04	0.7929	3-04-25-24
13. Bacardi - Bacardi Syndicate	VIC	32	11				3-23-41-01	0.8048	3-05-00-22
14. Paladin - C.Mehrmann	VIC	36		3			4-02-13-25	0.7891	3-05-30-30
15. Concor - A.Paola	NSW	6	12				3-01-49-39	1.0507	3-05-34-14
16. Hall Chadwick Nuzulu - E.Psaltis	NSW	74		4			4-16-14-47	0.6945	3-05-57-18
17. Simply Red - M.Buckley & G.Hutchins	VIC	48	13				4-03-12-41	0.7911	3-06-29-10
18. Maglieri Wines Adelaide - G.Vercoe	SA	43	14				4-02-49-34	0.7948	3-06-32-49
19. GAO Australia Raw Talent - J.Simpson	NSW	34	15				4-00-04-40	0.8190	3-06-41-16
20. Nadia IV - K.Goudge	ACT	53		5			4-04-34-39	0.7838	3-06-49-58
21. Indigo - K.McLaren	PNG	42	16				4-02-42-40	0.8096	3-07-54-59
22. Impeccable - J.Walker	NSW	70		6			4-15-32-07	0.7171	3-07-58-55
23. Relentless - J.O'Brien / J.Hearne	NSW	69		7			4-15-19-51	0.7223	3-08-24-51
24. Polycorn Stormy Petrel - A.Pearson	NSW	75		8			4-16-18-30	0.7185	3-08-41-37
25. Zeus II - J.Dunston	NSW	95		9			5-01-44-43	0.6647	3-08-55-28
26. Star Ferry - J.Conroy	NSW	65		10			4-15-06-35	0.7307	3-09-11-16
27. Fly By Night - J.Drake	VIC	73		11			4-15-59-28	0.7284	3-09-14-18
28. Legend - A.Hill	NSW	79		12			4-16-42-09	0.7281	3-10-03-31
29. Royal Tasmanian Salmon - A.Townley	TAS	93		13			4-23-03-23	0.6951	3-10-45-22
30. Ella Baché - A.Cahalan	NSW	57	17				4-08-08-34	0.7947	3-10-45-44
31. Natelle II - G.Roper	TAS	63		14			4-13-53-45	0.7762	3-13-31-15
32. Low Profile - W.Jones	SA	86		15			4-19-24-30	0.7719	3-17-05-01
33. Anaconda II - J.Grubic	SA	24	18				3-21-20-13	1.0065	3-21-56-37

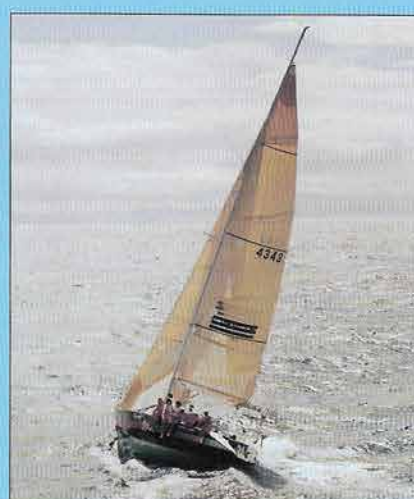




1992 IMS - Assassin



1993 IMS - Micropay Cuckoos Nest



1993 IOR - Solbourne Wild Oats

# IMS OVERALL RESULTS

O'ALL PLACE YACHT	STATE/ C'TRY	LINE PLACE	A	B	C	D	ELAPSED TIME OR AV. SPEED	SEC/ MIN	CORRECTED TIME OR CORR SPEED
1.Assassin - R.Crawford	NSW	13		1			3-10-50-11	530.3	2-15-44-57
2.Morning Mist III - A.Neate	VIC	7	1				3-03-30-26	482.5	2-16-47-26
3.Zero III - S.Tsumura	JAP	14		2			3-10-53-46	517.1	2-18-07-14
4.Oz Fire - D.Coulter	NSW	9	2				3-07-29-07	497.5	2-18-08-31
5.Invincible - H. & J.Clark	TAS	46			1		4-03-02-34	608.6	2-18-14-40
6.Ryobi - R.Jacobs	NSW	23		3			3-18-48-39	560.5	2-18-26-07
7.Ice Fire - P.Taylor	NZ	12	3				3-10-16-30	501.1	2-20-18-04
8.Adria - G.Gjergja	VIC	17	4				3-15-56-55	531.2	2-20-42-14
9.Doctor Who - R.Jackman	TAS	15	5				3-13-29-18	516.7	2-20-46-58
10.Mobile Net Cotton Blossom - E.Barron	VIC	11	6				3-09-14-36	491.0	2-21-02-17
11.Brindabella - G.Snow	ACT	5	7				3-01-40-03	446.3	2-21-17-23
12.North West Airlines - R.Steel	NSW	26		4			3-22-05-55	560.1	2-21-47-35
13.Mirrabooka - J. & P.Bennetto	TAS	18	8				3-18-14-46	532.4	2-22-47-29
14.Elusive - G.Lavis	NSW	25		5			3-21-51-53	547.7	2-23-43-50
15.Pilgrim - D.Quirk	NSW	28		6			3-22-10-56	547.7	3-00-02-53
16.Kingurra - P.Joubert	VIC	45			2		4-03-01-28	572.6	3-00-31-48
17.Marara - A.E.Ratcliff	NSW	81				1	4-17-23-08	653.5	3-00-43-29
18.Surefoot - D.Millikan	VIC	51		7			4-03-31-47	573.0	3-00-57-55
19.Kodak Express - I.Margan	NZ	3	9				3-01-11-52	421.3	3-01-11-52
20.Solandra - R.Escott	TAS	82				2	4-17-28-48	650.8	3-01-17-31
21.Sweet Caroline - R.Mulkearns	NSW	29		8			3-22-14-57	538.8	3-01-40-25
22.Uptown Girl - R.Winton	NSW	54		9			4-04-47-25	588.8	3-02-57-41
23.Aggro - S.Collis	VIC	49		10			4-03-21-17	559.2	3-03-12-25
24.Tele-rent - M.Spies	NSW	89				3	4-22-47-41	668.0	3-03-35-41
25.Double Or Nothing - J.Bush	QLD	56			3		4-05-30-21	568.7	3-03-41-40
26.She's Apples II - D.Strong	NSW	50		11			4-03-30-22	553.6	3-04-20-20
27.Thrifty Link Jacobina - R.Green	VIC	64			4		4-14-51-13	616.0	3-04-45-34
28.Hyperdrive - S.Grellis	NSW	40		12			4-02-40-33	543.2	3-05-19-47
29.Boomaroo Prudential - J.McIntosh	QLD	97				4	5-02-22-59	678.5	3-05-20-40
30.Mark Twain - H.O'Neill	NSW	62			5		4-13-23-19	604.0	3-05-23-45
31.Let's Go - A.Ovenden	NSW	19	10				3-18-30-35	491.5	3-06-13-01
32.Iceberg - G.Gibson	NSW	33	11				3-23-45-09	516.7	3-07-02-49
33.Tradition - W.Strangways	SA	88				5	4-21-25-21	638.7	3-07-21-12
34.Nynja Go - D.Pomfret	NSW	61			6		4-12-38-44	586.3	3-07-45-08
35.Seahorse - G.Quigley	NSW	68			7		4-15-17-03	595.7	3-08-44-41
36.I'm A Mess - A.Brierty	WA	71		13			4-09-24-25	555.6	3-09-53-22
37.Rising Farrst - D.Baker	NSW	78			8		4-16-40-59	591.4	3-10-53-48
38.Alexander of Creswell - Dept of Defence	NSW	83			9		4-17-29-40	590.9	3-11-47-44
39.The Old Lion - W.Gryst	SA	85			10		4-18-41-25	596.8	3-11-57-30
40.Take Time - G.Smith	NSW	101				6	5-04-13-04	651.1	3-11-58-38
41.Southern Venture - A.Grice	TAS	91				7	4-22-54-34	619.6	3-12-11-06
42.Suelan - J.Buckland	SA	72			11		4-15-41-13	578.1	3-12-13-46
43.Charisma - J.Lawler	NSW	90				8	4-22-53-12	618.3	3-12-23-23
44.Silhouette - G.Hogarth	TAS	87				9	4-21-20-22	605.9	3-13-00-50
45.Anitra V - Sir G.Barwick	NSW	96				10	5-02-19-42	626.2	3-14-26-53
46.Icarus - A.Ridley	NSW	80			12		4-17-06-09	573.4	3-14-28-05
47.Marina Mirage Challenge									
- D.Ryan & J.Peters	QLD	60	12				4-12-23-58	546.4	3-14-29-35
48.Portobello - U.Tuisk	ACT	94				11	5-01-02-12	611.0	3-15-49-05
49.Lady Hawk - J.Miller	NSW	99					5-02-31-58	612.0	3-17-08-21
50.Hi Fidelity - K.Gladman	NSW	76		14			4-16-23-32	547.8	3-18-14-26

Retired: Hammer of Queensland (QLD), Breakaway (WA), Buggbear (TAS), Hummingbird (NSW), Tardis (VIC).

# TPHS OVERALL RESULTS

O'ALL PLACE YACHT	STATE/ C'TRY	LINE PLACE	ELAPSED TIME OR AV. SPEED	TCF	CORRECTED TIME OR CORR SPEED
1.Amazon - P.Walker	NSW	2	2-22-41-22	1.144	3-08-52-07
2.Bobsled-Société Générale - K.Spencer	QLD	4	3-01-21-37	1.138	3-11-29-02
3.Katinka - D.O'Connell	NSW	100	5-03-49-35	0.680	3-12-12-07
4.Doris VI - J.Sleigh	VIC	52	4-04-33-10	0.845	3-12-58-02
5.Blind Panic - P.Bush	NSW	21	3-18-33-14	0.942	3-13-18-06



PLACE YACHT	STATE/ C'TRY	LINE PLACE	ELAPSED TIME OR AV. SPEED	TCF	CORRECTED TIME OR CORR SPEED
6.Hijacker - R. & J.Lodge	NZ	37	4-02-28-40	0.868	3-13-28-43
7.Mistress Mercy - D.Senogles	NSW	41	4-02-41-04	0.868	3-13-39-29
8.Bright Morning Star - I.Trehan	NSW	47	4-03-03-26	0.872	3-14-22-40
9.Ventura Highway - P.Shaw	QLD	84	4-17-30-50	0.772	3-15-37-58
10.Apollo II - J.Duffin	VIC	39	4-02-36-42	0.890	3-15-45-52
11.Adam's Apple - D.Wivell	TAS	38	4-02-31-36	0.896	3-16-16-48
12.Witchdoctor - Rum Consortium	NSW	58	4-08-12-51	0.854	3-16-59-56
13.Scorpio II - M.Haller	VIC	92	4-22-55-24	0.750	3-17-11-33
14.Second Lady - B.Jefferson	VIC	98	5-02-23-09	0.740	3-18-13-56
15.Pacesetter - J.Cameron	NSW	59	4-08-18-33	0.872	3-18-57-27
16.New Horizons - M.Kelagher	NSW	77	4-16-36-18	0.810	3-19-12-36
17.Midnight Magic - S.Keal	TAS	67	4-15-13-12	0.850	3-22-32-13
18.Lady Penrhyn of Nimba - RAN	NSW	102	4-21-23-41	0.808	3-22-51-18
19.Emerald City - R.Breadman	NSW	66	4-15-11-14	0.872	4-00-57-19

Retired: Fast Forward (VIC), Ronstan Wild Thing (VIC), Sir Thomas Sopwith (NSW).

Fastest Time: New Zealand Endeavour 2-19-19-18

IOR Division Winners:

Division A: Ragamuffin  
Division B: JLW Chutzpah

IMS Division Winners:

Division A: Morning Mist III  
Division B: Assassin  
Division C: Invincible  
Division D: Marara

1992 Race and Weather: The 1992 Kodak Sydney-Hobart Yacht Race attracted a fleet of 110 starters, representing an increase of about 10% on the previous race. The fleet included several new state-of-the-art IMS racing yachts and the Whitbread Round The World IOR maxi New Zealand Endeavour. Hopes of a spinnaker start ended when the breeze backed from the southeast to the east shortly before the start. Again there were two starting lines and with the wind 10 knots from the east, the fleet was able to lay the turning marks at the Heads in one starboard leg. It was a "work" to the 2-mile sea mark before the fleet turned south. Summarising, the race gave medium to fast times for the fleet and was characterised by the lack of the hard nor'east spinnaker runs or the southerly flogs, regarded as common for this race. Instead, the fleet experienced one-leg "works" with the fresh sou'westers and hard reachers with strong westerlies, interspersed with night time calms off Jervis Bay and in the Derwent. Notwithstanding the presence in the fleet of several of the latest high-tech maximum size yachts, Kialoa's record of 17 years was safe for another year by some 5 hours (as was the \$100,000 offered by Kodak for the first yacht to break the record). The low retirement rate of only 7%, the smallest for 6 years, attested to the relatively moderate conditions experienced by most yachts. The race computer digested the fleet performance and came up with an overall average windspeed of 12 knots.

#### 1993 - 104 starters IMS OVERALL RESULTS

O'ALL PLACE YACHT	STATE/ C'TRY	LINE PLACE	DIVISIONAL				ELAPSED TIME OR AV. SPEED	SEC/ MIN	CORRECTED TIME OR CORR SPEED
			A	B	C	D			
1.Micropay Cuckoos Nest - N.Holman	NSW	2			1		4-02-54-59	600.0	3-18-45-10
2.Ninety Seven - A.Strachan	NSW	1	1				4-00-54-11	570.6	3-21-52-50
3.Marara (1) - W.Ratcliff	NSW	20				1	5-17-38-58	765.2	4-04-33-08
4.Liberator - D.Curlew	SA	8			2		4-16-58-55	622.2	4-04-55-13
5.Bacardi (2) - G.Ainley/J.Williams	VIC	5		1			4-22-19-17	650.1	4-05-22-14
6.Hartz Mineral Water - R.Mulkearns & M.Spies	NSW	7		2			4-16-56-34	619.0	4-05-26-36
7.Mirrabooka - J.Bennetto	TAS	9		3			4-17-15-34	615.9	4-06-18-22
8.Sword of Orion - P.Sajet & C.Mehrmann	VIC	8	2				4-10-17-02	569.1	4-07-31-08
9.Zeus II - J.Dunstan	NSW	28				2	6-01-58-32	794.3	4-07-46-45
10.Pilgrim - D.Quirk	NSW	15		4			5-01-34-17	636.3	4-11-02-07
11.Mark Twain (3) - H.O'Neill	NSW	21				3	5-17-46-25	709.9	4-14-21-48
12.Nynja Go (4) - D.Pomfret	NSW	22				4	5-19-04-35	705.6	4-16-24-38
13.Boomaroo Morse Fans - J.McIntosh	QLD	36				5	6-20-25-39	840.8	4-18-05-05
14.Collex Onyx - A.Ovendyn	NSW	10	3				4-18-46-34	553.3	4-18-46-34
15.Tiercel - J.Copeland	TAS	35				6	6-20-10-07	834.4	4-18-57-13
16.Iceberg - G.Gibson	NSW	16		5			5-06-40-50	618.2	4-19-19-16
17.Katinka - D.O'Connell	NSW	34				7	6-17-26-02	813.5	4-19-53-02
18.Take Time - G.Smith	NSW	31				8	6-07-53-23	758.6	4-19-56-22
19.All That Jazz (5) - J.Davern	NSW	26				9	5-23-28-10	702.3	4-21-23-06
20.She II - P.Rodgers	NSW	25		6			5-21-16-43	685.7	4-22-05-57
21.Courtesan - G.Williams	SA	24		7			5-20-52-48	681.6	4-22-25-00
22.Witchdoctor - Rum Consortium	NSW	23		8			5-20-48-30	672.8	4-23-53-48
23.The Old Lion - W.Gryst	SA	33				10	6-14-05-00	734.4	5-06-22-33
24.Kingurra (6) - W.Joubert	VIC	38		9			7-05-05-54	716.6	6-00-30-16

Redress in accordance with Rule 69(b), elapsed time reduced by the following:

- 1) 5 hrs 34 mins
- 2) 8 hrs 30 mins
- 3) 3 hrs 30 mins
- 4) 5 hrs 40 mins
- 5) 1 hr 11 mins
- 6) 28 hrs 53 mins

IMS retirements: Adjuster, Adria, Alexander of Creswell, Amazon, Anitra V, Assassin, Brindabella, Cadibarra 7, Cassiopeia, Clwyd, Cougar, Cub Sangaree, Devil Woman, Dictator NSW, Double Or Nothing, Easy Touch, Elusive, Georgia Express, Hammer of Queensland, Herman Miller, Icarus, Maxi Ragamuffin, Mem, Morning Mist III, Myuna, Never A Dull Moment, Once More Dear Friends, Oz Fire, Philips Lightning, Rapaz, Raptor, Second Term, She's Apples II, Silhouette, Surefoot, The Alice, The Regency Heights Gambler, Toxi Waste, Transocean Rockie III, Wang.

