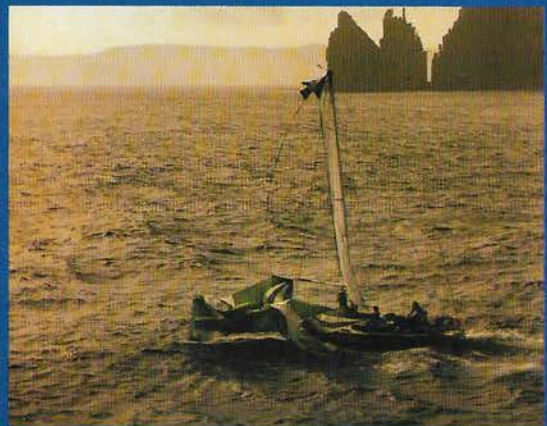
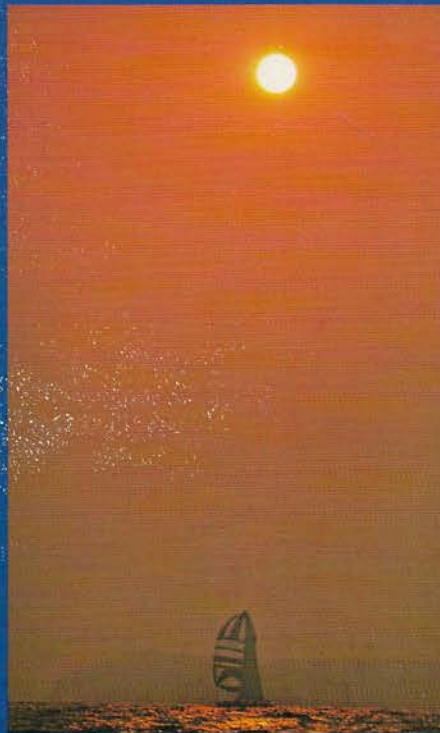




SYDNEY - HOBART YACHT RACE 1980





SYDNEY - HOBART YACHT RACE 1980

36th YEAR

26 December 1980 at 1200 hours ESST (0100 hours GMT)

Official Starter

His Excellency, the Governor General of New South Wales,
Sir Roden Cutler, V.C., K.C.M.G., K.C.V.O., C.B.E.

Starter's Vessel, HMAS 'Curlew'

organised by The Cruising Yacht Club of Australia

with the co-operation of

The Royal Yacht Club of Tasmania

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*Recommended price only

COMMODORES' MESSAGES



The Cruising Yacht Club of Australia



Recently we have seen record fleets enter each Hitachi Sydney-Hobart Race. This year is no exception, and for the first time in a non Southern Cross Cup year we have in excess of 100 starters.

Ocean racing continues to grow in popularity. Races conducted by the CYCA and other clubs continue to attract strong support, and I believe that generally the standard of racing and race organisation in Australia is excellent. This is a tribute to the late Captain John Illingworth, our skippers, crews, race officials and sponsors who have worked so hard over the years to develop our sport.

For most yachtsmen, the Hitachi Sydney-Hobart Yacht Race represents the pinnacle of yachting in Australia. It is often observed that the experience gained by competing in this race stands Australian yachtsmen in good stead to take their place as tough competitors in any international offshore event.

This year we will see a crop of new, fast and extremely well-sailed ocean racers. They take their place in a proven fleet and their performances will be well worth watching. Their skills are likely to be fully tested in the difficult Bass Strait crossing and in the often wild conditions of Storm Bay.

Many entrants will have their chance to be overall or divisional winners as this Race is famous for providing such a variety of conditions that, at some time during the race, each yacht will enjoy sailing in conditions to which it is best suited.

To all new competitors and crews, welcome and fair sailing. To those seasoned competitors, thank you for coming back again this year, and good luck!

I look forward to seeing you all in Constitution Dock.

K.C.D. Roxburgh,
Commodore.



The Royal Yacht Club of Tasmania



This is the 36th year the Royal Yacht Club of Tasmania has been associated with the Cruising Yacht of Australia in the conduct of this great race, and as a result of this long association, the bonds between our two Clubs have developed into an attitude of mutual co-operation and respect.

The organisation of the Hobart end of the Race has not been without some problems, the biggest being the loss to visiting yachtsmen of the ablution block alongside Constitution Dock. This looked like developing into a major catastrophe; however, with the generous assistance of the Government of Tasmania, the Hobart City Council and the Marine Board of Hobart, a new facility has been built on the seaward end of the Dock.

Another innovation this year is that, for the first time, the trophy presentation will be held at our Club House at 12 Noon on January 2, 1981. For some years we have felt that this important facet of the race has lacked some of the decorum it deserves, and we have endeavoured to improve the environment and the image.

This year is one of particular importance to my Club as we are celebrating our Centenary, and we trust that some of the competitors arriving in Hobart will stay a few extra days and compete in our Centenary Race, a race of 100 nautical miles around Bruny Island starting on January 3, 1981.

On behalf of the Royal Yacht Club of Tasmania, I wish all competitors interesting sailing and assure them of the usual warm welcome in Hobart.

R.A. Johnston,
Commodore

General Race Information



The Cruising Yacht Club of Australia

Commodore

K.C.D. Roxburgh

Vice Commodore

G. Girdis

Rear Commodores

G. Marshall, P. Rysdyk

Race Director

K.H. Storey

Radio Communications Officer

K.H. Storey

Duty Officer Sydney

C.R.Scott

Press Centre

C.R. Scott (OIC)

D.F. Walker-Smith

J. Morris

N. McDonald

M. Bryden-Brown

E. Bryden-Brown

Miss A. Scott

General Manager

M. Le Bars



The Royal Yacht Club of Tasmania

Commodore-in-Chief

His Excellency the Honourable
Sir Stanley Burbury, K.V.C.O. K.B.E.,
Governor of Tasmania.

Commodore

R.A. Johnston

Vice Commodore

D.E. McIndoe

Rear Commodore

L.R. Balcombe

General Committee Members

R.M. Barren

W.J. Cooper

B.P. Crawford

A.C. Goodfellow

O.H. Hedberg

P.C. Read

B.R. Sheppard

G.G. Wignall

Appreciation

The Cruising Yacht Club of Australia wishes to record its appreciation of the co-operation of the Royal Yacht Club of Tasmania without which this race could not exist. Apart from organising the presentation of trophies and other functions at their Clubhouse, their efforts include manning the finishing line 24 hours of the day, the provision of a Liaison Officer to welcome each yacht and guide it into Constitution Dock, and the organisation of many other facilities that mean so much.

We also wish to express our gratitude to our sponsors.



The name Hitachi automatically brings to mind the high-quality of Japanese technology and some of the world's most sophisticated and reliable electronic and electrical equipment.

It may surprise some to find that the face behind the sponsorship of the Hitachi Sydney-Hobart Yacht Race is unmistakably Australian and that the Race sponsorship has been funded by an Australian Company, Hitachi Sales Australia Pty. Ltd., since 1974.

Hitachi has been one of the greatest success stories of the Australian electronics industry since the establishment of its independent Australian operations in 1974. Since then the Company has grown rapidly, and today there is a network of Hitachi sales and service centres across Australia from Darwin to Hobart and from Cairns to Geraldton.



Ken Caldecott, Managing Director
of Hitachi Sales Australia Pty. Ltd.

Many Hitachi products are familiar to us all, including quality sound engineering which produces the pure sounds of an Hitachi hi fi, radio or colour TV. There is also a range of household products, such as washing machines, refrigerators, microwave ovens and vacuum cleaners.

The Managing Director of the Company, Ken Caldecott, has been an enthusiastic yachtsman all his life and is a veteran of 20 Hobart Races. His experience dates back to the days when he crewed with that well-known character of the Australian electronics industry, Sir Arthur Warner, who raced his famous yachts Astor and Winston Churchill.

"Hitachi contributes so much to the joy of living in our daily lives with its numerous products, we felt that our sponsorship would contribute greatly to the pleasant relaxation of our customers," said Ken Caldecott, who over the years has watched the Sydney-Hobart Race grow in prestige and capture the imagination of yachtsmen and spectators not only in Australia but around the world. "This Race is onesporting event that has really put Australia on the map in the eyes of the world, and we believe it is a very worthwhile event to promote Australia's recognition overseas.

"Hitachi is proud to be associated with this blue water classic for the fourth successive year; our sponsorship is Hitachi's way of expressing to the people of Australia our appreciation of their acceptance of the range of quality Hitachi products. May we extend our thanks and gratitude to everyone connected with the organisation of the Race, especially the officials and helpers of the Cruising Yacht Club and the Royal Yacht Club of Tasmania.

"Best wishes to all participants; good sailing and fair weather for the 36th Sydney-Hobart Yacht Race."



TAA first became involved in the 1975 Sydney-Hobart Yacht Race at which time it became the first-ever commercial sponsor for the event. In the next year, Hitachi Sales Australia Pty. Ltd. became the major sponsor, but TAA has since remained a co-sponsor. As well as providing financial assistance, TAA provides the great service of flying crew members' personal baggage to Hobart at a nominal cost to each. Every Boxing Day morning a huge TAA van is parked at the CYCA, and crew members check their baggage in; it is awaiting them upon their arrival at Constitution Dock.



General Electric Information Services Pty. Ltd.

For the 12th year General Electric Mark III Computer Service will calculate the results of the Sydney-Hobart Race. In past years the line honours and corrected handicap results have been printed and distributed to the news media and interested yacht clubs via computer printout terminals installed at the CYCA and the RYCT. These reports were available almost immediately after the yachts reported their positions at the radio sked time, and twice daily the information was

Centenary book

The Royal Yacht Club of Tasmania has published a special book to celebrate its Centenary. Entitled *Sailing On...*, this 256 page, hard-cover volume is a history of the RYCT's 100 years of existence, the events that led up to it and the classes and divisions associated with the Club. It has been written by yachtsmen and contains over 100 photographs. The book will be on sail for \$13.00.

In addition to the book, the RYCT has produced Centenary T-shirts, Centenary wines and commemorative glasses, all of which will be available at the Club.

Special races

Three other special races will be held to celebrate the Centenary year. All will be held on the 21st/22nd February, 1981. They are (1) the Royal Clubs Championship; each of the other eleven Royal Clubs in Australia has been invited to send their champion helmsman to compete in this race. The race will be conducted in Dragon class yachts. (2) An invitation race for clubs that sail 12ft Cadet dinghies. Crews will come from Victoria and South Australia bringing their own sails. They will be provided with a fibreglass Cadet dinghy. (3) The North-South Race will be sailed, a race for 1/2-tonners.

The general public will be admitted to the Club grounds for the presentation of the Hitachi Sydney-Hobart Race Trophies this year. At noon on Friday, January 2, 1982 His Excellency, the Governor of Tasmania, Sir Stanley Burbury, Commodore-in-Chief of the Royal Yacht Club of Tasmania, will present the prizes on the lawn in front of the Club. It is expected that the winning yachts, i.e. line honours, first, second and third on handicap

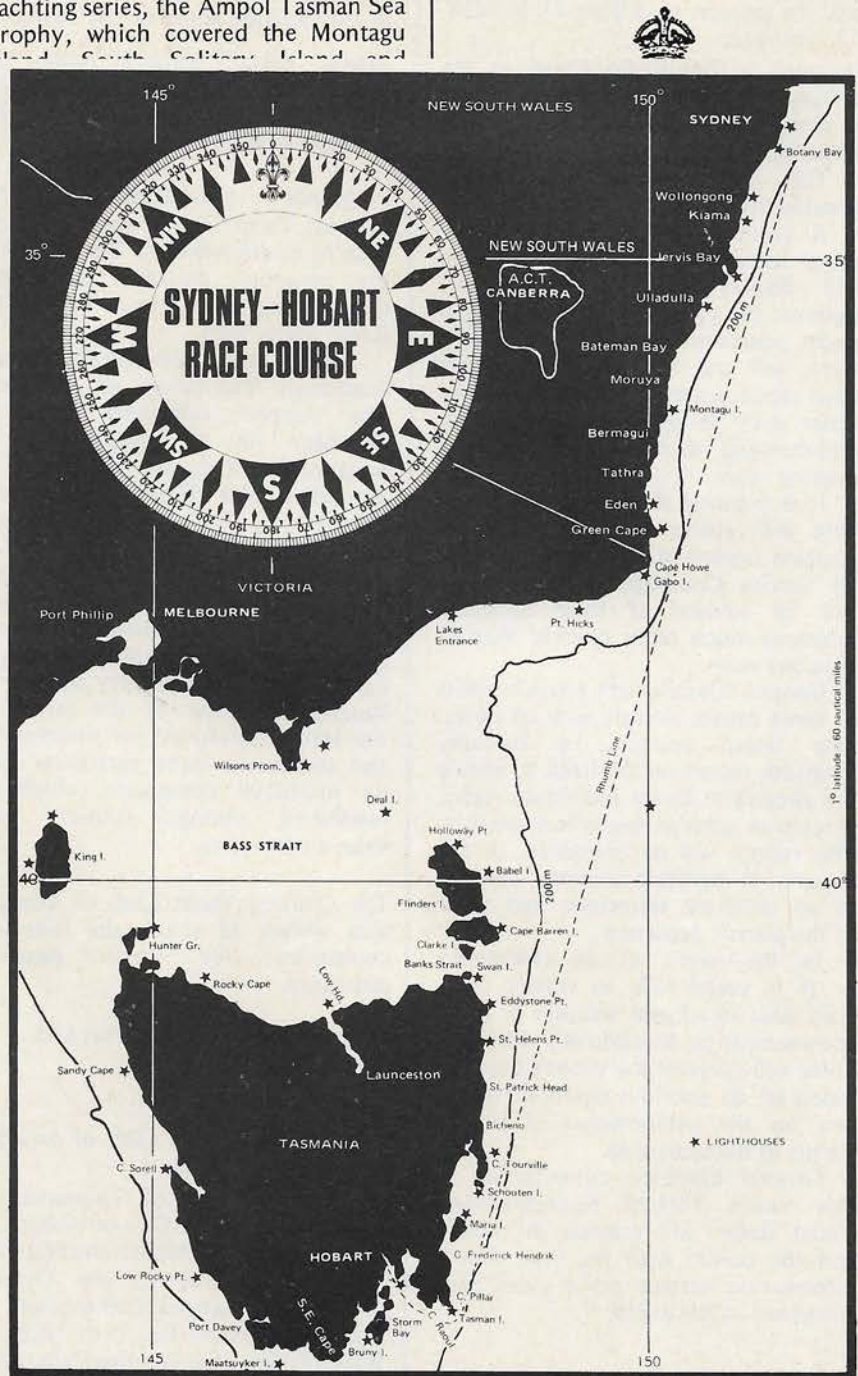


Ampol Petroleum Limited

Ampol's assistance to yachting and sailing goes back a great many years. It was sponsor of an 18 footer skippered by Vic Robinson on Sydney Harbour nearly two decades ago. For many years it sponsored the World 16 footer Championships on Lake Macquarie. Ampol was also in the first consortium for the first America's Cup Challenge.

Nearly 10 years ago Ampol was the first commercial firm to sponsor a yachting series, the Ampol Tasman Sea Trophy, which covered the Montagu

of Transport; the Royal Volunteer Coastal Patrol; Mr. Malcolm Lamond, Regional Director, NSW Bureau of Meteorology; the Royal Australian Navy; the Royal Australian Navy Hydrographic Office; CYCA office staff and house staff, who work long hours under great pressure in pre-race activities; the CYCA Publications Committee, who prepare this program; all contribute towards making the Race a success.



General Race Information

The Radio Relay Ship

The MT Greshanne was built by Adelaide Ship Constructors and launched in December 1964. The steel-hulled vessel is classified as Lloyds +100A1. She has an LOA of 32.5m, beam of 8.54m, and a draft of 3.83m. Her main engine is a Mirrless marine diesel developing 1050 bhp at 600rpm and driving a single open type screw of 3.35m diameter. Her operating speed is 11.5 knots, daily fuel consumption is 1.7 tonnes and the normal bunker capacity of 24 tonnes can be increased by 46 tonnes. Her fresh water capacity is 127 tonnes.

The Eden-based sea-going trawler Greshanne will be the Hitachi Radio Relay Ship once again this year. Owned by Graeme White, she is the former Sydney-based tug Iron Cove; she is 225 tonnes, the largest vessel ever to be used as the Radio Relay Ship.

Graeme White is the governing Director of Charter Craft and Marine Services Pty. Ltd., Eden, who has made the vessel and her crew available to the CYCA free of charge in the interests of ocean yacht racing.

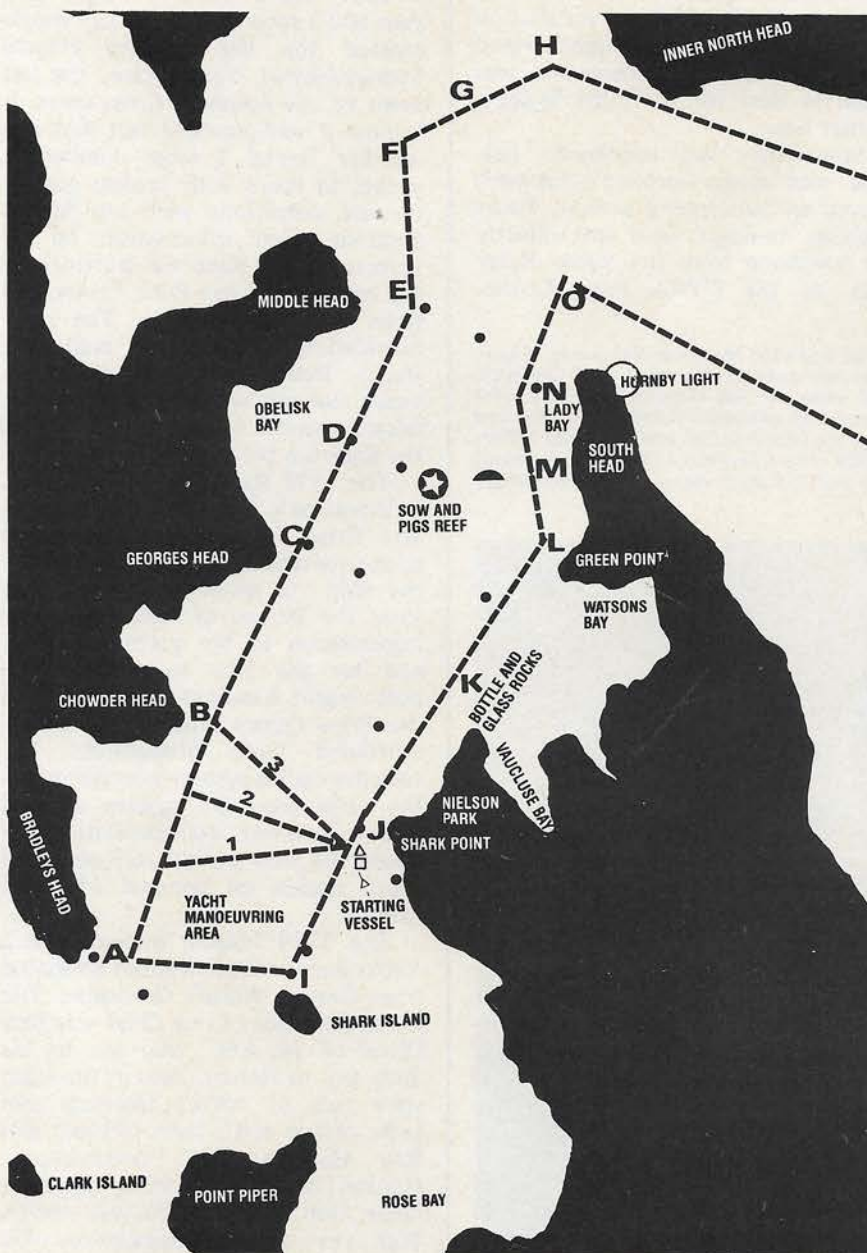


The Captain of the radio ship is Graham White, who played a vital role for the CYCA and for yachtsmen when the gale of 1977 forced 34 yachts from the Sydney-Hobart Race into Eden. He organised berths and moorings for the yachtsmen in this very busy NSW South Coast fishing and wood chip shipping port, helped

(continued next page)

The starting area

To allow competing yachts to take advantage of the most favourable wind, the Maritime Services Board of New South Wales has given the CYCA approval to make the final decision on the starting line at 1045 hrs on Boxing Day. Spectator limit lines will be marked with large orange buoys with a marker vessel showing an orange shape inshore of each buoy. The vessel stationed at position 'O' is a race marker and will exhibit the international code flag 'M'. From 1115 hrs all spectator craft must pass inshore of the limits shown.



General Race Information

Radio Relay Ship Cont'd.

them with repairs, arranged hot showers and meals at all times of the day and night and acted as a liaison with the Race Centre at the CYCA in Sydney.

Radio Communications

The use of radio to report the positions of yachts in the Sydney-Hobart Yacht Race began in 1951 when Kurrewa III transmitted information to Sydney broadcast station 2SM as she accompanied the fleet to Hobart. Ten years later the Radio Relay Ship used morse code to send scheduled position messages to the Cruising Yacht Club Press Centre and double sideband radio-telephony for Race broadcasts to the ABC, both via Sydney Radio. The equipment used for a number of years was a pair of ex wartime transmitters and receivers which had been continuously updated and modified by a dedicated radio enthusiast who was also a Club Member.

While the introduction of compulsory radio schedules in the sailing instructions for Australian ocean races

has been of value in promoting public interest, the primary objective of the radio contact is the safety of the crews and vessels. This is evident from the fact that although vessels have been dismasted or holed during Sydney-Hobart Yacht Races, the use of radio has played a part in ensuring that there has been no loss of life.

With the introduction of single sideband equipment, providing much better communication than previously available with AM double sideband, a vast improvement in the speed of handling communications was possible since voice could be used instead of morse code for yacht position messages. The Cruising Yacht Club of Australia approached AWA to install single sideband radiotelephone equipment in the Radio Relay Ship, and a duplicate single sideband installation using Australian manufactured Teleradio SS220 transceivers was fitted in time for the 1969 Sydney-Hobart Race.

Subscriber radiotelephone calls used with single sideband equipment proved an outstanding success. Yacht position messages were sent directly by telephone from the Radio Relay Ship to the CYCA Press Centre.

Starter's vessel, HMAS Curlew, HMAS Curlew was built by Montrose Shipyards, Angus, England and launched on 30 April 1952, a Ton Class mine sweeper. Formerly HMS Chedison, she underwent a refit in 1962 and again in 1968 when she was commissioned as a mine hunter for the Australian Navy. She is 46.7m overall with a beam of 8.8m., draft 2.6m and she displaces 416 tonnes. Her crew of four Officers, six Senior Sailors and 30 Junior Sailors are under the command of Lieutenant V. Rashleigh. The Executive Officer is Lieutenant R. Crawford, the Navigating Officer is G. Pearce, and the Mine Hunting Control Officer is Sub Lieutenant C. Bates.



The accurate and prompt receipt of position reports permitted almost immediate plotting by computer of the handicap position of each yacht and a big improvement was also evident in the quality of the direct radio broadcasts from the Radio Relay Vessel.

With this system the Race has attracted even more public interest due to the progressive and accurate reporting of both handicap and actual yacht positions. For the last few years the position of each yacht has been passed to the Radio Relay Ship by the CYCA Press Centre immediately prior to the ABC and 2CH broadcasts and the commentary from the Radio Relay Ship now includes up to the minute handicap position.

1977 was a Southern Cross Cup year and a record entry of 133 vessels crossed the line in the Hitachi Sydney-Hobart Yacht Race, the last event of the Southern Cross series. It is now a well-recorded fact that bad weather forced a large number of yachts to retire with broken gear or because conditions were too bad to continue. Full information on all aspects of the Race was provided to the media from the Press Centre and from the Relay Ship. The communications workload on board the Radio Relay Ship was extremely heavy, but not one radio schedule was missed and the 100% safety record of the Race was preserved.

The 1978 Radio Relay Ship, Bern Cuthbertson's Tasmanian Enterprise, was fitted for the first time with telex-over-radio facilities. This enabled the Ship to receive weather reports from the Bureau of Meteorology for transmission to the yachts by voice and for the Ship to receive computer yacht handicap positions from the Press Centre immediately before scheduled voice broadcasts. The selective calling system incorporated in the telex-over-radio system allowed instant two-way communication between the Ship and suitably equipped shore station on demand 24 hours daily.

The 1979 Hitachi Sydney-Hobart Yacht Race communications emanated from Graeme White's Greshanne. The Communications Crew Chief was Bert Oliver of the ABC, who was on his 20th trip to Hobart. Also in the team were two of AWA's technical and radio officer staff, John O'Toole and Ray Dawson, ABC commentator Gordon Bray and 2CH representative Bob Moore. 1979 was AWA's 10th year of direct association with

Radio Relay Ship communications for the CYCA. Greshanne was fitted with a telex-over-radio equipment similar to that used in 1978, but with back-up facilities, using tow Hull 922 transceivers for TOR and a CAI CA-35MS MKII 150 watt SSB reserve transmitter. VHF coverage was provided by duplicated AWA Pilotphone VI installations and an AWA skyphone was used for helicopter communications. A UHF portable was available for communications between vessels during the start on Boxing Day. To assist with navigation, an AWA-Tracor Satellite Navigator II was provided which enabled Greshanne to acquire accurate positioning by satellite a number of times each 24 hours.

The 1980 lineup for Greshanne is similar to 1979 with the following Changes:

Pilotphone VII instead of the Pilotphone VI;

Stephens SEA 101, 125 watt p.e.p. Transceiver instead of the Hull 922 Transceiver.

AWA personnel sailing to Hobart on board Greshanne will be John O'Toole and Maurie Speccavento. Bert Oliver from the ABC will again be the Chief Radio Officer for the CYCA.

PROGRESS REPORTS AND WEATHER INFORMATION

Frequencies

- 2BL 702Khz (Radio 1) Sydney
- VLI 6090kHz (short wave) Sydney
- 7ZR 936kKz (Radio 1) Hobart
- 7ZL 603kHz (Radio 2) Hobart
- 7NT 711kHz (Radio 3) Launceston
- 7QN 630kHz (West Coast – Queenstown)
- 7FG 1161kHz (East Coast – Fingal Valley,
- 7SH 1584kHz (East Coast – St. Helens)

Race Progress Reports

26 December 1980 (Friday)

1826-1829 hrs 2BL and Regionals
2250-2255 hrs ”

27 December 1980 (Saturday)

1049-1055 hrs 2BL and Regionals
1827-1830 hrs ”
2254-2300 hrs ”

28 December 1980 (Sunday)

1044-1050 hrs 2BL and Regionals
1821-1824 hrs ”
2254-2300 hrs ”

29 December 1980 (Monday)

1049-1055 hrs 2BL and Regionals
1839-1842 hrs ”
2254-2300 hrs ”

30 December 1980 (Tuesday)

1049-1055 hrs 2BL and Regionals
1837-1840 hrs ”
2254-2300 hrs ”

31 December 1980 (Wednesday)

1054-1100 hrs 2BL and Regionals
1832-1835 hrs ”
2254-2300 hrs ”

Weather Reports, Tasmania (local and Sydney-Hobart)

27 December (Saturday)

0610-0615 hrs 7ZR, 7ZL, 7NT, 7QN, 7FG, 7SH
0742-0745 hrs 7ZR, 7NT, 7QN, 7FG, 7SH
1240-1245 hrs 7NT, 7QN, 7FG, 7SH
1855-1900 hrs 7ZR, 7NT, 7QN, 7FG, 7SH
2400 hrs 7ZR, 7NT, 7QN, 7FG, 7SH

28 December (Sunday)

0742-0745 hrs 7ZR
0830-0836 hrs 7NT, 7QN, 7FG, 7SH
1227-1230 hrs 7ZL
1358-1402 hrs 7NT, 7QN, 7FG, 7SH
1858-1900 hrs 7ZR, 7NT, 7QN, 7FG, 7SH
2400 hrs 7ZR, 7NT, 7QN, 7FG, 7SH

29 December (Monday)

0610-0615 hrs 7ZR, 7ZL, 7NT, 7QN, 7FG, 7SH
0742-0745 hrs 7ZR, 7NT, 7QN, 7FG, 7SH
1345-1350 hrs 7ZL
1350-1355 hrs 7NT, 7QN, 7FG, 7SH
1855-1900 hrs 7ZR, 7NT, 7QN, 7FG, 7SH
2400 hrs 7ZR, 7NT, 7QN, 7FG, 7SH

30 December (Tuesday)

0610-0615 hrs 7ZR, 7ZL, 7NT, 7QN, 7FG, 7SH
0742-0745 hrs 7ZR, 7NT, 7QN, 7FG, 7SH
1345-1350 hrs 7ZL
1350-1355 hrs 7NT, 7QN, 7FG, 7SH
1855-1900 hrs 7ZR
1350-1355 hrs 7NT, 7QN, 7FG, 7SH
1855-1900 hrs 7ZR, 7NT, 7QN, 7FG, 7SH

31 December 1980 (Wednesday)

0610-0615 hrs 7ZR, 7ZL, 7NT, 7QN, 7FG, 7SH
0742-0745 hrs 7ZR, 7NT, 7QN, 7FG, 7SH
1345-1350 hrs 7ZL
1855-1900 hrs 7ZR, 7NT, 7QN, 7FG, 7SH
2400 hrs 7ZR, 7NT, 7QN, 7FG, 7SH



Bert Oliver of the ABC, Chief Radio Operator for the CYCA aboard the Radio Relay Ship.



**In Memoriam — Captain John Illingworth, R.N.
Life Member of the Cruising Yacht Club of Australia
and Founder of the Sydney-Hobart Yacht Race**



The late Captain John Illingworth, R.N. (Ret.) was the greatest exponent of sailing and ocean racing ever to visit Australia, or so he was described in the 1956 Sydney-Hobart Yacht Race Programme. A Life Member of the Cruising Yacht Club of Australia and the man responsible for the first Hobart Race in 1945, Illingworth's death earlier this year saddened the world yachting community, and in this 36th anniversary of Illingworth's great race, we pay final tribute to the great sailor and friend of this Club.

The CYCA's 1956 programme went on to say "Australian yachtsmen who know Illingworth say that he is the best skipper with whom they have ever sailed. Ask them why, and they reply: 'First, because he knows what he's doing, and second, because he gives the orders. There's no back-chat and no mucking about when he's on board.'

Illingworth, who wrote the story of his ocean racing in the book *Offshore*, and who introduced the Royal Ocean Racing Club rule for measurement rating of yachts into Australia, is tall and well built with a voice that at times has been heard all over an anchorage. Informal in clothes and manner, Illingworth has been seen at leading receptions dressed in coarse-woven shirt and trousers, like a Breton fisherman.

A former Commodore of the Royal Ocean Racing Club and the Royal Naval Sailing Association, Illingworth packs behind him a lifetime of experience in long distance racing and cruising in the North Sea, English Channel, Bay of Biscay and in the Atlantic.

After the first Hobart Race, Illingworth was deck master in *Latifa*, the British challenger in the Bermuda Race. In 1947 he won the Fastnet and Channel Races, and the following year found him once more making a bid in

the Bermuda Race, this time in the famous *Myth of Malham*, which he sailed across the Atlantic after the finish in time to round off the season in the Santander and Bell Isle Races. In the latter the *Myth* beat the whole fleet, boat for boat.

Illingworth's success may be attributed to his thoroughness in detail and the energy with which he puts his theories into practice. He was a stranger to Australian waters in 1945, but, with no previous race data to go on, Illingworth spent evenings studying the course ahead. He also sought out and talked to coastal skippers, trawlermen, or anyone else who knew the route. In the Race, when he came to the various landmarks, they were like old friends, appearing very much as he expected.

Nevertheless, Illingworth and his crew met with a surprise when making their way up the Derwent at night towards the finish. They had encountered winds of gale force from right ahead for about 30 hours on the second and third days; they knew that, at the time the southerly buster broke, several of the bigger yachts were well ahead of them, and they had seen no other boat for five days. The radio had given out, and they had no news.

Illingworth told his crew that he felt sure the bigger boats were way ahead. Then a launch full of fans came down the river to identify their craft and gave them a very hearty cheer.

Illingworth hailed back: 'How many boats are already in?' There were more cheers and laughter from the launch, and a loud groan from Rani's crew. It took a while to find out that the men in the launch thought they were having their legs pulled, for Rani was first home. The next boat, *Winston Churchill*, did not come home for 23 hours."



**J.H. Illingworth Cup
Presented by the late
Captain J.H. Illingworth, RN (Ret.)
for the first yacht to
cross the finishing line**



**Government of Tasmania Trophy
Presented by the
Government of Tasmania**

General Race Information

Navigator's Trophy

The Barry Vallance Perpetual Trophy and Hitachi colour TV.

The introduction of a standard log-book for navigators in 1975 proved a great success and will again be used this year under Hitachi's sponsorship.

In addition, the CYCA has a perpetual trophy in honour of Barry Vallance, who died just short of the finishing line in 1975's Race while sailing on *Zilvergeest III*. The trophy is competed for annually in the Hitachi Sydney-Hobart Yacht Race and presented to the navigator with the best log book. In addition, Hitachi has generously donated a colour television for this year's winner of the trophy and will also be awarding second and third prizes.



Sir Arthur Warner Trophy
Presented by the late Sir A. Warner for the first yacht on corrected time with a TCF of .85 or higher which does not receive any other trophy for the race



Peter Allsopp Memorial Trophy
Presented to the first yacht on corrected time in Division A



F. & J. Livingstone Trophy
Presented by Messrs. F. & J. Livingstone for the first yacht to be due south of Tasman Light



George Barton Trophy
Presented by the late George Barton for the first yacht on corrected time in Division B



Samuel Pepys Trophy
Presented by RANSA for the first yacht on corrected time with a TCF of .78 or lower which does not receive any other trophy for the race.

Other Trophies

Tattersall's Cup

Presented by the Executors of the Estate of the late George Adams (perpetual). To be held for one year by the yacht club nominated by the winning yacht. A replica of the Derwent Light is presented to the owner of the winning yacht.

RORC Plaque

Presented by the Royal Ocean Racing Club of England (perpetual).

Government of Tasmania Trophy

Presented by the Government of Tasmania (perpetual) and replica for the owner.

CYCA Trophy

Presented by the Cruising Yacht Club of Australia.

Navigator's Trophy

Presented by Mr. G.W. Rex for the navigator of the winning yacht.

Medallions

Presented by Mr. G. Pattinson, of England, for each crew member.

For the second yacht on corrected time:

RYCT Trophy

Presented by the Royal Yacht Club of Tasmania (perpetual) and replica for the owner.

CYCA Trophies

Presented to the first, second and third yachts on corrected time in each Division.

Level Rating Class Trophies

Presented to the first yacht in 2-ton, 1-ton, ½-ton and ¼-ton classes.

J.H. Illingworth Cup

Presented by the late Captain John Illingworth, RN (Ret.), for the first yacht to cross the finish line (perpetual).

CYCA Trophy

Presented to the first yacht to cross the finishing line.

Barry Vallance Navigator's Log Trophy

Presented to the Navigator submitting the best log book.

Rani Trophy

Presented by the late Captain J.H. Illingworth, RN (Ret.) for the most meritorious performance as judged by the Race Committee (perpetual).



SANDY PEACOCK

SYDNEY~HOBART RACE WEATHER

a weatherman's view of Race weather patterns since the first Race



Vic 'Iso' Bahr was associated with the Bureau of Meteorology from 1937 to 1978. He is a graduate of the University of Queensland (B.Sc. (Hons.) 1941 and M.Sc. 1948) and during his career with the Bureau served as Director of Meteorological Services in Tasmania, the Australian Capital Territory, New South Wales and in the Directorate, Head Office of the Bureau of Meteorology. He was Chief of the Meteorological Division of the World Meteorological Organisation in Geneva from 1948-1952. As to the Sydney-Hobart Race weather, Vic is more than a theoretician; he was navigator on Lass O Luss in the 1951 and 1966 Races and on Winston Churchill in 1968. Long ago his colleagues were unable to resist the temptation to dub him 'Iso', and with such a surname, who could blame them; this nickname gained a bit of official sanction when Vic was awarded the Companion of Imperial Services Order in the New Year's Honours list of 1979.

As skippers and crews enter the final stages of preparation for the 1980 Hitachi Sydney-Hobart Yacht Race, all are aware that their state of preparedness must be such that they will be able to cope to advantage with the wide range of wind, sea and weather conditions which the forces of nature are able to manufacture. A yachtsman's greatest concern is related to the extreme vagaries of the atmosphere, such as thunder-storm squalls, southerly busters, gale force winds, calms and to the inevitability of their recurrence, so well expressed in Ecclesiastes 1, Verse 6:

"The wind goeth toward the south and toward the north; it whisketh about continually, and the wind returneth again according to his circuits."

It has been a useful exercise to examine the Cruising Yacht Club of Australia's records of the past 35 Hobart Races (and related Bureau of Meteorology isobaric charts) with a view to ascertaining whether there are typical meteorological conditions recurring over the years and, if so, what is the frequency of their recurrence?

Whilst no two isobaric charts are ever identical, illustrating the unceasing horizontal and vertical movement in the atmosphere heat engine, nevertheless the sailing conditions which have characterised the Hobart Races held so far can be related to four main categories of surface pressure distribution that have prevailed in the early stages of each Race. These categories and the Race years in which they have occurred are given in the Table on the facing page.

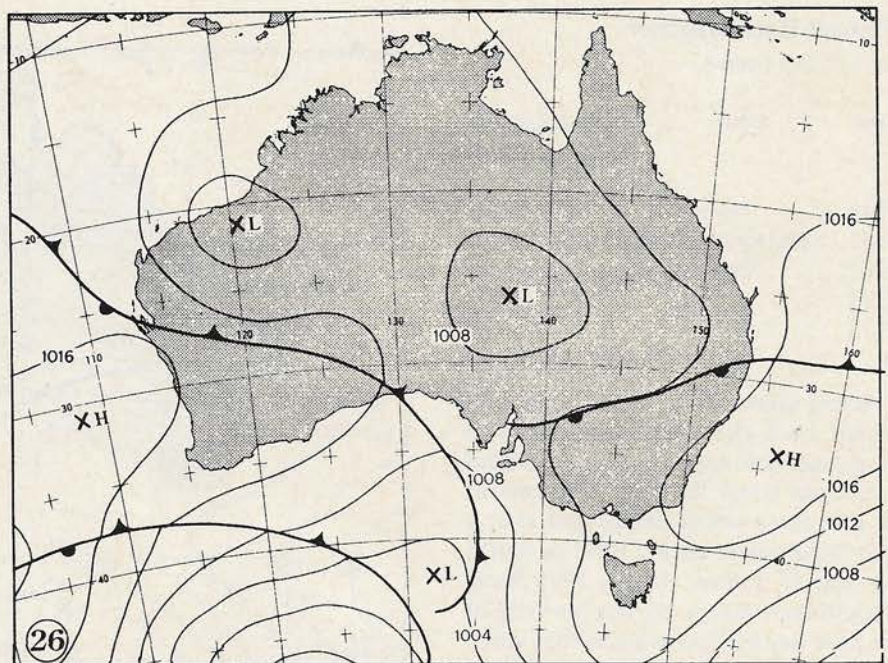


Figure 1. Surface Synoptic Chart – 1000 hrs ESST 26 December 1972.

Category A

The isobaric chart for 1000 hrs Eastern Standard Summer Time (ESST) on 26 December 1972 (Figure 1.) is typical of the meteorological situation associated with this category. Whilst the resultant winds and weather result in good conditions for the start of the race and the commencement of a run down the New South Wales coast, it is wise not to be lulled into a false sense of well-being, since gale force winds will inevitably be encountered within 48 hours. Indeed, during each of the fourteen years listed in this category, resulting conditions have forced the retire-

ment of competitors, as, for example, in the 1977 Race when 58 of the 130 starters withdrew.

In recent years, larger boats have still managed to record fast times in this sort of conditions – American Eagle in 1972 sailing an elapsed time of 3-04-42-39, and Kialoa in 1977 managed a creditable 3-10-14.09.*

The varying and, at times, trying conditions experienced in this category demand the highest qualities of seamanship and tactical adaptability, a fact well illustrated by the success of Rani in the 1945 Race.

Category B

If there is a 'downhill run' in the Sydney-Hobart Race, when yachts can lift their skirts, the necessary following winds will occur with this type of meteorological situation. All of the fastest elapsed times, even those in the earlier years of the Race, have been recorded in this category, with leading boats having dream runs over the greater

*Finishing times for the Hobart Race are, prior to 1974, expressed in days, hours, minutes and seconds; from 1974 onwards, they are expressed in days, hours, minutes and tenths of minutes.

Table. Basic Categories of Weather during the 35-year History of the Race

Category A	Category B	Category C	Category D
Northeasterly gradient with falling pressure along the NSW coast behind an easterly-moving HIGH followed by a strong LOW over the Southern Ocean, and associated active COLD FRONT.	Steady pressure along NSW coast due to slow-moving HIGH over the Tasman Sea maintaining strong northeasterly to northerly gradient over much of the course; inevitably followed by a strong COLD FRONT.	Strong southerly gradient behind a LOW in the Tasman Sea followed by fluctuating pressure and winds due to rapid movement eastwards of following LOW pressure systems and active COLD FRONTS.	Persistent belt of high pressure systems lying over the whole of southern Australia separated by low pressure troughs extending from LOWS at latitudes well south of Tasmania; flukey conditions.
1945 1946 1947 1949 1953 1959 1960 1964 1966 1968 1972 1974 1977 1979	1948 1951 1962 1969 1970 1971 1973 1975	1948 1954 1956 1957 1958 1961 1967 1978	1952 1955 1963 1965 1976

Hobart Race Weather
part of the course.

Year	Boat	Fastest Elapsed Time
1948	Morna	4-05-01-21
1951	Margaret Rintoul	4-02-29-01
1962	Ondine	3-03-46-16
1973	Helsal	3-01-32-09
1975	Kialoa	2-14-36.56

Races sailed under this type of conditions have also been associated with some traumatic experiences in hazardous conditions when the fleet has been hit by gale force winds before and after a cold front passes on the third or fourth day out of Sydney. In the 1970 Race, a southwest change on the morning of the third day built up to a gale that lasted 50 hours. The preceding freshening N-NW winds were associated with broken rudders, dismastings, torn sails, opened seams and broken booms; 14 of the 61 competitors were forced to retire. The smaller boats were those most affected, and the 1970 Race is still rated as one of the hardest. Figure 2. shows the pressure distributions at 1000 hrs ESST on 26 December, 1970.

When Kialoa established the existing elapsed time record of 2-14-36.56 in 1975, no less than nine other yachts also beat the previous record of Helsal (3-01-32-09, 1973); in this year a persistent high pressure system over the

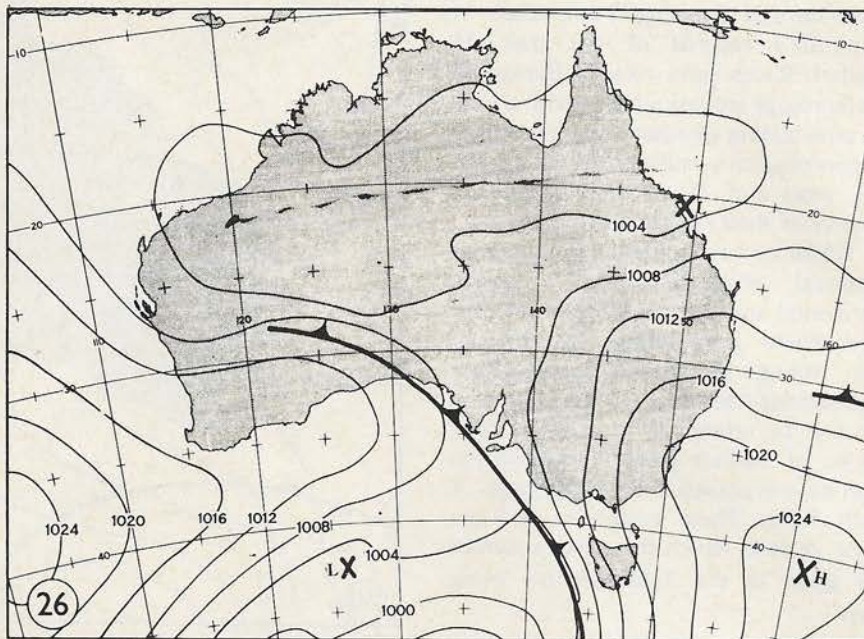


Figure 2. Surface Synoptic Chart – 1000 hrs ESST 26 December 1970.

Tasman Sea (Figure 3.) maintained ideal conditions for a fast run, from the 26th to the 30th of December, and this Race is still referred to as *the armchair ride*.

Category C.

For a race with an admixture of strong blows and frequent wind changes, with sailing conditions biased towards the performances of small boats, the pressure distributions falling within this category provide all the necessary ingredients for competitive sailing with the final

result often in doubt until the last of the fleet have crossed the line. Gale force blows have been a feature of five out of the eight years listed in Category C, and 1956 is always linked with the roughest weather in the first 12 years of the Race. In that year Vaillima threw over a sea anchor and stayed battened down for about two days. Four Winds rode it out for 17 hours and Renene, having been blown 200 miles into the Tasman Sea, experienced four gales in 70 hours. She was the last boat to finish after spending a total of almost 10 days at sea.

The elements in 1957, although somewhat aroused, were kinder, and the leaders had most of the breaks. Kurrewa IV set an elapsedtime record of 3-18-30-39. Figure 4. shows a typical synoptic chart for Category C; the 1000 hrs chart of 26 December 1967 has been chosen since it shows a rapidly-moving weak HIGH between two strong depressions, one located over the Tasman Sea and the other to the southwest of western Australia.

