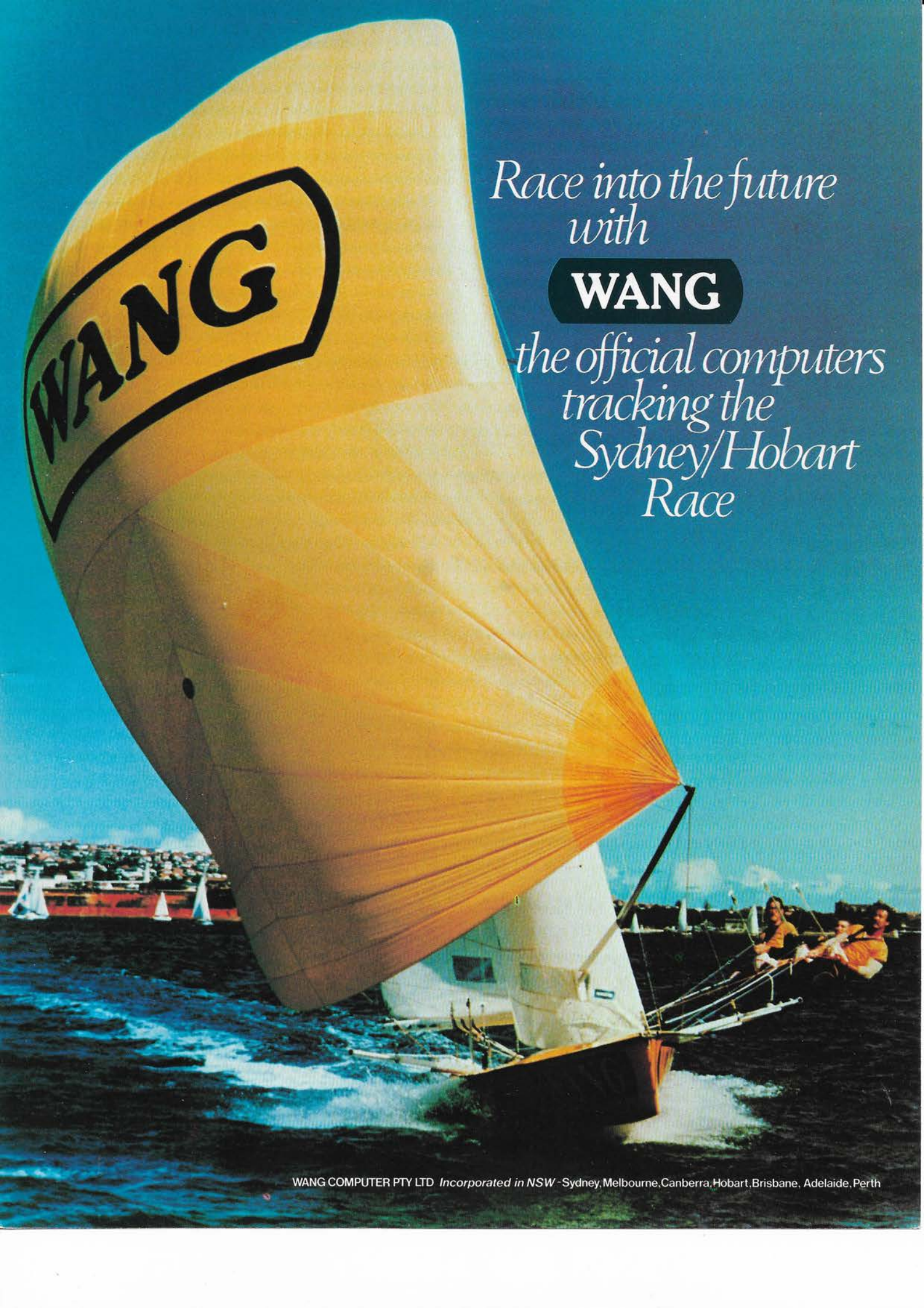


Official Souvenir Program \$3.00*



**SYDNEY-HOBART
YACHT RACE
1982**



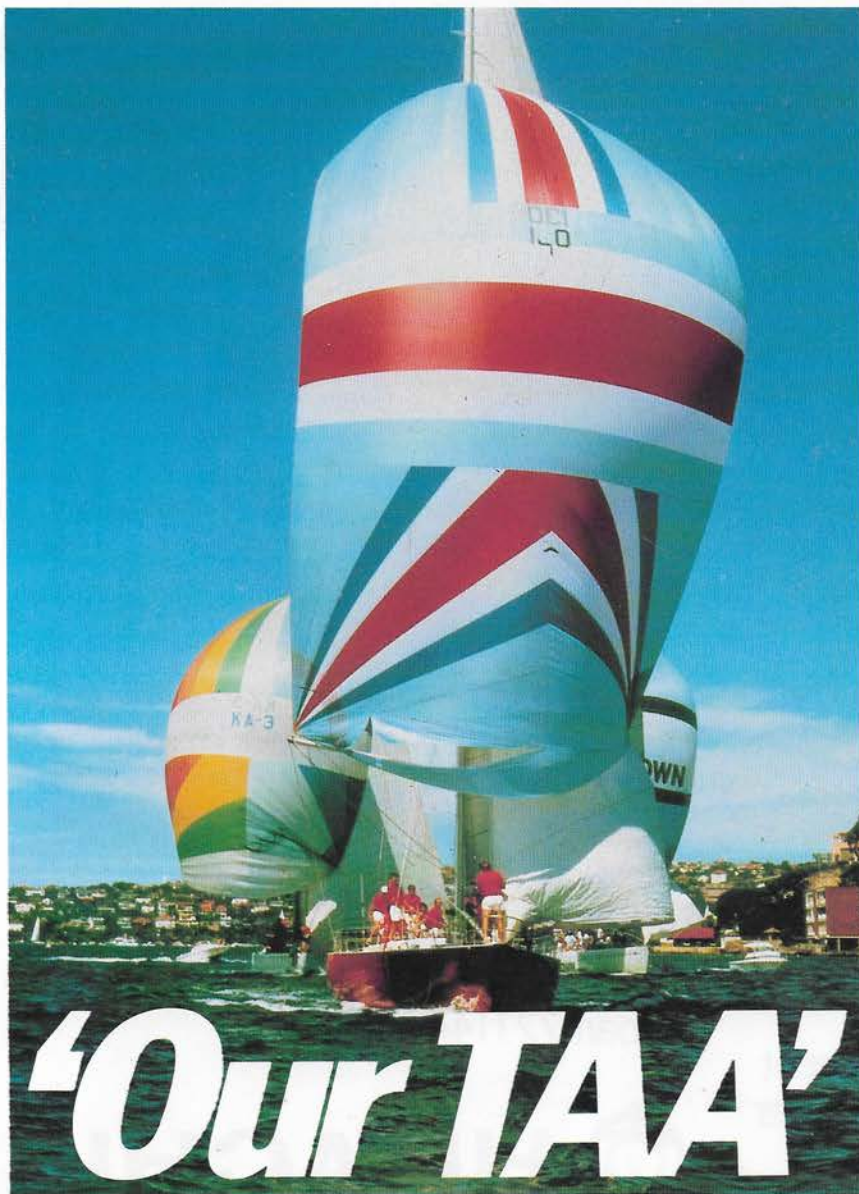


*Race into the future
with*

WANG

*the official computers
tracking the
Sydney/Hobart
Race*

Which airline helps to put wind in your sails?



'Our TAA'

TAA isn't new to blue water sailing. We were the first commercial sponsors of the Sydney/Hobart Yacht Race and have been co-sponsors ever since.

We are also co-sponsors of the America's Cup and a supporter of the Admiral's Cup Team.

This year, as always, we'll be providing a comprehensive travel service to competing yachtsmen, their relatives and friends.

The Sydney/Hobart is one of the great ocean races in the world and we're proud to be part of it.

Ask your Travel Agent to book you TAA.
Or phone TAA's reservation service.

TAA199

SYDNEY-HOBART YACHT RACE 1982

38TH YEAR

26 December 1982

1300 hours ESST
(0200 hours Zulu)

Official Starter

Sir James Rowland, KBE, DFC, AFC,
K St J
Governor of New South Wales

Starter's Vessel

HMAS *Woolloomooloo*

Organised by

The Cruising Yacht Club of Australia

With the co-operation of

The Royal Yacht Club of Tasmania

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COMMODORES' MESSAGES



The Cruising Yacht Club of Australia

Commodore
G.S. Girdis

Vice Commodore
J.L. Brooks

Rear Commodores
G.E. Marshall, A. Brown

**Race Director and
Radio Communications Officer**
K.H. Storey

Communications Centre
D.F. Walker-Smith
J. Morris
M. Bryden
N. MacDonald
J.W. Hill
H. Grieve
Miss A. Scott
General Manager
P. Shipway



The Royal Yacht Club of Tasmania

Commodore
Dr D.A. Cooper

Vice Commodore
J.M. Lucas

Rear Commodore
L.R. Balcombe

Race Director
R.A. Johnston

Officer of the Day
D.E. McIndoe

Press Centre
J.L. Honeysett

Liaison Officer
M.D. Jones

Patrol Launch Officer
O.H. Hedberg

Secretary/Manager
A.B. Neilson, DFC



The Cruising Yacht Club of Australia

The Hitachi Sydney-Hobart Yacht Race has once more attracted a record number of entries for a non-Southern Cross Cup Year. A fleet of 128 yachts with over 1000 competitors will set out down the harbour when the cannon goes off on Boxing Day. A large proportion of the yachts competing are modern, fast, and keenly sailed, making it more and more difficult to pick the handicap winner. With five maxis in the race, line honours will be a battle of the giants which is bound to produce some spectacular sailing.

This year we have the added attraction of a teams race, for yachts of less than 30 ft. IOR rating, and a trophy for the fastest 'Classic' yacht (i.e. over 8 years old) on corrected time. We hope this will provide added interest for a wide range of competitors.

The excitement of a big fleet start in Sydney harbour with an armada of well-wishers and crowds of sightseers on the vantage points is one of the attractions that keeps yachtsmen coming back again and again. In good weather the excitement can carry on all the way to Hobart. If the weather turns nasty, many will vow never to race to Hobart again.

Good weather or foul, the satisfaction of arriving in Hobart to a tremendous welcome from the people of Hobart and the Royal Yacht Club of Tasmania must be experienced to be appreciated.

I would like to wish all competitors a good start, a speedy voyage, and a safe arrival in Hobart. May the best prepared and hardest sailed yachts win in their respective races.

George Girdis
Commodore



The Royal Yacht Club of Tasmania

The Flag Officers, General Committee and Members of the Royal Yacht Club of Tasmania extend a very warm welcome to all participants in this, the 38th Annual Sydney-Hobart Yacht Race.

Tasmania is well known for the hospitality it extends to visitors to this Island State and the now traditional enthusiastic reception awaits the arrival of these small ships and their crews.

It is well to remember the excellent safety record that this Race enjoys and I exhort all skippers and crews to give due and careful consideration to their safety procedures and equipment. Our weather is not always as hospitable as the warmth of the welcome.

The Royal Yacht Club of Tasmania acknowledges the contribution made by our major sponsor, Hitachi, together with Trans Australia Airlines, the Tasmanian Government, and Tasmanian Breweries. We also extend our thanks to the Master Warden, harbour Master and the Marine Board of Hobart who give so much of their time and facility towards making the finish of this race such a spectacular and memorable event.

It would be remiss of me to fail to mention those Members of the Royal Yacht Club of Tasmania who work the year round to ensure that this Race is a success. I extend to them my personal thanks.

It remains for me to wish all yachts a fair, fast and, above all, a safe race to Hobart.

D.A. Cooper
Commodore

GENERAL RACE INFORMATION

Press arrangements

Through the generous sponsorship of Hitachi, a Press and Communications Centre will again be established at the CYCA Clubhouse, New Beach Road, Darling Point for dissemination of news and position reports during this 38th Sydney-Hobart Yacht Race. Facilities will be open from 1600 hrs on Boxing day and thereafter from 0830 hrs until 2100 hrs for the duration of the Race. Facilities that will be available for the media will include:

- an expanded-scale plotting chart showing yacht positions
- printouts of latest positions with their overall and division placings on handicap
- news bulletins with commentary, available for recording, re-editing and direct broadcast
- 45-second radio news bulletins for direct voice recording
- press telephones with reverse-charge facilities

Telex facilities for both inward and outward communications (at normal rates) information on past performances of competing yachts and details of skippers and crew members

- statistics of previous Races
- photocopying equipment and undisturbed working press area

The Communications Centre will be accessible to accredited members of the press only; the yacht positions will be available to members of the public via a second plot located in the CYCA Blue Water Room.

Position report schedules

Two position report schedules will operate daily between the Radio Relay Ship and the yachts. These will commence at 0700 hrs and 1500 hrs; given satisfactory radio communications and computer facilities, full progress reports will be available to the media by 0900 hrs and at 1700 hrs each day until the completion of the race, with the exception of Boxing Day when information following the first position report will be available by 1900 hours.

Race frequency

The Race frequency is 4483 kHz.

Communications Centre telephones

News reports and information may be obtained after the regular 'skeds' by telephone from the Communications Centre; the telephone numbers are (02) 32-2425, 32-2467, 32-3397. Please do not call before 0900 hrs or between 1500 and 1700 hrs each day as staff will be fully occupied with the yacht position report traffic, plotting and computer operation.

Official CYCA Spokesmen

The official spokesmen for the Cruising Yacht Club of Australia in Sydney will be Mr Keith H. Storey, Race Director, and Mr Peter Shipway, CYCA General Manager. In Tasmania, the official spokesmen will be Mr Desmond Cooper, Commodore, RYCT, and Mr R.A. Johnston, Tasmanian Race Director.

Hitachi Australian Ocean Team Championship

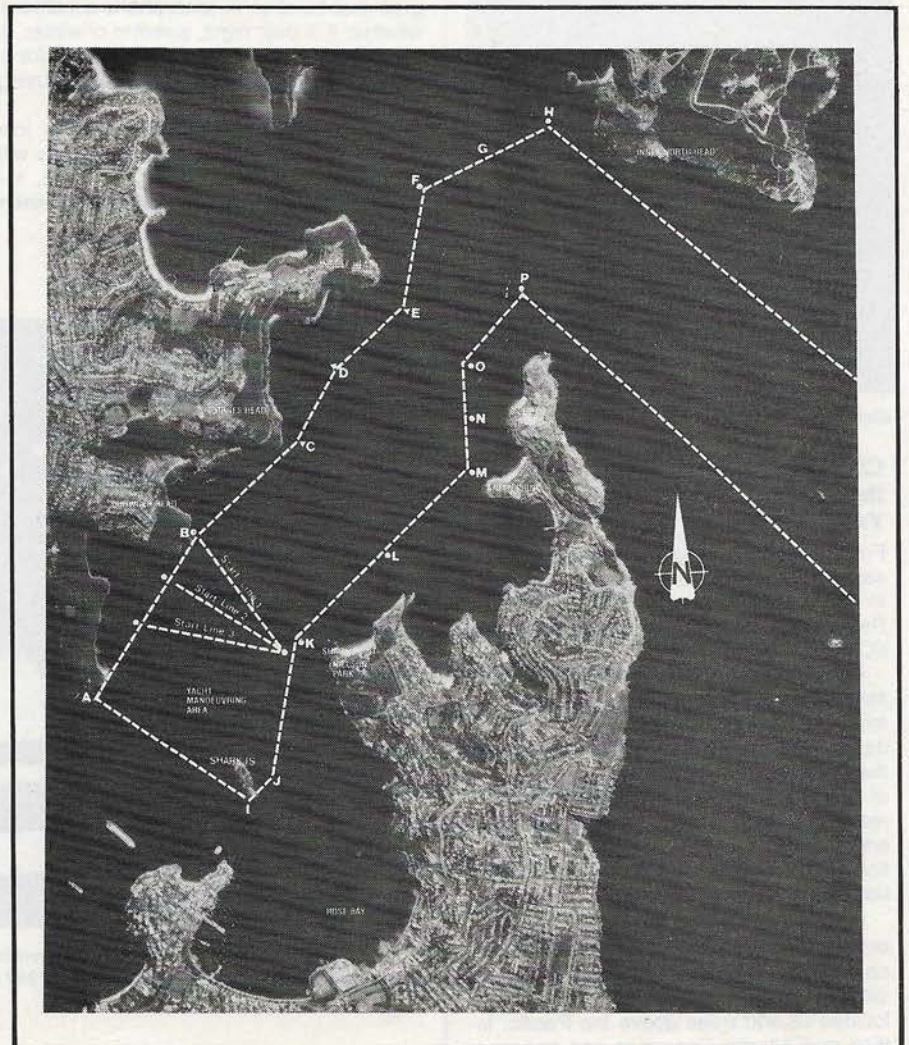
AS a lead-up to the Hitachi Sydney-Hobart Yacht Race, the CYCA this year has introduced the Hitachi Australian Ocean Team Championship, a four race event which starts on Friday 17th December, with races also on 18th December, 20th December, and finishing with the Hitachi Sydney-Hobart Yacht Race on Boxing Day. The series has attracted eight team challenges from yacht clubs in NSW, Victoria, Tasmania and Western Australia; each club will nominate a team of three yachts with IOR rating of less than 30 feet.

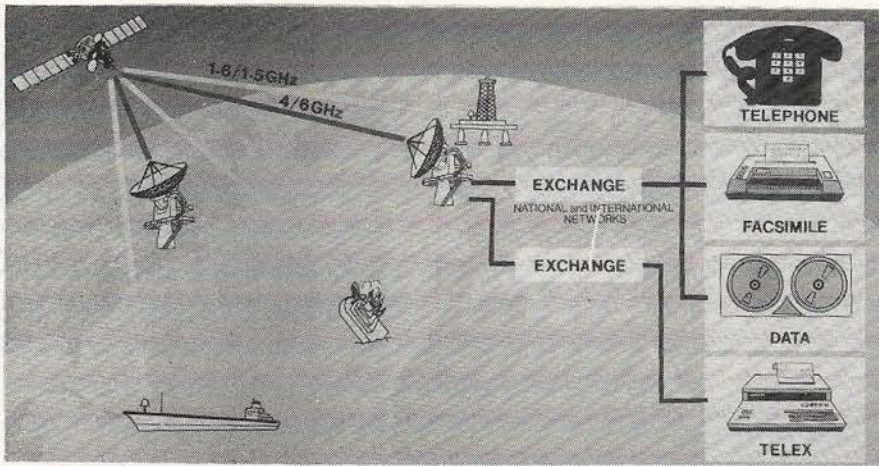
The harbour course and manoeuvring area

The spectator limit lines are defined as indicated on the map; orange marker buoys, fixed buoys and vessels displaying Dayglo orange sign with the words 'MSB Control' will be anchored at intermediate points on both sides. From one hour before the start, i.e. from 1200 hrs, all spectator craft must pass inshore of the limits shown. The vessel stationed at Position 'P' is a race marker and will exhibit International Code Flag 'M'.

Spectators are asked to keep well clear of Race participants, particularly as they struggle to clear the Heads, to give all a fair start on their 630-mile journey.

- A = Vessel 180 m ESE of Bradleys Head light
- B = Vessel 150 m ESE of Chowder Head
- C = Georges Head buoy
- D = Obelisk Bay buoy
- E = Middle Head buoy
- F = Orange buoy on 294T leads in The Sound
- G = Orange buoy 780 m SW of Cannae Point
- H = Orange buoy 435 m SW Cannae Point
- I = Totem Pole SE of Shark Island
- J = Shark Island SE dolphin
- K = Shark Point dolphin
- L = Orange buoy 280 m NW of Bottle and Glass beacon
- M = Orange buoy 160 m NW of Green Point obelisk
- N = Orange buoy 360 m S of Lady Bay
- O = Orange buoy 70 m W of Lady Bay
- P = Tug stationed 650 m NNE Hornby light





INMARSAT satellite communications network.



Earth satellite station antenna dome.

Communications: a satellite link for the 1982 Hitachi Sydney-Hobart Yacht Race

For the first time anywhere in the world, a satellite communications system will be used to provide yacht position reports from the Radio Relay Ship to the CYCA, ABC and 2CH.

Have you ever considered how the positions of yachts are made available to the media from the Communications Centre twice daily? When you remember that, last year, there were 159 yachts taking part, the task of collating their position reports twice daily required a high degree of professionalism and dedication — and a great deal of sophisticated equipment. This year, communications have taken a step into the future.

In February 1982, INMARSAT (International Maritime Satellite Organisation) became fully established; it now provides for satellite communications via three satellites located 22,500 miles above the Pacific, Indian and Atlantic Oceans in geo-stationary

orbits. AWA, a leader in communications, is employing a new INMARSAT terminal as part of its impressive array of electronic equipment for this year's Race communications. The AWA/Kyoritsu INMARSAT ship terminal is designed to the latest INMARSAT ship earth station specification and is capable of instant communication by telephone, telex, facsimile and high speed data transmission to anywhere in the world. Since communications are not dependent upon the ionosphere, they are generally unaffected by geographical location or ionospheric conditions whether it is day, night, summer or winter. It takes approximately 20 seconds to make a phone call or to establish a telex circuit using the AWA/Kyoritsu terminal.

The equipment was chosen for its low weight and small physical size, which will allow operation in smaller vessels. It, together with the conventional equipment which

was used for the 1981 Hitachi Sydney-Hobart Yacht Race was installed aboard the *E.B. Cane* at Eden early in December. The equipment has been demonstrated to shipowners and other interested parties in the oil and fishing industries and has also been used for training radio officers and technical staff.

One of the main general advantages of INMARSAT terminal communications is that messages cannot be intercepted. Therefore sensitive material can be exchanged with complete secrecy. As far as the Hitachi Sydney-Hobart Yacht Race is concerned, however, the principal advantages will be instantaneous communications of high quality and the potential to transmit position reports via high speed data transmission modes, which, depending upon the quality of the final links in the telephone communications system, can enable data transmission at speeds as high as 12,000 characters/sec.

For the fourth successive year, HF telex will also be available to provide a direct communication link between the *E.B. Cane* and the Cruising Yacht Club of Australia.

Communications equipment used aboard *E.B. Cane*

- AWA/KYORITSU TOSCOM 205 INMARSAT ship/earth station
- Telex facilities consisting of Marconi Spector and Creed teleprinter
- CAI CA 35MS MK II SSB reserve transmitter
- 1 kw Sailor transmitter with associated receiver
- AWA Teleradio HL2100 400 watt HF transceiver
- AWA Pilotphone IX VHF transceiver (Seaphone)
- AWA Skyphone for helicopter communications
- Tracor Satellite Navigator II
- Spare communications receiver
- UHF for Race day communications



The AWA/Kyoritsu INMARSAT satellite communications ship earth station like one that will be installed this year on *E.B. Cane*, a world first for the 1982 Hitachi Sydney-Hobart Yacht Race.

Communications

The Radio Relay Vessel

Hot scones and cinnamon cake were served for afternoon tea half an hour after the *E.B. Cane* cleared Port Jackson on Boxing Day, 1981, in pursuit of the record fleet of yachts heading southwards in the 37th Hitachi Sydney-Hobart Yacht Race.

That was the introduction to our gastronomic voyage to Hobart aboard the Radio Relay Ship under the command of Graeme White and with the tender care of Galley Engineer Mavis Beazley.

Mind you, on the second morning at sea after that rough-and-tumble battle into a freshening southerly, some members of the communications crew weren't quite up to 0600 hr breakfast of chops, sausages, eggs and chips washed down with hot tea.

But for most of those of us with hardy stomachs it was a feast all the way south, with leg ham and cold turkey for lunches, roasts or thick steaks for dinner with ice cream and Christmas cake to follow. Not to mention morning and afternoon tea and supper.



Graeme White (right), Master of the Radio Relay Ship *E.B. Cane*, talks with CYCA navigator/plotter Bill 'Tweetie' Thompson during last year's Race.

There was even a cocktail party on the aft deck of *E.B. Cane* in the lee of Gabo Island one afternoon after we had finished the sked and made our reports to the ABC and 2CH.

We did spare a thought for the crews of the yachts which were by then plunging their way across Bass Strait, probably settling for heated-up two-day-old stew or slightly salt soaked sandwiches.

Not all beer and skittles

Crewing aboard the Hitachi Radio Relay Ship is not a pleasure cruise to Hobart. It's a hard-working, vital safety aspect of this ocean classic; all members of the crew play an important role, from the Master to, as was so last year, the two Venturer Scouts who came aboard and spent a lot of their time peeling potatoes.

The ship's crew run the watches, supplemented by a watch team from the Communications crew (who usually stood watch from midnight to dawn) while the day starts for the hard-working Radio Operator, Bert Oliver, and his AWA radio technicians at 0600 hrs and doesn't end until after the midnight safety sked with the fleet. Naturally, there are some rest breaks in between.

For broadcasters Peter Campbell (ABC) and John Quinn (2CH) the day is just as long, with news reports from 0600 hrs until 2200 hrs and longer special reports twice a



E.B. Cane, the Radio Relay Ship.

day; in addition, both stood a watch on the bridge each night. Peter Campbell assisted Bill 'Tweetie' Thompson with plotting each sked. Bert Oliver handled the radio operations with such efficiency that each sked was completed, plotted and recorded on Telex tape for transmission to Race Headquarters at the CYCA in less than one hour.

The 1982 Crew

This year the Radio Relay Vessel is again the sea-going Tug *E.B. Cane*, and the crew is virtually the same – including Mavis, and her husband Sam, who is the ship's Chief Engineer.

Graeme White is again Master, and coming aboard with him this year are his wife, Gaye, and their Children Joanne and Greg, along with Mate 'Nifty' Neville Cowgill, and Sam and Mavis' son, Bill Beazley, Second Engineer.

Heading the Communications crew this year is again Bert Oliver of the ABC, who will be making his 22nd trip south aboard the Radio Relay Ship, this year once again as Crew Chief and Chief Radio Operator for the CYCA.

Also joining the ship again is Captain F.L. 'Tad' Fullaway, USN (Ret.), from the Waikiki Yacht Club. Tad was the Communications Chairman for this year's Pan Am Clipper Cup series in Hawaii; he sailed aboard the *E.B. Cane* last year to gain a working knowledge of the CYCA's roll call system and the general radio control procedures employed in the Hitachi Sydney-Hobart Race. Many of the CYCA procedures were used in the



Bert Oliver (right), Crew Chief and CYCA Radio Operator aboard *E.B. Cane*, handling the roll call while AWA's John O'Toole (left) and Robert Matthews man the telex-over-radio unit to send position reports back to the CYCA Communications Centre in Sydney.

Clipper Cup this year. Tad enjoyed his trip to Hobart so much that he has volunteered to come back again in any role – even deck hand – but he will be in fact an invaluable part of the crew as a Watch Captain as well as in assisting with the radio work and position plotting.

John O'Toole, AWA's Chief Radio Technician, will be part of the crew again, as will Robert Matthews and Stewart Wheeldon.

Tweetie Thompson is again the Navigator and Plotter, while Peter Campbell will be doing the ABC Radio direct broadcasts, and John Quinn will be reporting for 2CH.

And we've let Mavis know that we'll be expecting tea and hot scones for afternoon tea on Boxing Day.

– Peter Campbell

ABC Race Progress Reports*

Sunday, December 26th

1805-1808
2154-2200

Monday, December 27th

1049-1055
1823-1826
2154-2200

Tuesday, December 28th

1049-1055
1824-1827
2154-2200

Wednesday, December 29th

1049-1055
1837-1840
2154-2200

Thursday, December 30th

1049-1055
1837-1840
2154-2200

Friday, December 31st

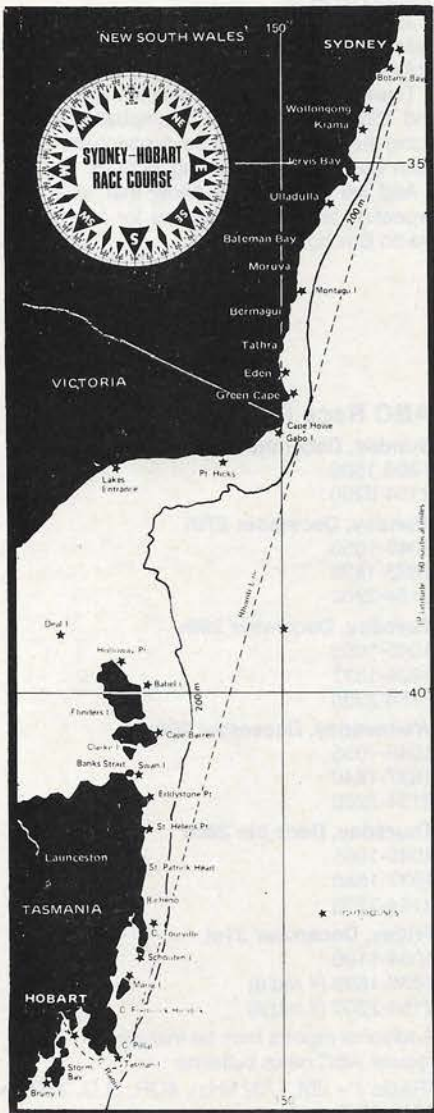
1054-1100
1836-1839 (if req'd)
2154-2200 (if req'd)

Additional reports may be included in regular ABC news bulletins.

*Radio 1 – 2BL (702 kHz), 4QR, 3LO, 7ZR, 5AN, 6WF.



This year's official Starter's vessel, HMAS Wollongong, a Fremantle Class Patrol Boat, the third to be built in Queensland by North Queensland Engineers and Agents. She was launched 17th October 1981 and was commissioned 28th November 1981. She has an LOA of 42 m, beam 7.15 m, a displacement of 216 tonnes, and she is under the Command of Lt. Cmdr. A.B. McKinnon.



The Course

Hobart-Sydney Predicted Time Event

Following on the success of the Mooloolaba-Sydney Rally earlier this year for yachts returning from the Sydney-Mooloolaba Yacht Race, a group has been decided to hold a Hobart-Sydney Rally, a predicted-time event designed to give the return trip added interest and to enhance the safety of yachts making the return journey from Hobart. Further notice and details of the event will be given to skippers before the start of the 1982 Hitachi Sydney-Hobart Yacht Race.

Returning yachts will hold regular safety skeds with VM2PC Penta Base on 4483 kHz.

Special Penta Base skeds for returning yachts

Penta Base is again this year holding special skeds for any yachts returning to Sydney from the Hobart Race. These special skeds will commence January 1983 and will be held daily at 0800 hrs and 1900 hrs on 4483 kHz. These are *additional* skeds for Hobart returning yachts, and Penta Base's normal skeds will continue to be held at the usual times.

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

For those who wish to have information about returning yachts, the phone number of Penta Base is (043) 677-668. Enquiries may be made at any time between 0700 hrs and 2200 hrs (7.00 a.m. and 10.00 p.m.).

The Sponsors

The planning, organisation, conduct and promotion of international ocean yacht races such as the Hitachi Sydney-Hobart Yacht Race is an expensive undertaking for a club of amateur yachtsmen who sail for the love of the sport. Such an undertaking would not be possible without the unstinting effort of so many Club Members who volunteer their time to make this Race such a success – Members from the Race Director to the ladies who answer the almost unceasing phone calls from relatives and friends of the more than 1000 yachtsmen sailing to Hobart this year.

The Race as such, however, would not be possible without the continuing sponsorship of **HITACHI**, who is supporting this event for the seventh successive year, and without help from our other sponsor supporters such as **TAA, AWA, WANG COMPUTERS** and **AMPOL**.

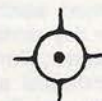


Hitachi Sales (Australia) Pty Ltd. is the Australian representative of the giant Hitachi corporation of Japan, a company founded in 1910 and which in the year ended March, 1982 had net sales of \$US 15,411 million. The Company has earned a reputation for producing products of the highest quality ranging from the equipment with which consumers are so familiar, such as sound equipment, video equipment, television, household appliances, air conditioning, to products such as wire and cable, iron and steel products, chemicals, construction machinery, chemical equipment, dry batteries, magnetic tapes, electronics equipment, heating appliances, machine tools, printing equipment, precision electric motors and control equipment, cranes, water treatment plants, medical equipment, power tools, computers and software.

Many are now familiar with the Hitachi corporate symbol; but what is the origin of the name 'Hitachi' and of this symbol?

The trademark was created by Namihei Odaira, the founder of the Hitachi organisation. By combining the Chinese characters for 'hi', meaning 'sun', and 'Tachi', meaning "rise", and represented by a man standing on solid ground, Odaira expressed his vision of man looking toward the rising sun and planning a better life, a better future for all mankind.

The CYCA is proud to be associated with this company which is dedicated to excellence in everything it does, just as the CYCA is proud of its own achievement in the safe and efficient conduct of this great ocean racing classic.



'Hi', the sun.



'Tachi', meaning rise or stand, represented by a man standing on the ground.

These ancient hieroglyphics were combined to form the Hitachi symbol.



TAA has a long history of support for ocean racing. The airline was the first commercial sponsor of the Sydney-Hobart Yacht Race, in 1975, and it has been a co-sponsor ever since. However, TAA does more than just supply sponsorship support for the race; it provides a comprehensive travel service for the crews and their baggage.

Personal baggage may be lodged at the Cruising Yacht Club on Race day, and for a nominal fee it is delivered to the yacht at wharfside in Hobart. TAA provides a national booking service for yachtsmen prior to the Race and a wharfside booking service in Hobart.

In addition to being co-sponsor of the 1982 Hitachi Sydney-Hobart Yacht Race, TAA is also co-sponsor of the Advance Australia America's Cup Challenge 1983 and is supporting the 1983 Admiral's Cup Evaluation Series.



AWA's association with the Race goes back to 1969 when the Company first installed radio telephones in the radio relay ship. The Company has continued to supply the radio equipment including the sophisticated telex-over-radio equipment and, this year, the first-ever satellite communications station used in a yacht race for transmission of position reports and other information. This remarkable piece of equipment will enable the Radio Relay Ship to have ISD telephone communications capability anywhere in the world without operator intervention.

The CYCA is indebted to AWA for its very great contribution to the safe conduct of the Race.

WANG

Wang's association with the Hitachi Sydney-Hobart Yacht Race begins this year with the installation of a Wang 2200 SVP minicomputer that will calculate overall and handicap positions of the 128 yachts within seconds of receiving position reports. The system is much faster than previous methods and is also much more accurate.

Earlier this year the CYCA installed its first computer – a Wang 2200 SVP – to help modernise its office and accounts processing systems. A Wang was selected because of the experience of other yacht clubs with this machine and with software created by the Wang systems agent, Good News Pty Ltd. (Mr Eddie Scarf).



Ampol has been a faithful supporter of the Sydney-Hobart Yacht Race for many years, and this year the Company will again provide thousands of litres of fuel for the Radio Relay Ship. Ampol makes an important contribution to yachting in other areas too; for many years it has sponsored the Ampol Tasman Series, a four race event involving the South Solitary Island, Montagu Island, Sydney-Mooloolaba and Brisbane-Gladstone Races.

The Yachtsman of The Year award is also sponsored by Ampol. This year the award was won by Mark Bethwaite, who won the World Soling Championship, and the 1982 World J24 Championships held off Sydney Heads in January.

About the contributors to the 1982 Official Souvenir Program

Stan Darling is possibly the Dean of Australian ocean racing navigators. He has been navigator aboard more Hobart Race winners than any navigator is ever again likely to be – as skipper and navigator of *Solveig* in 1954, on *Anitra V* in 1957, *Freyja* in 1963 and 1964, and *Pacha* in 1970. He was the first to be appointed to the rank of Captain in the Royal Australian Naval Reserve and was highly decorated in the last War. He was a navigator with the first Australian team to challenge for the Admiral's Cup, in 1965, and he was navigator on *Balandra*, a member of the winning Australian Admiral's Cup team in 1967. He is still active on the world circuit, recently having taken *Apollo* in the Around the State Race, Hawaii 1982.

Kevin Shephard is a marine engineer who turned to sailing and worked for Rolly Tasker in Sydney for 11 years, then with Hood Sailmakers in Sydney for nine years. Now in his own yachting consultancy ('boat vet' he calls himself), Kevin has done a bit of everything in sailing, from Admiral's Cup competition to Half Ton championships. He is a yacht designer in his own right (he created the *Marauder* and the award-winning *Investigator* design) and is a sometimes inventor, having designed the tactical compass now produced by Sunto and another soon to be marketed by Danforth.

Duncan van Woerden was for several years sailing master on the original *Apollo*, having taken that classic yacht over most of the Pacific with myriad colourful memories, from Booby Island to California. He is now a partner in that space-age sparmaking business, Zapspar, of Brookvale, NSW.

Bill White is a marine radio specialist with experience in the electronics and computer fields. He is a 'ham' radio operator and marine electrician, too, who has a habit of destroying myths in the sometimes 'mystical' field of marine electronics and who has thus earned a sound reputation in his field. He operates his own radio sales/installation/service business, Blue Water Communications.

Peter Harrigan should need no introduction to anyone who has read the Sydney-Hobart Program in past years. He served his apprenticeship in Garden Island before winning a scholarship to study drawing in England. He has done enough Hobart Races to have learned about the foibles of our ocean racing yachtsmen; he has a natural irreverence and the keen eye of the cartoonist, although his sketches betray an artist whose talent far exceeds that of the ordinary funny man.



The CYCA welcomes a new sponsor this year, Wang Computer Pty. Ltd. Wang will supply the equipment that will calculate the Race handicap reports; the computing system employed will produce faster and more accurate reports than ever before. Pictured here are (left to right): Mike Green, National Marketing Manager, Wang Computers Pty. Ltd.; Peter Shipway, General Manager, CYCA; Eddie Scarf, of Good News P/L; Keith Storey, Hitachi Sydney-Hobart Yacht Race Director, CYCA.

The Cruising Yacht Club of Australia also wishes to thank:

The Government of Tasmania; the Corporation of the City of Hobart; the Marine Board of Hobart; the Waterside Worker's Federation; the Maritime Services Board of NSW; the Department of Transport; The Royal Volunteer Coastal Patrol; Mr Pat Sullivan, Regional Director, NSW Bureau of Meteorology; the Royal Australian Hydrographic Office; CYCA office staff, who work hours under great pressure in pre-Race activities; the CYCA Publications Committee, who prepare this Program - all contribute to making the Race a success.

The Publications Committee would especially like to thank:

Our contributors to this year's Program; Sandy Peacock for making his most topical selection of photographs available to us; Richard Bennett Photography, of Geeveston, Tasmania; Ace Marine Photographics, Sydney; and the many other photographers whose photographs have been used but which we have been unable to credit; those members of the Committee who worked so hard in preparing the individual write-ups of the entries; Gill McLay of the for her untiring efforts, as always, with everything.