#### IOR OVERALL RESULTS

O'ALL PLACE YACHT	STATE/ C'TRY	LINE PLACE	DIVISIONAL				ELAPSED TIME OR AV. SPEED	SEC/ MIN	CORRECTED TIME OR CORR SPEED
			A	B	C	D			
1.Solbourne Wild Oats - B.Foye / R.Hickman	NSW	6	1				4-16-48-48	0.8209	3-20-36-30
2.Team Fujitsu - S.Gunns / T.Zanelli	NSW	11	2				4-21-04-26	0.8272	4-00-50-37
3.Impeccable - J.Walker	NSW	19		1			5-15-55-32	0.7169	4-01-26-42
4.Sheraton Hobart (1) - I.Smith	TAS	17		2			5-07-13-43	0.7868	4-04-06-12
5.Fly By Night (2) - J.Drake	VIC	27		3			6-01-03-28	0.7254	4-09-13-30
6.Telecom Mobilenet (3) - K.Goudge	NSW	18		4			5-14-31-54	0.7838	4-09-26-45
7.Helsal II - K.Flint	SA	12	3				4-21-43-46	1.0240	5-00-33-18
8.Sealater - J.Mawer	QLD	37		5			7-03-39-01	0.7864	5-14-59-09

Redress in accordance with Rule 69(b) elapsed time reduced by the following:

- 1) 25 mins
- 2) 60 mins
- 3) 6 hrs 45 mins

IOR retirements: Amacon Raw Talent, Atara, City Limits, Freight Train, Hall Chadwick Nuzulu, JLW Chutzpah, Kings Cross Sydney, Lindeman's Ultimate Challenge, Maglieri Wines Prime Factor, Ragamuffin, Salamanca Inn, Savage, Star Ferry, Swuzzlebubble VIII.



# TPHS OVERALL RESULTS

## O'ALL

### PLACE

### YACHT

	STATE/ C'TRY	LINE PLACE	ELAPSED TIME OR AV. SPEED	TCF	CORRECTED TIME OR CORR SPEED
1. Charisma - J. Lawler	NSW	29	6-02-59-34	0.7680	4-16-53-26
2. Bright Morning Star - I. Treharne	NSW	14	5-00-22-46	0.9390	4-17-02-11
3. Wild Thing - G. Wharington	NSW	3	4-07-44-30	1.1030	4-18-25-37
4. Scorpio II - M. Haller	VIC	32	6-10-52-28	0.7480	4-19-50-46
5. Bobsled Société Générale - Y. Pajot	FRAN	5	4-14-33-45	1.1770	5-10-07-55
6. Utopia - J. Fletcher	QLD	30	6-05-06-54	1.0000	6-05-06-54

TPHS retirements: Advantagedge, Alona, Apollo II, Fast Forward, Flying Colours, Innkeeper Petaluma Wines, Magic, Rager, Rising Sun, Shenandoah III, Sir Thomas Sopwith, Telecom Flexi Plans.

Fastest Time: Ninety Seven 4-00-54-11

IMS Division Winners

Division A & Kodak Gold Cup: Ninety Seven

Division B: Bacardi

Division C: Micropay Cuckoo's Nest

Division D: Marara

IOR Division Winners

Division A: Solbourne Wild Oats

Division B: Impeccable

1993 Race and Weather: The 49th Kodak Sydney-Hobart will be remembered as having one of the highest attrition rates in the history of the event, with only 38 yachts out of 104 starters completing the course. For the first time two yachts sank and the skipper of another spent nearly five hours in the water after being washed overboard. Wind strengths were generally more severe than 1984, although the wave conditions appear to have been less severe. The major difference was that in the 1984 race the weather pattern abated after 36 to 48 hours whereas this year the strong to gale force winds continued throughout the four days taken by the leading yachts to complete the course. The exact cause was a low pressure complex which developed off the Australian south-east coast early on the second day of the race (December 27th), creating gale to storm force winds with some hurricane force squalls which persisted into the following day. Wind gusts were in excess of 70 knots and 10-minute average wind speeds were around 45-50 knots during the height of the event. Waves of up to 10 m were created as the winds blew against the southward-moving East Australia Current. At 2300 hours EDST Monday, December 27th, the low pressure complex had become dominated by one low pressure centre with a central pressure of 986hPa, the lowest over the whole event. This was the last Sydney to Hobart to have an IOR handicap category.

## 1994 - 371 starters

### 30 YEAR VETERANS (IMS)

#### DIV PLACE

#### YACHT

	STATE/ C'TRY	LINE PLACE	ELAPSED TIME			CORRECTED TIME		
			H	M	S	H	M	S
1. Southerly - D. Mickleborough	NSW	240	119	58	03	68	06	52
2. Canon Maris - I. Kiernan	NSW	255	123	53	50	68	13	34
3. Cherana - J. Keelty	NSW	252	123	20	14	70	06	10
4. Camille - P. G. & M. Docker	NSW	225	118	05	44	74	58	13
5. Reprieve - D. Barnfield	SA	288	136	14	21	75	49	21
6. QM Ronita - H. Rough	NSW	289	136	35	23	76	28	37
7. Nell Gwynn - J. Carney	QLD	243	120	39	57	76	55	57
8. Kareelah - S. Moody	SA	281	134	43	32	79	12	48
9. Fidelis - N. Stoke	NSW	109	97	24	04	80	11	34
10. Rising Sun - N. Sneddon	NSW	253	123	28	37	80	25	59
11. Camera World Kurura - W. Imms	TAS	294	138	49	41	80	31	01
12. Prospector - O. Stuart	NZ	304	141	29	40	81	28	25
13. Archina - J. Firth-Smith	NSW	245	121	24	58	85	53	05
14. Eos - B. Wilson	NSW	302	141	28	15	86	10	16
15. Anitra V - D. Stewart	NSW	280	133	54	10	87	01	31
16. Southern Myth - P. Riddell	SA	267	127	36	21	87	46	16
17. Nocturne - C. Stevens	NSW	284	137	03	03	89	23	03
18. Bushranger - K. Miller	TAS	300	140	28	51	91	29	02
19. Winston Churchill - M. Mothersdill	NSW	301	140	31	49	96	39	00

1% reduction applied on elapsed time of cruisers

### 20 YEAR VETERANS (IMS)

#### DIV PLACE

#### YACHT

	STATE/ C'TRY	LINE PLACE	ELAPSED TIME			CORRECTED TIME		
			H	M	S	H	M	S
1. Love & War - P. Kurts	NSW	63	91	06	25	62	05	27
2. Margaret Rintoul II - R. Purcell / J. Pope	NSW	75	93	51	05	67	01	24
3. Whispers II - L. England	NZ	58	90	37	37	67	05	39
4. Marara - A. E. Ratcliff	NSW	214	115	13	46	67	18	25
5. Brightstone - T. Borrell	NZ	110	97	40	41	68	03	02
6. Mercedes III - P. Hinrichsen	VIC	169	104	38	34	69	01	55
7. Mark Twain - H. O'Neill	NSW	183	106	28	42	69	18	27
8. Ruthless - P. Hill	NSW	190	107	55	15	69	25	44
9. Dragonfyre - R. Walton	NSW	220	116	11	58	69	42	23
10. Sky Channel Huon Chief - A. Hay	TAS	202	111	02	40	71	14	07
11. Kingurra - P. Joubert	VIC	119	100	17	38	71	16	14
12. Morning Hustler - J. Cowell	SA	248	122	17	38	72	13	04
13. Polaris - T. Mowbray	NSW	160	103	14	58	72	14	09
14. Boomaroo Morse Fans - J. McIntosh	QLD	249	123	38	30	72	21	06
15. Herman Miller-Mercedes - P. Stronach	NSW	152	102	21	55	73	22	56
16. Pacha - J. De La Vega	NSW	97	95	58	31	73	52	38
17. Suraya Mother of Pearl - C. Striber	NSW	246	121	45	58	76	44	00
18. Arina 2000 - J. Sanders	WA	233	118	50	00	77	15	40
19. Derwent Lass - D. Coulbourn	TAS	260	127	33	54	78	11	26
20. Apollo II - J. Duffin	VIC	163	104	18	02	78	59	52
21. Morning Breeze - P. Lalor	VIC	275	130	34	05	80	24	18
22. Buy Tasmanian - R. Mitchell	TAS	270	128	21	45	81	59	06
23. Born Free - I. Thrift	VIC	215	116	33	46	82	14	51
24. Koamaru - R. Graham	NZ	286	135	40	42	92	07	58
25. Morning Tide - A. Fenwick	NSW	307	155	12	13	97	18	11

1% reduction applied on elapsed time of cruisers

### IMS Division A

#### DIV PLACE

#### YACHT

	STATE/ C'TRY	LINE PLACE	ELAPSED TIME			CORRECTED TIME		
			H	M	S	H	M	S
1. Indec Prime Example - D. Gotze	VIC	15	74	51	01	61	38	49
2. Thai Airways International - C. Packer	NZ	16	75	16	16	62	01	58
3. Exile - W. Miller	HK	3	66	15	03	62	41	45
4. Bartercard Morning Mist - A. Neate	VIC	18	78	04	05	64	54	52
5. Brndabella - G. Snow	NSW	2	64	55	15	64	55	15
6. Wild Thing - G. Wharington	VIC	13	75	16	44	65	40	43
7. Epson Broomstick - A. Beilby	NSW	5	69	00	31	65	46	02
8. Sorcery - J. Wood	USA	4	67	59	35	65	51	31



DIV PLACE	STATE/ C'TRY	LINE PLACE	ELAPSED TIME			CORRECTED TIME		
YACHT			H	M	S	H	M	S
9. Hammer of Queensland - A. Bloore	QLD	6	69	30	20	67	04	20
10. Rhino Roof Racks Infinity III - G. Cropley	NSW	12	74	01	34	67	45	00
11. Longobarda - D. Stephenson	TAS	7	69	58	02	69	30	36
12. Rager - P. Bush	NSW	20	78	55	46	69	51	24
13. Condor of Currabubula - A. Paola	NSW	10	73	13	27	70	15	48
14. Congere - B. Koepfel	USA	9	72	25	27	72	17	51
15. JTEC Finistere - S. Best	WA	38	87	12	12	72	52	21
16. Animal Farm - R. Hopcraft	VIC	40	88	31	45	75	31	36
17. Condor of Bermuda - G. Miles	QLD	49	90	19	34	77	47	13
18. Wildcard - R. Edmonds	TAS	57	91	06	08	78	36	51
19. Haphazard - N. Edmonds	TAS	69	93	12	37	81	06	56

1% reduction applied on elapsed time of cruisers

#### IMS Division B

DIV PLACE	STATE/ C'TRY	LINE PLACE	ELAPSED TIME			CORRECTED TIME		
YACHT			H	M	S	H	M	S
1. Ninety Seven - A. Strachan	NSW	19	78	20	12	61	23	09
2. Ausmaid - G. Gjergja	VIC	17	77	06	08	61	39	26
3. Assassin - R. Crawford	NSW	31	84	05	10	63	26	25
4. Atara - J. Storey	NSW	26	82	31	48	63	55	59
5. AMP Wild Oats - B. Foye	NSW	43	88	52	49	64	02	58
6. Hartz Mineral Water - J. Fuglsang	TAS	50	90	20	21	64	04	21
7. Dresdner Sword of Orion - P. Sajat / C. Mehrmann	VIC	22	80	48	16	64	08	01
8. Ragamuffin - S. Fischer	NSW	24	81	09	02	65	06	34
9. Bit O Fluff - W. Brooks	QLD	34	87	02	06	65	47	10
10. Liberator - D. Curlewis	VIC	53	90	35	38	66	27	00
11. Rampant - R. Welch	NSW	71	93	37	35	66	51	00
12. Dictator - B. Mead	NSW	60	91	09	04	66	58	32
13. Rock 'N' Roll - K. Williams	NSW	67	92	10	47	67	06	45
14. Breakaway Café Who - W. Banks-Smith	TAS	56	91	01	06	68	02	33
15. Maglieri Wines - G. Vercoe	SA	59	91	07	40	69	25	29
16. Legal & General Cuckoo's Nest - N. Holman	NSW	48	90	07	53	69	39	24
17. Sundance II - G. Boettcher	SA	78	94	32	07	69	56	06
18. Man Of War - L. Kint	VIC	98	96	38	44	74	00	53
19. Second Term - K. Court	WA	39	88	29	46	74	30	10
20. Di Hard - B. Weaver	NSW	117	100	13	35	75	00	24
21. Blitz - O. Laurikainen	QLD	77	94	29	18	77	31	17
22. Freemantle Doctor - R. Baker	WA	73	94	05	15	77	48	50

#### IMS Division C

DIV PLACE	STATE/ C'TRY	LINE PLACE	ELAPSED TIME			CORRECTED TIME		
YACHT			H	M	S	H	M	S
1. Atria - G. Ford	VIC	161	103	52	54	63	00	38
2. JLV Chutzpah - B. Taylor	VIC	94	96	28	34	63	07	02
3. 2KY Racing Radio - R. Mulkearns	NSW	66	92	02	44	63	14	23
4. Turong - I. Powrie	VIC	72	93	37	54	64	44	18
5. Bird On A Wire - J. Gaunt	WA	64	91	54	23	65	20	29
6. Kings Cross - R. Stone	NSW	112	99	07	17	66	03	43
7. Fly By Night - J. Drake	VIC	172	104	45	43	66	18	17
8. Impeccable - J. Walker	NSW	170	104	19	45	66	37	47
9. Toxic Waste - H. Hertzberg	VIC	125	101	28	58	67	36	31
10. Norton Smith Wild Fire - A. Saunders	NSW	129	101	50	45	68	12	35
11. Jacobina of Shenval - R. Green/P. Newman	VIC	153	102	59	26	69	10	31
12. Impetuous - R. Roberts	NSW	106	97	40	28	69	20	31
13. Cape Fear - A. Bristow	NSW	102	97	07	58	70	05	29
14. Raptor - B. Eddington	VIC	134	101	58	54	70	09	26
15. Relentless - J. O'Brien / J. Heame	NSW	193	109	25	42	73	08	21
16. Novell Simply Red - M. Buckley/J. Hutchins	VIC	148	102	41	47	73	40	15
17. Paladin - N. Hunter	VIC	157	103	30	34	75	13	31
18. Soave Il Vento - S. Niemann	VIC	164	103	55	59	76	13	19
19. Telecom Mobil Link - K. Goudge	NSW	179	106	37	46	76	48	27
20. Mistress Mercy - J. Murchison	NSW	133	101	55	28	77	01	09
21. Silhouette - G. Hogarth	TAS	224	117	59	58	77	42	52
22. Hall Chadwick Nuzulu - E. Psaltis	NSW	234	119	40	18	78	40	44
23. Fiddler's Green - L. Savage	NSW	219	116	42	48	83	12	51
24. Overdraft - D. Smith	QLD	251	123	56	54	88	24	42

1% reduction applied on elapsed time of cruisers

#### IMS Division D

DIV PLACE	STATE/ C'TRY	LINE PLACE	ELAPSED TIME			CORRECTED TIME		
YACHT			H	M	S	H	M	S
1. Raptor - A. Eichenauer	GER	27	81	42	44	59	41	00
2. Kyote French Line - P. Lionel	FRA	21	79	56	18	63	42	20
3. Ultimate Challenge - L. Abrahams	VIC	62	91	26	47	65	07	54
4. Intrigue - D. Calvert	TAS	70	92	29	33	66	25	54
5. Local Hero IX - G. Howison	NSW	35	87	36	45	67	14	11
6. Never A Dull Moment - C. Wilson	NSW	74	93	10	18	68	09	07
7. Elusive - G. Lavis	NSW	76	93	27	39	68	34	00
8. Azzurro - G. Lewis	NZ	79	93	36	34	68	53	36
9. Doctor Who - R. Jackman	TAS	37	86	54	44	69	20	38
10. Mirrabooka - J. & P. Bennetto	TAS	68	91	31	07	69	35	31
11. Philips Lightning II - J. Veeneklaas	NSW	55	90	04	59	69	52	09
12. Otago - R. Moore	NSW	94	95	32	19	70	00	07
13. Tower - B. Cardiff	NZ	44	88	13	23	70	01	15
14. AFS Freight - D. Strong	NSW	87	95	20	11	70	12	36
15. Yendys - G. Ross	NSW	92	95	24	47	70	42	40
16. Sorbent Sweet Caroline - B. Rawson	VIC	81	94	30	06	71	02	55
17. Iceberg - G. Gibson	NSW	47	89	07	58	71	03	21
18. Darwin Evolution - J. Wardill	NT	36	86	49	16	71	32	19



DIV PLACE	STATE/ C'TRY	LINE PLACE	H	M	ELAPSED TIME S	CORRECTED TIME H M S
19.Otella - C.Montgomery	NSW	52	89	26	15	71 55 53
20.Hijacker - R. & L.Lodge	NZ	89	95	24	20	72 28 07
21.Cosmic Cruise - C.Anastasiou	WEL	85	95	13	06	72 42 13
22.Pilgrim - D.Quirk	NSW	101	96	02	49	72 52 15
23.Alstar - A.Burgin	NSW	54	89	41	48	73 14 20
24.J44 Phoenix - R.Reynolds	NSW	99	95	42	37	74 47 55
25.Wild Rose - N.Stump	VIC	111	97	19	31	76 29 32
26.Free Spirit - I.Cook	HK	91	95	24	44	77 00 04
27.Dockside Fitness - B.Woods	TAS	155	102	10	03	77 20 18
28.Mustang Sally - J.Cameron	NSW	120	99	59	35	77 38 58
29.Highland Fling - K.Thorn	NSW	83	94	35	15	78 29 18
30.Ivanhoe - H.Vaisanen	QLD	118	99	46	55	79 11 02
31.Tall Cotton - K.Jacobsen	NSW	188	107	28	41	82 48 29
32.Southpaw - R.Flockhart	QLD	231	118	15	25	98 45 11

