

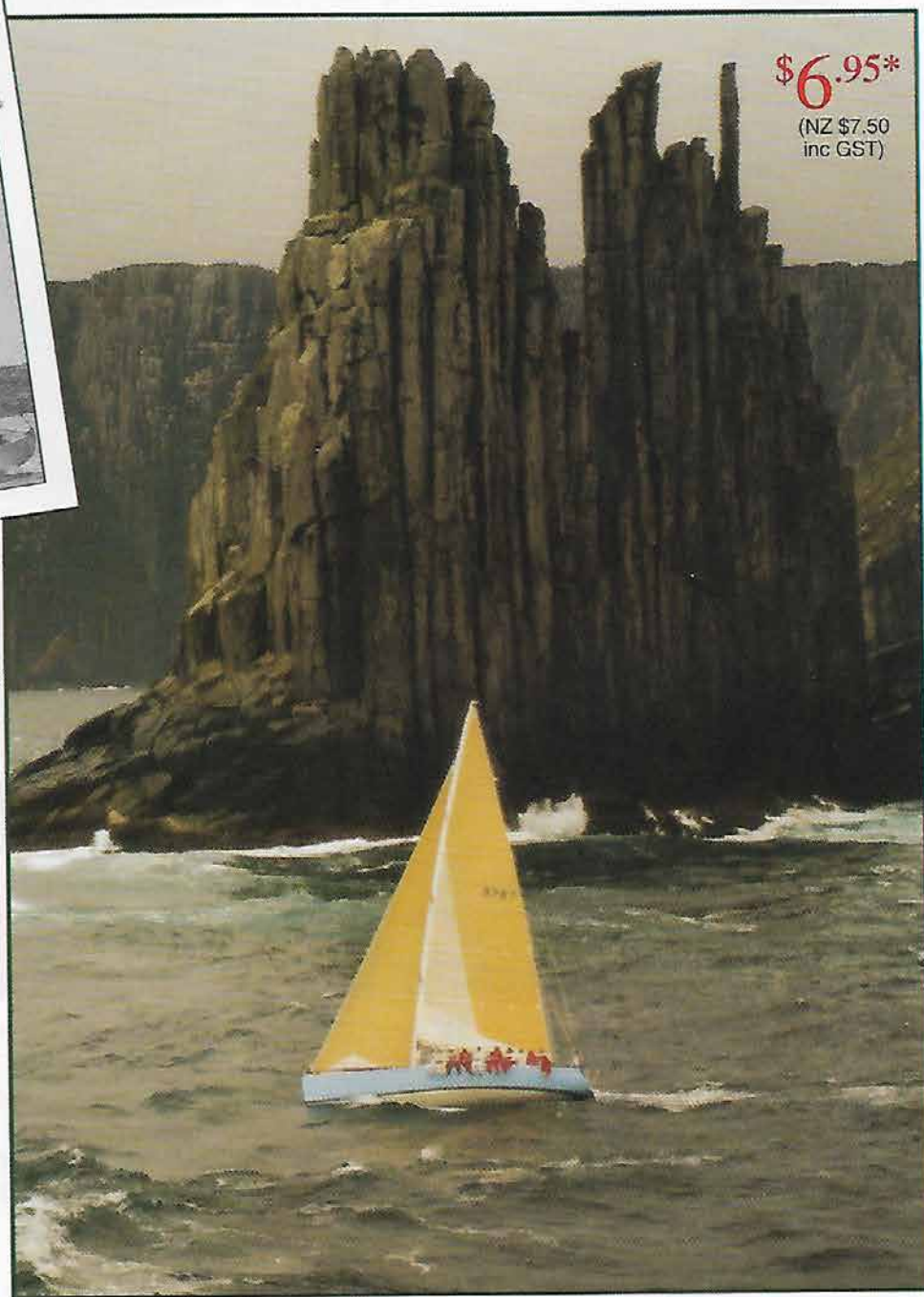
K O D A K G O L D



Sydney-Hobart

Y A C H T R A C E

1994



\$6.95*
(NZ \$7.50
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Offshore's
OFFICIAL RACE ISSUE



Conducted by The Cruising
Yacht Club of Australia with the
co-operation of The Royal Yacht
Club of Tasmania

50 Years

1945-1994



kodak gold 50th sydney-hobart

THE 50TH GREAT RACE SOUTH – A magnificent fleet of more than 390 yachts have entered for the Cruising Yacht Club of Australia's 50th race to Tasmania – the Kodak Gold Sydney-Hobart Yacht Race 1994, starting on Boxing Day, December 26. Editor Peter Campbell previews the record-breaking fleet for this historic event in international ocean racing.....8



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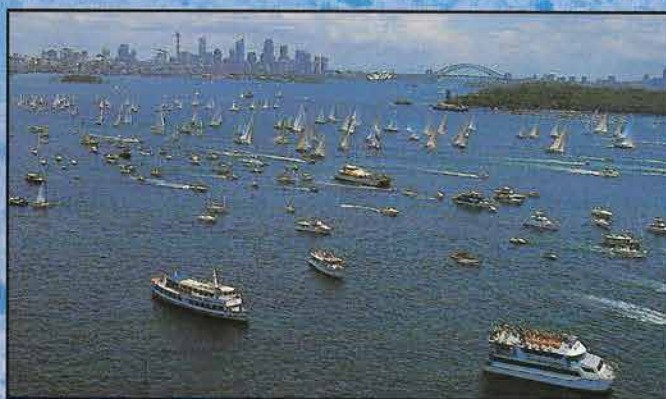
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THE CRUISING YACHT CLUB OF AUSTRALIA

New Beach Road, Darling Point, NSW 2027
Telephone (02) 363 9731 Fax (02) 363 9745

FLAG OFFICERS AND DIRECTORS

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national publications

Editor PETER CAMPBELL
Design BRIAN BANNON
Production LYNETTE MIFSUD
Photography DAVID CLARE (02) 906 6077
Advertising JAN COOKE (02) 564 1649
Published by NATIONAL PUBLICATIONS
 191 Arthur St, Homebush West, 2140 (PO Box 297, Homebush, 2140)
 Phone: (02) 764 1111 Fax (02) 763 1699 Subscriptions (02) 764 1111

EDITORIAL SYDNEY: Peter Campbell, 64 Boronia Ave, Cheltenham, NSW 2119, (02) 869 8197 Fax (02) 869 8197 **MELBOURNE:** Kevan Wolte, (03) 560 8674 **HOBART:** Bruce Montgomery, (002) 24 2196 **ADELAIDE:** Jon Parrington, (08) 294 2009 **PERTH:** John Roberson, (09) 430 4944 **BRISBANE:** Ian Grant, (07) 349 9147 **ENGLAND:** Bob Fisher, 590 68 2267

ADVERTISING

SYDNEY, MELBOURNE, BRISBANE & HOBART:

Jan Cooke, Phone/Fax (02) 564 1649 or National Publications, 191 Arthur Street, Homebush West, 2140, (02) 764 1111, Fax (02) 763 1699. **PERTH:** Gerry Howard, Frank Hall Media, (09) 474 3297, Fax (09) 474 1109.

DISTRIBUTION:

Network Distribution Co, 54 Park Street, Sydney 2000. The opinions expressed in this magazine are not necessarily those of the publisher.

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*The cover price of \$6.95 (NZ\$7.50) is the recommended maximum charge for this publication. ISSN 1036-9171.

TYPESET AND PRINTED BY

ROTARY OFFSET PRESS PTY LTD
 191 Arthur St, Homebush West, 2140 (02) 764 1111

The Winning Team



Andrew Woodley

Brindabella and Club Marine, a winning team in the 1994 Kenwood Cup.
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Sydney-Hobart classic.



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WORLD FOR H



Top: With the Sydney Harbour Bridge and the Opera House in the background, the fleet sets sail in the Kodak Sydney-Hobart. (Pic – Stephen Munday, Allsport)

Right: Richard Bennett captures the action of the Sydney-Hobart as Tasmanian yacht *Doctor Who* battles her way south.

The largest fleet ever to contest a major long ocean race in the world will celebrate 50 years of bluewater sailing in Australia when a \$80-million-plus fleet of up to 390 yachts lines up for the Kodak Gold Sydney-Hobart Yacht Race on Boxing Day, December 26. Editor Peter Campbell previews this remarkable event, an icon of Australian summer sport.

In a great tribute to the status of the Cruising Yacht Club of Australia as one of the world's leading ocean racing clubs and to its internationally renowned Sydney to Hobart ocean race, some 390 yachts and 4000 sailors from around Australia and overseas will contest the historic 1994 Kodak Gold Sydney-Hobart Race – the 50th Great Race South.

The final entry, announced at the club's internationally-known, on-the-harbour headquarters at Rushcutters Bay, Sydney, in mid-November came after the club had initially received a massive 430 applications to enter the historic 50th Race.

This is more than double the previous record fleet to have sailed the 630-nautical mile race down the Australian East Coast and nearly four times the fleet which set sail last year.

Heading the fleet will be 15 of the world's fastest maxi and pocket maxi yachts, but focus will centre on some 60 lovingly restored Veteran yachts which sailed in early Hobart races.



BEATER OBART



The Veterans include two "first fleters" – *Archina* and *Winston Churchill* – which were among the nine yachts which set sail for Hobart in 1945, creating what has become an icon of Australian summer sport.

The Sydney-Hobart is certainly more than a sporting event, more than a gruelling challenge between sailors and the sea, an adventure in sailing craft as small as 28-footers, as big as 84-footers. This year it is making a major contribution to the Australian economy as it moves towards recovery after years in the doldrums.

"Aside from the value of the fleet, the Kodak Gold Sydney-Hobart this year will contribute millions of dollars to tourism in Sydney and Hobart, and to the marine industries in all States," says CYCA Commodore David Fuller. "It could be said that yachting is steering Australia under full sail into new economic prosperity."

Commodore Fuller estimates that yacht owners will have spent some \$15 million on sails, rigging and safety equipment in preparing existing yachts by the time they set sail on Boxing Day. "Then we have some 30 new Australian-built yachts launched this year, injecting a further \$6 to \$7 million into the marine industry.

"In Hobart the crews will spend millions more on accommodation and in celebrating finishing the 50th Great Sail South.

"This overwhelming support for the Kodak Gold Sydney-Hobart – our 50th – is a remarkable tribute to Australia's status in international yacht racing and to the CYCA's own position as the premier ocean club in this country," Commodore Fuller says.

"It will provide an unprecedented climax to a summer of sail on Sydney Harbour when we expect the largest crowd ever to watch a sporting event in Australia to be on the water and on the headlands of our magnificent harbour."

Yachts and crews are coming from every State and Territory of Australia, New Zealand, the United States, Japan, Hong Kong, Germany, Ireland, France, Italy, Papua New Guinea, South Africa and Russia for the 50th Sydney-Hobart.

Entries closed on November 11 after the club had vetted 430 applications to enter the 50th race, with every application carefully assessed for its design and construction integrity, safety equipment, and crew experience. While some yachts were rejected the vast majority of those yachts not finally entered did so at their volition, for a variety of reasons.

The biggest fleet ever to sail to Hobart was 179 yachts in 1985 and following this race the CYCA introduced two-line starts.

To cope with this year's huge fleet the CYCA will despatch the 20-Year and 30-Year Veteran Division yachts 30 minutes ahead of the traditional 1300 hours starting time. The Veterans will also start from a line off Nielsen Park, 1350m ahead of the normal two start lines between Shark Island. The 30-Year Veterans at 1230 hours; the 20-Year Veterans at 1235 hours.

For the 1300 hours massed start these three lines will again be used for the rest of the fleet, with Divisions A and B, the maxis, pocket maxis and grand prix racers, starting from line 1.

Other Divisions will be divided between lines 2 and 3.

Two outstanding features of the Kodak Gold Sydney-Hobart – the 50th – will be:

- * The biggest line-up of maxi and pocket maxis in the history of the race – with a special Sydney Harbour race, the Canon Big Boat Challenge, scheduled for Monday, December 19, just a week before the Sydney-Hobart start.

- * The remarkable response from the owners of old yachts, who are spending thousands of dollars on restoring and equipping their boats for the Veteran and Vintage divisions – more than 60 yachts in the total entry.

The maxis include such famous yachts as Whitbread Round-

The-World Race winner *New Zealand Endeavour*, now re-named *Tasmania*, the former Italian maxi *Longobarda*, the US-owned *Congere*, which was Alan Bond's former 80-footer *Drumbeat*, South African record-breaker *Broomstick*, *Sorcery* and *Atalanta* (ex *Ondine II*) also from the US, the restored timber maxi *Condor Of Bermuda*, and local maxis *Brindabella*, *Hammer Of Queensland* and *Condor Of Currabubula*.

Newest big boat is the state-of-the-art 66-footer *Exlle*, a Reichel/Pugh design built in Sydney by John McConaghy for Hong Kong yachtman Warwick Miller.

The pocket maxi line-up includes *Toll Express Helsal II*, *Colorado-Bobsled*, *Darwin Evolution* (ex *Australian Maid*), *Freight Train*, *Innkeeper Petaluma Wines*, *Rager* and the ex-New Zealander *Fidelis* (line honours winner 1966).

While New South Wales is the dominant Australian source of entries, the race has attracted record-breaking entries from all States – more than 60 boats from both Victoria and Tasmania, 17 from South Australia, 23 from Queensland, seven from Western Australia, three from the Australian Capital Territory, two from the Northern Territory. International entries are: New Zealand 16, France 2, Hong Kong 2, USA 4, Ireland, Germany, Russia, Japan and Papua New Guinea.

The record New Zealand entry will bring to 27 yachts the expected fleet for the Kodak Tasman Triangle, a series of four races across the Tasman Sea between Australia and New Zealand.

The first leg will start on Sunday, December 4; when Royal Port Nicholson Yacht Club will send the fleet on its way from Wellington Harbour. The Sydney-Hobart will be the second ocean leg, followed by a Hobart-Wellington leg starting January 5, and a final leg back to Sydney for Australian yachts.

In addition to the Cock o' the Harbour Race on Sydney Harbour, there will also be inshore races on the Derwent River and on Wellington Harbour.

The fleet of 380 yachts includes more than 60 yachts eligible to race in the 20 and 30 Year Veteran and Vintage Divisions. These include the cutter *Winston Churchill* and the ketch *Archina*, which were among the nine yachts which sailed in the inaugural Sydney-Hobart in 1945.

The Veterans are yachts which have sailed in a previous Sydney-Hobart; the Vintage are older yachts which have not previously raced to Hobart – among them the Tasmanian yacht *Moby Dick*, said to have an identical hull to the first race winner, *Rani*.

Other well-known 30-Year Veterans from early Sydney-Hobarts are line honours winner *Margaret Rintoul*, the yawl which led the fleet up the Derwent in 1950 and 1951, handicap winners *Nerida*,

Continued on page 12

Champagne celebration on the dock for *Brindabella* crew in 1991. (Pic – David Clare)



Two Escort Vessels For 50th Fleet

THE record-breaking 50th fleet sailing south to Tasmania in the Kodak Gold Sydney-Hobart will have two official escort vessels, the sail training brigantines *Young Endeavour* and *One And All*.

The national sail training ship *Young Endeavour*, under the command again of Lt-Comdr Chris Curtis RAN, will be the radio relay vessel with the South Australian-based *One and All*, skippered by Captain Simon Barnes, acting as a back-up and escorting the second half of the fleet towards Hobart.

Young Endeavour, which played such a vital role in the search and rescue operations during last year's dramas, has again been made available to the CYCA by the Young Endeavour Youth Foundation while *One And All* has been made available by the Sailing Ship Trust of South Australia. Both vessels will be largely crewed by young people from all parts of Australia under the direction of professional crew.

With their huge spreads of fore-and-aft and square sails, the two brigantines will add colour to the spectacular fleet of yachts on Boxing Day.

However, their key roles will be as an integral part of the communications and safety of the fleet on the 630-nautical mile race to Hobart. *Young Endeavour* will handle communications with the fleet until she berths in Hobart on December 31, when *One And All* will handle final skeds for the yachts still racing.

Cruising Yacht Club of Australia representatives will be aboard both vessels, including the highly experienced communications team of Lew Carter and Michael and Audrey Brown, who will run the "skeds" from aboard *Young Endeavour*. They will be joined by assistant race director Mike Fletcher and technical expert John O'Toole.

Australia's Telstra Corporation, in partnership with Electrotech Marine, is providing a full range of communications resources – mobile phone and fax (Satcom-M) and data (Satcom-C) satellite services, long-range high frequency radio telephone services (Radphone), short-range very high frequency radio services



Top: The sail training brigantine *Young Endeavour* heads for Hobart in last year's Kodak Sydney-Hobart. She went on to play a vital role in the search and rescue operations during the galeswept race. (Pic – David Clare)

Left: Joining the fleet as an extra Radio Relay Vessel will be the Adelaide-based *One And All*. She will sail south with the older yachts.

(Seaphone) and a specialist HF radio link (Yachtcoms) between race officials and competitors.

"*Young Endeavour* played an outstanding role as radio relay vessel in last year's 49th Kodak Sydney-Hobart when she co-ordinated the search and rescue operations during the gale, as well as being actively involved in taking aboard the crew from a sinking yacht," CYCA sailing secretary Bob Brenac told OFFSHORE.

"We are particularly pleased that Chris Curtis has been able to delay his transfer to continue his role as captain of *Young Endeavour* in what will be a very demanding task for the radio relay vessels.

"At the same time we welcome the additional role that *One And All* will play in escorting the slower and older yachts and in taking over as RRS for the final skeds."

Young Endeavour was the Bicentennial gift from Great Britain to the People of Australia in 1988. Since being handed over the brigantine has been operated by the Young Endeavour Youth Foundation with a professional crew drawn from the Royal Australian Navy.

Over the past six years many hundreds of young people have enjoyed an adventure under sail aboard the brigantine around the Australian coast. In addition many lucky ones have represented

Australia at international events, including sailing in the Bicentennial Tall Ships Race and in a remarkable circumnavigation of the world to participate in the Columbus celebrations in Europe and America. In 1995 *Young Endeavour* will again circumnavigate Australia before heading to Indonesia for the Tall Ships Race.

Young Endeavour was designed as a sail training ship by English naval architect Colin Mudie and was built at Lowescroft, England, with a steel hull and teak laid deck. Her masts and spars are aluminium, her sails dacron, but the ship is rigged as a traditional brigantine, square-rigged on the foremast, and fore-and-aft rigged on the mainmast. The total sail area is 707 square metres and the ship is capable of 14 knots under full sail.

Length overall is 44m, length on deck 35m, beam is 7.8m, draft 4m and displacement 239 tonnes. Accommodation aboard is: 24 trainees (2 x 6 berth cabins and 1 x 12 berth cabin); 9 staff crew cabins; 4 extra bunks.

One And All is a centreboard brigantine, purpose-built to conduct a South Australian Sailing Training program. Designed by wellknown yacht designer Kell Steinmann, she was built at North Haven, Adelaide, by W.G.Porter & Son. The hull is timber, carvel built with a clipper stern and counter stern.

She was built over a three-year period by a team of enthusiastic South Australians, many of them unemployed at the time and launched on December 1, 1985. In 1987-88 she was part of the First

Fleet re-enactment voyage.

While *One And All's* voyages are primarily directed towards young people aged 16-25, there is no upper age limit for most voyages. Programs also include executive training through management training voyages. Since 1990 *One And All* has undertaken a much wider role, sailing interstate and providing a first class sailing facility for recreational, educational and leisure purposes for different groups.

Length overall is 42.68m, length on deck is 30.05m, her beam is 8.2m and draft with boards up is 2.85m and 3.96m with boards down. She carries a total sail area of 451.49 square metres.

Accommodation aboard allows for 26 trainees and 10 crew on training voyages.

— Peter Campbell

Lifeline from Sydney-Hobart: and everywhere in between

JUST like the yacht racers, communications during the Sydney-Hobart have to be tough: tough enough to withstand the rough conditions and the heat of competition.

The yachting fraternity has entered an age when up-to-the-minute weather reports, global positioning data and the exchange of tactical information can have a significant impact on overall placings – and on the safety of lives.

In a race attracting interest from around the world, this information is also critical for race co-ordinators, officials, marine rescue authorities, Australian and international media and the general public.

So how does it happen?

We've come a long way from the third-ever Sydney-Hobart in 1947, when young reporter Frank McNulty took two baskets of carrier pigeons aboard the yacht *Moonbi*, hoping to send daily eyewitness reports back to his newspaper. It seemed like a good idea at the time, but it proved (to say the least) an unreliable one.

Four years later, for the first time, a radio relay vessel escorted the fleet and radio reports between the competitors and race officials became routine. It became compulsory in 1957, and all yachts carried two-way radios and reported their positions to the radio relay vessel accompanying the fleet.

The radio relay vessel has now become a lifeline for race officials, other parties on the mainland and competitors. In 1994 competitors will be accompanied by *Young Endeavour* and *One And All*, two tall ships steeped in history but brimming with the most advanced satellite and radio communications equipment ever used in the famous race.

Australia's Telstra Corporation, in partnership with Electrotech Marine, is providing a full range of communications resources – mobile voice and fax (Satcom-M™) and data (Satcom-C™) satellite services, long-range high frequency radio telephone services (Radphone™), short-

range very high frequency radio services (Seaphone™) and a specialist HF radio link (Yachtcoms™) between race officials and competitors.

A wholly Australian-owned and operated company, Telstra is the leading supplier of radio and satellite communications in the Southern Hemisphere. Its support in the Kodak Gold Sydney-Hobart also means competitors are closely monitored by a comprehensive network of radio stations and the Australian Maritime Safety Authority's rescue centre in Canberra.

Electrotech Marine is a national organisation which specialises in the provision of high quality communications and navigation equipment which is compatible with Telstra's domestic and global services.

During the race each yacht will report its position to the *Young Endeavour* twice daily in scheduled radio contact (called 'skeds'). *Young Endeavour* then relays the information via satellite to the Digital main computers of race organisers at the Cruising Yacht Club of Australia in Sydney. Additional support will be provided by the *One And All*, acting as 'sweeper' behind the fleet as it travels south to Hobart.

Just eight minutes after the sked is completed the Digital computer produces a comprehensive breakdown of each yacht's position, providing organisers with:

- Progress line honours – giving order of yachts based on reported positions and the distance to go to the finish;
- Corrected time progress report – giving an overall division place of each yacht based on category and handicap;
- As they finish, each yacht's elapsed and corrected time and an ongoing assessment of its handicap place overall and in divisions;
- A to-draw forecast – the average speed a yacht must maintain to beat yachts that have already finished;
- An alphabetical summary of each yacht's line and corrected time position overall in divisions;
- A final summary of the race compiling all



Testing the satellite communications equipment aboard *Young Endeavour* in readiness for the Kodak Gold Sydney-Hobart, Cruising Yacht Club chief radio operator Low Carter (left) and Lt Iain Jarvey, the Navy's Liaison officer aboard the radio relay vessel. (Pic – David Clare)

yachts' placings in line honours, overall corrected time and division corrected time; Distance made good, heading made good and corrected distance made good for every yacht since the previous sked.

This information is vital for race organisers to be able to plot accurately any yacht's position should it fail to report at the next sked, and it is the basis of all media reporting during the racing.

At the race centre the information is also used by volunteers who answer several thousand phone calls each day at the CYCA from family and friends who request information.

The communications aboard *Young Endeavour* and *One And All* also allow race headquarters staff to talk directly to any yacht if situations arise which could be better resolved with direct voice contact.

Using Telstra's Radphone and Seaphone services, crew members themselves can provide friends, family and colleagues with an up-to-the-minute, real time account of the race direct to their living rooms on the mainland!

From carrier pigeons to world-leading satellite and radio communications, today's technology has meant the Sydney-Hobart sailors are safer and 'closer to home' than ever before. ↓

Continued from page 9

Cherana, *Anitra V* and *Cadence*, along with *Camille*, which was a member of Australia's first challenge team for the Admiral's Cup in England in 1965.

Other well-known Veterans of early races making a sentimental voyage south again include *Eos*, *Nell Gwyn*, *Canon Maris* (skipped by Australian of the Year Ian Kiernan and with Richard "Sightie" Hammond as his navigator), *Southerly*, *Southern Myth*, *Wild Wave*, *Lahara*, *Mercedes III* and *CameraWorld Kurura*, now owned in Tasmania.

Peter Kurts, one of Australia's most successful yachtsmen, at home and abroad, is also making a comeback with two-times Sydney-Hobart handicap winner *Love And War* in the 20-Year Veteran Division. *Love and War*, designed by Sparkman & Stephens as an IOR racer back in the early 1970s, is already a winner in CYCA offshore races under her new IMS rating.

There is even a Veteran maxi yacht entry in *Atalanta*, the US maxi ketch which took line honours in the 1968 race, one of three *Ondines* which got the gun for famous American yachtsman S.A. ("Huey") Long. She is now owned in Seattle by Richard C. Hedreen and is currently sailing across the Pacific from the Hawaiian Islands.

The fleet covers a wide cross-section of old and new, half tonners to maxis. With no IOR handicap category they will be racing under either IMS or the Tasman Performance Handicap System. Veteran and Vintage Divisions yachts will race under IMS, making them eligible for the overall IMS trophy.

While no new maxis like *Brindabella* have been built in Australia this year, the 50th race fleet will include more than 35 new boats, including production J35s, Mumm 36s and several interesting one-off designs.

New Victorian yacht *Monier Top Cat*, designed by Jim Inglis. (Pic – Kevan Wolfe)



Sailors with disAbilities sailing the Adams 16.5 *Aspect* in the Fujitsu Gosford-Lord Howe Island race. Yacht is racing to Hobart as *Com Tech*. (Pic – Peter Campbell)

A new Mumm 36 was launched in Hobart in mid-September for John Fuglsang, who has sold *Salamanca Inn*, the former Admiral's Cup team yacht and 1990 overall IOR winner *Sagacious V*, then owned by Gary Appleby. His new boat will race as *Hartz Mineral Water*.

Bruce Taylor, new Commodore of the Royal Yacht Club of Victoria and one of the luckless competitors in recent Hobart races, has launched a Robert Hick-designed *JLW Chutzpah*, a 36-foot version of the remarkable and controversial mini IMS racer *Joint Venture IV*.

Another new Victorian yacht is the fast Inglis 38 *Monier Top Cat*, purpose-designed for IMS racing by Jim Inglis in association with local designer Don Jones (of *Cadibarra* fame) and builder Mal Hart. It sports a radical keel configuration and is

reportedly very fast.

Iain Murray has designed a 41-footer, *Raptor*, for a German yachtsman while the Townsville-designed new ILC40 *Bit O' Fluff* also has been entered.

In Sydney John McConaghy has built a Reichel/Pugh 66-footer for expatriate Hong Kong yachtsman Warwick Miller, to be named *Exile*, while in New Zealand the first of two new Lidgard 45s, *Tower*, was launched in mid-September to contest the Tasman Triangle.

Last year's top-placed boats are again entered – line honours winner *Ninety Seven*, IMS overall winner *Legal And General Cuckoo's Nest* and IOR overall winner *AMP Wild Oats*, which this year will be racing under a new IMS rating – after winning the Canon Sydney-Gold Coast Classic in August at her first start under IMS.

The CYCA has also received its first entries from foreign all-women crews for the Sydney-Hobart. New Zealand yachtswoman Teresa Borrell has nominated her veteran S&S 43 *Brightstone* for the Sydney-Hobart and the Tasman Triangle, and has thrown down the challenge to Australian women sailors, notably the Women on Water crew under Kerry Goudge, who sailed so courageously in last year's galeswept race.

The WOW crew will again be sailing the 40-footer *Nadia IV*, again re-named *Telecom MobileNet*.

The second all-women crew is also coming from NZ aboard the Davidson 52 *Outbound*, skippered by Gayle Melrose.

The first of the maxi yachts from overseas have arrived, their sights set on a line honours victory and Kodak's Gold \$100,000 for being the first yacht to break *Kialoa's* long-standing record of 2 days 14 hours 36 minutes 56 seconds.

New Zealand Endeavour, the 1992 Sydney-Hobart line honours winner and



Congere, the former Drumbeat, is returning from the USA for the 50th Sydney-Hobart. (Pic – David Clare)

1993-94 Whitbread Race victor, arrived in Hobart in early October and will race in the Kodak Gold Sydney-Hobart as *Tasmania*, flying the burgee of the Royal Yacht Club of Tasmania.

The 80-foot ketch is now owned by well-known Tasmanian yachtsman Bob ("Beanhead") Clifford in partnership with two Americans. Graeme (Frizzle) Freeman is sailing master.

The South African-designed, German-registered downwind flyer *Broomstick* reached Sydney in early October. *Broomstick*, which broke *Ondine III's* 17-year-old race record in the revived Cape to Rio Race last year, has been chartered by a syndicate of Sydney and Perth yachtsmen, with CYCA member Tony Beilby as skipper.

Longobarda, the former Italian 80-footer, now owned in England, has been shipped across the Pacific after contesting the Big Boat Series in San Francisco. She has been bought for her Australian campaign by Tasmanian yachtsman David Stephenson on behalf of the "Dairy Farmers Syndicate", which raced *Oz Fire* in last year's Sydney-Hobart. They have engaged the champion Perth-based English yachtsman Chris Law as principal helmsman for the Sydney-Hobart.

Law, ranked as one of the world's best match-racing helmsmen, recently winning the prestigious Congressional Cup and Royal Lynton Cup, steered Syd Fischer's 50-footer *Ragamuffin* to an overall IOR win in the 1992 Kodak Sydney-Hobart. This was Fischer's first overall IOR win in the race, following two line honours victories with his maxi, *Ragamuffin*.

Fischer has announced that, despite his America's Cup campaign in San Diego, he will be contesting the 50th Race, sailing his champion Admiral's Cup 50-footer *Ragamuffin*, which has been shipped back to Australia. The former *Will* was built in Sydney by John McConaghy for Japanese interests and was chartered three years ago by Fischer.

Under his command the boat was a winner on the international 50-foot circuit and the topscoring yacht in the 1993 Admiral's Cup, almost taking Australia to victory.

Irishman John Storey, who won the race with his former *Atara*,

will be back again after a dramatic race last year. His new *Atara* was dismasted but despite their own problems he and his crew joined the search and ultimately rescued John Quinn after the Sydney skipper had spent nearly five hours in the Tasman Sea, having been washed overboard from his own boat, *MEM*.

Atara has been almost totally rebuilt under the direction of naval architect David Lyons and will again be a strong contender for IMS honours.

With the entry of Bevin Koeppel's *Congere*, the former *Drumbeat*, which, when owned by Alan Bond, took line honours in 1989, and Jake Wood's *Sorcery*, this will be the biggest maxi boat fleet in the history of the race.

In addition to *Tasmania* (ex-New Zealand *Endeavour*), *Broomstick* and *Longobarda* the fleet will include local big boats *Brindabella*, *Condor Of Currabubula*, *Hammer Of Queensland*, *Toll Express Helsal II*, *Freight Train* and *Innkeeper Petaluma Wines*.

A Sydney syndicate has also bought the narrow-beam New Zealand flyer *Fidelis*, which took Sydney-Hobart line honours back in 1966, while Hong Kong will be represented by Warwick Miller's Reichel/Pugh 66 *Exile*, built in Sydney by John McConaghy.

Most of the big boats will be in action in the Kodak Asia Pacific Anniversary Regatta over the weekend of December 17 and 18 and again on the Monday, December 19, in the spectacular Canon Big Boat Challenge, a round-the-buoys Harbour race.

This race will be open to yachts from 60-footers upwards and will include a start and/or finish and rounding marks close to major public vantage points, including the Opera House, Lady Macquarie's Chair, Point Piper and Manly.

The sail training brigantine *Young Endeavour* will again be the radio relay vessel under the command of Lt Commander Chris Curtis, a welcome return after the crew's sterling effort in co-ordinating and actively participating in search and rescue operations during last year's dramatic, galeswept race across Bass Strait.

She will be joined by the South Australian sail training brigantine *One And All*, skippered by Captain Simon Barnes, which will escort the Veteran and Vintage fleets southwards. ↓

Tasmania, the former New Zealand Endeavour, sailing on the Derwent. (Pic – Richard Bennett)



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ASSASSIN 1st IMS
AMAZON 1st TPHS
1991 BRINDABELLA 1st
ATARA 1st IOR
SHE'S APPLES 1st IMS
1990 ROTHMAN'S 1st
SAGACIOUS V 1st IMS
DOCTOR WHO 1st IMS
1989 DRUMBEAT 1st
ULTIMATE CHALLENGE 1st IOR
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SOVEREIGN 1st IOR
1986 CONDOR 1st
EXTENSION 1st IOR
1985 APOLLO 1st
SAGACIOUS 1st IOR
1984 NEW ZEALAND 1st
INDIAN PACIFIC 1st IOR
1983 CHALLENGE 1st IOR
1982 CONDOR OF BERMUDA 1st
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1980 NEW ZEALAND 1st
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WILD OATS 2nd IOR
1991 AMAZON 1st
BRINDABELLA 1st IMS
WILD OATS 1st IOR
1990 BOBSLED 1st
PEMBERTON III 1st IOR
MORNING TIDE 1st IMS
1989 RAGER 1st
WITCHCRAFT II 1st IOR
1988 PEMBERTON 1st IOR
SINGAPORE GIRL 2nd IOR
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Tasman Triangle).



The Cruising Yacht Club of Australia

WELCOME to the Cruising Yacht Club of Australia and our 50th anniversary Kodak Gold Sydney-Hobart Yacht Race and Tasman Triangle Series!

This year's event will be by far the largest ocean racing fleet ever assembled in Australia and certainly a massive fleet by world standards.

The Kodak Asia Pacific Anniversary Regatta and the Canon Big Boat Challenge on 19th December will give us some indication of the likely fleet champions. However, the battle for Hobart line honours and divisional placings should be the hardest fought in the history of The Great Race.

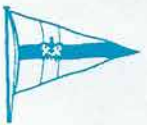
Once again we are privileged to have the support of sail training ship *Young Endeavour* as our radio relay vessel and she will be supported by STV *One And All*, covering the last yachts into Hobart. We are greatly indebted to the Royal Australian Navy, the Young Endeavour Youth Scheme and the Sailing Ship Trust of South Australia for providing these magnificent vessels.

Great emphasis has been placed on safety and communication for this year's race and our race and event management committee has placed high priority on maintaining our excellent safety record.

Our club has prepared special facilities to service our members and guests during December and we look forward to meeting old and new friends prior to sending the fleet away to Hobart.

I wish all competitors and their families a safe, enjoyable and rewarding race and best wishes for the festive season.

David C Fuller
Commodore, CYCA



COMMODORE-IN-CHIEF:
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The Royal Yacht Club of Tasmania

THE 1994 Kodak Gold Sydney-Hobart Yacht Race will definitely go down in history as one of the greatest sporting events ever held in Australia, if not the world.

The number of entries has far exceeded the most optimistic predictions. The sheer size of the fleet has created a huge increase in the workload and expense to organise and control this great event, both for the Cruising Yacht Club of Australia and The Royal Yacht Club of Tasmania. All participants should be grateful for the many hours of

work put in by the army of volunteers of both clubs.

On behalf of The Royal Yacht Club of Tasmania I wish to thank the major sponsor, Kodak (Australasia) Pty Ltd, the Government of Tasmania, Qantas, the Master Warden, the Harbour Master and the Marine Board of Hobart, the Hobart City Council and the Tasmanian Water Police for their support of the race once again.

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

This year The Royal Yacht Club of Tasmania's annexe will be on the apron adjoining Constitution Dock. Admission to the annexe and clubhouse at Marieville Esplanade is by Honorary Membership cards, which will be issued on arrival in Hobart. I hope all participants and their friends take this opportunity to visit these facilities while in Hobart.

I wish all competitors an enjoyable and safe race to Hobart, where the members of the RYCT and all Tasmanians will extend a very warm welcome.

Donald Calvert
Commodore, RYCT

3 Lines, 3 Starts For Huge Fleet

WITH an expected fleet of 360 to 380 yachts starting on Boxing Day, the Cruising Yacht Club of Australia will use three lines and have separate starts for the Veteran Yacht Divisions 30 minutes before the traditional 1300 hours mass start.

In addition to the normal two starting lines, 300m apart, in the area between Shark Island and Bradley's Head,

extending back towards Point Piper, a third line will be laid 1350m further down the harbour, off Nielsen Park.

This will be used by the Veteran Yacht Divisions and later by Divisions A and B yachts (maxis, pocket maxis and grand prix racing yachts).

Using Starting Line 1, the 30-Year Veteran Division fleet will head down the harbour at 1230 hours, followed by the 20-Year Veteran Division fleet at 1235 hours.

All other Divisions will start at 1300 hours, using all three lines, by which time the club hopes that most of the Veteran Yachts will have cleared the harbour.

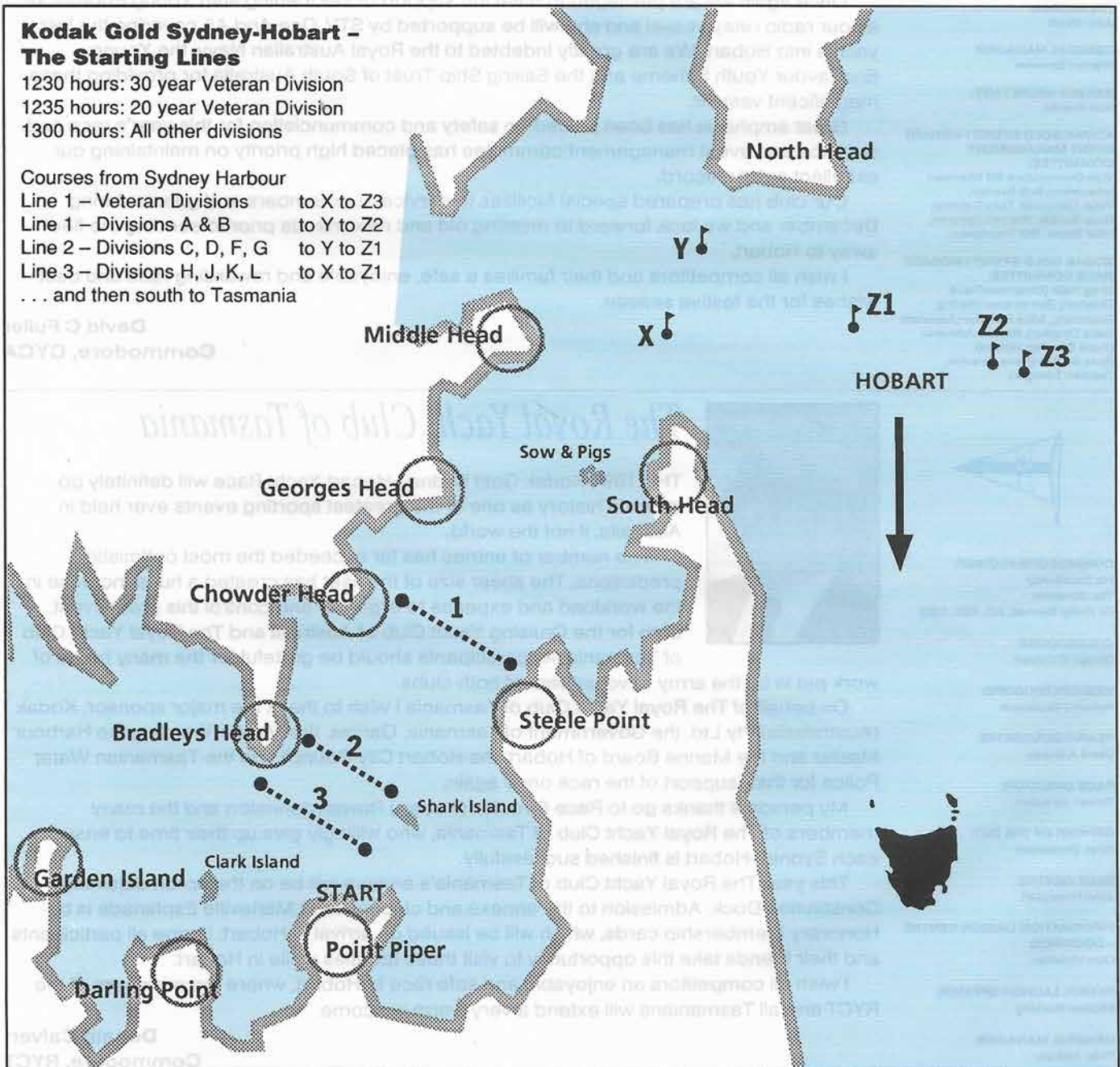
To equalise the distance the yachts have to sail to Hobart, each Division will sail around a specified mark at the Heads (X or Y) and then a specified Seamark (Z1, Z2 or Z3) more than a mile to seaward before turning south on course to Hobart, as follows:

Kodak Gold Sydney-Hobart – The Starting Lines

- 1230 hours: 30 year Veteran Division
- 1235 hours: 20 year Veteran Division
- 1300 hours: All other divisions

Courses from Sydney Harbour

- Line 1 – Veteran Divisions to X to Z3
- Line 1 – Divisions A & B to Y to Z2
- Line 2 – Divisions C, D, F, G to Y to Z1
- Line 3 – Divisions H, J, K, L to X to Z1
- ... and then south to Tasmania



Line 1 - Veteran yachts to X to Z3
 Line 1 - Divisions A & B to Y to Z2
 Line 2 - Divisions C,D,F,G to Y to Z1
 Line 3 - Divisions H,J,K,L to X to Z1

Each Division will fly a distinguishing backstay flag to indicate the line from which they must start.

Sked Time Changes:

The CYCA has also decided on a significant change in sked times from the traditional "six in the morning and three in the afternoon".

The morning position reports from yachts to the radio relay vessel, the brigantine *Young Endeavour*, will start at 0305 hours and the afternoon sked will start at 1405 hours (except December 26). The safety sked will start at 2205 hours.

Race frequency will be 4483 kHz.

Race Information

The Cruising Yacht Club of Australia has arranged a special recorded phone number for all race information on the Kodak Gold Sydney-Hobart Race.

1902 240 520

Note: ITM calls are charged at 50¢ per minute.

Lord Mayor of Sydney To Start the 50th

The Lord Mayor of Sydney, Councillor Frank Sartor, will be the Official Starter of the Kodak Gold Sydney-Hobart Yacht Race at 1300 hours on Boxing Day. He will fire one of the Cruising Yacht Club's historic cannons to start the main fleet aboard the Kodak starting vessel *Aussie One*.

Councillor Sartor's involvement will continue the significant part he played earlier in the year when he figured in a three-city launch - Sydney, Hobart and Wellington, New Zealand - to launch the 50th Race and the Tasman Triangle of races between New Zealand and Australia to mark this historic milestone in ocean racing.

Peter Luke, one of the foundation members of the Cruising Yacht Club, who skippered his yacht *Wayfarer* in the inaugural race in 1945, has been invited to start the Veteran Yacht Divisions at 1230 and 1235 hours aboard HMAS *Fremantle*.

Councillor Sartor has been Lord Mayor of Sydney since September, 1991, and a member of the Sydney City Council since 1984.



Lord Mayor Sartor

As Lord Mayor he is Vice-President of the Sydney Organising Committee for the Olympic Games, Chairman of the Sydney Committee, Sydney Festival and Carnivale and the Central Sydney Planning Committee, and a member of the Sydney Cove Authority. ↓



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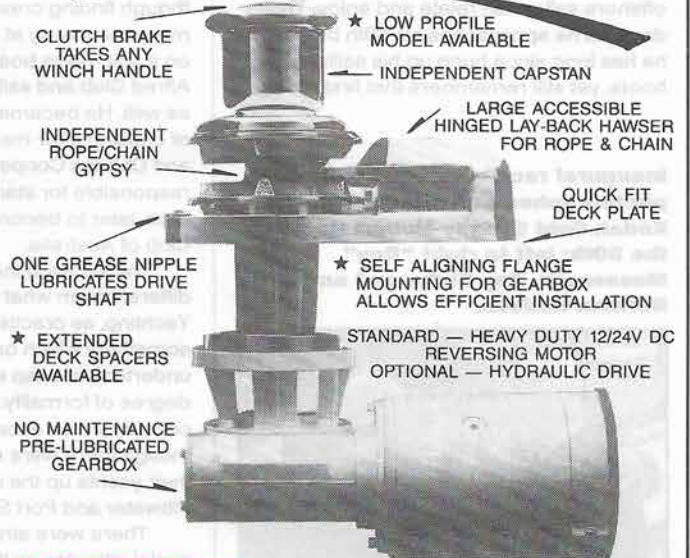
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Hobart Hero: Norman Hudson, *Rani* Crew 1945

Time may dim the memory, but the deeds of heroes remain. Such is the case with an event so famous in ocean racing as the Sydney to Hobart yacht race. Fifty years on many of the original participants are no more, but their achievements still live on in ocean racing folk lore as others follow in their wake south each Boxing Day. James Hill relates the story of one of the original Hobart Heroes.

EVERY sailing enthusiast, it seems, knows some of the story of how the founding race began, yet maybe less these days with each generation born well after the event. That is understandable, perhaps all the more reason why on the eve of the Kodak Gold 50th Sydney-Hobart, we would want to record the stories of those veterans who are still alive to tell the tale.

Probably no more interesting account of the first race is that of Norm Hudson, who crewed on the winning yacht *Rani* with Captain John Illingworth RN. It was the dramatic double line and handicap win of this little 34-footer which really captured the mass media attention and gave the Sydney-Hobart a uniquely high profile amongst ocean races.

How Norm became part of sailing history is a personal tale to which any offshore sailor can relate and enjoy. These days, as he approaches his 80th birthday, he has long since hung up his sailing boots, yet still remembers that first race

Inaugural race veterans being photographed at the launch of the Kodak Gold Sydney-Hobart Race, the 50th: left to right "Boy" Messenger, Ray Richmond and Norman Hudson.



with remarkable lucidity. He even keeps an active interest in sailing through his business selling boat plans and adhesives for do-it-yourself cruising yacht builders.

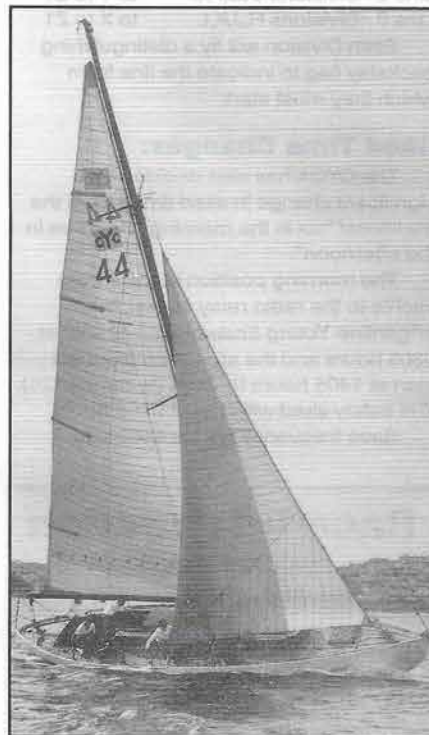
Fate as usual played a hand in such matters. After all, he may not have been in Sydney at the critical time had he not suffered injuries during training for the air force and had an early discharge.

The doctors told Norm he would never be strong enough to hold down a working career in his profession as builder, yet he was soon working for the Allied Works Council constructing camouflage screens for the US air force in Darwin. Ironically, it was here he had his closest scrap with death as he just missed the bullets of a swooping Japanese Zero.

Back in Sydney in the last months of the war Norm found he had time on the weekends to take up sailing. Yachting had continued on the Harbour through the war, though finding crews was not easy with so many men away at the Front. Norm crewed on a fast metre boat with the Royal Prince Alfred Club and sailed his own small keeler as well. He became interested in the idea of cruising after meeting with Peter Luke and Charles Cooper, the two he says were responsible for starting the Cruising Yacht Club, later to become the Cruising Yacht Club of Australia.

The situation then in yachting was quite different from what we have today. Yachting, as practised in keel yachts, was something which only "gentlemen" undertook in crisp sailing whites and a degree of formality. Cruising was considered an eccentric part of yachting though there were already people cruising their yachts up the coast to places such as Pittwater and Port Stephens.

There were strong changes afoot in social attitudes as the war drew to a close and many people were willing to try something new and different. That opportunity came for Norm when he received a phone call one evening from an English naval officer, John Illingworth, who had been sent out to decommission the



***Rani*, winner of the inaugural Sydney-Hobart in 1945.**

British naval depot at Woolloomooloo.

Illingworth had heard that Norm was a good crew on harbour racers and had an interest in cruising. He explained he wanted to put a crew together to do some racing on the harbour with a yacht he had acquired from Lake Macquarie.

This all sounded fine to Norm and he accepted the offer. Fate again stepped in when both were invited to a special meeting of the newly formed Cruising Yacht Club group at Ushers Hotel in the city.

History now records it was in the old world atmosphere of this hotel that the race was born. In fact, Peter Luke suggested a cruise to Hobart, but it was the visitor Illingworth who then suggested a race. That was like saying fly to the moon for the Australian sailors, who had no concept of what an ocean race was. Yet Illingworth did. He was arguably Britain's finest ocean racing sailor at the time and had years of ocean racing experience prior to the war.

"You could have heard a pin drop when they proposed a cruise, but even more so when Illingworth suggested a race. No-one had ever conceived such a thing as an ocean race," recalls Norm with a grin and a sparkle in his blue eyes.

Yet Australians are partial to crazy schemes and that very evening the club members formed a committee to run the race and find out more about the handicap system of Illingworth's club, the Royal Ocean Racing Yacht Club (RORC) in Britain.

Norm can't recall anyone else doing any shake-down races for the big event.

Most still thought of the race as a cruise so no-one thought they'd have to do anything special other than provision the boat.

Illingworth was no such innocent. He was the man who was later literally to write "the book" on modern ocean racing and he set about preparing his yacht by stripping excess weight and blocking in the propeller aperture.

Illingworth told Norman he now had a crew together and that they were all on trial, including Norman. He thought three trials would do it. Norman recalled the day *Rani* set off with a crew of seven in the first trial from Sydney to Broken Bay and back. There were four naval officers, including Illingworth and three Australians.

"As we proceeded out of the harbour a thick fog descended. Very soon a multitude of whistles began blowing and tin cans beating all around us. It was a real pea-souper! As the fog closed in the navigator barely had time to get a fix on Middle Head and a course set eastwards out to sea.

"When we returned from Broken Bay the fog was still partly up the coast. We had been trailing a log and sailing on dead-reckoning. Now we were really groping our way through the fog. Illingworth said: 'Let's go about now. We should be sailing through the middle of the Heads' and blow me down if he wasn't right - there was Middle Head directly ahead and still bathed in sunlight!

"I was stunned and now had great respect and confidence in serving under this man Illingworth.

"He said we would all do the race and surprisingly nominated me as mate. I nearly fell over backwards!

"We would sail to the start from the mooring under sail and that was the way of it then," recalls Norm. Nor would there be much in the way of safety equipment. The yacht would have no liferails and only a few boats in the fleet would have lifejackets for the crew.

Two-way radios were not easy to come by at that stage and Illingworth did well to secure one from military stocks. However, when they tried the radio on the morning of the race the batteries were dead flat so Illingworth ordered the radio and batteries be dropped on the dock.

"We were only beginning to realise that this otherwise quiet and unassuming naval man was a fanatical sailor," says Norm.

As the yachts gathered at the appointed start there were friends and well-wishers to farewell the tiny fleet of nine yachts. Being only a few press at the event, it was obviously not considered to be of any news significance at that stage.

The first days of the race saw the yachts sailing before moderate to fresh north-easters, with the canoe-stern *Rani* doing surprisingly well against the bigger yachts such as Jack Earl's *Kathleen* with her efficient hull shape and the fact she carried twin headsails. Spinnakers were not allowed for that race, but Illingworth worked the loophole as any keen racing sailor would today.

Eventually the fleet was to hit the inevitable blow. This one developed into a south-westerly gale which scattered the fleet. The 52ft ketch *Archina* was hove-to for 38 hours before putting into Jervis Bay. Others sheltered in different points along the south coast, but Illingworth on encountering the storm ordered the boat to be sailed offshore because the navigation lights were not working and he didn't want to be in the coastal shipping lane at night without lights.

The cotton mainsail split even before the crew had a chance to reef and Norm then found his camouflage-making skills most handy as he was the only one on board who knew how to stitch the sail. He spent the night below sewing up the sail while the little yacht ploughed on into the night in building seas.

If this wasn't enough for the greenhorn crew of Aussies and English naval officers, the bilges started to fill with water at an alarming rate. The problem was the mast was pushing down and opening the garboards, but it took some hours before the crew discovered the source and stemmed the flow by pressing wet blankets through the gap.

Norm recalls the water swirling around the face of one of the exhausted crew as he lay in the lee bunk. "I knew he would drown if I didn't do something so I propped his head up with a pillow. He didn't wake up: he just kept sleeping!"

Norm said that the seas were quite big that memorable night, 50 miles offshore. The crew on watch reported a freak wave formation mast-high, which swirled around the little vessel, fortunately without damage. It was a gale alright, but in hindsight he doesn't think it was a particularly bad one compared to others he has endured.

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The next evening as they sailed back to the coast in light winds Illingworth discussed the possibility of getting some shelter to straighten out the mess below decks, but spotting what he believed to be the line-honours favourite *Winston Churchill* putting into Eden he became determined to press on and gain an advantage.

It was moonlight, with Norm and Illingworth taking the watch on deck till dawn while the crew rested below.

Norm said while at the tiller he fell asleep but woke up with a shock with Illingworth shaking him and the sails fluttering. An hour later Norm said Illingworth dropped off and I gave him the same medicine! We laughed about it later. He was a great sport.

During the night Illingworth recalled that he had made a rendezvous with the captain of an aircraft carrier off Gabo Island. He was a friend and Illingworth estimated that *Rani* could be departing Gabo around 6am December 28.

Dawn approached as we closed in on the coast and the hazy mist vanished as the sun rose and there directly ahead was the big carrier. What a glorious moment!

The log book showed we cleared Gabo at 5am, just one hour ahead of Illingworth's estimate! (Name of carrier HMS *Indomitable*.) It was December 28.

Pressing on across Bass Strait conditions improved and eventually *Rani*'s crew found themselves sailing down the Tassie coast in light winds.

Unbeknown to them a search plane had been sent out and on not sighting them presumed they had been lost. Searchers found *Winston Churchill* near Flinders Island, but didn't go far enough east to find *Rani* and her crew.

"We sailed a better course and didn't get too far over near Flinders as had *Churchill*, so we made better time and were well in front," recalls Norm.

Illingworth kept the crew on a race footing and in moderate conditions they would sail by wool tufts, something which had never been done before by Aussie sailors. A crewman would regularly check the set of the sails at night with a torch and ask the question of the helmsman: "Are you on course?"

Several search planes were sent to look for *Rani* and the other missing yacht *Horizon*, but they didn't spot *Rani* till she was found becalmed off Tasman Island. The crew didn't even have a radio receiver so they had no idea what was going on in the outside world.

Coming to round Tasman Island Illingworth decided to take a short cut by passing through the channel between the island and the mainland of Tasman Peninsula. For a while it looked as if the wind was going to die away and with the undercut cavernous cliffs each side at water level we realised the potential danger that might befall any vessel becalmed in a wide-running current should the wind drop.



**Captain John Illingworth RN . . .
in yachting gear.**

From there on the rules forbade use of the passage to competing yachts.

The crew were not to find out they had taken line honours till they crossed the line at 1.23 on the morning of January 2. When Illingworth asked how many boats had finished, the people in the welcoming committee boat laughed. It actually took some moments before it dawned on Illingworth and his crew that THEY were first home.

Norm recalls that there was some sort of fuss later about how well *Rani* had won against the other yachts, and at one stage the yacht was slipped because there was some suspicion they might have used their motor. However, the critics were soon laid to rest when they found that not only was the prop still sealed up, but the motor was rusted up!

There was also the sight of those bits of blanket stitching through the garboards, but Norm says Illingworth kept a lid on that story. Maybe he didn't want to be hauled over the coals by some committee about having an unworthy boat!

Norm was to return home to Sydney by steamer, the skipper having decided the crew of seven was too many to take the boat home. Actually having more crew had helped in the race down and in this, as in many other respects, Illingworth was well ahead of his time.

Home in Sydney Norm plunged into a

new business venture as publisher of Australia's first general interest boating magazine *Seacraft*. The inaugural copy carried a story on the race written by Norm, who admits he is not a journalist, but still as a publisher he realised the value of a first-hand account.

The publicity surrounding *Rani*'s dramatic race win captured headlines around the world and it also helped to make that first issue of *Seacraft* a sell-out.

Norm subsequently sailed in eight more Sydney Hobarts including being skipper of the schooner *Mistral* in the next race. He recalls that in this race he'd arranged to have a chef from the famous Cahill's restaurants come along to provide the crew with cordon-bleu meals. But his best laid plans went awry when the chef became seasick and couldn't stay below. The crew cooked their own meals as best they could, but much of it was thrown overboard.

The trail of food eventually attracted a large shark, which Norm says cruised up in the wake of the yacht as she ran with the wind and sat menacingly near, like a torpedo, at just above deck level. It made everyone extra cautious in their duties, laughs Norm.

Norm was eventually to sail on another winner with the Halvorsens aboard their purpose-built yacht *Solveig*. However, he soon dropped out of the scene due to business commitments and never returned to ocean racing. He later moved to the Blue Mountains to take up selling real estate, after selling his publishing business.

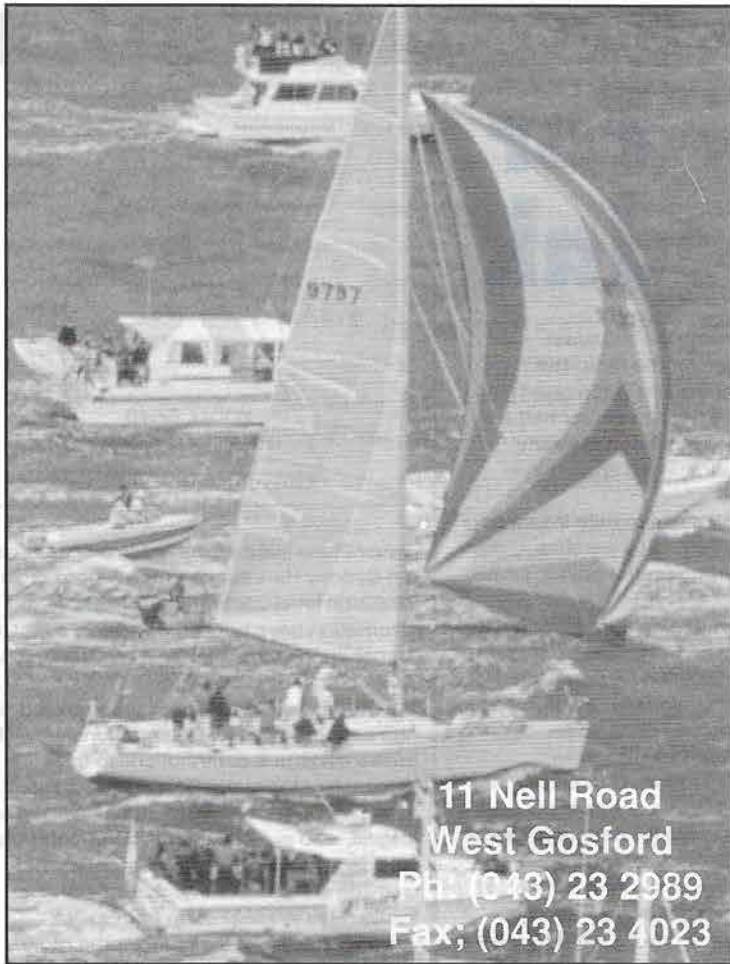
Illingworth didn't forget his Aussie crewmen. On returning to England he co-designed and built the famous racer *Myth Of Malham*, which he took to the American east coast to race in a teams event between Britain and the USA, the forerunner of the Admiral's Cup.

Norm was invited to go to America to spend a season sailing with Illingworth and, after getting permission from his wife, did so. He subsequently also sailed on the yacht in England and survived yet another gale with Illingworth, sailing aboard the *Myth*.

As a publisher of *Seacraft* Norm played a major part in helping to popularise the post-war sport of yachting. Emphasis was different, with cruiser/racer yachts growing in popularity and ocean racing helping to promote this trend.

Norm also established a thriving boat plans subdivision of the magazine and one of his first designers was Alan Payne. In fact, the lines of a yacht looking a lot like the legendary *Solo* were published in the first *Seacraft* issue. Later Norm was to sell the magazine group, which by this time included car, fishing and fashion magazines and he concentrated on the boat plan business.

These days he rarely goes to see yachts getting ready for Hobart but he still follows the race reports and remembers that first race. It was, he says, an experience you don't forget! J.



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TASMEDALS has been appointed the official medallists for the KODAK GOLD SYDNEY-HOBART YACHT RACE 1994.

To commemorate the 50th anniversary of this unique event in yachting history TASMEDALS will be releasing superb limited edition medallions featuring the winner of the first Sydney-Hobart Yacht Race *Rani*.



The medallions will be struck in bronze, antique silver and sterling silver.

Only 100 sterling silver medallions and 500 cased sets (bronze and antique silver medallions) will be released. A Certificate of Issue will accompany the medallions.

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OFFICIAL PRODUCT MADE UNDER LICENCE - KODAK GOLD SYDNEY-HOBART YACHT RACE 1994

Golden Year For CYCA and Kodak

WHEN Kodak Australasia first signed on for the Sydney-Hobart four years ago the company was aware that public enthusiasm for the race would swell for the 50th anniversary race in '94.

Yet while the marketing folk at Kodak pride themselves on keeping a sharp eye to the future, they would not claim to have any Delphic oracles in the team. So being part of what has developed into one of the greatest individual ocean races the world has ever seen is probably as overwhelming to the sponsor as it will be to anyone else involved.

The 1994 Kodak Gold Sydney-Hobart fleet is an armada of sail unlike anything which has gone before it. In terms of the number of yachts participating, the 1994 race is three Sydney-Hobarts rolled into one! The largest fleet prior to this was back in 1985, when there were 179 starters. Compared to other genuine ocean races only the Fastnet race in 1979, with 307 competitors, has fielded a comparative number.

From an organisational standpoint the past three years have provided the sponsor with sound training for '94, and Kodak special events manager Noel Stone and his combined Kodak/CYCA team have once again put together a smorgasbord of activity on and above Sydney Harbour for the two hours preceding the start of the race.

The main focus this year will be on the competitors, however, and provided the weather is kind, a crowd of upwards of 300,000 should assemble to see off the Veteran Division, which will be making its way to the Heads 30 minutes prior to the starting cannon for the remainder of the fleet.

Kodak does not stop its promotional activities at South Head. While the running of the race is in the hands of the experts at the CYCA, innovations such as the \$100,000 "gold prize" for the first yacht to break *Kialoa's* 1975 race record have been helpful in maintaining newsworthiness as the fleet disappears from sight down the east coast.

Kodak also introduced the Kodak Gold Cup for the first yacht in Division A on IMS corrected time. This is likely to be one of the most hard-fought divisions in the race this year, with IOR now phased out and IMS now adopted by the CYCA as the prevailing standard for the Kodak Gold Sydney-Hobart.

Kodak has also devoted more resources to the media centres in Sydney

and Hobart to enable the broadest possible coverage for the race. The Sydney media centre has been open since October, and by early November had a staff of three, such as has been the early interest from Australia and around the world.

Monitoring of media to date indicates something like a 200 - 300 percent increase in coverage for the golden jubilee year.

The Hobart media centre, relocated to the Hobart Sheraton in 1992 to be closer to the action at Constitution Dock, will be operated round the clock for the duration of this year's race, and once again TasTourism will be providing solid personnel support to media director Peter Campbell's small media centre team.

There will be more for people to see on Constitution Dock this year, and not only because of the size of the fleet. A dais will be erected on the dock so line honours and division winners can be feted by what is expected to be a massive welcoming crowd - no matter what time the front-runners reach their destination.

The award ceremony will also be a public event on Constitution Dock this year, so that the people of Hobart and more fellow yachtsmen can take part.

While Kodak has gained much from its sponsorship of the Sydney-Hobart, not least being the friendship of many fine folk at the CYCA, the company feels that it has also been able to put something back into the race in terms of developing its profile.



Innovations such as the preliminary events on Sydney Harbour, the race record prize and high level commercial television promotion have put this wonderful event in better shape than ever as it and the CYCA look to their next 50 years.

Kodak would also like to acknowledge the support of its fellow sponsors, who all make generous contributions to the success of the event. This year this select group consists of Qantas, the official airline, Digital, who provide the essential computer support, Telstra and Electrotech, who provide satellite communications on the radio relay vessel *Young Endeavour*, Caltex, which provides fuel for the radio relay vessel, and Canon, who have equipped the Kodak Media Centre with the most up-to-date communications equipment. ↓

Kodak's Managing Director Dr Ziggy Switkowski (right) relaxes aboard 1993 Kodak Sydney-Hobart winner *Micropay Cuckoo's Nest* at Constitution Dock with CYCA Commodore Leigh Minehan (left) and the yacht's designer, David Lyons. (Pic - Keith Shipton)





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| 1987 2nd & 3rd Division B | 1991 1st to finish |
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| 1989 2nd Overall | 1993 1st to finish, 2nd Overall IMS |



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KODAK GOLD SYDNEY-HOBART – THE 50TH

Past Winners

Year	Line Honours	Elapsed time	Overall	Year	Line Honours	Elapsed time	Overall
1945	*Rani, UK	6-14-22-00	Rani, UK	1972	American Eagle, USA	3-04-42-39	American Eagle, USA
1946	*Morna, NSW	5-02-53-33	Christina, NSW	1973	*Helsal, NSW	3-01-32-09	Ceil III, Hong Kong
1947	Morna, NSW	5-03-03-54	Westward, Tas	1974	Ondine III, USA	3-13-51-56	Love & War, NSW
1948	*Morna, NSW	4-05-01-21	Westward, Tas	1975	*Kialoa, USA	2-14-36-56	Rampage, WA
1949	Waltzing Matilda, NSW	5-10-33-10	Tradewinds, NSW	1976	Ballyhoo, NSW	3-07-59-26	Piccolo, NSW
1950	Margaret Rintoul, NSW	5-05-28-35	Nerida, SA	1977	Kialoa II, USA	3-10-14-09	Kialoa, USA
1951	*Margaret Rintoul, NSW	4-02-29-01	Struen Marie, NSW	1978	Apollo, NSW	4-02-23-24	Love & War, NSW
1952	Nocturne, NSW	6-02-34-47	Ingrid, NSW	1979	Bumblebee IV, NSW	3-01-45-52	Screw Loose, Tas
1953	Solveig, NSW	5-07-12-50	Ripple, NSW	1980	New Zealand, NZ	2-18-45-41	New Zealand, NZ
1954	Kurrewa IV, NSW	5-06-09-47	Solveig, NSW	1981	Vengeance, NSW	3-22-30-00	Zeus II, NSW
1955	Even, NSW	4-18-13-14	Moonbi, NSW	1982	Condor Of Bermuda, Bermuda	3-00-59-17	Sallywag, NSW
1956	Kurrewa IV, NSW	4-04-31-44	Solo, NSW	1983	Condor, Bermuda	3-00-50-29	Challenge III, Vic
1957	*Kurrewa IV, NSW	3-18-30-39	Anitra V, NSW	1984	New Zealand, NZ	3-11-31-21	Indian Pacific, NSW
1958	Solo, NSW	5-02-32-52	Siandra, NSW	1985	Apollo, NSW	3-04-32-28	Sagacious, NSW
1959	Solo, NSW	4-13-33-12	Cherana, NSW	1986	Condor Of Bermuda, Bermuda	2-23-26-25	Ex Tension, NSW
1960	Kurrewa IV, NSW	4-08-11-15	Siandra, NSW	1987	Sovereign, NSW	2-21-58-08	Sovereign, NSW
1961	Astor, NSW	4-04-42-11	Rival, NSW	1988	Ragamuffin, NSW	3-15-29-07	Illusion, Vic
1962	*Ondine, USA	3-03-49-16	Solo, NSW	1989	Drumbeat, WA	3-06-21-34	Ultimate Challenge, Vic
1963	Astor, NSW	4-10-53-00	Freya, NSW	1990	Ragamuffin, NSW	2-21-05-33	Sagacious V, NSW
1964	Astor, NSW	3-20-05-05	Freya, NSW	1991	Brindabella, ACT	3-01-14-09	Atara, Ireland (IOR)
1965	Stormvogel, S Africa	3-20-30-09	Freya, NSW	1992	New Zealand Endeavour, NZ	2-19-19-18	She's Apples II, NSW (IMS)
1966	Fidelis, NZ	4-08-39-43	Cadence, NSW				Ragamuffin, NSW (IOR)
1967	Pen Duick III, France	4-04-10-31	Rainbow II, NZ				Assassin, NSW (IMS)
1968	Ondine II, USA	4-30-20-02	Koormooloo, NSW	1993	Ninety Seven, NSW	4-00-54-11	Micropay Cuckoo's Nest, NSW (IMS)
1969	Crusade, UK	3-15-07-04	Morning Cloud, UK				Solbourne Wild Oats, NSW (IOR)
1970	Buccaneer, NZ	3-14-06-12	Pacha, NSW				
1971	Kialoa, USA	3-12-46-21	Pathfinder, NZ				

* denotes race record

NHM10031

*Fifty years
of salt,
sweat and
beers.*

Sydney to Hobart: 50 years of Hell on High Water is an exhibition charting the turbulent history of Australia's most notorious race.

From the meticulously restored Kathleen Gillett (a competitor in the first Sydney to Hobart race) to the latest in navigational technology, this exhibition will cover many aspects of this gruelling race. It's on from December 1, at the National Maritime Museum - where every trip's a new adventure. Infoline 0055 62002.



NATIONAL
MARITIME
MUSEUM
DARLING HARBOUR

Historical Facts

First Race Winner	Rani - Captain John Illingworth, RN - 35' cutter, 1945
Last Winners	IOR: Solbourne Wild Oats - Roger Hickman & Partners Farr 43 - 1993 IMS: Micropay Cuckoo's Nest - Nigel Holman Lyons 40 - 1993
Double Winners (Line & Handicap)	Rani - 1945 American Eagle - 1972 Kialoa - 1977 New Zealand - 1980 Sovereign - 1987
Multiple Winners (Line Honours)	Morna/Kurrewa VI - seven races Margaret Rintoul - two races Solo - two races Astor - three races Kialoa - two races Bumblebee IV/Ragamuffin - two races
Multiple Winners (Corrected Time)	Westward - two races Solo - two races Siandra - two races Freya - three successive races Love & War - two races
Fastest Race	1975 - 2 days 14 hrs 36 min 56 sec Kialoa - Jim Kilroy
Slowest Race	1945 - 11 days 6 hrs 20 min 56 sec Wayfarer - Peter Luke
Closest Finish	1982 - Condor Of Bermuda beat Apollo by just seven seconds
Most Races by Any Yacht	Margaret Rintoul II - 18 races since 1968
Record Fleets	179 starters in 1985 155 starters in 1984
Last Year's Fleet	104 starters

Women Sailed in Early Hobarts

Women have been crew members of yachts in the Sydney-Hobart ocean race since the earliest years of the event. Two women sailed with their husbands in 1946 – Tasmanian Mrs Jane (Jenny) Tate aboard *Active* and young Sydney woman Mrs Dagmar O'Brien on *Connella*. In 1950 two women finished another rugged race – Sally Ingate (née Saalfeld) from Sydney sailing with her husband-to-be aboard the tiny sloop *Jasnar* and American woman Mrs Dorothy Tanner crewing with her husband aboard the Hawaiian ketch *Bachelor's Wife*. Editor Peter Campbell interviewed Jane Tate's daughter, Mrs Kathleen Worbey, in Hobart and Mrs Sally Ingate and Mrs Dagmar O'Brien in Sydney.

Sally Ingate (née Saalfeld):

From Hobart Race to Happy Marriage

The urgent telegram, dated 8 January, 1951, is pasted in a scrapbook below a photograph of a beautiful young woman in a party frock.

Addressed to Colonel and Mrs A.E. Saalfeld, Currachbeena Road, Mosman, it simply read: "MAY I MARRY YOUR DAUGHTER? – GORDON."

The telegraph was sent by Sydney yachtsman Gordon Ingate after he had successfully skippered Colonel Saalfeld's 28-footer *Jasnar* through a rugged 1950 Sydney-Hobart race. Their daughter, Sally, then aged 21, sailed as cook.

The colonel's reply was "Which one?" However, the family reception must have been favourable after Gordon had safely delivered their yacht and elder daughter Sally to Hobart.

Sally and Gordon married later that year – after she had been sent to study music and singing in Italy for the next 10 months. Sally has supported Gordon through many years of yachting successes, including the Admiral's Cup and the America's Cup and the nearest of wins in the Sydney-Hobart. They have two children, Stephen and Christine, both keen sailors, and six grandsons.

However, Sally never again crewed for Gordon in an ocean yacht race. Gordon has subsequently sailed in a number of Sydney-Hobarts, including finishing a luckless second overall with his famous Admiral's Cup yacht *Caprice Of Huon* to US maxi yacht *American Eagle* in 1971.

Like many young Sydneysiders of that time, both Gordon and Sally began their sailing in VJs, moving on to VSs. They met as members of the Mosman Sailing Club.

When Sally's girlfriend decided sailing was not for her, it was Mrs Saalfeld who took her place sailing the VJ. Enthused with sailing on Sydney Harbour, mother and daughter talked Colonel Saalfeld into buying a yacht for the family.

Mrs Saalfeld's ambition was a metre-

type yacht like *Defiance*, but her husband's choice was the smaller *Jasnar*, a Wally Ward design then named *Safari*. The new name *Jasnar* was made up of all the initials of Sally's family – grandmother, father and mother, son and two daughters. After some offshore racing Colonel Saalfeld decided to enter the 1950 Sydney-Hobart.

Initially the Cruising Yacht Club said the 28-footer was too small for the 630-nautical mile race. Only a few weeks before the event the race committee relented because *Jasnar* had been sailing all season with the club's offshore fleet. Colonel Saalfeld could not compete himself so he entrusted the yacht to the young Gordon Ingate and a small but experienced crew aboard, including his elder daughter Sally.

Jasnar thus became the smallest yacht to race in the Sydney-Hobart (and remains one of the smallest ever to compete).

"Cooking was basically a tin opener with the contents heated on a metho two-burner stove. The bread went mouldy and we threw it overboard going out the Heads so it was basically tinned food – when we could get around to heating it up," Sally recalled in an interview with OFFSHORE.

Sixteen yachts started in the 1950 Sydney-Hobart, including two boats which race again in this year's 50th – the line honours winner *Margaret Rintoul* and the overall handicap winner *Nerida*. *Jasnar* placed a creditable eighth: "if we had had the right handicap for the boat of our size, we would have placed third," recalled Sally Ingate in her interview with OFFSHORE.

"The race started in a gale which blew for three days – there was white water across the Heads as we sailed out on Boxing Day. Naturally, we were taking water and there was I, sitting on the cabin floor pumping away – and I thought it was great!" As far as the cooking went in these conditions, it was a question of cold tack, using the tin opener, Sally recalled.

Besides Gordon and Sally the other members of the crew were Keith Wells and Bruce Jackson (both of whom were to be drowned in later accidents), Keith Tierney and Gary Mailer.

The race had many moments of drama.



Sally Ingate looks through the scrapbook she has kept of press clippings, photographs and that telegram proposing marriage following the 1950 Sydney-Hobart. (Pic – Peter Campbell)

Jasnar had no lifelines, the engine wouldn't work and there was only limited power for radio transmissions. After three days of gale-force winds, the winds eased away but in Bass Strait Gordon had to go up the mast to fix a halyard, suffering cuts and bruises as the little sloop rolled in the seas. "That was a bit dicey," Sally recalled.

Press clippings of the 1950 Sydney-Hobart kept by Sally Ingate in her scrapbook tell of the buffeting experienced by the fleet as they headed south into 35 knot headwinds. The 33-footer *Ellida* was the first casualty as she began taking water while the 40-foot yawl *Wayfarer* also sprang a leak. The fleet was hit by another southerly gale as the leaders sailed down the Tasmanian east coast, forcing a couple of boats to hove to in heavy seas.

"Coming down the Tasmanian east coast we sailed inside Tasman Island and that was awe-inspiring under those towering cliffs. I remember sailing up that wretched river in very light wind and finishing about two in the morning."

That "wretched river", the Derwent, was later to cost Gordon overall first place with *Caprice Of Huon* in 1971.

"When we eventually berthed all the crew were invited down to the Royal Yacht Club of Tasmania, but in those days the club ruled was 'men only' – but they eventually decided to let me in with the rest of the crew," Sally added.

"That was my one and only Sydney-Hobart and my last ocean race, but it was an event I will always remember and cherish." However, Sally often crewed for Gordon on his Dragon class yacht and in other boats, but she decided against any further ocean races.

Gordon went on to represent Australia at the Admiral's Cup, the Olympics, in the 5.5 metre Gold Cup and with the 12-metre class yacht *Gretel II* was one of Australia's two challengers for the America's Cup in 1977.

Now aged 68, he is still an active inshore yachtsman, skippering a Dragon class yacht with the Royal Sydney Yacht Squadron.

Press clippings of the 1950 Sydney-Hobart kept by the Ingates include one



The crew of *Jasnar* at Constitution Dock after the 1950 Sydney-Hobart. (Pic – courtesy of "The Mercury")

Sydney-Hobart by a trophy donated by her daughter, Mrs Kathleen Worbey. It will be awarded to the first woman skipper in the 50th and subsequent races.

Horrie Tate was a blacksmith by trade but a noted builder of wooden sailing boats in Hobart. When the inaugural Sydney-Hobart race was mooted in 1945 he and his wife attempted to sail their cutter *Active* to Sydney to compete in the race back to Tasmania. They were dismayed on the way north.

The following year, 1946, they made the trip north without problems and *Active* was among the 19 yachts which set sail on the second Sydney-Hobart.

For two days on the voyage southwards they enjoyed light north-easterly winds but a 65 knot south-westerly hit the fleet in Bass Strait with seas up to 25 feet.

Yachting historian Lou d'Alpuget wrote in his book: "Yachting in Australia", of "the intrepid Mrs Tait (sic), the middle-aged wife of the owner/skipper of the 15.5m *Active*, and the first woman to sail the race, who in 1946 during a 60-knot sou'westerly nursed her injured husband, bailed with the crew when the pump jammed, took four hours on the helm, and did the cooking for six days."

In all, she spent some 20 hours steering *Active* in the wild winds and heavy seas, the yacht eventually being among the 11 boats which finished the gruelling race, fifth in the fleet and eighth on handicap.

Jane Tate was a remarkable woman in many ways, according to her daughter Kathleen. "She always sailed with dad but she also helped him construct many of the yachts he built.

"Dad's blacksmith shop was located on the present site of the Sheraton Hotel but he built most of his yachts at Bellerive. I can remember mum getting the steamer going



Jane Tate photographed in front of one of the fine timber yachts she helped her husband Horrie Tate build and sail out of Hobart, including the 1946 Sydney-Hobart.

quoting the 21-year-old Sally as saying: "Ocean racing is not for women. The going is too tough and having a woman on board is a bit of a handicap to the crew."

The advice doesn't seem to have been heeded as every year since 1950 there have been an increasing number of women among the crews sailing south, including several all-women crews in more recent years.

The first all-women crew sailed *Barbican* to Hobart in 1975, with Lesley Brydon as skipper. Last year an all-women crew headed by Kerry Goudge sailed the 40-footer *Telecom Mobilenet*, one of only 38 yachts to complete the gale-swept course. Several women were in the crew of the winning IOR yacht *Wild Oats*.

This year there will be women aboard many yachts in the Kodak Gold Sydney-Hobart and at least two all-women crews will be sailing south. For the first time there is an international all-women's crew in the race, sailing the New Zealand sloop *Brightstone*.

Jenny Tate, Dagmar O'Brien, Dorothy Tanner and Sally Ingate were courageous pioneers in Australian ocean yacht racing.

Jane ("Jenny") Tate:

First Woman Crew An Unsung Heroine

The first Tasmanian woman to sail in the Sydney-Hobart race was the late Mrs Jane ("Jenny") Tate, an unsung heroine of the gruelling second race of 1946 in which she sailed with her husband, Horrie, aboard their 50-foot cutter *Active*.

Mrs Tate died in 1990, a few months before her 90th birthday, but her history-making and courageous effort will be remembered in the Kodak Gold 50th

to bend the planks so they were ready for him to attach to the hull when he got home."

An only child, Kathleen sailed with her parents from the time she was a baby. "They used to put me in a special hammock," Kathleen told OFFSHORE.

During the Depression the family lived on board the yacht *Kathleen*, one of the yachts Horrie Tate had built and named after his daughter. When she was nine years old she sailed with her parents to Sydney aboard the 42-footer *Windjammer*, where it was sold. "Never again," she said, although she recalled many happy cruises

An old family photograph of Jane and Horrie Tate with one of the fine timber yachts they built in their backyard at Hobart. Several are still sailing actively on the Derwent.





Sally Ingate with this fine painting of *Caprice Of Huon*, which husband Gordon skippered at the Admiral's Cup and almost won a Sydney-Hobart. (Pic - Peter Campbell)

Dagmar O'Brien, sailed with her husband, Dr Brian (Mick) O'Brien, in that second race.

Connella pulled out in Bass Strait, but the O'Briens and their crew certainly tried hard to reach Hobart.

Connella was a converted 8-metre class yacht from Tasmania, with a raised deck and re-rigged as a gaff ketch. *Connella* was just south of Gabo Island when the mizzen boom broke so they turned round and headed back to Eden.

Launching the dinghy, several crew rowed ashore, found a suitable pine branch, sawed and planed it to size and rigged it to replace the broken boom. "It took less than a day, but that was no time in those days," Dr and Mrs O'Brien recalled recently.

Heading into Bass Strait for the second time, *Connella's* mizzen mast jumped out of its step and with a southerly gale ahead they decided it was a wise time to retire.

The O'Briens, now in their mid-70s, still regularly cruise their fine John Alden-designed ketch *Wraith Of Odin* in which they have sailed in five Sydney-Hobarts as well as cruising some 200,000 nautical miles. This has included a 23,000 nautical mile cruise up the West Coast of Chile after losing their rudder off Cape Horn.

Until his retirement Dr O'Brien was Professor of Human Anatomy at the University of New South Wales following an extensive period at the University of Sydney. He is a member of the CYCA and RORC. ↓

around Tasmania's southern waters, including a voyage to Port Davey.

Kathleen recalled vividly many of the yachts that her father had built - *Intrepid*, *Tula*, *Kathleen*, *Windjammer*, *Active*, *Fairwind* and the *Eastwind*, the last being completed by Jock Muir after Horrie Tate died, aged 55.

Jane ("Jenny") Tate died in March, 1990, a few months short of her 90th birthday, and her ashes were scattered on the Derwent River at Hobart.

"With the 50th Sydney-Hobart this year I was encouraged by local yachtsmen to present a trophy in memory of my mother - Jane ('Jenny') Tate, the first woman to sail in this great ocean race. She was a great woman and obviously a courageous sailor," added Kathleen, who now lives in the Hobart suburb of Howrah Heights with

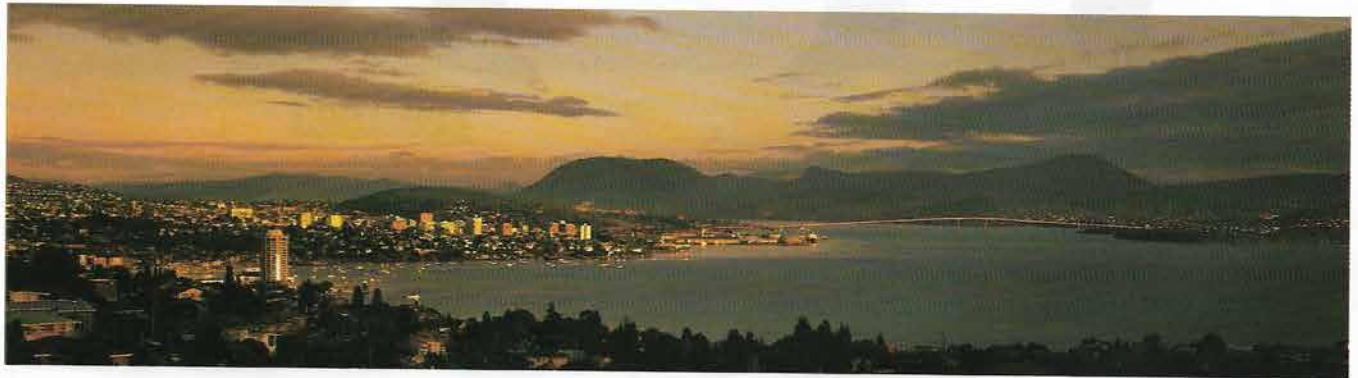
her husband, Colin.

The *Kathleen* and the *Tula*, two of the yachts built by Horrie Tate with the help of his wife Jane, are still sailing on the Derwent River, while a third, *Fairwind*, is being restored to original sailing rig after years as a fishing boat at King Island after serving as an RAAF vessel in Papua New Guinea waters during World War II.

Dagmar O'Brien: The Start of Many Years of Cruising

Possibly because the gaff-rigged ketch *Connella* was one of eight yachts which retired from the 1946 Sydney-Hobart there is nothing in the records of the CYCA to show that a young Sydney woman,

Ever wonder why the race ends in Hobart?



Sure the race starts in Sydney; racy, pacy, hyperactive Sydney. It's one of the greatest places, you'll agree, to leave from.

And go where?

Bass Strait.

Even on a good day it can be a challenge.

On a bad day it can be a nightmare.

Whatever it is, if you choose to



CLEM5739

accept the challenge, the place you wind up in had better be worth the journey.

Maybe that's why they chose to end one of the world's toughest ocean races in Hobart.

Why?

It could be the climate. It could be the food. It could be the natural beauty. It could be any of a hundred things.

Whatever it is, it must be worth the



journey. Why else would sailors have been going through hell to get here for 50 years.

And will keep coming here for 50 more.

If you're coming down, and want more information on a Tasmanian holiday, call your travel agent, Tasmanian Travel Centre or phone 008 068 900.



THE VETERAN DIVISIONS

Wood is good!



By Peter Campbell

MORE than 60 of Australia's finest yachts of yesteryear are coming out of retirement to sail in the Kodak Gold Sydney-Hobart Yacht Race, the historic 50th annual race conducted by the Cruising Yacht Club of Australia.

Owners have spent thousands of dollars in lovingly restoring their boats to again meet the challenge of 630 nautical miles of rugged racing in the Tasman Sea.

On slipways around the nation they have been re-splining the timber hulls, varnishing wooden masts and deck brightwork, replacing rigging, polishing brass fittings and winches, and upgrading safety equipment in preparation for the Boxing Day start.

In a fitting tribute to these fine wooden boats and their dedicated owners, the CYCA will give them a special starting line and starting time, 30 minutes ahead of the main fleet, to enable the media and the public to join saluting the veteran yachts which pioneered the Great Race South.

Peter Luke, one of the founding members of the Cruising Yacht Club back in 1944 and who sailed his own yacht, *Wayfarer*, in the inaugural Sydney-Hobart in 1945 has been invited to start the Veterans from aboard *HMAS Fremantle*. He still owns *Wayfarer* and sails her on Port Stephens, where he lives in retirement.

At 1230 hours on Boxing Day, December 26, 50 years plus an hour-and-a-half since the first fleet of nine yachts set sail for Hobart, the gun will send the 28 former Sydney-Hobart competitors on their way in the 30-Year Veteran Division. Five minutes later the fleet of 34 yachts nominated for the 20-Year Veteran Division will start. The main fleet will still start at 1300 hours.

Among the entries are two "first fleeters", *Archina* and *Winston Churchill*, which were among the nine yachts which set sail in the inaugural race. *Archina*, now owned by renowned Sydney artist John Firth-Smith, has undergone a major refit, while *Winston Churchill* has just returned to Australia after an extensive South Pacific cruise for her present owners, Mark Mothersdill and Janet Walker.

Several past winners are among the 30-Year Veterans, including line honours winners *Margaret Rintoul* (1950 and 1951),

Nocturne (1952) and *Fidelis* (1966), along with handicap winners *Nerida* (1950), *Anitra V* (1957), *Cherana* (1959) and *Cadence* (1966).

Oldest Sydney-Hobart winner making a comeback is the beautifully restored gaff-cutter *Nerida*, built in 1933 for winemaker Tom Hardy and to be skippered to Hobart again by his son, America's Cup, Admiral's Cup, Olympic and world champion helmsman Sir James Hardy.

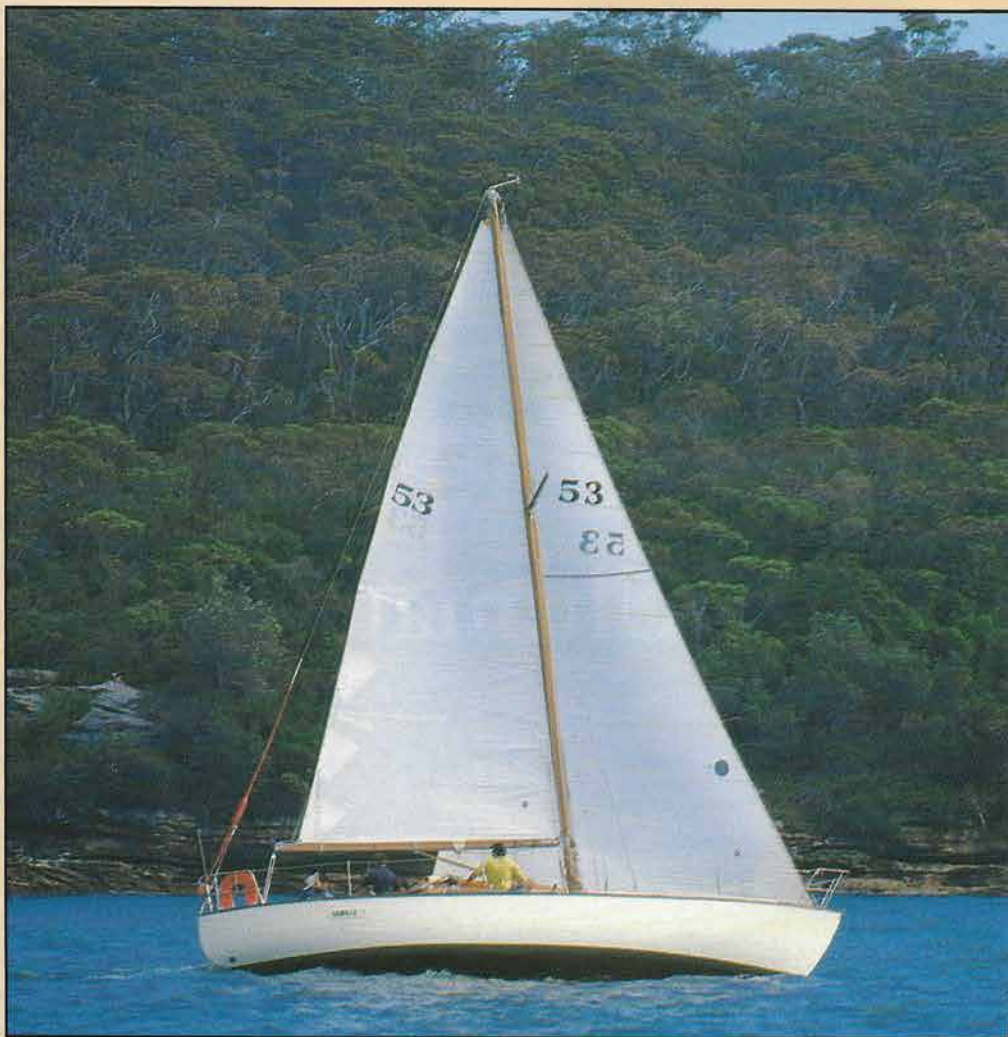
Margaret Rintoul, a classic yawl now owned by former America's Cup sailor Bruce Gould, sailed to Hobart in 1990 – 40 years after taking line honours for the first time, while the Halvorsen-designed *Anitra V* has been a regular competitor in recent years. She is owned by Sir Garfield Barwick, who no longer sails, but she has a 75-year-old skipper in Dudley Stewart.