Category D

The Sydney-Hobart Races sailed when this type of meteorological situation prevails have always been noted for long periods of light, fickle winds and calms which have tested the limits of frustration and also required hard work and frequent sail changes to keep boats moving and taking advantage of the 'lucky breaks' of good sailing winds

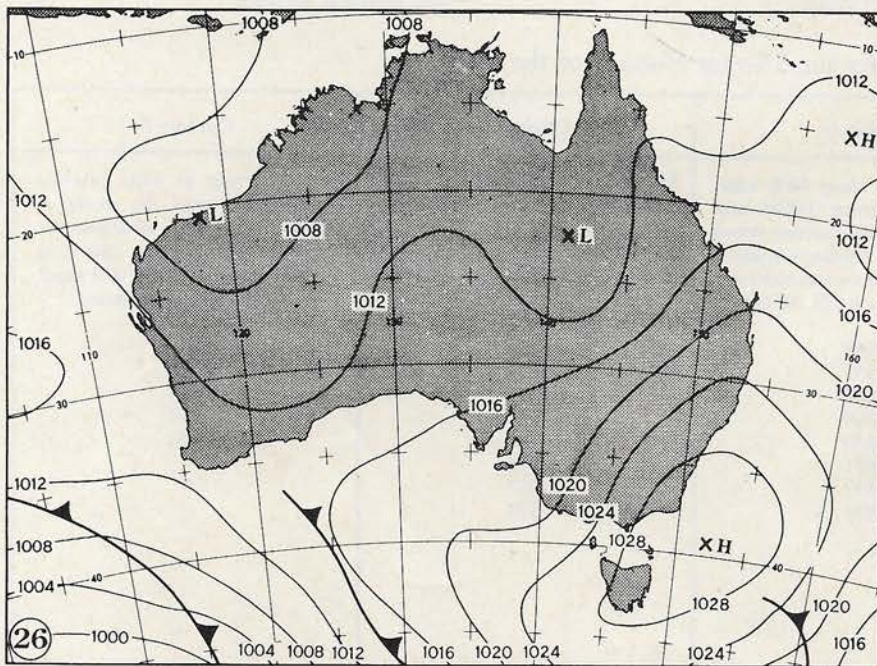


Figure 3. Surface Synoptic Chart – 1000 ESST 26 December 1975.

which inevitably occur. The light conditions can be a false guide of things to come, as was the case in the 1963 and 1976 Races when sudden blows caused 23% and 18% respectively of the fleet to retire. In Figure 5, the dominance of HIGHS over southern Australia is clearly shown, with low pressure systems located well southwards; these were the conditions at the start of the 1976 Race.

It is obviously too early, at the time this program goes to press, to give any indication of the type of surface pressure distribution which will dictate the winds and hence the progress of the 1980 Hitachi Sydney-Hobart Yacht Race. As the event approaches, keen interest will be taken in the daily press charts and the TV presentations based on the Bureau of Meteorology's official weather analyses to see whether the trend is towards one of the main categories dealt with in this article.

'Four Winds' rode it out for 17 hours in the 1956 Race, which had the roughest weather of the first 12 years of the race.

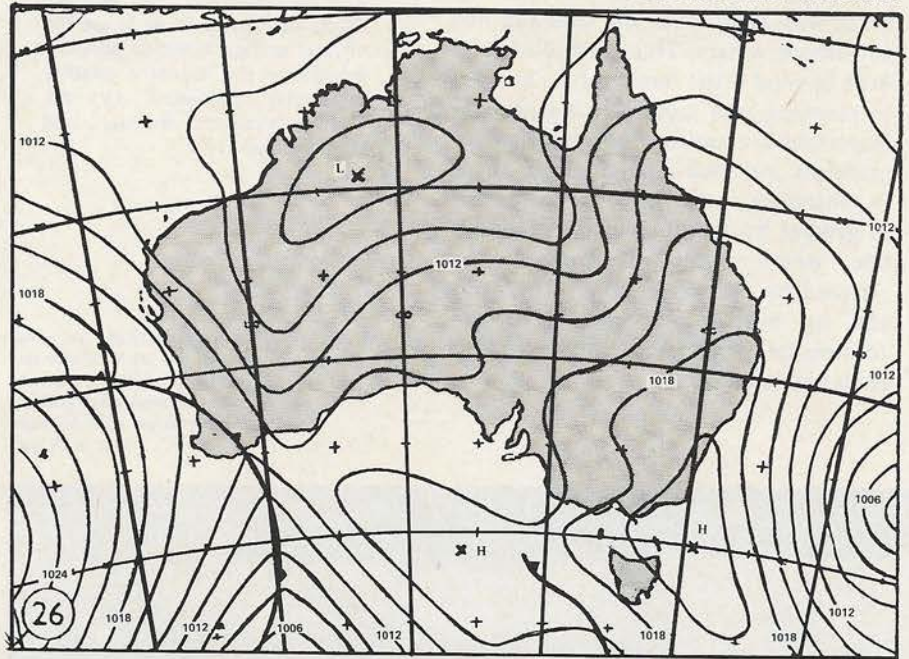
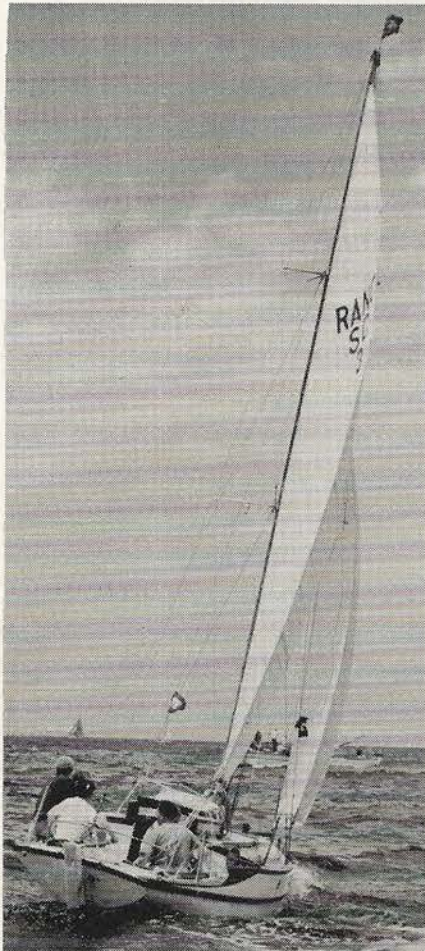


Figure 4. Surface Synoptic Chart – 1000 hrs ESST 26 December 1967.

All competitors in the Race will be provided a meteorological briefing prior to the start, and they will be given a copy of the latest available synoptic chart. This data and information can also be supplemented during the race with the broadcast of official race forecasts, warnings and coastal reports disseminated through the Coast Radio Stations VIS, VIM and VIH. In those races in which I have participated personally, the coastal reports of wind

and pressure data, especially the pressure tendencies, have proved invaluable in anticipating pressure system developments and the resulting sailing tactics. These broadcasts are highly recommended listening, not only as an aid to better sailing performance but also as an essential part of safety awareness which has always been a feature of this classic ocean race.

And one final word. Official forecasts of the wind direction and velocity

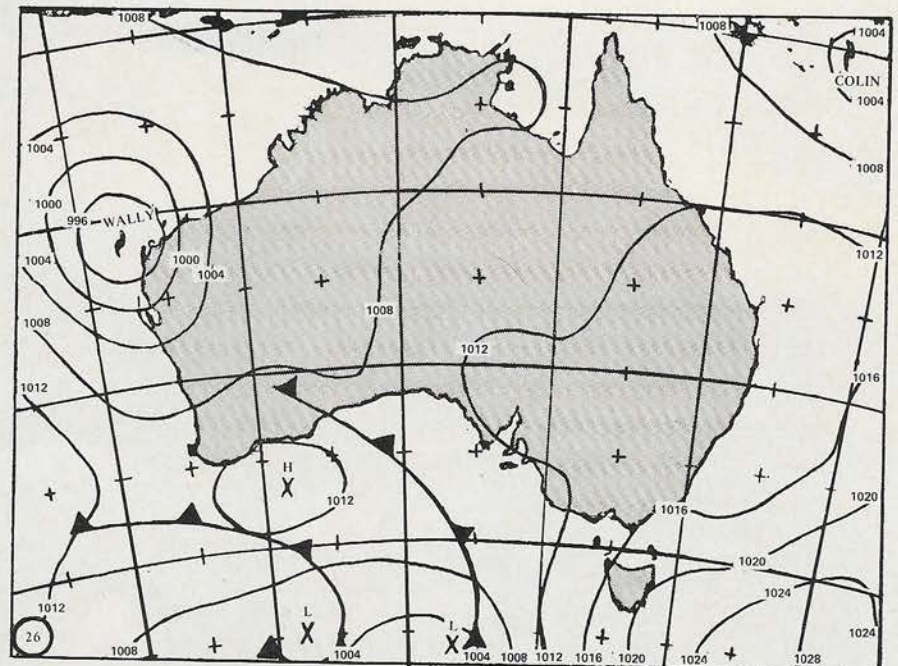
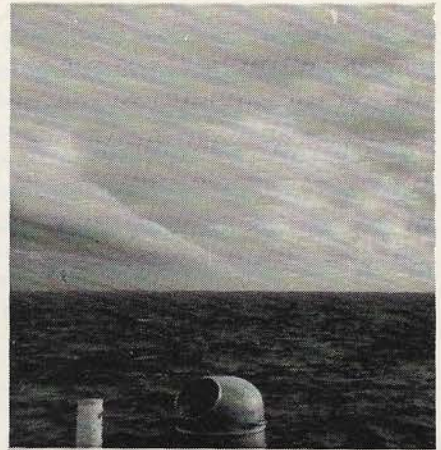


Figure 5. Surface Synoptic Chart – 1000 hrs ESST 26 December 1976.

and sea/swell state apply to open sea areas well away from the land and not to inshore waters. This must always be kept in mind if the forecast is to be used in planning race tactics. It is especially important in conditions of weak pressure gradients and their related winds. There is, therefore, advantage to be gained in general by sailing east of the rhumb line, where winds will certainly be affected by the topography of the land and by heating and cooling of the continental land mass and resulting sea breeze effects.

Acknowledgement: The weather charts in Figures 1. to 5. are the official surface synoptic analyses printed in the monthly weather summaries published by the Commonwealth Bureau of Meteorology.

Weather predictions for wind velocity and the state of the sea apply to offshore waters; conditions inshore may differ, and the tactician needs to bear this in mind.



Above:

This line squall was photographed from the deck of a ship travelling in the Bight; the observations made by officers on the bridge demonstrate some of the associated atmospheric phenomena: "At 0745 a long low continuous ridge of dark cloud was observed astern of the ship. The height was estimated at 300ft. The ridge of stratocumulus was running north-south and stretched as far as the eye could see (it was later discovered to be travelling NW to SE). At 0800 the cloud passed overhead and the wind backed 45° to north by west, and the barograph made a vertical rise. The barometer was read every five minutes and found to be highest at 0810 with a reading of 1012.9mb when the ridge was just ahead of the ship. On the southern horizon two similar ridges of cloud were seen abaft the main ridge and all seemed to be converging at a focal point somewhere below the horizon. The length of the smaller ridges was from the horizon to about halfway towards the ship. By 0900 the main ridge had passed to the south of the ship and by 1000 all trace of it had disappeared.

<i>Time</i>	<i>Wind</i>	<i>Force</i>	<i>Barometer</i>
0745	035°	4	1009.6
0800	350°	4	1011.4
0815	340°	4	1011.9
0830	020°	4	1010.7"

In the above example there was no increase in wind velocity which is certainly not typical of what the yachtsman may usually expect when he sees this sort of cloud approaching.



The line squall is a familiar sight to most yachtsmen who sail our coastal waters. Such squalls frequently occur on a late summer afternoon and are associated with turbulent winds and sometimes rain. It's a good idea to get gear off before one such as that pictured is actually upon you, for they usually pack at least 40 knots, and wind direction may swing markedly.

PICK YOUR CREW BY THE STARS

Astrological interpretation by
Sandy Peacock

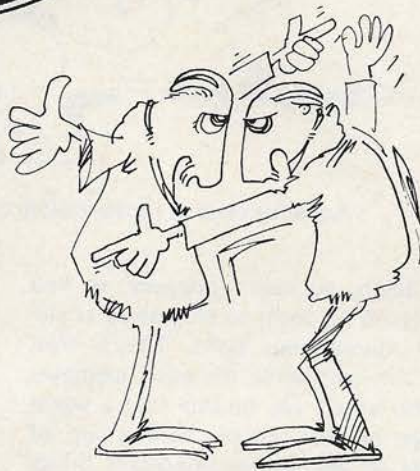
Sketches by Greg Gaul



We all know how much anguish the poor owner goes through in choosing his crew for the Sydney-Hobart Race. Some get it settled months before the Race; others are still scouring the marinas with only five days or less to go. None seems to hit upon the perfect formula, for who can say that he or she has ever done a Hobart where everyone got on happily together throughout those long, hard days and nights at sea?

Well, the answer is simple; pick your crew by the stars. First, you read our guide to the twelve signs of the zodiac as they pertain to crew; then work out who you will need to do what. Then get your list of possible crew, take them all racing at some stage during the season, and stealthily find out their birthdays. This can be the tricky part if you don't want to appear overly personal. One good method is to insist upon seeing all crewmembers' passports, either on the pretext that you wish to encourage all illegal immigrants to take advantage of the Amnesty, or any other excuse you can dream up—maybe you're thinking of taking them all to Tahiti, all expenses on you?

Now read on.



Capricorn crew . . . love giving orders, hate taking orders.

Capricorn (December 21 – January 19)

The Sydney-Hobart Race falls into this period so we'd better start with Capricorns. Capricorns as a rule are ambitious and power-hungry and they love giving orders (if they're not boatowners already then they want to be), so they're the ideal people to run the crew or to appoint as watch captains. This means, of course, that you can only have one Capricorn on the boat. They hate *taking* orders. Put several of them together and you run the risk of conflict, intrigue and even open warfare. If your boat is big enough to need two watch captains, make sure one is asleep when the other is on duty, even if you have to resort to sleeping pills in the coffee.

Aquarius (January 20 – February 18)

Aquarians are very friendly and can get on well with anyone, even Leos. This gives them an ideal temperament for long ocean races. They're also irrepressibly cheerful and tell good jokes, so have at least a couple of them in the crew. What's more, they are the airiest of the air signs and have a natural affinity with the wind, so they'll be able to tell you when there's breeze coming (though they'll always be wrong about the direction it's coming from). Aquarians can helm pretty well, but about every 10 minutes or so they'll forget what course they should be steering, and this can try the patience of the rest of the crew. They are also very lazy and will usually be found in the most inaccessible bunks when meals or sail changes are called for.

Pisces (February 19 – March 20)

Pisceans are polite, easy to order around and very domesticated. So that takes care of the cooking, washing-up, sail packing and bilge cleaning. One Piscean should be enough. But before you enlist anyone born under this sign, study him fairly carefully in the early part of the season, because many Pisceans have a fear of open spaces and may refuse to come on deck after you leave Sydney Harbour. Others become completely neurotic after a few days at sea and will suddenly call out "Land ahead!" in the middle of Bass Strait or even send out MAYDAY calls in Constitution Dock.

Pick your crew by the stars



Pisces crew . . . domesticated.

Aries (March 21 – April 20)

This is an important sign to consider because the typical Aries is intelligent, sharp-minded and decisive . . . the qualities of a good tactician. Aries sailors are also daring and aggressive and swear a lot, so put them on the helm for the Hobart start if you want to be first out of the heads and your insurance premiums are all paid up. They can double up as navigators if necessary but are a bit weak in the maths department, so give the cook a pocket calculator and station him behind your Aires for the radio skeds. An Aries also has the memory of the proverbial elephant; if your Aries tactician suddenly orders a tack out to sea when you're fetching comfortably down the Tassie coast, it's probably because he fell into a hole in that same spot in a Hobart Race 10 years previously.



Taurus crew . . . you'll need lots of chocolate for him and someone to point him in the right direction.

Taurus (April 21 – May 20)

Taureans make very good workers in a long race. They're tough and stubborn and, like Cancers, they fall into the



Aquarius crew . . . irrepressibly cheerful, and tell good stories.

"no brain, no pain" category, so you can count on them to plug away at the most monotonous tasks. They'll trim sails all night while the other members of the watch are tucked into a warm corner of the cockpit with a cup of coffee or are finding important things to do down below in the cabin. But make sure there's always a few of the brighter crew members around to explain to the Taureans what to do from time to time. Note also that Taureans possess huge appetites and have a chocolate problem. Take a few crates of Mars Bars along, and you shouldn't have any trouble.

Gemini (May 21 – June 20)

Nearly all Geminis are good, natural sailors, and when allowed to concentrate on trimming or helming, they're valuable members of the crew, so try to include two or three in your list. But being split personalities (and intellectuals to boot), they are hopelessly indecisive and find it traumatic to make up their minds about anything. (Most Geminis spend three days packing their kitbags for the Hobart Race because they can't decide what to take.) Never give them any position of responsibility on board. A Gemini watch captain could spend two hours debating the pros, cons and

philosophical values of a peel from the 3/4oz kite to the 1.5.



Gemini crew . . . tend to be intellectual and hopelessly indecisive.

Cancer (June 21 – July 20)

Here is your ideal bow-man. Cancers have three outstanding qualities for this type of work: (1) they are stupid; (2) They like getting wet; (3) They can get to the forepeak in the worst gale and the most mountainous seas. You can always pick a Cancer scuttling crab-like

around the deck while the rest of the crew are hanging desperately to the lifelines. Cancers are also useful for putting reefing lines into the mainsail or sending over the side to put rubber bands on the prop. They are likeable, easy to get along with, and they don't mind sleeping on the floor.

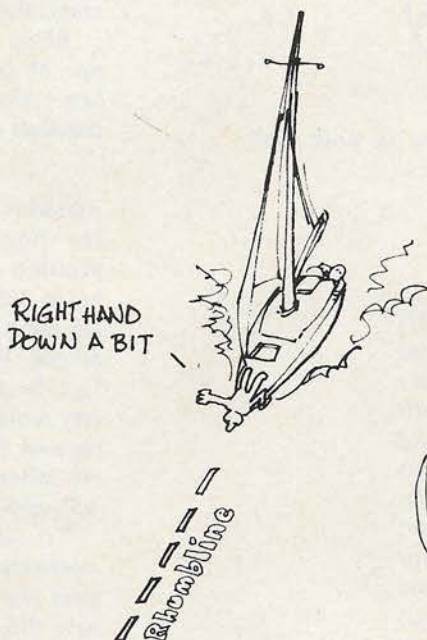
Leo (July 21 – August 21)
Leos have massive egos and have to be the best at everything they do. They are also strong people, as a rule. The answer is obvious: stick them on the coffee-grinders. All you need is a simple trick on your first race of the summer . . . announce loudly that you need super strength in the grinding department; the Leos will immediately rush to the winches, and they'll spend the rest of the season showing off. But whatever you do, never insult them. That ferocious Leonine temper will erupt, and you'll have a mutiny on your hands. If you have to yell at someone, take it out on the Piscean.



Leo crew . . . will go to some lengths to demonstrate their superiority.

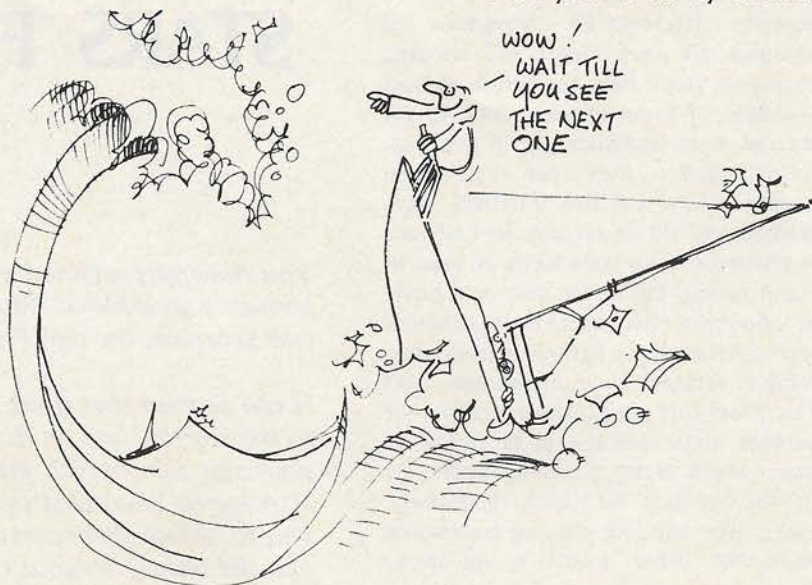
Virgo (August 22 – September 22)
Virgos are fairly slow people who tend to fall asleep a lot. While this makes them ideal owners, it does reduce their effectiveness for long ocean racing. However, they are precise mathematical thinkers, so try to get one as your

navigator. You can rely on a Virgo navigator to find Tasman Island in the middle of the thickest fog. But remember that Virgos are not wildly imaginative and rarely if ever gamble. So if you're the daring type of skipper who likes to punt on current out to sea, or a wind shift to the west, forget it. Your Virgo navigator will sail you right down the rhumb line and go to pieces at the first suggestion of taking a flier.



Virgo crew . . . dependable navigators, but resist taking 'fliers'.

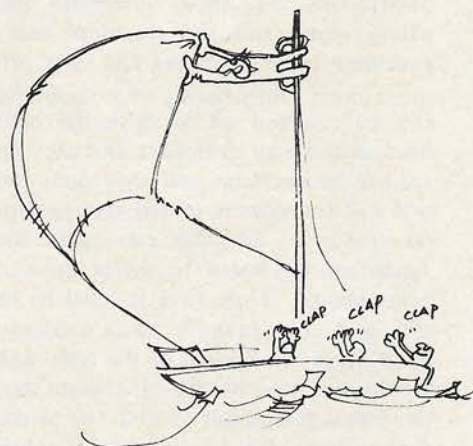
Pick your crew by the stars



Cancer crew . . . ideal bow man — doesn't mind getting wet.

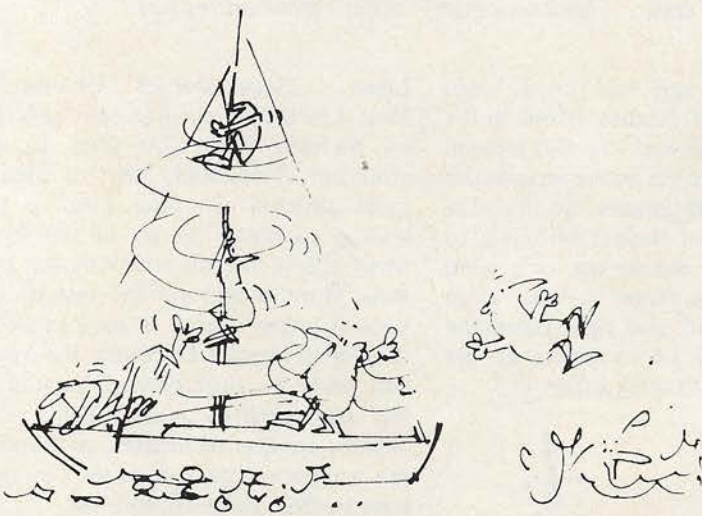
Libra (September 23 – October 23)
Most Librans are small people who like to perform impressive feats to get attention (fortunately they're usually quite athletic). So your Libra is the leading candidate to go up the mast when you've lost all your halyards in a Bass Strait blow, and the rest of the crew is either seasick or have suddenly developed injuries. Of course, the owner can never go aloft himself because he has responsibilities on deck. Quite a few Librans are also teetotalers, so if you've got a crew of heavy drinkers, you may have to cross Libra off your list.

Libra crew . . . performs impressive feats to get attention.



Pick your crew by the stars

Scorpio (October 23 – November 22)
Scorpios are very clever and talented people so you'll have to include at least a couple of them in your crew to get maximum performance out of the boat. Unfortunately, they can rarely be trusted. They are also intensely competitive and thrive on any sort of race or challenge. This is certainly an asset in ocean racing, but it can also be a problem. Scorpios have been known to throw beer overboard to lighten a boat after being overtaken by a competitor. And if you foolishly put Scorpios on different watches, there will always be rivalry to prove which watch is sailing faster. Be on the lookout for classic Scorpionic tricks, like winding the log backwards while the other watch is on deck.



Sagittarius crew . . . hyperactive, drive the boat hard, and tend to fall overboard a lot.

Sagittarius (November 23 – December 22)
Sagittarians are highly energetic and often hyperactive and therefore make excellent crew members for long off-shore races. They hardly ever sleep and can be counted on to drive the boat hard all the way to Hobart. But they do tend to be excitable and impetuous and will call for dozens of sail changes for no reason at all (this can cause the Aquarians on board to suffer nervous breakdowns). They find it hard to sit still and, for example, will suddenly jump up in the middle of the night and run to the bow on the off chance that the forestay is about to pull out of the deck. They also fall overboard a lot.

STARS FOR SKIPPERS

Cosmic readings by Frank Sticovitch

with more sketches by Greg Gaul

You have just selected your crew which, without doubt, will include a sprinkle of Aquarians and Taureans, a pinch of Leos and Scorpios, the odd Piscean and, of course, a Virgo navigator.

It can be seen that there may be a few obstacles before you get to the starting line on Boxing Day. These seem to be directed at your star sign, which means that you forgot to check your astrological characteristics as an owner. The following will help you to obtain some personal insight, and it may perhaps give you the answer to your crew problems.

Capricorn (December 21 – January 19)

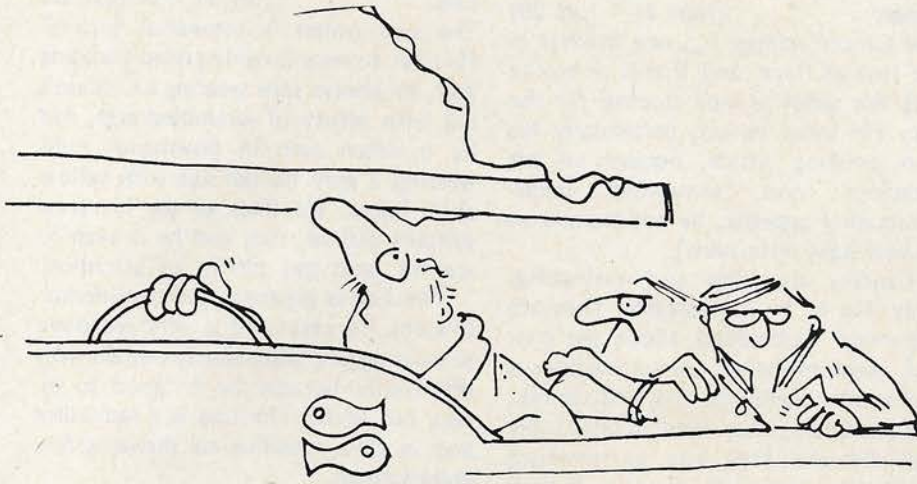
This is a very unusual owner. He is a goat – hard-headed, hard-working with tremendous initiative but always 'along the rhumb line.' He is not particularly creative or original but sticks to tried and true methods which limit his successes. For this reason he probably owns a second-hand boat which was a Champion of a few years ago. If his boat is in the front line he will be the first to crow about it, but if the boat is left in the wash, he will be quick to complain about the high price of lemons.

Being stubborn, the Capricorn will not be convinced to overspend on the boat; what was good enough for the previous owner is good enough for him.

Aquarius (January 20 – February 18)

The Aquarian owner is regarded as a practical person, and in spite of this he is full of surprises. On his yacht, anything that lacks a purpose is left ashore. He rarely spoils his crew – in fact, he doesn't see any reason to allow very much food and grog to come aboard because these take up too much space. He believes his crew should be as himself, and have lots of imagination.

To sail with him one has to learn moderation and patience because he gives the impression that he does not have the ability to organise a yacht race. He does not make his strategy known in a hurry, and an unconfident crew will have disappointments and frustration along the way. Yet this owner is often a genius, with great foresight, and the end result will demonstrate his flair.



Pisces skipper . . . has taken up ocean racing to get away from home, is retiring and moody, and seldom gets involved with running the boat.

Pisces (February 19 – March 20)

The Piscean skipper has taken up ocean racing just to get away from home. Every now and then, he is nagged by his family. He is retiring and moody and seldom gets involved in the running of the boat (he has a Capricorn Sailing Master), he spends a lot of time in his bunk, particularly when the ride gets

a bit rough. It is known that Pisceans are born unlucky; when he takes the tiller the wind seems to die and he finds holes all along the track (the crew have suggested that he consider taking up golf).

The Pisces has a very agreeable nature and is quite domesticated. He will inevitably get involved in the galley

Stars for skippers

and do the washing up (he does it at home).

Aries (March 21 – April 20)

The impulsiveness of the Aires owner may astound the crew. He is impatient and headstrong and always knows better than anyone else on board. He seldom keeps a permanent crew because he is always screaming.

The Aries owner tends to over-estimate his ability. He makes brilliant tactical decisions but he is inconsistent and not particularly good at seeing his task through.

The Aries skipper rarely trusts his crew. Sometimes, when off watch, he will suddenly remember that he has left the boat in the hands of somebody else, and he will jump on deck to exercise his vocal chords. It is common for a number of these skippers to keep an extra compass by their bunk.

Taurus (April 21 – May 20)

The Taurean owner is the trophy hunter. He craves the glory of seeing his name in the newspapers and boating magazines. If he doesn't win, he has fits of

As more than 100 entries set off for Hobart, the mind boggles at the potential incompatibilities of skippers and crew brought about by the vagaries of the swirling asteroids and planets. The wise skipper will not ignore astrology's lessons in getting the most from his crew.



Stars for skippers

depression and gets very emotional. He has a fear of overspending, he owns a very practical boat and has no inclination for luxuries aboard. Because of his materialistic viewpoint, he makes it clear to the crew that everything on the boat has a cash value and pity the careless man that drops a winch handle overboard.



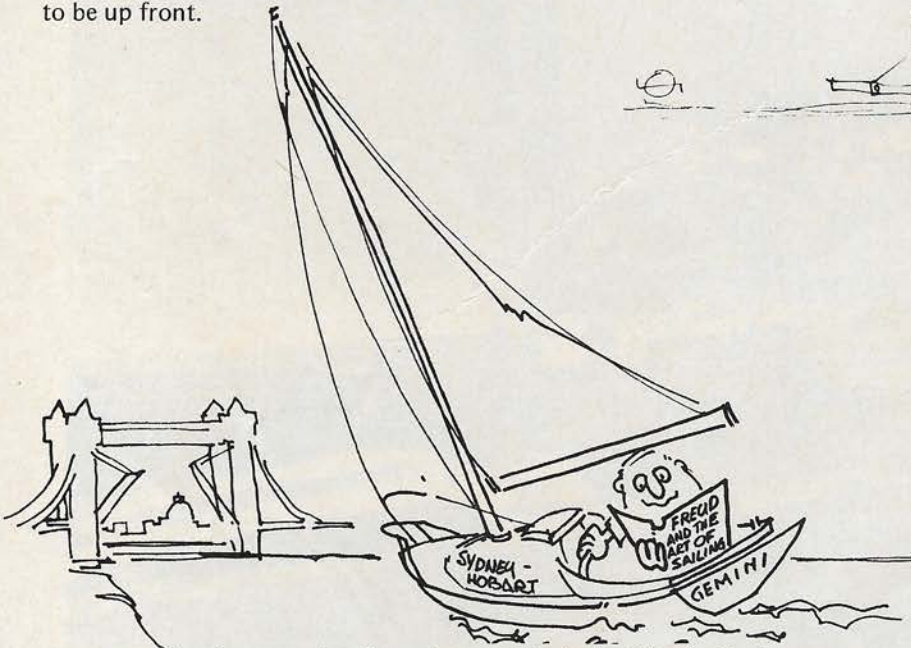
Airies skipper . . . a screamer.

Gemini (May 21 – June 20)

This type of owner is a dreamer and a romantic. Most Geminis have small boats because they were not clever enough (or ruthless enough) in business to own a large yacht.

The Gemini is basically intellectual about his sailing. He reads about it and thinks and talks about it, but he lacks the concentration and the dedication to be a winner.

A Gemini owner will best perform when involved with a crew that is experienced and sails together well. He will then be spurred on by their will to be up front.



Gemini skipper . . . intellectual approach; lacks killer instinct.

Cancer (June 21 – July 20)

The Cancer skipper has one interest in the Hobart Race, and that is to ensure that the galley is well stocked for the trip. He loves to eat, particularly his own cooking which, because of his voracious and somewhat indiscriminating appetite, he has learned to do well (take note, crew).

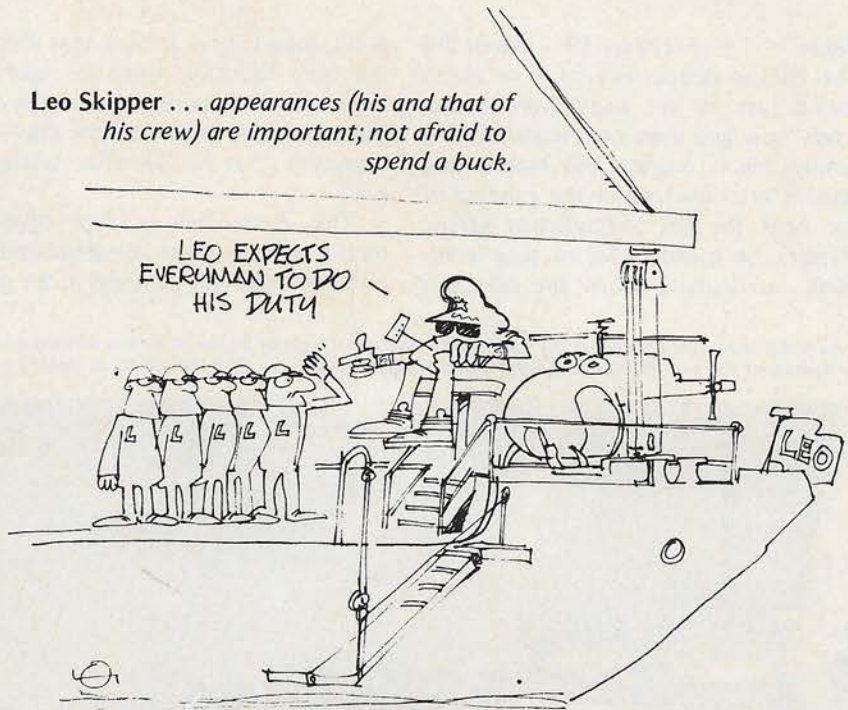
Cancers are kind and easy-going. They like to be comfortable. They are extremely sentimental about the past and, most probably, own a traditional yacht with plenty of teak and varnish. Unfortunately, they tend to annoy the crew because they love to reminisce about the 'good ol' days', and they never stop talking.

Leo (July 21 – August 21)

The Leo owner is somewhat bizarre. He likes to wear lavishly-styled yachting gear, he always sails wearing a Captain's hat with plenty of scrambled eggs, and he is often seen in downtown pubs wearing a grey flannel suit with yellow deck boots. He likes to see his crew suitably attired, too, and he is keen to see his boat get plenty of attention.

The Leo is generous and considerate towards his crew and is very receptive to boatniggers, who usually remain with this owner because he is 'good to be seen out with'. The Leo is a ladykiller and is always willing to throw a few dollars about.

Leo Skipper . . . appearances (his and that of his crew) are important; not afraid to spend a buck.



Virgo (August 22 – September 22)

The first impression a Virgo owner gives is that there is a serious problem on his mind and he is struggling to solve it. He is worried, but nobody knows why. He is prone to seasickness, and he is a hypochondriac. The crew would not be surprised to see him arrive on Hobart day with an extra kitbag full of bottles of pills, constipation remedies and a variety of lotions and creams.

Otherwise, the Virgo is modest and unassuming, content to stay in the background. He seldom mixes with the crew and frequently he wishes to be alone, which is, of course, why he stays in his bunk a lot.

Libra (September 23 – October 22)
 A Libra is the ideal owner of a high-performance ocean racer. He is receptive to suggestions from the crew and, as long as there is a good explanation, he will buy any gear for the yacht.

His boat usually carries the most extensive wardrobe of sails, a fo'c's'le full of blocks, guys, sheets, tweekers (of course, there is expensive wet weather gear for the whole crew).

A Libra skipper is very curious and can be a navigator's nightmare. He is forever looking at the charts and asking questions about the boat's progress, the radio skeds, placings, and so on and so on. This inquisitiveness is often apparent when the navigator is having a rest.

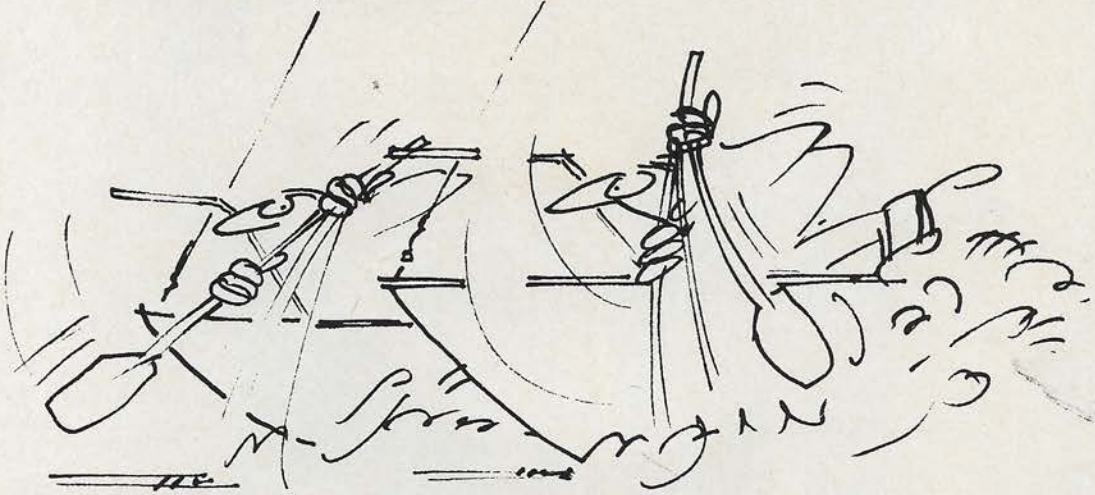
when this happens the latter characteristic usually dominates (the unscrupulous one) and it emerges with a vengeance when the yacht is some distance from the shore.

Sagittarius (November 23 – December 22)
 By nature the Sagittarian skipper loves the outdoor life and travel, so sailing suits him well. He is terribly restless, and he soon loses interest in a yacht race if there is no excitement. When there is excitement and panic, he is a cool customer. He shows a great presence of mind and can solve unexpected problems.

He loves talking and telling jokes, particularly coarse and vulgar stories.

Sagittarians seem to suffer from skin problems, particularly when sitting on aluminium decks for long periods. This only serves to increase their innate agitation, and they will frequently all of a sudden leap to their feet and bolt down to the galley, where they will anoint their sores with bacon and regale the off-watch crew with the latest off-colour travelling salesman story.

Scorpio skipper . . . can be the ideal skipper, although some drive the boat hard without compassion for the crew.



Scorpio (October 23 – November 22)
 There are two types of Scorpio owners.

One is a devoted ocean racer with great ability and leadership and usually has the best crews on his very competitive yacht. He is interesting to sail with and he is incredibly loyal to those he finds strong and deserving.

The other Scorpio is sly and cunning and treacherous. He often flies into rages at the slightest provocation. He drives his boat very hard without scruples nor compassion for his suffering crew (just as he conducts his business).

It is known that both characteristics may be present in a few Scorpios;





1980 ENTRIES

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ADRENALIN - 1999

LOA 38'; LWL 32';
Beam 12'; Draft 7'3"

Distinctive with her varnished topsides, Adrenalin is a new Peterson minimum rating Admiral's Cupper. Bart Ryan has assembled a top-class crew for his new yacht, and Adrenalin will start as one of the favourites. She finished a fine 3rd in this year's Montagu Island Race, her first start.

CREW: Skipper B. Ryan (4), Navigator L. May (7), B. Fraser, S. Kulmar, N. Ryan (2), G. Rouvray (13), J. Merrington (2).

Cruising Yacht Club of Australia



ANITRA MAY - 534

LOA 62'8"; LWL 48'
Beam 17'6"

One of the most interesting yachts in the race, Anitra May is a staysail schooner with a lifting centreboard. Designed by Peter Cole, she is owned by Ron Walters who previously raced Dynamite with great success, having narrowly missed an Admiral's Cup berth in the 1977 team. Anitra May is constructed in fibreglass and built by David Warren.

CREW: Skipper R. Walters (3), Navigator H. Vaughan (3), P. Cole (3), A. Walters (4), P. Ryan (1), W. Rowell (4), G. Peterson (4), W. Harte (3), R. Porter (3), L. Roberts (6), R. Venables (5), S. Perks (2), D. Warren, J. Choice (2), one to be nominated.

Cruising Yacht Club of Australia



AMON-RE - 117

LOA 34'5"; LWL 24'
Beam 11'; Draft 6'

One of the famous Holman & Pye designed UFO 34s, Amon-Re was a member of the Queensland Southern Cross Cup team last year. She finished a fine 30th in the Hobart Race while being fifth Southern Cross Cup boat. She may find the competition a little tough this year. She has competed with success in the Brisbane-Gladstone Race and also the 1979 Sydney-Noumea Race.

CREW: Skipper D. Smith (3), Navigator T. Halton (3), S. Carter (6), J. Sue (2), K. Adams (2), S. Markwell (1), P. Bruin (1), J. Turner.

Queensland Cruising Yacht Club



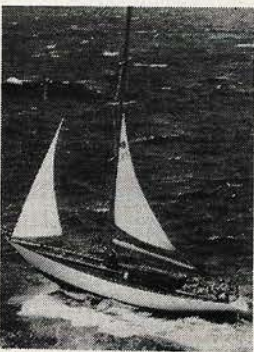
APOLLO II - SM 111

LOA 45'; LWL 40'
Beam 12'5"; Draft 7'10"

A veteran performer who could still figure in the results, Apollo II is in top form already this year having taken the line honours/handicap double in the Apollo Bay Race after winning the Victorian IOR Winter Series Championship. Designed by Ben Lexcen, she represented Australia in the 1973 Admiral's Cup while her best performance in the Hobart was fourth in 1972. She could easily surprise.

CREW: Skipper C. Newman (5), Navigator J. Graham (4), A.J. Becher (owner), A. Williams (5), B. Collins (9), D. Bishop (5), T. Silberiesen (3), C. Griffiths (9), N. Kelly (6), B. Kellerman (3), I. Thurston (5).

Sandringham Yacht Club



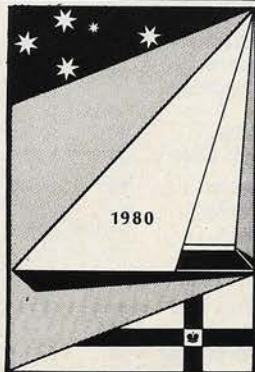
ANACONDA - 3088

LOA 53'6"; LWL 37'6"
Beam 14'; Draft 8'3"

This big steel sloop was designed by Alan Buchanan and built by her original owner, Josko Grubic. She will be competing in her seventh Hobart Race but the first for her new owner. A 23rd in 1971 was her best effort. She will give the crew a comfortable ride south, but her age will be against her grabbing a top overall spot.

CREW: Skipper C.H. Thompson, Navigator G. Slapp (1), P. Hudson, J. Sheal, C. Wood (3), J. Oakley (2), S. Mariner, C. F. Thompson, W. Chesterman (2), one to be nominated.

Cruising Yacht Club of Australia



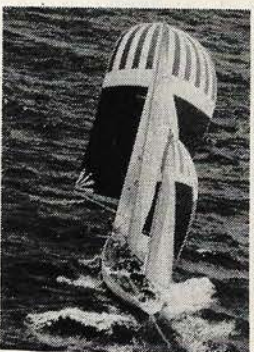
APOLLO V - R199

LOA 43'; LWL 35'
Beam 12'6"; Draft 6'

The latest Apollo for Alan Bond has only just arrived in Sydney after being built by Jeremy Rogers in England. She is the latest design by Doug Peterson, and although the Hobart Race will be her first race, she must start as one of the favourites. She is a development of the highly successful US boat, Acadia. Olympic medalist John Bertrand heads the strong crew.

CREW: A. Bond (5), Navigator B. Case (18), J. Bertrand (2), J. Pugh, R. Lloyd, S. McAllister (5), D. Shea, R. Brown (2), T. Dorning.

Royal Perth Yacht Club



ANACONDA II - KA 48

LOA 83'; LWL 67'
Beam 20'; Draft 10'

The largest of the fleet, Anaconda II will vie for line honours, especially in heavy weather. She has raced many miles since launching in 1975 - the Financial Times Clipper Race (second across the line on the second leg), the Parmelia Race. She has done all Hobarts since 1976.

CREW: Skipper/Navigator J. Grubic (15), M. Hogan (9), C. Wall-Smith, J. Stevens, J. Harriett (2), P. Lewis (1), P. Webb, J. Cameron (1), B. Cornish (1), K. Northwood (2), A. Nigel, D. Ryan (3), D. Gillies (2), K. Halstead (2), R. Howarth (1).

Royal South Australian Yacht Squadron



BACARDI - SM 67

LOA 43'; LWL 39'
Beam 13'3"; Draft 7'11"

This big Doug Peterson design competed in the 1979 Admiral's Cup trials. Her experienced owner, who has sailed many miles, will drive this boat hard. Bacardi finished 3rd in the inaugural Great Circle Race, and she represented USA in last year's Southern Cross Cup. In good form this year, she's won both line honours and handicap in the Portland Race. She will be amongst the leaders in her division.

CREW: Not available at publication.