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- 7FG - Fingal Valley (east coast) (1161 kHz)
- 7SH - St Helens (east coast) (1584 kHz)

RACE WEATHER FORCASTS

TIME	FREQUENCY	STATION	FORECAST
SUNDAY, December 26th			
0233	2201, 4428.7	VIM	Bass Strait Forecast
0633	2201, 4428.7	VIM	Gale Warning
0730	4483	Relay Ship	Race Weather
0848	2201, 4428.7	VIM	General Weather
0903	2201, 4428.7	VIS	General Weather
0918	2201, 4428.7	VIH	General Weather
1303	2201, 4428.7	VIS	General Weather
1403	2201, 4428.7	VIH	General Weather
1433	2201, 4428.7	VIM	General Weather
1500	4483	Relay Ship	Race Weather
1530	4483	Relay Ship	Race Weather
1803	2201, 4428.7	VIS	General Weather
1818	2201, 4428.7	VIH	General Weather
1833	2201, 4428.7	VIM	General Weather
1858	702/6090	2BL/VLI	Race Weather
2301	702/6090	2BL/VLI	Race Weather
2400	4483	Relay Ship	Race Weather
MONDAY, December 27th			
0105	603/711/1161/1584	7ZL/7ZT/7FG/7SH	Race Weather
0233	2201, 4428.7	VIM	Bass Strait Forecast
0610	603/711/936/1161/1584	7ZL/7NT/7ZR/7FG/7SH	Race Weather
0633	2201, 4428.7	VIM	Gale Warning
0700	4483	Relay Ship	Race Weather
0730	4483	Relay Ship	Race Weather
0742	603/711/936/1161/1584	7ZL/7NT/7ZR/7FG/7SH	Race Weather
0848	2201, 4428.7	VIM	General Weather
0903	2201, 4428.7	VIS	General Weather
0918	2201, 4428.7	VIH	General Weather
1240	711/1161/1584	7NT/7FG/7SH	Race Weather
1303	2201, 4428.7	VIS	General Weather
1403	2201, 4428.7	VIH	General Weather
1433	2201, 4428.7	VIM	General Weather
1500	4483	Relay Ship	Race Weather
1530	4483	Relay Ship	Race Weather
1800	702, 6090	2BL/VLI	Race Weather
1803	2201, 4428.7	VIS	General Weather
1818	2201, 4428.7	VIH	General Weather
1833	2201, 4428.7	VIM	General Weather
1855	711/936/1161/1584	7NT/7ZR/7FG/7SH	Race Weather
2301	702/6090	2BL/VLI	Race Weather
2400	4483	Relay Ship	Race Weather
2400	936	7ZR	Race Weather
TUESDAY, December 28th			
WEDNESDAY, December 29th			
THURSDAY, December 30th			
FRIDAY, December 31st			
0105	603/711/1161/1584	7ZL/7ZT/7FG/7SH	Race Weather
0233	2201, 4428.7	VIM	Bass Strait Forecast
0610	603/711/936/1161/1584	7ZL/7NT/7ZR/7FG/7SH	Race Weather
0633	2201, 4428.7	VIM	Gale Warning
0700	4483	Relay Ship	Race Weather
0730	4483	Relay Ship	Race Weather
0742	603/711/936/1161/1584	7ZL/7NT/7ZR/7FG/7SH	Race Weather
0848	2201, 4428.7	VIM	General Weather
0903	2201, 4428.7	VIS	General Weather
0918	2201, 4428.7	VIH	General Weather
1225	630	7QN	Race Weather
1245	603	7ZL	Race Weather
1303	2201, 4428.7	VIS	General Weather
1350	711/1161/1584	7NT/7FG/7SH	Race Weather
1403	2201, 4428.7	VIH	General Weather
1433	2201, 4428.7	VIM	General Weather
1500	4483	Relay Ship	Race Weather
1530	4483	Relay Ship	Race Weather
1803	2201, 4428.7	VIS	General Weather
1818	2201, 4428.7	VIH	General Weather
1833	2201, 4428.7	VIM	General Weather
1855	711/936/1161/1584	7NT/7ZR/7FG/7SH	Race Weather
2400	4483	Relay Ship	Race Weather
2400	936	7ZR	Race Weather
SATURDAY, January 1st, 1983			
0233	2201, 4428.7	VIM	Bass Strait Forecast
0633	2201, 4428.7	VIM	Gale Warning
0700	4483	Relay Ship	Race Weather
0730	4483	Relay Ship	Race Weather
0848	2201, 4428.7	VIM	General Weather
0903	2201, 4428.7	VIS	General Weather
0918	2201, 4428.7	VIH	General Weather
1303	2201, 4428.7	VIS	General Weather
1403	2201, 4428.7	VIH	General Weather
1433	2201, 4428.7	VIM	General Weather
1500	4483	Relay Ship	Race Weather
1530	4483	Relay Ship	Race Weather
1803	2201, 4428.7	VIS	General Weather
1818	2201, 4428.7	VIH	General Weather
1833	2201, 4428.7	VIM	General Weather
2400	4483	Relay Ship	Race Weather

ENTRIES

1982



ADRENALIN - 1999
LOA 11.6 m; LWL 9.8 m;
Beam 3.7 m; Draft 2.2 m

Adrenalin is a Peterson 2-tonner competing in her third Hobart Race. She was an unsuccessful trialist for the 1981 Admiral's Cup Team; since then she has been a regular competitor in all CYCA events with better than average results. She should be amongst the leaders in her division.

CREW Skipper: B. Ryan (6), Navigator: R. Sherwood (2), D. Gandy (5), A. McLennan (3), G. Bergman, A. McLean, P. Bennet, P. Bruin (3).
 Cruising Yacht Club of Australia

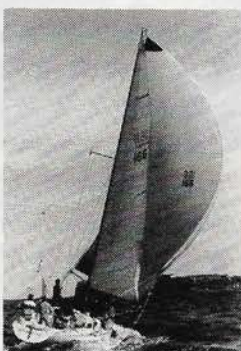


ADRIA AUSTRALIS - SA10
LOA 14.6 m; LWL 10.7 m;
Beam 3.6 m; Draft 2.4 m

Adria Australis is a steel sloop built in 1967 by Josko Grubic. Since her launching she has competed in 7 Hobarts with her best result being her maiden attempt in 1967, a 19th. Last year's Race did not suit her. She has raced in all major races out of South Australia.

CREW Skipper: A. Harry (3), Navigator: D. McLeay (1), I. Godson (2), T. Simpson (2), L. Gray (1), J. Heinrich (1), M. Hutchinson, J. Culshaw (1), D. Postle (2).

Royal South Australian Yacht Squadron



APHRODITE - 166
LOA 11.6 m; LWL 9.4 m;
Beam 3.6 m; Draft 1.8 m

Starting her third Hobart, this 10 year old production Compass 1 tonner has a long history of offshore racing and an experienced crew headed by her owner CYCA Commodore George Girdis and sailing master Vince Walsh. She will need fresh conditions, in which she can be very fast, to match the more modern, lighter yachts.

CREW Skipper: G. Girdis (2), Navigator: K. Moss (11), V. Walsh (8), D. Randall, P. Morrison (3), P. Collins (2), N. Wild (1).

Cruising Yacht Club of Australia



APOLLO - 1400
LOA 21.6 m; LWL 20.1 m;
Beam 5.1 m; Draft 3.6 m

The 'Green Machine' was the unlucky winner of the Bondi and return division in last year's Race when she broke her boom; that Race was to be owner Jack Rooklyn's last Hobart effort. Spurred by a good performance during the Clipper Cup this year, Jack intends to finish on a high note by getting first across the line this year.

CREW Skipper: J. Rooklyn (7), Navigator: J. Brooks (6), W. Rooklyn (8), D. van Woerden (9), S. Schofield (13), J. Messinger, J. Blake (4), D. Slingsby (2), J. Humphry (5), N. Golding (1), R. Mason (1), A. Schmelling (3), A. White (6), B. Ramsden (7), B. King, M. Bell (6), T. Wensor, G. Jonston (3), A. Goddard, P. Wulff (3).

Cruising Yacht Club of Australia



APOLLO II - R111
LOA 13.7 m; LWL 12.5 m;
Beam 3.8 m; Draft 2.4 m

This yacht was a member of the 1973 Admiral's Cup team when owned by Alan Bond. On her return she was sold to an owner in Melbourne and has been sailing in Victorian waters ever since, under a number of owners. This year she is sailing her 8th Hobart, and if conditions are suitable she could do well.

CREW Skipper: A. Becher (1), Navigator: K. Botica (3), R. Dickin (4), P. Mourant (3), P. Botica (2), K. Curtis (2), G. Hope (3), P. Bedgood, S. Hall, W. Ellerton, J. Lewis.

Royal Yacht Club of Victoria



AQUILA - SM44
LOA 10.0 m; LWL 7.3 m;
Beam 3.0 m; Draft 1.8 m

An S&S design launched in '71, Aquila sails from Victoria. It has done two previous Hobarts, in 1977 (2nd Division C) and 1981 (11th Division D). In 1979 and 1980 it did the Great Circle Race and was first in division on both occasions with a high overall placing. On previous performance she should do well in her division.
CREW Skipper: B. Edmunds (2), Navigator: A. Dick (1), R. Bower (1), M. French (1), D. O'Toole, W. Bell.
 Sandringham Yacht Club



BILLABONG - B23
LOA 10.3 m; LWL 8.2 m;
Beam 3.1 m; Draft 1.9 m

Billabong enters the Hobart this year for the 6th time. Owned by her designer Peter Joubert, she improves as she ages, having taken third in division in 1980 and a creditable second in division and 16th overall last year. On this performance she should do well this year.
CREW Skipper: P. Joubert (11), Navigator: K. Flockart (8), A. Butler (22), A. Vauntin (6), T. Gunnensen (3), R. Cuthbert (2).
 Royal Brighton Yacht Club



ARIADNE OF MELBOURNE - S75
LOA 12.0 m; LWL 9.7 m;
Beam 3.9 m; Draft 1.8 m

This yacht was designed by Ray Richards and built by Cheoy Lee Yachts in Hong Kong in 1974. She has not been part of a major racing fleet except for the '77 West Coaster when she finished 11th. This year she is sailing for the Army Sailing Assn. headed by Don Gillies, who has sailed thousands of miles with Anaconda II.
CREW Skipper: L. Bram, Navigator: D. Thomas, D. Gillies, R. West, B. Fenney, B. Abbott, N. Sneddon, J. Eastgate, S. Quinn, D. Clift, M. Goodyear.
 Army Sailing Association



BLACK MAGIC - R137
LOA 12.1 m; LWL 10.7 m;
Beam 3.8 m; Draft 2.1 m

Black Magic is an Ed Dubois design launched in October '81. She sailed in last year's Race and represented Victoria in the Southern Cross Cup. She has had some success in her native waters, and it is hoped that she has a good race this year.
CREW Skipper: R. Layton (1), Navigator: S. Shennassy (1), A. Shears (4), T. Bold (3), B. Hellersen (2), M. Harris (3), S. Long, R. Barratt, R. Cole (1).
 Royal Yacht Club of Victoria



AUDACITY - 1065
LOA 10.0 m; LWL 8.1 m;
Beam 3.4 m; Draft 1.8 m

Audacity is the latest van der Stadt design to arrive in Australia. She was built by Dehler Yachtbau, of West Germany, and was launched in September of this year. With all crew members coming from Bob Fraser's sail loft, this yacht is bound to be well prepared and well sailed in its first major outing.
CREW Skipper: N. Marr, Navigator: A. Shaw (5), J. Brazier (2), M. Verstoep (1), M. McCullagh, N. Underhill (4), R. Fraser (5).
 Royal Sydney Yacht Squadron



BONDI TRAM - 806
LOA 12.5 m; LWL 10.1 m;
Beam 3.7 m; Draft 2.3 m

Bondi Tram is a brand new yacht launched in only November. A German Frers design, this 2-tonner is a development of the Australian Admiral's Cup team member Hitchhiker and has been constructed of the latest space-age materials, by John McConaghy, using foam sandwich, honeycomb and carbon fibre. Her performance against Once More Dear Friends will be watched with great interest.
CREW Skipper: D. O'Neill (5), Navigator: R. Hammond (26), B. Case (20), H. Treharne (12), R. Brown (4), M. Summerton (14), C. Crafoord (2), P. Walsh (4), A. Copley (1).
 Cruising Yacht Club of Australia



AZTEC - 2335
LOA 12.8 m; LWL 11.0 m;
Beam 3.9 m; Draft 2.1 m

Aztec is a Peter Cole designed 2-tonner in aluminium, vintage 1977. Originally Wainunu V, she raced in CYCA events with mixed success. She is now from Queensland, and as a farewell to Sydney she has packed a good crew aboard, headed by John Meyer and veteran Mick Morris to, hopefully, give a good account of herself.
CREW Skipper: J. Meyer (3), Navigator: P. Kent (1), T. Lamberton (3), K. Ridley (1), S. Goodman (1), M. Morris (7), L. Wibilin.
 Cruising yacht Club of Australia



BORSALINO - 396
LOA 11.1 m; LWL 9.1 m;
Beam 2.9 m; Draft 2.1 m

This will be the third Hobart for this Swarbrick-built S 111 design. Her Race results in this event have been 58th and 126th, but she is an experienced long ocean racer with two Noumea races, a Suva race and two Sydney-Mooloolaba events on her record. A keen crew will get a lot of fun out of the Race, but we predict no trophies.
CREW Skipper: D. Herlihy (1), Navigator: J. Hughes (2), T. Carroll (2), A. Pearson (3), J. Herlihy (1), S. Lawson (3), P. West (4).
 Cruising Yacht Club of Australia



BENANTHRA - 3477
LOA 12.0 m; LWL 9.7 m;
Beam 3.9 m; Draft 2.0 m

Benanthra was launched in February of this year. Designed by Gary Mull and built in GRP in Korea, she will be an unknown quantity in this race as she has no previous ocean racing form.
CREW Skipper: P. King, Navigator: H. Krop (3), E. Krop (3), P. Smith, J. Gordon, R. Mills (1), R. Harper (3), M. Harper, R. Baxendale.
 Wollongong Yacht Club



CASABLANCA - 2176
LOA 14.5 m; LWL 13.7 m;
Beam 3.7 m; Draft 2.8 m

Owner Peter Bush takes Casablanca to Hobart for the second time; last year she finished amongst the tailenders on handicap, mainly a result of her high rating and the fact that '81 was a 'little boat race'. Since being launched and sailed by her designer John Biddlecombe, Casablanca has given many an CYCA crew an exhilarating ride, and it is known that when the breeze blows the right way she can really move.
CREW Skipper: P. Bush (2), Navigator: P. Hopwood (9), R. Richards (1), G. Richards (1), P. Taylor (1), R. Skepper (1), A. Foster (1), P. Clinton (2), P. McAdam (1), J. Whyte, M. Burke.
 Middle Harbour Yacht Club



CENTREFOLD - 26
LOA 15.0 m; LWL m;
Beam 4.1 m; Draft 1.8 m

Centrefold is an S&S design based on the very popular Swan 47. She was launched in August, and this will be her first long ocean race of note. It would seem that the nucleus of her crew have done a lot of sea miles, and if this year's race turns out to be a drifter the crew will drift in comfort (and will no doubt have plenty of glossy magazines aboard to keep them occupied).
CREW Skipper: B. Folbigg (1), Navigator: B. Bennison (1), M. Spanhake, W. Rose (1), K. McBride (1), R. Marshall, R. Mee., B. Hones (1), C. Quilkey (2), C. Grassick, R. Brown.

Cruising Yacht Club of Australia



CHLOE - 996
LOA 9.6 m; LWL 8.3 m;
Beam 3.1 m; Draft 1.7 m

Chloe is a Peter Cole 1/2-tonner built by Triton Yachts. She competed in the 1980 Hobart Race finishing 59th in a 'big boat race'. Half-tonners have always been among the high handicap finishers in the Hobart, and have kept many a handicap aspirant pacing up and down Constitution Dock.

CREW Skipper: D. Rourke (1), Navigator: L. Harrison (1), W. Barton, A. Cheney, S. Harrison.
 Cruising Yacht Club of Australia



CENTURION - B131
LOA 12.0 m; LWL 9.8 m;
Beam 3.5 m; Draft 2.0 m

Centurion is an S&S design launched in December 1980. Sailing out of Victoria, her skipper Bruce Fairly has done five Hobarts on Peter Joubert's Billabong. Centurion is a somewhat unknown quantity with respect of its previous racing performance, but by now the skipper knows the way to Hobart.

CREW Skipper: B. Fairly (5), Navigator: G. Knowles, B. Matthiessen, K. Van Eede, D. Leithead, G. Keith, I. Court (2), C. Davies (2), J. Gleeson.

Royal Brighton Yacht Club



CONDOR OF BERMUDA - KB78
LOA 23.8 m; LWL 20.1 m;
Beam 5.6 m; Draft 4.0 m

Condor of Bermuda is making her third appearance in this Race, having recently been in the Clipper Cup series where she was overshadowed by her new stablemate Kialoa. She was subsequently beaten badly by Kialoa in the Big Boat Series in San Francisco. The maxi field in this year's Hobart is more to her liking, and her struggle against the four other maxis will keep the public interested.

CREW Skipper: R. Bell, Navigator: D. Lewis (3), L. Best (2), D. Griffiths (3), P. Nethery (2), G. Davidson (2), C. Robinson, W. Smith (5), K. Priestley (3), M. Turner, (others t.b.n.).

Royal Bermuda Yacht Club



CHALLENGE - SM339
LOA 14.0 m; LWL 10.4 m;
Beam 4.4 m; Draft 2.4 m

Challenge is a well performed yacht which has sailed many miles both in Australia and abroad, including two trips to the Pan Am Clipper Cup series (a member of the victorious 1980 Australian team), 2nd in the Sydney-Suva Race 1980, a win in the Great Circle 1980, 3rd in the 1980 Hobart. Owned by the well known and liked Victorian yachtsman Lou Abrahams, her crew has vast ocean racing experience. Although now 'aging' in design (S&S vintage 1979), she will be in there with a chance to take 'the big one'.

CREW Skipper: L. Abrahams (18), Navigator: D. Lang (21), C. Anderson (4), I. Davis (5), W. Dixon (3), C. Purtell (5), R. Dousset (4), B. Kirby (2), M. Allen (1), F. Johnson (14), H. Halliburton (8), M. Crafoord (26), S. Purtell.

Sandringham Yacht Club



CONQUISTADOR - H122
LOA 9.2 m; LWL 7.4 m;
Beam 3.0 m; Draft 1.7 m

The best racing result of this 1973 Knoop designed 1/2-tonner was a 3rd in the 1976 Australian Half Ton Championship. Half tonners have won two of the last three Hobarts, so on that score she has a good chance in the right conditions. Her young crew have many ocean miles behind them, at least two having done more than 10,000 miles in races and delivery trips.

CREW Skipper: P. Jones (8), Navigator: P. Turner (1), S. Gannon, D. Baan (4), P. Keyes (2), L. Fenton (1).

Royal Yacht Club of Tasmania



CHANCE - 1908
LOA 10.5 m; LWL m;
Beam 3.2 m; Draft 1.8 m

Chance was built by Duncanson Yachts in 1976, a Blackburne-designed production 3/4-tonner. Now sailing with the Lake Macquarie Yacht Club, she has among her past credits a 2nd place IOR in the Lord Howe Race (3rd overall). The competition will be stiff on her first trip to Hobart since 1979 and her first under her present owner.

CREW Skipper: L. O'Connor, Navigator: C. Lake, W. Russell (14), J. Elgar, K. Perkins, D. Rintoul, W. Jeffrey.

Lake Macquarie Yacht Club



DANCING LADY - 2960
LOA 11.6 m; LWL 9.5 m;
Beam 3.4 m; Draft 1.9 m

Dancing Lady is another of this popular Bruce Farr design. Launched in May 1980 and built by Binks Yachts of Adelaide, she has two previous Hobarts on her record taking out 67th in '80 and 129th last year. Her owner has done many miles.

CREW Skipper/Navigator: B. Russell (2), R. Widders (1), P. Widders (1), L. Mullard (2), C. Marsh (2), S. Read (2), K. Fletcher.

Middle Harbour Yacht Club

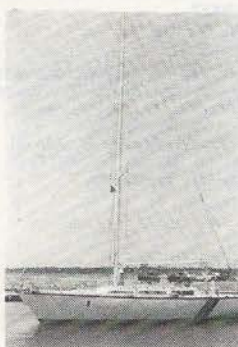


CHAOS - A111
LOA 11.0 m; LWL 9.8 m;
Beam 3.7 m; Draft 1.8 m

Chaos is a Bruce Farr design built by Compass Yachts. She will have several sisterships competing in this race, and although now outdesigned, these boats are still able to keep up with others their size in the right conditions; they give a comfortable, fast ride.

CREW Skipper/Navigator: C. Lockley (1), D. Norman (3), R. Howlett (13), S. Barrett, I. Ross (2), C. Fox.

Royal Yacht Club of Tasmania



DEMONSTRATOR - 818
LOA 10.8 m; LWL 8.7 m;
Beam m; Draft m

One of the smaller Joe Adams designed yachts in the Race, Demonstrator has come from Queensland to participate in this year's event, and her present form is unknown. Among past achievements are an 8th in the Sydney-Gladstone, a 2nd in a Sydney-Mooloolaba and various other placings in races out of Brisbane. We hope she finds her niche in the cooler southern waters.

CREW Skipper: A. Aston (1), Navigator: T. Cassidy (2), P. Upham, A. Duffy, A. John, D. McAngus.

Royal Queensland Yacht Squadron



DESTINY - 183
LOA 13.7 m; LWL 12.0 m;
Beam 3.8 m; Draft 2.4 m

This will be Destiny's 4th Hobart. She is an Adams designed steel cutter and has served as the training ship for many of Sydney's young sailors. This year her crew has more experience than those in past years and they will be looking forward to proving that they can get there, as all previous crews have done, no matter what the conditions.

CREW Skipper: T. Taylor (3), Navigator: N. McCarthy (1), D. Reed (2), A. Kennedy, J. Kennedy, G. McDonald, B. Keast, K. Molina.
 Royal Sydney Yacht Squadron



EVELYN - R100
LOA 16.8 m; LWL 14.3 m;
Beam 4.5 m; Draft 2.9 m

Intrepid Jack Cassidy brings Evelyn to the east coast for her third Hobart. A light displacement 55 footer designed by Cassidy and Jim Merton, she finished 4th overall in 1980 and 5th last year grabbing 3rd in her division. In her own waters off Fremantle she has taken line honours in every long race on the calendar.

CREW Skipper: J. Cassidy (3), Navigator: C. Russell (2), S. McLennan (2), J. Mews (3), R. Lawson (1), R. Standish (1), M. Connell (1), D. McCracken (1), A. Bell, G. Horwood, G. Henry, B. Williams (1).
 Royal Perth Yacht Club



DI HARD - KP1
LOA 12.4 m; LWL 10.8 m;
Beam 3.9 m; Draft 2.2 m

At the time of writing Di Hard has not been launched, and it will be a great effort if she makes it to the starting line. A sister ship to the space-age Bondi Tram, Di Hard will represent the Royal Papua Yacht Club, and regardless of her state of finish she should give her crew some good practice for the forthcoming Admiral's Cup trials.

CREW (t.b.n.)
 Royal Papua Yacht Club



FAIRDINKUM TWO - 1825
LOA 10.5 m; LWL 8.6 m;
Beam 3.4 m; Draft 1.7 m

This will be the first Hobart Race for this Cole 3/4-tonner. Launched in 1975, her design and age may hold her back in the overall results, but she has a very experienced crew who will be guaranteed to whip her along whatever the weather.

CREW Skippers: S. Collakides (5) R. Weber, Navigator: G. Bailey (1), D. Doyle, J. Ward (10), D. Ross (5).
 Cruising Yacht Club of Australia



DIAMOND CUTTER - 2776
LOA 11.0 m; LWL 9.1 m;
Beam 3.7 m; Draft 2.0 m

One of the prettiest boats in this year's Race, with her turquoise topsides, Alan Sweeney is taking Diamond Cutter down for the third time to compete against her old rivals, Phoenix and Scallywag (ex Vanguard). One tonners of her quality have always been prominent contenders for handicap honours, and if weather conditions suit she should be considered a possibility.

CREW Skipper: A. Sweeney (7), Navigator: R. Grant (4), C. Wildman (15), P. Boothby (4), M. Downman (3), P. St John, G. Riding (4), C. Knox, J. Everett (1).
 Middle Harbour Yacht Club



FARR OUT - 2802
LOA 11.0 m; LWL 9.8 m;
Beam 3.7 m; Draft 1.8 m

Another Bruce Farr 1-tonner built late in '76 by Compass Yachts, this will be Farr Out's 6th Hobart. She finished 38th overall in the tough '77 Race in which there were many retirements. In spite of her age, her owner is confident of doing well if the breezes are right - a prediction, we trust, that will not be too far out.

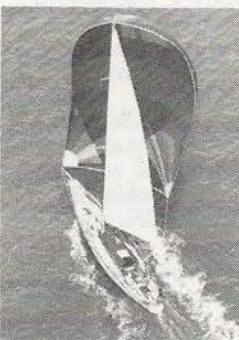
CREW Skipper: C. Troup (2), Navigator: N. Guy (2), E. Nobbs (5), H. Dresner (3), P. Hargan, R. Kirkby (1), A. Crothers.
 Cruising Yacht Club of Australia



EAGLE - TYC727
LOA 13.9 m; LWL 11.6 m;
Beam 4.0 m; Draft 2.1 m

One thing about Tasmanian yachts, they always want to get home quickly after having a good time in Sydney. This yacht by Peter Cole is making the rush for the second time, hoping to do better than she did last year (134th) when, only recently-launched, she suffered from lack of tuning. Her seasoned crew will be pushing her hard this time.

CREW Skipper: R. Winspear (1), Navigator: J. Oakley (4), C. Wood (4), G. Ellis (4), C. Cunningham (3), L. Cox (2), D. Tracey (2), R. Edginton (1), J. Hopkins.
 Tamar Yacht Club



FIDELIS - 45
LOA 18.9 m; LWL 16.1 m;
Beam 3.2 m; Draft 2.6 m

Making a nostalgic return to the starting line in 1982, Fidelis, then under the ownership of Jim Davern, competed in the '66, '67 and '69 races with a line honours win in 1966. One of the fastest yachts in her time, Fidelis will keep some of the current 'hot' boats honest, particularly with her generous age allowance. She has a distinguished racing career and still holds course records in long distance events in the Pacific.

CREW Skipper: P. Williams, Navigator: J. Gardiner, B. Murray, K. Jones, G. Ormrod, R. Downie, K. Wiltshire, S. Midgley, M. Van Prehn.
 Royal Akarana Yacht Club



ENCORE - A16
LOA 12.6 m; LWL 9.8 m;
Beam 3.9 m; Draft 2.3 m

Encore is a Joubert design only recently launched. Joubert designs figured well in last year's Race (1st, 8th, 16th to mention three) and they have a reputation for being well rounded, well behaved and quick. If encore repeats history, her experienced skipper and crew will have cause for satisfaction with themselves and their able designer.

CREW Skipper: W. Anderson (11), Navigator: I. Millar (8), K. Swarbrick (6), J. Baker (3), R. Smith, B. Stuart (1), A. Clarke, K. Mascord (2).
 Cruising Yacht Club of Australia



FRIETEL - A50
LOA 10.0 m; LWL 8.2 m;
Beam 3.4 m; Draft 1.8 m

Frietal is a Carter design built by Yelsley Yachts and launched only in September. To date she has no ocean racing form; the design is a well known and tested performer.

CREW Skipper: R. Lawler (2), Navigator: P. Robinson (1), P. Lawler (1), P. Slocombe (2), M. Groskops, P. Manger.
 Sydney Amateur Sailing Club

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GOLDEN EAGLE - SP43
LOA 11.0 m; LWL 10.0 m;
Beam 3.7 m; Draft 1.8

Golden Eagle is one of many Farr 1104s built by Compass Yachts. They have been very successful in the Hobart Race, a notable win having been Piccolo in 1976. There is always an advantage in sailing against sister ships, which is perhaps why these boats do so well. Golden Eagle hails from the west; this is her skipper's first Hobart.

CREW Skipper: J. Harding, Navigator: G. Norton, H. North, G. Tooner, P. Price, M. Baker, P. Harry, B. Whelan.

South of Perth Yacht Club

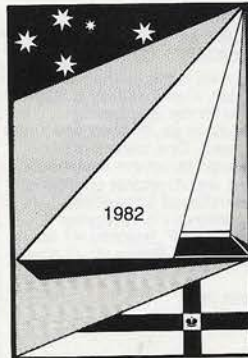


GOLDEN PROSPECTS - M310
LOA 12.2 m; LWL 10.3 m;
Beam 3.8 m; Draft 2.1 m

This yacht had her racing debut in last year's Southern Cross Cup as a member of the South Australian team. Her results in that series does not give an indication of her potential. Designed by Ron Holland, she could do well against other modern 2-tonners. Now sailed from Lake Macquarie Yacht Club, which provides more than its share of keen competitors, her result will be watched with interest.

CREW Skipper: R. Peat, Navigator: R. Snape (12), J. Bates, J. Stanton (9), C. Wilson, K. Jensen, S. Gallagher (2), C. Freeman (2), M. Stone.

Lake Macquarie Yacht Club



GUN - F3
LOA 10.8 m; LWL 9.0 m;
Beam 3.5 m; Draft 2.0 m

Gun is a yacht from Western Australia launched in the latter part of this year. A Sparkman & Stephens design built by Prestige Yachts, at this time her sailing capabilities are unknown.

CREW Skipper: G. Crimp (1), Navigator: (t.b.n.), R. Eastough (1), P. Webb (1), S. Walker, C. Anketell, W. Hamond (3), R. Appleyard.

Fremantle Sailing Club

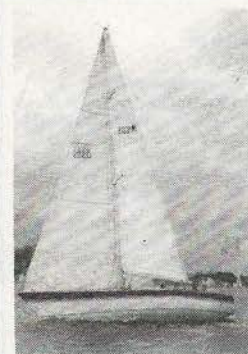


HELSAL II - 262
LOA 20.0 m; LWL 19.0 m;
Beam 4.3 m; Draft 3.0 m

A 66 ft sloop designed by Joe Adams, Helsal II will be among the front runners in the race to be first across the finish line. She won the last Sydney-Mooloolaba line honours and handicap double, beating Apollo in the process. Because of this, it is expected that Apollo will oppose her with vengeance in this Race.

CREW Skipper/Navigator A. Fisher (6), R. Bearman (12), R. Fisher (4), K. Shephard (7), D. Woodgate (4), G. McNeill (4), P. McNeill (4), H. Parsons (5), D. Walsh (3), F. Sticovitch (5), N. Jones (5), I. Campbell (1).

Cruising Yacht Club of Australia



HERCULES - 2020
LOA 11.0 m; LWL 9.4 m;
Beam 3.5 m; Draft 1.9 m

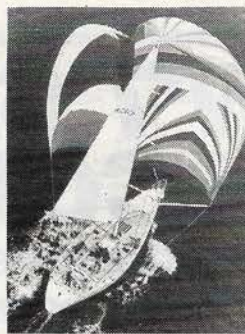
Previously 'Streaker', this yacht is a Peterson 1-tonner built in New Zealand where she was One Ton Champion in 1976. She has a fine record in Australia, with many places in CYCA races, with a 1st in the 1979 Sydney-Mooloolaba Race and 1st in Div. C in the '78 Hobart. She is owned by the Will family, who have chartered her to Chris Payn.

CREW Skipper: C. Payn, Navigator: D. Mathlin, J. Vickery, L. Sutcliffe, P. Ashton.

Cruising Yacht Club of Australia



HITCHHIKER – KAR303
LOA 12.3 m; LWL 10.1 m;
Beam 3.9 m; Draft 2.4 m
 Hitchhiker is a Frers 2-tonner launched in 1981 by Peter Briggs of WA. She has had a famous career, including membership in the 1981 Admiral's Cup and Southern Cross Cup teams, a win in the 1981 Two Ton Cup in Sardinia, and in last year's Hobart she was 4th in division and 31st overall. She should perform creditably in this Race.
CREW Skipper: N. Robbins (1), Navigator: J. Baxter (5), P. Briggs (1), D. Forbes (5), G. Halls (6), R. Scrivenor (5), P. Cavill (2), C. Blundell (2).
 Royal Perth Yacht Club



ISLE OF LUING – R267
LOA 14.5 m; LWL 12.2 m;
Beam 4.2 m; Draft m
 This aluminium Holland design launched in 1979 is doing her first Hobart. She races out of Victoria where she has a good record, including a line honours and 4th overall in the last Melbourne-Hobart Race. An experienced crew will press her, but we do not predict that she will be among the placegetters.
CREW Skipper: R. Gill, R. Harraway (2), T. Dutton, R. Barnes.
 Royal Yacht Club of Victoria



IDLE VICE – 2679
LOA 11.2 m; LWL m;
Beam m; Draft 1.8 m
 Idle Vice is yet another Farr 1104; launched in 1978 and previously sailed as 'Shiraz', she is based at MHYC. If this year is a slow race, there may be little but mischief for Idle's hands to do.
CREW Skipper: R. Tresidder, Navigator: Lt. Com. H. Finnis, K. Barrycottee (6), A. Tresidder, P. Rose, W. Horton, S. Williams, A. Carpenter (5), P. Gosling.
 Middle Harbour Yacht Club



JISUMA – SM32
LOA 11.0 m; LWL 9.1 m;
Beam 3.1 m; Draft 1.8 m
 It is hard to add to what was said in last year's Program, apart from the fact that Jisuma's skipper, 'Rocky', has been sailing since 1914 and that in his 6th Hobart Race last year he was 73rd. So to repeat: "Named after the original owner's daughters, Jill, Sue and Mary, this Swanson 36 will definitely not win the Hobart this year. She is owned by the irrepressible 'Rocky' Rockliff from the Sandringham Yacht Club. Come rain, hail, storm and tempest, this yacht will press happily on. This crew will be dangerous to get involved with when they arrive at Constitution Dock."
CREW Skipper: W. Rockliff (6), R. Gould, others t.b.n.
 Sandringham Yacht Club



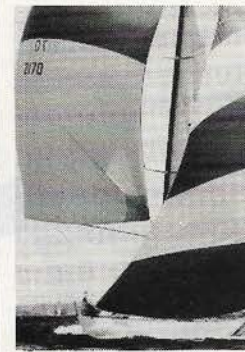
IMPECCABLE – MH106
LOA 10.1 m; LWL 8.0 m;
Beam 3.4 m; Draft 1.9 m
 Impeccable is a light displacement Doug Peterson 3/4-tonner with a big fractional rig. She sails with the CYCA and won the 1980/81 SOPS (Div. 3) and was 2nd in Div. 3 in the '81/82 LOPS. She did not perform as well as hoped for in last year's Hobart and will be out to better that performance this year.
CREW Skipper: J. Walker (1), Navigator: T. Halton (6), B. Clag (2), G. Leese, J. Cronin, R. St John, A. Chauvel, D. Wishart.
 Middle Harbour Yacht Club



LONGNOSE – 3035
LOA 13.0 m; LWL 12.8 m;
Beam 3.0 m; Draft 1.0 m
 Longnose is an Adams 13 built by Traditional Yachts of Sydney. She will be starting in her third Hobart, and as a cruising version of the Adams 13 will have to work to compete with the fleet leaders.
CREW Skipper: P. Stransky (2), Navigator: A. Hickey (3), L. Hedges (7), A. Stransky (2), W. Anderson (2), B. Adam (2), T. Collins.
 Cruising Yacht Club of Australia



INCH BY WINCH – 393
LOA 13.4 m; LWL 11.9 m;
Beam 3.8 m; Draft 2.4 m
 Inch by Winch was built specifically for the last Admiral's Cup challenge and was unlucky not to be selected. Built in New Zealand to a Peterson design for Dennis O'Neill, she was purchased by Joe Goddard soon after the trials. Joe and her crew have taken a while to get used to the boat, but she is now sailing fairly well and will put in a good effort.
CREW Skipper/Navigator: J. Goddard (7), J. Goddard Jnr (7), P. Goddard (7), R. Ramsay (6), T. Ambler (1), K. Berry (2), I. Pinkerton, M. Flannigan, F. Havelka (2), I. Goddard (1), J. Byrne.
 Cruising Yacht Club of Australia



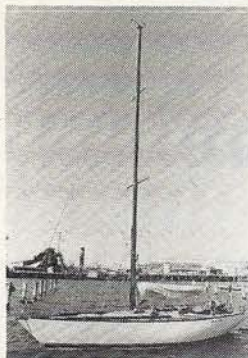
MARGARET RINTOUL II – 2170
LOA 14.8 m; LWL 12.5 m;
Beam 4.1 m; Draft 2.4 m
 One of Australia's most famous ocean racers, this, the original Ragamuffin, was launched in 1968 and has represented Australia in two Admiral's Cup challenges. She won the 1971 Fastnet Race. This will be her 12th Hobart, her second under current Tasmanian owner Ron Jackman. She has finished second twice, was 7th two years ago and finished in the top half of the fleet in last year's 'little boat race'. There may be still some adrenalin in the old girl.
CREW Skipper: R. Jackman (6), Navigator: R. Betts (6), R. J. Jackman (6), H. Calvert (9), P. Probin (6), A. Masters (5), F. Dixon (2), T. Dawes (2), D. Lockley (8), N. Tall (5).
 Royal Yacht Club of Tasmania



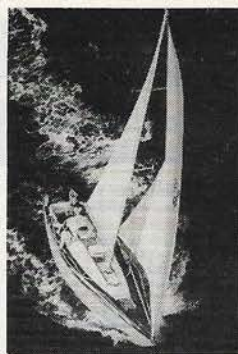
INVINCIBLE – SM818
LOA 11.0 m; LWL 9.4 m;
Beam 3.7 m; Draft 2.0 m
 One of many Compass Farr 1104s in this Race, Invincible was originally owned in Sydney and raced from the CYCA with good results. She has been said for the past few years in Victorian waters in keeping with her Sydney form. This is her fourth trip to Hobart, and should the winds be to her liking, she will do well.
CREW Skipper: R. Blackwell (3), Navigator: S. Ryan (1), D. SantwykAnderson (1), D. Shields (2), G. Ainley (1), G. Temby (1), R. Deacon.
 Sandringham Yacht Club



MARGARET RINTOUL III – 1221
LOA 15.5 m; LWL 13.1 m;
Beam 4.6 m; Draft 2.8 m
 Margaret Rintoul III will start as one of the favourites. A Frers 51 she was Australia's top yacht in Hawaii this year and has undergone recent modification to reduce her rating. Stan Edwards and sailing master Grahame Freeman make a formidable combination, and with 'Hanger' Harris and Skip Lissiman, the crew has the expertise to ensure a very high placing.
CREW Skipper: S. Edwards (2), G. Freeman (11), J. Harris (10), S. Lissiman (1), M. Edwards (3), G. Cavill (6), L. Carter (8).
 Cruising Yacht Club of Australia



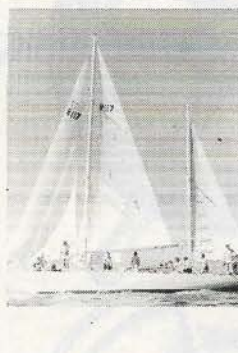
MARK TWAIN – R1010
LOA 11.9 m; LWL 10.2 m;
Beam 3.4 m; Draft 1.9 m
 A classic 1-ton design of her time by Sparkman & Stephens, Mark Twain has come second with credit in her sailing career. She makes a return to the Hobart lineup after competing in the West Coaster last year, where she finished 5th. With current design trends going towards the 'stripped out' light boats, Mark Twain can not hope to match the speed of modern 1-tonners, but this race should give the crew some experience.
CREW Skipper: P. Rowsthorn, Navigator: T. Reeve, B. Webber (5), J. Klestadt (2), D. Telford, J. Conway, G. Ek, M. Bosscher.
 Royal Yacht Club of Victoria



MELTEMI – 89
LOA 13.7 m; LWL 10.0 m;
Beam 4.0 m; Draft 2.3 m
 Meltemi is of classic S&S stock, launched in 1971 to come second in that year's Hobart Race. She has not been so highly placed since. Meltemi will carry a good age allowance, and her skipper, 'Salty Bill' Psaltis is very familiar with the run south to the Apple Isle.
CREW Skipper: B. Psaltis (22), Navigator: G. Tuisk (3), T. Dalton (2), E. Psaltis (3), J. Bell (3), J. Fereday, J. Prower, J. Townsend, B. Bone.
 Cruising Yacht Club of Australia



MARLOO – KA250
LOA 12.8 m; LWL 11.0 m;
Beam 4.0 m; Draft 2.3 m
 A Peterson 2-tonner, this yacht went overseas after competing in the 1979 Admiral's Cup trials. She did many races in the Mediterranean, and in the UK took part in the disastrous 1979 Fastnet Race (24th overall). She won the New York Yacht Club trophy during the 1979 Cowes Week and represented Australia in the 1980 Sardinia Cup. Recently returned to Australia, this will be her first Hobart; the result will be watched with interest.
CREW Skipper: N. Girdis (2), Navigator: S. McGrath, R. Antill (5), T. Anderson, S. Girdis (1), P. Hurd, B. Hillier (1), P. Girdis, J. Warlow, L. Killingworth (6).
 Royal Queensland Yacht Club



METUNG – R117
LOA 14.8 m; LWL 12.8 m;
Beam 3.7 m; Draft 1.8 m
 Metung is coming back again this year to mark the 25th anniversary of her first Sydney-Hobart Race. David Bull, a member of the crew and at present Commodore of the Metung Yacht Club, built the yacht and sailed her in several Sydney-Hobarts. Under her present owner, Bill Woodward, she is still actively competing. Designed by Alan Payne and launched in 1956, she will probably not be placed as highly in the results as in 1957, when she came 5th overall, but she will take anything that comes, in her stride.
CREW Skipper: W. Woodward, Navigator: D. Bull (5), R. Gregson, J. Woodward, C. Beavis (2), I. Gould.
 Royal Yacht Club of Victoria



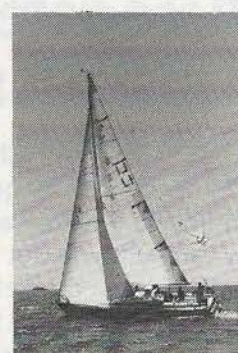
MARY BLAIR – B2464
LOA 12.6 m; LWL m;
Beam 3.5 m; Draft m
 Mary Blair has competed in the Hobart Race since 1975 and was previously owned by Geoff Blok of Mary Muffin fame. She is now partly owned by the former Skyhooks singer and television personality Shirley Strachan, and is based in Victoria. We hope that this race does not turn out to be a 'horror movie' for Mary Blair and her crew.
CREW Skipper: G. Strachan, Navigator: J. Graham (7), S. Strachan, D. Ryan (7), J. Cuscadden, B. Neaves, N. Nattress (7), P. Spence (4), R. Sill (6).
 Royal Brighton Yacht Club



MOLLYMOOK MAID – 3540
LOA 10.7 m; LWL 8.6 m;
Beam 3.4 m; Draft 1.7 m
 Newly named after its owner's home town, this Cole Bounty 35 has been working up hard for its first Hobart Race. Built in 1978, she was then called Just Jones, and was 4th in the Lord Howe Island Race that year.
CREW Skipper: R. Kelly, Navigator: P. Smee, J. Bryant, R. Smith, R. Willson, M. Armour (2), J. Armour (1), W. Daley.
 Burrill Lake Sailing Club



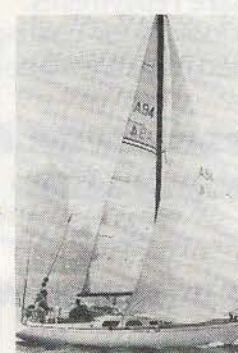
MARY MUFFIN – 2701
LOA 14.3 m; LWL 11.0 m;
Beam 4.4 m; Draft 2.1 m
 With this race the 'Muffin' makes her departure from the Sydney fleet, recently purchased by Ian Ross of South Australia. She will be sailed by most of her regular Sydney crew, headed by David Lawson. This beautiful Frers designed yacht began life as a Ragamuffin and has travelled many miles to compete in overseas events. She finished 2nd in the '77 Hobart and for sentimentality's sake it would be nice to see her improve on that effort.
CREW Skipper: I. Ross, Navigator: t.b.n., D. Lawson (20), C. O'Connor (5), D. Stalker (6), D. O'Neil (10), P. Turner (6), M. Drent (2), W. Wright (10), I. Rajaloo (4), R. Marr (3), J. Pearce (7).