1% reduction applied on elapsed time of cruisers

IMS Division E DIV PLACE	STATE/ C'TRY	LINE PLACE	H	M	ELAPSED TIME S	CORRECTED TIME H M S
1.Sheraton Hobart - I.Smith	TAS	65	90	59	34	67 34 21
2.Canon Copiers - B.Staples	NSW	86	95	19	31	69 09 31
3.Bacardi - G.Ainley / J.Williams	VIC	100	95	45	27	71 54 45
4.North West Airlines - R.Wynne	NSW	105	96	30	28	73 00 12
5.Nips N Tux - H.de Torres	NSW	96	95	33	05	73 01 59
6.Uptown Girl - R.Winton	NSW	123	100	13	28	73 14 20
7.Police Car - M.Prendergast	VIC	126	100	28	28	75 56 27
8.Cougar - J.McCarthy	NSW	154	102	05	48	75 59 13
9.Plus 16 - C.Franklin / P.Taylor	NSW	127	100	33	41	76 10 33
10.Valhalla - D.Middleton	QLD	138	101	18	00	76 27 51
11.Excentric - F.Walker	NSW	116	99	01	40	76 44 00
12.Tilting At Windmills - T.Gunnersen	VIC	121	100	11	16	76 58 25
13.Turkey Shoot - P.Jenkins	NSW	171	103	42	32	76 58 54
14.Rising Farrster - D.Baker	NSW	151	101	52	38	77 15 55
15.Australian Maritime Coll - G.Mansfield	TAS	175	103	44	15	77 48 42
16.Extasea - P.Buchholz	VIC	136	101	04	31	77 59 27
17.Silverado - P.Halliday	NSW	177	103	46	43	78 20 53
18.Marina Mirage Challenge - D.Ryan	QLD	140	101	24	12	78 44 16
19.Kerina - G.Skeggs	NZ	150	102	47	57	79 05 42
20.Foreshore - I.Young	TAS	141	102	26	59	80 05 09
21.Archon - R.Turner	NZ	181	106	01	34	80 59 43
22.Midnight Magic - S.Keal	TAS	185	106	41	35	81 41 34
23.Centrefold - B.Folbigg	NSW	184	107	17	03	82 33 03
24.Holidaymakers - P.Brandley	NZ	189	107	29	41	83 36 24
25.Hogsbreath Witchdoctor - Rum Consortium	NSW	205	111	32	42	85 26 31
26.Dry White - P.Ireland	NSW	206	112	06	16	87 39 26
27.Macquarie GSM Chiara - F.Mare	NSW	266	127	21	08	92 10 40
28.Comtech Pacific Star - B.Godfrey	ACT	229	118	11	16	92 52 29
29.Patience 5 - W.Sherman	NSW	226	117	40	03	93 56 01
30.China Bear - A.Clubb	NSW	279	133	23	49	105 12 42

1% reduction applied on elapsed time of cruisers

IMS Division F DIV PLACE	STATE/ C'TRY	LINE PLACE	H	M	ELAPSED TIME S	CORRECTED TIME H M S
1.Southern Cross TV - G.Prescott	TAS	80	93	36	50	93 45 06
2.Once More Dear Friends - J. & M.Stephen	NSW	107	96	45	06	94 44 25
3.Hummingbird - J.Oakley	TAS	115	98	18	15	95 09 50
4.King Billy - P.Bennett	NSW	113	98	11	38	96 17 02
5.J Boat - D.Phillips	VIC	108	96	54	08	97 02 02
6.Renegade - R.Francis	SA	149	101	46	58	98 7 7
7.Hewlett-Packard Farr Lap - J.Carpenter	NSW	168	103	9	36	98 40 3
8.Dictator - R.Fidock	SA	165	102	53	38	98 59 14
9.Cavalier Express - D.Vooderhake	NSW	156	102	14	18	100 5 8
10.Holiday Inn Haupia - D.Kennedy	NSW	128	100	48	0	100 13 39
11.Xerox Sagacious II - P.Jacka	VIC	135	101	4	14	100 33 38
12.Sagitta - S.Willis	NZ	145	101	34	4	100 40 14
13.Pippin - W.Sweetapple	NSW	182	106	3	30	101 12 27
14.Hot Property - R.Turnbull	TAS	142	101	27	0	101 27 0
15.Icarus - A.Ridley	NSW	167	103	8	52	102 13 25
16.Silver Mist - A.Sutherland	TAS	186	107	26	16	103 33 3
17.Downunder III - L.Ford	VIC	180	106	1	24	103 57 40
18.Daichi-Hanamaru - S.Pickering	JAP	191	107	39	36	104 4 12
19.Sunsail Delmas - I.Treleaven	NSW	207	112	25	50	108 25 23
20.Strathfield Car Radios-She II - A.Reed	NSW	208	112	37	32	109 48 44
21.Willyama - J.Runnegar	SA	212	114	41	8	111 23 43
22.Gone With The Wind - L. & A.Nicholls	NSW	268	37	59	118	53 26
23.Nortas Salmon - A.Doedens	TAS	278	129	36	15	123 21 52
24.Burswood Breakaway - B.Greig	WA	299	139	9	28	131 4 5

1% reduction applied on elapsed time of cruisers

IMS Division G DIV PLACE	STATE/ C'TRY	LINE PLACE	H	M	ELAPSED TIME S	CORRECTED TIME H M S
1.Invincible - H. & J.Clark	TAS	139	101	22	29	95 24 40
2.Forzado - G.Phillips	NSW	132	100	51	23	97 8 51
3.By Order Of The Secretary - R.Billing	VIC	162	102	50	35	98 55 36
4.Rav-4 Celeste - J.Westacott	NSW	201	110	39	41	99 33 38
5.Emma - M.De Burca	NSW	196	109	5	21	100 22 43
6.Anthanta VI - A.Gruzman	NSW	187	107	26	29	100 41 32
7.New Horizons - M.Kelahr	NSW	192	107	47	43	102 43 19



DIV PLACE	STATE/ C'TRY	LINE PLACE	H	M	S	ELAPSED TIME	H	M	S	CORRECTED TIME
YACHT										
8.Son Of A Son - P.Nas/B.Dempsey	NSW	199	109	58	0		104	10	37	
9.Doctor Syn - R.Pattison	NSW	203	110	58	18		104	56	18	
10.Hornet - K.Hughes	TAS	211	114	36	2		105	21	38	
11.The Goodies - C. & L.Andrews	TAS	218	115	11	54		106	25	36	
12.Bundy Bear - D.Greenlaw	NSW	241	120	6	41		106	34	20	
13.Portobello - M.Matthews	ACT	237	118	59	9		106	35	51	
14.Miner's Rights Buggbear - R.Bugg	TAS	221	116	23	33		109	25	15	
15.Sandpiper - J.Wheelhouse	NSW	232	118	23	17		111	45	49	
16.Krondorf Wines - T.Nicholas	SA	263	126	16	5		114	45	41	
17.Vanguard - S.Bennett	NSW	269	127	56	53		115	16	49	
18.Gambol - J.Wicks	SA	258	125	4	56		115	42	56	
19.Lady Penrhyn of Nirimba - RAN Sail Training	NSW	257	124	18	15		117	39	4	
20.Chaos - C.Lockley	TAS	265	128	3	15		117	58	43	
21.TGIO Tasmania - A.Grice	TAS	285	135	14	44		120	44	52	
22.Alexander of Creswell - Dept of Defence Navy	NSW	272	128	13	31		121	23	27	

1% reduction applied on elapsed time of cruisers

DIV PLACE	STATE/ C'TRY	LINE PLACE	H	M	S	ELAPSED TIME	H	M	S	CORRECTED TIME
YACHT										
1.C'wealth Bank Shenandoah - R.White	VIC	194	108	22	30		92	6	51	
2.Misty - B.Claque	VIC	227	118	7	31		99	41	5	
3.Zeus II - J.Dunstan	NSW	250	122	6	38		101	23	13	
4.Firetel - R.Lawler	NSW	235	118	38	7		102	27	24	
5.Lock On Wood - R.Laughlin	TAS	222	116	30	11		102	40	19	
6.Celerity - D.Harris/D.Pellitt	SA	254	123	23	48		102	48	24	
7.Tradition - W.Strangways	SA	236	118	45	41		103	41	27	
8.Blue Moon - J.Colquhoun	NSW	242	120	4	31		104	18	45	
9.Alarm Link Bambino - M.Souter	NSW	264	126	42	7		105	44	14	
10.Toolka-T - D.Morton	SA	271	127	59	34		108	1	6	
11.Terence J - K.Ratcliffe	TAS	247	121	35	26		108	3	27	
12.Royal Tasmanian Salmon - Kamehameha Syndicate	TAS	261	126	1	49		109	28	12	
13.Saint - J.Graham	VIC	277	129	4	10		111	15	32	
14.Ard Righ - A.Foster	TAS	282	134	57	14		111	28	51	
15.Youth - A.Quigley	TAS	303	141	24	20		111	35	49	
16.Recooperator - W.Cooper	TAS	291	138	59	12		114	9	35	
17.Take Time - G.Smith	NSW	287	135	23	32		115	22	39	
18.Tactical Response - J.Kealey	NSW	297	138	56	14		117	52	32	
19.Niambri - D.Seaton	SA	305	141	42	18		122	1	23	

1% reduction applied on elapsed time of cruisers

#### IMS OVERALL PLACINGS:

(Based on divisional results - top 30 only)

1. Raptor (GER)	11. Commonwealth Bank Shenandoah (VIC)	21. Ragamuffin (NSW)
2. Ninety Seven (NSW)	12. Atara (IRE)	22. Bartercard Morning Mist (VIC)
3. Indec Prime Example (VIC)	13. Dresdner Sword of Orion (VIC)	23. Wild Thing (VIC)
4. Ausmaid (VIC)	14. Sheraton Hobart (TAS)	24. Atria (VIC)
5. Thai Airways International (NZL)	15. 2KY Racing Radio (NSW)	25. Once More Dear Friends (NSW)
6. Exile (HKG)	16. AMP Wild Oats (NSW)	26. Ultimate Challenge (VIC)
7. Love & War (NSW)	17. JLW Chutzpah	27. Turong (VIC)
8. Assassin (NSW)	18. Southern Cross TV (TAS)	28. Bird On A Wire (WA)
9. Kyote French Line (FRA)	19. Sorcery (USA)	29. Canon Copiers (NSW)
10. Brindabella (NSW)	20. Hartz Mineral Water (TAS)	30. Hummingbird (TAS)

Fastest Time: Tasmania (Bob Clifford, TAS) 2 days 16 hrs 48 mins 04 sec.

1994 Race and Weather: The 50th Kodak Sydney to Hobart attracted a massive fleet of 371 starters from around the world to mark the Golden Jubilee of the CYCA's inaugural race to Hobart in 1945. Among the Veteran Divisions fleet were two yachts, Archina and Winston Churchill, which had competed in the first race, along with several crew members who sailed back in 1945. To start the huge fleet required three lines on Sydney Harbour, with the Veteran Yachts starting earlier. "Hughie" the wind god looked kindly on Boxing Day, providing the 50th fleet with a spinnaker run down Sydney Harbour, without doubt the most spectacular sight ever seen for the start of a major ocean race anywhere in the world. From there, however, it was a hard slog almost all the way to Hobart. Once clear of the Heads, the fleet had to beat to windward down the NSW South Coast in a freshening sou'easter. However, by the next day the breeze had backed to the east and nor east giving the maxis and the bulk of the fleet a fast spinnaker run into and, for the leaders, across Bass Strait at potentially record-breaking speeds. However, the second half of the fleet was battered by a galeforce SW front, giving many crews a dramatic warning in the form of a "Bass Strait Roller", a rolling band of cloud from horizon to horizon. It was the second front with winds of up to 50 knots which did most of the damage. "It came fast, with an initial gust of 35 knots, then a lull, followed by the second front...at times 50 knots plus," recorded one yachtsman. The front put paid to a race record, with the maxis forced to reef down as they made landfall on the Tasmanian East Coast. Some 40 yachts ran for shelter back to Eden. The SW gale continued as the leading maxis battled their way across Storm Bay, getting respite only in the Derwent, in the lee of Mt Wellington. The rest of the fleet continued to be battered by the sou'wester but there were only a couple more retirements in the latter stages. Of the 371 starters, 308 boats made it to Hobart, filling Constitution Dock and Sullivans Cove to capacity for a grand celebration of the 50th Sydney to Hobart. The elapsed times of Tasmania and Brindabella were within 2 hours 25 minutes of Kialoa's 19-year-old race record and the fastest since 1975.

#### TPHS DIVISIONAL RESULTS

##### TPHS Division A

##### PI YACHT NAME & SKIPPER

	CTRY	PLACE	D-H-M-S		D-H-M-S
1.Toll Express Helsal II - P.Rowsthorn	VIC	14	3-03-24-56	1.2880	4-01-08-07
2.Collex Onyx - A.Ovenden	NSW	29	3-10-55-52	1.1770	4-01-36-36
3.Tasmania - R.Clifford	TAS	1	2-16-48-04	1.5160	4-02-14-19
4.Colorado-Bobsled - K.Spencer	QLD	11	3-02-36-32	1.3310	4-03-18-16
5.Icefire - P.Taylor	NZ	23	3-09-00-00	1.2270	4-03-23-13
6.Freight Train - D.Parkes	QLD	25	3-10-09-11	1.2140	4-03-44-02
7.Addiction (VIC) - D. & M.Guest	VIC	46	3-17-27-49	1.1280	4-04-54-54
8.Adam's Apple - D.Wivell	TAS	114	4-03-16-04	1.0210	4-05-21-09
9.AHC Hospitals - J.Saul	TAS	28	3-10-54-02	1.2260	4-05-38-10
10.Taubmans Flying Colours - J.Fischer	NSW	30	3-11-16-40	1.2230	4-05-50-55
11.BT Global Challenge - K.French/R.Lock	NSW	41	3-16-32-20	1.1650	4-07-08-52
12.Cadibarra 7 - N.Jones	VIC	42	3-16-40-13	1.1660	4-07-23-22
13.Rockstar - R.Layton	VIC	33	3-14-54-20	1.2030	4-08-32-51
14.Fanny Adams - S.Chapman	NSW	158	4-07-42-16	1.0180	4-09-34-16



# **PI YACHT NAME & SKIPPER**

15.Com Tech - D.Pescud
16.Drake's Prayer - B.Thompson
17.Atalanta - R.Hedreen
18.Volkswagen Sailability - R.McKenzie
19.Pentarch Volante - K.Bell
20.Cotton Blossom (VIC) - D.Greenlaw
21.Decimator - W.Millar
22.Margarita - H.Bakewell
23.Qantas New Zealand - G.Melrose
24.Millennium - J.Clayton
25.Advantage - B.Egerton
26.Pains Wessex - J.Kint
27.Beyond The Fringe - A.Noseda
28.Nina Q1 - G.Humphrey
29.Scavenger - P.Barwick

STATE / CTRY	LINE PLACE	ELAPSED TIME D-H-M-S	TCF	CORRECTED TIME D-H-M-S
NSW	130	4-05-51-27	1.0380	4-09-43-41
VIC	93	4-00-24-38	1.1100	4-11-00-57
USA	32	3-15-04-08	1.2320	4-11-16-08
VIC	8	2-23-38-42	1.5200	4-12-54-01
VIC	137	4-06-16-59	1.0650	4-12-55-53
NSW	51	3-18-20-24	1.2100	4-13-18-41
QLD	45	3-17-09-37	1.2300	4-13-40-02
NSW	61	3-19-09-41	1.2360	4-16-40-32
NZ	90	4-00-22-31	1.1890	4-18-35-25
NSW	82	3-23-32-32	1.2240	4-20-56-37
SA	88	4-00-20-28	1.2230	4-21-49-31
VIC	84	3-23-55-57	1.2360	4-22-34-21
QLD	147	4-06-41-46	1.1580	4-22-55-20
QLD	178	4-09-43-46	1.1610	5-02-45-07
SA	195	4-14-07-13	1.2160	5-13-54-23