Cherana, an Alan Payne-designed Tasman Seabird owned by CYCA director

and chief safety officer John Keely, is a regular offshore racer in the CYCA Short Haul division, but for many of the 30-Year Veteran fleet the 50th Sydney-Hobart will be a comeback after years of more sedate sailing as cruising boats.

Cadence, a Swanson Carmen class 30-footer, was one of the most remarkable small ocean racers of her time. Apart from winning the Sydney-Hobart she won three Sydney-Brisbane races. She has been refurbished for another comeback to ocean racing at Tin Can Bay, Queensland, by shipwright Larry Bardsley, who will skipper to Hobart.

Fidelis, the first New Zealand yacht to take line honours in the Sydney-Hobart, the same year that *Cadence* won overall, has been bought by a Sydney syndicate and made a fast dash across the Tasman in a lead-up to racing again to Hobart after more than a quarter of a century.



Camille . . . early Admiral's Cup representative.
(Pic – Peter Campbell)



Margaret Rintoul . . . line honours in 1950 and 1951.

Aside from the older past winners, other Veterans entered include *Southerly*, built in 1939, which made a winning comeback by taking handicap honours in IMS division C of the recent Canon Sydney-Gold Coast Classic. This was her first ocean race in 15 years.

Southerly has been owned by Don Micklebrough since she finished third back in 1959. Don has personally notched up 29 Sydney-Hobarts, including being aboard line honours winner *Ballyhoo* in 1976.

Australian of the Year and round-the-world solo sailor Ian Kiernan has entered his beautiful yawl, *Canon Maris*, originally owned by the famous marine artist, the late Jack Earl, while the Docker family has nominated the early Admiral's Cup team yacht, *Camille*.

In South Australia, one of the best known ocean racing yachts from that State, *Southern Myth*, has been restored to contest the 50th Sydney-Hobart and was re-dedicated by that State's favourite yachting son, Sir James Hardy, in early November.

Designed by British naval architect Laurent Giles and built by Searle's of Port Adelaide, *Southern Myth* was launched in 1953 and went on to sail in 13 Sydney-Hobarts. Although she never achieved victory she realised notable fifth and third placings overall in 1954 and 1958.

Owner/skipper and former World War II navy officer Norman Howard became a local identity in yachting and Sea

Scout circles in Adelaide, training many young men in seamanship. At his death in 1992 he bequeathed his beloved *Southern Myth* to St Peter's College, his old school.

However, the yacht was in a dilapidated condition and it was suggested that the boat would be better burnt than paying the huge cost of refurbishment. Fortunately Howard's sister, Mrs Hilary Barclay, then purchased the yacht and had it refitted for ocean racing and as a training vessel.

A \$100,000 restoration has been completed by Adelaide boatbuilder Allan Smith and the *Myth* will join the 30-Year Veteran Division on the starting line for the 50th Kodak Gold Sydney-Hobart – its 14th race to Hobart.

There is even a maxi yacht in the Veteran Divisions, the American-owned 73-foot ketch *Atalanta* which, as *Ondine II* and owned by prominent US yachtsman S.A. (Huey) Long, took line honours in the 1968 Sydney-Hobart. Long took line honours three times in early Sydney-Hobarts with three different yachts named *Ondine*.

Now owned by Seattle yachtsman Richard C. Hedreen, *Atalanta* will race in the 20-Year Veteran Division along with several other famous yachts of the 1960s and 1970s.

Best known of these are two former Admiral's Cuppers, Peter Kurts' two times Sydney-Hobart winner *Love And War* (1974 and 1978) and *Margaret Rintoul II*, originally Syd Fischer's Fastnet Race winner of 1969, *Ragamuffin*. Both yachts

came from the design table of famous New York designer Olin Stephens and represented the state-of-the-art of their time.

Although he subsequently built three more Admiral's Cup team contenders, Kurts' favourite yacht was always *Love And War*, which he has kept as the family boat.

Margaret Rintoul II, after several owners, has been restored superbly under the ownership of Richard Purcell and the 48-footer has the honour of having sailed in more Sydney-Hobart races than any other yacht – in all 18 races since 1968, when she finished third.

Yachts in the Veteran Divisions will race under IMS ratings and thus be eligible for the IMS overall trophy. Both *Love And War* and *Margaret Rintoul II* have adapted exceptionally well to their conversion from IOR to IMS, with *Love And War* notching up a series of wins early in the season and *Margaret Rintoul II* achieving high placings on corrected time.

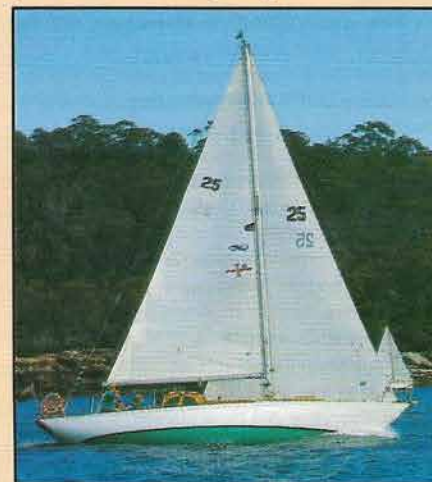
Mark Twain, an S&S 39-footer designed under the old One Ton Cup rule in 1971, will be sailing in the 20-Year Veteran Division. Owned by Sydney Amateur Sailing Club member Hugh O'Neill she recently contested the Fujitsu Gosford-Lord Howe Island Yachting Classic, placing second to the modern *Ninety Seven* in the IMS division and winning the Arbitrary division.

Another yacht which has undergone a major refurbishment since returning to Sydney after a round-the-world cruise is *Pacha*, the Camper & Nicholson 55-footer which won the 1970 Sydney-Hobart. Now owned by José De La Vega, she will sail in the 20-Year Veteran Division.

The Veteran Divisions are receiving special media attention from Channel Nine's *Sixty Minutes* program, with executive producer John Westacott entering his own restored cruising 8-metre *RAV4 – Celeste* in the 20-Year Vintage Division.

Sixty Minutes is planning a special program on the Kodak Gold 50th Sydney-Hobart, highlighting the Veteran Divisions, which certainly will be a feature of the Kodak Gold Sydney-Hobart – the 50th. ↓

***Cherana* . . . overall winner, 1959.
(Pic – Peter Campbell)**





Kodak Gold \$100,000 For Course Record

A cash prize of \$100,000 is up for grabs by the record fleet of maxi yachts contesting the 50th Kodak Gold Sydney-Hobart Race for the first yacht to break the long-standing record for the 630-nautical mile ocean classic down the East Coast of Australia.

The \$100,000 offered by race sponsors Kodak (Australasia) Pty Ltd will go to the first yacht to better the elapsed time record of 2 days 14 hours 36 minutes 56 seconds set by the American maxi ketch *Kialoa* in 1975.

Over the following 18 years only one yacht has come within five hours of bettering *Kialoa's* time, and only four yachts have reached Hobart in under three days.

"The fleet certainly includes yachts capable of breaking *Kialoa's* race record, but they will need the right weather to collect Kodak's gold – consistent fresh northerly breezes for fast spinnaker runs and reaches," says Cruising Yacht Club of Australia Commodore David Fuller.

The 50th annual race to Hobart, starting from Sydney Harbour Boxing Day, December 26, marks the fourth year the bluewater classic has been sponsored by Kodak (Australasia) Pty Ltd under a partnership with the Cruising Yacht Club of Australia.

Kodak offered the \$100,000 prizemoney for the 1992 Sydney-Hobart, with the Kiwi ketch *New Zealand Endeavour* taking line honours in 2 days 19 hours 19 minutes 18 seconds. This was the third fastest line honours time in the long history of the Sydney-Hobart, but still five hours outside *Kialoa's* long-standing record.

In last year's race, in which galeforce southerly winds forced two-thirds of the fleet to retire, line honours winner *Ninety Seven* took 4 days 00 hours 54 minutes 11 seconds.

This year's 50th Sydney-Hobart, with its \$100,000 record-breaking prize, has attracted the largest fleet of maxi yachts in the history of the race, including Australia's champion big boat, *Brindabella*, which was forced out of last year's race when leading the fleet across Bass Strait.

Since that race *Brindabella*, owned by Sydney yachtsman George Snow, has taken line honours in record time, and won first place on IMS handicap in the 469 nautical mile race north from Sydney to Mooloolaba, Queensland.

The Jutson 75, which also represented Australia at the 1994 Kenwood Cup in Hawaii, this year will face strong competition from some of the fastest maxi yachts in the world.

Heading the influx of international maxis are two past line honours winners of the Sydney-Hobart – *Tasmania*, the former *New Zealand Endeavour* and *Congere*, the ex-*Drumbeat* previously owned by Alan Bond.

Tasmania, a Bruce Farr-designed maxi ketch, now owned by Hobart yachtsman Bob Clifford, took line honours in 1992 and then went on to win the 1993-94 Whitbread round-the-world race.

The Pedrick-designed 84-footer *Congere*, as *Drumbeat*, took line honours in the 1989 Sydney-Hobart. She is now owned in America by New York yachtsman Bevin Koepfel.



Record-holder *Kialoa* on way to Hobart in 1975. (Pic – Richard Bennett)

Tasmania will have a second maxi boat in the race, the former Italian, then British-based, 80-footer *Longobarda*, which has been bought by the Dairy Farmers syndicate, a group of Tasmanian yachtsmen, businessmen and farmers.

Also from the US is *Atalanta*, which as *Ondine II* took line honours in 1968 and is now owned by Richard C. Hedreen of Seattle. Early arrivals in Sydney were Jake Wood's famous *Sorcery*, from California, and the South African-designed record-breaker *Broomstick*, which has been chartered by an Australian syndicate headed by Tony Beilby.

A famous two-times line honours winner making a return in more of a cruising mode is the beautiful, timber-hulled *Condor Of Bermuda*, still owned by flamboyant Englishman Bob Bell. She took line honours in 1982, getting the gun from the Australian maxi *Apollo* by a mere seven seconds in the closest finish in the history of the race.

An interesting big boat entry is the brand new Reichel/Pugh 66 *Exile*, built in Sydney by John McConaghy for Hong

Kong yachtsman Warwick Miller.

Joining *Brindabella* in another crack at line honours will be local maxis and pocket maxis *Condor Of Currabubula* (Tony Paola), which was line honours winner in 1983 and 1986, *Innkeeper Petaluma Wines* (Andrew Short), *Rager* (Peter Bush), Melbourne-owned *Toll Express Helsal II* (Peter Rowsthorn), the Queensland flyers *Hammer Of Queensland* and *Colorado-Bobsled* (Kerry Spencer) and *Infinity III*, the original *Brindabella* now owned by Brian James and line honours winner in 1991 when owned by George Snow.

Also sailing as a Sydney entry is the famous New Zealand speedster *Fidelis*, which got the gun back in 1966. She is now owned by Nigel Stoke and recently made a seven-day crossing of the Tasman.

Many of these yachts will be racing in the Kodak Asia Pacific Anniversary Regatta off Sydney Heads over the weekend of December 17 and 18, followed by the spectacular Canon Big Boat Challenge on Sydney Harbour on Monday, December 19, just six days before the 50th Great Race South. ↓

Cash Prize From Hobart Marine Board

The Marine Board of Hobart, long-time logistical supporter of the Sydney-Hobart yacht race, will mark the Kodak Gold 50th Sydney-Hobart with a one-off cash prize of \$10,000 to the winning IMS yacht and a perpetual trophy.

The perpetual trophy, which will be permanently displayed in the Royal Yacht Club of Tasmania, has been made by renowned Tasmanian sculptor Stephen Walker. Bronze plaques also designed by Stephen Walker will be presented to Division winners.

In addition the Port of Hobart Cup will be presented to the highest placed Tasmanian yacht with a replica to be retained by the owner/skipper.

Ted Best, the Master Warden of the Marine Board of Hobart, said the Board was delighted to further develop its association with the Sydney-Hobart race.

He said: "Over the years the Board has contributed many man-hours, services and facilities to ensure the success of the race. This year we decided that the 50th Sydney-Hobart deserved special recognition. We hope that our contribution will ensure a hard-fought race in keeping with the tradition of excellence in seamanship that the Sydney-Hobart has come to represent on the world yachting scene."

Sail Number Guide to the Fleet

Sail.....	Yacht name.....	LOA..	Country.	Year	Owner/Charterer.....	Designer.....
			/State			
B1	AUSMAID	14.4	VIC	1994	G.GJERGIA	FARR
C1	BRINDABELLA	22.9	NSW	1993	G.SNOW	JUTSON
KYC1	CAMERAWORLD KURURA	10.6	TAS	1949	W.IMMS	TAYLOR
Q1	NINA Q1	19.0	QLD	1989	G.HUMPHREY	RADFORD
T1	TASMANIA	25.7	TAS	1992	R.CLIFFORD	FARR
M2	ALSTAR	15.2	NSW	1985	A.BURGIN	ADAMS
A2	ARCHINA	15.8	NSW	1936	J.FIRTH-SMITH	BODEN
MYC2	LEGAL & GENERAL CUCKOOS NEST	12.1	NSW	1993	N.HOLMAN	LYONS
H2	DERWENT LASS	9.2	TAS	1974	D.COLBURN	JOUBERT
R2	SECOND TERM	15.1	WA	1992	K.COURT	JUTSON
SM2	ULTIMATE CHALLENGE	12.1	VIC	1987	L.ABRAHAMS	DUBOIS
G3	PENTARCH VOLANTE	15.2	VIC	1986	K.BELL	RADFORD/ADAMS
PD4	ADAMS APPLE	13.5	TAS	1985	D.WIVELL	ADAMS
R4	ARINA 2000	11.7	WA	1971	J.SANDERS	S. & S.
M4	CADIBARRA 7	12.2	VIC	1993	N.JONES	JONES
MYC5	EOS	10.0	NSW	1956	B.WILSON	GILES
USA6	CONGERE	25.1	NY	1989	B.KOEPPPEL	PEDRICK
6	ONCE MORE DEAR FRIENDS	11.9	NSW	1980	J. & M. STEPHEN	DUBOIS
SA6	SOUTHERN MYTH	12.4	SA	1953	P.RIDDELL	GILES
S7	AVENGER	12.1	VIC	1983	H.LEGGETT	ADAMS
G7	EXTASEA	11.7	VIC	1993	P.BUCHHOLZ	JUTSON
7	HAMMER OF QUEENSLAND	22.5	QLD	1987	A.BLOORE	STEINMAN
SM8	JACOBINA	9.5	VIC	1991	R.GREEN/P.NEWMAN	JUTSON
A8	MIRRABOOKA	14.3	TAS	1987	J. & P. BENNETTO	FRERS
PD8	WILD CARD	14.0	TAS	1994	R.EDMUNDS	RADFORD
G9	MAN OF WAR	14.6	VIC	1985	L.KINT	FRERS
TYC13	MACBESS	11.0	TAS	1986	D.MYLER	ADAMS
B14	MORNING BREEZE	10.1	VIC	1972	P.LALOR, P.MANGER	S. & S.
15	TONDELAYO	14.3	TAS	1962	C.RULE	McVILLY
G16	PAINS WESSEX	17.3	VIC	1986	J.KINT	RADFORD/ADAMS
SM17	TAUBMANS FLYING COLOURS	15.8	NSW	1985	J.FISHER	STIENMAN
H17	ROYAL TASMANIAN SALMON	9.6	TAS	1980	KAMEHAMEHA SYNDICATE	KNOOP
ME19	LORRAINE		VIC	1948	P.MARSDEN	SAVAGE
A22	FREEDOM	13.2	TAS	1975	C.MARTIN	MARTIN
M22	MARGARITA	17.0	NSW	1989	H.BAKEWELL	RADFORD
RQ23	BOOMAROO MORSE FANS	10.1	QLD	1972	J.MCINTOSH	S. & S.
B23	KINGURRA	13.1	VIC	1972	P.JOUBERT	JOUBERT
H24	TIERCEL	9.2	TAS	1974	J.COPELAND	JOUBERT
25	CHERANA	11.2	NSW	1959	J.KEELTY	PAYNE
MH25	OTELLA	16.2	NSW	1985	C.MONTGOMERY	KING
26	CENTREFOLD	15.0	NSW	1982	B.FOLBIGG	S. & S.
S26	MADRIGAL	10.2	VIC	1977	B.BRAZIER	SULLIVAN
A27	PHANTOM	12.1	NSW	1959	J. & L. MORRIS	HOLMAN
ATS27	UTIEKAH III	17.0	QLD	1925	J.MAHONEY	GILES
27	WINSTON CHURCHILL	15.8	NSW	1943	M.MOTHERSDILL	COVERDALE
L30	CELERITY	9.3	SA	1976	D.HARRIS/D.PELLITT	SPENCER
R30	ROCKSTAR	15.2	VIC	1990	R.LAYTON	FARR
MH31	SON OF A SON	11.0	NSW	1981	P.NASH & B.DEMPSEY	FARR
ME31	TIBIA	11.3	VIC	1986	R.WALLIS	SWANSON
A33	INVINCIBLE	11.1	TAS	1976	H. & J. CLARK	FARR
R33	JLW CHUTZPAH	10.5	VIC	1994	B.TAYLOR	HICK
33	NERIDA	13.7	NSW	1933	SIR J.HARDY	MYLNE
SM33	TOXIC WASTE	9.5	VIC	1993	H.HERTZBERG	FARR
B35	MULBERRY	8.9	TAS	1974	W.WRIGHT	SWANSON
38	SOUTHERLY	10.6	NSW	1939	D.MICKLEBOROUGH	PEEL
PD39	SARINA	10.2	TAS	1967	P.RAE	SWANSON
G40	CAPTAIN BLIGH	11.9	VIC	1987	R.SPENCE	ADAMS
A40	INTRIGUE	12.2	TAS	1984	D.CALVERT	CASTRO
SA41	TRADITION	10.3	SA	1983	W.STRANGWAYS	DUNCANSON
SM42	MAUI	10.2	NSW	1985	B.EMERSON	ROBERTS
H44	AKUNA	10.7	VIC	1984	R.FLESSNER	ADAMS
45	FIDELIS	18.6	NSW	1964	N.STOKE	REINERS
RQ48	VALHALLA	11.7	QLD	1994	D.MIDDLETON	FARR
A49	JUPITER	12.8	NZ	1964	M.POPE	S. & S.
YC50	DICTATOR (SA)	11.5	SA	1987	R.FIDOCK	DUNCANSON
A50	FIRETEL	9.9	NSW	1982	R.LAWLER	CARTER
H50	RECOOPERATOR	9.2	TAS	1984	W.COOPER	BUCHANAN
SA52	MORNING HUSTLER	10.1	SA	1971	J.COWELL	S. & S.
53	CAMILLE	11.2	NSW	1964	P. & G. & M. DOCKER	WARD
M53	NYNJA GO	11.0	NSW	1982	D.POMFRET	FARR
RQ54	SOUTHPAW	16.4	QLD	1994	R.FLOCKHART	DAVIS
56	SOUTHWINDS	18.5	NSW	1953	J.HALLAS	
S59	APACHE	10.3	VIC	1988	G.PAUL	DAVIDSON
G59	CANIMI	12.1	TAS	1959	N.HOUSTON	HOLMAN
A60	ZULU CHIEF	15.2	NSW	1988	I.LEWIS	STEINMAN
SM66	NOELEEN III	12.1	VIC	1980	K.KING	STEINMAN
SA67	YOUTH	10.5	TAS	1963	A.QUIGLEY	RANDALL
MH68	STAR FERRY	11.6	NSW	1981	J.CONROY	VALLICELLI

Sail Number Guide to the Fleet

Sail.....	Yacht name.....	LOA.	Country.	Year	Owner/Charterer.....	Designer.....
			/State			
MK69	BIT O' FLUFF	12.5	QLD	1994	W.BROOKS	MURRAY
69	SEALATER	12.1	QLD	1981	J.MAWER	DUBOIS
70	RAGAMUFFIN	15.2	NSW	1991	S.FISCHER	FARR
SA71	KAREELAH (SA)	9.4	SA	1964	S.MOODY	VAN DE STADT
M74	HIGHLAND FLING	16.5	NSW	1992	K.THORN	ADAMS
S75	ARIADNE II	12.0	TAS	1974	R.MICHELL	RICHARDS
MH75	C-STAR	13.7	NSW	1982	M.DOBSON	ROBERTS
77	ANITRA V	11.5	NSW	1956	D.STEWART	HALVORSEN
KB78	CONDOR OF BERMUDA	23.8	QLD	1977	G.MILES	SHARP
KB80	CONDOR OF CURRABUBULA	24.3	NSW	1981	A.PAOLA	HOLLAND
M82	FIDDLER'S GREEN	13.0	NSW	1982	L.SAVAGE	COLE
NZL83	BRIGHTSTONE	13.8	NZ	1969	T.BORRELL	S. & S.
SM85	RAFFLES	10.6	VIC	1985	M.WELSH	SAYER
HKG88	EXILE	20.2	HK	1994	W.MILLER	PUGH
SA93	TOLL EXPRESS HELSAL II	20.0	VIC	1979	P.ROWSTHORN	ADAMS
A94	CHARISMA	13.0	NSW	1981	J.LAWLER	BROOKER
97	PACHA	16.8	NSW	1969	J.DE LA VEGA	NICHOLSON
SA98	RENEGADE	12.2	SA	1981	R.FRANCIS	HOLLAND
M99	POLARIS	13.1	NSW	1971	T.MOWBRAY	COLE
H100	LOCK ON WOOD	9.4	TAS	1983	R.LAUGHLIN	DUBOIS
101	OVERDRAFT	12.7	QLD	1984	D.SMITH	GREEN
SM101	SHENANDOAH II	10.1	VIC	1981	R.WHITE	S. & S.
M101	WILD THING	14.2	VIC	1991	G.WHARINGTON	INGLIS
104	BUSHRANGER	12.3	TAS	1964	K.MILLER	VAN DE STADT
105	TALL COTTON	15.6	NSW	1982	K.JACOBSEN	FREERS
R106	AUDACITY	10.1	TAS	1982	A.PETERSEN	VAN DE STADT
MH106	IMPECCABLE	10.2	NSW	1980	J.WALKER	PETERSON
F108	JTEC-FINISTERE	15.4	WA	1991	S.BEST	DAVIDSON
SA108	TOOLKA-T	11.3	SA	1979	D.MORTON	JOUBERT
S111	ADDICTION (VIC)	11.6	VIC	1994	D.GUEST	INGLIS
R111	APOLLO II	13.7	VIC	1972	J.DUFFIN	MILLER
A111	CHAOS	11.0	TAS	1975	C.LOCKLEY	FARR
B111	TILTING AT WINDMILLS	12.4	VIC	1994	T.GUNNERSEN	JOUBERT
A113	MARK TWAIN	11.8	NSW	1971	H.O'NEILL	S. & S.
113	SUNSEEKER	12.2	TAS	1986	J.SMITH	ROBERTS
114	TAKE TIME	10.2	NSW	1976	G.SMITH	JOUBERT
H122	CONQUISTADOR	9.3	TAS	1973	M.CUMMINS	KNOOP
125	AHC HOSPITALS	14.3	TAS	1988	J.SAUL	INGLIS
125A	SILHOUETTE	11.8	TAS	1985	G.HOGARTH	S. & S.
131	LAHARA	10.1	NSW	1951	P.ASCHE	MUIR
B133	FLY BY NIGHT	10.1	VIC	1982	J.DRAKE	HUMPHREY
137	COUGAR	11.9	NSW	1980	J.MCCARTHY	FARR
A138	TACTICAL RESPONSE	10.7	NSW	1980	J.KEALEY	COLE
NZL142	AZZURRO	14.1	NZ	1985	G.LEWIS	CLARK
S143	BORN FREE	13.2	VIC	1973	I.THRIFT	COLE
146	RAVEN	13.2	NSW	1987	B.HAYDEN	LEXCEN
YC147	ADVANTEDGE	14.2	SA	1993	R.EGERTON	INGLIS
TCB157	CADENCE OF COOLOOLA	9.4	QLD	1963	L.BARDSLEY	SWANSON
S162	INNER CIRCLE	12.2	VIC	1987	L.WILLIAMS	FARR
169	PALGA	9.5	TAS	1985	F.BINNS	COLE
R172	PRIME NUMBER	11.0	VIC	1977	B.FITZGIBBON	FARR
A182	RAV4-CELESTE	12.8	NSW	1968	J.WESTACOTT	MAGRUER
183	DESTINY	13.7	NSW	1975	D.KENNEDY	ADAMS
184	BOOMERANG X	11.3	NSW	1975	R.SQUIRES	JOUBERT
L186	SCAVENGER	14.3	SA	1989	P.BARWICK	INGLIS
R188	BURSWOOD BREAKAWAY	12.2	WA	1978	B.GREIG	COLE
193	CONDELL VANN SYONARA	12.5	NSW	1965	G.MAUGHAN	SWANSON
A194	EMMA	11.0	NSW	1977	M.DE BURCA	DUNCANSON
B200	LIBERATOR	11.8	VIC	1993	D.CURLEWIS	JUTSON
SM202	AUST MARITIME COLLEGE	12.4	TAS	1981	G.MANSFIELD	DUBOIS
S206	FAIR DINKUM	12.0	VIC	1961	G.RYAN	ARCHER
F209	IVANHOE	15.5	QLD	1982	H.VAISANEN	CURREN
B214	INDEC PRIME EXAMPLE	15.8	VIC	1991	D.GOTZE	DAVIDSON
SA221	GAMBOL	12.2	SA	1985	J.WICKS	DUNCANSON
M236	NEW HORIZONS	11.3	NSW	1985	M.KELAHAR	DAVIDSON
242	MUIR WINDLASSES	14.3	TAS	1982	J.MUIR	ROBERTS
242A	SANDPIPER	10.3	NSW	1988	J.WHEELHOUSE	FARR
M250	BARTERCARD MORNING MIST III	15.7	VIC	1988	A.NEATE	FARR
250	MUSTANG SALLY	14.0	NSW	1988	J.CAMERON	FARR
R261	GALAXY III	11.8	VIC	1982	B.LUXTON	S. & S.
S266	RANGATIRA	13.3	VIC	1984	K.WILLIAMS	COLE
272	TERENCE J	13.8	TAS	1983	K.RATCLIFFE	RATCLIFFE
G279	FRICITION	12.0	VIC	1981	D.MORROW	ADAMS
MH290	DI HARD	12.5	NSW	1982	B.WEAVER	FREERS/LYONS
KA294	LOVE AND WAR	14.2	NSW	1973	P.KURTS	S. & S.
316	ANTHANTA VI	12.1	NSW	1980	A.GRUZMAN	ADAMS
S321	AGGRO	12.2	VIC	1984	S.COLLIS	ADAMS
327	ZEUS II	9.2	NSW	1979	J.DUNSTAN	JOUBERT
B333	POLICE CAR	12.7	VIC	1979	M.PRENDERGAST	DUBOIS

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Sail.....	Yacht name.....	LOA.	Country	Year	Owner/Charterer.....	Designer.....
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YC335	WILLYAMA	11.6	SA	1988	J. RUNNEGAR	KAUFFMAN
338	WATERWYNCH	12.0	TAS	1988	T. NOAR	VAN DE STADT
352	DIGITAL COMPUTERS	11.8	NSW	1980	G. APPLEBY	PETERSON
353	MARGARET RINTOUL	13.4	NSW	1948	B. GOULD	RHODES
WS360	DOWNUNDER III	11.0	VIC	1989	L. FORD	FARR
SM368	RAPTOR (VIC)	9.6	VIC	1994	B. EDDINGTON	G. ELLIOT
B370	BY ORDER OF THE SECRETARY	11.3	VIC	1982	R. BILLING	DAVIDSON
M370	MONIER TOP CAT	11.5	VIC	1994	T. LEAVESLEY	INGLIS
371	BERRIMILLA	10.1	NSW	1977	A. WHITWORTH	JOUBERT
SA375S	NIAMBRI	10.3	SA	1986	D. SEATON	DUNCANSON
SM377	BACARDI	13.3	VIC	1979	G. AINLEY/J. WILLIAMS	PETERSON
B381	NEW MORNING II	11.6	VIC	1986	R. NEW	KAUFFMAN
385	FORESHORE	11.5	TAS	1994	I. YOUNG	JUTSON
391	JOYRIDE	10.3	TAS	1987	P. BARROW	VAN DER STADT
B400	NOVELL SIMPLY RED	12.2	VIC	1988	M. BUCKLEY/G. HUTCHINS	FARR
SM405	FIRST LADY	12.4	VIC	1988	T. COLLINS	BERRET
S430	COROMANDEL 3	11.7	VIC	1980	D. BURTON	PETERSEN
430	SAGITTA (NZ)	10.6	NZ	1986	S. WILLIS	SPENCER
S450	MERCEDES III	12.1	VIC	1965	P. HINRICHSSEN	MILLER/KAUFMAN
MH471	TURKEY SHOOT	12.2	NSW	1982	P. JENKINS	HOLLAND
485	DRAGONFYRE	9.8	NSW	1974	R. WALTON	GUERNEY
YC498	MAGLIERI WINES	12.9	SA	1994	G. VERCOE	JUTSON
PD500	HAPHAZARD	14.0	TAS	1994	N. EDMUNDS	RADFORD
530	THE GOODIES	10.2	TAS	1982	C. & L. ANDREWS	KAUFFMAN
533	PIPPIN	11.4	NSW	1984	W. SWEETAPPLE	FARR
546	BREAKAWAY	11.6	TAS	1994	W. BANKS-SMITH	LYONS
H550	BLUE MAX	12.1	VIC	1986	J. OTTER	DAVIDSON
553	CAPUCINE	10.8	QLD	1966	M. SHELLEY	TAYLOR
562	QM RONITA	11.2	NSW	1960	H. ROUGH	PAYNE
F579	FREMANTLE DOCTOR	15.3	WA	1983	R. BAKER	LEXCEN
B598	MORE WAR GAMES	12.2	VIC	1985	G. WALKER	FARR
H601	SAGITTA (VIC)	10.1	VIC	1979	J. SAVAGE	S. & S.
604	BUNDY BEAR	12.3	NSW	1964	D. GREENLAW	STEPHEN
T611	ARD RIGH	10.6	TAS	1974	A. FOSTER	DUNCANSON
611	CHINA BEAR	15.8	NSW	1983	A. CLUBB	HOLLAND
S611	HOLIDAYMAKERS	12.1	NZ	1987	P. BRANDLEY	DAVIDSON
621	KINGS CROSS SYDNEY	10.9	NSW	1985	R. STONE	DAVIDSON
630	TGIO TASMANIA	10.0	TAS	1983	A. GRICE	KAUFFMAN
632	ADELSA	12.2	NSW	1982	P. KLINE	DUNCANSON
645	FORTLET	14.6	NSW	1975	J. MACONOCHE	NICHOLSON
M678	MISTY	10.1	VIC	1973	B. CLAGUE	S. & S.
G710	HITIMEWEWENT	12.1	VIC	1987	R. HAMPSHIRE	DUBOIS
777	ECLIPSE	14.6	TAS	1992	D. GOUGH	STANTON
780	CANON MARIS	11.3	NSW	1958	I. KIERNAN	PAYNE
SM880	SECOND LADY	10.4	VIC	1977	B. JEFFERSON	COLE
SA881	REPRIEVE	11.3	SA	1961	D. BARNFIELD	PAYNE
900	BLITZ	13.7	QLD	1994	O. LAURIKAINEN	LIDGARD
S955	BRAVADO (VIC)	11.6	VIC	1979	I. RITCHIE	COMPASS/LEXCEN
955	MIDNIGHT MAGIC	13.0	TAS	1980	S. KEAL	COLE
964	BOOZE BUS	10.9	NSW	1984	R. BENSON	FARR
984	AUSSIE RULES	12.2	NSW	1984	J. EDWARDS	ADAMS
988	MOBY DICK	10.3	TAS	1936	M. McDOUGALL	BARBER
996	WHISPERS II	13.7	NZ	1970	L. ENGLAND	SILNCER
RF1001	BIRD ON A WIRE	12.1	WA	1985	J. GAUNT	FARR
R1010	COMTECH PACIFIC STAR	14.5	ACT	1977	B. GODFREY	FRERS
1030	TREVASSA	14.7	NSW	1971	F. R. DUFFIELD	MUIR
1052	GYPSY	10.1	NSW	1970	P. & J. FINNEGAN	JOUBERT
1065	AUSPICIOUS	10.3	SA	1985	V. SZEWCZUK	VAN DE STADT
1100	SKY CHANNEL HUON CHIEF	11.1	TAS	1974	A. HAY	JENNINGS
1118	MINERS RIGHT	10.9	TAS	1985	R. BUGG	BUGG
1124	HOT PROPERTY	11.1	TAS	1986	R. TURNBULL	FARR
1170	OTAGO	13.7	NSW	1978	R. MOORE	PETERSON
1171	PROSPECTOR	10.1	NZ	1964	O. STUART	SMITH
1220	RED JACKET	12.2	WA	1994	R. LALLEY	RADFORD
1224	HERMAN MILLER-MERCEDES	12.8	NSW	1974	P. STRONACH	KAUFMAN
GBR1234	LOCAL HERO IX	12.5	NSW	1994	G. HOWSON	MURRAY
1241	WILD WAVE	14.3	NSW	1953	I. SMITH/J. HEBDEN	MUIR
1295	SURAYA MOTHER OF PEARL	11.3	NSW	1967	C. SRIBER	S. & S.
1317	MARARA	10.0	NSW	1972	A. E. RATCLIFF	S. & S.
1331	SILVER MIST	11.4	TAS	1985	A. SUTHERLAND	FARR
1405	ALL THAT JAZZ	12.0	NSW	1988	J. DAVERN	BERRET
1510	RUTHLESS	10.9	NSW	1994	P. HILL (SYND)	PETERSEN
S1520	ANIMAL FARM	15.8	VIC	1986	R. HOPCRAFT	ADAMS
K1611R	LONGOBARDA	24.3	TAS	1989	D. STEPHENSON	FARR
1711	BLUE ORCHID	9.8	NSW	1975	T. BAKER	SALTHOUSE
HKG1885	FREE SPIRIT	15.5	HK	1994	I. COOK	BRIAND
SR1900	VETER	13.6	RUS	1982	A. BOUCHKO	HOFFMAN
1910	SHENANDOAH III	10.4	NSW	1982	J. CHARODY	COLE
MB1928	RON OF ARGYLL	18.2	VIC	1928	J. WOODS	MCCALLUM

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1939	PYEWACKETT	9.1	NSW	1978	N.HOSKIN	EBBUIT
SM1949	THE ALICE	14.3	NT	1993	ALICE SPRINGS YACHT CLUB	INGLIS
1986	GORDON RIVER CRUISES	13.1	TAS	1986	H.LEWIS	VAN DE STADT
1987	BRIGHT MORNING STAR	15.5	NSW	1986	H.TREHARNE	PETERSON
1995	DECIMATOR	13.9	QLD	1989	W.MILLAR	INGLIS
SM1995	WALK ON THE WILD SIDE	17.6	VIC	1988	P.HANSEN	INGLIS
B2000	SWORD OF ORION	13.2	VIC	1993	P.SAJET	PUGH
MH2000	YENDYS	13.7	NSW	1989	G.ROSS	FARR
2090	KOAMARU	12.1	NZ	1974	R.GRAHAM	S.&.S.
2111	BIG SCHOTT	12.8	NSW	1976	R.MARTIN	PETERSON
2170	MARGARET RINTOUL II	14.8	NSW	1968	R.PURCELL/J.POPE	QUILKEY
2343	METRO BUSY BEE	11.1	TAS	1978	J.CORDELL	KAUFFMAN
2344	PARMELIA	13.8	TAS	1978	B.WOODS	CURRAN
SM2418	SCORPIO 2	10.0	VIC	1979	M.HALLER	BLACKBURN
2447	BRAVADO (TAS)	9.1	TAS	1980	C.COWLEY	JOUBERT
KA2552	IMPETUOUS	12.9	NSW	1978	R.ROBERTS	HOLLAND
2555	FRENCH PINE NATELLE II	12.4	TAS	1975	G.ROPER	PETERSON
2557	HOGSBREATH WITCHDOCTOR	12.7	NSW	1979	RUM CONSORTIUM	DAVIDSON
2713	NELL GWYN	12.8	QLD	1948	J.CARNEY	PHILIPS
2786	ASTERIX	10.4	NSW	1979	T.COX	COLE
2790	FANNY ADAMS	13.7	NSW	1979	S.CHAPMAN	ADAMS
2837	KATINKA	9.2	NSW	1979	D.O'CONNELL	JOUBERT
2971	BLUE MOON	11.3	NSW	1977	J.COLQUHOUN	JOUBERT
3041	DOCTOR SYN	11.0	NSW	1981	R.PATTISON	DUBOIS
3088	ANACONDA	16.3	NSW	1970	B.FISCHER	BUCHANAN
3105	DOCTOR WHO	15.7	TAS	1984	R.JACKMAN	DAVIDSON
3181	COLONIAL HERITAGE	18.1	NSW	1977	J.BIDDLECOMBE	HERRESCHOFF
3204	YEMANJA	14.9	NSW	1972	H.BENDER	ROBB
R3333	ATRIA	9.0	VIC	1994	G.FORD	HICK
3433	SANGAREE	13.3	TAS	1983	G.CREESE	HOLLAND
M3500	J-BOAT	10.8	VIC	1992	D.PHILLIPS	JOHNSTONE
3535	SOUTHERN CROSS TELEVISION	10.7	TAS	1994	G.PRESCOTT	JOHNSTONE
3541	SAINT	10.6	VIC	1981	J.GRAHAM	COLE
3577	WEOWNA WINNA	12.2	NSW	1985	R.MARKIE	ADAMS
3619	ALONA	11.1	NSW	1980	T.WOODWARD	DUNCANSON
3636	HARTZ MINERAL WATER	10.9	TAS	1994	J.FUGLSANG	FARR
3663	NORTHWEST AIRLINES	12.8	NSW	1983	R.WYNNE	HOLLAND
3712	HORNET	10.8	TAS	1984	K.HUGHES	S.&.S.
3767	MISTRESS MERCY	11.0	NSW	1991	J.MURCHISON	SENOGLES/LYONS
3774	ICARUS	11.6	NSW	1984	A.RIDLEY	KAUFFMAN
NZL3806	GRANNY APPLE	11.3	NZ	1979	N.COOK	FARR
3807	ALEXANDER OF CRESWELL	11.1	NSW	1984	DEPT OF DEFENCE NAVY	SWARBRICK
3809	LADY PENRHYN OF NIRIMBA	11.2	NSW	1984	RAN SAIL TRAINING	SWARBRICK
3838	JACK GUY	11.6	NSW	1984	G.KETELBEY	KAUFFMAN
YC3880	MORE IMAGINATION	9.4	SA	1982	T.NICHOLAS	FARR
3946	HUMMINGBIRD	11.3	TAS	1985	J.OAKLEY	FARR/JUTSON
4000	RAMPANT	12.1	NSW	1987	R.WELCH	FARR/LYONS
SM4000	XEROX SAGACIOUS II	13.1	VIC	1981	P.JACKA	COLE
4040	TELECOM MOBILENET	12.2	NSW	1984	K.GOUDGE	FARR
4057	CANON COPIES	12.2	NSW	1985	B.STAPLES	FARR
4070	PALADIN	12.2	VIC	1985	N.HUNTER	FARR
JPN4071	DAIICHI-HANAMARU	10.3	JAPAN	1994	S.PICKERING	NYASHI
4100	DARWIN EVOLUTION	16.7	NT	1980	J.WARDILL	CASSIDY
4117	SHERATON HOBART	12.2	TAS	1984	I.SMITH	FARR
4119	LA TORTUGA	13.5	NSW	1985	B.JAMES	ADAMS
4132	BLUEBOTTLE	11.8	NSW	1982	A.ALLAN	S.&.S.
4134	ADIOS	10.2	NSW	1983	N.HOOEY	S.&.S.
G4152	BROOMSTICK	21.3	NSW	1993	A.BEILBY	SIMONIS
4182	UPTOWN GIRL	12.5	NSW	1976	R.WINTON	PETERSON
4208	HEWLETT PACKARD FARR LAP	11.4	NSW	1988	J.CARPENTER	FARR
4214	EXTENSION	10.9	NSW	1986	D.LEACH	DAVIDSON
4216	CITY LIMITS	10.8	NSW	1984	M.CARR	S.&.S.
4220	VANGUARD	10.3	NSW	1986	S.BENNETT	VAN DE STADT
S4233	COTTON BLOSSOM (VIC)	16.7	VIC	1979	C.B.SYNDICATE	FARR
4337	RELISH III	11.5	NSW	1985	B.BAILEY	KAUFFMAN
4340	BOFFIN	13.1	NSW	1986	G.HILL	SPRAGUE
4343	AMP WILD OATS	13.1	NSW	1985	B.FOYE	FARR
R4343	WILD ROSE	13.4	VIC	1990	N.STUMP	SWARBRICK
4354	SILVERADO	12.2	NSW	1985	P.HALIDAY	DAVIDSON
4379	ACRUX	12.0	NSW	1987	H.WEBB	BERRET
GER4411	RAPTOR (GER)	12.4	GER	1994	A.EICHENAUER	MURRAY
4490	HYPERDRIVE	13.4	NSW	1986	J.CLARK	ADAMS
4520	UP RIVER	11.6	NSW	1987	N.WYZENBEER	BREWER
NZL4525	OUTWARD BOUND	15.8	NZ	1980	G.MELROSE	DAVIDSON
4525	ELUSIVE	12.5	NSW	1988	G.LAVIS	KING
NZL4525	QANTAS NEW ZEALAND		NZ		G.MELROSE	L.DAVIDSON
4527	SHE'S APPLES II	12.7	NSW	1991	D.STRONG	KING
4561	THALGO CHANGE OF PACE	10.9	NSW	1987	D.DUFF	C & C
4615	NORTAS SALMON	11.4	TAS	1987	A.DOEDENS	FARR

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4647	PORTOBELLO	12.4	ACT	1980	M.MATTHEWS	ADAMS
4715	NEVER A DULL MOMENT	12.7	NSW	1989	C.WILSON	KING
4758	MACQUARIE GSM	13.1	NSW	1989	F.MARE	BRIAND
4782	RELENTLESS	10.1	NSW	1985	J.O'BRIEN & J.HEARNE	DAVIDSON
4826	COM TECH	16.0	NSW	1989	D.PESCU	ADAMS/RADFORD
4862	TRADELINK CONUNDRUM	11.5	NSW	1988	T.COWDERY	SMITH
4883	COLLEX ONYX	15.6	NSW	1986	A.OVENDEN	ADAMS/RADFORD
4918	HALL CHADWICK NUZULU	9.6	NSW	1985	E.PSALTIS	STEINMAN
4924	SHE II	12.0	NSW	1981	A.REED	MULL
4966	KING BILLY	11.5	NSW	1992	P.BENNETT	KING
4994	SEA-D	12.8	NSW	1980	R.&M. BURCHELL	SAVAGE
5091	PILGRIM (NSW)	13.9	NSW	1990	D.QUIRK	FARR
5180	SORBENT SWEET CAROLINE	13.5	VIC	1982	B.RAWSON	DUBOIS
5183	PAYCHEQUE	11.9	NSW	1991	P.WILLIAMS	ADAMS
5193	SHINING STAR		NSW	1987	J.ANTHONY	
5214	KERINA	14.1	NZ	1991	G.SKEGGS	S.&S.
5222	FREIGHT TRAIN	18.9	NSW	1983	D.PARKES	FRERS
5227	ICEBERG	15.9	NSW	1986	G.GIBSON	ADAMS
5269	PLUS 16	11.9	NSW	1987	C.FRANKLIN/P.TAYLOR	FARR
5279	ALARM LINK BAMBINO	8.7	NSW	1975	M.SOUTER	ALSOP
KA5300	DRAKES PRAYER	13.1	VIC	1984	B.THOMPSON	FARR
5303	PATIENCE 5	12.8	NSW	1979	W.SHERMAN	FARR
5339	MARINA MIRAGE CHALLENGE	13.9	QLD	1979	D.RYAN	S.&S.
5348	RISING FAARSTER	11.7	NSW	1993	D.BAKER	FARR
5368	MONEYSPINNER III	11.5	NSW	1993	J.BLANCH	KAUFFMAN
5376	RISING SUN	13.0	NSW	1955	N.SNEDDON	GILES
5377	ROCK N'ROLL	10.7	NSW	1994	K.WILLIAMS	ROSS
5378	SPECIAL EFFECT	11.0	NSW	1990	B.DEEKS	FARR
5384	EXCENTRIC	11.6	NSW	1993	F.WALKER	JUTSON
5395	CAVALIER EXPRESS	12.0	NSW	1993	D.VOORDERHAKE	DAVIDSON
5406	CAPE FEAR	10.7	NSW	1994	A.BRISTOW	CAPE
5411	DIKTATOR (NSW)	11.6	NSW	1993	B.MEAD	LYONS
5414	SAPPHIRE SAGA	13.7	NSW	1986	R.HUSBAND	HOLLAND
AUS5419	MILLENNIUM	18.2	NSW	1992	J.CLAYTON	JUTSON
5438	BREVILLE EASY PIE	11.1	NSW	1979	D.KRAWCHUK	LAVRANOS
5444	COLORADO-BOBSLED	20.0	QLD	1989	K.SPENCER	STEINMAN
5448	GONE WITH THE WIND	13.8	NSW	1986	L.&A.NICHOLLS	DAVIDSON
5460	MANITOU MATILDA CRUISES	12.0	NSW	1974	R.&C.CATT	SALTHOUSE
5462	INNKEEPER PETALUMA WINES	18.2	NSW	1986	A.SHORT	STEINMAN
5470	KYLIE	11.5	NSW	1953	J.STRANG	WATTS/PAIN
5474	INFINITY III	19.8	NSW	1989	G.CROPLEY	FARR
5488	MORNING TIDE	10.1	NSW	1974	A.FENWICK	S.&S.
5493	BARCOO	11.9	NSW	1988	G.JOHNSTON	ADAMS
5502	TURONG	10.7	VIC	1994	I.POWRIE	JUTSON
5503	BT GLOBAL CHALLENGE		NSW		R.LOCK	S.JUTSON
5505	DRY WHITE	12.0	NSW	1984	P.IRELAND	VAN DE STADT
5508	HIJACKER	13.7	NZ	1984	R.&J.LODGE	LIDGARD
5511	SOAVE IL VENTO	11.9	VIC	1985	S.NIEMANN	ADAMS/REDFORD
5600	RAGER	17.1	NSW	1988	P.BUSH	ELLIOTT
5850	HAUPIA	10.9	NSW	1987	D.KENNEDY	JOHNSTONE
NZL5857	ARCHON	12.1	NZ	1985	R.TURNER	DAVIDSON
5901	SPIRIT OF RANI	11.3	NSW	1994	I.TRELEAVEN	BRIAND
5911	KAIMAI FLYER	10.9	PNG	1986	C.WALMSLEY	YOUNG
5991	BEYOND THE FRINGE	15.9	QLD	1988	A.NOSEDA	ADAMS
5995	NIPS-N-TUX	11.6	NSW	1997	H.DE TORRES	KAUFMAN/JUTSON
SA6000	SUNDANCE II	12.2	SA	1989	G.BOETTCHER	DAVIDSON
NZL6006	THAI AIRWAYS INTERNATIONAL	16.7	NZ	1985	C.PACKER	DAVIDSON
6074	HENRY KENDALL AKUBRA	12.2	NSW	1989	P.WILDE	FARR
6144	J44 PHOENIX	13.7	NSW	1990	R.REYNOLDS	JOHNSTONE
6336	2KY RACING RADIO	10.8	NSW	1994	R.MULKEARNS	JUTSON
6400	FOLIO	9.0	NSW	1980	R.MORTON	WAGSTAFF
NZL6572	ICEFIRE	13.8	NZ	1989	P.TAYLOR	MUMMERY
KZ6717	FUTURE SHOCK	17.1	NSW	1989	R.STEEL	ELLIOTT
6829	COSMIC CRUZ	12.8	WEL	1989	E.INNES-JONES	BEALE
US7177	SORCERY	25.1	USA	1983	J.WOOD	MULL/GRAY
7314	FORZADO	10.3	NSW	1986	G.PHILLIPS	FARR 1020
IRL8000	ATARA	13.0	NSW	1994	J.STOREY	LYONS
NZL8321	TOWER	13.7	NZ	1994	B.CARDIFF	LIDGARD
8800	WILDFIRE	9.5	NSW	1994	A.SAUNDERS	FARR
8888	AMAZON	20.7	NSW	1990	P.WALKER	FARR
AUS9797	NINETY SEVEN	14.3	NSW	1993	A.STRACHAN	STEINMAN
9999	ASSASSIN	12.1	NSW	1992	R.CRAWFORD	FARR
F14535	KYOTE FRENCH LINE	15.7	FRANCE	1991	P.LIONEL	FARR
US69581	ATALANTA	22.5	USA	1968	R.HEDREEN	TRIPP
OYCA	SIR THOMAS SOPWITH	21.9	NSW	1974	C.TAYLOR	CLARK

Who's Heading for Hobart?



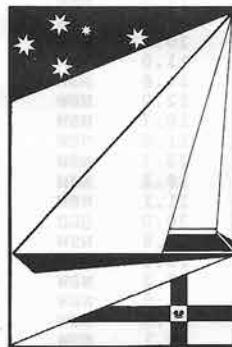
ACRUX SAIL NO: 4379
 LOA: 12.0m CLASS: PHS
 DESIGNER: Jean Berret (Fra) YEAR BUILT: 1987
 TYPE: Beneteau 40.5 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Henry Webb
 CLUB: Royal Prince Alfred Yacht Club, NSW
 Sleek looking Beneteau design, ACRUX has spent the last three years competing in the Pittwater-Coffs Harbour race, and like many others in the fleet, couldn't help but join in our 50th Anniversary race. Owner of this yacht, Henry Webb, has competed in many offshore races including the Gosford-Lord Howe Island race, Sydney-Hobart, Sydney-Noumea and many others and is currently racing out of R.P.A.Y.C.
Crew: H. Webb (1), M. Seaton (1), B. Hunt (1), C. Pocklington, R. Engiehardt, A. Barass, B. Jefferies.



ADVANTEDEGE SAIL NO: YC 147
 LOA: 14.2m CLASS: IMS
 DESIGNER: Jim Inglis (Aust) YEAR BUILT: 1993
 TYPE: Inglis 47 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Bob Egerton
 CLUB: Cruising Yacht Club of South Australia, SA
 Launched only last year, this very quick Inglis design had her first major race in the '93 Sydney-Hobart in which she retired like most of the fleet. Sailed mainly out of South Australia, results have included first on line in the '93 Premiers Cup, The Clipsal Cup and the Port Line Cup, all sailed in Victoria. Could be exciting racing to Hobart with at least four other Inglis yachts against which to compete.
Crew: R. Egerton (1), R. Sellick (4), T. Egerton (1), R. Moore (1), K. Abbott (1), G. Ingham (1), C. Evans (1), S. Lewis (1), H. Morris (1), K. Pearce (1), A. Hayter (1), R. Markham, A. Graham, A. Debruin.



ADAMS APPLE SAIL NO: PD-4
 LOA: 13.5m CLASS: IMS
 DESIGNER: Joe Adams (Aust) YEAR BUILT: 1985
 TYPE: Adams 13 NO. OF HOBARTS: 3
 OWNER/SKIPPER: Dennis Wivell
 CLUB: Port Dalrymple Yacht Club, Tas
 The Joe Adams-designed Adams Apple is a fairly regular competitor in major offshore events on the yachting calendar, having competed in three Sydney-Hobart races, five Melbourne-Hobart races and the '88 Tall Ships race. Dennis Wivell says all eight of his crew are experienced in offshore racing with their best place to-date being a 3rd in the '93 Melbourne-Hobart race.
Crew: D. Wivell (3), R. Wivell (3), G. Stearnes (1), M. Sherriff (1), A. Mearnes (3), S. Davison (3), A. Van Asch (4).



AGGRO SAIL NO: S 321
 LOA: 12.2m CLASS: PHS
 DESIGNER: Joe Adams (Aust) YEAR BUILT: 1984
 TYPE: Cruiser/Racer NO. OF HOBARTS: 3
 OWNER/SKIPPER: Stephen Collis
 CLUB: Royal Melbourne Yacht Squadron, Vic
 A regular competitor in the Melbourne-Hobart race, finishing 1st under PHS in 1988, Aggro is back for a fourth go at the Sydney-Hobart. She scored a 3rd in division in 1991, but didn't fare too well in her last attempt in 1992, finishing 49th overall. Stephen Collis and crew are currently competing in Victorian offshore races in preparation for this year's race.
Crew: S. Collis (3), J. Donati (4), J. Holroyd (4), C. Clapp (3), T. Hogg (2), S. Clapp (1), M. Chew, A. Perri (1).



ADDICTION SAIL NO: S 111
 LOA: 11.6m CLASS: IMS
 DESIGNER: Jim Inglis (Aust) YEAR BUILT: 1994
 TYPE: Inglis 37 NO. OF HOBARTS: 0
 OWNER/SKIPPER: David & Michael Guest
 CLUB: Royal Melbourne Yacht Squadron, Vic
 Launched in January, and named for its owner's addiction to racing, this yacht has taken line honours nine times in her first season. Addiction is unusual in that David Guest, his family and crew built this outstanding yacht which has been optimised by America's Cup architect David Lugg. Addiction was featured in *Australian Sailing* this year and recently competed in the Big Boat Series finishing 3rd.
Crew: D. Guest (3), M. Guest, G. Hyde (1), K. Dininmonth (2), N. Henderson (2), J. Goldsmith (1), S. Tait (1), G. Roberts (1), R. Connell.



A.H.C. HOSPITALS SAIL NO: 125
 LOA: 14.3m CLASS: PHS
 DESIGNER: Jim Inglis (Aust) YEAR BUILT: 1988
 TYPE: Inglis 47 NO. OF HOBARTS: 0
 OWNER/SKIPPER: John Saul
 CLUB: Royal Yacht Club of Tasmania, Tas
 Raced successfully out of Melbourne when owned by the Gittidini brothers and better known as "Vendetta", this yacht has no Sydney-Hobart experience, but has raced in the '90 Melbourne-Devenport and '91 Melbourne-Hobart and has recently been strengthened for her race this year. Owner John Saul has competed in four previous Hobart races and plenty of other ocean races over the years.
Crew: J. Saul (4), D. Calvert (4), P. Turner (11), T. Roberts (2), S. Spaulding (1), D. Buley (5), R. Sulter (2), T. Saul (1), S. McPoe, S. Howard, B. Avary (1), W. Bell (8).

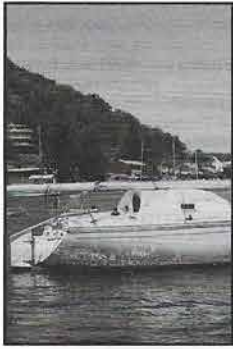


ADELSA SAIL NO: 632
 LOA: 12.2m CLASS: IMS
 DESIGNER: John Duncanson (Aust) YEAR BUILT: 1982
 TYPE: Duncanson 40 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Patrick Kline
 CLUB: Royal Prince Alfred Yacht Club, NSW
 This will be Adelsa's initiation into the Sydney-Hobart as she is mostly used for family cruising and charter work. A beautiful ketch, one of half a dozen built for cruising in South Australia and is dryer than Patrick Kline's previous boat, a half tonner called "Lollipop". Kline will be joined by two sons, Scott and Cameron, and 22-year-old daughter Annabelle doing her first major ocean race.
Crew: P. Kline (10), I. Millar (11), P. Molony (10), P. Kinsella (1), S. Kline, C. Kline, A. Kline, S. Pinn, M. Maher, N. Bedggood.



AKUNA SAIL NO: H 44
 LOA: 10.7m CLASS: IMS
 DESIGNER: Joe Adams (Aust) YEAR BUILT: 1984
 TYPE: Cruiser/Racer NO. OF HOBARTS: 0
 OWNER/SKIPPER: Rolf Flessner
 CLUB: Hobson's Bay Yacht Club, Vic
 This comfortable yacht has contested many offshore races out of Victoria including the Melbourne-Devenport in '88 and '91, Melbourne-Hobart in '90 and '92 and the '93 Melbourne-Burnie race, but this will be her first Sydney-Hobart. Best places to date include 2nd in the '90 Melbourne-King Island race and a 2nd in the '89 Melbourne-Apollo Bay Race. This is a rare entry from Hobson's Bay Yacht Club.
Crew: R. Flessner (2), K. Doust, P. Renner, M. Pott, M. Fowley, J. Poiesz.

THE FLEET FOR HOBART 1994



ALARM LINK BAMBINO SAIL NO: 5279
 LOA: 8.7m CLASS: IMS
 DESIGNER: John Alsop (Aust) YEAR BUILT: 1975
 TYPE: Triton 28 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Michael Souter
 CLUB: Palm Beach Yacht Club, NSW
 Most will remember this yacht as "Tele Rent" when ocean racer and 18 foot skiff champion, Michael Spires, took the tiny yacht (reputedly the smallest to contest a Hobart race) in the '92 Sydney-Hobart and finished 3rd in division. Michael Souter recently purchased the yacht and his hopes are to reach Hobart for the New Year and that there will be a place saved for him in Constitution Dock.
Crew: M. Souter (3), P. Souter (3), R. Souter, P. Fehre, B. Dyson-Smith.



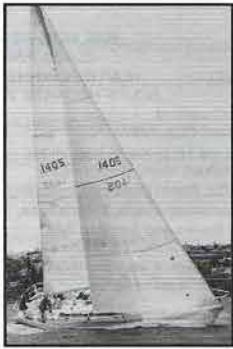
AMP WILD OATS SAIL NO: 4343
 LOA: 13.1m CLASS: IMS
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1985
 TYPE: Farr 43 NO. OF HOBARTS: 7
 OWNER/SKIPPER: Bruce Foye
 CLUB: Cruising Yacht Club of Australia, NSW
 Numerous top results for this yacht including 1st in division '93 Sydney-Mooloolaba and 2nd overall in '94, 2nd overall '93 Sydney-Southport and 1st in '94, 1st overall under IOR in last year's Sydney-Hobart and 1st under IOR in CYCA Bluewater Pointscore. Three crew members, including Roger Hickman, are part of Sld Fischer's America's Cup campaign and nine of last year's crew remain the same.
Crew: B. Foye (4), L. Peckman (2), R. Hickman (15), D. Richards (2), L. Wilson (4), D. Knox, L. Jamieson (11), P. Goldsworthy (8), K. Batt (6), A. Crowe (9), C. Knox (10).



ALEXANDER OF CRESSWELL SAIL NO: 3807
 LOA: 11.1m CLASS: IMS
 DESIGNER: Kim Swarbrick (Aust) YEAR BUILT: 1984
 TYPE: S111 NO. OF HOBARTS: 9
 OWNER/SKIPPER: Department of Defence
 CLUB: Royal Australian Naval Sailing Association, NSW
 One of five S111's used by the Navy for sail and adventurous training for her new entry officers to the R.A.N. She has competed in several offshore races including the '88 Tall Ships race, and 8 Sydney-Hobart races, and did well to finish 38th overall and 9th in division in last year's race. Cresswell is also five times winner of the Oggin Cup - hard fought for between the Defence Force entries.
Crew: R. Timms (2), N. Coates, B. Rose (8), S. Frazer, M. Watson, D. Main, R. Byrne, A. Nye, B. King.



ANACONDA SAIL NO: 3088
 LOA: 16.3m CLASS: Veteran 20
 DESIGNER: Alan Buchanan (UK) YEAR BUILT: 1970
 TYPE: Buchanan 53 NO. OF HOBARTS: 8
 OWNER/SKIPPER: Barry Fischer
 CLUB: Royal Motor Yacht Club, NSW
 Originally built and owned by South Australian identity Josko Grubic, this steel-hulled yacht last headed to Hobart in 1983 with her best result being a 23rd in 1971. Anaconda has contested numerous ocean races, retiring from ocean racing in 1985 and converted to a fast cruising yacht, travelling extensively in the South Pacific Island region. This will be first time south for Barry Fischer.
Crew: B. Fischer (1), E. Fischer, M. Whelan (1), N. Russell, J. Milton, C. Smith, L. Parkinson, J. Banbury, L. Goddard (1), C. Greatox (2), B. Lowe, G. Quiggin, C. Booth.



ALL THAT JAZZ SAIL NO: 1405
 LOA: 12.0m CLASS: PHS
 DESIGNER: Jean Berret (Fra) YEAR BUILT: 1988
 TYPE: Beneteau 405 NO. OF HOBARTS: 3
 OWNER/SKIPPER: James Davern
 CLUB: Sydney Amateurs Sailing Club, NSW
 Finished the tough '93 race 9th in division with damage only to the icemaker. James Davern is the owner of Wandin Valley Estate, a boutique winery in the Hunter Valley which has won 74 medals in the last three years. The Estate also houses a fine cricket ground and Davern will organise a Hunter Valley Winemakers' team to play a CYCA team any day. Davern says: "Please treat this as a challenge!"
Crew: J. Davern (7), D. Williams (5), M. Tomaszewski (10), C. Oh (7), T. Osborne (1), S. Kelly (4).



ANIMAL FARM SAIL NO: S 1520
 LOA: 15.8m CLASS: IMS
 DESIGNER: Joe Adams (Aust) YEAR BUILT: 1986
 TYPE: Adams 15 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Robert Hopcraft
 CLUB: Royal Melbourne Yacht Squadron, Vic
 A quick boat which was favoured to take out last year's Melbourne-Hobart race. Unfortunately she was dismantled at Port Phillip Head just after the start. Her other piece of bad luck was to sink while tied to Portsea Pier just before the start of the same race in '90. On the up side Animal Farm finished the race 2nd on line in '89 and again in '92. Only had done one previous Sydney-Hobart which was in '88.
Crew: C. Dare (2), R. Hopcraft (7), P. Graham (5), G. Shaube (2), J. McKinstry (2), A. Lerk (1), C. Holdsworth (1), C. Stanley (5), D. Elliott (2), M. Tonkin (1), K. Young (2), B. McDonald-Bell (4), G. Blackman (1), P. Fernandez (1).



ALSTAR SAIL NO: M 2
 LOA: 15.2m CLASS: IMS
 DESIGNER: Adams/Radford (Aust) YEAR BUILT: 1985
 TYPE: Adams 50 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Alby Burgin
 CLUB: Lake Macquarie Yacht Club, NSW
 A very famous ocean racer, Alby Burgin is coming up for his 30th race south and during his 79 years has covered over 400,000 nautical miles. Preferring to race alone, some of his many achievements include the following wins; '86 and '90 Solo Trans Tasman Monohull, '88 Bicentennial Around Australia two-handed, 1st and 3rd in the '91 and '93 Australia-New Caledonia race and the two-handed Sydney-Coffs Harbour race six times and numerous other feats.
Crew: A. Burgin (29), P. Rundle (15), J. Wylie (5), G. Hopes, J. Reid.



ANITRA V SAIL NO: 77
 LOA: 11.5m CLASS: Veteran 30
 DESIGNER: Halvorsen Bros. (Aust) YEAR BUILT: 1956
 TYPE: Cutter NO. OF HOBARTS: 14
 OWNER/SKIPPER: Dudley Stewart
 CLUB: Royal Sydney Yacht Squadron, NSW
 This famous old cutter, owned by Sir Gerfield Barwick, made her return to ocean racing in 1992 after a 20-year absence and this year will race in the Veteran Division along with other old famous yachts. Anitra had her first race south in 1956 finishing 2nd overall, winning in 1957, and going on to take 2nd overall in 1958 and '59. Should be good for a win this year with Doug Stewart again at the helm. He has raced aboard this yacht since her launch, so will be hard to beat.
Crew: D. Stewart.



AMAZON SAIL NO: 8888
 LOA: 20.7m CLASS: PHS
 DESIGNER: Kell Steinmann (Aust) YEAR BUILT: 1990
 TYPE: Pocket Maxi NO. OF HOBARTS: 3
 OWNER/SKIPPER: Peter Walker
 CLUB: Cruising Yacht Club of Australia, NSW
 Some good luck mixed in with bad luck, but there is no doubt about this flyer's ability. Peter Walker has taken line honours with his boat in every major race contested excepting the elusive Sydney-Hobart. Broken gear forced him out in '91 (leading) and '93, whilst New Zealand Endeavour overpowered her in '92. Quite a few maxis of some note join the race this year, making it hard for Amazon to win.
Crew: P. Walker (2), C. Vanek (6), P. McEneaney (3), P. Edwards (8), P. Tabone (4), D. Nelson (1), D. Walker (2), J. Pearce (7), S. Keane (6), S. Fitzmaurice (4), G. Foley (9), P. Gardner (19), J. Messenger (18).



ANTHANTA VI SAIL NO: 316
 LOA: 12.1m CLASS: IMS
 DESIGNER: Joe Adams (Aust) YEAR BUILT: 1980
 TYPE: Adams 40 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Adrian Gruzman
 CLUB: Royal Australian Naval Sailing Assoc., NSW
 A busy barrister who thinks long tough ocean races are a way to relax when taking time out from his busy practice. Completed last year's race, and has ocean raced for thirty-five years. The yacht has not placed in any major races, but Adrian Gruzman has contested many events including the Fastnet race, Newport-Bermuda race, placing 2nd in division and has never been protested or retired from any race.
Crew: Adrian Gruzman (3), B. Baer (1), R. Harper (1), Anton Gruzman, G. Rundle (2), Abigail Gruzman, J. Gruzman, L. Fulde.

THE FLEET FOR HOBART 1994



APACHE
 LOA: 10.3m CLASS: PHS
 DESIGNER: Laurie Davidson (NZ) YEAR BUILT: 1988
 TYPE: Davidson 34 NO. OF HOBARTS: 6
 OWNER/SKIPPER: Graeme Paul
 CLUB: Royal Melbourne Yacht Squadron, Vic
 A little yacht with a lot of potential which has just been purchased by Graeme Paul and is the former JLW Chutzpah. Perhaps Paul will have more luck than Bruce Taylor did – the boat represented Victoria at the '91 Southern Cross and was leading the series only to break her mast in the Hobart. Won its division and was 2nd overall in '90 and won its division again in '92 but was dismantled in last year's race.
 Crew: G. Paul, S. Hudson, C. Furey (1), R. Donald (2), A. McKinnon, J. Currew, G. Constable.



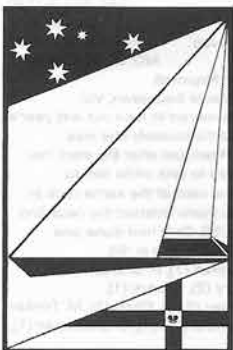
ARIADNE II
 LOA: 12.0m CLASS: Veteran 20
 DESIGNER: Ray Richards (USA) YEAR BUILT: 1974
 TYPE: Cruiser/Racer NO. OF HOBARTS: 2
 OWNER/SKIPPER: Robin Michell
 CLUB: Royal Yacht Club of Tasmania, Tas
 Although he has no aspirations of winning the Sydney-Hobart this year, Robin Michell is nevertheless looking forward to this race, his first Sydney-Hobart. The yacht has been south twice previously, the last time in 1982, but Michell, Chairman of the Cruising Committee at R.Y.C.T., prefers to go cruising, although he did win the Green Island race in 1993 and was 1st in division this year.
 Crew: C. Micheals, S. Hall, M. Roche, T. Hadrill, B. Price, D. Whitfield, R. Michell (1).



APOLLO II
 LOA: 13.7m CLASS: Veteran 20
 DESIGNER: Miller & Whitworth (Aust) YEAR BUILT: 1972
 TYPE: M&W 45 NO. OF HOBARTS: 14
 OWNER/SKIPPER: John Duffin
 CLUB: Royal Yacht Club of Victoria, Vic
 One of many retirements of last year's race, Apollo II is a regular competitor of the race, and this will be her 15th time south – only four behind the current record holder. A top yacht in her early days, she represented Australia twice at Admiral's Cup under Alan Bond's ownership. John Duffin competes regularly out of Victoria in races such as the Melbourne-Burnie, Melbourne-Devonport, etc.
 Crew: J. Duffin (4), P. Forbes (2), R. Keays (2), D. Mutushka (2), P. Hesemann (1), I. Barclay (1), L. Norgate (2), J. Douglas (3), M. Elliot, J. Campbell.



ARINA 2000
 LOA: 11.7m CLASS: IMS
 DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1975
 TYPE: S&S 39 NO. OF HOBARTS: 5
 OWNER/SKIPPER: Jon Sanders
 CLUB: Royal Perth Yacht Club, WA
 People are in awe of this shy 55-year-old, awarded AO and OBE for his efforts. Jon Sanders sailed single-handed round the world three times non-stop without outside assistance. He has circumnavigated the world seven times, and wants to go again, sponsor permitting, and is in the Guinness Book of Records for "longest distance continuously sailed by any vessel" and "longest period alone at sea". This is only a small part of what Sanders has achieved.
 Crew: J. Sanders (4), D. Bicks, A. Richter, R. Stanton (2), D. Baxter (1), B. Punch (1).



ARCHINA
 LOA: 15.8m CLASS: Veteran 30
 DESIGNER: Cecil E. Boden (Aust) YEAR BUILT: 1936
 TYPE: Ketch NO. OF HOBARTS: 5
 OWNER/SKIPPER: John Firth-Smith
 CLUB: Sydney Amateurs Sailing Club, NSW
 Second oldest yacht in the fleet, Archina was in the inaugural Sydney-Hobart race in 1945, retiring but going on to place 3rd overall in 1948. She went on to compete in 1958, '59 and '60, as well as competing in other offshore races during that period. Owned now by artist John Firth-Smith, she is making a comeback and will race in the Veteran Division along with other famous yachts such as Southerly.
 Crew: J. Firth-Smith, S. Broom (6), R. McAuley (7), P. Sarios (9), P. Wherry (2), J. Bloemendal, J. Haselgrove, J. Wood, C. Yee, C. Moller, P. Hayselden, D. Burford.



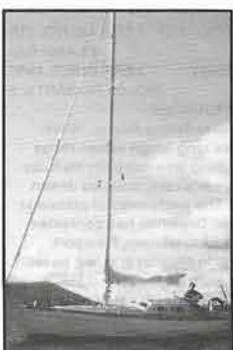
ASSASSIN
 LOA: 12.1m CLASS: IMS
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1992
 TYPE: Farr 40 IMS NO. OF HOBARTS: 2
 OWNER/SKIPPER: Robin Crawford
 CLUB: Middle Harbour Yacht Club, NSW
 This is the yacht that took out 1st place overall under IMS in the 1992 Sydney-Hobart. Many good results from the Chairman of ORCA, Robin Crawford, including wins in the '93 Sydney-Mooloolaba race, 3 Ports race, Gascoigne Cup, Big Boat Series and Ronstan IMS Championships and 3rd overall in the '93 Brisbane-Gladstone race and many others. A very competitive spirit could see Crawford in first place again.
 Crew: R. Crawford.



ARCHON
 LOA: 12.1m CLASS: IMS
 DESIGNER: Laurie Davidson (NZ) YEAR BUILT: 1985
 TYPE: Davidson 40 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Ron Turner
 CLUB: Banks Peninsula Cruising Club, NZ
 Designed in the '80's when IOR one ton yachts were the popular international racing yacht, this Laurie Davidson design has done all her racing out of New Zealand with results in the following; 2nd overall in the '87 Wellington Gisbourne race (only five of forty starters finished), 3rd overall '88 Wellington-Akoroa race and 3rd overall in the '92 Wellington-Gisbourne race, and many others.
 Crew: R. Turner, T. Histen, K. Earl, M. Vance, P. Worthington, E. Ross, R. Williamson, M. Walker, J. Walker.



ASTERIX
 LOA: 10.4m CLASS: PHS
 DESIGNER: Peter Cole (Aust) YEAR BUILT: 1979
 TYPE: Pawtucket NO. OF HOBARTS: 2
 OWNER/SKIPPER: Timothy Cox
 CLUB: Royal Sydney Yacht Squadron, NSW
 Previously owned by racing rules expert and judge John Kirkjian, and raced as "Lady Ann", this yacht last went to Hobart in 1986. The yacht is currently competing in the RSYS SOR season in preparation for her race south and was designed by America's Cup designer Peter Cole. Tim Cox and crew member Chris Oxenbould are Commanding Officers of HMAS Perth, so shouldn't have a problem getting to Hobart.
 Crew: T. Cox (1), C. Oxenbould (9), W. Cox, E. Cox, O. Halley, B. Dutschke, K. Tuckey, A. Rourke.



ARD RIGH
 LOA: 10.6m CLASS: Vintage 20
 DESIGNER: John Duncanson (Aust) YEAR BUILT: 1974
 TYPE: Duncanson 34 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Andrew Foster
 CLUB: Derwent Sailing Squadron, Tas
 Ard Righ is well-known round the traps for her cruising exploits on the east coast of Australia and the Pacific. She has recently been measured and given her first sail number in order to compete in the 50th Sydney-Hobart. Her owner, Andrew Foster, has covered over 13,000 nautical miles between '86 and '92, including Sydney-Noumea-Vila-Honiara-PNG journey of over 5,000 nautical miles.
 Crew: A. Foster, S. Foster, N. Findlay, A. Fazackerley, R. Featherstone, D. Wyatt.



ATALANTA
 LOA: 22.5m CLASS: Veteran 20
 DESIGNER: Bill Tripp Sr. (USA) YEAR BUILT: 1968
 TYPE: 74' Ketch NO. OF HOBARTS: 1
 OWNER/SKIPPER: Richard Hedreen
 CLUB: Corinthian Yacht Club, USA
 Making a welcome return is this famous yacht which took line honours in the '68 Sydney-Hobart (her maiden race) under her previous name "Ondine II" when owned by S. "Huey" Long. She has been renamed and is now owned by Richard Hedreen, who hails from Seattle. He has raced the yacht in the Kenwood Cup '92 and the '92 and '94 Victoria to Maui races finishing 1st in Division, 1st overall and 2nd on line in '94.
 Crew: R. Hedreen, V. Bishop, T. Bryant, T. Daw (3), B. Franklin, C. Fuglsang (3), D. Fulcher, H. Hamilton, B. Hastie, W. Hedreen, M. Rodenburgh, R. Say, D. Thyer, G. Thyer, G. Walsh (2).

THE FLEET FOR HOBART 1994



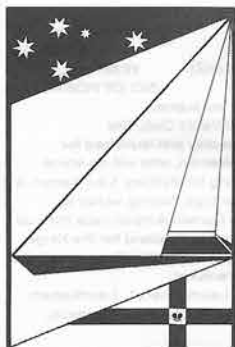
ATARA
LOA: 13.0m
DESIGNER: David Lyons (Aust)
TYPE: IMS 41
OWNER/SKIPPER: John Storey
CLUB: Royal Cork Yacht Club, Ireland
Totally rebuilt yacht for John Storey, who raced to Hobart last year and has competed at international events including the '93 Admiral's Cup in which this was the only yacht to finish the Fastnet race for the Irish team. Storey was one of the many retirees from last year's race, his boat nearly totally destroyed, and plucked John Quinn from the sea on his way to Eden. A win this year would not be out of the question. Top crew line-up includes Tom Dodson.
Crew: J. Storey (3), W. Sykes (16), M. McCormick (10), J. Murphy (2), J. Lomaz (1).

SAIL NO: IR 8000
CLASS: IMS
YEAR BUILT: 1994
NO. OF HOBARTS: 0



AUSSIE RULES
LOA: 12.2m
DESIGNER: Joe Adams (Aust)
TYPE: Adams 12
OWNER/SKIPPER: John Edwards
CLUB: Cruising Yacht Club of Australia, NSW
Raced with a previous owner to Hobart in '87, finishing 28th in division, and has competed in the Sydney-Mooloolaba and Brisbane Gladstone races. Now owned by John Edwards, Aussie Rules is made up entirely of firemen except the navigator. Edwards has done very little ocean racing, probably busy putting out fires, so this will be his first race to Hobart. He will be backed up by an experienced crew.
Crew: J. Edwards, C. McKean, D. Healey, I. Grimwood, K. Newby, C. Morgan, N. Buckley, B. Smith.

SAIL NO: 984
CLASS: PHS
YEAR BUILT: 1984
NO. OF HOBARTS: 1



ATRIA
LOA: 9.0m
DESIGNER: Robert Hick (Aust)
TYPE: IMS 30
OWNER/SKIPPER: Gilbert Ford
CLUB: Royal Yacht Club of Victoria, Vic
At the time of writing this yacht was still being built in Melbourne for Gilbert Ford. She is an upgraded version of Joint Venture IV, which caused a few upsets on the Melbourne race scene during the last year, so could well be a 1st placgetter this year. Top crew for the race will include Joint Venture owner Peter Elliott, the boat's designer and builder, Robert Hick, and Olympic potential Matt Hayes.
Crew: R. Hick (4), P. Elliott (9), D. Miles (4), G. Ford (2), D. LeRoy (5).

SAIL NO: R 3333
CLASS: IMS
YEAR BUILT: 1994
NO. OF HOBARTS: 0



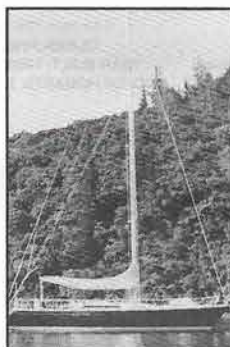
AUSTRALIAN MARITIME COLLEGE 'AMC'
LOA: 12.4m
DESIGNER: Ed Dubois (UK)
TYPE: Dubois 41
OWNER/SKIPPER: Grant Mansfield
CLUB: Port Dalrymple Yacht Club, Tas
Better known as "Sequesta" and previously owned by Melbourne yachting identity Alf Neate, this yacht hasn't been to Hobart since 1989. Represented Qld in '87 Southern Cross Cup, placed 3rd in the '82 Sydney-Suva race, represented Australia at the Clipper Cup in Hawaii, has won a Pittwater-Coffs Harbour race, was a top ten finisher in the '83 Sydney-Hobart and this year will be sailed by her new owner.
Crew: G. Mansfield (4), T. Reeve, F. Barrett (3), R. Shaw (1), G. Pratt, L. Campbell, E. Armstrong.

SAIL NO: SM 202
CLASS: IMS
YEAR BUILT: 1981
NO. OF HOBARTS: 5



AUDACITY
LOA: 10.1m
DESIGNER: Van De Stadt (Neth)
TYPE: Van De Stadt 34
OWNER/SKIPPER: Adrian Petersen
CLUB: Bellerive Yacht Club, Tas
Audacity is now twelve years old and was very competitive in her time, finishing 2nd overall in the '82 Sydney-Hobart to "Scallywag", recording the shortest ever margin between 1st and 2nd place. Her current owner, Adrian Petersen, has restored this yacht of yesteryear and she is beautifully presented and maintained in full racing mode. Peterson has hopes of at least a divisional win.
Crew: A. Petersen, G. McGuiness, S. McGuiness, W. Turner, R. Masters, J. Sherazi, J. Sherwood.

SAIL NO: R 106
CLASS: IMS
YEAR BUILT: 1982
NO. OF HOBARTS: 6



AZZURRO
LOA: 14.1m
DESIGNER: Bruce Clark (NZ)
TYPE: Clark 46
OWNER/SKIPPER: Gary Lewis
CLUB: Royal Auckland Yacht Club, NZ
Regularly raced in New Zealand waters, Azzurro scored a 1st General, 2nd PHRF and 2nd IMS in the Auckland-Fiji Race, then went on to finish 3rd overall under IMS in the Auckland-Fukuoka race and 3rd PHRF in the Auckland-Noumea race. Owner Gary Lewis has had lots of offshore experience, including Australia-Auckland and France-Antigua, and is looking forward to competing in his first Sydney-Hobart.
Crew: G. Lewis, W. Lewis, I. Darby, D. Walters, T. Raven, B. Read, R. Lewis, J. Baxter.

SAIL NO: NZL 142
CLASS: IMS
YEAR BUILT: 1985
NO. OF HOBARTS: 0



AUSMAID
LOA: 14.4m
DESIGNER: Bruce Farr (NZ)
TYPE: Farr IMS 47
OWNER/SKIPPER: Giorgio Gjergja
CLUB: Royal Brighton Yacht Club, Vic
New yacht for Giorgio Gjergja, who last year raced his J44 Adria to Hobart and like many others retired. This time he has a Farr IMS 50, which should be very competitive, particularly since Gjergja has managed to snag top helmsman and tactician Ross Lloyd, who is an asset on any boat. Gjergja has previously contested a number of races including 3 Sydney-Hobarts and numerous Melbourne races.
Crew: G. Gjergja (3), R. Lloyd (10), N. Knezic (1), N. Drennan (10), R. Kenery (3), M. Blair (4), I. Walker (10), C. Smith (2), A. Poulton (4), J. Rowe (1), S. Holding (4), T. Smith.

SAIL NO: B 1
CLASS: IMS
YEAR BUILT: 1994
NO. OF HOBARTS: 0



BACARDI
LOA: 13.3m
DESIGNER: Doug Peterson (Aust)
TYPE: Peterson 44
OWNER/SKIPPER: Graeme Ainley/John Williams
CLUB: Sandringham Yacht Club, Vic
An "oldie but a goldie", this is still a very competitive yacht. A very strong yacht, Bacardi was one of the few finishers in last year's race (one of the worst on record), finishing 3rd in Division B under IMS. Ainley and Williams bring with them their regular experienced crew and will also tackle the Tasman Triangle Series. To make the yacht more competitive, Bacardi will have a total re-fit for this race.
Crew: J. Williams (13), G. Ainley (13), C. Disney (4), S. Telford (6), J. Creel (1), O. Martin, G. Watt, D. Schmidt (4), A. Croek (7), I. Court (8).

SAIL NO: SM 377
CLASS: IMS
YEAR BUILT: 1979
NO. OF HOBARTS: 12



AUSPICIOUS
LOA: 10.3m
DESIGNER: Van De Stadt (Neth)
TYPE: Van De Stadt 34
OWNER/SKIPPER: Wally Szewczuk
CLUB: Cruising Yacht Club of South Australia, SA
Wally Szewczuk hails all the way from the wine-growing suburb of McLaren Vale in South Australia, and this is his first major ocean race. Auspicious has had two trips south, her last in 1986. With her previous owner she finished 2nd in division in first Hobart race in 1985, and Szewczuk and his experienced crew will be pushing the yacht in hopes of emulating that result.
Crew: W. Szewczuk, C. Szewczuk, R. Humans (6), D. Koch, P. King (6), A. Douglas, P. Evans, W. Jones.

SAIL NO: 1065
CLASS: PHS
YEAR BUILT: 1985
NO. OF HOBARTS: 2



BARCOO
LOA: 11.9m
DESIGNER: Joe Adams (Aust)
TYPE: Adams 12
OWNER/SKIPPER: Graeme Johnston
CLUB: Pigeon House Sailing Club, NSW
First entry ever from the Pigeon House Sailing Club. This is a Joe Adams design from 1988 and hasn't raced to Hobart before, in fact, has not done any major ocean races. Barcoo is used for cruising and her owner, Graeme Johnston, has completed an Abel Tasman Circumnavigation of Tasmania and competed in the Montagu Island race. Barcoo is a solid boat and should make it to the finish line in Hobart.
Crew: R. Smith (2), W. Puller (3), G. Johnston, R. Johnston, M. Balsom, S. Seiden.

SAIL NO: 5493
CLASS: PHS
YEAR BUILT: 1988
NO. OF HOBARTS: 0

THE FLEET FOR HOBART 1994



BARTERCARD MORNING MIST III SAIL NO: SM 250
 LOA: 15.7m CLASS: IMS
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1992
 TYPE: Farr IMS 50 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Alfred Neate
 CLUB: Mornington Yacht Club, Vic
 Brand new, this yacht picked up the Kodak Gold Cup for 1st place in Division A in the '92 Sydney-Hobart, also placing 2nd overall under IMS, and last year took 1st place in Melbourne's Nissan Regatta. Morning Mist was one of the many casualties of last year's race, withdrawing with suspected hull damage, which was later confirmed as non-existent. Neate's son Trevor will again co-helm the boat.
 Crew: A. Neate, T. Neate, D. Pickford, J. Rae, S. Don, G. Schipper, D. Lawrance, J. Black, P. Doriean, L. Ash, D. Roberts, T. Donaldson, T. Dixon, S. Rice, B. Malzey.



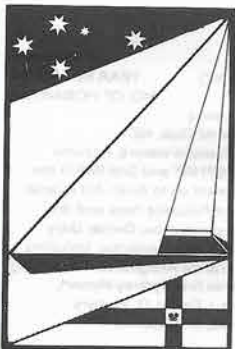
BIT O' FLUFF SAIL NO: MK 69
 LOA: 12.5m CLASS: IMS
 DESIGNER: Iain Murray (Aust) YEAR BUILT: 1994
 TYPE: ILC 40 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Warren Brooks
 CLUB: Mackay Yacht Club, Qld
 Brand new boat out of America's Cup sailor Iain Murray's stable, this is the basis of the Bashford/Howison IMS Cruiser/Racer production boat that is just commencing building. Bit O' Fluff is an unknown quantity at this stage, but is expected she will be highly competitive with a crew who have extensive offshore racing experience including one of the design team, Andy Dovell.
 Crew: W. Brooks, L. Abrahamson, I. Bofinger, C. Stanyon, D. Brooks, S. Cripps, K. Talbot, G. Hudson, I. Wright, A. Dovell.



BERRIMILLA SAIL NO: 371
 LOA: 10.1m CLASS: IMS
 DESIGNER: Peter Joubert (Aust) YEAR BUILT: 1977
 TYPE: Broiga 33 NO. OF HOBARTS: 3
 OWNER/SKIPPER: Alex Whitworth
 CLUB: Royal Australian Naval Sailing Assoc., NSW
 Last saw Hobart waters under her original name of "Leven" in 1986, and was one of only 46 yachts to complete the gale-swept 1984 Sydney-Hobart. Berrimilla has also competed in numerous Montagu Island races, the Sydney-Mooloolaba and short-handed racing. Her current owner, Alex Whitworth, has had plenty of ocean racing practice competing in such races as the Fastnet race and the Sydney-Rio.
 Crew: A. Whitworth (2), T. Eginton, a. Lodge, F. Van Ogtrop, B. Maher.



BLITZ SAIL NO: 900
 LOA: 13.7m CLASS: IMS
 DESIGNER: Gary Lidgard (NZ) YEAR BUILT: 1994
 TYPE: Lidgard IMS NO. OF HOBARTS: 0
 OWNER/SKIPPER: Ossi Laurikainen
 CLUB: Royal Queensland Yacht Club, Qld
 New Gary Lidgard design only just launched for Queensland Ossi Laurikainen, who will do some local racing before heading for Sydney. Laurikainen is no stranger to long ocean trips, having sailed to Darwin to take part in the Darwin-Ambon race then up the Malaysian coast and on to Thailand for the Kings Cup Regatta and on to England and Holland, where he sold his previous yacht Ventura.
 Crew: O. Laurikainen, V. Laurikainen, L. Laurikainen, J. Vuorilait, D. Lambourne, B. Cuneo, J. Murdock, G. Hasslet.



BEYOND THE FRINGE SAIL NO: 5991
 LOA: 15.9m CLASS: PHS
 DESIGNER: Joe Adams (Aust) YEAR BUILT: 1988
 TYPE: Adams 16 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Alwyn Noseda
 CLUB: Noosa Yacht Club, Qld
 Better known as Blind Panic, this yacht was originally built for short-handed sailing and contested its first Sydney-Hobart in 1991 with a previous owner. Queensland business man Alwyn Noseda purchased the yacht last year, and has competed in the '93 Darwin-Ambon race and the '94 Brisbane-Osaka race to prepare for his first race south. Noseda brings an experienced crew with many ocean racing miles.
 Crew: A. Noseda (8), D. Reed, T. Lindsey (1), G. Coxon (2), T. Dempsey (2), N. Klotz, D. Noseda, D. Walrave, B. Hewitt, M. O'Connor, F. Trewartha (5).



BLUE MAX SAIL NO: H 550
 LOA: 12.1m CLASS: PHS
 DESIGNER: Laurie Davidson (NZ) YEAR BUILT: 1986
 TYPE: One Tonner NO. OF HOBARTS: 0
 OWNER/SKIPPER: Jeff Otter
 CLUB: Hobson's Bay Yacht Club, Vic
 One of the old competitive one tonners, her racing has been mainly out of Victorian waters, such as the Melbourne-Hobart, Melbourne-Devenport and Melbourne-Grassy Island. Best results include '92 winner of the Port Phillip Sea Pilots race and '93/'94 Hobson's Bay Yacht Club Champion. Jeff Otter and Blue Max have crossed Bass Strait twenty times and he has just given the yacht a \$15,000 refit.
 Crew: J. Otter, R. Munro, P. Brettergh, B. Butler, A. Confait, R. Warland, R. Carille, A. Caharija, A. Ebert.



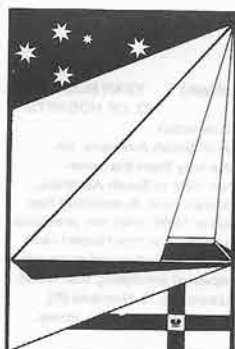
BIG SCHOTT SAIL NO: 2111
 LOA: 12.8m CLASS: IMS
 DESIGNER: Doug Peterson (Aust) YEAR BUILT: 1976
 TYPE: Peterson 42 NO. OF HOBARTS: 5
 OWNER/SKIPPER: Ross Martin
 CLUB: Royal Australian Naval Sailing Assoc., NSW
 Big Schott has been around for a long time, having competed in the Sydney-Hobart five times, her best place being 20th overall in 1980. Although a bit long in the tooth to beat anything worth mentioning, the boat has always been a regular competitor in offshore events and last went to Hobart with CYCA Director Peter Bush, but was recently purchased by Ross Martin and should at least finish.
 Crew: R. Martin (1), J. Frost (5), S. Barrett (2), C. Jones, J. Burke, C. Ferguson, G. Jonston, M. Sperling.



BLUE MOON SAIL NO: 2971
 LOA: 11.3m CLASS: IMS
 DESIGNER: Peter Joubert (Aust) YEAR BUILT: 1977
 TYPE: Joubert 37 NO. OF HOBARTS: 2
 OWNER/SKIPPER: John Colquhoun
 CLUB: Royal Prince Alfred Yacht Club, NSW
 John Colquhoun (1912-1988) sailed in the inaugural Sydney-Hobart as co-owner of Ambarmal and placed 2nd to Rani. He sailed in many subsequent races south, with his three children joining him in '59 and '60. Blue Moon is jointly owned and crewed by the next two generations of Colquhouns and is competing in the 50th Anniversary race to commemorate the yachting achievements of the late John Colquhoun.
 Crew: J. Colquhoun (1), S. Colquhoun (2), J. Taylor (1), R. Colquhoun, J. Colquhoun, D. Taylor, J. Smith, S. Smith.



BIRD ON A WIRE SAIL NO: RF 1001
 LOA: 12.1m CLASS: IMS
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1985
 TYPE: One Tonner NO. OF HOBARTS: 1
 OWNER/SKIPPER: John Gaunt
 CLUB: Royal Freshwater Bay Yacht Club, WA
 All the way from W.A. comes Bird On A Wire, which last saw Sydney waters in 1991 when she finished 13th overall and 8th in Division in her one and only Sydney-Hobart race. This was a very quick IOR rated one tonner in its heyday when known as Finisterre, and John Gaunt has had her converted to IMS, competing in numerous races on the West Coast including the '92 Perth-Albany race, finishing 1st under IMS.
 Crew: J. Gaunt (4), M. Gaunt (1), A. Gaunt, K. Swarbrick (12), B. Rafferty (1), M. Loader, H. Bailey, A. McPhee.