MOONRAKER AGAIN – L1
LOA 11.6 m; LWL 10.2 m;
Beam 3.7 m; Draft 1.9 m
 A Farr 11.6 m built by Binks of Adelaide, Moonraker Again gained 4th over the line in the 1982 Suva Race. In similar conditions she could place well in her division.
CREW Skipper: N. Welfare, Navigator: D. O'Connell (6), J. Buckland, M. McIlvena, A. Williams, D. Buckland, S. Welfare.
 Port Lincoln Yacht club



MATIKA III – 528
LOA 11.0 m; LWL 9.1 m;
Beam 3.8 m; Draft 1.7 m
 Previously owned by a CYCA Commodore, Tony Pearson, Matika III was designed and built in New Zealand by J. Lidgard in 1976. She has competed in four Hobart Races and is owned now by Peter Graves of Tasmania. She has an experienced crew, who are not unfamiliar with offshore racing, and when the fleet gets well down the track this ship will have the benefit of local knowledge.
CREW Skipper: P. Graves (2), Navigator: K. Goodsell (6), L. Nibbs (10), R. Home (2), S. Graves (2), W. Coward (2), G. Prescott (1).
 Royal Yacht Club of Tasmania



MORNING TIDE – A94
LOA 10.0 m; LWL 8.4 m;
Beam 3.0 m; Draft 1.9 m
 Morning Tide is one of many Sparkman & Stephens 34s well known to the Hobart Race. Launched in 1974, she will have a good age allowance and will enjoy good competition among other S&S 34s heading south. We hope she does not stike the morning tide going up the Derwent.
CREW Skipper: J. Davern (2), Navigator: M. Tomaszewski (2), C. Oh (1), D. Williams, G. Dwyer, S. Kelly.
 Sydney Amateur Sailing Club



MUCH ADO - 3666
LOA 10.4 m; LWL 8.4 m;
Beam 3.8 m; Draft 1.8 m

Much ADO is a new Dubois 34 owned by John Rickard. She has shown great early potential, benefiting from a very large sail plan and is particularly well suited to lighter conditions. If conditions are to her liking she will be right up there in the top placings overall and will be a real threat to a division first place.

CREW Skipper: J. Rickard, Navigator: P. Thorpe, T. McInerney, M. Loxton, R. Rickard, J. Ellyett, I. Rust, I. McGregor.

Royal Sydney Yacht Squadron



MULULU - MH147
LOA 12.3 m; LWL 9.4 m;
Beam 3.8 m; Draft 2.0 m

Mululu is a Ron Holland 2-tonner launched in March this year. To date she has sailed only in CYCA events and in the Montagu Island Race. Her crew are slowly getting their act together, and on paper her credentials indicate that she is a fast yacht. However, there is an elite field in her division and the competition will be fierce.

CREW Skipper: C. Montgomery, Navigator: D. Cudmore (1), B. Duff, J. Varley (2), R. Lenehan (1), D. Lovell, E. Goodwin, A. Maclean (3), R. Morant (2).

Middle Harbour Yacht Club

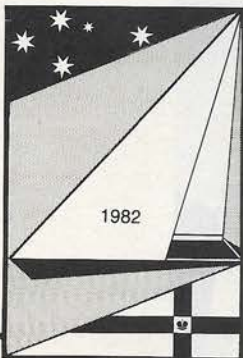


MYSTIC SEVEN - 355
LOA 11.0 m; LWL 9.4 m;
Beam 3.2 m; Draft 1.9 m

Swanson 36s have been one of the most popular boats in Australian waters for many years. Mystic Seven was launched in 1974 and has competed in five previous Hobarts as well as other long races in the Tasman Sea. She will be sailed by an experienced crew who know the boat well and who enjoy her comforts.

CREW Skipper/Navigator: N. Chidgey (5), V. Chidgey (5), D. Bonallo (4), D. Barnard (2), I. Grant (2), R. Catt (3).

Sydney Amateur Sailing Club

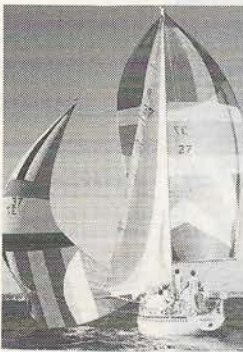


MYUNA - 3436
LOA 12.6 m; LWL 10.5 m;
Beam 4.0 m; Draft 2.1 m

Myuna is a 1977 Lidgard design launched in only February of this year. She is owned by veteran Hobart competitor John Bleakley. John has been looking for the ideal yacht since the sale of his previous yacht, Deception, and he seems to be quite happy with this boat. Her performance will be watched with interest.

CREW Skipper: J. Bleakley (10), Navigator: M. Frank (3), Graeme Fraser (10), M. Worrall (1), Jane Humphris (1), A. Craven (3), I. Swift (1), J. Harrison.

Cruising Yacht Club of Australia



NADIA - R37
LOA 11.2 m; LWL 9.2 m;
Beam 3.8 m; Draft 2.0 m

Being a yacht based in Perth, Nadia will already have travelled a lot of miles to just compete in the Race. She was launched in 1974; a Carter design, she has done a lot of racing in WA with a creditable record. In her two previous Hobarts ('74 and '75) she was called Brutta Facia and on both occasions finished in the top half. Two of her crew have competed in the 1400 mile Perth-Bali Race.

CREW Skipper: R. Clarke, Navigator: K. Marshall, J. Wallwork, P. Neville, S. Moore, A. Moore.

Royal Perth Yacht Club

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NATELLE II – 2555
LOA 12.5 m; LWL 3.8 m;
Beam 2.3 m; Draft 2.3 m
 Built in New Zealand in 1975, Natelle II caught the eye of many yachtsmen in her maiden year. A Peterson 2-tonner of the Ganbare style, she was sold to Queenslander Nick Girdis who raced her with success. Later purchased by Geoff Lee and sailed from the CYCA, Natelle II earned the respect of more modern 2-tonners. She still accounts for herself in Tasmanian waters; this will be her second start under her current owners.
CREW Skipper: D. Leitch (5), Navigator: J. Solomon (12), N. Nibbs (10), M. Grainger (4), K. Spooner (2), J. Griggs (6), G. Wells (4), R. Moores, W. Watson (6).
 Derwent Sailing Squadron



ONCE MORE DEAR FRIENDS – 3000
LOA 12.0 m; LWL 10.0 m;
Beam 3.7 m; Draft 2.2 m
 Once More Dear Friends is the current Blue Water Champion, and under a determined campaign by twice Hobart Race winner, Peter Kurts, is the leader on points for this season's Blue Water Championship. Sporting a new mast, OMDF has been in a class all her own this season and must start as the outright favourite.
CREW Skipper: P. Kurts (17), Navigator: L. May (8), S. Kulmar (3), S. Kurts (1), A. Cape (1), G. Downes (1), R. Jacobs (3), R. Forbes (8).
 Cruising Yacht Club of Australia



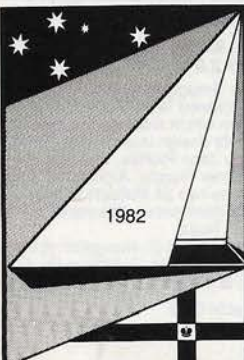
NIKE – 3326
LOA 10.9 m; LWL 7.9 m;
Beam 3.4 m; Draft 1.8 m
 Nike is an S&S 35 launched in 1973, a beautiful yacht in Huon pine. She may find the newer yachts in her division a handful if conditions are light or hard downwind. However, if the weather is fresh from the south, she will be high up in her division.
CREW Skipper: J. Hunt (2), R. Hickman (4), W. Chesterman (3), D. Iggulden (2).
 Royal Sydney Yacht Squadron



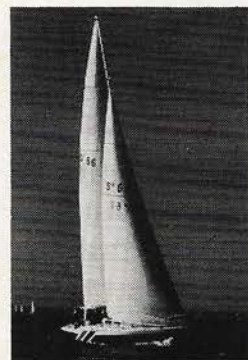
PACHA – 97
LOA 16.8 m; LWL 12.1 m;
Beam 4.3 m; Draft 2.6 m
 Pacha is one of the CYCA's favourite yachts. She was once owned by past Commodore Sir Robert Crichton-Brown who, with a top notch crew including Stan Darling, Peter Green, Billy Bold and others, sailed her to victory in the rough 1970 Race. She was purchased a few years ago by Jose de la Vega, who is skippering for the third time. This beautiful burgundy Camper & Nicholson 55 footer has a very experienced crew, but a repeat of her win thirteen years ago is unlikely unless conditions similar to 1970 occur.
CREW Skipper: J. de la Vega (2), Navigator: G. Marshall (16), J. Noakes (13), W. Ratcliff (17), S. Austin, C. Hatfield (9), I. Lindsay, A. Parker (2), P. Ratcliff (2).
 Cruising Yacht Club of Australia



NITRO – R98
LOA 12.9 m; LWL 11.6 m;
Beam 4.0 m; Draft 2.0 m
 This Victorian Farr 2-tonner was launched in 1977 and did the infamous Hobart Race of that year coming 21st. In 1979 she won line honours and took 3rd on handicap in the Melbourne-Hobart, and last year she was 4th in the same race. This crew is light on Hobart experience, and her design does not make her a 'hot favourite'.
CREW Skipper: P. Webster, Navigator: C. Reid, G. Webster, T. Davies, P. Weiss, A. Merrett, I. Crisp, C. Webster.
 Royal Yacht Club of Victoria



PANACEA – H33
LOA 8.7 m; LWL 7.5 m;
Beam 2.8 m; Draft 1.7 m
 Panacea is a van der Stadt design launched in 1978, one of the smallest yachts in the race. A Tasmanian yacht, she has raced with the 1/2-ton fleet in Hobart with success. With her sea-kindly design and crew experienced in these waters, she could surprise.
CREW Skipper: W. Read (4), Navigator: J. Bourke (1), G. Meyer (4), M. Ball, two t.b.n.
 Royal Yacht Club of Tasmania



NOELEEN III – SM66
LOA 12.0 m; LWL 8.8 m;
Beam 3.7 m; Draft 2.1 m
 Noeleen III is a wooden yacht which was launched in 1980 and which competed in that year's Race when she finished 52nd. She sails in Victorian waters and amongst her best results is a third in the 1981 Melbourne-Hobart Race. She is a past winner of the Sovereign Series.
CREW Skipper: K. King (1), Navigator: A. Warner (1), C. Warner (6), J. Allen (4), P. Currie, R. McKinley, R. Cahill, Dr. M. Mohr, S. England.
 Sandringham Yacht Club



PARMELIA – 2344
LOA 13.9 m; LWL m;
Beam 4.0 m; Draft m
 Built in 1978 for the Parmelia Race (Portsmouth to Fremantle) to celebrate WA's 150th anniversary, Parmelia place 5th overall in that race having previously completed the gruelling Fastnet Race of that year. 1981 was her first Hobart, in which she came last on handicap. This year will be her first under her new owner, and she has been sailing well in summer races.
CREW Skipper: C. Grandt (6), Navigator: J. Wigan (15), S. Stevenson, S. Rowland, H. Dredge (2), B. Gover, M. Gordon, J. Young, P. Norton, I. Foster (2), R. Baldwin.
 Cruising Yacht Club of Australia



NYNJA GO – M53
LOA 11.0 m; LWL 9.1 m;
Beam 3.7 m; Draft 1.9 m
 Nynja Go is a newly launched Farr 1104 sporting a much larger sail plan than her sister ship, Piccolo, which won the Race in 1976. Another Lake Macquarie yacht, she is sure, under a very determined owner/skipper, to figure in her division placings if conditions are fresh.
CREW Skipper: R. Axe, S. Lewos, G. Heuchmer (2), M. Hill (1), D. Pomfrett, W. Williams, R. Macleod-Robinson, L. Axe, M. Axe.
 Lake Macquarie Yacht Club



PATINEUR – 1935
LOA 9.0 m; LWL 7.3 m;
Beam 3.0 m; Draft 1.6 m
 Patineur is a 1/2-tonner from the board of S&S and built by Savage yachts. Launched in 1977, she races with the RPAYC on Pittwater, and this is her maiden Hobart. Her previous best result in long ocean racing was a 4th IOR in the 1981 Lord Howe Island Race.
CREW Skipper: P. Flannagan, Navigator: J. Liston, R. Hawkins, R. King, C. Lamrock, T. Lamrock.
 Royal Prince Alfred Yacht Club



PHOENIX - 257
LOA 11.0 m; LWL 9.1 m;
Beam 3.2 m; Draft 2.0 m

Phoenix is a Laurie Davidson 1-tonner, and the 1980 Montagu Island Race proved just how fast this yacht can be in the right conditions. She was 1st in that race, and while she hasn't achieved high places in her two previous Hobarts, she has the potential to place well, with an experienced crew, in the right conditions.

CREW Skipper: E. Vidor (5), Navigator: P. Sarlos (7), M. Burke (11), G. Macguire (2), J. Osher, W. Knusten (3), A. Hancock (10), C. Bloomfield (3).
 Cruising Yacht Club of Australia



PIPPIN - 1124
LOA 9.3 m; LWL 7.6 m;
Beam 3.2 m; Draft 1.7 m

Pippin hasn't been to Hobart before but she has been a formidable opponent in the CYCA 1/2-ton division in both level rating and the Club handicap over recent years, and if this is another small boat year this boat should do very well. She is an Adams design built in 1975.

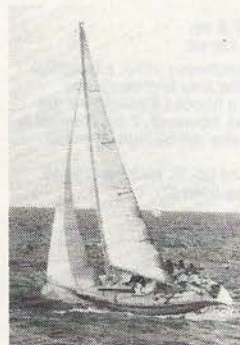
CREW Skipper/Navigator Bill Sweetapple, A. Sweetapple, G. Swift (6), J. Pierson (1), D. Wall (2).
 Cruising Yacht Club of Australia



PHYLLISE - 1406
LOA 10.0 m; LWL 9.1 m;
Beam 3.7 m; Draft 1.6 m

Phyllise is a standard Mottle 33, and Adams design, built in 1978. She will be making her Hobart debut. She races with the RPYAC and is currently well placed in that Club's offshore point score.

CREW Skipper: H. Hodgkinson, Navigator: F. Walker, B. Walker, R. Hislop, R. Neil, K. Taylor.
 Royal Prince Alfred Yacht Club



PIRRA - S92
LOA 10.3 m; LWL m;
Beam 3.2 m; Draft 1.8 m

Pirra is a Ron Holland 34 built in 1979. She sports a large fractional rig and has some impressive performances in Victorian racing to her credit. She may find that competition in her division is hot in this Race, but she should do well if the conditions are fresh.

CREW Skipper: P. Robinson, S. Bird, R. Knight (1), P. Ralph (1), J. Freeman, A. Bird, B. Platt.
 Royal Melbourne Yacht Squadron



PICCOLO - 3041
LOA 11.1 m; LWL 9.8 m;
Beam 3.5 m; Draft 2.0 m

Piccolo is the former Smuggler, which represented the successful NSW Southern Cross Team in that series in which she was the leading point scorer. A Dubois design launched in 1981, she is now owned by John Pickles, who won the 1976 Race in his former Piccolo. Among the crew are Albie Mitchell, who has 24 Hobarts to his credit, and in past performances, this yacht should do well in this Race.

CREW Skipper: J. Pickles (10), Navigator: (t.b.n.), A. Mitchell (24), M. Barnett (4), G. Moses (3), G. Watts (1), B. Wiley, B. Dorell (4), R. Brierley (2).
 Lake Macquarie Yacht Club



POLARIS - M99
LOA 13.1 m; LWL 10.0 m;
Beam 3.2 m; Draft 1.9 m

One of the more popular designs of the early 70s, Polaris is a Cole 43 built by Bruce Fairlie of East Coast Yachts, Gosford. These designs were very successful in their day and many high placings were earned in past Hobart races. Perhaps a somewhat outdated racing design these days, the yachts are solid and comfortable and fun to sail, as Les Savage knows very well.

CREW Skipper: L. Savage (8), Navigator: R. Parker (3), P. Harrison, T. Phillips (1), D. Reid (1), L. Hitchinson (4), B. Smith (1), M. Smith, G. Peterson (7).
 Lake Macquarie Yacht Club



PIET HEIN - TYC123
LOA 10.4 m; LWL 7.8 m;
Beam 2.6 m; Draft 1.6 m

This pretty timber yacht of Tasmanian Celery top pine was built in 1967 to an early (1948) Kan Walker design. This will be her first Hobart; she has cruised the east coast over the past few years and has done some offshore racing in Bass Strait. The crew is not long on ocean racing experience, but extensive cruising passages and hard work preparing the yacht for the trip will stand them in good stead. She will be far from the leaders but is a very popular entry from the Tamar Yacht Club, Launceston.

CREW Skipper: T. Bourlan, Navigator: J. Joyce, K. Gourlay, G. Hollingsworth, A. Merry, M. Seward.
 Tamar Yacht Club



POLICE CAR - 330
LOA 12.8 m; LWL 10.7 m;
Beam 4.0 m; Draft 2.1 m

Police Car is one of Australia's most successful and well known racing yachts in recent times, being a member of the winning 1979 Admiral's Cup team. She unfortunately had to retire from last year's Race with rig damage. Under the redoubtable leadership of owner Sir James Hardy she will be a real threat overall if conditions are fresh, as she has proved against her newer opposition in Hawaii this year.

CREW Skipper: Sir James Hardy (6), C. Betts (12), others t.b.n.
 Cruising Yacht Club of Australia



PIMPERNEL - 2690
LOA 10.0 m; LWL m;
Beam 3.0 m; Draft 1.8 m

A classic S&S 34, Pimpernel is one of the most regular competitors in CYCA races. She has done three previous Hobarts and has always been in the top half of the fleet, with her best result a 17th and 5th in division in 1979. A game competitor.

CREW Skipper: H. Holland (3), Navigator: D. Bizant (2), T. Dodds (3), J. Murrant (1), N. Glover, C. Clark, J. Smith.
 Cruising Yacht club of Australia



QUEUE - 2269
LOA 9.8 m; LWL 7.3 m;
Beam 3.0 m; Draft 1.6 m

Queue is one of the popular Cavalier 32s, launched in December '81. This is her first Hobart. She sails from the CYCA, and we hope that conditions suit her for this Race so that she doesn't have to line up for a berth in Hobart.

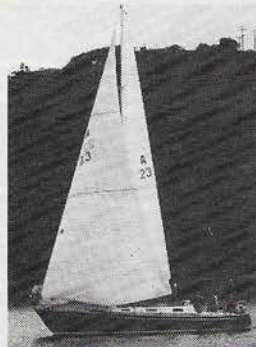
CREW Skipper: M. Michel, Navigator: L. Wiblin, E. Astergaard (1), P. Davidson, Y. Hammid, D. Gulisher (1).
 Cruising Yacht Club of Australia



RAGER I - 395
LOA 13.1 m; LWL 9.8 m;
Beam 3.4 m; Draft 2.0 m

This is one of the well known Cole 43s which had a very consistent Hobart Race record some years ago. They are beautiful yachts which by any standard sail well, but in top competition these days are now perhaps 'past it' if winning is the only objective. Rager I has done four Hobarts; she came 90th last year. If it blows on the nose this crew will have a boat that can bash through it well.

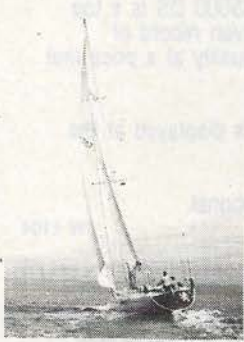
CREW Skipper: M. Clements (2), Navigator: J. Barrett (1), S. Tan (2), C. Clements (2), B. Barton, C. Thompson (1), S. Kuszniar, A. Christian
 Cruising Yacht Club of Australia



RUNAWAY - A23
LOA 10.7 m; LWL 9.4 m;
Beam 3.3 m; Draft 2.0 m

Runaway is a Jennings 10.7 metre built in Tasmania in 1978. She has been raced lightly since her Hobart debut that year and may find the opposition four years later very hot in her competitive division. The skipper is an experienced sailor, and sometimes author, who wrote a brief history of Constitution Dock for last year's Souvenir Program.

CREW Skipper/Navigator J. Cannon (3), W. Cooper (4), M. Aird, W. Mills, B. Perry, D. Potter, P. Moore.
 Bellerive Yacht Club



RAMPANT II - 3507
LOA 21.3 m; LWL 18.3 m;
Beam 4.6 m; Draft 3.4 m

Rampant II made her debut in the Clipper Cup Series in Hawaii this year, and although not in the class of Kialoa or Condor she made sure she was noticed by the Australian maxi owners. She was first to finish in the South Atlantic race from Cape Town to Uruguay. It will be interesting to see how she performs against our big boats in local waters.

CREW Skipper: A. Tucker, Navigator: P. Wade (1), D. Vanrenen, S. Wade, P. Thomas, R. Nothard, B. Barbour, G. Meek, J. McLennan, M. Constance, R. Wilkinson.
 Cruising Yacht Club of Australia



SAGA - 2575
LOA 10.4 m; LWL 8.9 m;
Beam 3.4 m; Draft 1.8 m

Saga is a Cole 35 built by Comrador Yachts in 1979. She has not been raced extensively and will find a division place hard to achieve against more modern designs. Saga will prefer a heavy race, provided her relatively inexperienced crew keep pushing her.

CREW Skipper: A. Reid, Navigator: D. Gosden, H. Brodie, D. Caddey, P. Kennedy, P. Magraith, A. Norris.
 Cruising Yacht Club of Australia



REBECCA - A113
LOA 10.6 m; LWL 8.8 m;
Beam 3.2 m; Draft 1.8 m

Designed and built by Duncanson Yachts and launched in 1977, Rebecca competed in the 1981 Hobart (119th); she was 6th in division in the '81 LOPS, and 1st in the Offshore division series of the SASC. The Race is no longer new to them, and they will be looking to lift their game in this year's event.

CREW Skipper: H. O'Neill (1), Navigator: W. Brown (1), W. Rowell (1), P. Davey, I. Hayes, B. White, G. Fox.
 Sydney Amateur Sailing Club



SAGACIOUS - 4000
LOA 13.3 m; LWL 10.8 m;
Beam 3.9 m; Draft 2.3 m

This Sagacious is a later version of Sagacious (Tas) and has just returned from Hawaii where she competed in the Clipper Cup, representing the CYCA Gold Team. Her owner/builder Gary Appleby will be on board for this Hobart, so she will be on her mettle to perform well.

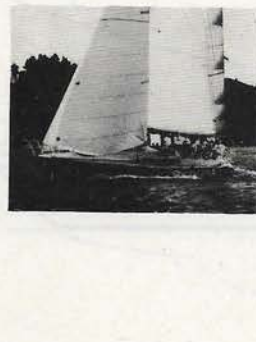
CREW Skipper: G. Appleby (2), Navigator: I. Potter ((6), C. Jones (6), M. Atkinson (3), S. Gallagher (5), B. Woods (6), P. Millburn (3), A. Fenwick (4).
 Cruising Yacht Club of Australia



REVENGE - B170
LOA 10.0 m; LWL 8.5 m;
Beam 3.4 m; Draft 1.8 m

Revenge is a Dick Carter production 3/4-tonner built by Mariner and launched in 1977. In three previous Hobarts she has placed 32nd, 46th and 99th overall; she was 8th in division last year. Sailing out of Royal Brighton Yacht Club, she will be seeking sweet revenge on those who edged her out for division honours last year.

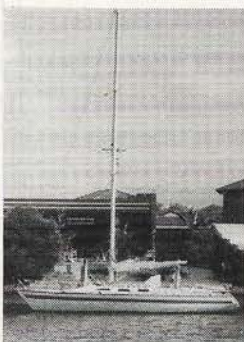
CREW Skipper: J. Sproule (1), Navigator: P. Lambert (2), J. Archer (3), D. Hanrahan (2), J. Summers, (2), G. Cugola, A. Archer.
 Royal Brighton Yacht Club



SAGACIOUS (TAS) - TYC3575
LOA 13.0 m; LWL 10.8 m;
Beam 3.9 m; Draft 2.1 m

Sagacious originally raced out of Sydney as the 'factory' boat for Comradore Marine. She was the first in the second generation of Cole 43s; she competed in the 1980 Hobart (31st), and in 1981 took part in the Melbourne-Devonport Race finishing 5th over the line. There will be at least two other Cole 43s racing this year, so the bets should be on among these skippers.

CREW Skipper: P. Newman, Navigator: G. Dineen (1), G. Anderson, T. Atkinson, R. Atkinson, T. Shepherd, A. Hardman, P. Hopkins, S. Harris.
 Tamar Yacht Club



ROGIS TOO - 578
LOA 12.2 m; LWL 10.9 m;
Beam 3.7 m; Draft 2.0 m

Rogis Too formerly sailed as 'Jimmy Blacksmith'. She is an Adams design launched in late '79 and has sailed two previous Hobarts under her current owner. This year she will be looking to benefit from experience and improve on her previous results.

CREW Skipper: R. Brown (3), Navigator: G. Beaton (3), K. Bridges (3), B. Elliott (1), R. Overton (2), R. Graham, D. Gould, C. Bakewell, R. Hill.
 Botany Bay Yacht Club



SALT-SHAKER 2 - S2
LOA 11.7 m; LWL 9.5 m;
Beam 3.7 m; Draft 1.9 m

Salt-Shaker 2 is a Farr design by Binks Yachts, a sister ship to Hobart entrant Dancing Lady. These yachts are cruiser/racers and are not expected to keep up with the stripped out racing machines; however, a degree of competition will be observed between she and her sibling.

CREW Skipper: B. Levingston, Navigator: R. Millard (2), R. Williams (2), R. More (3), M. Hipgrave (1), G. Schipper (2), P. Hinckbold (1), M. Pugh, A. Balmain.
 Royal Melbourne Yacht Squadron



SALTPEA - 2855
LOA 9.1 m; LWL 7.3 m;
Beam m; Draft m

Saltpea is a Currawong 30, another very successful Joubert design. She finished a creditable 8th overall last year and is a sister ship of Zeus II which won last year's Race. She will be trying to improve on last year's performance, and if similar conditions occur could be a threat for top honours.

CREW Skipper: P. Hinton (3), Navigator: M. Quine (1), R. Hutton (2), C. Berry (2), R. Padday, C. Bowling.

Cruising Yacht Club of Australia

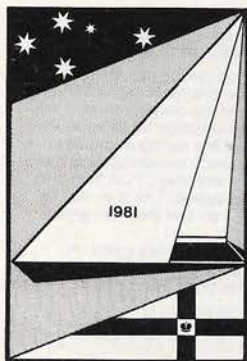


SCALLYWAG - 3444
LOA 11.5 m; LWL 10.4 m;
Beam 4.0 m; Draft 2.0 m

Formerly 'Vanguard', this yacht has had four previous Hobart starts with a not-too-happy record of 17th, 27th, and two retirements; as Smir-Noff-Agen she was a member of the NZ Southern Cross Cup team in 1977. Her record belies her potential; she performed well under previous owner Dick Cause and won the 1981 SOPS, and she is currently performing well under new management.

CREW Skipper: R. Johnston (1), Navigator: I. Thornton (1), P. Leel (1), P. Donnelly (1), G. Taylor (3), R. Kilkelly (1), D. Walsh (1), G. White, S. Gunns (1).

Cruising Yacht Club of Australia



SANGAREE - 3433
LOA 13.4 m; LWL 11.3 m;
Beam 4.2 m; Draft 2.4 m

This newly launched Holland 44 was built by Jarkan and Nowra, the second in her line. She has no previous racing record although she did compete in the Sydney-Suva Race, retiring with a broken rudder. She has an experienced skipper and crew who know what it's about, and her performance will be watched with interest.

CREW Skipper/Navigator K. Birtles (3), S. Frith (9), M. Waller, M. Wells (4), A. Chalk (1).

Middle Harbour Yacht Club

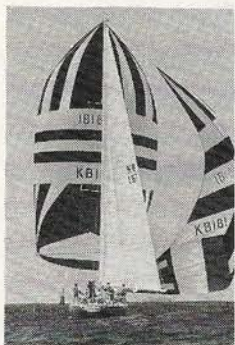


SCALLYWAG SS - 2126
LOA 9.0 m; LWL 7.3 m;
Beam 3.0 m; Draft 1.6 m

An S&S production 1/2-tonner by Savage, she has had some success sailing against other contemporary 1/2-tonners, the smallest yachts in the fleet but a group that supplied handicap winners in the past. Big boat yachtsmen tend to think that sailors of these small yachts are 'crazy', which presumably means things are 'crazy' when anything but a big boat wins. This little scallywag will be looking for a crazy race.

CREW Skipper: R. Winton (1), Navigator: R. Barron (1), S. Raine (1), R. Hambly (1), R. Peterson (1), D. Horman (1).

Royal Sydney Yacht Squadron



SANTERVEA - KB181
LOA 18.6 m; LWL 14.0 m;
Beam 4.9 m; Draft 2.9 m

From Western Australia, Santervea is another S&S design, a graceful red machine making her second trip to Sydney for this year's Race. She represented WA in last year's Southern Cross Cup and has an experienced crew with many ocean miles behind them. She gained 2nd in the '81 Fremantle-Bali Race and was 2nd in the Burns Philip Maxi Series held in Sydney last year. She will be jousting with the likes of Helsal II, Vengeance, Apollo and Condor of Bermuda this year.

CREW (t.b.n.)

Koombana Bay Yacht Club



SCHEHERAZADE - 3239
LOA 11.0 m; LWL 9.8 m;
Beam 3.7 m; Draft 1.9 m

Another Farr design entered in this year's Race built by Compass Yachts, Scheherazade formerly sailed from MHYC as 'Pear Tree'. This will be her first Hobart Race. Now having a somewhat classical air, we trust that the crew and yacht are well tuned up.

CREW Skipper: G. Bardsley, Navigator: N. Parnell (1), R. Lyell (2), M. Watts, J. Bardsley, P. Stewart, J. White, M. Sharp.

Royal Sydney Yacht Squadron

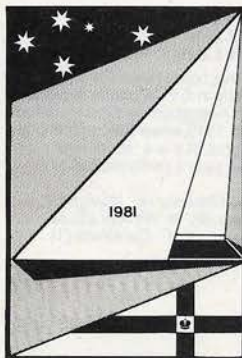


SAPPHIRE - 2625
LOA 10.0 m; LWL 8.2 m;
Beam 3.0 m; Draft 1.4 m

This Swanson design, we understand, is a sail training vessel for the Anglican Boys Society. She has not done a Hobart before and will be going down more to give experience than to win. The nucleus of the crew have a lot of sea-going time and should have a determination to get down there whatever the weather.

CREW Skipper: G. Atkinson (2), Navigator: J. Shipton, C. Worsley (2), M. Worsley, M. Crawford, P. Bakker, D. Hampden.

Coastal Cruising Club



SCORPIO II - 2418
LOA 10.4 m; LWL 8.0 m;
Beam 3.2 m; Draft 1.8 m

A conventional Duncanson 35 off the board of Alan Blackburne and launched in 1975, Scorpio II participated in last year's Hobart finishing 48th on handicap. An old-fashioned boat by today's standards, that was a creditable performance and she could do well in heavy conditions.

CREW To be nominated.

Royal Yacht Club of Tasmania



SATIN SHEETS - 4182
LOA 12.5 m; LWL 10.9 m;
Beam 3.9 m; Draft 2.2 m

Satin Sheets is a Peterson design launched back in '77. Previously called Sunburst, she is now owned by Andrew Strachan, and she has aboard one of the most experienced hands in the game, her sailing master Peter Green (this will be his 31st Hobart). The skipper and 'Grandad' will assure that she performs to her capability.

CREW Skipper: A. Strachan (5), Navigator: R. Kydd (1), M. Green (3), P. Green (30), E. McLennan (8), P. Brownbill (5), J. Goluzd (3), J. Pearce (1), N. Vidal (1), C. Straus (7).

Royal Sydney Yacht Squadron



SEAQUESTA - SM202
LOA 12.5 m; LWL - m;
Beam 3.9 m; Draft 2.2 m

By the successful Designer Ed Dubois, Seaquesta was launched in 1981, an aluminium yacht with fractional rig. This year she came 3rd in the Sydney-Suva Race, finishing 3rd, and then went on to the Clipper Cup Series in Honolulu. She has a distinctive blue, yellow and orange hull and hails from Victoria. An unknown quantity for this event, she has the experience and breeding to be dangerous.

CREW Skipper: A. Neate (3), D. Lawrance (1), H. Proctor (3), T. Neate (1), G. Wilcox (1), D. Roberts (1), R. McGaw (2), P. Elliott (1), J. Whittaker (3), A. Coutts (1).

Sandringham Yacht Club



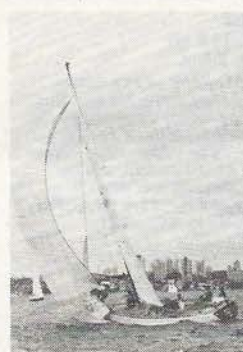
is again proud
to support the
**HITACHI SYDNEY-HOBART
YACHT RACE**



SPANKER - 1902
LOA 10.2 m; LWL 9.1 m;
Beam 3.3 m; Draft 1.4 m

This fibreglass 33 footer was launched in 1976, an Adams/Mottle design. Now under new ownership and with a crew who have and good general seagoing experience if not Hobart Race experience, she will be trying hard in her first trip to Tasmania. We trust Hughie will treat her kindly.
CREW Skipper: B. Griffiths, Navigator: D. Luker, W. Rowel (3), C. Cowan, D. Bouverie, V. Short (1).