Sandringham Yacht Club



HITACHI SYDNEY-HOBART YACHT RACE IDENTIFICATION CHART

Sail No.	Name of Yacht	Rig	Hull Colour	LOA	Beam	Prov. Rating	Year Laun'd	Hull Material	Country or State	Owner/Charterer	Designer
KA 1	Gretel	Sloop	White	67'	13'	49.6	1962	Timber	NSW	B. Lewis	Payne
M 3	Quo Vadis II	Sloop	White	38'3"	12'	35.4	1980	GRP	NSW	M.L. Marks	Farr
G 4	Pintado	Sloop	Blue	33'	10'	22.7	1974	GRP	Victoria	T. Backwell	Buchanan & Joubert
MH 4	Salamander II	Sloop	White/Yellow	36'	12'	29.3	1978	GRP	NSW	K. White	Farr
A 5	Puss 'n Boots	Sloop	White/Yellow	34'	10'	23.8	1977	GRP	Tasmania	H. Boot	Blackburne
M 7	The Newcastle Flier	Sloop	White	39'	9'7"	48.1	1980	GRP	NSW	P. Rundle	Adams
S 8	Maria Van Dieman	Sloop	White	36'	9'2"	23.0	1964	Timber	Victoria	D.B. Bowman	S & S
S 10	Minami	Sloop	White/Blue Stripe	36'	10'4"	25.0	1975	GRP	Victoria	I. Helton	Swanson
M 11	Tucana	Sloop	White/Orange	30'	10'	—	1980	GRP	Tasmania	L.C. Dean	Knoop
SM 15	Brumby	Sloop	White	30'10"	10'7"	21.0	1974	GRP	Victoria	P.&R. Robinson	Adams
SM 16	Rimfire	Sloop	White/Red	42'	13'	34.0	1978	GRP	Victoria	E.W. Wall-Smith	Farr
US 19	Nefertiti	Sloop	White	68'	13'	49.8	1962	Timber	S.A.	P.B. Ryan	Hood
M 20	Legend	Sloop	White	30'	9'10"	20.7	1974	GRP	NSW	R.B. Kiely	Joubert
B 23	Billabong	Sloop	White	34'	10'6"	24.5	1977	GRP	Victoria	P.N. Joubert	Joubert
M 25	Cinderella	Ketch	Blue	37'	10'7"	—	1979	GRP	NSW	P. Daniel	Duncanson
A 30	Thylacine	Sloop	Dark Green	34'4"	10'9"	23.8	1976	GRP	Queensland	J.W. Burton	Blackburne
KA 48	Ananconda II	Ketch	White	83'	20'	—	1975	GRP	S.A.	J. Grubic	Buchanan
SA 55	Kestrel	Sloop	White	37'	11'9"	27.3	1976	GRP	S.A.	R.H. Fidock	Blackburne
M 60	Morandoo	Sloop	White	32'	9'	23.1	1969	Timber	Victoria	C. McMillan	Swanson
63	Onya of Gosford	Sloop	Cream	43'	11'	29.9	1978	GRP	NSW	P. Rysdyk	Cole
SM 66	Noeleen III	Sloop	White/Green Red	39'6"	12'	—	1980	Timber	Victoria	K. King & G. Warner	Stienman
B 68	Second Lady	Sloop	White/Red Stripe	34'	11'3"	—	1977	GRP	Victoria	G. Scherwinski	Cole
70	Ragamuffin	Sloop	White	45'	14'	35.0	1979	Alumin.	NSW	S. Fischer	Peterson
H 70	Hotshot	Sloop	White/Orange	29'9"	10'2"	21.2	1978	GRP	Tasmania	L.L., B.A. & G.L. Prescott	Carter
R 70	Revenge	Sloop	White	32'9"	11'	24.4	1977	GRP	Victoria	P.H. Green	Carter
M 88	Piccolo	Sloop	White	38'	12'6"	28.6	1977	Timber	NSW	J. Pickles	Farr
R 88	Hot Prospect	Sloop	White/Green Stripe	37'	12'	29.3	1976	GRP	Victoria	E.O. Grendon	Farr
89	Meltemie	Sloop	White/Gold	45'	12'8"	31.3	1971	GRP	ACT	J. Bell & B.C. Psaltis	S&S
97	Pacha	Sloop	Maroon	54'6"	14'5"	40.	—	Alumin.	NSW	J. de la Vega	Camper&Nicholson
R 100	Evelyn	Sloop	White	55'	14'6"	—	1980	Timber	W.A.	S. Cassidy	Cassidy & Merton
SM 111	Apollo II	Sloop	Orange/White	45'	12'5"	—	1972	Alumin.	Victoria	A.J. Becher	Miller&Whitworth
117	Amon-Re	Cutter	White	34'5"	11'	24.7	1978	GRP	Queensland	D. Smith	Holman&Pye
M 121	Maria	Sloop	Red/White	36'	10'	25.6	1970	Timber	Victoria	M. Preston & D. Kelly	S & S
M 122	Yahoo	Sloop	Blue	30'9"	10'2"	21.5	1979	GRP	NSW	J. Elgar	Cole
A 138	Waggers II	Sloop	Off-white	33'	8'8"	—	1980	GRP	NSW	G. Radford	Adams
171	Bon Temps	Ketch	White	38'	11'4"	25.9	1977	Timber	Tasmania	P. Graves	O'Kell
A 173	Destiny	Cutter	White	45'	12'8"	33.2	1975	Steel	NSW	T.A. Taylor	Adams
M 182	Satin Sheets	Sloop	Blue	41'10"	12'8"	32.3	1977	Alumin.	NSW	A.A. Strachan	Peterson
MH 184	Noelani	Sloop	White	33'	9'7"	—	—	Timber	NSW	A.K. Skehan	Lexcen
MH 196	Quest	Cutter	White	42'	12'7"	29.8	1976	GRP	NSW	R. Cruickshank	Swanson
R 199	Apollo V	Sloop	Dark Blue	43'	12'6"	—	1980	GRP	W.A.	A. Bond	Peterson
SM 248	Breadfruit	Sloop	Red	35'	11'3"	23.9	1976	GRP	Victoria	R. Sill	Cole
257	Phoenix	Sloop	White/Blue Stripe	37'	11'10"	27.7	1980	GRP	NSW	E. Vidor	Davidson
262	Helsal II	Sloop	White	66'	14'6"	68.0	1979	GRP	NSW	A. Fisher	Adams
F 270	Big 'A'	Sloop	White	43'11"	12'10"	—	1980	Alumin.	W.A.	C.E. Arcus	Curran
F 301	Gun	Sloop	Red/White	34'	11'	—	1980	GRP	W.A.	G.R. Crimp	Holeman & Pye
327	Zeus II	Sloop	White	30'	9'6"	20.8	1979	GRP	NSW	J.R. Dunstan	Joubert
330	Police Car	Sloop	Dark Blue	42'	13'	31.8	1979	Alumin.	NSW	J.G. Hardy	Dubois
M 336	Screw Loose	Sloop	Blue/Yellow	29'9"	10'2"	21.4	1977	GRP	Tasmania	R.J. Cumming	Holland
SM 336	Star Wars	Sloop	Green	43'	10'11"	—	1969	GRP	Victoria	B. Button	Cole
SM 339	Challenge	Sloop	Dark Red/ Gold	46'	14'4"	—	1979	Alumin.	Victoria	L. Abrahams	S & S
352	Ultra Violet	Sloop	White	38'	12'	—	1980	GRP	NSW	J.H. Violet	Peterson
355	Mystic Seven	Sloop	White	36'	10'6"	26.0	1977	GRP	NSW	N.D. Chidgey	Swanson
360	Patrice III	Sloop	White	47'	13'4"	35.0	1974	Alumin.	NSW	R.J. Kirby	S & S
393	Inch by Winch	Sloop	Black	44'	13'	—	1980	Alumin.	NSW	D.J. O'Neill & Partners	Peterson

Sail No.	Name of Yacht	Rig	Hull Colour	LOA	Beam	Prov. Rating	Year Laun'd	Hull Material	Country or State	Owner/Charterer	Designer
395	Rager I	Sloop	White	43'	11'	29.4	1973	GRP	NSW	M.A. Clements	Cole
396	Borsalino	Sloop	White	36'	10'	—	1980	GRP	NSW	D.J. Herlihy & J. Hughes	Swarbrick
450	Mercedes III	Sloop	White	40'	11'	—	1966	Timber	NSW	A.T. Clutton	Kaufman
458	Mirrabooka	Sloop	Light Blue	44'	12'	31.7	1972	GRP	Tasmania	J. Bennetto	S & S
494	Gidgee	Sloop	White	43'	12'5"	35.5	1973	GRP	NSW	R.T. Forster	Joubert
496	Balandra	Sloop	White	46'	12'	31.2	1965	Timber	Tasmania	R.H. Piggott/ D.A. Hurburgh	Nicholson
524	Matika II	Sloop	White	35'	10'	23.9	1974	Timber	NSW	L. Green	Miller
534	Anitra May	Schooner	Black	62'8"	17'6"	—	1980	GRP	NSW	R.E. Walters	Cole
560	Thunderbolt	Sloop	White	35'5"	10'	22.9	1968	Timber	NSW	L.P. Harding	Shields
565	Lollipop	Sloop	Pink	30'	9'6"	20.5	1974	GRP	NSW	I.T. Millar	Joubert
578	Rogis Too	Sloop	White	39'	12'2"	34.4	1978	GRP	NSW	R.J. Brown	Adams
591	Battlestar	Sloop	Blue	45'10"	13'4"	35.7	1977	Alumin.	NSW	H. Janes	Peterson
644	Pipe Dream	Cutter	White	44'	12'11"	36.0	1976	GRP	NSW	D.W. Banouvrie	Peterson
651	Huon Quest	Cutter	White	45'	13'	35.8	1976	GRP	Tasmania	H.D. Calvert	Peterson
996	Chloe	Sloop	Yellow	31'6"	10'5"	21.7	1977	GRP	NSW	D. Rourke	Cole
S 1141	Lowana II	Sloop	White	37'	11'1"	25.6	1971	GRP	Victoria	D. Millikan	Anderson Bros.
1214	Shenandoah	Sloop	Black	31'	10'3"	20.6	1972	GRP	NSW	J.R. Charody	Cole
R 1313	Mercedes IV	Sloop	Red/Grey	41'10"	12'9"	32.3	1974	Timber	Victoria	D.L. & M.E. Braham	Kaufman
1447	Wimaway	Sloop	Blue	35'	10'9"	24.7	1973	GRP	NSW	A. Barry Blackburne & Duncanson	Peterson
1510	Ruthless	Sloop	Burgundy	36'	11'6"	—	1975	Timber	NSW	P. Hill	Peterson
1991	Genghis Khan	Ketch	White/Blue Stripe	50'3"	15'	37.6	1978	Steel	NSW	R. Huntley	Tilsed
1999	Adrenalin	Sloop	Varnished Wood	38'	12'	30.0	1980	Timber	NSW	B.C. Ryan	Peterson
2020	Hercules	Sloop	Black/White	36'	11'6"	27.0	1975	GRP	NSW	M.H., C.M., & S.P. Will	Peterson
2111	Big Schott	Sloop	White	40'	12'3"	31.5	1976	Alumin.	NSW	A. Pearson	Peterson
2140	Mercedes V	Sloop	White/Red	41'	12'8"	31.5	1977	Alumin.	NSW	I. Lewis	Kaufman
2170	Margaret Rintoul II	Sloop	White	48'8"	13'3"	35.2	1968	Timber	NSW	S.R. Edwards	S & S
2206	Woftam IV	Sloop	Yellow	40'	12'	27.7	1975	GRP	NSW	B. Jemison	Miller
2246	White Pointer	Sloop	White	36'7"	12'	27.3	1977	Timber	NSW	K. Le Compte	Kaufman
R 2320	Callala	Sloop	White	34'	11'	—	1978	GRP	Victoria	D. Venuille	Blackburne
2343	Priority	Sloop	Red/Yellow	37'	12'	27.3	1978	Timber	NSW	J. Pryor	Kaufman
2422	Willi Willi	Sloop	White	54'	12'6"	42.5	1974	Alumin.	NSW	J. Goddard	Miller
2501	Giant	Sloop	Psychedelic	33'	11'	—	1976	GRP	NSW	W. Saunders & C. Hatfield	Yamaha
2552	Impetuous	Sloop	White/Red Green Stripes	41'	13'	31.4	1978	Alumin.	NSW	G. Lambert & J. Crisp	Holland
2555	Natelle II	Sloop	Dark Blue	41'	12'6"	31.3	1975	GRP	NSW	A.G. Lee	Peterson
2604	Ghost Too	Sloop	White	32'8"	11'	24.1	1979	GRP	NSW	K. Roxburgh, C. Graham, W. Hoare	Carter
2690	Pimpernel	Sloop	White	34'	10'	23.1	1976	GRP	NSW	H. Holland	S & S
2697	Wheelbarrow	Sloop	White	29'9"	10'1"	—	1979	GRP	NSW	I.C. Tringham	Carter
2701	Mary Muffin	Sloop	White	47'	14'	36.4	1976	Alumin.	NSW	G.A. Blok	Frers
2759	Cathy Lee	Sloop	White	31'	10'4"	21.0	1979	GRP	NSW	N.J. Guy	Cole
2776	Diamond Cutter	Sloop	Tourquoise	36'	12'6"	27.4	1979	Timber	NSW	A.J. Sweeney	Davidson
2786	Pawpaw	Sloop	Cream	34'4"	11'	24.4	1979	GRP	NSW	F. Snape	Cole
2855	Saltpetra	Sloop	White	30'	9'6"	21.0	1979	GRP	NSW	P. Hinton	Joubert
2960	Dancing Lady	Sloop	White	38'	12'	34.5	1980	GRP	NSW	M.M. Grigg	Farr
3000	Once More Dear Friends	Sloop	Pale Blue	39'6"	12'4"	—	1980	GRP	NSW	P.P. Kurts	Dubois
3007	Szechwan	Sloop	Red	39'	11'11"	—	1980	Timber	NSW	J.S. Whitty	Davidson
3035	Longnose	Cutter	White	42'7"	9'10"	—	1980	GRP	NSW	P. Stransky	Adams
3054	Vivacious	Sloop	White	43'	12'8"	—	1980	GRP	NSW	J.A. Brown	Cole
3088	Anaconda	Sloop	White	53'6"	14'	—	1970	Steel	NSW	C.F. Thompson	Buchanan
3111	Nand III	Sloop	Blue	40'	11'	35.9	1979	Steel	NSW	R.O. Chapman	Watts & Chapman
3128	Gambit	Sloop	Red/White Blue	33'	10'8"	26.3	1977	GRP	NSW	R.W. Corben	Adams
3557	Sweet Caroline	Sloop	White	42'	12'	31.7	1979	Alumin.	NSW	M.W.D. Phillips	Davidson
3575	Sagacious	Sloop	Black	43'	12'	—	1980	GRP	NSW	G.J. Appleby	Cole
KZ 4400	New Zealand	Sloop	Dark Blue	68'10"	17'	—	1980	Alumin.	N.Z.	N.Z. 1981 Round The World Committee	Farr
I 7623	Plaba IV	Sloop	Sky Blue	29'6"	10'	21.8	1976	GRP	NSW	B. Gambacorti	E. & F. Sciomachen
—	Moonraker	Sloop	White	31'	10'6"	—	1976	GRP	Vanuatu	W.P. Webb	Cole



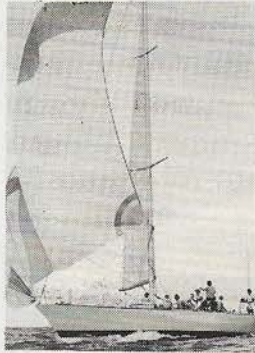
BALANDRA — 496
 LOA 46'; LWL 40'
 Beam 12'1"; Draft 7'6"
 The former Admiral's Cup star Balandra is making a welcome reappearance in the Race after a break of some four years. Beautifully built by Jock Muir in Hobart and designed by Englishman Peter Nicholson, she was a member of our first winning Admiral's Cup team in 1967. Launched just in time for the 1965 Hobart, she finished a close fourth, a place she repeated three years later, her best Hobart efforts. Favoured by a healthy age allowance, still could surprise in a breeze.
 CREW: Skipper A. Hurburgh (1), Navigator D. Baan (2), J. Muir (4), P. Morrison, H. Piggett, T. Daw, F. Dixon (1), J. Griggs (5), C. Fuglsang (1).

Royal Yacht Club of Tasmania



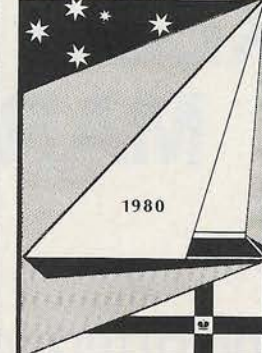
BON TEMPS — 171
 LOA 38'; LWL 30';
 Beam 11'4"; Draft 5'9".
 This will be the first Hobart start for this wholesome ketch which has raced extensively in the Pacific. She finished 9th in the Cruising Division in the last Noumea Race, and then grabbed 2nd in the Port Vila Race, Cruising Division. Beautifully built in Huon pine by her owner, Peter Graves, she will be looking for fresh winds astern to give her a fast trip to her home port of Hobart.
 CREW: Skipper P. Graves, Navigator Capt. J. Lucas, J. Clements (2), S. Graves, R. Williams, B. Coward.

Royal Yacht Club of Tasmania



BATTLESTAR — 591
 LOA 45'10"; LWL 36';
 Beam 13'4"; Draft 7'10".
 A former 1977 Admiral's Cup representative, the former Superstar, under her new owner, Harry Janes, is a boat capable of winning in any weather. Gear failure caused her to retire from both the '77 and '78 Races. She was star of the Admiral's Cup trials in '77 and is still capable of a solid performance, especially if there are extended periods of windward work. Her new owner was skipper of the '77 NSW Southern Cross representative, Mercedes V.
 CREW: Skipper H. Janes (5), Navigator G. Smith (5), T. McLennan (6), P. O'Hallon (1), P. Brownbill (4), J. Kinsella (5), four to be nominated.

Middle Harbour Yacht Club



BORSALINO — 396
 LOA 36'; LWL 30'
 Beam 10'; Draft 6'
 This entry will be watched with great interest as it is the first of the exciting new S111 designs. Designed by Kim Swarbrick, it is a development of his highly successful S80 designs. Launched in only November of this year, the Hobart will be her first major race, and although a little short in tuning time, she could be a dark horse.
 CREW: Skipper J.H. Hughes, Navigator J. Bartlett, G.F. Keon (2), K. Swarbrick (5), G.V. Swarbrick (1), T. Carroll, K. McKendrick (1).

Cruising Yacht Club of Australia



BIG 'A' — F 270
 LOA 43'11"; LWL 35'
 Beam 12'10"; Draft 6'
 A welcome visitor making the long haul from Western Australia, this big alloy sloop was launched only in September this year, and this will be her first major race. Her owner, Colin Arcus, is very experienced, having raced offshore in Western Australia for the last 30 years and having competed in the 1975 Sydney-Hobart Race.
 CREW: Skipper/Navigator C. Arcus (1), K. Arcus, A. Yurisch, S. Lacy, F. Kruta, V. Peel, J. Oldham.

Freemantle Sailing Club



BREADFRUIT — SM 248
 LOA 35'; LWL 27'
 Beam 11'3"; Draft 6'
 This outstanding performer from Victoria will be competing in her third Hobart. Her owner sailed last year as a member of the Victorian Southern Cross Cup team aboard Sunburst. Breadfruit is a Peter Cole design 3/4-tonner whose best successes to date have been third in the 1976 Australian Three-Quarter Ton Championship and winning the Victorian Three-Quarter Ton Championship in 1978. She will do well in her division.
 CREW: Skipper/Navigator R. Sill (5), P. Inchbold, N. Richmond (1), S. Carter (1), D. Carloyn, J. Hargreaves (1).

Sandringham Yacht Club



BIG SCHOTT — 2111
 LOA 40'; LWL 32'
 Beam 12'3"; Draft 7'
 This well-performed Doug Peterson designed 2-tonner won Division A in last year's Hobart Race. As Sweet Caroline she won both line and handicap honours in the rugged 1979 Sydney-Noumea Race. She has a very competent crew, and a top overall placing will be no surprise. She has begun the season in sound form, winning a number of early races.
 CREW: Skipper A. Pearson, Navigator N.G. Arnott (16), P. Edmonds (7), P. Morgan (2), G. Cuthbertson (2), G. Masters, P. Heathwood (1), M. Lissiman.

Cruising Yacht Club of Australia



BRUMBY — SM 15
 LOA 30'10"; LWL 25'
 Beam 10'7"; Draft 5'6"
 Brumby has an experienced crew who have raced this Joe Adams 1/2-tonner with great success. This is her sixth Hobart, and they could do well if this year's event turns out to be a little boat race. She won the 1/2-ton division in the 1975 Race and in 1976 was 3rd in both the 1/2-ton division and in Division D.
 CREW: Skipper P. Robinson (7), Navigator R. Robinson (7), R. Moody (4), B. O'Flaherty (2), R. Moore (1).

Sandringham Yacht Club



BILLABONG — B23
 LOA 34'; LWL 26'8";
 Beam 10'6"; Draft 6'3".
 Billabong is going to Hobart for the fourth time under owner/skipper Peter Joubert. Carrying a very experienced crew, she is sure to finish well up in division with a chance for a high overall placing. A fine 10th in 1978 was her best effort.
 CREW: Skipper P. Joubert (9), Navigator K. Flockart (6), B. Fairlie (3), W. Anderson (9), T. Gunnensen (2), T. VAutin (4).

Royal Brighton Yacht Club



CALLALA — R 2320
 LOA 34'5"; LWL 29'
 Beam 10'11"; Draft 5'9"
 A Jarkan production cruiser/racer designed by Allen Blackburne, Callala finished 60th last year, improving 10 places on her only previous start, in 1978. Statistically, then, at least 50th place seems within her grasp, but she could improve on this if the weather favours the smaller half of the fleet.
 CREW: Skipper D. Venville (1), Navigator M. King, T. Plowman (1), M. Le Bars (1), T. Sheehan (1), G. Oliver.

Royal Yacht Club of Victoria



CATHY LEE — 2759

LOA 31'; LWL 24'6"
Beam 10'4"; Draft 5'8"

This will be the first Hobart start for Cathy Lee's enthusiastic owner, Norm Guy, who is having his initial offshore season in this new East Coast 31. She staggered through the Montagu Island Race this year to grab second place in Division 3, in a commendable effort. These boats are tough little performers and will give the crew a good introduction to this classic.

CREW: Skipper/Navigator N. Guy, R. Player, G. Johnston, D. Blumentals, R. Kulibab, C. Stanyon.

Cruising Yacht Club of Australia



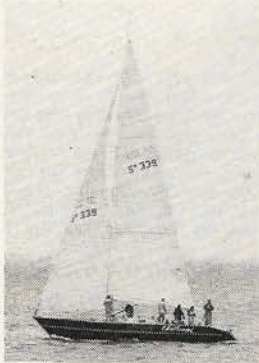
DESTINY — A 173

LOA 45'; LWL 39'
Beam 12'8"; Draft 6'6"

Designed by Joe Adams and built by her owner, last year was her first Hobart start. She finished well down the list, being designed more for cruising than racing. She will give her young crew a comfortable ride and will be hoping for moderate to fresh winds to push the big steel sloop south.

CREW: Skipper T.A. Taylor (1), Navigator J. Mace (3), G. Atkinson (1), M. Palmer (1), D. Kennedy (1), M. Collins (1), I. Pollock (1), W. Hunter, M. King, M. Hurst, D. Reid, S. Moore, I. Farr.

Royal Sydney Yacht Squadron



CHALLENGE — SM 339

LOA 46'; LWL 34'
Beam 14'4"; Draft 8'

Challenge is one of the hottest boats in the fleet, having been a consistent winner in any company since launching 12 months ago. Her owner, Lou Abrahams, is starting out in his 17th Hobart Race, and he always carries a top-line crew. Challenge will start at very short odds for the major trophy.

CREW: L. Abrahams (16), Navigator D. Lang (19), R. Evans (21), M. Crawford (24), R. Evans (4), R. Evans (7), I. Davis (1), G. Watt (12), R. Dousset, C. Coulson (1).

Sandringham Yacht Club



DIAMOND CUTTER — 2776

LOA 36'; LWL 30'
Beam 12'6"; Draft 7'

A Laurie Davidson 1-tonner, Diamond Cutter was a member of the victorious NSW team in last year's Souther Cross and was also the winner of this year's Ampol South Pacific offshore series. Diamond Cutter is sure to finish well up in division and has a chance for overall honours.

CREW: A. Sweeney (6), J. Robson-Scott (14), M. Sharp (5), W. Wardell (3), P. Boothby (3), J. Everett (1), S. Ferguson, B. Henshall, G. Robson-Scott (3).

Middle Harbour Yacht Club



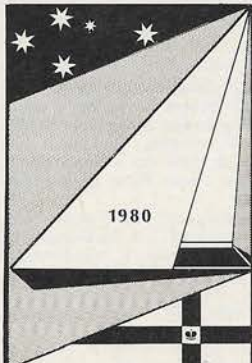
CHLOE — 996

LOA 31'6"; LWL 27'6"
Beam 10'5"; Draft 5'6"

This will be the first trip south for this well-performed 1/2-tonner. A Peter Cole designed Nantucket, she has a long list of successes in races out of Sydney, including 2nd in the Short Ocean Point Score '79-'80 and for the past two years winner of the Royal Clubs' Trophy for 1/2-tonners. Her most recent success was 3rd in division in the tough Montagu Island Race. She should be amongst the leaders in her division.

CREW: Skipper D. Rourke, Navigator L. Harrison, B. Sherman, N. James, P. Wallis, I. Smith.

Cruising Yacht Club of Australia



EVELYN — R100

LOA 55'; LWL 46'
Beam 14'6"; Draft 9'6"

This is a new boat for former 16 foot skiff champion, Jack Cassidy. Launched in August, she won her first ocean race to Geraldton. Designed and built by her owner and partners, she should be a downhill flier in a breeze and could be snapping at the heels of the larger boats in the battle for line honours. This is the second Hobart start for Jack Cassidy; he was co-skipper of Queequeg in 1977.

CREW: Skipper J. Cassidy (1), Navigator C. Russel, J. Mews (1), E. McDavid, J. Colova, M. Rodereda, W. Foley, S. Battersby, J. Spencer, N. Blueman, P. Curran (2), R. Chick (2), W. Richards, M. Balinski (2).

Royal Perth Yacht Club



CINDERELLA — M21

LOA 37'; LWL 32'3"
Beam 10'7"; Draft 5'6"

This is a stock Duncanson 37, ketch rigged, competing in her first ocean race since launching in August 1979. This design is an excellent sea boat, and Cinderella will be at her best if the race is heavy going. She has an experienced owner and crew.

CREW: Skipper P. Daniel (3), Navigator J. Sticpewich (2), W. Russell (12), B. Daniel, M. Daniel, one to be nominated.

Lake Macquarie Yacht Club



GAMBIT — 3128

LOA 33'5"; LWL 30'2"
Beam 10'9"; Draft 5'7"

This will be the first Hobart start for experienced yachtsman Rick Corben in his Mottle 33. She was built by her former owner and launched in 1977, and she incorporates many variations to the standard model, the most significant of these being that she has a fully redesigned three-quarter, fractional rig and an increased draft.

CREW: Skipper R.W. Corben, Navigator not yet known, G. Maver (3), C. Bracken, P. Corben, P. Westlake, B. Clay.

Royal Prince Alfred Yacht Club



DANCING LADY — 2960

LOA 38'3"; LWL 31'3"
Beam 12'; Draft 6'4"

This will be the first Hobart start for both boat and owner. Launched in only May this year, Dancing Lady overcame a big rating in the opening long race of the season to finish fifth in her division. Designed by Bruce Farr, she will be at her best in fresh running and reaching conditions, but may find the competition a little tough.

CREW: Skipper B. Russell, Navigator A. Read (1), R. Widders, I. Mark, S. Read, R. Widders, one more to be nominated.

Middle Harbour Yacht Club



GENGHIS KAHN — 1991

LOA 50'3"; LWL 42'
Beam 15'; Draft 8'3"

This big steel ketch is back for her second Hobart having finished well down in her only previous start in 1978. She will be suited by fresh running and reaching conditions and could be among the early finishers. She has raced to Suva, finishing sixth.

CREW: Skipper R. Huntley (3), P. Seabourne (3), G. Foley (1), J. Gibson (3), S. Hodgkinson, N. Jones (3), six to be nominated.

Royal Sydney Yacht Squadron



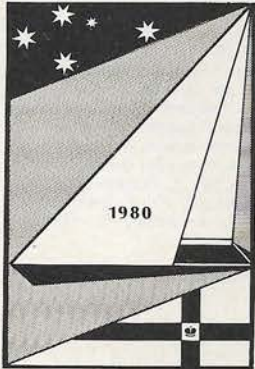
GHOST TOO — 2604
 LOA 33'; LWL 26'5"
 Beam 11'; Draft 6'
 Highly successful Dick Carter design sailed by CYCA Commodore Kerry Roxburgh, Ghost Too will be one of the favourites, especially in a little boat race. A fine 15th overall in the last Hobart, she continues her impressive record with a win in the Tradewinds Trophy, the season's opening long race.
 CREW: Skipper K. Roxburgh (6), Navigator C. Graham (8), W. Hoare (2), G. Lamond (1), M. Rowe, G. Fraser (7), one to be nominated.

Cruising Yacht Club of Australia



HELSEAL II — 262
 LOA 66'; LWL 60'
 Beam 14'6"; Draft 9'6"
 Helsal II rushed to the start last year and finished a creditable fourth across the line. Since then she had proved herself exceptionally fast in hard running and reaching conditions, having smashed the Cabbage Tree Island Race record earlier this year. She will be one of the boats to beat for line honours, and her duel with the yacht New Zealand to be first to finish is sure to create a lot of interest.
 CREW: Skipper/Navigator A. Fisher (5), R. Fisher (3), P. McNeill (3), R. Bearman (10), D. Walsh (2), G. McNeill (3), H. Parsons, D. Woodgate (3), D. Sutter, J. Pearce (3), M. Cameron (5), G. Barter (5).

Cruising Yacht Club of Australia



GIANT — 2501
 LOA 33'; LWL 26'11"
 Beam 11'4"; Draft 6'3"
 Formerly Garlic Prawn and now in the hands of the experienced Chris 'Gentle Giant' Hatfield, Giant has come out of retirement for this race. A production Yamaha 35, she finished 57th last year in her first Hobart start, but the 'Giant' will need to flex more than his muscles to do well in this year's Race. This yacht was fourth overall in the 1979 Lord Howe Island Race, also winning the arbitrary division of that event.
 CREW: Skipper C. Hatfield (7), Navigator W. Saunders, T. Brookes (1), T. McGuire, P. Glynn (1), R. Steel (1), A. Gill.

Cruising Yacht Club of Australia



HERCULES — 2020
 LOA 36'; LWL 30';
 Beam 11'6"; Draft 6'.
 Formerly Streaker, Hercules finished a fine 4th in the 1978 Race and won the 1979 Sydney-Mooloolabah Race. Designed by Doug Peterson and built in New Zealand, she is now raced with much vigour by the brothers Will. At her best in light conditions, she could figure high in her division with her experienced young crew.
 CREW: Skippers S. Will (3) and C. Will (3), T. Page, M. Lathlean, H. Dredge, M. Will (1).

Cruising Yacht Club of Australia



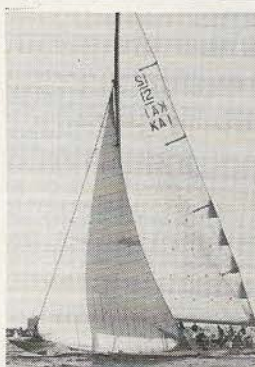
GIDGEE — 494
 LOA 43'; LWL 39';
 Beam 12'6"; Draft 6'8".
 Gidgee is a Joubert designed Bounty 43 competing in her third Hobart Race. She is essentially a fast cruising design and will be hoping for fresh downhill running, in which she becomes competitive. She was unfortunate in this year's Montagu Island Race, having been dismasted.
 CREW: Skipper/Navigator R. Forster (4), H. Burrell (4), B. Timothy (1), K. McDonald (1), L. Hinchcliffe (4), R. Forster, P. Vandervaere, D. Sherwood (2), D. Ryan.

Middle Harbour Yacht Club



HOT PROSPECT — R88
 LOA 37'; LWL 31'
 Beam 12'; Draft 6'
 This great little performer has won the Melbourne-Hobart Race on corrected time for the past three years, but under new ownership she may find the competition a little tough if she expects to emulate that feat. Designed by Bruce Farr, Hot Prospect is a sister ship to the 1976 Race winner, Piccolo. She will prefer fresher conditions.
 CREW: Skipper E. Grendon, Navigator R. Grendon, R. Dickin, K. Curtis, P. Botica, W. Johnstone, I. Fitzgibbon.

Royal Yacht Club of Victoria



GRETEL — 12/KA 1
 LOA 67'; LWL 47';
 Beam 13'; Draft 9'6".
 One of Australia's most famous yachts, Gretel is making her fourth journey to Hobart after being converted to ocean racing in 1975. Dismasted in this year's Montagu Island Race, she will be carrying a new, bigger rig, which should improve her dubious light-weather performance. Sailed by a very experienced crew, Gretel will be one of the first yachts into Constitution Dock.
 CREW: Owner B. Lewis, Skipper D. Kellett (8), Navigator B. Cramp (8), T. Cable (15), B. Gould (15), D. Parkes (4), J. Banks (2), J. Bisley (2), S. Hellmrich (2), P. Snowball (1), P. Thompson (1), J. Bonnin, G. Cramp, R. Kirby, A. Stanton.

Cruising Yacht Club of Australia



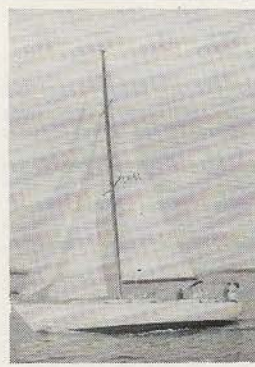
HOTSHOT — H 70
 LOA 29'9"; LWL 24'
 Beam 10'2"; Draft 5'6"
 A production Dick Carter design, Hotshot is a sistership to last year's second placegetter Wheelbarrow. She has performed with much success in the Half Ton Division in her Tasmanian home waters. She took line honours in her division in both 1979 Betsy Island Race and 1980 Wedge Island-Adventure Bay Race. If it is a race like last year, she could be among the leaders.
 CREW: Skipper G. Prescott, Navigators W. Cooper (2), R. Sellens (1), C. Escott (2), P. Stron, I. Colborne.

Derwent Sailing Squadron



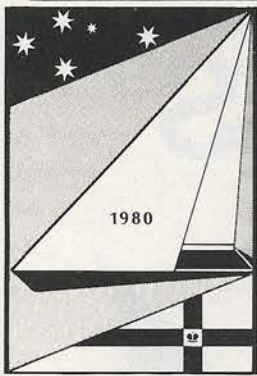
GUN — F 301
 LOA 34'; LWL 28'
 Beam 11'; Draft 6'
 Gun is a Holman & Pye designed UFO 34, a very popular stock 3/4-tonner in the UK. Hailing from WA she will prefer heavier winds than most, but time will be against her for top honours as she was launched only late this year.
 CREW: Skipper G. Crimp, Navigator S. Dembowski, R. MacArthur, P. Webb, B. Cadee, K. Rimmer.

Fremantle Sailing Club



HUON QUEST — 651
 LOA 45'; LWL 40'
 Beam 13'; Draft 6'3"
 Huon Quest is a Doug Peterson cruising design built by the Formosan Boatbuilding Co. Her skipper, Hedley Calvert, previously owned the successful 1-tonner Huon Chief and is obviously looking for comfort rather than speed with his new yacht.
 CREW: H. Calvert (9), Navigator R. Betts (5), N. Tall (5), S. Price (2), S. Shield (3), G. Langford, J. Calvert.

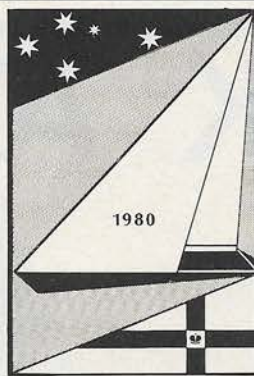
Royal Yacht Club of Tasmania

**IMPETUOUS — 2552**LOA 41'; LWL 32'
Beam 13'; Draft 7'3"

This Ron Holland designed 2-tonner has sailed a lot of miles since her launching less than two years ago. She was equal high point scorer in Admiral's Cup trials of 1979, competed in the Two Ton Worlds at Poole, England, finishing 5th, and then she went on to the Admiral's Cup as a member of the victorious Australian team. She was a member of the Australian B team at the 1980 Clipper Cup series in Hawaii. Placing 58th in last year's Hobart, she is suited to all conditions, and she will be well sailed.

CREW: Skipper G. Lambert (3), K. Down (2), C. Herbert (7), C. Hannon (2), R. Chapman (3), P. Long (2), P. Ryan, S. Primrose (3), two to be nominated.

Cruising Yacht Club of Australia

**LONGNOSE — 3035**LOA 42'7"; LWL 41'
Beam 9'10"; Draft 9'

A new Adams 13 metre launched in October and built by Traditional Yachts, Longnose is at best in fresh running and reaching conditions. While this is the first Hobart Race for owner Peter Stransky, she carries an experienced crew.

CREW: Skipper P. Stransky, Navigator A. Hickey (1), W. Rowe (2), A. Stransky, D. Ward, A. Rodd, R. Emmett, G. Hunt.

Cruising Yacht Club of Australia

**INCH BY WINCH — 393**LOA 44'; LWL 33'
Beam 13'; Draft 8'

Beautifully built in New Zealand for Dennis O'Neill & Partners, this yacht is distinctive for her black topsides. O'Neill has already won the Hobart, in 1968 with Koomooloo, and this latest Peterson design could make it two. He has assembled a powerful crew, and although she has been raced only since November, she is going well; her duel with Apollo V will be a Race highlight, and this one must be a favourite.

CREW: Skipper D.J. O'Neill (5), Navigator R. Hammond (23), H. Treharne (11), W. Ferris (1), B. Jackson (12), M. Bell (3), J. Irwin, D. Durgan, J. Carstens (2).

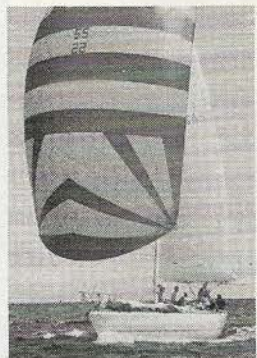
Cruising Yacht Club of Australia

**LOWANA — S1141**LOA 37'; LWL 29'
Beam 11'1"; Draft 7'

Designed and built by the Anderson brothers of Sydney, Lowana II is competing in her 6th Hobart Race. Her performances to date have been a little disappointing, but she has been a consistent starter in all races out of Melbourne, including four Apollo Bay Races.

CREW: Skipper D. Millikan (4), Navigator A. McKenzie (1), S. Hawes (2), R. Hiam (1), J. Walker, R. Pendergast, D. McKenzie.

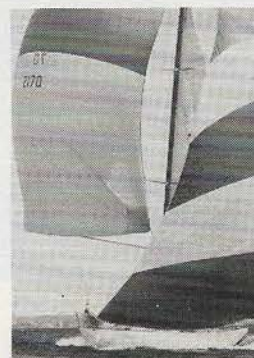
Royal Melbourne Yacht Squadron

**KESTREL — SA 55**LOA 37'; LWL 31';
Beam 11'10"; Draft 6'6"

Kestrel is an Alan Blackburne 1-tonner launched in 1976. She has competed in two Sydney-Hobarts with moderate success (28th overall was her best effort, in 1976). She has performed well this year winning the RSAYS offshore point score.

CREW: Skipper/Navigator R. Fidock (10), G. Beottcher (4), S. Moody (1), R. Last (1), A. Saiers, B. Wooding (1), J. Gleason.

Cruising Yacht Club of South Australia

**MARGARET RINTOUL II — 2170**LOA 48'8"; LWL 36'
Beam 13'3"; Draft 7'9"

The famous ex-Ragamuffin is back for another try at this elusive prize. Second in 1970 and again in 1978, a win is not beyond her. She proved capable of winning the Bird Islet Race outright earlier this season. She won the 1971 Fastnet, and at her best going to windward in a breeze, she will be pushed by a highly experienced crew for whom a victory would not surprise.

CREW: Skipper G. Freeman (9), Navigator L. Carter (5), B. Edwards (3), M. Edwards (3), S. Bull (4), R. Gumley (3), R. Clifford (2), J. Munson (7).

Cruising Yacht Club of Australia

**LEGEND — M 20**LOA 30'; LWL 24'
Beam 9'10"; Draft 5'6"

Legend is one of Peter Joubert's very successful Currawong 1/2-tonners. Her skipper, Wal Russell, is competing in his 10th Hobart Race and is sure to push Legend to the front of her division. Her best effort was a fine win in the 1979 Lord Howe Island Race, and she has performed with great credit in all races out of the Lake.

CREW: R. Kiely, Navigator W. Watson, K. Boyd, A. Kiely, R. Pascoe, W. Russell (11).

Lake Macquarie Yacht Club

**MARIA — M 121**LOA 36'2"; LWL 26'11"
Beam 10'6"; Draft 6'3"

Maria is a veteran Sparkman & Stephens design. She represented Australia in the One Ton Cup in New Zealand in 1971 after finishing 21st in her first Hobart start, the gruelling 1970 Race. Since then she has raced to Hobart on three other occasions, finishing 42nd last year and beating much more modern designs. A true S & S thoroughbred, she is at her best going to windward but will have a tough time filling a major place this year.

CREW: Skipper M.H.L. Preston (1), Navigator D.P. Kelly (1), C. Mason (1), D.G. Collings (1), J.L. Watson (1), C.R. Wallace, J. Preece.

Mornington Yacht Club

**LOLLIPOP — 565**LOA 30'; LWL 24'
Beam 9'6"; Draft 5'6"

A magnificent 4th in the tough 1977 Race was the best effort so far for this Peter Joubert designed 1/2-tonner. Back for her 6th start, she finished a creditable 14th last year, and her experienced crew can be relied upon for another strong performance, especially if it's a little boat race. Distinctive with her bright pink topsides, she will 'stick' to the more modern designs.

CREW: Skipper I. Millar (7), Navigator G. Field (5), A. Harrop (1), M. Armour (1), A. Leslie, S. Fitzgerald, J. Denton.

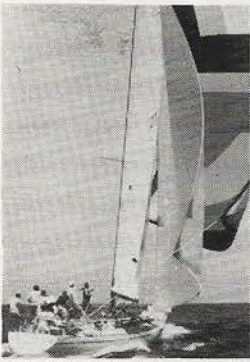
Royal Prince Alfred Yacht Club

**MARIA VAN DIEMAN — S8**LOA 36'; LWL 26'
Beam 9'2"; Draft 6'8"

This fine Sparkman & Stevens design makes a welcome return to the Hobart Race after an absence of 12 years. She has sailed in three previous Races, finishing a fine 7th in 1966 but retiring in both 1967 and 1968. Outdated by the latest rule, she will still give modern designs a fright if there are light to moderate headwinds. This will be the first Hobart for the majority of the crew, although they are well experienced in Bass Strait racing.

CREW: Skipper D. Bowman, Navigator M. Moore (2), N. Watson (1), P. Bevey, C. Tate, S. Walsh (3).

Royal Melbourne Yacht Squadron



MARY MUFFIN — 2701
LOA 47'6"; LWL 36'
Beam 14"; Draft 7'6"

A solid performer, her Sydney-Hobart record is outstanding. As Ragamuffin, she finished 3rd in '76, 2nd in '77, and as Constellation, she was 3rd in '78. As Mary Muffin, this handsome Frers boat has been sailed with great enthusiasm to Noumea, Vila (line honours), and line honours in the 1980 Suva Race. She sailed in the Clipper Cup series in Hawaii. She will be with the leaders. CREW: Skipper G. Blok (2), Navigator G. Marshall (14), D. Patterson (2), C. O'Connor, P. Turner (4), D. Lawson (18), M. Drent (1), C. Tumpane (11), J. Vale (3), R. Anderson (1).

Cruising Yacht Club of Australia



MERCEDES V — 2140
LOA 41'5"; LWL 35'
Beam 12'8"; Draft 7'

Built in aluminium and designed by the talented Scott Kaufman for the 1977 Admiral's Cup trials, Mercedes V missed selection. She represented NSW in the 1977 Southern Cross Cup. Now under her third owner, Ian Lewis, she has assembled a powerful crew who could easily push this good all-rounder into a top place.

CREW: Skipper I. Lewis (1), Navigator W. Thompson (20), S. Easton (6), I. McRae, M. Burke (8), I. Dodds (4), C. Hornsby, J. Fox, J. Lewis.

Royal Sydney Yacht Squadron



MATIKA II — 524
LOA 35'11"; LWL 27'5"
Beam 10'3"; Draft 6'

This will be the fifth Hobart for this fine little performer but the first under the ownership of Les Green. She had an outstanding fifth in the 1978 Race, and she continues to impress, with sixth overall in this year's rugged Montagu Island Race. She has an experienced crew who will push the Ben Lexcen design to the limit, and if the weather suits the little boats, she could easily be amongst the place-getters.

CREW: Owner/Skipper L. Green, Navigator A. Gray (10), K. Grande (3), L. Abbott (5), F. Ederer (2), P. Howes (5), two to be nominated.

Cruising Yacht Club of Australia



MINAMI — S 10
LOA 36'; LWL 28'
Beam 10'4"; Draft 6'

Another of the famous Swanson 36 class, and although launched in November 1975, she has recently completed a fitting out for offshore work and only had her first race this winter, the Queenscliff to King Island event. Skipper Ian Helton has competed in the 1967 Fastnet as well as four Melbourne to Hobart Races.