BLUE ORCHID SAIL NO: 1711
 LOA: 9.8m CLASS: IMS
 DESIGNER: Robert Salthouse (NZ) YEAR BUILT: 1975
 TYPE: Cavalier 32 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Timothy Baker
 CLUB: Cruising Yacht Club of Australia, NSW
 Hoi-Ho is the former name of this yacht which did its previous owner proud winning numerous races including the '77 Janzoon Trophy, '78 Coffs Harbour-Sydney and '78 and '79 Salamander Cup. Blue Orchid competed in the '76/'77 Sydney-Brisbane race and two Brisbane-Gladstone races. Tim Baker purchased the yacht in June this year and crew includes three sailing instructors from Pacific Sailing School.
 Crew: T. Baker, P. Taylor, H. Taylor, P. Hewitt, S. Scriber, C. Harnung.

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BLUEBOTTLE
 LOA: 11.8m CLASS: PHS
 DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1982
 TYPE: S&S 39 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Arthur Allan
 CLUB: Royal Prince Alfred Yacht Club, NSW
 Bluebottle is one of the many reliable Sparkman and Stephens designs to enter this year's race. Although she is used more regularly for cruising, Bluebottle competed in the 1992 Pittwater-Coffs Harbour race and the Hamilton Island Series in Queensland. Arthur Allan and crew compete in the odd race out of Royal Prince Alfred Yacht Club and he will have an experienced crew to help him to Hobart this year.
 Crew: A. Allan, D. Allan, P. Kavanagh (1), N. Brundle (9), K. Halsted (9), A. Dent, P. Gregory, T. White.



BORN FREE
 LOA: 13.2m CLASS: Veteran 20
 DESIGNER: Peter Cole (Aust) YEAR BUILT: 1973
 TYPE: Cole 43 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Ivan Thrift
 CLUB: Royal Melbourne Yacht Squadron, Vic
 Born Free did one race to Hobart in 1973, having mostly competed in Victorian waters, but also sailing in the Adelaide IOR Series, winning in '80, '81 and '82. She finished 2nd in Division in the '92 Melbourne-Hobart, 2nd in Division in the '92 Adelaide-Port Lincoln race and 2nd overall the following year. Born Free was designed by America's Cup designer Peter Cole.
 Crew: S. Burns, D. Aubrey, K. Edgar (1), I. Thrift, L. Jenkins, R. Fleiner, J. Oosterweghel, I. McBean.



BOFFIN
 LOA: 13.1m CLASS: PHS
 DESIGNER: Scott Sprague (Swe) YEAR BUILT: 1986
 TYPE: Christina 43 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Geoffrey Hill
 CLUB: Cruising Yacht Club of Australia, NSW
 The only one of her class in Australia, Boffin is a long distance cruising yacht, having sailed over 100,000 nautical miles and therefore has a limited racing record. She took part in the 1988 Trans-Arc race for cruisers, finishing 23rd and has done two Trans Atlantic crossings, two East-Coast US cruises, numerous coastal NSW cruises, a Sydney-Fiji cruise and many others and is currently having a refit.
 Crew: G. Hill, P. Field, S. Wall, S. Ullrich, M. Hill, P. Akerman, John Sullivan.



BRAVADO
 LOA: 11.6m CLASS: PHS
 DESIGNER: Compass/Ben Lexcen (Aust) YEAR BUILT: 1979
 TYPE: Compass 38 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Ian Ritchie
 CLUB: Royal Melbourne Yacht Squadron, Vic
 Ben Lexcen-designed sloop out of Victoria, Bravado was the winner of Melbourne's ORCV Sovereign Series in 1991 and her owner, Ian Ritchie, has sailed in Sydney-Hobart, Melbourne-Hobart and all Bass Strait races over the past twenty years. Ritchie insists on good crew training for ocean races and is always confident of a good effort. This is Bravado's first Sydney-Hobart.
 Crew: I. Ritchie (6), M. Johnston (2), D. Bleazry (2), W. Bindloss (2), J. Barnes, C. Hanrahan, M. Connock, M. Naughton, G. White.



BOOMERANG X
 LOA: 11.3m CLASS: PHS
 DESIGNER: Peter Joubert (Aust) YEAR BUILT: 1975
 TYPE: Joubert 37 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Rick Squires
 CLUB: Palm Beach Yacht Club, NSW
 This is a first to Hobart for Rick Squires and his well maintained cruiser/racer Boomerang X. Squires normally double-hand cruises with his wife and has never entered a long ocean race before. Keeping his lack of ocean racing experience in mind, Squires is taking a very experienced crew with him including Anthony Carpenter, Bob Gates and Dale Cuthbert, who have notched up a few ocean miles.
 Crew: A. Carpenter (10), B. Gates, N. Barling, D. Cuthbert, M. Loble, R. Squires.



BRAVADO
 LOA: 9.1m CLASS: IMS
 DESIGNER: Peter Joubert (Aust) YEAR BUILT: 1980
 TYPE: Currawong 30 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Craig Cowley
 CLUB: Bellerive Yacht Club, Tas
 One of many Tasmanian boats coming out of retirement to help celebrate the 50th race south. This is a Peter Joubert-designed 30 footer which is mainly used for cruising with a few races thrown in, particularly for their upcoming trip south. Owner Craig Cowley raced to Hobart in 1992, has sailed from Hobart to New Zealand and has done various trips around the coast of Tasmania.
 Crew: C. Cowley, P. Smith, P. Curry, S. Jackson, C. Fahey, J. Grant.



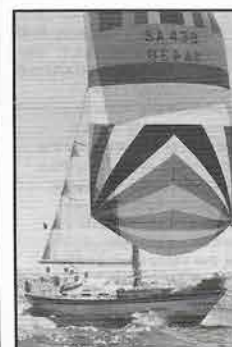
BOOMAROO MORSE FANS
 LOA: 10.1m CLASS: Veteran 20
 DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1972
 TYPE: S&S 34 NO. OF HOBARTS: 6
 OWNER/SKIPPER: John McIntosh
 CLUB: Royal Queensland Yacht Squadron, Qld
 Sixteen year old Andrew McIntosh "survived the last Sydney-Hobart" (his first) and is backing up for more. Father John understands the illness only too well and is back for his 7th try at the elusive first prize. Finishing 13th overall last year, this yacht has a good racing history, finishing 1st in the '92 and '93 Mooloolaba-Hamilton Island Series and 1st in the '92 Mooloolaba-Airlie Beach race.
 Crew: J. McIntosh (4), C. Colling (2), A. McIntosh (1), D. Baxter (1), J. Doherty.



BREAKAWAY
 LOA: 11.6m CLASS: IMS
 DESIGNER: David Lyons (Aust) YEAR BUILT: 1994
 TYPE: Lyons 38 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Wayne Banks-Smith
 CLUB: Royal Yacht Club of Tasmania, Tas
 At the time of writing this yacht had just been launched and was about to compete in her first race, the Maria Island race, sailed out of Tasmania. This is a new David Lyons design (Lyons is originally from Tasmania) and the yacht has won the '94 Australian Yacht of the Year Award and the '94 Optus Yacht of the Year Award. Wayne Banks-Smith will sail with an all-Tasmanian crew and could well be a winner.
 Crew: W. Banks-Smith (1), D. Cole-Cook (7), R. Smith (3), G. Weatherburn, P. Brandner, P. Oakschott (6), G. Thurlay, D. Geoghegan (1).



BOOZE BUS
 LOA: 10.9m CLASS: PHS
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1984
 TYPE: Farr 36 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Raymond Benson
 CLUB: Coffs Harbour Yacht Club, NSW
 This will be the first time Ray Benson has missed the Pittwater-Coffs Harbour race: he has entered that race since 1981, but wouldn't think of missing out on our 50th Anniversary race to Hobart this year. Benson picked up 1st place in the '84 Coffs Harbour race aboard his Farr 36, and he also won line and handicap honours in '93 sailing aboard Vendetta, a very quick Inglis design.
 Crew: R. Benson, W. Benson, S. Benson (1), P. Orr, M. Barry, M. Espert, J. Wait.

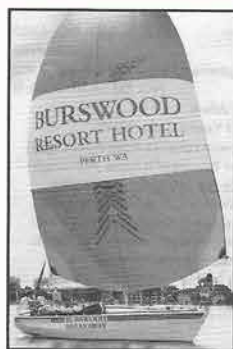


BREVILLE EASY PIE
 LOA: 11.1m CLASS: IMS
 DESIGNER: Angelo Lavranos (Sth. Africa) YEAR BUILT: 1979
 TYPE: Lavranos 36 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Dennis Krawchuk
 CLUB: Cruising Yacht Club of Australia, NSW
 An unknown quantity, this yacht, better known as Panache, has done most sailing on the other side of the world, managing a 2nd in class in the 1982 South Atlantic race from Capetown to Punta Del Este. She went on to compete in the 1990 Dias race from Capetown to Lisbon, scoring a 2nd on line and 1st overall. Dennis Krawchuk is now competing in club events in preparation for his first Sydney-Hobart.
 Crew: D. Krawchuk, R. Oboler, C. Watson, S. D'Arx, L. Brand, M. Brand, G. Byak, C. Johnson (1).

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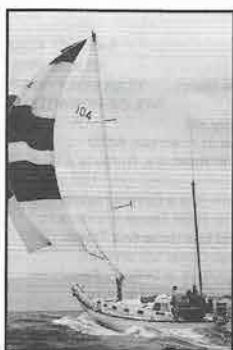
BRIGHT MORNING STAR SAIL NO: 1987
 LOA: 15.5m CLASS: IMS
 DESIGNER: Doug Peterson (Aust) YEAR BUILT: 1987
 TYPE: Cruiser/Racer NO. OF HOBARTS: 2
 OWNER/SKIPPER: Hugh Treharne
 CLUB: Cruising Yacht Club of Australia, NSW
 Both boat and owner competed in and finished last year's gruelling race - but separately! Hugh sailed aboard Micropay Cuckoo's Nest, which finished 1st overall in IMS and an amazing 2nd on line (the yacht is only 40'), whilst Bright Morning Star, skippered by his brother Ian, finished 2nd in the PHS Class. This is a very competitive yacht and owner and the combination will be hard to beat.
 Crew: H. Treharne, I. Treharne, R. Mische, J. Veeneklaas, M. Veeneklaas, P. Hemmery, L. Eastwood, A. Stanton, P. Murray, W. Knovelspies, D. Price.



BURSWOOD BREAKAWAY SAIL NO: R 188
 LOA: 12.2m CLASS: IMS
 DESIGNER: Peter Cole (Aust) YEAR BUILT: 1978
 TYPE: Cole 40 NO. OF HOBARTS: 3
 OWNER/SKIPPER: Bernie Greig
 CLUB: Royal Perth Yacht Club, WA
 Breakaway was launched in 1978 and completed the '79 and '81 Sydney-Hobart races. Her longest race was the '91 Fremantle to Exmouth in which she finished 1st in IMS and then went on to compete in the Darwin-Ambon race. In '93 she circumnavigated Australia, again competing in the Darwin-Ambon race, gaining a 3rd place. This will be the 16th Bight crossing to get to Hobart for Bernie Greig.
 Crew: B. Greig, J. Greig, M. Saunderson (2), S. Darby (3), J. Lister, T. Strickland, R. Ashby, R. McNaughton, J. Young.



BRIGHTSTONE SAIL NO: NZL 83
 LOA: 13.8m CLASS: Vintage 20
 DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1969
 TYPE: S&S 45 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Teresa Borrell
 CLUB: Royal New Zealand Yacht Squadron, NZ
 Under a previous owner and when known as "Satanita II" this yacht competed in the 1971 Southern Cross Cup and Sydney-Hobart race, which will now sail with an all-female crew headed by Teresa Borrell, the first all-female crew from New Zealand to contest this race. Teresa and crew competed in the '93 Auckland-Suva race, placing 1st on general handicap, 2nd in PHRF and 3rd in division in IMS.
 Crew: T. Borrell, S. Smith, C. Bennett, A. Taylor, L. Mossman, J. Thompson, K. Johnson, C. Ormrod, B. Tupp, M. Godfrey.



BUSHRANGER SAIL NO: 104
 LOA: 12.3m CLASS: Veteran 30
 DESIGNER: Van De Stadt (Neth) YEAR BUILT: 1964
 TYPE: Van De Stadt 40 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Kevin Miller
 CLUB: Bellerive Yacht Club, Tas
 Beautiful yacht built and launched in 1964 south of Hobart, Bushranger is constructed of Celery Top, Huan and King Billy Pine and Kevin Miller has had her upgraded over the years saying it has consumed heaps of money! Bushranger competed in the '87 and '89 Sydney-Hobart and the inaugural Three Peaks race in 1989 whilst also cruising from Hobart to New Zealand, Lord Howe Island and back to Hobart in 1992.
 Crew: K. Miller, P. Adams, R. Martin, A. Poole, K. Pitt, N. Preston.



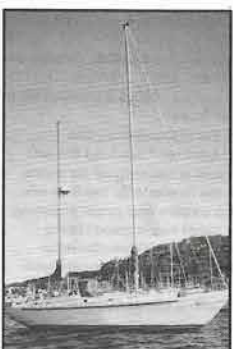
BRINDABELLA SAIL NO: C 1
 LOA: 22.9m CLASS: IMS
 DESIGNER: Scott Jutson (Aust) YEAR BUILT: 1993
 TYPE: IMS Maxi NO. OF HOBARTS: 1
 OWNER/SKIPPER: George Snow
 CLUB: Cruising Yacht Club of Australia, NSW
 George Snow wasn't the only disappointed person when his new Brindabella had to pull out of last year's race after sustaining hull damage. George held a big lead and had to make the heart-wrenching decision to retire only miles short of his destination. Brindabella has since taken line honours in the '94 Sydney-Mooloolaba race, and has just represented Australia at the '94 Kenwood Cup in Hawaii.
 Crew: G. Snow (11), B. Fraser (15), S. Flitcroft (10), H. Van Kretschmar (14), T. Hearder (13), L. May (12), D. Hodgson (10), E. Adriaanse (6), G. Rogers (10), S. Byron (4), A. Jackson (2), P. Sheldrick (4), D. Fewster (6), B. Rawlings (6), D. Craig (10), A. Proto, R. Snow (1), J. Hallam (6), D. Telford (6), J. Young (6), S. Jutson (1).



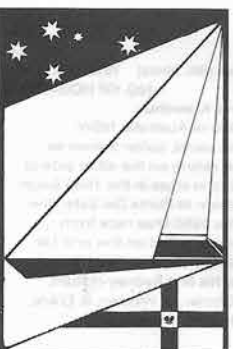
BY ORDER OF THE SECRETARY SAIL NO: B 370
 LOA: 11.3m CLASS: IMS
 DESIGNER: Laurie Davidson (NZ) YEAR BUILT: 1982
 TYPE: Cavalier 37 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Rex Billing
 CLUB: Royal Brighton Yacht Club, Vic
 Numerous prizes for this yacht including 1st in the '89, '90 and '93 ORCV Sovereign Series, a 1st in the '89 and '93 Melbourne-Hobart and a 2nd in the same race in '90 and '92, By Order Of The Secretary also won yacht of the year in '92-'93. Rex Billing and crew will be out to keep the yacht's reputation intact in her first race south, and to do proud for their owner, who passed away early this year.
 Crew: R. Billing (4), J. Portor (1), C. Stanton, L. Plate (1), N. Searle (1), I. Sheekey (1), P. Greenwood (1).



BROOMSTICK SAIL NO: G 4152
 LOA: 21.3m CLASS: IMS
 DESIGNER: Alex Simonis (Sth Africa) YEAR BUILT: 1993
 TYPE: Maxi NO. OF HOBARTS: 0
 OWNER/SKIPPER: Anthony Bellby
 CLUB: Cruising Yacht Club of Australia, NSW
 Very appropriately named downhill flyer from South Africa. Making a return to ocean racing, Tony Bellby has chartered this yacht, I dare say, with taking line honours in mind. This yacht is capable of speeds in the 20 knot range, and could well take the race record from Kialoa. Won the '93 Cape to Rio race, equalling Ondine's 17-year-old record, and came 2nd in the Trans-Atlantic race even though she broke her boom half-way. Keep your eyes on this one.
 Crew: T. Bellby, B. Bellby, D. Kennedy, G. Yost, M. Cranitch, J. De Kock, G. Meek, R. Keen, C. Bloomfield, I. Hobbs, A. Smith.



C-STAR SAIL NO: MH 75
 LOA: 13.7m CLASS: IMS
 DESIGNER: Bruce Roberts (Aust) YEAR BUILT: 1982
 TYPE: Roberts 45 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Maureen Dobson
 CLUB: Middle Harbour Yacht Club, NSW
 Skipper Maureen Dobson and her partner Graham Mason are very experienced cruising people but have done no ocean racing as such, and keeping this in mind will carry a very experienced crew with them to Hobart this year. Dobson says this race will be of enormous benefit to improve her skills for cruising and she hopes her first Sydney-Hobart will be an enjoyable experience aboard her comfortable cruiser.
 Crew: M. Dobson, R. Walton (10), W. Lawless (1), R. Wade, T. Pike (5), G. Mason.



BT GLOBAL CHALLENGE SAIL NO: 5503
 LOA: 15.2m CLASS: PHS
 DESIGNER: Scott Jutson (Aust) YEAR BUILT: 1990
 TYPE: Jutson 50 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Ken French/Richard Lock
 CLUB: Cruising Yacht Club of Australia, NSW
 The yacht has been used predominantly for two-handed racing, with line honours in Division 1 for the following races; Sydney-Coffs Harbour, Sydney-Port Stephens and short course open races. The yacht, better known as Morning Noon & Night, has also competed in fully crewed races including the Melbourne-Hobart and Bass Strait Triangle. Sponsored by BT Australia, the yacht is utilised for corporate training.
 Crew: R. Lock, K. French (1), M. Michell (6), M. Turner, N. Becquet, J. Gunn, C. Harris, I. Cocks, M. Percil, G. Bear, A. Hindley, K. Draper.



CADENCE OF COOLOOLA SAIL NO: TCB 157
 LOA: 9.4m CLASS: Veteran 30
 DESIGNER: Ron Swanson (Aust) YEAR BUILT: 1963
 TYPE: Carmen 31 NO. OF HOBARTS: 6
 OWNER/SKIPPER: Larry Bardsley
 CLUB: Tin Can Bay Yacht Club, Qld
 The highlight of Cadence's racing was an overall win in the '66 Sydney-Hobart. She finished 4th in '64 and 3rd in '65, proving she got better with age - she was an ocean racing phenomenon. She won ten major events in one year including the '64 and '65 Sydney-Brisbane race, the '65 Montagu Island race and the '74 Sydney-Mooloolaba race and is only 31 feet! She will take on the other Hobart veterans this year and we wish her luck.
 Crew: L. Bardsley, B. Mourite, N. Martin, C. Burnat (1), I. Walker.

THE FLEET FOR HOBART 1994



CADIBARRA 7
 LOA: 12.2m
 DESIGNER: Don Jones (Aust)
 TYPE: IMS 40
 OWNER/SKIPPER: Nigel Jones
 CLUB: Mornington Yacht Club, Vic
 Sleek owner-designed yacht built to the IMS rule and skippered by the owner's son Nigel. Don Jones was navigator aboard a famous 1955 entry, Winston Churchill, which is also coming back to do this race. Nigel Jones is no stranger to ocean racing, having helmed Paladin in the '91 and '92 Sydney-Hobart and in the '90 Melbourne-Hobart, winning it overall. Attempted last year's stormy Hobart, but retired.
 Crew: N. Jones (3), R. Kenyon (4), C. Swan (5), M. Kelly (4), S. Esler, C. McKenzie (3), W. Folk (2), D. Ash (1), G. Dews (9), P. Dews (1).

SAIL NO: M 4
 CLASS: IMS
 YEAR BUILT: 1993
 NO. OF HOBARTS: 1



CANON MARIS
 LOA: 11.3m
 DESIGNER: Alan Payne (Aust)
 TYPE: Tasman Seabird
 OWNER/SKIPPER: Ian Kiernan
 CLUB: Cruising Yacht Club of Australia, NSW
 Owner is head of Clean-Up Australia and has to his credit a BOC race, two Trans-Pac's and six Hobart's, to name a few. Previously owned by the late Jack Earl (as famous for sailing as he was for his marine paintings), Maris won the over 10 metre division of the '78 Solo Trans-Tasman race. Crew includes Dick "Sighty" Hammond, who holds the record for the number of Hobart races, and Jack Earl's grandson, Matt Tomaszewski.
 Crew: I. Kiernan, R. Hammond (35), T. Stephenson, M. Ferrand, M. Tomaszewski, D. Rikard-Bell.

SAIL NO: 780
 CLASS: Veteran 30
 YEAR BUILT: 1958
 NO. OF HOBARTS: 2



CAMERA WORLD KURURA
 LOA: 10.6m
 DESIGNER: Taylor Bros. (Aust)
 TYPE: Taylor 35
 OWNER/SKIPPER: Wes Imms
 CLUB: Bellerive Yacht Club, Tas
 Will be sailed by the four Imms brothers, co-owners in this old racing sloop, and will have the added advantage of well-known double-handed sailor Ian Johnston as sailing master. Kurura was built in the same boatyard at Sears Point in NSW which turned out the original Sydney-Hobart winner Rani. Placed 6th overall in the '52 Hobart, won the Montagu Island race in '53, was 4th overall in the '53 Hobart and in '67 won the Brisbane-Gladstone dash.
 Crew: I. Johnston (4), W. Imms, C. Jones, R. Imms, D. Mills, Peter Imms, Paul Imms.

SAIL NO: KYC 1
 CLASS: Veteran 30
 YEAR BUILT: 1949
 NO. OF HOBARTS: 4



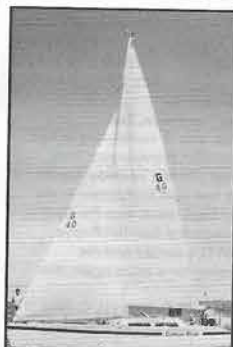
CAPE FEAR
 LOA: 10.7m
 DESIGNER: Andrew Cape (Aust)
 TYPE: Cape 35
 OWNER/SKIPPER: Andrew Bristow
 CLUB: Cruising Yacht Club of Australia, NSW
 Some great results for Cape-designed racer/cruiser which races from the CYCA and demonstrates that production boats can compete well against the custom-built yachts within the IMS rule. These yachts have been sold locally and overseas, and results for this one include 2nd in division, '94 Sydney-Southport race, 1st in PHS in the '94 Mooloolaba-Airle Beach race, 2nd overall in '94 South Pacific Trophy and many others.
 Crew: C. Hills (2), S. Rich (6), M. Wilmot (6), A. Bristow, G. Bristow, M. Bristow, T. Bristow.

SAIL NO: 5406
 CLASS: IMS
 YEAR BUILT: 1994
 NO. OF HOBARTS: 0



CAMILLE
 LOA: 11.2m
 DESIGNER: Wally Ward (Aust)
 TYPE: Swanson 37
 OWNER/SKIPPER: P., G. & M. Docker
 CLUB: Royal Sydney Yacht Squadron, NSW
 Built and originally owned by Ron Swanson as a light-weight ocean racer, Camille finished 2nd in the '64 Hobart race and was a member of Australia's Admiral's Cup Team in '65. During the 60's and 70's she raced with MHYC and always remained a tough competitor. Recently finished 1st in the CYC's Great Veterans race and is undergoing some minor refitting to prepare for her trip south. You could be looking at a winner.
 Crew: G. Docker, M. Docker, C. Brown, A. Whelan, P. Howick, P. Docker (1).

SAIL NO: 53
 CLASS: Veteran 30
 YEAR BUILT: 1964
 NO. OF HOBARTS: 1



CAPTAIN BLIGH
 LOA: 11.9m
 DESIGNER: Joe Adams (Aust)
 TYPE: Adams 12
 OWNER/SKIPPER: Ronald Spence
 CLUB: Royal Geelong Yacht Club, Vic
 Let's hope this boat's owner isn't what the name implies! This will be a first in the Sydney-Hobart for Captain Bligh, but she has competed in many races including the '89 Sydney-Mooloolaba, the '93 Melbourne-Burnie and the '94 Melbourne-Devenport, just to get in a bit of practice. This yacht may not win any speed prizes but her crew will be triers and will be giving the 50th their best shot.
 Crew: R. Spence.

SAIL NO: G 40
 CLASS: PHS
 YEAR BUILT: 1987
 NO. OF HOBARTS: 0



CANIMI
 LOA: 12.1m
 DESIGNER: Kim Holman (UK)
 TYPE: Holman 40
 OWNER/SKIPPER: William Parker
 CLUB: Royal Geelong Yacht Club, Vic
 Neither owner nor skipper have competed in long ocean races except for the Montagu Island race, but their crew are very experienced. Past results for the yacht include winner of the '62 RORC Points Championships Class II and 3rd in the '59 Fastnet race. The yacht was designed and owned in the U.K. and did most of her racing there. She is now Tasmania-based and owned by William Parker.
 Crew: W. Parker, N. Houston, R. Wills, I. Neville, S. Reid, I. Noble, T. Malone.

SAIL NO: G 59
 CLASS: Vintage 30
 YEAR BUILT: 1959
 NO. OF HOBARTS: 0



CAPUCINE
 LOA: 10.8m
 DESIGNER: Dick Taylor (Aust)
 TYPE: Taylor 35
 OWNER/SKIPPER: Michael Shelley
 CLUB: Townsville Cruising Yacht Club, Qld
 Original owner of Capucine was CYCA Sail Secretary Bob Brenac, who sold the yacht to buy his first home for his family! In the '70's she was popular with the Cairns Press and campaigned heavily, winning IOR races, finishing 3rd in the '74 Gladstone-Cairns race in gale force conditions. In '85 she was fitted out for cruising, and while she won't beat the more modern yachts could place well if heavy weather prevails.
 Crew: M. Shelley, T. Shelley, D. Cross, R. Broad, M. Nielsen, N. Hooley.

SAIL NO: Q 553
 CLASS: Veteran 20
 YEAR BUILT: 1966
 NO. OF HOBARTS: 3



CANON COPIES
 LOA: 12.2m
 DESIGNER: Bruce Farr (NZ)
 TYPE: Farr 40
 OWNER/SKIPPER: Bruce Staples
 CLUB: Royal Prince Alfred Yacht Club, NSW
 Known to most as "Witchcraft", this yacht was converted for IMS, and has been successful, placing in the top five of every race she contests. She has had 1st, 2nd and 3rd placings in the Sydney-Noumea race, top places in the Sydney-Mooloolaba race and recently finished 1st overall in IMS in division in the Canon Sydney-Southport race and 3rd in the Gosford-Lord Howe Island race with her new sponsor.
 Crew: B. Staples (7), P. Antill (8), B. Ellis (5), B. Young (7), I. Tringham (7), I. Stevens (3), J. Staples (2), R. Carlson (2), P. Dalton (1), C. Knott (2).

SAIL NO: 4057
 CLASS: IMS
 YEAR BUILT: 1985
 NO. OF HOBARTS: 2



CAVALIER EXPRESS
 LOA: 12.0m
 DESIGNER: Laurie Davidson (NZ)
 TYPE: Cavalier 395
 OWNER/SKIPPER: Dick Voorderhake
 CLUB: Cruising Yacht Club of Australia, NSW
 Standard production yacht will full teak fitout and luxury accommodation launched in July '93 as display boat by Sydney Yacht Sales. Cavalier Express finished 2nd under IMS in last December's Sydney-Southport race and recently finished equal 1st in CYC's Digital Winter Series. Dick Voorderhake was disappointed recently when he had to withdraw from the latest Sydney-Southport race with sail damage.
 Crew: D. Voorderhake, B. Voorderhake, A. Walker, D. Eastwood, J. Smith, A. Swinton, R. Blake, C. Lorimer.

SAIL NO: 5395
 CLASS: IMS
 YEAR BUILT: 1993
 NO. OF HOBARTS: 0

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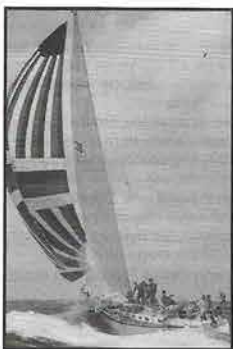
CCELERITY
LOA: 9.3m
DESIGNER: John Spencer (NZ)
TYPE: Spencer 30
OWNER/SKIPPER: David Harris
CLUB: Royal South Australian Yacht Squadron, SA
Celerity has previously undertaken only minor races and is a family boat used mainly for Gulf cruising and passages to Adelaide from Kangaroo Island. She is the winner of the last two Adelaide-Kingscote races and divisional winner of the '92 Port Lincoln race. A strong little boat which is well prepared for heavy weather with an experienced offshore crew who are looking ahead to their first Sydney-Hobart.
Crew: D. Harris (3), D. Pollitt, D. George, P. Lovell, C. Gilmour (1).

SAIL NO: L 30
CLASS: IMS
YEAR BUILT: 1976
NO. OF HOBARTS: 0



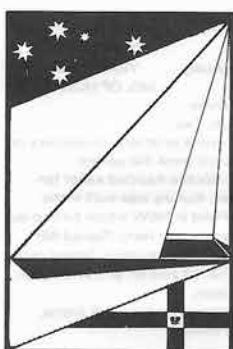
CHIARA
LOA: TBA
DESIGNER: Philippe Briand (Fra)
TYPE: Oceanis 430
OWNER/SKIPPER: Frits Mare
CLUB: Cruising Yacht Club of Australia, NSW
A French-designed five-year-old yacht which is mainly confined to cruising and a bit of fun racing. Chiara did compete in the 1991 Hamilton Island race and is now gearing up for her first Sydney-Hobart race. Owner Frits Mare has cruised from Hobart to Sydney and two Southport Sydney delivery trips. He will carry an experienced race crew for the race south this year, including Maurie Kerr.
Crew: F. Mare, R. Made, N. Holt, M. Kear (3), P. Mack, C. Register, R. Segear.

SAIL NO: 4758
CLASS: IMS
YEAR BUILT: 1989
NO. OF HOBARTS: 0



CENTREFOLD
LOA: 15.0m
DESIGNER: Sparkman & Stephens (USA)
TYPE: S&S 49
OWNER/SKIPPER: Brian Folbigg
CLUB: Cruising Yacht Club of Australia, NSW
A popular yacht in its time, Centrefold hasn't been round the race tracks for some time. She had some success in club events and previously won the Laurent Perrier Great Champagne race, a charity race sailed just before the '83 Sydney-Hobart. This comfortable yacht should provide its crew with a comfortable trip to Hobart. The big concern is that the icemaker and microwave could suffer some stress.
Crew: B. Folbigg (4), J. Folbigg (1), H. Folbigg, B. Bennison (3), C. Quilkey (6), J. Hempstalk (2), K. Anderson (5), B. Ashton (2), R. Mee (2), T. McKay.

SAIL NO: 26
CLASS: IMS
YEAR BUILT: 1982
NO. OF HOBARTS: 3



CHINA BEAR
LOA: 15.8m
DESIGNER: Ron Holland (Ire)
TYPE: Cruiser/Racer
OWNER/SKIPPER: Andrew Clubb
CLUB: Cruising Yacht Club of Australia, NSW
Whoever gets to crew on this boat should thank their lucky stars. This is a beautifully maintained and luxurious cruiser/racer with such amenities as colour TV, video, hot and cold shower, icemaker, microwave, along with the appropriate wines and food. Sounds like heaven! China Bear had her one race to Hobart in '89 and Andrew Clubb and crew are looking forward to another comfortable journey south.
Crew: A. Clubb, G. Blok.

SAIL NO: 611
CLASS: IMS
YEAR BUILT: 1983
NO. OF HOBARTS: 1



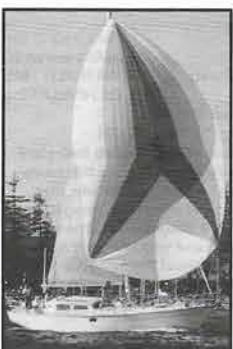
CHAOS
LOA: 11.0m
DESIGNER: Bruce Farr (NZ)
TYPE: Farr 1104
OWNER/SKIPPER: Cedric Lockley
CLUB: Royal Yacht Club of Tasmania, Tas
This is a big year for Chaos, she is competing in her tenth Sydney-Hobart in the 50th Anniversary Year, something which her owner, Cedric Lockley, would not miss for the world. Chaos has also competed in six Three Peak races and her best result was the Sydney-Hobart in 1982 when she won the Samuel Pepys Trophy for a 1st in Division D. Lockley and his experienced crew are hoping for a prize again this year.
Crew: C. Lockley (6), M. Ball (6), D. Bird (1), C. Bird (1), B. Nicol, R. Winterbottom, T. Carr, G. Elphinstone.

SAIL NO: A 111
CLASS: IMS
YEAR BUILT: 1976
NO. OF HOBARTS: 9



CITY LIMITS
LOA: 10.8m
DESIGNER: Sparkman & Stephens (USA)
TYPE: S&S 36
OWNER/SKIPPER: Michael Carr
CLUB: Kiama Cruising Yacht Club, NSW
This boat was the second last retirement from last year's race when providence prevailed half-way across Bass Strait. The crew, all from Kiama and Wollongong, reckon this year's race leaves unfinished business to complete. They have over fourteen Hobart races between them: only one crew member has not been south before. A new rig last December, along with a major refit, should see them reach the finish this time.
Crew: M. Carr, C. Patinson (4), B. Watson (2), B. O'Brien (1), S. Vann (1), P. Gray (1), J. Williams (1), R. Kelly.

SAIL NO: 4216
CLASS: PHS
YEAR BUILT: 1984
NO. OF HOBARTS: 5



CHARISMA
LOA: 13.0m
DESIGNER: Doug Brooker (Aust)
TYPE: Cavalier 43
OWNER/SKIPPER: James Lawler
CLUB: Sydney Amateurs Sailing Club, NSW
A yacht which is built primarily as a cruising yacht, but is built very strongly to a traditional design. Charisma finished 1st in PHS Division 2 in last year's race and was one of the very few yachts which did not suffer any damage. James Lawler is a regular ocean racing competitor having competed in many longer races such as Sydney-Hobart, Sydney-Gold Coast, Sydney-Lord Howe Island and Sydney-Mooloolaba.
Crew: J.M. Lawler (11), J.V. Lawler (13), P. Robinson (13), T. Cosh (7), W. Loudon (6), I. McIntosh (2), T. Oxlade, P. Cherry.

SAIL NO: A 94
CLASS: PHS
YEAR BUILT: 1981
NO. OF HOBARTS: 2



COLLEX ONYX
LOA: 15.6m
DESIGNER: Adams/Radford (Aust)
TYPE: Adams 15
OWNER/SKIPPER: Alyn Ovenden
CLUB: Royal Motor Yacht Club Toronto, NSW
Alyn Ovenden and crew have put in lots of practice to get this boat going and were pleased to actually finish last year's race with a tenth overall under IMS and 3rd in Division A. This yacht recently competed in the Sydney-Southport and finished a creditable 5th on line and 7th in Division. Previously Collex Onyx hadn't realised her potential, but the boat now looks like being a threat.
Crew: A. Ovenden.

SAIL NO: 4883
CLASS: IMS
YEAR BUILT: 1986
NO. OF HOBARTS: 2



CHERANA
LOA: 11.2m
DESIGNER: Alan Payne (Aust)
TYPE: Tasman Seabird
OWNER/SKIPPER: John Keelty
CLUB: Cruising Yacht Club of Australia, NSW
Famous yacht which still races consistently out of the CYCA under the guidance of John Keelty. Cherana had her first race to Hobart in 1959 and won the race overall. She has also won nineteen SOPS and SHPS out of CYCA since 1970. Crew this year includes the builder of Cherana, Trevor Gowland, who also built other famous yachts Anitra V and Freya. He has been aboard five Sydney-Hobart winners. Colin Betts, coming up for his 33rd race, also joins them.
Crew: J. Keelty (6), T. Gowland (18), C. Betts (32), D. Cooke (2), B. Bell, M. Butler.

SAIL NO: 25
CLASS: Veteran 30
YEAR BUILT: 1959
NO. OF HOBARTS: 4



COLONIAL HERITAGE
LOA: 18.1m
DESIGNER: Harry Herreschoff (Aust)
TYPE: Cruiser/Racer
OWNER/SKIPPER: John Biddlecombe
CLUB: Middle Harbour Yacht Club, NSW
John Biddlecombe could find conditions cramped on his way to Hobart this year, even though his cruiser/racer is 60 feet long. Biddlecombe is used to sailing on his own, having done seven Transatlantic crossings - five of them solo, started two solo BOC races and done two double-handed Trans Tasman races. Apart from this, he has competed in two previous Sydney-Hobart races and many other ocean races.
Crew: J. Biddlecombe (5), L. Steel, D. Finucane, D. Connoley, M. Hewitt, P. Hurenkamp, R. Murray, H. Bates, T. Hill, P. Backer, N. Kilgour, V. Cadani, D. De Costa (1), C. Brown, P. Gibson.

SAIL NO: 3181
CLASS: IMS
YEAR BUILT: 1977
NO. OF HOBARTS: 0

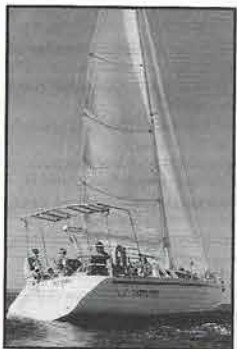
THE FLEET FOR HOBART 1994



COLORADO-BOBSLED SAIL NO: 5444
 LOA: 20.0m CLASS: PHS
 DESIGNER: Kell Steinmann (Aust) YEAR BUILT: 1989
 TYPE: Pocket Maxi NO. OF HOBARTS: 4
 OWNER/SKIPPER: Kerry Spencer
 CLUB: Royal Queensland Yacht Squadron, Qld
 Almost unbeatable downwind, the record speed for this yacht was 14.1 knot average set in the Brisbane-Gladstone race over 200 nautical miles, but is capable of much greater speeds. Top places for this yacht include; 3rd on line '92 Sydney-Hobart and 5th on line last year, 1st on line '92 Sydney-Mooloolaba and 2nd on line in '93. If the right weather conditions prevail, Bobsled could take the record.
 Crew: K. Spencer (8), A. Fox (10), R. Jones (17), D. Hermann (3), P. Lewis (4), N. Spencer, S. Coxon, G. Bottica (2), I. Thomason (5), J. Roe, G. Macquire, R. McCart (8), N. Patterson (3), F. Roadschelden (5), J. Mainwaring (6), D. Ryan.



CONDOR OF CURRABUBULA SAIL NO: KB 80
 LOA: 24.3m CLASS: IMS
 DESIGNER: Ron Holland (Ire) YEAR BUILT: 1981
 TYPE: Maxi NO. OF HOBARTS: 6
 OWNER/SKIPPER: Anthony Paola
 CLUB: Cruising Yacht Club of Australia, NSW
 Famous maxi that recently underwent a major refit which paid off when she took line honours in the Sydney-Southport race. Condor has a winning history; line honours in the '83 and '86 Sydney Hobart, again in the '90 Sydney-Mooloolaba race, and 2nd on line in the '80 Sydney-Hobart. Tony Paola is pleased with the yacht's performance and will have Dave Kellett aboard again as Sailing Master. Crew would have to have a record amount of Hobarts between them.
 Crew: T. Paola (3), D. Kellett (20), J. Brooks (12), J. Akacich (4), I. Broad (16), D. Ellis (14), J. Gibson (3), J. Goluzd (15), P. Hodgman, D. Johnson (2), B. Kellett (2), C. O'Connor (18), A. Owen (1), T. Paola (2), B. Riley (18), C. Strauss (18), C. Tipney (14), N. Vidal (11), C. Wildman (26), T. Wildman (4), J. Wood (12), J. Woodford (14).



COM TECH SAIL NO: 4826
 LOA: 16.0m CLASS: PHS
 DESIGNER: Adams/Radford (Aust) YEAR BUILT: 1989
 TYPE: Adams 15.2 NO. OF HOBARTS: 0
 OWNER/SKIPPER: David Pescud
 CLUB: Cronulla Sailing Club, NSW
 Under former name Aspect Computing, this yacht gained a 2nd in the Mooloolaba-Airlie Beach race and finished 8th under PHS in the Sydney-Southport race. Comtech has a physically challenged crew and is the first of its type in Australia to compete in an ocean classic. She recently contested the Gosford-Lord Howe Island race and is preparing for Hobart. Her purpose is to bring sailing to all people to enjoy.
 Crew: D. Pescud, R. Bowler, V. Iliff, H. Mirliab, P. Vardy, A. Lee, A. Grundy, J. Woodward, J. Wilmott, D. Bilson, M. Speakman, V. Lawers, B. Scholz, A. Cooper, R. Sealey.



CONGERE SAIL NO: USA 6
 LOA: 25.1m CLASS: IMS
 DESIGNER: David Pedrick (USA) YEAR BUILT: 1989
 TYPE: Maxi NO. OF HOBARTS: 1
 OWNER/SKIPPER: Bevin Koepfel
 CLUB: New York Yacht Club, USA
 Formerly Drumbeat and previously owned by Alan Bond and now owned by American Bevin Koepfel, who renamed the yacht Congere - a combination of his wife's and children's names. The yacht took line honours under Bond's ownership in the '89 Sydney-Hobart and since then took line again in the '91 Fastnet race and was 2nd overall. Top crew this year include navigator Peter Bowker, America's Cup sailor Skip Lissiman and Musto man Ian Treleaven.
 Crew: B. Koepfel, P. Bowker, I. Treleaven, S. Lissiman.



COMTECH PACIFIC STAR SAIL NO: R 1010
 LOA: 14.5m CLASS: PHS
 DESIGNER: German Frers (Arg) YEAR BUILT: 1977
 TYPE: Frers 47 NO. OF HOBARTS: 6
 OWNER/SKIPPER: Brendan Godfrey
 CLUB: YMCA Sailing Club Canberra, Act
 A name everyone knows, this is one of Sid Fischer's former Ragamuffins and has had a few name changes and owners over the years, including "Mary Muffin". She has contested seven Sydney-Hobart races, finishing 2nd overall in '77, was part of the winning '78 Clipper Cup and represented Australia at the '77 Admiral's Cup, all under Fischer's ownership. Her most recent race was the '92 Brisbane-Noumea race.
 Crew: B. Godfrey, G. Isal (9), N. Burridge (5), A. Beldom (1), I. Kelly (1), B. Jude (3), K. Melpas (1), D. Crowe (1), W. Hellwig (1), J. Armstrong, P. Collidge, P. Warren-Smith, S. Fisher, A. Croe.



CONQUISTADOR SAIL NO: H 122
 LOA: 9.3m CLASS: Veteran 20
 DESIGNER: Walter Knoop (Tas) YEAR BUILT: 1973
 TYPE: Half Tonner NO. OF HOBARTS: 1
 OWNER/SKIPPER: Michael Cummins
 CLUB: Derwent Sailing Squadron, Tas
 One of the first among many locally designed and built Knoop half tonners in the 70's. Conquistador scored 2nd and 3rd consecutive placings in the Australian Championships in '75 and '76 and numerous other local wins. This will be new owner Michael Cummins' first Sydney-Hobart as skipper following extensive upgrading of the yacht over the past three years. Cummins has competed in two previous Hobarts.
 Crew: M. Cummins (2), S. Willett (2), S. Watson, L. Johnston, C. Atkins.



CONDEALL VANN SYONARA SAIL NO: 193
 LOA: 12.5m CLASS: Vintage 20
 DESIGNER: Ron Swanson (Aust) YEAR BUILT: 1965
 TYPE: Sloop NO. OF HOBARTS: 0
 OWNER/SKIPPER: Greg Maughan
 CLUB: Cruising Yacht Club of Australia, NSW
 Syonara, as she is better known, is a beautiful Ron Swanson-designed and built yacht and was very competitive during the late sixties, winning the stormy '67 Sydney-Brisbane race. She has been raced at Pittwater, Middle Harbour and single-handed offshore, but in recent years has been mainly used for cruising. She came to her present owner in 1993 and has been refitted for racing, in particular the 50th Hobart.
 Crew: G. Maughan, J. Van Ogtop (2), I. Moray (3), M. Cooper, D. Condell, I. Kinsella, T. Smethurst.



COROMANDEL 3 SAIL NO: S 430
 LOA: 11.7m CLASS: PHS
 DESIGNER: Doug Peterson (Aust) YEAR BUILT: 1980
 TYPE: Peterson 38 NO. OF HOBARTS: 1
 OWNER/SKIPPER: David Burton
 CLUB: Royal Melbourne Yacht Squadron, Vic
 Coromandel was originally built as a state-of-the-art Admiral's Cup contender for Sir Donald Trescowthick. The yacht has competed in six Melbourne-Hobart races and did a Sydney-Hobart in 1981. Results include a 1st in the PHS Class in the ORCV's '93 Sovereign Series and a 2nd under PHD in the ORCV's '93/'94 Offshore Series. David Burton has done at least 25 Bass Strait crossings so should do well.
 Crew: D. Burton, R. James (3), D. Spinley, M. Burton, B. Sloley, A. Gaudin, B. Williams.

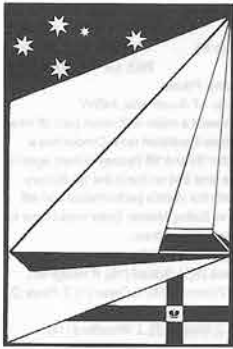


CONDOR OF BERMUDA SAIL NO: KB 78
 LOA: 23.8m CLASS: IMS
 DESIGNER: John Sharp (UK) YEAR BUILT: 1977
 TYPE: Maxi NO. OF HOBARTS: 4
 OWNER/SKIPPER: Bob Bell
 CLUB: Royal Queensland Yacht Squadron, Qld
 Condor Of Bermuda and Bob Bell making a return after an absence of some years. Condor has had a total refit and has won a lot of major races during her career. The one memorable for Australians was her Sydney-Hobart line honours win in '82, beating Apollo by just seven seconds. This yacht also took line honours in the nasty '79 Fastnet race. Bell has put a lot into yachting and previously owned both maxi Condors, taking numerous prizes with both.
 Crew: B. Bell, R. Bell, R. Bell Jnr., S. Watson, Bilge Moat, Kimbo Priestley, Silver Fox Miles, Messo Messenger, Ten Pin Bollen, D. Fuller, G. Linacre, D. Lewis, K. Stevenson, K. Brown, Munno Munson.



COSMIC CRUZ SAIL NO: 6829
 LOA: 12.8m CLASS: IMS
 DESIGNER: Ray Beale (NZ) YEAR BUILT: 1990
 TYPE: Beale 42 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Evan Innes-Jones
 CLUB: Royal New Zealand Yacht Squadron, NZ
 A one-off design from Auckland, Cosmic Cruz likes the longer passage races and has twice competed in the Auckland-Fiji race, finished 2nd behind Brindabella in the '94 Auckland-Noumea race and raced the '94 Noumea-Vila and Hamilton Island Series. The yacht also finished 1st in the Cruiser/ Racer Division 1 in the '93 and '94 IMS Regatta in New Zealand. This will be Evan Innes-Jones' first Hobart race.
 Crew: E. Innes-Jones.

THE FLEET FOR HOBART 1994



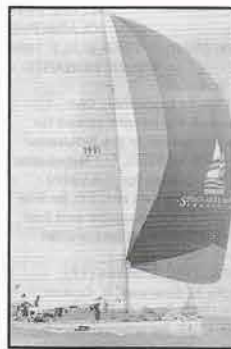
COTTON BLOSSOM
 LOA: 12.3m
 DESIGNER: Olin Stephens (USA)
 TYPE: Cruiser/Racer
 OWNER/SKIPPER: Dick Greenlaw
 CLUB: Cruising Yacht Club of Australia, NSW
 Cotton Blossom has cruised since returning from America in 1985. Fully refitted in 1986, she cruised the Barrier Reef and to Lord Howe Island and will be raced by her part-owner and nucleus of old "Singapore Girl" crew who won the CYC's Blue Water Point Score in 1987. Races contested include the '64 Auckland-Suva race, '64 Pacific Cup and the '74 San Francisco-Hawaii race and lots of others.
 Crew: D. Greenlaw.

SAIL NO: 604

CLASS: Vintage 30

YEAR BUILT: 1964

NO. OF HOBARTS: 0



DECIMATOR
 LOA: 13.9m
 DESIGNER: Jim Inglis (Aust)
 TYPE: Inglis 46
 OWNER/SKIPPER: Wayne Millar
 CLUB: Townsville Cruising Yacht Club, Qld
 Although previously named "Wild Thing", looking at this yacht's record Decimator is probably a more appropriate name. A record holder of the Melbourne-Hobart, Cairns-Port Moresby, Townsville-Cairns and Townsville-Dunk Island races, this yacht has also placed well in the Sydney-Southport races, the Gosford-Lord Howe Island race and others. Good downwind conditions will see this yacht well placed.
 Crew: W. Millar, M. Vickers, B. Jones, L. Axe (5), A. Scott (1), T. Miller, M. Cesar, S. Towers, J. Gibson, B. Hansen, W. Oxley, A. Bullard.

SAIL NO: 1995

CLASS: PHS

YEAR BUILT: 1989

NO. OF HOBARTS: 0



COTTON BLOSSOM
 LOA: 16.7m
 DESIGNER: Bruce Farr (NZ)
 TYPE: Farr 55
 OWNER/SKIPPER: CB Syndicate - Les Clough
 CLUB: Royal Melbourne Yacht Squadron, Vic
 Placed 2nd overall under IMS and 2nd in the Maxi Division in her first Sydney-Hobart in '90 and took line honours and 1st overall in the '91 Melbourne-Devonport race with her owner Eddie Barron, who sadly passed away in 1993. The yacht is now chartered and competed in the '93 Melbourne-Hobart and took line honours in the ORC's '94 two-handed race. Cotton Blossom is now competing in the '94 SCOR Series in Qld to prepare for this race.
 Crew: L. Clough (1), K. Simpson, G. Clapham (1), M. Thompson (3), T. Muster, M. Mollison, A. Nicholson (3), G. Crosier (5), A. Mollison, L. Backway (1), S. Maud (4), P. Walsh (6).

SAIL NO: S 4233

CLASS: IMS

YEAR BUILT: 1979

NO. OF HOBARTS: 2



DERWENT LASS
 LOA: 9.2m
 DESIGNER: Peter Joubert (Aust)
 TYPE: Half Tonner
 OWNER/SKIPPER: Donald Colbourn
 CLUB: Royal Yacht Club of Tasmania, Tas
 Derwent Lass is a Peter Joubert-designed "Barramundi" built by the owner and is built from Tasmanian timbers. She performs particularly well in strong headwinds. Her best performance was in 1983 and since then she has been mainly crewed by army personnel with an emphasis on training. She has been in six Sydney-Hobart races and won the Oggin Cup in 1989.
 Crew: C. Mackenzie, F. Mackenzie, I. Colbourn (6), D. Colbourn (11), S. Cooper, S. Cornish.

SAIL NO: H 2

CLASS: Veteran 20

YEAR BUILT: 1974

NO. OF HOBARTS: 6



COUGAR
 LOA: 11.9m
 DESIGNER: Bruce Farr (NZ)
 TYPE: Farr 11.6
 OWNER/SKIPPER: John McCarthy
 CLUB: Cruising Yacht Club of Australia, NSW
 A voluntary retiree of last year's race, Cougar is coming back to give it another go. John McCarthy purchased this yacht early last year and has since been competing in club races, scoring a 5th overall in the '93 Sydney-Gold Coast race, and a 9th overall in division this year. He also took 1st place in the '93 Bruce & Walsh Series in the Farr 11.6 Class and was 3rd overall in the Flinders Island race.
 Crew: J. McCarthy (1), J. Gardner (3), P. Crozier (2), B. Munns (3), C. Simpson (2), P. Swanson, L. Howard, D. Pope.

SAIL NO: 137

CLASS: IMS

YEAR BUILT: 1980

NO. OF HOBARTS: 1



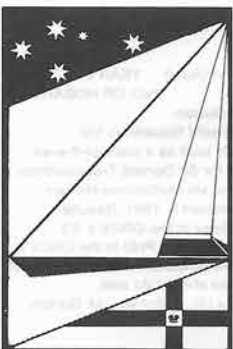
DESTINY
 LOA: 13.7m
 DESIGNER: Joe Adams (Aust)
 TYPE: Cutter
 OWNER/SKIPPER: Dougal Kennedy
 CLUB: Royal Sydney Yacht Squadron, NSW
 Very comfortable old Adams-designed steel cutter, Destiny has been a training yacht for many young sailors, with its first Sydney-Hobart undertaken in 1979. Dougal Kennedy was originally a member of Destiny's youth sailing crew and the best result for the boat was in 1979. Kennedy says they are always at the tail of the fleet, but the crew always enjoy the trip south.
 Crew: D. Kennedy (5), I. Morrow, D. Turnbull, G. Denton, J. Laura, J. MacLachlan, R. Petterson, S. McRie (1).

SAIL NO: 183

CLASS: PHS

YEAR BUILT: 1975

NO. OF HOBARTS: 7



DAICHI-HANAMARU
 LOA: 10.3m
 DESIGNER: Ken Yashii (Japan)
 TYPE: Lidgard 34
 OWNER/SKIPPER: Yuichiro & Shoko Fukuda
 CLUB: Nippon Ocean Racing Club, Japan
 This brand new yacht has been designed and built for the owners to compete in the 1995 Melbourne-Osaka Race, and they say the 50th Sydney-Hobart race is not to be missed - it will be used as the final shake-down in preparation for the Melbourne-Osaka. Skipper for the Sydney-Hobart will be New Zealand yachtsman Simon Pickering, who has tackled the race three times as well as competing in four China Seas races.
 Crew: S. Pickering, S. Kid, S. Fukuda, J. Hasegans, N. Mori, N. Yamada, Y. Fukuda.

SAIL NO: TBA

CLASS: IMS

YEAR BUILT: 1994

NO. OF HOBARTS: 0



DI HARD
 LOA: 12.5m
 DESIGNER: German Frers (Arg)
 TYPE: Frers 41
 OWNER/SKIPPER: Brian Weaver
 CLUB: Middle Harbour Yacht Club, NSW
 Yacht with a good racing past. She was originally New Guinea-owned and represented that country at Admiral's Cup, Cairns-Port Moresby race, and Southern Cross Series. All in all she was an extensively campaigned proven ocean racer and was the first overseas yacht to win a Brisbane-Gladstone race, which she did in 1983. Good to see this yacht back on the race track with new owner Brian Weaver.
 Crew: B. Weaver, G. Pryke (1), G. Hartley (1), A. Pryke (2), R. Corrie (5), J. Muxworthy (1), J. Weaver, S. Weaver, M. Greskop, G. Kesby (1).

SAIL NO: MH 290

CLASS: PHS

YEAR BUILT: 1983

NO. OF HOBARTS: 5



DARWIN EVOLUTION
 LOA: 16.7m
 DESIGNER: Dennis Cassidy (Aust)
 TYPE: Pocket Maxi
 OWNER/SKIPPER: Jon Wardill
 CLUB: Darwin Sailing Club, N.T.
 Last went south in the '90 race and back for her 7th go, this boat is better known as Australian Maid and is the former Evelyn. Best result was a 4th under IOR in 1980 and Wardill and crew will look for a good result under IMS this year. Wardill has sailed this yacht in numerous races around the world including the Pacific and Indonesia whilst also teaching seventy odd crew to sail a pocket maxi.
 Crew: J. Wardill (3), J. Beaver (5), A. Woodward (4), J. Stanley (15), R. Mackie (3), J. Durdin, D. Fisher, H. Bradley (2), G. Owen, N. Middenorf, K. McCombie, C. Wellman, J. Leckey, G. Syme, B. Stroud, N. Fitzpatrick.

SAIL NO: AUS 4100

CLASS: IMS

YEAR BUILT: 1980

NO. OF HOBARTS: 6



DICTIONATOR (SA)
 LOA: 11.5m
 DESIGNER: John Duncanson (Aust)
 TYPE: Duncanson Offshore 38
 OWNER/SKIPPER: Dick Fidock
 CLUB: Cruising Yacht Club of South Australia, SA
 Dictator was built by owner's son Richard and last sailed to Hobart in 1988 finishing 6th overall and 2nd in division. Dick Fidock, the current President of the CYCSA, arrived in time to do last year's Sydney-Hobart but was unfortunate in losing his mast whilst training on the harbour and missed the race. This year Dictator has had her hull modified for IMS and the keel re-fashioned.
 Crew: D. Fidock (15), R. Fidock (5), T. Dunn (2), R. Laet (6), T. Milin (4), R. Richards, G. Footer, A. Marriette.

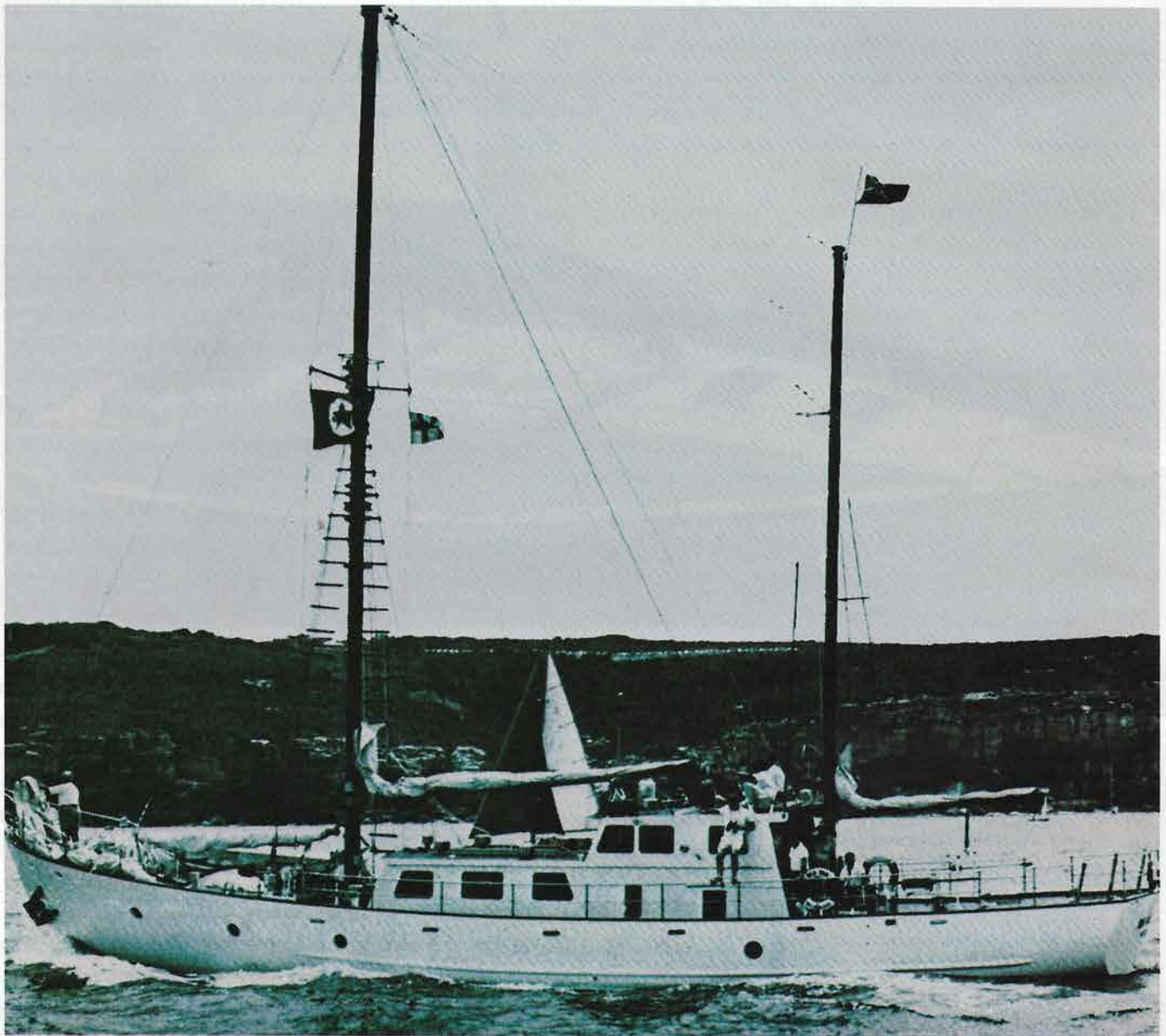
SAIL NO: YC 50

CLASS: IMS

YEAR BUILT: 1987

NO. OF HOBARTS: 3

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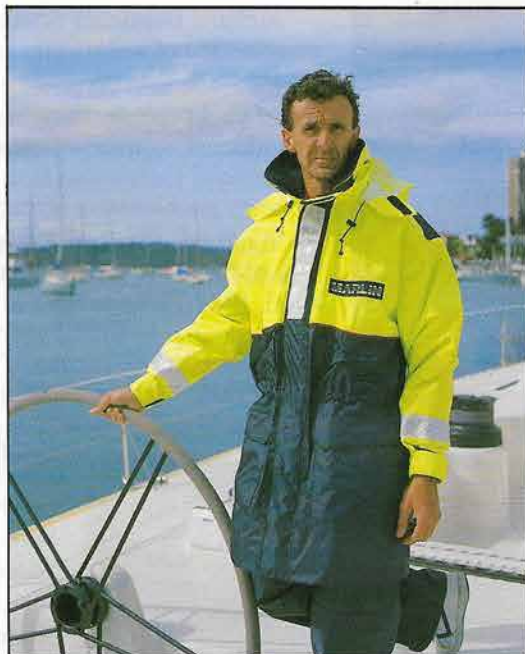
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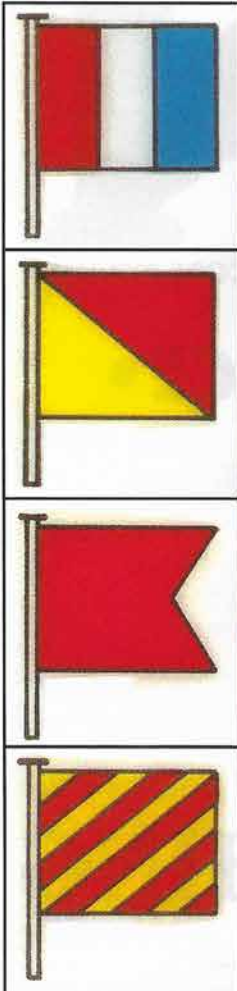
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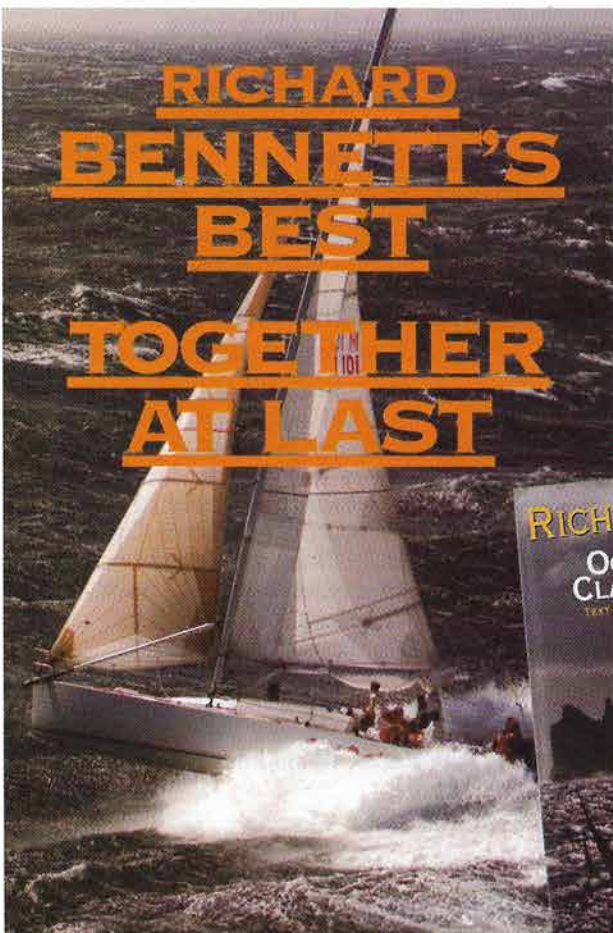
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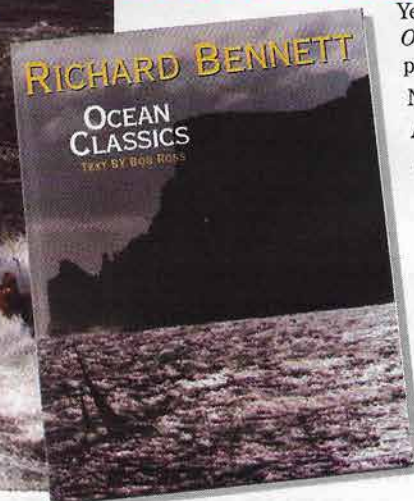
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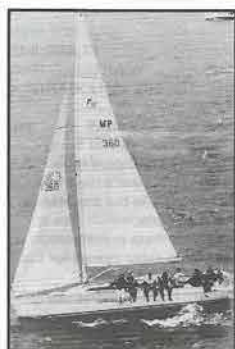
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THE FLEET FOR HOBART 1994



DICTATOR (NSW)
 LOA: 11.6m
 DESIGNER: David Lyons (Aust)
 TYPE: Jalkan 38
 OWNER/SKIPPER: Bruce Mead
 CLUB: Lake Macquarie Yacht Club, NSW
 An IMS-designed yacht which won Yacht Design of the Year Award this year and has the same designer as Cuckoo's Nest, the IMS 40 which won overall last year's race and came in 2nd on line. Bruce Mead has now got the measure of this yacht which competed in last year's Sydney-Hobart, but along with many others was forced to retire. Best result was a win in last year's 90 mile Flinders Island race amongst stiff competition.
 Crew: B. Mead (1), J. Mead (1), B. Filby (1), A. Patterson (2), B. Snade (5), T. Phillips (3), J. Payne (1), T. Woods (2), D. Hurt (1).

SAIL NO: 5411
 CLASS: IMS
 YEAR BUILT: 1993
 NO. OF HOBARTS: 1



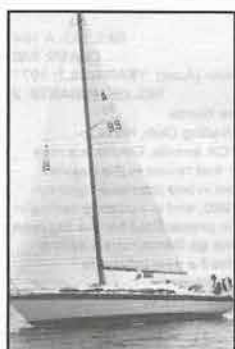
DOWNUNDER III
 LOA: 11.0m
 DESIGNER: Bruce Farr (NZ)
 TYPE: Farr 36
 OWNER/SKIPPER: Lawrence Ford
 CLUB: Western Port Marine Squadron, Vic
 Many top placings for Downunder, about to make her first assault on the Sydney-Hobart race. Places include 1st in division '90 Bunbury City Classic, 2nd '90 Farrawa Cup Series, 1st '90 Cape Vlaming race, 1st in division '92 Melbourne-Port Fairy, 1st in division '93 Melbourne-Port Fairy and 1st in division '91 Western Port Cup Regatta. This five-year-old will be aiming for another prize.
 Crew: L. Ford, T. Matthews, M. Bolinski (2), C. Robinson, G. McCarthy (6), D. Eickmeyer, N. Fountain.

SAIL NO: WS 350
 CLASS: IMS
 YEAR BUILT: 1989
 NO. OF HOBARTS: 0



DIGITAL COMPUTERS
 LOA: 11.8m
 DESIGNER: Doug Peterson (Aust)
 TYPE: Peterson 39
 OWNER/SKIPPER: George Appleby
 CLUB: Cruising Yacht Club of Australia, NSW
 Fourteen-year-old boat more renowned for retiring from the Sydney-Hobart than for finishing it. Last attempted to finish in 1990 with a police crew aboard, but failed to finish when she tore her mainsail. Originally known as "Ultra Violet" and more recently as "On the Beat", this has been a well-raced yacht having competed in ten Sydney-Brisbane races, a few Sydney-Southport and many others.
 Crew: G. Appleby (4), J. St. Clair (4), N. Milne (2), J. Hudson, C. Sligar, S. Grible, A. Weston.

SAIL NO: 352
 CLASS: IMS
 YEAR BUILT: 1980
 NO. OF HOBARTS: 4



DRAGONFYRE
 LOA: 9.8m
 DESIGNER: Allan Guerney (USA)
 TYPE: Guerney 32
 OWNER/SKIPPER: Rodney Walton
 CLUB: Royal Prince Alfred Yacht Club, NSW
 Built in Tasmania of timber construction, not much is known about this yacht, which has not raced in any prominent offshore races of late. Last went to Hobart in 1977, and has raced in Melbourne-Hobarts, Sydney-Mooloolabas, etc. Placed 10th overall in the '75 Sydney-Hobart race and will carry some top-name crew including local Etchell sailor Ed McCarthy and Andy McPhail.
 Crew: R. Walton.

SAIL NO: 485
 CLASS: Veteran 20
 YEAR BUILT: 1974
 NO. OF HOBARTS: 2



DOCKSIDE FITNESS PARMELIA
 LOA: 13.8m
 DESIGNER: Brian Curran (Aust)
 TYPE: Curran 45
 OWNER/SKIPPER: Brian Woods
 CLUB: Royal Yacht Club of Tasmania, Tas
 Launched in 1978 for the Parmelia race from England to Australia, and named for that race, this yacht has been around for a long time and pops up at all sorts of races, including the '79 Fastnet race in the U.K. in which she finished 5th and the '87 Southern Ocean Classic. She was one of the few yachts to finish the treacherous '84 Sydney-Hobart and won the '89 Sikaflex design award.
 Crew: B. Woods (7), D. Lockley (13), G. Meyer (9), D. Lake (5), D. Wills (2), A. Sprott, I. Sprott, D. Doyle, T. Hill, M. Jackson, J. Jackson.

SAIL NO: 2344
 CLASS: IMS
 YEAR BUILT: 1978
 NO. OF HOBARTS: 4



DRAKES PRAYER
 LOA: 13.1m
 DESIGNER: Bruce Farr (NZ)
 TYPE: Farr 43
 OWNER/SKIPPER: Bruce Thompson
 CLUB: Royal Melbourne Yacht Squadron, Vic
 Originally "Drakes Prayer" but more recently known as "Raw Talent", this yacht has had a chequered career; represented Australia at the '85 Admiral's Cup, had 1st place taken from her in the '85 Hobart after a start line incident, was leading the '87 Hobart, retiring with a split mainsail, had her bow wiped out after the start of the '92 Hobart, retired from last year's race, 2nd overall in Division '88 Kenwood Cup and 3rd in division in the Mooloolaba race.
 Crew: B. Thompson, J. Leigh (2), T. Donnell (1), P. Kinsella, A. Miller, I. Bray, A. Saunders, B. McDermott, C. Webster (5), C. Way, J. Talacko.

SAIL NO: KA 5300
 CLASS: IMS
 YEAR BUILT: 1984
 NO. OF HOBARTS: 7



DOCTOR SYN
 LOA: 11.0m
 DESIGNER: Ed Dubois (UK)
 TYPE: One Tonner
 OWNER/SKIPPER: Richard Pattison
 CLUB: Cruising Yacht Club of Australia, NSW
 A yacht that's had various name changes and last went to Hobart in '89 under the name of "Padam II", and represented Australia in the '81 Southern Cross Cup as "Smuggler". Richard Pattison purchased the yacht specifically for the 50th Hobart race and renamed her. "Doctor Syn" was a series of mythical stories about the smugglers of Romney Marsh, of whom Pattison's ancestors were a significant proportion.
 Crew: R. Pattison (1), G. Smith (4), G. Johnson (3), R. Poole (3), G. Omorod (4), P. Manse, J. Myers, J. Deberk.

SAIL NO: 3041
 CLASS: IMS
 YEAR BUILT: 1981
 NO. OF HOBARTS: 5



DRY WHITE
 LOA: 12.0m
 DESIGNER: Van De Stadt (Neth)
 TYPE: One Tonner
 OWNER/SKIPPER: Peter Ireland
 CLUB: Royal Australian Naval Sailing Assoc., NSW
 Dry White normally races out of RANSA but has had three races to Hobart, her last in '90, finishing 28th overall under IOR, the best result for the yacht. Launched in 1984, the yacht must have had a Hobart hex on her at some stage: she was dimasted in the wild '84 race and retired from the '85 race. Present owner Peter Ireland is probably hoping all that is behind her now and is hoping for a good result.
 Crew: P. Ireland (1), A. France, D. Rees (6), K. Lehman (5), J. Mills, M. Garland, C. Liddicoat, H. Hayee, S. Grierson.

SAIL NO: 5505
 CLASS: IMS
 YEAR BUILT: 1984
 NO. OF HOBARTS: 4



DOCTOR WHO
 LOA: 15.7m
 DESIGNER: Laurie Davidson (NZ)
 TYPE: Davidson 51
 OWNER/SKIPPER: Roger Jackman
 CLUB: Royal Yacht Club of Tasmania, Tas
 Very unusual for Roger Jackman to miss a Sydney-Hobart, but he did just that last year. Perhaps he had some insight into last year's horrid weather. Despite her age, Dr Who remains competitive and best results to date include line honours in the '88 Brisbane-Noumea race, line honours and 1st overall in '88 Brisbane-Cairns race and fastest recorded corrected time for the '88 Gosford-Lord Howe Island race.
 Crew: R.W. Jackman (16), R.J. Jackman (19), C. Batchelor (12), L. Cox (12), S. Shield (5), J. McGuaig (6), R. Fletcher (7), P. Jackman (11), S. Muir (10), A. Masters (15), H. Calvert (14).

SAIL NO: 3105
 CLASS: IMS
 YEAR BUILT: 1984
 NO. OF HOBARTS: 5



ECLIPSE
 LOA: 14.6m
 DESIGNER: Paul Stanyon (Aust)
 TYPE: Buizen 48
 OWNER/SKIPPER: David Gough
 CLUB: Royal Yacht Club of Tasmania
 Comfortable, strong and seaworthy ocean cruising yacht built by Mastercraft Marine in Sydney, Eclipse has crossed Bass Strait eight times in the past two years. Last major race out of Sydney was the '93 Sydney-Southport race in which she finished 8th. David Gough has notched up 34 Bass Strait crossings in his sailing career, one which was single-handed, and his crew have lots of experience between them.
 Crew: R. Latham (7), P. Probin (11), T. Sharman, K. Curtain (4), H. Mason (2), J. Robertson (11), M. Page (2), D. Gough (3).

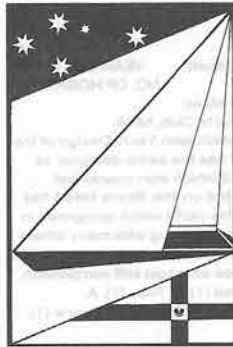
SAIL NO: 777
 CLASS: PHS
 YEAR BUILT: 1992
 NO. OF HOBARTS: 0

THE FLEET FOR HOBART 1994



ELUSIVE
LOA: 12.5m
DESIGNER: John King (Aust)
TYPE: Jarkan 41
OWNER/SKIPPER: Geoff Lavis
CLUB: Cruising Yacht Club of Australia, NSW
Finished 5th in division in the '92 Hobart, and 5th in division of the '93 and '94 Sydney Southport race. Retired with mast damage from last year's race half-way across Bass Strait after coming to the assistance of New Zealand yacht Swazzebubble, which was in danger of sinking, then went on to help in the search for John Quinn and acted as radio relay vessel for the yacht Atara, which eventually rescued Quinn.
Crew: G. Lavis (2), G. Cockburn (7), R. Cooper (4), P. Lamplough (3), A. Lavis (2), J. Bower (2), B. Rowley (2), B. Burns (1), J. Carr (1).

SAIL NO: 4525
CLASS: IMS
YEAR BUILT: 1988
NO. OF HOBARTS: 4



EXILE
LOA: 20.2m
DESIGNER: Reichel & Pugh (USA)
TYPE: Pocket Maxi
OWNER/SKIPPER: Warwick Miller
CLUB: Royal Hong Kong Yacht Club, HK
Brand new yacht launched in November this year designed by Reichel & Pugh. Will be going for line honours and should give yachts such as Brindabella a run for their money. Warwick Miller has graced our shores many times racing in the '86, '87 and '89 Hobart race, the last time with his yacht Foo 2. Top crew line-up including one of the yacht's designers, Jim Pugh, and America's Cup yachtsmen Michael Coxon and Alastair Pratt.
Crew: W. Miller (3), D. Miller (3), I. Burns (5), M. Coxon (12), P. Fender (1), J. Pugh (1), S. Jarvin (11), D. Powys (2), S. Green (5), A. Pratt (5), D. Buckley (6), G. Hackney (5), G. Hillard (4), C. Ferris, O. Potts (3), T. Dengate (1), J. Morris (5), R. Cooke (8), S. Runow (4), D. Rolfe (4).

SAIL NO: HKG 88
CLASS: IMS
YEAR BUILT: 1994
NO. OF HOBARTS: 0



EMMA
LOA: 11.0m
DESIGNER: John Duncanson (Aust)
TYPE: Duncanson 37
OWNER/SKIPPER: Mike de Burca
CLUB: Sydney Amateurs Sailing Club, NSW
A regular supporter of CYCA events, Emma is a nice comfortable cruiser/racer that revels in the heavier winds. She has participated in two previous Sydney-Hobart races, the last in 1990, and is currently racing in the offshore programme in preparation for the big race south this year. Owner Mike de Burca runs a sailing school and recently launched a new inflatable buoyancy vest.
Crew: M. de Burca (2), P. Ward (1), W. Reed (2), G. Work (1), C. Graham, S. Marshal, M. Almond.

SAIL NO: A 194
CLASS: IMS
YEAR BUILT: 1977
NO. OF HOBARTS: 2



EXTASEA
LOA: 11.7m
DESIGNER: H. Kaufman/S. Jutson (Aust)
TYPE: NS-X
OWNER/SKIPPER: Paul Buchholz
CLUB: Royal Geelong Yacht Club, Vic
First race was the Burnie Dash in which she placed 2nd in Division A, won Cock of the Bay under IMS in '93 and was leading the IMS fleet in the '93 Melbourne-Hobart race retiring with crew injuries off Tasmania. Extasea also scored a 1st in Division A in the '94 Melbourne-Port Fairy race defeating top yachts Sword Of Orion and Morning Mist III and going on to win the Glaxo Trophy for best performed boat.
Crew: P. Buchholz (1), A. Neilson (3), B. Carnell, S. Lee, G. Booth, J. Kelly, R. Berry, J. Baird, B. Case.

SAIL NO: G 7
CLASS: IMS
YEAR BUILT: 1993
NO. OF HOBARTS: 0



EOS
LOA: 10.0m
DESIGNER: J. Laurent Giles (UK)
TYPE: Brittany
OWNER/SKIPPER: Brian Wilson
CLUB: Manly Yacht Club, NSW
Apart from sailing two Sydney-Hobart races (the last in '60), Eos has sailed to New Zealand and Hawaii and has cruised the Eastern Seaboard from the Barrier Reef to Eden. In Sydney she raced with MHYC and sported a small bronze cannon mounted on the coach house. Victories in yacht races were celebrated by cannon fire in North Harbour as she approached her mooring.
Crew: B. Wilson (1), B. Hitchman (2), E. Stubbs, N. Wilson, G. Payne, G. McKenzie.

SAIL NO: MYC 5
CLASS: Veteran 30
YEAR BUILT: 1956
NO. OF HOBARTS: 2



FAIR DINKUM
LOA: 12.0m
DESIGNER: Colin Archer (Aust)
TYPE: Archer 34
OWNER/SKIPPER: Gerry Ryan
CLUB: Royal Melbourne Yacht Squadron
Fair Dinkum is a Colin Archer design. The original design was for use in the North Atlantic. The home of these boats is Risor in Norway and this is a much honoured design in Oslo as well as Risor. Fair Dinkum hasn't attempted the Sydney-Hobart before, but is a good strong yacht which will handle heavy conditions much better than some of her competitors.
Crew: G. Ryan.

SAIL NO: S 206
CLASS: Vintage 30
YEAR BUILT: 1961
NO. OF HOBARTS: 0



EX-TENSION
LOA: 10.9m
DESIGNER: Laurie Davidson (NZ)
TYPE: Three Quarter Tonner
OWNER/SKIPPER: David Leach
CLUB: Coffs Harbour Yacht Club, NSW
Top yacht in its time - finished 1st overall in the '86 Sydney-Hobart, 1st again in the '87 Sydney-Mooloolaba and was part of the winning Irish team for the '89 Southern Cross Cup Series steered by world class skipper Joe English. The boat has since been modified with a new keel, rudder and has been racing offshore with the Coffs Harbour fleet since David Leach purchased her in late '93.
Crew: D. Leach.

SAIL NO: 4214
CLASS: IMS
YEAR BUILT: 1986
NO. OF HOBARTS: 3



FANNY ADAMS
LOA: 13.7m
DESIGNER: Joe Adams (Aust)
TYPE: Adams 13
OWNER/SKIPPER: Stephen Chapman
CLUB: Lake Macquarie Yacht Club, NSW
Fanny Adams has done a considerable amount of ocean racing since her launch, including the '84 Hobart, seven Pittwater-Lord Howe Island races, three Sydney-Mooloolaba, and six Sydney-Southport. Scored line honours in the '79 Brisbane-Gladstone race and first in division in the '89 Sydney-Southport race. Stephen Chapman has spent the last few years racing as an integral crew member on Hammer Of Old.
Crew: S. Chapman (8), R. Chapman (3), C. Lake (3), B. Weeks (3), R. Lazinski (1), S. Milne.

SAIL NO: 2780
CLASS: PHS
YEAR BUILT: 1979
NO. OF HOBARTS: 2



EXCENTRIC
LOA: 11.6m
DESIGNER: H. Kaufman/S. Jutson (Aust)
TYPE: NS-X
OWNER/SKIPPER: Frank Walker
CLUB: Royal Prince Alfred Yacht Club, NSW
Designed by Hank Kaufman and Scott Jutson, Excentric was launched in mid-December 1993 and competed creditably in her first race from Pittwater to Coffs Harbour by being 6th over the line ahead of other yachts of the same class. The crew is basically the same as for previous Hobarts in "Veninde III" and is looking forward to some fast reaching and running to ensure a spot in Constitution Dock.
Crew: F. Walker (4), R. Palmer (1), S. Merrington (1), P. Wells (2), T. Jones, P. Dirkin, P. Larcombe.

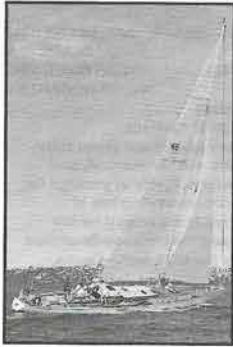
SAIL NO: 5384
CLASS: IMS
YEAR BUILT: 1993
NO. OF HOBARTS: 0



FIDDLER'S GREEN
LOA: 13.0m
DESIGNER: Peter Cole (Aust)
TYPE: Nantucket 43
OWNER/SKIPPER: Leslie Savage
CLUB: Lake Macquarie Yacht Club, NSW
Fiddler's Green, originally known as Virgo, hails from Lake Macquarie and this is her 3rd Sydney-Hobart race. Her veteran yachtsman owner, Les Savage, has completed 13 Sydney-Hobarts plus quite a few other ocean races including a Sydney-Noumea, 9 Geoford-Lord Howe Island and 2 Pittwater-Coffs Harbour. Yacht last went to Hobart in '88 and will carry some very experienced crew this year.
Crew: L. Savage (14), B. Smith (6), R. Dean (4), I. Donaldson (2), C. Rose (1), C. Mills, B. Oakley, B. Cummings.

SAIL NO: M 82
CLASS: IMS
YEAR BUILT: 1982
NO. OF HOBARTS: 2

THE FLEET FOR HOBART 1994



FIDELIS
 LOA: 18.6m CLASS: Veteran 30
 DESIGNER: Knud Reimers (Ger) YEAR BUILT: 1964
 TYPE: Reimers 61 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Nigel Stoke
 CLUB: Royal Sydney Yacht Squadron, NSW
 Hailing from New Zealand, Fidelis took line honours in the '66 Sydney-Hobart, and was 2nd on line in '67 by only two minutes. Took line honours in the '66 Auckland-Suva, in the '67 Hobart-Auckland, the '68 Whangarei-Noumea, Auckland-Tonga in '79 and Tauranga to Port Vila in '80. Sydney-sider Nigel Stoke has this yacht to race the other veteran yachts and this could well be the boat to beat.
 Crew: N. Stoke (1), L. Anderson (2), G. Forrest, J. Crawford, C. Stoke, P. Hampshire, A. Cowell, J. Lee-Warner (1).



FOLIO
 LOA: 9.0m CLASS: IMS
 DESIGNER: Hal Wagstaff (NZ) YEAR BUILT: 1980
 TYPE: Half Tonner NO. OF HOBARTS: 0
 OWNER/SKIPPER: Robyn Morton
 CLUB: Cruising Yacht Club of Australia, NSW
 First trip to Hobart for Folio and owner Robyn Morton, who is in her 50th year, as are most her crew, and thought it appropriate that they do the 50th Sydney-Hobart race. Robyn is Chairman of the Cruising Committee, and as such mostly cruises, but has competed in the Pittwater-Coffs Harbour race and the Sydney-Sugerloaf race. Only a tiny yacht, they hope to be in Hobart for the New Year.
 Crew: R. Morton, O. Karlisen (12), M. Ingram (6), S. Ingram.



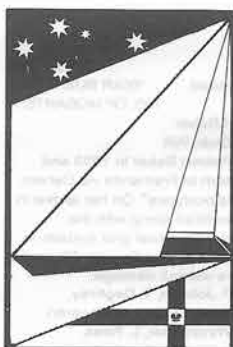
FIRETEL
 LOA: 9.9m CLASS: IMS
 DESIGNER: Dick Carter (USA) YEAR BUILT: 1982
 TYPE: Carter 33 NO. OF HOBARTS: 8
 OWNER/SKIPPER: Robert Lawler
 CLUB: Sydney Amateurs Sailing Club, NSW
 I can't remember a Sydney-Hobart that didn't have one of the Lawler family in it, because I can't. This is Robert Lawler's yacht which last saw Hobart in '91. Latest warm-up race for her big trip later this year was the '94 Canon Sydney-Southport race in which she finished 7th under IMS in Division C. This was not an easy race: headwinds of up to 60 knots on the first night out - he'll make it.
 Crew: B. Lawler (14), K. Radford (8), M. Lawler (4), M. Brenan (4), B. Furness (2), R. Hugal (5), K. Thwaits.



FORESHORE
 LOA: 11.5m CLASS: IMS
 DESIGNER: Scott Jutson (Aust) YEAR BUILT: 1994
 TYPE: NS-X NO. OF HOBARTS: 0
 OWNER/SKIPPER: Ian Young
 CLUB: Bellerive Yacht Club, Tas
 This is a brand new yacht launched only in March this year. Foreshoore will be racing locally to prepare for this 50th Anniversary Race. A production yacht designed by Sydney-based Scott Jutson, the yacht was built in Sydney by Northshore Yachts. Ian Young has plenty of sea miles to his credit sailing from Hobart to Melbourne to the Whitsundays, then a trip from Mooloolaba to Hobart and Hobart to Sydney.
 Crew: I. Young.



FIRST LADY
 LOA: 12.4m CLASS: PHS
 DESIGNER: Jean Berret (Fra) YEAR BUILT: 1988
 TYPE: Beneteau First 405 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Terrence Collins
 CLUB: Sandringham Yacht Club, Vic
 Prior to its purchase by Terrence Collins, First Lady was used for pleasure sailing only. Collins has progressively refitted the boat for ocean racing purposes and its first major race was the Melbourne-Burnie in a lead-up to the 50th Sydney-Hobart. The yacht will compete in local bay racing before arriving in Sydney and crew this year will include Warren Neate, nephew of Morning Mist III owner Alf Neate.
 Crew: T. Collins, S. Collins, L. Henry (2), H. Hodgkinson (3), W. Neate (2), R. Hibbins, W. McCutcheon, W. Reynolds, C. Bibrrough, H. Bruin.



FORTLET
 LOA: 14.6m CLASS: IMS
 DESIGNER: Camper & Nicholson (UK) YEAR BUILT: 1975
 TYPE: Ketch NO. OF HOBARTS: 2
 OWNER/SKIPPER: John Maconochie
 CLUB: Middle Harbour Yacht Club, NSW
 Beautifully appointed older style yacht built for comfortable cruising, which is just what her owner mainly uses her for and on a rare occasion diverting to the odd ocean race or two. Did race to Hobart in 1987, and John Maconochie says this race will be a "ahirt sleeves raking environment to Hobart" and maintains his is the only boat with a proper crew shed.
 Crew: J. Maconochie.



FLY BY NIGHT
 LOA: 10.1m CLASS: IMS
 DESIGNER: Rob Humphreys (UK) YEAR BUILT: 1982
 TYPE: Three Quarter Tonner NO. OF HOBARTS: 6
 OWNER/SKIPPER: John Drake
 CLUB: Royal Brighton Yacht Club, Vic
 Solid and reliable three-quarter tonner that turns up year after year to compete in the Sydney-Hobart and was one of the few finishers last year, placing 6th overall under IOR and 3rd in Division B - well deserved for the effort John Drake and crew put in each year. Other races contested include Pittwater-Coffs Harbour, Sydney-Mooloolaba and many races out of Western Australia, where the yacht originated.
 Crew: J. Drake (4), I. Gould (2), C. Mclean (4), G. Higgins (3), C. Martin (3), P. Brown (2), R. Brown.



FORZADO
 LOA: 10.3m CLASS: IMS
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1986
 TYPE: Farr 1020 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Geoffrey Phillips
 CLUB: Cruising Yacht Club of Australia, NSW
 Plenty of races for both yacht and owner. Forzado was based previously in California and competed successfully including winning the '88 Audi/North Race Week, Daily Pilot Offshore Trophy and Winter Series. Geoff Phillips has his yacht beautifully prepared and will sail the yacht hard - would not be surprising to see him take a place. Geoff Phillips is currently competing in CYCA offshore races.
 Crew: G. Phillips (1), A. Phillips, C. Fletcher, H. Burns, G. Carrick (2), A. Ridgway (2), K. Young, A. Rose (4).



FLYING COLOURS
 LOA: 15.8m CLASS: PHS
 DESIGNER: Kell Steinmann (Aust) YEAR BUILT: 1985
 TYPE: Steinmann 52 NO. OF HOBARTS: 2
 OWNER/SKIPPER: John Fischer
 CLUB: Middle Harbour Yacht Club, NSW
 Previously Melbourne-owned, this yacht is coming up for her third race to Hobart, and has also contested two Melbourne-Hobart races, for which she previously held the race record. Flying Colours sailed well in races out of Melbourne and it will be interesting to see how she performs for her new owners in Sydney. John Fischer has done plenty of racing including five Sydney-Hobart Yacht Races.
 Crew: J. Fisher (3), A. Chalk (6), P. Wheeler (5), K. Birtles (10), N. Cox (4), G. Yerrrell (1), G. Taylor (4), M. Van Den Blink (4), S. Suska, P. Behr, A. Prior, T. Knight.



FREE SPIRIT
 LOA: 15.5m CLASS: IMS
 DESIGNER: Philippe Briand (Fra) YEAR BUILT: 1994
 TYPE: Jeanneau Sunfast 52 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Ian Cook
 CLUB: Royal Hong Kong Yacht Club, HK
 Free Spirit is a new Philippe Briand boat which arrived in Hong Kong in late September, where she participated in her first major race, the Corum Cup. Four Corum Cup crew members will join Ian Cook and trainees from the Ecole Polytechnique in France for the Sydney-Hobart and then go on to compete in the 1995 Melbourne-Osaka Race. Most of Cook's racing has emanated from Hong Kong.
 Crew: I. Cook, M. Allstin, R. Hood, M. Brocklebank.

THE FLEET FOR HOBART 1994



FREEDOM
 LOA: 13.2m
 DESIGNER: Hodd Martin (Aust)
 TYPE: Cruising Yawl
 OWNER/SKIPPER: Charles Martin
 CLUB: Mooloolaba Yacht Club, Qld
 Lovely cruising yacht built by her owner, Charles Martin, and has competed in only one Sydney-Hobart race in 1976, finishing 57th overall. Freedom has also competed in the '77 Sydney-Noumea race, the '86 Sydney-Gold Coast race and the Tall Ships race. Martin has competed in three Sydney-Hobart races, numerous club races and some Pacific cruising, covering 12,000 miles between '77 and '79.
 Crew: C. Martin (2), T. Martin (1), G. Williams, M. Pinaw (4), G. Gale, A. Bell, M. Neilson.