## **TPHS Division B**

### **PI YACHT NAME & SKIPPER**

1. Aggro - S.Collis
2. Eclipse - D.Gough
3. Musket Cove Resort, Fiji - L. Tortuga - B.Messenger
4. Prime Number - B.Fitzgibbon
5. Galaxy III - B.Luxton
6. Raffles - M.Welsh
7. Jack Guy - G.Ketelbey
8. Rangitira - K.Williams
9. Henry Kendall Akubra - P.Wilde
10. Charisma - J.Lawler
11. Hyperdrive - J.Clark
12. Sangaree - D.Creese
13. Booze Bus - R.Benson
14. Relish III - B.Bailey
15. More War Games - G.Walker
16. Starferry - J.Conroy
17. Acrux - H.Webb
18. First Lady - T.Collins
19. HiTimeWeWent - R.Belmont
20. All That Jazz - J.Davern
21. Aussie Rules - J.Edwards
22. New Morning II - Heritage Chocolates -R.New
23. French Pine Natelle II - G. & J.Roper
24. Barcoo - G.Johnston
25. Seaulater - J.Mawer
26. Shining Star - J.Anthony
27. Sapphire Saga - R.Husband
28. Paycheque - P.Williams
29. Captain Bligh - R.Spence
30. Anaconda - B.Fischer

STATE / CTRY	LINE PLACE	ELAPSED D-H-M-S	TCF	CORRECTED TIME D-H-M-S
VIC	103	4-01-10-10	0.9520	3-20-30-19
TAS	143	4-06-30-04	0.9160	3-21-53-28
NSW	104	4-01-27-21	0.9780	3-23-18-42
VIC	150	4-06-50-09	0.9280	3-23-25-54
VIC	174	4-08-46-43	0.9200	4-00-23-47
VIC	122	4-05-13-57	0.9690	4-02-05-39
NSW	173	4-08-46-31	0.9390	4-02-23-02
VIC	144	4-06-35-00	0.9650	4-02-59-35
NSW	166	4-08-04-54	0.9670	4-04-38-49
NSW	239	5-00-25-00	0.8610	4-07-40-44
NSW	146	4-06-37-29	1.0110	4-07-45-13
TAS	124	4-05-22-45	1.0240	4-07-48-44
NSW	204	4-16-32-40	0.9250	4-08-06-13
NSW	200	4-15-16-13	0.9430	4-08-55-40
VIC	131	4-05-52-15	1.0420	4-10-08-58
NSW	213	4-19-54-39	0.9260	4-11-20-00
NSW	198	4-15-00-15	0.9710	4-11-47-06
VIC	217	4-20-20-48	0.9410	4-13-28-56
VIC	176	4-08-47-51	1.0470	4-13-43-23
NSW	228	4-23-04-22	0.9410	4-16-02-51
NSW	238	5-00-18-04	0.9520	4-18-31-36
VIC	244	5-01-44-23	0.9480	4-19-24-33
TAS	223	4-21-57-12	0.9790	4-19-28-35
NSW	230	4-23-24-04	0.9690	4-19-41-59
QLD	210	4-19-37-16	1.0020	4-19-51-08
NSW	216	4-20-14-36	1.0080	4-21-10-24
NSW	209	4-18-47-55	1.0310	4-22-21-27
NSW	283	5-16-22-44	0.8910	5-01-30-49
VIC	276	5-10-12-29	0.9410	5-02-31-33
NSW	292	5-19-51-01	0.9340	5-10-37-12

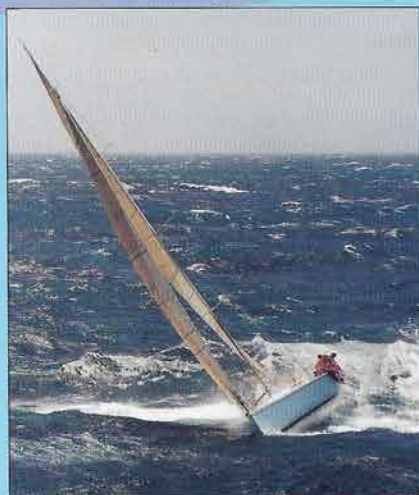
## **TPHS Division C**

### **PI YACHT NAME & SKIPPER**

1. Coromandel 3 - D.Burton
2. Shenandoah III - J.Charody
3. Katinka - D.O'Connell
4. Tradelink Conundrum - T.Cowdery
5. Scorpio 2 - M.Haller
6. Sarnia - P.Rae
7. Sunseeker - J.Smith
8. Metro Busy Bee - J.Cordell
9. Up River - N.Wyzenbeek
10. City Limits - M.Carr
11. Waterwynch - T.Noar
12. Bravado (VIC) - C.Cowley
13. Yemanja - H.Bender

STATE / CTRY	LINE PLACE	ELAPSED D-H-M-S	TCF	CORRECTED TIME D-H-M-S
VIC	197	4-14-18-47	0.9460	4-08-21-22
NSW	256	5-04-53-10	0.8550	4-10-46-39
NSW	296	5-20-20-27	0.7690	4-11-55-20
NSW	273	5-09-59-37	0.8620	4-16-03-16
VIC	274	5-10-00-28	0.8620	4-16-04-00
TAS	290	5-18-53-50	0.8170	4-17-28-44
TAS	293	5-19-39-18	0.8240	4-19-04-33
TAS	259	5-06-54-04	0.9070	4-19-05-58
NSW	306	6-02-47-25	0.7870	4-19-31-26
NSW	262	5-07-31-43	0.9130	4-20-26-01
TAS	298	5-20-30-27	0.8420	4-22-18-26
TAS	295	5-20-20-27	0.8620	5-00-58-26
NSW	308	7-04-27-57	0.7970	5-17-27-19

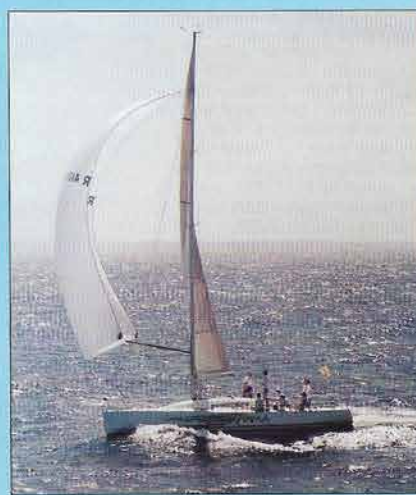
1994 IMS DIV B - Ninety Seven



1994 IMS DIV D - Raptor



1995 - Terra Firma





Retired: Adelsa, Akuna, Asterix, Audacity, Auspicious, Berrimilla, Big Schott, Bluebottle, Blue Max, Blue Orchid, Boffin, Boomerang X, Bravado (TAS), Breville Easy Pie, C-Star, Cadence of Cooloola, Canimi, Capucine, Colonial Heritage, Condell Vann Sayonara, Destiny, Folio, Fortlet, Freedom, Gordon River Cruises, Gypsy, Inner Circle, Innkeeper Petaluma Wines, Joyride, Jupiter, Kodak Express, Lahara, Macbess, Madrigal, Manitou Matilda Cruises, Margaret Rintoul, Maui, Moby Dick, Moneyspinner III, Monier Top Cat, Muir Windlasses, Mulberry, Nerida, Noeleen III, Nynja Go, Phantom, Pyewackett, Raven, Ron of Argyll, Sagitta (VIC), Sea-D, Second Lady, Special Effects, The Alice, Tibia, Tiercel, Tondelayo, Trevassa, Utiekah III, Weowna Winna, Wild Wave, Zulu Chief.

#### 1995 - 98 starters

#### LINE HONOURS AND OVERALL IMS PLACINGS

YACHT LINE	ELAPSED TIME D-H-M-S	OVERALL IMS
1. Sayonara - L. Ellison USA	3-00-53-35	25
2. Brindabella - G. Snow NSW	3-02-53-59	30
3. Foxtel Amazon - P. Walker NSW	3-04-54-39	TPHS
4. Fudge - A. Starling NSW	3-05-48-56	56
5. Ragamuffin - S. Fischer NSW	3-09-38-04	07
6. Bartercard Morning Mist III - A. Neate VIC	3-11-36-37	53
7. Infinity II - M. James NSW	3-11-36-37	54
8. Ninety Seven - A. Strachan NSW	3-13-00-35	10
9. Ausmaid - G. Gjergja VIC	3-13-03-18	11
10. Helsal II - K. Flint SA	3-14-04-09	TPHS
11. Rager - P. Bush NSW	3-14-14-50	TPHS
12. Quest - B. Steel NSW	3-14-17-47	2
13. Atara - J. Storey IRE	3-15-09-34	8
14. Terra Firma - Carlile / Wilson VIC	3-15-10-24	1
15. Stewart Toyota - Roberts NSW	3-15-30-14	4
16. Maglieri Wines - G. Vercoe SA	3-15-54-48	5
17. Assassin - R. Crawford NSW	3-16-19-09	6
18. Seaview Challenge Again - L. Abrahams VIC	3-17-52-03	12
19. Sycorax - M. Quinn NSW	3-19-43-23	17
20. Freight Train - D. Parkes VIC	3-19-52-38	63
21. Sancho Pansa - H. Hensel GER	3-20-27-38	20
22. Valheru - T. Lyall TAS	3-20-48-18	37
23. AMP Wild Oats - B. Foye NSW	3-20-53-26	9
24. Local Hero XII - G. Howison SCOT	4-00-58-26	14
25. Hartz Mineral Water - J. Fuglsang TAS	4-01-12-34	16
26. Storatek Yendys - G. Ross NZ	4-01-13-08	24
27. Bright Morning Star - H. Treharne NSW	4-01-20-22	53
28. Liberator - D. Curlewis VIC	4-01-21-50	23
29. Breakaway Café Who - W. Banks-Smith TAS	4-01-53-47	26
30. Mirrabooka - J. Bennetto TAS	4-02-22-49	43
31. Dictator - B. Mead NSW	4-02-38-33	39
32. Dixie Chicken - B. Eddington VIC	4-03-21-22	27
33. Skilled 2KY - B. Mulkearns NSW	4-03-51-22	18
34. JLV Chutzpah - B. Taylor VIC	4-06-27-32	13
35. Bacardi - G. Ainley VIC	4-06-35-30	28
36. Sheraton - I. Smith TAS	4-06-31-37	29
37. Aspect Computing - D. Pescud NSW	4-06-55-27	TPHS
38. Margaret Rintoul II - R. Purcell NSW	4-06-55-54	21
39. Iceberg - G. Gibson NSW	4-06-56-52	64
40. Foreshore - I. Young TAS	4-07-10-51	40
41. Otago - R. Moore NSW	4-07-11-23	50
42. Pilgrim - D. Quirk NSW	4-07-51-29	55
43. Kings Cross - R. Stone NSW	4-07-54-02	15
44. Interlude - D. Murphy USA	4-08-22-07	TPHS
45. Mortgage Choice - A. Wilmot NSW	4-08-55-37	49
46. Sweet Caroline - B. Rawson VIC	4-09-16-24	TPHS
47. Polaris - J. Quinn NSW	4-09-30-57	22
48. Adam's Apple - D. Wivell TAS	4-10-34-18	TPHS
49. Surefoot - D. Millikan VIC	4-10-50-28	TPHS
50. King Billy - P. Bennett NSW	4-11-13-16	33
51. Xtatic - B. Gooley NSW	4-11-34-02	60
52. Henry Kendall Akubra - P. Wilde NSW	4-11-47-12	TPHS
53. Inner Circle - D. Pomfret NSW	4-12-17-17	59
54. Kingurra - P. Joubert VIC	4-12-28-04	52
55. Nortas Salmon - A. Doedens TAS	4-13-36-24	42
56. Forzado - G. Phillips NSW	4-13-49-32	38
57. Hogsbreath Witchdoctor - Rum Consortium NSW	4-16-02-05	TPHS
58. WOW Nortel - K. Goudge NSW	4-16-06-51	66
59. Domino II - I. Davidson NZ	4-16-09-38	65
60. 9-11 Bottleshops - J. Cordell TAS	4-16-29-41	TPHS
61. Adrenalin - P. Davis NSW	4-17-49-04	TPHS
62. Fly By Night - J. Drake VIC	4-18-24-08	47
63. Willyama - J. Runnegar SA	4-18-29-17	61
64. She II - P. Rodgers NSW	4-18-39-00	67
65. Mark Twain - H. O'Neill NSW	4-18-45-10	45
66. Huon Chief - A. Hay TAS	4-19-25-27	35
67. Mercedes III - P. Hinrichsen VIC	4-21-29-44	34
68. Soave II Vento - S. Niemann VIC	4-22-12-34	72
69. Leda - T. McGrath SA	4-22-37-36	71
70. Suraya - C. Striber NSW	4-23-06-27	32
71. Boss Bluebottle - A. Allan NSW	4-23-04-08	57
72. Charlott of Cerberus - I. Rushton NSW	4-23-04-19	70
73. Magic - P. Spry-Bailey VIC	4-23-08-04	TPHS
74. Charisma - J. Lawler NSW	4-23-09-37	TPHS
75. Alexander of Creswell - B. Rose NSW	4-23-10-06	68
76. Marara - B. Ratcliff NSW	4-23-10-53	19
77. Breakaway - M. Power VIC	4-23-12-16	31
78. Adelsa - P. Kline NSW	4-23-13-55	46
79. Portobello - M. Matthews NSW	4-23-25-37	44
80. Southerly - D. Mickleborough NSW	4-23-25-49	3
81. Avenger - H. Leggett VIC	5-00-22-58	TPHS
82. Lady Penrhyn of Nimba - G. Stewart NSW	5-00-46-31	69
83. Shenandoah III - J. Charody NSW	5-01-38-53	38

84. Zeus II - J. Dunstan NSW	5-04-53-04	41
85. Brindabella II - R. Sayers VIC	5-04-57-27	58
86. Berrimilla - A. Whitworth NSW	5-05-33-07	48
87. Take Time - G. Smith NSW	5-05-39-55	TPHS
88. Hot Shot - M. Norman TAS	5-08-25-04	51
89. Cika - T. Hill NSW	5-13-36-50	62
90. Phantom - J. & L. Morris NSW	6-08-26-52	TPHS
91. Tibia - R. Wallis VIC	6-18-31-45	74
92. Lahara - P. Asche NSW	7-01-10-54	73
Retired: Bit O Fluff (QLD), Boomerang Morse Fans (QLD), Maui (NSW), PL Lease Future Shock (VIC), Public Bar (QLD), Southern Cross Television (TAS).		

#### IMS Division A

YACHT NAME	ELAPSED H-M-S	CORRECTED H-M-S
Sayonara	72-53-35	73-37-43
Brindabella	74-53-59	74-54-59
Fudge	77-48-56	78-23-47
Freight Train	91-52-38	80-16-02
Calculation System is Implied Wind		
18.0% Boat	25.0% 52R 0.0% 60R	Real Scratch Bt Ave Off
8.0% 110R	8.0% 120R 4.0% 135R	10.0% 75R 3.0% 90R
		3.0% 150R 21.0% Run

#### IMS Division B

YACHT NAME	ELAPSED H-M-S	CORRECTED H-M-S
Stewart Toyota	87-30-14	87-36-12
Seaview Challenge	89-52-03	89-50-46
Local Hero	96-58-26	90-41-34
Sycorax	91-43-23	91-34-39
Sancho Pansa	92-27-38	92-27-38
Calculation System is Implied Wind		
18.4% Beat	34.7% 52R 1.0% 60R	Real Scratch Bt Ave Off
7.1% 110R	7.1% 120R 3.1% 135R 3.1% 150R	8.2% 75R 2.0% 90R
		15.3% Run

#### IMS Division C

YACHT NAME	ELAPSED H-M-S	CORRECTED H-M-S
Terra Firma	87-10-24	82-22-36
Quest	86-17-47	82-30-18
Maglieri Wines	87-54-48	83-43-18
Assassin	88-19-09	83-45-02
Ragamuffin	81-38-04	84-11-52
Atara	87-09-34	84-23-06
AMP Wild Oats	92-58-26	84-24-48
Ninety Seven	85-00-35	84-32-11
Ausmaid	85-03-18	85-03-18
JLV Chutzpah	102-27-32	86-40-18
Kings Cross	103-54-02	86-59-33
Hartz Mineral Water	97-12-34	87-14-33
Skilled 2KY	99-51-22	87-32-32
Liberator	97-21-50	89-03-41
Breakaway Café Who	97-53-47	89-25-19
Dixie Chicken	99-21-22	90-06-13
Valheru	92-48-18	91-14-33
Dictator	98-38-33	91-22-01
Fly By Night	114-24-08	92-58-27
Mortgage Choice	104-55-37	93-02-26
Calculation System is Implied Wind		
17.2% Beat	31.3% 52R 0.0% 60R	Real Scratch Bt Ave Off
7.1% 110R	7.1% 120R 3.0% 135R	8.1% 75R 2.0% 90R
		8.1% 150R 16.2% Run

#### IMS Division D

YACHT NAME	ELAPSED H-M-S	CORRECTED H-M-S
Margaret Rintoul	102-55-54	94-49-25
Storatek Yendys	97-13-08	95-46-18
Bacardi	102-35-30	96-58-01
Sheraton	102-41-37	97-22-20
Foreshore	103-10-51	98-20-11
Mirrabooka	98-22-49	98-22-49
Otago	103-11-23	99-57-50
Bright Morning Star	97-20-22	100-40-24
Infinity III	83-36-37	100-58-20
Pilgrim	103-51-29	101-46-35
Inner Circle	108-17-17	102-37-01
Xtatic	107-34-02	102-57-20
Iceberg	102-56-52	104-15-30
WOW Nortel	112-06-51	104-54-01
Leda	118-37-36	110-24-06
Soave II Vento	118-12-34	113-58-36
Calculation System is Implied Wind		
18.2% Beat	32.3% 52R 1.0% 60R	Real Scratch Bt Ave Off
7.1% 110R	7.1% 120R 3.0% 135R	8.1% 75R 6.1% 90R
		2.0% 150R 15.2% Run