CREW: Skipper/Navigator R.J.M. Bonnin (2), F.J. Barrow, D. Napier, C.B. Carlile (2), S. Inglis, R. Buckeridge, P. Wearing-Smith.

Royal Melbourne Yacht Squadron



MELTEMI — 89
LOA 45'; LWL 34'6"
Beam 12'8"; Draft 7'

Meltemi's skipper, Bill Psaltis, comes of age in this Race competing in this classic event for the 21st time. Meltemi's best performance to date has been ninth, in 1972. An S & S design, she enjoys a hard slog to windward and she draws the majority of her crew from the Canberra Yacht Club. She will be sailed hard but may find a top place difficult to grab.

CREW: Skipper B.C. Psaltis (21), Navigator S. Firth (6), G. Tuisk (1), T. Dalton, J. Bell (1), D. Barter, E. Psaltis (1), S. Sharp (1), W. Boehm.

Canberra Yacht Club



MIRRABOOKA — 458
LOA 44'; LWL 35'
Beam 12'; Draft 7'6"

The former 1973 British Southern Cross boat Superstar, Mirrabooka will be starting in her seventh successive Hobart Race. She finished a fine third in the 1975 Race but will be struggling to equal that performance this year. Her highly experienced crew could surprise, especially with her new rig which was only put in a month ago.

CREW: Skipper J. Bennetto (21), Navigator J. Solomon (10), D. Mickleborough (15), J. Lucas (11), J. Muir (6), G. Wells (2), S. Firth (3), M. Grainger (1), P. Bennetto.

Royal Yacht Club of Tasmania

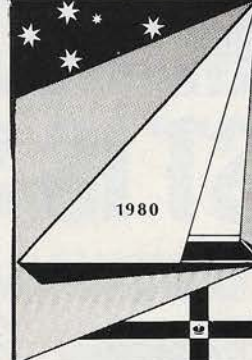


MERCEDES III — 450
LOA 40'; LWL 32'6"
Beam 11'4"; Draft 6'7"

A veteran performer, Mercedes III was the star of our first Admiral's Cup victory in 1967. Beautifully built by Ces Quilkey, she was one of the first cold-moulded yachts built in Australia. Designed by her first owner, Ted Kaufman, along with Ben Lexcen, she is still capable of giving a good performance aided by a big age allowance. At her best in a hard slog to windward, she will give the crew a comfortable trip south in all weather.

CREW: Not available at publication.

Middle Harbour Yacht Club



MOONRAKER — (no sail no. at pub. date)
LOA 31'; LWL 24'
Beam 10'6"; Draft 5'7"

This is a famous East Coast 31 hailing from Port Vila under her owner, Bill Webb, who sailed the tiny Joker into 67th place in the 1978 Hobart Race. Moonraker is sure to be well sailed, and she could figure high in her division. Her owner has raced extensively in northern waters, having compe

Vanuatu Cruising Yacht Club



MERCEDES IV — R 1313
LOA 41'10"; LWL 36'
Beam 12'9"; Draft 7'6"

Designed by her original owner, Ted Kaufman, Mercedes IV represented Australia in the 1975 Admiral's Cup after finishing fourth in the 1974 Hobart Race, her best effort yet. Beautifully built by Ces Quilkey, she now races out of Melbourne with much success, having won the 1979 Cock of the Bay. She also won the 1974 Montagu Island Race.

CREW: Skipper M. Braham (3), Navigator R. Grant (1), M. Short (1), I. Short (1), A. Short (1), G. Taylor (2), I. Chisolm (2), J. Stewart, C. Pemberthy (1), B. Pemberthy (1).

Royal Yacht Club of Victoria



MORANDOO — M 60
LOA 32'; LWL 28'
Beam 9'10"; Draft 5'7"

Used as the plug for the Swanson 32, this veteran performer competed in the 1969 Hobart, placing 20th. She is a solid little yacht that finished 24th in the last Apollo Bay Race, and she was well up in the last winter series in Victoria. She has an experienced crew, who have raced extensively out of Melbourne, and age allowance will aid her greatly. She will find the competition tough.

CREW: Skipper C. McMillan, Navigators P. Leroy, H. Scott-McKenzie, A. McMillan, M. Inglis, D. Leroy, C. Letts.

Mornington Yacht Club



MYSTIC SEVEN — 355
 LOA 36'; LWL 30'
 Beam 10'6"; Draft 6'3"
 Mystic Seven is one of the famous Swanson 36 class and is going along as much as for pleasure as for a prize. She will give a comfortable trip to an experienced crew, which includes the owner's son, who competed in the last Fastnet and Parmelia Races. Her best race was the 1977 Sydney-Lord Howe Race in which she won the Arbitrary Division and was third overall. She is a tough little performer.
 CREW: Skipper/Navigator N.D. Chidgey (3), V.M. Chidgey (3), C.D. Chidgey (2), D.G. Barnard (1), R.J. Catt (1), R.N. Hale.

Sydney Amateur Sailing Club



NOELANI — MH 184
 LOA 33'; LWL 28'
 Beam 9'7"; Draft 5'10"
 A Ben Lexcen design, Noelani is the former Marsude, which competed in the 1975 Hobart Race but finished well down the list. Launched in the early 70s, her best race result was a third in the Solitary Island Race in 1973. A fast little boat in her day, she will still give a good account of herself in a little boat race.
 CREW: Skipper A.K. Skehan, Navigator R. Eltringham, E. Duggin, R. Glasson, C. Tomp-son.

Middle Harbour Yacht Club



NAND III — 3111
 LOA 40'; LWL 34'6"
 Beam 11'; Draft 7'3"
 Designed by owner 'Blue' Chapman, this long, lean machine will give a good account of herself if there are extended periods of free sheeting. Built in steel, she may find her rating a little high to overcome to grab a top place, but she will be well sailed by an experienced crew, and she could surprise.
 CREW: Skipper R.O. Chapman (1), Navigator J. Maclurcan (3), R. Chapman (2), E. Chapman, E. Earle, J. Earle, I. Wheen, M. Lennon (1), K. Priestley.

Cruising Yacht Club of Australia



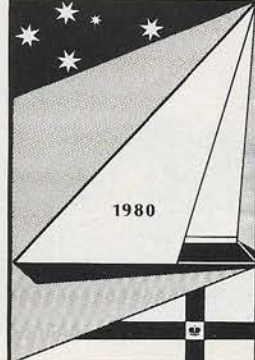
NOELEEN III — SM 66
 LOA 39'6"; LWL 29'
 Beam 12'3"; Draft 7'
 A 4/5 sloop designed by Kell Stienman to rate 1-ton, she has turned in some impressive performances since her January 1980 launching and will give a good account of herself in this race. Her experienced crew is headed by her co-owners, Ken King (who represented Australia in the 1976 Half Ton Cup) and Graham Warner (owner of the famous Winston Churchill, which has competed in 13 Hobart Races).
 CREW: Skippers K. King, G. Warner (14), Navigator A. Pinkster (1), A. Warner, R. Lloyd (1), I. Sawers (2), P. Weisner, C. Warner (4).

Sandringham Yacht Club



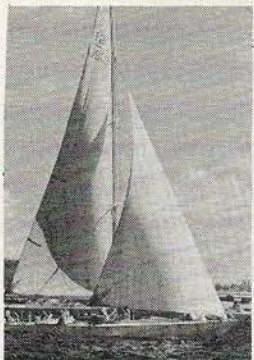
NATELLE II — 2555
 LOA 41'; LWL 35'
 Beam 12'6"; Draft 7'6"
 Designed by Doug Peterson and built in New Zealand she will be competing in her sixth Hobart with a fine fifth in 1977 her best effort. Sailed by an experienced crew, she could do well in this Race especially if there are long periods of windward work. She won the 1976 Montagu Island Race outright, while gaining line honours in the same race in 1978.
 CREW: Skipper R.E. Mische (15), Navigator B. Diethelm (1), W. Riles (4), D. Graff (3), A. White (2), P. Williams, P. Kline (8), J. Moat, one to be nominated.

Cruising Yacht Club of Australia



ONCE MORE DEAR FRIENDS — 3000
 LOA 39'6"; LWL 32'4"
 Beam 12'4"; Draft 7'3"
 This is the latest Ed Dubois design for two-time Hobart Race winner, Peter Kurts. A development of the highly successful Police Car, she is a minimum rating Admiral's Cup hopeful launched only in early November. She is similar to Panda which did well at the Sardinia Cup, winning the long race. With her fair share of running and reaching, she could easily provide Peter Kurts with his third victory in this Race.
 CREW: Skipper P. Kurts (15), Navigator P. Eadie (8), J. Harris (9), P. Shipway (11), A. Buckland (1), I. Murray (1), M. Hesse (11), D. Powys (6).

Cruising Yacht Club of Australia



NEFERTITI — US 19
 LOA 68'; LWL 45'
 Beam 13'; Draft 9'
 We issue a very warm welcome indeed to this veteran 12 metre. Designed by the famous Ted Hood and built for the 1962 America's Cup defence, she was beaten by the ultimate defender Weatherly, who went on to defeat Gretel four races to one. She has raced extensively and with much success in the Mediterranean, and her duel with Gretel should be one of the race highlights.
 CREW: Skipper F. Ryan, Navigator J. Hawley (9), K. Edmonds (4), S. Lord (1), T. Stranack, C. Ryan, J. Ryan, F. Brinkworth, B. Sutton, G. Fegan, A. Lockyer.

Royal South Australian Yacht Squadron



ONYA OF GOSFORD — 63
 LOA 43'; LWL 31'
 Beam 11'; Draft 7'2"
 This beautiful Cole 43 had the misfortune to break a lower shroud just after the start of last year's Race but she is back better than ever for this, her third start. Her experienced owner, Peter Rysdyk, with 11 Hobarts to his credit, may find a high placing hard to come by against the more modern designs. She finished 34th in 1978.
 CREW: Skipper/Navigator P. Rysdyk (11), B. Purcell (1), S. Travilion (4), P. Brinsmead (5), J. Temple, P. Whitecross, G. Stewart, T. Hartley (4).

Cruising Yacht Club of Australia



NEW ZEALAND — KZ 4400
 LOA 68'10"; LWL 59'1"
 Beam 17'; Draft 10'6"
 Designed by Bruce Farr specifically for next year's Whitbread Round-the-World Race, the Hobart Race will be New Zealand's first race. She will be a strong contender for line honours, and her crew have probably sailed more miles than anyone else in the Race, as most are acquainted with the rigours of long-distance racing. Skipper Peter Blake was in charge of Condor of Bermuda in the last Hobart which finished second across the line. Beautifully built by McMullen & Wing, she was launched on only in October of this year. She carries the hopes of New Zealand as she is a people's boat, and it would be no surprise if she were first to finish.
 CREW: Not available at publication.
 Royal New Zealand Yacht Squadron



PACHA — 97
 LOA 54'6"; LWL 40'
 Beam 14'5"; Draft 8'6"
 The 1970 Hobart Race winner is making a welcome reappearance under her new owner, Jose de la Vega. He has assembled a powerful crew headed by Hobart veteran Billy Ratcliff who will push this big Camper & Nicholson design hard. Still in immaculate condition and with a healthy age allowance, she could figure in the top half of the fleet but will be hard pushed to repeat her 1970 success.
 CREW: Skipper J. de la Vega, A Hancock (11), B. Simpson (4), P. Clarke (11), P. Collins (1), M. Friend (4), P. Ratcliff, W. Ratcliff (16).

Cruising Yacht Club of Australia



PATRICE III — 360
LOA 47'; LWL 36'
Beam 12'5"; Draft 7'8"

A lovely S & S design on her sixth Hobart Race, a seventh placing in 1976 is her best effort. With veteran Peter Green on board she could still do well, especially in a hard race to windward. Her near sistership Love & War has won the race twice, and Patrice III has represented NSW in the 1975 Southern Cross Cup and represented Ireland in the same series in 1979. Her experienced crew will push her hard.

CREW: Skipper P. Green (28), Navigator G. Hooten (6), F. Sticovich (3), J. Nelson (3), D. Johnson (5), M. Green (2), I. Rajaloo (2), I. Vidal, I. Perdriau (3), D. Ellis (4).

Cruising Yacht Club of Australia



PINTADO — G 4
LOA 33'2"; LWL 26'5"
Beam 10'5"; Draft 5'8"

Back for her fourth Race after a gap of four years, this little Buchanan and Joubert designed sloop's best performance was 35th in the 1974 Race. She has raced solidly in the past year under a new owner, including a 10th in the Port Fairy Race and third in the Melbourne to King Island Race. Maybe a little outclassed by this fleet, she could surprise in her division.

CREW: Skipper I.E. Backwell, Navigator J.H. Cowell (1), D.S. Harris (1), C.J. Gilmore, D.W.P. Ham, M.L. Cornish, S.H. Cowell (1).

Royal Geelong Yacht Club



PAWPAW — 2786
LOA 34'4"; LWL 25'
Beam 11'; Draft 6'

A stock Pawtucket designed by Peter Cole and built by Comprador Marine, Pawpaw is at her best in a breeze. This will be the first Hobart for both owner and boat. A regular competitor in all CYC races, her trip south will be watched with great interest.

CREW: Skipper F. Snape, Navigator D. Cudmore, J. Gittoes, K. McInnes, P. McAllister, H. Govers (1), K. O'Shea.

Sydney Amateur Sailing Club



PIPE DREAM — 644
LOA 44'; LWL 38'8"
Beam 12'11"; Draft 6'4"

A big cruising Peterson 44 built in Taiwan, this will be her initial long ocean race although she was launched four years ago. Rigged as a cutter she will give a comfortable ride to the crew, amongst whom are some very experienced yachtsmen. She will be hard pressed to keep up with the more modern boats but will still give a good account of herself.

CREW: Skipper K. Beashel (7), Navigator J. Sanders (2), D. O'Neill (8), B. Edgerton (6), W. Wood, D.H. Sumner, R. Fredericks, D. Casswell, A.J. Bonouvie, D.W. Bonouvie.

Royal Prince Alfred Yacht Club



PHOENIX — 257
LOA 37'; LWL 30'
Beam 11'10"; Draft 6'2"

This new Davidson design 1-tonner belongs to Erwin Vidor who previously raced Farr Out with much success. Built by crew member, Mal Henderson, she has started her career in great fashion by winning the gruelling Montagu Island Race. She will be one of the favourites, especially in a race with extended periods of running and reaching. She has a good crew, many of whom sailed aboard Farr Out.

CREW: Skipper E. Vidor (2), Navigator G. Bennett (3), M. Henderson (3), B. Fawkes (2), T. Messenger (1), A. Fische, D. Walsh, S. Collakides (6).

Cruising Yacht Club of Australia



PLABA IV — 17623
LOA 29'6"; LWL 24'
Beam 10'; Draft 5'6"

One of the smallest boats in the fleet, Plaba IV came to Australia as the Italian representative in the 1/2-Ton Cup held in Sydney. She finished 16th in that series. Prior to that she had raced in the Mediterranean with much success. A race similar to last year in which the little boats dominated, could see her up with the leaders.

CREW: Skipper B. Gambacorti, Navigator A. Gambacorti, R. Kambo, R. Ricci, J. Vignes (1).

Lega Navale Italiana



PICCOLO — M 88
LOA 38'; LWL 34'
Beam 12'6"; Draft 7'

Piccolo must be one of the favourites, and she is in top form with a fine second in this year's Montagu Island Race. Her owner, John Pickles, and veteran crew member, Albert Mitchell, know what winning is all about, having won the 1976 race aboard the former Piccolo. This boat is the previous Hecate designed by Bruce Farr and which represented Australia in the 1977 One Ton Cup. She will be driven to the limit.

CREW: Skipper J. Pickles (8), Navigator B. Brenac (8), A. Mitchell (22), M. Barnett (2), P. Gracie (2), M. Hamonet (2), P. Hannan (8), G. Moses (2).

Lake Macquarie Yacht Club



POLICE CAR — 330
LOA 42'; LWL 34'
Beam 13'; Draft 7'3"

Star of the 1979 Admiral's Cup team after finishing fourth in the world Two Ton Championship, Police Car is now in the hands of America's Cup helmsman Jim Hardy. She has an experienced crew and could figure high on the handicap placing. She thrives on heavy conditions and, like all Ed Dubois designs, is at best in running and reaching conditions. Will be one of the boats to beat.

CREW: Skipper J.G. Hardy (5), Navigator C. Betts (20), F. Neill (4), C. Masters (3), R. Scrivener (5), R. Ross (5), D. Hardy (1), M. Griffiths, N. Hoey.

Royal Sydney Yacht Squadron



PIMPERNEL — 2690
LOA 34'; LWL 25'
Beam 10'; Draft 6'

A sistership to the 1969 winner, Morning Cloud, Pimpernel will find the competition a little tough this year. One of the famous S & S 34 designs built in Perth, she was unfortunately dismasted earlier this year in a Bird Island Race. She had a good result in her only previous Hobart start, last year, when she finished a creditable 17th.

CREW: Skipper H. Holland (1), Navigator R. Hunt (9), T. Dodds (1), D. Bisant (1), R. Baxter, T. Craig.

Cruising Yacht Club of Australia



PRIORITY — 2343
LOA 37'; LWL 30'
Beam 12'; Draft 6'10"

Priority is a well performed, Scott Kaufman designed 1-tonner whose duel with her sister ship, White Pointer, is always followed with interest. She has a long list of successes since her launching in February 1978. She was first in the One Ton Division in the last Sydney-Hobart, third in the Sydney-Brisbane Race both in 1978 and 1979, and was first in her division in her initial long race, the 1978 Montagu Island Race. Strongly crewed, she is still capable of a good performance in this year's race.

CREW: Skipper J. Pryor (2), Navigator J. Biffen, G. Riding (2), M. Dowling (1), N. Wagner (6), P. Kavanah (1), B. Joy, A. Pryor, B. Lawler.

Middle Harbour Yacht Club



PUSS 'N BOOTS — A 5
 LOA 34'; LWL 29'
 Beam 10'3"; Draft 5'
 Eighteenth in the record fleet last year was a fine effort from this Duncanson 35. She will find the competition against the more modern designs a little tough this year, but these designs will give a comfortable and safe trip south. She was third overall in the 3/4-ton championship in South Australia in 1978.
 CREW: Skipper/Navigator H. Boot (1), D. Wood (1), S. Muir (1), S. Halliday, J. Dewing, A. McGifford (1).

Bellerive Yacht Club



REVENGE — R 70
 LOA 32'10"; LWL 25'
 Beam 11'3"; Draft 6'2"
 Revenge finished a fine 32nd overall in last year's record fleet, her only previous Hobart start. The year before she finished 16th in the West Coaster. A production 3/4-tonner designed by Dick Carter and built by Mariner, she is sure to give a top performance along with her sister ship, Ghost Too, if it's a little boat race. It will be owner Green's third Hobart, although he has competed in all major races out of Victoria.
 CREW: Skipper/Navigator P.H.I. Green (2), P. Dunn (2), T. Harper (3), W. Owen (3), T. McCarthy (2), S. Cosgrave (2), D. Jacobs.

Royal Yacht Club of Victoria



QUEST — MH 196
 LOA 42'; LWL 36'
 Beam 12'7"; Draft 6'
 A production Swanson 42, Quest is back for her fourth Hobart, and although she has more affinity for cruising, she is sure to give her experienced crew a comfortable ride. She beat many more fancied rivals last year, finishing 71st. Her best race performance was fourth in the Arbitrary Division in the rugged 1979 Sydney-Noumea Race.
 CREW: Skipper R. Cruickshank (4), Navigator W. Gibson (3), H. House (3), D. Mills (2), M. Cruickshank (2), G. Martin (1), R. Burgess (2), G. Graham (1).

Middle Harbour Yacht Club



RIMFIRE — SM 16
 LOA 42'; LWL 35'
 Beam 13'4"; Draft 6'10"
 The big Bruce Farr design is back for her third Hobart classic. She had the dubious honour of finishing last on corrected time in 1978 after being penalised 50 per cent as a result of a protest. Last year she was 109th overall and 35th across the line. She has begun this season well with a fine third in the Queenscliff to Apollo Bay Race, and if hard running conditions prevail in the Hobart, she could easily improve on her past two races as well as giving the crew a comfortable ride.
 CREW: Skipper E.W. Wall-Smith (4), Navigator B. Chapman (3), A. Ross (3), G. Wolf, S.P. Ryan, J. Bennett (8), D. Vickers (1), R. Blackwell (2), A. Shawcroft (1), D. Shields.

Sandringham Yacht Club



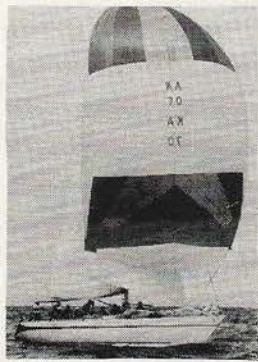
QUO VADIS II — M 3
 LOA 38'3"; LWL 31'2"
 Beam 12'; Draft 6'4"
 This will be the first Hobart start for this Bruce Farr design. After her launching in January this year, she performed creditably in the northern series of races, finishing second across the line in both the Brisbane-Gladstone Race, and then the Gladstone-Bundaberg Race. She performed only moderately well in the last Brisbane Race, correcting out at 13th place. She will prefer a breeze.
 CREW: Skipper H. Marks, Navigator J. Morgan (1), W. Turnbull (9), G. Kuscher (2), T. Dow (1), R. Marks, S. Gallagher, W. Torpey.

Lake Macquarie Yacht Club



ROGIS TOO — 578
 LOA 39'; LWL 34'
 Beam 12'2"; Draft 6'9"
 Designed by Joe Adams, Rogis Too was built in Melbourne, her original name being Jimmy Blacksmith. She was fifth boat to finish in both the 1978 and the 1979 Melbourne to Hobart Races. Her owner raced for the first time to Hobart last year in a boat of the same name but finished well down the list. This new and bigger Adams design will give the Botany Bay crew a great chance to improve greatly on that place. She will revel in a fast downhill ride.
 CREW: Skipper R.J. Brown (1), Navigator J. Durrington (2), R. Overton (2), J. Hearne (1), W. Smith, K. Bridges (1), J. Richards, N. Senior, G. Beaton (1).

Botany Bay Yacht Club



RAGAMUFFIN — 70
 LOA 45'; LWL 38'
 Beam 14'; Draft 8'
 The elusive Hobart prize is about the only major one Syd Fischer and his famous Ragamuffins still have to win. Ragamuffin will start one of the favourites this year. This Doug Peterson 45-footer was a member of the Australian team winning both the 1979 Admiral's Cup and the 1980 Clipper Cup. She is a superb performer who goes well in all conditions, and a win would prove a popular one.
 CREW: Skipper S. Fischer (14), Navigator W. Fesq (16), T. Ellis (11), R. Magrath (3), R. Baker (4), D. Powys (6), D. Downey (1), S. Brezewitz (2), J. Keeran (2), G. Moore (1), K. Dobbins (2).

Royal Sydney Yacht Squadron



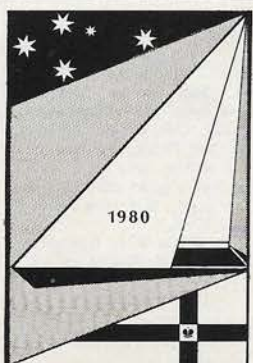
RUTHLESS — 1510
 LOA 36'; LWL 30'
 Beam 11'6"; Draft 6'6"
 Well performed Doug Peterson designed 1-tonner competing in her fifth Hobart, although yet to figure in a top place. Her best race result was winning the 1975 Montagu Island Race. Veteran owner Peter Hill will be competing in his 11th Hobart and knows the course well enough to push this boat into a top place.
 CREW: Skipper P. Hill (10), B. Robinson (8), H. Hickley (2), M. Hill (1), M. Delaney (7).

Cruising Yacht Club of Australia



RAGER I — 395
 LOA 43'; LWL 32'
 Beam 11'; Draft 6'8"
 One of the famous Cole 43 class that formerly raced under the name of Ruffian, under her new owner Mike Clements, Rager I was a regular competitor in all long races out of Sydney this season. As Ruffian she competed in three Hobart Races with a 10th place in 1976 her best effort.
 CREW: Skipper M.A. Clements, Navigator T. Lambertson, E. Schneibel, I. Lodens, C. Clements, C. Oh, W. Brandis (2).

Cruising Yacht Club of Australia



SAGACIOUS — 13575
 LOA 43'; LWL 35'
 Beam 12'; Draft 6'7"
 Sistership to Vivacious and launched only in November this year, Sagacious is designed by Peter Cole. She is a fractional rig sloop built in GRP. Her experienced crew raced the owner's previous boat Saga with much success. Sagacious' duel with Vivacious should keep both crews on their toes and will give the crew a quick safe trip.
 CREW: Skipper G.J. Appleby, Navigator I. Potter (4), P. Millburn (1), S. Lamb (4), M. Atchinson (1), B. Stephens, C. Doolan (2), C. Jones (4), R. Byerley.

Cruising Yacht Club of Australia



SALAMANDER II — MH 4
LOA 36'; LWL 32'
Beam 12'; Draft 6'2"

This is a well performed stock Farr 1104 with a modified rig, and she has started this season in good form. She had the misfortune to be forced out of the Hobart last year with a broken rudder. She came 11th in this year's Montagu Island Race and a fine third in the 1980 Sydney-Brisbane Race. She could figure among the placegetters if the weather is reasonably fresh.

CREW: Skipper K. White (1), Navigator S. White (2), G. White (4), K. Mascord (1), D. Gandy (2), I. Pemberton (1), J. Dibble (1), A. Pearson.

Middle Harbour Yacht Club

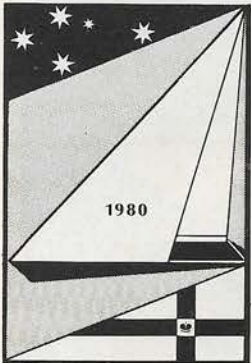


SHENANDOAH — 1214
LOA 31'; LWL 25'3"
Beam 10'3"; Draft 5'4"

Shenandoah turned in a stirring performance to grab fourth overall in last year's Race. One of the original East Coast 31s designed by Peter Cole, she is always to the fore in a little boat race. She won the 1977 Montagu outright, and many other level rating regattas in her earlier career. Her owner, Julius Charody, and his experienced crew have raced consistently in all long races, and a repeat of last year's performance would delight everyone.

CREW: Skipper J.R. Charody (3), Navigator R. Cortis (1), P. Sarlos (5), N. Winkler (2), T. Andrews, G. Royal, M. Frank.

Cruising Yacht Club of Australia

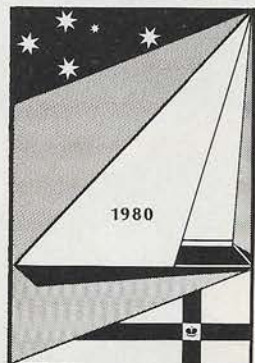


SALTPETA — 2855
LOA 30'; LWL 24'
Beam 9'6"; Draft 5'1"

A production Currawong 30 design by Peter Joubert, Saltpeta was only just completed in time for this season's racing in which she is a regular in all races out of Sydney. She will be hard pressed to keep up with more modern designs. Her experienced owner has sailed in previous Hobart, Fastnet and Trans-Tasman Races.

CREW: Skipper/Navigator P. Hinton (1), R.A. Hale, C. Berry (1), R. Hutton (1), P. Ingham, one to be nominated.

Greenwich Flying Squadron

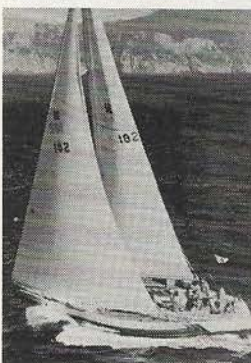


STAR WARS — SM 336
LOA 43'; LWL 37'
Beam 10'9"; Draft 6'6"

A famous Cole 43, Star Wars is the former Bacardi and has sailed to Hobart many times, a fifth in 1976 her best effort. Now under her fourth owner, Barry Button, she was well down the list last year but was second across the line in the 1978 Melbourne to Devonport Race. A little outdated by the modern designs, she is a solid, seaworthy boat which prefers a blow.

CREW: Skipper B. Button (1), Navigator D. Gourlay (3), R. Howard (2), J. Howard (1), P. Krause (1), M. Allnut (1).

Sandringham Yacht Club



SATIN SHEETS — M182
LOA 41'10"; LWL 36'
Beam 12'8"; Draft 7'3"

Satin Sheets is the former Victorian yacht Sunburst which narrowly missed Admiral's Cup selection in 1977. Designed by Doug Peterson, she has had many successes under her new owner, Andrew Strachan; she was a member of the Australian B Team in the Pan Am Clipper Cup series. She has just returned after being second across the line in the 1980 Lord Howe Island Race. She will be best to windward in light conditions.

CREW: Not available at publication.

Lake Macquarie Yacht Club



SWEET CAROLINE — 3557
LOA 42'; LWL 35'
Beam 12'; Draft 8'

Strong contender for top honours. Her experienced crew will push the Laurie Davidson design to the limit. Member of the victorious Clipper Cup team this year in Hawaii after winning the Sydney-Suva Race en route. Rushed to the start of last year's Hobart, finishing third in Division 1. A major place would not surprise, especially if there are extended periods of running and reaching.

CREW: Skipper M. Phillips (3), Navigator D. Hocking (14), N. Hyett (8), J. Burke (10), J. English (1), G. Prior (2), G. Frazer (2), two to be nominated.

Cruising Yacht Club of Australia



SCREW LOOSE — M 336
LOA 29'9"; LWL 24'6"
Beam 10'2"; Draft 5'8"

The little champ is back; last year's winner is out to defend her crown. One of the smallest boats in this year's fleet, she will again be to the fore in a little boat race. She has done little racing this year but this Ron Holland design is a good all-rounder and will excel in light running and reaching conditions. Will be the little boat to beat.

CREW: Skipper R.J. Cumming (1), Navigator G. Behrens (1), D. Behrens, T. Grant (1), N. Cropp, J. Brooks.

Mersey Yacht Club



SZECHWAN — 3007
LOA 39'; LWL 29'
Beam 11'11"; Draft 7'

Minimum rating Admiral's Cupper, launched only a few weeks ago. Designed by Laurie Davidson and built in timber by Phil Maloney in Sydney. Experienced crew, the majority of whom raced Relentless with great success last year. Will be the third Hobart start for owner Jeremy Whitty.

CREW: Skipper J. Whitty (2), Navigator G. Halls (6), F. Johnston (12), L. Minehan (1), L. Abbott (8), F. Arrowsmith (8), B. Stevens, P. Maloney.

Cruising Yacht Club of Australia

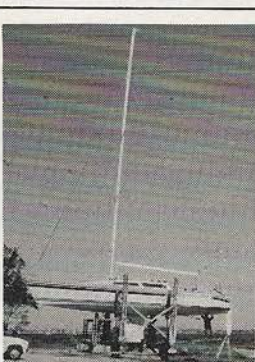


SECOND LADY — B 68
LOA 34'; LWL 28'
Beam 11'3"; Draft 6'

A stock Peter Cole designed 3/4-tonner who has competed in the last three Hobart Races with 34th last year her best effort. Has raced extensively out of Melbourne over the last three years, and the owner and the experienced crew are hoping this will be their year. Good solid little performer that may be hard pushed to keep pace with the more modern designs.

CREW: Skipper G. Scherwinski (3), Navigator R. Millard (1), B. Manson (5), B. Bradbury (2), H. Fischer (1).

Royal Brighton Yacht Club



THE NEWCASTLE FLYER — M 7
LOA 39'; LWL 36'6"
Beam 9'7"; Draft 6'9"

This is a brand new Joe Adams' design launched in September this year. Her highly experienced crew headed by veteran Alby Burgin, who won the 1961 Hobart Race skipping Rival, is sure to push this boat hard, but they will have to hope for a run all the way to have a chance in this race.

CREW: Skipper P. Rundle (14), Navigator A. Burgin (21), R. Carlier (3), L. Lunn, D. McEneaney (1), B. Piefke, B. Sneddon.

Lake Macquarie Yacht Club

**THUNDERBOLT — 560**LOA 35'5"; LWL 28'
Beam 11"; Draft 6'3"

A veteran of the Hobart Race, Thunderbolt first competed in 1968 while her fourth place in 1969 was a great effort. Well sailed and with a healthy age allowance, she is one boat that could still figure in a major place if the weather suits the smaller half of the fleet. She finished 11th overall and third in her division in last year's record fleet. She was designed by her original owner Graham Shields and one to watch.

CREW: Skipper P. Harding (5), Navigator J. Holdaway (5), G. Swift (3), C. McTavish (2), B. Mills (3), I. Marden (1).

Royal Sydney Yacht Squadron

**WAGGERS II — A 138**LOA 33"; LWL 31'5"
Beam 8'8"; Draft 5'9"

A brand new Joe Adams' design launched in November this year, like all Adams' boats Wagers II is all waterline, and she will be at her best in fresh running conditions. Her owner Radford is most experienced, having competed in three previous Hobarts, in '73, '74 and '79. A hard northerly across the Straits could see her amongst the leaders in her division.

CREW: Skipper G. Radford (3), Navigator J. Adams (1), P. Kelly, M. Newsom, N. Roden-Smith.

Sydney Amateur Sailing Club

**THYLACINE — A 30**LOA 34'5"; LWL 29'
Beam 10'9"; Draft 6'

This is an Alan Blackburne designed Duncanson 35 which finished 64th in its only previous Hobart start, in 1977. She finished a creditable second in the IOR division in the 1979 Gladstone-Cairns Race, and if it's a little boat race with some periods of fresh headwinds, then she will push some of the newer designs for a top place in her division.

CREW: Skipper/Navigator J. Burton (1), A. Masters (3), R. Hayton (2), M. Jackson (1), S. Ainscough, P. Kirkman.

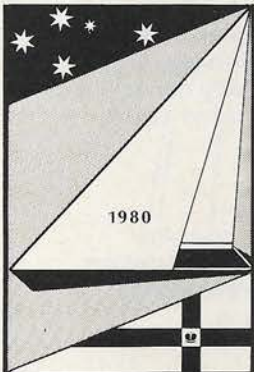
Bellerive Yacht Club

**WHEEL BARROW — 2697**LOA 29'9"; LWL 24'
Beam 10'1"; Draft 5'6"

Wheelbarrow is another of the little boats that did so well last year, finishing a close second to Screw Loose. Her lively crew, under owner 'Dingle', are in top form already this year having won the 1980 Lord Howe Island Race. Like Screw Loose she again will be hard to beat. Designed by Dick Carter she was built by Mariner Boats and launched in August 1979. Would prove a popular winner.

CREW: Skipper I. Tringham (4), Navigator R. Young (3), T. Tringham (3), I. Treharne (8), 1 to be nominated.

Royal Prince Alfred Yacht Club

**TUCANA — M 11**LOA 30"; LWL 25'
Beam 10"; Draft 5'9"

One of the smallest boats in the fleet. Designed by Walter Knoop and launched in October this year, she will be hoping for a race similar to last year in which it was a little boat bonanza. Experienced crew who have sailed many miles in local Hobart races.

CREW: Skipper L. Dean (1), Navigator J. Howard (1), P. Foster (1), S. Walker, G. Hustein, T. Hollingsworth, M. Dean.

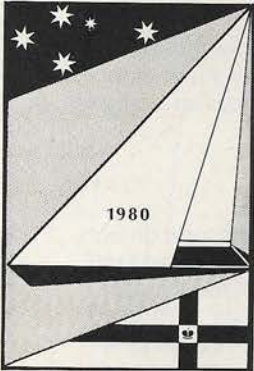
Mersey Yacht Club

**WHITE POINTER — 2246**LOA 36'7"; LWL 30'
Beam 12"; Draft 6'6"

White Pointer has a very experienced crew who push this Scott Kaufman designed 1-tonner with much success. She was second in the 1978 Sydney-Brisbane Race and had an outstanding '78-'79 season, winning both the Long and Short Ocean Point Scores at Middle Harbour Club. Launched in 1977, she always gives a good account of herself, and her crew enjoys the Hobart hospitality.

CREW: Skipper K. Le Compte (5), Navigator T. Shaw (1), B. Oglivery (3), B. Ferris (3), J. Kersey, R. Howlet (10), R. Peterson (3).

Middle Harbour Yacht Club

**ULTRA VIOLET — 352**LOA 38"; LWL 30'
Beam 12"; Draft 6'

This is a new Doug Peterson design, a 3/4-rigged sloop built for Jack Violet, who previously raced Hi-Jacque. Battling against time to be ready for the Race, she was put into the water only a couple of weeks ago. She will be a minimum-rating Admiral's Cup yacht with a rig similar to that of Adrenalin.

CREW: Skipper J. Violet (7), Navigator J. Hawley (8), R. Jacobs (1), J. Wilmott, G. Davidson, R. Bridkirk, J. Hornblower (3).

Cruising Yacht Club of Australia

**WILLI WILLI — 1422**LOA 54"; LWL 44'
Beam 12'6"; Draft 8'3"

Another former Ragamuffin, Willi Willi is back this year under her colourful owner, Joe Goddard. She is re-rigged, and has a new 10-foot-bigger mast which is sure to improve her light weather performance, but she will find it going tough against the more modern designs. Built for the 1975 Admiral's Cup trials, she has been raced under Joe Goddard in all long races out of Sydney, with mixed success.

CREW: Skipper/Navigator J. Goddard (5), J. Goddard Jr. (5), P. Goddard (5), R. Ramsay (5), J. Kafka.

Cruising Yacht Club of Australia

**VIVACIOUS — 3054**LOA 43"; LWL 35'6"
Beam 12'8"; Draft 6'7"

A brand new design by Peter Cole for Jim Brown, who successfully raced the East Coast 31 of the same name, time will be against this boat in its battle to be fully tuned by Boxing Day. Her experienced crew, under owner/skipper Brown won last year's Long Ocean Point Score in the Half Ton Division at the CYCA. She could surprise in moderate airs.

CREW: Skipper J. Brown (1), Navigator K. Boyle (3), K. Jaggar (3), G. Butler (1), B. Clayton (1), R. Griebel (1), A. Hodge (2), J. Woods (1), one to be nominated.

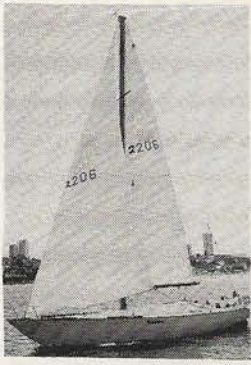
Cruising Yacht Club of Australia

**WIMAWAY — 1447**LOA 35"; LWL 29'
Beam 10'9"; Draft 6'

Another of the popular Duncanson 35s, this will be Wimaway's 6th Hobart start. She first competed in 1973 as Ali Baba and has her first race last year for her new owner, Tony Barry; in that race she finished a creditable 36th in the record fleet. Her best race performance was 3rd in the 1974 Brisbane Race, and she may find the competition a bit tough in this race to achieve a similar result.

CREW: Skipper/Navigator T. Barry (1), M. Maher (1), J. Burley (1), T. Bowen (1), P. Merrett (1), G. Bedford (1).

Middle Harbour Yacht Club



WOFTAM IV — 2206

LOA 40'; LWL 32'
Beam 12'; Draft 6'

To Bob Jemison obviously it is not a 'w.o.f.t.a.m.' going to Hobart as he is competing in his fourth Race, the third in this Ben Lexcen design. He was 79th in last year's Race, which obviously pleased Bob as he kept out of a triple-figure placing, and he will be hoping for an improvement this year but may find the pace a little hot. Woftam IV's enthusiastic crew enjoy the Hobart hospitality.

CREW: Skipper R. Jemison (3), Navigator D. O'Connell (12), K. Anderson (5), A. Alle (3), R. Quiddington (2), B. Taylor, I. Taylor (1), one to be nominated.

Cruising Yacht Club of Australia



ZEUS II — 327

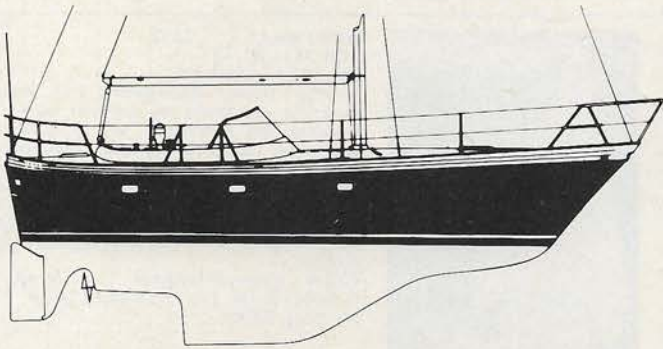
LOA 30'; LWL 22'
Beam 9'6"; Draft 5'6"

One of the outstanding little boats of the Sydney fleet, Zeus II is quite capable of taking out this event. She is already in top form this season, gaining 3rd overall in the Tradewinds Trophy race over 90 miles. Designed by Peter Joubert, she was outfitted by her owner, and last year's Race was her first to Hobart; she finished 21st. CREW: Not available at publication.

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A DECADE OF HOBARTS AGO...

As the Hitachi Sydney-Hobart Yacht Race enters a new decade, a seasoned hand who has done every one of the last ten Hobarts looks back ten years to the 1970 event, a year that qualifies without much argument as one of the toughest in the history of this classic yacht race.

by John Dawson

Like the sky, the sea was stark and grey, and even though the wind had eased considerably, the huge swells (probably still 30ft) marched stealthily towards the vessel. The only relief to this lonely cold scene was the vivid white topsides and small storm sails of Fair-Thee-Well as she moved defiantly under reduced gear towards Hobart. The crew below were licking their wounds after the greatest battering most of us had ever experienced.

The Hobart of 1970 was a year when there was a lot of wind except for a very short calm patch between two fronts. The fleet left the Heads in a good northeaster, which freshened up to 35 knots, sweeping the yachts down the New South Wales coast and across Bass Strait. Running conditions were so good, in fact, that two boats lost their rudders, including Alan Bond's Apollo — but not before she had had the chance to clock over 240 miles in 24 hours.

Ten years ago the rhumb line was not as respected as it is today. Skippers, if they were going to get to one side or other, tended to go east for more set and for a much better nor'east breeze at night. 1970 was a good example. As the wind dropped, many boats were down the Tassie Coast but a fair way out to sea. We on board the Alan Payne 40ft Fair-Thee-Well were no exception as the seas became glassy smooth and a thick fog enveloped us. Being becalmed, of course is, no fun for most yachtsmen, but then we did not know what was on its way from the depths of the Southern Ocean.

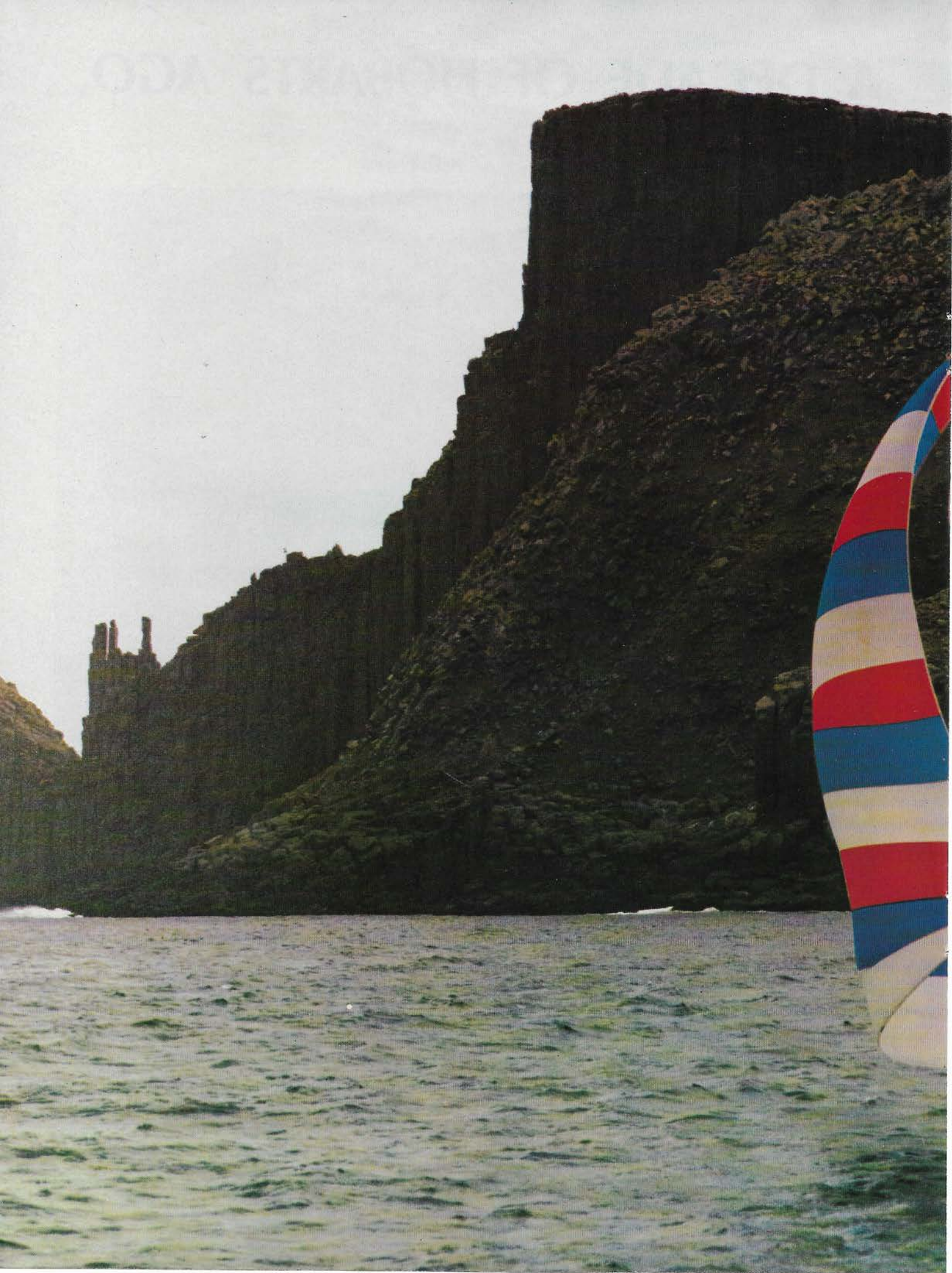


Pacha, winner of the tough 1970 Hobart Race.