SAIL NO: A 22
 CLASS: PHS
 YEAR BUILT: 1975
 NO. OF HOBARTS: 1



FUTURE SHOCK
 LOA: 17.1m
 DESIGNER: Greg Elliot (NZ)
 TYPE: Elliot 55
 OWNER/SKIPPER: Bob Steel
 CLUB: Cruising Yacht Club of Australia
 Was travelling along quite nicely in last years atrife- ridden race when she blew out her mainsail, and therefore didn't finish the race. Plenty of placings for this well-campaigned yacht, contesting lots of international events and holds the record for the Auckland-Noumea race and the Noumea-Southport race. Other races include the Melbourne-Osaka, Brisbane-Osaka and Hamilton Island Series.
 Crew: B. Steel (9), N. Newton (5), P. Wiley (7), M. Fountain (6), P. McEnerney (4), M. McEnerney (4), D. Massey (9), P. Bourke (14), P. Wilson (2).

SAIL NO: KZ 5717
 CLASS: PHS
 YEAR BUILT: 1989
 NO. OF HOBARTS: 2



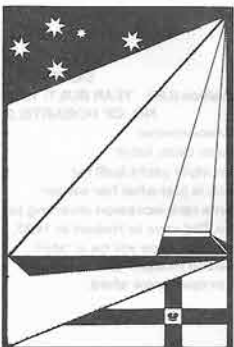
FREIGHT TRAIN
 LOA: 18.9m
 DESIGNER: German Frers (Arg)
 TYPE: Pocket Maxi
 OWNER/SKIPPER: Damien Parkes
 CLUB: Whiteunday Yacht Club, Qld
 Staunch supporter of yachting, Damien Parkes is back again for another shot at line honours. Freight Train didn't make the finish line last year, but crew members, particularly Dave Lawson, played a major part in the trouble-stricken race, manning radio skeds and helping yachts that retired into Eden. A boat with a few line honours wins, this year will see some "Golden Oldies" aboard including Dick Fidock and Geoff Rouvray.
 Crew: D. Parkes (18), D. Lawson (30), J. Burke (23), P. McNeill (13), T. Wise (5), G. Rouvray (26), P. Snowball (10), B. Stacey (3), P. Anderson, G. Jenkins, P. Wills (6), W. Miller (2), G. Byers, J. Colley, N. Ryan.

SAIL NO: 5222
 CLASS: PHS
 YEAR BUILT: 1983
 NO. OF HOBARTS: 9



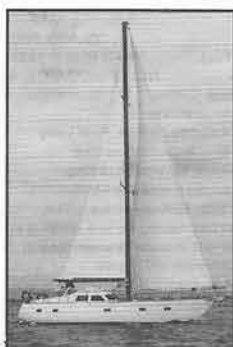
GALAXY III
 LOA: 11.8m
 DESIGNER: Sparkman & Stephens (USA)
 TYPE: S&S 39
 OWNER/SKIPPER: Barry Luxton
 CLUB: Royal Yacht Club of Victoria, Vic
 Galaxy III has had two races to Hobart, the latest being in 1988, finishing 69th overall. She also contested the 1984 Vanuatu race, and the '93 Melbourne-Devonport race. Of the many S&S 39's in the race, this is a sturdy yacht which handles the rougher conditions well, and if there's another blow this year these yachts would be guaranteed to finish. Owner Barry Luxton is competing in his first race south.
 Crew: B. Luxton, C. Mason (4), P. Morrison (2), M. Tonkin (2), W. Varvevisser (1), C. Jack, C. Vance.

SAIL NO: R 261
 CLASS: PHS
 YEAR BUILT: 1982
 NO. OF HOBARTS: 2



FREMANTLE DOCTOR
 LOA: 15.3m
 DESIGNER: Ben Lexcen (Aust)
 TYPE: Lexcen 50
 OWNER/SKIPPER: Robert Baker
 CLUB: Fremantle Sailing Club, WA
 Purchased in Sydney by Robert Baker in 1993 and sailed under her own bottom to Fremantle via Darwin, this yacht is the former "Apocalypse". On her arrival in Fremantle a new deck was fitted along with the installation of a hog and stainless keel grid system. In her first year of competition she was the only 50' yacht to complete all Cat 2 races without damage.
 Crew: R. Baker, M. Duff, P. Jobsen, T. Deghrey, R. Rewil, T. Jones, G. Williams, C. King, H. Knapton, S. Hardlock, S. Dillon, M. Winchester, L. Rees.

SAIL NO: F 579
 CLASS: IMS
 YEAR BUILT: 1983
 NO. OF HOBARTS: 0



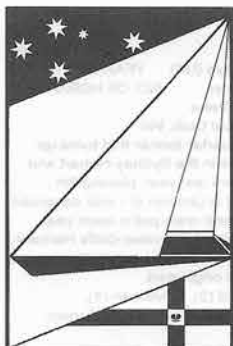
GAMBOL
 LOA: 12.2m
 DESIGNER: John Duncanson (Aust)
 TYPE: Duncanson 40
 OWNER/SKIPPER: John Wicks
 CLUB: Royal South Australian Yacht Squadron, SA
 Sailing with a new skipper, this yacht raced last year under the name of "The Old Lion". Gambol has been used in the past by Sail Tech for offshore courses, races, charter, etc, with her highlight of the year being her race to Hobart with instructors and students of Sail Tech in which the students and crew participate in all elements of sailing: ie., they all steer, work the foredeck etc.
 Crew: W. Gryst (3), H. Davis (8), D. Coats (3), J. Wicks, T. Wicks, S. Wicks, M. Norman, R. Wicks, T. Chapman.

SAIL NO: SA 221
 CLASS: IMS
 YEAR BUILT: 1985
 NO. OF HOBARTS: 3



FRENCH PINE NATELLE II
 LOA: 12.4m
 DESIGNER: Doug Peterson (Aust)
 TYPE: Two Tonner
 OWNER/SKIPPER: Glenn & Jill Roper
 CLUB: Royal Yacht Club of Tasmania, Tas
 The Ropers say they are starting Hobart no. 13, having started and finished race 12! No mean feat. They will sail with an experienced crew who have more than 40 Hobarts between them. Included in the crew this year are their two sons, Ashley 11, and Cameron only 8 years old. Natelle II is still capable of winning races, and was well placed in the '92 Hobart when she was becalmed for 5 hours.
 Crew: G. Roper (6), J. Soleman (23), L. Roper (1), B. Skinner (3), P. Green, N. Cole, P. Askey-Doran, H. Posch (7), A. Roper, C. Roper, G. Coad (15).

SAIL NO: 2555
 CLASS: PHS
 YEAR BUILT: 1975
 NO. OF HOBARTS: 12



GONE WITH THE WIND
 LOA: 13.8m
 DESIGNER: Laurie Davidson (NZ)
 TYPE: Cavalier 45
 OWNER/SKIPPER: Liam & Annie Nicholls
 CLUB: Royal Sydney Yacht Squadron, NSW
 Although this is the first time both this boat and her owners have been involved in a Sydney-Hobart, Liam and Annie Nicholls both have extensive offshore experience. Both hold commercial coxswain tickets and Liam holds an Offshore Yachtmaster Instructor Certificate, and they run a sailing school. Both have also raced extensively including the Sydney-Lord Howe Island race, Pittwater-Coffs Harbour, etc.
 Crew: K. Nicholls, A. Nicholls, J. Braid, N. Martland, S. Martland, D. Collins, C. Mitchell, R. Adams, M. Read.

SAIL NO: 5448
 CLASS: IMS
 YEAR BUILT: 1986
 NO. OF HOBARTS: 0



FRICTION
 LOA: 12.0m
 DESIGNER: Joe Adams (Aust)
 TYPE: Adams 12
 OWNER/SKIPPER: David Anthony
 CLUB: Royal Geelong Yacht Club, Vic
 Had its most recent race to Hobart in 1988, placing 4th overall in Division A, and won the '92 Melbourne-Hobart race. This is a top heavy weather boat: she likes it hard and on the nose. Going by previous years, she could easily get her wish this year. David Anthony and crew shouldn't do too badly though, as Joe Adams is renowned for designing fast downwind yachts.
 Crew: D. Anthony.

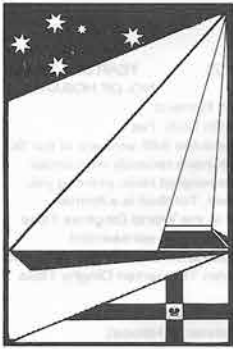
SAIL NO: G 279
 CLASS: PHS
 YEAR BUILT: 1981
 NO. OF HOBARTS: 2



GRANNY APPLE
 LOA: 11.3m
 DESIGNER: Bruce Farr (NZ)
 TYPE: Farr 37
 OWNER/SKIPPER: Nigel Cook
 CLUB: Banks Peninsula Cruising Club, NZ
 A "blast from the past" entry, Granny Apple went to Hobart in 1979 under the guidance of well-known yachtsman and Bruce Farr right-hand man Geoff Stagg. In a race from Lyttleton to the Chatham Islands, Granny Smith is one of only three boats to finish the race, in which sixty yachts originally started. This yacht is also an entrant in the '95 Melbourne to Osaka race as well as this year's Sydney-Hobart race.
 Crew: N. Cook, A. Clyde, N. McGregor, K. Duffett, P. Hall.

SAIL NO: NZL 3806
 CLASS: IMS
 YEAR BUILT: 1979
 NO. OF HOBARTS: 1

THE FLEET FOR HOBART 1994



GYPSY SAIL NO: 1652
 LOA: 10.1m CLASS: Vintage 20
 DESIGNER: Peter Joubert (Aust) YEAR BUILT: 1970
 TYPE: Brolga 33 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Peter & James Finnegan
 CLUB: Botany Bay Yacht Club, NSW
 Launched in 1970, Gypsy has had various owners over the years and various races including South Solitary Island, Montagu Island, Sydney-Mooloolaba and others. This year sees a father and son combination who currently use the yacht for cruising. Gypsy has had a new rig and total refit for this race and is looking for heavy weather to place well.
 Crew: L. Finnegan (1), P. Finnegan (2), P. Cush (3), D. Guest (4), B. Walker.



HAUPIA SAIL NO: 5850
 LOA: 10.9m CLASS: IMS
 DESIGNER: Rod Johnstone (USA) YEAR BUILT: 1987
 TYPE: Modified J35 NO. OF HOBARTS: 2
 OWNER/SKIPPER: David Kennedy
 CLUB: Royal Prince Alfred Yacht Club, NSW
 Haupia was 3rd overall and 2nd in division in the '89 Sydney-Hobart, won the '90 Sydney-Mooloolaba and 2nd in the '90 Sydney-Southport race. David Kennedy bought Haupia in '91 to replace his stolen and wrecked yacht and won the '91 Pittwater-Coffs Harbour race and placed 2nd in '92 and was 2nd in the '93/'94 RPAYC long ocean point score and many others. Haupia has had a Scott Jutson facelift.
 Crew: D. Kennedy (2), A. Gordon (2), R. Cole (2), S. Kennedy (1), C. Kennedy, S. Smith, E. Gordon, J. Greenway.



HALL CHADWICK NUZULU SAIL NO: 4918
 LOA: 9.6m CLASS: IMS
 DESIGNER: Kell Steinmann (Aust) YEAR BUILT: 1985
 TYPE: Half Tonner NO. OF HOBARTS: 6
 OWNER/SKIPPER: Ed Psaltis
 CLUB: Cruising Yacht Club of Australia, NSW
 Excellent results for this yacht which didn't finish last year's race, but came close to taking 1st place overall in '91 and recorded the fastest ever elapsed time for a half tonner. CYCA Director Ed Psaltis has twice won the Sydney-Mooloolaba race and placed 2nd in another. He has also raced in two Sardinia Cups and this year raced aboard Wild Oats, taking out first place in the Sydney-Southport race.
 Crew: E. Psaltis (13), M. Bencsik, A. Psaltis (1), P. Dunai, B. Thomas (6), J. Whitfield (4).



HENRY KENDALL AKUBRA SAIL NO: 6074
 LOA: 12.2m CLASS: IMS
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1989
 TYPE: Farr 1220 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Patrick Wilde
 CLUB: Sydney Amateurs Sailing Club, NSW
 Well-raced yacht which has just been purchased by Patrick Wilde and is currently being raced in the CYC's Summer Series in preparation for the big race. Wilde's son Damien will be competing in his first Hobart race with his father and they will be joined by Stan Collakides as tactician-navigator. Collakides has nine Sydney-Hobart's under the belt and sailed in the infamous Fastnet race in 1979.
 Crew: P. Wilde (3), S. Collakides (9), P. Pangas (3), D. Wilde, T. McIntyre, B. Baxter, S. Daigleish.



HAMMER OF QUEENSLAND SAIL NO: 7
 LOA: 22.5m CLASS: IMS
 DESIGNER: Kell Steinmann (Aust) YEAR BUILT: 1987
 TYPE: Maxi NO. OF HOBARTS: 7
 OWNER/SKIPPER: Arthur Bloore
 CLUB: Royal Queensland Yacht Squadron, Qld
 Hammer has been recently altered with a taller mast, more ballast and lengthened by two metres, which has enhanced her performance somewhat. Hammer was giving the other big boats a scare in this year's Sydney-Southport until she broke her boom - she has had a few boom and mast problems so hopefully her alterations will help keep her in one piece. Came close to line honours in '91 placing 2nd and still holds the Sydney-Gold Coast record.
 Crew: A. Bloore.



HERMAN MILLER-MERCEDES SAIL NO: 1224
 LOA: 12.8m CLASS: Veteran 20
 DESIGNER: Ted Kaufman (Aust) YEAR BUILT: 1974
 TYPE: Two Tonner NO. OF HOBARTS: 14
 OWNER/SKIPPER: Peter Stronach
 CLUB: Cruising Yacht Club of Australia, NSW
 Good all round racing boat that always does well. Finished 4th overall in '74 Hobart, 6th overall in '84, 3rd in Division A in '89, and was lying in 2nd spot under IMS last year when she was forced to retire with a cracked hull. Peter Stronach says she is now better than ever, and all credit must go to him for keeping this 20-year-old boat competitive. Other wins too numerous to mention.
 Crew: P. Stronach (6), D. Aubrey (9), J. Harris (1), N. Bailey (1), A. Hansen (1), P. Simpson (1), C. Bacchus (2), R. Morris, J. Andrews (3).



HAPHAZARD SAIL NO: PD 500
 LOA: 14.0m CLASS: IMS
 DESIGNER: Graham Radford (Aust) YEAR BUILT: 1994
 TYPE: Radford 46 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Nick Edmunds
 CLUB: Port Dalrymple Yacht Club, Tas
 Brand new Graham Radford design for Nick Edmunds, who loves the longer tougher ocean races. Edmunds has competed in the British Three Peaks race and six Australian Three Peak races, finishing 2nd overall in the latest one earlier this year. This was the first major race for his new yacht in a lead-up to the Sydney-Hobart, and from all accounts she is no slouch. This will be Edmunds' first race to Hobart.
 Crew: N. Edmunds, D. Wright (1), B. Guy (1), S. Walker (2), J. Silberberg, R. Edmunds, S. Edmunds, S. Gilligan, P. Cowling.



HEWLETT PACKARD FARR-LAP SAIL NO: 4208
 LOA: 11.4m CLASS: IMS
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1988
 TYPE: Farr 37 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Jim Carpenter
 CLUB: Cruising Yacht Club of Australia, NSW
 This yacht has had a couple of owners including former 1st grade Rugby player Bruce Foye. Now owned by the Farr-Lap Syndicate, the yacht still competes in the CYC's ocean races and has had a few good places including 1st in IMS Division C in the '90 Hobart, 1st overall under IMS in the '91 Sydney-Southport and 3rd overall in '93. Recently sailed the '94 Sydney-Southport finishing 8th in IMS Division C.
 Crew: J. Carpenter (3), A. McDonald (1), J. Eckford (9), J. Brenac, J. Flannery, S. Ashworth, G. Carpenter (2), G. Beaton.



HARTZ MINERAL WATER SAIL NO: 3636
 LOA: 10.9m CLASS: IMS
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1994
 TYPE: Mumm 36 NO. OF HOBARTS: 0
 OWNER/SKIPPER: John Fuglsang
 CLUB: Royal Yacht Club of Tasmania, Tas
 This is a brand new Mumm 36, launched in October this year for John Fuglsang, an experienced campaigner who has had considerable success with his previous yacht, Salamanca Inn, the ex Sagacious V. Fuglsang represented Australia in the '91 Southern Cross after top-scoring in the trials, and he has teamed up with Olympic sailor Gary Smith, with the intention of campaigning his yacht in the '95 Admiral's Cup.
 Crew: J. Fuglsang (12), G. Smith (3), D. Rees (5), J. Nibbs (8), S. Graves (11), M. Parker, S. Sutton (5), N. Cleary.



HIGHLAND FLING SAIL NO: M 74
 LOA: 16.5m CLASS: PHS
 DESIGNER: Joe Adams (Aust) YEAR BUILT: 1992
 TYPE: Cutter NO. OF HOBARTS: 0
 OWNER/SKIPPER: Keith Thorn
 CLUB: Lake Macquarie Yacht Club, NSW
 Not well-known in yachting circles, this Joe Adams design has nevertheless done quite a bit of ocean racing including the '92 Gosford-Lord Howe Island race, '93 Pittwater-Coffs Harbour race and '93 Sydney-Noumea race in which she finished 3rd in line honours and 5th under PHS. Not your full-on racing yacht, given the right conditions Highland Fling could give some of the bigger yachts a scare.
 Crew: K. Thorn.

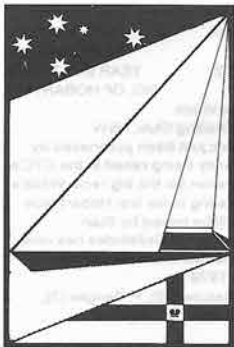
THE FLEET FOR HOBART 1994



HIJACKER SAIL NO: 5508
 LOA: 13.7m CLASS: IMS
 DESIGNER: Gary Lidgard (NZ) YEAR BUILT: 1984
 TYPE: Lidgard 44 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Ray & Janice Lodge
 CLUB: Kerl Kerl Cruising Club, NZ
 A lot of miles have been covered by this 10-year-old which has raced in two Sydney-Hobarts, the Auckland-Mooloolaba, Auckland-Fiji, Auckland-Noumea and many others. Best performance to date was a 1st in the '88 Auckland-Mooloolaba and her owners, Ray and Janice Lodge, have covered plenty of ocean miles cruising, as well as racing and will have son Andrew, who is an accomplished sailor, aboard this year.
 Crew: R. Lodge (2), J. Lodge (2), A. Lodge (2), M. Lodge (1), B. Morris (2), J. Phillips, B. Clarke.



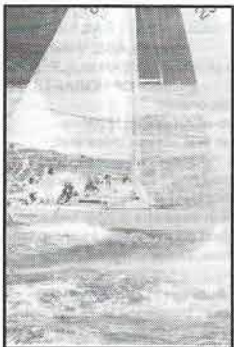
HOT PROPERTY SAIL NO: 1124
 LOA: 11.1m CLASS: IMS
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1986
 TYPE: Farr 37 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Robert Turnbull
 CLUB: Port Dalrymple Yacht Club, Tas
 Bob Turnbull and crew were the IMS winners of the '90 Melbourne to Hobart, and more recently won under IMS the '93 Melbourne-Devonport race, proving you don't need to be new to win. Turnbull is a former dinghy sailor, placing 3rd in the World Dinghies Titles in 1968, sailing a Cherub. He also represented Tasmania in the Moths Australian Titles in the '60's, and with his brother holds seven Tasmanian Dinghy Titles from '66 to '71.
 Crew: B. Turnbull, J. Wells, P. Hillier, K. Lloyd, W. Brown, B. Jones, B. Dabner, J. Hillcoat.



HITIMEWEWENT SAIL NO: G 710
 LOA: 12.1m CLASS: IOR
 DESIGNER: Ed Dubois (UK) YEAR BUILT: 1987
 TYPE: One Tonner NO. OF HOBARTS: 5
 OWNER/SKIPPER: Robert Belmont
 CLUB: Royal Geelong Yacht Club, Vic
 A yacht that's had more owners and name changes than any boat I know. Originally named Joint Venture, she was on the winning Australian team of the '87 Southern Cross Cup. Went on to place 3rd in the '88 One Ton World Cup, 2nd in the '90 Australian One Ton Championship, 3rd in the '90 Sydney-Hobart, and member of the Victorian Southern Cross Team in '91: they reckon changing a boat's name is bad luck - not for this one!
 Crew: R. Hampshire, B. Holloway (3), J. Mackay, B. Digby, P. Buyell, M. Buyell, G. Ritchie (4), G. Salt (2), M. Killeen, B. Jones.



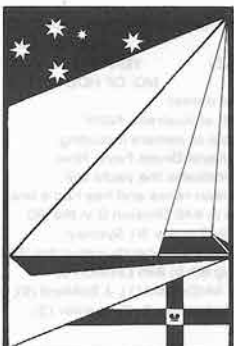
HUMMINGBIRD SAIL NO: 3946
 LOA: 11.3m CLASS: IMS
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1985
 TYPE: Farr 37 NO. OF HOBARTS: 3
 OWNER/SKIPPER: James Oakley
 CLUB: Royal Yacht Club of Tasmania, Tas
 Previously owned by John Quinn, the man who was plucked out of Bass Strait in last year's race, the yacht was purchased by James Oakley after Quinn had his J35 commissioned. Hummingbird has fared well over the years, finishing 2nd in division in the '91 Hobart, 2nd in LOPS under IMS in the '90-'91 RPAYC point score, 2nd in the Farr 37 Championships; retired from the '92 Hobart with rudder damage.
 Crew: C. Wood (7), G. Wells (8), J.G. Oakley (8), J. R. Oakley (3), J. O'Reilly (2), R. Toombs (1), R. McQueen, P. Headlam.



HOGSBREATH WITCHDOCTOR SAIL NO: 2557
 LOA: 12.7m CLASS: IMS
 DESIGNER: Laurie Davidson (NZ) YEAR BUILT: 1979
 TYPE: Davidson 40 NO. OF HOBARTS: 14
 OWNER/SKIPPER: Rum Consortium - Maurie Cameron
 CLUB: Cruising Yacht Club of Australia, NSW
 Trip fifteen south for this yacht, originally named "Sweet Caroline", and her 8th with her present owners, a group of CYC members including Maurie Cameron. All crew, excepting Youth Sailing Academy member 16-year-old Adam Barnes, have done the Hobart race before; in fact, have 77 between them. Witchdoctor scored a 3rd in division in the '89 race and was 2nd in the CYC Blue Water Championship for '93/'94.
 Crew: M. Cameron (19), I. Manley (6), C. Troup (13), J. Dodd (4), P. Reuter (5), P. Franks (4), G. Barter (14), L. Meyer (2), T. Craven (10), A. Barnes.



HYPERDRIVE SAIL NO: 4490
 LOA: 13.4m CLASS: PHS
 DESIGNER: Joe Adams (Aust) YEAR BUILT: 1986
 TYPE: Adams 44 NO. OF HOBARTS: 5
 OWNER/SKIPPER: John Clark
 CLUB: Royal Prince Alfred Yacht Club, NSW
 Due to a cruising fitout and displacement of Hyperdrive, the crew regard the race as more of a men's support group outing than a Grand Prix event. However, if the weather is ugly or the wind astern, they could well give many of the lighter yachts a run for their money. This will be one of the few boats with a fully functional hot and cold shower for each tack. Probably real food and drinks as well!
 Crew: J. Clark.



HOLIDAYMAKERS SAIL NO: S 611
 LOA: 12.1m CLASS: IMS
 DESIGNER: Laurie Davidson (NZ) YEAR BUILT: 1987
 TYPE: Davidson 40 NO. OF HOBARTS: 4
 OWNER/SKIPPER: Peter Brandley
 CLUB: Royal Port Nicholson Yacht Club, NZ
 Holidaymakers has contested many ocean races, starting life as "Once A Jolly Swagman" and then "I'm A Mess", representing Australia at the '91 Southern Cross, won the Fremantle race in '90 and '91, won the '91 Westcoast race and finished 3rd overall in the '92 Sydney-Southport Classic. The yacht is now New Zealand-based and owned by Peter Brandley, who is also entered for the Tasman Triangle.
 Crew: P. Brandley.



ICARUS SAIL NO: 3774
 LOA: 11.6m CLASS: IMS
 DESIGNER: Hank Kaufman (Aust) YEAR BUILT: 1984
 TYPE: North Shore 38 NO. OF HOBARTS: 7
 OWNER/SKIPPER: Alan Ridley
 CLUB: Middle Harbour Yacht Club, NSW
 This will be Icarus' eighth Hobart and Alan Ridley says he "trusts it won't be like the last!" He was bitterly disappointed in having to retire after getting all the way across the "paddock" last year and absolutely shattered at losing two rum and coke bets. The same bets are running this year and they intend to collect! Perhaps if they stop betting they might actually finish the race and get the drink anyway!
 Crew: A. Ridley (9), E. Kippers (3), D. Balmer (3), D. Tracey (7), J. Smith, G. Miller (3), B. Shilland (1).



HORNET SAIL NO: 3712
 LOA: 10.8m CLASS: IMS
 DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1984
 TYPE: S&S 36 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Kevin Hughes
 CLUB: Tamar Yacht Club, Tas
 Very seaworthy and comfortable Sparkman & Stephens design which was previously owned by CYC members headed by Jack Rigg, who took the yacht to Hobart in 1988; it hasn't been back since. New owner Kevin Hughes plans to take her back after mainly competing in races out of Melbourne including the Melbourne-Devonport in '76, '81 and '86 and the Melbourne-Hobart in '80 and a Sydney-Hobart in '85.
 Crew: K. Hughes (1), A. Merry (1), G. Phillips, J. Van Zetten.



ICEBERG SAIL NO: 5227
 LOA: 15.9m CLASS: IMS
 DESIGNER: Joe Adams (Aust) YEAR BUILT: 1986
 TYPE: Adams 15 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Graham Gibson
 CLUB: Royal Prince Alfred Yacht Club, NSW
 One of the few survivors of last year's race was Iceberg, finishing 16th on line and 5th in Division B under IMS. Perhaps it's all the cruising that Graham Gibson has done over the past 11 odd years, mixed in with the '92 Gosford Lord Howe Island race in which he finished 4th on line. The Joe Adams-designed Iceberg has a lot of potential which is yet to be fulfilled - perhaps this is her year.
 Crew: G. Gibson (2), L. Killingworth (14), J. Forbes (2), M. Konopka (5), J. Holley (6), G. Morgan (4), I. Knighton (1), J. McCulloch (1), P. Heinenon (4).

THE FLEET FOR HOBART 1994



ICEFIRE

LOA: 13.8m CLASS: PHS
 DESIGNER: Alan Mummery (NZ) YEAR BUILT: 1989
 TYPE: Mummery 45 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Peter Taylor
 CLUB: Royal New Zealand Yacht Squadron, NZ
 Top results for Icefire, which has competed in two previous Sydney-Hobarts, races out of New Zealand and the '94 Kenwood Cup. Placings include 2nd overall '92 Auckland-Noumea race, 3rd under IMS in the '91 Sydney-Hobart, 1st overall '93 New Zealand Gold Cup Series, 2nd overall in the '93 Air New Zealand Series and 1st Championship Points and 1st in handicap in the '94 RNZYS Summer Series.
 Crew: P. Taylor.

SAIL NO: NZL 6572



INNER CIRCLE

LOA: 12.2m CLASS: IMS
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1987
 TYPE: One Tonner NO. OF HOBARTS: 2
 OWNER/SKIPPER: Lesley Williams
 CLUB: Royal Melbourne Yacht Squadron, Vic
 Originally from S.A. and better known as Short Circuit, this yacht didn't do much with her previous owners, but with new owner Lesley Williams seems to be thriving. This lady started ocean racing only two seasons ago and has already scored a 1st in the '93 Queenscliffe Gold Cup Regatta, 1st '93 ORCV IMS Summer Series, 1st '94 ORCV IMS Summer Aggregate and many others. Lesley also won the CYCA '93 Rookie of the Year Award.
 Crew: L. Williams, E. Smith, M. Wave, G. Flanagan, D. Hodder, F. Leary, M. Henderson, M. Prouten, G. Magur.

SAIL NO: S 162



IMPECCABLE

LOA: 10.2m CLASS: IMS
 DESIGNER: Doug Peterson (Aust) YEAR BUILT: 1980
 TYPE: Three-Quarter Tonner NO. OF HOBARTS: 12
 OWNER/SKIPPER: John Walker
 CLUB: Middle Harbour Yacht Club, NSW
 A lot of good results for this persistent yachtsman and his 14-year-old yacht. Placed 3rd overall and 1st in division in the '93 Hobart, 1st overall '90 Janzoon Trophy, 2nd overall '86 Hobart, 3rd overall '87 Hobart, and 2nd in division in the '90 Sydney-Mooloolaba. Could go on and on, but it's easier to say that this boat and owner's reputation are absolutely "impeccable". Should place well in division.
 Crew: J. Walker (12), A. Tarplee (5), D. Thomas (5), J. Nixon (2), N. Elliot (2), F. Nelson (2), J. Denton (3), M. Scott.

SAIL NO: MH 106



INNKEEPER PETALUMA WINES

LOA: 18.2m CLASS: PHS
 DESIGNER: Kell Steinmann (Aust) YEAR BUILT: 1988
 TYPE: Pocket Maxi NO. OF HOBARTS: 1
 OWNER/SKIPPER: Andrew Short
 CLUB: Cruising Yacht Club of Australia, NSW
 A man addicted to fast down-hill racers and previously helmed record-breaking "Bobsled", Andrew Short has since bought Innkeeper, which stole line honours from Bobsled in the '94 Brisbane-Gladstone race, was 2nd on line in the '93 and '94 Gosford-Lord Howe Island race, and many others. Short has won five Coffe Harbour races, three Brisbane-Gladstone, a Sydney-Southport and a Sydney-Mooloolaba.
 Crew: A. Short (5), I. Short (6), M. Short (5), J. Short (3), G. Vaughan (2), A. Guy (3), R. Wadé (4), K. Jackson, M. Frewberg (3), M. Wenke (1), B. Tuite (3), S. Turner (1), C. Malouf, G. Terry.

SAIL NO: 5462



IMPETUOUS

LOA: 12.9m CLASS: IMS
 DESIGNER: Ron Holland (Ire) YEAR BUILT: 1978
 TYPE: Holland 42 NO. OF HOBARTS: 4
 OWNER/SKIPPER: Ray Roberts
 CLUB: Cruising Yacht Club of Australia, NSW
 Well-raced yacht which has been around for many years. Impetuous contested the '93 and '94 Sydney-Gold Coast Classic, finishing 3rd in division under IMS in '93 and 10th in '94. This yacht was also a member of the winning Australian team at the '79 Admiral's Cup and had a major refit in '93. Ray Roberts will be pushing his boat hard, and has the bonus of Nicki Bethwaite as co-steerer.
 Crew: R. Roberts (1), G. Miles (7), M. Drent (8), N. Bethwaite (2), D. Dyer (13), P. Glynn (11), J. Pearce (15), C. Welliman.

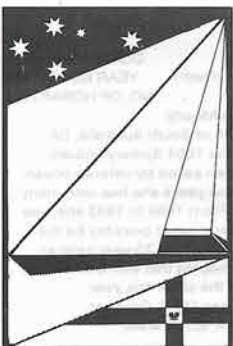
SAIL NO: KA 2552



INTRIGUE

LOA: 12.2m CLASS: IMS
 DESIGNER: Tony Castro (UK) YEAR BUILT: 1984
 TYPE: Castro 40 NO. OF HOBARTS: 8
 OWNER/SKIPPER: Donald Calvert
 CLUB: Royal Yacht Club of Tasmania, Tas
 Brilliant results for the Commodore of RYCT, Don Calvert, who has been racing competitively for many years now. Calvert was the winner of the Inaugural Ocean Racing Yachtsman of the Year, was the first Tasmanian to represent Australia at the Admiral's Cup and is competing in his 10th Sydney-Hobart race. Numerous placings include winner of the '92 Maria Island race and 1st in division in the '89 Hobart.
 Crew: D. Calvert (10), B. Calvert (6), E. Kiddle (8), R. Horne (12), R. Lilley (6), N. Connor (5), C. Lamprill (6), K. Trevillion (3), D. Ashwood (3), D. Calvert (10).

SAIL NO: A 40



INDEC PRIME EXAMPLE

LOA: 15.8m CLASS: IMS
 DESIGNER: Laurie Davidson (NZ) YEAR BUILT: 1991
 TYPE: Davidson 52 NO. OF HOBARTS: 0
 OWNER/SKIPPER: David Gotze
 CLUB: Royal Brighton Yacht Club, Vic
 Current Victorian ORC Club Champion with line honours victory in the '93 Melbourne-Hobart and 2nd on line and 1st under IMS in the '94 Melbourne-King Island race. Before going to live in Victoria Prime Example scored line honours and won overall under IMS the '91 Fremantle-Geraldton race, and has just had a major revamp, with design by yachting identity Iain Murray, including a new keel and rudder.
 Crew: D. Gotze, G. Ballard, C. McSorley (13), P. Edwards (7), G. Wilson, J. Grace, P. Grimshaw, P. Ralph, S. Hutcheon, S. Healy, B. Barron, W. Johnstone.

SAIL NO: B 214



INVINCIBLE

LOA: 11.1m CLASS: IMS
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1976
 TYPE: Farr 1104 NO. OF HOBARTS: 7
 OWNER/SKIPPER: Harold & June Clark
 CLUB: Bellerive Yacht Club, Tas
 Here's a yacht that hasn't let her owners down - she raced well under IOR and her conversion to IMS hasn't hindered her either. Now eighteen years old, top placings include 4th overall under IOR in the '80 Melbourne Hobart, with IMS results being: 1st Division C and 5th overall in '92 Sydney-Hobart, 1st in the '91 and '93 Maria Island race, 1st IMS Offshore Series in Southern Tasmania '92 and '93.
 Crew: H. Clark (1), D. Clark (1), I. Stewart (5), G. Watkins (1), A. Chapman (1), T. Gadsby (1), J. Foster, S. Oliver, K. Clark.

SAIL NO: A 33



INFINITY III

LOA: 19.8m CLASS: IMS
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1989
 TYPE: Pocket Maxi NO. OF HOBARTS: 3
 OWNER/SKIPPER: Martin James
 CLUB: Cruising Yacht Club of Australia, NSW
 This is the '89 Brindabella which took line honours in the '91 Sydney-Hobart race. She also represented Australia at the Kenwood Cup and the China Seas Series, finished 1st overall in the '91 Sydney-Southport race, 3rd overall in the '90 Sydney-Hobart and won line honours in the '92 Gosford-Lord Howe Island race. Recently purchased by Martin James, who will be trying to keep this yacht's reputation intact.
 Crew: T. Messenger (11), G. Cropley (1), S. Burnett (5), S. Madziak (3), I. Hobbs (7), D. Evans, E. Messenger (15), P. Messenger, C. Messenger, K. Halinan, C. Janes (2), R. Perini, J. Oatley, T. Joyce.

SAIL NO: 5474



IVANHOE

LOA: 15.5m CLASS: PHS
 DESIGNER: Philip Curran (Aust) YEAR BUILT: 1983
 TYPE: Curran 50 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Heikki Vaisanen
 CLUB: Southport Yacht Club, Qld
 Very quick design from Phil Curran, Ivanhoe has had some top placings, including a record-breaking run in the '86 Perth-Bali race in which she took line honours and first on corrected time. She also won several short ocean races out of Western Australia and recently placed 11th overall in the Brisbane-Osaka race, which she did as a lead-up to this year's 50th Anniversary race.
 Crew: H. Vaisanen.

SAIL NO: F 209

THE FLEET FOR HOBART 1994



J44 PHOENIX CLASS: IMS
 LOA: 13.7m CLASS: IMS
 DESIGNER: Rod Johnstone (USA) YEAR BUILT: 1990
 TYPE: J44 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Robert Reynolds
 CLUB: Middle Harbour Yacht Club, NSW
 Robert Reynolds purchased this quick boat in December '93 and promptly won the Sydney-Southport race the same month - line honours and overall. Previous results include 1st in division in '91 Sydney-Mooloolaba, '91 Champagne Mumm World Cup - top scoring yacht for Australia, '91 Asia Pacific Series 2nd overall in IMS, '91 Sydney-Southport 3rd overall in IMS, '91 Sydney-Hobart 2nd overall and 1st in division and on and on it goes!
 Crew: R. Reynolds (1), C. Vorbach (10), J. Bourke (7), D. Sherwood (7), N. Downman (6), T. Reynolds, W. Gordon, T. Champion, M. Shaw, J. Hill, D. Morgan.



JOYRIDE CLASS: IMS
 LOA: 10.3m CLASS: IMS
 DESIGNER: Van De Stadt (Neth) YEAR BUILT: 1987
 TYPE: Van De Stadt 34 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Paul Barrow
 CLUB: Bellerive Yacht Club, Tas
 A strong steel boat thoughtfully prepared for a hard ocean race. Joyride is a 34-footer that does all her sailing in Tasmania, including this year's Maria Island race. Owner Paul Barrow does a lot of cruising with his yacht and was skipper for the Round Tasmania Cruise. Joyride has not been in a Sydney-Hobart race previously, and owner and crew are excited to be competing in the 50th year.
 Crew: P. Barrow, R. Moore, D. Hansen, S. Hansen, P. Keats (1), D. Shrodoer.



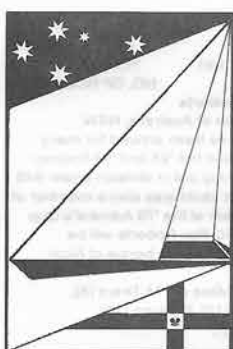
J-BOAT CLASS: IMS
 LOA: 10.8m CLASS: IMS
 DESIGNER: Rod Johnstone (USA) YEAR BUILT: 1992
 TYPE: J35 NO. OF HOBARTS: 0
 OWNER/SKIPPER: David Phillips
 CLUB: Mornington Yacht Club, Vic
 Whilst the J35 is only a fairly new arrival in Australia, its record to date is outstanding. Results since J-Boat's launching include: 1st '92 Portsea Hastings race, 3rd '93 Nissan Regatta, 1st '93 IMS Challenge Series in Melbourne, 2nd '93 Gold Cup, 4th '93 King Island Race, with many more! Now David Phillips and crew want to add the Sydney-Hobart to the souvenir cabinet.
 Crew: D. Phillips, P. Coomas (3), R. Le-Fontaine (1), A. Trebilcock (2), H. Morgan, J. McPherson, A. White, J. Nixon (4).



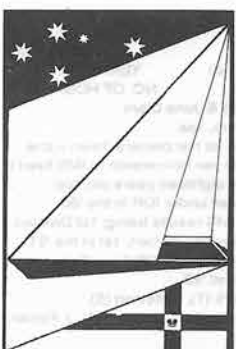
JTEC-FINISTERE CLASS: IMS
 LOA: 15.4m CLASS: IMS
 DESIGNER: Laurie Davidson (NZ) YEAR BUILT: 1991
 TYPE: Davidson 50 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Stanley Best
 CLUB: Fremantle Sailing Club, WA
 Laurie Davidson-designed three-year-old yacht which does all the ocean races on the west coast. Finistere competed in the '93 Fremantle-Lombok race taking out 2nd fastest time, has competed in three Fremantle-Geraldton races, and the Fremantle-Albany race in '92 and '93, with a 1st on handicap and fastest time in '92. Stan Best sailed on the '84 Hobart winner, Indian Pacific in '85.
 Crew: S. Best (1), M. Hunt (1), R. Speedy (1), R. MacArthur (2), T. Tysoe, S. Hartley (2), T. Bell, M. Navarro (2), G. Cuthbertson, P. Mason, R. Allison, N. Mandeno (2).



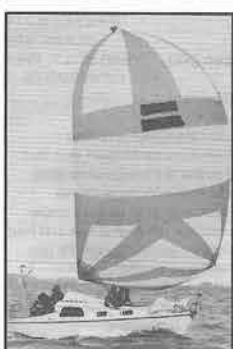
JACK GUY CLASS: PHS
 LOA: 11.6m CLASS: PHS
 DESIGNER: Hank Kaufman (Aust) YEAR BUILT: 1984
 TYPE: Northshore 38 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Gordon Ketelbey
 CLUB: Middle Harbour Yacht Club, NSW
 Jack Guy has been a competitive boat in the Middle Harbour and RPAVC fleet with a previous owner and has numerous trophies - mostly 2nd's but a few 1st's up her sleeve as well. Results for this reliable Northshore 38 include: 1st MHYC 90/91 Spring Series, 1st MHYC '90 Winter Series and 1st '90 Northbridge Regatta. First and only race to Hobart was in '90 in which she retired. Aim this year is to finish.
 Crew: G. Ketelbey (2), W. Lorentz (4), T. Stevens (2), J. Hoytle (1), H. Ketelbey, D. Parkes, J. Rezek, P. Rezek, B. Ketelbey.



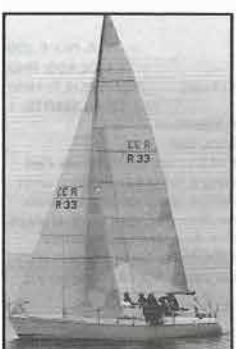
JUPITER CLASS: Veteran 30
 LOA: 12.8m CLASS: Veteran 30
 DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1964
 TYPE: Masthead Sloop NO. OF HOBARTS: 1
 OWNER/SKIPPER: Murray Pope
 CLUB: Royal Suva Yacht Club, Fiji
 Jupiter has been in races all over the world, competing in one Sydney-Hobart race in 1968. Other races for this yacht include the Auckland-Suva and Auckland-Noumea. Jupiter is one of those yachts that always reaches the finish line. She may not take away the Gold Cup, but will finish at least mid-fleet. Murray Pope says he can't wait to compete in our 50th Anniversary race and has his boat well prepared.
 Crew: M. Pope, P. Connley, J. Ferrell, J. Peterson, J. Pagani, P. Vander-Sloot (3), J. Schmidt.



JACOBINA CLASS: IMS
 LOA: 9.5m CLASS: IMS
 DESIGNER: Scott Jutson (Aust) YEAR BUILT: 1991
 TYPE: Jutson 950 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Robert Green/Peter Newman
 CLUB: Sandringham Yacht Club, Vic
 Melbourne yacht launched mid '91 as one of Australia's first purpose-built IMS yachts and has maintained her competitiveness with new keel and other Jutson updates. Winner for the past two years of the IMS Pointscore for the major Melbourne summer races, she's got the speed and crew have the credentials: all she needs now is the weather to favour the smaller yachts and the race could be hers.
 Crew: N. Cavanagh (5), R. Green (17), T. Grogan (6), A. Machin, J. Marsden, D. Vickers (16).



KAREELAH CLASS: Veteran 30
 LOA: 9.4m CLASS: Veteran 30
 DESIGNER: Van De Stadt (Neth) YEAR BUILT: 1964
 TYPE: Roberts 44 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Simon Moody
 CLUB: Cruising Yacht Club of South Australia, SA
 Kareelah is a veteran of the 1964 Sydney-Hobart, where she placed 9th when sailed by veteran ocean racer Dick Fidock. Over the years she has won many races in South Australia. From 1989 to 1993 she was gutted and totally rebuilt and could possibly be the youngest and most modern of the 30-year veteran entries. Simon Moody is hoping that with a bit of luck he could be taking home the silver this year.
 Crew: S. Moody (5), B. Legg (1), S. Gardner, M. Castensen, P. Morrison, S. Marshall.



JLW CHUTZPAH CLASS: IMS
 LOA: 10.5m CLASS: IMS
 DESIGNER: Robert Hick (Aust) YEAR BUILT: 1994
 TYPE: Hick 35 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Bruce Taylor
 CLUB: Royal Yacht Club of Victoria, Vic
 Brand new Hick design and the third JLW Chutzpah for Bruce Taylor. The last two were IOR yachts while this one represents the leading edge in IMS design. Taylor and crew previously won their division on four occasions and were leading their division last year when the mast fell over on the third day. Best result so far was a 2nd overall in the '90 Hobart. Taylor is looking forward once to again being highly competitive.
 Crew: B. Taylor (11), C. Evans (3), K. Piesse (10), G. Gourley (5), J. Permezel (5), D. Taylor (4), C. Purcell (5), S. Byrne (1).



KATINKA CLASS: PHS
 LOA: 9.2m CLASS: PHS
 DESIGNER: Peter Joubert (Aust) YEAR BUILT: 1980
 TYPE: Currawong 30 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Des O'Connell
 CLUB: Cruising Yacht Club of Australia, NSW
 One of the smallest yachts in the fleet, this is a family effort, father and two sons who tough it out on the tiny Currawong. This will be Des O'Connell's 26th Sydney-Hobart - his first was in 1948. Katinka and crew finished 3rd in division in the '92 race, but unfortunately retired from last year's race which took many casualties - in fact most of the fleet!
 Crew: D. O'Connell (25), P. O'Connell (6), R. Beissel (1), S. McGhee (1), C. Korgitta, B. Bradley.

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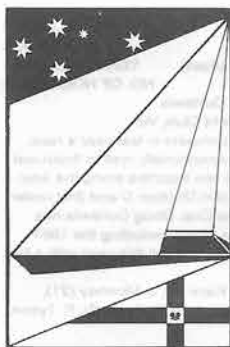
KERINA SAIL NO: 8133
 LOA: 14.1m CLASS: IMS
 DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1991
 TYPE: S&S 46 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Graeme Skeggs
 CLUB: Nelson/Tasman Bay Cruising Club, NZ
 A Sparkman and Stephens design which hasn't been to Australian waters before and has just been purchased by Graeme Skeggs. Crew members on this yacht have no previous Hobart experience but have covered thousands of sea miles. Skeggs competed in the 1991 and 1993 Auckland-Suva race and the 1990 and 1993 Wellington-Nelson race and cruised the 1600 miles from Suva to Nelson.
 Crew: G. Skeggs.



KYLIE SAIL NO: 5470
 LOA: 11.5m CLASS: Vintage 30
 DESIGNER: Watts/Pain (Aust) YEAR BUILT: 1953
 TYPE: Watts/Pain 38 NO. OF HOBARTS: 0
 OWNER/SKIPPER: James Strang
 CLUB: Greenwich Flying Squadron, NSW
 Beautiful old yacht launched in 1953, Kylie's maiden voyage was from La Perouse to Auckland by her original owner, Harry Fink, who also built the yacht, just after completion of building. Fink also sailed the yacht to Vietnam during the war there. Kylie's present owner, James Strang, has sailed over five thousand nautical miles over a period of 25 years, but this will be his first Sydney-Hobart.
 Crew: J. Strang.



KING BILLY SAIL NO: 4956
 LOA: 11.5m CLASS: IMS
 DESIGNER: John King (Aust) YEAR BUILT: 1992
 TYPE: King 38 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Phillip Bennett
 CLUB: Middle Harbour Yacht Club, NSW
 King Billy was built by her skipper Andrew Moncrieff at Sailors Bay Boatshed from Celery Top Pine and was designed by John King as a comfortable family cruiser/racer. The crew have a total of 57 Hobart races between them and best result was winning the '93 Gascoigne Cup. Phillip Bennett and crew have also competed at the '93 and '94 Hamilton Island Race Week and the '94 Port Douglas Regatta.
 Crew: A. Moncrieff (14), S. Estella (5), P. Bennett, A. De Bruin (1), P. Croll (1), C. Quenelle (4), P. Woodhead (1), S. Wallace (1).



KYOTE FRENCH LINE SAIL NO: F 14535
 LOA: 15.7m CLASS: IMS
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1991
 TYPE: Beneteau 53 FS NO. OF HOBARTS: 0
 OWNER/SKIPPER: Lionel Pean
 CLUB: FFV/UNCL, France
 World-class sailor Lionel Pean has entered this Beneteau for the 50th race celebrations. Pean has competed in many major international races and won the '85 Whitbread Round-The-World Race. Along with crew from the French Military School, Pean competed in the '90, '91 and '93 Sydney-Hobart races. This year will see some old crew from the Ecole Polytechnique and is not to be discounted for a place.
 Crew: L. Pean (3), F. Lailard (1), B. Latourette (1), M. Studer (1), P. Grezon (1), B. Chauvin (1), D. Vitte, S. Poughon, T. Lenoir (1), D. Chatin.



KINGS CROSS-SYDNEY SAIL NO: 521
 LOA: 10.9m CLASS: IMS
 DESIGNER: Laurie Davidson (NZ) YEAR BUILT: 1985
 TYPE: Davidson 36 NO. OF HOBARTS: 6
 OWNER/SKIPPER: Ray Stone
 CLUB: Middle Harbour Yacht Club, NSW
 Ray Stone keeps winning and winning and winning. With the help of his son Glenn, Ray has won the CYC Blue Water Championship over three consecutive seasons from '91 to '93. Other performances of note include winner Founders Cup and Trade Wind Trophies '93 and '94, winner MHYC SOPS and OPS '93 and '94, member NSW Southern Cross Team '91, 2nd in division '92 Hobart and this is Stone's tenth race south.
 Crew: R. Stone (9), G. Stone (10), N. Tavener (9), R. Van Eadom (6), M. Burgess (2), P. Barter (3), S. Rose, J. Allford.



LA TORTUGA SAIL NO: 4119
 LOA: 13.5m CLASS: PHS
 DESIGNER: Joe Adams (Aust) YEAR BUILT: 1987
 TYPE: Adams 44 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Boy Messenger
 CLUB: Cruising Yacht Club of Australia, NSW
 Regularly races out of CYCA with her owner, Brian James, and for this race has been chartered by the gregarious "Boy" Messenger, who will sail the yacht with his four sons. Boy is the only person who was in the inaugural Hobart race who will be racing this year, and has recently turned seventy. He has now competed in nineteen Hobart races, and more amazingly has just had a double by-pass heart operation.
 Crew: B. Messenger (19), P. Messenger, T. Messenger (8), C. Messenger, A. Messenger, B. James.



KINGURRA SAIL NO: B 23
 LOA: 13.1m CLASS: Veteran 20
 DESIGNER: Peter Joubert (Aust) YEAR BUILT: 1972
 TYPE: Cruiser/Racer NO. OF HOBARTS: 10
 OWNER/SKIPPER: Peter Joubert
 CLUB: Royal Brighton Yacht Club, Vic
 Owner-designed, this yacht finished 7th overall in the '91 Hobart and 16th in IMS in '92. Peter Joubert has marked last year's Hobart as his "worst ocean racing result" - last overall in IMS - but we know it was because he spent most of the race going to the rescue and assistance of many yachts that were in trouble. This result is not indicative of yacht or owner's many other results and we wish him well this year. Picked up a Commodore's medal for his efforts.
 Crew: P. Joubert (22), I. Plum (3), T. Vautin (17), D. Rout (7), N. Sharp (13), A. Knox (5), P. Melkle (4), I. McFarlane (2), J. Scott (1), S. Chapman (2).



LADY PENRHYN OF NIRIMBA SAIL NO: 3809
 LOA: 11.2m CLASS: IMS
 DESIGNER: Kim Swarbrick (Aust) YEAR BUILT: 1983
 TYPE: S111 NO. OF HOBARTS: 7
 OWNER/SKIPPER: Greg Stewart
 CLUB: Australian Defence Force Sailing Academy, NSW
 Lady Penrhyn is one of five RAN Sail Training yachts owned and operated by the Navy. She is a regular in the Sydney-Hobart and is operated by two qualified AYF yachtsmen and crewed, in the main, by six trainees. Sailing is regarded by the RAN to be one of the best avenues of character development and small boat handling. Crew from radio relay vessel Young Endeavour passed through this training centre.
 Crew: G. Stewart, G. Pearce (2), C. Calloway, D. Speight, I. Curran (1), D. Hardstaff, R. Bird, S. Venning.



KOAMARU SAIL NO: 2090
 LOA: 12.1m CLASS: Veteran 20
 DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1974
 TYPE: S&S 40 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Dick Graham
 CLUB: Royal Port Nicholson Yacht Club, NZ
 Koamaru was an unsuccessful Admiral's Cup triallist some years ago and sailed in the Sydney-Hobart in 1979 and has raced out of her hometown, Wellington, for the past twenty years. She has cruised in fjordland and although no longer raced in Cat 1 for the last 15 years she races in PHRF and club handicap series successfully and was the holder of the Cruising Championships for five years.
 Crew: D. Graham, T. Graham, R. Gilroy, B. Taylor, C. Clark, B. McLennan, S. Edwards.



LAHARA SAIL NO: 131
 LOA: 10.1m CLASS: Veteran 30
 DESIGNER: Jock Muir (Aust) YEAR BUILT: 1951
 TYPE: Muir 33 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Philip Asche
 CLUB: Cruising Yacht Club of Australia, NSW
 Well maintained Jock Muir-designed yacht which competed in the 1951 and 1956 Sydney-Hobart finishing 2nd overall and 13th overall respectively when owned by Mr. D. Ashton. Lahara also competed in the 1952 Hobart-Auckland race finishing 2nd overall and her present owner, Philip Asche, has competed in the 1988 and 1990 CCA Newport-Bermuda race. This will be his first attempt at the Sydney-Hobart.
 Crew: P. Asche, R. Moore (6), T. Crump (1), J. Liston (1), A. Robinson (1), G. Hinds.

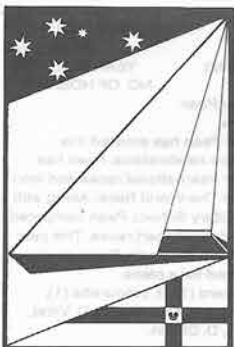
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LEGAL & GENERAL CUCKOO'S NEST SAIL NO: MYC 2
 LOA: 12.1m CLASS: IMS
 DESIGNER: David Lyons (Aust) YEAR BUILT: 1993
 TYPE: Lyons 40 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Nigel Holman
 CLUB: Manly Yacht Club, NSW
 Starting with a 1st overall in the '93 Bird Island race, 2nd in the Newcastle-Sydney and line honours in the Sydney-Newcastle race, this remarkable boat took 1st overall under IMS in last year's treacherous Sydney-Hobart. She also finished 2nd on line - and only 40' long, a feat unlikely to happen again. A 3rd overall in the '94 Sydney-Mooloolaba race and a new rig would have to make this yacht one of the race favourites.
 Crew: N. Holman (2), G. Hyde, P. Walduck.



LORRAINE SAIL NO: ME 19
 LOA: TBA CLASS: Veteran 30
 DESIGNER: Jack Savage (Aust) YEAR BUILT: 1948
 TYPE: Masthead Sloop NO. OF HOBARTS: 2
 OWNER/SKIPPER: Peter Marsden
 CLUB: Metung Yacht Club, Vic
 On her launching Lorraine is reported to have won the inaugural yacht race between Queenscliff and Devonport. Also a competitor in the 1956 and 1959 Sydney-Hobart, she finished 18th overall in a fleet of 28 in 1956 and 15th overall in 1959. Her aim this year is to finish well up in the Veteran Division, and although her present owner Peter Marsden does not have any racing experience, he has 1000 cruising miles under his belt.
 Crew: P. Marsden.



LIBERATOR SAIL NO: B 200
 LOA: 11.8m CLASS: IMS
 DESIGNER: Scott Jutson (Aust) YEAR BUILT: 1993
 TYPE: Jutson 39 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Doug Curlewis
 CLUB: Royal Brighton Yacht Club, Vic
 Launched just in time to compete in last year's race, this yacht and crew did exceptionally well to finish last year's race and pick up a few trophies along the way: 4th overall under IMS, 2nd in Division C and 2nd under IMS in the Southern Cross Cup. Doug Curlewis has competed in many ocean races, including the 1991 Fastnet race in England and will sail this year with a few Sydney-Hobart veterans.
 Crew: D. Curlewis (1), P. Kane (8), J. Mooney (21), P. Timms, M. Wilson, T. Alcott (1), R. Case (9), R. Tyson, S. Charles.



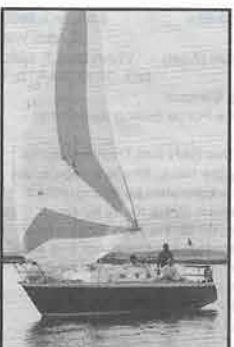
LOVE & WAR SAIL NO: 294
 LOA: 14.2m CLASS: Veteran 20
 DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1973
 TYPE: S&S 47 NO. OF HOBARTS: 6
 OWNER/SKIPPER: Peter Kurts
 CLUB: Cruising Yacht Club of Australia, NSW
 A yacht with the rare distinction of having won overall the '74 and '78 Sydney-Hobart race. Not surprising considering her owner, Peter Kurts, who has represented Australia numerous times at such events as Admiral's Cup, Clipper Cup, Kenwood Cup and Southern Cross Cup. Kurts last represented Australia at the '93 Admiral's Cup, and has had some top results from Love & War recently. Certain to be found in the winning circle this year.
 Crew: P. Kurts (27), P. Eadie (16), B. Clark (7), T. Ryan, R. Johnson (9), K. Rawlings (3), P. Shipway (23), J. Winning (3), S. Kurts (6).



LOCAL HERO IX SAIL NO: GBR 1234
 LOA: 12.5m CLASS: IMS
 DESIGNER: Iain Murray (Aust) YEAR BUILT: 1994
 TYPE: Murray 41 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Geoffrey Howison
 CLUB: Royal Prince Alfred Yacht Club, NSW
 This is a brand new Australian-designed and built cruiser/racer and sistership to German entry "Raptor". Built from Kevlar Epoxy Glass and Vynilester, it is very strong and light, very comfortable inside and an ideal yacht for this race. Expect to see designer Iain Murray as skipper of this yacht and David Howlett, an English Olympian and Admiral's Cup sailor, as navigator.
 Crew: G. Howison, I. Murray (4), D. Howlett (3), L. Condell, A. Goaling, A. Brown, M. Walters, S. Smith, B. Russell, T. Norman (3).



MACBESS SAIL NO: TYC 13
 LOA: 11.0m CLASS: IMS
 DESIGNER: Joe Adams (Aust) YEAR BUILT: 1987
 TYPE: Adams 36 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Dick Myler
 CLUB: Tamar Yacht Club, Tas
 Macbess has cruised and raced over 22,000 nautical miles since 1988 including a 1989-90 cruise from Tasmania up the east coast of Australia and over the top to Darwin, competing in the Darwin-Ambon race and cruising back through Indonesia. She was the first Tasmanian yacht home in the 1991 Melbourne-Devonport race and shouldn't have problems getting to the finish line in Hobart this year.
 Crew: D. Myler (2), G. Myler (1), D. Lancaster, B. Wilson, S. Rouse, S. Creese.



LOCK ON WOOD SAIL NO: H 100
 LOA: 9.4m CLASS: IMS
 DESIGNER: Ed Dubois (UK) YEAR BUILT: 1983
 TYPE: Half Tonner NO. OF HOBARTS: 2
 OWNER/SKIPPER: Robert Laughlin
 CLUB: Bellerive Yacht Club, Tas
 A competitor of five Maria Island races and two Sydney-Hobart's, Lock On Wood last graced our waters in 1985 and is coming back especially for the big celebration this year. This will be one of the smaller yachts in the fleet and she had some good results during the early eighties. Best Sydney-Hobart result for this half tonner was 7th in division in '83 and Bob Laughlin will be out to better that.
 Crew: R. Laughlin (5), R. Cole (3), J. Bridgland, P. Lilley (1), D. Laughlin, D. Miencke (1).



MADRIGAL SAIL NO: S 26
 LOA: 10.2m CLASS: PHS
 DESIGNER: R.L. Sullivan (Aust) YEAR BUILT: 1977
 TYPE: Sullivan 34 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Barry Brazier
 CLUB: Royal Melbourne Yacht Squadron, Vic
 Sullivan-designed and built, Madrigal was originally named Hasta Luega and competed in her one and only Sydney-Hobart in 1979. Other races for this yacht include the '92 Melbourne-Hobart, '93 Melbourne-Grassy and '94 Melbourne to Burnie. Madrigal led on handicap the first two days of the '92 Melbourne-Hobart race - and then the wind died. How many boats have had that happen?
 Crew: B. Brazier, B. John, J. Mullens, G. Sears, G. Phillips (2), M. Doggett, H. Davidson, T. Daniel.

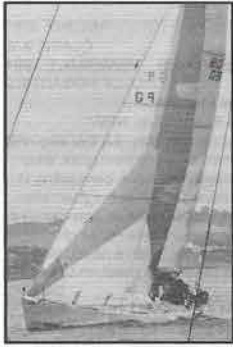


LONGOBARDA SAIL NO: K 1611R
 LOA: 24.3m CLASS: IMS
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1989
 TYPE: Maxi NO. OF HOBARTS: 0
 OWNER/SKIPPER: David Stephenson
 CLUB: Royal Yacht Club of Tasmania, Tas
 This yacht was recently purchased by a syndicate of Dairy Farmers headed by David Stephenson. Longobarda won her first race in '89 and went on to win all three world championship series at Mallorca, Porto Cervo and St. Tropez. She moved to the UK, where she underwent modifications to meet her new role of offshore IMS racing maxi. Competed in the '94 Bermuda Race and will have top match-racing skipper Chris Law aboard. Ready for a line honours victory.
 Crew: C. Law (1), M. Slade, P. Stanbridge, R. Pickthall, N. Batt, W. Seabrook (1), D. Stephenson (1), F. Dixon (6), J. Ciennett (1), J. Bignell (1), J. Jones (1), T. Downie (1), L. Clark, M. Wertheimer, J. Carroll (1), D. Millar (1), J. Wertheimer (3), J. Ford (3).



MAGLIERI WINES SAIL NO: YC 498
 LOA: 12.9m CLASS: IMS
 DESIGNER: Scott Jutson (Aust) YEAR BUILT: 1994
 TYPE: Jutson 42 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Geoffrey Vercoe
 CLUB: Cruising Yacht Club of South Australia, SA
 When his previous one tonner broke up beyond repair in last year's race, Geoff Vercoe wasn't daunted and commissioned Scott Jutson to design him a new boat. You see, Geoff has been badly bitten by the racing bug, and at the time of writing the boat was just being launched. Vercoe thinks the yacht will be quick, and brings with him his sponsor of last year, and top tactician Steve Kemp.
 Crew: G. Vercoe (2), S. Kemp (3), A. Dyer, S. Harris (4), L. Burrow (1), R. Parolin (2), P. Sheridan (4), R. Lange (17), A. McMichael.

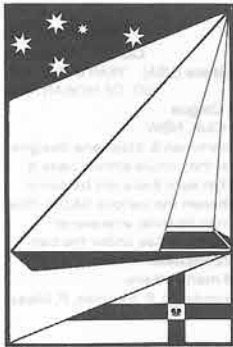
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MAN OF WAR SAIL NO: G 9
 LOA: 14.6m CLASS: IMS
 DESIGNER: German Frers (Arg) YEAR BUILT: 1985
 TYPE: Frers 48 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Len Kint
 CLUB: Royal Geelong Yacht Club, Vic
 An identity in her time, this yacht was the former Contractor which retired from the '85 Sydney-Hobart, but finished 9th on line and 6th in division in '86. She was also a contender for the '87 Admiral's Cup team, just missing selection. Man Of War's latest forays have been the '91 Melbourne-Hobart, '92 Melbourne and the '94 Melbourne-Port Fairy in which she took out the CBH class.
 Crew: L. Kint, G. Hey, T. Bull, R. Heath, T. Holzer, P. Carrigan, J. Shelby, D. Allan, R. Carrol, M. Di Sciascio, P. Dickson, P. Smedley, R. Shilt.



MARGARITA SAIL NO: M 22
 LOA: 17.0m CLASS: PHS
 DESIGNER: Adams/Radford (Aust) YEAR BUILT: 1989
 TYPE: Adams/Radford 17 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Howard Bakewell
 CLUB: Lake Macquarie Yacht Club, NSW
 Margarita has not been used for offshore racing, but Howard Bakewell has cruised her to Lizard Island, sailed a few Lake Macquarie races and did one offshore race with the Short-Handed Club. With a former yacht, Bakewell contested a JOG Series, a few Hamilton Island Series; which he won twice, and he will use this year's Sydney-Hobart as a lead-up to the next Darwin to Ambon Race.
 Crew: H. Bakewell (2), P. Bakewell, M. Bakewell, J. Spinaze, H. Keegan (6), S. Lamb (8), C. Butters (3), J. Saddington (2).



MANITOU MATILDA CRUISES SAIL NO: 5460
 LOA: 12.0m CLASS: Vintage 20
 DESIGNER: Robert Salthouse (NZ) YEAR BUILT: 1974
 TYPE: Cavalier 39 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Richard & Catherine Catt
 CLUB: Australian Defence Force Sailing Association, NSW
 Manitou Matilda Cruises has not been raced in Australia. She was recently purchased from the home of Cavalier yachts, New Zealand. This race will be a shakedown for some extended family cruising to take place in the near future. Owner Richard Catt is the Officer-In-Charge of the RAN Sail Training Centre, and as such we could definitely expect him to reach the finish line this year.
 Crew: R. Catt (10), C. Catt, A. White (2), T. Lloyd (1), A. Searle, G. Rosser.



MARINA MIRAGE CHALLENGE SAIL NO: 5339
 LOA: 13.9m CLASS: IMS
 DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1979
 TYPE: S&S 46 NO. OF HOBARTS: 7
 OWNER/SKIPPER: Doug Ryan
 CLUB: Port Douglas Yacht Club, Qld
 One of Lou Abrahams' former "Challenges" which was overall winner of the '83 Sydney-Hobart, and with her next owner, the overall winner in IMS of the '89 Sydney-Hobart. The yacht also won the inaugural Zegna Regatta in '93 and last went to Hobart with her present owners in '92, finishing at the back end of the fleet. The yacht is home for her owners and two children, and heavy weather would be to her liking.
 Crew: D. Ryan (10), J. Spear (3), D. Boyce (1), B. Kemp, P. Grieg, N. Porter, S. Divine (1), N. Jones (14), G. Mott (1), P. Doran.



MARARA SAIL NO: 1317
 LOA: 10.0m CLASS: Veteran 20
 DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1972
 TYPE: S&S 34 NO. OF HOBARTS: 8
 OWNER/SKIPPER: Bill Ratcliff
 CLUB: Cruising Yacht Club of Australia, NSW
 Finished 3rd overall and 1st in division last year, after going to the rescue of a couple of yachts. This is a persistent owner and yacht. Bill Ratcliff is celebrating his 31st race south, whilst his yacht is 22 years old. Top results include 1st in division in the '92 Hobart, 3rd in division in '83, 3rd again in '85 and 3rd in the Illingworth Trophy, which he then won in '87. Ratcliff's son Luke will join him this year.
 Crew: B. Ratcliff, L. Ratcliff.



MARK TWAIN SAIL NO: A 113
 LOA: 11.8m CLASS: IMS
 DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1971
 TYPE: S&S 39 NO. OF HOBARTS: 16
 OWNER/SKIPPER: Hugh O'Neill
 CLUB: Sydney Amateurs Sailing Club, NSW
 Mark Twain is coming up for her 16th Sydney-Hobart, just short of the record for the most races done by a yacht. Another of last year's rare finishers, she was 11th overall and 3rd in Division D. Other Hobart results include 3rd in division in '91, 2nd in division in '90, 2nd in division in '88 and 2nd Division in '86. Recently finished 2nd under IMS and 1st Arbitrary in the Gosford-Lord Howe Island race.
 Crew: B. Kenyon (8), B. Nairn, T. Wazkley (8), C. MacLurcan (10), B. Mills (11), D. Lang (31), H. O'Neill (12).



MARGARET RINTOUL SAIL NO: 353
 LOA: 13.4m CLASS: Veteran 30
 DESIGNER: Phillip Rhodes (USA) YEAR BUILT: 1948
 TYPE: Yawl NO. OF HOBARTS: 4
 OWNER/SKIPPER: Bruce Gould
 CLUB: Royal Sydney Yacht Squadron, NSW
 Famous and unbeatable in her time, Margaret Rintoul won line honours in the 1950 and 1951 Sydney-Hobart, setting a record which stood for six years, and hasn't competed since 1989. She missed line honours by just two minutes in 1949, after being becalmed just two miles from the finish! This will be Bruce Gould's 29th Hobart race, and joining him will be well-known veteran of 18 Hobarts, Jack Christoffersen.
 Crew: B. Gould (28), J. Christoffersen (18), P. Kerrigan (7), M. Levy (2), M. Ross (3), D. Hagen (10), G. Wright, G. Oakley.



MAUI SAIL NO: SM 42
 LOA: TBA CLASS: IMS
 DESIGNER: Bruce Roberts (Aust) YEAR BUILT: 1985
 TYPE: Roberts 44 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Brian Emmerson
 CLUB: Cruising Yacht Club of Australia, NSW
 Maui is an offshore cruiser that has not done any ocean racing, but does do the odd harbour race, and her owner, Brian Emmerson, has sailed the yacht by himself from Sydney to Port Stephens, encountering some very rough weather. He will be ably assisted in his quest this year by local sailor Kevin Brennan, who has competed in eight races to Hobart, a Fastnet race and numerous other offshore races.
 Crew: K. Brennan (8), J. Sheil, T. Ives, D. Lloyd, B. Emmerson.



MARGARET RINTOUL II SAIL NO: 2170
 LOA: 14.8m CLASS: Veteran 20
 DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1968
 TYPE: S&S 48 NO. OF HOBARTS: 18
 OWNER/SKIPPER: Richard Purcell & J.A. Pope
 CLUB: Cruising Yacht Club of Australia, NSW
 Richard Purcell purchased the famous former Sid Fischer owned "Ragamuffin" in '88 and has completely restored her. This yacht has competed in sixteen Sydney-Hobarts, three Admiral's Cups (which included a Fastnet win), Clipper Cup and many more. Results include three 2nd's and two 3rd's in Sydney-Hobart. Line-up includes Rex Forbes on tactics, and America's Cup mastman Brett "Sweet" Hart. Record number of Hobarts for this yacht.
 Crew: R. Purcell (2), R. Forbes (10), G. Purcell (2), P. Edmunds (15), B. Hart (11), T. Ellis, T. Folland (1), R. Geange, D. McDonald (5).



MERCEDES III SAIL NO: S 450
 LOA: 12.1m CLASS: Veteran 20
 DESIGNER: Miller/Kaufman (Aust) YEAR BUILT: 1965
 TYPE: Kaufman 40 NO. OF HOBARTS: 9
 OWNER/SKIPPER: Peter Hinrichsen
 CLUB: Royal Melbourne Yacht Squadron, Vic
 A yacht that will bring back memories for those around in the late sixties. Owned by Ted Kaufman, Mercedes III was part of the winning Australian Team at the '67 Admiral's Cup, returning again in '69 to finish 2nd. That same year she competed in the Sydney-Hobart and gained 6th overall, in fact she always finished in the top half of the fleet. Purchased by Martin Ryan in '86 she has been racing out of Melbourne and is chartered for this race.
 Crew: P. Hinrichsen, A. Hartnett, F. Crawshaw, D. Freeman, N. Fells, L. Thomas, J. Currie, M. Cloni.

THE FLEET FOR HOBART 1994



METRO BUSY BEE
 LOA: 11.1m
 DESIGNER: Hank Kaufman (Aust)
 TYPE: Kaufman 37
 OWNER/SKIPPER: Jeff Cordell
 CLUB: Derwent Sailing Squadron, Tas
 Recently purchased by Jeff Cordell, this boat went to Hobart three times as "Priority" but has not done any serious ocean racing for a time. It has had a name change from Vivaldi and will race out of Tasmania from now on. Cordell and crew are coming up for their first Sydney-Hobart, but have raced regularly in Tasmanian events including the latest Three Peaks race and the Maria Island race.
 Crew: J. Cordell, L. Carter, D. McKenzie, D. Cordell, R. Bullough, J. McCabe, B. Clayton, K. Petherbridge.

SAIL NO: 2343
 CLASS: PHS
 YEAR BUILT: 1978
 NO. OF HOBARTS: 3



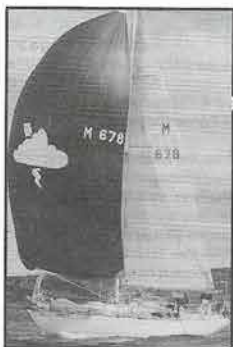
MISTRESS MERCY
 LOA: 11.0m
 DESIGNER: David Senogles (Aust)
 TYPE: Senogles 36
 OWNER/SKIPPER: James Murchison
 CLUB: Sydney Amateurs Sailing Club, NSW
 Acquired by James Murchison in May '93, this downhill racer was previously owned by Dave Senogles, who also designed her. Murchison has been competing in two-handed racing and scored a 2nd in the Australian Championships, 3rd in the Coffs Harbour Two-Handed race, and various other wins in 90 mile races off Sydney. The yacht has been fitted with a new David Lyons keel and is looking forward to medium to heavy conditions.
 Crew: J. Murchison (1), M. Sheaffe (1), D. Murchison (1), G. Thomas (7), W. Eaton (3), S. Loxton (1), M. Short.

SAIL NO: 3767
 CLASS: IMS
 YEAR BUILT: 1991
 NO. OF HOBARTS: 2



MIDNIGHT MAGIC
 LOA: 13.0m
 DESIGNER: Peter Cole (Aust)
 TYPE: Nantucket 43
 OWNER/SKIPPER: Stephen Keal
 CLUB: Bellerive Yacht Club, Tas
 A yacht that has participated in five prior Sydney-Hobart races and was wrecked off South-East Cape after the '89 Sydney-Hobart when known as "The Manly Ferry". She has been meticulously restored to her former glory and has spent the last two years in Hobart enjoying moderate success in class divisions. Stephen Keal raced her to Hobart in '92 and had previously raced in two races south.
 Crew: S. Keal (4), B. McIndoe (4), M. Keal (1), D. Wilson (1), S. House (1), K. Spooner (7), W. Bevis (1), C. Bevis (1), S. McIndoe (1), E. Carmichael.

SAIL NO: 955
 CLASS: PHS
 YEAR BUILT: 1980
 NO. OF HOBARTS: 5



MISTY
 LOA: 10.1m
 DESIGNER: Sparkman & Stephens (USA)
 TYPE: S&S 34
 OWNER/SKIPPER: Bryan Clague
 CLUB: Mornington Yacht Club, NSW
 There are so many old Sparkman & Stephens designs competing in this race that they could almost have a division of their own, and I'm sure there will be some fierce racing going on between the various S&S's. This one hails from Mornington in Victoria, and owner Bryan Clague has lots of ocean miles under the belt including a Sydney-Hobart, Pittwater-Melbourne, Melbourne-Port Fairy and many others.
 Crew: B. Clague (1), P. Grundy (1), P. Mannes, P. Maas, G. Bradbury.

SAIL NO: M 678
 CLASS: Vintage 20
 YEAR BUILT: 1973
 NO. OF HOBARTS: 0



MILLENNIUM
 LOA: 18.2m
 DESIGNER: Scott Jutson (Aust)
 TYPE: Jutson 60
 OWNER/SKIPPER: John Clayton
 CLUB: Coffs Harbour Yacht Club, NSW
 Australian-designed yacht which recently contested the '94 Brisbane-Osaka race finishing 3rd in Division A, covering 4,000 nautical miles. This is another of those men who likes single-handed and double-handed sailing, obviously enjoying his own company. Other trips undertaken by John Clayton include Sydney-Lord Howe Island, Sydney-New Zealand-New Caledonia and others. Should place quite well.
 Crew: J. Clayton, G. Cousins (1), I. Pritchard, D. Scott, D. Humphries, I. Creek, B. Norwood, P. Bates, P. Smith, P. Cook.

SAIL NO: AUS 5419
 CLASS: PHS
 YEAR BUILT: 1992
 NO. OF HOBARTS: 0



MOBY DICK
 LOA: 10.3m
 DESIGNER: Claud Barker (Aust)
 TYPE: Barker 34
 OWNER/SKIPPER: Malcolm McDougall
 CLUB: Derwent Sailing Squadron, Tas
 One of the most interesting entries, Moby Dick is the sister ship to "Rani", the inaugural Sydney-Hobart winner, and was built alongside another famous yacht, "Kathleen Gillett". She is second oldest boat in the veterans along with "Archina" and was loaded with bombs in 1944 in preparation for Japanese invasion and was rumoured to have been used for discharge of depth charges during World War II.
 Crew: M. McDougall (1), L. Hills (1), M. Welch (1), S. Howard, W. Wagg, W. Taylor.

SAIL NO: 988
 CLASS: Vintage 30
 YEAR BUILT: 1936
 NO. OF HOBARTS: 0



MINERS RIGHT
 LOA: 10.9m
 DESIGNER: Ron Bugg (Aust)
 TYPE: Bugg 37
 OWNER/SKIPPER: Ron Bugg
 CLUB: Derwent Sailing Squadron, Tas
 Sailing as "Buggbear", this yacht was placed in the top twenty in the '92 Hobart before being dimasted east of Cape Barron Island. Built by her owner/designer of Tasmanian timbers, this is a comfortable cruiser/racer that performs best reaching and running in light airs. Bugg previously designed and built "Humbug", a successful IMS racer in Hobart, and this year he is sponsored by the Tasmanian mining industry.
 Crew: R. Bugg (4), J. Hansen (7), G. Richardson, R. Woehler (3), B. Scott, R. Sims, G. Quinn (1).

SAIL NO: 1118
 CLASS: IMS
 YEAR BUILT: 1985
 NO. OF HOBARTS: 3



MONEYSPINNER III
 LOA: 11.5m
 DESIGNER: Hank Kaufman (Aust)
 TYPE: North Shore 38
 OWNER/SKIPPER: Jorian Blanch
 CLUB: Royal Prince Alfred Yacht Club, NSW
 A few good results for this yacht starting with a 2nd in the two-handed division in the '94 Pittwater-Lord Howe Island race and 2nd in division in the '93 Pittwater-Coffs Harbour race. The average crew age is around the fifty mark, so they thought it appropriate to enter our 50th Anniversary race. The yacht has an experienced crew and includes two veteran World War II aircraft carrier flying aces.
 Crew: J. Blanch, G. Hutchinson (5), P. Rapaja (2), B. Vallack, F. Thomas, J. Brownbill, M. Ramsden, G. Duckworth.

SAIL NO: 5368
 CLASS: PHS
 YEAR BUILT: 1993
 NO. OF HOBARTS: 0



MIRRABOOKA
 LOA: 14.3m
 DESIGNER: German Freres (Arg)
 TYPE: Cruiser/Racer
 OWNER/SKIPPER: John & Peter Bennetto
 CLUB: Royal Yacht Club of Tasmania, Tas
 A rare finisher of last year's race, John Bennetto was 7th overall under IMS and 3rd in division. Nobody was surprised he finished the race - after all, this will be his 34th Sydney-Hobart race; his first was in 1947. Bennetto has done so many ocean races now that he has lost count and was hard put to remember an English Channel race in 1968, numerous Maria Island races and at least four Montagu Island races.
 Crew: J. Bennetto (33), L. Nibbs (24), P. Weatherhead (10), P. Foster (7), S. Wilson (8), J. Gifford (9), D. Cudmore (8), F. Simpson (3).

SAIL NO: A 8
 CLASS: IMS
 YEAR BUILT: 1987
 NO. OF HOBARTS: 7



MONIER TOP CAT
 LOA: 11.5m
 DESIGNER: Jim Inglis (Aust)
 TYPE: Inglis 37
 OWNER/SKIPPER: Trevor Leavesley
 CLUB: Mornington Yacht Club, Vic
 This is a new yacht conceived by Jim Inglis and built by Mal Hart in Melbourne and it fully conforms to IMS, but retains performance of the previous Inglis 37's, such as "Boundary Rider" and "Addiction". Builder Mal Hart and his Production Manager, Paul Schulz, will be sailing on Monier Top Cat and have over ten Hobart races between them. This will be Trevor Leavesley's first time to Hobart.
 Crew: T. Leavesley, T. Donnelan, P. Leavesley, M. Hart (8), P. Scholten (2), M. Twirdy, S. Bond (4), A. Keep (8), K. Griggs, P. Hayes.

SAIL NO: M 370
 CLASS: IMS
 YEAR BUILT: 1994
 NO. OF HOBARTS: 0

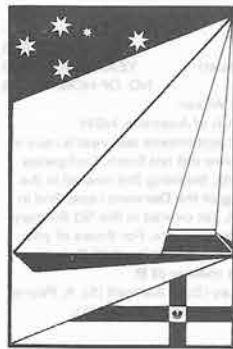
THE FLEET FOR HOBART 1994



MORE IMAGINATION

LOA: 9.4m
 DESIGNER: Bruce Farr (NZ)
 TYPE: Noelex 30
 OWNER/SKIPPER: Terry Nicholas
 CLUB: Cruising Yacht Club of South Australia, SA
 Terry Nicholas concentrates most of his racing in South Australian waters, but has come out of hibernation twice to compete in the Sydney-Hobart. Finished at the back end of the fleet in '89, 38th overall and 8th in division in '90, More's recent results include a 1st in JOG and 1st in division in the '94 Adelaide-Port Lincoln race. One of the smallest yachts in the fleet, she is probably the only Noelex.
 Crew: T. Nicholas (2), G. Nicholas (3), D. Jellet (2), R. Boath (2), S. Wilson (2), I. Doyle (2).

SAIL NO: YC 3880
 CLASS: IMS
 YEAR BUILT: 1982
 NO. OF HOBARTS: 2



MUIR WINCHES SHONANDRA

LOA: 14.3m
 DESIGNER: Bruce Roberts (Aust)
 TYPE: Roberts 47
 OWNER/SKIPPER: John Muir
 CLUB: Royal Yacht Club of Tasmania, Tas
 A retiree from the 1991 Sydney-Gold Coast Classic due to lack of wind, Muir Winches won't have that problem in this, her first Sydney-Hobart race. The yacht normally competes in races in Tasmanian waters, but her owner, John Muir, has extensive experience having competed in eleven Sydney-Hobart races, a Melbourne-Hobart race and has crossed Bass Strait twenty-five times! How many people can claim that?
 Crew: J. Muir (11), J. Griggs (15), K. McNeice (2), R. Cowle (3), T. Rowle (2), C. Groove (3), D. Wood (5), G. Drew (2), M. Thorpe (5), G. Knott.

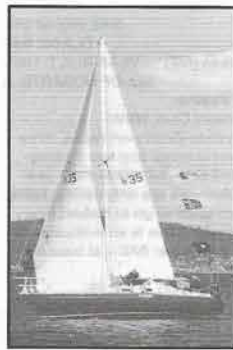
SAIL NO: 242
 CLASS: IMS
 YEAR BUILT: 1982
 NO. OF HOBARTS: 0



MORE WAR GAMES

LOA: 12.2m
 DESIGNER: Bruce Farr (NZ)
 TYPE: One Tonner
 OWNER/SKIPPER: Gary Walker
 CLUB: Blairgowrie Yacht Club, Vic
 Originally from South Australia, More War Games came up on the winners' list more often than not and was very hard to beat. The yacht is now Victorian-owned and competes in the Melbourne-based ocean races including the '93 Melbourne-Devonport race which she led on line and overall till the last 30 miles when the wind abated, enabling the other yachts to gain on her. She managed 3rd on line and 4th overall.
 Crew: G. Brown (1), A. Colliver, B. Cosgriff, P. Devereux, K. Douglas, A. Kenneally, P. Murphy (2), D. Opie, G. Smith, P. Smith, B. Tateson, G. Walker.

SAIL NO: B 598
 CLASS: PHS
 YEAR BUILT: 1985
 NO. OF HOBARTS: 1



MULBERRY

LOA: 8.9m
 DESIGNER: Ron Swanson (Aust)
 TYPE: Half Tonner
 OWNER/SKIPPER: Bill Wright
 CLUB: Derwent Sailing Squadron, Tas
 Another very well known and raced yacht in its time, Mulberry last tackled the Sydney-Hobart in 1988, and is one of the smallest yachts in the fleet. Bill Wright says he won the Bicentenary Race in 1987, having finished on New Year's Day! His whole aim this year is to finish the race with no damage to people or vessel and for him and the crew to have smiles on their faces. What more could you ask?
 Crew: B. Wright (4), A. Wright (2), W. Wright (1), T. Ratcliffe, B. Milne.

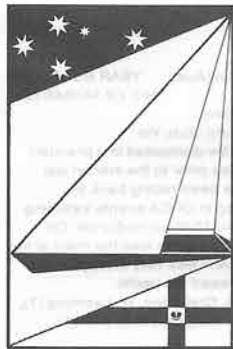
SAIL NO: B 35
 CLASS: Veteran 20
 YEAR BUILT: 1974
 NO. OF HOBARTS: 3



MORNING BREEZE

LOA: 10.1m
 DESIGNER: Sparkman & Stephens (USA)
 TYPE: S&S 34
 OWNER/SKIPPER: Peter Lalor/Peter Manger
 CLUB: Royal Brighton Yacht Club, Vic
 Now Melbourne-based, this yacht was previously named "Morning Star" and owned and built by the Swarbrick brothers and this will be her fourth shot at the Sydney-Hobart, in which she last sailed in 1991 with her present owners. Consistent results include 2nd in division in the '85 Melbourne-Devonport, 3rd in division in the '86 Melbourne-Hobart and 1st under IMS in the '91 Apollo Bay race.
 Crew: P. Lalor (2), P. Manger (4), D. Vanderuit (2), L. Secuer (1), R. Whitehead.

SAIL NO: B 14
 CLASS: Veteran 20
 YEAR BUILT: 1972
 NO. OF HOBARTS: 3



MUSTANG SALLY

LOA: 14.0m
 DESIGNER: Bruce Farr (NZ)
 TYPE: Farr 46
 OWNER/SKIPPER: The Commitment Syndicate - Peter McWhinnie
 CLUB: Royal Prince Alfred Yacht Club, NSW
 This is Alf Neate's previous Morning Mist which last went to Hobart in '91. An international syndicate, headed by Englishman Peter McWhinnie, has chartered the yacht for this race, which will see a mix of Scots, New Zealand, Belgian, German, Canadian and Australian crew including local John Cameron, who is a key member. The yacht represented Australia at Clipper Cup in '82 and '84.
 Crew: P. McWhinnie (1), J. Cameron (7), J. Gray, J. Tiplady, C. Boulanger, J. Vonwackerbarth, M. Vice, P. Gill, S. Green, S. Brais, A. Dorward.

SAIL NO: 250
 CLASS: IMS
 YEAR BUILT: 1988
 NO. OF HOBARTS: 7



MORNING HUSTLER

LOA: 10.1m
 DESIGNER: Sparkman & Stephens (USA)
 TYPE: S&S 34
 OWNER/SKIPPER: James Cowell
 CLUB: Royal South Australian Yacht Squadron, SA
 Scoring a 10th overall and 2nd in division in the '79 Hobart, Morning Hustler has done extensive cruising and racing with her owners, James and Anthea Cowell, who are wool growers on Kangaroo Island in South Australia and frequently commute to Adelaide on their yacht. James is Rear-Commodore at RSAYS and is also the AYF Yachtmaster Examiner for South Australia. Will give other S&S 34's a run for their money.
 Crew: J. Cowell (3), A. Cowell (2), S. Cowell (4), B. McArthur (1), P. Shaw.

SAIL NO: SA 52
 CLASS: Veteran 20
 YEAR BUILT: 1971
 NO. OF HOBARTS: 4



NELL GWYN

LOA: 12.8m
 DESIGNER: Colin Philips (Aust)
 TYPE: Philips 42
 OWNER/SKIPPER: John Carney
 CLUB: Royal Queensland Yacht Squadron, Qld
 First went to Hobart in 1948 with her original owner, Mr. F. Hickman, who also built the yacht. Retiring from the '48 race, Nell Gwyn did not go to Hobart again until 1953, finishing 16th overall and in 1955 placing 4th overall, her last race south being in 1968. This is a timber yacht with beautiful lines whose recent victories include being the 1992-93 Forrest Cup Champion sailed from RSYS.
 Crew: D. Daniel (15), B. Wright (13), E. Tindall (8), J. Carney, J. Craddock, G. Dixon, M. Perry.

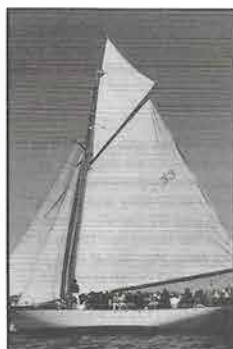
SAIL NO: 2713
 CLASS: Veteran 30
 YEAR BUILT: 1948
 NO. OF HOBARTS: 5



MORNING TIDE

LOA: 10.1m
 DESIGNER: Sparkman & Stephens (USA)
 TYPE: S&S 34
 OWNER/SKIPPER: Allan Fenwick
 CLUB: Gosford Sailing Club, NSW
 Eight Hobart races in ten years, many Sydney-Southport races and Gosford-Lord Howe Island races, this well-campaigned bullet-proof yacht was retired in '91 for two-handed cruising. Since cruising, she hasn't rested, covering over seven thousand miles up and down the east coast. All crew either own or sail on S&S 34's out of Gosford and hope to show how this 20-year-old veteran can hold the pace.
 Crew: A. Fenwick (3), J. Charlton (2), N. Hoey (1), M. Rollinson, S. Tuckwell.

SAIL NO: 5488
 CLASS: Veteran 20
 YEAR BUILT: 1974
 NO. OF HOBARTS: 8

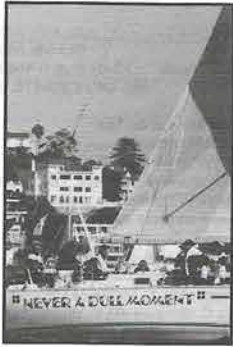


NERIDA

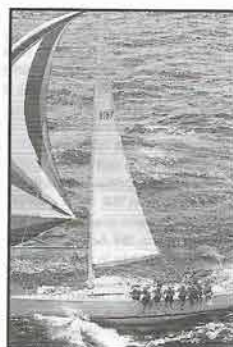
LOA: 13.7m
 DESIGNER: Alfred Mylne (Scot)
 TYPE: Auxiliary Cruiser
 OWNER/SKIPPER: Sir James Hardy
 CLUB: Cruising Yacht Club of Australia, NSW
 Launched in 1933, this graceful yacht was designed for Tom M. Hardy and is the oldest yacht in the fleet. Construction includes blue gum, jarrah and NZ kauri. After the untimely death of Tom M. Hardy in the DC2 "Kyeema" air crash in 1938, Collin Haselgrove O.B.E. bought Nerida and re-rigged her and won the 1950 Hobart. "Gentleman" Jim Hardy bought Nerida in 1971 and she was restored to original gaff cutter splendour by the Gretel II America's Cup design team.
 Crew: Sir J. Hardy (11), D.P. Hardy (3), D.J. Hardy, T. Hardy, W. Hardy, G. Hardy, C. Hardy, J. Hardy.

SAIL NO: 33
 CLASS: Veteran 30
 YEAR BUILT: 1933
 NO. OF HOBARTS: 2

THE FLEET FOR HOBART 1994



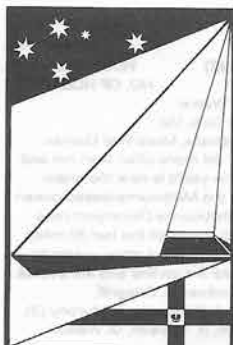
NEVER A DULL MOMENT
 LOA: 12.7m CLASS: IMS
 DESIGNER: John King (Aust) YEAR BUILT: 1989
 TYPE: Jarkan NO. OF HOBARTS: 5
 OWNER/SKIPPER: Colin Wilson
 CLUB: Cruising Yacht Club of Australia, NSW
 A yacht with a name that epitomises last year's race in which she and many others did not finish. Competes and performs consistently, finishing 3rd overall in the '90 Hobart, 1st in the King of the Derwent race, 2nd in division in the '91 Hobart, 1st overall in the '93 Sydney-Wollongong race and many others. For those of you who have yet to come to grips with the IMS Rule, the owner of this yacht is the master of it!
 Crew: C. Wilson (6), B. Lay (5), J. Bennett (5), A. Payne (5), G. Fraser (15), D. Blawcia (5), P. Bower (1), P. Williams (5).