Cruising Yacht Club of Australia

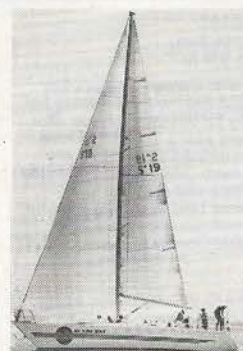


STYX - M888
LOA 12.2 m; LWL 10.9 m;
Beam 2.8 m; Draft 2.3 m

The story goes that the owner requested designer Warwick Hoof to draw the yacht with a length of 40' to allow building in the owner's shed. It was specified that no consideration be given to IOR lines because most of the sailing would be done on Lake Macquarie. Since launching, however, Styx has been sailing with the CYCA fleet and has shown very good speed. The crew will be glad to finish this race so that they can get off their knees.

CREW Skipper: J. Abraham, Navigator: R. Brenac (10), P. Gracie (4), M. Hamonet (3), A. Lobb (1), M. Schroder (1), J. Hayward.

Lake Macquarie Yacht Club



SUNBURST - R119
LOA 12.2 m; LWL 10.4 m;
Beam 3.9 m; Draft 2.2 m

Sunburst is a Peterson 2-ton sloop launched in 1978. A former (1979) Southern Cross Cup team member for Victoria, she has sailed consistently in her home state.

CREW Skipper: B. Weston, Navigator: A. Hodge (4), N. Drennan (1), K. Smith, G. Ogilvie, J. Lynch, C. Bellen, G. Fell, B. Taylor (1), J. Freeman.

Royal Yacht Club of Victoria

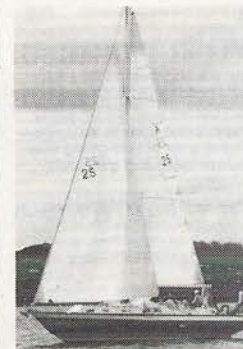


SHENANDOAH - 1214
LOA 9.4 m; LWL 7.7 m;
Beam 3.1 m; Draft 1.6 m

Launched in 1972, this black Peter Cole 1/2-tonner competed consistently in CYCA ocean races and has made the trip to Hobart on several occasions, her best result being 1979 when Julius Charody sailed her to 4th overall. If it is a 'small boat race' she could repeat last year's performance of 6th overall.

CREW Skipper: J.R. Charody (4), Navigator: R. Cortis (3), T. Andrews (2), N. Winkler (3), M. Heenan (1), A. Heenan (1), P. Cummins (1).

Cruising Yacht Club of Australia



SUNRISE - A25
LOA 13.4 m; LWL 10.4 m;
Beam 3.8 m; Draft 1.0 m

Sunrise is a Giles design, a 44 footer launched only in September, so her form has yet to be demonstrated. Her owner will have gathered an experienced crew, and with the incentive of returning to crowds of cheering locals, she will be on her mettle to be home before the sun sets on December 30th.

CREW (t.b.n.)

Royal Yacht Club of Tasmania



SISKI - R311
LOA 18.9 m; LWL 16.2 m;
Beam 5.1 m; Draft 3.2 m

This yacht was due to be launched in October, and her form is therefore unknown. She was originally drawn by German Frers and altered by her owner, Rolly Tasker, who has designed two previous Siskas, one of which is also racing this year under the name Vengeance. Tasker is a strong competitor with loads of experience and will be out to kill.

CREW Skipper: R. Tasker (6), Navigator: M. Dahlstrom (4), R. Lynn (3), S. Tasker (4), L. Nathan (2), P. Hay (7), R. Hardie, P. Jackman (5), M. Saunderson, G. McGarry (4), D. McCready, D. Lynn (1), P. Kernot, L. Cohn, Sophie Tasker (2).

Royal Perth Yacht Club



SUNSEEKER - 631
LOA 11.8 m; LWL 9.0 m;
Beam 3.6 m; Draft 2.1 m

Sunseeker is a Bownam built yacht off the board of Sparkman & Stephens. Launched in January 1982, she has not yet done any competitive racing. Her crew's experience is extensive and she will be driven hard, and we trust she will not be kept in the shade by the competition.

CREW Skipper: V. Thomas, Navigator: M. Press (1), D. Bashford, D. Gillies (4), J. Polluck (1), P. Marr, P. Emanuel, I. Thomas.

Royal Prince Alfred Yacht Club



SWEET CAROLINE – 3413

**LOA 13.4 m; LWL 11.3 m;
Beam 4.0 m; Draft 2.7 m**

Sweet Caroline is a new Dubois 44 footer developed from the British Admiral's Cup victory. Built in Kevlar, Klegecell and carbon fibre, with aluminium frames, she represents the latest in ocean racer construction. She was completed just in time to gain a place in the CYCA team for the Clipper Cup, in which she finished third in division and 12th overall. Owner Marshall Phillips has been sailing with the same crew for some years, and this boat has to be one of the favourites this year.

CREW To be nominated.
Cruising Yacht Club of Australia



THE NEWCASTLE FLYER – M7

**LOA 11.9 m; LWL 11.2 m;
Beam 2.9 m; Draft 2.0 m**

An Adams design launched in 1980, The Newcastle Flyer is based in Lake Macquarie. She was 14th across the line in her maiden Hobart (61st overall) and did not go down last year. She gained line honours in this year's Montagu Island Race. She has an experienced crew (one member will be doing his 16th Hobart), and she will perform well in the right conditions.

CREW Skipper: P. Rundle (15), Navigator: A. Burgin (24), R. Carlier (4), B. Piefike (1), B. McNaughton, R. Sneddon (1).
Lake Macquarie Yacht Club



SZECHWAN – 3007

**LOA 11.9 m; LWL 9.5 m;
Beam 3.5 m; Draft 2.1 m**

Szechwan is a Davidson design launched in 1980. She represented the winning NSW team in last year's Southern Cross Cup, the third most successful yacht in that series. This year she went to Hawaii and finished first in division in the Round The State Race. Her owner, Jeremy Whitty, has retained most of his Hawaii crew for this event.

CREW Skipper: J. Whitty (3), Navigator: C. Oxenbold (7), L. Minehan (2), R. Bryerley (2), J. Wilmot (3), T. Blonfield (1), M. Burke, R. Caves (9), G. Rouvray (14), R. Jacobs (2).

Cruising Yacht Club of Australia



THE ROPERUNNER – 4499

**LOA 12.0 m; LWL m;
Beam 4.0 m; Draft 2.0 m**

The Roperunner is a Farr 2-tonner launched in 1980 and unlucky not to make the New Zealand 1981 Admiral's Cup team. She did represent her country in the last Southern Cross Cup. She is now owned by Lesley Green, who formerly owned the successful 3/4-tonner, Matika II, and has a crew for this Hobart Race with some good depth of experience.

CREW Skipper: L. Green (2), Navigator: A. Gray (16), L. Abbott (10), F. Arrowsmith (8), B. Stephens (3), P. Howes (8), P. Burke (2), M. Turner, B. Big-Whither (2).

Cruising Yacht Club of Australia



TASHTEGO – 3004

**LOA 9.1 m; LWL 7.3 m;
Beam 3.1 m; Draft 1.7 m**

Tashtego is a Peterson design built by Santana in 1980. She sails out of MHYC, and this will be her first trip to Hobart.

CREW Skipper: C. Franklin, Navigator: F. Buckland, J. Gittoes (1), K. McInnes (1), D. Buckland, one t.b.n.

Middle Harbour Yacht Club



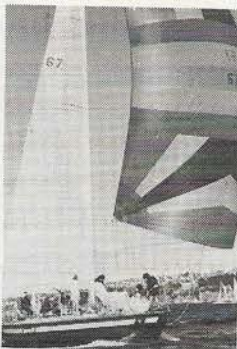
THE STING – R85

**LOA 11.1 m; LWL 10.4 m;
Beam 3.6 m; Draft 2.0 m**

A hot 1-tonner in her day, The Sting makes a welcome return to the Sydney-Hobart. Designed by Scott Kaufman, she has represented Tasmania well in past events, and now under new ownership and crew, she should show her long race potential against the Gars and other modern 1-tonners.

CREW Skipper: P. Green (3), Navigator: K. Healey, J. Milledge (1), J. Leigh, M. Hegarty, B. Dumbrell, M. Chisholm.

Royal Yacht Club of Victoria



Taurus II – 67

**LOA 13.0 m; LWL 10.0 m;
Beam 4.0 m; Draft 2.4 m**

A sister ship to 1981 Admiral's Cup representatives Ragamuffin and Apollo V, Taurus II has shown great potential at times. A Peterson design, she finished 8th in division in last year's Hobart amongst a star field. The crew headed by Rolfe Mische know the boat a bit better now and should improve on last year's position.

CREW Skipper: R. Mische (17), Navigator: G. Bennett (6), P. Duffield (15), W. Riley (5), D. Graff (4), J. Woodford (3), D. Massey (2), D. Thompson (2), W. Dudley.

Cruising Yacht Club of Australia



THIRLMERE – 3060

**LOA 9.0 m; LWL 7.7 m;
Beam 3.1 m; Draft 1.8 m**

This little Peterson 30 footer, launched in 1980, is off for her first Hobart. The crew are young but have been getting a lot of performance out of this yacht; her record includes: the Half Ton State Title 1981; 1st, Morna Cup; 3rd in the CYCA OPS 1981. She is obviously a good chance if a 'small boat race' develops this year.

CREW Skipper: S. Green, Navigator: R. Bishop, F. Hall, M. Tierney, C. Cahill, A. Hoggett.

Middle Harbour Yacht Club



TERUMA – A159

**LOA 11.6 m; LWL 8.4 m;
Beam 3.4 m; Draft 1.9 m**

This is the first race for this 38' steel Roberts-Goodson design. Steel yachts are not known for speed, but their crews have much confidence in their strength when they fall off big waves in the middle of the night, so heavy weather is their forte. Her Tasmanian crew, largely from the Derwent Sailing Squadron, have not done the Hobart before, but all have offshore experience; the navigator is the Assistant Harbour Master for Hobart, so they will know where to find the finishing line.

CREW Skipper: T. Bower, Navigator: Capt. R. Williams, M. Bower, R. Bower, M. Gaskell, P. Masterton, G. Bristow, S. Winterbottom.

Royal Yacht Club of Tasmania



THUNDERBOLT – 560

**LOA 10.8 m; LWL 8.8 m;
Beam 3.0 m; Draft 1.0 m**

Thunderbolt was launched back in 1968 and since then has done numerous Hobarts, her best result being in 1969 when she came 4th overall. A timber sloop, now she will probably find it difficult going against the newer yachts.

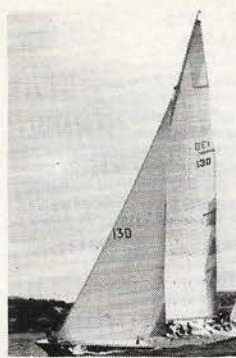
CREW Skipper: P. Harding (7), Navigator: (t.b.n.), R. Mills (5), W. Rowe (7), C. McTavish (4), R. Clulow (3), 1 t.b.n.

Royal Sydney Yacht Squadron



TUCANA - M11
 LOA 9.0 m; LWL 8.0 m;
 Beam 3.0 m; Draft 1.7 m

Tucana was launched in 1980 and has made the trek from Hobart to compete in this year's Race (her third). Last year she finished a very respectable 41st, and if they better that effort this year the crew will be shouting Tucanas.
CREW Skipper: L. Dean, Navigator: G. Murphy, M. Dean (2), D. Bennett, R. Knights, C. Cook (1).
 Mersey Yacht Club



VENGEANCE - 130
 LOA 23.5 m; LWL 19.8 m;
 Beam 5.9 m; Draft 3.5 m

The line honours winner in last year's Hobart, Vengeance has just returned from an eye-opener series in Hawaii against the world's fastest maxi boats. The crew has gathered a lot of confidence from this experience and have got to know the boat a lot better. Vengeance has undergone ballast/keel modification since Hawaii. It is expected that fierce competition will prevail at the front of the fleet this year, and Vengeance will be trying for another win.
CREW Skipper: B. Lewis (1), Navigator: B. Cramp (10), D. Kellett (10), R. Norman (26), B. Gould (17), A. Cable (16), D. Parkes (6), L. Davidson (5), J. Keeran (4), P. Snowball (3), P. Thompson (3), C. Tipney (3), J. Mulderig (2), S. Jarvin (1), A. Stanton (2), I. Broad (1), M. Thompson (1).
 Cruising Yacht Club of Australia



VANESSA III - 1510
 LOA 11.0 m; LWL 9.8 m;
 Beam 3.5 m; Draft 2.0 m

Formerly 'Ruthless', Vanessa III is a Peterson Design built by Ces Quilkey and launched in 1975. She has sailed in most Hobarts since her launching; she represented Queensland in the 1975 Southern Cross Cup and has a Montagu Island Race victory to her credit. The competition from newer designs may be getting a little tough, but an experienced crew will work her hard.
CREW Skipper: K. Jaggar (5), G. Barter (8), P. Moloney (7), K. Brennan, M. Cameron (7), J. Dodd, M. Rowe, D. Wagner.
 Cruising Yacht Club of Australia



VICIOUS - SM701
 LOA 13.0 m; LWL m;
 Beam 4.0 m; Draft 2.4 m

Until recently the latest of a long line of Ragamuffins, Vicious represented Australia under her previous owner, Syd Fischer, in the last Admiral's Cup and Southern Cross Cup series. Her new crew will be headed by Col Newman of Melbourne who was sailing master of Apollo II for some time. The crew will probably not have sufficient time to really get to know her, but a creditable result against her near sister ship, Taurus II, will please the new owner and crew.
CREW Skipper: W. Hodder, Navigator: (t.b.n.), C. Newman (7), A. Williams (7), D. Bishop (6), B. Kellermann (5), G. Griffiths (10), T. Silbereisen (5), N. Kelly (7).
 Sandringham Yacht Club

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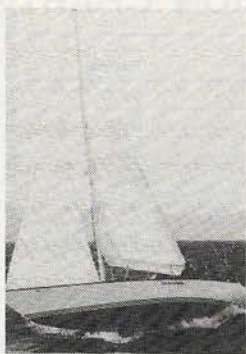


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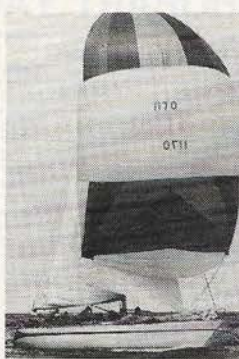
Contact NSW: Bob Fraser or Ron Jacobs, 6 Nield Ave. Rushcutters Bay. Phone (02) 334341, 334836. WA: Will Hammond, Hammond-Fraser Sails Pty. Ltd.,



VIVACIOUS - 3054
LOA 13.0 m; LWL 10.8 m;
Beam 3.9 m; Draft 2.4 m

A Cole design by Compradore Marine, she is sister ship to Sagacious. Vivacious will be making her third trip to Hobart, having a 43rd and 94th recorded for her previous efforts. These say more about the weather conditions in those races than the real potential of the yacht. The crew is well integrated, very keen and capable of performing very well this time.

CREW Skipper: J. Brown (3), Navigator: R. Hunt (10), G. Butler (3), J. Woods (3), R. Griebel (2), A. Williams (3), B. Morrow (1), J. McCormack.
Cruising Yacht Club of Australia



WY-AR-GINE IV - 1170
LOA 13.7 m; LWL 11.6 m;
Beam 4.3 m; Draft 2.4 m

Wy-Ar-Gine IV is the new name for another old Ragamuffin, 'XRagamuffin', a Peterson 45 which was a member of the 1979 Admiral's Cup team and the 1980 Clipper Cup team. She has beautiful lines and, if handled well, is still capable of winning the silver. It is hoped that the new complement will be able to learn enough about the boat before they reach the starting line on Boxing Day.

CREW Skipper: R. Oatley (1), Navigator: J. Granger (1), G. Gietz, C. Psaltis (2), S. Myall, D. Cole, C. Lanford (1), T. Ashton (1).
Royal Prince Alfred Yacht Club



WITCHDOCTOR - 3557
LOA 12.5 m; LWL 9.8 m;
Beam 4.1 m; Draft 2.3 m

Witchdoctor is a Davidson 2-tonner which raced in Sydney as Sweet Caroline. Under her previous name she represented Australia in the 1980 Clipper Cup. Since sold to Qld., she has blitzed the opposition, winning this year's SCOR Series, and she is the current point score leader in the RQYS offshore programme. Owned by three doctors, it will be interesting to see which doctor takes the tiller at the start.

CREW Skipper/Navigator: P. Woodruff (3), K. Down (3), R. Jones (2), P. Lewis (1), D. Dawes, C. Furnival, C. Golledge, P. Hatcher, R. White (1).
Royal Queensland Yacht Squadron

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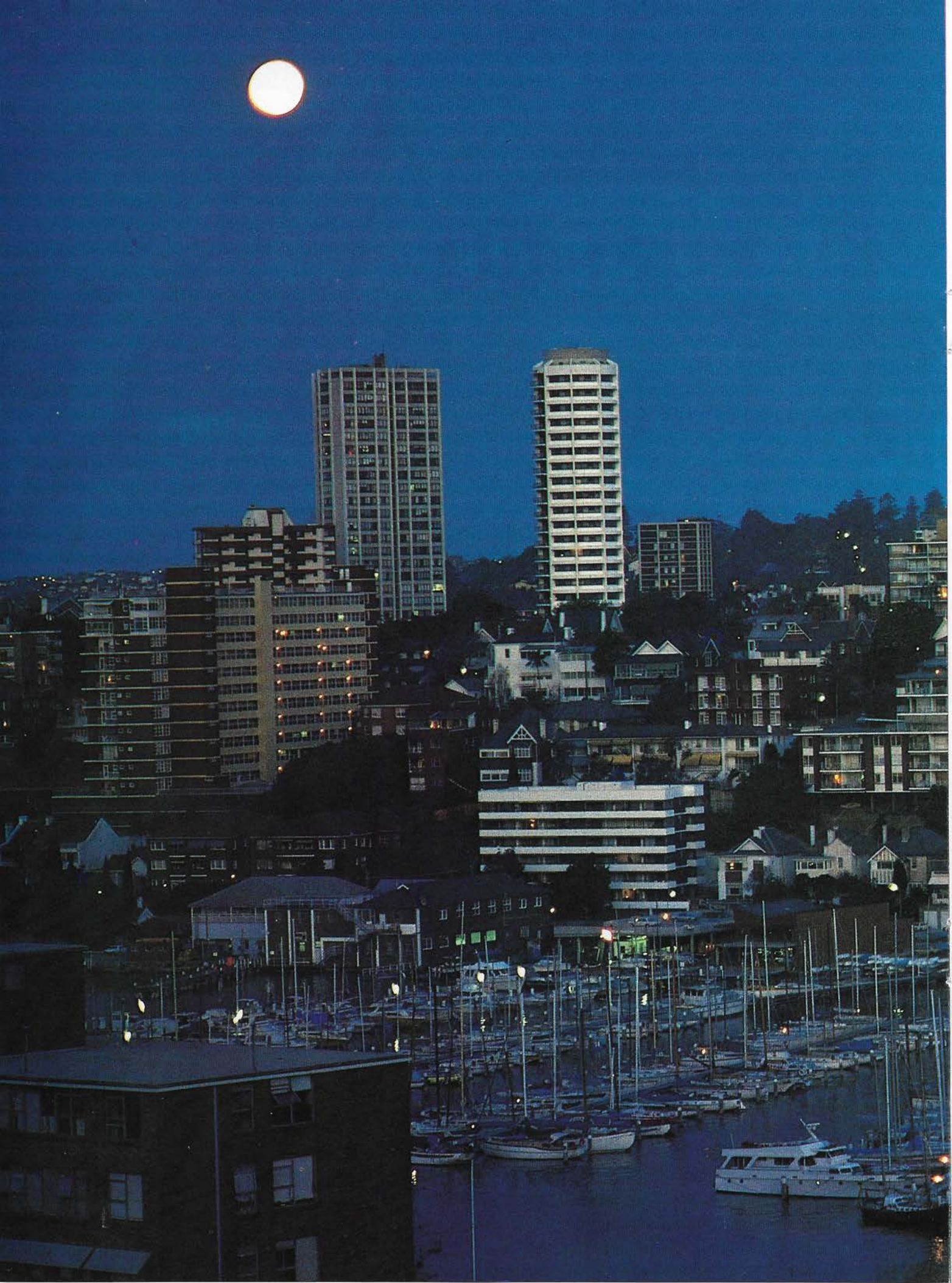
OASIS FRA1560

HITACHI SYDNEY-HOBART YACHT RACE IDENTIFICATION CHART

Sail No.	Name of Yacht	Rig	Hull Colour	LOA (m)	Beam	Prov. Rating	TCF	Year of Launch	Hull Const.	Country State	Owner/Charterer	Designer
KP 1	DI HARD	Sloop	White	12.4 m	3.9 m			1982	GRP	PNG	B. Tardrew	Frers
L 1	MOONRAKER AGAIN	Sloop	White	11.6 m	3.7 m	33.5	.8254	1980	GRP	SA	N.K. Welfare	Farr
S 2	SALT-SHAKER 2	Sloop	White	11.7 m	3.7 m	35.5	.8427	1981	GRP	Vic.	J.B. Levingston	Farr
F 3	GUN	Sloop	Red/white	10.8 m	3.5 m			1982	GRP	WA	G. Crimp	S&S
M 7	THE NEWCASTLE FLYER	Sloop	White/blue	11.9 m	2.9 m	43.5	.9044	1980	GRP	NSW	P.D. Rundle	Adams
SA 10	ADRIA AUSTRALIS	Sloop	White	14.6 m	3.6 m	30.9	.8017	1967	Steel	SA	A. Harry	Buchanan
M 11	TUCANA	Sloop	White	9.0 m	3.0 m	21.4	.6978	1980	GRP	Tas.	L.C. Dean	Knoop
A 16	ENCORE	Sloop	White	12.6 m	3.9 m	32.1	.8227	1982	Alum.	NSW	W. & V. Anderson	Joubert
A 23	RUNAWAY	Sloop	Red	10.7 m	3.3 m	28.9	.7823	1978	GRP	Tas.	Dr. J. Cannon	Jennings
B 23	BILLABONG	Sloop	White	10.3 m	3.1 m	24.0	.7235	1977	GRP	Vic.	P.N. Joubert	Joubert
A 25	SUNRISE	Sloop	Red	13.4 m	3.8 m			1982	Wood	Tas.	R.G. Clennett	Giles
26	CENTREFOLD	Sloop	White	15.0 m	4.1 m	35.5	.8427	1982	Wood	NSW	B.C. Folbigg	S&S
SM 32	JISUMA	Sloop	White	11.0 m	3.1 m	24.4	.7341	1969	GRP	Vic.	W.H. Rockliff	Swanson
H 33	PANACEA	Sloop	White	8.7 m	2.8 m	20.2	.6820	1978	GRP	Tas.	W.G.P. Read	van der Stadt
R 37	NADIA	Sloop	White	11.2 m	3.8 m	26.9	.7617	1974	Wood	WA	R.E.J. Clarke	Carter
SP 43	GOLDEN EAGLE	Sloop	White	11.0 m	3.7 m	28.0	.7732	1977	GRP	WA	J. Harding	Farr
SM 44	AQUILA	Sloop	White	10.0 m	3.0 m			1971	GRP	Vic.	B.W. Edmunds	S&S
45	FIDELIS	Sloop	White	18.9 m	3.2 m			1964	Wood	NS	P.A. Williams	Reimer
A 50	FRIETEL	Sloop	White	10.0 m	3.4 m			1982	GRP	NSW	R. Lawler/K. Taylor	Carter
M 53	NYNJA GO	Sloop	Blue	11.0 m	3.7 m			1982	GRp	NSW	R.C. Axe	Farr
SM 66	NOELEN III	Sloop	Green	12.0 m	3.7 m	27.4	.7763	1980	Wood	Vic.	K.A.W. King	Steinman
67	TAURUS II	Sloop	Dark blue	13.0 m	4.0 m	33.1	.8319	1981	Alum.	NSW	A.G. Lee	Peterson
S 75	ARIADNE OF MELBOURNE	Sloop	White	12.0 m	3.9 m			1974	GRP	Qld.	L. Bram	R.H. Richards
KB 78	CONDOR OF BERMUDA	Sloop	Varnished wood	23.8 m	5.6 m			1977	Wood	Bermuda	R.A. Bell	Sharp
R 85	THE STING	Sloop	Grey	11.1 m	3.6 m	27.3	.7659	1976	Wood	Vic.	P.H. Green	Kaufman
89	MELTEMI	Sloop	White	13.7 m	4.0 m	30.3	.7960	1971	GRP	NSW	B. Psaltis/CYCOD Synd.	S&S
S 92	PIRRA	Sloop	White	10.3 m	3.2 m			1979	GRP	Vic.	P. Robinson	Holland
A 94	MORNING TIDE	Sloop	White	10.0 m	3.0 m	22.5	.7116	1974	GRP	NSW	J. Davern	S&S
97	PACHA	Sloop	Maroon	16.8 m	4.3 m	39.9	.8779	1969	Alum.	NSW	J. de la Vega	Camp. & Nich.
R 98	NITRO	Sloop	Dark/light blue	12.9 m	4.0 m	34.4	.8333	1977	GRP	Vic.	P.L. Webster	Farr
M 99	POLARIS	Sloop	White	13.1 m	3.2 m			1971	GRP	NSW	L.H. Savage	Cole
R 100	EVELYN	Sloop	White	16.8 m	4.5 m			1980	Wood	WA	J. Cassidy	Cassidy/Merton
MH 106	IMPECCABLE	Sloop	White	10.1 m	3.4 m	24.4	.7431	1980	Wood	NSW	J.O. Walker	Peterson
A 111	CHAOS	Sloop	White	11.0 m	3.7 m	27.6	.7711	1976	GRP	Tas.	S. Lockley/J. Hills	Farr
R 111	APOLLO II	Sloop	White/orange	13.7 m	3.8 m	34.5	.8341	1972	Alum.	Vic.	A. J. Becher	Mil. & Whit.
A 113	REBECCA	Sloop	Blue	10.6 m	3.2 m	25.5	.7466	1977	GRP	NSW	C. Ward/ V. O'Neill	Duncanson
R 117	METUNG	Ketch	Pale blue	14.8 m	3.7 m	28.1	.7742	1956	Wood	Vic.	W.C. Woodward	Payne
R 119	SUNBURST	Sloop	White	12.2 m	3.9 m	31.9	.8110	1978	Alum.	Vic.	B.G. Weston	Peterson
H 122	CONQUISTADOR	Sloop	Red	9.2 m	3.0 m			1973	GRP	Tas.	P. Jones/P. Turner/S. Gannon	Knoop
TYC 123	PIET HEIN	Sloop	White	10.4 m	2.6 m			1967	Wood	Tas.	T.M. Gourlay	Walker
130	VENGEANCE	Sloop	Red	23.5 m	5.9 m	68.0	1.0476	1978	Alum.	NSW	B. Lewis	Tasker
B 131	CENTURION	Sloop	White	12.0 m	3.5 m	27.5	.7680	1980	GRP	Vic.	Centurnon Synd.	S&S
R 137	BLACK MAGIC	Sloop	Black	12.1 m	3.8 m			1981	GRP	Vic.	R.J. Layton	Dubois
MH 147	MULULU	Sloop	White	12.3 m	3.8 m	30.7	.8095	1982	GRP	NSW	C. Montgomery	Holland
A 159	TERUMA	Sloop	Red	11.6 m	3.4 m	27.1	.7638	1977	Steel	Tas.	T.C. & R. Bower	Roberts-Goodson
166	APHRODITE	Sloop	White	11.6 m	3.6 m	26.2	.7542	1972	GRP	NSW	G.S. Girdis	A. Smith
B 170	REVENGE	Sloop	White	10.0 m	3.4 m	24.0	.7295	1977	GRP	Vic.	J. Sproule	Carter
KB 181	SANTERVEA	Sloop	Red	18.6 m	4.9 m			1980	Alum.	WA	T. Veale	S&S
183	DESTINY	Cutter	White	13.7 m	3.8 m	33.9	.8289	1975	Steel	NSW	T.A. Taylor	Adams
SM 202	SEAQUESTA	Sloop	Blue/yel./or.	12.5 m	3.9 m			1981	Alum.	Vic.	A.G. Neate	Dubois
KA 250	MARLOO	Sloop	Red	12.8 m	4.0 m	32.7	.8183	1978	Alum.	Qld.	N.S. Girdis	Peterson
257	PHOENIX	Sloop	White/blue	11.0 m	3.2 m	27.4	.7763	1980	GRP	NSW	E. Vidor	Davidson
262	HELSAL II	Sloop	White	20.0 m	4.3 m	69.8	1.0563	1979	GRP	NSW	A. Fisher	Adams
R 267	ISLE OF LUING	Sloop		14.5 m	4.2 m	40.1	.8794	1979	Alum.	Vic.	R.M. Gill	Holland
KAR 303	HITCHHIKER	Sloop	Red/White	12.3 m	3.9 m			1981	GRP	WA	P. Briggs	Frers
M 310	GOLDEN PROSPECTS	Sloop	White	12.2 m	3.8 m	30.8	.8105	1981	GRP	NSW	R.C. Peat	Holland
R 311	SISKA	Sloop	Red	18 m	5.1 m			1982	Alum.	WA	R.L. Tasker	Frers
313	RESTLESS IV	Sloop	White	13 m	3.9 m	31.1	.8036	1981	Wood	NSW	D.G. Holloway	Cole
330	POLICE CAR	Sloop	Blue	12.0 m	4.0 m	32.3	.8147	1979	Alum.	NSW	Sir James Hardy	Dubois
SM 339	CHALLENGE	Sloop	Maroon/gold	14.0 m	4.4 m	34.1	.8307	1979	Alum.	Vic.	L. Abrahams	S&S
355	MYSTIC SEVEN	Sloop	White	11.0 m	3.2 m	25.0	.7410	1974	GRP	NSW	N.D. Chidgey	Swanson
393	INCH BY WINCH	Sloop	Black	13.4 m	3.8 m	33.5	.8355	1980	Alum.	NSW	J. Goddard	Peterson
395	RAGER I	Sloop	White	13.1 m	3.4 m	28.4	.7773	1973	GRP	NSW	M.A. Clements	Cole
396	BORSALINO	Sloop	White	11.1 m	2.9 m	33.6	.8363	1980	GRP	NSW	D. Herlihy/J. Hughes	Swarbrick
528	MATIKA III	Sloop	White	11.0 m	3.8 m	3.3	.7960	1976	Wood	Tas.	P. Graves	Lidgard