As our vessel flopped and wallowed in the eerie, breathless conditions, the swell started to increase. This continued for some time, with waves getting larger — still no wind. Then a nice sou'west breeze came in, and we were off. The steady wind did not last long, and as the afternoon progressed, so did headsail changes and mainsail reefs as the wind went sou'east. By dusk we were down to our smallest headsail and a fully-reefed main. The seas were already enormous, and as I came up the companionway to go on watch, I will never forget the look of concern on the helmsman's face. I sneaked a tentative look

over the coachhouse only to see a grey-green monster bearing down on us. It was breaking at its crest, and it was obvious that we did not have enough power to get to the top and over this thirty-odd-foot wall; we were pushed backwards, sideways and down — with tonnes and tonnes of water doing its damndest to sink us. Then, as the boat lay there, with hardly any speed, two

Colour photo next two pages: Down the Tassie coast, the fog has cleared and The Sting heads for home in 1979's Race. Photograph by Richard Bennett.





A Decade of Hobarts ago...

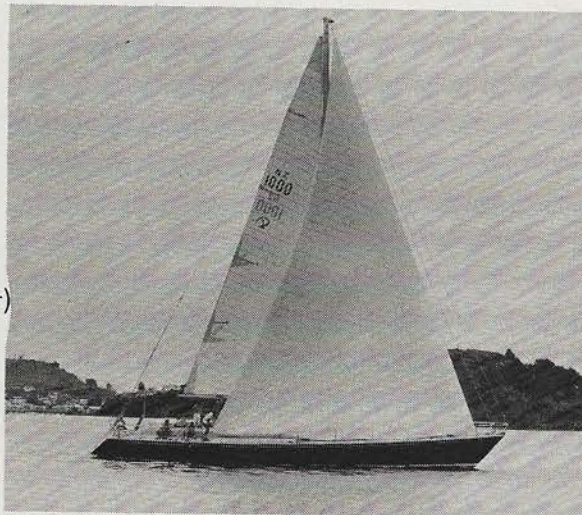
more huge waves came through just to make sure that we realised we were in the Tasman Sea, a long way from home.

The strength of this southeast gale reached 70 knots. It blew for nearly 2½ days — “plenty for everyone” a famous ocean racing yachtsman used to say when asked about the strength of such wind. The ferocity of the storm and accompanying steep seas, coming straight from Antarctica, caused much damage to the fleet. It set a record for retirements — 14 — just about a quarter of the field of 61 starters.

I feel it is significant to point out that in 1970 yacht design was orientated towards much stronger and less radical vessels than the lightweights we know today. Scantlings, framing and so forth were much heavier, with designers apparently having a greater regard for the power of the sea than in subsequent years. It is this fact, I am sure, that kept the toll of retirements down.

To give one an idea of how tough the conditions were, these are the vessels that did not make it (in addition to Apollo):

Boambillee (V. Walsh)
Carina (P. Daniel)
Cavalier (J. Roche)
Jisuma (L. Scott)
Makaretu (N. Gosson)
Mercedes III (H. Kaufman)
Rival (A. Burgin)
Rumrunner (G. Nock)
Spirit (G. Kiskaddon)
Starfire of Perth (N. McAllister)
Stormy Petrel (C. Curran)
Thunderbolt (G. Shields)
Valhalla (A. and P. Hankin)



Buccaneer, a New Zealand entry, took line honours in the 1970 Race finishing some three hours before the overall winner, Pacha.

Sparkman and Stephens was the most successful design house coming into the seventies although they did not provide an overall winner in this particular Race, the honour going to the aluminium, burgundy-hulled Pacha, skippered by Bob Crichton-Brown. He had a most experienced Hobart crew under his command, including Stan Darling as navigator and Peter Green as Sailing Master.

Second boat on corrected time in 1970, only five minutes or so behind,

was Syd Fischer's original Ragamuffin; S&S designs filled the next three places as well — third, Salacia II (Arthur Byrne), fourth, Koomooloo (Norman Rydge), and fifth, Vittoria (Lou Abrahams). (Line honours that year were taken by the Kiwi boat, Buccaneer (Tom Clark).)

The traumatic conditions of '70 brought forth plenty of stories from those who finished as well as those who did not. The skipper of Maria broke his arm but nevertheless was pleased to be able to say that at least he made it. Another owner was so discouraged by the trip (his vessel had suffered a 360° roll in the huge seas) that, having arrived in Constitution Dock, he headed straight for Hobart airport. Apparently his instructions to the airline captain were to be taken to Sydney direct (without crossing water).

Apart from dented human bodies (and reputations), the boats had also taken a hammering, with broken masts, torn sails, parted halyards and broken frames along with a popped deck or two. Ilima, twisted so badly from her pounding, split her two water tanks in Storm

Bay when the crew already had enough pumping to do. The winner, Pacha, looked like several day's work for a team of panel beaters, her aluminium bow pushed in between frames.

There could be no more ill-fated story than that of Graham Shield's Thunderbolt. After losing her mast during the gale (and the wireless aerial, which was attached to the backstay), the sturdy vessel was gradually blown back into Bass Strait, being unable to make any headway under her spinnaker-

poled jury rig. The crew eventually got back on air by attaching an aerial to their danbuoy using (apparently waterproof) chewing gum; they were subsequently battered by another two 60mph fronts. After communicating with Melbourne radio they worked out that both their rig and fuel could not get them to land with conditions deteriorating. It was so fresh that the crew could not work on deck, and a MAYDAY call was signalled. Eventually they were taken aboard a 680 tonne Dutch tug and the boat towed to Eden, arriving there on January 2.

Considering the extreme state of the sea, 1970 proved the quality of seamanship of the fleet. With a couple of exceptions, all were Australian entries, mainly because this was not a Southern Cross Cup year. There were those 'old sea dogs' who battened down all hatches, tied the tiller so that the vessel lay head to wind with small storm sails, and rode it out with crew reasonably safe below. In many cases they still beat opponents to Hobart who had continued to 'race'.

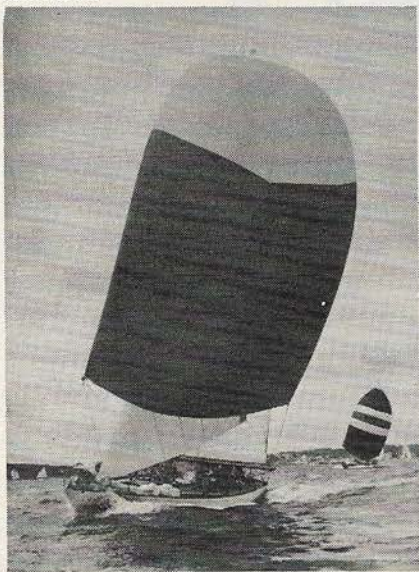
Looking back, there is always a lighter side to ocean racing, even in serious circumstances, thank goodness. I remember arriving on board Fair-Thee-Well on Boxing Day morning and studying the watch roster. That wily Scottish skipper, Jim Easdon, had listed my good friend Tony Cable and I as foredeck crew, and he had included cooking and other galley duties. This went against the grain a little, as we felt that we were as good as some of those listed as helmsmen (no offence, fellows). Anyhow, it is surprising how, in the middle of the Tasman Sea, with a steady 70 knots over the deck going to windward in the middle of a black night, how many good helmsmen shout to the skipper down below, "I better come off the wheel now and save myself for the trickier stuff later on," or "This would be a good chance for some of the less experienced chaps to learn to steer a bit." Yes, like battlefield commissions, promotion from the bow to the wheel can be very speedy indeed in such circumstances.

The problem with extreme sea conditions is that they only happen every now and again, if one could call that a problem; thus, the familiarity of even the most experienced crew is limited, and in nearly all cases, it has been a number of years since any of them

have faced a similar sea – if they ever have at all. In such ‘unusual’ conditions, it is amazing how many crew end up in a bunk with anything from a sore back to wet feet!

In 1970 the basic problem was the steepness of the seas, and their resulting close proximity to each other. That year, I feel quite confident in saying, some waves peaked at 40ft; at times our vessel would lay from the trough to the top and, at that, still not reach the breaking crest. When at the top of a wave, it was blowing 70, and in the trough there was considerably less wind. It was often hard to get the necessary way on, with storm gear, to sail over a set of three consecutive big seas, which was the normal delivery pattern. That is why there was a chance of going end or being rolled.

The greatest difficulty the helmsman had, especially at night, was sailing to windward without being too close to the wind, thus possibly being put about, and at the same time not being too free, with so much boat speed that you barrelled over the top of a wave only to fall thirty-odd feet into the emptiness behind it.

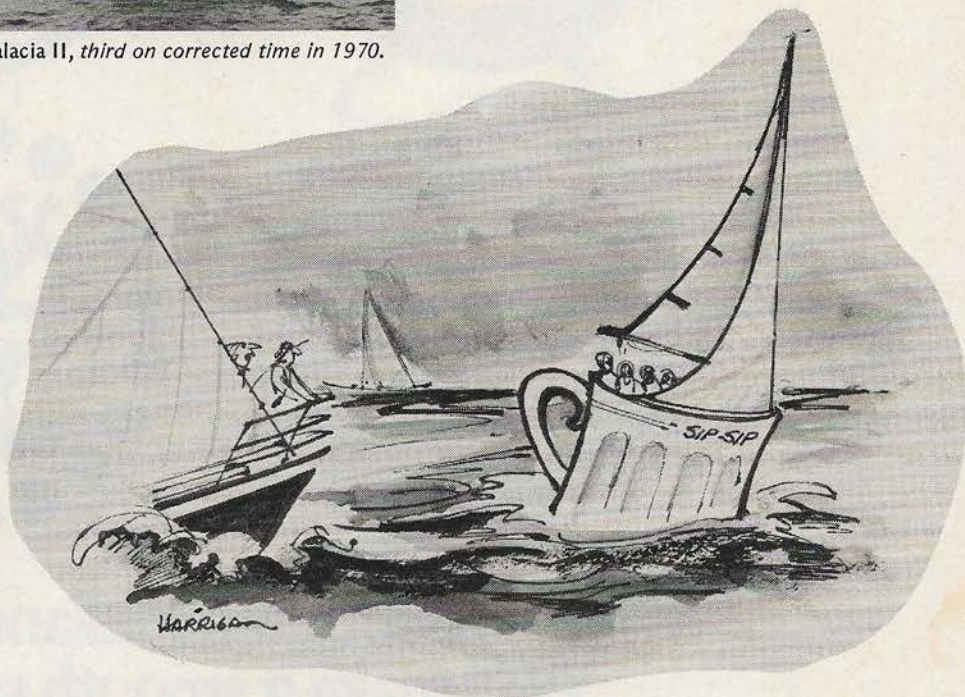


Ragamuffin was second overall in 1970. This famous yacht's famous skipper, Syd Fischer, has been 'Best Man' to the Hobart Race on several occasions, having taken out second place in the 1977 Hobart and third in the previous year's Race. In 1980 he and his new Ragamuffin are in top form, having come home as top boat in the victorious Clipper Cup team. Fischer will certainly be attempting to make it to the 'altar' for the first time in 1980, and any numbers man would have to put him at short odds. The above Ragamuffin went on to take out another second place in the 1978 Hobart Race as Margaret Rintoul II under another famous skipper, Graham Freeman, who has just spent a blazing year with Bumblebee 4 (in which he also took out line honours in last year's Race). Freeman will be back in Margaret Rintoul II

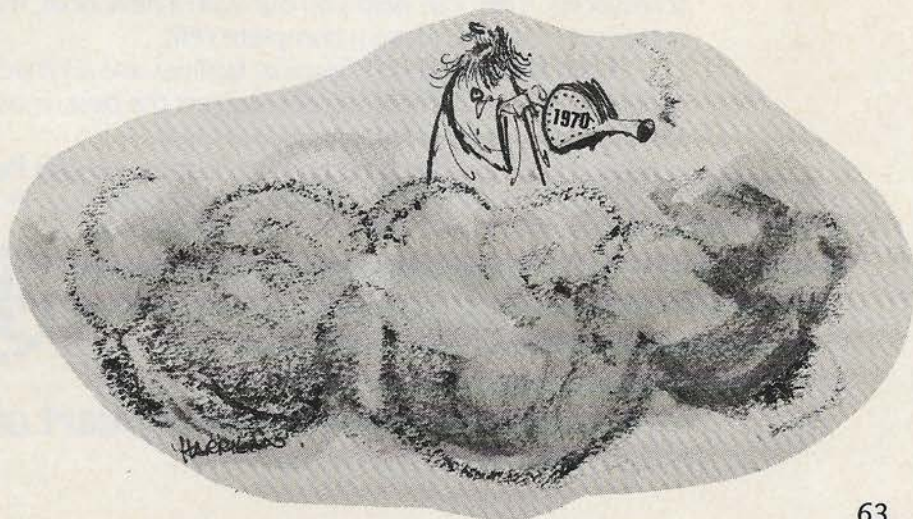


Salacia II, third on corrected time in 1970.

We made it on Fare-Thee-Well, as the records show, a good tribute to the designer, Alan Payne, and particularly the builder, Bluey Williams, who put the Oregon together. Maybe we got there because our craft had a blessing from above, she actually having been built in an old church. The only real damage we suffered, as I recall, was to the steering gear and life rails. That well-known walloper and engineer, Bernie Davies (he sailed in the 1946 Race and many others), put the wire back on the quadrant a number of times in atrocious conditions; we finally had to use the emergency tiller to get into the haven of Hobart and Constitution Dock.



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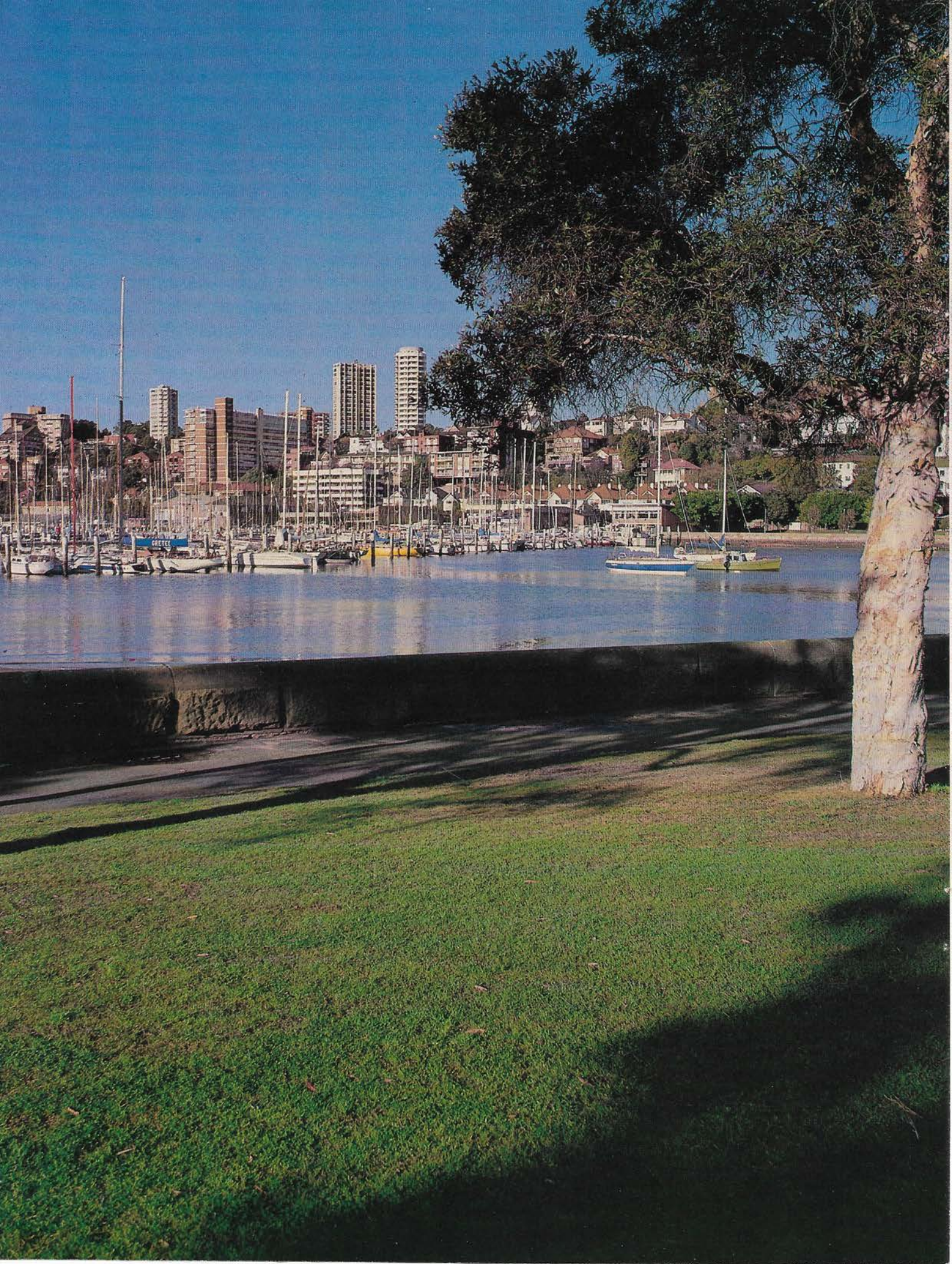
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RACE HISTORY

Race History 1945-1947

The results of 35 Sydney-Hobart Yacht Races are more than just placings and times; they are a history of ocean racing in Australia, tracing its development from almost informal contests among a handful of what were basically cruising craft to highly organised competitive meets among the most up-to-date racing machines.

Reading through the following pages, which contain the complete history of results, you will see that, while the size of the fleets going to Hobart has changed dramatically — from eight in 1945 to a record 147 yachts that cleared the Heads on Boxing Day 1979 — the weather has remained capricious, as ever. The photographs in the Gallery of Winners on the following pages clearly show the dramatic evolution of yacht style, change which has accelerated in recent years. The challenge of this 630 nautical mile race, through some of the world's wild waters, is, however, as it ever was.

How it all began

Although ocean racing in small yachts goes back to the beginning of this century overseas, little interest was taken in deepwater racing in Australia until the formation of the Cruising Yacht Club of Australia. Both in Australia and New Zealand, one or two attempts had been made to stage ocean races, but it was not until the year after the formation of the CYCA that a definite step was taken.

At this time the CYCA was lucky enough to have the late Captain J.H. Illingworth, R.N., as an Honourary Member. Illingworth, an authority on every aspect of blue-water racing and a Committee Member of the Royal Ocean Racing Club of Great Britain, gave a lecture to the Club one night after its usual dinner. At the end of his talk, Peter Luke said to Illingworth, "Walker, Earl and I are going to cruise down to Hobart. Why don't you come along?"

Illingworth replied, "Why don't we make it a race?"

Said Luke, "Okay, we'll make it a race." And thus the Sydney-Hobart Yacht Race was born.

The Royal Yacht Club of Tasmania co-operated from the other end and selected the cutter Winston Churchill, designed and built by Percy Coverdale, for their entry in the first race. Entries closed on December 1, 1945, and the Race was open to any yacht on the register of a recognised yacht club. Before being allowed to enter, each yacht had to pass an examination conducted under the rules of the RORC. Although a number of offshore and passage races had been sailed around the coast in the past, and a number of notable matches sailed over considerable distances between two vessels, no full-scale, long distance races had been run before that Sydney-Hobart Race in 1945.

Left: The facilities of the Cruising Yacht Club of Australia at Rushcutters Bay are taxed to the limit with the influx of the Sydney-Hobart Yacht Race fleets. Today, even in a non Southern Cross Cup year, there are more than 110 entries; the Race has come a long way since the inaugural event of 1945.

Note: There is minor variation in the expression of times given on the following pages. In 1945, days, hours, and minutes are given. From 1946-1973, days, hours, minutes and seconds are given. The advent of computers used in plotting handicap results during the course of the race in 1974 saw the advent of days, hours, minutes and tenths of minutes, which has continued from that year.

1945

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	RANI	Capt. J. Illingworth, R.N.	6-14-22	.6670	4-09-38
2.	AMBERMERLE	J. Colquhoun, C. Kiel	8-08-19	.6722	5-14-39
3.	WINSTON CHURCHILL	P. Coverdale	7-07-38	.7706	5-15-20
4.	KATHLEEN	J. Earl	8-06-20	.6856	5-15-59
5.	HORIZON	J. R. Bartlett	8-07-47	.6977	5-19-23
6.	SALTAIR	R. M. Walker	8-13-48	.6859	5-21-09
7.	MISTRAL	R. F. Evans	8-12-55	.9063	7-17-13
8.	WAYFARER	P. M. Luke	11-06-20	.6916	7-19-43

FASTEST TIME: RANI

RETIRED: ARCHINA (P. Goldstein).

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

1946

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	CHRISTINA	J.R. Bull	6-18-51-15	.6625	4-11-53-27
2.	SAGA	B. J. Halvorsen	6-09-52-00	.7161	4-14-11-02
3.	MORNA	C. Plowman	5-02-53-33	.9104	4-15-52-53
4.	DEFIANCE	F. A. Bullock	5-19-19-25	.8180	4-17-58-00
5.	MATTHEW FLINDERS	A. Palfreyman	5-22-05-20	.8071	4-18-40-48
6.	TRADE WINDS	M. E. Davey	7-01-00-45	.6960	4-21-37-58
7.	SOUTHERN MAID	C. Phiip	6-06-44-45	.7910	4-23-14-24
8.	ACTIVE	H. M. Tate	6-07-08-47	.7980	5-00-36-53
9.	MISTRAL	R. F. Evans	5-18-51-40	.8855	5-02-57-41
10.	WAYFARER	P. M. Luke	7-12-21-15	.6980	5-05-53-14
11.	JURREWA III, F. & J. Livingston		7-07-30-30	.8235	6-00-31-52

FASTEST TIME: MORNA

RETIRED: ILEX (N. W. Thomas), SIRIUS (J. S. Booth), CONNELLA (B. R. O'Brien), WINSTON CHURCHILL (P. Coverdale), MERLAN (W. L. Curtis), UNIS J (B. W. Davies), KAULA (D. McAllister), and FEGMHR (F. A. Harris).

WEATHER: Light North East winds for the first two days, then a 65 m.p.h. Sou'westerly hit the fleet in Bass Strait with seas up to 25 feet. Calms following made for a slow race.

1947

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	WESTWARD	G. D. Gibson	5-13-19-04	.7232	4-00-24-56
2.	MOONBI	H. S. Evans	5-22-46-02	.6807	4-01-10-54
3.	PEER GYNT	T. Halvorsen	6-01-18-15	.6853	4-03-34-37
4.	KINTAIL	D. Macrae	5-20-00-56	.7359	4-07-02-15
5.	FORTUNA	Dr. R. Wishaw	6-05-13-09	.6965	4-07-55-52
6.	TRADE WINDS	M. E. Davey	5-23-15-01	.7342	4-09-10-28
7.	SALTAIR	A. E. Walker	6-06-23-20	.7024	4-09-37-57
8.	GYMEA	G. L. Carter	6-13-53-51	.6785	4-11-08-00
9.	MORNA	C. Plowman	5-03-03-54	.8986	4-14-35-10
10.	WINSTON CHURCHILL	P. Coverdale	5-22-02-55	.7791	4-14-40-12
11.	EOLO	T. A. Guiffre	5-22-12-54	.7863	4-15-49-25
12.	SOUTHERN MAID	C. Phiip	5-22-31-50	.7910	4-16-44-30
13.	BENECIA	F. A. Harris	6-13-21-12	.7211	4-17-28-03
14.	MATTHEW FLINDERS	A. Palfreyman	5-22-35-06	.8071	4-19-04-49
15.	SIRIUS	J. S. Booth	6-02-51-07	.7900	4-20-00-47
16.	JOSEPHINE	B. C. Penton	5-20-33-37	.8340	4-21-13-38
17.	KURREWA III	F. Livingston	6-01-19-26	.8140	4-22-17-37
18.	HORIZON	S. Berg	6-23-46-36	.7199	5-00-46-57
19.	MISTRAL II	R. F. Evans	5-10-58-45	.8848	5-03-51-13
20.	ALOHA	J. A. Clark	8-03-19-48	.6343	5-03-53-52
21.	STORMBIRD	J. H. A. Herford	7-11-16-40	.6938	5-04-22-59

FASTEST TIME: MORNA

RETIRED: ACTIVE (H. M. Tate), WANDERER (E. Massey), NAUTILUS (W. M. Lawson), SEA TANG (D. Drouyn), MANNARA (R. Godsall).

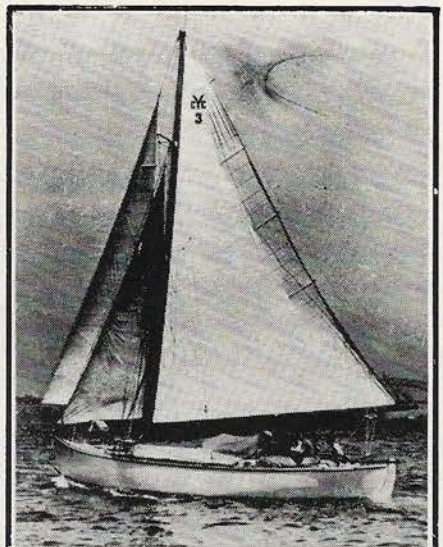
DISQUALIFIED: CHRISTINA (J. R. Bull), DEFIANCE (F. A. Bullock).

WEATHER: Fleet subjected to a hard 40-50 m.p.h. Northerly across Bass Strait. Some yachts trailed sea anchors or hove to, others logged 9 to 10 knots.

Gallery of Winners



1945 -- Rani



1946 -- Christina



1947, 1948 -- Westward



1949 -- Tradewinds



1950 -- Nerida



1951 -- Struen Marie



1952 -- Ingrid



1953 -- Ripple

Gallery of Winners



1954 – Solweig



1955 – Moonbi



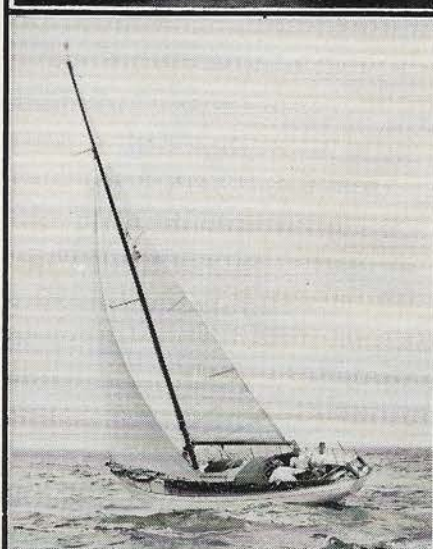
1963, 1964, 1965 – Freya



1956, 1962 – Solo



1957 – Anitra V



1958, 1960 – Siandra



1959 – Cherana



1961 – Rival



Gallery of Winners



1966 – Cadence



1967 – Rainbow



1968 – Koomooloo



1969 – Morning Cloud



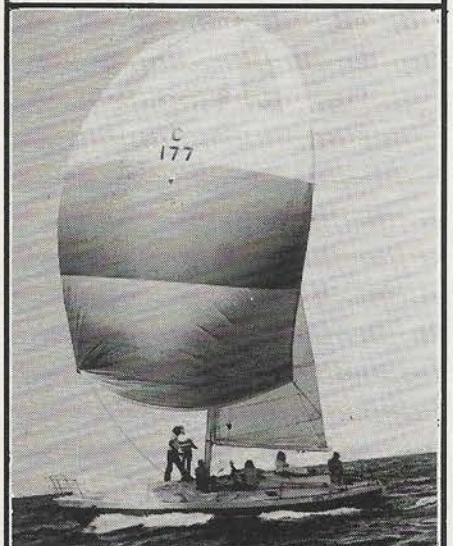
1970 – Pacha



1971 – Pathfinder

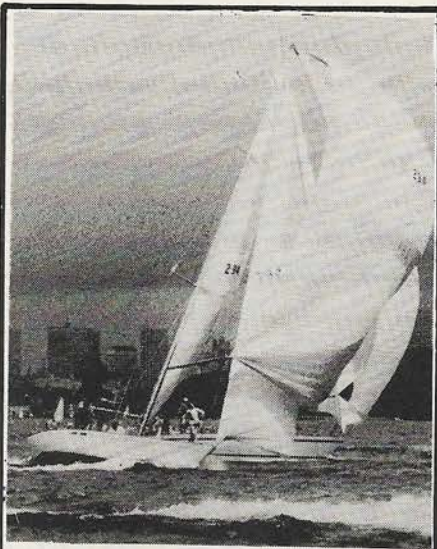


1972 – American Eagle



1973 – Ceil III

Gallery of Winners



1974, 1978 — Love & War



1975 — Rampage



1976 — Piccolo



1977 — Kialoa



1979 — Screw Loose



SANTUHI REEFS TROPHY
THE SMALLER YACHTS



Race History 1948-1954



1948

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	WESTWARD	G. D. Gibson	4-14-17-32	.7232	3-07-45-48
2.	SEEVOGEL	W. Harris	4-14-24-03	.7597	3-11-52-17
3.	ARCHINA	P. G. Goldstein	4-11-28-10	.7900	3-12-54-03
4.	MOONBI	H. S. Evans	5-05-01-53	.6807	3-13-06-32
5.	NERIDA	C. P. Haselgrove	4-09-45-10	.7415	3-13-48-20
6.	SANDRA	M. M. Creese	4-08-58-25	.8278	3-14-53-50
7.	PEER GYNT	T. Halvorsen	5-11-52-21	.6853	3-18-22-20
8.	MISTRAL II	R. F. Evans	4-08-20-13	.8945	3-21-19-46
9.	MORNA	C. Plowman	4-05-01-21	.9243	3-21-22-30
10.	MERLAN	W. L. Curtis	5-04-11-58	.7560	3-21-53-41
11.	SOUTHERN MAID	W. Trautwein	5-04-11-48	.7964	4-02-41-12
12.	GYMEA	G. Carter	6-03-31-00	.6721	4-03-08-45
13.	ALICE	J. Callhan	8-00-10-15	.8327	6-16-01-14

FASTEST TIME: MORNA

RETIRED: LASS O' LUSS (J. Colquhoun), WANDERER (E. Massey), ALOHA (J. A. Clark), MISTRAL V (G. W. Rex), NELL GWYNN (F. Hickman).

WEATHER: Hard running down the N.W. Coast with even small yachts logging 200 miles in 24 hours. Fastest race to that date.

1949

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	TRADE WINDS	M. E. Davey	5-11-15-34	.7288	3-23-39-43
2.	WALTZING MATILDA	P. Davenport	5-10-33-10	.7406	4-00-41-15
3.	ELLIDA	J. Halliday	6-05-26-10	.6603	4-02-40-22
4.	MARGARET RINTOUL	A. Edwards	5-10-35-01	.7652	4-03-55-21
5.	FORTUNA	W. Fesq	6-02-05-07	.6948	4-05-30-00
6.	SEASALTER	D. H. Jarvis	6-04-50-30	.6831	4-05-41-06
7.	LASS O' LUSS	J. Colquhoun	6-02-07-35	.6982	4-06-01-32
8.	GIPSY QUEEN	A. C. Eden	6-00-45-24	.7056	4-06-08-25
9.	PEER GYNT	M. & T. Halvorsen	6-05-26-35	.6849	4-06-21-13
10.	NOCTURNE	J. R. Bull	6-02-08-02	.7364	4-11-36-47
11.	HORIZON	S. Berg	6-06-12-43	.7199	4-12-08-15
12.	INDEPENDENCE	E. Messenger	6-00-05-13	.8274	4-23-13-03
13.	MISTRAL II	R. F. Evans	6-02-00-54	.8945	5-10-44-31

FASTEST TIME: WALTZING MATILDA.

RETIRED: SUZANNE II (R. A. Terrill), WANDERER (E. Massey).

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

1950

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	NERIDA	C. P. Haselgrove	5-06-15-49	.7597	3-20-17-13
2.	MARGARET RINTOUL	A. W. Edwards	5-05-28-35	.7606	3-23-26-14
3.	MISTRAL V	G. W. Rex	5-05-47-01	.7704	4-01-21-23
4.	FORTUNA	W. Fesq	6-02-50-26	.6923	4-05-39-28
5.	SOLVEIG	T. & M. Halvorsen	6-01-41-29	.7149	4-08-08-25
6.	KINTAIL	D. Macrae	6-04-02-23	.7048	4-08-20-35
7.	GIPSY QUEEN	A. C. Eden	6-06-52-20	.7056	4-10-28-02
8.	JASNAR	A. E. Saafeld	6-16-16-10	.6676	4-10-59-45
9.	SEEVOGEL	W. Harris	6-06-00-26	.7597	4-17-57-39
10.	BENECIA	F. A. Harris	6-21-46-29	.7159	4-22-40-41
11.	MISTRAL II	R. F. Evans	5-17-00-54	.8829	5-00-58-14
12.	WANDERER	E. Massey	7-02-08-35	.7505	5-07-41-33
13.	BACHELOR'S WIFE	B. Tanner	8-14-10-00	.6455	5-13-05-00
14.	SEAWARD	P. Benson	9-07-30-20	.6359	5-22-07-38

FASTEST TIME: MARGARET RINTOUL.

RETIRED: ELLIDA (J. Halliday), WAYFARER (P. Luke).

WEATHER: Started in the teeth of a Southerly gale which blew for two and a half days. Another blow off Tasmania made it 4 days to windward out of 5% for the leaders.

1951

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	STRUEN MARIE	T. Williamson	4-03-38-35	.6805	2-19-48-26
2.	LAHARA	D. Ashton	4-07-24-59	.6652	2-20-47-33
3.	LASS O' LUSS	J. Colquhoun	4-03-12-05	.7059	2-22-01-35
4.	FORTUNA	W. Fesq	4-05-54-38	.6923	2-22-33-10
5.	ELLIDA	J. Halliday	4-14-51-58	.6603	3-01-12-18
6.	SOLVEIG	T. & M. Halvorsen	4-07-24-25	.7081	3-01-13-21
7.	NOCTURNE	J. R. Bull	4-05-33-34	.7337	3-02-30-51
8.	MARGARET RINTOUL	A. W. Edwards	4-02-29-01	.7606	3-02-54-24
9.	IRENE	H. Hughes	4-10-46-10	.7105	3-03-51-35

10.	NIMBUS	A. T. Cohen	5-03-25-10	.6564	3-09-00-45
11.	WANDERER	E. Massey	4-10-46-35	.7679	3-09-59-37
12.	PAVANA	G. Mayne	4-07-43-01	.8166	3-12-41-43

FASTEST TIME: MARGARET RINTOUL.

RETIRED: WAYFARER (P. M. Luke), KATWINCHAR (E. J. Mossop).

WEATHER: Virtually a run from start to finish. All records to that date broken, and Struen Marie's Corrected Time of 2-19-48-26, a record until 1962.

1952

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	INGRID	J. S. Taylor	6-17-07-22	.6575	4-09-56-18
2.	MOONBI	H. S. Evans	6-17-10-23	.6654	4-11-14-40
3.	NOCTURNE	J. R. Bull	6-02-34-47	.7337	4-11-32-44
4.	RIPPLE	R. C. Hobson	6-22-58-30	.6541	4-13-13-06
5.	KINTAIL	D. Macrae	6-11-15-01	.7048	4-13-25-13
6.	KURURA	J. A. Clark	7-05-51-54	.6359	4-14-33-49
7.	LANDFALL	J. Richardson	6-03-00-25	.7539	4-14-49-43
8.	SOLVEIG	T. & M. Halvorsen	6-12-05-40	.7114	4-15-02-44
9.	TERRA NOVA	K. Gourlay	6-06-58-20	.7381	4-15-25-57
10.	FORTUNA	W. Fesq	6-18-03-14	.6923	4-16-11-24
11.	WHITE CLOUD	G. Brenac	6-06-20-56	.7694	4-19-40-42
12.	RUTHEAN	A. V. Toll	6-03-45-46	.8252	5-01-56-02
13.	WRAITH OF ODIN	B. O'Brien	6-17-02-42	.7744	5-04-42-48
14.	WANDERER	E. Massey	6-23-27-40	.7505	5-05-40-46
15.	PAVANA	G. Mayne	6-17-05-27	.7834	5-06-39-09
16.	KURREWA III	F. & J. Livingston	6-17-05-27	.8445	5-16-02-28
17.	NIRVANA	S. G. Heaton	6-20-29-29	.8432	5-18-41-57

FASTEST TIME: NOCTURNE.

WEATHER: Light fickle winds and flat calms made luck a major factor, and gave the small boats the edge. Nocturne, a 35 footer, beat much larger yachts over the line.

1953

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	RIPPLE	R. C. Hobson	5-12-58-36	.6633	3-16-12-12
2.	SOLVEIG	T. & M. Halvorsen	5-07-12-50	.7048	3-17-39-37
3.	HORIZON	S. Berg	5-10-41-46	.7016	3-19-41-47
4.	KURURA	J. A. Clark	6-06-25-06	.6426	4-00-39-32
5.	NIMBUS	A. L. Cohan	6-05-23-15	.6571	4-02-09-45
6.	BRIILLIANT	B. Warming	5-21-59-07	.7130	4-05-14-15
7.	JOSEPHINE	R. A. Houghton	5-07-25-51	.8068	4-06-48-40
8.	GIPSY QUEEN	A. C. Eden	6-05-07-10	.7013	4-08-34-39
9.	KURREWA III	F. & J. Livingston	5-07-27-20	.8258	4-02-15-10
10.	ELLIDA	J. Halliday	6-15-06-14	.6620	4-02-19-36
11.	NOCTURNE	J. R. Bull	6-00-52-46	.7319	4-10-02-14
12.	RUTHEAN	A. & T. Toll	5-08-58-09	.8252	4-10-25-31
13.	WRAITH OF ODIN	B. O'Brien	5-21-08-32	.7744	4-13-18-02
14.	ONRUST	D. Tober	7-05-18-30	.6574	4-17-55-58
15.	WARANA	P. R. Warner	7-00-13-00	.7195	5-01-01-55
16.	NELL GWYNN	F. Hickman	7-02-16-57	.7306	5-04-24-30
17.	FLAMINGO	W. McCarthy	8-02-09-16	.6590	5-07-21-16
18.	ISIS	R. May	8-21-16-00	.6359	5-15-36-58
20.	PATIENCE	A. B. Wilson	8-18-45-00	.6684	6-07-15-07

FASTEST TIME: SOLVEIG.

RETIRED: MISTRAL II (J. Payne), PAVANA (G. Mayne), JANZOON (W. R. Slade).

DISQUALIFIED: WILD WAVE (L. & G. Keats).

WEATHER: Started in a good N.E. breeze. Southerly gale on second day, then wind swung back to N.E. and N.W. and held to the finish.

1954

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SOLVEIG	T. & M. Halvorsen	5-07-38-56	.7048	3-17-58-01
2.	GIPSY QUEEN	A. C. Eden	5-09-26-33	.7006	3-18-41-15
3.	CAROL J	J. Halliday	5-07-37-37	.7112	3-18-46-06
4.	KINTAIL	D. Macrae	5-07-23-34	.7290	3-20-52-10
5.	SOUTHERN MYTH	N. Howard	5-07-47-53	.7363	3-22-05-52
6.	WHITE CLOUD	G. Brenac	5-07-42-29	.7689	4-02-11-41
7.	TAM O'SHANTER	R.A.N. College	6-00-16-07	.6861	4-02-58-58
8.	LAURIBADA	J. Holm	5-19-49-18	.7104	4-03-19-43
9.	WRAITH OF ODIN	Dr. B. O'Brien	5-09-36-36	.7744	4-04-22-12
10.	NIRIPA	G. Peacock	6-06-50-34	.7058	4-10-27-53
11.	DEFIANCE	N. D. Rundle	5-08-09-51	.8320	4-10-37-57
12.	BRIILLIANT	M. Forster	6-07-38-48	.7130	4-12-07-27
13.	PATIENCE	A. B. Wilson	6-18-09-00	.6684	4-12-22-52
14.	KURREWA IV	F. & J. Livingston	5-06-09-47	.9187	4-19-54-22
15.	WANDERER	E. Massey	7-23-34-15	.7236	5-18-37-14

FASTEST TIME: KURREWA IV.

RETIRED: LANDFALL (J. Richardson), BISSY GIRL (T. Dawson).

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

Race History 1955-1960

1955

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	MOONBI	H. S. Evans	5-01-28-24	.6697	3-09-21-05
2.	COOROYBA	C. Haselgrove	5-00-14-52	.6782	3-09-33-01
3.	JANZOON	W. R. Slade	5-02-41-21	.6939	3-13-08-02
4.	NELL GWYNN	R. Hickman	4-21-57-05	.7306	3-14-10-31
5.	FANTASY	D. Burridge	5-08-59-37	.6768	3-15-18-10
6.	CAROL J	J. Halliday	5-03-50-53	.7086	3-15-45-31
7.	LASS O' LUSS	J. Colquhoun	5-05-52-29	.6991	3-15-59-57
8.	PATIENCE	A. B. Wilson	5-13-10-00	.6684	3-16-57-54
9.	SOUTHERN MYTH	N. C. Howard	5-03-11-08	.7274	3-17-36-19
10.	TRADE WINDS	M. E. Davey	5-06-58-42	.7139	3-18-39-00
11.	SOLO	V. Meyer	4-23-10-31	.7801	3-20-58-07
12.	WINSTON CHURCHILL	A. G. Warner	5-04-57-17	.7795	4-01-24-08
13.	TAM O' SHANTER	A. N. College	5-05-58-00	.6672	4-04-03-15
14.	EVEN	F. J. Palmer	4-18-13-14	.8836	4-04-55-31
15.	KURREWA IV	F. & J. Livingston	4-18-33-42	.9185	4-09-13-30
16.	DEFIANCE	N. D. Rundle	5-06-44-12	.8320	4-09-26-42

FASTEST TIME: EVEN.

RETIRED: WANDERER (E. Massey)

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

1958

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SIANDRA	G. P. Newland	5-10-02-37	.6596	3-13-46-35
2.	ANITRA	T. & M. Halvorsen	5-04-08-57	.7037	3-15-21-50
3.	SOUTHERN MYTH	N. C. Howard	5-04-00-06	.7250	3-17-54-04
4.	CAPRICE OF HUON	W. H. Northam	5-03-32-00	.7302	3-18-12-15
5.	UOMIE	G. Pattinson	5-03-43-05	.7405	3-19-36-27
6.	TARNI	G. C. Wignall	5-20-54-46	.6672	3-22-01-00
7.	SAMUEL PEPYS	R.N.S.A.	5-20-55-52	.6779	3-23-32-15
8.	SOLO	V. Meyer	5-02-32-52	.7973	4-01-42-26
9.	ROMAVA	R. J. Mercer	6-08-36-47	.6643	4-05-22-51
10.	WINSTON CHURCHILL	Sir Arthur Warner	5-02-46-30	.8082	4-08-13-37
11.	METUNG	T. O. Beatty	6-02-34-41	.7235	4-10-02-57
12.	WESTWARD	A. A. Robilliard	7-02-39-19	.7276	5-04-10-07
13.	ARCHINA	J. S. Howie	6-14-13-34	.7860	5-04-21-56
14.	BOONGOWN	Dr. J. Molesworth	8-05-02-17	.6390	5-05-54-26
15.	FORTUNA	J. B. Griffin	7-18-50-35	.6952	5-09-53-35
16.	FOUR WINDS	S. W. Gibson	8-14-11-13	.6372	5-11-22-57
17.	RESTLESS	C. H. Hill-Willis	8-14-10-43	.6616	5-16-24-32
18.	TERRA NOVA	M. D. Greeves	8-04-42-57	.7120	5-20-03-40
19.	SAILMAKER	A. Raisbeck	8-19-00-00	.6722	5-21-50-03

FASTEST TIME: SOLO

RETIRED: SOUTHERLY (D. E. Mickleborough), KURREWA IV (J. & F. Livingston), RUTHEAN (A. & T. Toll).

WEATHER: Light S. E. breeze at the start, varying during the day, fresh nor-Easter on the second day. Hard S.W. gale across Bass Strait. Vague winds and calms along Tasmanian coast, but fair wind out to sea. Fickle conditions in the Derwent River.