NINETY SEVEN
 LOA: 14.3m CLASS: IMS
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1993
 TYPE: Farr 47 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Andrew Strachan
 CLUB: Royal Sydney Yacht Squadron, NSW
 A magnificent line honours win last year for Andrew Strachan who hadn't been on the racing scene for a while when he took Ninety Seven south. Other trophies picked up last year include top-scoring yacht Asia Pacific Series, 2nd overall under IMS and 1st in Division A. Not content with that, he just took line honours and overall win double in the '94 Gosford-Lord Howe Island race and was 2nd overall in the Sydney-Mooloolaba race and 2nd in A Division, Kenwood Cup.
 Crew: A. Strachan (8), S. Kulmar (6), P. Morgan (10), B. Stephens (6), S. Kirkjian (2), T. Powell, G. O'Shea (4), S. Hunt (1), S. Holsworth (3), L. Minehan, Mike Green (18).



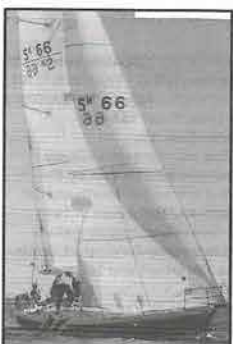
NEW HORIZONS
 LOA: 11.3m CLASS: IMS
 DESIGNER: Laurie Davidson (NZ) YEAR BUILT: 1985
 TYPE: Cavalier 37 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Mike Kelaher
 CLUB: Lake Macquarie Yacht Club, NSW
 A competitor of all the Sydney-Southport races, three Gosford to Lord Howe Island races and two Sydney-Hobarts, Mike Kelaher isn't sorry he missed last year and maintains marriage licences are only valid in NSW, so they can only get permission to go to Hobart every second year. Wasn't that lucky! This is an enthusiastic crew who hope to place well under IMS - at least a divisional prize.
 Crew: M. Kelaher (2), C. Morris (5), D. Hill (5), C. Piggott (2), C. Brunt (2), J. Blackett (2), C. O'Brien (2), K. Farrant (2).



NIPS-N-TUX
 LOA: 11.6m CLASS: IMS
 DESIGNER: Scott Jutson (Aust) YEAR BUILT: 1994
 TYPE: NSX 38 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Howard De Torres
 CLUB: Cruising Yacht Club of Australia, NSW
 Brand new Scott Jutson-designed yacht launched only recently, and a great name for the yacht owned by cosmetic surgeon Howard De Torres. These NSX production yachts have proved themselves on the race track, and this will be one of at least five racing to Hobart this year. De Torres has found time away from his busy profession to compete in ocean races and will carry a most competent crew with him.



NEW MORNING II
 LOA: 11.6m CLASS: PHS
 DESIGNER: Hank Kaufman (Aust) YEAR BUILT: 1986
 TYPE: Northshore 38 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Rod New
 CLUB: Royal Brighton Yacht Club, Vic
 Having the misfortune to be dismasted in a pre-start collision about two minutes prior to the start in last year's race, Rod New has been racing back in Melbourne and competing in ORCA events including the Melbourne-Grassy and Melbourne-Burnie. On reflection, it was probably better to lose the mast at the start than in Bass Strait. New was very disappointed, as he had only just purchased the yacht.
 Crew: R. New, N. Hees, A. Creighton, W. Leeming (1), A. Ward, R. Sutherland, T. Wagland, R. Brown (1).



NOELEEN III
 LOA: 12.1m CLASS: PHS
 DESIGNER: Kell Steinmann (Aust) YEAR BUILT: 1980
 TYPE: Steinmann 40 NO. OF HOBARTS: 3
 OWNER/SKIPPER: Kenneth King
 CLUB: Sandringham Yacht Club, Vic
 Ken King has raced in most ORCV races over the past 25 years, represented Australia at the World Half Ton Cup in Italy in '76 and has done so many ocean races he can't remember half of them! Mainly races out of Victoria these days, some results for this Steinmann 40 include '82 winner of the Sovereign Melbourne-Hobart and winner and 1st in division in the '85 Melbourne-Hobart.
 Crew: K. King (11), C. Warner (7), M. Wolfenden (2), D. Parker, E. Grandin (1), B. Houghton (5), M. Houghton (1), D. Carabott, D. Ecker (2), K. King (11).



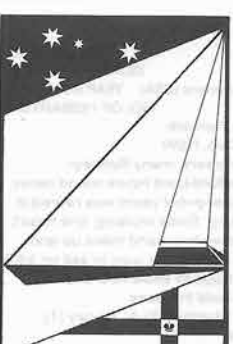
NIAMBRI
 LOA: 10.3m CLASS: IMS
 DESIGNER: John Duncanson (Aust) YEAR BUILT: 1986
 TYPE: Three-Quarter Tonner NO. OF HOBARTS: 0
 OWNER/SKIPPER: David Seaton
 CLUB: Royal South Australian Yacht Squadron, SA
 David Seaton says his yacht hasn't any results of note, and in fact hasn't competed in any long ocean races. The yacht is on the yacht register of the Royal Swedish Yacht Club "Kungl Svenska Segel Sällskapet": try to say that after a few drinks! Seaton has been a member of that club since 1991, and is the Honorary Consul for Sweden in South Australia. He is also an Officer and Honorary Treasurer of the RSAYS.
 Crew: D. Seaton, B. McFarlane, I. Neighbour, N. Seaton, R. Jones, G. Gronberg.



NORTAS SALMON
 LOA: 11.4m CLASS: IMS
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1988
 TYPE: Farr 37 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Alfred Doedens
 CLUB: Kettering Yacht Club, Tas
 Originally from Sydney, built in '88 and normally known as Major II, this yacht has competed in three Pittwater-Coffs Harbours race with the rest of her racing now concentrated in Tasmania. This will be her maiden race to Hobart and results include 1st Spring Point Score '89/'90, placings in the '90/'91 and '91/'92 Offshore Division. May not take any prizes, but should get there in one piece.
 Crew: A. Doedens, D. Coulson, J. Gribble, T. Wood (1), M. Molone, G. Pragnal, J. Cornford (1).



NINA Q1
 LOA: 19.0m CLASS: PHS
 DESIGNER: Graham Radford (Aust) YEAR BUILT: 1989
 TYPE: Radford 62 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Gerry Humphrey
 CLUB: Mooloolaba Yacht Club, Qld
 A wide variety of experience comes with this 62-foot yacht owned by Gerry Humphrey. Crew experience includes the Darwin-Ambon race, Sydney-Hobart, Brisbane-Osaka, Sydney-Hawaii-Sydney and others. Nina Q1 competed in the '91 and '92 Darwin-Ambon race, winning line honours in the Mono Hull Class in '91 and the '94 Brisbane-Osaka race. Her owner has competed in twelve Sydney-Hobart races amongst others.
 Crew: G. Humphrey, K. Humphrey (12), C. Forster, R. Smith, T. Melville (4).



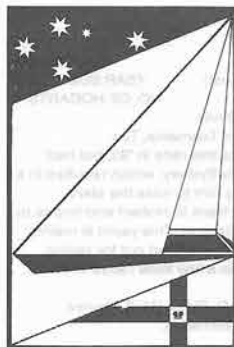
NORTHWEST AIRLINES
 LOA: 12.8m CLASS: IMS
 DESIGNER: Ron Holland (Ire) YEAR BUILT: 1983
 TYPE: Two Tonner NO. OF HOBARTS: 8
 OWNER/SKIPPER: Graham Lambert & Partners
 CLUB: Cruising Yacht Club of Australia, NSW
 A former two ton IOR champion when previously known as "Too Impetuous". This yacht raced to Hobart in '91 and '92 after an IMS refit and races well in this category. Results for Northwest Airlines include 6th overall and 5th in division in the '91 Hobart, 12th overall and 4th in division in '92, 1st overall under IMS and 1st in division in the '90 Sydney-Gold Coast race and still going strong.
 Crew: R. Wynne (2), R. Daley (6), I. Baker (8), A. Pearson (5), J. Gavin, R. Quarmsby (3).

THE FLEET FOR HOBART 1994



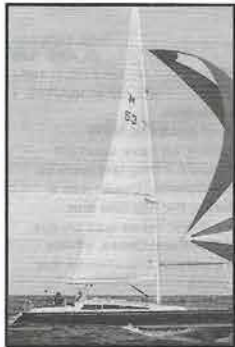
NOVELL SIMPLY RED
 LOA: 12.2m
 DESIGNER: Bruce Farr (NZ)
 TYPE: One Tonner
 OWNER/SKIPPER: Mark Buckley/Gary Hutchins
 CLUB: Royal Brighton Yacht Club, Vic
 Launched as "Queensland Meld" this yacht did well to place 3rd overall in the '91 Sydney-Hobart. Since that time the yacht was purchased by Mark Buckley and Gary Hutchins, who took the yacht to Hobart in '92. This year will see mostly crew from '92 with the addition of two very experienced yachtsmen, Kyr McGorlick and Graeme Strange. Only one member this year has not done a previous Sydney-Hobart.
 Crew: M. Buckley (1), G. Hutchins (1), G. Strange (1), C. Gray (1), G. McMullen (1), L. Carue (1), K. McGorlick (1).

SAIL NO: B 400
 CLASS: IMS
 YEAR BUILT: 1987
 NO. OF HOBARTS: 2



OUTWARD BOUND
 LOA: 15.8m
 DESIGNER: Laurie Davidson (NZ)
 TYPE: Davidson 52
 OWNER/SKIPPER: Gayle Melrose
 CLUB: Bucklands Beach Yacht Club, NZ
 Well-raced Kiwi Gayle Melrose is bringing Outward Bound to enter its first Hobart race. This is a well seasoned yacht having competed in the '82 Whitbread race winning Division C, then back to New Zealand after completion of the race. She was then used for charter work in the Islands for five years and recently returned from a Pacific cruise. Melrose did last year's Hobart with the women on Telecom MobileNet.
 Crew: G. Melrose (2), H. Lidgard (5), J. Adams, P. Martlew, L. Newbold, A. Gamble, J. Van Prehn, K. Melrose, K. Behague, B. Milton, N. Hunter, N. Hansen, T. Morrish, K. McMaster.

SAIL NO: NZL 4525
 CLASS: PHS
 YEAR BUILT: 1980
 NO. OF HOBARTS: 0



NYNJA GO
 LOA: 11.0m
 DESIGNER: Bruce Farr (NZ)
 TYPE: Farr 1104
 OWNER/SKIPPER: Dennis Pomfret
 CLUB: Lake Macquarie Yacht Club, NSW
 This is the fourth year on charter from Roger Axe and the crew has now accumulated a total of 41 Hobart races. Best result was in '85 sailing "Christafarr", finishing 3rd in division. The crew are ever-optimistic, but have a realistic view of their chances of gaining a major place. They deserve one after not only finishing last year, but picking up the crew of "Clwyd" after the yacht sank early in the race.
 Crew: D. Pomfret (12), R. Howard (8), J. Howard (8), R. Axe (6), B. Charge (4), G. Marsden (3), G. Allan (2), P. Bromilow (1).

SAIL NO: M 53
 CLASS: IMS
 YEAR BUILT: 1982
 NO. OF HOBARTS: 9



OVERDRAFT
 LOA: 12.7m
 DESIGNER: John King (Aust)
 TYPE: Green 41
 OWNER/SKIPPER: Dayle Smith
 CLUB: Royal Queensland Yacht Squadron, Qld
 Very experienced yachtsman, Dayle Smith is back for his fourth tilt at the Sydney-Hobart. Last went south in '88 and finished 16th in division and will again have family members aboard to help him in his endeavours. The John King-designed Overdraft finished 2nd in the '87 Brisbane-Noumea race, which she went on to win in '89. With the right sort of weather and good crew work this yacht could do well.
 Crew: D. Smith (9), K. Smith (3), Duane Smith (5), S. Markwell (4), K. Adams (4), C. Johnson (2), T. White (2), C. Stubbings (3), K. Willis (2), Jansen.

SAIL NO: 101
 CLASS: IMS
 YEAR BUILT: 1984
 NO. OF HOBARTS: 3



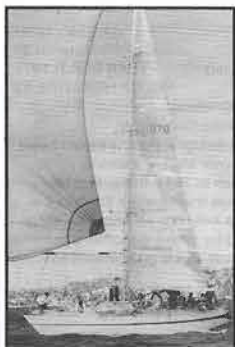
ONCE MORE DEAR FRIENDS
 LOA: 11.9m
 DESIGNER: Ed Dubois (UK)
 TYPE: Fractional Sloop
 OWNER/SKIPPER: John & Michael Stephen
 CLUB: Royal Sydney Yacht Squadron, NSW
 One of three yachts previously owned by Peter Kurts headed for Hobart this year. Under Kurts' ownership Once More Dear Friends placed 2nd overall in the '83 Hobart, represented Australia at the '93 Admiral's Cup and again at the Southern Cross Cup the same year. More recently she retired from last year's race, along with most the fleet and this year scored a 2nd overall in the Mount Gay Rum Race.
 Crew: J. Stephen (3), M. Stephen (1), P. Warburton (4), P. Corben (5), M. Wilson, P. Troup, M. Slinn, P. Malcolm.

SAIL NO: 6
 CLASS: IMS
 YEAR BUILT: 1980
 NO. OF HOBARTS: 8



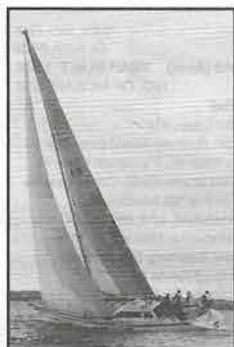
PACHA
 LOA: 16.8m
 DESIGNER: Camper & Nicholson (USA)
 TYPE: Sloop
 OWNER/SKIPPER: José De La Vega
 CLUB: Cruising Yacht Club of Australia, NSW
 Not the winner she used to be, nevertheless, this was a top racer in its time, winning the tough 1970 Sydney-Hobart under the ownership of Robert Crichton-Brown, who always had an eye for a good boat. The yacht has been owned for some years now by José De La Vega, who has taken the boat on some extensive cruising. He didn't quite get her prepared for this year's Sydney-Southport Classic, but she is ready now.
 Crew: J. De La Vega (6), J. Noakes, S. Austin, D. Barman, C. Dalrymple-Hay, A. Parker, P. Reed, R. Spencer, T. Ueber, M. Yauze.

SAIL NO: 97
 CLASS: IMS
 YEAR BUILT: 1969
 NO. OF HOBARTS: 8



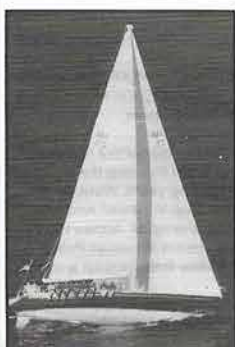
OTAGO
 LOA: 13.7m
 DESIGNER: Doug Peterson (Aust)
 TYPE: Peterson 46
 OWNER/SKIPPER: Robert Moore
 CLUB: Cruising Yacht Club of Australia, NSW
 One of a couple of Sid Fischer's former "Ragamuffins" entered in this year's race, Otago last went to Hobart in 1989 with an all-female crew. As Ragamuffin, the yacht represented Australia at Admiral's Cup in 1979 (which they won), and the Clipper Cup in Hawaii in 1980 in which she was overall series winner, class winner, Around The State overall winner and member of the winning Australian Team.
 Crew: R. Moore, R. Howison, R. Burns, S. Trevillion, T. Trevillion, D. Allan, P. Allan, P. Bennett, J. Nordon, R. Luke.

SAIL NO: 1170
 CLASS: IMS
 YEAR BUILT: 1978
 NO. OF HOBARTS: 9



PAINS WESSEX
 LOA: 17.3m
 DESIGNER: Adams/Radford (Aust)
 TYPE: Adams 17
 OWNER/SKIPPER: John Kint
 CLUB: Royal Geelong Yacht Club, Vic
 This is a sistership to "Utopia" which competed and finished last year's Sydney-Hobart, and Pains Wessex has experienced some of the worst conditions Melbourne has had on offer, including the last Melbourne-Hobart, suffering no structural damage during the past six years of racing. Results of note were 4th overall for '88, '89 and '90 Melbourne-Hobart and 3rd overall in '91 and '92.
 Crew: J. Kint (5), P. Jones (5), A. Clifford (1), W. Clifford (3), M. Weber (3), M. Swallow, S. Dixon, P. Egan, D. Jarvis, M. Colley, L. Kint, B. Trueman, D. Thompson.

SAIL NO: 616
 CLASS: PHS
 YEAR BUILT: 1986
 NO. OF HOBARTS: 0



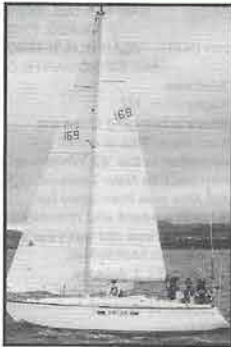
OTELLA
 LOA: 16.2m
 DESIGNER: John King (Aust)
 TYPE: Cutter
 OWNER/SKIPPER: Colin Montgomery
 CLUB: Middle Harbour Yacht Club, NSW
 Line honours and overall winner of the 1988 Bi-Centennial Round Australia race fully crewed division. Otella also won seven of the nine legs of the race and has twice won line honours in the Gosford-Lord Howe Island race. Owner/skipper Colin Montgomery has raced sailing boats for the past 50 years till he was diagnosed with glandular fever in 1989 and this will be his first real race since that time.
 Crew: C. Montgomery (9), S. Taylor (6), I. French (7), R. Lang (2), J. Varley (5), Moddy (6), G. Holder (4), L. Brown (4), P. Sainsbury (8), G. Jorne, A. Lija (5), V. Taylor.

SAIL NO: MH 25
 CLASS: IMS
 YEAR BUILT: 1985
 NO. OF HOBARTS: 4



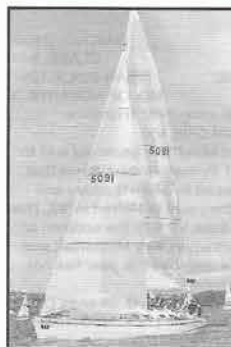
PALADIN
 LOA: 12.2m
 DESIGNER: Bruce Farr (NZ)
 TYPE: One Tonner
 OWNER/SKIPPER: Neil Hunter
 CLUB: Sandringham Yacht Club, Vic
 Excellent results for Paladin, coming back for her sixth go at the Sydney-Hobart. Best place was 4th overall and 1st in division in '86, 2nd in the '89 Melbourne-Hobart and 1st under Channel Handicap the following year. Neil Hunter is one of those rare people who like to sail short-handed, competing in the Melbourne-Osaka double-handed race, returning home single-handed. He is currently preparing for the '98 BOC race.
 Crew: N. Hunter (1), R. Knight (1), R. Manton (1), C. Nicoll, G. Bottoms, P. Lustig, M. Evans, P. Longford.

SAIL NO: 4070
 CLASS: IMS
 YEAR BUILT: 1985
 NO. OF HOBARTS: 5



PALGA
 LOA: 9.5m
 DESIGNER: Peter Cole (Aust)
 TYPE: East Coast 41
 OWNER/SKIPPER: Fred Binns
 CLUB: Royal Yacht Club of Tasmania, Tas
 Frederick Binns tried to do this race in '92, but had problems during his sail to Sydney, which resulted in a long stay in Eden, causing him to miss the start. Problems fixed, he sailed back to Hobart and hopes to do a lot better than that this year. This yacht is mainly used for cruising, but has been fitted out for racing, and Binns and crew will do a few local races in a warm-up for the Hobart.
 Crew: M. Koppleman (1), D. Binns (1), B. Davies, T. Elliott, G. Harrington, F. Binns (1).

SAIL NO: 169
 CLASS: IMS
 YEAR BUILT: 1985
 NO. OF HOBARTS: 0



PILGRIM
 LOA: 13.9m
 DESIGNER: Bruce Farr (NZ)
 TYPE: Beneteau
 OWNER/SKIPPER: Des Quirk
 CLUB: Royal Prince Alfred Yacht Club, NSW
 Finished 3rd on line in the '92 Lord Howe Island race, 1st on line and won IMS in the '93 Sydney- Noumea race, 4th in division in the '93 Sydney-Hobart, 4th overall under IMS in the '93 Sydney-Mooloolaba and 4th under IMS and 3rd under PHS in the '93 Lord Howe Island race. These are some of the outstanding results for Pilgrim and tenacious owner Des Quirk, who always keeps his yacht at the top of the fleet.
 Crew: D. Quirk (4), J. Murrant (13), R. Lewis (8), A. Tuitte (2), C. Quirk (3), G. Cuthbertson (2), M. Dyrda, P. Fisher.

SAIL NO: 5091
 CLASS: IMS
 YEAR BUILT: 1990
 NO. OF HOBARTS: 3



PATIENCE 5
 LOA: 12.8m
 DESIGNER: Bruce Farr (NZ)
 TYPE: Farr 42
 OWNER/SKIPPER: Bill Sherman
 CLUB: Cruising Yacht Club of Australia, NSW
 CYCA Vice-Commodore Bill Sherman recently purchased this yacht from John Cameron. Previously known as Dynamite, she last went to Hobart in '92 after a total IMS refit and has also competed in the Pittwater-Coffs Harbour race and the Sydney-Mooloolaba race. Best placing was a 2nd overall in the '91 Digital Winter Series. Sherman, who is used to sailing on small yachts, will find this a comfortable trip.
 Crew: W. Sherman (2), P. Ipsen (1), P. Drinkwater (1), W. Adkins (1), S. Jordan (1), D. Ruttan, A. Georgeson.

SAIL NO: 5303
 CLASS: IMS
 YEAR BUILT: 1980
 NO. OF HOBARTS: 3



PIPPIN
 LOA: 11.4m
 DESIGNER: Bruce Farr (NZ)
 TYPE: Farr 37
 OWNER/SKIPPER: Bill Sweetapple
 CLUB: Cruising Yacht Club of Australia, NSW
 Many years have passed since we have seen Bill Sweetapple and his yacht Pippin - they last went to Hobart in '87, finishing 9th in division. Pippin was a regular CYC competitor during the eighties and although never winning any major races was always there and is a sistership to Southern Cross, whose previous owner, Bill Gilbert, will join Sweetapple this year as co-skipper of the yacht.
 Crew: B. Sweetapple (5), A. Sweetapple (4), J. Sweetapple (1), B. Gilbert (7), D. Swanson (4), G. Rixon (4), B. Chapman (7), A. Sheldrick (1).

SAIL NO: 533
 CLASS: IMS
 YEAR BUILT: 1984
 NO. OF HOBARTS: 4



PAYCHEQUE
 LOA: 11.9m
 DESIGNER: Joe Adams (Aust)
 TYPE: Adams 39
 OWNER/SKIPPER: Peter Williams
 CLUB: Port Yamba Yacht Club, NSW
 Not well-known round the racing traps, this Joe Adams design should give the Jim Ingle boats a run for their money, particularly with the wind from behind. Paycheque can boast a 3rd over the line in the '93 Brisbane to Noumea race, and 1st on line in the '93 Coffs Harbour to Yamba race - doing the race in six hours. Peter Williams has clocked up a few miles including a circumnavigation of Australia in 1986.
 Crew: P. Williams, E. Thompson, S. Hancock, J. Turner, I. Johnston, D. Hope.

SAIL NO: 5183
 CLASS: PHS
 YEAR BUILT: 1991
 NO. OF HOBARTS: 0



PLUS 16
 LOA: 11.9m
 DESIGNER: Bruce Farr (NZ)
 TYPE: Farr 11.6
 OWNER/SKIPPER: Colin Franklin/Phillip Taylor
 CLUB: Middle Harbour Yacht Club, NSW
 Not a lot is known about this Farr 11.6 - her only known result being a 2nd under PHS in the 1993 Gosford-Lord Howe Island race. Joint owner Colin Franklin has done quite a few offshore races including six Sydney-Hobarts and nine Sydney-Mooloolabas. His previous Farr 40, Paladin, represented NSW in the 1985 Southern Cross Cup and was the winner of Division D in the '86 Sydney-Hobart race.
 Crew: C. Franklin (6), P. Taylor, N. Mansergh, N. Edgar, P. Zeilic, M. Franklin, M. Walsh, M. Dargin.

SAIL NO: 5269
 CLASS: IMS
 YEAR BUILT: 1987
 NO. OF HOBARTS: 0



PENTARCH VOLANTE
 LOA: 15.2m
 DESIGNER: Adams/Radford (Aust)
 TYPE: Adams 15
 OWNER/SKIPPER: Kevin Bell
 CLUB: Royal Geelong Yacht Club, Vic
 Recently raced in the Canon Sydney-Southport in a lead-up to the 50th Sydney-Hobart, Pentarch Volante finished 22nd on line and 6th under PHS. Other results of note were line honours in the '92 Melbourne-Devonport, sailed double-handed, and 4th out of only nine finishers in the '93 Melbourne-Hobart, so she shouldn't have much trouble finishing the Sydney-Hobart under the leadership of Kevin Bell.
 Crew: K. Bell, G. Troon, B. Smith, H. Farnell, D. Pickering, R. Blackwell, B. Newman, E. Brown, S. Troon, G. Crosthwaite.

SAIL NO: G 3
 CLASS: PHS
 YEAR BUILT: 1986
 NO. OF HOBARTS: 0



POLARIS
 LOA: 13.1m
 DESIGNER: Peter Cole (Aust)
 TYPE: Cole 43
 OWNER/SKIPPER: Tony Mowbray
 CLUB: Lake Macquarie Yacht Club, NSW
 One of Peter Cole's many designs, Polaris hasn't been to Hobart since 1986, but was always a strong competitor since her launch in 1971. In her first few Sydney-Hobarts, she always managed to finish in the top twenty yachts, and has only retired once. An older design, she will be looking for heavy conditions to place well, but is so well-built she is guaranteed to finish no matter the weather.
 Crew: T. Mowbray (12), D. Coulter (10), R. Carlier (15), G. Telford (6), I. Chant, K. Molloy, D. Cutcliffe, K. Enderby.

SAIL NO: M 99
 CLASS: Veteran 20
 YEAR BUILT: 1971
 NO. OF HOBARTS: 11



PHANTOM
 LOA: 12.1m
 DESIGNER: Kim Holman (UK)
 TYPE: Holman 40
 OWNER/SKIPPER: John & Lillian Morris
 CLUB: Sydney Amateurs Sailing Club, NSW
 Built in 1959, Phantom, also known as Phantom Of Brighton, competed in the '61, '67 and '69 Sydney-Hobart races, and is on the comeback trail, having recently participated in the '94 Sydney-Southport race, finishing 9th overall in PHS Division B. Sydney-Hobart results include 26th in '61, 36th in '67 and 56th in '69. The Morris family will be out to give the other Veteran Class yachts a run for their money.
 Crew: J. Morris, L. Morris, F. Yatts, R. Grant (5), D. Alnsworth, T. Calohan, A. Oliver, A. Nooren (8).

SAIL NO: A 27
 CLASS: Veteran 30
 YEAR BUILT: 1959
 NO. OF HOBARTS: 3



POLICE CAR
 LOA: 12.7m
 DESIGNER: Ed Dubois (UK)
 TYPE: Two Tonner
 OWNER/SKIPPER: Michael Prendergast
 CLUB: Royal Brighton Yacht Club, Vic
 Built in 1979 this yacht was a member of the winning '79 Australian Admiral's Cup team finishing the life-taking Fastnet race as top-scoring yacht. Went on to represent Australia at Clipper Cup in Hawaii and had numerous wins, all by original owner Sir James Hardy. After spending the last seven years in Hobart Police Car was recently bought by Mike Prendergast and her new home is Melbourne.
 Crew: M. Prendergast (1), W. MacKay, R. Bielecki, I. Smith (1), B. Smith (4), T. Phelan, H. Ottaway, H. Conbe, D. Guwane.

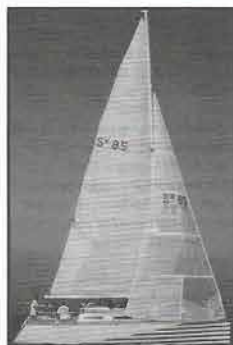
SAIL NO: B 333
 CLASS: IMS
 YEAR BUILT: 1979
 NO. OF HOBARTS: 6

THE FLEET FOR HOBART 1994



PORTOBELLO
LOA: 12.4m
DESIGNER: Joe Adams (Aust)
TYPE: Nautical 40
OWNER/SKIPPER: Michael Matthews
CLUB: Cruising Yacht Club of Australia, NSW
Portobello's one and only Sydney-Hobart was in 1992, in which she finished disappointingly at the back end of the fleet - not usual for this design. Under the auspices of the Canberra Ocean Racing Club, Portobello participated in a couple of Sydney-Noumea races and other local based races. She will be skippered this year by Michael Matthews, who with his experienced crew hope to better the '92 result.
Crew: E. Beckett (1), B. Colbey, O. Culley, J. Fereday (2), R. Ferenczi, B. Hill (1), F. Lehman (1), D. Taylor (1), P. Wain.

SAIL NO: 4647
CLASS: IMS
YEAR BUILT: 1980
NO. OF HOBARTS: 1



RAFFLES
LOA: 10.6m
DESIGNER: Peter Sayer (Aust)
TYPE: Sayer 35
OWNER/SKIPPER: Michael Welsh
CLUB: Sandringham Yacht Club, Vic
Michael Welsh and crew are Melbourne-based and concentrate most of their racing out of Victoria with the Peter Sayer-designed eight-year-old Raffles. Races contested include the '89 Sydney-Mooloolaba, the Melbourne-Hobart in '91 and '92, finishing 3rd under IMS in '92, and the '90 Bass Strait Triangle in which she finished 2nd under IMS, proving age is no hindrance to winning races.
Crew: M. Welsh, D. Shields, J. Guthrie, A. Dawson, J. Sanguinetti, G. Anderson, D. Bradley.

SAIL NO: SM 85
CLASS: PHS
YEAR BUILT: 1986
NO. OF HOBARTS: 0



PRIME NUMBER
LOA: 11.0m
DESIGNER: Bruce Farr (NZ)
TYPE: Farr 1104
OWNER/SKIPPER: Barry Fitzgibbon
CLUB: Royal Yacht Club of Victoria, Vic
This yacht, as all the "Prime" yachts, started life in Western Australia under the ownership of top yachtsman and boat builder Peter Milner. One of a few Farr 11.04's in this year's race, Prime Number was purchased by Master Mariner Barry Fitzgibbon in 1993 and competed in the '93 Melbourne-Port Fairy race and the Melbourne-Hobart. This will be Fitzgibbon's sixth Sydney-Hobart race.
Crew: B. Fitzgibbon (6), I. Fitzgibbon (3), P. Botica (5), W. Gadd, E. Bonollo, R. Bourke, M. Fewster.

SAIL NO: R 172
CLASS: PHS
YEAR BUILT: 1977
NO. OF HOBARTS: 0



RAGAMUFFIN
LOA: 15.2m
DESIGNER: Bruce Farr (NZ)
TYPE: Farr 50
OWNER/SKIPPER: Sid Fischer
CLUB: Australian Yacht Club, NSW
Representing Australia numerous times, there is not enough room to write all this man's achievements, but this particular yacht represented Australia at the '91 and '93 Admiral's Cup, finishing top point scorer in '93 with the team placing 2nd overall by the narrowest margin. Winning overall under IOR the '92 Sydney-Hobart, the "Silver Barracuda" is flying back from the America's Cup especially to take part in the 50th race.
Crew: S. Fischer (25), D. Ellis (27), D. Blanchfield (10), G. Johnson (14), D. Bridekirk (7), D. Ellison (4), M. Gibbs (3), M. Bannister (3), N. McDonald (1), P. McLachlan (5).

SAIL NO: 70
CLASS: IMS
YEAR BUILT: 1991
NO. OF HOBARTS: 0



PROSPECTOR
LOA: 10.1m
DESIGNER: A. Smith (NZ)
TYPE: Smith 33
OWNER/SKIPPER: Owen Stuart
CLUB: Bay of Islands Yacht Club, NZ
Twenty-seven year old yacht which competed in the 1970 Sydney-Hobart finishing 17th overall. An older heavy boat, she has competed in a Whangarei-Noumea race, a Hobart-Wellington, a two-handed race round New Zealand and two solo Tasman races from new Plymouth to Mooloolaba. Placed 2nd on line and 1st in division in the '94 New Plymouth-Mooloolaba race, and this will be her owner's first Sydney-Hobart.
Crew: O. Stuart, B. McDougall, S. Stevenson, J. Griffiths, W. Goodfellow.

SAIL NO: 1171
CLASS: Veteran 20
YEAR BUILT: 1967
NO. OF HOBARTS: 1



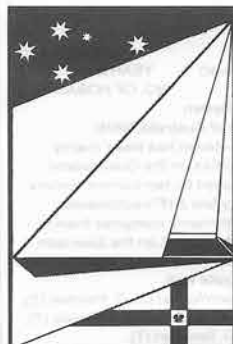
RAGER
LOA: 17.1m
DESIGNER: Greg Elliot (NZ)
TYPE: Pocket Maxi
OWNER/SKIPPER: Peter Bush
CLUB: Cruising Yacht Club of Australia, NSW
Retired from last year's race with a fractured bulkhead, Rager will be competitive with the other down-wind flyers. Recently finished 1st under PHS in the Cabbage Tree Island race, Rager has had a few line honours victories including the Brisbane-Gladstone and Sydney-Southport races. Even if they don't win they will be the best fed crew, having celebrated ocean racing chef Peter McAdam on the team.
Crew: P. Bush (12), P. McAdam (11), D. Doyle (9), J. Wardell (11), M. Formosa (11), N. Roberts (5), P. Grainger (7), A. Lang (7), J. Drolz (3), J. Hargreaves-Morris (5), M. Stackpool, C. Forbes, P. Thompson (14), P. Collins (3), D. Edwards.

SAIL NO: 5600
CLASS: IMS
YEAR BUILT: 1988
NO. OF HOBARTS: 5



PYEWACKETT
LOA: 9.1m
DESIGNER: R. Ebbuit (Aust)
TYPE: Custom 30
OWNER/SKIPPER: Nic Hoskin
CLUB: Cruising Yacht Club of Australia, NSW
A product of the Ocean Youth Club, talented sailor Nic Hoskin was one of the youngest skippers to race in a Sydney-Hobart - he was just 19 when he took charge of the C.Y.C.'s Sir Thomas Sopwith to race to Hobart in 1989. This will be his fourth Sydney-Hobart, this time with his own yacht, a 16-year-old Custom 30. The form of the yacht is not known, as it is mainly used for cruising.
Crew: N. Hoskin (3), D. Hoskin (2), C. Dalton, J. Simons.

SAIL NO: 1939
CLASS: PHS
YEAR BUILT: 1978
NO. OF HOBARTS: 0



RAMPANT
LOA: 12.1m
DESIGNER: Bruce Farr (NZ)
TYPE: One Tonner
OWNER/SKIPPER: Rick Welch
CLUB: Royal Prince Alfred Yacht Club, NSW
Back in Sydney where she started is ex-Sagacious V/ Salamanca Inn, which more recently resided in Tasmania with John Fuglsang. Too many top results to mention here, but include 1st overall, '90 Sydney-Hobart, represented Australia many times at both Admiral's Cup and Kenwood Cup, and under Fuglsang's guidance won every race of the '91 Southern Cross trials to represent Australia in that event.
Crew: R. Welch, R. Tulloch (1), G. McGilvray, J. Cuthbertson, M. Willson (5), J. Starling (3), T. Gore, P. McGee, D. Simmonds (2).

SAIL NO: 4000
CLASS: IMS
YEAR BUILT: 1987
NO. OF HOBARTS: 7



QM RONITA
LOA: 11.2m
DESIGNER: Alan Payne (Aust)
TYPE: Tasman Seabird
OWNER/SKIPPER: Haydn Rough
CLUB: Royal Australian Naval Sailing Association, NSW
A total re-rig for QM Ronita which had her first race to Hobart in 1962, putting her into the Veteran Class. She placed 6th in that race behind Solo and Ondine and was built in a back yard in Bondi. Haydn Rough's father, Bruce, was licensee at the Howard Hotel, which was directly opposite Constitution Dock in the early '60's when Ronita was racing. Crew this year will be staff of QM Electrical and Cameron's Marina.
Crew: H. Rough, I. Baird (8), S. Gale, D. Walker, A. Say, W. Hunter (6).

SAIL NO: 562
CLASS: Veteran 30
YEAR BUILT: 1960
NO. OF HOBARTS: 8



RANGATIRA
LOA: 13.3m
DESIGNER: Peter Cole (Aust)
TYPE: Cole 43
OWNER/SKIPPER: Kevin Williams
CLUB: Royal Melbourne Yacht Squadron, Vic
Rangatira, a Peter Cole 43 design, has raced in one previous Sydney-Hobart and several Melbourne-Devonport and Melbourne-Burnie races as well as most ORCV races since 1984. She is a heavier, comfortable yacht and would revel in a hard blow. The yacht will not take out first place this year, but will have some very experienced crew who have tackled Trans Pac races, Melbourne-Osaka and Kenwood Cup.
Crew: K. Williams, M. Spence (6), B. Finlay (3), I. Ewina (2), B. Gowen, C. Anderson, B. Millman, M. Fraser.

SAIL NO: S 266
CLASS: PHS
YEAR BUILT: 1984
NO. OF HOBARTS: 1

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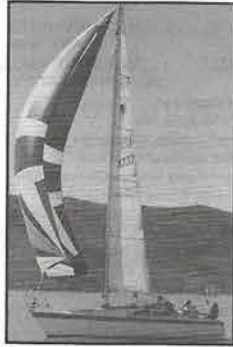
RAPTOR
LOA: 12.4m CLASS: IMS
DESIGNER: Iain Murray (Aust) YEAR BUILT: 1994
TYPE: Murray 41 NO. OF HOBARTS: 0
OWNER/SKIPPER: Andreas Eichenauer
CLUB: Kieler Yacht Club, Ger
Another new yacht for Andreas Eichenauer, who in the '93 Sydney-Hobart raced his new J35, but did not finish. This yacht is designed by America's Cup veteran Iain Murray, and has the same builder as the J35, Ian Bashford, and as last year, the boat is not yet launched, leaving very little lead-up time for the German to get to know his new boat. Will be interesting to see Raptor's form.
Crew: I. Bashford (2), Bruce Anson, Brad Anson, C. Beashe (1), I. Niemeier, A. Eichenauer (1), B. Beriman (1), T. Schweern, C. Crafoord (8), M. Prichard, D. Giles.



RELENTLESS
LOA: 10.1m CLASS: IMS
DESIGNER: Davidson 34 YEAR BUILT: 1985
TYPE: Davidson 34 NO. OF HOBARTS: 1
OWNER/SKIPPER: John O'Brien/John Hearne
CLUB: Cruising Yacht Club of Australia, NSW
Currently competing in CYC events, this yacht is from the same mould as '88 Sydney-Hobart winner "Illusion" and finished 7th in division in the '92 Hobart. Other good results for this much-raced nine-year-old include 2nd in the '90 Pittwater-Coffs Harbour race, 2nd in the '91 Cabbage Tree Island race and won overall the '93 Gascoigne Cup. The yacht will be co-skipped by John O'Brien and John Hearne.
Crew: J. Hearne (5), J. O'Brien (2), M. Polkinghorne (14), W. Cottis (2), C. Cole, Y. O'Hara, K. Igarashi.



RAPTOR
LOA: 9.6m CLASS: IMS
DESIGNER: Greg Elliot (NZ) YEAR BUILT: 1994
TYPE: Elliot 9.6 NO. OF HOBARTS: 0
OWNER/SKIPPER: Bruce Eddington
CLUB: Sandringham Yacht Club (Vic)
One of two boats with the name "Raptor" sailing in this race, and both of them brand new. This one is from the drawing board of well-known Kiwi designer, Greg Elliot. Bruce Eddington launched Raptor just in time for the 50th Anniversary race to Hobart and has previously competed in three Sydney-Hobart races, Sydney-Suva race and various offshore races out of his hometown Victoria.
Crew: B. Eddington (3), I. Wall (1), G. Nicholson (1), T. George (1), N. Tattersalls (1), C. Smethurst.



RELISH III
LOA: 11.5m CLASS: PHS
DESIGNER: Hank Kaufman (Aust) YEAR BUILT: 1985
TYPE: Northshore 38 NO. OF HOBARTS: 0
OWNER/SKIPPER: Bill Bailey
CLUB: Cruising Yacht Club of Australia, NSW
Bill Bailey will have no problem finding his way: he is a Qantas captain and finished 4th overall under PHS in the '94 Sydney-Southport race, showing good potential. Crew will mainly consist of Qantas pilots and include three senior captains, a first officer and a retired captain, a crew aptly named "The Qantas Geriatric Express". Also aboard will be an aircraft maintenance engineer - Bailey says: "Never leave home without one!"
Crew: B. Bailey (4), J. Christie, G. Mashall, T. Spooner, G. Hooper, S. Pitkethley, D. Street.



RAV4-CELESTE
LOA: 12.8m CLASS: Vintage 20
DESIGNER: James McGruer (Scot) YEAR BUILT: 1968
TYPE: Cruiser/Racer NO. OF HOBARTS: 0
OWNER/SKIPPER: John Westacott
CLUB: Sydney Amateurs Sailing Club, NSW
Sponsored by Toyota, Rav4-Celeste is owned by "60 Minutes" Producer John Westacott, and will have staff and friends as crew including reporter Charles Wooley, making his Hobart debut. Wooley reputedly suffers sea-sickness and has said this is his toughest assignment. Westacott is doing the race as part of a "60 Minutes" television documentary on the 50th Anniversary event. Could be an interesting story.
Crew: J. Westacott, S. Langman (7), S. Snodgrass (7), I. Hansen, H. Thomeon, J. Hickey (5), C. Wooley, P. Brocock.



RENEGADE
LOA: 12.2m CLASS: SA 98
DESIGNER: Ron Holland (Ire) YEAR BUILT: 1981
TYPE: Holland 40 NO. OF HOBARTS: 3
OWNER/SKIPPER: Bob Francis
CLUB: Royal South Australian Yacht Squadron, SA
Renegade hasn't been to Sydney since 1990. Now thirteen years old, she finished 2nd under IMS in her division in the '90 Sydney-Hobart, is a three-times winner of the IOR/IMS State Titles, was winner of the Inshore Series '93/'94, has won the Neptune Island race and Lincoln Week, all sailed out of Adelaide. Owner Bob Francis has been round the racing traps for some time, having 27 years' racing experience.
Crew: R. Francis (10), W. Hartley (3), I. McPhail (2), M. Francis (2), M. Warman (1), J. Bowering, D. Harvey, R. Knowles, D. Martin.



RAVEN
LOA: 13.2m CLASS: IMS
DESIGNER: Ben Lexcen (Aust) YEAR BUILT: 1987
TYPE: Lexcen 43 NO. OF HOBARTS: 0
OWNER/SKIPPER: Brian Hayden
CLUB: Cruising Yacht Club of Australia, NSW
The Ben Lexcen designed-Raven has been mainly used for cruiser/racer activities on the Queensland coast prior to being purchased by her current owners. Brian Hayden is one of very few AYF Yachtmaster Examiners and his crew will mainly comprise friends who had previously raced to Hobart on the Swanson 36 "Jager" in the 1980's. Hayden is a very experienced yachtsman, so should do quite well.
Crew: B. Hayden (11), J. Carmichael (3), D. Hayden (2), M. Gallagher (3), G. Brook, T. Johnson (1), P. Brook (7), S. Bishop, K. Johnson (2), D. Bowden (1).



REPRIEVE
LOA: 11.3m CLASS: Veteran 30
DESIGNER: Alan Payne (Aust) YEAR BUILT: 1961
TYPE: Tasman Seabird NO. OF HOBARTS: 1
OWNER/SKIPPER: David Barnfield
CLUB: Royal South Australian Yacht Squadron, SA
David Barnfield's first Sydney-Hobart as skipper of his own boat, which he purchased with the 50th race celebrations in mind. He sold his art collection to fund this race. Reprieve competed in the '63 Hobart finishing 1st in division. This yacht has a lovely jarrah hull and wooden mast in mint condition and is one of few yachts with a fair-dinkum dog-house, so look out if anyone on board misbehaves!
Crew: D. Barnfield (1), D. Beatty, K. Jones, A. Lawrie, R. Sage.



RECOOPERATOR
LOA: 9.2m CLASS: IMS
DESIGNER: Alan Buchanan (UK) YEAR BUILT: 1984
TYPE: Half Tonner NO. OF HOBARTS: 1
OWNER/SKIPPER: William Cooper
CLUB: Royal Yacht Club of Tasmania, Tas
A man with numerous ocean races under the belt, Bill Cooper has done ten Sydney-Hobart races, starting in 1978, and all ocean races out of Tasmania. With his current yacht, he last went to Hobart in 1989. Recooperator is a half tonner built by her owner, and has mainly raced IOR races. She raced in the '91 Melbourne-Hobart, was 1st overall in the '91 Sovereign Series and 1st in the '92 King of the Derwent.
Crew: B. Cooper (11), R. Marsland (2), S. Winterbottom (4), M. Hoynes (2), S. Hyland.



RISING FARRSTER
LOA: 11.7m CLASS: IMS
DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1993
TYPE: Farr 38 IMS NO. OF HOBARTS: 0
OWNER/SKIPPER: David Baker
CLUB: Royal Prince Alfred Yacht Club, NSW
A father and son combination who successfully raced their previous yacht, Rising Farrst, in numerous races, including a Sydney-Hobart in '92. David Baker has now updated and this will be the first race south for the one-year-old Rising Farrster. Baker has raced out of RPYC for the past 11 years and competed in the last Pittwater-Coffs Harbour race, but wouldn't miss the 50th Anniversary race for anything.
Crew: D. Baker (1), A. Barker (1), B. Baker (1), S. Raffold (1), J. Flint (1), M. Wilson (2), E. Bruce (1), M. Burt.

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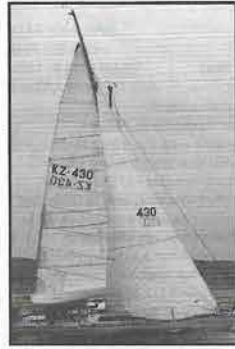
RISING SUN SAIL NO: 5376
 LOA: 13.0m CLASS: Veteran 30
 DESIGNER: Morgan Giles (Aust) YEAR BUILT: 1955
 TYPE: Giles 43 NO. OF HOBARTS: 12
 OWNER/SKIPPER: Noel Sneddon
 CLUB: Army Sailing Club, NSW
 Formerly an RAN Training Ship named Franklin, this yacht was transferred to the Army in '93. Volunteer effort saw her commence training activities and race in the '93 Sydney-Hobart, unfortunately retiring. The boat is now used for adventure and seamanship training and for disadvantaged children as part of Defence Force aid. The return from Hobart this year will see stops along the way to renew friendships made last year.
 Crew: N. Sneddon (2), C. Mazur (5), I. Cooke (1), R. Meindl (1), G. Pallot (1), A. Morrison-Evans (3), R. Gillies, D. Stone, A. Wilson, T. Kemp.



RUTHLESS SAIL NO: 1510
 LOA: 10.9m CLASS: Veteran 20
 DESIGNER: Doug Peterson (Aust) YEAR BUILT: 1974
 TYPE: One Tonner NO. OF HOBARTS: 9
 OWNER/SKIPPER: Peter Hill
 CLUB: Cruising Yacht Club of Australia, NSW
 Chartered specially for this race by her former owner, and using her former name after Peter Hill's wife, Ruth, this yacht, now better known as Vanessa III, was winner of the '75 Winter SOPS, overall winner of the '75 Montagu Island race, and won the '76 Sydney-Mooloolaba race. Hill has represented Australia in One Ton and Two Ton Cups overseas six times and has been a CYC member for 32 years.
 Crew: P. Hill (14), K. Jagger (15), M. Delaney (7), M. Boyd, J. Matthews, J. Priddis, A. Cameron.



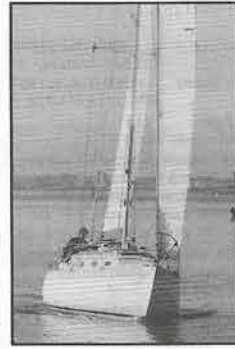
ROCK 'N' ROLL SAIL NO: 5377
 LOA: 10.7m CLASS: IMS
 DESIGNER: Murray Ross (NZ) YEAR BUILT: 1994
 TYPE: Ross 35 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Kim Williams
 CLUB: Middle Harbour Yacht Club, NSW
 Rock 'N' Roll is a new Murray Ross design, developed from the successful "Pretty Boy Floyd" and is being marketed by Kim Williams and Modern Concept Yachts as a Grand Prix IMS yacht. The early results are very encouraging and show a huge amount of potential. Williams previously sailed another yacht of the same name very successfully in races such as the Sydney-Mooloolaba, Gold Coast and others.
 Crew: K. Williams (1), P. Newell (3), R. Speedy (3), I. Pike (1), D. Wiltshire, G. Swinton, P. Beales (4).



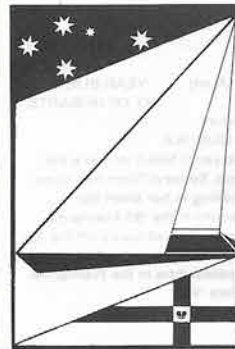
SAGITTA SAIL NO: 430
 LOA: 10.6m CLASS: IMS
 DESIGNER: John Spencer (Aust) YEAR BUILT: 1986
 TYPE: Spencer 35 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Simon Willis
 CLUB: Keri Keri Cruising Club, NZ
 Sagitta is an updated version of John Spencer's 1959 Scimitar design, a small version of "Ragtime" of Transpac fame. Like most Spencer boats, she is a downwind flyer and results include a 2nd in class in the Around-The-North Island race, 1st on IMS in the Auckland-Noumea race and 1st in the '93 Coastal Classic. Simon Willis has done lots of sailing including Admiral's Cup and Clipper Cup in Hawaii.
 Crew: S. Willis (2), T. Ray (2), R. Ayton, B. Hutching.



ROCKSTAR SAIL NO: R 30
 LOA: 15.2m CLASS: PHS
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1990
 TYPE: Farr 50 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Ronald Layton
 CLUB: Royal Yacht Club of Victoria, Vic
 This Bruce Farr 50-footer usually prefers to turn left out of Sydney Heads rather than right, having contested the Pittwater-Coffs Harbour race, Sydney-Mooloolaba and the Coffs Harbour-Southport race in which he took line honours and the overall win in 1992. Ronald Layton also contested the 1991 Melbourne-Devonport race, finishing 2nd overall under IMS - now it's time to do a Sydney-Hobart.
 Crew: R. Layton (3), B. Webber (10), S. Webber, M. Vanderwarker (5), A. Latta (1), A. Sheers (6), A. Hatherley (3), T. Davis, M. Eckersal (1), C. Sheers, D. MacLeod, N. Gibson, J. Sloan, D. Anderson.



SAGITTA SAIL NO: H 601
 LOA: 10.1m CLASS: IMS
 DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1979
 TYPE: S&S 34 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Jeff Savage
 CLUB: Hobsons Bay Yacht Club, Vic
 Yes, two yachts named Sagitta in the Hobart this year! This one is based in Victoria and does her racing there including the Melbourne-Devonport from 1987 to 1990, the Melbourne-Apollo Bay and Melbourne-Grassy. Results of note include 2nd under IOR in the 1980 Westcoaster, 1st in the 1991 Portsea-Hastings and 4th overall in 1993 Portsea-Hastings. Reliable S&S design that is now 25 years old.
 Crew: J. Savage, T. Cassidy, G. Tait, N. Janssen, S. Gunther.



RON OF ARGYLL SAIL NO: MB 1928
 LOA: 18.2m CLASS: Vintage 30
 DESIGNER: John McCallum (Scot) YEAR BUILT: 1928
 TYPE: McCallum 60 NO. OF HOBARTS: 0
 OWNER/SKIPPER: James Woods
 CLUB: Ocean Racing Club of Victoria, Vic
 Originally christened "Ron" this yacht was commissioned by Colonel Charles Spencer, whose brief was for a perfect cruising yacht for the West Coast of Scotland. She was designed and built in Scotland and has had a number of owners over the years and was used for charter work in the Caribbean. Arriving in Australia in 1972, she was purchased by James Wood in 1990, who has given her a complete overhaul.
 Crew: J. Woods, R. Lansell, D. Horne, B. Dumbrell, J. Mantello, S. Allen, D. Wilkins, B. Gallagher, R. McIntyre, R. Cameron.



SAINT SAIL NO: 3541
 LOA: 10.6m CLASS: IMS
 DESIGNER: Peter Cole (Aust) YEAR BUILT: 1981
 TYPE: Bounty 35 NO. OF HOBARTS: 0
 OWNER/SKIPPER: John Graham
 CLUB: Black Rock Yacht Club, Vic
 Saint has not been ocean-raced, says her present owner, John Graham, who purchased the yacht in September this year. By the time of the Sydney-Hobart start she will have sailed from Port Macquarie to Melbourne and back to Sydney. Most of the crew this year will be those who sailed on Apollo II in the late seventies and early eighties headed by the 51-year-old Graham, who has been to Hobart 12 times now.
 Crew: J. Graham (12), T. Silberstein (10), G. Griffiths (13), N. Kelly (10), B. Collins (10).



ROYAL TASMANIAN SALMON SAIL NO: H 17
 LOA: 9.6m CLASS: IMS
 DESIGNER: H. Knoop (Aust) YEAR BUILT: 1980
 TYPE: Half Tonner NO. OF HOBARTS: 4
 OWNER/SKIPPER: Athol Townley
 CLUB: Royal Yacht Club of Tasmania, Tas
 Royal Tasmanian Salmon will have a bit of company this year with at least three other little half tonners entered for the big event. This yacht has contested many races over the years including the Sydney-Mooloolaba, Brisbane-Gladstone, Gladstone-Hamilton Island, Three Peaks race, and last went to Hobart in '92. Athol Townley is a regular competitor at RYCT and is currently racing in local events.
 Crew: P. Grafton (6), A. Townley (4), J. Bedford (1), J. Townley (1), C. Bailey, S. Blackberry.



SANDPIPER SAIL NO: 242A
 LOA: 10.3m CLASS: IMS
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1988
 TYPE: Farr 1020 NO. OF HOBARTS: 0
 OWNER/SKIPPER: John Wheelhouse
 CLUB: Royal Prince Alfred Yacht Club, NSW
 One of the many yachts that doesn't ocean-race regularly but wouldn't dream of missing the 50th Anniversary Sydney-Hobart race. Sandpiper is one of Bruce Farr's older designs hailing from the northern beaches, her most recent ocean race of note being the 1992 Pittwater-Coffs Harbour race. Her owner, John Wheelhouse, has participated in many races, including the Sydney-Newcastle and Sydney-Wollongong.
 Crew: J. Wheelhouse.

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SANGAREE
 LOA: 13.3m CLASS: IMS
 DESIGNER: Ron Holland (Ire) YEAR BUILT: 1983
 TYPE: Holland 44 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Geoffrey Creese
 CLUB: Royal Yacht Club of Tasmania, Tas
 Another retiree from last year - this one with a broken forestay just off Eden, but once again with the kind sponsorship of Carlton United, this boat will be fully rigged and sailing with the same crew as last year will be more ready to face another long haul south. Geoff Creese and crew have been contesting races out of Tasmania in preparation for the big event this year.
 Crew: P. Green (2), D. Ransley (4), B. Watson (19), D. Watson, J. Watson (2), C. Cunningham (8), P. Mazengarb (1), P. Moody (1), B. St. Leger (1), J. Ransley (1).



SEA-D
 LOA: 12.8m CLASS: PHS
 DESIGNER: Jack Savage (Aust) YEAR BUILT: 1980
 TYPE: Cutter NO. OF HOBARTS: 0
 OWNER/SKIPPER: Ron & Marion Burchell
 CLUB: Cruising Yacht Club of Australia, NSW
 An interesting couple, Ron and Marion Burchell are currently cruising the South Pacific short-handed, and experienced gale conditions for four days with no problems. Ron and Marion say they will definitely make it to Hobart in one piece after surviving the terrible conditions on their way to Tonga, and in fact think the Hobart will be a bit of a picnic after their thousands of sea miles together!
 Crew: R. Burchell, M. Burchell, P. Gibson, L. Williams, R. Grubb, H. Rourke, H. Smith, R. Noldart (5).



SAPHIRE SAGA
 LOA: 13.7m CLASS: PHS
 DESIGNER: Ron Holland (Ire) YEAR BUILT: 1986
 TYPE: Holland 46 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Robert Husband
 CLUB: Royal Prince Alfred Yacht Club, NSW
 First ocean race for this yacht was the 1992 Sydney-Gold Coast Classic in which she was placed 6th in PHS. Sapphire Saga was built to cater for the luxury charter market and extended cruising and is fitted out to a very high standard, which has also increased her displacement well over that of her counterparts, although she still sails quite well for a cruising boat. What a way to go to Hobart. Pick me!
 Crew: D. Husband (1), E. Afrakoff (1), R. Husband, J. Ward, G. Stent (2), A. Afrakoff, R. Stewart, B. Driver.



SEAULATER
 LOA: 12.1m CLASS: PHS
 DESIGNER: Ed Dubois (UK) YEAR BUILT: 1981
 TYPE: Dubois 40 NO. OF HOBARTS: 1
 OWNER/SKIPPER: John Mawer
 CLUB: Port Curtis Sailing Club, Qld
 A yacht which picked last year to compete in her first Sydney-Hobart after a complete refurbishment by John Mawer and although finishing last on line finished 8th overall under IOR, and at least finished. The yacht was originally built as a racing partner for Once More Dear Friends, a top racing yacht which represented Australia at Admiral's Cup. John and crew are hoping for better conditions this year.
 Crew: J. Mawer (1), R. Marshall (5), G. Helps, C. Cunningham, T. Barnard, I. Lynguard (1), G. Gilmour, J. Croy (1).



SARNIA
 LOA: 10.2m CLASS: Veteran 20
 DESIGNER: Ron Swanson (Aust) YEAR BUILT: 1967
 TYPE: Swanson 33 NO. OF HOBARTS: 3
 OWNER/SKIPPER: Peter Rae
 CLUB: Port Dalrymple Yacht Club, Tas
 A three time Sydney-Hobart starter, Sarnia will sail in the Veteran Class and has had some good placings during her twenty-seven year career including 2nd overall in the '79 Melbourne-Hobart, runner-up in the Victoria Offshore series in '70-'71, 3rd overall in the '74 Melbourne-Devonport race and has won many minor offshore races in the Northern Tasmanian Series between '73 and '80 with Peter Rae.
 Crew: P. Rae (2), A. Rae, M. Scott, M. Faulkner, M. Daly.



SECOND LADY
 LOA: 10.4m CLASS: PHS
 DESIGNER: Peter Cole (Aust) YEAR BUILT: 1977
 TYPE: Bounty 35 NO. OF HOBARTS: 5
 OWNER/SKIPPER: Barrie Jeffreson
 CLUB: Sandringham Yacht Club, Vic
 A very enthusiastic and competitive man, Barrie Jeffreson has had some very good results from his yacht including a 2nd in the '91/'92 ORC's Series, won the '92 Kodak Dash for Cash from Victoria to Sydney and placed 2nd to "Wild Thing" in the '94 Melbourne-Grassy race. Jeffreson, who is deaf, has a bit of a sense of humour, claiming that "without my crew, I would find radio communication a little difficult".
 Crew: M. Mackay (1), P. Wise, J. Afflock, B. Jeffreson (1), R. Gaston, P. Sandy.



SCAVENGER
 LOA: 14.3m CLASS: PHS
 DESIGNER: Jim Inglis (Aust) YEAR BUILT: 1989
 TYPE: Inglis 47 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Peter Barwick
 CLUB: Port Lincoln Yacht Club, SA
 Probably the only Inglis yacht that hasn't competed in a Sydney-Hobart, mostly concentrating its racing in Melbourne prior to relocating to Port Lincoln in South Australia. Races entered include Melbourne-Hobart, Hamilton Island Race Week and Petersville Cup. Now owned by a fisherman, Peter Barwick, the yacht contested the Adelaide-Port Lincoln race in which she finished 2nd in division and 4th overall.
 Crew: P. Barwick.



SECOND TERM
 LOA: 15.1m CLASS: IMS
 DESIGNER: Scott Jutson (Aust) YEAR BUILT: 1992
 TYPE: Jutson 50 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Ken Court
 CLUB: Royal Perth Yacht Club, WA
 Although this two-year-old yacht failed to make the finish line in last year's race, Second Term has done some pretty impressive sailing in her short life, including setting a new record in the '93 Fremantle-Albany race, stripping two-and-a-half hours off the 25-year-old record, scoring fastest time in the Fremantle-Lombok race in '93 and fastest time in the Fremantle-Cape Naturalist return in late '92.
 Crew: K. Court, C. Watson.



SCORPIO 2
 LOA: 10.0m CLASS: PHS
 DESIGNER: Allan Blackburn (Aust) YEAR BUILT: 1976
 TYPE: Duncanson 34 NO. OF HOBARTS: 6
 OWNER/SKIPPER: Michael Haller
 CLUB: Sandringham Yacht Club, Vic
 This is a well-raced boat and is a "stayer". Races include six Sydney-Hobart, Pittwater-Coffs Harbour, two Melbourne-Burnie and the Melbourne-Port Fairy. She finished 3rd in PHS in the '91 Sydney-Hobart and 4th last year, and scored a 1st under PHS in the '92 Melbourne-Port Fairy race. Michael Haller and crew plan to contest the next Melbourne-Osaka Double Handed race if they can locate a sponsor in time.
 Crew: M. Haller (4), K. Shimmin (9), L. Higgins (4), C. Higgins (3), Q. Tuxen (2), A. Cousens (2).



SHE II
 LOA: 12.0m CLASS: IMS
 DESIGNER: Olsen (USA) YEAR BUILT: 1981
 TYPE: Olsen 40 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Ashley Reed
 CLUB: Cruising Yacht Club of Australia, NSW
 Ashley Reed and crew have contested most major offshore events on the calendar including the Lord Howe Island race, Sydney-Southport, Pittwater-Coffs Harbour and Sydney-Hobart, including last year in which she finished 20th in IMS and 6th in division. Reed, who competed in the '93 Fastnet race in the U.K., plans to tackle the '94 Newport-Bermuda race as a lead-up to this year's Sydney-Hobart.
 Crew: A. Reed (3), T. Hanna (1), R. Gomez (1), C. Coman (1), P. Rodgers (1), D. Ellis (1), D. Bennett, P. Hutchins, F. Nerficcio (1).

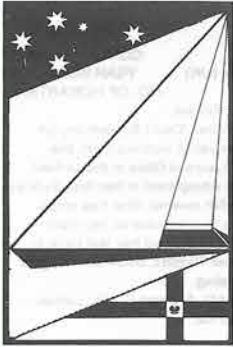
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SHENANDOAH II
 LOA: 10.1m CLASS: IMS
 DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1981
 TYPE: S&S 34 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Ronald White
 CLUB: Sandringham Yacht Club, Vic
 Owned and raced out of Victorian waters, Shenandoah II has competed in the Melbourne-Hobart and all races on the ORCV calendar. Results for the yacht include 1st IMS inaugural Bass Strait Triangle, 1st IMS King Island race, five-times winner of ORCV Winter Series and '94 Sandringham Yacht Club IMS Champion, winning seven races from nine starts. Should be great competition for the other S&S 34's.
 Crew: Ron White (1), Ralph White (1), T. White (1), J. Russell (3), S. Robinson (3), R. Leper (3).



SILHOUETTE
 LOA: 11.8m CLASS: IMS
 DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1985
 TYPE: S&S 39 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Gordon Hogarth
 CLUB: Royal Yacht Club of Tasmania, Tas
 Retired last year with rigging problems, Silhouette finished 9th in division in her first race to Hobart in '92. Gordon Hogarth planned to use last year's race to improve his result so he could win a prize for this 50th Anniversary race - and plans to make it this year. He races regularly out of Tamar Yacht Club and best results have been a 3rd and a 2nd under IMS in the '90 and '91 Melbourne-Hobart.
 Crew: G. Hogarth (2), P. Hogarth (1), P. Gibson (1), G. Atkinson, P. McNeill, L. Johnson (2), M. Perkins (1), L. Rawson (1).



SHENANDOAH III
 LOA: 10.4m CLASS: IMS
 DESIGNER: Peter Cole (Aust) YEAR BUILT: 1982
 TYPE: Pawtucket NO. OF HOBARTS: 6
 OWNER/SKIPPER: Julius Charody
 CLUB: Cruising Yacht Club of Australia, NSW
 Lots of great results from this evergreen sailor, Julius Charody, who was one of last year's retirees. Prizes include won '77 Montagu Island race, 2nd in '82, won it again in '83, 4th overall in the '79 Sydney-Hobart and many others. Charody was nominated Ocean Racer of the Year in '87 and Veteran Skipper of the Year in '88, '92 and '93, recognising this man's talent and commitment to sailing.
 Crew: J. Charody (11), P. Charody (5), R. Trenbath (1), M. Pinter (2), P. Clark (1), J. Morrissey, G. Ngawhika (1), B. Smith.



SILVER MIST
 LOA: 11.4m CLASS: IMS
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1985
 TYPE: Farr 37 NO. OF HOBARTS: 4
 OWNER/SKIPPER: Andrew Sutherland
 CLUB: Royal Yacht Club of Tasmania, Tas
 Bruce Farr-designed Farr 37 built in Sydney and has raced in four previous Sydney-Hobart races, the last in 1991. Best performance for Silver Mist was 4th in 1985 when known as Silver Minx. Now owned by Tasmanian Andrew Sutherland, she is raced regularly out of Royal Yacht Club of Tasmania. Crew this year will include Jacinta Scott, a very competitive international J24 sailor from Tasmania.
 Crew: P. Brasington (8), J. Scott, B. Cooper (1), A. Sutherland, J. Ey, M. Porter, T. Lane.



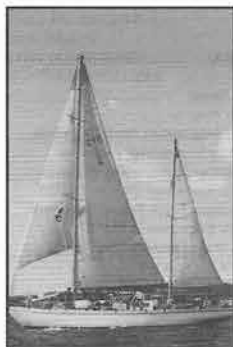
SHERATON HOBART
 LOA: 12.2m CLASS: IMS
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1984
 TYPE: One Tonner NO. OF HOBARTS: 8
 OWNER/SKIPPER: Ian Smith
 CLUB: Derwent Sailing Squadron, Tas
 This yacht has the distinction of being the only one tonner to finish last year's race south, finishing 4th overall and 2nd in division after going to the assistance of another yacht in trouble. A good and well deserved result from Ian Smith, a regular Hobart competitor, who has been supported by the Sheraton Hotel for the past three years. Smith and crew are currently competing in club events to prepare.
 Crew: I. Smith (22), R. Ashlin (15), K. Newstead (14), H. Smith (5), R. Cohen (10), R. Howlett (25), A. Edwards (10), G. Halliday (2), P. Hopkins (13).



SILVERADO
 LOA: 12.2m CLASS: IMS
 DESIGNER: Laurie Davidson (NZ) YEAR BUILT: 1985
 TYPE: Davidson 40 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Peter Haliday
 CLUB: Royal Prince Alfred Yacht Club, NSW
 This Davidson 40 built by Canterbury Marine in Christchurch was shipped to America and is a development of "Szechwan" and "Southern Raider", both of which represented Australia and New Zealand in the 1981 Southern Cross Series and 1982 Clipper Cup in Hawaii. Silverado contested both the 1993 Pittwater-Coffs Harbour race and the 1994 Sydney-Mooloolaba race and is currently club racing.
 Crew: P. Haliday.



SHE'S APPLES II
 LOA: 12.7m CLASS: IMS
 DESIGNER: John King (Aust) YEAR BUILT: 1991
 TYPE: Jarkan 12.5 NO. OF HOBARTS: 3
 OWNER/SKIPPER: David Strong
 CLUB: Cruising Yacht Club of Australia, NSW
 Apple Computer man David Strong is a regular competitor in CYC events and won the Sydney-Hobart under IMS in 1991 - the year She's Apples was launched. This yacht was the premier yacht at the CYC in her first season of racing, placed 3rd in the '91 Asia Pacific Series and 11th in division in the '92 Sydney-Hobart. The John King-designed yacht is still quite capable of a top placing.
 Crew: D. Strong (5), S. Firth (20), B. Smith (7), J. Cordell (5), G. Robinson (4), M. Salmon (4), G. Robinson, D. Mathews.



SIR THOMAS SOPWITH
 LOA: 21.9m CLASS: Veteran 20
 DESIGNER: Robert Clark (UK) YEAR BUILT: 1974
 TYPE: Training Ketch NO. OF HOBARTS: 5
 OWNER/SKIPPER: Chris Taylor
 CLUB: Ocean Youth Club of Australia, NSW
 This is the Ocean Youth Club of Australia's Flagship and has competed in the Round Australia Race in 1988 as part of the Bicentenary, and then went on to circumnavigate the world in commemoration of Christopher Columbus' discovery of the New World in 1492. Sixty young people from all corners of Australia took part. The yacht is used as a training ship for young people from all socio-economic backgrounds.
 Crew: C. Skipper, J. Nissen (1), G. O'Rourke (1), S. Freeman, T. Harris, P. Sparkes, K. Allen, B. Cause, P. Semmen, B. Mudge, A. Mudge, A. Mudge, C. Foley-Jennings, H. Mooney, P. Minett, J. Berry, B. Furner, P. Canno, T. Blake.

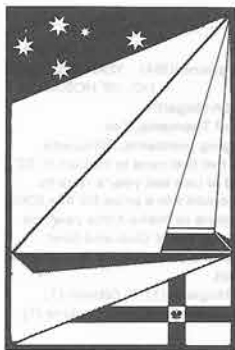


SHINING STAR
 LOA: 12.5m CLASS: PHS
 DESIGNER: Ribadeau Dumas (Fra) YEAR BUILT: 1987
 TYPE: Jeanneau Sun Odyssey 42 NO. OF HOBARTS: 0
 OWNER/SKIPPER: James Anthony
 CLUB: Middle Harbour Yacht Club, NSW
 This boat is new to ocean racing and had her first major ocean race this year contesting the '94 Sydney-Gold Coast Classic, finishing 8th overall in PHS Division B, and then going on to do Hamilton Island Race Week. This is a Jeanneau cruiser/racer with a crew of very experienced sailors looking for a more comfortable ride to Hobart. James Anthony has spent three years competing from RPAYC.
 Crew: M. Capon (6), I. Mason (3), T. Sprange, J. Anthony, M. Major, P. Tullet, M. Harris.

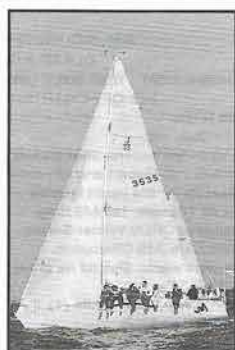


SKY CHANNEL HUON CHIEF
 LOA: 11.1m CLASS: Veteran 20
 DESIGNER: Noel Jennings (Aust) YEAR BUILT: 1974
 TYPE: Jennings 36 NO. OF HOBARTS: 7
 OWNER/SKIPPER: Andrew Hay
 CLUB: Royal Yacht Club of Tasmania, Tas
 Quite a well-known yacht in its time, Huon Chief was built in Tasmania of Huon Pine - hence the name. Under the guidance of Hedley Calvert, this boat won the 1975 One Ton Cup and a place in the Tasmanian Southern Cross Cup the same year when she was a top IOR racing yacht. Now owned by another Tasmanian, Andrew Hay, the yacht is racing under IMS and it will be interesting to see where she finishes up.
 Crew: A. Hay, H. Davis (3), J. McCormack (5), B. Brook, D. Weir, J. Johnstone (1), P. Dermoudy, C. McCormack (3).

THE FLEET FOR HOBART 1994



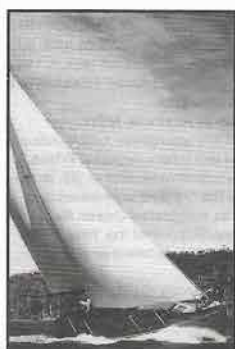
SOAVE IL VENTO SAIL NO: 5511
 LOA: 11.9m CLASS: IMS
 DESIGNER: Joe Adams (Aust) YEAR BUILT: 1985
 TYPE: One Tonner NO. OF HOBARTS: 3
 OWNER/SKIPPER: Stewart Niemann
 CLUB: Royal Melbourne Yacht Squadron, Vic
 This yacht will be better remembered as "Thumbs Up" when she represented Tasmania at the '85 Southern Cross Cup Series. Stewart Niemann purchased the yacht six months ago, renamed her and has been doing local races, his first major race being the Melbourne-Burnie in a lead-up to this year's big race. He will bring a very experienced crew with him, mostly old members of the Surefoot crew.
 Crew: R. Hiam (10), A. McKenzie (10), P. Inchbold (10), S. Niemann, J. Simonsen, R. Pykdell (7), R. Stephens, S. de Pury, T. Nelson.



SOUTHERN CROSS TELEVISION SAIL NO: 3535
 LOA: 10.7m CLASS: IMS
 DESIGNER: Rod Johnstone (USA) YEAR BUILT: 1994
 TYPE: J35 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Greg Prescott
 CLUB: Royal Yacht Club of Tasmania, Tas
 A yacht launched earlier this year as "J-Walkin' On Easy Street", which is already showing her class by being the '94 South Pacific Ocean Racing Champion. The yacht also contested this year's Sydney-Gold Coast Classic, finishing 10th overall in IMS Division B. Greg Prescott and crew have now got used to their new boat and have every intention of taking away a prize in this year's race.
 Crew: G. Prescott.



SON OF A SON SAIL NO: MH 31
 LOA: 11.0m CLASS: IMS
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1981
 TYPE: Farr 36 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Pat Nash/Bob Dempsey
 CLUB: Middle Harbour Yacht Club, NSW
 One of the many Bruce Farr-designed yachts entered for this year's big race south. This yacht has not been seen on the race track, and has not contested any major races to date. Her owners, Pat Nash and Bob Dempsey, have had their fair share of ocean races, including the Sydney-Hobart, Sydney-Mooloolaba, Sydney-Coffs Harbour and Nash has undertaken two circumnavigations and various races overseas.
 Crew: B. Dempsey, P. Nash (2), R. Ramsay (1), A. Chauvel (5), G. McNamara, D. Lucas, P. Peters, M. Connors, D. Andrews.



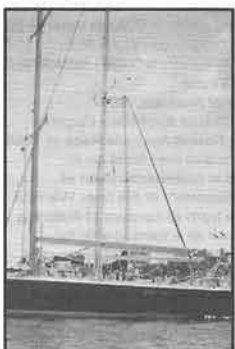
SOUTHERN MYTH SAIL NO: SA 6
 LOA: 12.4m CLASS: Veteran 30
 DESIGNER: Laurent Giles (UK) YEAR BUILT: 1953
 TYPE: Giles 41 NO. OF HOBARTS: 13
 OWNER/SKIPPER: Peter Riddell
 CLUB: Royal South Australian Yacht Squadron, SA
 Another beautiful veteran yacht coming from the famous design board of Laurent Giles in the United Kingdom. Southern Myth competed in her first Sydney-Hobart in 1954, finishing 5th overall. She has since gone on to race in twelve more Hobarts, her best result being 3rd overall in 1958, and her last race in 1970. Now owned by Peter Riddell, Southern Myth is now used mainly for cruising.
 Crew: P. Riddell, P. Facy (4), A. Sage (2), W. Loftus, S. Maguire, J. Price, A. Jarvis.



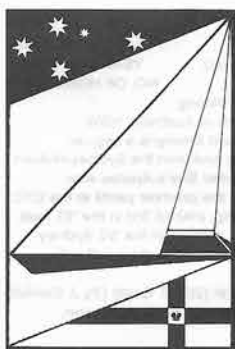
SORBENT SWEET CAROLINE SAIL NO: 5180
 LOA: 13.5m CLASS: IMS
 DESIGNER: Ed Dubois (UK) YEAR BUILT: 1982
 TYPE: Two Tonner NO. OF HOBARTS: 4
 OWNER/SKIPPER: Bill Rawson
 CLUB: Royal Melbourne Yacht Squadron, Vic
 Normally known as Sweet Caroline, some generous sponsorship from Sorbent is going to leave new owner Bill Rawson open to all sorts of nicknames and some teasing. One of the few finishers of last year's race, placing 6th overall and 2nd in division, sailing with the name of Hartz Mineral Waters. Sweet Caroline has also represented Australia at Kenwood Cup, China Seas Series in Hong Kong, and other events.
 Crew: W. Rawson (1), A. McKenna (1), F. Van Den Hout (1), B. Smith (3), D. Hammond (3), R. Frican (1), A. Thacker, D. Knightsbridge, T. Crispin, A. Roberts, G. Mulroyan, B. Walpole.



SOUTHPAW SAIL NO: RQ 54
 LOA: 16.4m CLASS: IMS
 DESIGNER: Glen Davis (Aust) YEAR BUILT: 1994
 TYPE: Davis 54 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Robert Flockhart
 CLUB: Royal Queensland Yacht Squadron, Qld
 Only just launched in time for the Kodak Sydney-Hobart, Southpaw, Australian-designed and built from timber, is a comfortable fifty-four foot cruiser/racer and this will be her first race of any description. This will be yacht number six for Robert Flockhart, who did his last Sydney-Hobart aboard Sangaree, and he will be joined by his two sons for what he calls "the event of the decade".
 Crew: B. Flockhart (1), P. Flockhart (1), N. Flockhart, I. Caverswell (3), G. Caverswell (1), R. Lange (1), T. Tresise, G. Davis (2), J. Homes, G. Bicknell (1).



SORCERY SAIL NO: US 7177
 LOA: 25.1m CLASS: IMS
 DESIGNER: Gary Mull (USA) YEAR BUILT: 1983
 TYPE: Maxi NO. OF HOBARTS: 0
 OWNER/SKIPPER: Jake Wood
 CLUB: Waikiki Yacht Club, Hawaii
 World famous maxi yacht and just as famous owner who have contested most international yachting events on the calendar. Races include '86 Victoria-Maui, '94 LA-Tahiti and the Kenwood Cup in '86, '88 and '90 and four Clipper Cups. Took line and overall win in the '84 Nassau Cup, the same in the '86 Manzanillo race and was first in class in the '86 Kenwood Cup. Big chance for line honours.
 Crew: J. Wood (1), P. O'Brien, K. Havard, R. Beddingfield, R. Hayes, J. James, A. Blunt, J. McDowell.



SPECIAL EFFECT SAIL NO: 5378
 LOA: 11.0m CLASS: IMS
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1990
 TYPE: Farr 36 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Barry Deeks
 CLUB: Avalon Sailing Club, NSW
 First boat out of Avalon Sailing Club to tackle the Sydney-Hobart. Barry Deeks' 16-year-old son Ashley will co-helm the yacht in his first Hobart effort. Mostly used for cruising, the Bruce Farr-designed Special Effect competed in this year's Sydney-Southport Classic in a lead-up to the Sydney-Hobart, but unfortunately had to retire, and will continue to race this season to prepare for Hobart.
 Crew: B. Deeks (1), J. Wainwright (5), W. Northey (3), G. Long (3), K. Sheppard, D. Griffin, S. Teske, A. Deeks.



SOUTHERLY SAIL NO: 38
 LOA: 10.6m CLASS: Veteran 30
 DESIGNER: Charles Peel (Aust) YEAR BUILT: 1939
 TYPE: Peel 35 NO. OF HOBARTS: 8
 OWNER/SKIPPER: Don Mickleborough
 CLUB: Cruising Yacht Club of Australia, NSW
 A beautiful timber boat which still shows promise, recently placing 1st in division in the Sydney-Southport race. First went to Hobart in 1958, with a best result of 3rd overall in '59. Don Mickleborough has finished 1st in the Sydney-Hobart, Fastnet race and the Bermuda race - the only Australian to have done so. Don has also won overall the China Sea race and Round Hawaii State race, and is the only original boat owner sailing the Veteran Division.
 Crew: D. Mickleborough (25), J. Sheridan (10), D. Logan (9), B. Jackson (25), D. Reid (7), T. Cable (30).



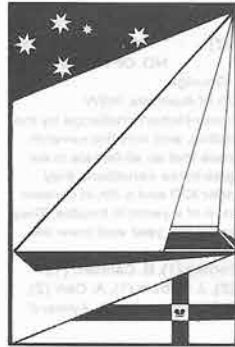
SPIRIT OF RANI SAIL NO: 5901
 LOA: 11.3m CLASS: IMS
 DESIGNER: Philippe Briand (Fra) YEAR BUILT: 1994
 TYPE: Jeanneau 36 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Yves Pajot
 CLUB: Cruising Yacht Club of Australia, NSW
 The first of the Jeanneau 36's to hit our waters, this is one of the many that will be based at the CYCA to be used for match and team racing, especially encouraging and teaching our younger up-and-coming sailors the finer art of match racing. Ian Treleaven, head of top wet-weather gear company "Musto", owns the yacht and it will be sailed by wellknown yachtsman, Yves Pajot and a crew from the Ecole Polytechnique in France.
 Crew: Y. Pajot (2), S. Flichy, O. Brosse, N. de Buc, V. Bonelli, F. Ventin, C. de Verdere, G. Berranger.

THE FLEET FOR HOBART 1994



STAR FERRY
 LOA: 11.6m
 DESIGNER: Vallicelli (Italy)
 TYPE: Marchi 39
 OWNER/SKIPPER: John Conroy
 CLUB: Royal Sydney Yacht Squadron, NSW
 This boat is not to be confused with John Conroy's previous Star Ferry, but is the ex "Petrosina", which competed in '89 Sydney-Hobart race and was designed and built in Italy. She finished 109th overall in the '81 Sydney-Hobart, but knowing Conroy's reputation he should finish well up the fleet, as in previous years. He has now contested nine races south as well as many other ocean races.
 Crew: J. Conroy (9), I. Pagett (4), D. Lang (13), R. Pagett (1), M. Pagett (4), T. Bright (4), D. Swales (4).

SAIL NO: MH 68
 CLASS: PHS
 YEAR BUILT: 1981
 NO. OF HOBARTS: 1



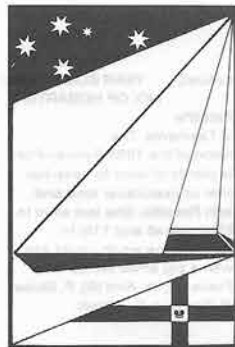
2KY RACING RADIO
 LOA: 10.8m
 DESIGNER: Scott Jutson (Aust)
 TYPE: NSX 36
 OWNER/SKIPPER: Bob Mulkearns
 CLUB: Middle Harbour Yacht Club, NSW
 This is the first of the new Scott Jutson NSX 36 production boats. Owner Bob Mulkearns has formed a top notch crew that will be hard to beat, including top 18' skiff sailor Michael Spies, who helped Mulkearns take his previous yacht Sweet Caroline to a 6th overall and 2nd in division under IMS in the tough '93 Sydney-Hobart. The boat was only recently launched and should be a winner.
 Crew: R. Mulkearns (2), M. Spies (17), T. Kirby (10), J. Scholten (8), M. Bell (10), I. MacDiarmid (4), A. Roxburgh (2), M. Bethwaite.

SAIL NO: 6336
 CLASS: IMS
 YEAR BUILT: 1994
 NO. OF HOBARTS: 0



SUNDANCE II
 LOA: 12.2m
 DESIGNER: Laurie Davidson (NZ)
 TYPE: One Tonner
 OWNER/SKIPPER: Geoffrey Boettcher
 CLUB: Royal South Australian Yacht Squadron, SA
 Five-year-old Laurie Davidson yacht built to the IOR rule for competitive racing, Sundance was chartered to a Hong Kong consortium for the '89 Sydney-Hobart and Southern Cross Cup. Sundance was the leading IOR yacht in South Australia with her previous owner, and since her conversion to IMS has performed well. Geoff Boettcher has had the yacht optimised, for which he hopes for better results.
 Crew: G. Boettcher (6), C. Gordon (1), S. Doney, J. Jeffrey (1), R. Scott, C. Mitchell (3), P. Royle, D. Byrne (1), T. Tucker.

SAIL NO: SA 5000
 CLASS: IMS
 YEAR BUILT: 1989
 NO. OF HOBARTS: 1



TACTICAL RESPONSE
 LOA: 10.7m
 DESIGNER: Peter Cole (Aust)
 TYPE: Cole 35
 OWNER/SKIPPER: John Kealey
 CLUB: Sydney Amateurs Sailing Club, NSW
 What this man hasn't raced in isn't worth mentioning! Credits include four times in Sydney-Hobart, Sydney-Mooloolaba three times, Sydney-Southport five times, Lord Howe Island race, Pittwater-Coffs Harbour, all CYCA events and on and on it goes. Plenty of prizes along the way too, the latest being a 1st in SASC Winter Series for 1994. This will be the first time south for Tactical Response.
 Crew: J. Kealey (1), R. Fitzgerald (4), D. Hill, R. Wilson, R. Kruger, M. Douthwaite (1), P. Stokes.

SAIL NO: A 138
 CLASS: IMS
 YEAR BUILT: 1980
 NO. OF HOBARTS: 0



SUNSEEKER
 LOA: 12.2m
 DESIGNER: Bruce Roberts (NZ)
 TYPE: Motor Sailer
 OWNER/SKIPPER: John Smith
 CLUB: Bellerive Yacht Club, Tas
 Slick cruiser/racer designed in New Zealand and very comfortable. John Smith has cruised his yacht all round Tasmania and enters all the local races. He last raced to Hobart in '85, and along with many others can't resist the temptation to be involved in the 50th Anniversary celebrations. Other races contested by Smith include Maria Island, Melbourne-Hobart and Sydney-Gold Coast Classic.
 Crew: J. Smith (1), I. Stewart (1), G. Purdon, D. Smith, F. Khol, G. O'May (7), G. McDermot, S. Clark.

SAIL NO: 113
 CLASS: PHS
 YEAR BUILT: 1986
 NO. OF HOBARTS: 0



TAKE TIME
 LOA: 10.2m
 DESIGNER: Peter Joubert (Aust)
 TYPE: Brogla 33
 OWNER/SKIPPER: Graham Smith
 CLUB: Cruising Yacht Club of Australia, NSW
 This Brogla 33 was overhauled by her owner Graham Smith, a veteran of thirteen Sydney-Hobart races. Best result this year was taking out the '93/'94 IMS and PHS Blue Water Championship. Smith finished 6th in division in the '92 Hobart, and hard work paid off last year when he was one of the few to reach Hobart, finishing 8th in division achieving what he aimed for and he is back for another go.
 Crew: G. Smith (14), D. Holmes (2), W. Holmes (1), D. Stock (1), P. Strusnel (1), B. Gibson (1).

SAIL NO: 114
 CLASS: IMS
 YEAR BUILT: 1976
 NO. OF HOBARTS: 2



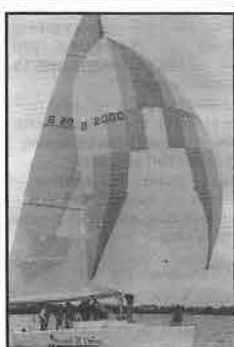
SURAYA MOTHER OF PEARL
 LOA: 11.3m
 DESIGNER: Sparkman & Stephens (USA)
 TYPE: S&S 37
 OWNER/SKIPPER: Carl Sribier
 CLUB: Cruising Yacht Club of Australia, NSW
 A lovely timber yacht launched in late '67, and was the third of her type in the world to be built. This yacht replaced the original, which was almost complete when fires destroyed her at a Tasmanian boatshed. Yacht designer Kell Steinmann once owned this yacht and raced her to Hobart in '73, finishing 42nd overall. Carl Sribier has owned the yacht for some time and is a regular competitor at the CYC.
 Crew: C. Sribier (1), G. Wright, B. Alleck, J. Scott, N. Cliff, D. Fiddler.

SAIL NO: 1295
 CLASS: Veteran 20
 YEAR BUILT: 1967
 NO. OF HOBARTS: 1



TALL COTTON
 LOA: 15.6m
 DESIGNER: German Frers (Arg)
 TYPE: Swan 51
 OWNER/SKIPPER: Kai Jacobsen
 CLUB: Cruising Yacht Club of Australia, NSW
 Lovely cruiser/racer with all the mod comforts purchased in America by keen sailor Kai Jacobsen. After his purchase Jacobsen took the yacht to the America's Cup in San Diego in '92 and enjoyed the scenery there, before sailing to Australia double-handed - about 30,000 nautical miles all told! The yacht was built in Finland and has recently had an overhaul in preparation for the '94 Sydney-Hobart.
 Crew: K. Jacobsen, T. Jacobsen, J. Judd (4), M. Tarrant, A. Coleman, G. Duce, G. Briggs, S. Jarrett, B. Gooley, A. Thororimson.

SAIL NO: 105
 CLASS: IMS
 YEAR BUILT: 1982
 NO. OF HOBARTS: 0



SWORD OF ORION
 LOA: 13.2m
 DESIGNER: Reichel/Pugh (USA)
 TYPE: Sloop
 OWNER/SKIPPER: Peter Sajat/Charles Mehrmann
 CLUB: Royal Brighton Yacht Club, Vic
 Sleek looking and from the America's Cup designers, Reichel & Pugh, this is a design descendant from America Cube which won the '92 America's Cup. She showed promise shortly after her launch, taking out the Melbourne-Burnie race by over 17 minutes. Sword Of Orion was in Victoria's Southern Cross team last year, finishing 3rd in the IMS class and finished 8th overall and 2nd in division in the Sydney-Hobart.
 Crew: P. Sajat, C. Mehrmann.

SAIL NO: B 2000
 CLASS: IMS
 YEAR BUILT: 1993
 NO. OF HOBARTS: 1



TASMANIA
 LOA: 25.7m
 DESIGNER: Bruce Farr (NZ)
 TYPE: Maxi
 OWNER/SKIPPER: Robert Clifford
 CLUB: Royal Yacht Club of Tasmania, Tas
 Everyone will remember this yacht as "New Zealand Endeavour" when she took line honours in her maiden race to Hobart in '92, and went on to win the Whitbread Round The World Race this year. Her new home is now in Tasmania and chances are that she could take line honours again. With a top Tasmanian crew sailing her, she would have to be a race favourite. Clifford has high hopes of stealing the \$100,000 record-breaking prize.
 Crew: R. Clifford (6), R. Scrivenor (14), G. Freeman (20), S. McCullum (8), R. Bout (6), M. Cooper, R. Lewis (2), D. Healy (1), C. Harmsen (6), N. Wells (10), M. Grainger (4), D. Stalker (14), P. Harmsen (2), T. Eldershaw (4), D. Norman (11), R. Goodfellow (2), G. Lewis (2), D. Robertson (5), C. Clifford, H. Bain (6), J. Freeman (9), R. Gumley (13), J. Harris (18), A. Delfino (1).

SAIL NO: T 1
 CLASS: PHS
 YEAR BUILT: 1992
 NO. OF HOBARTS: 1

THE FLEET FOR HOBART 1994



TELECOM MOBILENET SAIL NO: 4040
 LOA: 12.2m CLASS: IMS
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1984
 TYPE: One Tonner NO. OF HOBARTS: 12
 OWNER/SKIPPER: Kerry Goudge
 CLUB: Cruising Yacht Club of Australia, NSW
 This race is the fourth Sydney-Hobart challenge by the Women On Water Association, and only the seventh time in the history of the race that an all-female crew has raced. In last year's gale-force conditions they managed a 6th overall under IOR and a 4th in division after going to the assistance of a yacht in trouble. They hope to improve their placing this year and crew will remain virtually unchanged.
 Crew: K. Goudge (6), J. Torney (1), B. Canham (1), C. Caffery (2), W. O'Neill (2), J. Gribble (1), A. Carr (2), K. Ewels (2), C. Joelling (3), M. Kotecki (3), A. Aylward (2), J. Neary (1).