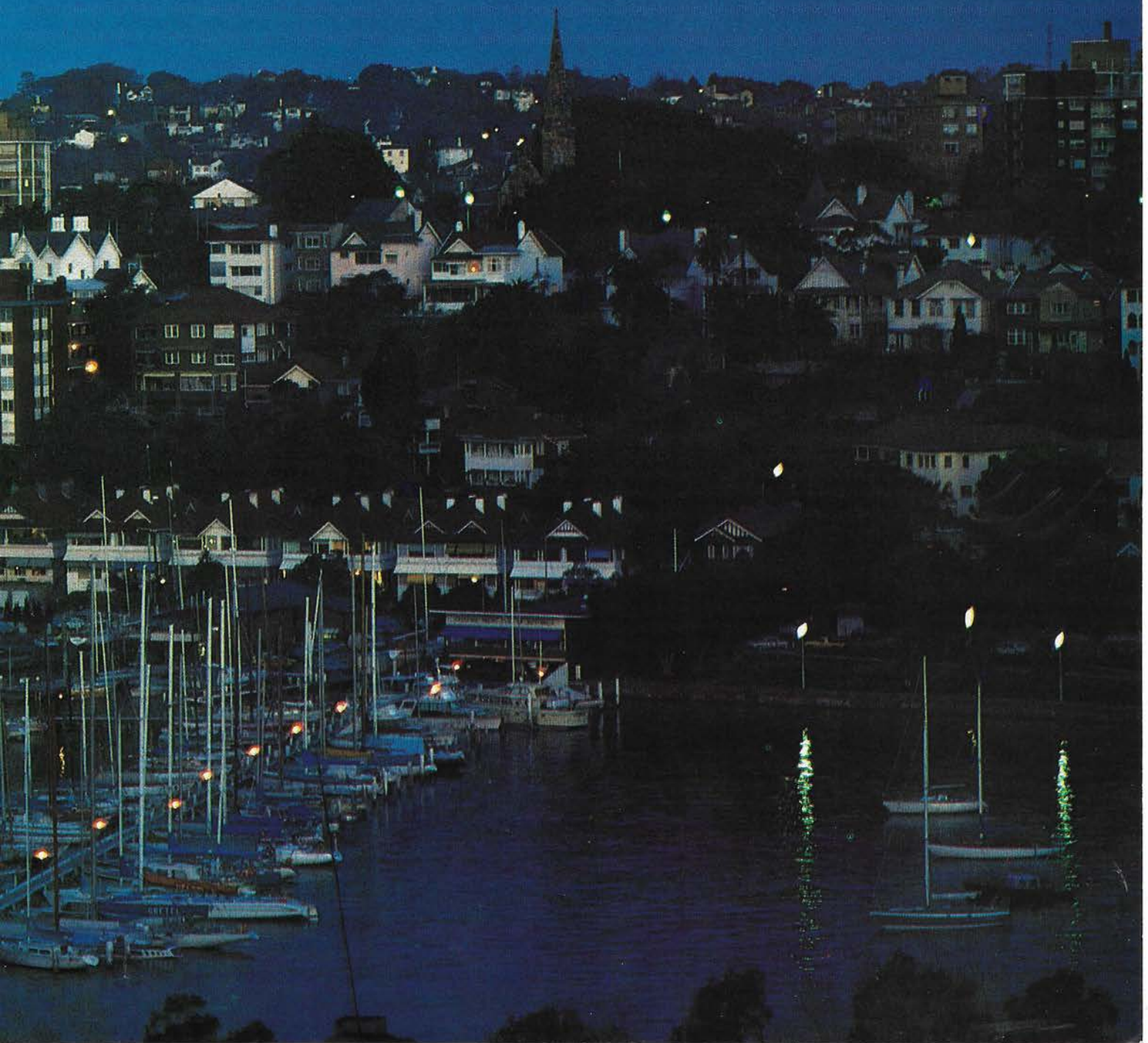
HITACHI SYDNEY-HOBART YACHT RACE IDENTIFICATION CHART

Sail No.	Name of Yacht	Rig	Hull Colour	LOA (m)	Beam	Prov. Rating	TCF	Year of Launch	Hull Const.	Country State	Owner/Charterer	Designer
560	THUNDERBOLT	Sloop	White	10.8 m	3.0 m	21.8	.7028	1968	Wood	NSW	L.P. Harding	Shields
578	ROGIS TOO	Sloop	White	12.2 m	3.7 m	33.9	.8289	1979	GRP	NSW	R.J. Brown	Adams
631	SUNSEEKER	Sloop	White	11.8 m	3.6 m	29.5	.7882	1982	GRP	NSW	P.C. & V.C. Thomas	S&S
SM 701	VICIOUS	Sloop	White	13.0 m	4.0 m	29.5	.7882	1982	GRP	NSW	P. & V. Thomas	S&S
TYC 727	EAGLE	Sloop	Gold	13.9 m	4.0 m	35.8	.8554	1981	Wood	Tas.	R.A. Winspear	Cole
806	BONDI TRAM	Sloop	Silver	12.5 m	3.7 m			1982	Plastic	NSW	D.J. O'Neil & Prtnrs.	Frers
818	DEMONSTRATOR	Sloop		10.8 m	m	24.5	.7353	1979	Steel	Qld.	A.S. Aston	Adams
SM 818	INVINCIBLE	Sloop	Light blue	11.0 m	3.7 m	28.5	.7783	1976	GRP	Victoria	R. Blackwell/S. Ryan	Farr
M 888	STYX	Sloop	White	12.2 m	2.8 m	41.4	.8999	1982	Wood	NSDW	J. Abraham	Hood
996	CHLOE	Sloop	Yellow	9.6 m	3.1 m	21.2	.6952	1977	GRP	NSW	D. Rourke	Cole
R 1010	MARK TWAIN	Sloop	White	11.9 m	3.4 m	26.5	.7575	1971	GRP	Vic.	P. Rowsthorn	S&S
1065	AUDACITY	Sloop	White	10.0 m	3.4 m	24.9	.7488	1982	GRP	NSW	N.M. Marr	van der Stadt
1124	PIPPIN	Sloop	Black	9.3 m	3.2 m	21.2	.6952	1975	GRP	NSW	W.E. Sweetapple	Adams
1170	WY-AR-GINE IV	Sloop	White	13.7 m	4.3 m			1979	Alum.	NSW	R.I. Oatley	Peterson
1214	SHENANDOAH	Sloop	Black	9.4 m	3.1 m	20.3	.6833	1972	GRP	NSW	J.R. Charody	Cole
1221	MARGARET RINTOUL III	Sloop	Blue	15.5 m	4.6 m			1982	Alum.	NSW	S.R. Edwards	Frers
1400	APOLLO	Sloop	Green	21.6 m	5.1 m	67.7	1.0588	1981	Alum.	NSW	J. Rooklyn	Lexcen
1406	PHYLLISE	Sloop	White	10.0 m	3.7 m			1978	GRP	NSW	H.R. Hodgkinson	Adams
1510	VANESSA III	Sloop	White	11.0 m	3.5 m	26.9	.7617	1975	Wood	NSW	B. & K. Jaggard	Peterson
1825	FAIRDINKUM TWO	Sloop	Red	10.5 m	3.4 m	23.9	.7284	1975	GRP	NSW	S. Collakides/R. Weber	Cole
1902	SPANKER	Sloop	White	10.2 m	3.3 m	25.8	.7499	1976	GRP	NSW	B. Griffiths	Adams/Mottle
1908	CHANCE	Sloop	White	10.5 m	3.2 m			1976	GRP	NSW	L. O'Connor	Blackburne
1935	PATINEUR	Sloop	White	9.0 m	3.0 m	20.0	.6793	1977	GRP	NSW	R.P. Flannigan	S&S
1999	ADRENALIN	Sloop	Blue	11.6 m	3.7 m	29.9	.8018	1980	Wood	NSW	B.C. Ryan	Peterson
2020	HERCULES	Sloop	Black/White	11.0 m	3.5 m	27.0	.7628	1974	GRP	NSW	C. Payn	Peterson
2126	SCALLYWAG SS	Sloop	White	9.0 m	3.0 m	20.2	.6820	1976	GRP	NSW	R.J. Winton	S&S
2170	MARGARET RINTOUL II	Sloop	White	14.8 m	4.1 m			1968	Wood	Tas.	R.W. Jackman	S&S
2176	CASABLANCA	Sloop	White	14.5 m	3.7 m	48.0	.9350	1977	Wood	NSW	P.H. Bush	Biddlecombe
2269	QUEUE	Sloop	White	9.8 m	3.0 m	22.2	.7079	1981	GRP	NSW	M. Michel	Salthouse
2335	AZTEC	Sloop	White	12.8 m	3.9 m			1977	Alum.	Qld.	J.P. Kent	P. Cole
2344	PARMELIA	Sloop	White	13.9 m	4.0 m	35.2	.8401	1978	GRP	NSW	S.O. Stevenson	Curran
2418	SCORPIO II	Sloop	White	10.4 m	3.2 m	23.2	.7201	1975	GRP	Tas.	J.T. Fuglsang	Blackburne
B 2464	MARY BLAIR	Sloop	Red/white	12.6 m	3.5 m	29.4	.7872	1970	Alum.	Vic.	G. & S. Strachan	Hood
2555	NATELLE II	Sloop	Dark blue	12.5 m	2.3 m			1975	GRP	Tas.	D. Leitch/S. Williams	Peterson
2575	SAGA	Sloop	White	10.4 m	3.4 m	23.7	.7260	1979	GRP	NSW	J.W.F. Ditmarsch	Cole
2625	SAPPHIRE	Sloop	White	10.0 m	3.0 m	22.9	.7165	1979	GRP	NSW	J. Shipton	Swanson
2679	IDLE VICE	Sloop	White/green	11.2 m	m	27.8	.7711	1978	GRP	NSW	R.W. Tresidder/S. Williams	Farr
2690	PIMPERNEL	Sloop	White	10.0 m	3.0 m	22.9	.7165	1976	GRP	NSW	H.J. Holland	S&S
2701	MARY MUFFIN	Sloop	White	14.3 m	4.4 m			1976	Alum.	SA	I. Ross	Frers
2776	DIAMOND CUTTER	Sloop	Tourquoise	11.0 m	3.7 m	27.4	.7670	1979	Wood	NSW	A.J. Sweeney	Davidson
2802	FARR OUT	Sloop	White	11.0 m	3.7 m	28.2	.7752	1976	GRP	NSW	C.A. Troup	Farr
2855	SALTPETA	Sloop	White	9.1 m	m	20.3	.6833	1979	GRP	NSW	P. Hinton	Joubert
2960	DANCING LADY	Sloop	White	11.6 m	3.4 m	34.5	.8341	1980	GRP	NSW	M.M. Grigg	Farr
3000	ONCE MORE DEAR FRIENDS	Sloop	Pale blue	12.0 m	3.7 m	30.3	.8057	1980	GRP	NSW	P.P. Kurts	Dubois
3004	TASHTGO	Sloop	White	9.1 m	3.1 m	21.6	.7003	1980	GRP	NSW	C. Franklin	Peterson
3007	SZECHWAN	Sloop	Red	11.9 m	3.5 m			1980	Wood	NSW	J.S. Whitty	Davidson
3035	LONGNOSE	Sloop	White	13.0 m	3.0 m			1980	GRP	NSW	P. Stransky	Adams
3041	PICCOLO	Sloop	White	11.1 m	3.5 m	27.4	.7763	1981	Wood	NSW	J. Pickles	Dubois
3054	VIVACIOUS	Sloop	White	13.0 m	3.9 m	31.2	.8143	1980	GRP	NSW	J.A. Brown	Cole
3060	THIRLMERE	Sloop	White	9.0 m	3.1 m			1980	GRP	NSW	S.C.W. Green	Peterson
3239	SCHEHERAZADE	Sloop	Cream	11.0 m	3.7 m	27.4	.7670	1977	GRP	NSW	G.H. Bardsley	Farr
3326	NIKE	Sloop	White	10.9 m	3.4 m	23.6	.7248	1973	Wood	NSW	J.A. Hunt	S&S
3413	SWEET CAROLINE	Sloop	White	13.4 m	4.0 m	34.2	.8417	1982	GRP	NSW	M.W.D. Phillips	Dubois
3433	SANGAREE	Sloop	White	13.4 m	4.2 m	35.8	.8554	1982	GRP	NSW	R.K. Birtles	Holland
3436	MYUNA	Sloop	White	12.6 m	4.0 m	34.5	.8341	1982	Wood	NSW	J.H. Bleakley	Lidgard
3444	SCALLYWAG	Sloop	White	11.5 m	4.0 m	29.0	.7833	1977	Wood	NSW	R.E. Johnston	Farr
3477	BENANTHRA	Sloop	White	12.0 m	3.9 m			1982	GRP	NSW	P. King	G. Mull
3507	RAMPANT II	Sloop	White	21.3 m	4.6 m			1981	GRP	NSW	A. Tucker/D. Vanrenen	Lauranos
3540	MOLLYMOOK MAID	Sloop	White	10.7 m	3.4 m	23.7	.7260	1978	GRP	NSW	R. Kelly	Cole
3557	WITCHDOCTOR	Sloop	White	12.5 m	4.1 m	31.9	.8110	1979	Alum.	Qld.	P. Woodruff/C. Furnival	Davidson
TYC 3575	SAGACIOUS (TAS)	Sloop	Black	13.0 m	3.9 m	31.4	.8162	1980	GRP	Tas.	P.A. Newman	Cole
3666	MUCH ADO	Sloop	White	10.4 m	3.8 m	26.5	.7667	1982	GRP	NSW	J.A. Rickard	Dubois
4000	SAGACIOUS	Sloop	Black	13.3 m	3.9 m	32.4	.8255	1981	GRP	NSW	G.J. Appleby	Cole
4182	SATIN SHEETS	Sloop	Blue	12.5 m	3.9 m	32.1	.8129	1977	Alum.	NSW	A.A. Strachan	Peterson
4499	THE ROPERUNNER	Sloop	White	12.0 m	4.0 m	29.9	.8018	1980	GRP	NSW	L. Green	Farr



THE PROGRESS OF OCEAN YACHT RACING SINCE WORLD WAR II

by Capt. Stan Darling, RANVR*



Prior to World War II, ocean racing was relatively rare and confined to a few adventurous spirits in relatively heavy yachts in which seaworthiness was a greater virtue than speed.

In December, 1945 Captain Illingworth, the Fleet Engineer Officer of the British Fleet in Sydney, suggested that several yachts intending to cruise to Hobart should make a race of it.

The Sydney-Hobart Yacht Race was established, and it has expanded and blossomed continuously since. It is a similar story overseas, and, as in this country, the expansion of the sport of yacht racing, both in harbour and at sea, has been prodigious, especially in the last few years.

For example, 10 new yachts were built specially to compete for a place in the three-yacht Australian team to defend the Admiral's Cup in England in 1981. And the field for the Sydney-Hobart Race has grown from a paltry half dozen to well over 100.

Improved Design and materials

The design of yachts for racing has also shown a lively progress. Aided by modern technology in the matter of tank and wind tunnel testing, new lightweight material and sail cloth and the use of computers, the performance of yachts has improved radically, as indicated by the time for the Hobart Race being clipped by one to two days.

An example of progress in materials would be the development of Kevlar for sail cloth. By its rigidity it holds its shape better than Dacron, but it cannot withstand abrasion. So the answer is a three-ply cloth – a centre core of Kevlar or such sandwiched in between two thin layers of Dacron.

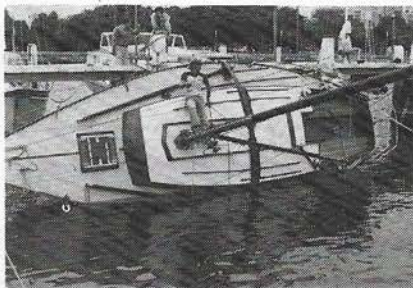
However, the improvement in overall performance has not been without some sacrifice. Beauty, elegance and comfort have taken a knock.

Lack of seaworthiness

A more serious aspect of the development of modern yachts is the fact that seaworthiness has been allowed to slip more than somewhat.

In the increasing urge for lightness, masts and rigging have become progressively lighter until the trend was temporarily halted in 1978 by a bumper crop of a score or more masts overboard. That lesson was learned and the number of mast failures dropped dramatically the following year, but with the current trend of playing around with 'bendy' masts to help alter the shapes of mainsails for different wind conditions, I think the mast builders are going to be kept busy for a while yet.

Photograph on previous page: the Cruising Yacht Club of Australia at Rushcutters Bay, Sydney has been the most dynamic force in Australian ocean racing since the Club was founded in 1945. Its premier ocean race, the Sydney-Hobart, began that year with a handful of adventurers racing in cruising yachts to Hobart. The CYCA marina now provides mooring for some of the world's most sophisticated racing machines, some which will race to Hobart this year manned by crews that have vast ocean racing experience both in Australia and overseas and which are equipped with the very latest electronic equipment. Such is the progress of this ocean race; but the basic challenge of it all hasn't changed. PHOTOGRAPH BY MIKI KOMATSU.



Concern with the seaworthiness of some designs led the CYCA to develop its own self-righting formula. This work served as the impetus for international adoption of a stability screen which is now in general use throughout the world.

Then in 1979 lightweight carbon fibre spade rudders broke onto the scene, but they dropped off in such numbers that they barely survived the one season.

If nothing else, this business of cutting down the strength of important items until they fail is an expensive way of locating prudent design limits.

Hulls have also suffered from the weight-saver's pruning knife. Modern lightweight boats are very hard to handle in some conditions. Also, all but one of a popular class of lightweight yachts had to retire from the 1977 Hobart Race with bent or broken frames, and the one which did finish had already suffered damage on a previous occasion and had consequently been strengthened before the Hobart Race.

More seriously and tragically, in the southern summer of 1979-80 three of these lightweight yachts disappeared in heavy weather without trace, one on passage from Hobart to Sydney, one from Hobart to Auckland, and the other between Noumea and Sydney. A lightweight cruising yacht was also lost in our southern waters.

These were all manned by strong and experienced crews. The inference is very strong, therefore, that some sort of structural failure must have contributed to these losses.

Stricter rules

With the rapid growth of international yacht racing, the various national rules for the conduct of races have been co-ordinated in the International Yacht Racing Union. In addition to the Yacht

Racing Rules, there is the essential matter of handicapping to allow yachts of various shapes and sizes to compete fairly against one another. This handicapping has been covered by the International Offshore Rule.

This is an elaborate witches' brew of measurements, formulae, calculations, allowances and penalties covering a yacht's size, shape of rig, which lead to its Rating, a figure very loosely related to its waterline length and from which its handicap is derived.

While the Rule is as fair as may be, having regard to the current state of the art, it gives the designers of new boats the opportunity to angle their designs to get all the advantage they can out of the Rule, especially where it discloses weaknesses or loopholes.

In fact, getting the most out of the Rule is as important in design as getting a fast boat, and this has led to radical developments in shape and form, many of them not required for speed or performance but merely to give the measurers better figures for their computations.

Inevitably these and other innovations and trends do not escape the attention of the Rule makers who, in due course, counter with the necessary amendments – and so it goes on.

For example, the bendy masts can increase the size of the mainsail, an increase which was gratuitous, but only for the short time until the manner of measuring the sail was altered to cover the point.

By the very nature of the game, by their expertise, designers, who function as individuals, are essentially smarter than the Rule makers, who function as committees, but on the other hand it is the Rule makers who have the last say.

On the face of it this situation would appear to be rather tough on the owners by their not knowing how long their expensive and successful new boat will survive before either having the success-making innovation discounted and penalised, or they are superseded by a new boat of more innovative design.

The situation is eased by a couple of stabilising factors. First, yachts now receive an age allowance effective after age three years and increasing thereafter for the next 10 years or so.

This is a rather arbitrary way of doing the job and is in process of being replaced by a computer-found formula favouring the heavier, more conventional designs.

Secondly, where possible there are gaps up to five years between major changes in the Rule. During this period desirable new changes are discussed, and the likelihood of their introduction forewarned.

Also where innovations are purely rule cheats, like the wide low transoms on the newer yachts, to get a little more cost-free length, they are dealt with summarily, and the disconsolate owners are left with a useless piece of inconvenience, or alternatively, the need to rebuild their boats.

When a new boat has immediate success, there is a strong tendency to credit the success to any innovations the boat might have, rather than the rest of its more conventional design, and disregarding other factors such as good crewing, suitable weather, etc. Consequently, the innovations become more fashionable until there are enough examples of them to establish their worth and identify those found wanting.

Thus trim tabs – miniature rudders on the after ends of keels – for certain types of boats and properly used, can be valuable, as the original *Ragamuffin* and others have demonstrated. They became popular in the 1960s, but were generally found not to pay dividends, and have since disappeared except for a few types such as the 12 metres.

Also, the $\frac{1}{6}$ rig where the headsails are of less height than the mainsail, had a burst of popularity, given a nudge by the earlier success of *Police Car*, but this rig is not equally suitable to all boats, and in the Admiral's Cup selection trials of 1981 did not put up a good showing.

Maxis for a million

In addition to the very large number of the smaller new yachts, there is also an upsurge in the numbers of new maxi yachts taking to the water at around a million dollars each. Although they are greatly outnumbered by the smaller

yachts, they carry large crews – 20 more or less – and this lends point to the story going round that yacht racing was once a sport for the very rich, and now it is a sport for the poor paid for by the very rich.

However, racing, as the sport grew, brought in many more yachtsmen, most with only limited experience.

Furthermore, the need to drive the yachts as hard as possible in whatever weather turns up imposed much greater demands on the yachts, and it was soon found necessary for the sailing authorities to impose minimum standards of safety and indeed to update these as yacht designs changed and experience dictated. For example, the rules were stiffened where found wanting following the experience of the 1979 Fastnet Race and notably in the matters of harnesses, hatches and crew experience.

The requirements are broad ranging, covering not only the strength and watertightness of the hull but also the equipment, gear and fittings which must be carried and how used, those which are prohibited, and also the experience and the responsibilities of the crew.

Safety regulations

The basic requirements are set down by the Offshore Racing Council, an international body, but these are amended and added to for the Australian scene by the Australian Yachting Federation, and added to once again by the authorities actually the race such as the CYCA.

In fact, the CYCA's Special Regulations for their races, including the Sydney-Hobart, are probably the most stringent in existence, and indeed have

come in for criticism on this score from time to time. But, let it be said, they have an almost unblemished record in their 36 years of existence, and they want to keep it that way.

So much for the safety regulations – what are the hazards?

When yachts go to sea, torn sails, parted sheets and halyards, broken rigging and masts, leaking hulls, knock-downs involving partial or total capsize, personal injury (hopefully minor) when working the gear in bad weather, or resulting from gear breaking, or merely from being thrown about by the violent motion, man overboard – all these are to be expected, and especially with modern fast lightweight designs and the more keenly contested races.

These therefore have to be regarded as part of the game, a sort of norm, but the norm does not include accidents such as fire, failure to recover a man overboard, or yachts sinking, although these also happen.

Petrol fume and gas explosions have been the scourge of motor launches and cruising yachts for years, but are virtually unknown in the more tightly organised racing yachts with their better housekeeping.

Loss of life

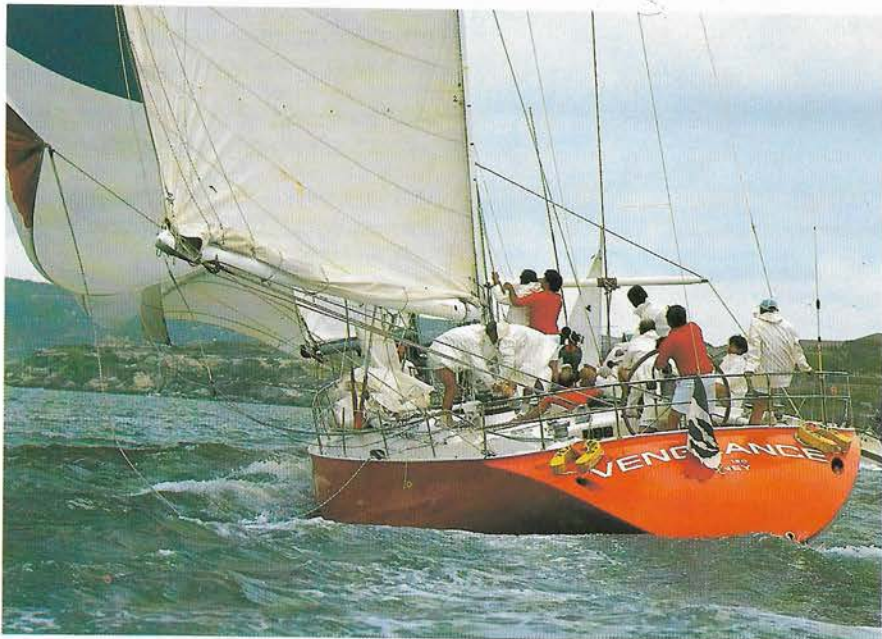
However, the same immunity does not exist where loss of life is concerned. This happening can be purely accidental, as in the 1979 SORC when there were two fatalities.

In hard running conditions in the St Petersburg to Fort Lauderdale Race, just on dark the yacht *Obsession* gybed and broached. The boom hit Tom Curtis hard on the head and knocked him overboard, presumably unconscious. In the conditions, he was never found.

In another yacht, Tim Curnow, off watch but not feeling too well, came on deck and went to the lee side to relieve

In another yacht, Tim Curnow, off watch but not feeling too well, came on deck and went to the lee side to relieve himself. An unanticipated motion of the boat toppled him. The owner was at the wheel, life rings were dropped, the sail dropped and the engine started, but later stopped with a fouled propeller. Nevertheless, although in the dark and in fresh weather, the man was never lost sight of. Ultimately the navigator went over the side with two life rings with a line attached and brought Tim back on board, but they were unable to revive him.

Not long ago, in moderate weather a yacht shaved the bombora off Cape Bailey at the entrance to Botany Bay, got caught in a curler, was thrown into the rocks and smashed up, and a man drowned.



Rough weather is likely to take its toll of life if a boat should have the misfortune to go aground on a hostile lee shore, or, if through inexperience the yacht is inexpertly handled, as in the 1979 Fastnet, or in extreme conditions the yacht is actually overwhelmed and sinks in an area where rescue is not available or possible.

Yacht hulls, decks and openings should be as near to watertight as practicable so they can go through waves, and even turn turtle, without too much water coming in. As upwards of half the yacht's total weight is concentrated in the small volume of the keel, the hull does not need to be much more than half full of water for the boat to sink like the proverbial stone.

Not all sinkings are due to bad weather. A submerged object like a derelict or a log can put paid to a lightweight yacht unfortunate enough to run into it.

Collisions with large ships in fog have occurred where the only evidence has been marks and paint on the ship's stem.

attacks by killers. Strongly built boats might survive such attacks on the hull but are likely to be vulnerable to attacks on the keel, or around the rudder.

In the 1975 Trans Pac Race, right in the middle of the radio sked, a cruising yacht in the same area with about 6 people on board, radioed that she was being successively attacked by killers and was taking water at an increasing rate after each attack, to the point where they could no longer cope and had to abandon. The nearest boat in the race diverted to the scene, picked them all up and continued its race to Honolulu with a greatly enlarged crew.

In 1952, a John Spencer, plywood, chine yacht in mid-Tasman, on passage from the South Island of New Zealand to Sydney for the Hobart Race, collided with a whale or killer and literally disintegrated without getting a radio message out. Being off the regular shipping routes, that might have been the end of the story, but by a stroke of great luck, after the crew were in the life raft for several days, along came a tramp steamer and picked them up.

attack by a killer whale opened her up along the line of the keel and she sank in 12 minutes. This time the crew only had to wait in their life raft for 18 hours before being picked up.

Recently there is the suspicion of another and somewhat sinister type of disaster yachts are heir to. Piracy has been a fact of life for years in certain areas such as the Sulu and Celebes Seas and around the island of Socotra at the mouth of the Gulf of Aden. But the new form in the Caribbean and adjacent areas is more vicious. In essence, an unsuspecting yacht is captured and the crew disposed of. The yacht makes one trip to the US coast with a load of dope, and then is sunk. I don't know how active this technique is, but it has the Coast Guard worried.

Good seamanship

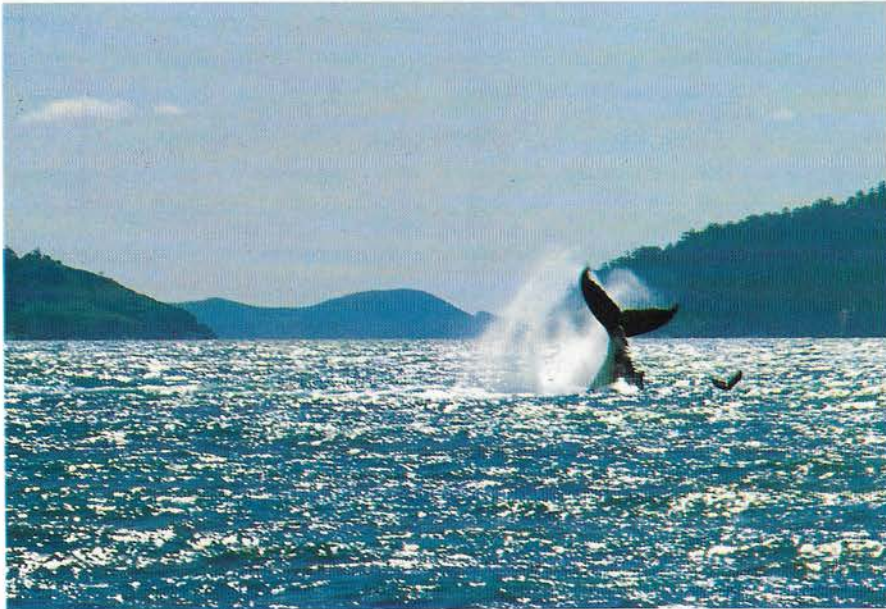
To sum up the thoughts on safety, seamanship is the operative word, and to quote 'Anon.' in one of his more pompous moods: "Seamanship is the landsman's common sense fed on instinct and experience, and leavened with the humility which allows us to recognise the sea as a mighty force, a good servant but a harsh task master and implacably unforgiving of carelessness, or folly." The imprudent don't always get away with it either.

Concerning the important and unresolved question of the strength of yachts, the Rule makers do appear to be somewhat tardy in coming up with Rules to stop the rot in the matter of the super lightweight yachts, but it is not an easy nut to crack as one could too easily kill the innovative goose.

For some years those concerned, the International Technical Committee of the Offshore Racing Council, have been collaborating with the American Bureau of Shipping in an endeavour to throw up a rule which will lead to a desirable minimum strength in the hull without specifying how the strength is to be achieved, leaving the initiative in this area where it properly belongs – to the designer. The first edition of the rule was recently produced, but at this stage it is called a guide and will remain advisory only for one or two years. However, even during this period it should be a pretty blunt warning to over-enthusiastic designers.

Navigation

To turn to less grim things, let us look at what has happened to navigation. In what we might call the pioneering days when yachts were coming onto the racing scene in increasing numbers, the amount of navigational experience amongst the yachtsmen was limited



Encounters between yachts and whales are not uncommon and, unfortunately, they are not always uneventful. Neutral encounters vastly outnumber hostile ones, however, and the photograph above illustrates one such case in which a mother Humpback and her calf put on a ten minute, breathtaking display for the photographer one September morning in the Whitsunday Passage.

And of course, whales. Generally they are pretty good at minding their own business, but they can be careless. A yacht recently collided with one, killing it with a tremendous gash over the head. Her calf made some ineffectual attacks on the yachts, but shortly along came a very angry daddy, and in a matter of minutes the yacht was on its way – straight down.

There have been many reports of attacks on yachts, including concerted

This event hardened the CYCA attitude to plywood construction and sparked off a controversy between Australia and New Zealand on the subject.

Gingko suffered a similar fate. She, of plywood, and *Apollo II*, exactly the same shape but of aluminium, were part of Alan Bond's first sortie into the Admiral's Cup arena in the early 70s. In a later year, under a new owner, *Gingko* was making the crossing from South America to the UK when a single

and consequently the standard of position finding was generally nothing to write home about.

For some, celestial was a black art to be avoided wherever possible, and dead reckoning in many cases lacked the benefit of logs or compensated compasses.

In later years with the proliferation of navigation schools and courses, both on the open market and within the CYCA, the shortage of expertise in this area has been largely overcome, and these days most racing yachts are navigationally well equipped and competently crewed.

The navigators have a variety of hand-held computers solving a whole range of pre-programmed nav. problems at the touch of a string of buttons. Advancing the DR; working the sight; great circle and rhumb courses; the direction and force of the apparent wind on the new course after rounding the buoy; corrections for tide and current; to name but a few, are now to hand without tedious calculation or messy plotting.

Furthermore, the more sophisticated aids – loran, omega, radar, sat. nav., weatherfax and various types of computers are becoming commonplace in the yachting fleets now, even though the use of many of these is not allowed while racing in most countries, the exceptions being the USA where for the most part they are all allowed – in the interests of safety it is said.

Also the CYCA allows them at the skippers' discretion in situations where yachts or crews are considered to become endangered.

In the UK where the racing is largely coastal, and where the NDBs are 10 a penny, D/F bearings are still the commonest form of offshore fixing, to the almost total exclusion of celestial.

It needs to be remembered that the accuracy of D/F bearings taken from a yacht has to be questioned because of the changing and sometimes large errors due to vertical loops formed by the rigging, specially in steel and aluminium boats.

British yachts come off better than Australian in this matter because of the practice over there of providing insulating sleeves or devices in the rigging fittings. Even they can expect up to a 10% error, incalculable because of its inconsistency.

Consul is disappearing from British waters, but what remains is of limited tactical use to yachts because its errors are inconsistent and can be large – over 10 miles.

In the United States, Loran C, where it is established, is the yacht's main method of off-shore and in-fog fixing,



SANDY PEACOCK

but this also has its snags. The system is susceptible to temperature, humidity and pressure sufficient to show up in regions where the seasonal changes are considerable. Even in temperate areas there are errors, due largely to geography, but these are consistent and can be allowed for.

In fact the US Coast Guard publishes the actual as distinct from theoretical Time Difference figures for important marks such as Fairway buoys, etc.

In the same way, yachts can record their actual Loran readouts as they go past such buoys, etc., as are regular marks in their courses, knowing that they can subsequently find those marks in fog by steering to bring up on the Loran the figures they have previously recorded.

However, the system as I have observed it has another disconcerting weakness. In some areas where conditions are short of perfect but appear to be suitable for good fixes, the Loran will sometimes turn up a substantial error in one or more of its TD measurements, and this susceptibility appears to vary with different makes of receiver. The weakness is particularly aggravating when only two TDs are available. Thus in the St Petersburg race in 1979, a rounding mark was laid in fog by Loran fix, three receivers on the laying ship all agreeing. However, the buoy was in fact out of position by a very substantial fraction of a mile, and two-thirds of the racing fleet observed this error according to their Lorans, but the

remaining third thought the position was correct.

The transit satellite navigator is accurate to a couple of hundred yards regardless of location and weather, but it also has its weaknesses. With the original six satellites in evenly spaced orbits, the time between fixes would vary from around 20 minutes to four hours and one would expect more than 20 fixes in 24 hours.

However, as at the end of 1980, by which time a number of replacement satellites had been shot up, only five satellites were talking and the spacing of their orbits had become somewhat uneven. The result was a substantial increase in discarded fixes due to mutual interference, occasionally up to seven or eight discards in a row, leading to an occasional gap between effective fixes of six or seven hours, and only 12-15 fixes per day – still good enough for ocean crossing, but not good enough for making a landfall for coastal racing.

In areas where omega coverage is good, the combining of omega with sat. nav. can give substantially continuous fixing of sat. nav. accuracy. So will the new nav. star. when it becomes available in six or so years' time.

On the face of it, it might appear that there is a great risk that the navigator will become redundant. Not yet, anyway. Although he has been relieved of some of the chore of maintaining an up-to-date position, his part in the tactics still keeps him busy.

Racing tactics

The tactical principles have not changed to speak of other than perhaps a shift in emphasis, but modern refinements and aids, and a proliferation of the racing rules, have honed the practice of tactics into a much more effective contributor to the racing game.

Boat against boat tactics are very much a part of the harbour racing scene, and can throw up some spectacular situations, especially when the bigger yachts are involved.

Also the introduction of popular level rating classes leads to concentrations of yachts of like performance, keeping them in close company with one another when racing so that their starting line jousts can continue out to sea in the ocean races, and they can continue to harry one another with their dirty wind and so on. In light to moderate winds the disturbance to a steady wind will extend for several hundred yards to leeward of a moderately large yacht, so it is quite an effective weapon.

There are other less aggressive aspects of tactics. For example there is the matter of how to make the boat go fastest in the desired direction, in the conditions, and with the facilities and options available. In the early days these were rudimentary, and sailing the boat efficiently was effectively the art, and the sailor's skill leaned heavily on sensitivity and experience.

Today, the modern sailor has the advantage of more efficient hull and rigging design, computer calculated sails of more efficient materials, a generally larger wardrobe of sails to choose from, and devices for shaping them such as flattening reefs, Cunningham eyes, zips, and bendy masts; also a host of indicators and measuring devices, including such items as measuring leeway.

Properly used, these aids can be very helpful, but it must be admitted that modern sailing is still an art, and despite its sophistication, sensitivity and experience are still the vital ingredients.

Let us add, the most potent indicator of all is, and always has been, being close to a yacht of like capabilities doing better than you are.

Sufficient on how to sail the boat. There is also the matter of where to sail it, i.e. the course to steer if it is to be other than directly towards the mark.

Modern Racing boats are very sensitive to the direction of the sea and of the apparent wind over the deck, and in some situations a small alteration of course can lead to a relatively substantial increase in speed. The practice of easing a little when on the wind but expecting a favourable wind change, and the practice of tacking down wind

to a mark dead to leeward are common, and specially relevant in soft winds, as is going some degrees off course to permit a more profitable sail arrangement such as setting a spinnaker or adding a blooper.

The principle applies in less obvious situations, and in a general way, a shift of course is a goer if it results in an increase in the component speed towards the target; a truism if ever there was one, but still occasionally overlooked.

The associated side-stepping off the course line is normally not important, especially where the next mark is a long way ahead and its bearing consequently is not substantially effected. However, near a mark it is a different ball game, as the choice of course becomes more and more restricted, and to achieve and hold a most favourable approach course in the existing and expected weather may be more important than sailing all the time for speed.

A second reason for not taking the direct track derives from the belief partly based on knowledge, and partly fiduciary, that other tracks will lead to better wind and sea conditions and more favourable currents.

Tides are well documented, consistent and accurate, except in adverse weather. Currents are documented to some extent, but generally are inconsistent and need to be watched very closely.

Weather forecasting

But when it comes to wind, we come up against the vexed question of weather forecasting.

In this area there have understandably been great advances in knowledge and measurement of weather, and the standard for forecasting has improved very considerably, especially where it deals with weather systems which are progressing in a very ordered way. However, the weather is by nature variegated, and the weather systems don't always progress in the way anticipated by the forecasters. They can speed up, slow down, hover, go on another course, spread, condense, intensify, fill in — you name it — and these will result in discrepancies between even the short range forecasts and the actual weather.

This shipboard forecaster therefore has to be on the alert to detect as soon as possible the likelihood of any of these discrepancies and adjust his tactics accordingly. He will be doubly equipped if he is also armed with the local weather lore. This is especially important approaching a mark, as a failure to anticipate the weather in time to make any desirable adjustments to

the approach can be very expensive.

Looking ahead to the later stages in the longer races can be a headache for the tactician, because only in very stable conditions can the longer range forecasts be expected to hold up. Even then it is dicey, because, for example, a 'high' can hover for days, and then, on the crucial day, move off rapidly without any recognisable warning. Any course chosen to profit by the presumed weather could leave the yacht and the tactician up the proverbial gum tree.

There is one little oasis in the desert of long range forecasting. There are occasions where the weather systems show signs of successively conforming to a trend, and this can go some of the way to help the tactician to come up with the right decision in what could be a win or lose situation.

The problem is not always the simple matter of a slight deviation off the direct course with its minimal loss of advance.

When on the wind, and to a lesser extent with a hard, or very soft downwind run, the choice of tacks may become a proposition and if the weather is kind enough to remain unchanged long enough, this opinion can result in very wide departure from the straight and narrow, with little or no loss in advance.

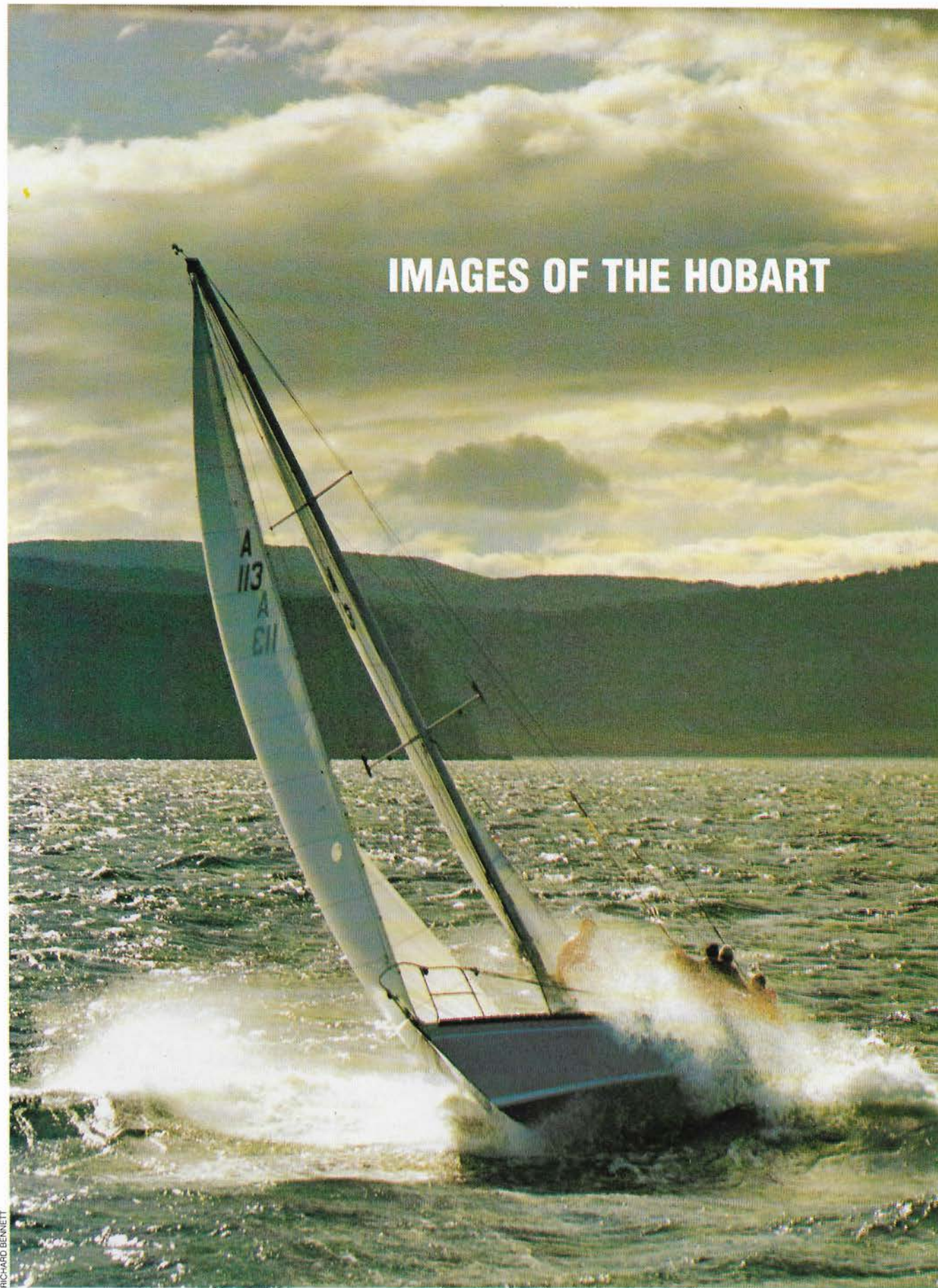
As an example, if the 160 mile leg of the Fastnet Race from the Needles to the Lizard is a work to windward, yachts can (and some do) take a single board to mid Channel and beyond and return to mingle again at the Lizard with those who short tacked along the coast and in the bays.

If he is ahead of his rivals, he is smart. If behind, he is either unlucky or a mug. Almost all tactical decisions based on predicted weather end up with this sort of assessment.

To sum up the past 35 years, I don't think the racing game has changed all that much really. To be sure it has got bigger, brighter, smarter, faster, better — well, mostly better — more computerised and much much more expensive than ever before. But man hasn't changed. Given he has better tools, skill and experience, it's still the same old challenge — man against man and against the elements, and for some, perhaps for most, the tougher the better. Heroes or mugs who's to say? □

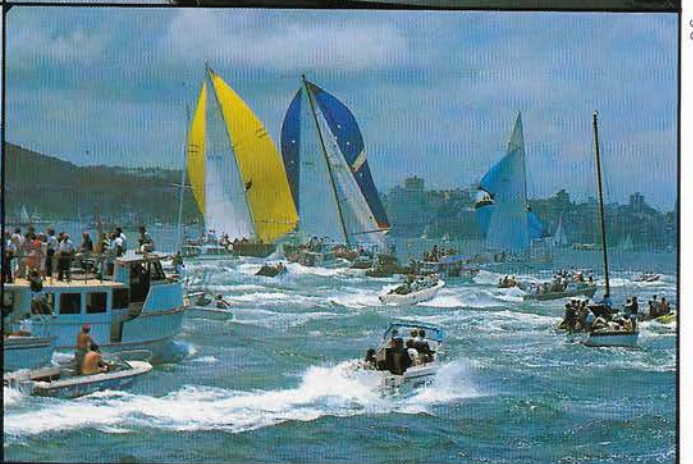
*Captain Stan Darling is perhaps Australia's leading ocean racing navigator. He is certainly the most winning navigator in the history of the Hobart Race, having guided more Hobart Race winners than anyone is ever likely to again—*Solveig* (1954), *Anitra V* (1957), *Freja* (1963, 1964, 1965), *Pacha* (1970). He was navigator on *Freja* in the first Australian challenge for the Admiral's Cup, and he was navigator on *Balandra* when Australia won the Admiral's Cup in 1967. He navigated *Ballyhoo* all around the world, and stayed with her on the world ocean racing circuit when she was sold and became *Mistress Quickly*. He took Apollo over to the 1982 Clipper Cup series in Hawaii and skippered her in the Around The State Race before bringing her back to Sydney. Our thanks to the *Journal of The Australian Institute of Navigation*, where this article first appeared (December 1981).