#### IMS Division E

YACHT NAME	ELAPSED H-M-S	CORRECTED H-M-S
Polaris	105-30-57	102-42-09
King Billy	107-13-16	104-57-53
Mercedes III	117-29-44	105-03-58
Huon Chief	115-25-27	105-08-11
Forzado	109-49-32	105-29-04
Nortas Salmon	109-36-24	105-48-47
Mark Twain	114-45-10	106-35-22
Kingurra	109-36-24	108-51-39
Boss Bluebottle	119-07-08	109-15-08
Willyama	114-29-17	110-48-05
Domino II	112-09-38	112-09-38
She II	114-39-00	113-01-47



Alexander of Creswell	119-10-06	113-11-31
Lady Penrhyn of Nirimba	120-46-31	114-08-48
Charlotte of C.	119-07-19	114-50-31
Calculation System is Implied Wind	Real Scratch Bt	Ave Off
18.4% Beat	34.7% 52R 1.0% 60R	8.2% 75R 2.0% 90R
7.1% 110R	7.1% 120R 3.1% 135R	3.1% 150R 15.3% Run

#### IMS Division F YACHT NAME

	ELAPSED H-M-S	CORRECTED H-M-S
Southerly	119-25-49	103-58-28
Marara	119-10-53	111-43-08
Breakaway	119-12-16	116-01-15
Suraya	119-06-27	116-01-58
Shenandoah III	121-38-53	117-23-36
Zeus II	124-53-04	117-38-53
Portobello	119-25-37	117-45-26
Adelsa	119-13-55	119-13-55
Berrimilla	125-33-07	120-11-00
Hot Shot	128-25-04	120-43-49
Brindabella II	124-57-27	123-21-31
Cika	133-36-50	125-35-16
Lahara	Projected	153-36-56
Tibia	Projected	169-35-36
Calculation System is Implied Wind	Real Scratch Bt	Ave Off
14.1% Beat	36.4% 52R 1.0% 60R	6.1% 75R 5.1% 90R
5.1% 110R	5.1% 120R 5.1% 135R	7.1% 150R 15.2% Run

#### TASMAN PERFORMANCE HANDICAP SYSTEM YACHT NAME

	TCF	ELAPSED D-H-M-S	CORRECTED D-H-M-S
Take Time	0.8174	5-05-39-55	4-06-43-08
Charisma	0.8726	4-23-09-37	4-07-58-45
Aspect Computers	1.0341	4-06-55-27	4-10-26-02

HCP POS	LINE POS	NAME	STATE C-TRY
1	7	Ausmaid - G.Gjergja	VIC
2	2	Exile - W.Miller	HK
3	8	Atara - R.Hickman	NSW
4	6	BZW Challenge - R.Roberts	NSW
5	11	Bit O Fluff - W.Brooks	QLD
6	1	Morning Glory - H.Plattner	GER
7	10	Abracadabra - J.M.Anthony	NSW
8	4	Sydney - C.Curran	NSW
9	13	No Fear - C.Ramm	QLD
10	9	Prime Example - G.Williams	SA
11	14	Maglieri Wines - G.Vercoe	SA
12	45	Atria - G.Ford / R.Hick	VIC
13	30	JLW Chutzpah - J.Taylor	VIC
14	15	Cyclone - J.Keal	TAS
15	51	Impeccable - J.Walker	NSW
16	3	Foxtel Amazon - P.Walker	NSW
17	16	Seaview Challenge Again - L.Abrahams	VIC
18	5	Condor of Curabubula - A.Paola	NSW
19	31	Midnight Rambler - E.Psalis / W.Williams	NSW
20	22	Bob Jane T-Marts 2KY - R.Mulkearn	NSW
21	54	Huon Chief - A.Hay	TAS
22	35	Inner Circle - D.Pompfret & Partners	NSW
23	27	Southern Cross Television - G.Prescott	TAS
24	29	Love And War - P.Kurts	NSW
25	48	The Alice's Neata Glass - G.Owen	NT
26	59	Suraya - C.Sriber	NSW
27	19	Yendys - G.Ross	NSW
28	40	Polaris - J.Quinn	NSW
29	67	Canon Maris - I.Kieman	NSW
30	58	Interum - C.King	TAS
31	52	Spirit of Rani - R.Williams	UK
32	39	Indian Pacific - M.Walker	NZ
33	20	AMP Wild Oats - B.Foye / L.Peckman	NSW
34	47	EOAO Hummingbird - R.Naughton	TAS
35	26	Local Hero - K.Wood	VIC
36	53	New Horizons - M.Kelehar	NSW
37	36	Nips N Tux - H.De Torres	NSW
38	17	Zoe - I.Wheen	NSW
39	69	Lahara - P.Asche	NSW
40	43	Double Image - G.Williams	TAS
41	56	Nortus Salmon - A.Doedens	TAS
42	41	Kingurra - P.Joubert	VIC
43	70	Southerly - D.Mickleborough	NSW
44	52	Spirit of The Alice - P.Herrick	NT
45	23	Mirrabooka - J.Bennetto	TAS
46	28	Wide Load - W.Anderson	NSW
47	18	Valheru - A.Lyall	TAS
48	68	Boomaroo Morse Fans - J.McIntosh	QLD
49	25	One Time Sidewinder - J.Needham	NSW
50	32	Razors Edge - R.Stone	NSW
51	33	Public Bar - J.Davies	QLD
52	63	Breakaway - M.Power	VIC
53	61	Adelsa - P.Kline	NSW
54	34	Grandee of Crabtree Lane - P.Broughton	UK
55	65	Adagio - P.Williams	TAS
56	75	Hobart Food Equipment - E.Frank	TAS
57	72	Brindabella II - R.Sayers	VIC
58	74	Panache - D.Kranchuk	NSW
59	71	Veto - M.Crisp	NSW

Retired: Aspect Computing, Astroboy, Axicorn Long Distance Challenge, Brindabella, Conquistador, Delta Wing, Drake's Prayer, Dulux Innkeeper, Jacobina of Shenval, Klikli, Mineral Magic, Ninety Seven, Prowler, Quest, Ragamuffin, Secret Mens Business, Take Time, Terra Firma.  
Fastest Time: Morning Glory (H.Plattner, Germany) 2 days 14 hours 7 minutes 10 seconds (race record)

Henry K Akubra	0.9891	4-11-47-12	4-10-36-42
Bartercard Morning Mist	1.2828	3-11-36-21	4-11-14-48
Hogsbreath Witchdoctor	0.9760	4-16-02-05	4-13-20-45
Surefoot	1.0300	4-10-50-28	4-14-03-47
Magic	0.9250	4-23-08-07	4-14-12-00
Rager	1.2801	3-14-14-50	4-14-24-18
Adam's Apple	1.0412	4-10-34-18	4-14-57-45
9-11 Bottleshops	0.9900	4-16-29-41	4-15-22-11
Foxtel Amazon	1.4788	3-04-54-39	4-17-44-09
Adrenalin	1.000	4-17-49-04	4-17-49-04
Phantom	0.7540	6-08-36-50	4-19-04-15
Sweet Caroline	1.0985	4-09-16-24	4-19-38-34
Helsal II	1.3631	3-14-04-09	4-21-19-15
Avenger	1.000	4-14-22-58	5-00-22-58
Interlude	1.2900	4-08-55-37	5-15-21-21

Retired: Bit O Fluff, Boomaroo Morse Fans, Maui, PL Lease Future Shock, Public Bar, Southern Cross Television.

Fastest Time: Sayonara (Larry Ellison, USA) 3 days 00 hours 53 minutes 35 seconds.  
1995 Race and Weather: After the record fleet for the 50th race, entries were down dramatically for the 51st race and, as the small number of retirements indicates, they had an easy, at times frustrating, sail to Hobart. The race began in a moderate nor'easter giving a windward start followed by a fast spinnaker dash down the NSW coast on the first afternoon and evening. Overnight, the wind backed to the SW. There was some hard reaching in the south-westerly in Bass Strait, the strongest gusts reported being 43 knots. Once the fleet reached the lee of the Tasmanian east coast, the breezes were generally light and fluky. While the leaders had a record within their sights halfway across Bass Strait, their prospects died with the breeze north of Tasman Island, as did the corrected time chances of some of the grand prix IMS boats. The overall win by Terra Firma was only the fourth by a Victorian yacht in the history of the race, while Sayonara was the first US yacht to take line honours since 1977.

#### 1996 - 95 starters IMS OVERALL RESULTS

IMS DIV	ELAPSED TIME	IMS TCF	IMS CORR TIME
B	3-02-31-45	0.8131	2-12-35-59
B	2-16-53-15	0.9366	2-12-46-25
B	3-05-08-47	0.7881	2-12-47-57
B	3-01-58-25		
B	3-07-45-20	0.7748	2-13-47-41
A	2-14-07-10	1.0000	2-14-07-10
D	3-07-13-32	0.8034	2-15-38-59
A	2-22-56-35	0.8996	2-15-49-13
D	3-11-51-01	0.7654	2-16-10-44
D	3-05-18-40	0.8435	2-17-12-43
B	3-12-07-55	0.7836	2-17-55-33
C	4-05-10-06	0.6593	2-18-42-01
C	4-00-24-38	0.6984	2-19-19-59
B	3-12-15-33	0.8016	2-19-32-32
C	4-06-31-31	0.6637	2-20-02-46
A	2-21-31-53	0.9874	2-20-39-19
D	3-14-46-37	0.7929	2-20-48-20
A	3-01-10-29	0.9453	2-21-10-19
D	4-00-35-10	0.7172	2-21-16-18
C	4-00-16-02	0.7234	2-21-38-23
E	4-07-22-57	0.6742	2-21-42-02
D	4-02-45-49	0.7111	2-22-13-51
D	4-00-20-05	0.7323	2-22-32-45
E	4-00-20-08	0.7325	2-22-33-57
F	4-06-01-27	0.6923	2-22-37-53
F	4-11-51-17	0.6553	2-22-40-38
E	3-22-25-13	0.7488	2-22-42-11
E	4-04-58-03	0.7021	2-22-53-21
F	5-02-10-05	0.5807	2-22-56-35
F	4-11-39-25	0.6621	2-23-16-47
F	4-07-01-10	0.6921	2-23-17-59
D	4-04-51-50	0.7096	2-23-34-23
B	3-23-58-20	0.7461	2-23-36-18
E	4-05-49-35	0.7046	2-23-44-49
D	4-00-19-12	0.7468	2-23-55-54
F	4-07-20-37	0.7018	3-00-31-36
D	4-04-03-24	0.7291	3-00-57-05
D	3-22-10-44	0.7755	3-01-02-09
F	5-04-59-02	0.5847	3-01-04-41
E	4-05-05-05	0.7257	3-01-21-26
E	4-08-34-09	0.7050	3-01-43-17
E	4-05-00-33	0.7325	3-01-59-21
F	5-05-15-27	0.5952	3-02-33-12
F	4-11-55-19	0.6915	3-02-37-41
E	4-00-16-02	0.7760	3-02-42-12
E	4-00-20-07	0.7769	3-02-50-34
B	3-22-16-13	0.7981	3-03-14-14
F	5-04-46-16	0.6040	3-03-21-42
E	4-00-16-29	0.7935	3-04-23-38
C	4-02-23-42	0.7771	3-04-27-46
D	4-02-27-57	0.7769	3-04-29-53
F	4-21-32-54	0.6508	3-04-30-02
E	4-20-08-05	0.6679	3-05-35-59
F	4-02-37-30	0.7870	3-05-37-04
F	5-00-58-06	0.6502	3-06-39-13
F	5-12-22-47	0.5989	3-07-16-56
F	5-06-42-46	0.6425	3-09-24-34
F	5-08-27-42	0.6440	3-10-43-46
E	5-06-05-07	0.6582	3-10-59-22



# PHS DIVISIONAL RESULTS

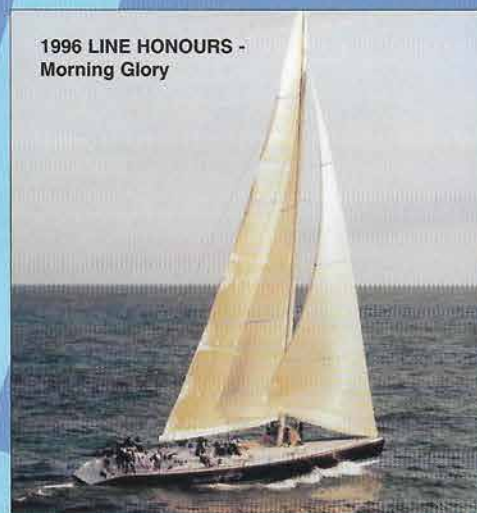
HCP POS	LINE	NAME	STATE /	ELAPSED	PHS TCF	PHS CORR
POS	C'TRY	TIME	TIME			
1	50	Barcoo - G.Johnston	NSW	4-06-30-40	0.9250	3-22-49-22
2	46	Pippin - D.Taylor	NSW	4-05-10-45	0.9675	4-01-53-27
3	73	Katinka - D.O'Connell	NSW	5-08-05-30	0.7654	4-02-02-29
4	66	Berrimilla - A.Whitworth	NSW	5-01-18-01	0.8140	4-02-44-18
5	37	Adrenalin - P.Davis / P.Hamilton	NSW	4-04-37-22	1.0085	4-05-28-41
6	44	Hogsbreath Witchdoctor - Rum Consortium	NSW	4-05-05-17	1.0048	4-05-34-24
7	42	YKK Di Hard - M.Madenwald	USA	4-05-01-50	1.0500	4-10-04-55
8	57	Sea Eagle - J.Curtis	VIC	4-10-41-42	1.0000	4-10-41-42
9	64	Charisma - J.Lawler	NSW	4-23-21-18	0.8949	4-10-48-39
10	38	HiTimeWeWent - R.Hampshire	VIC	4-04-51-27	1.0700	4-11-55-03
11	24	Rock N Roll - K.Williams	NSW	4-00-16-20	1.1262	4-12-25-18
12	21	Bright Morning Star - H.Treharne	NSW	4-00-14-32	1.1293	4-12-41-11
13	12	Frenchpine Helsal II - G.Mansfield	TAS	3-08-43-27	1.3548	4-13-21-54
14	62	Mark Twain - H.O'Neill	NSW	4-20-29-20	0.9389	4-13-22-17
15	55	Lady Quaeso - R.Collard	UK	4-08-14-25	1.1650	5-01-26-24
16	49	Antipodes - G.Hill	NSW	4-06-17-56	1.1900	5-01-44-08
17	76	Redigo - M.Cooper	TAS	6-05-40-14	0.8250	5-03-28-42
18	77	David Hannah - V.Jones	SA	7-11-07-53	0.8300	6-04-40-45