1956

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SOLO	V. Meyer	4-05-03-33	.7927	3-08-33-52
2.	ANITRA	T. Halvorsen	4-16-43-34	.7164	3-08-45-25
3.	CAROL J	J. Halliday	4-20-31-58	.7069	3-10-22-37
4.	JANZOON	W. R. Slade	4-21-53-06	.7148	3-12-14-40
5.	SIANDRA	G. P. Newland	5-07-38-09	.6638	3-12-43-29
6.	INGRID	J. S. Taylor	5-06-08-11	.6858	3-14-30-16
7.	SOUTHERN MYTH	N. C. Howard	5-00-28-46	.7252	3-15-22-17
8.	RIPPLE	R. C. Hobson	5-13-29-55	.6621	3-16-23-22
9.	CATRIONA	D. M. Brown	4-20-39-07	.7656	3-17-18-32
10.	WINSTON CHURCHILL	J. & F. Livingston	4-04-31-14	.9114	3-19-36-52
11.	FANTASY	D. Burridge	5-17-47-05	.6701	3-20-19-46
12.	SAMUEL PEPYS	R.N.S.A.	5-17-17-41	.6779	3-21-04-20
13.	LAHARA	D. N. Ashton	6-04-55-48	.6556	4-01-37-24
14.	WINSTON CHURCHILL	Sir Arthur Warner	5-05-49-49	.7942	4-03-56-04
15.	ROMAVA	R. J. Mercer	6-16-01-06	.6616	4-09-53-01
16.	TARNI	G. Wignall	6-15-04-03	.6722	4-10-55-29
17.	KURURA	A. J. Clark	6-17-46-10	.6642	4-11-26-48
18.	LORRAINE	D. G. Nicholls	6-16-21-00	.6798	4-12-45-21
19.	TAM O' SHANTER	R.A.N. College	6-22-38-27	.6808	4-17-26-55
20.	NIRIPA	G. E. Peacock	6-21-04-24	.7048	4-20-19-37
21.	PHARRE	R. Cottee	7-09-03-10	.6753	4-23-33-48
22.	FOUR WINDS	R.A.N. College	8-10-18-00	.6359	5-08-37-20
23.	VAILIMA	J. McLaren	7-22-03-00	.6881	5-10-45-15
24.	NIRVANA	Dr. K. Laws	6-19-27-33	.8173	5-13-42-44
25.	SERENADE	L. Esdaille	7-18-27-40	.7291	5-15-58-00
26.	RENE	P. S. Parry	9-20-57-00	.6630	6-13-05-52

FASTEST TIME: KURREWA IV.

RETIRED: WRAITH OF ODIN (Dr. B. O'Brien), RANSTON (A. Roper).

WEATHER: Hard Southerly blow on first night out followed by a light North East breeze to Bass Strait. A 50 m.p.h. Sou'Westerly across the Strait to the lee of Tasmania and a Southerly gale off Storm Bay reaching a recorded 86 m.p.h.

1959

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	CHERANA	R. T. Williams	5-02-13-53	.6590	3-08-33-02
2.	ANITRA	T. & M. Halvorsen	4-18-01-47	.7094	3-08-53-34
3.	SOUTHERLY	D. E. Mickleborough	5-02-59-11	.6612	3-09-58-47
4.	MALOHI	N. H. McEnally	5-04-43-42	.6615	3-10-30-28
5.	KALEENA	H. E. Godden	5-06-06-39	.6565	3-10-47-30
6.	JANZOON	W. R. Slade	5-00-55-23	.6993	3-12-33-41
7.	PEGASUS	N. F. Brooker	5-06-35-15	.6697	3-12-46-32
8.	SOUTHERN MYTH	N. C. Howard	4-21-56-35	.7250	3-13-30-31
9.	AILSA	J. Marion	5-19-38-02	.6181	3-14-18-28
10.	LASS O' LUSS	J. Colquhoun	5-02-04-03	.7080	3-14-32-23
11.	SOLO	V. Meyer	4-13-33-12	.7973	3-15-20-49
12.	SYLVENA	S. H. Moray	5-05-47-11	.6981	3-15-48-41
13.	LOLITA	J. Leahy	5-10-42-33	.6722	3-15-51-46
14.	METUNG	Dr. T. O. Beatty	5-01-52-22	.7270	3-16-36-05
15.	LORRAINE	F. Rusk	5-12-08-28	.6846	3-18-44-30
16.	CATRIONA	D. M. Brown	5-00-56-30	.7617	3-20-07-17
17.	BIRRAHLEE	J. & T. Savage	5-20-23-00	.6595	3-20-34-58
18.	KURREWA IV	F. & J. Livingston	4-15-13-29	.8651	4-00-13-14
19.	WINSTON CHURCHILL	Sir Arthur Warner	4-23-27-47	.8084	4-00-34-26
20.	ARCHINA	J. S. Howie	5-00-55-29	.7995	4-00-40-46
21.	RUTHEAN	A. & T. Toll	4-23-04-53	.8336	4-03-15-58
22.	TAM O' SHANTER	R.A.N. College	6-09-45-00	.6673	4-06-35-41
23.	SOLANO	G. Glen Carr	6-09-23-30	.6786	4-08-05-30
24.	FOUR WINDS	S. W. Gibson	7-01-39-05	.6376	4-12-10-11

FASTEST TIME: SOLO

RETIRED: BOONGOWN (Dr. J. Molesworth), GLENSHIEL (H. F. Garnham), JINDIVIK (J. G. Walsh), LARNTARNI (W. Wakefield), PATIENCE (A. B. Wilson), ALCYONE (W. H. Burke).

WEATHER: Nor-Easterly breeze at the start, followed by a vicious S.W. squall, moderating over the next four days. S.W. wind at 20 knots across Bass Strait, then S.E. breeze and calms along Tasmanian coast. Nor'Easter for the leaders to the finish, then a flat calm on the Derwent River. Next morning a S.E. breeze carried a large group to the finish.

1957

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	ANITRA	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. O. Beatty	4-19-01-40	.7264	3-11-33-22
6.	KISMET	K. Gourlay	5-08-21-25	.6683	3-13-46-51
7.	FOUR WINDS	S. W. Gibson	5-14-18-43	.6389	3-13-48-43
8.	PATIENCE	A. B. Wilson	5-09-44-51	.6667	3-14-30-09
9.	LOLITA	J. Leahy	5-09-29-52	.6732	3-15-10-40
10.	SAMUEL PEPYS	R.N.S.A.	5-08-38-23	.6779	3-15-12-18
11.	EOS	T. Fowler	5-10-18-31	.6730	3-15-41-52
12.	SOUTHERN MYTH	N. C. Howard	5-02-58-10	.7250	3-17-09-10
13.	JANZOON	W. R. Slade	5-07-20-07	.7064	3-17-59-59
14.	TAHUNA	H. Wilckens	5-07-06-53	.7384	3-21-51-47
15.	WINSTON CHURCHILL	Sir Arthur Warner	5-01-28-54	.7925	4-00-16-27
16.	DEFIANCE	N. D. Rundle	4-20-24-13	.8273	4-00-18-08
17.	NIRVANA	Dr. K. Laws	4-22-54-56	.8500	4-05-04-40
18.	BINTANG-TERANG	M. Hill-Willis	7-05-13-12	.7800	5-15-06-41

FASTEST TIME: KURREWA IV

RETIRED: TRADE WINDS (M. E. Davey), CAPRICE OF HUON (W. H. Northam).

WEATHER: Strong westerly at the start then North East to Cape Barron Island. Hard West winds followed and then light headwinds and calms along the Tasmanian coast. Leaders had the most breaks, and Kurrewa IV set the record time for the course to that date.

1960

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SIANDRA	G. P. Newland	5-00-59-03	.6596	3-07-48-04
2.	KALEENA	H. E. Godden	5-01-59-03	.6565	3-08-04-57
3.	MALOHI	N. H. McEnally	5-01-58-04	.6609	3-08-37-19
4.	RIVAL	A. Burgin & N. Rundle	5-03-19-24	.6694	3-10-33-09
5.	NORLA	T. & M. Halvorsen	4-19-57-03	.7177	3-11-13-04
6.	JOANNE BRODIE	R. C. Hobson	5-09-19-41	.6501	3-12-03-48
7.	JANZOON	W. R. Slade	5-00-21-03	.6993	3-12-09-41
8.	SOLO	V. Meyer	4-10-23-42	.7973	3-12-49-43
9.	PATIENCE	A. B. Wilson	5-08-30-47	.6665	3-13-38-28
10.	RAMAVA	R. J. Mercer	5-11-22-20	.6565	3-14-13-57
11.	CAROL J	J. Halliday	5-01-56-27	.7077	3-14-17-51
12.	AILSA	J. Marion	5-19-49-42	.6176	3-14-20-38
13.	ZARABANDA	G. Pattinson	5-02-40-46	.7044	3-14-24-55
14.	METUNG	T. O. Beatty	5-00-44-40	.7265	3-15-43-15
15.	MARIS	J. Earl	5-12-49-40	.6636	3-16-08-41
16.	KURREWA IV	F. & J. Livingston	4-08-11-15	.8578	3-17-22-19
17.	LASS O' LUSS	J. Colquhoun	5-06-56-10	.7080	3-17-52-14
18.	INGRID	J. S. Taylor	5-13-11-15	.6840	3-19-05-13
19.	WILD WAVE	J. Cockle	5-02-50-36	.7484	3-19-56-09
20.	ASTOR	P. R. Warner	4-12-29-47	.8480	3-20-00-18

(continued on next page)



Race History 1960-1964



(continued from previous page)

21.	SOUTHERLY	D. Mickleborough	5-20-28-12	.6611	3-20-51-53
22.	ARCHINA	J. Howie	4-22-58-28	.7853	3-21-25-50
23.	TAM O' SHANTER	R.A.N. College	5-20-32-41	.6673	3-21-46-16
24.	SOUTHERN MYTH	N. C. Howard	5-10-15-04	.7252	3-22-28-17
25.	SOUTHERLY BUSTER	K. F. Gourlay	6-03-58-34	.6387	3-22-30-34
26.	EOS	M. T. Flower	5-23-33-42	.6742	4-01-03-43
27.	WINSTON CHURCHILL	G. A. Warner	5-00-13-14	.8082	4-01-09-44
28.	BRIILLIANT	M. C. Forster	5-20-26-18	.7194	4-05-01-53
29.	KINTAIL	G. A. Horniman	5-20-26-27	.7274	4-06-10-14
30.	FOUR WINDS	S. W. Gibson	7-03-13-55	.6376	4-12-32-24

FASTEST TIME: KURREWA IV.

RETIRED: ILE-OLA (G. Wood), THURLOO (E. Merrington).

WEATHER: Light Nor'Easter at the start and light favourable breezes for several days. Breeze turned to South off Tasmanian coast and continued until finish.

1961

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	RIVAL	A. Burgin & N. Rundle	4-17-28-21	.6694	3-03-57-31
2.	JANZOON II	W. R. Slade	4-16-25-35	.6803	3-04-29-01
3.	JOANNE BRODIE	R. C. Hobson	5-00-05-39	.6501	3-06-04-24
4.	ANITRA V	J. S. Samson	4-15-58-59	.6989	3-06-15-54
5.	MARIS	J. Earl	4-22-51-06	.6590	3-06-19-24
6.	NORLA	J. S. Howie	4-16-29-04	.7061	3-07-25-31
7.	SOLO	V. Meyer	4-05-30-03	.7912	3-08-18-27
8.	KALEENA	H. E. Godden	5-02-50-07	.6540	3-08-20-03
9.	LASS O' LUSS	B. C. Psaltis	4-20-43-16	.7085	3-10-41-49
10.	KINTAIL	G. A. Horniman	4-18-37-40	.7282	3-11-28-19
11.	TAHUNA	E. A. Hales	4-19-25-40	.7368	3-13-02-50
12.	SYLPHETTE	R. Swanson	5-02-39-53	.7040	3-14-21-21
13.	SOUTHERN MYTH	N. C. Howard	4-23-38-57	.7252	3-14-46-10
14.	LOLITA	J. Leahy	5-10-20-58	.6722	3-15-37-15
15.	ASTOR	P. R. Warner	4-04-42-11	.8671	3-15-52-31
16.	WINSTON CHURCHILL	G. A. Warner	4-13-09-40	.8132	3-16-46-21
17.	ILINA	R. Murdoch	4-18-18-11	.7985	3-19-16-16
18.	CAROL J.	J. Halliday	5-09-06-00	.7077	3-19-21-51
19.	SOUTHERLY	D. Mickleborough	5-18-56-05	.6608	3-19-48-29
20.	AILSA	J. Marion	6-06-03-28	.6174	3-20-30-44
21.	SYLPH J.	A. G. & G. D. Lawson	5-20-35-26	.6653	3-21-32-06
22.	SIMBA	C. Dorman	6-01-26-33	.6575	3-23-37-42
23.	ATHENA	J. Jarrett	6-02-33-07	.6689	4-02-01-42
24.	SYLVENA	S. H. Moray	5-21-14-48	.6981	4-02-36-15
25.	BOONGOWN	J. Molesworth	6-09-14-30	.6475	4-03-13-26
26.	PHANTOM	W. K. Mooney	6-00-40-38	.6863	4-03-17-31
27.	SIANDRA	D. M. Boyden	6-08-50-11	.6596	4-04-48-39
28.	MISTRESS	W. Pettingell	6-06-41-07	.6698	4-04-55-44
29.	SEA BEE	J. Ashton-Martin	6-02-06-15	.7217	4-09-26-36
30.	GALEATEA M.	N. W. Kestel	7-09-23-41	.6270	4-15-13-35
31.	JOLLY ROGER	A. J. Sutton	7-06-21-22	.6767	4-21-59-12
32.	FORTUNA	J. B. Griffen	7-02-17-37	.6951	4-22-22-16
33.	FOUR WINDS II	S. W. Gibson	7-20-11-16	.6904	5-09-55-28

FASTEST TIME: ASTOR

RETIRED: TARNI (G. C. Ormiston), PATIENCE (A. B. Wilson).

WEATHER: Southerly at 20-30 knots for the first day then light N.E. winds. A line squall, 70 miles long, passed over the fleet in Bass Strait, and was followed by a moderate Sou'Westerly A Nor'Easter along the Tasmanian coast and a Southerly near Tasman Island altered the potential placings.

1962

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SOLO	V. Meyer	3-04-29-15	.7943	2-12-45-14
2.	ONDINE	S. A. Long	3-03-46-16	.8105	2-13-24-45
3.	GALATEA M.	N. W. Kestel	4-03-53-00	.6323	2-15-09-22
4.	JULIE	A. & J. Sturrock	4-01-11-38	.6571	2-15-51-58
5.	MALOHI	S. Fisciler	4-02-58-19	.6555	2-16-52-34
6.	RONITA	R. A. Cottee	4-02-56-54	.6563	2-16-56-23
7.	CARMEN	R. Swanson	4-06-28-26	.6358	2-17-09-10
8.	CHERANA	W. R. S. MacRae	4-03-37-46	.6567	2-17-25-36
9.	JOANNE BRODIE	R. C. Hobson	4-04-15-55	.6530	2-17-28-24
10.	JANZOON II	W. R. Slade	3-23-05-19	.6893	2-17-32-40
11.	RIVAL	A. G. Burgin & N. D. Rundle	4-02-51-18	.6694	2-18-10-25
12.	PALANA	R. J. Sheild	4-04-41-35	.6604	2-18-29-52
13.	SYLPH	Lawson Bros.	4-04-27-24	.6653	2-18-50-02
14.	ASTOR	P. R. Warner	3-03-47-16	.8836	2-18-57-44
15.	BIRRAHLEE	C. V. Jones	4-06-18-14	.6562	2-19-07-55
16.	CHRISTINA	A. Berns	4-05-36-06	.6628	2-19-20-30
17.	SALACIA	R. F. Rusk	4-00-18-46	.7046	2-19-51-43
18.	DU-MA-LEE	L. V. Reilly	4-04-27-32	.6809	2-20-24-09
19.	ANITRA V	J. S. Samson	4-02-29-54	.6999	2-20-53-20
20.	NORLA	J. S. Howie	4-02-34-49	.7060	2-21-35-52
21.	SEAMAN	J. Leahy	4-07-16-00	.6743	2-21-37-58
22.	MISTRAL III	M. C. Dowd	4-06-46-52	.6779	2-21-40-31
23.	MOANA	R. H. G. Lamplough	4-09-30-05	.6622	2-21-51-47
24.	MERCEDES II	H. T. Kaufman	4-02-32-38	.7130	2-22-15-42
25.	CAPRICE	G. Ingate	4-01-06-39	.7278	2-22-40-38
26.	WINSTON CHURCHILL	G. A. Warner	3-11-17-19	.8498	2-22-46-43
27.	CAROL J.	J. Halliday	4-04-07-08	.7077	2-22-51-15
28.	SEA BEE	J. Ash ton-Martin	4-02-57-53	.7217	2-22-51-15
29.	TAHUNA	E. A. Hales	4-01-08-21	.7368	2-23-34-20
30.	SOUTHERN MYTH	N. C. Howard	4-02-43-14	.7260	2-23-40-16
31.	FOUR WINDS II	S. Gibson	4-08-12-42	.6968	3-00-36-53
32.	SOUTHERN MAID	P. Deaton	3-20-00-14	.7977	3-01-23-29
33.	MISTRESS MAY	W. W. Pettingell	4-15-13-08	.6695	3-02-27-40
34.	METUNG	T. Beatty	4-07-38-09	.7265	3-03-17-29

36.	LARNTARNI	W. Wakefield	4-01-45-59	.7708	3-03-21-30
37.	AOTEA II	R. K. Hunt	4-20-09-57	.6523	3-03-46-30
38.	RUTHEAN	A. V. & I. T. Toll	3-20-13-11	.8339	3-04-54-07
39.	GOODEWIND	K. Laws	4-08-04-24	.7546	3-06-32-01
40.	ILINA	K. R. Murdoch	4-03-31-37	.7985	3-07-28-20

FASTEST TIME: ONDINE.

RETIRED: ATHENA (J. Jarrett), MENABILLY (J. J. Brown).

WEATHER: A moderate South East wind at the start backed East then North East and carried the fleet, in record time, to Tasman Island. Calms and heavy fog in Storm Bay upset many calculations.

1963

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	FREYA	T. & M. Halvorsen	4-15-17-03	.7014	3-06-03-17
2.	CAVALIER	I. E. McDonnell	5-04-36-12	.6428	3-08-05-22
3.	LORITA MARIE	N. B. Rydge, Jr	4-22-36-21	.6855	3-09-18-15
4.	SEA WIND	N. F. Brooker	4-17-02-54	.7194	3-09-19-37
5.	CARMEN	R. Swanson	5-08-11-57	.6362	3-09-33-37
6.	MOUSE OF MALHAM,	N. J. Wright & D. Beicher	5-07-41-23	.6441	3-10-14-42
7.	CADENCE	H. S. Mason	5-09-11-41	.6371	3-10-18-42
8.	MERCEDES II	H. T. Kaufman	4-23-56-07	.7096	3-13-06-22
9.	CAPRICE OF HUON	G. Ingate	4-21-06-10	.7278	3-13-13-39
10.	GIP	I. A. R. Polson	5-11-56-67	.6493	3-13-40-29
11.	ANITRA V	J. S. Samson	5-03-42-00	.6999	3-14-34-39
12.	NORLA	J. Bennetto	5-03-25-22	.7060	3-15-08-11
13.	CAROL J.	J. Halliday	5-04-20-13	.7065	3-15-50-39
14.	SALACIA	R. F. Rusk	5-05-08-58	.7033	3-16-01-03
15.	TAHUNA	E. A. Hales	5-01-18-25	.7363	3-17-19-06
16.	RONITA	R. Cottee	5-16-19-01	.6663	3-17-27-53
17.	MALOHI	S. Fisciler	5-17-07-40	.6555	3-17-53-14
18.	LASS O' LUSS	B. C. Psaltis	5-07-08-47	.7072	3-17-55-05
19.	SEA BEE	J. Ashton-Martin	5-08-03-14	.7158	3-19-39-40
20.	JOY TOO	J. & J. McLaren	5-22-25-44	.6575	3-21-38-49
21.	SYLPHIDE	W. Boetcher	5-23-35-12	.6557	3-22-08-59
22.	ASTOR	P. R. Warner	4-10-53-00	.8836	3-22-26-32
23.	KALEENA	H. E. Godden	5-21-08-41	.6746	3-23-12-58
24.	SOUTHERLY	D. Mickleborough	5-23-56-33	.6672	4-00-02-18
25.	PALANA	R. Shield	6-02-12-01	.6613	4-00-40-56
26.	STRUEN MARIE	A. J. Wildman	6-01-16-44	.6655	4-00-49-59
27.	RUTHEAN	A. V. & I. J. Toll	5-01-05-40	.8065	4-01-39-46
28.	WINSTON CHURCHILL	G. Warner	5-03-53-37	.8213	4-05-45-11
29.	NIPIPA	J. W. While	6-02-31-30	.7024	4-06-55-08
30.	TRIDENT	A. B. Wilson	6-13-59-07	.6838	4-12-01-49
31.	SOUTHERN MYTH	N. C. Howard	6-06-51-11	.7260	4-13-31-10
32.	NARANI	A. Williams	7-13-26-15	.6587	4-23-40-46
33.	ZILVERGEEST	A. J. Murray & A. Hunter	7-21-27-07	.6480	5-02-45-53
34.	SYLPH VI	Lawson Brothers	7-17-13-02	.6653	5-03-13-30

FASTEST TIME: ASTOR

RETIRED: AOTEA II (R. K. Hunt), AQUA BLEU (J. F. Parson), BIRRAHLEE (C. V. Jones), BOONGOWN (Dr. J. Molesworth), FOUR WINDS II (S. W. Gibson), GEMINI (P. A. Zalai), LOLITA (J. Farren Price), SIANDRA (D. M. Boyden), ENID (J. C. A. Cockle), ILINA (K. R. Murdoch).

WEATHER: Light Northerly winds and calm patches for the first few days upset many calculations. Then a fresh South Westerly down Tasmania way which reached 70 knots in Storm Bay caused many retirements.

1964

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	FREYA	T. & M. Halvorsen	4-01-17-35	.8014	3-05-58-14
2.	CAMILLE	R. Swanson	4-04-09-22	.7901	3-07-08-00
3.	JANZOON II	W. Russel Slade	4-05-13-34	.7823	3-07-11-21
4.	CADENCE	H. S. Mason	4-11-58-09	.7371	3-07-35-03
5.	SALACIA	A. W. Byrne	4-04-08-38	.8035	3-08-27-56
6.	LORITA MARIA	N. B. Rydge Jr	4-07-16-47	.7852	3-09-05-43
7.	CAVALIER	Dr. L. E. McDonnell	4-13-25-13	.7418	3-09-10-04
8.	NORLA	J. Bennetto	4-05-07-34	.8051	3-09-25-00
9.	KARELAH	R. H. Fidock	4-09-00-44	.7781	3-09-42-36
10.	SEAWIND	N. F. Brooker	4-04-16-50	.8194	3-10-10-12
11.	YAMPL	I. A. R. Polson	4-14-06-32	.7513	3-10-43-29
12.	STRUEN MARIE	A. J. Wildman	4-12-26-22	.7655	3-11-00-37
13.	SARACEN II	R. Crichton-Brown	4-11-59-18	.7754	3-11-44-03
14.	MERCEDES II	H. T. Kaufman	4-07-58-05	.8102	3-12-14-06
15.	KALEENA	H. E. Godden	4-12-59-16	.7739	3-12-20-44
16.	ILINA	K. R. Murdoch	3-22-33-51	.9097	3-14-01-30
17.	RONITA	R. A. Cottee	4-18-19-14	.7563	3-14-27-38
18.	TUI MANU	M. York	4-16-57-21	.7655	3-14-28-03
19.	PHYLLIS GRAHAM	R. Roxburgh	4-04-51-40	.8617	3-14-54-43
20.	POITREL	J. R. Robson-Scott	4-17-48-40	.7641	3-14-57-47
21.	ASTOR	P. R. Warner	3-20-05-05	.9564	3-16-04-11
22.	AKALA	J. Bleakley	4-17-35-00	.7792	3-15-30-14
23.	AWAY	F. Armstrong	4-19-43-20	.7872	3-19-05-47
24.	ATHENA	J. Jarrett	5-01-49-55	.7553	3-20-01-10
25.	SYLPH VI	Lawson Brothers	5-02-22-07	.7653	3-21-39-41
26.	SEAMAN	H. Vaughan	5-01-15-22	.7794	3-22-30-25
27.	JOY TOO	J. J. McLaren	5-05-21-37	.7575	3-22-57-30
28.	CHERANA	W. R. S. MacRae	5-06-37-15	.7567	3-23-48-57
29.	MARCO POLO	K. York-Syme	5-08-07-00	.7542	4-00-37-32
30.	ROVAMA	R. J. Mercer	5-06-43-08	.7808	4-02-56-31
31.	METUNG	T. O. Beatty	5-06-13-15	.8292	4-08-38-44

FASTEST TIME: ASTOR

(continued on next page)



Race History 1964-1967



(continued from previous page)

RETIRE: AILSA (J. Marion), ASTELOT (A. G. Croft), BACCHUS D (P. E. Deaton) BINDAREE (G. G. Blackwood), LOLITA (N. G. Cassin), SAGA (L. Little), SEA BEE (J. Ashton-Martin).

WEATHER: Sunny start in a light N.E., with a force 6 Southerly change first night, later backing to light S.E. and N.E. Fresh Northerly across Bass Strait, backing to N.W. down the Tasmanian coast, followed by force 7 S.W. in Storm Bay. Calm patches in the Derwent River.

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
25.	CATRIONA	D. M. Brown	5-12-04-43	.7982	4-09-25-31
26.	FRANKLIN	R.A.N.	5-08-51-46	.8189	4-09-31-32
27.	SATANITA	D. H. R. Wilkie	5-10-17-22	.8163	4-10-21-19
28.	KARINGAL	A. Berns	5-13-32-07	.7986	4-10-38-28
29.	SEAWIND	P. Wilde	5-10-35-04	.8194	4-11-00-03
30.	WAITERE	D. D. Muir	5-21-26-55	.7566	4-11-01-12
31.	ROPAWE	R. K. Brown	5-17-01-32	.7831	4-11-18-17
32.	BACCHUS D	P. E. Deaton	5-06-45-29	.8469	4-11-21-05
33.	SHIMAAAL	C. M. Earl	5-13-24-14	.8102	4-12-06-00
34.	CARMEN	J. H. Edmunds	6-06-13-30	.7331	4-14-07-47
35.	CAROUSEL T	L. E. Gabriel	6-01-49-36	.7633	4-15-18-34
36.	SYLPHIDE	J. Beaumont & C. Sullivan	6-05-20-16	.7557	4-16-20-17
37.	THEKLA	F. F. Varcoe	6-08-20-13	.7619	4-20-03-56
38.	RIVOLI	E. Eggers	5-11-06-09	.9070	4-22-54-36
39.	CAROUSEL	M. R. Brakell	6-10-47-54	.7568	4-21-09-05
40.	CARINA	R. L. Holford	6-05-07-41	.7981	4-23-01-09
41.	NAM SANG	J. Thompson	5-08-10-33	.9568	5-02-38-19
42.	ALCHERINGA	J. N. Bridgland	6-06-33-19	.8257	5-04-18-49
43.	SAGA	L. S. Little	7-02-28-41	.7831	5-13-30-04
44.	ALTAIR	G. W. Moore	6-13-01-18	.8635	5-15-35-18

FASTEST TIME: FIDELIS.

RETIRE: ANTIGUA (F. A. Hogarth), ZILVERGEEST (A. J. Murray)

WEATHER: Light Nor-Easter at the start with southerly change first night out. Light variable winds with a fresh Westerly across Bass Strait. Light and variable down Tasmanian coast.

1965

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	FREYA	T. & M. Halvorsen	4-06-23-32	.8014	3-10-03-26
2.	CAMELOT	J. G. Borrow	4-10-07-31	.7943	3-12-17-43
3.	CADENCE	H. S. Mason	4-20-37-32	.7372	3-13-58-34
4.	BALANDRA	R. Crichton-Brown	4-05-35-25	.8524	3-14-35-43
5.	SEQUANA	H. J. Tilley	4-21-25-16	.7475	3-15-46-20
6.	NARANDA	I. A. R. Polson	4-21-25-12	.7522	3-15-46-20
7.	ZILVERGEEST	A. Murray & A. Hunter	4-23-13-52	.7413	3-16-23-10
8.	NORLA	J. Bennetto	4-12-33-37	.8150	3-16-28-36
9.	RONITA	R. A. Cottee	4-21-01-08	.7563	3-16-30-06
10.	KURURA	N. F. Milne	4-21-00-08	.7582	3-16-42-40
11.	SARDA OF BURNHAM	D. L. Gillling	4-21-21-58	.7562	3-16-45-01
12.	FANFARE	G. P. Patterson	4-08-05-23	.8536	3-16-51-03
13.	TAMBOO	R. J. Green	4-21-30-53	.7566	3-16-54-52
14.	POITREL	J. Robson-Scott	4-20-57-20	.7607	3-16-58-05
15.	PALANA	R. J. Shield	4-20-54-27	.7613	3-17-00-06
16.	BINDAREE	G. G. Blackwood	4-20-58-18	.7617	3-17-05-50
17.	ODIN	L. Abrahams	4-16-17-52	.7940	3-17-09-51
18.	ATHENA	J. Jarrett	4-22-05-04	.7553	3-17-11-21
19.	TAM O' SHANTER	K. MacGregor	4-20-58-10	.7626	3-17-12-03
20.	JANZON II	W. Russell-Slade	4-18-09-09	.7823	3-17-18-05
21.	CAROUSEL	L. E. Gabriel	4-21-27-28	.7639	3-17-43-33
22.	RIVAL	A. G. Burgin	4-20-57-27	.7681	3-17-50-06
23.	MISTER CHRISTIAN	P. Kurts	4-18-13-59	.7955	3-18-52-20
24.	KARINGAL	A. Berns	4-18-11-25	.7966	3-18-57-50
25.	SOUTHERLY	D. Mickleborough	4-22-04-06	.7710	3-19-01-51
26.	VALHALLA	A. & P. Hankin	4-20-44-56	.7805	3-19-07-21
27.	ASTELOT	A. G. Croft	4-20-45-55	.7804	3-19-07-25
28.	AKALA	J. H. Bleakley	4-21-31-04	.7792	3-19-34-10
29.	SEAWIND	N. F. Brooker	4-16-06-50	.8184	3-19-45-15
30.	FARE-THEE-WELL	R. T. Williams	4-20-46-51	.7874	3-19-57-11
31.	THEME	K. Bridgestocke	5-00-45-10	.7625	3-20-04-26
32.	TAIRERE	A. Adams	4-20-46-38	.7893	3-20-10-20
33.	SALACIA	A. Byrne	4-19-57-46	.8035	3-20-22-21
34.	BACCHUS D	P. E. Deaton	4-14-23-32	.8458	3-21-22-10
35.	CORROBOREE	K. A. Gray	4-20-37-11	.8036	3-21-42-55
36.	FRANKLIN	R.A.N.	4-19-01-42	.8189	3-22-11-48
37.	CARINA	R. L. Holford	4-22-49-38	.7981	3-22-50-11
38.	SOUTHERN MYTH	N. C. Howard	4-20-59-43	.8250	4-00-31-16
39.	TAHUNA	E. A. Hales	4-20-36-52	.8134	4-00-57-12
40.	SEA BEE	J. Ashton-Martin	4-22-43-52	.8248	4-01-55-45
41.	STORMVOGEL	C. Brynzee	3-20-30-09	1.0645	4-02-28-28
42.	ALCHERINGA	J. N. Bridgland	5-01-48-13	.8226	4-04-11-45
43.	INGRID	C. M. Earl	5-08-42-41	.7840	4-04-54-35
44.	BARANNE	J. Wedd	5-13-25-00	.7654	4-06-07-03
45.	ILINA	K. R. Murdoch	4-18-27-15	.9097	4-08-07-06
46.	ENID	J. Cockle	4-12-48-05	.9577	4-08-11-56
47.	CUTTY SARK	W. R. Bradley	4-23-39-29	.9231	4-14-27-23
48.	CORSARO II	Italian Navy	4-20-53-45	.9777	4-18-17-20
49.	ARUNTA PRINCESS	A. Mark	6-12-28-12	.7696	5-00-25-10

FASTEST TIME: STORMVOGEL.

RETIRE: BIRRAHLEE (C. Jones), MENABILLY (J. Keelty), SAGA (L. Little), Thekla (E. Eggers).

WEATHER: Starting with a 10-15 knot South East breeze, this increased to 30 knots during the afternoon. Calms and variable sea breezes followed along the N.S.W. coast. A good 20 knot Northerly helped the yachts across Bass Strait and down to Tasman Island. Variable winds and calm patches were the order to the finish.

1966

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	CADENCE	H. S. Mason	5-13-25-24	.7403	4-02-46-24
2.	SALOME	R. Swanson	5-11-47-19	.7589	4-04-00-53
3.	TAMBOO	R. J. Green	5-12-16-22	.7566	4-04-04-40
4.	MISTER CHRISTIAN	P. Kurts	5-06-54-55	.7892	4-04-09-25
5.	MALOHI	S. Fischer	5-13-25-34	.7555	4-04-48-13
6.	SERIFA	B. J. Case	5-14-03-13	.7532	4-04-58-09
7.	MARIE VAN DIEMEN	P. Hill	5-13-42-03	.7573	4-05-15-07
8.	HUON LASS	H. D. Calvert	5-07-44-21	.7951	4-05-33-56
9.	VALHALLA	P. Hankin	5-11-21-50	.7805	4-06-31-47
10.	ASTELOT	A. G. Croft	5-11-31-32	.7804	4-06-38-34
11.	CANOPUS	J. K. Williams	5-12-44-22	.7737	4-06-42-02
12.	FIDELIS	J. V. Davern	4-08-39-43	.9823	4-06-48-35
13.	JANZON II	W. Russell-Slade	5-11-33-09	.7823	4-06-53-49
14.	AKALA	J. H. Bleakley	5-11-51-09	.7814	4-07-01-47
15.	KALEENA	H. E. Godden	5-13-30-42	.7739	4-07-19-28
16.	CAMELOT	J. G. Borrow	5-11-29-10	.7874	4-07-31-56
17.	RONITA	R. A. Cottee	5-16-39-11	.7588	4-07-41-33
18.	ODIN	L. J. Abrahams	5-10-41-41	.7945	4-07-50-12
19.	BALANDRA	R. Crichton-Brown	5-02-06-46	.8529	4-08-08-59
20.	LORITA MARIA	N. B. Rydge	5-13-27-24	.7829	4-08-29-00
21.	POITREL	J. Robson-Scott	5-17-37-16	.7594	4-08-30-35
22.	TAONUI	J. Lidgard	5-07-24-16	.8226	4-08-48-10
23.	SALACIA	A. W. Byrne	5-10-40-40	.8036	4-09-00-45
24.	POSEIDON	M. W. Miller	5-08-16-37	.8195	4-09-07-22

1967

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	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	3-17-37-00
3.	MATIK	N. Long	4-22-04-33	.7722	3-19-10-40
4.	SALACIA	A. Byrne	4-18-21-24	.8025	3-20-02-19
5.	MERCEDES III	H. Kaufman	4-18-41-05	.8035	3-20-08-56
6.	HUON LASS	H. D. Calvert	4-20-09-51	.7949	3-20-20-19
7.	MISTER CHRISTIAN	P. Kurts	4-22-03-47	.7892	3-21-10-31
8.	CASTANET	L. Carmichael	5-08-49-03	.7315	3-22-13-47
9.	CORROBOREE	K. A. Gray	4-23-20-44	.7987	3-23-19-17
10.	WATHARA II	B. Cameron	5-05-28-39	.7667	4-00-12-13
11.	CALLIOPE	K. Middleton	5-11-53-08	.7323	4-00-34-47
12.	MOONBRID	N. F. Brooker	5-06-32-38	.7682	4-01-12-38
13.	SEAWIND	P. Wilde	4-23-01-33	.8194	4-01-31-47
14.	CAVALIER	J. Roche	5-13-11-55	.7378	4-02-16-28
15.	SATANITA	D. H. R. Wilkie	5-01-38-39	.8083	4-02-19-39
16.	MALOHI	S. Fischer	5-10-36-26	.7550	4-02-36-31
17.	LORITA MARIA	N. B. Rydge	5-06-16-58	.7820	4-02-45-11
18.	FARE-THEE-WELL	R. Williams	5-06-22-22	.7859	4-03-18-59
19.	ADRIA	J. Grubic	4-23-04-31	.8360	4-03-32-50
20.	SARINA	E. J. Jones	5-05-55-03	.7917	4-03-41-19
21.	CATRIONA	D. M. Brown	5-05-04-57	.7982	4-03-50-28
22.	FIDELIS	J. D. Davern	4-06-36-48	.9823	4-04-47-49
23.	WEATHERLY	J. Gilliam	5-08-04-47	.7894	4-05-06-22
24.	POITREL	J. Robson-Scott	5-13-55-46	.7564	4-05-18-16
25.	NORLA	J. Bennetto	5-05-38-46	.8142	4-06-18-03
26.	RONITA	R. A. Cottee	5-16-24-44	.7550	4-06-56-28
27.	ASTELOT	A. G. Croft	5-12-24-09	.7789	4-07-07-43
28.	MYTH OF ARRAN	D. Reid	4-22-00-33	.8769	4-07-28-56
29.	LASS O'LUSS	P. C. Psaltis	5-08-12-33	.8072	4-07-29-18
30.	NELL GWYN	R. S. Hickman	5-08-48-28	.8040	4-07-33-41
31.	SOUTHERLY	D. Mickleborough	5-13-56-57	.7742	4-07-42-11
32.	ANITRA	Sir Garfield Barwick	5-10-24-09	.7963	4-07-50-23
33.	TAMBOO	R. J. Green	5-17-18-24	.7567	4-07-53-50
34.	SHIMAAAL	C. M. Earl	5-08-22-29	.8102	4-08-00-32
35.	CAMELOT	J. Borrow	5-13-28-59	.7889	4-09-18-17
36.	PHANTOM OF BRIGHTON	G. Maxted	5-16-18-13	.7792	4-10-12-28
37.	BACCHUS D	P. E. Deaton	5-05-37-12	.8473	4-10-26-17
38.	JOY TOO	J. J. McLaren	5-21-56-45	.7549	4-11-09-17
39.	ZILVERGEEST	A. J. Murray	6-01-12-21	.7406	4-11-32-22
40.	FRANKLIN	R.A.N.C.S.C.	5-13-18-47	.8100	4-11-59-01
41.	SARDA OF BURNHAM	G. L. Fox	5-23-31-57	.7560	4-12-30-38
42.	CARINYA	V. J. Burnes	6-03-39-26	.7424	4-13-37-15
43.	CARMEN	J. Edmunds	6-06-09-40	.7331	4-14-04-58
44.	ENID	J. C. A. Cockle	4-19-00-17	1.0577	4-14-08-24
45.	KAHURANGI	L. D. Nathan	4-17-32-41	.9711	4-14-15-48
46.	SARACEN II	R. Crichton-Brown	5-22-09-42	.7757	4-14-16-29
47.	MALVEENA	R. Masters	6-03-05-17	.7535	4-14-49-50
48.	SEQUANA	M. J. Tilley	6-04-34-37	.7475	4-15-03-41
49.	MOANA	J. R. Easdon	5-23-26-51	.7762	4-15-20-38
50.	SEPTEMBER SONG	T. Palmer	6-00-55-19	.7690	4-15-26-43
51.	MAID ROSALIND	B. C. Finch	6-02-48-29	.7598	4-15-32-42
52.	RIVOLI	F. F. Varcoe	6-05-10-45	.7619	4-17-39-34
53.	SYLPHIDE	J. Beaumont & C. Sullivan	6-06-43-06	.7557	4-17-53-53
54.	ROVAMA	R. J. Mercer	6-03-29-38	.7808	4-19-09-48
55.	SOUTHERN MYTH	N. C. Howard	5-20-51-02	.8250	4-20-12-06
56.	SEA BEE	J. Ashton-Martin	5-22-02-11	.8248	4-21-09-05
57.	CAROL ANNE	P. Battersby	6-03-23-25	.8016	4-22-08-52
58.	SEA WITCH	C. R. Forbes	5-23-32-31	.8271	4-22-43-24
59.	LOLITA	N. G. Cassin	6-18-40-45	.7684	5-05-00-09
60.	ATAMAN	E. A. Brodie	7-08-01-45	.7451	5-11-09-33

FASTEST TIME: PEN DUICK III

RETIRE: AKALA (J. H. Bleakley), KATHLEEN GILLET (R. R. Stephenson), MARIA VAN DIEMEN (P. Hill), ODIN (L. Abrahams), ROPAWE (R. K. Brown), SOUTHERN STAR (E. R. Harold), THEKLA (E. Eggers).

WEATHER: Light S.E. at start, fading the first night, then N.E. Freshening. Line squall from S.W. south of Gabo I and E. to S.E. down the Tasmanian coast. Leaders were becalmed off Maria I and suffered from light airs up the Derwent while the second half of the fleet had fresh N.W. winds down the coast and up the Derwent.

Race History 1968-1970

1968

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	KOOMOOLOO	D. O'Neill	4-10-26-52	.8046	3-13-38-52
2.	BOOMERANG VII	J. Baker	4-07-34-58	.8375	3-14-45-02
3.	RAGAMUFFIN	S. Fischer	4-05-01-35	.8596	3-14-50-32
4.	BALANDRA	R. Crichton-Brown	4-08-57-33	.8419	3-16-21-54
5.	MOONBIRD	N. Brooker	4-19-04-34	.7682	3-16-24-05
6.	VENINDE II	G. Jorgensen	4-19-12-08	.7701	3-16-43-02
7.	MATIKA	N. Long	4-19-07-35	.7707	3-16-43-40
8.	KIMWANDA	D. Wauchope	4-14-50-35	.8222	3-19-08-07
9.	WATHARA II	B. Cameron	4-23-35-25	.7667	3-19-41-23
10.	SUNDOWNER	R. Swanson	4-14-10-45	.8330	3-19-46-45
11.	TINA OF MELBOURNE	E. Scott	5-01-56-36	.7661	3-21-25-14
12.	REBEL	B. Wilson	5-02-00-09	.7677	3-21-39-56
13.	NELL GWYN	F. Hickman	4-22-35-42	.7913	3-21-50-39
14.	SARACEN II	J. Morris	5-04-22-55	.7654	3-23-12-06
15.	OPHIR	D. Jones	5-02-56-46	.7691	3-23-19-37
16.	STARFIRE OF PERTH	N. McAllister	4-10-45-22	.9007	4-00-09-18
17.	HUON LASS	H. Calvert	5-02-08-49	.7954	4-01-09-20
18.	SALOME	K. Pix	5-08-51-36	.7568	4-01-31-16
19.	SALACIA	A. Byrne	5-01-57-10	.7945	4-01-53-29
20.	WEATHERLY	J. Gilliam	5-04-06-09	.7894	4-01-57-59
21.	CALLIOPE	C. Middleton	5-15-18-36	.7323	4-03-05-15
22.	JUPITER	P. Yates	5-02-04-20	.8120	4-03-07-21
23.	ADRIA	J. Grubic	4-23-32-57	.8360	4-03-56-35
24.	BOAMBILLEE	V. Walsh	5-11-07-07	.7650	4-04-18-20
25.	ODIN	L. Abrahams	5-07-13-30	.7959	4-05-15-30
26.	LORITA MARIA	N. Rydge	5-11-26-55	.7791	4-06-24-41
27.	RENEGADE	J. Lidgard	5-14-30-48	.7654	4-06-57-23
28.	SARNIA	R. Langman	5-20-11-02	.7548	4-09-48-38
29.	CAVALIER	J. Roche	5-23-42-55	.7378	4-10-01-59
30.	GABRIELLE III	P. Sandwell	5-01-53-55	.8708	4-10-08-57
31.	ONDINE II	S. Long	4-03-20-02	1.0761	4-10-53-35
32.	CEDALION	R. Fidock	5-23-40-45	.7474	4-11-23-08
33.	GILLAWA	A. Wildman	5-20-50-11	.7681	4-12-10-35
34.	RIVAL	A. Burgin	5-23-40-24	.7556	4-12-33-34
35.	SHU-BI-HIMMANY	L. Jenkyns	6-04-20-57	.7354	4-13-05-45
36.	KALEENA	H. Godden	5-22-46-42	.7662	4-13-23-48
37.	ZILVERGEEST	A. Murray	6-05-28-38	.7375	4-14-14-22
38.	PORCIA	R. Robertson	6-06-54-48	.7339	4-14-45-19
39.	OPTIMIST	H. Beilken	5-23-44-43	.7722	4-15-00-00
40.	ALCHERINGA	J. Bridgland	5-11-57-37	.8448	4-15-28-48
41.	RAPTURE	F. Callaway	5-08-15-00	.8764	4-16-23-53
42.	FOUR WINDS II	S. Gibson	5-22-25-07	.7908	4-16-37-28
43.	CALYPSO	G. Wignall	6-08-38-08	.7462	4-17-53-47
44.	NATANI	O. Trewartha	6-08-34-11	.7496	4-18-21-58
45.	ATHENA	A. Frieze	6-10-46-20	.7444	4-19-12-44
46.	SHIMAAL	C. Earl	5-23-40-29	.8021	4-19-14-29
47.	SEA WITCH	C. Forbes	5-21-02-49	.8182	4-19-24-16
48.	SIRIUS	J. McKenzie	5-08-51-41	.9024	4-20-17-04
49.	BACCHUS D	P. Deaton	5-20-08-17	.8473	4-22-44-20
50.	TEMAIRE	C. White	6-22-39-22	.7286	5-01-25-33
51.	ARAPAWA	B. Millar	6-03-48-21	.8283	5-02-25-39
52.	DORADO	J. Lake	6-23-28-12	.7443	5-04-38-54
53.	SAGA	L. Little	7-05-16-41	.7753	5-14-20-32
54.	METUNG	W. R. & B. Holmes	7-10-52-30	.8192	6-02-32-04

FASTEST TIME: ONDINE II.

RETIRED: ANITRA V (Sir Garfield Barwick), CAMELOT (J. Borrow), CAROUSEL (M. Brakell), CORROBOREE (J. While), FRANKLIN (RANS), KARAWA (L. Kloster), MARIA VAN DIEMEN (P. Hill), PATSY (F. Duffield), RAGE (H. Denius), ROIAATA (N. Gillard), RONITA (R. Cottee), SYLVENA (S. Moray), THUNDERBOLT (G. Shields).