IMAGES OF THE HOBART



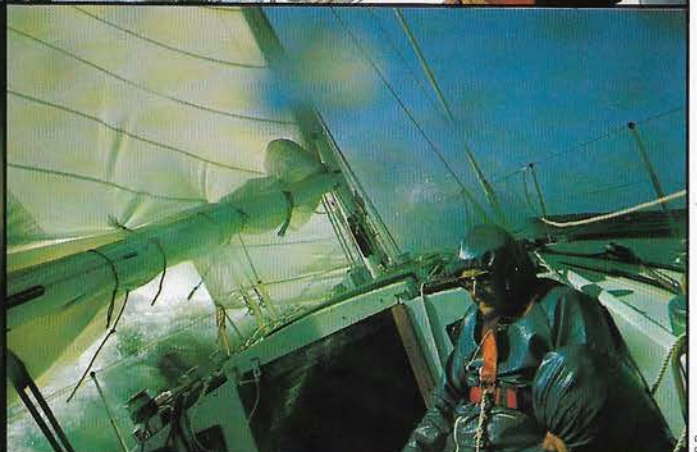
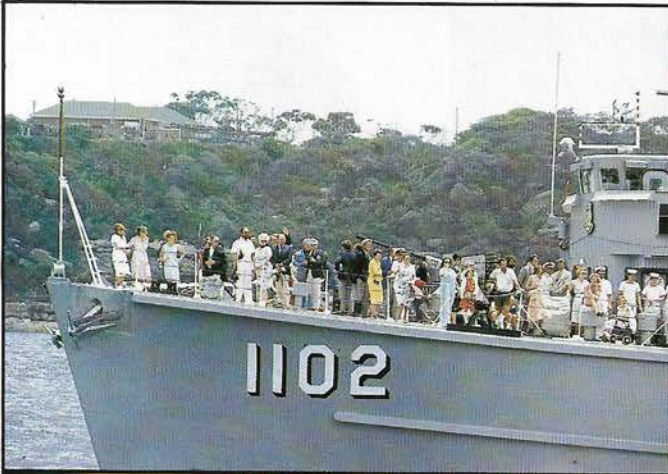
RICHARD BENNETT

The start...



DAVID COUFELT

D.C.



D.C.

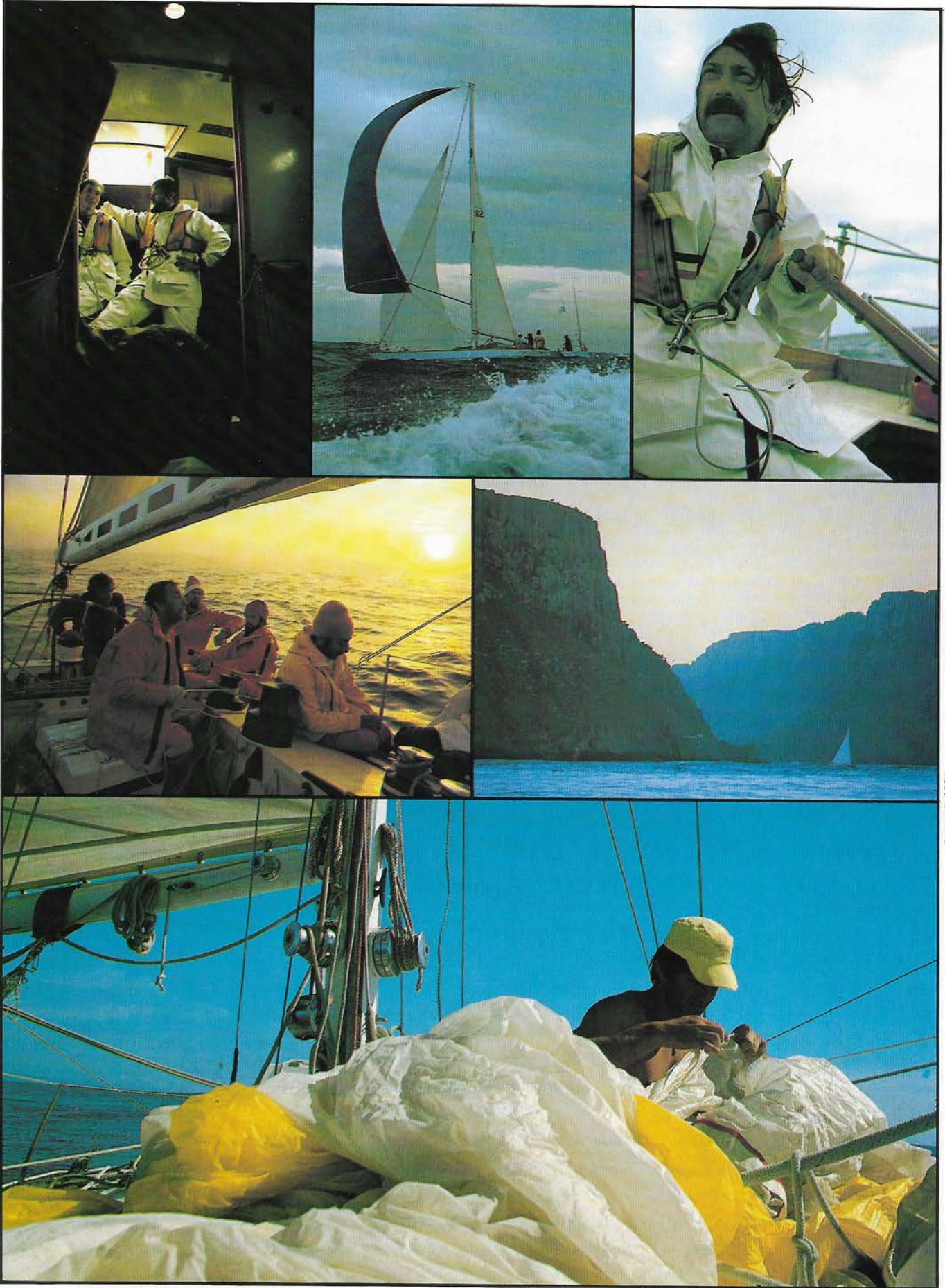
S.P.

SANDY PEACOCK

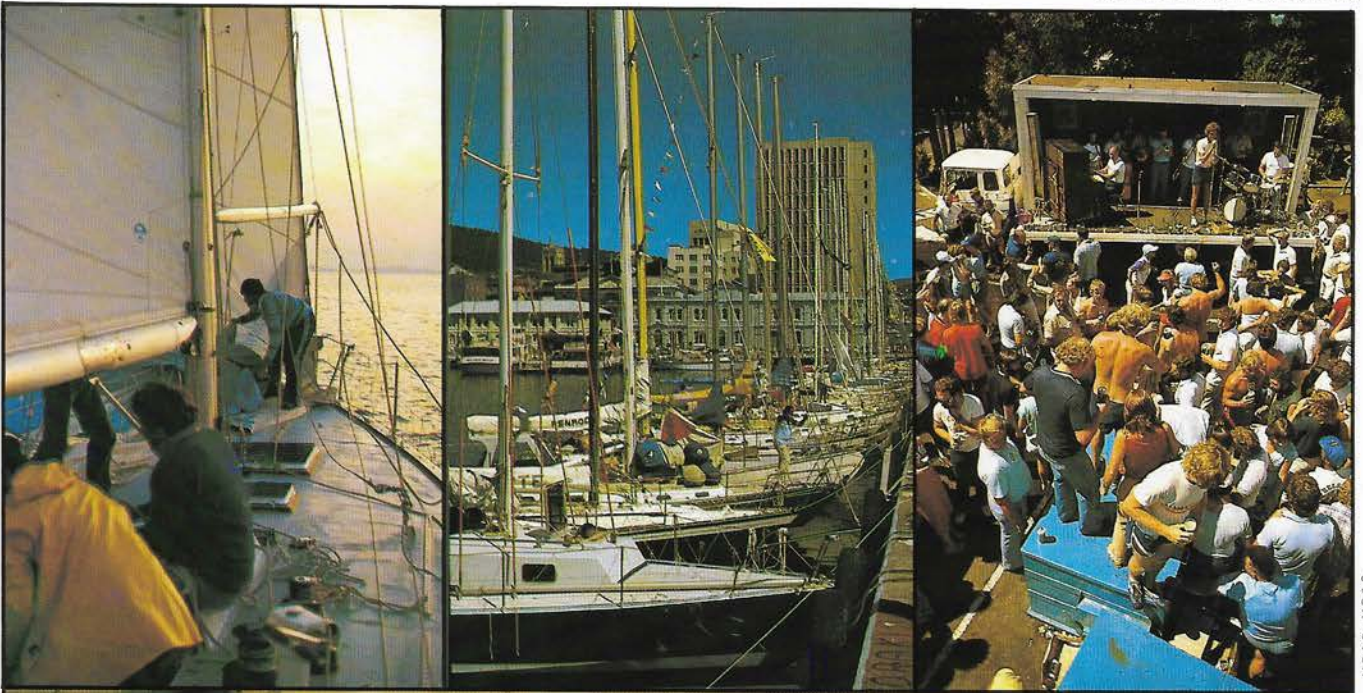
M.B.&S.

S.P.

In southern latitudes...



SANDY PEACOCK



S.P.

M.B.S. M.B.S.S.



S.P.



Seawind punching her way south to Hobart, ca. 1967.

THE DEVELOPMENT OF SYDNEY-HOBART YACHT RACERS

A quick comparison of vintage 1960 and 1982

by Duncan van Woerden

Illustrations by John King

On the following pages are diagrams comparing the ocean racer of twenty years ago with the latest version available today. As will be apparent upon inspection of the illustrations by John King, the impact of space-age technology on ocean racing has been profound.

The 1982 design has two very distinct advantages over its 1960 counterpart:

1. The 1982 design is much drier above and below decks;
2. The 1982 design will get you to Hobart a day quicker, in any weather, but quicker still if the weather is light.

The current breed of racers are 'space-age tech. plastic fantastics' having little in common with their predecessors of the 1960s. Words such as carbon fibre, Kevlar, Nomex, S Glass, Klegecell, 7000 Series, Mylar, Molybdenum alloy and Titanium, VMG, SATNAV and Pre-preg are now required in the average crewman's vocabulary – a far cry from the iron men and wooden ships

era of the sixties.

Nearly all these products and techniques are spinoffs from the space race, finding their way into ocean through development of formula one racing cars, eighteen foot skiffs, jet aircraft and, significantly, through the America's Cup.

A quick comparison with the 1960 counterpart will reveal that hull, spars, rigging, sails and sheets are all of different materials and design. Hydraulic spar and sail controls have necessitated massive substructures, in-hull support to both spread the loads and to maintain hull rigidity. Kevlar sails are now capable of destroying deck equipment and anchorages with consummate ease, necessitating a high degree of engineering in deck and equipment design.

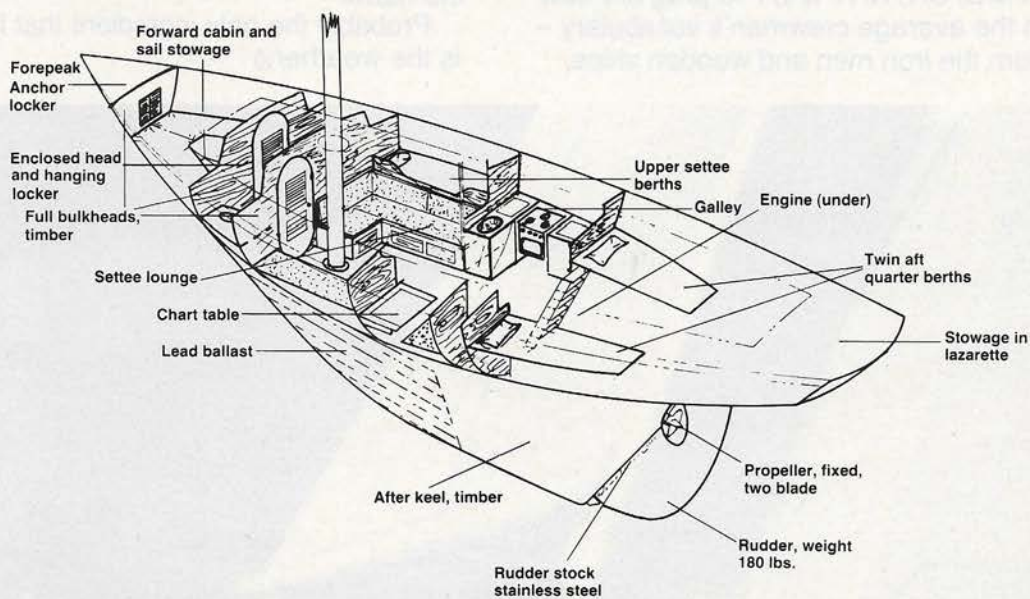
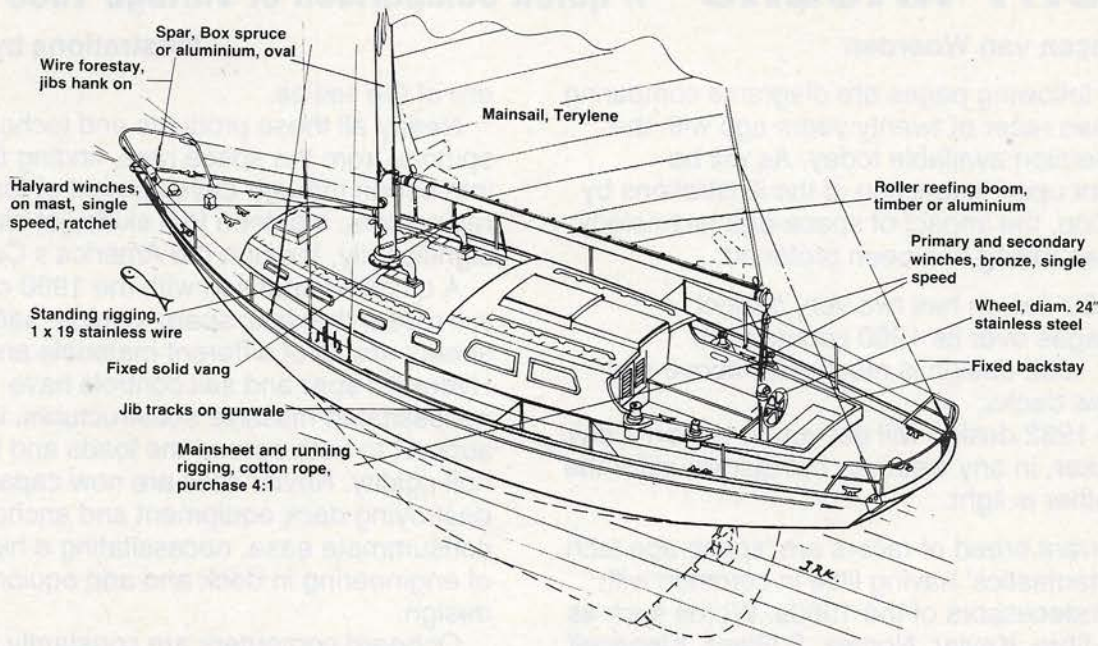
Onboard computers are constantly monitoring sailing performance and satellite navigators are the norm.

Probably the only ingredient that hasn't changed is the weather.◊



Bondi Tram will make her Hobart debut in 1982.

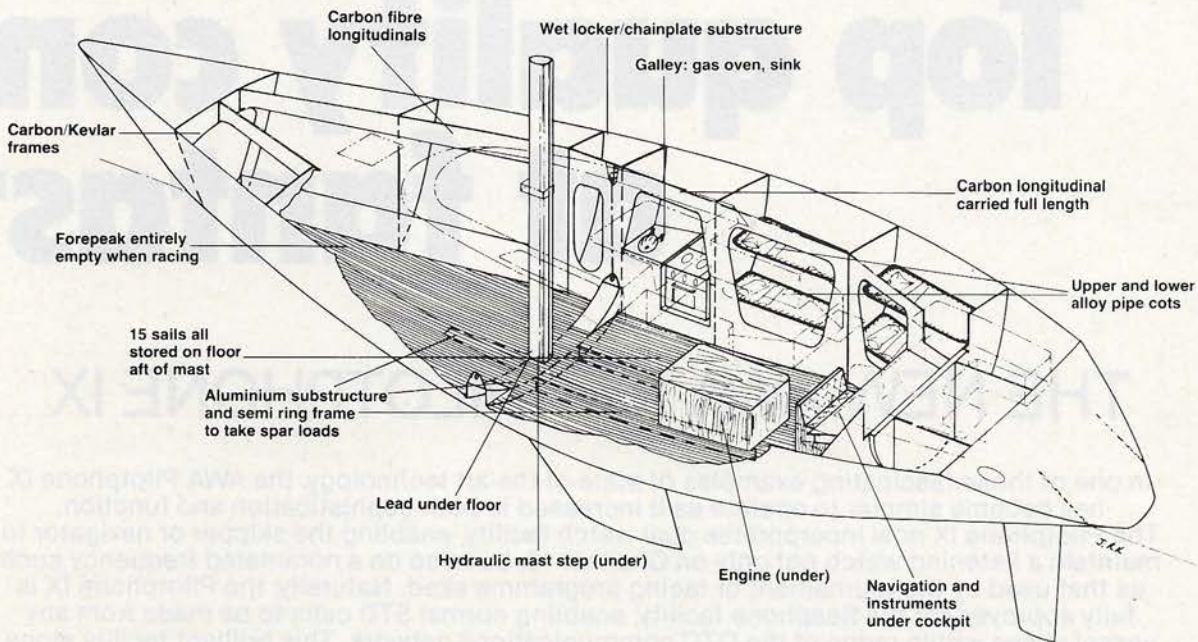
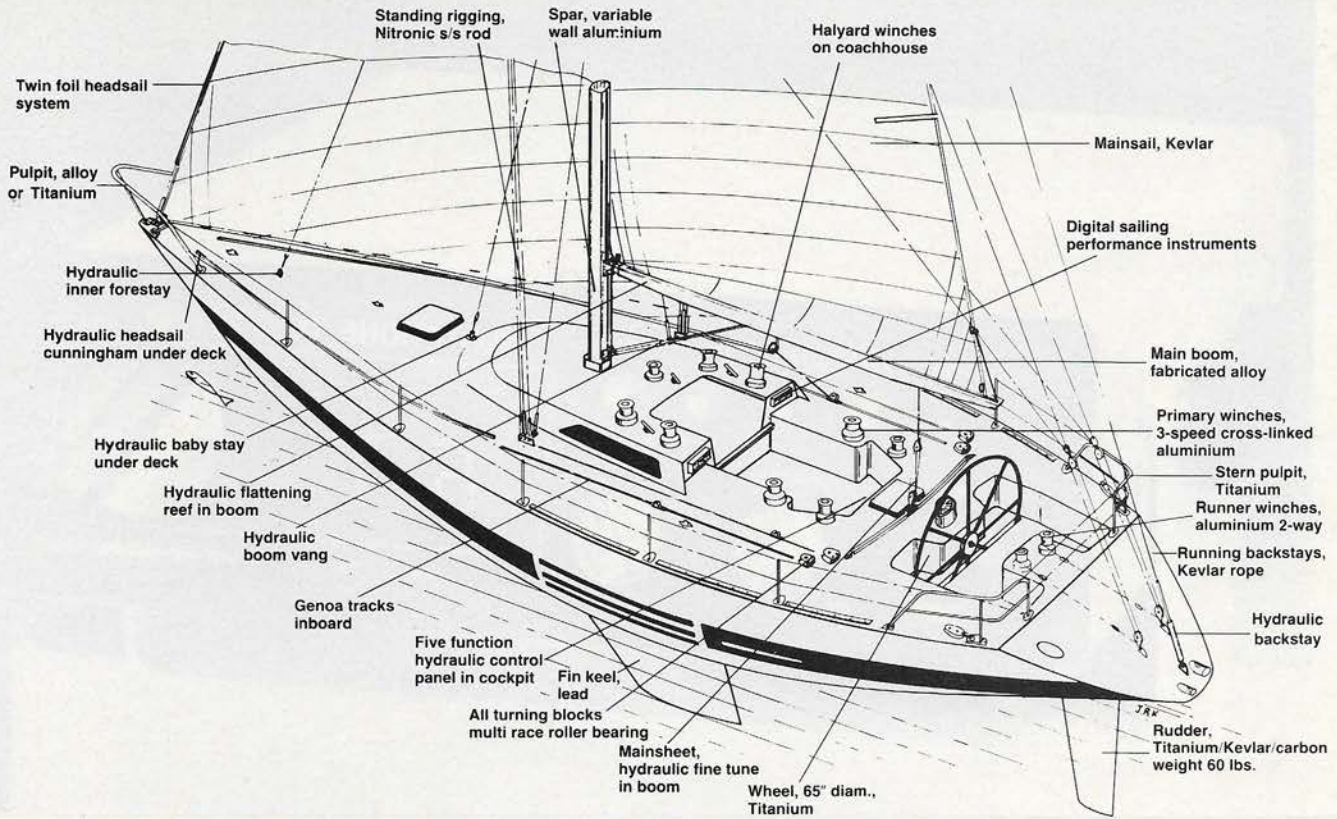
HOBART OCEAN RACER circa 1960



Principal Dimensions

LOA	53.3 feet	Hull material:	Timber (Oregon, Mahogany)	Expected Performance (15 knots true)	
LWL	40.7 feet	Deck:	Laid Beech on ply	Windward:	6.2 knots at 35° apparent
Beam	14.8 feet	Keel:	Timber and lead	Reaching:	7.8 knots at 95° apparent
BWL	12.4 feet	Rudder:	Timber	Running:	7.0 knots at 165° apparent
Draft	8.5 feet	Coachhouse:	Teak	Number of crew	9
Sail area	1330 sq. feet	Spars:	Spruce or aluminium	Average expected building cost:	£15,000
Displacement	14.1 Tons	Rigging (standing):	1 x 19 s/s wire	Average yearly running cost:	£1800
Ballast	8.0 Tons	Sails:	Terylene/Dacron		
Ballast Ratio:	57%				
Sail area/wetted surface	2.6:1				
Sail area/displacement	4.22:1				

HOBART OCEAN RACER 1982



Principal Dimensions

LOA	40 feet	Hull material:	Carbon fibre/Kevlar/foam sandwich
LWL	28.5 feet	Deck:	Carbon Fibre, Kevlar, honeycomb sandwich
Beam	10.5 feet	Keel:	Carbon Fibre, Kevlar, honeycomb sandwich
BWL	9.24 feet	Rudder:	Titanium stock, carbon/Kevlar blade
Draft	6.5 feet	Spars:	Variable wall aluminium
Sail area	705 sq. feet	Spinnaker Pole	carbon fibre
Displacement	9.2 Tons	Standing Rigging:	Armco Nitronic s/s rod
Ballast	3.7 Tons	Running Rigging:	Kevlar/Terylene rope
Ballast Ratio	42%	Sails:	Kevlar, Mylar, Dacron
Sail area/wetted surface	2:1		
Sail area/displacement	3.5:1		

Expected Performance (15 knots True)

Upwind:	7.5 knots at 25° apparent
Reaching:	9 knots at 95° apparent
Running:	8.5 knots at 165° apparent

Number of crew	13
Average expected building cost:	\$360,000
Average yearly running cost:	\$60,000

Note: Average expected gain on 1960 design of the same length would be approximately 20%.

NAVSTAR_{SA} 402

The Economical Alternative



Large scale integration, the latest micro electronics some original software solutions plus a great deal of experience and know-how has made the 402 a reality. Accurate, small and easy to use the 402's remarkable performance is the result of advanced technology not design and cost compromise.

Fully automatic displays

Without operator intervention the 402 tells what you need to know. Your position, fixed by satellite, the precise time and date, the course to make good to reach your destination and the distance to travel — item by item at four second intervals. Further the 402 will indicate the accuracy of the last satellite fix and tell you when to expect an update, now and for days ahead.

Easy to operate

"Switch on" initialisation is simple, the automatic prompt will guide you step-by-step requesting information, enter date, time, approximate position and antenna height and the system is in operation. Enter course and speed, your destination, estimated tide and this small but powerful set will do the rest.

All-Weather Accuracy

The Navstar SA 402 gives the accuracy you need, whatever the conditions. It will perform to a static accuracy of better than 100 metres or 0.05NMrms, it will automatically correct for geoidal height and on command adjust for the chart datum in use.

Forced Up-Date

As well as using fixes from satellites reaching elevations of between 10° and 75° the 402 may be commanded to accept fixes from satellites outside the limits.

Versatile and economical

The Navstar SA 402 accepts from 9 to 36 volts D.C. *without* a separate voltage regulator, so it will suit most types of craft. It uses only a tiny 8 watts of power and takes less than 0.7 amps from your 12 volt battery. Moreover, at 24 volts, it takes a mere 0.3 amps, minimising the drain on your power source.

Compact and attractive

All this in an instrument the size of a small VHF, stylishly designed, and which may be flush mounted, or mounted on the bulkhead, tabletop or deckhead.

Indeed, this "no frills" receiver is a major design triumph in terms of space and weight saving. Even the antenna weighs only 0.25kg.

It's proof that, in satellite navigation, small is not only beautiful.

It's efficient, reliable, economical and totally accurate, too.

The Navstar SA 402. At just 247mm wide, 222mm deep and 70mm high, is a major advance in satellite navigation.

Automatic Self-Testing

The Navstar SA 402 automatically tests itself on command. It indicates failures and identifies the faulty modules — thus simplifying maintenance by PCB replacement.

Reliability

The design of the 402 satellite navigator embodies the latest concepts in modern micro-circuitry. Stripline and monolithic crystal filter technology is employed to enhance the simplicity and therefore reliability of the equipment's electronic structure. Rigorous testing which includes a quality acceptance programme during assembly culminating in a heat/vibration and accuracy test of each unit taking four working days to complete ensures the reliability of the unit at sea.

NAVSTAR_{SA}
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KEEPING 'AIRBORNE' TO HOBART

a few tips on prevention and cure of radio ills

by Bill White

What happens if you go below on Boxing Day to do your first radio sked and find that, for some reason, you are not being heard? Your radio was working previously, but now you are unable to raise the Radio Relay Vessel. Well, for the moment we will assume that your radio was 'working' previously (more about that later).

Although this sounds ridiculously fundamental, the first thing is to find out is whether there is power to the radio. More than once I've been called down to a boat to fix a radio that simply hadn't been switched on. If you're not familiar with the installation, check all the switches first. In many cases the to operate the radio not only does the master switch have to be on, but there may be one or more additional switches on a fuse/switch panel (for the navigators's desk, the radios, etc.) which must also be on and, finally, the switch on the set itself has to be on.¹

Getting back to checking for power to the set, usually radios have some sort of pilot light which obviously should be on. When you turn up the volume control, you should hear a crackle or hiss. If there is any noise at all the receiver is probably working; the amount of sound will depend upon whether the aerial system is O.K..

Most sets have a meter or light on the tuning unit. If the set is working you will get a positive response from this when tuning up.² Incidentally, it is a good idea to have the proper knob positions for the various frequencies listed somewhere handy to the set; a little reference chart will save you a lot of time tuning up; it keeps you from

¹This 'jungle of switches' problem can be eliminated by wiring the radio directly to the back of the battery selector switch, and there is a very good reason for doing so (although you probably will not undertake the job as you begin a major ocean race). In the event of a catastrophic electrical failure, which does happen on boats, the radio will be independent of the switchboard. Then, if everything else fails when your electrical system packs it in, you still can shout for help, and history shows that yachts that are able to radio a position before abandoning ship have a good expectation of being rescued.

having to 're-invent the wheel'. But most important, it indicates the *normal tuning position for the radio*. A break in the aerial, a short in the aerial, leakage in the insulators – all will affect the position of the controls, and this is your aid in detecting that there is a problem. Virtually the only thing that will change the normal settings is some fault in the system (or perhaps changes in rigging). A tuning reference chart is invaluable to anyone who is not the normal operator.

If your tuning positions have changed, go looking for a problem. The most likely thing to affect an aerial is leakage. Whether you are using a backstay antenna or a whip, you must have it totally isolated from earth.

Salt water is a fair conductor. Don't tie cord or rope around the antenna in such a way as to bridge it to earth, because as the cord becomes wet, it becomes conductive.

So if you must lash a fibreglass Danbuoy to the backstay, fasten it with separate ties and do not bridge the insulator. In the case of a whip, the terminal connections at the base must be completely isolated with proper Nylon, porcelain, or glass insulators, not bits of wood or the like, because the latter is hydrophilic and becomes a conductor when wet. (Neither plastic nor rubber is ideal; plastic may become porous after being subjected to UV, and rubber can also become very conductive.

Generally not much else goes wrong with the aerial. In the case of whip antennas you can get corrosion around the connections; this is most common with fibreglass antennas that have metal connections at the base.

²It is important that you don't try to tune up a radio by whistling or talking because unless you can sustain speech or a whistle of continuous amplitude (which is very difficult to do), your meter or light indicator is going to be flickering all over the place. It is also of great nuisance value to everyone else on the frequency. You need a constant signal to tune up with, such as is provided in the AM mode of transmission when the microphone button is depressed without speaking.

If your radio tunes up on AM, with the knobs in the normal positions, switch to SSB and say the word 'HEL-LO' into the microphone. You should see a positive response from the tuning indicator. If your microphone is faulty, or the cord damaged, the set might tune up on AM but may not work on SSB.³

If nothing happens when you say HEL-LO go back into AM and whistle. If the set is working normally on AM you will see a slight fluctuation in the tuning indicator when speaking, and you can say that your microphone is O.K.. If not, you can be quite sure that you have some fault in the radio itself.

It does not, however, mean that you are off the air entirely. You will remember the story of *Helsal* in the Suva Race and how she was able to communicate even though her radio was not transmitting properly. Switch the radio to AM; when you are called, press the microphone button three times, and that will let somebody know that you are there. Anyone who is at all alert will realise that you are trying to communicate with them, and they can then play the old game of press the button once for yes, twice for no, etc. You could give your position by pressing the button to represent the digits of your latitude and longitude, or you could signal with Morse code. You will have to alternate the switch from AM while transmitting to SSB while receiving, unless the other party is obliging enough to reply to you on AM.

Pre-race checks

Earlier we used the phrase "assuming that your radio was 'working'", the suggestion being that many people assume that their radio is effective because they have exchanged some message recently, perhaps whilst entering Sydney Heads, talking with a

³In the SSB mode, the set puts out no power at all until you speak; in the AM (tune) mode it will put out power in the form of a carrier when the press-to-talk button is depressed – even if you say nothing and even if an audio or modulation fault exists. ▶

yacht moored at Store Beach around the corner. The Question really is: is it working *effectively*? If you were dismasted and you rigged up a bed sheet, it would, to some degree, behave like a sail. But is it effective?

Here is the acid test. If, during a Hobart Race, or while you are sailing up the coast to Sydney from Melbourne or down from Mooloolaba, at any time you are unable to contact a Coast Station or a Limited Coast Station (during its hours of operation), you have got a radio problem. Except in unusual circumstances, and by that I mean severe ionospheric 'fade-outs' or extreme thunderstorm activity which can make communications very difficult, if you cannot establish contact with a station at *all* times, your radio isn't working effectively. It's not good enough to say that you can talk to Joe Bloggs on 2524 kHz at 1800 hrs (when you can hear stations from Hervey Bay to Hobart. When you hit a container and you need your radio, it may not be at 1800 hrs when conditions are ideal for communication. Measuring your radio's performance by its 'best ever' achievement is a fool's diversion. Your radio's performance under *adverse* circumstances is what counts; how far can you get with your radio at midday – the hardest time to communicate?

If you have not made a passage from Melbourne or Queensland before the Race, can you give your radio a meaningful test?

Performance on the 2 MHz band can be a good indicator of general radio performance; it is unlikely that if you have a good signal on 2 MHz you will have a poor signal on 4 MHz (it can work the other way around, though, because most yacht aerials are more efficient on the higher frequencies). So if you can make contact at midday on 2 MHz, up or down the coast a distance of, say, 100 miles, your radio is performing well! From Sydney 100 miles means a station in Port Stephens to the north or to Greenwell Point on the south. Calling from within Sydney Harbour you will have the added disadvantage of working largely across land, and this will be a good test. If you're going to check something you ought to

⁴1000 hrs to 1400 hrs (1100 hrs to 1500 hrs during daylight saving) is the worst time, because the sun is at its highest point, and this is when most people have difficulty. A good radio will be able to talk from off Sydney Heads to Melbourne on 4 MHz in the middle of the day. Gabo Island is the furthest point you are likely to get away from a coast station during the Hobart Race; if you can't get in to some Coast Station from Gabo Is. at midday, your radio isn't working effectively. Speaking at six o'clock at night to Southport is not good enough. It's a bit like running downhill; everybody looks about the same, but when you start heading uphill is how you separate the men from the boys.

test it under trying rather than easy conditions.

On the other hand, doing a check of 4 MHz under those circumstances can be extremely misleading. 4 MHz on distances of less than a couple of hundred miles can give very erratic results. You can be heard extremely well, or not at all, and it means nothing. To do a 4 MHz test you ought to be talking to a station at least 300 miles away, because at less than that distance you tend to end up with a combination of sky wave and ground wave which will cancel at certain distances producing a complete null, or signals can be complementary at other distances and you may get a misleading good report. For example, working from Sydney to Broken Bay in the middle of the day I've quite often found it extremely difficult to get through at all on 4 MHz, yet the radio in question is known to be a good performer over much greater distances.

When you do a radio check with someone you should also remember that their report is not just dependent upon how well you are transmitting; it is a measurement of how well *they* are receiving. It is affected by what sort of equipment they have on board, for example, they may have a generator running which may obliterate all but the very strongest signals. You should do a check with either a coast station or a limited coast station, which is aware of its receiving capabilities. In addition, you should never evaluate a radio on the basis of one report; conditions vary dramatically from day to day and from one hour to the next. You can, alternatively, evaluate the radio by comparing the reports you receive with how you are hearing the other station. For example, if you call Brisbane Radio mid-afternoon and you get a report of strength 1-2, and you are only hearing them strength 2-3, then you are not doing too badly, as they're running 1000 watts and you're probably running only 100 watts.

You can *hear* stations well even with a bad earth or a fairly mediocre aerial system. To be able to receive a station requires the absolute minimum in terms of aerial and earthing; you may hear most signals with a six-foot length of wire for an aerial. But to be heard requires more. If conditions are bad you will have trouble hearing other stations because the conditions will affect their signal as well as yours. If on the other hand you find that you're hearing stations strength 5 and they're giving you a strength 2, you can say start to look for reasons. If you consistently hear people better than they hear you, you have a problem.

Staying on the air

Even if you encounter no particular radio fault and your set is performing well, to keep performing well you've got to have a battery which is charged. And just because you run the engine for an hour a day doesn't mean that the battery is charged.

A hydrometer is the only really practical means of checking whether the battery is charged. It's surprising how many times you don't find one on a boat. A specific gravity of 1260-1280 is normal (at 25°C), and a reading of 1150 is fully discharged. Hydrometers are invariably colour coded, red for bad news, yellow for so so, and green for fine. If your battery is reading in the green, that means that it's charged to its capacity (*but not* necessarily that it's in good condition, as it may be near the end of its useful life; the solution to the latter problem lies with an adequate maintenance and battery replacement program). Most lead-acid batteries have the characteristic of maintaining their voltage fairly well until you get down to a certain point on the curve, and then they take a very steep dive. It's referred to as the 'knee point'. The voltage drops at a fairly linear rate, from an initial 12.6 volts, and it will drop slowly to about 11.6 volts at about 20% of its capacity. And then it will decline suddenly. So you don't get a lot of warning when it's getting low other than that the pilot light on the radio may be starting to flicker when transmitting.

Most radios have a 'low power' switch. You switch to low power without really significantly reducing your signal; it will make about one 'S' point difference in your signal report, in all but marginal situations, is not going to make a great deal of difference to you. Running on low power will reduce drain if your battery is running low. Remember, a 25 watt radio well installed will outperform a 100 watt radio badly installed. Likewise, a lot of horsepower doesn't necessarily mean that the car is going to go fast – it depends also upon the gearing, the power to weight ratio, the wind resistance, and so forth.

A fully charged battery may be of little avail unless the radio is *substantially* connected to it. Inferior cables used to connect the radio to the power may be incapable of handling the 25-30 amps peak current and the set will not operate at peak efficiency. In the 'typical' installation you can, unfortunately, expect to lose 20% of peak output due to inadequate cabling.⁵

⁵SSB draws only about 10 amps average, but the current fluctuates from virtually nil to 30 amps; it will average out at about 10 amps due to the duty cycle of speech.

Some of the yacht charter companies, which are licensed under strict marine board survey requirements, carry small reserve batteries exclusively for the radio. The ship's main batteries are normally mounted in one of the lowest points in the boat, and when it takes water, the batteries are one of the first things to go under. In fact by the time water is detected (when it starts coming above the floor boards and you notice that your feet are getting wet) the batteries may already be immersed. If you hit a submerged object, water often comes in very fast, and you've got to get your distress call out very quickly.

Once batteries are submerged in salt water they discharge due to direct leakage between the terminals (in fact it would take some time to completely discharge the battery due to this leakage) but the most devastating effect of the salt water is that it will flow through the ventilation caps and into the cells, and with salt water inside the battery it will go down very quickly. Also, sulfuric acid mixed with salt water liberates chlorine gas, which is toxic and which tends to settle in the lowest part of the boat because it is heavier than air. If you are down stuffing blankets in a hole to stem a leak and you breath chlorine gas, you're in real trouble.