# IMS DIVISIONAL RESULTS

HCP POS	YACHT NAME	IMS DIV	ELAPSED	IMS TCF	IMS CORR
TIME	TIME				
1	Exile	A	2-16-53-15	0.9366	2-12-46-25
2	Morning Glory	A	2-14-07-10	1.0000	2-14-07-10
3	Sydney	A	2-22-56-35	0.8996	2-15-49-13
4	Foxtel Amazon	A	2-21-31-53	0.9874	2-20-39-19
5	Condor of Currabubula	A	3-01-10-29	0.9453	2-21-10-19
1	Ausmaid	B	3-02-31-45	0.8131	2-12-35-59
2	Atara	B	3-05-08-47	0.7881	2-12-47-57
3	BZW Challenge	B	3-01-25-25	0.8283	2-12-49-00
4	Bit O Fluff	B	3-07-45-20	0.7748	2-13-47-41
5	Maglieri Wines	B	3-12-07-55	0.7836	2-17-55-33
6	Cyclone	B	3-12-15-33	0.8016	2-19-32-32
7	AMP Wild Oats	B	3-23-58-20	0.7461	2-23-36-18
8	Valheru	B	3-22-16-13	0.7981	3-03-14-14
1	Atria	C	4-05-10-06	0.6593	2-18-42-01
2	JLW Chutzpah	C	4-00-24-38	0.6984	2-19-19-59
3	Impeccable	C	4-06-31-31	0.6637	2-20-02-46
4	Bob Jane T-Marts 2KY	C	4-00-16-02	0.7234	2-21-38-23
5	Razors Edge	C	4-02-23-42	0.7771	3-04-27-46
1	Abracadabra	D	3-07-13-32	0.8034	2-15-38-59
2	No Fearr	D	3-11-51-01	0.7654	2-16-10-44
3	Prime Example	D	3-05-18-40	0.8435	2-17-12-43
4	Seaview Challenge Again	D	3-14-46-37	0.7929	2-20-48-20
5	Midnight Rambler	D	4-00-35-10	0.7172	2-21-16-18
6	Inner Circle	D	4-02-45-49	0.7111	2-22-13-51
7	Southern Cross Television	D	4-00-20-05	0.7323	2-22-32-45
8	Indian Pacific	D	4-04-51-50	0.7096	2-23-24-23
9	Local Hero	D	4-00-19-12	0.7468	2-23-55-54
10	Nips N Tux	D	4-04-03-24	0.7291	3-00-57-05
11	Zoe	D	3-22-10-44	0.7755	3-01-02-09
12	Public Bar	D	4-02-27-57	0.7769	3-04-29-53
1	Huon Chief	E	4-07-22-57	0.6742	2-21-42-02
2	Love And War	E	4-00-20-08	0.7325	2-22-33-57
3	Yendys	E	3-22-25-19	0.7488	2-22-42-11
4	Polaris	E	4-04-58-03	0.7021	2-22-53-21
5	EOAO Hummingbird	E	4-05-49-35	0.7046	2-23-44-49
6	Double Image	E	4-05-05-05	0.7257	3-01-21-26
7	Nortus Salmon	E	4-08-34-09	0.7050	3-01-43-17
8	Kingurra	E	4-05-00-33	0.7325	3-01-59-21
9	Mirrabooka	E	4-00-16-02	0.7760	3-02-42-12
10	Wide Load	E	4-00-20-07	0.7769	3-02-50-34
11	One Time Sidewinder	E	4-00-16-29	0.7935	3-04-23-38
12	Adelsa	E	4-20-08-05	0.6679	3-05-33-51
13	Grandee of Crabtree Lane	E	4-02-37-30	0.7870	3-05-37-04
14	Veto	E	5-06-05-07	0.6582	3-10-59-22
1	The Alice's Neata Glass	F	4-06-01-27	0.6923	2-22-37-53
2	Suraya	F	4-11-51-17	0.6553	2-22-40-38
3	Canon Maris	F	5-02-10-05	0.5807	2-22-56-35
4	Interum	F	4-11-39-25	0.6621	2-23-16-47
5	Spirit of Rani	F	4-07-01-10	0.6921	2-23-17-59
6	New Horizons	F	4-07-20-37	0.7018	3-00-31-36
7	Lahara	F	5-04-59-02	0.5847	3-01-04-41
8	Southerly	F	5-05-15-27	0.5952	3-02-33-12
9	Spirit of The Alice	F	4-11-55-19	0.6915	3-02-37-41
10	Boomaroo Morse Fans	F	5-04-46-16	0.6040	3-03-21-42
11	Breakaway	F	4-21-32-54	0.6508	3-04-30-02
12	Adagio	F	5-00-58-06	0.6502	3-06-39-13
13	Hobart Food Equipment	F	5-12-22-47	0.5989	3-07-16-56
14	Brindabella II	F	5-06-42-26	0.6425	3-09-24-34
15	Panache	F	5-08-27-42	0.6440	3-10-43-46



1996 OVERALL - Ausmaid



1996 LINE HONOURS -  
Morning Glory

1996 Race and Weather: The Telstra Sydney to Hobart began in a light northerly breeze and a strong flowing ebb tide on Sydney Harbour which saw more than 25 yachts break the start, several not returning until almost an hour. Within a few hours the fleet was hit by a southerly buster and with the wind reaching 40 knots and a steep sea building up, it soon took its toll. Among the favourites forced out were the maxi yacht Brindabella with a broken mast and IMS champion Ragamuffin with a ripped mainsail. By next morning the southerly had abated and by early afternoon the fleet was enjoying a spinnaker sail down the NSW South Coast, with the nor'easter building as the leaders entered Bass Strait. At times Morning Glory was surfing at more than 30 knots before the northerly, her sights right on a race record. She ran into frustrating light winds and blanketing fog near Tasman Island. As she sailed slowly across Storm Bay, it was touch-and-go whether Kialoa's 21-year-old record of 2 days 14 hours 36 minutes 56 seconds would be broken. However, a south-wester built up late in the evening of December 28th and at 0230 hours on December 29th Morning Glory was in the River Derwent, 11 miles to sail. Two-sail reaching in the 15-20 knot breeze, Morning Glory swept up the river and crossed the finish line off Battery Point, Hobart, at the historic time of 03.07.10 on the morning of Sunday, December 29th. Her elapsed time broke Kialoa's record by a mere 29 minutes 46 seconds. Astern of the leaders, light winds and fog continued to frustrate the main bulk of the fleet, with the last yacht not finishing until the early hours of January 3rd. Morning Glory also collected Telstra's special prize of \$300,000 for breaking the long standing record.



**1997 LINE HONOURS - 114 Starters**

SAIL #	PLACE	NAME	SKIPPER	DATE	FINISHING TIME	ELAPSED TIME
DHMS						
C1	1	Brindabella	George Snow, NSW	29-Dec	12 37 12	2 23 37 12
HKG88	2	Exile	Warwick Miller, Hong Kong	29-Dec	12 46 40	2 23 46 40
SM1	3	P.L. Lease Future Shock	Peter Hansen, VIC	29-Dec	17 59 56	3 04 59 56
SA1431	4	Marchioness	Marchioness Syndicate, NSW	29-Dec	18 15 58	3 05 15 58
AUS70	5	Ragamuffin	Syd Fischer, NSW	29-Dec	20 42 44	3 07 42 44
HKG1997	6	Beau Geste	Karl C. Kwok, Hong Kong	29-Dec	20 42 50	3 07 42 50
SWE2001	7	Nicorette	Ludde Ingvall, Sweden	29-Dec	20 59 22	3 07 59 22
M250	8	Seac Banche	Adan Ricci, Italy	29-Dec	22 12 10	3 09 12 10
SM100	9	Ausmaid	Giorgio Gjergja, VIC	29-Dec	22 36 14	3 09 36 14
S4606	10	Motorola Young Australia	Lawrence Shannon, VIC	29-Dec	02 13 01	3 13 13 01
	11	Australian Challenge 2000	Ray Roberts, NSW	29-Dec	02 23 50	3 13 23 50
9797	12	Ninety Seven	Andrew Strachan, NSW	29-Dec	02 35 48	3 13 35 48
B2000	13	Brighton Star	David Gotze, VIC	29-Dec	03 31 22	3 14 31 22
IRL8000	14	Atara	Roger Hickman / John Storey, NSW	30-Dec	09 05 43	3 20 05 43
5444	15	Silentnight Beds	David Witt, NSW	30-Dec	10 46 19	3 21 46 19
1993	16	Yendys	Geoffrey Ross, NSW	30-Dec	11 57 12	3 22 57 12
4100	17	Terra Firma	Peter Bartels / Stewart Nieman, VIC	30-Dec	12 21 29	3 23 21 29
JPN3000	18	Summer Boy	Eiichiro Tatsui, Japan	30-Dec	12 22 50	3 23 22 50
HKG1888	19	Hi Fidelity	Neil Pryde, Hong Kong	30-Dec	12 29 35	3 23 29 35
NZ8455	20	White Cloud	Brett Neill, NZ30	30-Dec	14 46 50	4 01 46 50
SA999	21	Maglieri Wines	Geoffrey Vercoe, SA	30-Dec	14 49 57	4 01 49 57
1195	22	Valheru	Anthony Lyall, TAS	30-Dec	15 03 54	4 02 03 54
SM2	23	Seaview Challenge Again	Lou Abrahams, VIC	30-Dec	15 08 42	4 02 08 42
9090	24	Quest	Mike Broughton, Britain	30-Dec	15 15 09	4 02 15 09
5642	25	Christine Jay II	Ron Jones, NSW	30-Dec	15 20 56	4 02 20 56
SA3300	26	Secret Mens Business	Geoff Boettcher, SA	30-Dec	15 36 38	4 02 36 38
NZL5990	27	Andiamo	Andrew Taylor, NZ	30-Dec	16 17 15	4 03 17 15
4826	28	Aspect Computing	David Pescud, NSW	30-Dec	16 32 37	4 03 32 37
5600	29	Doctel Rager	Gary Shanks, SA	30-Dec	16 39 27	4 03 39 27
M4	30	Bob Jane T-Marts	Nigel Jones, VIC	30-Dec	17 25 08	4 04 25 08
6144	31	J44 Phoenix	Rob Reynolds, NSW	30-Dec	17 45 35	4 04 45 35
CR1	32	Neftenga	Trevor Taylor, WA	30-Dec	17 56 11	4 04 56 11
A8	33	Mirabooka	John Bennetto, TAS	30-Dec	18 56 35	4 05 56 35
6107	34	Adria	Christopher Gorman, NSW	30-Dec	19 19 57	4 06 19 57
NZL6572	35	Icelfire	R & P Goldstiver, NSW	30-Dec	19 45 58	4 06 45 58
5300	36	Drake's Prayer	Graham Gibson, NSW	30-Dec	20 04 40	4 07 04 40
Sm6	37	Dixie Chicken	Bruce Eddington, VIC	30-Dec	20 58 22	4 07 58 22
YC5572	38	Kingtide	Kevan Pearce, SA	30-Dec	23 50 18	4 10 50 18
R1000	39	Prima Donna	Barry Fitzgibbon, VIC	31-Dec	00 44 07	4 11 44 07
R33	40	Chutzpah	Bruce Taylor, VIC	31-Dec	00 49 07	4 11 49 07
A16	41	Wide Load	Warren Anderson, NSW	31-Dec	01 27 29	4 12 27 29
R5180	42	Sorbet Sweet Caroline	Bill Rawson, VIC	31-Dec	01 34 21	4 12 34 21
377	43	Bacardi	Graham Ainley / John Williams, VIC	31-Dec	02 27 14	4 13 27 14
4057	44	Tetra Marine Witchcraft II	Rob Kothe, NSW	31-Dec	03 11 01	4 14 11 01
G710	45	Hlimewewent	Robert Hampshire, VIC	31-Dec	03 57 20	4 14 57 20
105	46	Karakoram	Lachlan Murdoch, NSW	31-Dec	04 08 47	4 15 08 47
NZL69	47	Sows Ear	Richard Ayton, NZ	31-Dec	04 26 20	4 15 26 20
5995	48	Nips-N-Tux	Howard de Torres, NSW	31-Dec	04 36 01	4 15 36 01
R32747	49	Serenity II	David Burton, VIC	31-Dec	04 36 53	4 15 36 53
1987	50	Bright Morning Star	Hugh Treharne, NSW	31-Dec	05 07 57	4 16 07 57
4040	51	Nadia IV	Teki Dalton, ACT	31-Dec	05 22 35	4 16 22 35
6336	52	Loose Change	Clive Gilmour, NSW	31-Dec	05 27 28	4 16 27 28
4182	53	Uptown Girl	Rod Winton, NSW	31-Dec	05 50 36	4 16 50 36
RQ48	54	Valhalla	Doug Middleton, QLD	31-Dec	06 16 53	4 17 16 53
5426	55	Out Of The Blue	Kevan Johnston, QLD	31-Dec	06 18 57	4 17 18 57
3767	56	Mistress Mercy	James Murchison, NSW	31-Dec	06 20 44	4 17 20 44
4168	57	Tassie Wins	Jeff Cordell, TAS	31-Dec	06 24 00	4 17 24 00
M89	58	Storm Rider	John Elgar, NSW	31-Dec	06 24 32	4 17 24 32
M74	59	Highland Fling	Keith Thorn, NSW	31-Dec	06 31 43	4 17 31 43
5527	60	Polaris	John Quinn, NSW	31-Dec	06 33 22	4 17 33 22
B23	61	Kingurra	Peter Joubert, VIC	31-Dec	06 58 32	4 17 58 32
315	62	Double Or Nothing	Jon Bush, QLD	31-Dec	08 14 56	4 19 14 56
M762	63	Inner Circle	Dennis Pomfret, NSW	31-Dec	08 18 40	4 19 18 40
SM5240	64	Cavalcade	Peter Lloyd, VIC	31-Dec	08 23 51	4 19 23 51
2557	65	Hogs Breath Witch Doctor	Rum Consortium, NSW	31-Dec	08 24 40	4 19 24 40
SM8	66	Jacobina of Shenval	Robert Green & Peter Newman, NSW	31-Dec	08 27 22	4 19 27 22
MH471	67	Turkey Shoot	John Bradshaw, NSW	31-Dec	08 28 57	4 19 28 57
242	68	Sandpiper	John Wheelhouse, NSW	31-Dec	08 46 48	4 19 46 48
7633	69	Bin Rouge	Christopher Bowling, NSW	31-Dec	09 35 11	4 20 35 11
278	70	Galatea	John Laird, NSW	31-Dec	10 15 10	4 21 15 10
Mh106	71	Impeccable	John Walker, NSW	31-Dec	10 40 09	4 21 40 09
MH31	72	Son Of A Son	Pat Nash / Bob Dempsey, NSW	31-Dec	11 13 37	4 22 13 37
3946	73	Trust Bank Hummingbird	Errol Pyke, TAS	31-Dec	11 28 54	4 22 28 54
5505	74	Dry White	Gregory Quinn, NSW	31-Dec	13 36 00	5 00 36 00
1100	75	Huon Chief	Andrew Hay, TAS	31-Dec	13 53 58	5 00 53 58
3807	76	Alexander Of Creswell	Richard Timms, NSW	31-Dec	15 27 02	5 02 27 02
Sm616	77	Magic	Phillip Spry-Bailey, VIC	31-Dec	15 53 09	5 02 53 09
A113	78	Mark Twain	Hugh O'Neill, NSW	31-Dec	15 29 43	5 02 29 43
27	79	Winston Churchill	Richard Winning, NSW	31-Dec	16 47 25	5 03 47 25
A94	80	Charisma	James Lawler, NSW	31-Dec	18 50 27	5 05 50 27
1295	81	Suraya	Carl Striber, NSW	31-Dec	19 14 45	5 06 14 45
5665	82	Globus Food Packaging	Nicholas Jones, NSW	31-Dec	19 18 52	5 06 18 52
H100	83	Lock On Wood	Drew Meincke, TAS	31-Dec	19 22 09	5 06 22 09
RQ23	84	Boomaroo Morse Fans	John McIntosh, QLD	31-Dec	19 34 53	5 06 34 53
5901	85	Spirit Of The Alice	Robert Barford, NT	31-Dec	20 30 38	5 07 30 38
114	86	Take Time	Graham Smith, NSW	31-Dec	21 34 53	5 08 34 53
327	87	Canon Maris	Ian Kiernan, NSW	31-Dec	23 09 19	5 10 09 19
5110	88	Zeus II	Jim Dunstan, NSW	31-Dec	23 47 56	5 10 47 56
F110	89	Brindabella II	Roger Sayers, VIC	31-Dec	23 58 09	5 10 58 09
H1141	90	Lowanna II	Leslie Kingston, TAS	01-Jan	01 46 33	5 12 46 33
4647	91	Portobello	David Thornton Taylor, ACT	01-Jan	01 55 57	5 12 55 57
265	92	Waitangi II	David Wearn, NSW	01-Jan	03 19 30	5 14 19 30
5488	93	Morning Tide	Allen Fenwick, NSW	01-Jan	12 51 19	5 23 51 19
122	94	Conquistador	Michael Cummins, TAS	01-Jan	13 46 45	6 00 46 45
5669	95	Blue Lady	Shane Kearns, NSW	01-Jan	14 52 00	6 01 52 00
R317	96	Redigo	Melvyn Cooper, TAS	01-Jan	22 37 25	6 09 37 25



3624	97	Abacus	Eric Frank, NSW	02-Jan	13 30 30	7 00 30 00
5643	98	Veto	Mike Crisp, NSW	02-Jan	13 45 00	7 00 45 00
35	99	Topaz	Robert Ferenzi, NSW	02-Jan	16 42 49	7 03 42 29