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

1969

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	MORNING CLOUD	E. Heath	4-05-57-53	.7496	3-04-25-57
2.	PROSPECT OF WHITBY	A. Slater	4-00-19-19	.8024	3-05-17-19
3.	SALACIA	A. Byrne	4-02-40-57	.7945	3-06-24-11
4.	THUNDERBOLT	G. Shields & F. Thomas	4-06-35-05	.7644	3-06-24-56
5.	TINA OF MELBOURNE	B. Scott	4-06-07-44	.7690	3-06-32-13
6.	MERCEDES III	H. Kaufman	4-02-47-55	.7972	3-06-45-44
7.	BOAMBILLEE	V. Walsh	4-06-31-03	.7690	3-06-50-09
8.	MORNING AFTER	R. Hill	4-08-40-39	.7541	3-06-56-14
9.	REBEL	B. Wilson	4-06-43-05	.7690	3-06-59-24
10.	BANDIT	M. Tostevin	4-06-45-34	.7690	3-07-01-18
11.	CAVALIER SEUL	D. P. Cavalier	4-07-05-03	.7672	3-07-05-10
12.	WARRI	W. Hart	4-07-20-01	.7690	3-07-27-49
13.	RENEGADE	J. Lidgard	4-08-23-23	.7663	3-07-59-37
14.	OUTRAGE	Colson Bros.	4-08-49-03	.7707	3-08-46-58
15.	HOTSPUR	P. Packer	4-08-35-51	.7739	3-08-56-52
16.	GILLAWA	A. Wildman	4-09-43-18	.7681	3-09-12-17
17.	RAGAMUFFIN	S. Fischer	3-22-50-26	.8598	3-09-32-38
18.	CAPRICE OF HUON	G. Ingate	4-04-31-36	.8142	3-09-50-55
19.	MOONBIRD	N. Brooker	4-10-31-12	.7690	3-09-54-19
20.	MORANDOO	W. Rice	4-14-38-10	.7424	3-10-08-00
21.	VAGO	H. Takeda	4-09-02-21	.7621	3-10-09-04
22.	SATANITA II	D. Wilkie	4-02-08-02	.8376	3-10-11-48
23.	SUNDOWNER	R. Swanson	4-02-47-04	.8330	3-10-17-14
24.	VENINDE II	G. Jorgensen	4-11-13-05	.7690	3-10-27-02
25.	ODIN	L. Abrahams	4-07-36-23	.7959	3-10-27-36

26.	BALANDRA	R. Crichton-Brown	4-02-19-39	.8414	3-10-43-50
27.	MELITE	I. Brodzki	4-11-44-23	.7690	3-10-51-07
28.	MAID ROSALINDE	B. Finch	4-14-13-56	.7545	3-11-10-12
29.	SARACEN II	J. Morris	4-13-08-15	.7623	3-11-11-43
30.	CRUSADE	M. Aitken	3-15-07-40	.9561	3-11-18-10
31.	CORROBOREE	J. While	4-08-07-40	.8010	3-11-24-22
32.	DUET	P. Hopwood	4-12-29-03	.7690	3-11-25-27
33.	NELL GWYN	F. Hickman	4-09-30-03	.7913	3-11-28-58
34.	WATHARA II	R. Jackman	4-12-33-48	.7690	3-11-29-07
35.	OPHIR	D. Jones	4-12-39-05	.7690	3-11-33-10
36.	JISUMA	L. Scott	4-13-25-29	.7714	3-12-24-37
37.	CICILY JUNE	P. Dixon	4-16-24-33	.7541	3-12-46-03
38.	ROULETTE II	F. Andrews	4-07-58-26	.8171	3-12-57-24
39.	SALTY TIGER	J. Powell	4-01-11-27	.8794	3-13-28-10
40.	SALOME	K. Pix	4-17-39-40	.7559	3-13-54-29
41.	AKALA	J. Bleakley	4-15-27-57	.7736	3-14-13-47
42.	MYTH OF ARRAN	D. Reid	4-03-19-55	.8722	3-14-38-14
43.	CARINA	P. Daniel	4-21-35-47	.7420	3-15-15-23
44.	PATSY	F. Duffield	4-12-58-49	.8012	3-15-18-54
45.	ADRIA	J. Grubic	4-08-55-29	.8360	3-15-43-01
46.	CAMELOT	J. Borrow	4-14-29-21	.7940	3-15-43-41
47.	CAVALIER	J. Roche	4-23-29-59	.7378	3-16-10-01
48.	KARINGAL	A. Berns	4-13-47-04	.8063	3-16-31-08
49.	APOLLO	A. Bond	3-15-26-22	1.0134	3-16-36-40
50.	SEQUANA	M. Tilley	5-00-51-16	.7406	3-17-30-17
51.	DESTINY II	G. Chapman	4-07-58-46	.8655	3-17-59-38
52.	SANCHO	G. Evans	5-03-44-40	.7307	3-18-25-12
53.	SARNIA	R. Langman	4-23-53-45	.7548	3-18-29-50
54.	WINSTON CHURCHILL	G. Warner	4-08-24-33	.8801	3-19-53-26
55.	WEATHERLY	J. Gilliam	4-20-18-09	.7948	3-20-26-13
56.	PHANTOM OF BRIGHTON	J. Attwood, G. Maxted & K. Harry	4-23-51-08	.7719	3-20-30-50
57.	CAPUCINE	R. Brenac	5-03-43-33	.7487	3-20-38-01
58.	MONSOON	Sturrock & Mooney	4-23-03-40	.7795	3-20-48-29
59.	ZILVERGEEST	A. Murray	5-08-26-56	.7375	3-22-43-51
60.	SISKA	R. Tasker	4-01-59-18	.9745	3-23-29-22
61.	SHI BUI	A. Wallis	4-23-55-10	.7973	3-23-36-42
62.	ANITRA V	G. Barwick	5-01-29-57	.7883	3-23-46-40
63.	MISTRESS	W. Pettingill	5-07-27-54	.7690	4-00-28-57
64.	ENID	W. MacRae	4-08-07-12	.9577	4-03-42-56
65.	FOUR WINDS II	S. Gibson	5-07-40-24	.7908	4-04-57-50
66.	MAKARETU	N. Gosson	5-05-32-22	.8293	4-08-06-35
67.	TOREA	G. Stern	5-06-16-13	.8256	4-08-14-55
68.	FIDELIS	J. Davern	4-05-17-29	1.0431	4-09-39-25
69.	DORADO	J. Lake	5-23-57-11	.7366	4-10-02-08
70.	MYRA	A. Eklund	6-08-47-15	.7226	4-14-24-15
71.	SYLPHIDE	J. Beaumont & C. Sullivan	6-05-15-33	.7476	4-15-35-10
72.	FRANKLIN	R.A.N.	5-20-53-40	.8014	4-16-54-46
73.	WRAITH OF ODIN	B. & D. O'Brien	5-08-40-18	.8816	4-17-26-12
74.	EVEN	W. Gibson	5-06-51-20	.9507	5-00-36-05
75.	DIVA JANA	D. Kelly	6-08-02-16	.8154	5-03-58-18

FASTEST TIME: CRUSADE

RETIRED: BOOMERANG VII (P. Hill), CAMILLE (D. Ralph), JANZOON I (R. George), UTEIKAH IV (P. Fowler).

WEATHER: Light winds from E.N.E. at the start freshened to 10-15 knots during daytime and light at night, persisted for the first two days, followed on the third day by a 20 knot southerly with rain. This helped the leaders to the finishing line but the second half of the fleet was beset by light and variable winds for their final 24 hours.

1970

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	PACHA	R. Crichton-Brown	3-17-41-18	.9157	3-10-07-39
2.	RAGAMUFFIN	S. Fischer	3-20-42-28	.8869	3-10-13-20
3.	SALACIA II	A. W. Byrne	3-22-09-23	.8893	3-11-43-59
4.	KOOMOOLOO	N. B. Rydge, Jr.	4-11-35-40	.8150	3-15-41-21
5.	VITTORIA	L. Abrahams	4-11-58-48	.8168	3-16-11-52
6.	TAURUS	A. G. Lee	4-10-29-31	.8301	3-16-29-40
7.	MATIKA	N. Long	4-19-31-17	.7844	3-18-36-53
8.	MORNING MISCHIEF	R. R. Cavill	4-23-46-08	.7590	3-18-54-16
9.	CADENCE	D. Jones	5-04-28-38	.7383	3-19-54-06
10.	BACARDI	P. Cole	4-14-59-31	.8292	3-20-02-04
11.	BUCCANEER	T. E. Clark	3-14-06-12	1.0730	3-20-23-19
12.	TAMBOO	R. Green	5-04-15-22	.7524	3-21-29-24
13.	TINA OF MELBOURNE	B. R. Scott	5-00-30-15	.7767	3-21-35-44
14.	BOOMERANG VIII	P. Joubert	5-03-25-27	.7620	3-22-02-56
15.	CAPUCINE	R. Brenac	5-05-53-05	.7504	3-22-27-50
16.	LOMA	W. Burrows	5-05-34-25	.7524	3-22-28-53
17.	PROSPECTOR	R. Lloyd	5-06-42-33	.7489	3-22-53-32
18.	CHERANA	J. Keelty	5-08-10-58	.7455	3-23-33-36
19.	VENINDE II	G. E. Jorgensen	5-02-43-43	.7815	3-23-54-44
20.	SARLENA	C. McGarry	5-05-39-43	.7709	4-00-52-22
21.	MARIA	D. A. Cooper	5-02-42-45	.7844	4-01-02-16
22.	MISTRESS	W. Pettingill	5-04-18-38	.7844	4-01-30-33
23.	DUET	J. Diamond	5-04-09-48	.7854	4-01-31-04
24.	TAMPICO II	A. McKenzie-Smith	5-13-24-56	.7312	4-01-33-12
25.	CAMELOT	M. Clarke	5-02-32-27	.8024	4-02-19-35
26.	FARE—THEE—WELL	J. Easdon	5-05-07-30	.7896	4-02-47-55
27.	PATSY OF ISLAND BAY	F. R. Duffield	5-00-31-37	.8200	4-02-49-55
28.	CALYPSO	G. G. Wignall	5-12-59-19	.7444	4-02-59-48
29.	ONYA II	P. Rysdyk	5-10-28-56	.7590	4-03-02-10
30.	BALANDRA	Army Eastern Com.	4-20-46-28	.8516	4-03-26-41
31.	WEATHERLY	J. Gilliam	5-04-09-00	.8042	4-03-50-28
32.	DIDGERIDOO	T. Simmat	5-05-51-43	.7961	4-04-11-55
33.	SOUTHERLY	D. Mickleborough	5-12-33-48	.7564	4-04-16-15
34.	FOUR WINDS II	S. W. Gibson	5-07-07-21	.7961	4-05-12-07
35.	PATRICE	R. Kirby	5-05-36-41	.8068	4-05-20-35
36.	ANITRA V	Sir Garfield Barwick	5-07-50-35	.7942	4-05-31-98
37.	ASTELOT	P. Zalwai	5-15-31-53	.7651	4-07-41-42
38.	UTEIKAH IV	P. C. Fowler	5-11-35-21	.8068	4-10-09-57
39.	DESTINY II	G. Chapman	5-03-24-		



Race History 1970-1972



(continued from previous page)

41. BOOMERANG VII	P. Hill	5-04-07-37	.8675	4-11-40-48
42. FRANKLIN	Royal Aust. Navy	5-15-33-53	.8060	4-13-15-54
43. NATANI	O. Trewartha	6-04-23-35	.7428	4-14-13-34
44. ILINA	J. Court	5-04-21-54	.8937	4-15-08-42
45. ALCHERINGA	J. Bridgland	5-12-28-39	.8481	4-16-21-15
46. ANACONDA	J. Grubic	5-01-37-14	.8805	4-20-46-20
47. SOUTHERN MYTH	N. C. Howard	6-04-28-29	.8255	5-02-33-57

FASTEST TIME: BUCCANEER

RETIRED: APOLLO (A. Bond), BOAMBILLEE (V. Walsh), CARINA (P. Daniel), CAVALIER (J. Roche), JISUMA (L. Scott), MAKARETU (N. Gosson), MERCEDES III (H. Kaufman), RIVAL (A. Burgin), RUM RUNNER (G. Nock), SPIRIT (G. Kiskaddon), STARFIRE OF PERTH (N. McAllister), STORMY PETREL (C. Curran), THUNDERBOLT (G. Shields), VALHALLA (A & P. Hankin).

WEATHER: Moderate to fresh N.E. winds for the first two days caused two yachts to lose their rudders. S.W. change on the morning of the third day built up to a gale that lasted over 50 hours. This made it a big boat race and brought up a record of 14 retirements.

WEATHER: The fleet had light to moderate north to nor'west winds for the first 24 hours giving them an easy run down the NSW coast. On the second day the wind came in at 20 knots from the south and as the leaders entered Bass Strait it began to veer to the sou'west. Finally, as the bulk of the fleet approached the Tasmanian coast, the wind swung round to the nor'west and freshened to 30 knots giving the middle-of-the-fleet boats a great spinnaker reach down the coast bringing them right onto the heels of the leaders. Over the final two days, almost all the fleet encountered frustrating calms but the middle-sized yachts held their own right to the finish.

1971

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	PATHFINDER	B. Wilson	4-00-02-04	.7835	3-03-14-34
2.	RUNAWAY	J. Lidgard	4-01-00-50	.7844	3-04-05-51
3.	WAI-ANIWA	R. H. Walker	4-01-15-07	.7844	3-04-17-03
4.	MORNING CLOUD	E. Heath	3-21-58-57	.8141	3-04-30-40
5.	TAURUS	A. G. Lee	3-21-05-48	.8266	3-04-57-13
6.	CERVANTES IV	R. C. Watson	3-23-55-11	.8077	3-05-28-26
7.	PROSPECT OF WHITBY	A. Slater	3-20-54-02	.8362	3-05-41-00
8.	KOOMOLOO	J. Gilliam	3-23-41-21	.8150	3-05-59-11
9.	VITTORIA	L. Abrahams	4-00-00-01	.8159	3-06-19-35
10.	POLARIS	L. H. Savage	3-23-44-51	.8292	3-07-23-37
11.	RAGAMUFFIN	S. Fischer	3-17-57-54	.8861	3-07-25-21
12.	BACARDI	P. Cole	3-23-36-37	.8336	3-07-42-02
13.	STORMY PETREL	C. Curran	4-06-15-41	.7844	3-08-12-50
14.	MELTEMI	B. C. Psaltis	3-23-29-25	.8422	3-08-25-18
15.	SATANITA II	D. H. R. Wilkie	3-23-46-09	.8482	3-09-13-52
16.	PLUM CRAZY	G. Thomas & Partners	4-16-33-23	.7226	3-09-19-59
17.	PILGRIM	G. Evans	4-08-01-30	.7835	3-09-30-13
18.	HUON LASS	H. Calvert	4-08-03-00	.7841	3-09-35-08
19.	PACHA	R. Crichton-Brown	3-17-37-41	.9157	3-10-04-20
20.	MARK TWAIN	R. J. Langman	4-08-50-38	.7844	3-10-14-22
21.	WHISPERS II	G. Stagg	3-21-19-11	.8813	3-10-14-33
22.	TINA OF MELBOURNE	B. R. Scott	4-10-51-13	.7758	3-10-53-49
23.	ANACONDA	J. Grubic	3-23-50-48	.8789	3-12-14-22
24.	MORNING HUSTLER	R. H. Fidock	4-15-03-25	.7590	3-12-17-31
25.	MERCEDES III	K. Farfor	4-09-08-27	.8077	3-12-55-19
26.	MORNING MISCHIEF	R. R. Cavill	4-16-46-27	.7590	3-13-35-43
27.	BOOMAROO III	H. Findlay	4-16-40-55	.7610	3-13-45-02
28.	BINDA	J. S. Vickery	4-14-14-01	.7796	3-13-56-16
29.	THUNDERBOLT	G. Needham	4-16-37-29	.7660	3-14-16-13
30.	MORNING MATILDA	R. P. McIntyre	4-17-35-37	.7620	3-14-33-29
31.	PIMPERNEL	J. Beaumont & Partners	4-16-31-54	.7709	3-14-45-02
32.	WILD GOOSE	I. D. Russell	4-15-10-00	.7844	3-15-11-56
33.	PATRICE	J. Kirby	4-12-04-55	.8068	3-15-12-01
34.	DUET	J. Diamond	4-15-55-50	.7796	3-15-15-39
35.	STORMY	C. Bruynzeel	3-22-06-33	.9301	3-15-31-51
36.	VAGO II	H. Takeda	4-09-00-39	.8397	3-16-10-39
37.	AMERICAN EAGLE	R. E. Turner	3-15-49-16	1.0042	3-16-11-24
38.	JISUMA	L. K. Scott	4-16-46-58	.7892	3-16-13-08
39.	KIALOA II	J. Kilroy	3-12-46-21	1.0413	3-16-16-24
40.	SALACIA	F. W. Thomas	4-15-24-55	.7924	3-16-17-07
41.	CAVALIER	J. Roche	4-23-54-42	.7374	3-16-25-22
42.	MARY BLAIR	P. Riddle	4-09-08-14	.8448	3-16-49-12
43.	PATSY OF ISLAND BAY	E. J. Muir	4-11-34-55	.8262	3-16-53-02
44.	KINTAMA	R. George	4-15-51-39	.7957	3-17-00-27
45.	BOOMERANG VII	P. M. Hill	4-06-39-31	.8675	3-17-03-23
46.	SISKA	R. Tasker	3-17-04-12	1.0043	3-17-27-10
47.	BARBARIAN	A. F. Alle	4-16-41-16	.7948	3-17-33-50
48.	ZILVERGEEST II	A. J. Murray	4-23-14-22	.7590	3-18-30-09
49.	ONYA OF GOSFORD	P. Rysdyk	4-15-23-46	.8132	3-18-35-14
50.	SAVANT	K. L. Cox	4-11-41-15	.8474	3-19-15-15
51.	CADENCE	D. M. Jones	5-03-34-11	.7393	3-19-21-18
52.	MORNING MIST	A. G. Neate	5-00-44-17	.7570	3-19-23-55
53.	RAGE	E. S. Lawrence	4-23-22-32	.7704	3-19-58-00
54.	CALLIPYGE	A. Streichenberger	5-07-09-31	.7258	3-20-17-29
55.	TAWARRI	J. D. Lewis	4-15-47-40	.8262	3-20-21-52
56.	CARINA	P. Daniel	5-02-32-50	.7560	3-20-38-44
57.	BALANDRA	Army Eastern Command	4-14-10-35	.8431	3-21-53-22
58.	LOWANA II	K. Anderson & Partners	4-23-49-26	.7806	3-21-02-04
59.	SYLPH VI	I. North & Partners	5-03-06-11	.7671	3-22-25-56
60.	ALCHERINGA	J. N. Bridgland	4-15-46-47	.8481	3-22-48-00
61.	MAKARETU	N. Gosson	4-17-13-39	.8406	3-23-10-44
62.	SKINFLINT	J. K. Henley	5-01-57-33	.7844	3-23-39-53
63.	ONDINE	S. A. Long	3-15-32-17	1.0931	3-23-41-15
64.	WINSTON CHURCHILL	G. Warner	4-12-06-46	.8851	3-23-41-25
65.	BUCCANEER	T. Clark	3-15-27-19	1.0967	3-23-54-44
66.	FRANKLIN	Royal Aust. Navy	4-23-20-03	.8060	4-00-10-59
67.	DORADO	J. I. Lake	5-08-22-24	.7534	4-00-42-59
68.	SKYLARK	R. L. Ward	5-14-03-37	.7248	4-01-10-00
69.	SARLENA	C. McGarry	5-10-40-19	.7767	4-05-29-34
70.	SONG OF SOLVEIG	I. Forsyth-Grant	5-12-38-52	.7699	4-06-07-31
71.	DIDGERIDOO	T. Simmat	5-17-59-26	.7905	4-13-04-53
72.	PATIENCE	N. J. Bowden	6-02-33-20	.7544	4-14-33-40
73.	CASSANDRA	E. H. Howe	6-07-29-48	.7434	4-16-37-20
74.	CAPUCINE	C. Durrrough	6-06-38-06	.7504	4-17-02-11
75.	JASNAR	P. Kinsella & Partners	13-13-58	.7249	4-17-58-40
76.	FOUR WINDS	S. W. Gibson	6-04-01-22	.7951	4-21-41-34

FASTEST TIME: KIALOA II

RETIRED: MARIA, MISTRESS, VAN DIEMEN.

1972

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	AMERICAN EAGLE	R. E. Turner	3-04-42-39	.9681	3-02-15-49
2.	CAPRICE OF HUON	G. Ingate	4-00-31-29	.7730	3-02-36-49
3.	GINKGO	G. Bogard	3-15-16-35	.8621	3-03-14-27
4.	APOLLO II	A. Bond	3-15-17-22	.8662	3-03-36-36
5.	RAGAMUFFIN	S. Fischer	3-15-42-49	.8666	3-04-00-45
6.	KOOMOLOO	J. A. W. Gilliam	3-23-13-01	.7991	3-04-05-16
7.	MINNA	D. J. Isles	3-20-48-45	.8237	3-04-26-59
8.	APOLLO	J. Rooklyn	3-08-06-00	.9564	3-04-36-27
9.	MELTEMI	B. C. Psaltis	3-20-19-11	.8392	3-05-28-29
10.	QUEEQUEG	M. R. L. Dowling	3-19-27-37	.8471	3-05-28-33
11.	POLARIS	L. H. Savage	3-22-34-27	.8246	3-05-59-09
12.	VITTORIA	L. J. Abrahams	4-00-16-23	.8180	3-06-45-04
13.	TAURUS	A. G. Lee	4-00-11-55	.8237	3-07-14-19
14.	GRAYBEARD	L. H. Killam	3-04-57-54	1.0512	3-08-54-20
15.	MARK TWAIN	R. J. Langman	4-08-00-31	.7786	3-08-58-51
16.	RUNAWAY	I. Gibbs	4-08-17-14	.7786	3-09-11-52
17.	PACHA	R. Crichton-Brown	3-18-38-52	.8980	3-09-24-05
18.	KINGURRA	G. A. Warner	4-00-40-47	.8436	3-09-33-32
19.	BALANDRA	Army Eastern Command	4-02-54-45	.8269	3-09-47-26
20.	CALLIPYGE	A. Streichenberger	4-03-04-13	.8320	3-10-25-35
21.	ESCAPADE	Mr. & Mrs. G. P. Hedges	4-09-59-03	.7786	3-10-31-09
22.	CHANTAL	Marshall Bros.	4-10-40-29	.7752	3-10-41-39
23.	MATIKA	A. Pearson	4-14-04-35	.7556	3-11-10-25
24.	SUNBIRD II	T. Yamasaki	4-11-32-23	.7786	3-11-43-49
25.	BOOMERANG VII	J. De Vere	4-01-14-52	.8628	3-11-54-19
26.	WATHARA II	R. W. Jackman	4-14-54-39	.7636	3-12-41-29
27.	PATRICE	R. J. Kirby	4-10-30-22	.7962	3-12-48-01
28.	TREVASSA	F. R. Duffield	4-06-52-24	.8255	3-12-55-18
29.	STARFIRE OF PERTH	N. McAllister	4-03-51-06	.8584	3-13-42-45
30.	MERCEDES III	K. Farfor	4-13-20-27	.7882	3-14-10-56
31.	SALACIA	F. W. Thomas	4-17-51-43	.7657	3-15-11-03
32.	UNICORN	R. G. Graham	5-04-34-50	.7004	3-15-15-22
33.	GRANNY SMITH	W. Anderson & C. Shaffran	5-04-35-44	.7034	3-15-38-25
34.	MOKOIA	J. M. Tattersall	5-04-38-03	.7034	3-15-40-03
35.	ENDEAVOUR III	G. H. Gardner	5-05-10-21	.7034	3-16-02-46
36.	ONYA OF GOSFORD	P. Rysdyk	4-13-20-45	.8072	3-16-15-50
37.	SEQUANA	M. J. Tilley	5-06-32-57	.7003	3-16-37-20
38.	SARACEN II	J. H. Morris	5-04-21-53	.7138	3-16-46-17
39.	EVOLUTION	J. Diacopoulos	5-07-09-58	.7019	3-17-15-28
40.	ZILVERGEEST II	A. J. Murray	5-04-28-15	.7270	3-18-29-24
41.	LOLITA	N. G. Cassim	5-06-20-24	.7233	3-19-22-54
42.	THUNDERBOLT	G. Needham	5-02-20-49	.7480	3-19-30-55
43.	TINA OF MELBOURNE	B. R. Scott	5-01-51-24	.7516	3-19-35-14
44.	DIAMOND CUTTER	A. J. Sweeney	5-02-11-43	.7502	3-19-40-14
45.	MARIA	D. A. Cooper	5-00-07-05	.7662	3-20-02-05
46.	BOOMAROO III	H. W. Findlay	5-04-36-44	.7399	3-20-12-02
47.	CARINA	P. Daniel	5-06-25-25	.7309	3-20-24-10
48.	WARRI	J. H. Bleakley	5-00-37-50	.7673	3-20-33-35
49.	VAGO II	H. Takeda	4-14-55-29	.8356	3-20-41-19
50.	NELLIE ZANDER	J. J. Cumming	5-01-25-15	.7647	3-20-51-02
51.	DOROTHY II	E. W. Wall Smith	5-04-35-50	.7477	3-21-09-41
52.	SARLENA	C. McGarry	5-05-19-00	.7468	3-21-35-11
53.	MOONBIRD	G. J. Semple	5-01-57-17	.7702	3-21-55-46
54.	ANITRA V	Sir Garfield Barwick	5-04-58-10	.7551	3-22-21-52
55.	PIMPERNEL	J. Beaumont	5-05-40-31	.7514	3-22-25-56
56.	OSPREY	C. W. Johnson	5-05-54-34	.7502	3-22-27-25
57.	JANZOON II	W. Cavill	5-06-24-03	.7500	3-22-48-02
58.	SONG OF SOLVEIG I	Forsyth Grant	5-05-59-40	.7527	3-22-50-10
59.	FRANKLIN	Royal Aust. Navy	5-04-34-36	.7702	3-23-56-56
60.	SATYRICON	A. T. Cotton	5-04-32-36	.7706	3-23-58-22
61.	WILD GOOSE	I. D. Russell	5-04-23-47	.7741	4-00-17-43
62.	KINTAMA	R. George	5-04-25-19	.7765	4-00-36-40
63.	QUANDO	J. O'Neill	5-06-24-02	.7658	4-00-47-51
64.	SOLENT	P. J. & R. S. Robinson	5-21-30-55	.6938	4-02-11-00
65.	TRILBY II	K. W. Hinrichsen	5-23-13-50	.6861	4-02-16-14
66.	TAWARRI	J. D. Lewis	5-04-25-49	.8055	4-04-13-43
67.	ALCHERINGA	J. N. Bridgland	5-04-29-23	.8166	4-05-39-30
68.	MAKARETU	N. Gosson	5-04-50-31	.8171	4-06-00-29
69.	UTIEKAH IV	Mr. & Mrs. P. C. Fowler	5-07-58-15	.8040	4-06-53-19
70.	SKYLARK	J. L. Ward	6-08-56-01	.7034	4-11-34-24
71.	HUSTLER	P. J. Bates	5-04-18-00	.7034	4-11-34-24
72.	EVEN	W. J. Gibson	5-06-17-31	.8813	4-15-18-03
73.	SYLPH VI	I. A. North	6-19-28-00	.7240	4-22-20-59
74.	NIRIMBA	Royal Aust. Navy	6-20-34-48	.7276	4-23-44-54
75.	SIROCCO	S.B. Guy	5-08-21-09	.9409	5-08-46-00

FASTEST TIME: AMERICAN EAGLE

(continued on next page)



Race History 1972-1974



(continued from previous page)

RETIRED: ANACONDA, BACARDI, NOCTURNE, KIDNAPPER.

WEATHER: The CYC put back the starting time to 12 noon local time to give the afternoon seabreeze time to catch up with daylight saving, and the huge fleet started in a light nor'easter. The breeze was light to moderate for the first two hours of the race, giving the fleet a spinnaker run down the NSW coast. The leaders gybed off Jervis Bay and they reached down almost to Twofold Bay until a fresh southerly came in. After a few tacks off Cape Howe, most of the fleet were able to sail across Bass Strait on a close fetch in the fresh sou'wester. With the wind abeam from the west and nor'west, the leaders continued to make a fast reach down the Taimain 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.

65	ALI BABA	B.P. Walpole	4-16-04-04	.7551	3-12-37-20
66	ASTROLABE	A.R. Gear	5-02-17-20	.7034	3-14-01-04
67	MORNING MIST	A. Neate	4-22-52-27	.7279	3-14-31-42
68	BALANDRA	Army	4-10-10-42	.8239	3-15-28-48
69	SEQUANA	M.J. Tilley	5-05-33-10	.6973	3-15-32-52
70	SOLENT	P.J. & R. Robinson	5-05-46-30	.6974	3-15-42-56
71	BANJO PATERSON	J. Jarrett	3-23-41-34	.9205	3-16-05-06
72	NIRIMBA	Navy	5-01-58-40	.7246	3-16-23-06
73	NUDUMSKY	L. Fallshaw	5-05-43-25	.7079	3-16-59-59
74	HUSTLER	P. Bates & B. Climo	4-05-50-36	.8742	3-17-01-53
75	OLYMPIA	C. & J. McDermid	5-02-59-00	.7331	3-18-09-32
76	ASTELOT	J.P. Walker	5-03-12-33	.7390	3-19-03-05
77	RENEGADE	D.G. Hogg	5-01-49-45	.7521	3-19-37-40
78	MILLUNA	T. Stokoe	4-23-29-25	.7706	3-20-04-45
79	SOU'WESTER	N. Holman	5-11-28-15	.7034	3-20-28-36
80	BOOMERANG VIII	A.M. Kelso	5-06-15-44	.7335	3-20-36-47
81	NIKE	C. Davies	5-03-59-50	.7489	3-20-51-41
82	DIAMOND CUTTER	A. Sweeney	5-05-45-09	.7387	3-20-53-35
83	JANZOON II	W. Cavill	5-05-11-40	.7437	3-21-06-25
84	PISCES	H. Lewis	4-19-45-51	.8230	3-23-16-26
85	TAWARRI	J. Lewis	4-22-53-15	.8025	3-23-24-26
86	MAKULU	H. Blug	5-22-42-33	.6874	4-02-05-53
87	WARANA	I. Edwards & P. Sturgess	5-12-24-32	.7661	4-05-26-18
88	KORUMBURRA	K. Boston	5-22-56-51	.7274	4-07-58-48
89	SARACEN II	J.H. Jamison	6-02-26-07	.7108	4-08-05-10
90	VALHALLA	D. Vanderbent	5-07-41-07	.8899	4-17-37-37

FASTEST TIME: Helsal

DISQUALIFIED: Alcheringa, Ruthean.

1973

PL.	YACHT	OWNER CHARTERER	ELAPSED TIME	T.C.F.	CORRECTED TIME
1	CEIL III	W. Turnbull	3-12-05-34	.7786	2-17-28-28
2	PROSPECT OF WHITBY	A. Slater	3-07-49-47	.8471	2-19-29-48
3	RAMPAGE	P. Packer	3-12-44-57	.8031	2-20-03-43
4	TAURUS	A.G. Lee	3-11-52-25	.8147	2-20-19-54
6	IMPROBABLE	D.W. Allen	3-07-09-56	.8666	2-20-36-17
7	SUPERSTAR	E.A. Graham	3-09-35-10	.8410	2-20-36-50
8	LOVE AND WAR	P. Kurts	3-08-27-31	.8547	2-20-46-05
9	RAGAMUFFIN	S. Fischer	3-07-47-16	.8674	2-21-02-54
10	QUAILO III	D. Parr	3-06-06-22	.8853	2-21-08-50
11	MARY BLAIR	P. Riddle	3-13-04-25	.8175	2-21-32-51
12	QUEEQUEG	M. Dowling	3-09-16-34	.8564	2-21-36-17
13	BARNACLE BILL	D. Johnstone	3-12-33-45	.8237	2-21-39-14
14	CALLIPYGE II	A. Streichenberger	3-11-57-35	.8311	2-21-46-44
15	POLARIS	L.H. Savage	3-13-19-25	.8205	2-22-00-29
16	MATIKA	A. Pearson	3-21-07-49	.7538	2-22-12-05
17	PACHA	Sir R. Circhton-Brown	3-06-41-56	.8957	2-22-29-25
18	APOLLO	P. Jolly	3-02-12-06	.9541	2-22-47-44
19	SKYLARK	J.L. Ward	4-05-17-01	.7034	2-23-14-34
20	PAPILLON	J. Wrightson	3-17-01-24	.8025	2-23-26-28
21	TEQUILA	D'Arcy Whiting	3-11-09-02	.8613	2-23-37-03
22	SISKA II	Rolly Tasker	3-03-38-14	.9614	3-00-43-03
23	QUICKSILVER	B. Wilson	3-19-01-53	.7990	3-00-44-03
24	ONYA OF GOSFORD	P. Rysdyk	3-19-23-46	.7972	3-00-51-39
25	PILGRIM	G. Evans	3-21-34-57	.7786	3-00-51-47
26	MORNING HUSTLER	R. Fidock	4-04-14-30	.7305	3-01-13-35
27	VARIAG	M. Henrion	4-01-09-43	.7540	3-01-15-36
28	BUSHWACKER	F.D. Spencer	3-22-08-55	.7786	3-01-18-14
29	RUNAWAY	I. Gibbs	3-23-43-14	.7696	3-01-39-59
30	MORNING MISCHIEF	R.C. Halliday	4-06-16-08	.7213	3-01-45-59
31	GRANNY SMITH	W. Anderson	4-09-16-22	.7004	3-01-46-54
32	MARARA	K.H. Flehr	4-04-20-06	.7357	3-01-48-59
33	TREVASSA	F.R. Duffield	3-18-33-33	.8192	3-02-11-09
33	VITTORIA	L.J. Abrahams	3-12-32-12	.8099	3-02-27-58
34	LOWANA II	K.R. & P. Anderson	3-23-46-55	.7775	3-02-28-13
35	LADY JANE	L.W. Grant	4-01-05-58	.7763	3-03-22-42
36	KISHMUL	J.C. Welson	4-02-13-09	.7741	3-04-01-52
37	PATRICE	R.J. Kirby	3-23-52-21	.7932	3-04-02-45
38	MARK TWAIN	R.J. Langman	4-01-41-56	.7786	3-04-04-06
39	HELSAL	A. Fisher	3-01-32-09	1.0444	3-04-48-03
40	GUMBLOSSOM	P. Joubert	4-14-18-06	.7004	3-05-15-19
41	BOOMAROO III	H.W. Findlay	4-10-02-25	.7305	3-05-27-44
42	SURAYA	K. Steinman	4-07-00-14	.7526	3-05-31-14
43	KOOMOOLOO	R.K. Young	4-01-27-37	.7961	3-05-35-17
44	MAGGIE	J. Duncanson	4-06-49-29	.7600	3-06-08-47
45	ANACONDA	J. Grubic	3-19-06-19	.8611	3-06-27-03
46	RUFFIAN	J. Kinsella	4-00-13-51	.8184	3-06-45-19
47	MAKARETU	N. Gosson	4-01-20-05	.8097	3-06-48-42
48	MERCEDES III	K.R. Farfor	4-04-44-18	.7831	3-06-53-17
49	POITREL II	J. Robson-Scott	4-10-29-33	.7412	3-06-55-55
50	AOUILA	J. Park	4-13-23-27	.7318	3-08-03-07
51	KINGURRA	G.A. Warner	3-23-44-09	.8410	3-08-30-50
52	DUET	J.P. Diamond	4-11-22-47	.7538	3-08-56-33
53	HELLFIRE	K.L. Turner	4-14-04-19	.7357	3-09-10-40
54	AQUARIUS	R.E. Francis	4-09-20-33	.7752	3-09-39-41
55	ZILVERGEEST II	A. Murray	4-17-23-05	.7249	3-10-11-33
56	FRANKLIN	R.A.N.	4-11-21-28	.7682	3-10-28-19
57	SIROCCO	T. & P. Firmstone	4-11-01-13	.7710	3-10-30-45
58	ASSEGAII	E.R. Rooms	4-19-16-20	.7189	3-10-52-09
59	CAROL J	J. Oliver	4-12-27-39	.7681	3-11-18-30
60	BINDA	A.M. Rundle	4-13-43-26	.7595	3-11-20-59
61	SUNDOWNER	B. Price	3-23-44-54	.8719	3-11-28-58
62	CARDINAL PUFF	P.D. Rundle	5-01-52-55	.6881	3-11-52-00
63	INCA	E. Julian	4-03-32-12	.8427	3-11-52-46
64	WILD GOOSE	I.D. Russell	4-12-22-28	.7741	3-11-53-32

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

1974

PLACE	YACHT	OWNER	ELAPSED TIME	TCF	CORRECTED TIME
1	LOVE & WAR	P. Kurts	4-04-27-33	.8503	3-13-25-04
2	BUMBLEBEE 3	J. D. Kahlbetzer	4-01-03-85	.9044	3-15-47-09
3	GRANNY SMITH	W. Anderson	5-06-47-98	.7016	3-16-57-76
4	MERCEDES IV	H. T. Kaufman	4-12-19-22	.8236	3-17-12-76
5	FANTASY RAG	J. Musgrove	4-08-53-04	.8604	3-18-14-53
6	APOLLO III	A. Bond	4-02-58-93	.9125	3-18-19-27
7	VITTORIA	L. J. Abrahams	4-16-36-60	.8064	3-18-48-52
8	PATRICE III	R. J. Kirby	4-09-30-37	.8613	3-18-52-35
9	TAURUS	A. M. Kelso	4-16-34-98	.8078	3-18-56-67
10	KOOMOOLOO	R. K. Young	4-18-42-32	.7931	3-18-58-37
11	NDUMSKY	L. Fallshaw	5-08-08-12	.7101	3-18-59-33
12	ONDINE III	S. A. Long	3-13-51-93	1.0642	3-19-22-68
13	POLARIS	L. H. Savage	4-17-01-68	.8087	3-19-24-34
14	POITREL II	J. Robson-Scott	4-04-58-95	.7353	3-19-53-98
15	APOLLO	W. Rooklyn	4-00-52-80	.9521	3-20-14-37
16	BALLYHOO	J. Rooklyn	3-16-52-35	1.0426	3-20-39-51
17	APPALOOSA	R. T. Spence	5-07-33-57	.7265	3-20-40-32
18	BACARDI	R. J. Gould/W. H. Rookliff	4-18-37-55	.8095	3-20-47-38
19	NIKE	C. E. Davies	5-04-52-32	.7431	3-20-54-74
20	GUMBLOSSOM	P. N. Joubert	5-12-59-90	.6990	3-20-57-95
21	ZILVERGEEST III	A. J. Murray	5-08-05-63	.7263	3-21-02-07
22	MATIKA II	A. Pearson	5-04-55-12	.7488	3-21-32-35
23	ALI BABA	B. P. Walpole	5-04-05-75	.7556	3-21-46-01
24	SUPERSTAR	K. Farfor	4-16-59-33	.8328	3-22-05-83
25	DUET	J. P. Diamond	5-05-50-47	.7484	3-22-10-77
26	DOROTHY II	E. W. Wall-Smith	5-09-13-48	.7308	3-22-26-24
27	BALANDRA	Dept of Army	4-19-56-23	.8147	3-22-27-24
28	BRUTTA FACCIA	G. Fornaro	5-02-16-25	.7742	3-22-39-72
29	HUON CHIEF	H. D. Calvert	5-02-04-40	.7763	3-22-45-93
30	MARK TWAIN	R. J. Langman	5-03-35-67	.7681	3-22-55-98
31	BINDA	A. M. Rundle	5-05-49-27	.7546	3-22-56-68
32	LOLLOPOP	P. W. Kline/T. Millar	5-15-30-18	.7016	3-23-04-13
33	PANDORA	H. James	5-01-01-48	.8866	3-23-11-88
34	WILD GOOSE	I. D. Russell	5-05-55-73	.7638	4-00-11-07
35	PINTADO	E. H. Wilson	5-13-31-20	.7224	4-00-27-29
36	BRUMBY	P. J. & R. S. Robinson	5-15-30-18	.7127	4-00-43-21
37	ANTAGONIST	R. F. Hickman	5-02-36-95	.7898	4-00-50-52
38	BUSHWACKER	F. Spencer	5-04-56-00	.7774	4-01-07-39
39	ONYA OF GOSFORD	P. Rysdyk	4-16-50-42	.7101	4-01-10-21
40	WILLI WILLI	J. Hawley	4-18-05-30	.8529	4-01-18-36
41	PEGASUS	G. R. W. Snow	5-06-43-82	.7688	4-01-25-82
42	RUFFIAN	J. Kinsella	5-01-03-83	.8085	4-01-52-81
43	CORROBOREE	G. Hutchinson	5-07-33-72	.7703	4-02-15-66
44	ANACONDA	G. R. Ellis	4-19-32-73	.8540	4-02-40-55
45	SAVANT	K. L. Cox	4-22-37-00	.8325	4-02-44-90
46	CAVELIER I	J. P. Partridge	5-21-35-58	.6987	4-02-55-86
47	HUSTLER	P. Bates/B. Climo	4-18-37-42	.8665	4-03-19-28

(continued on next page)

Race History 1974-1976

(continued from previous page)

48	AVALON	E. J. Slight	5-06-28.97	.7969	4-04-47.64
49	BUCCANEER	T. E. Clarke	4-00-24.90	1.0477	4-05-00.84
50	CONQUISTA	J. P. Rochford	5-22-23.12	.7101	4-05-06.47
51	CORDON BLEU	J. Violet	5-10-51.82	.7742	4-05-18.87
52	SARACEN II	J. H. Jamison	6-00-19.85	.7096	4-06-25.03
53	HELSSAL	A. Fisher	4-00-50.72	1.0672	4-07-21.20
54	TREVAASA	F. R. Duffield	5-10-19.92	.8063	4-09-05.20
55	CATRIONA M	B. C. Folbigg	5-20-01.02	.7564	4-09-54.52
56	VOLANTE	N. H. Price	4-17-04.95	.9419	4-10-30.74
57	RED BOOMER II	W. T. McNeil	5-11-14.40	.8047	4-20-06.48
58	HONEYWIND	T. H. Bragg	6-01-42.00	.8162	4-22-55.22

FASTEST TIME: Ondine III

RETIRED: Sirocco, Come By Chance, Ragamuffin, Warri, Pania II.

WEATHER: For the first 24 hours the breezes were light and variable N.E.-S.E. On the second afternoon and night the fleet managed to cover useful ground running with a N.E. up to 20 knots. The morning of the 28th was a S.S.W. 15-25 which faded in the afternoon. On the fourth day the fleet sailed in W. and N.W. winds 35-40 knots with some experiencing puffs of 50-60 knots and fairly high seas. Over the next two days conditions were a little easier with 10-30 knots W.S.W., although some yachts experienced much stronger breezes down the Tasmanian coast and around Tasman Island.