It is impracticable in most boats to relocate the batteries. A simple precautionary measure to avert catastrophe with your main power supply is a small, 15 amp hour motor bike battery, preferably one of those with a clear plastic case that allows you to see the electrolyte. One of these can be mounted up near the radio and connected to the electrical system with some sort of switch so that it can be isolated, either manually or automatically (by being connected to the oil pressure switch), when the motor is not running. One of these batteries in a fully charged condition would give you at least one hour's transmitting time (and many hours of listening). Some of these are as suitable as any battery for marine use in that they are virtually sealed units and have closed expansion tubes connected to them so that when the battery is charging and producing hydrogen the gas can expand into the tube. □

2BL - Radio 1, Sydney (702 kHz)
 VL - Short Wave, Sydney (6090 kHz)
 7ZL - Radio 2, Hobart (603 kHz)
 7ZR - Radio 1, Hobart (936 kHz)
 7NT - Radio 3, Launceston (711 kHz)
 7QN - Queenstown (west coast) (630 kHz)
 7FG - Fingal Valley (east coast) (1161 kHz)
 7SH - St Helens (east coast) (1584 kHz)

RACE WEATHER FORECASTS

TIME	FREQUENCY	STATION	FORECAST
SUNDAY, December 26th			
0233	2201, 4428.7	VIM	Bass Strait Forecast
0633	2201, 4428.7	VIM	Gale Warning
0730	4483	Relay Ship	Race Weather
0848	2201, 4428.7	VIM	General Weather
0903	2201, 4428.7	VIS	General Weather
0918	2201, 4428.7	VIH	General Weather
1303	2201, 4428.7	VIS	General Weather
1403	2201, 4428.7	VIH	General Weather
1433	2201, 4428.7	VIM	General Weather
1500	4483	Relay Ship	Race Weather
1530	4483	Relay Ship	Race Weather
1803	2201, 4428.7	VIS	General Weather
1818	2201, 4428.7	VIH	General Weather
1833	2201, 4428.7	VIM	General Weather
1858	702/6090	2BL/VLI	Race Weather
2301	702/6090	2BL/VLI	Race Weather
2400	4483	Relay Ship	Race Weather
MONDAY, December 27th			
0105	603/711/1161/1584	7ZL/7ZT/7FG/7SH	Race Weather
0233	2201, 4428.7	VIM	Bass Strait Forecast
0610	603/711/936/1161/1584	7ZL/7NT/7ZR/7FG/7SH	Race Weather
0633	2201, 4428.7	VIM	Gale Warning
0700	4483	Relay Ship	Race Weather
0730	4483	Relay Ship	Race Weather
0742	603/711/936/1161/1584	7ZL/7NT/7ZR/7FG/7SH	Race Weather
0848	2201, 4428.7	VIM	General Weather
0903	2201, 4428.7	VIS	General Weather
0918	2201, 4428.7	VIH	General Weather
1240	711/1161/1584	7NT/7FG/7SH	Race Weather
1303	2201, 4428.7	VIS	General Weather
1403	2201, 4428.7	VIH	General Weather
1433	2201, 4428.7	VIM	General Weather
1500	4483	Relay Ship	Race Weather
1530	4483	Relay Ship	Race Weather
1800	702, 6090	2BL/VLI	Race Weather
1803	2201, 4428.7	VIS	General Weather
1818	2201, 4428.7	VIH	General Weather
1833	2201, 4428.7	VIM	General Weather
1855	711/936/1161/1584	7NT/7ZR/7FG/7SH	Race Weather
2301	702/6090	2BL/VLI	Race Weather
2400	4483	Relay Ship	Race Weather
2400	936	7ZR	Race Weather
TUESDAY, December 28th			
WEDNESDAY, December 29th			
THURSDAY, December 30th			
FRIDAY, December 31st			
0105	603/711/1161/1584	7ZL/7ZT/7FG/7SH	Race Weather
0233	2201, 4428.7	VIM	Bass Strait Forecast
0610	603/711/936/1161/1584	7ZL/7NT/7ZR/7FG/7SH	Race Weather
0633	2201, 4428.7	VIM	Gale Warning
0700	4483	Relay Ship	Race Weather
0730	4483	Relay Ship	Race Weather
0742	603/711/936/1161/1584	7ZL/7NT/7ZR/7FG/7SH	Race Weather
0848	2201, 4428.7	VIM	General Weather
0903	2201, 4428.7	VIS	General Weather
0918	2201, 4428.7	VIH	General Weather
1225	630	7QN	Race Weather
1245	603	7ZL	Race Weather
1303	2201, 4428.7	VIS	General Weather
1350	711/1161/1584	7NT/7FG/7SH	Race Weather
1403	2201, 4428.7	VIH	General Weather
1433	2201, 4428.7	VIM	General Weather
1500	4483	Relay Ship	Race Weather
1530	4483	Relay Ship	Race Weather
1803	2201, 4428.7	VIS	General Weather
1818	2201, 4428.7	VIH	General Weather
1833	2201, 4428.7	VIM	General Weather
1855	711/936/1161/1584	7NT/7ZR/7FG/7SH	Race Weather
2400	4483	Relay Ship	Race Weather
2400	936	7ZR	Race Weather
SATURDAY, January 1st, 1983			
0233	2201, 4428.7	VIM	Bass Strait Forecast
0633	2201, 4428.7	VIM	Gale Warning
0700	4483	Relay Ship	Race Weather
0730	4483	Relay Ship	Race Weather
0848	2201, 4428.7	VIM	General Weather
0903	2201, 4428.7	VIS	General Weather
0918	2201, 4428.7	VIH	General Weather
1303	2201, 4428.7	VIS	General Weather
1403	2201, 4428.7	VIH	General Weather
1433	2201, 4428.7	VIM	General Weather
1500	4483	Relay Ship	Race Weather
1530	4483	Relay Ship	Race Weather
1803	2201, 4428.7	VIS	General Weather
1818	2201, 4428.7	VIH	General Weather
1833	2201, 4428.7	VIM	General Weather
2400	4483	Relay Ship	Race Weather

MAL-DE-MER

Cartoons by Peter Harrigan

Seasickness at one time or another afflicts most of those who go to sea. Those who will admit to having been affected will attest that it is a debilitating condition that can sap both the strength and the will. As in the case of all sickness, there are those who regard it as weakness – perhaps those fortunate enough not to suffer from it – an attitude that is fostered by the fact that some sufferers seem to surrender totally rather than 'carrying on bravely'.

Amongst the ocean racing fraternity this perhaps marks the line of demarcation between tolerance and derision. A seasick crewman who gamely tries to continue with his duties is merely another statistic of the cruel sea; if he lies down in his bunk through calls for 'all hands on deck', leaving his watchmates to struggle unassisted with the reef when the southerly change comes at 0200 hrs, he may not enjoy such neutral status.

It is not difficult to see why seasickness can be a dynamic force amongst a small crew on a relatively small ship that is charged with getting from Sydney to Hobart in the shortest possible time. The very real tension that its presence may engender is one reason for its prominent position in the humour of the sea (and for this cartoon essay on the subject).

There is no universal panacea for mal-de-mer. A remedy that is effective in all cases has yet to be found, and some sufferers are helped by none. The antihistamines are the most widely employed drug products; these seem to affect individuals very differently, although there is widespread opinion that the drowsiness they so often produce can be almost as debilitating as the seasickness they attempt to cure. 'Uppers and downers', a two-tablet combination of a drug with a stimulating effect taken along with the antihistamine to counteract its sedative effects, are an attempt at

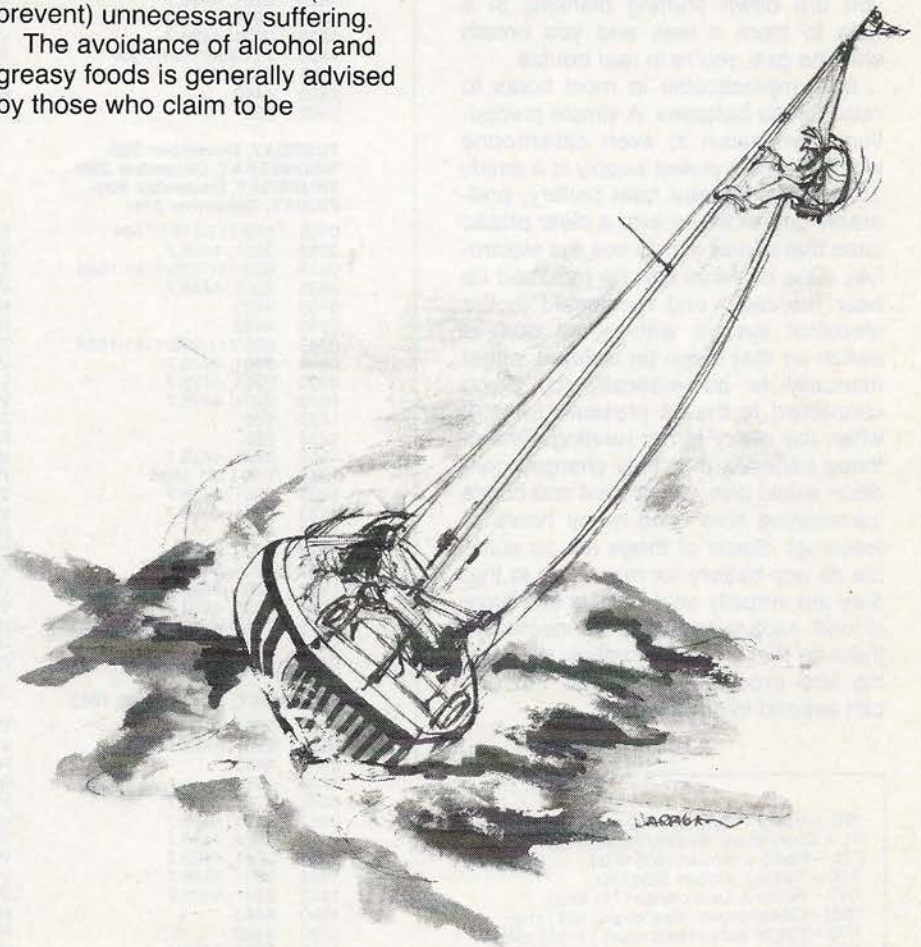
combating the antihistamine problem and have won the adherence of some 'blue water men'. Those who are sensitive to the stimulating drug used in this combination may well find its effects as unpleasant as being seasick. New compounds are now available overseas (although we believe none has yet been released in Australia) with claims for cure that have a familiar ring; those wise in the matter will no doubt reserve their enthusiasm until these can be put to the test.

And so the search for the 'cure', and all of the myth and fantasy that inevitably surrounds the pursuit of the illusive, goes on, and in the meantime we will have to depend upon our own witch's brews, secret incantations, and other palliatives to relieve (or prevent) unnecessary suffering.

The avoidance of alcohol and greasy foods is generally advised by those who claim to be

experienced in the matter (and there is evidence that the chemical products of metabolic breakdown of alcohol are indeed very effective nauseants – even in the absence of the motion of the sea). On the other hand there are those who will swear that sipping a beer whilst going through the heads is the thing that has kept them unscathed (the most well known cure is probably the variant of this theme that suggests sipping a beer whilst sitting under a tree).

Being unable to offer new insights on the cure of seasickness, we provide in the pages that follow a whimsical look at the subject, and the encouragement that it the condition is universally relieved by the entry to Constitution Dock.



"Watch out below...now I'm bloody getting airsick."

"Now, what are you having...the fried calves liver,
the garlic prawns, the brains and bacon, or just a lie
down?"



"He can't come up just yet, he's speaking on the
yellow phone."

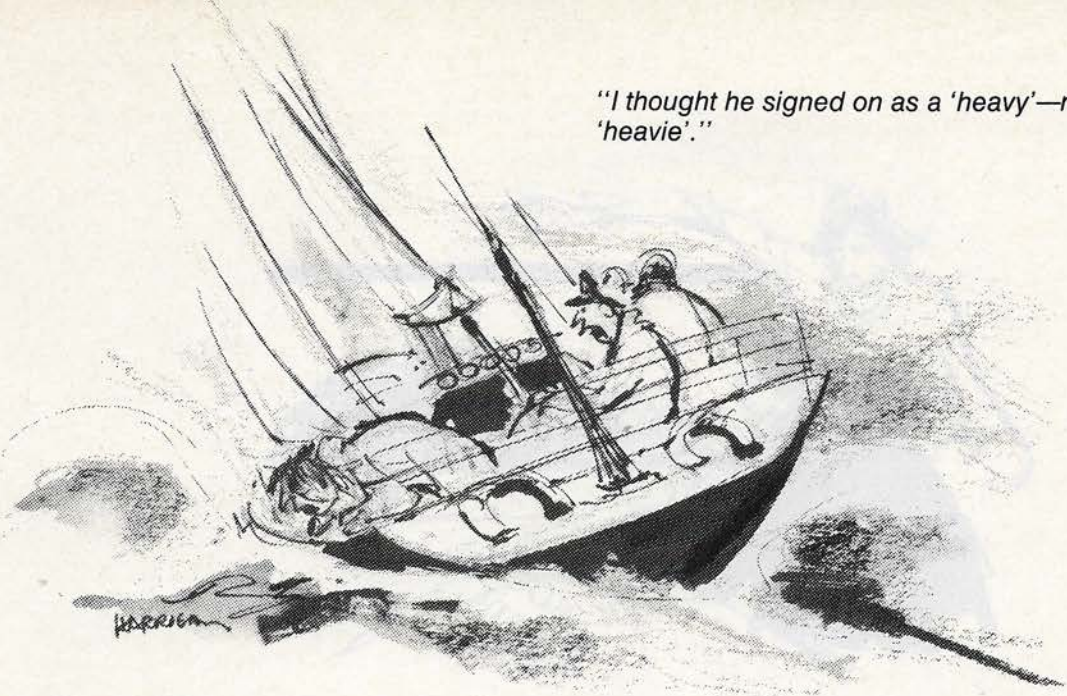


"Who was for the pig and who was for the Quells?"



"Look, they're only off Bondi, and already we know what they had for Christmas dinner."

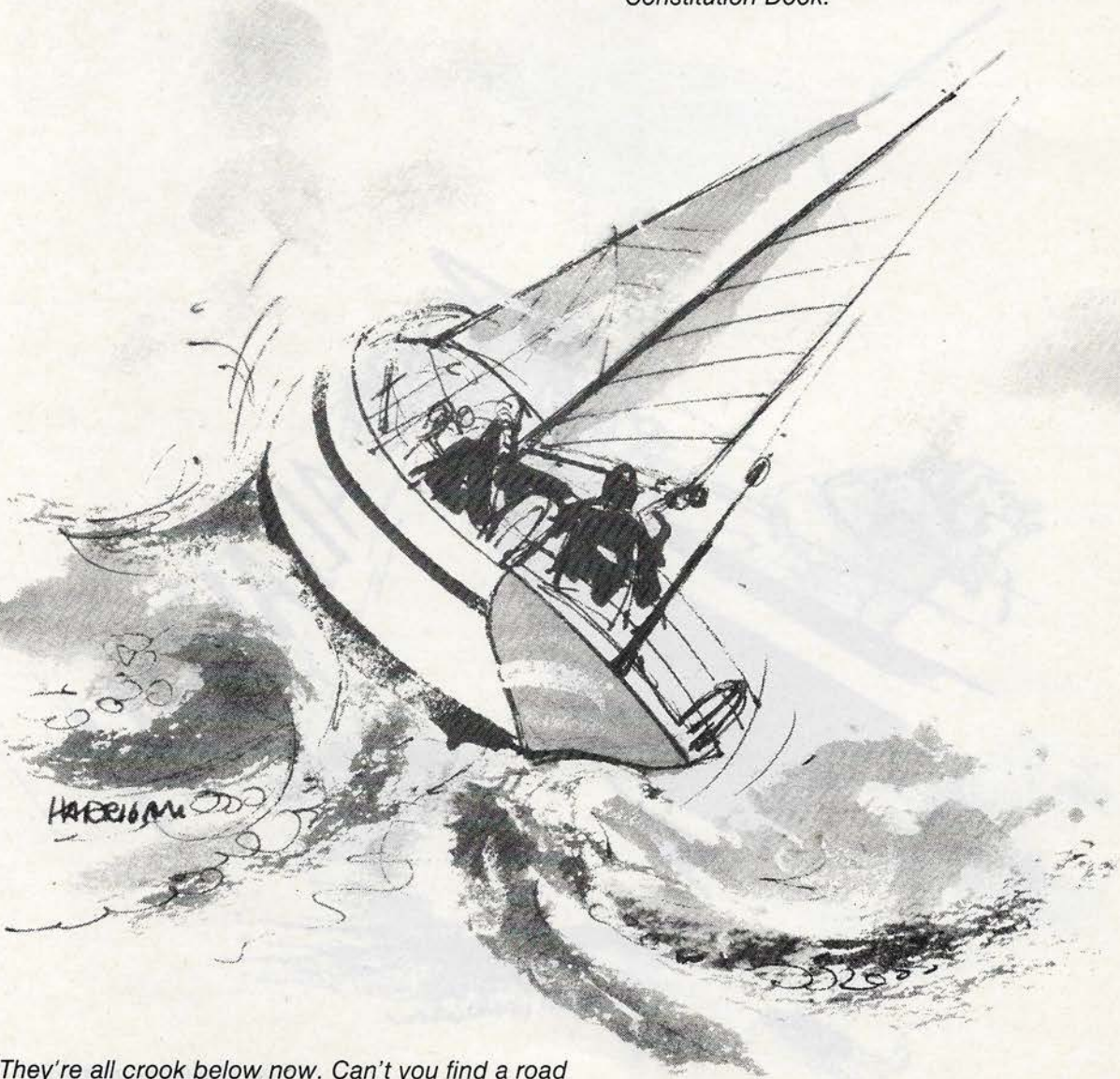
"I thought he signed on as a 'heavy'—not a 'heavie'."



"The Moslem's at it again."



"The crew call him 'Silkie'; he'll be in his cocoon till Constitution Dock."



"They're all crook below now. Can't you find a road with fewer bumps in it?"

Tells time like you correctly use it for sights and log.



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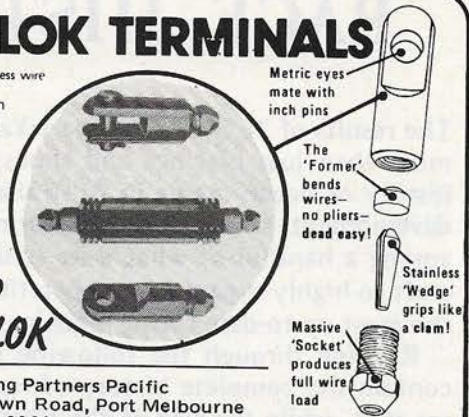
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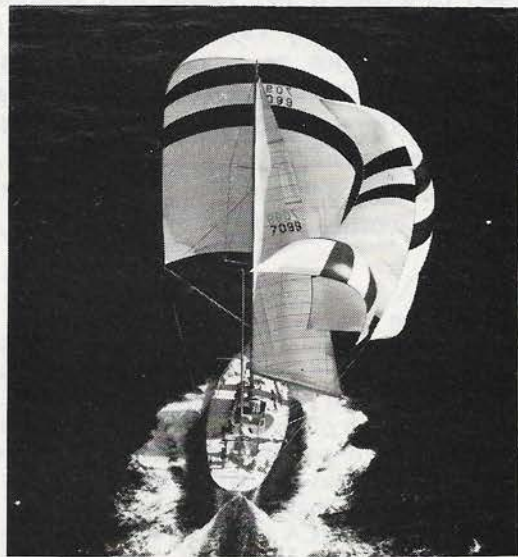
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"I hope I'm feeling better when I get to the Q.L.D."

RACE HISTORY

The results of 36 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.

Race History 1945-1947

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

1945

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1	RANI	Capt. J. Illingworth, R.N.	6-14-22	.6670	4-09-38
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. Philp	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. Philp	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. Godsal).

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

Race History 1948-1954

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.

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

FASTEST TIME: MORNA

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

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

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	.8541	4-13-13-06
5.	KINTAIL	D. Macrae	6-11-15-01	.7048	4-13-25-13
6.	KURURA	J. A. Clark	7-05-51-54	.6359	4-14-33-39
7.	LANDFALL	J. Richardson	6-03-00-25	.7539	4-14-49-43
8.	SOLVEIG	T. & M. Halvorsen	6-12-05-40	.7114	4-15-02-44
9.	TERRA NOVA	K. Gourlay	6-06-58-20	.7381	4-15-25-57
10.	FORTUNA	W. Fesq	6-18-03-14	.6923	4-16-11-24
11.	WHITE CLOUD	G. Brenac	6-06-20-56	.7694	4-19-40-42
12.	RUTHEAN	A. V. Toll	6-03-45-46	.8252	5-01-56-02
13.	WRAITH OF ODIN	B. O'Brien	6-17-02-42	.7744	5-04-42-48
14.	WANDERER	E. Massey	6-23-27-40	.7505	5-05-40-46
15.	PAVANA	G. Mayne	6-17-05-27	.7834	5-06-39-09
16.	KURREWA III	F. & J. Livingston	6-17-05-27	.8445	5-16-02-28
17.	NIRVANA	S. G. Heaton	6-20-29-29	.8432	5-18-41-57

FASTEST TIME: NOCTURNE.

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

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.

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. Cohen	6-05-23-15	.6571	4-02-09-45
6.	BRILLIANT	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.

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	4-06-08-25
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.	SEEOGEL	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

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	I. Holm	5-19-49-18	.7104	4-03-19-43
9.	WRAITH OF ODIN	Dr. B. O'Brien	5-09-36-36	.7744	4-04-22-12
10.	NIRIPA	G. Peacock	6-06-50-34	.7058	4-10-27-53
11.	DEFIANCE	N. D. Rundle	5-08-09-51	.8320	4-10-37-57
12.	BRILLIANT	M. Forster	6-07-38-48	.7130	4-12-07-27
13.	PATIENCE	A. B. Wilson	6-18-09-00	.6684	4-12-22-52
14.	KURREWA IV	F. & J. Livingston	5-06-09-47	.9187	4-19-54-22
15.	WANDERER	E. Massey	7-23-34-15	.7236	5-18-37-14

FASTEST TIME: KURREWA IV.

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. Burrigge	5-08-59-37	.6768	3-15-18-10
6.	CAROL J	J. Halliday	5-03-50-53	.7086	3-15-45-31
7.	LASS O' LUSS	J. Colquhoun	5-05-52-29	.6991	3-15-59-57
8.	PATIENCE	A. B. Wilson	5-13-10-00	.6684	3-16-57-54
9.	SOUTHERN MYTH	N. Howard	5-03-11-08	.7274	3-17-36-19
10.	TRADE WINDS	M. E. Davey	5-06-58-42	.7139	3-18-39-00
11.	SOLO	V. Meyer	4-23-10-31	.7801	3-20-58-07
12.	WINSTON CHURCHILL	A. G. Warner	5-04-57-17	.7795	4-01-24-08
13.	TAM O' SHANTER	A. N. College	5-05-58-00	.6672	4-04-03-15
14.	EVEN	F. J. Palmer	4-18-13-14	.8836	4-04-55-31
15.	KURREWA IV	F. & J. Livingston	4-18-33-42	.9185	4-09-13-30
16.	DEFIANCE	N. D. Rundie	5-06-44-12	.8320	4-09-26-42

FASTEST TIME: EVEN.

RETIRED: WANDERER (E. Massey)

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

1956

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SOLO	V. Meyer	4-05-03-33	.7927	3-08-33-52
2.	ANITRA	T. Halvorsen	4-16-43-34	.7164	3-08-45-25
3.	CAROL J	J. Halliday	4-20-31-58	.7069	3-10-22-37
4.	JANZOON	W. R. Slade	4-21-53-06	.7148	3-12-14-40
5.	SIANDRA	G. P. Newland	5-07-38-09	.6638	3-12-43-29
6.	INGRID	J. S. Taylor	5-06-08-11	.6858	3-14-30-16
7.	SOUTHERN MYTH	N. C. Howard	5-00-28-46	.7252	3-15-22-18
8.	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.	KURREWA IV	J. & F. Livingston	4-04-31-14	.9114	3-19-36-52
11.	FANTASY	D. Burrigge	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	J. A. Clark	6-17-46-10	.6642	4-11-26-48
18.	LORRAINE	D. G. Nicholls	6-16-21-00	.6798	4-12-46-21
19.	TAM O' SHANTER	R.A.N. College	6-22-38-27	.6808	4-17-26-55
20.	NIRIPA	G. R. Coote	6-21-04-24	.7048	4-20-19-37
21.	PHA' AR RE	E. Peacock	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. Esdalle	7-18-27-40	.7291	5-15-58-00
26.	RENEE	P. S. Parry	9-20-57-00	.6630	6-13-05-52

FASTEST TIME: KURREWA IV.

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

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

1957

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	ANITRA V	T & M Halvorsen	4-06-38-30	.7105	3-00-55-37
2.	SOLO	V. Meyer	3-20-19-16	.7973	3-01-36-37
3.	CATRIONA	D. M. Brown	4-07-42-45	.7596	3-06-46-48
4.	KURREWA IV	F. & J. Livingston	3-18-30-39	.9114	3-10-29-31
5.	METUNG	Dr. T. Beatty	4-19-01-40	.7264	3-11-33-22
6.	KISMET	K. Gourlay	5-08-21-25	.6683	3-13-46-51
7.	FOUR WINDS	S. W. Gibson	5-14-18-43	.6389	3-13-48-43
8.	PATIENCE	A. B. Wilson	5-09-44-51	.6667	3-14-30-09
9.	LOLITA	J. Leahy	5-09-29-52	.6732	3-15-10-40
10.	SAMUEL PEPYS	R.N.S.A.	5-08-38-23	.6779	3-15-12-18
11.	EOS	T. Fowler	5-10-18-31	.6730	3-15-41-52
12.	SOUTHERN MYTH	N. C. Howard	5-02-58-10	.7250	3-17-09-10
13.	JANZOON	W. R. Slade	5-07-20-07	.7064	3-17-59-59
14.	TAHUNA	H. Wilckens	5-07-06-53	.7384	3-21-51-47
15.	WINSTON CHURCHILL	Sir Arthur Warner	5-01-28-54	.7925	4-00-16-27
16.	DEFIANCE	N. D. Rundie	4-20-24-13	.8273	4-00-18-08
17.	NIRVANA	Dr. K. Laws	4-22-54-56	.8500	4-05-04-40
18.	BINTANG-TERANG	M. Hill-Willis	7-05-13-12	.7800	5-15-06-41

FASTEST TIME: KURREWA IV

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

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

1958

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SIANDRA	G. P. Newland	5-10-02-37	.6596	3-13-46-35
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. Robillard	7-02-39-19	.7276	5-04-10-07
13.	ARCHINA	J. S. Howie	6-14-13-34	.7860	5-04-21-56
14.	BOONGOWN	Dr. J. Molesworth	8-05-02-17	.6390	5-05-54-26
15.	FORTUNA	R. N. S. A.	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.

1959

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

FASTEST TIME: SOLO

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

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

1960

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SIANDRA	G. P. Newland	5-00-59-03	.6596	3-07-48-04
2.	KALEENA	H. E. Godden	5-01-59-03	.6565	3-08-04-57
3.	MALOHI	N. H. McEnally	5-01-58-04	.6609	3-08-37-19
4.	RIVAL	A. Burgin & N. Rundie	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

Gallery of Winners



1945 - Rani



1946 - Christina



1947, 1948 - Westward



1949 - Tradewinds



1950 - Nerida



1951 - Struen Marie



1952 - Ingrid



1953 - Ripple

Race History 1960-1964

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

FASTEST TIME: KURREWA IV.

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

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

36.	LARNTARNI	W. 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.	GODEWIND	K. Laws	4-08-04-24	.7546	3-06-32-01
40.	ILINA	K. R. Murdoch	4-03-31-37	.7985	3-07-28-20

FASTEST TIME: ONDINE.

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

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

1961

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	RIVAL	A. Burgin & N. Rundle	4-17-28-21	.6694	3-03-57-31
2.	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.	SILHOUETTE	R. Swanson	5-02-39-53	.7040	3-14-21-21
13.	SOUTHERN MYTH	N. C. Howard	4-23-38-57	.7252	3-14-46-10
14.	LOLITA	J. Leahy	5-10-20-58	.6722	3-15-37-15
15.	ASTOR	P. R. Warner	4-04-42-11	.8671	3-15-52-31
16.	WINSTON CHURCHILL	G. A. Warner	4-13-09-40	.8132	3-16-46-21
17.	ILINA	R. Murdoch	4-18-18-11	.7985	3-19-16-16
18.	CAROL J	J. Halliday	5-09-06-00	.7077	3-19-21-51
19.	SOUTHERLY	D. Mickelborough	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.	GALETEA 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.

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	3-09-19-17
5.	CARMEN	R. Swanson	5-08-11-57	.6362	3-09-33-37
6.	MOUSE OF MALHAM	N. J. Wright & D. Belcher	5-07-41-23	.6441	3-10-14-42
7.	CADENCE	H. S. Mason	5-09-11-41	.6371	3-10-18-42
8.	MERCEDES II	H. T. Kaufman	4-23-56-07	.7096	3-13-06-22
9.	CAPRICE OF HUON	G. Ingate	4-21-06-10	.7278	3-13-13-39
10.	GIP	I. A. R. Polson	5-11-56-67	.6493	3-13-40-29
11.	ANITRA V	J. S. Samson	5-03-42-00	.6999	3-14-34-39
12.	NORLA	J. Benetto	5-03-25-22	.7060	3-15-08-11
13.	CAROL J	J. Halliday	5-04-20-13	.7065	3-15-50-39
14.	SALACIA	R. F. Rusk	5-05-08-58	.7033	3-16-01-03
15.	TAHUNA	E. A. Hales	5-01-18-25	.7363	3-17-19-06
16.	RONITA	R. Cottee	5-16-19-01	.6563	3-17-27-53
17.	MALOH	S. Fischer	5-17-07-40	.6555	3-17-53-14
18.	LASS O' LUSS	B. C. Psaltis	5-07-08-47	.7072	3-17-55-05
19.	SEA BEE	J. Ashton-Martin	5-08-03-14	.7158	3-19-39-40
20.	JOY TOO	J. & J. McLaren	5-22-25-44	.6575	3-21-38-49
21.	SYLPHIDE	W. Boetcher	5-23-35-12	.6557	3-22-08-59
22.	ASTOR	P. R. Warner	4-10-53-00	.8836	3-22-26-32
23.	KALEENA	H. E. Godden	5-21-08-41	.6746	3-23-12-58
24.	SOUTHERLY	D. Mickelborough	5-23-56-33	.6672	4-00-02-18
25.	PALANA	R. Shield	6-02-12-01	.6613	4-00-40-56
26.	STRUEN MARIE	A. J. Wildman	6-01-16-44	.6655	4-00-40-59
27.	RUTHEAN	A. V. & I. J. Toll	5-01-05-40	.8065	4-01-39-46
28.	WINSTON CHURCHILL	G. Warner	5-03-53-37	.8213	4-05-45-11
29.	NIPIA	J. W. While	6-02-31-30	.7024	4-06-55-08
30.	TRIDENT	A. B. Wilson	6-13-59-07	.6838	4-12-01-49
31.	SOUTHERN MYTH	N. C. Howard	6-06-51-11	.7260	4-13-31-10
32.	NARANI	A. Williams	7-13-26-15	.6587	4-23-30-46
33.	ZILVERGEEST	A. J. Murray & A. Hunter	7-21-27-07	.6480	5-02-45-53
34.	SYLPH VI	Lawson Brothers	7-17-13-02	.6653	5-03-13-30

FASTEST TIME: ASTOR

RETIRED: AOTEA 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. Zalari), LOLITA (J. Farren Price), SIANDRA (D. M. Boyden), ENID (J. C. A. Cockle), ILINA (K. R. Murdoch).

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

1962

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

1964

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

FASTEST TIME: ASTOR

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. Cassim), SAGA (L. Little), SEA BEE (J. Ashton-Martin).

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

1965

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	FREYA	T. & M. Halvorsen	4-06-23-32	.8014	3-10-03-26
2.	CAMELOT	J. G. Borrow	4-10-07-31	.7943	3-12-17-43
3.	CADENCE	H. S. Mason	4-20-37-32	.7372	3-13-58-34
4.	BALANDRA	R. Crichton-Brown	4-05-35-25	.8524	3-14-35-43
5.	SEQUANA	H. J. Tilley	4-21-25-16	.7475	3-15-46-20
6.	NARANDA	I. A. R. Polson	4-21-25-12	.7522	3-15-46-20
7.	ZILVERGEEST	A. Murray & A. Hunter	4-23-13-52	.7413	3-16-23-10
8.	NORLA	J. Bennetto	4-12-33-37	.8150	3-16-28-36
9.	RONITA	R. A. Cottee	4-21-01-08	.7563	3-16-30-06
10.	KURURA	N. F. Milne	4-21-00-08	.7582	3-16-42-40
11.	SARDA OF BURNHAM	D. L. Gilling	4-21-21-58	.7562	3-16-45-03
12.	FANFAHE	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.	JANZOOM 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-THREE-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	3-23-01-16
39.	TAHUNA	E. A. Hales	4-20-36-52	.8134	4-00-57-12
40.	SEA BEE	J. Ashton-Martin	4-22-43-52	.8248	4-01-55-45
41.	STORMVOGEL	C. Brynzeel	3-20-30-09	1.0645	4-02-28-28
42.	ALCHERINGA	J. N. Bridgeland	5-01-48-13	.8226	4-04-11-45
43.	INGRID	C. M. Earl	5-08-42-41	.7840	4-04-54-35
44.	BARANNE	J. Wedd	5-13-25-00	.7654	4-06-07-03
45.	ILINA	K. R. Murdoch	4-18-27-15	.9097	4-08-07-06
46.	ENID	J. C. 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.	JANZOOM 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

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.	SHIMAAL	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. Bridgeland	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.

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.	MATIKA	N. Long	4-22-04-33	.7722	3-19-10-40
4.	SALACIA	A. Byrne	4-18-21-24	.8025	3-20-02-19
5.	MERCEDES III	H. Kaufman	4-18-41-05	.8035	3-20-08-56
6.	HUON LASS	H. D. Calvert	4-20-09-51	.7949	3-20-20-19
7.	MISTER CHRISTIAN	P. Kurts	4-22-03-47	.7992	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	5-10-38-39	.8083	4-02-19-39
16.	MALOHI	S. Fischer	5-01-36-26	.7550	4-02-36-31
17.	LORITA MARIA	N. B. Rydge	5-06-16-58	.7820	4-02-45-11
18.	FARE-THREE-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. Paltis	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.	SHIMAAL	C. M. Earl	5-08-22-29	.8102	4-08-00-32
35.	CAMELOT	J. Borrow	5-13-28-59	.7889	4-09-18-17
36.	PHANTOM OF BRIGHTON	G. Maxted	5-16-18-13	.7792	4-10-12-28
37.	BACCHUS D	P. E. Deaton	5-05-37-12	.8473	4-10-26-17
38.	JOY TOO	J. J. McLaren	5-21-56-45	.7549	4-11-09-17
39.	ZILVERGEEST	A. J. Murray	6-01-12-21	.7406	4-11-32-22
40.	FRANKLIN	R.A.N.C.S.C.	5-13-18-47	.8100	4-11-59-01
41.	SARDA OF BURNHAM	G. L. Fox	5-23-31-57	.7560	4-12-30-38
42.	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	H. 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	4-22-42-24
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

DIVISION RESULTS: Div. 1: Pen Duick III; Div. 2: Rainbow II.

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.	KOOMOLOO	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.	LALOCIA	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.	JUPIITER	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.	PORTIA	R. Robertson	6-08-54-48	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. Friebe	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.	TEMAERARE	C. White	6-22-39-22	7286	5-01-25-33
51.	ARAPAWA	B. Millar	6-03-48-21	8283	5-02-25-39
52.	DORADO	J. Lake	6-23-28-12	7443	5-04-38-54
53.	SAGA	L. Little	7-05-16-41	7753	5-14-20-32
54.	METUNG	W. R. & B. Holmes	7-10-52-30	8192	6-02-32-04

FASTEST TIME ONDINE II.

DIVISION RESULTS: Div. 1: Koomooloo; Div. 2: Moonbird.

RETIRED: ANITRA V (Sir Garfield Barwick), CAMELOT (J. Borrow), CAROUSEL (M. Brakell), CORROBOREE (J. White), FRANKLIN (RANSA), 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.

26.	BALANDRA	R. Crichton-Brown	4-02-19-39	8414	3-10-43-50
27.	MELITE	I. Brodziak	4-11-44-23	7690	3-10-51-07
28.	MAID ROSALINDE	B. Finck	4-14-13-56	7645	3-11-10-12
29.	SARACEN II	J. Morris	4-13-08-15	7623	3-11-11-43
30.	CRUSADE	M. Aitken	3-15-07-40	9561	3-11-18-10
31.	CORROBOREE	J. White	4-08-07-40	8010	3-11-24-22
32.	DUET	P. Hopwood	4-12-29-03	7690	3-11-25-27
33.	NELL GWYN	F. Hickman	4-09-30-03	7913	3-11-28-58
34.	WATHARA II	R. Jackman	4-12-33-48	7690	3-11-29-07
35.	OPHIR	D. Jones	4-12-39-05	7690	3-11-33-10
36.	JISUMA	L. Scott	4-13-25-29	7714	3-12-24-37
37.	CICILY JUNE	P. Dixon	4-16-24-33	7641	3-12-46-03
38.	ROULETTE II	F. Anderson	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	7659	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	3-22-39-22
61.	SHI BUI	A. Wallis	4-23-55-10	7973	3-23-26-42
62.	ANITRA V	G. Barwick	5-01-29-57	7883	3-23-46-40
63.	MISTRESS	W. Pettingell	5-07-27-54	7690	4-00-28-57
64.	ENID	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

DIVISION RESULTS: Div. 1: Prospect of Whitby; Div. 2: Morning Cloud; 1-Ton: Tina of Melbourne.

RETIRED: BOOMERANG VII (P. Hill), CAMILLE (D. Ralph), JANZON 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.	KOOMOLOO	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. Keilty	5-08-10-58	7455	3-23-33-36
19.	VENINDE II	G. E. Jorgensen	5-02-43-43	7815	3-23-54-44
20.	SARLENA	C. McGarry	5-05-39-43	7709	4-00-52-22
21.	MARIA	D. A. Cooper	5-02-42-45	7844	4-01-02-16
22.	MISTRESS	W. Pettingell	5-04-18-38	7844	4-01-30-33
23.	DUET	J. Diamond	5-04-09-48	7854	4-01-31-04
24.	TAMPCO II	A. McKenzie-Smith	5-13-24-56	7312	4-01-33-12
25.	CAMELOT	M. Clarke	5-02-32-27	8024	4-02-19-35
26.	FARE-THREE-WELL	J. Easton	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.	DIGGERIDOO	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. Zalai	5-15-31-53	7651	4-07-41-42
38.	UTEIKAH IV	P. C. Fowler	5-11-35-21	8068	4-10-09-57
39.	DESTINY II	G. Chapman	5-03-24-36	8617	4-10-20-32
40.	AKALA	J. Bleakley	5-19-41-17	7689	4-11-24-22

1969

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

Gallery of Winners



1954 — Solweig



1955 — Moonbi



1956, 1962 — Solo



1957 — Anitra V



1958, 1960 — Siandra



1959 — Cherana



1961 — Rival



1963, 1964, 1965 — Freya

Race History 1970-1972

41.	BOOMERANG VII	P. Hill	5-04-07-37	.8675	4-11-40-48
42.	FRANKLIN	Royal Aust. Navy	5-15-33-53	.8060	4-13-15-54
43.	NATANI	O. Trewartha	6-04-23-35	.7428	4-14-13-34
44.	ILINA	J. Court	5-04-21-54	.8937	4-15-08-42
45.	ALCHERINGA	J. Bridgland	5-12-28-39	.8481	4-16-21-25
46.	ANACONDA	J. Grubic	5-01-37-14	.8805	4-20-46-20
47.	SOUTHERN MYTH	N. C. Howard	6-04-28-29	.8255	5-02-33-57

FASTEST TIME: BUCCANEER

DIVISION RESULTS: Div. 1: Pacha; Div. 2: Morning Mischief; 1-Ton: Matika.