# 1997

## IMS OVERALL RESULTS

HCP POS & SAIL #	NAME	IMS DIV	ELAPSED TIME	IMS TCF	IMS CORR TIME
1.HKG1997	Beau Geste	B	3 07 42 50	0.8199	2 17 21 27
2.AUS 70	Ragamuffin	B	3 07 42 44	0.8244	2 17 42 53
3.SM100	Ausmaid	B	3 09 36 14	0.8057	2 17 44 54
4.HKG88	Exile	A	2 23 46 40	0.9296	2 18 43 29
5.B2000	Brighton Star	B	3 14 31 22	0.7940	2 20 41 57
6.S4606	Motorola Young Australia	B		3 13 13 01	0.8067
7.9797	Ninety Seven	B	3 13 35 48	0.8050	2 20 54 19
8.8887	Australian Challenge 2000	B		3 13 23 50	0.8077
9.C1	Brindabella	A	2 23 37 12	0.9859	2 22 36 37
10.IRL8000	Atara	B	3 20 05 43	0.7765	2 23 35 43
11.780	Canon Maris	F	5 10 09 19	0.5566	3 00 26 40
12.R4100	Terra Firma	D	3 23 21 29	0.7674	3 01 10 40
13.NZ8455	White Cloud	D	4 01 46 50	0.7554	3 01 51 48
14.RQ23	Boomaroo Morse Fans	F		5 06 34 53	0.5852
15.R33	Chutzpah	D	4 11 49 07	0.6889	3 02 16 34
16.R1000	Prima Donna	D	4 11 44 07	0.7012	3 03 32 38
17.SA999	Maglieri Wines	B		4 01 49 57	0.7727
18.SA3300	Secret Mens Business	B		4 02 36 38	0.7690
19.SM2	Seaview Challenge Again	D		4 02 08 42	0.7736
20.5642	Christine Jay II	D	4 02 20 56	0.7753	
21.SM6	Dixie Chicken	D	4 07 58 22	0.7335	3 04 15 51
22.JPN3000	Summer Boy	B	3 23 22 50	0.7999	3 04 17 42
23.9090	Quest	B	4 02 15 09	0.7766	3 04 18 10
24.1993	Yendys	C	3 22 57 12	0.8046	3 04 23 58
25.5527	Polaris	E	4 17 33 22	0.6744	3 04 34 56
26.5426	Out Of The Blue	E		4 17 18 57	0.6769
27.HKG1888	Hi Fidelity	B	3 23 29 35	0.8037	3 04 44 52
28.4057	Tetra Marine Witchcraft II	C		4 14 11 01	0.6977
29.YC5572	Kingtide	D	4 10 50 18	0.7205	3 04 58 37
30.1195	Valheru	C	4 02 03 54	0.7867	3 05 08 52
31.6144	J44 Phoenix	C	4 04 45 35	0.7688	3 05 27 51
32.NZL69	Sows Ear	D	4 15 26 20	0.6956	3 05 31 01
33.KA5300	Drakes Prayer	C		4 07 04 40	0.7526
34.242	Sandpiper	E	4 19 46 48	0.6702	3 05 35 45
35.SM8	Jacobina of Shenval	E		4 19 27 22	0.6722
36.1100	Huon Chief	E	5 00 53 58	0.6441	3 05 52 17
37.MH31	Son Of A Son	E		4 22 13 37	0.6600
38.A8	Mirraboona	E	4 05 56 35	0.7685	3 06 20 36
39.327	Zeus II	F	5 10 47 56	0.5993	3 06 23 16
40.H100	Lock On Wood	E		5 06 22 09	0.6200
41.7633	Bin Rouge	D	4 20 35 11	0.6746	3 06 38 57
42.6107	Adria	C	4 06 19 57	0.7705	3 06 50 50
43.114	Take Time	F	5 08 34 53	0.6135	3 06 53 05
44.SM377	Bacardi	E	4 13 27 14	0.7230	3 07 08 07
45.1295	Suraya	F	5 06 14 45	0.6282	3 07 18 27
46.SM616	Magic	E	5 02 53 09	0.6513	3 08 02 08
47.5995	Nips-N-Tux	C	4 15 36 01	0.7186	3 08 11 45
48.4040	Nadia IV	C	4 16 22 35	0.7137	3 08 12 11
49.6336	Loose Change	D		4 16 27 28	0.7143
50.RQ48	Valhalla	C	4 17 16 53	0.7119	3 08 38 42
51.NZL5990	Andiamo	A	4 03 17 15	0.8137	3 08 47 25
52.CR1	Neftenga	C	4 04 56 11	0.8035	3 09 06 09
53.SWE2001	Nicorette	A	3 07 59 22	1.0000	3 09 06 10
54.3946	Trust Bank Hummingbird	E		4 22 28 54	0.6865
55.315	Double Or Nothing	E		4 19 14 56	0.7065
56.M762	Inner Circle	C	4 19 18 40	0.7072	3 09 32 53
57.NZL6572	Icefire	C	4 06 45 58	0.8148	3 11 44 02
58.S110	Brindabella II	F	5 10 58 09	0.6486	3 12 56 48
59.5901	Spirit Of The Alice	E		5 07 30 38	0.6798
60.H122	Conquistador	F	6 00 46 45	0.6065	3 15 48 31
61.5488	Morning Tide	E	5 23 51 19	0.6113	3 15 56 19
62.27	Winston Churchill	F		5 03 47 25	0.7131
63.R317	Redigo	F	6 09 37 25	0.5931	3 19 06 51
64.3624	Abacus	F	7 00 30 00	0.5776	4 01 19 32
65.5643	Veto	F	7 00 45 00	0.6348	4 11 07 21

## FINAL IMS DIVISIONAL RESULTS

HCP POS & SAIL #	NAME	IMS DIV	ELAPSED TIME	IMS TCF	IMS CORR TIME
1.HKG88	Exile	A	2 23 46 40	0.9296	2 18 43 29
2.C1	Brindabella	A	2 23 37 12	0.9859	2 22 36 37
3.NZL5990	Andiamo	A	4 03 17 15	0.8137	3 08 47 25
4.SWE2001	Nicorette	A	3 07 59 22	1.0000	3 09 06 10
1.HKG1997	Beau Geste	B	3 07 42 50	0.8199	2 17 21 27
2.AUS 70	Ragamuffin	B	3 07 42 44	0.8244	2 17 42 53
3.SM 100	Ausmaid	B	3 09 36 14	0.8057	2 17 44 54
4.B2000	Brighton Star	B	3 14 31 22	0.7940	2 20 41 57
5.S4606	Motorola Young Australia	B		3 13 13 01	0.8067
6.9797	Ninety Seven	B	3 13 35 48	0.8050	2 20 54 19
7.8887	Australian Challenge 2000	B		3 13 23 50	0.8077
8.IRL8000	Atara	B	3 20 05 43	0.7765	2 23 35 43
9.SA999	Maglieri Wines	B		4 01 49 57	0.7727
10.SA3300	Secret Mens Business	B		4 02 36 38	0.7690
11.JPN3000	Summer Boy	B	3 23 22 50	0.7999	3 04 17 42
12.9090	Quest	B	4 02 15 09	0.7766	3 04 18 10
13.HKG1888	Hi Fidelity	B	3 23 29 35	0.8037	3 04 44 52
1.1993	Yendys	C	3 22 57 12	0.8046	3 04 23 58
2.4057	Tetra Marine Witchcraft II	C		4 14 11 01	0.6977
3.1195	Valheru	C	4 02 03 54	0.7867	3 05 08 52
4.6144	J44 Phoenix	C	4 04 45 35	0.7688	3 05 27 51



5.KA5300	Drakes Prayer	C	4 07 04 40	0.7526	3 05 34 35
6.6107	Adria	C	4 06 19 57	0.7705	3 06 50 50
7.5995	Nips-N-Tux	C	4 15 36 01	0.7186	3 08 11 45
8.4040	Nadia IV	C	4 16 22 35	0.7137	3 08 12 11
9.RQ48	Valhalla	C	4 17 16 53	0.7119	3 08 38 42
10.CR1	Neftenga	C	4 04 56 11	0.8035	3 09 06 09
11.M762	Inner Circle	C	4 19 18 40	0.7072	3 09 32 53
12.NZL6572	Icefire	C	4 06 45 58	0.8148	3 11 44 02
1.R4100	Terra Firma	D	3 23 21 29	0.7674	3 01 10 40
2.NZ8455	White Cloud	D	4 01 46 50	0.7554	3 01 51 48
3.R33	Chutzpah	D	4 11 49 07	0.6889	3 02 16 34
4.R1000	Prima Donna	D	4 11 44 07	0.7012	3 03 32 38
5.SM2	Seaview Challenge Again	D	4 02 08 42	0.7736	3 03 55 30
6.5642	Christine Jay II	D	4 02 20 56	0.7753	3 04 15 00
7.SM6	Dixie Chicken	D	4 07 58 22	0.7335	3 04 15 51
8.YC5572	Kingtide	D	4 10 50 18	0.7205	3 04 58 37
9.NZL69	Sows Ear	D	4 15 26 20	0.6956	3 05 31 01
10.7633	Bin Rouge	D	4 20 35 11	0.6746	3 06 38 57
11.6336	Loose Change	D	4 16 27 28	0.7143	3 08 19 43
1.5527	Polaris	E	4 17 33 22	0.6744	3 04 34 56
2.5426	Out Of The Blue	E	4 17 18 57	0.6769	3 04 42 13
3.242	Sandpiper	E	4 19 46 48	0.6702	3 05 35 45
4.SM8	Jacobina Of Shenval	E	4 19 27 22	0.6722	3 05 36 35
5.1100	Huon Chief	E	5 00 53 58	0.6441	3 05 52 17
6.MH31	Son Of A Son	E	4 22 13 37	0.6600	3 06 01 47
7.A8	Mirrabooka	E	4 05 56 35	0.7685	3 06 20 36
8.H100	Lock On Wood	E	5 06 22 09	0.6200	3 06 25 56
9.SM377	Bacardi	E	4 13 27 14	0.7230	3 07 08 07
10.SM616	Magic	E	5 02 53 09	0.6513	3 08 02 08
11.3946	Trust Bank Hummingbird	E	4 22 28 54	0.6865	3 09 20 16
12.315	Double Or Nothing	E	4 19 14 56	0.7065	3 09 25 24
13.5901	Spirit Of The Alice	E	5 07 30 38	0.6798	3 14 40 54
14.5488	Morning Tide	E	5 23 51 19	0.6113	3 15 56 19
1.780	Canon Maris	F	5 10 09 19	0.5566	3 00 26 40
2.RQ23	Boomerang Morse Fans	F	5 06 34 53	0.5852	3 02 04 32
3.327	Zeus II	F	5 10 47 56	0.5993	3 06 23 16
4.114	Take Time	F	5 08 34 53	0.6135	3 06 53 05
5.1295	Suraya	F	5 06 14 45	0.6282	3 07 18 27
6.S110	Brindabella II	F	5 10 58 09	0.6486	3 12 56 48
7.H122	Conquistador F	F	6 00 46 45	0.6065	3 15 48 31
8.27	Winston Churchill	F	5 03 47 25	0.7131	3 16 16 29
9.R317	Redigo	F	6 09 37 25	0.5931	3 19 06 51
10.3624	Abacus	F	7 00 30 00	0.5776	4 01 19 32
11.5643	Veto	F	7 00 45 00	0.6348	4 11 07 21

#### FINAL PHS DIVISIONAL RESULTS

HCP POS & SAIL #	NAME	PHS DIV	ELAPSED TIME	PHS TCF	PHS CORR TIME
1.M250	Seac Banche 1		3 09 12 10	1.2885	4 08 37 47
2.SM1	P.L. Lease Future Shock		1	3 04 59 56	1.3935
3.SA1431	Marchioness 1		3 05 15 58	1.4358	4 14 56 19
4.M89	Storm Rider 1		4 17 24 32	1.0212	4 19 48 47
5.4182	Uptown Girl 1		4 16 50 36	1.0290	4 20 06 57
6.M4	Bob Jane T-Marts		1	4 04 25 08	1.1650
7.R5180	Sorbent Sweet Caroline		1	4 12 34 21	1.0850
8.4826	Aspect 1		4 03 32 37	1.1860	4 22 03 31
9.3767	Mistress Mercy		1	4 17 20 44	1.0438
10.M74	Highland Fling		1	4 17 31 43	1.0572
11.105	Karakoram 1		4 15 08 47	1.0820	5 00 15 37
12.1987	Bright Morning Star		1	4 16 07 57	1.0833
13.A16	Wide Load 1		4 12 27 29	1.1296	5 02 30 51
14.5444	Silentnight Beds		1	3 21 46 19	1.3577
15.560	Doctel Rager 1		4 03 39 27	1.3095	5 10 30 05
16.R32747	Serenity II 1		4 15 36 53	1.2000	5 13 56 16
1.278	Galatea 2		4 21 15 10	0.9143	4 11 12 15
2.MH106	Impeccable 2		4 21 40 09	0.9449	4 15 11 08
3.4168	Tassie Wins 2		4 17 24 00	0.9850	4 15 41 56
4.A94	Charisma 2		5 05 50 27	0.8910	4 16 07 27
5.3807	Alexander of Creswell		2	5 02 27 02	0.9201
6.G710	Hittimewewent		2	4 14 57 20	1.0181
7.265	Waitangi II 2		5 14 19 30	0.8536	4 18 39 35
8.MH471	Turkey Shoot 2		4 19 28 57	0.9945	4 18 50 50
9.A113	Mark Twain 2		5 02 29 43	0.9384	4 18 56 58
10.5665	Globus Food Packaging		2	5 06 18 52	0.9142
11.2557	Hogs Breath Witchdoctor		2	4 19 24 40	1.0006
12.B23	Kingurra 2		4 17 58 32	1.0174	4 19 57 31
13.4647	Portobello 2		5 12 55 57	0.8800	4 20 58 50
14.SM5240	Cavalcade 2		4 19 23 51	1.0200	4 21 42 20
15.5505	Dry White 2		5 00 36 00	1.0022	5 00 51 55
16.H1141	Lowana II 2		5 12 46 33	0.9200	5 02 09 14
17.5669	Blue Lady 2		6 01 52 00	0.9250	5 14 55 36
18.35	Topaz 2		7 03 42 29	0.8548	6 02 46 34

#### PENALTIES IMPOSED BY INTERNATIONAL JURY:

For starting line incidents: Atara: 5 minutes added to corrected time; Maglieri Wines: 5 minutes added to corrected time; Lock On Wood: 5 minutes added to corrected time. For outside assistance: Nicorette penalised 10% of placings.

#### RETIRED:

Adrenalin, Assassin, Bermilla, Grandee of Crabtree Lane, Midnight Rambler, Rapsallion, Sagacious V, She's Apples II, Southerly, Starlight Express, Team Jaguar Infinity III, Valtair, Weowna Winner, Windstopper, Portofino.

#### 1997 Race and Weather:

The 1997 race started in a north easterly breeze which quickly pushed the fleet down the NSW South Coast. The dream ride was short lived with a brisk southerly front greeting the fleet on the first night at sea. The 30 knot plus breeze abated on the second day and backed to the easterly quadrant. The second night saw another front, this time with winds up to 40 knots. The breeze once again lightened around daybreak as a high centred itself over the Northern Tasmanian coast. This made for light and variable conditions down the NSW coast and across Bass Strait.

The two leading yachts, Brindabella and Exile, had a titanic struggle for line honours, with the final accolades going to Brindabella. Any chance of a handicap win for Exile evaporated with a painfully slow trip up the Derwent. This enabled Beau Geste and Ragamuffin to save their corrected time on the larger boats after crossing the line just seconds apart.



1998 - OVERALL - Beau Geste



1998 - LINE HONOURS - Brindabella



## 1998 - 115 starters

IMS	Div/	Line	Yacht	Elapsed	TCF	Corr
Over	Place	Place		Time		Time
<b>-all</b>						
1	D/1	10	AFR Midnight Rambler - Ed Psaltis/Bob Thomas	3 16:04:40	0.6881	2 12:36:23
2	B/1	3	Ausmaid - Kevan Pierce	3 06:02:29	0.8034	2 14:41:54
3	B/2	4	Ragamuffin - Syd Fischer	3 06:11:29	0.8224	2 16:18:17
4	B/3	8	Industrial Quest - Kevin Miller	3 14:58:45	0.7649	2 18:31:49
5	A/1	1	Sayonara - Larry Ellison	2 19:03:32	1.0000	2 19:03:32
6	B/4	12	Atara - Roger Hickman	3 16:33:04	0.7628	2 19:32:48
7	B/5	7	Quest - Bob Steel	3 14:41:28	0.7881	2 20:19:17
8	E/1	17	Margaret Rintoul II - Richard Purcell	3 23:13:57	0.7212	2 20:40:54
9	A/2	2	Brindabella - George Snow	2 21:55:06	0.9882	2 21:05:36
10	E/2	19	Bacardi - Ainley/Williams	3 23:54:01	0.7243	2 21:27:38
11	C/1	11	Yendys - Geoff Ross	3 16:09:33	0.7957	2 22:08:54
12	C/2	25	Aurora - Jim Holly	4 10:05:30	0.7012	3 02:23:29
13	E/3	23	Mercedes IV - Peter Stronach	4 07:34:35	0.7193	3 02:30:09
14	E/4	21	Mirabooka - John Benetto	4 02:21:03	0.7631	3 03:03:05
15	C/3	18	Valheru - Anthony Lyall	3 23:44:54	0.7871	3 03:21:49
16	E/5	38	Komatsu Blue Lady - Shane Kearns	5 04:03:55	0.6217	3 05:07:53
17	E/6	32	Mark Twain - Hugh O'Neill	5 00:00:25	0.6626	3 07:31:00
18	E/7	30	Polaris - John Quinn	4 22:07:44	0.6832	3 08:42:20
19	D/2	40	Breakaway - Martin Power	5 10:57:00	0.6397	3 11:46:07
20	B/6	28	Rapsallion-Team Syntegra - Dick Voederhake	4 17:56:44	0.7647	3 15:08:03
21	C/4	29	She's Apples Two - Max Prentice	4 22:05:06	0.7380	3 15:08:48
22	D/3	37	Noumea - Jean Luc Esplaas	5 03:48:09	0.7283	3 18:09:55
23	F/1	44	Misty - Bryan Clague	6 05:39:04	0.6083	3 19:01:58



1998 - OVERALL - AFR Midnight Rambler

PHS	Div 1				
1	9	Aspect Computing - David Pescud	3 15:28:24	1.1728	4 06:35:19
2	27	Avanti - Chris/John Mooney	4 11:18:33	1.0300	4 14:31:42
3	6	Fudge - Peter Hansen	3 11:00:26	1.4215	4 21:59:41
4	15	Computerland - John Saul	3 19:19:57	1.3000	4 22:43:56
5	13	Doctel Rager - Gary Shanks	3 17:51:40	1.3264	4 23:11:30
6	5	Nokia - David Witt	3 09:19:00	1.4800	5 00:20:55
7	16	Helsal II - Keith Flint	3 19:21:26	1.3388	5 02:18:33
8	22	Spirit of Downunder - Lawrence Ford	4 04:55:36	1.2200	5 03:07:50
9	41	Unipro Ocean Road - Kenneth Simpson	5 15:58:47	1.1500	6 12:22:36
10	35	Wild One - Gary Walker	5 01:10:09	1.3000	6 13:31:12
11	43	Allusive - John Smith	5 19:37:16	1.2300	7 03:44:02