1975

PLACE	YACHT	OWNER	ELAPSED TIME	T.C.F.	CORRECTED TIME
1	RAMPAGE	P. Packer	3-04-43.03	.7988	2-13-16.56
2	FAIR DINKUM	J. Robson-Scott	3-10-35.23	.7442	2-13-27.47
3	SUPERSTAR	K. Farfor	3-03-13.00	.8228	2-13-53.18
4	PIED PIPER	B. F. Geissler	3-07-38.58	.7774	2-13-55.10
5	PROSPECT OF PONSONBY	N. R. Angus	3-07-59.06	.7752	2-14-00.16
6	BRER FOX	Marshall Bros.	3-07-41.40	.7784	2-14-02.03
7	NORYEMA	R. Amey	3-00-52.39	.8529	2-14-09.26
8	POLARIS	L. H. Savage	3-05-30.58	.8052	2-14-24.58
9	DUET	J. P. Diamond	3-11-46.20	.7453	2-14-26.07
10	DRAGONFYRE	R. C. Genders	3-12-56.04	.7355	2-14-28.10
11	HORNET	J. Duncanson	3-12-22.08	.7442	2-14-47.14
12	PILGRIM	J. H. Ratten	3-10-23.16	.7650	2-15-01.36
13	DANCING MOUSE	C. McGarry	3-12-59.04	.7454	2-15-20.51
14	HUON LASS	M. Champion	3-11-38.37	.7583	2-15-25.37
15	BLUE POLES	J. A. Harris	3-13-24.45	.7431	2-15-28.12
16	LOVE AND WAR	P. Kurts	3-02-38.46	.8503	2-15-28.18
17	WARRI	J. H. Bleakley	3-11-45.13	.7587	2-15-32.38
18	CORINTHIAN	D. R. Hooper	3-01-35.03	.8646	2-15-37.15
19	NIKE	C. E. Davies	3-13-29.24	.7442	2-15-37.18
20	FANTASY RAG	J. Musgrove	3-02-00.42	.8604	2-15-40.47
21	APOLLO II	R. & I. Thurston	3-03-12.07	.8477	2-15-44.55
22	MELTME	B. C. Psaltis	3-03-33.18	.8220	2-15-45.06
23	PATRICE III	R. Kirby	3-02-14.48	.8596	2-15-49.21
24	KAILUA	J. B. Senior	3-02-37.49	.8554	2-15-50.20
25	BRUTTA FACCIA	G. Fornaro	3-10-23.01	.7752	2-15-51.50
26	MOONBIRD	S. G. Kuhn	3-12-14.50	.7586	2-15-54.35
27	HUON CHIEF	H. D. Calvert	3-10-30.06	.7763	2-16-02.46
28	NATTELLE TWO	K. Wright	3-06-18.07	.8181	2-16-03.32
29	THE FOX	Anderson Bros.	3-10-23.44	.7705	2-16-18.35
30	TEMPO	C. Johnson & N. Vitali	3-10-45.00	.7774	2-16-19.47
31	DIAMOND CUTTER	A. Sweeney	3-11-39.30	.7720	2-16-34.30
32	HUSTLER	B. Climo & P. Bates	3-03-00.33	.8629	2-16-43.31
33	BEDOUIN	T. Michilis	3-15-12.05	.7431	2-16-47.58
34	QUICKSTEP	H. L. Smith	3-11-26.22	.7774	2-16-51.57
35	APOLLO III	A. Bond	2-23-54.01	.9029	2-16-55.07
36	VITTORIA	L. J. Abrahams	3-08-34.17	.8064	2-16-58.22
37	MERCEDES III	A. T. Clutton	3-11-50.25	.7757	2-17-02.06
38	SUNBIRD V	T. Yamasaki	3-01-31.50	.8847	2-17-03.09
39	KOOMOLOO	R. K. Young	3-10-23.09	.7931	2-17-20.25
40	WHISPERS OF WELLINGTON	G. Staggs	3-08-28.06	.8124	2-17-22.21
41	THUNDERBOLT	L. P. Harding	3-19-01.27	.7182	2-17-22.25
42	PINTADO	E. H. Wilson	3-19-07.13	.7183	2-17-27.06
43	WINDWARD PASSAGE	R. M. Johnson	2-14-59.52	1.0401	2-17-31.26
44	GERONIMO	A. G. Lee	3-04-16.09	.8596	2-17-33.40
45	QUICKSILVER	R. Wilson	3-10-23.39	.7968	2-17-39.06
46	RUTHLESS	P. Hill	3-12-27.19	.7774	2-17-39.20
47	SISKA	R. L. Tasker	3-02-43.13	.8792	2-17-41.39
48	MARY BLAIR	J. Savage & F. Short	3-10-01.08	.8026	2-17-49.42
49	MERCEDES IV	H. T. Kaufman	3-08-01.25	.8236	2-17-54.27
50	THUNDERCLOUD	D. Hogg & A. Stewart	3-12-48.59	.7774	2-17-56.10
51	QUANDO	J. D. Edmonds	3-02-39.20	.8854	2-18-06.00
52	BACARDI	R. Gould & W. Rockliffe	3-10-22.47	.8026	2-18-07.05
53	LEDA	N. E. Gosson	3-00-01.13	.9189	2-18-10.46
54	VAGO	H. Takeda	3-06-19.02	.8452	2-18-11.37
55	KIALOA	J. B. Kilroy	2-14-36.56	1.0573	2-18-12.12
56	ANTICIPATION	S. Brown Synd.	3-01-58.06	.8954	2-18-13.52
57	TAWARRI	J. D. Lewis	3-10-35.12	.8038	2-18-22.59
58	ANDURIL	R. E. Carter	3-11-23.43	.7978	2-18-31.58
59	WESTWIND	K. & R. Findlay	3-14-17.58	.7710	2-18-32.13
60	PEGASUS	G. Snow	3-15-45.36	.7595	2-18-39.13
61	APOLLO	S. Barrett	2-22-12.19	.9482	2-18-34.07
62	BALANDRA	Army Sailing Club	3-10-23.50	.8113	2-18-50.56
63	BINDA	A. M. Rundle	3-17-14.04	.7515	2-19-03.35
64	REBEL	R. E. Francis	3-18-34.36	.7419	2-19-11.56
65	TUPPENCE	T. Barrenger	3-18-41.01	.7430	2-19-22.41

66	GIDGEE	D. Ingall	3-07-59.25	.8446	2-19-33.35
67	TAURUS	A. M. Kelso	3-12-23.12	.7999	2-19-30.03
68	BRUMBY	R. & R. Robinson	3-23-30.30	.7088	2-19-41.47
69	BALLYHOO	J. Rooklyn	2-16-41.05	1.0493	2-19-52.25
70	PLUM CRAZY	M. Bowen & G. Thomas	4-01-18.16	.6987	2-19-59.12
71	MORNING STAR	Swarbrick Bros.	3-21-40.25	.7263	2-20-02.07
72	PACHA	Sir Robert Crichton-Brown	3-05-08.51	.8856	2-20-19.19
73	WILLI WILLI	J. Goddard	4-10-25.04	.8324	2-20-36.17
74	LOLLOPOP	I. Millar & P. Kline	4-02-05.21	.7016	2-20-49.10
75	BUCCANEER	T. E. Clark	2-18-28.06	1.0434	2-21-21.11
76	TINA OF MELBOURNE	A. Tsakamakis	3-21-41.25	.7400	2-21-20.07
77	APPALOOSA	R. T. Spence	4-01-11.10	.7135	2-21-20.32
78	ANACONDA	G. R. Ellis	3-09-50.10	.8505	2-21-36.14
79	SKYLARK	J. L. Ward	4-03-40.04	.6987	2-21-38.16
80	SIR HENRY MERKIN	T. S. Martin	3-04-35.33	.9095	2-21-39.39
81	MIYAKADORI III	H. Okazaki	3-05-36.13	.8992	2-21-46.52
82	PANDORA	H. Janes	3-17-15.35	.7834	2-21-55.34
83	AQUILA	M. E. Braham	4-01-17.11	.7195	2-21-59.51
84	IMOGENE	B. Bowden	3-10-23.19	.8646	2-23-13.59
85	SARACEN II	J. H. Jamison	4-05-37.31	.7067	2-23-49.07
86	ALI BABA	J. E. Crisp	4-00-18.17	.7465	2-23-53.29
87	GRETLE	Gretal Synd.	3-02-31.42	.9651	2-23-55.38
88	SHIOJI TOO	Y. Ikeda	3-21-19.20	.7805	3-00-50.17
89	ROUGH RED	K. Le Compte	4-04-05.30	.7320	3-01-16.02
90	MARSUDE	P. H. Menere	4-01-15.15	.7617	3-02-04.43
91	TANGLEFOOT	D. R. Hart	4-01-01.35	.7355	3-03-46.33
92	BARBARIAN	V. Wilman, Chtr.	4-03-54.19	.7669	3-04-37.02
93	BRAVURA	R. Myler	4-14-17.29	.6962	3-04-47.05
94	SEA JADE	L. W. Grant	4-16-02.05	.7075	3-07-15.52
95	EXCALIBUR	R. T. MacDonald	4-12-33.43	.7407	3-08-24.43
96	MYUNA II	E. N. Kindred	4-10-20.29	.7567	3-08-28.07
97	SILHOUETTE	J. K. Rae	5-03-03.45	.7956	3-21-28.42
98	ANTAGONIST	R. F. Hickman	3-16-54.11	.7826	2-21-34.32
99	BOOMERANG OF BELMONT	A. G. Burgin	3-08-26.20	.8533	2-20-38.19

FASTEST TIME: Kialoa

Retired: Matika II, Savant, Zilvergeest III.

WEATHER: The fleet started on the last day of a SE. pattern with winds ranging from 10-20 knots. A good clip was maintained in reaching conditions. On the first night the breeze swung NE., moving to the NNE. at 15-20 knots on the 27th. This remained until the evening of the 28th, when for a few hours it shifted to WNW. 15-25 knots. On the 28th it was N. 20-30 knots, which held through the 30th when the tail ends experienced moderate SE. conditions. Thus, conditions were virtually ideal for a fast run. No less than nine yachts lifted their skirts and beat Helssal's previous record.

1976

PLACE	YACHT	OWNER	ELAPSED TIME	T.C.F.	CORRECTED TIME
1	PICCOLO	J. Pickles	4-05-30.15	.7857	3-07-45.07
2	ROCKIE	P. & R. Kingston	4-07-30.12	.7774	3-08-27.49
3	RAGAMUFFIN	S. Fischer	3-21-49.58	.8638	3-09-03.10
4	LOVE & WAR	P. Kurts	3-23-54.39	.8469	3-09-13.37
5	BACARDI	R. Gould & W. Rockliffe	4-06-10.44	.7966	3-09-23.45
6	NATTELLE TWO	N. S. Girdle	4-03-28.25	.8190	3-09-28.08
7	PATRICE III	R. J. Kirby	3-23-45.16	.8537	3-09-44.44
8	DYNAMITE	P. Smith	4-05-18.03	.8114	3-10-11.44
9	APOLLO II	R. I. Thurston	4-01-15.25	.8468	3-10-21.26
10	RUFFIAN	J. Kinsella	4-07-06.32	.8021	3-10-42.13
11	CHAUVINIST	J. Wareham	4-23-12.07	.6975	3-11-08.36
12	QUEOQUEG	P. Beildeding	4-03-31.31	.8401	3-11-36.40
13	GHOST	K. & R. Barry-Cotter	4-16-35.40	.7442	3-11-47.34
14	MULLOKA	C. J. WILKINSON	4-20-40.39	.7223	3-12-16.34
15	APOLLO	W. Rooklyn	3-17-16.40	.9468	3-12-31.42
16	BALLYHOO	J. Rooklyn	3-07-59.26	1.0573	3-12-34.26
17	DIAMOND CUTTER	A. Sweeney	4-13-42.48	.7710	3-12-35.20
18	HOT PROSPECT II	Heuchmer Everitt			
		Moran & Co	4-13-01.20	.7763	3-12-38.02
19	LOTS WIFE	R. Montgomery	5-01-57.47	.6962	3-12-54.38
20	TAURUS	A. M. Kelso	4-10-48.57	.7966	3-13-05.22
21	RAMPAGE	E. N. Fuller	4-11-30.14	.7924	3-13-11.10
22	ANTAGONIST	R. G. Hickman	4-14-38.30	.7701	3-13-12.19
23	MATIKA III	A. Pearson	4-13-40.03	.7774	3-13-15.20
24	GERONIMO	A. G. Lee	4-03-58.40	.8529	3-13-16.16
25	WAINUNO IV	R. A. Lee	4-09-44.10	.8074	3-13-27.17
26	INVINCIBLE	R. H. Cawse	4-13-51.49	.7774	3-13-24.29
27	MERCEDES III	A. T. Clutton	4-14-02.25	.7763	3-13-25.27
28	KESTREL	R. H. Fidock	4-14-12.40	.7752	3-13-26.08
29	FARROUT	P. H. Winkless	4-14-05.01	.7774	3-13-34.44
30	HUON CHIEF	H. D. Calvert	4-14-40.20	.7752	3-13-47.35
31	BRER FOX	R. W. Jackman	4-14-14.18	.7795	3-13-55.51
32	RICHOCET II	G. L. Finlay	5-00-12.47	.7199	3-14-32.29
33	ZILVERGEEST III	A. J. Murray	5-00-21.38	.7234	3-15-04.08
34	MATIKA II	Roxburg P'nsrs	4-20-59.54	.7442	3-15-04.13
35	BRUMBY	R. & R. Robinson	5-02-58.52	.7088	3-15-10.08
36	VITTORIA	L. J. Abrahams	4-12-32.57	.8064	3-15-32.03
37	SARACEN III	J. H. Jamieson	5-04-39.25	.7036	3-15-42.31
38	DANCING MOUSE	G. McGarry	4-22-32.34	.7442	3-16-13.10
39	LEDA	N. E. Gosson	3-23-40.29	.9232	3-16-19.37
40	RUTHLESS	P. Hill	4-17-29.03	.7784	3-16-20.10
41	CHAOS	R. T. Spence	4-17-41.02	.7774	3-16-22.40
42	BALANDRA	W. R. Carpenter	4-13-45.50	.8079	3-16-40.42
43	THUNDERBOLT	L. P. Harding	5-04-27.58	.7152	3-17-01.05
44	PINTADO	E. Wilson	5-04-36.27	.7154	3-17-08.39
45	VANESSA	M. K. Jagger	5-08-18.42	.6962	3-17-19.50
46	MERCEDES IV	B. E. Braham	4-13-33.57	.8236	3-18-14.18
47	SUNDANCE	D. Smith	5-10-57.29	.6987	3-19-30.01
48	BANJO PATTERSON	J. Jarrett	4-05-42.25	.9064	3-20-11.14

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Race History 1976-1978



(continued from previous page)

49	BINDA	I. D. Ritchie	5-03-09.21	.7494	3-20-17.35
50	SARNIA	P. Rae	5-08-16.51	.7240	3-20-52.31
51	ARTEMIS	D. J. Millikan	5-12-23.15	.7075	3-21-39.51
52	LANDFALL	K. Elliott	5-02-44.50	.7699	3-22-30.11
53	HI-JACQUE	J. Violet	5-02-11.22	.7752	3-22-43.17
54	ICHTHUS	R. P. Delbridge	5-10-27.49	.7290	3-23-06.29
55	ANITRA MAY	R. Walters	4-23-54.25	.7955	3-23-23.10
56	WILD GOOSE	I. D. Russell	5-06-21.30	.7576	3-23-43.45
57	FREEDOM	C. T. Martin	5-08-21.21	.7461	3-23-45.59
58	QUASAR	B. J. Sutherland	4-13-38.54	.8908	4-01-40.29
59	ANACONDA II	J. Grubic	3-22-29.37	.0421	4-02-28.1E
60	OBSESSION	B. Tardrew	4-21-09.33	.8477	4-03-18.57
61	NIRIMBA	R.A.N.S.A.	5-18-45.03	.7176	4-03-34.03
62	CARMEN	K. Bourke	6-00-26.00	.6920	4-03-56.52
63	NAND II	R. O. Chapman	5-13-55.53	.7514	4-04-38.10
64	WILLI WILLI	J. Goodard	5-03-41.35	.8290	4-06-32.30
65	SCARLET	L. F. Job	5-21-51.49	.7236	4-06-39.0E
66	ANNA DRIE	J. Krop	5-06-24.40	.8162	4-07-10.36
67	QUEST	R. Cruikshank	5-07-02.17	.8152	4-07-33.41
68	ADRIA AUSTRALIS	A. Harry	5-04-05.18	.8375	4-07-55.26
69	JINDIVIK	H. Bohill	6-00-25.26	.7308	4-09-32.42
70	NIJUMI	R. B. Grenda	5-09-25.49	.7171	3-20-48.52

FASTEST TIME: Ballyhoo 3-07-59.26

Retired: Aztec, Betula, Cordon Bleu, Kintama, Lollipop, Lyndal, Meltemi, Polaris, Providence, Rogue, Shenandoah, Smilie, Storm Bay, Trevasa, Wottam IV.

WEATHER: The start was in light NE winds of about 8 knots which freshened in the afternoon. By early evening it had turned to a 25 knot southerly which reached 40 knots during the night. On the 27th it was NE again with 5-10 knots most of the day, turning to SW 5-10 knots during the night. The next morning it was blowing 35 knots, and later W 30 knots gusting to 40 knots. By the morning of the 29th 8 boats had retired and the breeze was still W at 30 knots. Later in the day some boats finished while the wind shifted to the south at 25 knots. Early on the 30th the breeze had moderated to 10 knots W while in the afternoon it moved to the SE at 15 knots. By the morning of the 31st there were 37 yachts in with the others experiencing light and variable winds. In all, a record 15 boats retired in this toughest race since 1970.

1977

PLACE	YACHT	OWNER/CHARTERER	ELAPSED TIME	T.C.F	CORRECTED TIME
1	KIALOA	J.B. Kilroy	3-10-14.09	1.0454	3-13-58.10
2	RAGAMUFFIN	S. Fischer	4-06-29.42	.8596	3-16-06.17
3	WINDWARD PASSAGE	F. Johnson	3-12-39.00	1.0435	3-16-19.56
4	LOLLOPOP	P. Kline & I. Miller	5-15-39.10	.6931	3-22-01.15
5	NATELLE II	N.S. Girdis	4-19-26.52	.8162	3-22-13.43
6	BRER FOX	R.W. Jackman	5-02-35.06	.7711	3-22-31.31
7	JENNY H	Jenny H Syndicate	5-01-48.48	.7774	3-22-41.52
8	ANTAGONIST	R.F. Hickman	5-02-40.47	.7732	3-22-51.21
9	PICCOLO	J. Pickles	5-02-06.18	.7774	3-22-55.28
10	APOLLO	J. Rooklyn	4-05-33.04	.9391	3-23-22.00
11	PINTA	W. Illbruck	4-20-17.54	.8218	3-23-34.27
12	ZILVERGEEST III	A.J. Murray	5-13-06.04	.7193	3-23-44.23
13	DYNAMITE 2	P.S. Smith	4-20-32.05	.8236	3-23-45.30
14	DAMEL	W.A. Currie	5-02-21.29	.7846	4-00-00.08
15	RAMPAGE	E.N. Fuller	5-02-11.47	.7860	4-00-02.47
16	WINSOME 77	D.D. May	4-20-54.25	.8218	4-00-04.27
17	FARRAWA	B.G. Campbell	4-20-31.21	.8246	4-00-05.04
18	AQUILA	B. Edmunds & J. Aitken	5-14-39.02	.7136	4-00-05.12
19	SWEENEY TODD	D. W. Blainey	5-16-58.58	.7016	4-00-06.26
20	NYAMBA	J.G. Hardy	4-21-35.45	.8181	4-00-12.19
21	NITRO	G. & R. Edgerton	4-21-04.12	.8236	4-00-25.08
22	LOVE AND WAR	P. Kurts	4-20-02.10	.8333	4-00-41.34
23	VITTORIA	L.J. Abrahams	5-02-22.23	.7933	4-01-04.43
24	HUMDINGER	W.B. Northam	5-20-06.31	.6933	4-01-08.14
25	BARNACLE BILL	J. & D. Dirksen	5-01-05.52	.8045	4-01-25.23
26	APOLLO II	R. & I. Thurston	4-20-29.29	.8375	4-01-33.42
27	DYNAMITE	R.E. Walters	5-00-29.16	.8114	4-01-45.50
28	PERIE BANOU	J. & C. Sanders	5-14-43.33	.7281	4-02-05.38
29	WHISPERS OF WELLINGTON	G.R. Staggs	5-02-13.19	.8027	4-02-06.27
30	DANCING MOUSE	C. McGarry	5-13-19.37	.7353	4-02-07.09
31	BACARDI	J. Gould	5-03-55.21	.7933	4-02-18.28
32	GOLDEN EAGLE	J.W. Granger	5-06-28.35	.7774	4-02-19.22
33	KESTRAL	R.H. Fidock	5-07-03.27	.7752	4-02-29.42
34	CONCUBINE	J. Mc. Taylor	5-12-31.30	.7442	4-02-37.30
35	MERINDA	A.G. Taylor	5-21-47.23	.6962	4-02-42.50
36	MERCEDES III	A.T. Clutton	5-07-57.27	.7730	4-02-54.40
37	MARTINE	P.K. Gourlay	5-23-49.55	.6877	4-02-54.47
38	FARR OUT	E. Vidor	5-07-30.51	.7763	4-02-59.21
39	KNOCKOUT	Sir Max Aitken	5-01-19.04	.8181	4-03-15.00
40	BRUMBY	P. & R. Robinson	5-22-48.43	.6990	4-03-49.31
41	PANDORA II	M.W.D. Phillips	5-02-19.01	.8179	4-04-02.35
42	VARIAG	M. Herion	5-16-24.18	.7380	4-04-40.01
43	BILLAGONG	P.N. Joubert	5-14-55.21	.7465	4-04-43.10
44	BLUE MOON	W. Anderson	5-12-32.47	.7628	4-05-06.23
45	BRAVURA	I. Loube	4-19-20.03	.8768	4-05-07.31
46	*PATRICE III	R.J. Kirby	4-16-22.29	.8554	4-05-07.31
47	MULBERRY	M. Lovett	6-04-53.02	.6987	4-05-40.22
48	STREAKER	R. H. Caswe	5-12-23.45	.7681	4-05-41.36
49	WAINUNU IV	J. Garner & D. Strong	5-07-00.13	.8041	4-06-07.25
50	POLARIS	L.H. Savage	5-06-27.55	.8086	4-06-15.35
51	MIKO	D. Burfitt	6-03-14.59	.6959	4-06-28.16
52	THUNDER CLOUD	D. Hogg & A. Stewart	5-13-10.32	.7731	4-06-57.29
53	CHAOS	R.T. Spence	5-12-27.55	.7774	4-06-58.43
54	SHENANDOAH	J.R. Charody	6-05-10.30	.6959	4-07-48.39
55	BANG BANG	D.W. Baxter	5-13-09.51	.7815	4-08-04.04
56	APOLLO III	A. Bond	4-20-26.58	.8965	4-08-23.49

57	LOTS WIFE	R.S. Montgomery	6-08-45.15	.6933	4-09-54.16
58	LEDA	N. Gosson	4-20-59.00	.9121	4-10-42.02
59	MANU KAT	J.W.B. Barry	5-20-08.32	.7628	4-10-54.02
60	ROGUE	V. D'Emilio	5-20-24.15	.7681	4-11-50.40
61	ANNA DRIE	H.J. Kropf	5-15-37.01	.8031	4-12-54.50
62	ANACONDA II	Aust. Army Sailing Assoc.	4-10-03.27	1.0291	4-13-08.38
63	MELTEMI	B.C. Psaltis	5-17-46.55	.8154	4-16-20.51
64	THYLACINE	J.W. Burton	6-08-36.00	.7364	4-16-22.29
65	SECOND LADY	G. Scherwinski	6-08-44.25	.7477	4-18-12.14
66	FIREBALL II	M. Bayliss	5-17-43.35	.8537	4-21-34.37
67	FREANDA	J.A. Carr	5-15-13.57	.9051	5-02-23.56
68	*BREADFRUIT	R. Sill	5-14-42.38	.7442	4-04-15.06
69	NIRIMBA	Royal Aust. Navy	7-23-05.09	.7186	5-17-18.51
70	*QUEEQUEG	G.R. Young	5-01-19.04	.8375	4-05-27.51

FASTEST TIME: Kialoa 3-10-14.09

Retired: Apalie, Aphrodite, Aries, Assegai, Avalon, Aztec, B-One-Nine-Five, Belman, Betula, Binda, Casablanca, Chauvinist, Dorado, FairDinkum, Farr Fetched, Gerionno, Gidgee, Gumblossom, Hecate, Helsal, Hercules, Hi-Jaque, Imogene, Jisuma, Lowana II, Margaret Rintoul II, Matika II, Mekim Save, Mercedes V, Meriki, Moonbird, Mulloka, Mystic Seven, Ndumsky, Nire Lowa, Pandora Two, Penando, Phantom, Quest, Rhythm, Rum Runner, Ruthless, Silver Shamrock III, Smir-Noff-Agen, Southern Comfort II, Spanker, Sunburst, Superstar, Swuzzlebubble, Taurus, The Hum, The Sting, Thunderbolt; Wainunu V, White pointer, Willi Willi, Wimaway, Winston Churchill, Xavier.

*Patrice III, Breadfruit and Queequeg penalised 26 places for failing to answer recall at the start.

Disqualified: Cordon Bleu, Vanessa.

WEATHER: The race started in light E at 5 knots, turning later to NE 10 knots fading to very light SSE overnight. On the second morning the fleet had W 20 knots with some yachts experiencing NE. It turned in the afternoon to SE 30-40 knots gusting with a short high cross sea. Some yachts experienced winds of up to 50 knots for varying periods. By evening 18 boats had retired. By early on 28th, a further 15 were out. The wind was SE 20 knots later going back to 30-40 knots, seas rough. At night it swung to SW 25-35 knots. On the 29th the wind eased to S 12 knots and stayed at this for the day. Retirements had reached 55. The 30th brought 5-10 knot SE turning to light NE. Calm-to-light conditions plagued the tailenders although some struck a short 85 knot squall on Jan 1.

1978

PL.	YACHT	OWNER/CHARTERER	ELAPSED TIME	T.C.F.	CORRECTED TIME
1	LOVE & WAR	P. Kurts	4-04-45.72	.8358	3-12-13.00
2	MARGARET RINTOUL II	S.R. Edwards	4-03-34.65	.8499	3-12-37.85
3	CONSTELLATION	J.W. Garner	4-04-08.25	.8613	3-14-14.90
4	STREAKER	B.C. Ryan	4-22-42.57	.7660	3-18-55.88
5	MATIKA II	A. Pearson	5-06-32.00	.7335	3-20-48.72
6	APOLLO	J. Rooklyn	4-02-23.40	.9458	3-21-03.43
7	PEACOCK	K.W. & R.M.H. Adams	5-10-52.00	.7127	3-21-16.12
8	DECEPTION	D. Hankin	4-22-39.57	.7877	3-21-28.07
9	SINNERMAN	G.D. Finchett	5-10-33.00	.7174	3-21-39.38
10	BILLAGONG	P.N. Joubert	5-07-49.00	.7454	3-23-15.70
11	CASABLANCA	K. Page	4-04-26.87	.9503	3-23-27.32
12	HUON CHIEF	H.D. Calvert	5-05-26.00	.7628	3-23-40.82
13	DIAMOND CUTTER	A. Sweeney	5-06-04.00	.7597	3-23-46.37
14	VITTORIA	L.J. Abrahams	5-01-23.22	.7910	4-00-01.02
15	ANTAGONIST	R.F. Hickman	5-05-45.00	.7638	4-00-02.87
16	CORDON BLEU	K. Dorrell	5-09-15.00	.7449	4-00-16.68
17	VANGUARD	R.H. Caswe	5-01-26.67	.7928	4-00-16.87
18	WESTERN MORNING	D.W. Blainey & P.R. Stockfield	5-14-56.00	.7163	4-00-39.15
19	THUNDERBOLT	L.P. Harding	5-15-04.00	.7167	4-00-48.13
20	BRER FOX	R.W. Jackman	5-06-38.00	.7649	4-00-51.70
21	WHITE POINTER	K.R. Le Compte	5-05-09.00	.7795	4-01-33.25
22	PILGRIM	J.H. Ratten	5-09-18.00	.7556	4-01-41.93
23	SWEET CAROLINE	M.W.D. Phillips	4-22-55.90	.8218	4-01-44.27
24	PRYORITY	D.J. Pryor	5-05-44.00	.7795	4-02-00.53
25	RAMPAGE	E.N. Fuller	5-05-44.00	.7838	4-02-02.98
26	RELENTLESS	P. Hankin	5-05-26.00	.7887	4-02-55.75
27	ZILVERGEEST III	A.J. Murray	5-18-14.00	.7163	4-03-00.98
28	CHAOS	R.T. Spence	5-06-07.00	.7863	4-03-09.92
29	ROGUE	R.M. White	5-10-34.00	.7649	4-03-52.22
30	ROCKIE	P.S. Kingston	5-07-24.00	.7853	4-04-02.82
31	BANG BANG	D.W. Baxter	5-06-37.00	.7902	4-04-03.13
32	HERCULES	M.H. C.M. & S.P. Will	6-00-43.12	.6931	4-04-18.27
33	LOTS WIFE	R.S. Montgomery	6-01-34.80	.6905	4-04-31.37
34	ONYA OF GOSFORD	P. Rysdyk	5-05-59.00	.8000	4-04-47.18
35	NATELLE TWO	A.G. Lee	5-04-41.00	.8092	4-04-53.62
36	MARY BLAIR	G.A. Blok	5-06-51.00	.7964	4-05-01.40
37	CANON	J. Harry	6-01-47.75	.6931	4-05-03.05
38	SOLANDRA	R.W. Escott	6-01-44.32	.6939	4-05-07.67
39	MERINDA	A.G. Taylor	6-01-37.30	.6946	4-05-08.92
40	MELTEMI	B.C. Psaltis	5-05-01.00	.8121	4-05-31.55
41	MIRABOOKA	J. Bennetto	5-04-47.00	.8145	4-05-38.15
42	POLARIS	T. Goto	5-06-00.00	.8070	4-05-40.92
43	MATIKA III	K.C.D. Roxburgh & D.L. Don	5-06-55.00	.8057	4-06-15.40
44	MERCEDES IV	D.L. Braham	5-04-45.00	.8238	4-06-46.13
45	MERCEDES V	H. Janes	5-05-47.00	.8181	4-06-54.20
46	MANU KAI	J.W.B. Barry	5-15-28.00	.7597	4-06-54.83
47	SATIN SHEETS	A.A. Strachan	5-04-47.00	.8255	4-07-00.52
48	RUNAWAY	K.E. Millin	5-10-28.00	.7905	4-07-08.03
49	ROCHET II	G.L. Finlay	6-00-47.70	.7141	4-07-23.88
50	HELSEL	H.A. Fisher	4-03-02.15	1.0468	4-07-40.23
51	ANACONDA II	J. Grubic	4-05-01.35	1.0315	4-08-12.27
52	DYNAMITE	R.E. Walters	5-05-39.00	.8310	4-08-24.90
53	PERIE BANOU	J.W. & C.C. Sanders	6-01-01.05	.7219	4-08-41.28
54	FUZZY DUCK	C.A. Troup	6-05-56.92	.6987	4-08-46.13
55	HI-JACQUE	J.H. Violet	5-18-21.00	.7586	4-08-57.13
56	BRAVURA	C.K. Charles	6-06-21.47	.6987	4-09-03.28
57	CHANCE	W. & J. Rice	6-00-12.95	.7323	4-09-36.55
58	VANESSA	B.K. & K.A. Jagger	6-08-57.07	.6905	4-09-36.75
59	BREADFRUIT	R. Sill	5-23-54.35	.7353	4-09-48.83
60	SCORPION	R.W. Clemens	5-05-51.00	.8443	4-10-15.30

(continued on next page)

Race History 1978-1979

(continued from previous page)

61	HORNET	D. Flecker & A. Iurburgh	6:01.32.05	7323	4-10-34.47
62	SURAYA	K. Spencer	6:01.36.47	7330	4-10-43.82
63	ARETHUSA	G. Knightly	5:04.47.00	8571	4-10-57.10
64	QUADRILLE	Army Sailing Club	6:02-15.07	7323	4-11-05.97
65	JISUMA	W. Rockliff	6:01-27.85	7401	4-11-39.47
66	SECOND LADY	G. Scherwinski	6:01-51.42	7398	4-11-54.28
67	JOKER	W.P. Webb	6:13-34.12	6849	4-11-55.12
68	SPIRIT	P.D. Rundie	5:05-04.00	8630	4-11-55.95
69	SILVER CLOUD	A.G. McComb	6:01-31.92	7442	4-12-18.28
70	CALLALA	A.J. & R.K. Birtles	5:22-35.12	7634	4-12-50.97
71	MYSTIC SEVEN	N.G. Chidsey	6:01-37.30	7493	4-13-06.85
72	COBWEB	W.M. Griffiths	6:02-02.87	7515	4-13-45.28
73	LOWANA II	D. Millikan	6:01-32.60	7546	4-13-49.62
74	BLUE MOON	W. Anderson	6:00-58.50	7576	4-13-49.98
75	UTIEKAH IV	G. Hennicke	5:22-42.30	7730	4-14-18.65
76	MORNING MATILDA	R.P. McIntyre	6:09-11.40	7208	4-14-25.15
77	HUMBUG	R.L. Bugg	6:12-30.57	7075	4-14-43.82
78	TOLTEN	D.A. Job	6:01-33.37	7619	4-14-53.95
79	GENGHIS KHAN	R. Huntley	5:07-20.00	8711	4-14-55.20
80	FREANDA	J.A. Carr	5:06-46.00	8834	4-15-59.13
81	WILLI WILLI	J. Goddard	5:05-58.00	8914	4-16-17.20
82	ODIN	W.L. Gilbert	6:01-44.15	7728	4-16-37.47
83	SUNDANCE	P.W. Daniel	6:22-35.07	6956	4-19-52.57
84	GRETEL	B. Lewis	5:04-45.00	9395	4-21-12.15
85	TOUCHWOOD	D.P. & V.A. Brooker	6:00-29.57	8171	4-22-03.90
86	KLINGER	T.N. Cassidy	8:04-48.70	7211	5-21-55.25
98*	RIMFIRE	E.W. Wall-Smith	5:07-56.00	8372	4-11-06.33

FASTEST TIME: Apollo 4-02-23.40

*Penalised 50% after protest.

Retired: Acrux, Apollo II, Apollo IV, Farr Out, Moonshadow, Piccolo, Superstar, Clicquot, Nimmitabel, Nirimba.

WEATHER. The race started in 12-15 knots NE with rain. The wind gradually freshened the first afternoon to 20 knots to give the yachts a fast passage past Jervis Bay. The hard running conditions were taking toll of spinnakers and gear, and two boats broke booms and retired. A light sou'westerly change passed over the fleet at 2400 hrs and turned SE 10-15 knots later in the day leaving the yachts close hauled towards Gabo Island. During the second day a leading group of seven yachts picked up a light westerly while the remainder of the fleet lay becalmed north of Gabo Island. Overnight the seven put more than 80 miles on the rest of the fleet. The light westerly (5-10 knots) then took the bulk of the fleet across Bass Strait with many calm patches. The leaders continued to extend their lead. A southerly change passed briefly through on the third night lasting only six hours. A freshening nor'easter of 15 knots took the yachts down the Tasmanian coast. It died during the night. In Storm Bay most yachts found light and variable conditions with the river producing fitful breezes. Once the leaders finished the remainder experienced frustrating calms down the Tasmanian coast and in Storm Bay.

1979

Place	Yacht	Owner/Charterer	Elapsed Time	TCF	Corrected Time
1	SCREW LOOSE	R.J. Cumming	4-12-54.63	6934	3-03-31.10
2	WHEEL BARROW	I.C. Tringham	4-12-59.22	6934	3-03-34.28
3	APALIE	"Apalie" Syndicate	4-13-05.85	6931	3-03-36.92
4	SHENANDOAH	J.R. Charody	4-13-33.53	6902	3-03-37.05
5	QUINTAL	H.C. Knoop	4-13-19.83	6962	3-04-06.95
6	NIRE LOWA	A.T. Floyd	4-14-45.38	6902	3-04-26.63
7	MERINDA	A.G. Taylor	4-15-13.03	6918	3-04-56.40
8	CHAUVINIST	P. Winkler	4-15-47.65	6902	3-05-09.62
9	ZILVERGEEST III	A.J. Murray	4-12-17.57	7133	3-05-14.70
10	MORNING HUSTLER	J.H. Cowell	4-12-51.00	7133	3-05-38.55
11	THUNDERBOLT	L.P. Harding	4-13-06.30	7137	3-05-52.08
12	QUETZAL	P. North	4-13-05.85	7139	3-05-53.07
13	CHERRY CHEER	P. Attrill	4-17-37.63	6863	3-05-58.93
14	LOLLIPOP	I. Millar	4-17-31.93	6874	3-06-02.52
15	BUMBLEBEE 4	J.D. Kahlbetzer	3-01-45.87	10628	3-06-23.80
16	GHOST TOO	K. Roxburgh, C. Graham, W. Hoare	4-11-40.22	7293	3-06-31.43
17	PIMPERNEL	H.J. Holland	4-14-06.78	7145	3-06-40.53
18	PUSS 'N' BOOTS	H. Boot	4-12-55.98	7234	3-06-48.12
19	RELENTLESS	P. Hankin	4-05-16.97	7784	3-06-50.30
20	CHANCE	W. & J. Rice	4-12-14.28	7293	3-06-56.27
21	ZEUS II	J.R. Dunstan	4-18-32.15	6899	3-07-01.08
22	BLUE MOVES	B.A. Moore	4-12-20.98	7316	3-07-16.12
23	TINA TWO	K.V. Dyer	4-18-56.20	6902	3-07-19.75
24	AURIGA	M.P. Stubbing	4-14-07.60	7238	3-07-42.57
25	BELITA IV	D.R. Anderson	4-13-30.15	7288	3-07-48.32
26	SGIAN DUBH	R.W. Lean	4-15-09.25	7186	3-07-52.52
27	VANGUARD	R.H. Cawse	4-04-56.72	7918	3-07-55.70
28	BRUMBY	P. & R. Robinson	4-19-20.60	6934	3-07-58.73
29	BILLABONG	P.N. Joubert	4-12-38.68	7364	3-08-00.35
30	AMON-RE	D. Smith	4-12-48.45	7357	3-08-02.97
31	HECATE	W.J. Tedmanson	4-14-09.85	7271	3-08-06.02
32	REVENGE	P.H.I. Green	4-13-20.17	7327	3-08-06.63
33	SPIDER	D. Currie	4-12-26.03	7391	3-08-08.60
34	SECOND LADY	G. Scherwinski	4-12-48.38	7369	3-08-10.75
35	WATHARA II	E.J.C. & R.E.C. Stopp	4-12-18.20	7410	3-08-15.15
36	WIMAWAY	A. Barry	4-12-55.97	7375	3-08-20.27
37	ORANI	W.G.P. Read	4-12-14.25	7433	3-08-27.17
38	SMACKWATER JACK	P. Whiting	4-06-56.75	7846	3-08-46.27
39	DECEPTION	J.H. Bleakley	4-06-58.20	7846	3-08-47.40
40	BIG SCHOTT	A. Pearson	4-03-49.78	8119	3-09-03.10
41	HUON CHIEF	H.D. Calvert	4-10-49.68	7597	3-09-09.43
42	MARIA	M. Preston & D. Kelly	4-12-46.40	7463	3-09-10.65
43	HERCULES	M.H., C.M. & S.P. Will	4-10-26.25	7628	3-09-11.42
44	MYSTIC SEVEN	N.D. Chidsey	4-12-51.70	7462	3-09-13.95
45	IVIVACIOUS	J.A. Brown	4-22-09.13	6877	3-09-15.18
46	MIKO	D. Burfitt	4-21-39.57	6915	3-09-21.68
47	CAV	S. Parnell	4-16-39.32	7225	3-09-23.60
48	JEDAKA	H. Kuhn	4-13-44.70	7420	3-09-25.83
49	SHOGUN	B. Sutton	4-03-26.42	8190	3-09-26.48
50	SWEET CAROLINE	M.W.D. Phillips	4-03-00.48	8246	3-09-38.52
51	BINDA	I.D. Ritchie	4-14-12.22	7410	3-09-39.65

52	SAGITTA	B. & W. Hellenen	4-17-08.62	7222	3-09-42.73
53	SHENANDOAH (Vic)	R.A. White	4-12-19.33	7546	3-09-44.38
54	SOLANDRA	R.W. Escott	4-22-32.98	6911	3-09-55.77
55	THE STING	A.M. Rundle	4-10-48.12	7680	3-10-01.43
56	LOWANA II	D. Millikan	4-13-00.97	7525	3-10-02.07
57	GARLIC PRAWN	P.E. Glynn & R.W. Steel	4-15-37.37	7353	3-10-04.57
58	IMPETUOUS	G.R. Lambert & J. Crisp	4-04-34.77	8171	3-10-11.00
59	CHRISTINA	P.W.H. Woodruff	4-12-51.08	7555	3-10-14.23
60	CALLALA	R.K. Birtles	4-12-45.63	7579	3-10-25.77
61	PRYORITY	J. Pryor	4-10-23.95	7763	3-10-35.85
62	MARIONETTE	C.A.F. Dunning	4-00-32.62	8580	3-10-50.05
63	WHITE POINTER	K. Le Compte	4-10-50.75	7763	3-10-56.65
64	MERCEDES III	A.T. Clutton	4-12-16.25	7665	3-10-59.37
65	MARK TWAIN	K. Jones	4-13-00.32	7615	3-11-00.45
66	NEW BEACH ROAD	D.C. Booth	4-11-32.50	7728	3-11-06.48
67	RAGAMUFFIN	S. Fischer	4-01-46.20	8503	3-11-08.02
68	CHAOS	D. Leitch	4-10-26.20	7831	3-11-21.02
69	KAIULANI	S.C. Lovell	4-18-49.48	7264	3-11-24.52
70	MERCEDES V	H. James	4-05-57.47	8181	3-11-24.68
71	QUEST	R. Cruickshank	4-13-15.72	7636	3-11-25.93
72	CHAUTAQUA	A.C. Rowett	4-11-36.02	7757	3-11-27.92
73	NIRIMBA	Royal Australian Navy	4-19-12.58	7247	3-11-29.53
74	PICCOLO	J. Pickles	4-10-13.93	7867	3-11-34.37
75	FLIGHT	G.B. Lambie	4-18-08.50	7323	3-11-35.15
76	NYAMBA	J.G. Hardy	4-05-44.83	8218	3-11-36.95
77	DIAMOND CUTTER	A. Sweeney	4-12-02.03	7742	3-11-38.38
78	FARR OUT	E. Vidor	4-10-22.92	7870	3-11-43.35
79	WOFTAM IV	B. Jemison	4-13-19.23	7659	3-11-43.72
80	KOAMARU	B.A. Millar	4-11-22.28	7799	3-11-44.33
81	PATRICE III	D. MacWilliam	4-03-49.08	8392	3-11-46.03
82	APOLLO II	R. & I. Thurston	4-03-20.15	8436	3-11-47.97
83	QUICKSILVER	P.D. Lamont	4-11-45.57	7777	3-11-48.27
84	LUPUS	W.A. Schifferli	4-17-37.77	7380	3-11-51.50
85	YOMAN XXI	R.A. Aisher	4-01-46.23	8580	3-11-53.23
86	FURIBAO	Y. Sasamoto & T. Tomioka	4-05-13.15	8291	3-11-55.23
87	BACARDI	J. Gould	4-03-45.08	8425	3-12-02.42
88	SUNBURST	R.K. Young	4-06-05.93	8246	3-12-11.43
89	STAR WARS	B.R. Button	4-11-22.80	7844	3-12-13.72
90	MARDI GRAS	Farmyard Syndicate	4-11-22.87	7860	3-12-24.08
91	FARAWA	B.G. Campbell	4-05-08.88	8346	3-12-25.08
92	CHICK CHACK	M.L. Dykes	4-12-50.10	7781	3-12-41.07
93	SALACIA II	A.W. Byrne	4-03-15.28	8536	3-12-43.42
94	CHALLENGE	L.J. Abrahams	4-04-24.52	8443	3-12-46.48
95	INVINCIBLE	D. Bienefelt	4-12-24.42	7821	3-12-47.10
96	DAMEL	W.A.J. Currie	4-12-21.82	7831	3-12-51.57
97	PIRRA	S. Shield	4-18-16.70	7431	3-12-55.20
98	BORN FREE	J.H. & C.D. Howell	4-12-18.58	7844	3-12-57.48
99	SUPERSTAR	K. Farfor	4-03-18.40	8563	3-13-02.17
100	BLIZZARD	E. Juer	4-00-24.87	8831	3-13-08.60
101	RIVAL	T. Seccombe	4-23-03.32	7155	3-13-11.03
102	NEW MORNING	T. Hewison	4-11-53.60	7901	3-13-14.78
103	CONDOR OF BERMUDA	R. Bell	3-08-02.97	10667	3-13-23.32
104	SISKA	R. Tasker	3-08-56.88	10563	3-13-30.32
105	POLARIS	L.H. Savage	4-11-23.27	7977	3-13-39.78
106	TARQUIN	J.A. Stanford	4-22-44.70	7241	3-13-58.98
107	GRANNY APPLE	Whispers Syndicate	4-11-31.95	7998	3-14-00.27
108	GOONDOOLOO	P. & B. Young	4-18-32.17	7510	3-14-00.98
109	RIMFIRE	E.W. Wall-Smith	4-07-09.10	8363	3-14-15.93
110	NATTELLE II	A.G. Lee	4-10-22.10	8114	3-14-18.43
111	MELTEMI	Canberra Yacht Club Syndicate	4-11-27.22	8087	3-14-53.83
112	MANU KAI	J.W.B. Barry	4-18-53.13	7566	3-14-55.35
113	HELSEAL II	A. Fisher	3-09-56.27	10643	3-15-12.37
114	UTIEKAH IV	G. Hennicke	4-17-20.77	7698	3-15-15.22
115	POLICE CAR	P.R. Cantwell	4-10-48.12	8199	3-15-34.00
116	SATIN SHEETS	M. O'Leary	4-11-22.72	8156	3-15-34.67
117	MIRABOOKA	J. Bennetto	4-11-31.45	8147	3-15-35.98
118	APOLLO	W. Rooklyn	3-22-15.05	9301	3-15-39.75
119	ANTICIPATION	D. St. C. Brown	4-03-38.07	8804	3-15-43.08
120	OBSESSION	W.C.R. Bale & K.D. Monro	4-11-24.05	8209	3-16-09.92
121	DYNAMITE	R.E. Walters	4-10-09.40	8310	3-16-12.97
122	ADRIA	A. Harry	4-12-23.95	8144	3-16-16.82
123	BREAKAWAY	K. McDonald	4-11-41.00	8218	3-16-29.63
124	SCORPION	R.W. Clemens	4-10-28.38	8319	3-16-34.48
125	SEQUOIAH II	J.M. Clark	4-12-16.55	8197	3-16-45.22
126	JEMIMA	K.L. Bell	4-10-14.07	8434	3-17-35.88
127	ROGJS TOO	R.J. Brown	4-22-15.15	7586	3-17-42.37
128	ALI BABA	J. & T. Michilis	4-10-11.38	8520	3-18-28.42
129	SORCERY	J.D. Wood	3-22-02.57	9629	3-18-33.22
130	DESTINY	T.A. Taylor	4-13-00.17	8333	3-18-49.92
131	FIONA	J. Sturrock & E. Lawrence	4-13-01.90	8346	3-18-59.87
132	MARY MUFFIN	G.A. Blok	4-10-12.82	8613	3-19-28.90
133	BANJO PATERSON	J. Jarrett	4-06-51.25	8952	3-20-05.12
134	SAVANT	K.L. Cox	4-13-13.90	8437	3-20-09.52
135	SHEARWATER	J.M. & A.R. Cooper	4-21-00.45	7910	3-20-33.17
136	GAULUIS 3	P. Faque	4-00-48.87	9594	3-20-53.02
137	GRETEL	B. Lewis	4-03-01.75	9395	3-21-02.27
138	CONGERE	B.D. Koepfle	4-11-27.57	8870	3-23-18.98
139	ANACONDA II	J. Grubic	3-21-55.38	10496	4-02-34.88
140	CASABLANCA	J. Goddard	4-10-11.35	9503	4-04-54.68
141	SELTRUST ENDEAVOUR	J.P. Callow & M.J. Dunham	4-12-46.07	9707	4-09-34.8

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