THE GOODIES SAIL NO: 530
 LOA: 10.2m CLASS: IMS
 DESIGNER: Hank Kaufman (Aust) YEAR BUILT: 1982
 TYPE: Northshore 34 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Chris & Lynne Andrews
 CLUB: Bellerive Yacht Club, Tas
 An experienced crew who have sailed the boat for between three and eight years each. The Goodies finished 11th in division in her last race to Hobart in '89 and recent highlights include 1st '94 RYCT Spring Cup, and 1st '94 Test Match 9 Metre Bay Race. With a full racing crew, this yacht completed the circumnavigation of Tasmania this year, an 800 mile four week cruise and the '94 Three Peaks race.
 Crew: C. Andrews (1), R. Andrews (1), S. Baxter (2), I. Bray, A. Loveless (1), J. Koning.



TERENCE J SAIL NO: 272
 LOA: 13.8m CLASS: IMS
 DESIGNER: Keith Ratcliffe (Aust) YEAR BUILT: 1983
 TYPE: Cruiser/Racer NO. OF HOBARTS: 3
 OWNER/SKIPPER: Keith Ratcliffe
 CLUB: Royal Yacht Club of Tasmania, Tas
 Winner in the Arbitrary Division of the 1984 Sydney-Port Vila race, Terence J needs plenty of wind to keep her moving. She is of the heavier cruiser/racer kind and was built by her owner, Keith Ratcliffe. She last went to Hobart in 1991, finishing 43rd overall and 11th in division. A good stiff breeze from the south could see this veteran ocean racer with a big smile on his face.
 Crew: K. Ratcliffe (13), G. Foale (4), W. Aird (6), P. Stubs (3), P. Strong (1), C. King, R. Koerbin, D. O'Neill.



TIBIA SAIL NO: ME 31
 LOA: 11.3m CLASS: IMS
 DESIGNER: Ron Swanson (Aust) YEAR BUILT: 1986
 TYPE: Swanson 38 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Roger Wallis
 CLUB: Metung Yacht Club, Vic
 No ocean races at all for Tibia, a Ron Swanson-designed stable boat which is more suited to cruising, which is what she does, having just returned from a Pacific cruise to New Caledonia, Vanuatu and the Solomons. What some people have to suffer! Roger Wallis has had plenty of ocean going experience, having cruised various parts of the world and raced in the Melbourne-Devonport race and others.
 Crew: R. Wallis (1), R. Wallis, B. Wallis, I. Robinson, A. Yeats, T. Hejkenko (1).



T.G.I.O. Tasmania SAIL NO: 630
 LOA: 10.0m CLASS: IMS
 DESIGNER: Hank Kaufman (Aust) YEAR BUILT: 1981
 TYPE: North Shore 33 NO. OF HOBARTS: 3
 OWNER/SKIPPER: Alan Grice
 CLUB: Royal Yacht Club of Tasmania, Tas
 Keen to compete in yet another Sydney-Hobart, especially the historic "50th", is Alan Grice and his yacht, formerly sailed as "Southern Venture". Most of his crew this year will be family, but he'll also carry T.G.I.O.'s "Young Sailor Of The Year" award recipient. Of most importance to Grice is safety and finishing, but he will give every effort for a creditable placing after finishing 7th in division in '92.
 Crew: A. Grice (3), R. Grice (2), D. Grice (1), E. Pyke, R. McCredie (1).



TIERCEL SAIL NO: H 24
 LOA: 9.2m CLASS: Veteran 20
 DESIGNER: Peter Joubert (Aust) YEAR BUILT: 1974
 TYPE: Half Tonner NO. OF HOBARTS: 1
 OWNER/SKIPPER: John Copeland
 CLUB: Royal Yacht Club of Tasmania, Tas
 A Hobart-based boat for many years, Tiercel is involved with junior sailing and as a start boat. She had her first race to Hobart last year - what a year to pick, finishing the race 15th overall under IMS and 6th in division: not a bad effort for this little half tonner. Tiercel was a more competitive yacht during her youth in the '70's and competed in the '74 Half Ton Championships in Sydney.
 Crew: J. Copeland (1), R. Beaumont (1), P. Copeland, H. Tedstone, M. Wearne.



THAI AIRWAYS STARLIGHT EXPRESS SAIL NO: NZL 6006
 LOA: 16.7m CLASS: IMS
 DESIGNER: Laurie Davidson (NZ) YEAR BUILT: 1985
 TYPE: Davidson 55 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Chris Packer
 CLUB: Royal New Zealand Yacht Squadron, NZ
 Well campaigned nine-year-old with plenty of life left in her. Starlight Express recently returned from competing at the Kenwood Cup in Hawaii in which she finished 2nd in the cruiser/racer division; she has represented New Zealand numerous times at international events, including four Kenwood Cups and two Sydney-Hobart races, in which she finished 4th in division in '87. Could still place well.
 Crew: C. Packer (3), C. Booth (3), G. Lock (3), M. Wolley, R. Keenan (1), J. Smith (2), R. Davies, M. Wallace (2), P. Haughton, G. Ormaby, S. Galbraith.



TILTING AT WINDMILLS SAIL NO: B 111
 LOA: 12.4m CLASS: IMS
 DESIGNER: Peter Joubert (Aust) YEAR BUILT: 1994
 TYPE: John Dory 41 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Thorry Gunnensen
 CLUB: Royal Brighton Yacht Club, Vic
 A new purpose-built IMS for Thorry Gunnensen with lots of ocean miles under the belt, including eight Sydney-Hobart races, Adelaide-Port Lincoln race and races out of Victoria. Gunnensen plans to compete in all RBYC races to give him time to fine tune his yacht before coming to Sydney for the big race. Crew for this year will include many who have sailed with him over the past years. Should place well.
 Crew: T. Gunnensen (8), J. Macadie, A. Lambert (2), P. Barry (3), R. Lindberg (2), J. Paterson (2), K. Thomson (1), W. Waters (3).



THE ALICE SAIL NO: SM 1949
 LOA: 14.3m CLASS: PHS
 DESIGNER: Jim Inglis (Aust) YEAR BUILT: 1993
 TYPE: Inglis 47 NO. OF HOBARTS: 0
 OWNER/SKIPPER: ASYC - Murray Preston
 CLUB: Alice Springs Yacht Club, N.T.
 They're back again, all the way from the N.T., but this time with a different yacht, a fast Inglis. The crew attempted last year's race, but didn't quite make it - much to the disappointment not only of themselves but to most followers of the race. This crew have made a tape of their music and last year serenaded CYC members on their arrival here, and during their stay. We loved it and welcome them back.
 Crew: M. Prettton (4), G. Larkin (1), J. Hawley, J. Benwell (3), P. Cox (1), P. Herrick (1), R. Barford (1), S. Furniss, J. Duffy (1), P. Elliot, G. Boskell, H. Vos, R. McGoldrick.

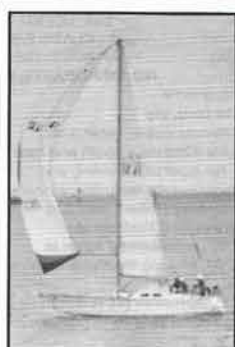


TOLLEXPRESS HELSAL II SAIL NO: SA 93
 LOA: 20.0m CLASS: PHS
 DESIGNER: Joe Adams (Aust) YEAR BUILT: 1979
 TYPE: Pocket Maxi NO. OF HOBARTS: 13
 OWNER/SKIPPER: Peter Rowsthorn
 CLUB: Royal Yacht Club of Victoria, Vic
 Many famous names have sailed on this famous yacht which is now on her fourteenth trip to Hobart, finishing last year's race 7th overall under IOR and 3rd in division. Chartered this year by Victorian yachtsman Peter Rowsthorn, the yacht has previously taken line honours in the '89 Melbourne-Hobart, and in '91 broke the Adelaide-Port Lincoln race record. This yacht is still capable of placing well.
 Crew: P. Rowsthorn (5), M. Rowsthorn (5), P. Bedgood (5), K. Healey (6), J. Conway (5), J. Milledge (4), M. Harris (6), J. Klestadt (3), T. O'Hare (1), F. Brockman, J. Lewis (6), C. Beaufort, B. Bates, D. Shields (2), G. Ek (2), B. McGregor.

THE FLEET FOR HOBART 1994



TONDELAYO
 LOA: 14.3m
 DESIGNER: McVilly (Tas)
 TYPE: Cutter
 OWNER/SKIPPER: Christopher Rule
 CLUB: Port Dalrymple Yacht Club, Tas
 Not a winner of any speed trials as such, this is a beautiful twenty-eight year old cutter which is mainly used for cruising and competed in the 1988 Tall Ships race. Her owner, Chris Rule, has sailed over 100,000 sea miles and has competed in the Airlie Beach Race Week, Hamilton Island Race Week, has done several Bass Strait crossings and mainly cruises Tasmanian waters, but this will be his first Hobart.
 Crew: C. Rule



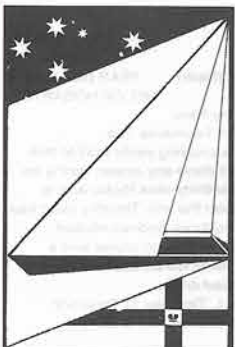
TRADITION
 LOA: 10.3m
 DESIGNER: John Duncanson (Aust)
 TYPE: Duncanson 34
 OWNER/SKIPPER: William Strangways
 CLUB: Royal South Australian Yacht Squadron, SA
 Tradition has been a competitive inshore and offshore yacht for the last ten years. During that time they have won the "Island Cup" twice, Adelaide-Port Lincoln race twice and in '93/'94 came 3rd overall in division in the Offshore Pointscore. Bill Strangways has a very keen crew this year who didn't do last year's race as they wanted to be fully prepared for the "all-exciting race in '94".
 Crew: W. Strangways (2), M. Hall (3), S. Keneally (1), J. Souter (1), T. Baldock (1), D. Pearce, D. Fearnley.



TOOKLA-T
 LOA: 11.3m
 DESIGNER: Peter Joubert (Aust)
 TYPE: Masthead Cutter
 OWNER/SKIPPER: Donald Morton
 CLUB: Royal South Australian Yacht Squadron, SA
 Don Morton has cruised his yacht out of New Zealand to South Pacific each year since 1989, visiting Tonga, Samoa, Fiji, Vanuatu, Noumea and the Solomon Islands. Morton also competed in three Musket Cove-Port Villa races and placed 4th in the Cruising Division of the '87 Darwin-Ambon race, won overall the '88 Coral Sea Classic Cruising Division and was 2nd in the '89 Brisbane-Noumea Cruising Division.
 Crew: D. Morton, J. Howell, C. Perry, B. Tiss, P. Cornelis, V. Cameron.



TREVASSA
 LOA: 14.7m
 DESIGNER: Jock Muir (Aust)
 TYPE: Muir 48
 OWNER/SKIPPER: Frederick Duffield
 CLUB: Royal Sydney Yacht Squadron, NSW
 Fred Duffield's race history goes back quite a long way. He first competed in the Sydney-Hobart in 1946, and is about to notch up his fifteenth race south. Five races were done on other people's yachts and eight aboard his own, four of those with his present Muir 48 Trevassa. Duffield has contested many offshore races, including all the CYCA's major races and the Hobart-Sydney Bicentenary race.
 Crew: L. Rex (3), P. Hein (1), F. Buckley (1), R. Rixon (5), B. Huxley (5), A. Tonks, F. Duffield (15).



TOWER
 LOA: 13.7m
 DESIGNER: Gary Lidgard (NZ)
 TYPE: Lidgard 45
 OWNER/SKIPPER: Brian Cardiff
 CLUB: Royal Port Nicholson Yacht Club, NZ
 This Gary Lidgard design was built and optimised specifically for the Tasman Triangle Series, and as yet has not contested any major ocean races, as she was only very recently launched. Plenty of experience aboard for the race, including both John and Duthie Lidgard, builders of Tower, and Geoff Roper, who has contested plenty of Sydney-Hobart races. This will be the owner's first Hobart race.
 Crew: B. Cardiff (1), G. Roper (1), J. Lidgard (6), M. Harris, A. McKay, G. Blewett, C. Norris, S. Hough, B. Goodchap.



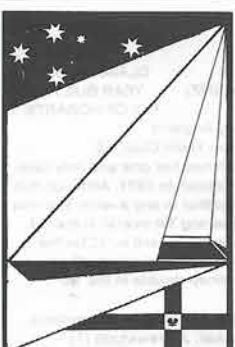
TRUMP CARD
 LOA: 13.1m
 DESIGNER: Van De Stadt (Neth)
 TYPE: Fractional Sloop
 OWNER/SKIPPER: Hughie Lewis
 CLUB: Bellerive Yacht Club, Tas
 Trump Card won the Melbourne-Hobart under PHS in '87 when owned by Arthur Budd and then was sold to a Melbourne owner. Hughie Lewis purchased the yacht in November '92, and during the '93 season, she was lifted out of the water and fitted with the latest in David Lyons keel and rudder and contested the '93 Sydney-Gold Coast Classic and the XXXX Regatta. This will be a first Hobart for owner and boat together.
 Crew: R. Lee (1), M. Jents (1), C. Ingersoll, P. Jenkins, C. Warmsey, I. Jones, M. Fitzgerald, M. Furlong, J. Bradshaw.



TOXIC WASTE
 LOA: 9.5m
 DESIGNER: Bruce Farr (NZ)
 TYPE: Farr 31
 OWNER/SKIPPER: Harry Hertzberg
 CLUB: Sandringham Yacht Club, Vic
 Very slippery little yacht, which despite not finishing the '93 Sydney-Hobart race managed to finish 3rd overall in the Asia Pacific Series. Harry Hertzberg has successfully campaigned many yachts over the years, all of them small, including Nuzulu and Zumdish. Toxic Waste was only launched last year and is easily identified by her dark purple hull. Hertzberg's aim this year is to finish the race and place.
 Crew: H. Hertzberg (4), C. Mackie (6), P. Milne (1), R. Blasse (2), M. Boswell (1), G. Wright, N. Moody (1).



TURKEY SHOOT
 LOA: 12.2m
 DESIGNER: Ron Holland (Ire)
 TYPE: Holland 40
 OWNER/SKIPPER: Paul Jenkins
 CLUB: Middle Harbour Yacht Club, NSW
 This yacht has been raced with success by its previous three owners for the past twelve years. During the past six years Turkey Shoot has been based in Launceston and actively competed in races in Tasmania. Recently purchased by Paul Jenkins and now based in Sydney, she has competed in seven previous Hobarts, under the name of "Malulu" and her present name. Best place to date was 1st in division '91.
 Crew: P. Jenkins.



TRADELINK CONUNDRUM
 LOA: 11.5m
 DESIGNER: C.A. Smith Jr. (Aust)
 TYPE: Compass 38
 OWNER/SKIPPER: Tim Cowdery
 CLUB: Royal Broken Bay Yacht Club, NSW
 Tim Cowdery prefers double handed-racing and may find the yacht overcrowded in the Sydney-Hobart race. He has cruised extensively and in '93 did a three-handed Noumea to Coffs Harbour cruise and then two-handed from Coffs Harbour to Sydney. Conundrum was the 1993 winner of the Shorthanded Sailing Association's winter series Shorthaul Division and recently completed in the two-handed Pittwater-Coffs Harbour race.
 Crew: T. Cowdery, P. Lucas, P. Clarence, C. Sloey, D. Grinston, S. Cowdery.

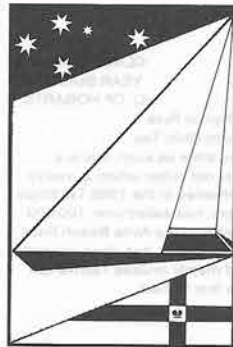


TURONG
 LOA: TBA
 DESIGNER: Scott Jutson (Aust)
 TYPE: Jutson 35
 OWNER/SKIPPER: Ian Powrie
 CLUB: Cruising Yacht Club of Australia, NSW
 One of many new Scott Jutson designs made ready just in time for this year's big race south, this is a thirty-five footer and will have a top crew line-up including Ross Field and Adrienne Cahalan. Her owner, Ian Powrie, has competed in most offshore races including the Pittwater-Coffs Harbour race, Sydney-Southport and Melbourne-Hobart races. His crew combination will be hard to beat.
 Crew: W. Hardcastle (5), J. Minter (5), I. Powrie, N. Murphy, M. Elkington (2), A. Cahalan (4), R. Field, L. Marwood (6).

THE FLEET FOR HOBART 1994



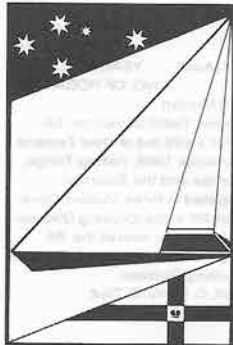
ULTIMATE CHALLENGE
LOA: 12.1m CLASS: IMS
DESIGNER: Ed Dubols (UK) YEAR BUILT: 1987
TYPE: One Tonner NO. OF HOBARTS: 6
OWNER/SKIPPER: Lou Abrahams
CLUB: Sandringham Yacht Club, Vic
Ultimate Challenge and ultimate ocean racer, Lou Abrahams is celebrating his 32nd race south and has been a true ambassador for Australia, winning and placing in many international events, including winner overall of the '83 and '89 Sydney-Hobart, was 2nd overall in '89 and '90, represented Australia at Admiral's Cup in '83 and '87, represented again at Kenwood Cup in '88 and '90, winning the Kuala race in '90 and on and on it goes.
Crew: L. Abrahams (31), G. Jamieson (6), R. Simpson (12), M. Willett (6), G. Ferguson (13), R. King (2), C. Schmidt (2).



VETER
LOA: 13.6m CLASS: PHS
DESIGNER: Hoffman YEAR BUILT: 1982
TYPE: Hoffman 45 NO. OF HOBARTS: 2
OWNER/SKIPPER: Alexey Bouchko
CLUB: Marine Academy, Russia
Our one and only Russian entry this year, Veter has been here twice before and couldn't resist the temptation of our Anniversary celebrations. This year will see the return of some previous crew, and for the first time will bring a female cook with them. Could be bored on the rail! Veter last went to Hobart in '91, was winner of the '84 and '87 Japan Sea race and does her sailing out of Vladivostok.
Crew: A. Bouchko.



UP RIVER
LOA: 11.6m CLASS: PHS
DESIGNER: Ted Brewer (USA) YEAR BUILT: 1987
TYPE: Brewer 38 NO. OF HOBARTS: 0
OWNER/SKIPPER: Norbert Wyzenbeek
CLUB: Middle Harbour Yacht Club, NSW
Up River has just returned from a 5500 nautical mile voyage from the Pacific, sailed by owner Norbert Wyzenbeek and his wife. Places visited during their cruise include New Zealand, Fiji, Noumea and then on to Sydney and up to the Whitsundays and back to Sydney. She is more than fully equipped to take on her first Sydney-Hobart race this year. This will be Norbert Wyzenbeek's first trip south as well.
Crew: N. Wyzenbeek, B. Jones, J. Patrick, J. Middleton, D. Henry (4), A. Wyzenbeek.



WALK ON THE WILD SIDE
LOA: 17.6m CLASS: PHS
DESIGNER: Jim Inglis (Aust) YEAR BUILT: 1988
TYPE: Inglis 58 NO. OF HOBARTS: 0
OWNER/SKIPPER: Peter Hansen
CLUB: Sandringham Yacht Club, Vic
This Inglis 58 is a real flyer and is here to take on the big boats in this year's Sydney-Hobart. Results include a line honours and handicap double in the '93 Melbourne-Burnie race and other races contested include the Sydney-Gold Coast, Sydney-Mooloolaba and Melbourne-Hobart. Peter Hansen has had a lot of success with his other yachts, Future Shock and Sweet & Sour. Should finish in the top twenty.
Crew: P. Hansen, T. Bower (2), P. Masterton (2), J. Brown (1), G. Farmer, P. Brietow, R. Gisby.



UPTOWN GIRL
LOA: 12.5m CLASS: IMS
DESIGNER: Doug Peterson (Aust) YEAR BUILT: 1977
TYPE: Peterson 41 NO. OF HOBARTS: 14
OWNER/SKIPPER: Rod Winton
CLUB: Royal Sydney Yacht Squadron, NSW
Returning to ocean racing this year after a year off, Rod Winton and Richard Barron will both have their sons on board, each doing their second Sydney-Hobart race. This will be the fifteenth trip to Hobart for Uptown Girl, and a varied past she's had, being part of the Russian team for the '89 Southern Cross Cup with Jim Murrant cross-bantering Russian-English conversations throughout the race.
Crew: R. Winton (9), O. Winton (1), R. Bouson (9), S. Barron (1), S. Barron (1), C. Davidson (1), A. Davidson (1), J. Saunders (1), A. Bush (1).



WATERWYNCH
LOA: 12.0m CLASS: PHS
DESIGNER: Van De Stadt (Neth) YEAR BUILT: 1988
TYPE: Van De Stadt 39 NO. OF HOBARTS: 0
OWNER/SKIPPER: Timothy Noar
CLUB: Royal Yacht Club of Tasmania, Tas
Waterwynch is basically a cruising yacht built to IMS specifications and has not done any ocean racing as such. She is a comfortable thirty-nine footer and is going more for the ride than the win. Timothy Noar has done many miles including three Sydney-Hobart cruises, a Hobart to Perth via Darwin cruise and a Melbourne-Hobart race. Noar will be backed up by a Sydney-Hobart experienced crew.
Crew: T. Noar, B. Markie, L. Downey, D. Peacock, I. Peacock, D. Swift (1), D. Warren, P. Newton, G. Hughes.



VALHALLA
LOA: 11.7m CLASS: IMS
DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1994
TYPE: Farr 38 NO. OF HOBARTS: 0
OWNER/SKIPPER: Doug Middleton
CLUB: Royal Queensland Yacht Squadron, Qld
As we go to press this new Farr 38 was still being built by Blinks Yachts in Adelaide, and will arrive in Sydney just in time to start the race. This yacht is out of the same mould as "Courtesan" which has some impressive results and finished last year's tough race 21st overall under IMS and 7th in Division. Doug Middleton is no stranger to ocean racing, but this will be his first Sydney-Hobart race.
Crew: P. Shaw (3), C. McIntyre (1), D. Middleton, I. Bettenay, C. Jones, R. Hill, M. Nuttall, G. Fisher.



WEOWNA WINNER
LOA: 12.2m CLASS: PHS
DESIGNER: Joe Adams (Aust) YEAR BUILT: 1985
TYPE: Adams 40 NO. OF HOBARTS: 0
OWNER/SKIPPER: Robert Markie
CLUB: Middle Harbour Yacht Club, NSW
What a great name for a boat. This is one of four Joe Adams 40's built in G.R.P. and completed in 1985 to heavy specifications for extended cruising. Weowna Winner is owned by a four-member syndicate and competes in the NSW Coastal Series including four Pittwater-Coffs Harbour races, gaining two 2nd's and a 1st in the Cruising Division and has recently had an upgrade especially for this 50th race.

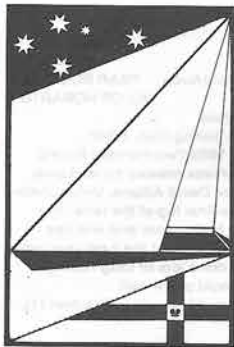


VANGUARD
LOA: 10.3m CLASS: IMS
DESIGNER: Van De Stadt (Neth) YEAR BUILT: 1986
TYPE: VDS 34 NO. OF HOBARTS: 0
OWNER/SKIPPER: Stephen Bennett
CLUB: Middle Harbour Yacht Club, NSW
A Van De Stadt 34-footer which normally sails out of Middle Harbour, Vanguard has not previously contested any major ocean races, but her owner, Stephen Bennett raced in both the 1991 and 1992 Pittwater-Coffs Harbour race and is presently racing in the MHYC Inshore Spring and Summer Series to get him into shape for the trip south this year. Crew are experienced and include Rod West and Shane Kearns.
Crew: R. West (4), S. Bennett, G. Buckeridge, S. Heffernan, D. Higgs (1), S. Kearns (2), P. Dryburgh (2), G. Costello (1).



WHISPERS II
LOA: 13.7m CLASS: Veteran 20
DESIGNER: John Spencer (NZ) YEAR BUILT: 1970
TYPE: Spencer 45 NO. OF HOBARTS: 1
OWNER/SKIPPER: Lindsay England
CLUB: Royal Port Nicholson Yacht Club, NZ
Twenty-four year old which had her one and only race to Hobart a year after her launch in 1971. Although this yacht is not a recent competitor in any events, she was a "goer" in her heyday, finishing 1st overall in the '73 Auckland-Suva race, broke the record in '72 for the Wellington-Gisbourne race, a record which still stands, and took the line and handicap double in the '88 Tauranga-Brisbane race.
Crew: L. England, M. Smith, M. Craig, B. Richardson, A. Taylor, B. Ogilvie, J. Tucker, J. Krewstubb (1).

THE FLEET FOR HOBART 1994



WILD CARD
 LOA: 14.0m
 DESIGNER: Graham Radford (Aust)
 TYPE: Radford 46
 OWNER/SKIPPER: Richard Edmunds
 CLUB: Port Dalrymple Yacht Club, Tas
 Wild Card is from the same mould as "Haphazard", which is also entered in this race, and are both new. One gets the impression that if she places in this race she will be living up to her name! Launched in late October, she is untried, but the same can't be said for her owner, Richard Edmunds, who has contested six Melbourne-Hobart races, six Australian Three Peak races and numerous other races.
 Crew: R. Edmunds, P. Edmunds, T. Edmunds, A. Graham, D. Milne, R. Stronach, S. Doolan, T. Leaver, S. Jensen, P. O'Sign, D. Baker.



WILLYAMA
 LOA: 11.6m
 DESIGNER: Hank Kaufman (Aust)
 TYPE: Northshore 38
 OWNER/SKIPPER: James Runnegar
 CLUB: Cruising Yacht Club of South Australia, SA
 Eleven-year-old yacht that has raced extensively in South Australia for the past ten years, entering every offshore race for the past four years. Wilyama, skippered by James Runnegar, won her division in the '90/91 Club Championship Offshore Series conducted by the CYCSA. She will be sailed by most of her ocean racing crew to Sydney, prior to the start of the 50th Sydney-Hobart race.
 Crew: J. Runnegar, P. Runnegar, N. Slee, M. Slee (1), P. Clark, B. Clark, V. Humenuik, A. Brinkworth (1).



WILD ROSE
 LOA: 13.4m
 DESIGNER: Kim Swarbrick (Aust)
 TYPE: Swarbrick 44
 OWNER/SKIPPER: Nick Stump
 CLUB: Royal Yacht Club of Victoria, Vic
 Wild Rose has been around for four years now and has sailed in lots of major races in Australia including the '91 Brisbane-Gladstone, Hamilton Island Series, Sydney-Mooloolaba, the '93 Melbourne-Hobart and '93 Melbourne-Burnie race, in which she placed 5th in '93 and the Melbourne-Port Fairy race. She was lying 3rd in the '93 Melbourne-Hobart race when rigging problems forced her out.
 Crew: N. Stump, D. McPherson (4), I. Richardson (2), K. Wolfe (5), R. Skellet (3), C. Pritchard (2), J. Cranshaw (2), T. Stump, C. Rumberg, L. Carruthers, C. Syme, S. Hamono.



WINSTON CHURCHILL
 LOA: 15.8m
 DESIGNER: Percy Coverdale (Aust)
 TYPE: Cutter
 OWNER/SKIPPER: Mark Mothersdill
 CLUB: Ocean Racing Club of Australia, NSW
 Arguably the most famous of the fleet, this yacht raced in the inaugural Sydney-Hobart race, finishing 3rd overall and 2nd on line, and has contested numerous ocean races between 1955 and 1964. Original owner Percy Coverdale, who also designed and built the yacht, wrote and received permission from British Prime Minister Winston Churchill to name the boat in his honour. So much history attached to this boat, but not nearly enough room to write it all!
 Crew: M. Mothersdill, D. Smith, E. Stevens, A. Mothersdill, J. MacLachlan, J. Payne, D. Maher, M. Purcell, T. Lambert.



WILD THING
 LOA: 15.1m
 DESIGNER: Jim Inglis (Aust)
 TYPE: Modified Fractional Sloop
 OWNER/SKIPPER: Grant Wharington
 CLUB: Mornington Yacht Club, Vic
 Wild Thing has been modified by Iain Murray and lives up to her name. Grant Wharington is a very aggressive sailor who gets the most out of his boats, and this one is no exception. He took line honours in the '91 Melbourne-Hobart, and '92 Melbourne-Burnie race, (breaking the race record) and was top point scorer at the '92 Kenwood Cup. Last year saw him 3rd on line and 3rd overall under PHS in the Sydney-Hobart.
 Crew: G. Wharington (7), S. Gilbert (7), P. Atkins (3), N. Warburton (3), N. Crawley (4), D. Evans (6), D. Taseen (1), M. Madsen, J. Strickland (1), B. Young, D. Eikmeyer (2), R. Hagebols, G. Cropley (1).



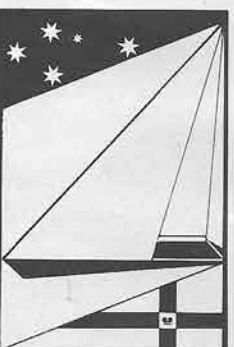
XEROX SAGACIOUS II
 LOA: 13.1m
 DESIGNER: Peter Cole (Aust)
 TYPE: Nantucket 43
 OWNER/SKIPPER: Paul Jacka
 CLUB: Sandringham Yacht Club, Vic
 We haven't seen Xerox Sagacious II since '91 when she finished 29th overall and 7th in division in the IMS Class. Since that time she has won overall the '92 Melbourne-Devonport race and Rudder Cup and was 2nd in the '93 Melbourne-Burnie race under IMS in division. Good to see she hasn't been "slacking off" during her absence. Paul Jacka has competed in the last two Coffs Harbour races.
 Crew: P. Jacka (5), R. Ware (1), J. Fletcher (14), F. Verinder (10), G. McColl-Jones (3), T. Smith, T. Monahan (2), I. Holding (2), D. Kenny (1), M. Fensham.



WILD WAVE
 LOA: TBA
 DESIGNER: Jock Muir (Aust)
 TYPE: Muir 47
 OWNER/SKIPPER: Ian & Donna Smith
 CLUB: Royal Motor Yacht Club, NSW
 An interesting yacht in that it took line honours in the 1953 Sydney-Hobart, only to be disqualified over a start line infringement. Designer Jock Muir was on board and apparently all were quite upset. Wild Wave contested the '60 Hobart and finished 19th overall. Ian and Donna Smith purchased the yacht four months ago to do some extensive cruising and say the yacht is in immaculate condition, having had a Huon pine fitout below decks.
 Crew: J. Hebden (3), R. Lepastier (3), G. Rose, C. Gibbons (1), J. Mills, R. Barbour, H. Fenton, I. Smith, R. Bullock.



YEMANJA
 LOA: 14.9m
 DESIGNER: Arthur Robb (NZ)
 TYPE: Ketch
 OWNER/SKIPPER: Herbert Bender
 CLUB: Cruising Yacht Club of Australia, NSW
 In 1981 Yemanja was used by Capt. Headley Watson for a navigational exercise to locate Sea Mount approximately 200 nautical miles off the NSW coast with the Bender family on board. After successfully doing so, they sailed to Coffs Harbour then returned to Sydney. In 1982 they sailed to Lord Howe Island, experiencing gale-force conditions. During '84 they sailed the CYCA short-haul winter races.
 Crew: G. Campbell (14), P. Mosedale (6), L. Stow (2), W. Schulz, H. Bender, R. Bender, S. Bender, J. Bender.



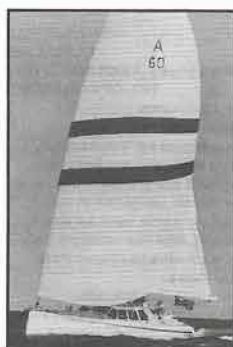
WILDFIRE
 LOA: 9.5m
 DESIGNER: Bruce Farr (NZ)
 TYPE: Farr 31
 OWNER/SKIPPER: Alistair Saunders
 CLUB: Royal Sydney Yacht Squadron, NSW
 This new boat is a sistership to Toxic Waste, which was 3rd overall in the '93 Asia Pacific Series. There have now been ten of these fast yachts produced and this is the second one in Australia. These boats are now known as "Giant Killers" after filling the places in the Japan Cup, Kiel Week and Hong Kong Corum Cup. Alistair Saunders and crew have numerous titles under their belts and should place well.
 Crew: A. Saunders.



YENDYS
 LOA: 13.7m
 DESIGNER: Bruce Farr (NZ)
 TYPE: Beneteau
 OWNER/SKIPPER: Geoffrey Ross
 CLUB: Middle Harbour Yacht Club, NSW
 Yendys had her first major ocean race this year when she contested the '94 Sydney-Gold Coast Classic, finishing 4th overall under IMS in Division B. Not a bad effort for her first. Geoff Ross and crew have been racing in the CYCA Digital Winter Series in preparation for the big race south this year, a first for him and his yacht. If all else fails, they will at least have a comfortable trip down.
 Crew: G. Ross.



YOUTH
 LOA: 10.5m
 DESIGNER: L.A. Randall (Aust)
 TYPE: Randall 35
 OWNER/SKIPPER: Alan Quigley
 CLUB: Royal South Australian Yacht Squadron, SA
 Raced with moderate success in all RSAYS offshore races from 1963 to 1965. Youth made a 16-year 100,000 mile circumnavigation starting in 1965, which included the Caribbean, Ireland, U.K., Scandinavia and Italy and cruised 1,000 miles up the Amazon. In 1979 Youth was crushed alongside by a 10,000 ton ship and was completely rebuilt from bare hull in 1985. This is her first major race.
 Crew: A. Quigley, M. Cusick, C. Taylor, B. Millar, S. Mason, R. Coad.



ZULU CHIEF
 LOA: 15.2m
 DESIGNER: Kell Steinmann (Aust)
 TYPE: Steinmann 50
 OWNER/SKIPPER: Ian Lewis
 CLUB: Sydney Amateurs Sailing Club, NSW
 Launched in time for the 1988 Two-Handed Round Australia Race, Zulu Chief was crewed by Ian Lewis and well-known loan sailor David Adams. Unfortunately she lost her rudder on the final leg of the race. The yacht is now refitted as a fast cruiser and she has made trips to Noumea and Fiji over the past year with a family crew. Lewis has done lots of tough ocean races and it is likely he could place well.
 Crew: I. Lewis (4), X. Lewis, M. Stuart, B. Bracken (1), G. Bracken (1), D. Lee.



ZEUS II
 LOA: 9.2m
 DESIGNER: Peter Joubert (Aust)
 TYPE: Currawong
 OWNER/SKIPPER: James Dunstan
 CLUB: Royal Sydney Yacht Squadron, NSW
 Finished last year's gruelling race 9th overall and 2nd in division under IMS, but her biggest claim to fame was to win the race overall in 1981. In spite of her age, Zeus and her owner are still very competitive and have won numerous races including the '90 Cabbage Tree Island race and the Janzoon Trophy. She is a very reliable and steady Australian-designed yacht and could still give the newer boats trouble.
 Crew: J. Dunstan (16), C. Irwin (4), C. Thornton (3), P. Colvin (5), J. Armenante (1), E. Saafeld.

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The CYCA Partners

THE planning and preparation, organisation and promotion of any major ocean race (as with any other world-class international sporting event) is complex, technically particular and very expensive.

The Cruising Yacht Club of Australia is justifiably proud of the fact that, whilst admittedly able to call upon the considerable talents of some of the world's leading yachting professionals, the Kodak Gold 50th Sydney-Hobart Yacht Race, the Kodak Asia Pacific Anniversary Regatta, the Canon Big Boat Challenge and the Kodak Tasman Triangle will be conducted, with the assistance of the Royal Yacht Club of Tasmania and the Royal Port Nicholson Yacht Club, "in house".

It is absolutely essential that the contributions of the members of these clubs – the tireless hours of voluntary labour, the dedication to excellence in the completion of each task and the hours of research and development which ensure these events are conducted to the very latest accepted levels of expertise – is acknowledged and applauded.

Add to all this the allure this year's race presents for anyone who has been touched by it over its 49-year history and it becomes quite understandable that entries should represent a number more than double that of any previous year. Now this is what I call a race!

We are no longer sitting in contemplation of a pleasant cruise to Hobart after years ravaged by war but of a logistics exercise (of which generals and admirals might be proud) designed to facilitate a world-class yacht race. Such events are not conducted without substantial costs.

The simple reality is that the race could not be managed professionally without the support of our major sponsor, now into

The Royal Yacht Club of Tasmania in Hobart . . . associated since the first Sydney-Hobart



their third year, KodakK (Australasia) Pty Ltd, who have demonstrated a willingness to be involved directly, to be "hands on" in their support of the event rather than standing aloof and "outside" the partnership.

As in previous years, KODAK, as well as the Cruising Yacht Club of Australia, the Royal Yacht Club of Tasmania and (as of this year) the Royal Port Nicholson Yacht Club, have been ably supported by an extraordinary team of sub-sponsors

which includes Digital, Canon, Caltex, Corum, Qantas, Electrotech Marine, Telstra, NSW State Government, MSB Waterways Authority, Tasmanian State Government, Tourism Tasmania, Marine Board of Tasmania, Young Endeavour Foundation, South Australian Sail Training Association with *One And All*, Royal Volunteer Coastal Patrol, Australian Volunteer Coast Guard, Penta Comstat, NSW National Parks and Wildlife, Royal Australian Navy, Landfile, Australian Maritime Safety Authority, Woollahra Municipal Council and the Ferntree Bay Yacht & Tennis Club of Pulpit Point.

Digital, our major Winter Series sponsor, has once again supported the greatest race of them all by ensuring that all our computer hardware and software needs were fulfilled in a year where production of timely results has been greatly complicated by the very technical nature of the results program and the enormity of the fleet.

Canon, a recent but very welcome addition to the CYCA crew as major sponsor for the Southport Classic and the Big Boat Challenge, has provided both the clubs and the media office with state-of-the-art equipment (printers, copiers and the like) we needed to properly administer events.

Caltex (also sponsors of the Youth Sailing Academy) ensures our fuelling needs are quickly and efficiently serviced.

Qantas (one of our longest-standing crew members, having supported the race for over 25 years) took on the daunting task of moving the necessary personnel, equipment (in excess of six 20-foot containers!) and trophies to and from Hobart with a professional efficiency which must be admired.

Electrotech Marine and Telstra have worked together to provide us (in co-operation with *Young Endeavour*, Penta Comstat and Landfile) with absolute state-of-the-art communications between this armada and Race Headquarters, a task which enhances both the safety of the competitors and the efficiency of race administration.

To all the government instrumentalities, statutory authorities and voluntary organisations mentioned earlier, a race such as this one would surely become financially unmanageable without your assistance, control, co-operation and expert contribution and we thank you all sincerely.

To the people of the radio, television and print media, your solid and professional efforts ensure that all those who wish to know are well informed about the event and those who have made contributions to its success – our sponsors – are recognised for their efforts: please accept our sincere thanks.

In an event of this magnitude there are many hundreds of volunteers whose efforts really should be acknowledged. To this one needs to add those who make significant or key contributions. Were I to begin naming individually here our magazine would resemble a telephone book, so I must restrict my thanks as follows:

To the Commodores, Flag Officers, members and staff of the CYCA, RYCT and RPNYC, particularly those who chaired and/or participated on technical, sailing, vetting, safety, event



**Warren Spooner,
CYCA General Manager**

management, start/finishing, plotting or any of the various specialist committees, ensured that effective liaison was maintained, craft entered complied with Category One, or that entrants were housed, "watered" and fed... Very well done!

This year's event was, by necessity, different from any which has gone before. Indeed, we may not see another of its like before the centenary race. Whilst the basic principle was the same, the logistics, the sentiment, the motivation to "make it perfect" drove this one harder and longer than any one of us could have imagined. Many of the crew have driven themselves well beyond the normal call of duty. We all know who these people are and how they are appreciated. I would simply like to point out that efforts such as these are what serve to strengthen the Cruising Yacht Club of Australia partnership.

**Warren Spooner
General Manager, CYCA**

Qantas Continues Support of Big Race

Qantas is delighted to continue its long-standing support of Australia's premier deepwater classic in its 50th year and congratulates all those involved in reaching this significant anniversary.

At a practical level, the airline's sponsorship of the Kodak Gold Yacht Race extends to the establishment of a travel office at the Cruising Yacht Club of Australia to assist crew members, family and supporters with their travel arrangements.

The office will be open from Saturday, December 17, to Saturday, December 24. Free calls to Qantas reservations can be made from a hotline in the foyer of the clubhouse.



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down the rhumbline

Golden Oldies Return for the Golden Hobart

The veteran yachts are not the only ones making a comeback in this year's 50th Kodak Gold Sydney-Hobart: there are several well-known yachtsmen of vintage years heading south again on Boxing Day, writes Peter Campbell, himself a veteran yachting journalist.

Old Salt Alby Burgin For Hobart – aged 79

Australia's grand old man of the sea, Lake Macquarie yachtsman Alby Burgin, is making a comeback in the Kodak Gold Sydney-Hobart – at the salty age of 79!

Not that Alby has ever stopped sailing, except for the couple of times his doctor has grounded him for a heart valve replacement.

He celebrated his 78th birthday at sea in 1992, on the return voyage after contesting the Westpac Australia to New Caledonia ocean race in his 50-footer *Alstar*.

This year he celebrated his 79th ashore by announcing that he planned to sail *Alstar* in the 50th Sydney-Hobart, a race he won back in 1961 with an earlier yacht he owned and raced extensively.

Alby is a veteran of 29 Sydney-Hobart races and more recently many short-handed ocean races, including twice in the 5,500 nautical mile two-handed race from Melbourne to Osaka in Japan.

In a remarkable sailing career that began with the Sea Scouts on Lake Macquarie, near Newcastle, some 68 years ago, Alby Burgin has sailed in 29 Sydney-Hobart races, the last being aboard *The Newcastle Flyer* in 1982.

Since 1985 he has been racing solo and short-handed, being first monohulled yacht and setting a race record in the New Plymouth (NZ) solo race across the Tasman Sea to Mooloolaba (Qld) and winning outright and breaking his own record by 18 hours in the 1990 race.

He has twice won the Sydney-New Plymouth two-handed race and twice skippered *Alstar* in the Melbourne-Osaka two-handed race, finishing third in 1987 and 7th in 1991.

Peter Kurts Sailing Again In Love And War

Peter Kurts, twice and almost three times winner of the Sydney-Hobart, and five times Australian representative owner/skipper at the Admiral's Cup, last year was back on England's beautiful Isle of Wight at the height of the British yachting season.

Peter hasn't missed a Cowes Week, an Admiral's Cup series or a Fastnet Race since 1969, either skippering his own series of great ocean racing yachts or sailing aboard English friends' yachts when

not in the Australian team.

He has not sailed to Hobart since 1990 but has agreed to again skipper his famous Sparkman & Stephens-designed 46-footer *Love And War* in the 20-Year Veteran Division of this year's 50th Kodak Gold Sydney-Hobart.

Judging by the form of this former classic IOR racer of the 1970s under her new IMS rating in offshore races this summer, he could be on a winner again with the two-times past winner of the Sydney-Hobart.

Last year Peter was at Cowes as a member of Australia's challenging team,



Margaret Rintoul II this year will be sailing her 19th Sydney-Hobart Race, more than any other yacht in the history of the event. (Pic – Richard Bennett)

Margaret Rintoul II's 19th Sydney-Hobart

Record numbers of Hobarts by individual yachts, prior to the 1994 Kodak Gold Sydney-Hobart Yacht Race:

Margaret Rintoul II: (various owners including Syd Fischer [when known as *Ragamuffin* until 1978], Stan Edwards, Roger Jackman and currently Richard Purcell, NSW). Sparkman & Stephens designed 48ft sloop – 16 Sydney-Hobart races since 1968.

Mark Twain: (Hugh O'Neill NSW), Sparkman & Stephens designed 39ft sloop – 16 Sydney-Hobart races since 1971.

Winston Churchill: (various owners including Percy Coverdale, Sir Arthur Warner and currently Mark Mothersdill, NSW). Percy Coverdale designed 52ft cutter – 15 Sydney-Hobart races since 1945.

Balandra: (various owners including Sir Robert Crichton-Brown, current owner unknown). Camper & Nicholson designed 45 ft sloop – 15 Sydney-Hobart races since 1965.



skippering a chartered One Tonner, *Ninja*, making up a strong team with Syd Fischer's 50-footer *Ragamuffin* and John Calvert-Jones' Two Tonner *Great News II*. The team lost the Cup by a mere quarter of a point in the closest result in the history of the international ocean racing teams series.

That loss and the third party protest which cost him his third Sydney-Hobart overall victory are two major disappointments for the 70-year veteran in an otherwise illustrious career in international ocean racing.

Kurts has sailed to Hobart 26 times, 20 as owner/skipper, winning twice with *Love And War* (1974 and 1978) and suffering the ignominy of being relegated from first place overall in the 1984 race on a protest – *Once More Dear Friends* was penalised for a minor touch with another boat soon after the start.

Winter Blues

Mistakes do happen and we made a couple in reporting the results of the CYCA's Digital Winter Series... misreading the computer printout.

For the record, Division A went to Otago (Robert Moore) from *Cavalier Express* (Dick Vorderhake) and *Addiction* (Richard Perini). In Division B the winner was *Rampage* (Graham Farrell) from *Wings III* (John Messenger) and *Sunsystems/Gelignite* (Dan Richardson and partners).

Of course, we should have picked up the error in Division D where our old mate Jens Rasmussen sailed his 30-footer *Spirit of Defiance* to a fine victory.

Home Away From Home

You won't get a room there this December... it's booked out by yachties, but next time you are coming to Sydney for a yachting event (or business or pleasure) one of the agreeable places to stay is The Bayside, just up the road from the CYCA.

The Bayside certainly offers the best of both worlds. It boasts a location that is five minutes to the Sydney city centre, within walking distance of the elegant boutique shops of Double Bay and, of course, the CYCA.

Most of the 99 rooms command magnificent views of Sydney Harbour, looking over the CYCA.

Handicapping the 50th Fleet

ENTRANTS in this year's Hobart race have been given the option of selecting to race under either one of two different handicapping formulae, namely the International Measurement System (IMS) and the Tasman Performance Handicapping System (TPHS). For the first time

since 1979 there will be no IOR (International Offshore Rule) division as this handicapping system is progressively being replaced by the IMS worldwide.

Yachts electing to race under IMS are required to have a valid IMS certificate and also comply with all of the regulations that apply under the IMS rule.

Yachts which elect to race under the TPHS handicapping system are required to have either a valid IMS or IOR certificate; however, they do not need to comply with the IMS regulations pertaining to minimum displacement limits, permitted materials used in construction of the yacht or accommodation requirements.

The handicapping formulae that will be applied to the two categories of entries are very different.

Under TPHS each yacht will be given a Time Correction Factor (TCF) to be applied to the actual time it takes the yacht to complete the race. For example, a yacht with a TCF of say 0.89 will have its elapsed time multiplied by 0.89 to give its corrected time. If it took the yacht 100 hours to complete the race, then its corrected time will be 89 hours. The yacht with the lowest corrected time wins the race (within the TPHS category).

A yacht's TPHS handicap is determined by the Race Committee before the start of the race and is based on the yacht's past performance.

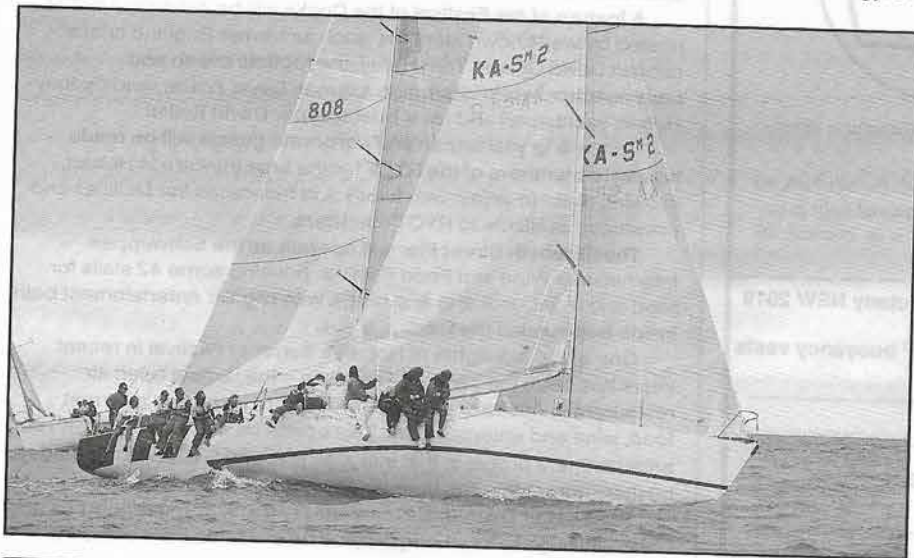
The IMS handicapping system is far more complicated than TPHS. In fact, under IMS a yacht has a whole range of

handicaps which are selectively applied, depending on the wind conditions that are encountered during the race.

To calculate results under IMS the distance travelled under each set of different wind conditions is entered into a computer: the computer calculates, for each yacht, how long it should have taken to complete the race based on a theoretical model which predicts each yacht's performance potential. (The performance prediction is derived from hundreds of measurements taken of each yacht and which are summarised on its rating certificate.) Each yacht's actual performance is then compared to the predicted performance and the yacht which compares most favourably with its predicted performance is declared the winner.

As each yacht's handicap varies with weather conditions it is imperative that accurate weather information is entered into the race scoring program. In order to achieve the highest degree of accuracy possible the IMS category yachts will be divided into divisions of approximately 25 boats of similar speeds. In this way each division can be provided with its own weather model based on the actual conditions encountered and its own set of divisional results. This is important as the weather can vary significantly from the front to the back of the fleet, which may be as much as 200 miles apart.

To calculate an overall winner of the Hobart Race (which can only be an IMS category yacht, TPHS yachts being not eligible for the overall handicap results); a weather model common to all divisions is required. As it would be impossible to fairly assess a common set of conditions the model to be used for calculating overall results will be established on the morning of the race based on a five-day forecast provided by the Bureau of Meteorology. ↓



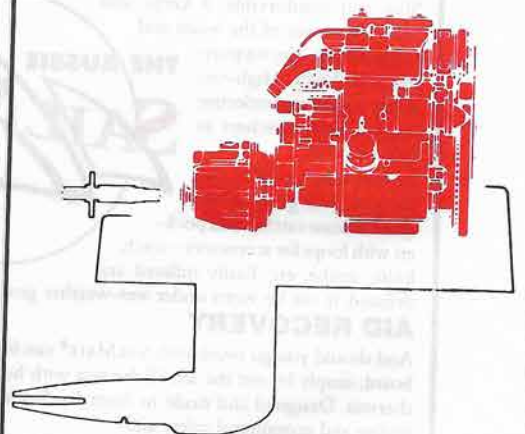
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Hobart Plans HUGE Welcome

THE City of Hobart is planning an unprecedented welcome for the crews of the record fleet of yachts sailing to Tasmania in the Kodak Gold Sydney-Hobart – and their friends and families.

Dubbed by Tasmania as a "Summer to Remember", focus of activity will be around Hobart waterfront, from Salamanca Place to Constitution Dock and across to Macquarie Wharf and is expected to attract upwards of 400,000 people celebrating the 50th Sydney-Hobart.

The Royal Yacht Club of Tasmania, in particular, will play a major role with its Festival on the Docks at Constitution Dock, catering specially for the crews and their supporters.

A highlight will be the first public Presentation of Trophies for the 50th Race near Constitution Dock – at 11am on Monday, January 2.

The yachts will be berthed right around Sullivan's Cove – in Constitution Dock, along Franklin Wharf between Constitution and Victoria Docks, on both sides of the Elizabeth Street Pier and the full length of Princes Wharf – the entertainment and hospitality will cover the entire waterfront.

Many of the activities around the waterfront will start before the



HOBART WELCOME 1993: Lord Mayor of Hobart Councillor Doone Kennedy wearing her chain of office, joined Kodak's Barry Gentle, CYCA Commodore Leigh Minehan, Kodak Managing Director Ziggy Switkowski and Lt-Commander Chris Curtis, skipper of *Young Endeavour*, in welcoming the fleet to Hobart last year. (Pic – Keith Shipton)

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fleet reaches Hobart (the first big boats are due on December 29) and for the first time Hobart shops will be open all day Saturday, December 31.

The Royal Yacht Club of Tasmania, which has its clubhouse down at Sandy Bay, will establish an annexe at Constitution Dock to cater for crews and their supporters, operating from Thursday, December 29, to Monday, January 2.

The annexe will operate in a large free-standing marquee, facing directly onto the berths of the big yachts alongside the Elizabeth Street Pier. With its own private enclosure, the annexe will feature quality catering, complete bar facilities and continuous entertainment.

A feature of the Festival of the Docks will be celebrity lunches hosted by well-known identities such as former England cricket captain David Gower, Tom Hafey, the football coach and commentator, world champion axeman David Foster, and Sydney-Hobart yachtsman and maxi boat skipper David Kellett.

Competing yachtsmen and corporate guests will be made honorary members of the RYCT for the time they are in Hobart, allowing them to enjoy, with family and friends, all the facilities and privileges available to RYCT members.

The Elizabeth Street Pier will operate as the Schweppes International Wine and Food Festival, housing some 42 stalls for food and wine, local arts and crafts, with regular entertainment both inside and outside the Pier.

One of the highlights of Hobart's Summer Festival in recent years has been the Taste of Tasmania – the largest open air restaurant in Australia and a showcase of Tasmanian gourmet food, wine and entertainment. This opens on December 28 with an entertainment program that includes jazz and jive, fashion parades, buskers, street theatre, bush and multicultural bands.

The best of Tasmania's summer produce, from raspberries and cream through to fresh crayfish, will be available from some 70



HOBART WELCOME 1969: The then Governor of Tasmania, Sir Edric Bastyan, presenting the Tattersalls Cup to the Rt Hon. Edward Heath MP, owner-skipper of *Morning Cloud*, for winning the 1969 Sydney-Hobart Race. Mr Heath, then Leader of the Opposition, went on to another victory back home in England and became Prime Minister. (Pic - *The Mercury*)

stalls, together with Tasmanian wines, ales and cider.

On Saturday, December 31, Hobart's famous Salamanca Market will be open from 8am to 3pm at Salamanca Place, alongside the Georgian warehouses which now house antique shops, craft studios and art galleries.

On New Year's Eve both the Festival on the Docks and the Hobart Summer Festival will hold New Year's Eve parties, and there will be parties galore in every pub and restaurant and around the waterfront, with a laser light show and the traditional fireworks.

What's On In Hobart

- * Kodak Gold Sydney-Hobart Race - Presentation of Trophies, Constitution Dock, Monday, January 2, 11am.
- * West Point King of the Derwent Yacht Race - Monday, January 2, 2pm.
- * The 50th Dinner Dance, Sheraton Hotel - Monday, January 2, 8pm.
- * Derwent Derby, inshore race for Kodak Tasman Triangle Yachts - Tuesday, January 3, 1pm.
- * Hobart to Wellington Yacht Race, leg three of Kodak Tasman Triangle - Thursday, January 5, 1pm.
- * Spring Bay Crayfish Derby, Spring Bay, Triabunna - Wednesday, January 4.
- * Vintage/Classic Yacht Race, Derwent River, Wednesday, January 4.

North Head Catering For Visiting Crews

The former Manly ferry *North Head*, now part of the waterfront scene in Hobart, will again be a focal part of the post-race activities for crews arriving in Hobart after the Kodak Gold Sydney-Hobart race.

North Head will be moored in the "heart of the harbour" at the end of Elizabeth Street Pier, adjacent to the *Young Endeavour* and the maxi yachts.

Trading will start on December 27 and continue through to January 4, with Nickleby's Wine Bar in association with Jim Hickman providing a complete bar and food service, including:

- * Breakfasts from 0630-1100 hours daily;
- * A-la-carte bistro dining for lunch and dinner;
- * Cafe dining, serving lighter-style cuisine;
- * Private functions catering from 10 to 300 people;
- * Invitation only black tie New Year's Eve celebration.

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Bill Ratcliff (NSW) – 29 races, eight as owner/skipper, with third IMS in 1993.

Yachts raced since 1963: *Southerly*, *Ronita* (2), *Maria Van Dieman* (2), *Boambillee*, *Cavalier* (2), *Minna*, *Skylark*, *Ruthless* (2), *Margaret Rintoul II*, *Relentless*, *Shogun*, *Pacha* (2), *Once More Dear Friends*, *Marara* (8), *Mercedes IV* (2).

Last raced: 1993 (*Marara*).

Albert Mitchell (NSW) – 29 races, including overall wins aboard *Rival* (1961) and *Piccolo* (1976).

Yachts raced since 1954: *Defiance* (3), *Nirvana*, *Rival* (6), *Salacia*, *Valhala*, *Polaris* (2), *Taurus* (2), *Geronimo*, *Piccolo* (8), *Helsal II*, *Short Circuit*, *Oz Fire* (2).

Last raced: 1992 (*Oz Fire*).

Alby Burgin (NSW) – 29 races, seven as owner/skipper and including first place overall with his own yacht *Rival* in 1961 and aboard *Piccolo* in 1976.

Race yachts since 1946: *Irene*, *Ruthean* (5), *Defiance* (3), *Rival* (6), *Salacia* (2), *Meltemi* (2), *Onya Of Gosford*, *Polaris*, *Piccolo* (2), *Boomerang Of Belmont*, *Nynja Go* (2), *The Newcastle Flyer* (2), *Helsal II*.

Last raced: 1982 (*The Newcastle Flyer*).



**Alby Burgin . . .
comeback for his
30th Hobart**

TWT (Bill) Thompson (NSW) –

28 races, including line honours winner *Astor* in 1961 and 1963. Was CYC representative and radio operator aboard *Radio Relay Vessel* from 1981 to 1988. He died in 1989.

Race yachts since 1956: *Four Winds*, *Astor* (3), *Salacia* (5), *Bacchus D*, *Fare Thee Well*, *Callipyge II*, *Taurus* (4), *Pandora II*, *Sweet Caroline*, *Gretel*, *Mercedes IV*, *Radio Relay Vessel* (7).

Final voyage: 1988 (*Radio Relay Vessel*).

Don Mickleborough (NSW) – 28 races including line honours aboard *Ballyhoo* in 1976.

Yachts raced since 1958: *Southerly* (8), *Noria*, *Ilina*, *Rapawe*, *Apollo* (2), *Ballyhoo* (2), *Mirrabooka* (5), *Mirrabooka II*, *Fortlet*, *Vanguard*, *Radio Relay Vessel* (4), *Final Approach*.

Last sailed: 1991 (*Final Approach*).

Stan Darling (NSW) – 27 races, including five overall winners *Solveig* (1954), *Anitra V* (1957), *Freya* (1963, 1964), *Pacha* (1970) and line honours winners *Solveig* (1953) and *Ballyhoo* (1976).

Race yachts since 1947: *Peer Gynt* (3), *Solveig* (5), *Anitra V* (4), *Noria* (3), *Freya* (2), *Rapawe*, *Balandra* (2), *Pacha* (2), *Ballyhoo* (3), *Apollo* (2).

Last raced: 1982 (*Apollo*).

David Lawson (NSW) – 27 races, including line honours aboard *Helsal* (1973).

Yachts raced since 1961: *Sylph VI* (5), *Ronita* (3), *Fare Thee Well*, *Minna*, *Helsal* (2), *Casablanca*, *Vanguard*, *Patrice*, *Mary Muffin* (3), *Streaker*, *Doctor Dan*, *Windward Passage*, *Rager*, *Helsal III*, *Tanglefoot*, *Freight Train* (3).

Last raced: 1993 (*Freight Train*).

Peter Kurts (NSW) – 26 races, 20 as owner/skipper, with overall wins with *Love & War* (1974 & 1978).

Yachts raced since: *Kaleena*, *Mr Christian* (3), *Cavalier*, *Boambillee* (2), *Prospect Of Whitby*, *Love & War* (6), *Marionette*, *Once More Dear Friends* (5), *Drake's Prayer*, *Madeline's Daughter* (5).

Last raced: 1990 (*Madeline's Daughter*).

Alan Butler (Vic) – 26 races, including overall win aboard *Christina* in 1946 and *Solo* when it took line honours in 1959 and overall first place in 1962.

Race yachts since 1946: *Christina* (2), *Gynea*, *Solo* (3), *Metung* (2), *Maris* (2), *Thekla*, *Odin* (4), *Gumblossom* (2), *Billabong* (8), *Kingurra*.

Last raced: 1989 (*Kingurra*).

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KODAK GOLD SYDNEY-HOBART - THE 50TH

Russell Evans (Vic) - 26 races.

Yachts raced since 1968: *Winston Churchill* (7), *Odin* (5), *Vittoria* (3), *Banjo Paterson* (2), *Fantasy Rags* (2), *Vittoria* (2), *Challenge II* (4), *Mandrake*.

Last raced: 1986 (*Mandrake*).

Josko Grubic (SA) - 26 races including 25 as owner/skipper, the last 16 times on *Anaconda II* (a record).

Yachts raced since 1966: *South Myth*, *Adria* (3), *Anaconda* (6), *Anaconda II* (16).

Last raced: 1992 (*Anaconda II*).

Bruce Gould - 28 races including first overall on *Pacha* 1970 and line/handicap win aboard *Sovereign* 1987.

Yachts raced since 1963: *Sylph VI* (2), *Balandra* (4), *Saracen II*, *Pacha* (2), *Ragamuffin*, *Helsal*, *Apollo*, *Anaconda II*, *Gretel* (3), *Vengeance* (3), *Freight Train*, *Ragamuffin VI*, *Sovereign* (2), *All That Jazz*, *Margaret Rintoul*, *Condor*, *Never A Dull Moment*.

Last raced: 1993 (*Never A Dull Moment*).

Tony Ellis (NSW) - 27 races since 1963, including IOR first overall on *Ragamuffin VII* in 1992 and line honours on *Ragamuffin VI* in 1988 and 1990.

Yachts raced since 1963: *Salacia* (2), *Seawind*, *Ragamuffin* (6), *Ragamuffin II*, *Ragamuffin III* (3), *Ragamuffin IV* (2), *Ragamuffin V*, *Sweet Caroline*, *Ragamuffin VI* (4), *Gazebo*, *Final Approach*, *Ragamuffin VII* (2).

Last raced: 1993 (*Ragamuffin VII*).

Geoff Rouvray (NSW) - 26 races including four third places on *Salacia*, *Salacia II* and *Szechwan*.

Yachts raced since 1967: *Salacia* (3), *Salacia II*, *Onya Of Gosford*, *Queequeg*, *Pacha* (2), *Helsal*, *Patrice III* (2), *Vanguard* (3), *Adrenalin*, *Szechwan* (2), *Bewinched*, *Silver Minx* (4), *Venture One*, *Fujitsu Dealers* (2), *Freight Train*.

Last raced: 1993 (*Freight Train*).

Colln Wildman (NSW) - 26 races since 1963, including line/handicap double on *Sovereign* in 1987.

Yachts raced since 1963: *Struen Marie* (2), *Mr Christian*, *Calliope*, *Gillawa* (2), *Taurus* (3), *Pilgrim*, *Patrice III* (3), *Ragamuffin III*, *Priority*, *Diamond Cutter*, *Vengeance* (2), *Ragamuffin VI*, *Sovereign* (2), *Condor* (3), *Final Approach*, *Maxi Ragamuffin*.

Last raced: 1993 (*Maxi Ragamuffin*).

Des O'Connell (NSW) - 25 races since 1947 including third on *Carol J* in 1956, third (TPHS) with his own half tonner *Katinka* in 1992.

Yachts raced since 1947: *Stormbird*, *Alic*, *Ellida* (2), *White Cloud*, *Carol J* (4), *Poitrel* (2), *Lowana 2*, *Salacia*, *Wolftam IV* (2), *Sea Wind*, *Moonraker Again*, *Patrice 3*, *Sagittarius*, *Spider*, *Never Satisfied*, *Onya Of Gosford*, *Katinka* (2).

Last raced: 1993 (*Katinka*).

Syd Fischer (NSW) - 25 races since 1962 including third place with *Ragamuffin* in 1968, second in 1970, third with *Ragamuffin III* in 1976 and second in 1977, third with *Gazebo* in 1987, third and line honours with *Ragamuffin VI* in 1988 and line honours again in 1990, and first with *Ragamuffin VII* in 1992.

Yachts raced since 1962: *Malohi* (2), *Ragamuffin* (6), *Ragamuffin II*, *Ragamuffin III* (2), *Superstar*, *Ragamuffin IV* (2), *Ragamuffin V*, *Ragamuffin VI* (5), *Gazebo*, *Ragamuffin VII* (2).

Last raced: 1993 (*Ragamuffin VII*).

Fraser Johnston (NSW) - 25 races since 1963 including second on *Caprice Of Huon* in 1972, third on *Constellation* in 1978, third on *Challenge II* in 1980 and first with *Challenge II* in 1983, line honours with *Condor Of Bermuda* in 1984, first with *Sagacious V* in 1990, second with *Ultimate Challenge* in 1991, third with *Atara* in 1992.

Yachts raced since 1963: *Kaleena* (2), *Mercedes III* (2), *Caprice Of Huon*, *Queequeg*, *Mercedes IV* (2), *Love And War* (2), *Constellation*, *Relentless*, *Challenge II* (4), *Condor Of Bermuda*, *Highland Fling*, *Another Concubine*, *Sagacious IV*, *Heaven Can Wait*, *Sagacious V*, *Ultimate Challenge*, *Atara* (2).

Last raced: 1993 (*Atara*).

Rolfe Mische (NSW) -

25 races since 1963.

Yachts raced since 1963: *Enid*, *Akala* (6), *Wathara II*, *Callipyge*, *Warri*, *Geronimo* (3), *Natelle II* (2), *Taurus II* (2), *Inch By Winch*, *Apollo*, *Venture One*, *Rager* (3), *Philips Lightning*.

Last raced: 1993 (*Philips Lightning*).



Rolfe Mische... reached 25

Bruce Jackson (NSW) -

25 races since 1952.

Yachts raced since 1952: *Wanderer* (2), *Wraith Of Odin*, *Janzoon* (2), *Eos*, *Southerly* (6), *Southern Maid*, *Salacia*, *Illina*, *Apollo*, *Ballyhoo*, *Matika III*, *Apollo III*, *Inch By Winch*, *Fortlet*, *Mirrabooka*, *Freight Train*, *Final Approach*.

Last raced: 1991 (*Final Approach*).

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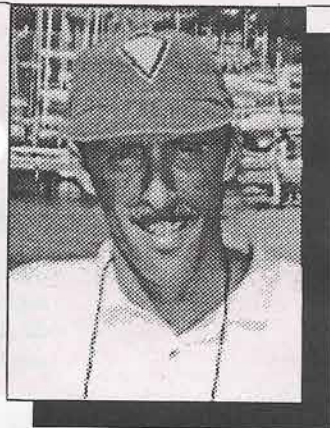
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The Information Superhighway Goes Sailing

SAILING as a sport has always been underserved by the mainstream media. Combine this with the inherent time lag of the monthly yachting magazines and the average information junkie like me becomes truly frustrated. Take a long and arduous event like the BOC Single-Handed Round-The-World Race and the effect becomes more exaggerated. The mainstream press carries nothing (too hard!) and the rest of the news is, well, fairly dated. What to do?

Well, while in Charleston, South Carolina, for the start of the aforementioned race I was introduced to Compuserve, a global computer information network, that would be "covering" the BOC race. All I needed was a PC and a modem. Joining was easy, the Windows interface was elegant, and I was away not surfing but sailing along the information superhighway. The information is nothing less than extraordinary.

First, a few words about Compuserve. The system has many uses. A primary one is electronic mail or E Mail as it is known. This is global interpersonal electronic communication that is cheap and private. I use this function to communicate with race competitor David Adams and his shore crew by sending a message into a central bank which is then received automatically by the end-users whenever they log on. In David's case this is through Inmarsat-C,

which allows him to receive and transmit data and fax.

In the case of the shore crew, no matter where they are, it is a simple matter of plugging in the laptop to check in and send any messages. Since all composition occurs off line (i.e., no cost) you can prepare piles of correspondence in advance and then send the lot in a matter of seconds to any number of mail boxes to anyone in the world by dialling one number only.

A second major function of Compuserve is through user forums. These are where people interested in specific topics can congregate to discuss, ask questions or receive information on a subject. This is where the sailing side is handled via the Sailing Forum. Entering the Sailing Forum gives you instant access to a wide range of current topics from America's Cup to reports on the latest match racing events, current rankings, and even updates on events while they are happening. At the time of writing I am fully up-to-date on the Corum Cup, which is in progress. No-one else I know has a clue what's going on unless someone has phoned them directly. It is also through the Sailing Forum that the BOC is being covered. Twice a day I get full position reports, a press release, and full colour maps of the competitors' positions, which are produced by Comsat using their Sail Track program. A sample of the output is shown here.

Beyond this there are stories and reports from the competitors as well as high resolution photos of the boats and competitors.

As boats finish these are updated. These photos are usually by top yachting photographers like Billy Black and Barry Pickthall, so they are worth the price of admission alone.

If you're like me where the need to know is strong then this is for you. The cost of this service used at off peak time is 39 cents per minute. I am in and out in under two minutes so for 78 cents I know what I want to know. Call me if you want to know more on (02) 948 1512. Don't worry, I am giving this great service a free plug only because I think you should know.

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Weather Routing and the C Connection

In offshore sailing there is no greater variable than the weather. A proper understanding and utilisation of the weather systems can make an average boat a winner and a good boat a legend. Two factors are important. One is getting the weather information on board and the second thing is interpreting it to your advantage. Short of a lifetime experience in meteorology how do the rest of us get up to speed?

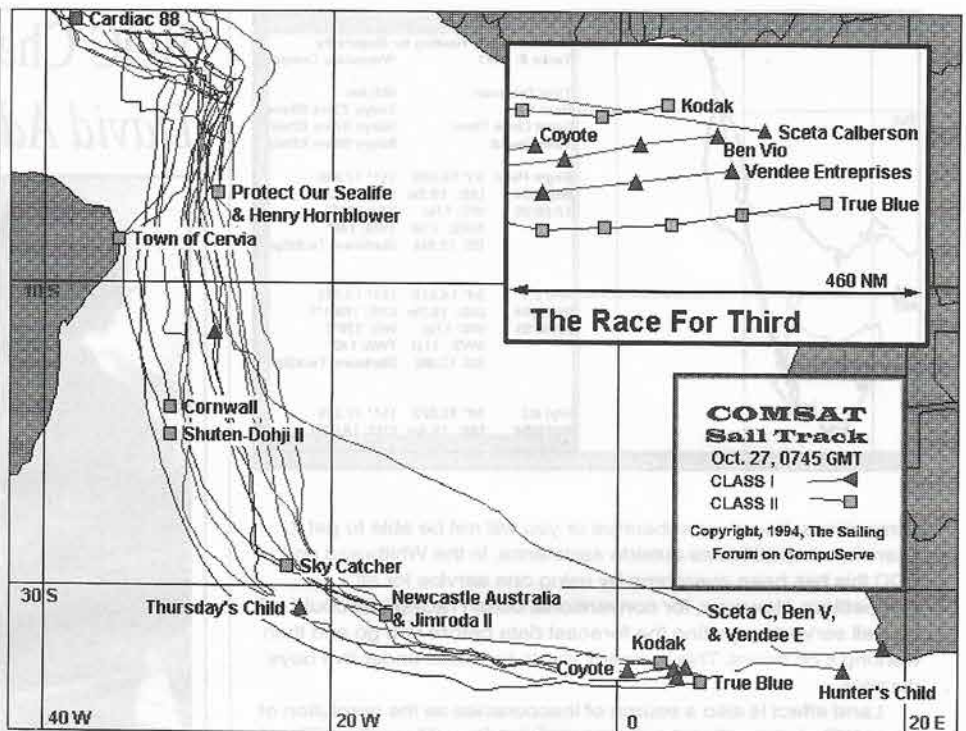
The solution appears to lie with weather routing software. There are several programs available but the one with which I have become familiar is OCEAN, which is being used by all the BOC competitors.

This program takes satellite weather information received through an Inmarsat-C receiver and, utilising the individual boat's polar speed data and user inputted waypoints, determines the fastest course through the weather systems.

The program output is a graphical display of all the routes computed (generally 5-10,000 in a matter of minutes) and highlights the Great Circle Route and the Shortest Time Route.

The waypoints are displayed in text form, as are the times to waypoint, wind, course and speed you will encounter and whether you will have spinnaker up or not. Finally it displays the time saved with an optimal route vs the Great Circle Option.

Shifts are not a problem as the entire



sailable area out to 45 degrees is covered. You can also cover your competition by scaling their polars and not only seeing where they should be going but also determining your optimal covering routine.

The weather data is the key to the success of the routine, which is, in itself, reasonably infallible. The weather files are accessed by a subscription service and

they display wind vector information over a set of forecast times (for instance 24h, 48hr, and 72 hr forecasts). The program reads the file and displays the data graphically. To go from file to file is as simple as a click on the mouse.

One problem exists with this type of program and that is that the Inmarsat-C weather data is not freely available to all

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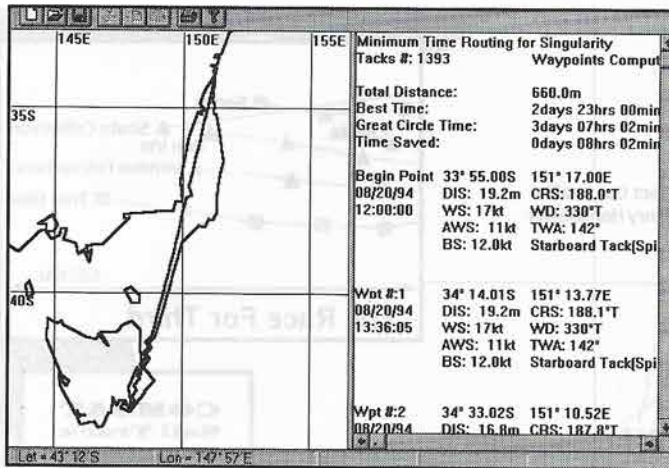
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competitors. You must subscribe or you will not be able to get it. Therefore it qualifies as outside assistance. In the Whitbread and BOC this has been overcome by using one service for all competitors. However, for conventional ocean racing you could still be well served by getting the forecast data before you go and then working it on board. This is clearly viable for races under five days' duration.

Land effect is also a source of inaccuracies as the resolution of the satellite images is not good enough to show this so the utility of such programs is diminished in, say, the Hobart whereas it is 100% valid in the Lord Howe or Noumea race. Nevertheless, like all tactical aids, it should be part of a suite of tools for the experienced tactician and, in that light, it really does fill a big hole. See the sample run for Sydney to Hobart. It offers an 8 hour saving off the rhumbline.

Finally, let's get off racing and look at cruising yachts. In their case there are no rule restraints on such information and weather routing can not only improve the comfort and safety of the voyage, it can save time and costly wear and tear.

One last point to close this technology tirade. Inmarsat-C is a small system costing around \$7000. which would not be out of place on a 35-footer. One communication function that I think will cause it to become more popular if not mandatory is its ability to upload information on demand from a mother station.

Most important here are position reports. A race organiser can automatically upload the fleet's position into its own computer in a matter of seconds. It is accurate, requires no interpretation, and saves a huge amount of time with a large fleet. Think about it as you sit down below waiting for 300 boats ahead of you to get through their dialogue this year! ↓

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BOC Challenge Around Alone David Adams In Historic Win



SYDNEY sailor David Adams became the first Australian to win a leg of the BOC Challenge Around Alone race when he sailed his 50-footer *True Blue* into Cape Town, South Africa, at the end of the first leg from Charleston, USA.

Adams, 40, a veteran of the 1990-91 BOC Challenge, won Class II (40'-50' boats) of the gruelling 6818 nautical mile leg with an elapsed time of 42 days 9 hours 50 minutes 45 seconds, bettering the previous race record by more than two days. He was also the fourth boat to reach Cape Town, beating four larger Class I (60') boats.

His performance must rank not only as a high note in a personal sailing career but must also be one of the outstanding achievements by an Australian yachtsman in international ocean racing.

"I've finally achieved something. By the equator I almost gave up and settled for second place, but the strategy of going west as planned paid off and I got the westerlies before Soldini," he said after coming ashore at Cape Town. At the equator Adams was some 450 miles astern of fellow Class II competitor Giovanni Soldini sailing the Italian entry, *Kodak*. He made up that difference, beating Soldini into Cape Town by almost 150 miles.

"The boat has been fantastic," said Adams of this Scott Jutson design. "The last four days we've been hard running with spinnakers. I had 25-knot westerlies on Friday and 10 to 15-knot westerlies yesterday and blew out three spinnakers. The fourth is taped up: it was great sailing."

Remarkably, Adams still does not have a major sponsor, although he has received support from a number of Australian companies, including Yalumba Wines, makers of Angus Brut.

The other Australian in the race, Alan Nebauer, sailing *Newcastle Australia*, was expected to finish fourth in Class II after a dramatic rescue of fellow competitor Josh Hall, whose yacht was sinking in the South Atlantic. He is expected to receive a time compensation.

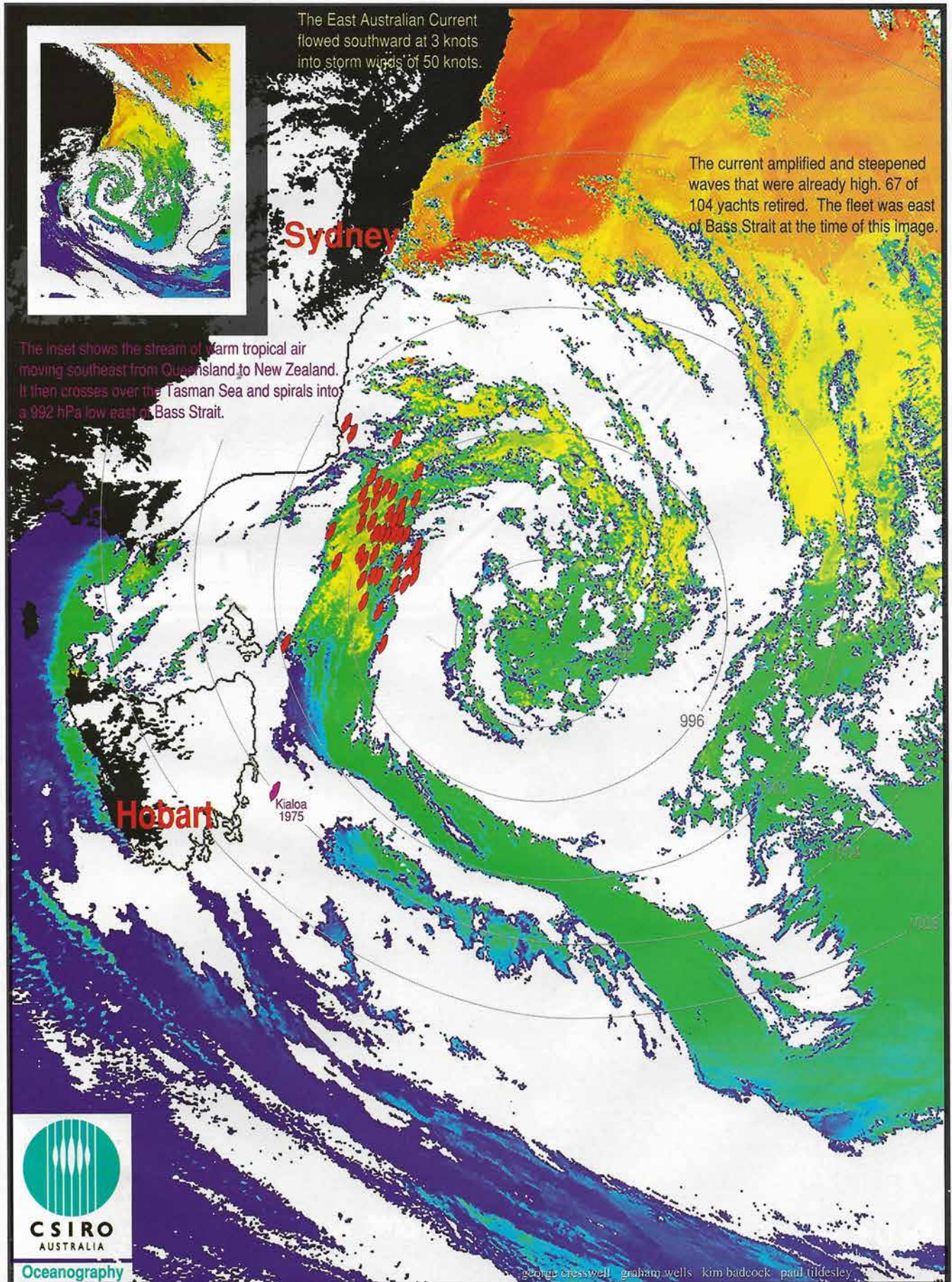
First yacht to complete the leg from Charleston to Cape Town and also creating BOC Challenge history was the sole woman sailor in the race, Frenchwoman Isabelle Autissier, leading the Class I fleet of 60-footers across the line. She is the first woman to complete a BOC Challenge, finishing seventh four years ago, and now is the first woman to win a leg of the circumnavigation race.

The winner of the previous BOC Challenge (1990-91), Frenchman Christophe Auguin, finished third into Cape Town in Class I, sailing *Sceta Calberson*.

- Peter Campbell

1993 Sydney to Hobart Yacht Race

*Late afternoon, 28 December —
the worst-ever combination of wind and current?*



Weather Forecasting At Sea

by Kenn Batt

There is no part of the world of coast, continents, oceans, seas, straits, capes and inlands which is not under the sway of a reigning wind, the sovereign of its typical weather. The wind rules the aspects of the sky and the action of the sea. But no wind rules unchallenged his realm of land and water.

**J. Conrad,
The Mirror Of The Sea**



more over a three-hour period will tell us that either we have at least strong winds or greater now or they are just around the corner! The greater the pressure change over the three-hour period the stronger the winds. *Note:* On a moving yacht the pressure tendency as calculated by you from the barometer is not for a fixed point. For example, a yacht is planing at 20kts in an easterly direction while an active cold front is moving in the same direction at 25kts. In this case the barometric tendency on the yacht may show only a small rate of pressure fall whereas a nearby island may show a large fall, thus indicating a vigorous system. In this case the yacht's barometric tendency may be providing slightly misleading information. The equivalent pressure tendency for a stationary point is equal to the following:

(pressure tendency on yacht) -
(yacht's velocity x pressure gradient)

We will now just concentrate on wind forecasting for a while. The basic weather forecast obtained via radio (write it down or better still record it) will give both wind speed and direction and essentially there is little cause to argue with what the forecaster is suggesting. Please note that wind directions and speeds mentioned in official forecasts (and observations) are for a height of 10 metres (33 feet) above the ocean or land surface and are 10 minute averages. Gusts are generally not mentioned at all in forecasts! So beware! But we also need to know when a cold front, for example, will be passing over us. You can obtain this information from the forecast but this will need to be fine-tuned by the Eye Ball Mark 1 Method, noting the cloud changes (as well as pressure changes) which herald the advance of the cold front and eventually its passage. But it has to be said that by the time you see the signs of the front the changes are probably imminent. (Another *cautionary* note: Every cold front will differ in strength and weather associated with it. Generally the stronger the front, the worse the wind/weather accompanying it. A weak front may pass through your area without any significant impact apart from a shift in the winds and a small drop in temperature.)

Frontal forecasting is difficult, especially during the warmer months, as fronts can accelerate, slow down or disappear completely whilst making their passage along the NSW south coast. The mountains to the west can retard the passage of fronts northward, particularly over and close to the mountains. Meanwhile, closer to the coast and further seaward, fronts could be racing northward at speeds around 30 to 40 knots. The best example of this behaviour is the Southerly Buster. One sure way of forecasting the arrival of this event and other events is to look to the south of your position and note the effect of the change on other boats. If you are leading, then you'll just have to hope that some low cloud is accompanying the change and note your barometric tendency (falling ahead, rising behind).

With a surface (or MSL = mean sea level) weather map (or analysis or anal

WEATHER prediction is quite complex at the best of times as there are many variables to be taken into account.

It is made even more complicated at sea than compared to the land when one considers the relative lack of data available to the user.

One way of filling this void is for *YOU* to perform regular, say at least every three

hours, observations. These observations should include (*write* it down, our memory often forgets) the following:

- wind direction and speed;
- cloud type;
- temperature (air and sea);
- barometric tendency; and
- sea and swell conditions.

By logging the above variables in conjunction with regular forecasts you should be able to build up a picture of what is going on around you and in particular the barometric tendency will give you an indication of any impending significant changes. It is these changes with which you are particularly concerned because you know what the weather is at the current time, and with what you are presumably comfortable, but changes in both wind direction and speed, for example, may affect your future strategy.

The aneroid barometer is your main *instrument* at sea to sense these significant changes. It is the tendency, rise or fall over a time interval, of the pressure in which we are interested and not the instantaneous value. For example, a pressure rise or fall of say six hectopascals (six millibars) or

Left: The heat radiated from the earth and sea can be detected by satellites and processed to yield surface temperatures. In this satellite image the temperatures have been assigned colours ranging from red (hot) through the spectrum to blue (cold). Clouds are white. The positions of the yachts are marked in red. After the same lapsed time the record-setting *Kialoa* in 1975 (purple) was almost to Hobart. The sea level isobars are marked as light grey lines.

obtained from an onboard *weatherfax*, you are much more in control of the situation. The orientation and spacing of the isobars will give you a quick, broad picture of the wind situation as well as the position of the major weather feature(s). By comparing the current chart with the previous chart you can estimate the approximate speed of the front (or any other weather system) and hence have a good idea of when the front, and hence a wind change, will arrive in your area (persistence forecasting). A quick method to help you gauge the speed of the front and hence the approximate wind speed at the surface behind the change is to estimate the wind speed from isobaric spacing just behind the front. This does unfortunately take some practice! The average speed of a cold front and its associated low pressure system is approximately 25 knots over southern Australia. A high pressure system moves with an average speed of around 15 knots.

One of the best tools available via onboard *weatherfax* is the surface *prognosis* (prog). This chart indicates either the human's or the computer's thoughts on where weather systems will be positioned at a particular time in the future. This product when used in conjunction with the methods outlined above will help you more so, for example, establish the time of arrival of the cold front and hence the wind change over your area. Please remember that these charts are a good guide and not gospel!

Having a weather chart as well as the transmitted weather forecast can give you a great deal of confidence in your ability to predict wind changes at sea. One problem, however, is the cost of a decent *weatherfax*. One solution is that most boats do not have a fax because of the costs involved. Don't despair! The special race weather forecast prepared by the Bureau of Meteorology is an excellent guide and all we need is the barometer, your weather knowledge and the Eye Ball Mark 1 Method to fine-tune the forecast. Good local knowledge gives you the edge!

After you predict the general windflow the job does not stop there! One has to then take into account all the local variations which can affect your forecast.

These local variations are more likely to occur close to the coast (within 10 nm). However, even in ocean waters (greater than 10 nm from the coast) variations can still occur. Due to lack of observational data, experience suggests that over the oceans alternating bands or areas of locally stronger and lighter winds can occur which the ocean or coastal waters forecasts tend to ignore at times. This is especially true of pure trade wind flow. Gusty winds will occur in the area around a cold front, but some evidence suggests that when we have a tight pressure gradient (isobars close together on a weather chart), the wind arranges itself in corridors of stronger wind interspersed with areas of lighter winds and these stronger winds can be 20 knots or more higher in speed than the average wind speed. This situation is similar to waves at sea where we talk about average wave

heights, but nonetheless there can be some waves at least twice that height.

So in trying to predict or fine-tune the wind direction and speed from a weather forecast, or a weather map or better still, both, you should always bear in mind that the wind could be stronger or lighter than the forecast suggests.

We also find that the wind is generally stronger over warm water and less in speed over colder water. If we have warm air over cold water, we have what is called a stable air-sea interface (sailing layer) and hence a marked wind shear situation. This generally means more twist on port tack and less twist on starboard. With cold air over warm water we have an unstable air-sea interface and hence a weak wind shear situation. This generally implies straighter leeches. This is one of the reasons why air and sea temperatures should be logged. Sea water temperature should be monitored from a current point-of-view along with GPS or traditional navigation procedures. GPS-derived set and drift data should be averaged over a 30-minute period to be of any use.

Inshore the situation can be different again. Here not only can the funnelling/channelling effects around headlands, up and down river valleys and through straits, especially the ones beginning with Bass and Banks, have a significant effect on the strength of the wind, they can also have a marked effect on sea conditions, especially when wind opposes tide or current (remember the East Australia Current).

High coastal cliffs can create problems with both onshore and offshore winds. The rule is keep clear of coastlines by at least 10 times the height of the cliff(s). Another rule is that offshore winds increase in speed and back (go left) in direction as they blow out over the water; onshore winds decrease in speed as they approach the land and the direction will veer (go right) a little.

If conditions allow, a seabreeze will set up and will be strongest within say 5nm of the coast and will be at its strongest during the mid to late afternoon. Some of the strongest seabreezes occur on the south coast of NSW.

As mentioned above, the wind behaviour over warm/cold water holds for areas inshore as do the rules governing the stability nature of the sailing layer.

There are many other weather processes that take place at sea but space just does not permit it!

Some words of wisdom

Become familiar with typical cloud types and what they tell us. Better still read a weather text: the Bureau's *Wind, Waves, Weather* (NSW Boating Weather Booklet) is a good start. Available from the Bureau or the Government Bookshop in your respective State.

All competitors in the race will be provided with a meteorological and oceanographic briefing prior to the start in order to get the thinking juices flowing.

Use the Bureau's INFOFAX service to "lock into the weather".

Read the article written by yours truly in the October issue of the *CYCA OFFSHORE Yachting* magazine in order to appreciate the weather conditions between Sydney and Hobart, especially the unusual conditions.

On Boxing Day the Bureau of Meteorology will have a "weather shop" set up in the CYCA grounds to provide meteorological advice to all competitors if they so desire.

Special race forecasts will be provided by the Bureau to the fleet during the official skeds from the relay vessel.

Listen to as many weather sources (PENTA, OTC/TELSTRA, etc) as often as possible during the race. The coastal reports of wind and pressure data, especially the pressure tendencies, are invaluable in anticipating weather developments. CAUTION: The wind data are recorded essentially over the land and are generally not a good guide (due to greater friction and local effects) to conditions away from the coast.

Never take the Derwent River for granted! One always hopes never to be in the Derwent between the hours of 2200 & 0700. If you are just keep praying and err to the east for the first half and to the west (not too far though) for the last half (John Garrow Light to the finish!)

At the end of the day it is a *feel* (emotional involvement) for the wind which no amount of weather forecasts and charts can generate which will allow you to predict its behaviour and will take away some of the nasty surprises which seem to catch out yacht skippers who fail to realise the changes taking place.

GOOD LUCK, SAFE RACING AND ABOVE ALL KEEP THOSE WEATHER EYES OPEN. SEE YOU IN HOBART! ↓

Reference: *RORC Manual of Weather at Sea* by Dag Pike (David & Charles 1994)

Kenn Batt is available for meteorological advice and can be contacted on (02) 918 0749 (after hours).



Weather forecaster Kenn Batt

Canon Big Boat Challenge

Maxis to Race

On Sydney Harbour

FOR the first time in more than a decade maxi yachts will be back racing on Sydney Harbour on Monday, December 19, contesting the Canon Big Boat Challenge in a spectacular event just a week before the start of the Kodak Gold Sydney-Hobart.

A fleet of between 15 and 20 maxis and pocket maxis is expected to line up for a high-powered preview of the big gun battle for Hobart line honours.