PHS	Div 2				
1	31	Berrimilla - Alex Whitworth	4 22:20:40	0.8376	4 03:07:31
2	34	Waitangi II - David Wearne	5 00:53:11	0.8590	4 07:50:29
3	33	Jubilation - David James	5 00:52:06	0.9900	4 23:39:35
4	42	Liquid Asset - Maurice Contessi	5 16:53:31	0.8750	4 23:46:50
5	36	Kendell - Jeff Cordell	4 22:30:57	1.0113	4 23:51:18
6	39	Henry Kendall Akubra - Patrick Wilde	5 08:32:44	0.9913	5 07:25:38

IRC	Overall					
1	20	Aera - Nick Lykiardopulo	4 00:37:46	1.0660	4 07:00:25	
2	26	Tilting At Windmills - Thorry Gunnerson	4 10:07:04	1.0840	4 19:01:54	
3	14	Foxtel - Titan Ford - Hodder/Zemanek/Sorenson	3 18:01:45	1.3150	4 22:23:18	
4	24	Challenge Again - Lou Abrahams	4 09:35:46	1.1480	5 01:13:28	



1998 - LINE HONOURS - Sayonara

**Retired:** ABN Amro Challenge, Assassin, Sledgehammer, Sydney, Innkeeper, Kickatinalong, King Billy, Maglieri Wines, Marchioness, Red Jacket, Ruff N Tumble, Team Jaguar Infinity III, VC Offshore Stand Aside, Wide Load, Wild Thing, Adlago, Alexander of Creswell, Antuka, B52, Bobsled, Bright Morning Star, Business Post Naiad, Canon Maris, Cyclone, Dixie Chicken, Elysion Blue, Hi Flyer, Hogsbreath Witchdoctor, Impeccable, Indian Pacific, Jack Guy, Midnight Special, Miintinta, Ninety Seven, Not Negotiable, Ocean Designs, Pippin, Sagacious V, Sea Jay, Secret Mens Business, Siena, Solo Globe Challenger, Southerly, Sword of Orion, T42 Solandra, Tenacious, Trust Bank Hummingbird, Winston Churchill, Zeus II, Boamaroo Morse Fans, Chutzpah, Forzado, Gundy Grey, Sharp Hawk V, Inner Circle, Kingarra, Lady Penryn, Loki, Morning Tide, Nattel Adrenalin, New Horizons, Outlaw, Relish IV, Renegade, Terra Firma, Vagrant, Veto, Antipodes Sydney, Bin Rouge, She II, Tartan.

## 1998 WEATHER & RACE SUMMARY

Tragedy struck the 1998 Telstra Sydney to Hobart when the worst storm in the 54 year history of the race hit when most of the 115 yachts were entering or sailing through Bass Strait. The race began with a record-breaking dash south with a favourable current of 4 knots and north to north-easterly winds of 25-35 knots. By early morning on December 27, an upper air jet stream and a substantial cold air mass moved rapidly northwards, producing unseasonable snow falls on the Australian Alps. A small-scale low begun to form and intensify over Bass Strait, with the barometer dropping near 980 hPa. West to south-west winds with mean speeds reaching storm force developed and extended over eastern Bass Strait and southern NSW coastal waters, maintaining much of their intensity for 36 hours.

At least 12 competing yachts reported winds of up to 80 knots and seas of 15 metres, frequently to 20 metres and more. A third of the fleet reported the average wind speed as greater than 60 knots. Yachts reported being rolled 180 degrees and more and several were rolled more than once.

Seven boats were abandoned and five sank, most of them after having been rolled by the huge seas. Sadly, six crew members perished at sea in the worst tragedy in the long history of the Sydney to Hobart.

In a remarkable search and rescue operation, 56 crew members were rescued by helicopters and surface vessels from nine stricken yachts or their liferafts, with one man-overboard situation. In total 16 yachts asked for assistance, 71 retired and 44 finished.

Those who finished the race, along with race officials and many who had been rescued, stood beside Constitution Dock for an emotional "Yachties Farewell" to those who perished: Glyn Charles (Sword of Orion), Bruce Guy and Phil Skeggs (Business Post Naiad), Jim Lawler, Mike Bannister and John Dean (Winston Churchill).



# 1999

## IMS Overall Results

HCP POS	LINE POS	NAME	OWNER / SKIPPER	STATE C'TRY	IMS DIV/PLACE	ELAPSED TIME	IMS TCF	IMS CORR TIME
1	7	Yendys	Geoff Ross	NSW	A/1	2-05-57-30	0.8256	1-20-32-53
2	2	Brindabella	George Snow	NSW	A/2	1-20-46-33	0.9975	1-20-39-50
3	10	Ausmaid	Kevan Pearce	SA	A/3	2-07-29-10	0.8093	1-20-54-18
4	9	Ragamuffin	Syd Fischer	NSW	A/4	2-07-01-08	0.8285	1-21-34-59
5	13	Atara	Roger Hickman	NSW	A/5	2-12-15-16	0.7666	1-22-11-28
6	6	Bumblebee 5	John Kahlbetzer	NSW	A/6	2-02-56-05	0.9080	1-22-14-55
7	16	Sword of Orion	Rob Kothe	NSW	A/7	2-13-08-38	0.7586	1-22-23-02
8	15	Young Australia	Lawrence Shannon	VIC	A/8	2-13-02-39	0.7827	1-23-46-45
9	14	Terranova	Shane Tyrrell	VIC	A/9	2-12-39-13	0.7893	1-23-52-26
10	17	Red Jacket	Ron Lally	WA	C/1	2-16-12-33	0.7927	2-02-53-55
11	18	Terrafirma	Peter Bartels	NSW	A/10	2-20-26-45	0.7604	2-04-02-46
12	23	Interum	Craig King	TAS	B/1	2-23-49-16	0.7664	2-07-02-37
13	22	Valheru	Anthony Lyal	TAS	B/2	2-23-15-18	0.8046	2-09-19-54
14	25	Ninety Seven	Graham Gibson	NSW	A/11	3-02-07-30	0.7903	2-10-34-52
15	26	EZ Street	Bruce Lund	NZL	B/3	3-12-11-00	0.7394	2-14-14-43
16	27	Mirrabooka	John Bennetto	TAS	C/2	3-17-15-49	0.7499	2-18-56-20
17	33	Aurora	Jim Holley	NSW	C/3	4-03-24-38	0.6953	2-21-07-13
18	36	Summit Bacardi	Graeme Ainley/John Williams	VIC	C/4	4-04-45-30	0.7047	2-23-00-16
19	32	Hurricane	Tony Ray	NZL	B/4	4-00-09-17	0.7440	2-23-32-21
20	41	Impulse	Lance Woods	WA	D/1	5-10-04-20	0.6214	3-08-49-37
21	44	Epsilon	Michael Tromp	SA	C/5	5-14-04-54	0.6791	3-19-03-17
22	42	Emirates	John Duffin	VIC	C/6	5-10-06-07	0.7017	3-19-17-33
23	48	Breakaway	Martin Power	VIC	D/2	7-03-35-00	0.6194	4-10-16-43
24	46	Komatsu Blue Lady	Shane Kearns	NSW	C/6	6-19-16-46	0.6670	4-12-54-27

## IRC Overall Results

HCP POS	LINE POS	NAME	OWNER / SKIPPER	STATE C'TRY	IRC DIV	ELAPSED TIME	IMS TCF	IMS CORR TIME
1	1	Nokia	Stefan Myralf/Michael Spies	DEN/NSW	V60	1-19-48-02	1.486	2-17-05-15
2	3	Wild Thing	Grant Wharington	VIC	1	1-21-13-37	1.505	2-20-04-00
3	11	Leroy Brown	Warren Wieckman	NSW	1	2-11-24-50	1.180	2-22-06-30
4	8	Sydney	Charles Curran	NSW	1	2-06-40-23	1.351	3-01-51-48
5	28	Challenge Again	Lou Abrahams	VIC	1	3-18-05-10	1.150	4-07-35-57
6	35	Loki	Stephen Ainsworth	NSW	1	4-04-42-31	1.056	4-10-20-54
7	38	Tilting at Windmills	Thorry Gunnerson	VIC	1	4-19-39-18	1.082	5-04-03-24
8	40	By Order of the Secretary	Rex Billing / John Porter	VIC	1	5-06-01-13	0.991	5-04-53-10
9	39	Hi Flyer	Carol Turnbull	PNG	1	5-01-035-37	1.156	5-20-33-44

## PHS Overall Results

HCP POS	LINE POS	NAME	OWNER / SKIPPER	STATE C'TRY	IMS DIV/PLACE	ELAPSED TIME	IMS TCF	IMS CORR TIME
1	4	Magna Data	Sean Langman	NSW	1/1	2-01-37-21	1.4594	3-00-25-09
2	5	Marchioness	Michael Crannich	NSW	1/2	2-02-48-43	1.4747	3-02-55-57
3	12	Doctel Rager	Gary Shanks	SA	1/3	2-11-29-50	1.2910	3-04-48-39
4	21	Alstar	Alby Burgin	NSW	1/4	2-23-03-45	1.1288	3-08-12-55
5	24	Alaska Eagle	Brad Avery	USA	1/5	3-00-25-30	1.1550	3-11-39-03
6	19	Pipe Dream IX	Scott Piper	USA	1/6	2-21-22-50	1.2450	3-14-22-44
7	20	Innkeeper	Peter Schultes	NSW	1/7	2-21-37-21	1.3516	3-22-06-06
8	30	Phillips Foote	Liz Wardley	PNG	2/1	3-20-13-15	1.0900	4-04-31-15
9	31	Alien	Michael Welsh	VIC	2/2	3-22-46-48	1.0680	4-05-13-30
10	29	Wide Load	Warren Anderson	NSW	1/8	3-19-02-09	1.1164	4-05-37-57
11	34	Bright Morning Star	Hugh Treharne/ Kerry Goudge	NSW	1/9	4-04-13-39	1.0692	4-11-09-48
12	37	Wildcard	Richard Edmunds	TAS	1/10	4-04-47-10	1.1750	4-22-25-25
13	45	Grand Chancellor	Mark Ballard	TAS	2/3	5-16-01-59	0.9850	4-13-59-33
14	43	Midnight Rambler	Dennis Millikan	VIC	1/11	5-11-27-52	1.0650	5-20-00-35
15	47	Lady Penrhyn	Greg Stewart	NSW	2/4	6-20-49-41	0.9216	6-07-54-20
16	49	Berrimella	Alex Whitworth	NSW	2/5	7-10-04-48	0.8664	6-10-17-19

RETIRED (in order): Cruz Control, Chutzpah, Not Negotiable, Sows Ear, Fun 'n' Games, Impeccable, Team Tenix, Amaya, Sannyasin, Boamaroo Morse Fans, Antuka, Brindabella II, Secret Mens Business, Magic, Esprit de Corps, Shala V, Long Shot, AFR Midnight Rambler, Anduril, Mark Twain, Pippin, Sea Eagle, Simply Red, Hogsbreath Witchdoctor, Allusive, Zeus II, Tumbleweed, Big Wednesday, Adagio, Raffles.

Fastest Time: Nokia (Den/NSW) 1 day 19 hours 48 minutes 02 seconds. (In total, 16 boats broke the previous record time set in 1996 by Morning Glory). Demonstration Superyacht Mari-Cha III (GBR) 1 Day 18 hours 32 minutes 9 seconds.

## 1999 WEATHER & RACE REPORT

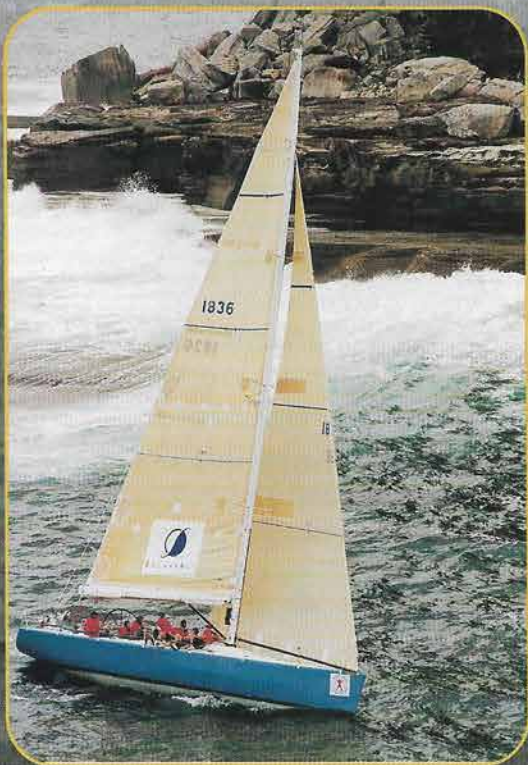
The special race forecast read, in part: "WARNINGS: Strong wind warning for coastal waters south of Ulladulla... from Sydney to Jervis Bay, NE averaging 15/20 knots with gust to 30 knots. Jervis Bay to Gabo Island...NE averaging 20/30 knots with gusts to 45 knots. The stage was set for what was to be by far (19 hours in fact) the fastest Hobart race.

The forecast held true with the fleet (include the superyacht Mari-Cha III, sailing as a demonstration yacht) setting record times as they swept down the NSW coast and into Bass Strait. By the time most of the fleet was into Bass Strait, the winds had risen to a steady 30 to 40 knots.

A strong south-easterly change hit as the Volvo Ocean 60, Nokia, led the maxi Brindabella up the Derwent River early on the morning of December 26. Nokia achieved the remarkable elapsed time of 1 day 19 hours 48 minutes 02 seconds, a VMG of 14.39 knots. In all, 17 yachts, including Mari-Cha III (which finished just over an hour ahead of Nokia) and three 40-footers, broke the race record.

Astern of this group, the remaining boats sailed into gale-force south-easterlies for the next 48 hours. Many yachts showed prudent seamanship by seeking shelter and 30 retired, but several resumed the race to Hobart when the gale finally abated.





Above- Held dead upright by her water ballast, Nokia planned to a new course record of 1 day, 19 hours, 48 minutes and 2 seconds- an average speed of 14.39 knots.

(Pic - Ian Mainsbridge)

Top- A different style of leading-edge boat, the highly-optimised Farr 49 Yendys, took out the overall win under IMS. (Pic- Ian Mainsbridge)





# **GEOFF TYERS P/L**

## **CYCA Offshore Racing Calendar**

### **MAJOR OFFSHORE AND INSHORE EVENTS IN AUSTRALIA AND OVERSEAS**

#### **DECEMBER**

- 2-3 Ord Minnett Regatta, MHYC.
- 9 David Bourke Memorial Short Ocean Race/Telstra Cup Invitation race, CYCA.
- 13 Telstra Cup, Races 1 & 2, 2 x 10nm windward/leeward courses, CYCA.
- 14 Telstra Cup, Races 3 & 4, 2 x 10nm windward/leeward courses, CYCA.
- 15 Canon Big Boat Challenge, maxi yacht harbour race, CYCA.
- 16 Telstra Cup, Races 5 & 6, 2 x 10nm windward/leeward courses, CYCA.
- 17 Telstra Cup, Race 7, 20nm offshore triangle, CYCA.
- 26 Telstra 56th Sydney to Hobart Race, CYCA.
- 26 Cock of the Bay (Sovereign Series & Rudder Cup), ORCV.
- 27 Melbourne to Hobart Race, ORCV.
- 29 Melbourne to Devonport Race, ORCV.
- 31 The Race, unrestricted supercat race around the world, Barcelona.

#### **JANUARY 2001**

- 2 Strathfield Pittwater-Coffs Harbour Race, RPAYC.
- 10-16 International Etchells Australian Championships, RYCT.
- 25-29 Bundaberg Rum Festival of Sail, Geelong, RGYC.
- 26 165th Australia Day Regatta, Sydney Harbour and offshore.

#### **FEBRUARY**

- 10 Melbourne to Apollo Bay Race, ORCV.
- Bass Strait Circumnavigation Cruise, ORCV.

#### **MARCH**

- 10 Melbourne to Grassy, King Island, ORCV.
- 23 Sydney - Coffs Harbour Race, MHYC.

#### **APRIL**

- 7 Sydney - Mooloolaba Race.
- 11 53rd Brisbane - Gladstone Race, QCYC.
- 13 Melbourne to Port Fairy Race, ORCV.

#### **MAY**

- 15 Solomon 2001 Ocean Race, Brisbane Qld

#### **JULY**

- 27 16th Sydney - Gold Coast Race, CYCA.

#### **AUGUST**

- 24-2 Int Etchells World Championship, Royal Lyngby YC, England.

#### **SEPTEMBER**

- 23 Volvo Ocean Race, Leg 1, Southampton-Cape Town, The Solent, England

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