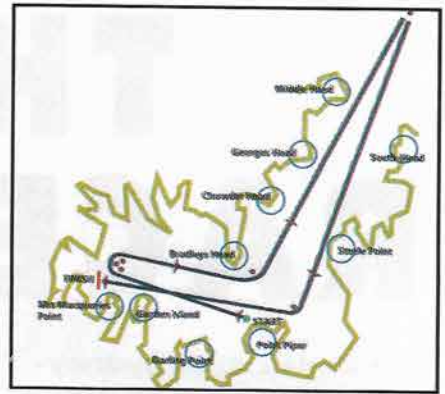
Maxis racing on Sydney Harbour – Canon Big Boat Challenge will highlight pre-Hobart racing. (Pic – Peter Campbell)

The two-hour race around the Harbour will start off Rushcutters Bay, rounding marks near Fort Denison ("Pinchgut"), Sydney Heads and Shark Island, with the finish between Fort Denison and the Opera House.

The race layout will ensure that the public has a unique chance to view the maxis from many vantage points on the Harbour and a large spectator fleet is also expected out on the day, with the race starting at 12.30pm. The course will ensure spinnaker runs on at least two of the course legs.

The fleet is expected to include many of the high profile international competitors such as *Congere* (originally Alan Bond's *Drumstick*), *Atalanta* (ex *Ondine II*) and *Sorcery* from the USA, the South African record-breaker *Broomstick*, the former Italian maxi *Longobarda*, *New Zealand Endeavour*, winner of the recent Whitbread round-the-world race, and the beautiful timber-hulled veteran *Condor Of Bermuda*.

Broomstick has been chartered by a Sydney syndicate, *Longobarda* by the Tasmanian "Dairy Farmers" syndicate while *New Zealand Endeavour* is now owned by prominent Hobart yachtsman Bob Clifford



and re-named *Tasmania*.

These international championships will be matched against the Australian big guns *Brindabella*, *Infinity III* (the former *Brindabella*), *Condor Of Currabubula*, *Hammer Of Queensland*, *Innkeeper*, *Petaluma Wines*, the Queensland flyer *Bobsled*, *Toll Express Helsal II* from Melbourne, the former New Zealand now Sydney-owned flyer *Fidells*, and the brand new, state-of-the-art 66-footer *Exile*, built in Sydney for Hong Kong yachtsman Warwick Miller.

The Canon Big Boat Challenge is just part of Canon Australia's substantial commitment to sailing, which this year includes supporting sponsorship of the Sydney-Hobart, sponsorship of the Canon Sydney-Gold Coast Classic, and the sponsorship of two yachts, *Canon Maris* (Ian Kiernan) and *Canon Copiers* (Bruce Staples), for the Sydney-Hobart. ↓



The 50th Sydney to Hobart.

A real collector's item.

December 26th, 1994 marks a special milestone in the history of off-shore racing - the running of the 50th Sydney to Hobart Yacht Race.

To commemorate the event, Australia Post is releasing two 45¢ stamps. One shows the start of the race, with the Opera House and Sydney Harbour Bridge in the background. The other features the yachts on the high seas, the Tasmanian coastline looming into view.

For stamp lovers and yachting enthusiasts alike, these spectacular full-colour stamps and philatelic products are an outstanding souvenir of one of the world's great off-shore yacht races.

Now available at your Post Office or Australia Post Shop.

Australia Post Stamps 2 x 45¢
 First Day Cover \$1.15
 Stamp Pack \$1.30
 Maximum Cards (set of 2) \$2.00
 Post Cards 2 x \$1.00 each



APS 501

THE 49TH RACE WINNERS

The Kodak 49th Sydney-Hobart Yacht Race was a significant race in the long history of the Cruising Yacht Club of Australia for many reasons. It will be remembered mostly for the ongoing gales which decimated the fleet, with only 38 yachts from 104 starters completing the 630-nautical mile course.

- * Andrew Strachan's 47-footer *Ninety Seven* took line honours – the smallest yacht in 40 years to get the gun.
- * Overall IMS first place went to an Australian-designed 40-footer, the David Lyons-designed *Micropay Cuckoo's Nest*, skippered by Nigel Holman.
- * In what was the last Sydney-Hobart with an IOR division, the winner was the Farr 43 *Solbourne Wild Oats*, owned jointly by Bruce Foye, Roger Hickman and Lance Peckman.

In the next three pages skippers Holman and Hickman tell how they won their handicap categories in one of the toughest races in the history of the Sydney-Hobart. All three yachts, *Ninety Seven*, *Legal & General Cuckoo's Nest* and *AMP Wild Oats*, are back again for the 1994 Kodak Gold Sydney-Hobart – the 50th.

1993 IMS Overall – *Micropay Cuckoo's Nest*

by Nigel Holman, owner

TO get to Hobart for the first time, to go on one's own boat and to win Hobart. Each one of the above conjures up a different emotion and ambition ranging from the possible to the unlikely. To achieve all of the above and be second across the line in a 40-footer goes beyond any normal expectations and would have to compare with scoring a century in one's first Test match or winning a gold medal for Australia in a world swimming championship.

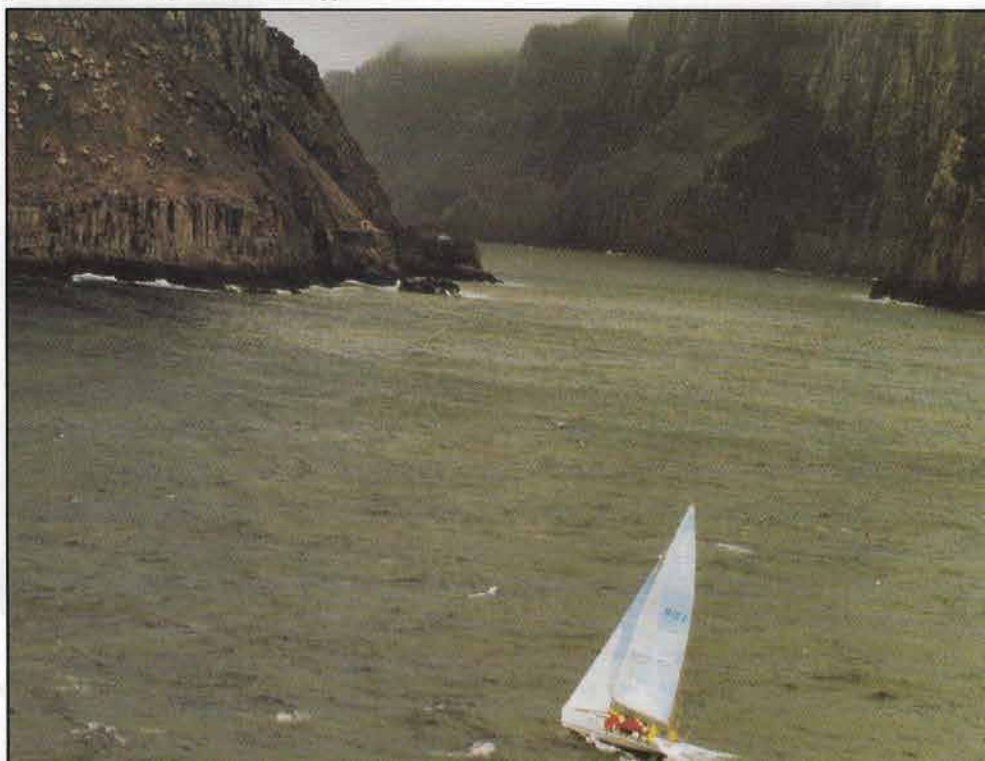
Prior to the start of the Sydney-Hobart race we were lying in third place as a member of the NSW 'B' team in the Southern Cross Cup and we believed that there were only a handful of boats on paper that could win the IMS category, ourselves being one of them.

The weather forecast naturally caused us all concern. However, having put *Micropay Cuckoo's Nest* through some pretty harsh weather coming back from the Lord Howe Race, we felt confident that the

harder it blew the greater our chance of victory would be.

The big day arrived and we had an excellent start at the boat end of the start line. Half way down the Harbour we found ourselves in a strong position ahead of our pace boats *Assassin* and *Phillips Lightning*. Tacking to the east shore of the Harbour we did not account for the effect of the spectator fleet and found ourselves underpower in light, turbulent winds that allowed our opposition to make substantial ground on us. However, by the time we reached the sea rounding mark and hoisted our spinnaker we had *Micropay Cuckoo's Nest* fully powered up again and quickly overtook *Assassin*, while *Phillips Lightning* was able to go faster than both of us with her acknowledged downwind power. We reached Wollongong around 1700 hours and were happy with our position in the top 10 as the weather pattern changed and the wind swung to the south-west and started to increase in pressure.

***Micropay Cuckoo's Nest* tacks in towards cloud-shrouded Tasman Island as she heads for an IMS overall victory in the Kodak 49th Sydney-Hobart. (Pic – courtesy The Mercury)**



Much has been documented about the foul weather, so I will refrain from adding to that. Our excellent crew handled the next three days perfectly. We carried the correct sails when it was necessary to nurse us through the worst of the weather, but powered the boat up as soon as we were able in our quest for victory. Our game plan had been to keep as close as possible to the rhumbline, but the weather dictated that we sailed to the east of it to maximise our performance while dealing with the large seas. As soon as we were able, while maintaining maximum speed in safety, we tacked onto port to get back to the rhumbline. By this time, at around 0100 hours on December 28, 1993, we knew we were very close to *Ninety Seven* and we considered our major threats on handicap to be *Mirrabooka* and *Liberator*.

We closed on the rhumbline around 0800 hours on December 29, and with the wind being forecast to swing to the south-east and the low front supposed to move towards New Zealand, we made the decision to tack back out to sea and hopefully benefit from the anticipated swing. Had the weather pattern changed as forecast, then maybe we would have been first boat home but as it was, that was not to be and at 1600 hours on December 29 we tacked back towards Tasmania to make our dash for the finish.

From the 1600 hours sked we knew that *Ninety Seven* was just two hours ahead of us and that we had good time on our other opposition. From then on it became a race for line honours. Up to this point we had a strict watch system with six on deck at all times, three off watch and our navigator floating. With 24 hours to go we had all crew on deck to keep the boat upright and carry maximum sail area. Throughout the night we pushed ourselves and the yacht as hard as we could and we were rewarded at dawn when we could actually see *Ninety Seven* ahead of us. Unfortunately, we were unable to make any more ground on her, rounded Tasman light two hours behind her and finished the same distance apart.

Rounding Cape Raoul we cracked sheets for the first time since Wollongong and adrenalin lifted spirits, resulting in such strange behaviour as removing wet weather gear and putting on clean shirts! Half-way to 'the Pot' we were able to hoist our 3/4oz kite and we sailed up the Derwent carrying our 30/20 runner.

The reception was fantastic and quite overwhelming for us as hundreds of spectator craft crowded around making it difficult to keep clear air; it was obvious that they were used to doing this to maxis! After hearing the many horror stories of hours drifting in the Derwent it was wonderful to cross the finishing line with breeze and successfully complete one of the ambitions of which many of us dream.

To sum up, I believe we won because *Micropay Cuckoo's Nest* was immaculately prepared, the blend of crew between experience and enthusiasm was perfect. We sailed the boat to make sure that we got there and above all we believed that we could do it! ↓

Designing a Hobart Winner For Speed and Strength

by David Lyons

MICROPAY *Cuckoo's Nest* was designed for good racing performance in typically rugged east coast Australian offshore and bluewater sailing conditions. Since launching she has recorded consistent top three IMS handicap placings in long races:

- 2nd 1993 Fujitsu Gosford to Lord Howe Island Race;
- 1st 1993 Kodak Sydney-Hobart Race;
- 3rd 1994 Sydney-Mooloolaba Race.

The loss of a mast while "low flying" abeam of *Innkeeper* in the 1994 Sydney-Gold Coast race came as an enormous disappointment to the crew, as we all believed the boat had never sailed any better.

The common thread of this story in the context of the Kodak Sydney-Hobart Race is that the structural integrity of the yacht's hull, keel and rudder, together with rig and crew, must be a cut above the rest for the rigours of a sustained slow moving weather front such as the one we experienced in the race south in 1993.

Similarly, straight line speed capability in often heavy beating and reaching conditions is required, and this is helped from a design standpoint by a high prismatic coefficient hull form. In conditions that averaged in excess of 40 knots of true sou'-sou'westerly breeze, gusting much higher, *Micropay Cuckoo's Nest* maintained VMG's of never less than 5.2 knots. The following are the yacht's sked to sked VMG's for the major part of the race:

1500-26/12/93 to 0600-27/12/93 VMG 8.0kts
 0600-27/12/93 to 1500-27/12/93 VMG 6.7kts
 1500-27/12/93 to 0600-28/12/93 VMG 7.1kts
 0600-28/12/93 to 1500-28/12/93 VMG 5.7kts
 1500-28/12/93 to 0600-29/12/93 VMG 5.2kts
 0600-29/12/93 to 1500-29/12/93 VMG 6.2kts
 1500-29/12/93 to 0600-30/12/93 VMG 6.5kts.

A large proportion of this sailing was hard on the wind with either a double-reefed main and number 4 or more often the storm jib and trisail. The boat was being sailed carefully, but always racing toward the "mark" as evidenced by the VMG's.

Sometimes this resulted in very heavy landings off high waves, at speeds of 7.5 to 8.5 knots. The resulting loads on the hull shell called for very high core shear adequacy and good skin to core bonding. We were happy that the yacht experienced no problems in this area while many did. ↓

1993 IOR Overall – Solbourne Wild Oats

by Roger J. Hickman, Skipper

THE Kodak Sydney to Hobart can only be described as the Great Race South, as it traverses through so many lines of latitude. This creates opportunities for the weather to turn and the seas to test everybody who ventures in this challenge.

Ten months later reflections on last year's race still hold people at the bar, create a good topic of conversation at dinner, and continue to foster a satisfied feeling amongst the crew of *Wild Oats*.

Having discussed, debated and laughed the race through with the greats of the yachting fraternity, the likes of David Lawson, David Kellett and Syd Fischer, Ray Stone, Jack Walker, George Snow, Bill Ratcliff and Michel Spies, plus so many more, we all realise that this race is a levelling experience.

The 1993 Kodak Sydney to Hobart started off like so many others, a warm

sunny day with moderate breezes. However, the weather forecast was daunting.

Early in the race the weather turned southerly and freshened, as was forecast. *Wild Oats* is a boat her crew knew well and with the extensive pre-race training and preparation for this event we ensured the boat was snugged down early. As the wind raged over 40 knots we had no difficulty obtaining good boat speed so we reduced sail earlier than one might have expected. We donned the storm trisail sooner than we normally would have and possibly ahead of our competitors.

Our basic plan was to sail the rhumbline, sail free and let the headsails do the work. Our plan paid off. As the wind strengthened we were prepared with the main well secured, the boat standing up and moving along well.

Crew morale was resolute, our boat magnificent as we toughed out what



The 1993 Hobart race (for a Sydney-sider) or the Sydney race (for a Hobartarian) was a race for housekeeping, crew and boat preparation. The 1994 Hobart race will be the same.

Wild Oats has undergone a facelift and a full and thorough inspection in preparation for this year's race. Sporting her new sponsor AMP, *Wild Oats* will like our sponsor's logo, "Always Be There".

Our preparation for this year mirrors that of last. So every competitor, get out your ORCA newsletter, read it, contact your rigger and sailmakers and get your safety equipment on the pace. Ensure your crew is familiar with all aspects of your safety gear, get out on the water to test your safety procedures and practise your sail reduction techniques. Everybody who goes to Hobart enjoys the experience and all skippers must ensure they prepare their boats and crews for the race.

Commodore Leigh Minehan did all skippers proud last year by supporting them in their individual decisions to retire or continue. Now it's the skippers' turn to do themselves proud by preparing themselves, their crews and boats for the great southern race.

Housekeeping, preparation and lots of luck could see you a winner of the 1994 Kodak Gold Sydney to Hobart race.

From the men and women of *AMP Wild Oats* we wish you all good luck and fair sailing! J

Left: *Solbourne Wild Oats*, the crew stacking the weather rail, head for Hobart last year. Skippered by Tasmanian Roger Hickman she will go down in history as the last IOR winner in the Sydney-Hobart. (Pic – David Clare)

Below: The winning trio in Hobart, left to right, Roger Hickman (*Solbourne Wild Oats*), Nigel Holman (*Micropay Cuckoo's Nest*) and Andrew Strachan (*Ninety Seven*). (Pic – Keith Shipton)

George Snow described as a boat-breaking race.

After three galeswept days at sea our approach to the resplendent Tasmanian Coast saw us crank on the sail as the wind progressively dropped below 40 knots. The skeds now in the latitudes of 42 degrees south were music to our ears and our arrival in Hobart was as sweet as our first taste of Cascade Beer. Once ashore, a much welcomed hot shower and a few beers later, the crew anxiously waited for the results and when announced were ecstatic.

How did we do it? Well, the main ingredient is luck and we had an abundance of that. The next is housekeeping. I remember a Bruny Island race in 1960. It was a tough race, galeswept, cold and tiring. Throughout the race my father would clean up down below, have the crew check the rig, check the sheets and ropes, ensure the engine batteries were topped up, feed the team and continue with the never-ending task of pumping the bilges. He kept on reminding

me that an important part of ocean racing is housekeeping.





THE RACE STATISTICS

1945 to present

The results of the Sydney-Hobart Yacht Races since 1945 are more than just placings and times; they are a history of ocean racing in Australia, tracing its development from almost informal contests among a handful of basically cruising craft to highly organised regattas for the most up-to-date racing machines. Reading through the following pages you will see that, while the size of the fleets going to Hobart has changed dramatically, the weather has remained as capricious as ever. The Winners' Gallery clearly illustrates the dramatic evolution in yacht design since the first race. While the yachts have changed, the challenge of the 630 nautical mile course and the caprice of the weather are just as they were when John Illingworth skippered the diminutive *Rani* to victory in 1945.

Because of the number of Sydney-Hobarts, the complete results of only the first race and the past 12 are published in full in this issue. The others list the first five placings overall and division winners.

1945 – 9 starters

PI Yacht	Elapsed Time	TCF	Corrected Time
1 RANI .....Capt. J. Illingworth, RN	6-14-22	.6670	4-09-48
2 AMBERMERLE J. Colquhoun, C. Kiel	8-08-18	.6722	5-14-39
3 WINSTON CHURCHILL P. Coverdale	7-07-38	.7706	5-15-20
4 KATHLEEN .....J. Earl	8-06-20	.6858	5-15-59
5 HORIZON .....J.R. Bartlett	8-07-47	.6977	5-19-23
6 SALT AIR .....R.M. Walker	8-13-48	.6859	5-21-09
7 MISTRAL II .....R.F. Evans	8-12-55	.9063	7-17-13
8 WAYFARER .....P.M. Luke	11-06-20	.6912	7-19-43

FASTEST TIME: RANI 6-14-22

RETIRED: ARCHINA

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

1946 – 19 starters

PI Yacht	Elapsed Time	TCF	Corrected Time
1 CHRISTINA .....J.R. Bull	6-18-51-15	.6625	4-11-53-27
2 SAGA .....B.J. Halvorsen	6-09-52-00	.7161	4-11-53-27
3 MORNA .....C. Plowman	5-02-53-33	.9104	4-15-52-53
4 DEFIANCE .....F.A. Bullock	5-19-19-25	.8180	4-17-58-00
5 MATTHEW FLINDERSA. Palfreyman	5-22-05-20	.8071	4-18-40-48

FASTEST TIME: MORNA 5-02-53-33

STARTED: 19

RETIRED: 8

1946 WEATHER: Light north-east winds for the first two days, then a 5 mph sou'westerly hit the fleet in Bass Strait with seas up to 25 feet.

1947 – 23 starters

PI Yacht	Elapsed Time	TCF	Corrected Time
1 WESTWARD .....G.D. Gibson	5-13-19-04	.7232	4-00-24-56
2 MOONBI .....H.S. Evans	5-22-46-02	.6807	4-01-10-54
3 PEER GYNT .....T. Halvorsen	6-01-18-15	.6853	4-03-34-37
4 KINTAIL .....D. Macrae	5-20-00-56	.7359	4-07-02-15
5 FORTUNA .....Dr R. Wishaw	6-05-13-09	.6965	4-07-55-52

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

STARTED: 23

RETIRED: 2

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

1948 – 18 starters

PI Yacht	Elapsed Time	TCF	Corrected Time
1 WESTWARD .....G.D. Gibson	4-14-17-32	.7232	3-07-45-48
2 SEEVOGEL .....W. Harris	4-14-24-03	.7597	3-11-52-17
3 ARCHINA .....P.G. Goldstein	4-11-28-10	.7900	3-12-54-03
4 MOONBI .....H.S. Evans	5-05-01-53	.6807	3-13-06-32
5 NERIDA .....C.P. Haselgrove	4-09-45-10	.7415	3-13-48-20

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

STARTED: 18

RETIRED: 5

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

1949 – 15 starters

PI Yacht	Elapsed Time	TCF	Corrected Time
1 TRADE WINDS .....M.E. Davey	5-11-15-34	.7288	3-23-39-43
2 WALTZING MATILDA...P. Davenport	5-10-33-10	.7406	4-00-41-15
3 ELLIDA .....P. Halliday	6-05-26-10	.6603	4-02-40-22
4 MARGARET RINTOUL...A. Edwards	5-10-35-01	.7652	4-03-55-21
5 FORTUNA .....W. Fesq	6-02-05-07	.6948	4-05-30-00

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

STARTED: 15

RETIRED: 2

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

1950 – 16 starters

PI Yacht	Elapsed Time	TCF	Corrected Time
1 NERIDA .....C.P. Haselgrove	5-06-15-49	.7597	3-20-17-13
2 MARGARET RINTOUL A.W. Edwards	5-05-28-35	.7606	3-23-26-14
3 MISTRAL V .....G. W. Rex	5-05-47-01	.7704	4-01-21-23
4 FORTUNA .....W. Fesq	6-02-50-26	.6923	4-05-39-28
5 SOLVEIG .....T.&M. Halvorsen	6-01-41-29	.7149	4-08-08-25

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

STARTED: 16

RETIRED: 2

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

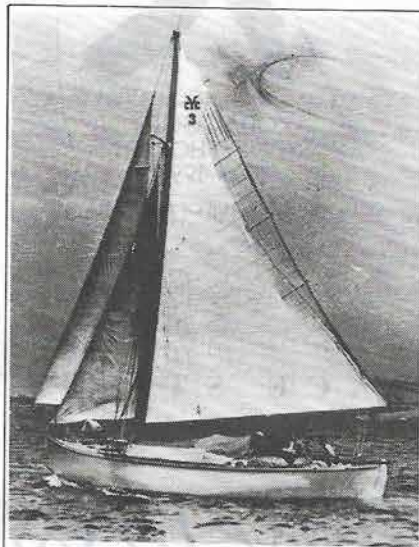
WINNERS



GALLERY



1945 - Rani



1946 - Christina



1947, 1948 - Westward



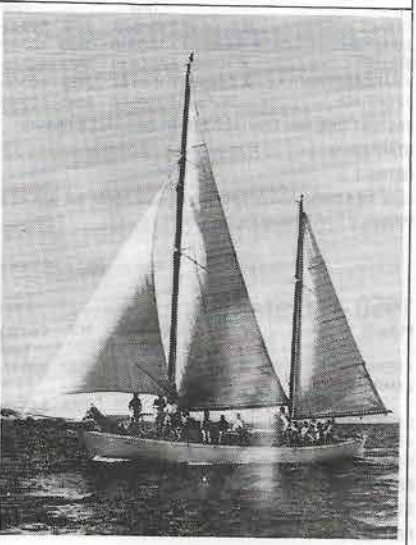
1949 - Tradwinds



1950 - Nerida



1951 - Struen Marie



1952 - Ingrid



1953 - Ripple



1954 - Solveig



1951 - 14 starters

PI Yacht	Elapsed Time	TCF	Corrected Time
1 STRUEN MARIE.....T. Williamson	4-03-38-35	.6805	2-19-48-26
2 LAHARA.....D. Ashton	4-07-24-59	.6652	2-20-47-33
3 LASS O'LUSS.....J. Colquhoun	4-03-12-05	.7059	2-22-01-35
4 FORTUNA.....W. Fesq	4-05-54-38	.6923	2-22-33-10
5 ELLIDA.....J. Halliday	4-14-51-58	.6603	3-01-12-18

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

STARTED: 14

RETIRED: 2

1951 WEATHER: Virtually a run from start to finish. All records to that date broken and *Struen Marie's* corrected time of 2-19-48-26 a record until 1962.

1952 - 17 starters

PI Yacht	Elapsed Time	TCF	Corrected Time
1 INGRID.....J.S. Taylor	6-17-07-22	.6575	4-09-56-18
2 MOONBI.....H.S. Evans	6-17-10-23	.6654	4-11-14-40
3 NOCTURNE.....J.R. Bull	6-02-34-47	.7737	4-11-32-44
4 RIPPLE.....R.C. Hobson	6-22-58-30	.6541	4-13-13-06
5 KINTAIL.....D. Macrae	6-11-15-01	.7048	4-13-25-13

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

STARTED: 17

RETIRED: 0

1952 WEATHER: Light fickle winds and flat calms made luck a major factor and gave the small boats the edge. *Nocturne*, a 35 footer, beat much larger yachts over the line.

1953 - 24 starters

PI Yacht	Elapsed Time	TCF	Corrected Time
1 RIPPLE.....R.C. Hobson	5-12-58-36	.6633	3-16-12-12
2 SOLVEIG.....T.&M. Halvorsen	5-07-12-50	.7048	3-17-39-37
3 HORIZON.....S. Berg	5-10-41-46	.7016	3-19-41-47
4 KURURA.....A.J.A. Clarke	6-06-25-06	.6426	4-00-39-32
5 NIMBUS.....A.L. Cohan	6-05-23-15	.6571	4-02-09-45

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

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

STARTED: 24

RETIRED: 3

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

1954 - 17 starters

PI Yacht	Elapsed Time	TCF	Corrected Time
1 SOLVEIG.....T.&M. Halvorsen	5-07-38-56	.7048	3-17-58-01
2 GIPSY QUEEN.....A.C. Eden	5-09-26-33	.7006	3-18-41-15
3 CAROL J.....J. Halliday	5-07-37-37	.7112	3-18-46-06
4 KINTAIL.....D. Macrae	5-07-23-34	.7290	3-20-52-10
5 SOUTHERN MYTH.....N. Howard	5-07-47-53	.7363	3-22-05-52

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

STARTED: 17

RETIRED: 2

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

1955 - 17 starters

PI Yacht	Elapsed Time	TCF	Corrected Time
1 MOONBI.....H.S. Evans	5-01-28-24	.6697	3-09-21-05
2 COOROYBA.....C. Haselgrove	5-00-14-52	.6782	3-09-33-01
3 JANZOON.....W.R. Slade	5-02-41-21	.6939	3-13-08-02
4 NELL GWYNN.....R. Hickman	4-21-57-05	.7306	3-14-10-31
5 FANTASY.....D. Burnidge	5-08-59-37	.6768	3-15-18-10

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

STARTED: 17

RETIRED: 1

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

1956 - 28 starters

PI Yacht	Elapsed Time	TCF	Corrected Time
1 SOLO.....V. Meyer	4-05-03-33	.7927	3-08-33-52
2 ANITRA.....T. Halvorsen	4-16-43-34	.7164	3-08-45-25
3 CAROL J.....J. Halliday	4-20-31-58	.7069	3-10-22-37
4 JANZOON.....W.R. Slade	4-21-53-06	.7148	3-12-14-40
5 SIANDRA.....G.P. Newland	5-07-38-09	.6638	3-12-43-29

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

STARTED: 28

RETIRED: 2

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

1957 - 20 starters

PI Yacht	Elapsed Time	TCF	Corrected Time
1 ANITRA V.....T.&M. Halvorsen	4-06-38-30	.7105	3-00-55-37
2 SOLO.....V. Meyer	3-20-19-16	.7973	3-01-36-37
3 CATRIONA.....D.M. Brown	4-07-42-45	.7596	3-06-46-48
4 KURREWA IV.....F.&J. Livingston	3-18-30-39	.9114	3-10-29-31
5 METUNG.....Dr. T. Beatty	4-19-01-40	.7264	3-11-33-22

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

STARTED: 20

RETIRED: 2

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

1958 - 22 starters

PI Yacht	Elapsed Time	TCF	Corrected Time
1 SIANDRA.....G.P. Newlands	5-10-02-37	.6596	3-13-46-35
2 ANITRA.....T.&M. Halvorsen	5-04-08-57	.7037	3-15-21-50
3 SOUTHERN MYTH.....N.C. Howard	5-04-00-06	.7250	3-17-54-04
4 CAPRICE OF HUON.....W.H. Northam	5-03-32-00	.7302	3-18-12-15
5 UOMIE.....G. Pattinson	5-03-43-05	.7405	3-19-36-27

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

STARTED: 22

RETIRED: 3

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

1959 - 30 starters

PI Yacht	Elapsed Time	TCF	Corrected Time
1 CHERANA.....R.T. Williams	5-02-13-53	.6590	3-08-33-02
2 ANITRA V.....T.&M. Halvorsen	4-18-01-47	.7094	3-08-53-34
3 SOUTHERLY.....D.E. Mickleborough	5-02-59-11	.6612	3-09-58-47
4 MALOHI.....N.H. McEnally	5-04-43-42	.6615	3-10-30-28
5 KALEENA.....H.E. Godden	5-06-06-39	.6665	3-10-47-30

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

STARTED: 30

RETIRED: 6

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

1960 - 32 starters

PI Yacht	Elapsed Time	TCF	Corrected Time
1 SIANDRA.....G.P. Newland	5-00-59-03	.6596	3-07-48-04
2 KALEENA.....H.E. Godden	5-01-59-03	.6565	3-08-04-57
3 MALOHI.....N.H. McEnally	5-01-58-04	.6609	3-08-37-19
4 RIVAL.....A. Burgin & N. Rundle	5-03-19-24	.6694	3-10-33-09
5 NORLA.....T.&M. Halvorsen	4-19-57-03	.7177	3-11-13-04

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

STARTED: 32

RETIRED: 2

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

1961 - 35 starters

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

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

STARTED: 35

RETIRED: 2

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

1962 - 42 starters

PI Yacht	Elapsed Time	TCF	Corrected Time
1 SOLO.....V. Meyer	3-04-29-15	.7943	2-12-45-14
2 ONDINE.....S.A. Long	3-03-46-16	.8105	2-13-24-45
3 GALATEA M.....N.W. Kestel	4-03-53-00	.6323	2-15-09-22
4 JULIE.....A.&J. Sturrock	4-01-11-38	.8571	2-15-51-58
5 MALOHI.....S. Fischer	4-02-58-19	.6555	2-16-52-34

FASTEST TIME: ONDINE 3-03-49-16

STARTED: 42

RETIRED: 2

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

1963 - 44 starters

PI Yacht	Elapsed Time	TCF	Corrected Time
1 FREYA.....T.&M. Halvorsen	4-15-17-03	.7014	3-06-03-17
2 CAVALIER.....I.E. McDonnell	5-04-36-12	.6428	3-08-05-22
3 LORITA MARIE.....N.B. Rydge, Jr	4-22-36-21	.6855	3-09-18-15
4 SEA WIND.....N.F. Brooker	4-17-02-54	.7194	3-09-19-37
5 CARMEN.....R. Swanson	5-08-11-57	.6362	3-09-33-37

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

STARTED: 44

RETIRED: 10

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

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

STARTED: 38

RETIRED: 7

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

1965 - 53 starters

PI Yacht	Elapsed Time	TCF	Corrected Time
1 FREYA.....T.&M. Halvorsen	4-06-23-32	.8014	3-10-03-26
2 CAMELOT.....J.G. Borrow	4-10-07-31	.7943	3-12-17-43
3 CADENCE.....H.S. Mason	4-20-37-32	.7372	3-13-58-34
4 BALANDRA.....R. Crichton-Brown	4-05-35-25	.8524	3-14-35-43
5 SEQUANA.....J.H. Tilley	4-21-25-16	.7475	3-15-46-20

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

STARTED: 53

RETIRED: 4

1965 WEATHER: Starting with a 10-15 knot southeast breeze, this increased to 30 knots during the afternoon. Calms and variable sea breezes followed along the NSW coast. A good 20 knot northerly helped the yachts across Bass Strait and down to Tasman Island. Variable winds and calm patches were the order to the finish.

1966 - 46 starters

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

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

STARTED: 46

RETIRED: 2

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



1967 - 66 starters

PI Yacht	Elapsed Time	TCF	Corrected Time
1 RAINBOW II.....C. Bouzaid 4-19-59-38	.7653		3-16-39-15
2 PEN DUICK III.....E. Tabarly 4-04-10-31	.8946		7-17-37-00
3 MATIKA.....N. Long 4-22-04-33	.7722		3-19-10-40
4 SALACIA.....A. Byrne 4-18-21-24	.8025		3-20-02-19
5 MERCEDES III.....H. Kaufman 4-18-41-05	.8035		3-20-08-56

DIVISION WINNERS

DIVISION 1: PEN DUICK III

DIVISION 2: RAINBOW II

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

STARTED: 66

RETIRED: 6

1967 WEATHER: Light SE at start, fading the first night. Freshening line squall from south of Gabo Island and E to SE Tasmanian coast. Leaders becalmed off Maria Is suffered from light airs up the Derwent while the second half had fresh NW winds down the coast and up the Derwent.

1968 - 64 starters

PI Yacht	Elapsed Time	TCF	Corrected Time
1 KOOMOOLOO.....D. O'Neil 4-10-26-52	.8046		3-13-38-52
2 BOOMERANG VII.....J. Baker 4-07-34-58	.8375		3-14-45-02
3 RAGAMUFFIN.....S. Fischer 4-05-01-35	.8596		3-14-50-32
4 BALANDRA.....R. Crichton-Brown 4-08-57-33	.8419		3-16-21-54
5 MOONBIRD.....N. Brooker 4-19-04-34	.7682		3-16-24-05

DIVISION WINNERS

DIVISION 1: KOOMOOLOO

DIVISION 2: MOONBIRD

FASTEST TIME: ONDINE II (S. Long) 4-03-20-02

STARTED: 64

RETIRED: 10

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

1969 - 79 starters

PI Yacht	Elapsed Time	TCF	Corrected Time
1 MORNING CLOUD.....E. Heath 4-05-57-53	.7496		3-04-25-57
2 PROSPECT OF WHITBY.....A. Slater 4-00-19-19	.8024		3-05-17-19
3 SALACIA.....A. Byrne 4-02-40-57	.7945		3-06-24-11
4 THUNDERBOLT.....G. Shields & F. Thomas 4-06-35-05	.7644		3-06-24-56
5 TINA OF MELBOURNE.....B. Scott 4-06-07-44	.7690		3-06-32-13

DIVISION WINNERS

ONE TON: TINA OF MELBOURNE

DIVISION 1: PROSPECT OF WHITBY

DIVISION 2: MORNING CLOUD

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

STARTED: 79

RETIRED: 4

1969 WEATHER: Light winds from ENE at the start freshened to 10-15 knots during daytime and light at night, persisted for the first two days followed on the third day by a 20 knot southerly with rain. This helped the leaders to the finishing line but the second half of the fleet was beset by light and variable winds for their final 24 hours.

1970 - 61 starters

PI Yacht	Elapsed Time	TCF	Corrected Time
1 PACHA.....R. Crichton-Brown 3-17-41-18	.9157		3-10-07-39
2 RAGAMUFFIN.....S. Fischer 3-20-42-28	.8669		3-10-13-20
3 SALACIA II.....A.W. Byrne 3-22-09-23	.8893		3-11-43-59
4 KOOMOOLOO.....N.B. Rydye, Jr 4-11-35-40	.8150		3-15-41-21
5 VITTORIA.....L. Abrahams 4-11-58-48	.8168		3-16-11-52

ONE TON DIVISION: MATIKA

DIVISION 1: PACHA

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

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

STARTED: 61

RETIRED: 14

1970 WEATHER: Moderate to fresh NE winds for the first two days caused two yachts to lose their rudders. SW change on the morning of the third day built up to a gale that lasted over 50 hours. This made it a big boat race and brought up a record of 14 retirements.

1971 - 79 starters

PI Yacht	Elapsed Time	TCF	Corrected Time
1 PATHFINDER.....B. Wilson 4-00-02-04	.7835		3-03-14-34
2 RUNAWAY.....J. Lidgard 4-01-00-50	.7844		3-04-05-51
3 WAI-ANIWA.....R.H. Walker 4-01-15-07	.7844		3-04-17-03
4 MORNING CLOUD.....E. Heath 3-21-58-57	.8141		3-04-30-40
5 TAURUS.....A.G. Lee 3-21-05-48	.8266		3-04-57-13

DIVISION 1: MORNING CLOUD

DIVISION 2: PLUM CRAZY (G. Thomas)

OTC DIVISION: PATHFINDER

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

STARTED: 79

RETIRED: 3

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

1972 - 79 starters

PI Yacht	Elapsed Time	TCF	Corrected Time
1 AMERICAN EAGLE.....R.E. Turner 3-04-42-39	.9681		3-02-15-49
2 CAPRICE OF HUON.....G. Ingate 4-00-31-29	.7730		3-02-36-49
3 GINKGO.....G. Bogard 3-15-16-35	.8621		3-03-14-27
4 APOLLO II.....A. Bond 3-15-17-22	.8662		3-03-36-36
5 RAGAMUFFIN.....S. Fischer 3-15-42-49	.8666		3-04-00-45

ONE TON DIVISION: MARK TWAIN

HALF TON DIVISION: UNICORN

DIVISION A: AMERICAN EAGLE

DIVISION B: CAPRICE OF HUON

DIVISION C: MATIKA (A. Pearson)

DIVISION D: SEQUANA (M.J. Tilley)

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

STARTED: 79

RETIRED: 4

1972 WEATHER: The CYCA put back the starting time to 12 noon local time to give the afternoon sea breeze time to catch up with daylight saving and the huge fetch 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 Time	TCF	Corrected Time
1 CEIL III.....W. Turnbull 3-12-05-34	.7786		2-17-28-28
2 PROSPECT OF WHITBY.....A. Slater 3-07-49-47	.8471		3-19-29-48
3 RAMPAGE.....P. Packer 3-12-44-57	.8031		2-20-03-43
4 TAURUS.....A.G. Lee 3-11-52-25	.8147		2-20-19-54
5 IMPROBABLE.....D.W. Allen 3-07-09-56	.8666		2-20-36-17

DISQUALIFIED: ALCHERINGA, RUTHEAN

DIVISION A: PROSPECT OF WHITBY

DIVISION B: RAMPAGE

DIVISION C: CEIL III

DIVISION D: SKYLARK (J. Ward)

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

STARTED: 92

RETIRED: 2

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

1974 - 63 starters

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

5 FANTASY RAG.....J. Musgrove 4-08-53-02 .8604 3-18-14-32

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

DIVISION A: LOVE AND WAR

DIVISION B: VITTORIA (L. Abrahams)

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

DIVISION D: GRANNY SMITH

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

STARTED: 63

RETIRED: 5

1974 WEATHER: For the first 24 hours the breezes were light and variable NE-SE. On the second afternoon and night the fleet managed to cover useful ground running with a NE'er up to 20 knots. The morning of the 28th was SSE 15-25 knots, which faded in the afternoon. On the fourth day the fleet sailed in W and NW winds 35 to 40 knots, with some experiencing puffs of 50-60 knots and fairly high seas. Over the next two days conditions were a little easier with 10-30 knots WSW, although some yachts experienced much stronger breezes down the Tasmanian coast and around Tasman Island.

1975 - 102 starters

PI Yacht	Elapsed Time	TCF	Corrected Time
1 RAMPAGE.....P. Packer 3-04-43-03	.7988		2-13-16-56
2 FAIR DINKUM.....P. Robson-Scott 3-10-35-23	.7442		2-13-27-47
3 SUPERSTAR.....K. Farlor 3-03-13-00	.8228		2-13-53-18
4 PIED PIPER.....B.F. Geissler 3-07-38-58	.7774		2-13-55-10
5 PROSPECT OF PONSONBY.....N.R. Angus 3-07-59-06	.7752		2-14-00-16

DIVISION A: CORINTHIAN

DIVISION B: RAMPAGE

DIVISION C: PIED PIPER

DIVISION D: FAIR DINKUM

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

STARTED: 102

RETIRED: 3

1975 WEATHER: The fleet started on the last day of a SE pattern with winds ranging from 10-20 knots. A good clip was maintained in reaching conditions. On the first night the breeze swung NE, moving to NNE at 15 to 20 knots on the 27th. This remained until the evening of the 28th, when for a few hours it shifted to WNW 15-25 knots. On the 29th it was N 20-30 knots, which held through the 30th when the tail-enders experienced moderate SE conditions. Thus, conditions were virtually ideal for a fast run. No less than nine yachts lifted their skirts and beat *Helsal's* previous record.

1976 - 85 starters

PI Yacht	Elapsed Time	TCF	Corrected Time
1 PICCOLO.....J. Pickles 4-05-30-15	.7857		3-07-45-07
2 ROCKIE.....P.&R. Kingston 4-07-30-12	.7774		3-08-27-49
3 RAGAMUFFIN.....S. Fischer 3-21-49-58	.8638		3-09-03-10
4 LOVE AND WAR.....P. Kurts 3-23-54-39	.8489		3-09-13-37
5 BACARDI.....R. Gould & W. Rockliffe 4-06-10-44	.7966		3-09-23-45

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

ONE TON DIVISION: ROCKIE

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

HALF TON DIVISION: CHAUVINIST (J. Wareham)

DIVISION A: RAGAMUFFIN

DIVISION B: PICCOLO

DIVISION C: GHOST

DIVISION D: CHAUVINIST

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

STARTED: 85

RETIRED: 15

1976 WEATHER: The start was in light NE winds of about 8 knots which freshened in the afternoon. By early evening it had turned to a 25 knot southerly which reached 40 knots during the night. On the 27th it was NE again with 5-10 knots most of the day turning to SW 5-10 knots during the night. By the next morning it was blowing 35 knots and later W 30 gusting 40 knots. By morning of the 29th 8 boats had retired and the breeze was still W at 30 knots. Later in the day some boat finished while the wind shifted to the south at 25 knots. Early on the 30th the breeze had moderated to 10 knots W while in the afternoon it moved to the SE at 15 knots. By the morning on the 31st there were 37 yachts in with the others experiencing light and variable winds. In all a record 15 boats retired in this toughest race since 1970.

1977 - 131 starters

PI Yacht	Elapsed Time	TCF	Corrected Time
1 KIALOA.....J.B. Kilroy 3-10-14-09	1.0454		3-13-58-10
2 RAGAMUFFIN.....S. Fischer 4-06-29-42	.8596		3-16-09-17
3 WINDWARD PASSAGE.....F. Johnson 3-12-39-00	1.0435		3-16-19-56
4 LOLLIPOP.....P. Kline & I. Millar 5-15-39-10	.6931		3-22-01-15
5 NATELLE II.....N.S. Girdis 4-19-26-52	.8162		3-22-13-43

DISQUALIFIED: CORDON BLEU, VANESSA

DIVISION A: KIALOA

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

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

DIVISION D: LOLLIPOP

FASTEST TIME: KIALOA 3-10-14-09

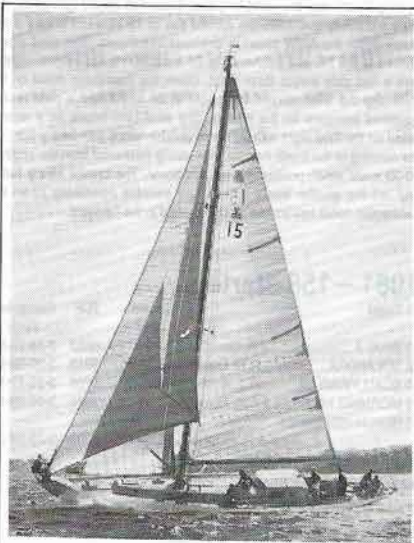
WINNERS



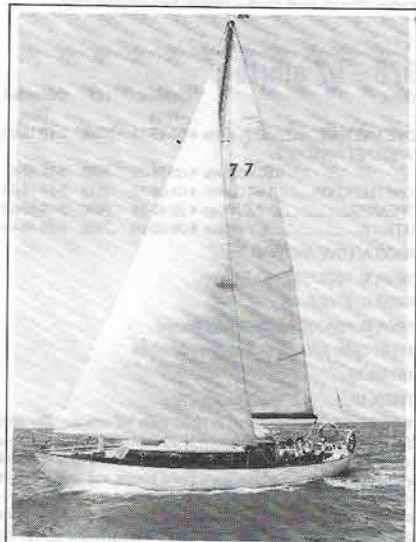
GALLERY



1955 – Moonbi



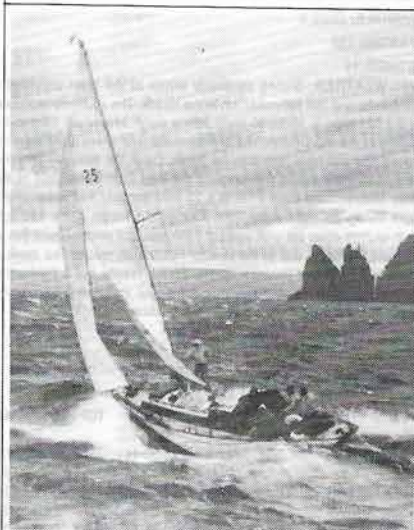
1956, 1962 – Solo



1957 – Anitra V



1958, 1960 – Siandra



1959 – Cherana



1961 – Rival



1963, 1964, 1965 – Freya



1966 – Cadence



1967 – Rainbow



STARTED: 131

RETIRED: 59

1977 WEATHER: The race started in light E at 5 knots turning later to NE 10 knots fading to a very light SSE overnight. On the second morning the fleet had W 20 knots with yachts experiencing NE. It turned in the afternoon to SE 30-40 knots gusting with a short high cross sea. Some yachts experienced winds of up to 50 knots for varying periods. By the evening 18 boats had retired. By early on 28th a further 15 were out. The wind was SE 20 knots later going back to 30-40 knots seas rough. At night it swung to SW 25-35 knots. On the 29th the wind eased to S 12 knots SE turning to a light NE. Calm-to-light conditions plagued the tailenders although some struck a short 85 knot squall on Jan 1.

1978 - 97 starters

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

DIVISION A: LOVE AND WAR

DIVISION B: DECEPTION (D. Rankin)

DIVISION C: STREAKER

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

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

STARTED: 97

RETIRED: 10

1978 WEATHER: The race started in 12-15 knots NE with rain. The wind gradually freshened the first afternoon to 30 knots to give the yachts a fast passage past Jarvis Bay. The hard running conditions were taking toll of spinnakers and gear and two boats broke booms and retired. A light sou'westerly change passed over the fleet at 2400hrs and turned SE 10-15 knots later in the day leaving the yachts close-hauled towards Gabo Island. Overnight the seven put more than 80 miles on the rest of the fleet. The light westerly (5-10 knots) then took the bulk of the fleet across Bass Strait with many calm patches. The leaders contigued 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 remainder experienced frustrating calms down the Tasmanian coast and in Storm Bay.

1979 - 147 starters

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

MAXI DIVISION: BUMBLEBEE 4

DIVISION A: BIG SCHOTT (A. Pearson)

DIVISION B: RELENTLESS (P. Hankin)

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

DIVISION D: SCREW LOOSE

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

STARTED: 147

RETIRED: 5

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

1980 - 102 starters

PI Yacht	Elapsed Time	TCF	Corrected Time
1 NEW ZEALAND			
NZ Round the World Committee 2-18-45-41 1.0369 2-21-13-29			
2 GRETEL.....B. Lewis	3-02-03-55	.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	2-23-24-29

DIVISION A: NEW ZEALAND

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

DIVISION C: MATIKA II (L. Green)

DIVISION D: WHEELBARROW (I.C. Tringham)

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

STARTED: 102

RETIRED: 9

1980 WEATHER: The start was in light easterlies which remained throughout the first afternoon. The influence of spectator craft outside

Sydney Heads was the worst for years. Easterlies stayed light all the first night but slowly freshened the second day to 15-18 knots to give a fast reach down the NSW coast in overcast conditions. The wind slowly backed to the NE and freshened to 25 knots during the second night to give a fast slide across Bass Strait. Down the Tasmanian coast on the third day the wind stayed northeast at 20 knots and a new record appeared imminent for the leaders. The wind (and hopes for a record) faded on the third night with light and variable winds with heavy rain. On the morning of the fourth day the wind slowly freshened from the south to 20-30 knots which pushed the leaders home. The breeze slowly faded and left the smaller boats in light and variable conditions down the Tasmanian coast and across Storm Bay and in the Derwent.

1981 - 158 starters

PI Yacht	Elapsed Time	TCF	Corrected Time
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 MISSR.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			

FASTEST TIME: VENGEANCE 3-22-30-00

MAXI DIVISION: VENGEANCE

DIVISION A: APOLLO V

DIVISION B: SZECHWAN

DIVISION C: SMUGGLER

DIVISION D: WHEELBARROW

DIVISION E: ZEUS II

STARTED: 159

RETIRED: 15

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 95 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 looked all set to clean up the overall results but a freshening northerly down the east Tasmania coast and in Storm Bay saw the minimum raters fly home and into the top handicap placings.

1982 - 118 starters

PI Yacht	Elapsed Time	TCF	Corrected Time
1 SCALLYWAG.....R.E. Johnston	3-13-56-44	.7833	2-19-19-16
2 AUDACITY.....N.W. Marr	3-18-13-14	.7465	2-19-20-59
3 POLICE CAR.....Sir James Hardy	3-11-14-52	.8147	2-19-49-19
4 SWECHWAN.....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 ROPPERUNNER.....L. Green	3-13-51-14	.8047	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'Neil & 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 W.D. Phillips	3-10-28-39	.8408	2-21-20-49
11 CHALLENGE.....L. Abrahams	3-11-31-41	.8307	2-21-23-11
12 SATIN SHEETS.....A.A. Strachan	3-13-27-50	.8129	2-21-28-25
13 MARGARET RINTOUL II			
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	2-21-58-28
16 HITCHHIKER.....P. Briggs	3-13-45-41	.8171	2-22-04-32
17 SEAQUESTA.....A.G. Neale	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	2-22-38-18
22 MELTEMII			
B.C. Psaltis & CYCOD Syndicate 3-16-43-56 .7960 2-22-37-51			
23 FARR OUT.....C.A. Walker	3-19-19-14	.7752	2-22-47-30
24 IMPECCABLE.....J.O. Truop	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 NATELITE 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. Rockliffe	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	4-01-59-56	.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 PHYLIA.....J. de 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. Jaggar	3-23-26-40	.7617	3-00-42-00
58 MATIKA II.....P. Graves	3-19-26-26	.7960	3-00-47-12
59 SANGAREE.....R.K. Birtles	3-13-23-43	.8537	3-00-54-07
60 REVENGE.....J. Sproule	4-04-01-35	.7295	3-00-58-09
61 CHANCE.....L. O'Connor	4-04-43-29	.7248	3-01-00-19
62 MUCH ADDO.....J.A. Rickard	3-23-16-13	.7667	3-01-02-37
63 INCH BY WINCH.....J. Goddard	3-15-40-57	.8355	3-01-15-31
64 MORNING TIDE.....J. Davem	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 WITCHOCTOR			
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 PHYLISE.....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. Gil	3-13-35-17	.8794	3-03-15-58
79 PATINEUR.....R.P. Flannigan	4-14-48-56	.6793	3-03-16-37
80 RUNAWAY.....J. Cannon	4-00-13-51	.7823	3-03-16-53
81 ROGIS TOO.....R.J. Brown	3-19-12-13	.8289	3-03-35-55
82 NOELEEN III.....K.A.W. King	4-01-25-38	.7763	3-03-37-58
83 THE NEWCASTLE FLYER			
P. Rundle 3-12-03-05 .9044 3-04-00-58			
84 SAGACIOUS (TAS).....P.A. Newman	3-21-14-23	.8162	3-04-06-08
85 BORSALINO			
D.J. Herlihy & J.H. Hughes 3-19-27-51 .8363 3-04-29-29			
86 HERCULES.....C. Payn	4-04-23-51	.7628	3-04-35-00
87 ARIADNE OF MELBOURNE			
L. Bram 4-01-15-05 .7882 3-04-39-13			
88 VENGEANCE.....B. Lewis	3-01-16-09	1.0476	3-04-45-24
89 MULULU.....C. Montgomery	3-23-05-06	.8086	3-04-53-09
90 REBECCA.....C. Ward & V.H. O'Neill	4-07-20-44	.7466	3-05-09-28
91 STYX.....J. Abraham	3-13-45-22	.8999	3-05-10-19
92 HELSAL II.....A. Fisher	3-01-04-08	1.0563	3-05-10-58
93 APOLLO.....J. Rooklyn	3-00-59-24	1.0628	3-05-34-26
94 CASABLANCA.....P.H. Bush	3-11-09-48	.9350	3-05-45-28
95 CONDOR OF BERMUDA R.A. Bell	3-00-59-17	1.0701	3-06-06-16
96 MOONRAKERAGAIN			
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			

WINNERS



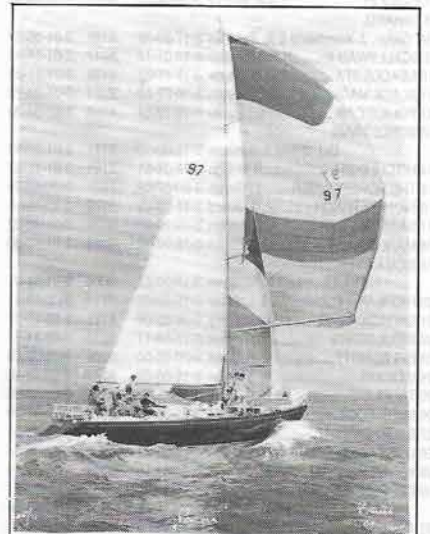
GALLERY



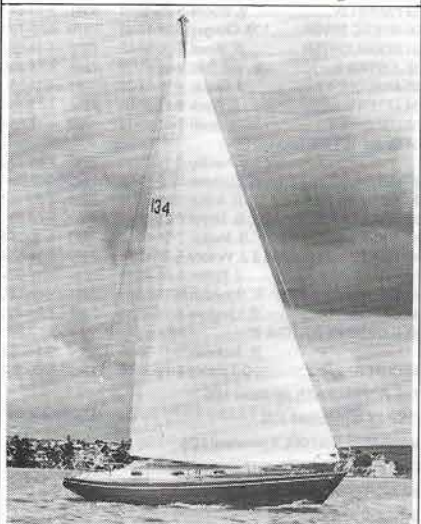
1968 - Koomooloo



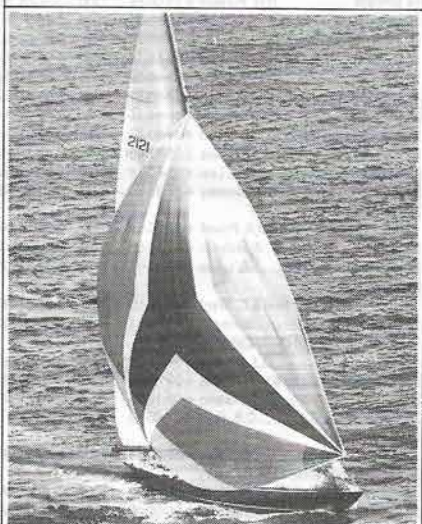
1969 - Morning Cloud



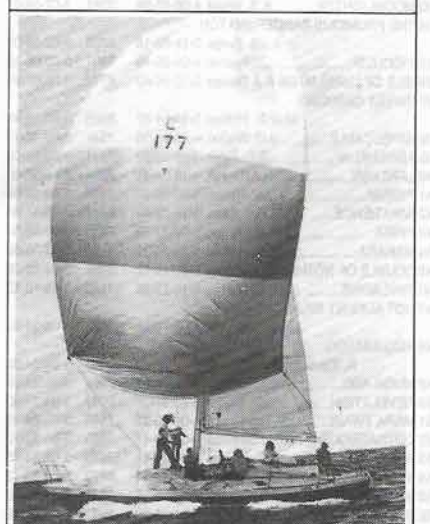
1970 - Pacha



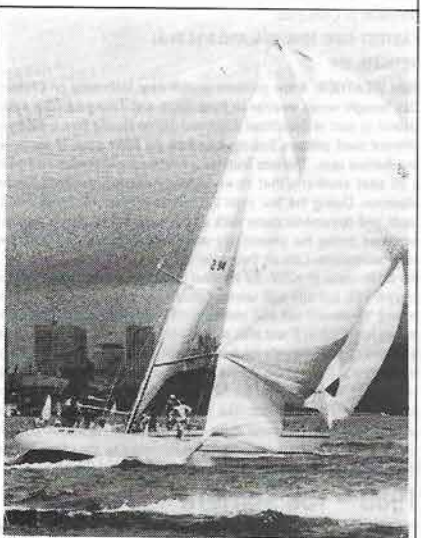
1971 - Pathfinder



1972 - American Eagle



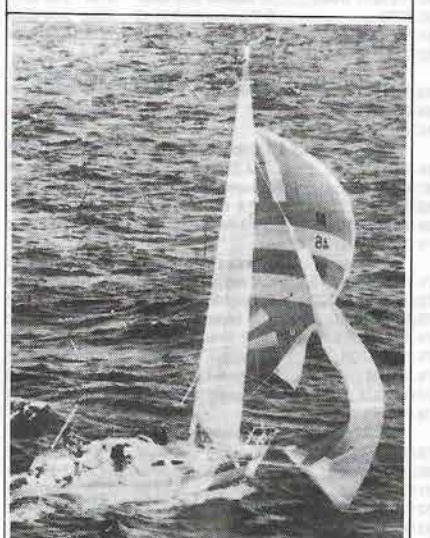
1973 - Ceil III



1974, 1978 - Love & War



1975 - Rampage

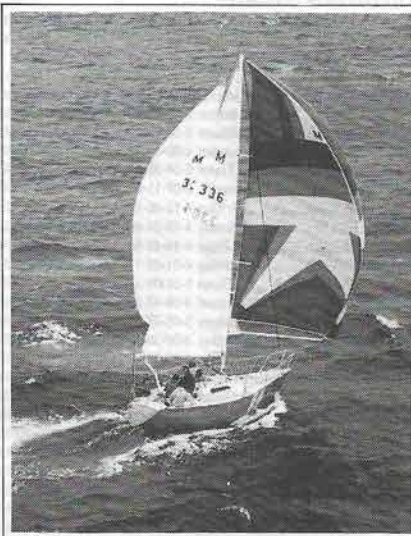


1976 - Piccolo

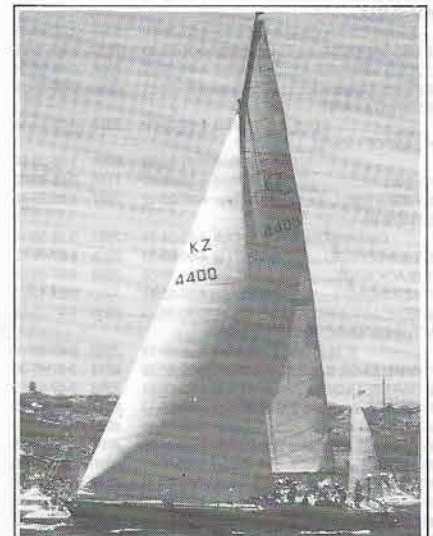
WINNERS



1977 - Kialoa



1979 - Screw Loose



1980 - New Zealand



1981 - Zeus II



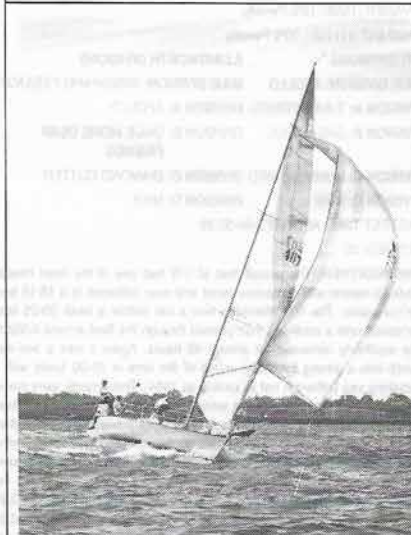
1982 - Scallywag



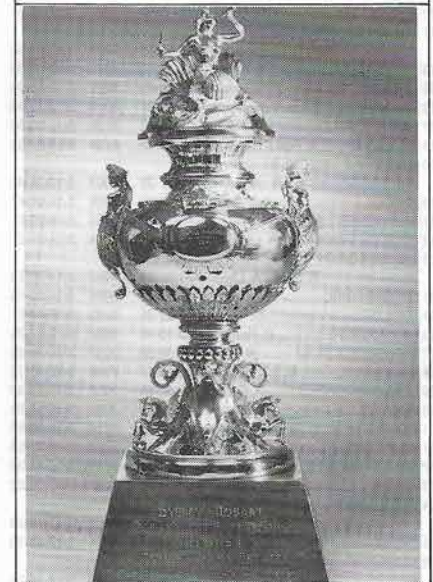
1983 - Challenge



1984 - Indian Pacific



1985 - Sagacious



GALLERY



5 DIAMOND CUTTER.....A. Sweeney 4-04-30-59	.7659	3-04-59-08
6 HULLABALOO.....K. Tierney 4-06-18-09	.7531	3-05-02-38
7 ONCE MORE DEAR FRIENDS		
W. Currie 4-01-09-43	.7931	3-05-03-33
8 INDIAN PACIFIC.....J. Eyles 4-01-06-15	.7950	3-05-11-52
9 INTRIGUE.....D. Calvert 4-01-02-10	.7960	3-05-14-27
10 EXADOR.....M. Clark 4-01-07-24	.7950	3-05-22-23
11 PALADIN.....C. Franklin 4-01-07-24	.7970	3-05-24-26
12 HIGHLAND FLING.....I. Laidlaw 4-01-08-00	.7979	3-05-30-10
13 ANOTHER CONCUBINE		
J.L. & P.E. Parker 4-01-25-31	.7960	3-05-33-02
14 CIFRALINE 3.....C. Griffiths 4-01-15-50	.7979	3-05-36-25
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/Adsal 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	3-06-38-40
23 NADIA IV		
Canberra Ocean Racing Club 4-03-34-19	.7931	3-06-58-14
25 THUNDERBIRD.....Sea Craft Ltd 4-00-08-33	.8228	3-07-06-22
26 BLACK MAGIC.....R. Sill 4-03-32-50	.7950	3-07-08-24
27 WITCHCRAFT.....Y. Boudin 4-03-22-50	.7970	3-07-12-23
28 NEWCASTLE FLYER.....P. Gough 4-03-34-23	.7960	3-07-15-37
29 TURKEY SHOOT		
S. McDonald/B. Bowden 4-03-40-11	.7960	3-07-20-14
31 CHALLENGE III.....L. Abrahams 4-01-02-29	.8219	3-07-45-30
32 BIMBLEGUMBIE.....K. Jacobs 4-03-53-51	.7998	3-07-53-53
33 ENCORE II.....W. & V. Anderson 4-03-36-13	.8027	3-07-57-07
34 WILD OATS.....R. Oatley 4-00-58-41	.8254	3-08-02-44
35 TOO IMPETUOUS.....P. Jolly 4-03-21-05	.8064	3-08-07-01
36 SWITCHBLADE.....T. & R. McCall 4-01-10-43	.8245	3-08-07-26
37 AUSPICIOUS.....N. Marr 4-13-07-07	.7364	3-08-21-18
37 DRAKE'S PRAYER.....P. Kyrus 3-20-07-24	.8281	3-08-21-18
38 CAROLINE.....D. Hales 4-01-07-14	.8281	3-08-25-32
39 WITCHDOCTOR		
C. Troop & Partners 4-03-38-47	.8073	3-08-26-40
40 APOLLO.....J. Rooklyn 3-04-32-28	1.0520	3-08-31-16
41 INCA.....B. Ryan 4-00-55-26	.8316	3-08-36-07
42 STORMY PETREL.....A. Pearson 4-12-41-32	.7432	3-08-46-48
43 IMPETUOUS.....R. Roberts 4-04-26-04	.8045	3-08-47-58
44 SOUTHERN CROSS.....W. Gilbert 4-08-38-12	.7722	3-08-48-02
45 POLICE CAR.....M. Purtell 4-03-29-03	.8129	3-08-52-14
46 APOLLO II.....A.J. Becher 4-01-15-55	.8316	3-08-53-09
47 MERCEDES IV.....R. Clark 4-04-04-53	.8111	3-09-09-58
48 KINGS CROSS.....J.B. & J.P. King 4-09-49-24	.7690	3-09-23-19
49 NYNJA GO.....R. Axe 4-08-38-20	.7803	3-09-38-59
50 OUT OF SIGHT OUT OF MIND		
M. Epstein/S. Hickford/D. Hume 4-09-53-34	.7752	3-10-05-17
51 WATERFRONTIER.....M. Minuzzo 4-07-12-06	.7960	3-10-08-55
52 DYNAMITE.....I. French 4-03-41-48	.8264	3-10-17-23
53 IMPATIENCE.....H. Lang 4-02-35-49	.8359	3-10-25-02
54 CHALLENGE II.....P. Rowsthorn 4-03-28-44	.8289	3-10-27-29
55 OVERDRAFT.....D. Smith 4-04-41-53	.8201	3-10-34-57
56 BAD HABITS		
C. Colson/D. Pullman 4-03-05-27	.8350	3-10-44-27
57 CHAOS.....J. Blackwood 4-11-21-51	.7711	3-10-47-19
58 PARMELIA.....B. Woods 4-03-19-18	.8367	3-11-06-09
59 THIRLMERE.....S. Green 4-09-38-23	.7882	3-11-15-55
60 MARARA.....A.E. Ratcliff 4-21-01-45	.7116	3-11-16-41
61 ENIGMA.....H. Davis 4-03-35-12	.8384	3-11-29-36
62 WINDWARD PASSAGE.....R. Muir 3-07-32-19	1.0534	3-11-47-10
63 RAUCCO.....D. Rourke 4-12-58-42	.7691	3-11-48-55
64 SWUZZLEBUBBLE.....I. Gibbs 3-09-18-35	.7960	3-11-49-36
65 BILLABONG.....P. Joubert 4-19-30-21	.7295	3-12-15-41
66 PIPPIN.....W. Sweetapple 4-12-58-58	.7732	3-12-15-56
67 DEFIANCE.....M. Phillips 4-01-02-37	.8701	3-12-31-30
68 FREIGHT TRAIN.....R. Williams 3-16-06-40	.9597	3-12-33-37
69 GROUNDFOR.....B. & N. Hines 4-13-32-21	.7732	3-12-41-44
70 HITCHHIKER.....P. Briggs 4-09-6-39	.8064	3-12-45-41
71 THE SYNDICATE		
Canterbury Syndicate 4-10-05-58	.7998	3-12-51-30
73 REVELATION.....B. Moore 4-11-11-46	.7941	3-13-07-28
75 SAGACIOUS (TAS).....P. Newman 4-10-10-15	.8027	3-13-13-24
76 BACARDI.....Bacardi Syndicate 4-07-49-07	.8219	3-13-19-43
77 BARNSTORM.....J. Hall 4-08-38-12	.8156	3-13-20-30
78 APOLLO III.....A. Fox/J. Harrison 4-01-07-12	.8794	3-13-24-26
79 MARGARET RINTOUL II		
R. Jackman 4-06-57-39	.8307	3-13-31-46
80 JACQUI.....T. Melville 4-11-33-50	.7998	3-14-01-47
81 BEWINCHED.....W. Ferris/S. Gazal 3-18-29-09	.9554	3-14-27-01
82 LOCK ON WOOD.....R. Laughlin 5-02-39-25	.7054	3-14-31-20
83 THE SWAGMAN		
R. Birtles/A. Chalk 4-21-31-24	.7387	3-14-48-52
84 UPTOWN GIRL.....R. Winton 4-11-53-07	.8064	3-14-59-55
85 MARLOO.....G. Girdis 4-10-22-46	.8183	3-15-03-01
86 SIDEWINDER.....D. Rumble 4-03-10-15	.8802	3-15-17-25
87 WITCHDOCTOR NZ.....N. Willis 4-00-53-58	.9037	3-15-34-05
88 VANESSA III.....B. & K. Jagger 4-19-26-17	.7596	3-15-41-12
89 LAURESS.....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. Couler 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 SHENANDOAH III.....J. Charody 5-04-45-12	.7177	3-17-32-08
99 SPIRIT OF QUEENSLAND		
A. Kelso 3-13-26-22	1.0491	3-17-38-04
100 RANGATIRA.....R. Mercer 4-16-09-23	.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. Lawrie/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 INSATIABLE.....G. Wilson/H. Kuhn 4-19-34-47	.8073	3-21-18-27
113 BANG BANG.....D. Baxter/L. Lemon 4-21-12-18	.8008	3-21-51-28
114 SALPETA.....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
119 PACIFIC FLYER.....R.B. Heathery 5-21-25-27	.8245	4-00-48-58
120 QUETZAL.....R. Robson 5-19-58-30	.6926	4-00-56-48
121 PENDULUM.....W. Dargan 5-18-50-14	.6990	4-01-02-50
122 LEVEN.....B. Cunneen 5-18-02-45	.7054	4-01-22-39
123 TURBO.....L. Clough 4-12-25-29	.8994	4-01-31-02
124 MANDALA.....K. Gladman 5-14-20-07	.7284	4-01-50-59
125 ROLLER COASTER.....J. Fuglsang 5-11-08-37	.7542	4-02-54-31
126 PUNCH.....B. & R. Lewis 5-18-19-20	.7152	4-02-55-41
127 MARK TWAIN		
V. O'Neill/C. Ward/B. White 5-10-48-31	.7575	4-03-05-15
128 NUZULU.....W. Dodds 5-21-14-38	.7016	4-03-05-48
129 GOLDFINGER.....R. Triplov 5-08-14-09	.7833	4-04-26-50
131 TRIAD.....Coombs/Vickery 4-20-33-40	.7833	4-06-19-44
132 LADY PENRHYN OF NIRIMBA		
Royal Australian Navy 5-05-29-29	.8165	4-06-27-49
133 ANACONDA.....J. Grubic 4-03-46-16	1.0291	4-06-40-28
134 CRUSADER.....J. Nadorp 5-05-42-20	.8183	4-06-51-53
135 CASABLANCA.....G. McDonald 4-16-14-48	.9237	4-07-40-56
138 MIRRABOOKA.....G. Jensen-Muir 6-10-39-08	.6724	4-07-59-17
139 NIMROD II.....I. Watson 5-10-15-42	.8237	4-11-17-48
140 AMAROO III		
L. Hamilton/L. Noonan 6-00-15-04	.7499	4-12-10-26
141 BALANDRA.....G. Hennicke 5-18-17-46	.7912	4-13-25-12
142 CYBELE.....A. Ridley 6-14-13-04	.7066	4-15-47-48
143 ODIN.....M. Small 6-02-53-57	.7649	4-16-21-47
144 SAGITTARIUS.....D. Rowe 6-07-10-12	.7510	4-17-31-43
145 TITANIC.....A. Boyd Munro 6-12-16-28	.7485	4-22-32-03
146 DESTINY.....T. Taylor 6-10-21-08	.8245	5-07-15-48
150 PRIME SUSPECT.....R. Abikhair 4-03-32-51	.7941	5-07-15-49
155 INVADER.....P. Meguey 6-09-49-17	.6752	5-07-15-50
179 RAMPANT II.....A. Tucker 4-00-18-59	1.0529	5-07-15-51

DRAKE'S PRAYER (37th) 20% Penalty	
WAR GAMES (91st) 10% Penalty	
DI HARD (103rd) 40% Penalty	
PRIME SUSPECT (150th) 70% Penalty	
INVADER (155th) 10% Penalty	
RAMPANT II (179th) 30% Penalty	
IOR DIVISIONS	ILLINGWORTH DIVISIONS
MAXI DIVISION: APOLLO	MAXI DIVISION: WINDWARD PASSAGE
DIVISION A: THUNDERBIRD	DIVISION A: APOLLO
DIVISION B: SAGACIOUS	DIVISION B: ONCE MORE DEAR FRIENDS
DIVISION C: HUMMINGBIRD	DIVISION C: DIAMOND CUTTER
DIVISION D: NIKE	DIVISION D: NIKE
FASTEST TIME: APOLLO 3-04-32-28	
RETIRED: 33	

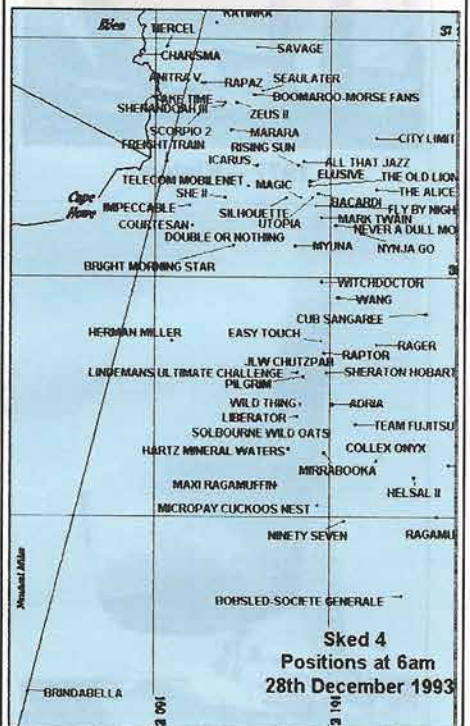
1985 WEATHER: The record fleet of 179 had one of the most chaotic starts on record with numerous minor and near collisions in a 15-18 knot nor'wester. The first afternoon was a run before a fresh 20-25 knot nor'wester until a southerly front passed through the fleet around 9.00pm. The southerly remained 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 Jarvis 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.

Landfile Consultancy

1994 Kodak Gold Sydney-Hobart Yacht Race Summary

Maps from each sked report with each yacht named and colour coded according to its division.

- analyse a yacht's performance against the whole fleet
- a unique momento
- attractively presented



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1986 - 123 starters

O'All	Line	DIVISIONS	IOR RESULTS				ILLINGWORTH RESULTS											
			M	A	B	C	D	Elapsed	TCF	Corrected	TCF	Corrected	M	A	B	C	D	
PI Yacht																		
1 EX TENSION	A. Dunn 28						3-23-22-00	0.7680	3-01-14-30									
2 IMPECCABLE	J. Walker 56						4-04-16-30	0.7318	3-01-22-52	0.7227	3-00-28-07							
3 SOUTHERN CROSS	W. Gilbert 29						3-23-26-07	0.7722	3-01-41-42									
4 PALADIN	C. Franklin 14						3-21-32-36	0.7960	3-02-27-38	0.7900	3-01-53-57							
5 SCZCHWAN	W. Johns 25						3-22-49-20	0.7863	3-02-33-31	0.7765	3-01-37-46							
6 ANOTHER CONCUBINE	J. Parker 19						3-22-00-28	0.7950	3-02-44-10	0.7890	3-02-10-20							
7 SILVER MINX	G. Player 38						4-00-57-29	0.7722	3-02-52-16									
8 HINDSIGHT II	R.G. Griffin 80						4-13-36-58	0.6960	3-03-11-48	0.6654	3-00-56-19							
9 INDIAN PACIFIC	C. Jacobsen 21						3-22-46-58	0.7941	3-03-16-01	0.7881	3-02-41-54							
10 INTRIGUE	D. Calvert 25						3-22-51-40	0.7941	3-03-19-45									
11 INDIAN PACIFIC V	J. Eyles 43						4-02-31-34	0.7659	3-03-27-40									
12 CONDOR	R. Bell 1						2-23-26-25	1.0573	3-03-32-02									
13 VANESSA III	K. Jaggar 54						4-04-02-25	0.7564	3-03-40-14	0.7337	3-01-23-58							
14 SINGAPORE GIRL																		
15 WINDWARD PASSAGE	P. Steigrad/D. Greenlaw 64						4-07-07-07	0.7353	3-03-49-23									
16 NADIA IV	W. Muir 2						2-23-47-54	1.0583	3-03-50-26	1.0088	3-00-25-49							
17 THIRLMERE	Canberra ORC 32						3-23-50-34	0.7931	3-04-00-46	0.7872	3-03-26-51							
18 DEMO	S. Green 39						4-01-10-47	0.7823	3-04-01-25	0.7725	3-03-04-17							
19 TURKEY SHOOT	B. Brady 44						4-02-39-09	0.7711	3-04-04-15									
20 THUMBS UP	S. McDonald/B. Bowden/B. Bowden 31						3-23-44-44	0.7950	3-04-07-04	0.7890	3-03-32-36							
21 PRIME SUSPECT	A. Rundle 30						3-23-28-52	0.7979	3-04-11-04									
22 MORNING TIDE	R. Abikhair 34						4-00-11-09	0.7931	3-04-17-06	0.7872	3-03-43-03							
23 PADAM	J. Lawler 69						4-10-41-36	0.7165	3-04-26-45	0.6843	3-01-00-37							
24 CHALLENGE III	K. Quinert 74						4-11-08-03	0.7140	3-04-29-38	0.6926	3-02-12-04							
25 MIDDLE HARBOUR EXPRESS	L. Abrahams 11						3-20-58-55	0.8237	3-04-35-21									
26 GOOD NEWS	R. Stone/G. Challoner 53						4-03-59-05	0.7670	3-04-41-18	0.7574	3-03-43-42							
27 UPTOWN GIRL	J. Calvert-Jones 48						4-03-19-22	0.7722	3-04-41-49									
28 GLUMBLOSSOM (1)	R. Winton 27						3-23-09-26	0.8073	3-04-49-14	0.7912	3-03-17-18							
29 PIPPIN	J. Gleeson 88						4-17-55-40	0.6752	3-04-55-27	0.6448	3-01-27-38							
30 KNUCKLEDUSTER (2)	W. Sweetapple 57						4-03-36-33	0.7732	3-05-01-04									
31 WILD OATS	P. Cush 81						4-14-48-21	0.6952	3-05-01-56	0.6743	3-02-42-59							
32 INCH BY WINCH	R. Oatley 15						3-21-38-58	0.8245	3-05-12-49									
33 CHALLENGE II	J. Goodard 24						3-22-50-30	0.8165	3-05-26-18	0.8104	3-04-51-35							
34 CONTRACTOR	R. Rowsthorn 13						3-21-32-00	0.8281	3-05-27-18	0.8177	3-04-28-56							
35 ROLLER COASTER	J. McL. Taylor 9						3-20-24-03	0.8384	3-05-28-08									
36 MARK TWAIN	V. O'Neill/C. Ward/B. White 63						4-06-22-52	0.7575	3-05-33-13	0.7518	3-04-58-12							
37 SOLANDRA	R.W. Scott 79						4-13-06-11	0.7140	3-05-53-58	0.6819	3-02-23-52							
38 MARGARET RINTOUL II	R. Jackman 18						3-21-58-05	0.8298	3-05-58-29	0.7925	3-02-28-11							
39 TOO IMPETUOUS	G. Lambert 36						4-00-56-29	0.8064	3-06-10-25	0.8004	3-05-35-31							
40 LEVEN	B. Cunneen 82						4-14-52-53	0.7054	3-06-12-57	0.6737	3-02-42-03							
41 POLAR BEAR	A. Martin 41						4-02-10-46	0.7969	3-06-14-21	0.7610	3-02-42-52							
42 WAR GAMES	D. Urry 42						4-02-11-44	0.7970	3-06-15-43									
43 VANGUARD	R. Caswe 16						3-21-43-46	0.8359	3-06-20-54	0.8255	3-05-22-25							
44 POLARIS	L. Savage 50						4-03-29-11	0.7882	3-06-24-55	0.7527	3-02-53-00							
45 MANLY FERRY	M. Blackmore 26						3-22-55-16	0.8272	3-06-31-07									
46 CHRISTA-FARR	J.D. & C.A. Pomret 58						4-04-54-31	0.7803	3-06-44-20	0.7569	3-04-22-40							
47 PARMELIA	B. Woods 20						3-22-11-58	0.8367	3-06-48-58	0.8262	3-05-49-38							
48 BACARDI	Bacardi Synd. 33						4-00-00-45	0.8210	3-06-49-35	0.8107	3-05-50-14							
49 NEWCASTLE FLYER	P. Rundle 45						4-03-06-21	0.7960	3-06-53-18									
50 PACIFIC PHOENIX	E. Long 55						4-04-15-33	0.7872	3-06-55-26									
51 INCA	B. Ryan 23						3-22-50-21	0.8324	3-06-56-39	0.8262	3-06-21-22							
52 MARARA	A. Ratcliff 83						4-14-58-41	0.7116	3-06-58-19	0.6796	3-03-25-14							
53 *GROUNDSFOR	B. & N. Hines 71						4-03-22-55	0.7732	3-04-50-32									
(20% PENALTY Before penalty 28 O'All)																		
54 AUSPICIOUS	N. Marr 75						4-11-15-09	0.7364	3-06-58-51	0.7309	3-06-23-27							
55 CASTAWAY EXPRESS	D. Taylor 3						3-02-55-08	1.0573	3-07-12-42									
56 THE ROPE RUNNER	P. Robinson 52						4-03-54-12	0.7941	3-07-20-00	0.7842	3-06-20-39							
57 PRIVATEER	Around The World Yachts 4						3-03-35-43	1.0524	3-07-33-23									
58 WARLORD	I. Scott 47						4-03-18-27	0.8017	3-07-36-53									
59 LAWLESS	J. Green 91						4-18-24-25	0.6990	3-07-58-14	0.6938	3-07-22-32							
60 LOW PROFILE	A. Zanelli 62						4-06-32-23	0.7803	3-08-00-42	0.7569	3-05-36-44							
61 MULLOKA	P. Jacka 87						4-17-18-26	0.7056	3-08-03-46	0.6748	3-04-27-35							
62 DUBIOUS	G.J. Thompson 70						4-10-43-20	0.7521	3-08-15-57	0.7465	3-07-40-05							
63 NED KELLY	S.J. Clarke 84						4-16-16-02	0.7152	3-08-17-37									
64 INFRA RED	R.T. Southwood 72						4-10-52-09	0.7531	3-08-28-59	0.7475	3-07-53-05							
65 SPIDER	R. Pursell 85						4-16-53-55	0.7260	3-09-57-52	0.7115	3-08-19-39							
66 CHANGABANG	B. Van Driel 60						4-05-34-48	0.8092	3-10-11-55	0.7991	3-09-10-21							
67 TRUMP CARD	A. Budd 17						3-21-53-29	0.8786	3-10-29-35									
68 FIRETEL	R. Lawler 90						4-18-14-51	0.7236	3-10-40-10	0.7019	3-08-11-25							
69 *INVINCIBLE	W. Anderson 73						4-04-52-40	0.7783	3-06-30-47	0.7550	3-04-09-46							
(20% PENALTY Before penalty 46 O'All)																		
70 SUNSEEKER	P. & V. Thomas 77						4-12-08-33	0.7711	3-11-23-09	0.7364	3-07-38-10							
71 DERWENT LASS	D.H. Colbourn 94						5-01-01-00	0.6900	3-11-30-05	0.6693	3-08-59-47							
72 MOONRAKER AGAIN	N. Welfare 52						4-04-45-07	0.8289	3-11-30-48	0.8185	3-10-27-56							
73 INIQUITY	S. Morgan 37						4-00-24-17	0.8678	3-11-39-36	0.8613	3-11-02-00							
74 SPIRIT	J. W. Miller 59						4-05-08-19	0.8281	3-11-45-10									
75 OTELLA	C. Montgomery 12						3-20-59-53	0.9022	3-11-54-10									
76 PANACHE	E. Stokans/N. Fyle 92						4-18-											

AYF To Certify Riggers For Mast Insurance

The Australian Yachting Federation has reached an agreement with the insurance industry that will enable yacht owners to continue to have their rigs insured.

However, the rig insurance coverage will be available only if owners have their masts checked annually by riggers certified by the AYF.

This follows extensive discussions between the AYF and the insurance industry at which rigs were identified as a major concern to insurers, particularly in offshore racing.

Information provided to the meetings indicated that the largest claims were due to:

- Lack of maintenance;
- Poor maintenance (lack of qualification and experience);
- Mast design.

Further meetings with mast makers, riggers, component suppliers and engineers have resulted in an agreement that the AYF should certify riggers and that masts checked annually by these certified riggers would continue to be insured.

This positive action on yacht insurance was one of the matters reported to meetings of the AYF in Sydney in late September.

Following the meeting, President Wyn Treasure announced that the AYF would produce a National Yachting Calendar of events of national and international importance being held around Australia.

It was hoped that this calendar would include all events of National, International status along with AYF preferred class events from State championships level and above and to seek a three yacht advance notice of such events.

The meeting also received reports from the IYRU World Sailing Championships at La Rochelle, with the Yachting Association of Western Australia and the Queensland Yachting Association expressing interest in bidding for the 1998 event.

The YAWA also indicated interest in conducting the 1997 IYRU World Boardsailing Championship. The expressions of interest from both states were endorsed and supported by AYF.

Olympic team manager John Harrison reported on his recent visit to Savannah, Georgia - the site for the yachting events of the 1996 Atlanta Olympics.

Harrison outlined some logistical problems associated with the venue, together with his suggestions as to how to overcome them.

He said it would appear that the organisers would have their hands full in trying to overcome problems associated with the venue, which included:

- Savannah was not a recognised yachting centre;
- It had no yachting infrastructure available;
- Nor was there any background knowledge of the sport in this area.

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

FASTEST TIME: CONDOR 2-23-26-25

IOR DIVISIONS:

IOR MAXI DIVISION: CONDOR
IOR DIVISION A: CHALLENGE II
IOR DIVISION B: PALADIN
IOR DIVISION C: EX TENSION
IOR DIVISION D: IMPECCABLE
RETIRED: 17

ILLINGWORTH DIVISIONS:

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

ALLOWANCES:

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

PENALTIES

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

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

1987 - 154 starters

O'All	Line	PI Yacht	Place	DIVISIONS				Elapsed	TCF	Corrected	TCF	Corrected	ILLINGWORTH RESULTS				
				M	A	B	C						D	M	A	B	C	D
1	1	SOVEREIGN	B. Lewis	1				2-21-58-08	1.0573	3-01-58-41	1.0360	3-00-29-16	3				
2	2	APOLLO	V. d'Emilio/J. Rooklyn	3				2-22-55-03	1.0488	3-02-22-42	1.0087	2-23-23-34	1				
3	3	GAZEBO	S. Fischer	2				2-22-33-47	1.0579	3-02-36-23	1.0150	2-23-37-17	1				
4	1	JUBILATION	J.S. James	9				3-11-33-42	0.9018	3-03-21-21	0.8901	3-02-22-42	2				
5	2	MADLINE'S DAUGHTER	P. Kurts	11				3-18-47-24	0.8325	3-03-34-58							
6	1	CHUTZPAH	Schilte/Taylor	80				4-07-29-01	0.7327	3-03-49-21	0.7322	3-03-46-15					5
7	1	MAD MAX	M. Canning	15				3-22-59-15	0.7988	3-03-52-34							
8	2	SAGACIOUS V	G. Appleby	17				3-23-05-37	0.7980	3-03-53-05	0.7980	3-03-53-05					1
9	3	SWITCHBLADE	P. Whyte	13				3-19-50-15	0.8294	3-04-04-41	0.8280	3-04-02-29					2
10	4	BIMBLEGUMBIE	K. Jacobs	12				3-19-11-16	0.8345	3-04-06-19	0.8345	3-04-05-46					3
11	3	CHRIS' CHOICE	M. Walker	84				4-07-47-40	0.7343	3-04-12-59	0.7341	3-04-11-44					7
12	2	BEYOND THUNDERDOME	W. Johns	18				3-23-19-17	0.7999	3-04-14-51	0.7999	3-04-14-51					2
13	4	FAIR SHARE	Hogg/O'Neill/Ross/Benton	19				3-23-48-29	0.7989	3-04-32-28							7
14	5	WITCHCRAFT II	B. Staples	27				4-00-21-52	0.7994	3-04-38-54	0.7939	3-04-30-13					3
15	6	RONSTAN CHALLENGE	L. Abrahams	22				4-00-05-50	0.7894	3-04-43-26	0.7984	3-04-43-26					6
16	7	JOINT VENTURE	R. Elliot	25				4-00-09-28	0.7979	3-04-43-27	0.7979	3-04-43-27					7
17	8	PRIME MINISTER	L. Klopfer	24				4-00-06-21	0.7987	3-04-45-35	0.7978	3-04-40-24					4
18	4	STARLIGHT EXPRESS	C.W. Reynolds	6				3-06-51-54	0.9755	3-04-46-30	0.9330	3-01-34-52					4
19	9	ANOTHER CONCUBINE	J.P. Parker	21				4-00-04-36	0.7996	3-04-49-22	0.7981	3-04-40-44					5
20	10	BLUE MAX II	G. Sargent	26				4-00-11-20	0.7995	3-04-54-11	0.7995	3-04-54-11					8
21	3	SINGAPORE GIRL	Steigard/Greenlaw	97				4-08-58-18	0.7341	3-05-03-35	0.7334	3-04-59-10					9
22	11	PRIME FACTOR	J.P. Milner	28				4-01-15-42	0.7992	3-05-43-53	0.7993	3-05-44-29					9
23	5	DRAKES PRAYER	D. Cawse/M. Dent	14				3-22-07-03	0.8279	3-05-55-12	0.8270	3-05-50-07					4
24	4	MARARA	A.E. Ratcliff	121				4-14-09-04	0.7092	3-06-07-09	0.6743	3-02-16-30					1
25	5	ALPHA CRUCIS	R. Graham	142				4-20-03-38	0.6775	3-06-37-52	0.6433	3-02-39-42					2
26	1	PEMBERTON I	J. Eyles	60				4-06-02-38	0.7706	3-06-38-06	0.7707	3-06-38-43					6
27	2	PEMBERTON II	J. King	65				4-06-23-24	0.7682	3-06-39-22	0.7678	3-06-36-54					5
28	5	HELIAL II	A.M. Kelso	4				3-03-22-12	1.0440	3-06-41-11	1.0216	3-04-59-53					5
29	3	MIDDLE HARBOUR EXPRESS	R. Stone/G. Challoner	73				4-06-53-21	0.7651	3-06-43-14	0.7593	3-06-07-25					3
30	4	RAMPANT	R.M. Cassidy	68				4-06-37-35	0.7672	3-06-44-06	0.7612	3-06-07-09					3
31	12	SWUZZLEBUBBLE SIX	I. Gibbs	30				4-03-03-57	0.7951	3-06-46-02	0.7943	3-06-41-17					13
32	6	STORMY PETREL	T. Pearson	102				4-10-16-44	0.7425	3-06-54-43	0.7089	3-03-07-43					2
33	13	SELLARS QLD MAID	R. Robertson	29				4-02-40-41	0.8009	3-07-01-53	0.7995	3-06-53-35					14
34	7	MORNING TIDE	J.M. Lawler	127				4-14-53-41	0.7145	3-07-14-03	0.6794	3-03-20-31					4
35	14	WILD OATS	B. Oatley	20				3-23-49-23	0.8272	3-07-15-53	0.8330	3-07-13-35					6
36	8	ONCE A JOLLY SWAGMAN	Jacobson	31				4-03-24-19	0.7980	3-07-19-31	0.7980	3-07-19-31					15
37	9	SWEET LAURAIN	J. Flachs	99				4-09-38-16	0.7519	3-07-25-45	0.7248	3-04-33-59					8
38	5	PLANET X	East/Sail Sail School	130				4-15-11-14	0.7151	3-07-30-36	0.7151	3-07-30-36					17
39	6	DICTATOR	D. Fidock	66				4-06-29-06	0.7763	3-07-33-33	0.7762	3-07-32-56					11
40	10	MISTRESS AGAIN	J. Charody	132				4-07-11-58	0.7714	3-07-36-29	0.7583	3-06-15-22					4
41	15	SHENANDOAH III	J. Charody	132				4-15-25-03	0.7165	3-07-49-50	0.6813	3-03-54-31					6
42	7	INTRIGUE	D. Calvert	36				4-04-30-28	0.7945	3-07-51-12	0.7936	3-07-45-47					18
43	8	PHOENIX CONTRACTORS	Hundi/Dale	49				4-05-30-45	0.7868	3-07-57-12	0.7809	3-07-16-16					9
44	9	RAUCOUS	D. Rourke	90				4-07-59-14	0.7689	3-07-57-21	0.7684	3-07-54-14					14
45	16	PIPPIN	B. Sweetapple	79				4-07-28-32	0.7731	3-07-59-49	0.7697	3-07-38-42					12
46	17	STRIPROLL-GEELONG	R. Abikhair	32				4-04-17-02	0.7981	3-08-02-12	0.7962	3-07-53-46					19
47	10	PALADIN	C. Franklin	35				4-04-29-36	0.7966	3-08-03-11	0.7952	3-07-54-44					20
48	6	SUNSEEKER	P.V. Thomas/J. Quinn	96				4-08-33-55	0.7658	3-08-04-34	0.7297	3-04-18-05					1
49	11	FREIGHT TRAIN	D. Parkes	10				3-11-36-29	0.9579	3-08-05-17	0.9481	3-07-16-08					6
50	18	SILVER MINX	G. Player	85				4-07-49-13	0.7724	3-08-11-27	0.7696	3-07-54-00					13
51	12	MORE WAR GAMES	D. Urry	38				4-04-42-43	0.7969	3-08-15-26	0.7964	3-08-12-25					22
52	13	SOUTHERN CROSS	B. Gilbert	91				4-08-03-15	0.7719	3-08-19-10	0.7639	3-07-29-13					10
53	12	NYNJA GO	R.C. Axe	82				4-07-37-14	0.7756	3-08-22-05	0.7624	3-07-00-21					7
54	14	DEMO	R.J. Brady	94				4-08-08-24	0.7718	3-08-22-31	0.7680	3-07-58-46					16
55	15	ONCE MORE DEAR FRIENDS	Currie	52				4-05-34-07	0.7918	3-08-25-19	0.7874	3-07-58-30					15
56	19	SHORT CIRCUIT	G. Finlay	43				4-05-14-59	0.7956	3-08-33-15	0.7956	3-08-33-15					27
57	16	NADIA IV	Canberra Ocean R.C.	53				4-05-36-11	0.7930	3-08-34-16	0.7916	3-08-25-44					18
58	7	SAGACIOUS IV	G. Appleby	48				4-05-24-43	0.7947	3-08-35-31	0.7939	3-08-30-39					26
59	20	OTAGO (1)	A. Nicholas	23				4-00-06-16	0.8387	3-08-36-10	0.8254	3-07-19-29					7
60	17	BLACK MAGIC	R. Sill	54				4-05-40-03	0.7936	3-08-41-00	0.7867	3-07-58-55					17
61	11	NADIA	J. Oakley	113				4-11-35-48	0.7505	3-08-45-05	0.7257	3-06-04-58					15
62	7	RAGER	M. Clements	5				3-04-26-37	1.0564	3-08-45-18	1.0550	3					

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 8	13	3-17-08-40	0.8798	3-06-25-45
(PENALTY 30% - unpenalised positions - 20 overall - 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'Neil 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 SEQUESTA	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. Scobie 67	21	4-17-36-43	0.7964	3-18-28-50
76 ST JUDE	H. House 102	17	5-06-01-43	0.7192	3-18-37-54
77 NYNJA GO	R. Axe 83	17	4-21-25-19	0.7740	3-18-53-05
78 CONDOR	A. Paola 5	7	3-15-04-08	1.0538	3-19-45-12
79 APOLLO II	J. Duffin 61	17	4-15-21-11	0.8272	3-20-06-40
80 BALANDRA (10)	G. 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 INSATIABLE	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	3-23-42-41
87 MIDNIGHT MAGIC	I. Ritchie 89	22	4-22-33-06	0.8079	3-23-46-40
88 CAN CAN	G. Carlyle-Clarke 101	19	5-05-54-27	0.7685	4-00-45-36
89 BELLES LONG RANGER	Women On Water Syn 90	23	4-22-44-26	0.8382	4-03-31-42
90 HYPERDRIVE	J. Clarke 46	9	4-07-32-26	0.9789	4-05-21-21
91 ENTREPRENEURIAL SPIRIT	B. Ashenden 96	24	5-03-08-05	0.8500	4-08-39-52
92 ANACONDA II	J. Grubic 64	10	4-16-44-31	1.0268	4-19-45-48

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

RETIRED: 14

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

IOR DIVISIONS:

MAXI DIVISION: DRUMBEAT
DIVISION A: MADELINE'S DAUGHTER
DIVISION B: ULTIMATE CHALLENGE
DIVISION C: INTIGRUE
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	PL YACHT NAME	LINE	PLACE	M	A	B	C	D	Elapsed D-H-M-S	TCF	Corrected D-H-M-S
1	CHALLENGE II	J. Daley 26	1	1					4-02-24-01	488.5	3-07-00-56
2	MINI JUMBOK	J. Howell 34	1	1					4-03-45-27	495.0	3-07-14-04
3	HAUPIA	T. Johnstone 41	2	2					4-06-22-28	509.8	3-07-15-35
4	CONTINENTAL	M. Champion 18	2	2					4-00-38-43	474.7	3-07-40-37
5	MIRRABOOKA	J. Bennetto 22	3	3					4-01-55-26	472.1	3-09-24-39
6	UPTOWN GIRL	R. Winton/USSR Team 43	3	3					4-06-31-06	498.0	3-09-28-12
7	NEVER A DULL MOMENT	C. Wilson 33	4	4					4-03-36-09	480.9	3-09-32-55
8	DOCTOR WHO	R. Jackman 13	5	4					3-21-31-06	444.1	3-09-54-30
9	MERCEDES IV	P. Stronach 42	6	4					4-06-27-06	494.9	3-09-56-46
10	INCH BY WINCH	J. Goddard SNR 40	6	5					4-06-19-52	488.2	3-10-59-56
11	ARABESQUE	N. Marr 44	5	5					4-07-05-23	490.9	3-11-17-05
12	SOLANDRA	R.W. & C.A. Escott 86	7	1					4-22-03-37	568.8	3-12-36-51
13	WHITE SWAN	A. Flecknoe-Brown 31	7	1					4-02-49-40	455.1	3-13-17-30
14	STORMY PETREL	A. Pearson 66	8	2					4-17-13-12	534.3	3-13-48-54
15	AUSTRALIAN MAID (1)	J. Wardill 16	8	2					3-23-17-13	431.0	3-13-58-16
16	TURKEY SHOOT	A.&M. Hutton 51	6	6					4-12-24-42	505.3	3-14-05-06
17	HYPERDRIVE	J. Clark 46	9	6					4-07-32-26	476.8	3-14-12-16
18	HAMMER OF QUEENSLAND	A. Bloore 4	10	7					3-14-17-59	377.8	3-14-17-59
19	SUNSEEKER	V.C. Thomas & J.H. Quinn 62	7	7					4-15-55-55	522.3	3-14-37-42
20	ADVISOR RESEARCH (2)	B. Woods 49	11	7					4-07-47-29	474.8	3-14-48-20
21	OTELLA	C. Montgomery 29	12	8					4-02-41-08	443.7	3-15-08-45
22	ROLLER COASTER	J. Fuglsang 72	10	8					4-18-21-20	532.6	3-15-14-54
23	BUGGBEAR	R.L. Bugg 70	9	9					4-18-17-26	528.5	3-15-54-05
24	GUMBLOSSOM	T.H. Gunnerson 100	3	3					5-05-04-37	586.8	3-16-28-43
25	PATRICE III (3)	P. King 50	13	3					4-11-20-21	485.5	3-16-28-47
26	KINGURRA (4)	P. Joubert 56	10	4					4-14-41-12	496.6	3-17-53-00
27	RECOOPERATOR	W. Cooper 99	4	4					5-04-58-47	578.0	3-17-55-21
28	AUDACITY	R. Latham 84	5	5					4-21-37-00	535.5	3-18-00-06
29	KAMEHAMEHA	A. Townley 95	6	6					5-02-41-27	562.7	3-18-18-46
30	ZEUS II	J. Dunstan 103	7	7					5-06-17-14	583.1	3-18-20-13
31	MARK TWAIN	H. O'Neil 80	11	8					4-20-36-20	526.9	3-18-29-47
32	PERIE BANOU II	J. Sanders 85	8	8					4-22-00-32	534.0	3-18-39-24
33	WITCHDOCTOR	The Rum Consortium 60	12	9					4-15-17-30	495.6	3-18-39-49
34	MISTRESS AGAIN	D. Senogles 77	13	10					4-18-48-22	512.3	3-19-15-13
35	PADAM II	K. Quinert 79	14	11					4-02-09-48	519.6	3-19-19-57
36	SALTY LADY	R. Scobie 67	15	14					4-17-36-43	504.4	3-19-26-34
37	APOLLO BATTERIES	R. Nyman 53	14	15					4-13-19-00	478.1	3-19-45-11
38	DERWENT LASS	D.H. Coulbourn 106	9	9					5-07-23-06	577.0	3-20-30-10
39	CENTREFOLD	B. Folbigg 59	15	15					4-15-13-45	482.6	3-20-52-39
40	RUFF'NTUMBLE	L. Rose 74	16	16					4-18-37-48	500.2	3-21-11-47
41	ICARUS	A. Ridley 76	17	17					4-18-38-53	497.9	3-21-37-02
42	ADRIANE	J. Davern 57	16	16					4-14-53-49	475.8	3-21-44-10
43	MORNING BREEZE	P. Lalor, P. Manger & P. Godfree 107	10	10					5-07-25-21	596.8	3-21-48-04
44	BALANDRA (5)	G. Hennicke 82	28	11					4-21-20-20	511.9	3-21-51-23
45	OUTLAW	B. McKay 55	17	12					4-14-24-54	470.4	3-22-11-59
46	THE GOODIES	C.&L. Andrews 94	11	11					5-01-55-51	531.2	3-23-04-08
47	EMMA	M. De Burca 93	19	12					5-01-33-44	529.1	3-23-24-04
48	MARGARET RINTOUL	B. Gould 92	20	13					5-00-58-56	522.4	3-23-39-40
49	BUSHRANGER	K. Miller 97	12	13					5-04-19-09	539.5	4-00-00-13
50	ST JUDE	H. House 102	13	14					5-06-01-03	545.7	4-00-36-59
51	ENTREPRENEURIAL SPIRIT	B. Ashenden 96	14	14					5-03-08-05	529.1	4-00-38-25
52	ADAM'S APPLE	D. Wivell 65	18	15					4-17-07-36	460.3	4-02-40-48
53	TERENCE J	R. Ratcliffe & Sons 98	15	16					5-04-21-02	523.4	4-02-51-16
54	MORE IMAGINATION	T. Nicholas 105	16	17					5-07-19-44	540.0	4-02-55-33
55	GUSTO	H. Denison 108	17	17					5-10-33-43	547.1	4-04-54-56
56	BELLES LONG RANGER	Women On Water Syn 90	19	18					4-22-44-26	476.0	4-05-32-41
57	CHINA BEAR	A.G. Clubb 87	20	18					4-22-05-11	469.8	4-05-58-34
58	INNISFREE	L. Anderson 109	18	18					6-06-08-40	568.7	4-20-42-57
59	GOLDEN SEAGULL	N. Hunter 110	19	19					7-01-48-18	589.0	5-12-49-18

IMS RETIREMENTS: 5

REDRESS AND PENALTIES:

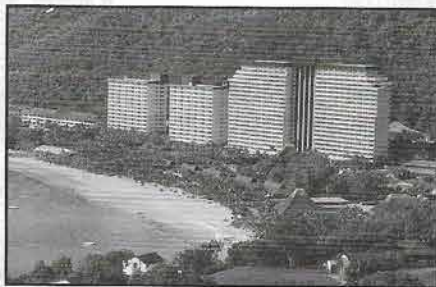
Sponsorship for CYCA Short Haul

The Cruising Yacht Club of Australia's popular Short Haul Series for 1994-95 will again be sponsored by Club Seafarer, The Moorings and Qantas, following successful involvement with last season's series.

The Short Haul is a non-spinnaker division, racing offshore under IMS and PHS, including races to Pittwater and a special night race on Sydney Harbour. The normal Saturday course is about 14 nautical miles, and does not include a spinnaker or a beat to windward.

The Club Seafarer prize is decided on a draw of competitors' names with last year's winner being well-known yachtsman Jim Lawler. His prize was a trip to the Greek Islands, which he described as a "fantastic experience" in his long sailing career.

In a letter to Club Seafarer following the trip to Greece, Lawler wrote: "The cruise went without a hitch, thanks to the excellent attention by you and your staff to every detail of the trip, from the information packages in Sydney, the Singapore Airlines flight, The Moorings staff at Rhodes and most importantly the beautiful Beneteau yacht, which was our home for two memorable weeks."



"The sailing was brisk for the first week with quite a strong Melteme blowing, so motor sailing was how we made our way north to Kalymnos via Simi, Nisiroi and Kos. The second week travelling south back to Rhodes was in lighter, favourable winds and idyllic sailing conditions.

"If you have any clients who are not sure if they would enjoy sailing in Greece, please have them give me a call; I am sure I can convince them."

The prize for the 1994-95 winner will be made from contestants in each event in the current overall and autumn series and will be a 10-day cruise for four people in Australia's own Whitsundays on board one of the Beneteaus in the new Moorings fleet. Flights to and from Proserpine will be provided by the national carrier and long-time supporter of the CYCA, Qantas. Accommodation for four nights will be offered by Holiday Inn, the new managers of the Hamilton Island resort.

The prize is valued at nearly \$10,000 and will surely be a big drawcard for contestants in the CYCA Short Haul Series. Each boat that finishes a race will have a ticket in the final draw - more races, more tickets, more chances of winning.

For details of Club Seafarer's program worldwide, call (02) 693 5899.

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

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

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

Strong to galeforce south-westerly winds were howling across Bass Strait as the fleet headed into "the paddock" with several yachts suffering damage and a crew member of *BP Flying Colours*, Peter Taylor, receiving fatal head injuries when a runner broke and the rig collapsed. While the winds eased for the leaders 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 III*, which in 1983 had been overall winner under IOR ratings.

1990 - 129 starters

CLASS I - CORRECTED OVERALL RESULTS (FINAL)

O'ALL	PL	YACHT NAME	SKIPPER	STATE/CTRY	LINE	DIVISIONAL				Elapsed D-H-M-S	TCF	Corrected D-H-M-S
						A	B	C	D			
	1	SAGACIOUS V	G. Appleby	NSW	11					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. Knezevic	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
	10	RAGAMUFFIN	S. Fischer	NSW	1				2	2-21-05-33	1.0559	3-00-57-17
	11	DOCTOR WHO	R. Jackman	TAS	10				4	3-07-23-02	0.9261	3-01-31-03
	12	SHERATON HOBART	J. Smith	TAS	22				6	3-20-42-42	0.7958	3-01-46-48
	13	ONCE A JOLLY SWAGMAN	A. Brierty	WA	21				7	3-20-41-15	0.7966	3-01-50-06
	14	CONDOR	A. Paola	NSW	2				5	2-21-53-08	1.0574	3-01-53-49
	15	NUZULLU	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. Bennetto	TAS	17				1	3-19-05-04	0.8537	3-05-45-32
	21	THE ROPEFLUNNER	M. Ward	TAS	37				11	4-02-22-44	0.7909	3-05-48-28
	22	SUREFOOT	D. Millikan	VIC	38				12	4-02-26-01	0.7909	3-05-51-04
	23	INDIAN PACIFIC	S. McDonald	VIC	36				13	4-02-20-48	0.7922	3-05-54-37
	24	HELSAL II	K. Flint	SA	6				7	3-03-27-50	1.0353	3-06-07-40
	25	HAMMER OF QUEENSLAND	A. Bloore	QLD	5				8	3-02-46-12	1.0455	3-06-10-19
	26	MARK TWAIN	H. O'Neill	NSW	57				14	4-07-45-22	0.7555	3-06-23-16
	27	TURKEY SHOOT	A. Hutton	TAS	47				15	4-03-13-11	0.7928	3-06-39-41
	28	DRY WHITE	D. Leitch	TAS	43				16	4-03-06-38	0.7966	3-06-57-05
	29	FIRST LIGHT	W. Mountford	NSW	51				17	4-03-20-01	0.7951	3-06-58-49
	30	BACARDI	G. Ainley/J. Williams	VIC	31				2	4-00-40-28	0.8192	3-07-11-45
	31	WITCHDOCTOR	Rum Consortium	NSW	39				3	4-02-26-20	0.8056	3-07-18-09
	32	SAGACIOUS II	P. Jacka	VIC	41				4	4-02-41-24	0.8036	3-07-18-26
	33	KINGURRA	P. Joubert	VIC	49				5	4-03-15-36	0.8016	3-07-34-01
	34	SUELAN	J. Buckland	SA	50				6	4-03-19-10	0.8063	3-08-04-53
	35	MERCEDES IV	P. Stronach	NSW	45				7	4-03-06-59	0.8082	3-08-06-21
	36	ZEUS II	J. Dunstan	NSW	74				4	4-22-37-50	0.6768	3-08-17-21
	37	SOLANDRA	C. Escott	TAS	62				5	4-17-20-12	0.7114	3-08-37-40
	38	SINGAPORE GIRL	P. Steigrad/S.W. Her (2)	SP	86				11	4-03-19-11	0.7338	3-00-52-51
	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
	41	AGGRO	S. Collis	VIC	42				9	4-02-44-58	0.8330	3-10-15-30
	42	GUMBLOSSOM	T. Gunnersen	VIC	79				7	5-02-03-33	0.6794	3-10-55-37
	43	STAR FERRY	J. Conroy	NSW	60				18	4-13-21-49	0.7608	3-11-12-14
	44	ITS A HIT	J. Messenger	NSW	77				8	5-00-43-28	0.7061	3-13-14-37
	45	VENINDE III	F. Walker	NSW	70				9	4-20-17-19	0.7480	3-14-59-02
	46	WESTERLY	W. Mills	TAS	78				10	5-01-21-22	0.7274	3-16-16-28
	47	ALEXANDER OF CRESWELL	RAN	NSW	69				10	4-19-07-45	0.8109	3-21-21-30
	48	SIR THOMAS SOPWITH	UYCA	NSW	82				9	6-16-30-36	0.9318	6-05-33-46
	49	ANACONDA II	J. Grubic (3)	SA	85				10	4-21-52-16	1.0268	5-01-01-48

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

CLASS I RETIREMENTS: 17

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

CLASS II - CORRECTED OVERALL RESULTS (FINAL)

IMS - GENERAL PURPOSE, COURSE 630.4NM, SCRATCH 452.8 SEC/MI

O'ALL	PL	YACHT NAME	SKIPPER	STATE/CTRY	LINE	DIVISIONAL				Elapsed D-H-M-S	TCF	Corrected D-H-M-S
					A	B	C	D				
	1	DOCTOR WHO	R. Jackman	TAS	10				1	3-07-23-02	0.21-16-34	2-10-06-28
	2	COTTON BLOSSOM II	E. Barren	VIC	8				2	3-06-42-21	0.14-58-19	2-14-44-02
	3	NEVER A DULL MOMENT	C. Wilson	NSW	19				3	3-20-13-19	1-03-20-05	2-16-53-14
	4	LIGHTWAVE	R. Lavett	QLD	23				1	3-21-18-09	1-04-24-11	2-16-53-48
	5	DOW AIR	Farr Lap Syndicate	NSW	54				1	4-03-35-15	1-10-24-34	2-17-10-41
	6	BIG SCOTT	P. Bush	NSW	29				2	4-00-07-50	1-05-57-41	2-18-10-09
	7	RENEGADE	R. Francis	SA	44				2	4-03-06-42	1-08-40-33	2-18-26-09
	8	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	ARIANER	R. Mitchell	VIC	46				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	25				6	3-21-41-16	1-01-17-10	2-20-24-06
	18	SUREFOOT	D. Millikan	VIC	38				3	4-02-26-01	1-06-01-54	2-20-24-07
	19	MATANGI	J. Bleakley	NSW	46				8	4-03-09-18	1-06-39-43	2-20-29-35
	20	INDIAN PACIFIC	S. McDonald	VIC	36				4	4-02-20-48	1-05-42-59	2-20-37-49
	21	WITCHDOCTOR	Rum Consortium	NSW	39				5	4-02-26-20	1-05-37-44	2-20-48-36
	22	CONTINENTAL	M. Champion	NSW	25				7	3-21-34-07	1-00-43-32	2-20-50-35
	23	SAGACIOUS II	P. Jacka	VIC	41				6	4-02-41-24	1-05-40-53	2-21-00-31
	24	MARARA	W. Ratcliff	NSW	66				3	4-18-38-28	1-21-29-38	2-21-08-50
	25	OVERDRAFT	D. Smith (1)	QLD	53				7	4-03-29-23	1-06-15-33	2-21-13-50
	26	ZEUS II	J. Dunstan	NSW	74				4	4-22-37-50	2-01-08-10	2-21-29-40
	27	DRY WHITE	D. Leitch	TAS	43				8	4-03-06-38	1-05-23-01	2-21-43-37
	28	LA MONIQUE	B. Brooks	NZ	52				9	4-03-22-54	1-05-34-35	2-21-48-19
	29	MERCEDES IV	P. Stronach	NSW	45				10	4-03-06-59	1-04-59-54	2-22-07-05
	30	AGGRO	S. Collis	VIC	42				11	4-02-44-58	1-03-43-12	2-23-01-46
	31	WILD HONEY	I. Griffiths	QLD	35				8	4-01-21-57	1-02-18-06	2-23-03-51
	32	HJACKER	R. and J. Lodge	NZ	30				9	4-00-36-16	1-01-17-10	2-23-19-06
	33	GUMBLOSSOM	T. Gunnersen	VIC	79				5	5-02-03-33	1-01-51-15	3-00-12-18
	34	WESTERLY	W. Mills	TAS	78				6	5-01-21-22	2-00-25-06	3-00-56-16
	35	TERENCE J	K. Ratcliff	TAS	73				7	4-22-35-22	1-20-30-48	3-02-04-34
	36	AUSTRALIAN MAID	J. Wardill	NT	18				10	3-19-41-55	0-17-24-22	3-02-17-33
	37	MAHOGANY		NSW	59				9	4-10-33-29	1-08-07-58	3-02-25-31

NSW Yachting Award To Colin Beashel

World champion Etchells class yachtsman and three-times Olympian Colin Beashel and his crew have been named winners of the 1994 New South Wales Yachting Award. Sailboard world champion Beau Moulson was chosen as winner of the New South Wales Youth Yachting Award.

The awards were presented by the State Governor, Rear-Admiral Peter Sinclair, to the international sailors at the NSW Yachting Foundation's annual luncheon at the Royal Sydney Yacht Squadron to raise funds to assist sailors gain overseas experience.

Finalists covered a broad spectrum of Australian sailing, with the selections based on national and international performances over the past 12 months.

With Richard Uechtritz and David Giles as his crew, Colin Beashel late last year won the Etchells World Championship, sailed on Brisbane's Moreton Bay. Defending their world title at Balboa, California, in September the Sydney crew placed seventh in a star-studded fleet.

Beashel and Giles are now concentrating on another Olympic campaign in the Star class, the two-man keelboat, in which Beashel has represented Australia at the Los Angeles, Seoul and Barcelona Olympics, in which they placed an excellent seventh.

Colin, now aged 34, has been sailing competitively since he was a small boy, as a bailer boy in his father Ken's 16-footer and then in Flying Ants and Flying 11 junior classes.

His long list of sailing successes includes winning the Australian and NSW championships in Lasers, crewing aboard the world champion 5.5 metre class yacht in 1981 and being the mainsheet trimmer aboard *Australia II* in her America's Cup victory off Newport, Rhode Island, in 1983.

In 1985 he won the World Cup match-racing and the Australia Cup match-racing and the following year the 12-metre class world championship and again the Australia Cup, as well as skippering Alan Bond's *Australia III* in the defender trials for the 1987 America's Cup.

In 1989 he steered *Joint Venture* at the Admiral's Cup in England, winning the One Ton division of the international ocean racing series.

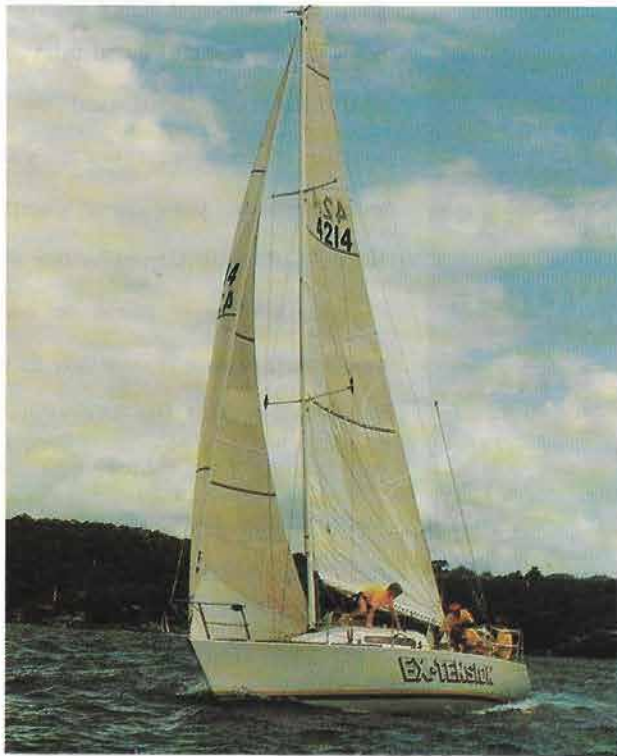
The awards, again sponsored by J. Farren-Price Jewellers, have over the years recognised many of the outstanding sailors from this state and the line-up of nominations this year was just as impressive.

In addition to Beashel, Giles and Uechtritz, other one-design keelboat crews nominated include Cameron Miles and his crew, James Major and Aaron Links, who finished eighth in the Soling worlds, and Matt Hayes and his crew of Barry Watson and Ian McConaghy, who placed 23rd in the Soling worlds and second in the Soling match-racing worlds, and Gary Gietz and his crew, who placed third in the J24 world championship.

WINNERS



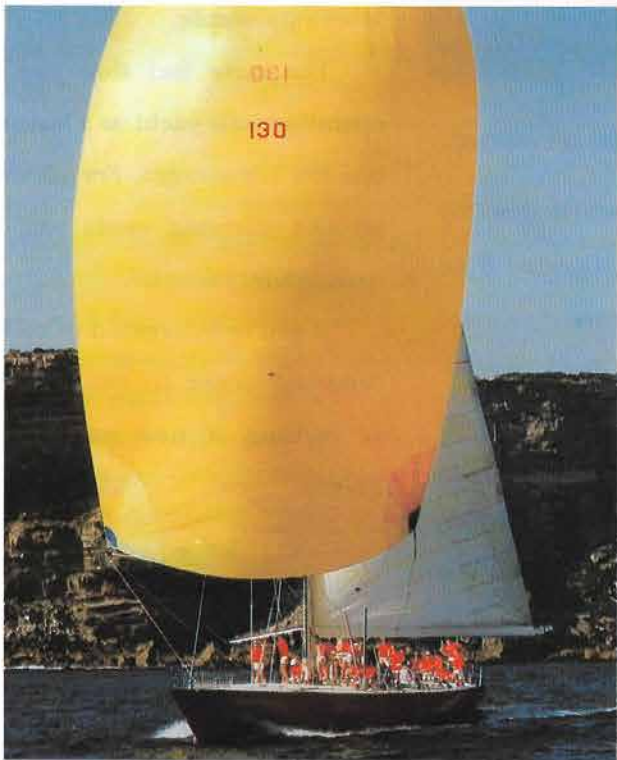
GALLERY



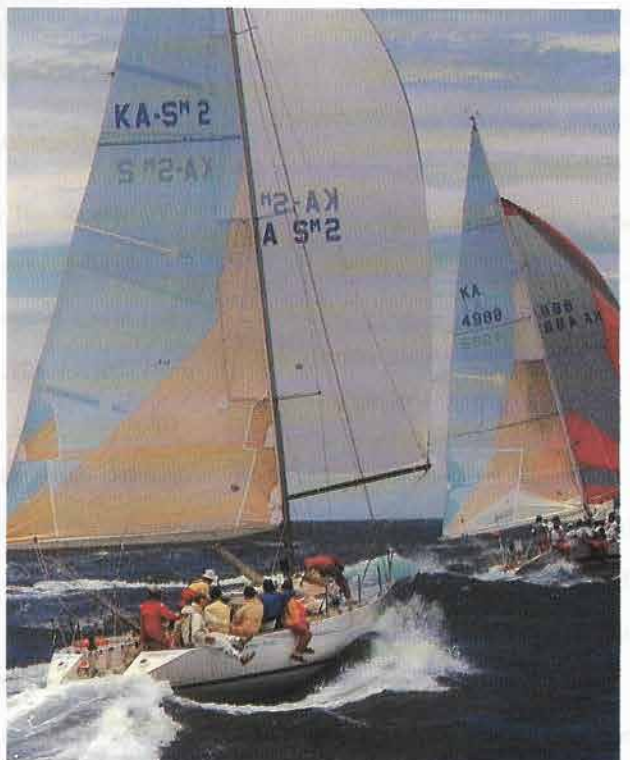
1986 — EXTENSION



1988 — ILLUSION



1987 — SOVEREIGN



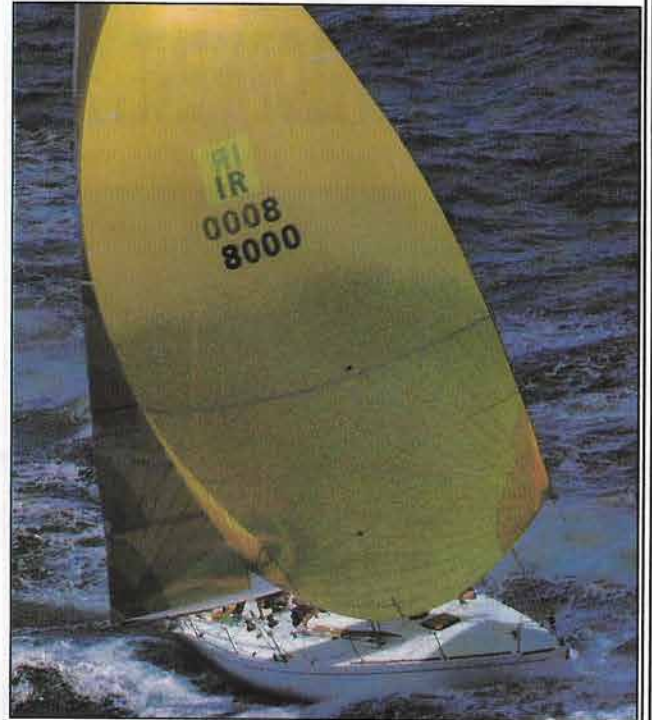
1989 — ULTIMATE CHALLENGE

WINNERS

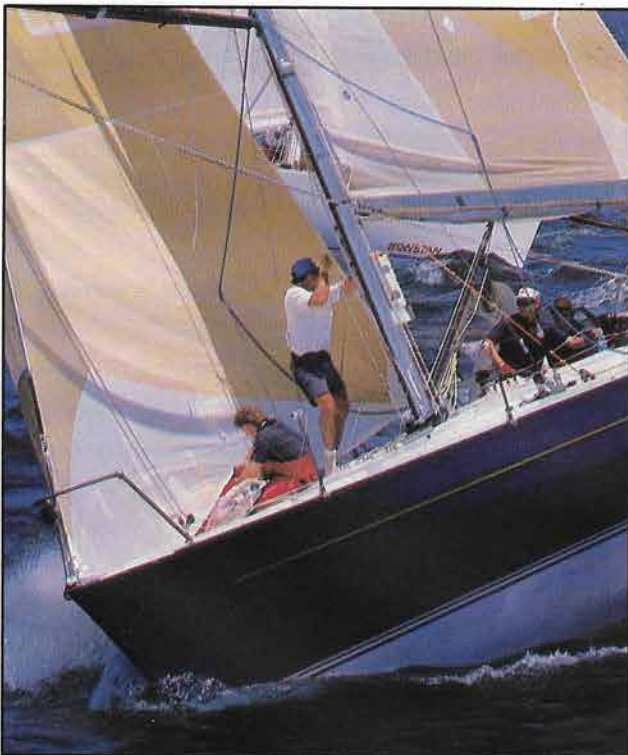
GALLERY



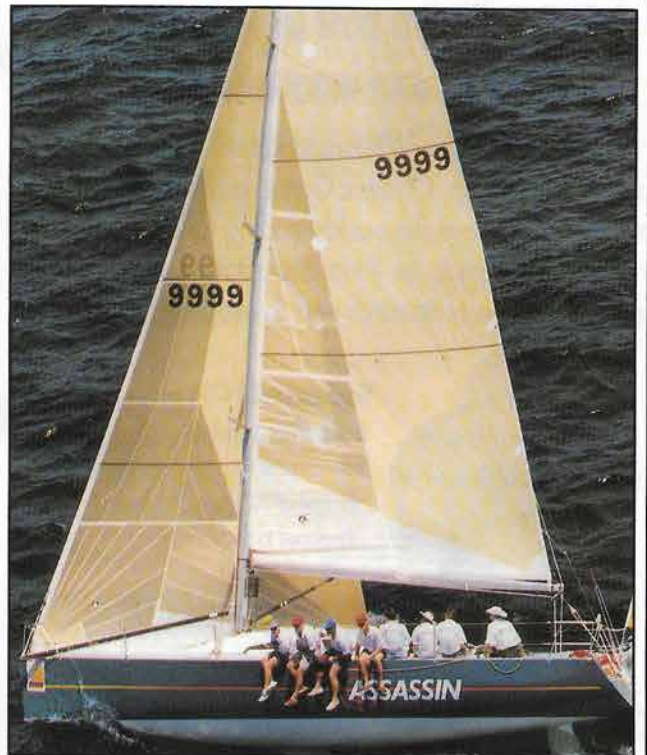
1990 - SAGACIOUS V



1991 - ATARA



1992 IOR - RAGAMUFFIN



1992 IMS - ASSASSIN

CONTINUAL DEVELOPMENT...

SystemPRO – Ensign Tech Jacket

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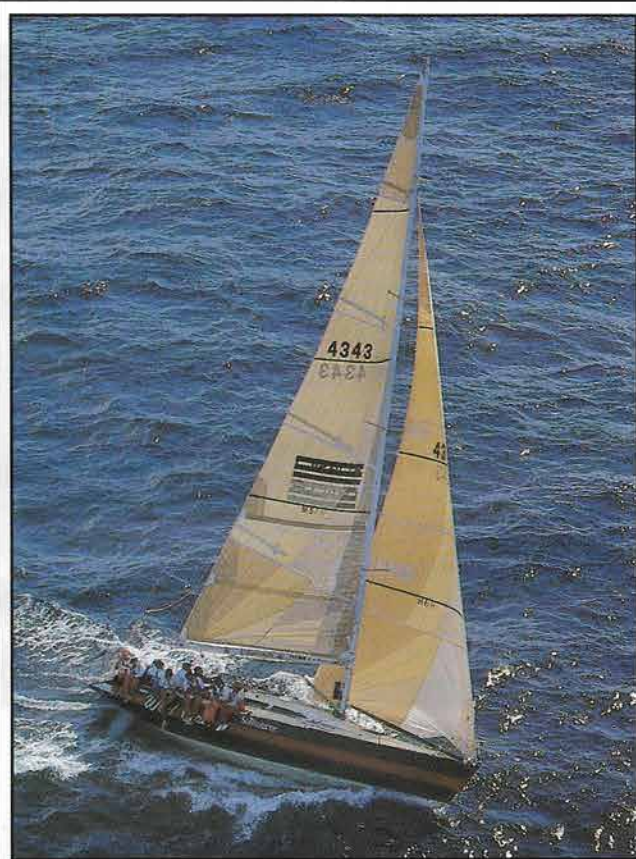
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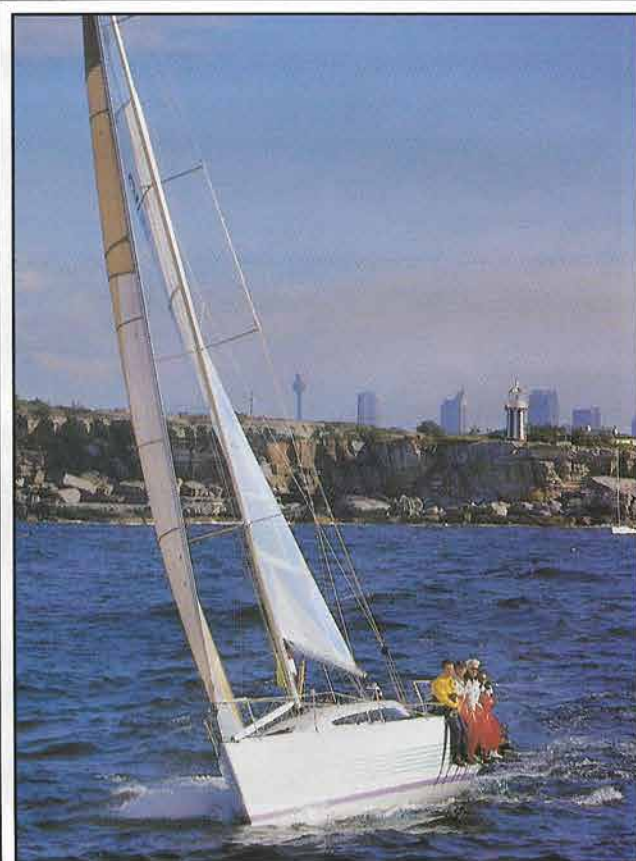
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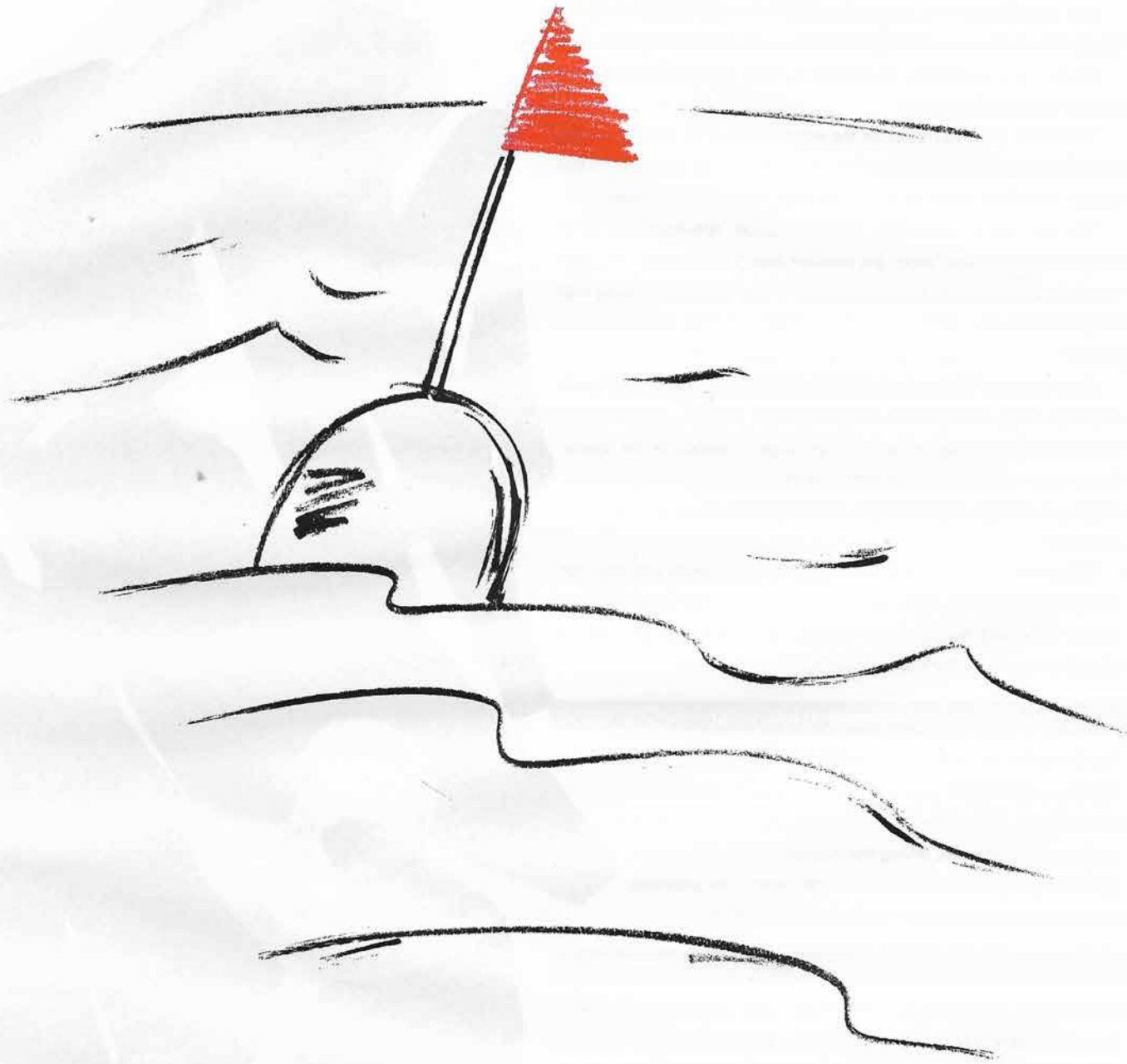


1993 IOR – SOLBOURNE WILD OATS



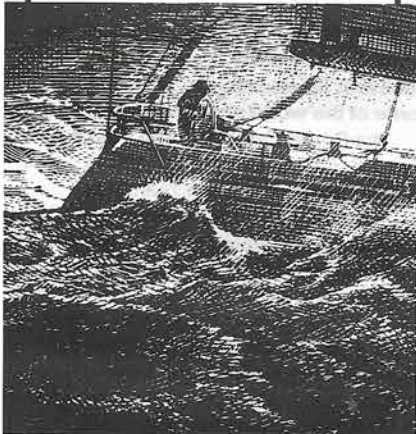
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PL	YACHT NAME	SKIPPER	STATE/ C'TRY	LINE	DIVISIONAL	Elapsed D-H-M-S	ALL D-H-M-S	Corrected D-H-M-S
38	MORE INFORMATION	T. Nicholas	SA	67	8	4-18-50-44	1-16-16-32	3-02-34-12
39	MORNING TIDE	J. Lawler	NSW	76	9	5-00-11-11	1-20-50-45	3-03-20-26
40	EMMA	M. De Burca	NSW	65	10	4-17-48-36	1-13-46-17	3-04-02-19
41	TURKEY CONNECTION	A. Hutton	WA	64	11	4-17-39-53	1-12-35-54	3-05-03-59
42	VENINDE III	F. Walker	NSW	70	12	4-20-17-19	1-13-56-48	3-06-20-31
43	NEW HORIZONS	M. Kelaher	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	CASHFLOW	G. Rowland	VIC	63	11	4-17-34-23	1-06-19-45	3-11-14-38
47	EMERALD CITY	R. Breadman (2)	NSW	55	11	4-04-07-33	1-02-39-07	3-01-28-26
(PENALTY 20% - Was O/All 35, Div 10)								
48	SCORPIO II	M. Haller	VIC	81	15	5-08-57-55	1-20-58-07	3-11-59-48
49	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, Div 12)								
51	ARIADNE II	R. Mitchell	TAS	82	17	6-16-30-36	1-15-27-09	5-01-03-27
52	YARINDI III	F. Binns	TAS	84	18	7-14-00-00	2-01-13-25	5-12-46-35

CLASS II RETIREMENTS: 8

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

CLASS III - CORRECTED OVERALL RESULTS (FINAL)

IMS - GENERAL PURPOSE, COURSE 630.4NM, SCRAM 452.8 SEC/MI

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

CLASS III RETIREMENTS: 3

FASTEST TIME: RAGAMUFFIN 2-21-05-33

IOR DIVISIONS:

MAXI DIVISION: BRINDABELLA

DIVISION A: MIRRABOOKA

DIVISION B: SAGACIOUS V

DIVISION C: CHUTZPAH

IMS DIVISIONS

DIVISION A: DOCTOR WHO

DIVISION B: LIGHTWAVE

DIVISION C: DOW AIR

DIVISION D: SOLANDRA

1990 RACE AND WEATHER: High winds, fast reaches, exhausting windward work, controversy on the dock and a brilliant IOR win by Sagacious V - the NorTel 46th Sydney-Hobart Race had everything but a new record. In the midst of the deepening recession a respectable fleet of 106 yachts set sail in a good south-easterly breeze and made a fast start down Harbour under spinnakers. The first casualties came within hours of the start, when two new Half-Tonnners were dismantled and the drop-out continued the next day as the fleet powered downwind under spinnakers with the wind swinging to the nor'west, 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 Rothmans' chance of a race record disappeared. She finally crossed the line with an elapsed time of 2 days 19 hours 7 minutes 2 seconds, the third fastest time in 46 years. However, Rothmans' 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 - 98 starters

IOR HANDICAP RESULTS

O'ALL	PL	YACHT NAME	SKIPPER	STATE/ C'TRY	LINE	DIVISIONAL	Elapsed D-H-M-S	TCF	Corrected D-H-M-S
	1	ATARA	H. Cudmore/J. Storey	IRE	11	1	3-09-50-04	0.8320	2-20-05-11
	2	ULTIMATE CHALLENGE	L. Abrahams	VIC	16	1	3-13-21-35	0.7980	2-20-07-01
	3	SANCTURAY COVE OLD MAID	R. Robertson	NSW	18	2	3-13-55-07	0.7945	2-20-15-44
	4	SALAMANCA INN	J. Fuqisang	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	2-21-45-47
	8	NUZULU	G. Psaltis/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	EMECO ONCE 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 MIX	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. Sajat/C. Mehrmann	VIC	32	14	3-21-06-04	0.7960	3-02-06-31
	20	ESCAPEE NOU-CALEDONIE	M. Lavigne	NCA	63	4	4-04-51-56	0.7397	3-02-36-37
	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	3-03-30-31
	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	HELIAL II	K. Flint	SA	32	7	3-05-32-23	1.0389	3-08-33-22
	33	IVANHOE	H. Vaisanen	QLD	57	8	4-04-13-34	0.8609	3-14-17-05
	34	ANACONDA II	J. Grubic	SA	37	9	3-21-46-56	1.0268	4-00-17-44

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

IMS HANDICAP RESULTS

O'ALL	PL	YACHT NAME	SKIPPER	STATE/ C'TRY	LINE	DIVISIONAL	Elapsed D-H-M-S	SEC/M	Corrected D-H-M-S
	1	SHE'S APPLES II	D. Strong	NSW	21	1	3-15-19-20	501.6	2-21-15-03
	2	PHOENIX	S. Everett	QLD	14	1	3-11-44-14	478.3	2-21-44-55
	3	OZ FIRE	D. Coulter	NSW	9	2	3-07-46-38	448.9	2-22-56-03
	4	ICEFIRE	P. Taylor	NZ	8	3	3-06-57-35	443.1	2-23-07-56
	5	DOCTOR WHO	R. Jackman	TAS	12	4	3-11-00-31	464.2	2-23-29-11
	6	NORTHWEST AIRLINES	R. Steel	NSW	29	5	3-20-23-34	509.9	3-00-52-04
	7	KINGURRA	P. Joubert	VIC	40	6	3-22-47-53	521.2	3-01-17-40
	8	FASCINATION III	A. Blakney	TAS	39	7	3-22-46-13	520.0	3-01-28-36
	9	NEVER A DULL MOMENT	C. Wilson	NSW	28	2	3-20-17-16	504.6	3-01-41-28
	10	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	HUMMINGBIRD	J. Quinn	NSW	52	2	4-02-21-14	536.2	3-02-13-25
	16	MARK TWAIN	H. O'Neill	NSW	67	3	4-05-23-17	552.6	3-02-23-09
	17	THE SIDEWALK CAFE	B. Baxter	WA	62	2	4-04-48-36	549.2	3-02-24-12
	18	HAMMER OF QUEENSLAND	A. Bloore	QLD	2	9	3-02-30-56	398.4	3-02-30-56
	19	SUREFOOT	D. Millikan	VIC	48	5	4-00-39-22	523.7	3-02-42-53
	20	MERCEDES IV	P. Stronach	NSW	44	10	3-23-27-16	516.3	3-02-48-32
	21	HELIAL III	J. Yonge	NSW	7	11	3-06-49-24	420.7	3-02-55-06
	22	TRADITION	W. Strangways	SA	74	3	4-11-15-21	582.7	3-02-58-58

23	ROCKIE	B. Woods	NZ	60	4	4-04-28-05	542.1	3-03-18-17
24	RAGER	W. Knobelstpies	NSW	6	12	3-06-09-51	408.9	3-04-19-32
25	MORNING TIDE	J. Lawler	NSW	81	4	4-14-33-12	593.7	3-04-21-15
26	FIRETEL	R.&M. Lawler	NSW	77	5	4-12-21-21	581.1	3-04-21-47
27	NYNJA GO	D. Pomfret	NSW	55	5	4-04-01-32	531.9	3-04-38-54
28	PILGRIM	D. Quirk	NSW	41	6	3-22-49-27	501.4	3-04-47-16
29	SAGACIOUS II	P. Jacka	VIC	51	7	4-02-00-55	517.9	3-05-05-22
30	LADY PENRYN OF NIRIMBA	.....	NSW	68	6	4-05-24-22	533.9	3-05-40-43
31	ANTHANTA VI	A. Gruzman	NSW	73	6	4-06-12-32	537.2	3-05-54-12
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	.....	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. Gunnerson	VIC	87	9	4-20-52-38	616.3	3-06-43-14
37	SANTANA BABY LOCK	L. Wings	VIC	54	9	4-03-59-53	518.3	3-07-00-08
38	STRUEN MARIE	B.&L. Wherry	NSW	85	10	4-18-21-40	598.7	3-07-17-11
39	ICARUS	A. Ridley	NSW	65	8	4-05-07-45	521.6	3-07-33-20
40	DOUBLE OR NOTHING	J. Bush	QLD	10	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
(Pen. 40% was O/A 24, Divn 5)								
47	CATRIONA McDONALD	P. Lhuede	NSW	89	12	4-23-59-52	536.4	3-23-49-57

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

PHS HANDICAP RESULTS

O'ALL	PL YACHT NAME	SKIPPER	STATE/ C'TRY	LINE PL	Elapsed D-H-M-S	TCF	Corrected 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 2	M. Haller	VIC	82	4-15-13-26	0.787	3-15-32-00
4	ADAM'S APPLE	D. Wivell	TAS	38	3-22-45-39	0.960	3-18-58-13
5	BLIND PANIC	P. Bush	NSW	17	3-13-38-32	1.079	3-20-24-29
6	MORNING MIST II	A. Neate	VIC	30	3-21-05-20	1.000	3-21-05-20
7	WITCHDOCTOR	Rum Consortium	NSW	46	4-00-12-47	0.980	3-22-17-20
8	GROUP THERAPY	A. Chalk	NSW	33	3-21-13-16	1.021	3-23-10-44
9	VETER	Vladivostok Synd.	USSR	69	4-05-25-30	0.967	4-02-04-41
10	ZUE/MITRE 10	P. Sorenson	NSW	4	3-05-01-25	1.391	4-11-08-23

FASTEST TIME: BRINDABELLA 3-01-14-09

PHS RETIREMENT: AMAZON (NSW).

IOR DIVISIONS

DIVISION A: ATARA
DIVISION B: ULTIMATE CHALLENGE
DIVISION C: NUZULU

IMS DIVISIONS

DIVISION A: PHOENIX
DIVISION B: SHE'S APPLES II
DIVISION C: TURKEY SHOOT
DIVISION D: VENDETTA

1991 RACE AND WEATHER

The Kodak Sydney-Hobart Race started from the now well established "two-line start" off Shark island in Sydney Harbour. A 15 knot nor'easter gave a good "work" to the Heads with a two mile "reach" to the offshore turning mark. The wind freshened to 20-25 knots before night fell. It eased in strength during that night but came back again from the nor'east on the morning of the second day at 15 knots and built up during the day to 25 knots. A southerly change met the leaders of the fleet in the early evening of Friday 27th at 20 knots, thus ending the record breaking times which were being created. This breeze continued through the third day and most yachts found themselves "latching up" on the east coast of Tasmania after a fresh work across Bass Strait. Three of the potential placegetters damaged their rigs in the crossing and retired. The leading yachts rounded Tasman Is. at around 0800 hours on Sunday 29th with the rest of the fleet back along the Tasmanian Coast, sailing into a fresh south to sou'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 continuance of the light sou'easterly and as a consequence some of the smaller yachts which appeared to be set for success in their divisional placings failed to keep up their previous speeds. Only five tallenders 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 CORRECTED OVERALL RESULTS

O'ALL	PL YACHT	SKIPPER	STATE/ C'TRY	LINE PL	A	DIVISION B C D	ELAPSED D-H-M-S	TCF	CORRECTED D-H-M-S
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	JLW CHUTZPAH	B. Taylor	VIC	55	5	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	J. 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	0.7586	3-02-52-48
10	PENFOLDS ULTIMATE CHALLENGE	L. Abrahams	VIC	31	8		3-22-19-03	0.7945	3-02-56-07
11	EIGHT 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. Mehmman	VIC	36	3		4-02-13-25	0.7891	3-05-30-30
15	CONDOR	A. Paola	NSW	6	12		3-01-49-39	1.0507	3-05-34-14
16	HALL CHADWICK NUZULU	A. Paola	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	GIO 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. Heame	NSW	69	7		4-15-19-51	0.7223	3-08-24-51
24	POLYCOM STORMY PETREL	A. Pearson	NSW	75	8		4-16-18-30	0.7185	3-08-41-37
25	ZEUS II	J. Dunstan	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. Towmley	TAS	93	13		4-23-03-23	0.6951	3-10-45-22
30	ELLA BACHE	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

IMS CORRECTED OVERALL RESULTS

O'ALL	PL YACHT	SKIPPER	STATE/ C'TRY	LINE PL	A	DIVISION B C D	ELAPSED or AVG SPD	SEC/MI	CORRECTED or CORR SPD
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	ICEFIRE	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

1995 Boags Original Three Peaks Race

The 1995 Boags Original Three Peaks Race fleet is expected to feature some of Australia's fastest yachts including *J Walkin' On Easy Street*, former Victorian ocean racers *Vendetta* and *Swuzzlebubble* and the Queensland catamaran *XS*.

Announcing the start date of April 14, 1994, race chairman Alastair Douglas said that a big contingent of multihulls was expected for the event, which features 600km of sailing and 130km of running over a course around Tasmania's east coast each Easter.

Described as the toughest race in Australia, the Boags Original Three Peaks Race is in its seventh year and attracts some of the world's best mountain runners.

The Boags Original Three Peaks race starts at 2pm on Good Friday (April 14) at Beauty Point in Northern Tasmania.

The first sailing leg to Flinders Island in Bass Strait is 90 nautical miles with two of the five crew then running 65km to the top of Mt Strzelecki. Leg two is 127 nautical miles to Coles Bay on Tasmania's East Coast with a 33km run to the top of Mt Freycinet. The final leg is Hobart, 100 nautical miles, with a 35km run to the top of Mt Wellington and return to the waterfront.

More information on the race is available by phoning Theresa Sutczak on (003) 37 1142 or writing to the Race Secretary, PO Box 396, Launceston, Tasmania 7250.

In tonight's news...

If you're seen at the edge of the world, who will know?

Tasmania's premier media monitoring service is pleased to offer customised monitoring of electronic media coverage of your voyage in this year's Sydney-Hobart yacht race.

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12 NORTHWEST 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		4-03-01-28	572.6	3-00-31-48
17 MARARA.....	A.E. Ratcliff	NSW	81		4-17-23-08	653.5	3-00-43-29
18 SUREFOOT.....	D. Millikan	VIC	51		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. Scott	TAS	82		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	568.8	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		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 FARRIST.....	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. Grace	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. Millar	NSW	99	13	5-02-31-58	612.0	3-17-08-21
50 HI FIDELITY.....	K. Gladman	NSW	76	14	4-15-23-32	547.8	3-18-14-26

RETIRED: HAMMER OF QUEENSLAND (OLD), BREAKAWAY (WA), BUGGBEAR (TAS), HUMMINGBIRD (NSW), TARDIS (VIC).

TPHS CORRECTED OVERALL RESULTS

O'ALL	PL YACHT	SKIPPER	STATE/ CTRY	LINE PL	ELAPSED or AVG SPD	TCF	CORRECTED or CORR SPD
1	AMAZON	P. Walker	NSW	2	2-22-41-22	1.144	3-08-52-07
2	BOBLED-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. Sleight	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
6	HJACKER	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. Treharne	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. Wvelli	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 2	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	3-18-33-56
15	PACESETTER	J. Cameron	NSW	59	4-08-18-33	0.872	3-18-57-27
16	NEW HORIZONS	M. Kelaher	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 PEN OF NIMBA	RANSA	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 south-east 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 two-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 reaches 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 five 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 six 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 CORRECTED TIME OVERALL RESULTS

O'ALL	CORRECTED PL YACHT	SKIPPER	STATE/ CTRY	LINE PL	DIVISION	ELAPSED	SEC/MI	or CORR
1	MICROPAY CUCKOO'S 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		5-17-38-58	765.2	4-04-33-08
4	LIBERATOR	D. CURLEWIS	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	JIM DUNSTAN	NSW	28		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		5-17-46-25	709.9	4-14-21-48
12	NYNJA GO (4)	D. POMFRET	NSW	22		4-19-04-35	705.6	4-16-24-38
13	BOOMAROO-MORSE FANS	J. MCINTOSH	QLD	36		5-20-25-39	840.8	4-18-05-05
14	COLLEXY ONYX	A. O'VENDEN	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	4-26-22-33
24	KINGURRA (6)	W. JOUBERT	VIC	38	9	7-05-05-54	716.6	6-00-30-16

REDDRESS in accordance with Rule 69(b), elapsed time reduced by the following: (1) 5 hrs 34 min; (2) 8 hrs 30 min; (3) 3 hrs 30 min; (4) 5 hrs 40 min; (5) 1 hr 11 min (6) 28 hrs 53 min.

IMS RETIREMENTS: ADJUSTER, ADRIA, ALEXANDER OF CRESWELL, AMAZON, ANITRA V, ASSASSIN, BRINDABELLA, CADIBARRA 7, CASSIOPEIA, CLWYD, COUGAR, CLUB 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

Ampol Yachtsman of the Year Sailing Brothers Win Prestigious Honour

Sailing brothers Chris and Darren Nicholson from Lake Macquarie, NSW, have won yachting's most prestigious annual award for excellence, the Ampol Australian Yachtsman of the Year.

Victorian teenage sailors Briohny Hooper and Amanda Miller have been named winners of the Ampol Australian Youth Award.

The Nicholsons, who sail out of the Royal Motor Yacht Club, Toronto, earlier this year won their second World Championship in the highly competitive International 505 dinghy class, at Durban, South Africa.

Briohny and Amanda, members of Melbourne's Royal Brighton Yacht Club and Black Rock Yacht Club, won the silver medal in the Laser 2 girls' division at the International Yacht Racing Union's 1994 World Youth Sailing Championships in Greece.

The Modern Boating Merit award went to another Victorian of a different age group, the innovative designer of high performance catamarans, Lindsay Cunningham, who last year created the world speed sailing record-breaker *Yellow Pages*.

Chris and Darren Nicholson, now each skippering an 18-footer on Sydney Harbour, are only the second brothers to win the Ampol Australian Yachtsman of the Year, the others being Trygve and Magnus Halvorsen, the ocean racing yacht designers, builders and sailors who in the season of 1965-66 completed a hat-trick of Sydney-Hobart wins in their famous yacht *Freya*.

The Halvorsens were among a number of past Australian Yachtsman of the Year winners at the presentation luncheon, at which Sir James Hardy, America's Cup, Admiral's Cup, Olympian and World Champion and 1980-81 Yachtsman of the Year, presented the 1993-94 awards.

Briohny Hooper and Amanda Miller follow in the wake of World Champion boardsailor Natasha Sturges in maintaining the female domination of the Ampol Australian Yachtsman of the Year Youth Award since 1991-92.

In fact, women sailors figured highly on the impressive list of finalists for this year's open and youth awards.

Other individuals or crews of women among the finalists were Melanie Dennison, the Laser Radial Women's champion from Victoria; Queenslanders Kerry Ireland and Vicki Tanner, the International Yacht Racing Union World Sailing Championships winners in the Hobie 16 catamaran class; Cheryl Hutchins, also from Queensland, the winning crew in the Tasar World Championships; NSW boardsailor Natasha Sturges, winner of the 1994 Windsurfer World Championships women's division; and Anna Cox and Belinda Stowell from Western Australia, who placed third in the 420 World Championships.

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 CORRECTED TIME OVERALL RESULTS

O/ALL CORRECTED PL YACHT SPD	SKIPPER	C'TRY	PL	A	B	C	D	OR AVG SPD	SEC/MI	or CORR
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).....	J. 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 SEAU LATER.....	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 min; (2) 60 min; (3) 6 hrs 45 min.

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 CORRECTED TIME OVERALL RESULTS

O'ALL PL YACHT	SKIPPER	STATE/ LINE C'TRY PL	ELAPSED or AVG SPD	TCF	CORRECTED or CORR SPD
1 CHARISMA.....	J. LAWLER	NSW 29	6-02-59-34	0.7680	4-16-53-26
2 BRIGHT MORNING STAR.....	J. 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 BOBSELED-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: ADVANTEDGE, 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 WEATHER: The 49th 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 galeforce 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 27), 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 10m were created as the winds blew against the southward-moving East Australia Current. At 2300 hours EDST Monday, December 27, the low pressure complex had become dominated by one low pressure centre with a central pressure of 986hPa, the lowest over the whole event.

The Hobart Race Winners Collection

A magnificent collection comprising half-models of all Sydney-Hobart race winners has been secured by the Cruising Yacht Club of Australia to commemorate the 50th staging of the classic.

The work represents the evolution of ocean racing yacht design in Australia, showing clearly how in 50 years the hull shapes have progressed from stout cruising styles to sleek, lightweight, offshore racers.

The concept for the collection and the painstaking work required to prepare it came from 1975 world Half Ton Cup champion, Yachtsman of the Year and boat builder Tom Stephenson. For two years he researched every Hobart race winning design, secured line drawings and photographs and created the models, all to a 1:25 scale. His attention to detail even went so far as to reproducing the colour scheme the yacht carried at the time it won the race.

The idea for the collection came when Tom realised that little was being done to preserve yachting history in Australia.

"I decided it was time to stop trying to make yachting history and start recording it," he said. "I realised no-one had created or collected the shapes that made history in Australia. With the 50th Hobart race coming up I decided to get cracking."

Tom initiated the project at his own expense. He spent hundreds of hours researching through old magazines as well as tracking down yacht designers, builders



Tom Stephenson with the Sydney-Hobart model collection at the CYCA.

and owners around Australia and internationally. Then he began the time-consuming task of converting all the assembled information into actual half-models.

When word of Tom Stephenson's collection reached the Cruising Yacht Club of Australia the directors decided to investigate the possibility of purchasing it on behalf of members.

Now, thanks to the foresight of those directors and the dedication of Tom Stephenson, CYCA members have a superb display of yachting history in the club. It's a collection that would stand proud in the likes of the famous model room at the New York Yacht Club and as with that club's America's Cup collection this one will be on-going as Tom Stephenson has agreed to produce a model of the winner of each Hobart race in the years ahead. J.

Race Charts From Landfile Consultancy in Hobart

Landfile Consultancy will again play an integral part in informing Australians

of the location and progress of the Sydney-Hobart Yacht Race Fleet. As the yachts radio their location, Landfile maps their position within Mapinfo, a PC-based desktop mapping system. Within minutes of the completion of the sked report the whole fleet can be displayed and plotted for the public and the media.

Landfile Consultancy, through its involvement in ocean racing, has specifically developed a yacht race mapping system (SailMap) for the Sydney-Hobart Yacht Race. The system caters for production of small and large size maps, an inquiry system for the race centre and for special requirements such as customised maps for television or route maps for selected yachts.

The company's race co-ordinator, Robert Rowell, said: "GIS/Desktop Mapping is seen as an emerging technology and Landfile's involvement allows the Sydney-Hobart to gain maximum benefit from this technology through the provision of the most up-to-date information based on the location of the race fleet".

A product of mapping the great yacht race is Landfile's Sydney-Hobart Yacht Race Summary Report, which provides a unique and attractive way for the public and sailors alike to look at the progress of the whole fleet or particular yachts. The report consists of maps from each sked report with every yacht named and colour-coded according to its division. Previous reports have proved popular with skippers and crews, who want to analyse their yacht's performance or want a memento of the race. This year's summary will be of special significance, given it is the 50th year of the yacht race.

Desktop mapping and GIS (geographic information systems) allows users to link data base or spreadsheet information to computer-based maps. Information can then be displayed and analysed geographically. Such systems add a new (geographical) dimension to a user's data. Applications include siting activities, geographic planning, analysing census data or customer locations or the management of land-related resources. Landfile Consultancy specialises in Desktop Mapping and GIS.

The Hobart-based company supports a diverse client base from sales and marketing through to Government, education, the environment and transport. Landfile's core product is Mapinfo (the worlds most used desktop GIS/mapping system).

If you wish to pre-order your summary reports for this year's race or would like further information on Landfile Consultancy, its services and products, contact Robert Rowell on (002) 447 344. J.

EAT, DRINK AND WIN

Sports dietitian and sailor Rebecca Scott analyses crew diet of a top-class Sydney-Hobart yacht

WITH sport becoming so competitive these days we are always looking for that extra something to give us that winning edge. Training for peak performance is not enough: we must eat for peak performance as well!

Why eat?

The food we eat gives our body its fuel to function. Providing your body with enough fuel, and the right type of fuel, can improve both physical and mental performance in everyday life as well as in our chosen sports.

In order to excel in the sport of sailing, good physical performance is needed to sail the boat to its full potential as well as mental performance for sound race tactics and safety. An event like the Sydney to Hobart Yacht Race can certainly push competitors to their physical and mental limits.

Before deciding on the amount and type of food to take, the intensity of activities performed during sailing needs to be considered. Yacht racing requires short bursts of vigorous activity such as tacking or dropping a spinnaker, followed by periods of rest sitting on the rail. Physical endurance is also important to keep the long hours on deck productive.

The fuel that the body uses for vigorous type of activity is carbohydrate. This is stored in our muscles as glycogen.

Repeated bouts of vigorous activity will cause muscle stores of glycogen to deplete and result in fatigue. Keeping the muscles topped up with glycogen is imperative for peak performance. The fuels used for endurance activities are more varied. Here protein (from our muscles), fat (stored as fatty tissue) and carbohydrate are used – so total energy supplied from the diet is important for sustained activities.

The brain also uses carbohydrate, stored as glycogen in the liver, as a fuel. When stores in the body are low blood sugar level will also be low, making concentrating and performing skilled tasks harder. Foods rich in carbohydrate include bread, pasta, rice, potato, fruit, cereals, milk and yoghurt. Some of these foods should be eaten at each meal for a continuous supply of fuel to your brain and muscles.

Why drink?

An adequate intake of fluid is extremely important. Most adults need around 2 litres of fluid each day to remain fully hydrated. Being dehydrated can make concentrating difficult and your actions and reactions sluggish. Remember, if you are thirsty you have already begun to dehydrate.

Planning the menu

Considerations when planning a menu must include:

- providing sufficient energy for the crew



Sydney-Hobart skipper Ed Psaltis with dietitian Rebecca Scott discussing the crew diet for Hall Chadwick Nuzulu. (Pic – Di Pearson)

- carbohydrate and fluid intake for the crew
- weight of the food
- avoiding unnecessary bulk
- cooking facilities (can food be eaten hot or cold?)
- convenience of the food to eat (can food be eaten "on the job"?)
- include "energy-dense" foods.

If you are going to change your existing Sydney to Hobart menu it is a good idea to

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Figure 1: Past menu for 1 day

Meal	Days Menu	Serving size per person
Breakfast	Corn Flakes	30g
	Milk	150g
Lunch	Wholemeal bread roll	105g
	Margarine	10g
	Turkey breast	60g
Dinner	Roast beef	100g
	Fresh tomato	65g
Snacks	Orange	122g
	Muesli bars	31g
	Chocolate	30g
	Water	as desired

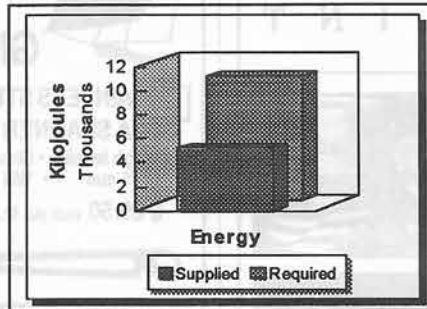
test the foods out in shorter races before you go.

The menu should be discussed and planned well in advance (you don't want to take food along that no-one likes). This way food preparation can be shared.

Case study

Looking at the food that renowned Sydney to Hobart competitor Ed Psaltis, the owner/skipper of *Hall Chadwick Nuzulu* (1st in division and 7th overall in 1991 Sydney-Hobart, and three times Sydney-Mooloolaba handicap winner), has taken in the past to feed his crew will be used to illustrate the information above. As well, their nutritional requirements and

Figure 2: Required kJ vs supplied kJ

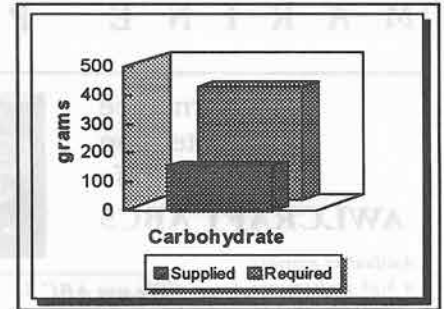


suggested improvements to meet these requirements will be discussed.

The past menu

An example of a day's menu from *Hall Chadwick Nuzulu* is shown in Figure 1. It is probably similar to what other small boats take. All food is prepared and packaged before the race and is eaten cold. Figure 2 shows the average daily energy the entire race menu provided, compared to the amount required. Unfortunately, we can see that only half the energy required was supplied by the food taken. Figure 3 shows the carbohydrate supplied versus the carbohydrate needed. This is also less than half of the requirements.

Figure 3: Required CHO vs supplied CHO



The suggested menu

Figure 4 outlines a suggested day's menu for the crew on *Hall Chadwick Nuzulu*. Figure 5 shows the energy supplied from the entire suggested race menu, compared to the energy required by the crew. Figure 6 shows the carbohydrate supplied versus the carbohydrate needed.

Small high energy snacks that can be kept in pockets are a good idea and have been used extensively in designing *Hall Chadwick Nuzulu's* menu. Dried fruit, nuts, muesli bars, breakfast bars and modest amounts of chocolate can be used to provide an ongoing supply of nourishment. High-energy drinks like Sustagen, that come pre-packaged, or sports drinks like Exceed or Isosport, are used to provide energy along with fluid.

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KODAK GOLD SYDNEY-HOBART – THE 50TH

Figure 4: Suggested menu for 1 day

Meal	Days Menu	Serving size per person	Description
Breakfast	Homemade Cereal	75g	Cereal of choice with dried fruit & nuts
	High energy milk	300g	Low fat milk mixed with evaporated skim milk
Lunch	Rice salad in Lebanese bread	300g	Rice salad rolled in lebanese/pita bread with yoghurt or mayonnaise dressing with meat if desired.
	Chicken in filo pastry	160g	Mix of chicken, egg, breadcrumbs and veg. in filo pastry
Dinner Snacks	Apple	150g	
	Breakfast/Muesli bar	31g	Uncle Toby's etc
	Energy bar	30g	Baked mix of dried fruit,nuts,egg, honey, rolled oats
	Scone with jam	50g	
	Sustagen drink	235g	Pre-packaged high energy sports drink
	Exceed sports drink	250ml	Pre-mixed with water
	Chocolate	30g	
	Water	as desired	

This menu weighs more than the original; however, it provides over two times the energy and three times the carbohydrate. The increase in physical and mental performance more than compensates for the additional weight carried.

Energy boosting hints

- add dried fruit and nuts to breakfast cereals
- add evaporated skim milk or skim milk powder to low fat milk
- use high carbohydrate fillings, like pasta or rice with meat, on bread rolls

- use high carbohydrate vegetables, like corn, potato, carrots and peas

This article is only an introduction to nutrition and sports nutrition. If you are interested in learning more about nutrition for sport you can contact a sports dietitian. There are also books that can help you: these include *Food for Sports Performance*, by Dr Louise Burke, and *Food for Sport Cookbook*, by Christine Roberts and Karen Inge.

The importance of eating is often forgotten when conditions are rough or racing is tense, but this is when a good diet will benefit you most – for safety as well as performance. When your sailing skills, boat

Figure 5: Required kJ vs supplied kJ

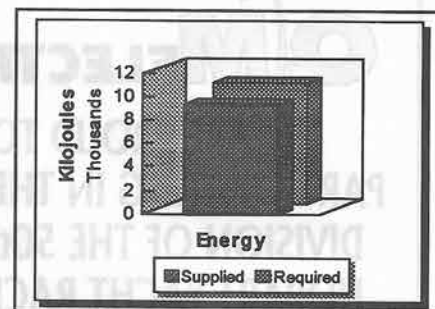
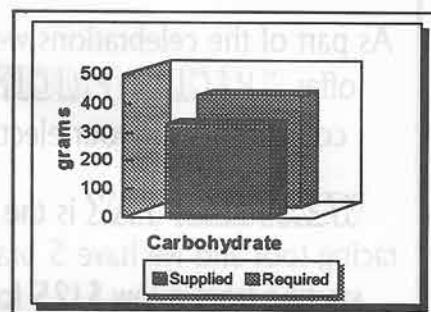


Figure 6: Required CHO vs supplied CHO



speed and race tactics are as good as your competitors, eating and drinking well will certainly improve your chances of victory! ↓

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'Hell on High Water' at the National Maritime Museum



THE National Maritime Museum has drawn on CYCA archives and expertise to help mount a major exhibition celebrating the 50th Sydney-Hobart yacht race.

When National Maritime Museum curator Penny Cuthbert was given the assignment of researching a major exhibition about the Sydney-Hobart yacht race, to be mounted in conjunction with its 50th sailing in December 1994, it was only natural that she turned to the Cruising Yacht Club for assistance.

Penny was no stranger to planning for major exhibitions. Trained as a historian, her extensive museum experience has included work for the Powerhouse Museum and the Historic Houses Trust. At the National Maritime Museum she was part of the team working behind the scenes for years in the lead-up to its opening in Darling Harbour in 1991. It's a work environment where emphasis is on producing exhibitions that communicate to the entire range of visitors, and not just to the specialists. As Penny cheerfully admits, her experience of yachting before she took on the Sydney-Hobart exhibition was minimal.

"My only previous association with the Sydney-Hobart yacht race was as a uni student, going down to South Head with leftovers from Christmas dinner and sitting

there waving chicken wings and drinking champagne with friends," she explains. But it was this spectator's perspective that gave her clues about what the general museum-visiting public would want to discover about the unknown world of ocean racing.

The exhibition is called *Sydney to Hobart - 50 Years of Hell on High Water*. This apt phrase comes from the January 1970 issue of the Australian magazine *Walkabout*, which headlined its article about the Sydney-Hobart yacht race 'Hell on High Water', picking up on the unique combination of challenge, discomfort and virtually-guaranteed episodes of bad

weather which characterise the race. Working closely with the Cruising Yacht Club of Australia and the Royal Yacht Club of Tasmania, as well as with many veterans of the race over its entire history, Penny has spent much of the last year developing an exhibition designed to invite the viewer "to step out of the spectator's armchair and follow the fleet through Sydney Heads into a world of storms, drama, characters and humour", in the words of one of the descriptive labels at the entrance to the exhibition.

"I was very up-front with all the yachties who have helped me, and made sure they understood that I didn't come from a sailing

Pictured at the tiller during the first Sydney-Hobart race is Johnny Colquhoun, co-owner of Albermerle with Clarrie Kiel. Photograph by A.E. (Bud) Reid; reproduced courtesy of Judith Combe.



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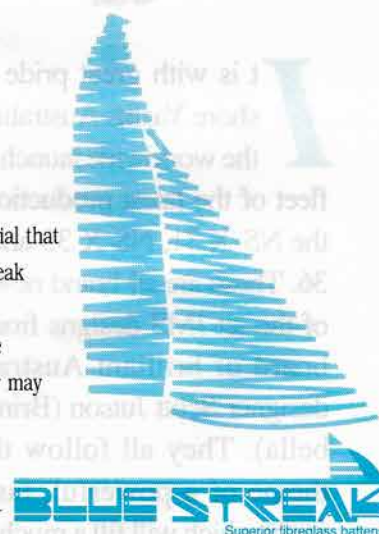
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**IF IT'S NOT BLUESTREAK,
ITS NOT AUSTRALIAN**



Jackson Sussman (left), skipper of *Mistral*, and the yacht's crew after the 1949 race. (Photograph courtesy of the Norm Hudson Collection)

background," says Penny. "That's enabled me to go right to the experts, who have given me the information I needed. So I've been working with people such as Tony Cable, who's been my partner in crime throughout all this and has provided me with an entrée into the world of club racing. Down in Hobart I've had the pleasure of meeting people who had been involved in the race from its earliest years, people like John Bennetto and Jock Muir."

What visitors will see when they step under the billowing spinnaker that marks the entrance to the exhibition is a selection of items, drawn from the entire 50-year history of the race, that includes equipment, personal gear, yacht logs, historic photographs and documents recording how the earliest races were organised. On loan from the CYCA will be a selection of race trophies and the club has provided a wealth of archival material ranging from old film footage and race programs to an illustrated log from the first race, created by one of the race's originators, the artist Jack Earl.

Indeed, the Sydney-Hobart yacht race has always had a special place in the National Maritime Museum's presentation of Australia's maritime heritage, largely because a centrepiece of the national collection is the Colin Archer-designed gaff ketch *Kathleen Gillett*. She will be a highlight of the exhibition, along with other visiting Sydney-Hobart entrants, which will tie up at the Museum wharves to give visitors a glimpse of some of the field for this year's event.

At various points in the exhibition in the Museum's Long Gallery visitors will be able to hear voices from the past relating their experiences and anecdotes. Of course there will be an array of 'hands-on interactives', the modern museum's stock-in-trade that ensures that exhibitions aren't just passive, look-and-read affairs but something that offers activity — and with it, greater enjoyment and understanding — for young and old. These interactives include a steering station, winches to grind and sails to handle, and a simulated heeled-over yacht interior complete with pipe berths and galley.

Exhibition sponsor Telstra Mobile Satellite & Radio Services will demonstrate a range of state-of-the-art services in satellite and radio communications.

Visitors will experience HF radio communications first-hand through a series of interactive displays and will receive up-to-the-minute progress reports during the race.

In putting the exhibition together Penny has taken what she calls the 'social historian's approach'. "What interests me is not so much the boats and technology but the stories behind them. The approach is not just to look at the big players, the makers and shakers; I'm just as interested in a broader range of experiences of what Sydney-Hobart is like and why people do it. Of course we mention key people involved at important stages of the race's history, but we're just as interested in characters who aren't well-known publicly. There are plenty, people like Jenny Tate from Tasmania, who was the first woman to sail in a Sydney-Hobart back in 1947."

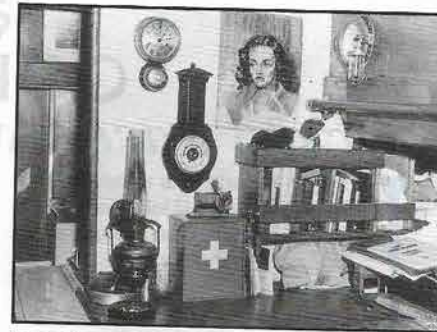
While preparing the exhibition Penny made public requests for material which was publicised in sailing magazines and the general media. The response has unearthed some real treasures from the Sydney-Hobart's past.

"I was lucky enough to acquire an archive of fascinating documents from the former secretary and a founding member of the CYCA, Charles Cooper. There's everything from the minutes of a meeting held in 1944 to form the CYCA through correspondence between the CYCA and the Royal Tasmanian Yacht Club organising the first race in 1945. Charles Cooper had a brother in the RAAF who helped organise a Catalina flying boat to follow the race and to look for the yachts when they were scattered in the blow in that first Sydney-Hobart."

Among the items lent to the Museum by members of the public is a scrapbook compiled by Ray Richmond, who sailed on *Rani* in 1945. One very personal set of race memorabilia is the gear worn by John Quinn when he survived a fall overboard and was rescued from the sea hours later in last year's race.

In researching the race's colourful history Penny was able to consult a valuable archive donated to the Museum a few years ago by retired yachting writer Lou d'Alpuget, who as a journalist with a leading Sydney newspaper was one of the people who helped the race attract a wide public following from its inception. The Sydney-Hobart has been a major media event from its beginnings when a war-weary public lapped up press tales of high-seas drama. In 1947 a reporter sent despatches back to his newspaper from the yacht *Moonbi* via a carrier pigeon named Lorelle; now the latest race-cam images are beamed into living rooms by satellite. The exhibition examines media coverage that has helped enshrine the Boxing Day start as an essential part of the Australian Christmas.

Both the race and the world of commerce were quick to see the potential each held for the other, as the exhibition demonstrates in a story called Selling the Sydney-Hobart. The first issue of *Seacraft* magazine in July/August 1946 featured an advertisement for Cadbury's chocolate



Interior of *Kathleen Gillett* in the late 1940s, showing fitout and equipment similar to that carried when the yacht sailed in the first Sydney-Hobart. Featured is a portrait of owner Jack Earl's wife Kathleen, after whom the yacht was named, painted by Earl, who was a well-known artist.

with a simple caption across a photograph of *Rani*, extolling the nutritional value of the product for the winning crew. In later years we see Kwit advertising its sea-water dish-washing capabilities through a testimonial letter from a race skipper, Ronson 'the sportsman's lighter' performing in gale force conditions on selected Sydney-Hobart yachts and other 50s icons such as Stamina trousers and Johnson's Floor Wax (for a slippery underwater hull finish) all getting into the act.

So if the past is a foreign country, as students of history are known to say, what kind of country did Sydney-Hobart country prove to be to the National Maritime Museum's historians? A hilarious one, it appears!

"Humour may be one of the things that separates the Sydney-Hobart from the other very tough ocean races," noted Penny. "There is a brand of larrikinism that seems associated with this race, and perhaps it's a peculiarly Australian reaction to the situations in which people find themselves. This is such a feature of the race that in the exhibition it's become a story in itself, entitled Tall Tales and True. It includes some persistent but apparently apocryphal stories that seem to have a life of their own that no-one can verify."

What the exhibition aims to convey is the unique flavour of this very special event to an audience which is largely unfamiliar with yachts and ocean racing — while keeping the exhibition authentic for the small proportion of museum visitors who know exactly what ocean racing is all about, and hopefully giving them new insights into the race's colourful history.

Jeffrey Mellefont,
Australian National Maritime Museum

Sydney-Hobart — 50 Years of Hell on High Water

1 December – 12 February
Australian National Maritime
Museum, Darling Harbour, Sydney
Open 10.00 am – 5.00 pm seven
days a week. Closed Christmas Day.



CORUM

Ocean Racer Awards Luncheon

IN this historic year of ocean racing Corum will join the Cruising Yacht Club of Australia in sponsoring the prestigious Australian Ocean Racer of the Year Awards, announced on the eve of the nation's major ocean race, the Sydney-Hobart.

This year the Corum Ocean Racer of the Year, the Ocean Racing Crewman of the Year, the Ocean Racing Rookie of the Year and the Ocean Racing Veteran of the Year awards will be announced at an Awards Luncheon at the CYCA on Friday, December 16.

Nominations from clubs for the four categories closed with the CYCA on November 30 and will be assessed by a panel of judges appointed by the club. Since its introduction some of Australia's most prominent ocean racing yachtsmen have been named Ocean Racer of the Year, including Don Calvert from Tasmania, Victorians Lou Abrahams and Gino Knezic, Queenslander Jon Sayer, along with Gary Appleby, Warren Johns and Syd Fischer from Sydney.

Many owners of yachts competing in the Kodak Gold Sydney-Hobart Race are expected to attend the Awards Luncheon, which also will be a fund-raising event for the Young Endeavour Youth Foundation, which again will make the brigantine *Young Endeavour* available as the radio relay vessel for this year's race.

Some interesting valuable and historical items will be auctioned at the end of the luncheon to help *Young Endeavour*

defray the cost of damage incurred in last year's galeswept Sydney-Hobart.

The guest speaker will be one of Australia's most successful yachtsmen and businessmen, Peter Kurts, who will be campaigning his two-times Sydney-Hobart winner *Love And War* in the 50th Race Veteran Yacht Division.

Corum's support for the Ocean Racer of the Year Awards continues its international sponsorship of yachting, which began at Cowes in 1983 when it presented an Admiral's Cup watch to each of the three winners of the Champagne Mumm Admiral's Cup.

Since then Corum has concentrated its sponsorship activities on the Admiral's Cup, considered to be the most aristocratic and prestigious of regattas. In 1985 Corum became further involved by offering a trophy for one of the inshore races, now known as the Corum Trophy Race.

In 1987 Corum also entered its own yacht, *Corum*, in the event as part of the French team. In the 1989 Admiral's Cup a new yacht, *Corum II*, won the fourth race of the regatta and in 1991 the French team of *Corum Rubis*, *Corum Saphir* and *Corum Diamant* won the Admiral's Cup.

Corum has continued its support for the Admiral's Cup, the Kenwood Cup and recently the Corum Cup Hong Kong, the final regatta in the Champagne Mumm World Cup of ocean racing for 1994.

Now Corum is supporting Australian yachting through the prestigious Corum Australian Yachtsman of the Year Awards.

- Peter Campbell

23 Nominations For Yamaha Melbourne to Osaka Race

Organisers of the 1995 Yamaha Melbourne to Osaka race have received 23 entries for the 5,500 nautical mile two-handed event.

Ten entries have been received from Australian yachts, including Grant Wharington's *Wild Thing*, which took line honours in this year's fully-crewed Brisbane to Osaka Race; Peter Hansen, who has competed in both previous races and this time will be sailing with his son Blane in the 16-metre *Walk On The Wild Side*, and Simon Kellett, another previous competitor, who has teamed up with Ian Rushton to sail the Inglis 47 *Fast Forward*.

Also sailing an optimised Inglis 37 will be Mornington boat-builder Mal Hart with Paul Scholten.

There are six entries from new Zealand, four from Japan, and one each from Canada, the United States and Russia.

The Russian entry is the Hoffman-designed *Komandor Bering*, sailed by Vladimir Gamanov and Sergey Sipotenko, who competed in the 1991 event. In that year the boat arrived in Australia in a most unusual way. It had been shipped as deck cargo on a Russian freighter, but as the ship was not berthing in Melbourne the boat was slung over the side about 50nm off the coast and the intrepid Russian sailors, who spoke no English, had no navigation gear on board and no visas, just appeared in Port Phillip.

The 1995 Yamaha Melbourne to Osaka race starts from Melbourne on Saturday, March 25.

- Kevan Wolfe

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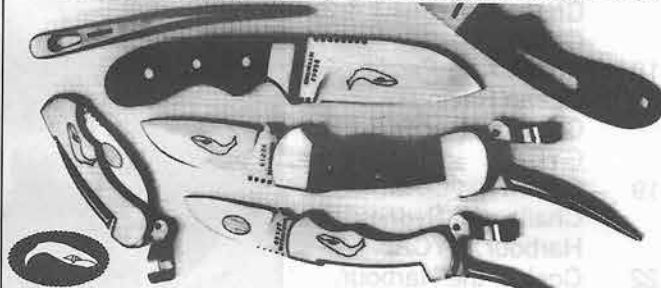
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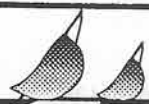
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NEW SOUTH WALES, QUEENSLAND & VICTORIA

DECEMBER

- 3 Short Ocean Race, RSYS.
- 4 Kodak Tasman Triangle, Race 1, Wellington (NZ) to Sydney.
- 10 Short Ocean Race, MHYC (David Burke Memorial Trophy).
- 17 Kodak Asia Pacific Ocean Racing Champs, Races 1 & 2, CYCA.
- 18 Kodak Asia Pacific Ocean Racing Champs, Races 3 & 4, CYCA.
- 19 Canon Big Boat Challenge, Sydney Harbour, CYCA.
- 22 Cock o' the Harbour, Tasman Triangle Yachts, CYCA.
- 24 Race Briefing, Kodak Sydney-Hobart Yacht Race, CYCA.
- 26 Kodak Gold 50th Sydney-Hobart Yacht Race, CYCA.
Race 2 of Kodak Tasman Triangle.
- 27 Pittwater-Coffs Harbour Race, RPAYC.
- 27 Melbourne-Hobart & Queenscliff-Devonport Races, Ocean Racing Club of Victoria.



JANUARY

- 2 King of the Derwent, Derwent Sailing Squadron.
- 3 Cock of the Derwent Race, Kodak Tasman Triangle entrants, Royal Yacht Club of Tasmania.
- 5 Tasman Triangle, Hobart-Wellington, RYCT/CYCA.
- 9-14 Nissan Regatta, keelboat divisions, Port Phillip.
- 2-25 Sail Melbourne Regatta for Olympic and International One Design Classes, including Etchells World Championship, Port Phillip, Victorian Yachting Council.

- 21-28 Etchells Australian Championship, Hobart, RYCT.
- 26 157th Australia Day Regatta, including City of Sydney Cup (CYCA), Lord Mayor's Trophy (18-footers), Inshore yachts and Centreboard Classes.
- 26-29 Sydney Race Week, CYCA, MHYC, RSYS.

FEBRUARY

- 4 Short Ocean Race, MHYC (Race for Cancer Research).
- 11 Milson Cup, RSYS.
- 17 Sydney-Wollongong, Trade Winds Trophy, CYCA.
- 19 Wollongong-Sydney, CYCA.
- 25 Short Ocean Race, CYCA.
- 26 Sail for Cancer Research, Leo and Jenny Leukemia and Cancer Foundation.

MARCH

- 3 Founders Cup, Flinders Cup Long Ocean race, CYCA.
Short Haul Night Harbour Race, CYCA.
- 11 Short Ocean Race, CYCA.
- 17 Race to Pittwater, CYCA.
- 18 Short Ocean Race, RPAYC.
- 25 Short Ocean Race, RSYS.

APRIL

- 8 Sydney-Mooloolaba Race, MHYC.
- 23 Winter Season opens, CYCA.

INTERNATIONAL

JANUARY

- 1-19 Sail Melbourne '95 Regatta - International Yacht Racing Union World Cup Series, Port Phillip, including Etchells World Championships, Finn Gold Cup (World Championship), Hobie catamaran Australians, Soling Australians, Nissan IMS Regatta, Victorian Yachting Council.

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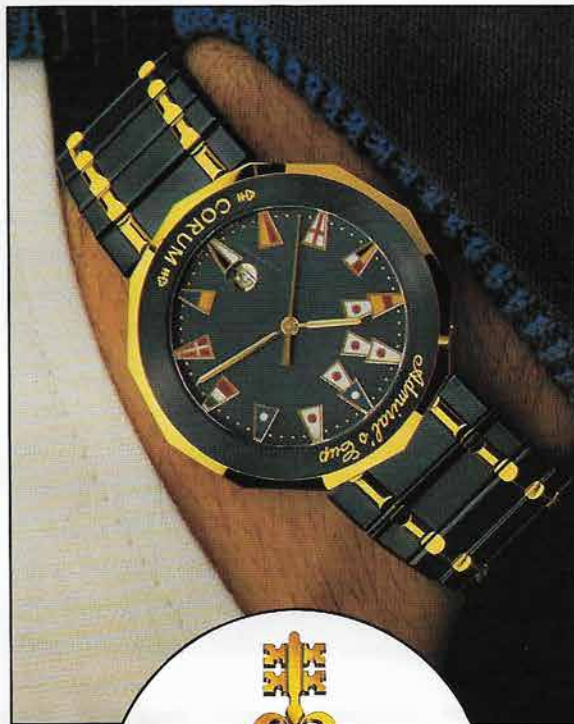
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