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

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

WEATHER: The fleet had light to moderate north to nor'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.

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 11	A. Bond	3:15:17:22	.8662	3:03:36:36
5.	RAGAMUFFIN	S. Fischer	3:15:42:49	.8666	3:04:00:45
6.	KOOMOOLOO	J. A. W. Gilliam	3:23:13:01	.7991	3:04:05:16
7.	MINNA	D. J. Isles	3:20:48:45	.8237	3:04:26:59
8.	APOLLO	J. Rooklyn	3:08:06:00	.9564	3:04:36:27
9.	MELTEMI	B. C. Psaltis	3:20:19:11	.8392	3:05:28:29
10.	QUEEQUEG	M. R. L. Dowling	3:19:27:37	.8471	3:05:28:33
11.	POLARIS	L. H. Savage	3:22:34:27	.8246	3:05:59:09
12.	VICTORIA	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	4:00:00:31	.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 11	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 11	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.	STAFFIRE OF PERTH	N. McAllister	4:03:51:06	.8584	3:13:42:45
30.	MERCEDES III	K. Fairfor	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.	SEOUANA	M. J. Tilley	5:06:32:57	.7003	3:16:37:20
38.	SARACEN II	J. H. Morris	5:04:21:53	.7138	3:16:46:17
39.	EVOLUTION	J. Diacopoulos	5:07:09:58	.7019	3:17:15:28
40.	ZILVERGEEST II	A. J. Murray	5:04:28:15	.7270	3:18:29:24
41.	LOLITA	N. G. Cassim	5:06:20:24	.7233	3:19:22:54
42.	THUNDERBOLT	G. Needham	5:07:20:49	.7480	3:19:30:55
43.	TINA OF MELBOURNE	B. R. Scott	5:01:51:24	.7516	3:19:35:14
44.	DIAMOND CUTTER	A. J. Sweeney	5:02:11:43	.7502	3:19:40:14
45.	MARIA	D. A. Cooper	5:00:07:05	.7662	3:20:02:05
46.	BOOMAROO III	H. W. Findlay	5:04:36:44	.7399	3:20:12:02
47.	CARINA	P. Daniel	5:06:25:25	.7309	3:20:24:10
48.	WARRI	J. H. Blackley	5:00:37:50	.7673	3:20:33:35
49.	VAGO II	H. Takeda	4:14:55:29	.8356	3:20:41:19
50.	NELLIE ZANDER	J. J. Cumming	5:01:25:15	.7647	3:20:51:02
51.	DOROTHY II	E. W. Wall Smith	5:14:35:50	.7477	3:21:09:41
52.	SARLENA	C. McGarry	5:05:19:00	.7468	3:21:35:11
53.	MOONBIRD	G. J. Sempie	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.	WARRI	J. D. Lewis	5:04:25:49	.8055	4:04:13:43
67.	ALCHERINGA	J. N. Bridgland	5:04:29:23	.8166	4:05:39:30
68.	MAKARETU	N. Gosson	5:04:50:31	.8171	4:06:00:29
69.	UTIEKAH IV	Mr. & Mrs. P. C. Fowler	5:07:58:15	.8040	4:06:53:19
70.	SKYLARK	J. L. Ward	6:08:56:01	.7034	4:11:34:24
71.	HUSTLER	P. J. Bates	5:04:18:00	.7034	4:11:34:24
72.	EVEN	W. J. Gibson	5:06:17:31	.8813	4:15:18:03
73.	SYLPH VI	I. A. North	6:19:28:00	.7240	4:22:20:59
74.	NIRIMBA	Royal Aust. Navy	6:20:34:48	.7276	4:23:44:54
75.	SIROCCO	S.B. Guy	5:08:21:09	.9409	5:00:46:00

FASTEST TIME: AMERICAN EAGLE

1971

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	PATHFINDER	B. Wilson	4:00:02:04	.7835	3:03:14:34
2.	RUNAWAY	J. Lidgard	4:01:00:50	.7844	3:04:05:51
3.	WAI-ANIWA	R. H. Walker	4:01:15:07	.7844	3:04:17:03
4.	MORNING CLOUD	E. Heath	3:21:58:57	.8141	3:04:30:40
5.	TAURUS	A. G. Lee	3:21:05:48	.8266	3:04:57:13
6.	CERVANTES IV	R. C. Watson	3:23:55:11	.8077	3:05:28:26
7.	PROSPECT OF WHITBY	A. Slater	3:20:54:02	.8362	3:05:41:00
8.	KOOMOOLOO	J. Gilliam	3:23:41:21	.8150	3:05:59:11
9.	VICTORIA	L. Abrahams	4:00:00:01	.8159	3:06:19:35
10.	POLARIS	L. H. Savage	3:23:44:51	.8292	3:07:23:37
11.	RAGAMUFFIN	S. Fischer	3:17:37:54	.8861	3:07:25:21
12.	BACARDI	P. Cole	3:23:36:37	.8336	3:07:42:02
13.	STORMY PETREL	C. Curran	4:06:15:41	.7844	3:08:12:50
14.	MELTEMI	B. C. Psaltis	3:23:29:25	.8422	3:08:25:18
15.	SATANITA II	D. H. R. Wilkie	3:23:46:09	.8482	3:09:13:52
16.	PLUM CRAZY	G. Thomas & Partners	4:16:33:23	.7226	3:09:19:59
17.	PILGRIM	G. Evans	4:08:01:30	.7835	3:09:30:13
18.	HUON LASS	H. Calvert	4:08:03:00	.7841	3:09:35:08
19.	PACHA	R. Crichton-Brown	3:17:37:41	.9157	3:10:04:20
20.	MARK TWAIN	R. J. Langman	4:08:50:38	.7844	3:10:14:22
21.	WHISPERS II	G. Stagg	3:21:19:11	.8813	3:10:14:33
22.	TINA OF MELBOURNE	B. R. Scott	4:10:51:13	.7758	3:10:53:49
23.	ANACONDA	J. Grubic	3:23:50:48	.8789	3:12:14:22
24.	MORNING HUSTLER	R. H. Fidock	4:15:03:25	.7590	3:12:17:31
25.	MERCEDES III	K. Fairfor	4:09:08:27	.8077	3:12:55:19
26.	MORNING MISCHIEF	R. R. Cavill	4:16:46:27	.7590	3:13:36:43
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	3:20:53:22
58.	LOWANA II	K. Anderson & Partners	4:23:49:28	.7806	3:21:32:04
59.	SYLPH VI	J. 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	S. A. Long	5:01:57:33	.7844	3:23:39:53
63.	ONDINE	J. K. Henley	3:15:32:17	1.0931	3:23:41:15
64.	WINSTON CHURCHILL	I. G. Warner	4:12:06:46	.8851	3:23:41:25
65.	BUCCANEER	T. Clark	3:15:27:19	1.0967	3:23:54:44
66.	FRANKLIN	Royal Aust. Navy	4:23:20:03	.8060	4:00:10:59
67.	DORADO				

Race History 1972-1974

DIVISION RESULTS: Div. A: American Eagle; Div. B: Caprice of Huon; Div. C: Matika; Div. D: Sequana; 1-Ton: Mark Twain; 1/2-Ton: Unicorn.

RETIRED: ANACONDA, BACARDI, NOCTURNE, KIDNAPPER.

WEATHER: The CYCA put back the starting time to 12 noon local time to give the afternoon sea breeze time to catch up with daylight saving, and the huge fleet started in a light nor'easter. The breeze was light to moderate for the first two hours of the Race, giving the fleet a spinnaker run down the NSW coast. The leaders gybed off Jervis Bay and they reached down almost to Twofold Bay, until a fresh southerly came in. After a few tacks off Cape Howe, most of the fleet were able to sail across Bass Strait on a close fetch in the fresh sou'wester. With the wind abeam from the west and nor-west, the leaders continued to make a fast reach down the Tasmanian coast. Then, without warning, the leaders were hit by a fierce southerly change, gusting to more than 40 knots. But as they approached the Iron Pot, the leaders ran into a series of frustrating calms as the rest of the fleet battled a Force 7 gale off the east coast. However, as the front passed, almost all the fleet were to suffer the same frustrations as they sailed a 'stop-go' course up the Derwent. The Race was a long, drawn-out affair, as the smaller yachts had to battle headwinds down the east coast, round Tasman Island and then across Storm Bay, most of them also encountering the fickle winds of the Derwent.

PL	YACHT	OWNER	ELAPSED TIME	TCF	CORRECTED TIME
70	SOLENT	P.J. & R. Robinson	5-05-46-30		.6974
71	BANJO PATERSON	J. Jarrett	3-23-41-34		.9205
72	NIRIMBA	Navy	5-01-58-40		.7246
73	NUDUMSKY	L. Fallshaw	5-05-43-25		.7079
74	HUSTLER	P. Bates & B. Climo	4-05-50-36		.8742
75	OLYMPIA	C. & J. McDermid	5-02-59-00		.7331
76	ASTELOT	J.P. Walker	5-03-12-33		.7390
77	RENEGADE	D.G. Hogg	5-01-49-45		.7521
78	MILLUNA	T. Stokoe	4-23-29-25		.7706
79	SOU'WESTER	N. Holman	5-11-28-15		.7034
80	BOOMERANG VIII	A.M. Kelso	5-06-15-44		.7335
81	NIKE	C. Davies	5-03-59-50		.7489
82	DIAMOND CUTTER	A. Sweeney	5-05-45-09		.7387
83	JANZOON II	W. Cavill	5-05-11-40		.7437
84	PISCES	H. Lewis	4-19-45-51		.8230
85	TAWARRI	J. Lewis	4-22-53-15		.8025
86	MAKULU	H. Blug	5-22-42-33		.6874
87	WARANA	I. Edwards & P. Sturgess	5-12-24-32		.7661
88	KORUMBURRA	K. Boston	5-22-56-51		.7274
89	SARACEN II	J.H. Jamison	6-02-26-07		.7108
90	VALHALLA	D. Vanderbent	5-07-41-07		.8899

FASTEST TIME: Helsal

DIVISION RESULTS: Div. A: Prospect of Whitby; Div. B: Rampage; Div. C: Ceil III; Div. D: Skylark.

DISQUALIFIED: Alcheringa, Ruthean.

WEATHER: The key to success in the 1973 Sydney-Hobart Race was to keep well to the east of the rhumb line, and boats that did this had good breezes all the way. Generally, it was an easy race with running or fast reaching conditions throughout, and the only gear-busting conditions came near the finish for the smaller yachts. The race started in a light nor'easter, swinging to the northwest and increasing to 20 knots during the night, then veering to the east and southeast on the second day. Finally it backed again to the north on the third and fourth days with gusts of up to 50 knots which hit the smaller boats with some severity, although none suffered serious damage. The fast reaching conditions enabled Helsal, Apollo and Siska all to better Ondine's previous best elapsed time.

1973

PLACE	YACHT	OWNER	ELAPSED TIME	TCF	CORRECTED TIME
1	CEIL III	W. Turnbull	3-12-05-34	.7786	2-17-28-28
2	PROSPECT OF WHITBY	A. Slater	3-07-49-47	.8471	2-19-29-48
3	RAMPAGE	P. Packer	3-12-44-57	.8031	2-20-03-43
4	TAURUS	A.G. Lee	3-11-52-25	.8147	2-20-19-54
6	IMPROBABLE	D.W. Allen	3-07-09-56	.8666	2-20-36-17
7	SUPERSTAR	E.A. Graham	3-09-35-10	.8410	2-20-36-50
8	LOVE AND WAR	P. Kurts	3-08-27-31	.8547	2-20-46-05
9	RAGAMUFFIN	S. Fischer	3-07-47-16	.8674	2-21-02-54
10	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. Crichton-Brown	3-06-41-56	.8957	2-22-29-25
18	APOLLO	P. Jolly	3-02-12-06	.9541	2-22-47-44
19	SKYLARK	J.L. Ward	4-05-17-01	.7034	2-23-14-34
20	PAPILLON	J. Wrightson	3-17-01-24	.8025	2-23-26-28
21	TEQUILA	D'Arcy Whiting	3-11-09-02	.8613	2-23-37-03
22	SISKA II	Rolly Tasker	3-03-38-14	.9614	3-00-43-03
23	QUICKSILVER	B. Wilson	3-19-01-53	.7990	3-00-44-03
24	ONYA OF GOSFORD	P. Rysdyk	3-19-23-46	.7972	3-00-51-39
25	PILGRIM	G. Evans	3-21-34-57	.7786	3-00-51-47
26	MORNING HUSTLER	R. Fidock	4-04-14-30	.7305	3-01-13-35
27	VARIAG	M. Henion	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	2-20-27-58
34	LOWANA II	K.R. & P. Anderson	3-23-46-55	.7775	3-02-28-13
35	LADY JANE	L.W. Grant	4-01-05-58	.7763	3-03-22-42
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	AQUILA	J. Park	4-13-23-27	.7318	3-08-03-07
51	KINGURRA	G.A. Warner	3-23-44-09	.8410	3-08-30-50
52	DUET	J.P. Diamond	4-11-22-47	.7538	3-08-56-33
53	HELLFIRE	K.L. Turner	4-14-04-19	.7357	3-09-10-40
54	AQUARIUS	R.E. Francis	4-09-20-33	.7752	3-09-39-41
55	ZILVERGEEST II	A. Murray	4-17-23-05	.7249	3-10-11-33
56	FRANKLIN	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	ASSEGAAL	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
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

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	5-04-58-95	.7353	3-19-53-98
15	APOLLO	W. Rooklyn	4-00-52-80	.9521	3-20-14-37
16	BALLYHOO	J. Rooklyn	3-16-52-35	1.0426	3-20-39-51
17	APPALOOSA	R. T. Spence	5-07-33-57	.7265	3-20-40-32
18	BACARDI	R. J. Gould/W. H. Rockliff	4-18-37-55	.8095	3-20-47-38
19	NIKE	C. E. Davies	5-04-52-32	.7431	3-20-47-54
20	GUMBLOSSOM	P. N. Joubert	5-12-59-90	.6990	3-20-57-95
21	ZILVERGEEST III	A. J. Murray	5-08-05-63	.7263	3-21-02-07
22	MATIKA II	A. Pearson	5-04-55-12	.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	LULLIPOP	P. W. Kline/I. T. Miller	5-15-30-18	.7016	3-23-04-13
33	PANDORA	H. James	5-01-01-48	.7866	3-23-11-88
34	WILD GOOSE	I. D. Russell	5-05-55-73	.7638	4-00-11-07
35	PINTADO	E. H. Wilson	5-13-31-20	.7224	4-00-27-29
36	BRUMBY	P. J. & R. S. Robinson	5-15-30-18	.7127	4-00-43-21
37	ANTAGONIST	R. F. Hickman	5-02-36-95	.7898	4-00-50-52
38	BUSHWACKER	F. Spencer	5-04-56-00	.7774	4-01-07-39
39	ONYA OF GOSFORD	P. Rysdyk	5-16-50-42	.7101	4-01-10-21
40	WILLI WILLI	J. Hawley	4-18-05-30	.8529	4-01-18-36
41	PEGASUS	G. R. W. Snow	5-06-43-82	.7688	4-01-25-82
42	RUFFIAN	J. Kinsella	5-01-03-83	.8085	4-01-52-81
43	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
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. Rochfort	5-22-23-12	.7101	4-05-06-47

Race History 1974-1976

51	CORDON BLEU	J. Violet	5-10-51.82	.7742	4-05-18.87
52	SARACEN II	J. H. Jamison	4-00-19.85	.7096	4-06-25.03
53	HELSAL	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

DIVISION RESULTS: Div. A: Love and War; Div. B: Vittoria; Div. C: Poitrel JJ;
Div. D: Granny Smith.

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

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

1975

PLACE	YACHT	OWNER	ELAPSED TIME	T.C.F.	CORRECTED TIME
1	RAMPAGE	P. Packer	3-04-43.03	.7988	2-13-16-56
2	FAIR DINKUM	J. Robson-Scott	3-10-35.23	.7442	2-13-27.47
3	SUPERSTAR	K. Farlor	3-03-13.00	.8228	2-13-53.18
4	PIED PIPER	B. F. Geissler	3-07-38.58	.7774	2-13-55.10
5	PROSPECT OF PONSONBY	N. R. Angus	3-07-59.06	.7752	2-14-00.16
6	BRER FOX	Marshall Bros.	3-07-41.40	.7784	2-14-02.03
7	NORYEMA	R. Amey	3-00-52.39	.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	MELTIE	B. C. Psaltis	3-05-33.18	.8220	2-15-46.06
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. Culbert	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	.7805	2-16-18.35
30	TEMPO	C. Johnson & N. Vitali	3-10-45.00	.7774	2-16-19.47
31	DIAMOND CUTTER	A. Sweeney	3-11-39.30	.7720	2-16-34.30
32	HUSTLER	B. Climo & P. Bates	3-03-00.33	.8629	2-17-02.31
33	BEDOIN	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. Stagg	3-08-28.06	.8124	2-17-22.21
41	THUNDERBOLT	L. P. Harding	3-19-01.27	.7182	2-17-22.25
42	PINTADO	E. H. Wilson	3-19-07.13	.7183	2-17-27.06
43	WINDOW 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. Rockcliffe	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	TUPPENEE	T. Barringer	3-18-41.01	.7430	2-19-22.41
66	GIDGEE	D. Inggall	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	3-10-25.04	.8324	2-20-36.17
74	LLOLLOPOP	I. Miller & 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	.6997	2-21-38.16
80	SIR HENRY MERKIN	T. S. Martin	3-04-35.33	.9095	2-21-39.39
81	MİYAKADORI 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	GRETTEL	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

DIVISION RESULTS: Div. A: Corinthian; Div. B: Rampage; Div. C: Pied Piper;
Div. D: Fair Dinkum.

Retired: Matika II, Savant, Zilvergeest III.

WEATHER: The fleet started on the last day of a SE pattern with winds ranging from 10-20 knots. A good clip was maintained in reaching conditions. On the first night the breeze swung NE, moving to NNE at 15-20 knots on the 27th. This remained until the evening of the 28th, when for a few hours it shifted to WNW 15-25 knots. On the 29th it was N 20-30 knots, which held through the 30th when the tail-enders experienced moderate SE conditions. Thus, conditions were virtually ideal for a fast run. No less than nine yachts lifted their skirts and beat Helsal's previous record.

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. Rockcliffe	4-06-10.44	.7966	3-09-23.45
6	NATTELLE TWO	N. S. Girard	4-03-28.25	.8190	3-09-28.08
7	PATRICE III	R. J. Kirby	3-23-45.16	.8537	3-09-44.44
8	DYNAMITE	P. Smith	4-05-18.03	.8114	3-10-11.44
9	APOLLO II	R. I. Thurston	4-01-15.25	.8468	3-10-21.26
10	RUFFIAN	J. Kinsella	4-07-06.32	.8021	3-10-42.13
11	CHAUVINIST	J. Wareham	4-23-12.07	.6975	3-11-08.36
12	QUEEQUEG	P. Beiliding	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	WAINUN IV	R. A. Lee	4-09-44.10	.8074	3-13-22.17
26	INVINCIBLE	R. H. Cawse	4-13-51.49	.7774	3-13-24.29
27	MERCEDES III	A. T. Clutton	4-14-02.25	.7763	3-13-25.27
28	KESTREL	R. H. Fidock	4-14-12.40	.7752	3-13-26.08
29	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'nrs	4-20-59.54	.7442	3-15-04.13
35	BRUMBY	R. & R. Robinson	5-02-58.52	.7088	3-15-10.08
36	VITTORIA	L. J. Abrahams	4-12-32.57	.8064	3-15-32.03
37	SARACEN II	J. H. 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	B. K. Jaggam	5-08-18.42	.6962	3-17-19.50
46	MERCEDES IV	M. E. Braham	4-13-33.57	.8236	3-18-14.18
47	SUNDANCE	D. Smith	5-10-57.29	.6987	3-19-30.01
48	BANJO PATTERSON	J. Jarrett	4-05-42.25	.9064	3-20-11.14

Gallery of Winners



1966 – Cadence



1967 – Rainbow



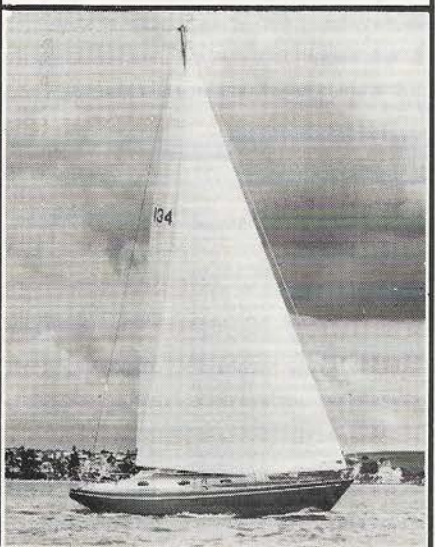
1968 – Koomooloo



1969 – Morning Cloud



1970 – Pacha



1971 – Pathfinder



1972 – American Eagle



1973 – Ceil III

Race History 1976-1978

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	4-02-28.18
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	4-06-39.05
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
	NIJUMI	R. B. Grenda	5-09-25.49	.7171	3-20-48.52

FASTEST TIME: Ballyhoo

DIVISION RESULTS: Div. A: Ragamuffin; Div. B: Piccolo; Div. C: Ghost; Div. D: Chauvini
2-Ton: Natelle Two; 1-Ton: Rockie; 1/2-Ton: Ghost; 1/4-Ton: Chauvini

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

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

57	LOTS WIFE	R.S. Montgomery	6-08-45.15	.6933	4-09-54.16
58	LEDA	N. Gosson	4-20-59.00	.9121	4-10-42.02
59	MANU KAT	J.W.B. Barry	5-20-08.32	.7628	4-10-54.02
60	ROGUE	V. D'Emilio	5-20-24.15	.7681	4-11-50.40
61	ANNA DRIE	H.J. Kropp	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	4-04-15.65
69	NIRIMBA	Royal Aust. Navy	7-23-05.09	.7186	5-17-18.51
70	*QUEEQUEG	G.R. Young	5-01-19.04	.8375	4-05-27.51

FASTEST TIME: Kialoa

DIVISION RESULTS: Div. A: Kialoa; Div. B: Brer Fox; Div. C: Zilvergeest III; Div. D: Lolli

Disqualified: Cordon Bleu, Vanessa.

Retired: Apalie, Aphrodite, Aries, Assegai, Avalon, Aztec, B-One-Nine-Five, Bellman, Betula, Binda, Casablanca, Chauvinist, Dorado, FairDinkum, Farr Fetched, Geronimo, Gidgee, Gumblossom, Hecate, Helsal, Hercules, Hi-Jaque, Imogene, Jisuma, Lowana II, Margaret Rintoul II, Matika II, Mekim Save, Mercedes V, Meriki, Moonbird, Mulloka, Mystic Seven, Ndumsky, Nire Lowa, Pandora Two, Penando, Phantom, Quest, Rhythm, Rum Runner, Ruthless, Silver Shamrock III, Smir-Not-Agen, Southern Comfort II, Spanker, Sunburst, Superstar, Swuzzlebubble, Taurus, The Hum, The Sting, Thunderbolt, Wainunu V, White pointer, Willi Willi, Wimaway, Winston Churchill, Xaviera.

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

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

1977

PLACE	YACHT	OWNER/CHARTERER	ELAPSED TIME	T.C.F.	CORRECTED TIME
1	KIALOA	J.B. Kilroy	3-10-14.09	1.0454	3-13-58.10
2	RAGAMUFFIN	S. Fischer	4-06-29.42	.8596	3-16-06.17
3	WINDWARD PASSAGE	F. Johnson	3-12-39.00	1.0435	3-16-19.56
4	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. Stagg	5-02-13.19	.8027	4-02-06.27
30	DANCING MOUSE	C. McGarry	5-13-19.37	.7353	4-02-07.09
31	BACARDI	J. Gould	5-03-55.21	.7933	4-02-18.28
32	GOLDEN EAGLE	J.W. Granger	5-06-28.35	.7774	4-02-19.22
33	KESTRAL	R.H. Fidock	5-07-03.27	.7752	4-02-29.42
34	CONCUBINE	J. Mc. Taylor	5-12-31.30	.7442	4-02-37.30
35	MERINDA	A.G. Taylor	5-21-47.23	.6962	4-02-42.50
36	MERCEDES III	A.T. Clutton	5-07-57.27	.7730	4-02-54.40
37	MARTINE	P.K. Gourlay	5-23-49.55	.6877	4-02-54.47
38	FARR OUT	E. Vidor	5-07-30.51	.7763	4-02-59.21
39	KNOCKOUT	Sir Max Aitken	5-01-19.04	.8181	4-03-15.00
40	BRUMBY	P. & R. Robinson	5-22-48.43	.6990	4-03-49.31
41	PANDORA II	M.W.D. Phillips	5-02-19.01	.8179	4-04-02.35
42	VIARI	M. Herion	5-16-24.18	.7380	4-04-04.01
43	BILLAGONG	P.N. Joubert	5-14-55.21	.7465	4-04-43.10
44	BLUE MOON	W. Anderson	5-12-32.47	.7628	4-05-06.23
45	BRAVURA	I. Loube	4-19-20.03	.8768	4-05-07.30
46	*PATRICIE III	R.J. Kirby	4-16-22.29	.8554	4-00-07.31
47	MULBERRY	M. Lovett	6-04-53.02	.6987	4-05-40.22
48	STREAKER	R. H. Cawse	5-12-23.45	.7681	4-05-41.36
49	WAINUNU IV	J. Garner & D. Strong	5-07-00.13	.8041	4-06-07.25
50	POLARIS	L.H. Savage	5-06-27.55	.8086	4-06-15.35
51	MIKO	D. Burflitt	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

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	3-21-39.38
9	SINNMERMAN	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	.7587	3-23-46.37
14	VITTORIA	L.J. Abrahams	5-01-23.22	.7910	4-00-01.02
15	ANTAGONIST	R.F. Hickman	5-05-45.00	.7638	4-00-02.87
16	CORDON BLEU	K. Dorrell	5-09-15.00	.7449	4-00-16.68
17	VANGUARD	R.H. Cawse	5-01-26.67	.7928	4-00-16.87
18	WESTERN MORNING	D.W. Blainey & P.R. Stockfeld	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	PRIORITY	D.J. Pryor	5-05-44.00	.7795	4-02-00.53
25	RAMPAGE	E.N. Fuller	5-05-44.00	.7838	4-02-32.98
26	RELENTLESS	P. Hankin	5-05-26.00	.7887	4-02-55.75
27	ZILVERGEEST III	A.J. Murray	5-18-14.00	.7163	4-03-00.98
28	CHAOS	R.T. Spence	5-06-07.00	.7863	4-03-09.92
29	ROGUE	R.M. White	5-10-34.00	.7649	4-03-52.22
30	ROCKIE	P.S. Kingstone	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. Except	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	MIRRABOOKA	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. Jones	5-05-47.00	.8181	4-06-54.20
46	MANU KAT	J.W.B. Barry	5-15-28.00	.7597	4-06-54.83
47	SATIN SHEETS	A.A. Srechan	5-04-47.00	.8255	4-07-00.52
48	RUNAWAY	K.E. Millin	5-10-28.00	.7905	4-07-08.03
49	RICOCET 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	4-09-03.27
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

Race History 1978-1979

61	HORNET	D. Flecker & A. Irburgh	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. Rundle	5:05-04:00	8630	4-11-55.95
69	SILVER CLOUD	A.G. McComb	6:01-31:92	7442	4-12-18.28
70	CALLALA	A.J. & R.K. Birtles	5:22-35:12	7634	4-12-50.97
71	MYSTIC SEVEN	N.G. Chidgey	6:01-37:30	7493	4-13-06.85
72	COBWEB	W.M. Griffiths	6:02-02:87	7515	4-13-45.28
73	LOWANA II	D. Millikan	6:01-32:60	7546	4-13-49.82
74	BLUE MOON	W. Anderson	6:00-58:50	7576	4-13-49.98
75	UTIEKAH IV	G. Hennicke	5:22-42:30	7730	4-14-18.65
76	MORNING MATILDA	R.P. McIntyre	6:09-11:40	7208	4-14-25.15
77	HUMBURG	R.L. Bugg	6:12-30:57	7075	4-14-43.82
78	TOLTEN	D.A. Job	6:01-33:37	7619	4-14-53.95
79	GENGHIS KHAN	R. Huntley	5:07-20:00	8711	4-14-55.20
80	FREANDA	J.A. Carr	5:06-46:00	8834	4-15-59.13
81	WILLI WILLI	J. Goddard	5:05-58:00	8914	4-16-17.20
82	ODIN	W.L. Gilbert	6:01-44:15	7728	4-16-37.47
83	SUNDANCE	P.W. Daniel	6:22-35:07	6956	4-19-52.57
84	GRETLE	B. Lewis	5:04-45:00	9395	4-21-12.15
85	TOUCHWOOD	D.P. & V.A. Brooker	6:00-29:57	8171	4-22-03.90
86	KLINGER	T.N. Cassidy	8:04-48:70	7211	5-21-55.25
98*	RIMFIRE	E.W. Wall-Smith	5:07-56:00	8372	4-11-06.33

FASTEST TIME: Apollo

DIVISION RESULTS: Div. A: Love and War; Div. B: Deception; Div. C: Streaker; Div. D: Peacock.

*Penalised 50% after protest.

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

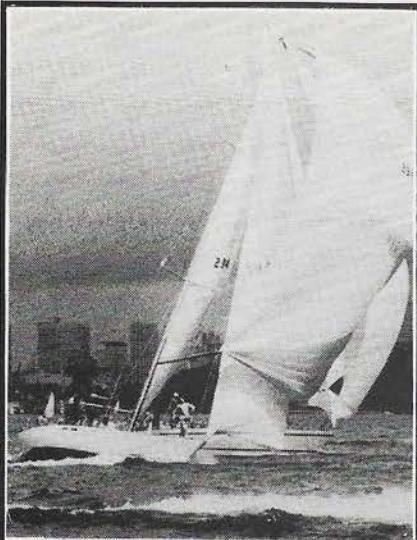
WEATHER. The race started in 12-15 knots NE with rain. The wind gradually freshened the first afternoon to 30 knots to give the yachts a fast passage past Jervis Bay. The hard running conditions were taking toll of spinnakers and gear, and two boats broke booms and retired. A light sou'westerly change passed over the fleet at 2400 hrs and turned SE 10-15 knots later in the day leaving the yachts close hauled towards Gabo Island. During the second day a leading group of seven yachts picked up a light westerly while the remainder of the fleet lay becalmed north of Gabo Island. Overnight the seven put more than 80 miles on the rest of the fleet. The light westerly (5-10 knots) then took the bulk of the fleet across Bass Strait with many calm patches. The leaders continued to extend their lead. A southerly change passed briefly through on the third night lasting only six hours. A freshening nor'easter of 15 knots took the yachts down the Tasmanian coast. It died during the night. In Storm Bay most yachts found light and variable conditions with the river producing fitful breezes. Once the leaders finished the remainder experienced frustrating calms down the Tasmanian coast and in Storm Bay.

1979

Place	Yacht	Owner/Charterer	Elapsed Time	TCF	Corrected Time
1	SCREW LOOSE	R.J. Cumming	4-12-54.63	6934	3-03-31.10
2	WHEEL BARROW	I.C. Tringham	4-12-59.22	6934	3-03-34.28
3	APALIE	"Apalie" Syndicate	4-13-05.85	6931	3-03-36.92
4	SHENANDOAH	J.R. Charody	4-13-33.53	6902	3-03-37.05
5	QUINTAL	H.C. Knoop	4-13-19.83	6962	3-04-06.95
6	NIRE LOWA	A.T. Floyd	4-14-45.38	6902	3-04-26.63
7	MERINDA	A.G. Taylor	4-15-13.03	6918	3-04-56.40
8	CHAUVINIST	P. Winkler	4-15-47.65	6902	3-05-09.62
9	ZILVERGEEST III	A.J. Murray	4-12-17.57	7133	3-05-14.70
10	MORNING HUSTLER	J.H. Cowell	4-12-51.00	7133	3-05-38.55
11	THUNDERBOLT	L.P. Harding	4-13-06.30	7137	3-05-52.08
12	QUETZAL	P. North	4-13-05.85	7139	3-05-53.07
13	CHEERY CHEER	P. Attrill	4-17-37.63	6863	3-05-58.93
14	LULLIPOP	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. Stubbings	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. Chidgey	4-12-51.70	7462	3-09-13.95
45	VIVACIOUS	J.A. Brown	4-22-09.13	6877	3-09-15.18
46	MIKO	D. Burfitt	4-21-39.57	6915	3-09-21.68
47	CAV	S. Parnell	4-16-39.32	7225	3-09-23.60
48	JEDAKA	H. Kuhn	4-13-44.70	7420	3-09-25.83
49	SHOGUN	B. Sutton	4-03-26.42	8190	3-09-26.48
50	SWEET CAROLINE	M.W.D. Phillips	4-03-00.48	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. Escoff	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	PRIORITY	J. Pryor	4-10-23.95	7763	3-10-35.85
62	MARIONETTE	C.A.F. Dunning	4-00-32.62	8580	3-10-50.05
63	WHITE POINTER	K. Le Compton	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. Leitich	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. Janes	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	YEOMAN XXI	R.A. Aisher	4-01-46.23	8580	3-11-53.22
86	FURIABO	Y. Sasamoto & T. Tomioka	4-05-13.15	8291	3-11-55.23
87	BACARDI	J. Gould	4-03-45.08	8425	3-12-02.42
88	SUNBURST	R.K. Young	4-06-05.93	8246	3-12-11.43
89	STAR WARS	B.R. Button	4-11-22.80	7844	3-12-13.72
90	MARDI GRAS	Farmyard Syndicate	4-11-22.87	7860	3-12-14.08
91	FARRAWA	B.G. Campbell	4-05-08.88	8346	3-12-25.08
92	CHICK CHACK	M.L. Dykes	4-12-50.10	7781	3-12-41.07
93	SALACIA II	A.W. Byrne	4-03-15.28	8536	3-12-43.42
94	CHALLENGE	L.J. Abrahams	4-04-24.52	8443	3-12-46.48
95	INVINCIBLE	D. Bienenfelt	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. Secombe	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	NATELLE II	A.G. Lee	4-10-22.10	8114	3-14-18.43
111	MELTEMI	Canberra Yacht Club Syndicate	4-11-27.22	8087	3-14-53.85
112	MANU KAI	J.W.B. Barry	4-18-53.13	7566	3-14-55.33
113	HELSAL 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	MIRRABOOKA	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	ROGIS 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	GALLOIS 3	P. Fauche	4-00-48.87	9594	3-20-53.02
137	GRETLE	B. Lewis	4-03-01.75	9395	3-21-02.27
138	CONGEL	B.D. Koepfel	4-11-27.57	8870	3-23-18.98
139	ANAONDA 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	9	

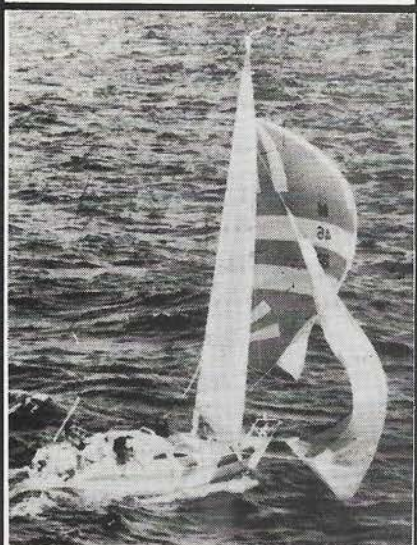
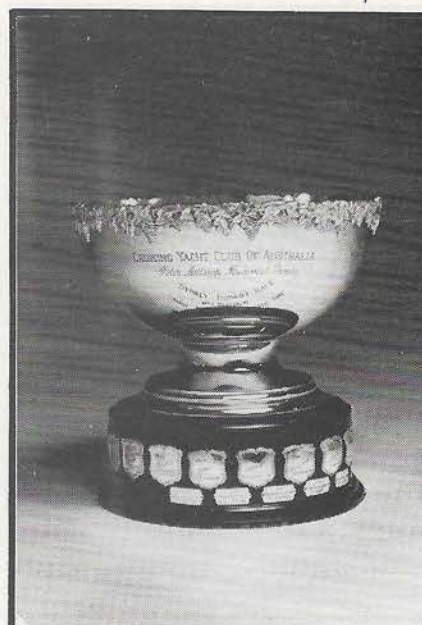
Gallery of Winners



1974, 1978 — Love & War



1975 — Rampage



1976 — Piccolo



1977 — Kialoa



1979 — Screw Loose



1980 — New Zealand



1981 — Zeus II



Race History 1980-1981

1980

PL	YACHT	ELAPSED TIME	TCF	CORRECTED TIME
1	NEW ZEALAND	2:18-45.68	1.0369	2:21-13.48
2	GRETEL	3:02-03.92	.9380	2:21-28.38
3	CHALLENGE	3:10-31.35	.8434	2:21-35.97
4	EVELYN	3:01-12.00	.9619	2:22-24.65
5	NEFERTITI	3:05-09.32	.9294	2:23-42.48
6	HELSAL II	2:20-34.53	1.0603	3:00-42.63
7	MARGARET RINTOUL II	3:15-18.77	.8333	3:00-45.45
8	POLICE CAR	3:16-58.78	.8199	3:00-57.27
9	ONCE BY WINCH	3:15-20.42	.8399	3:01-21.42
10	RAGAMUFFIN	3:15-21.05	.8486	3:02-07.55
11	APOLLO II	3:16-36.47	.8401	3:02-26.35
12	ANACONDA II	3:00-38.55	1.0290	3:02-44.93
13	PATRICE III	3:17-38.80	.8350	3:02-51.28
14	PACHA	3:13-54.78	.8733	3:03-01.67
15	ONCE MORE DEAR FRIENDS	3:20-55.42	.8105	3:03-18.87
16	MATIKA II	4:08-14.88	.7254	3:03-37.28
17	MARY MUFFIN	3:17-08.60	.8501	3:03-46.83
18	ADRENALIN	3:23-34.93	.8827	3:04-43.42
19	WHEELBARROW	4:15-13.60	.6898	3:04-43.43
20	BIG SCHOTT	3:23-41.42	.8822	3:04-45.75
21	PHOENIX	4:03-23.33	.7774	3:05-15.88
22	PICCOLO	4:03-09.48	.7793	3:05-16.42
23	SCREW LOOSE	4:15-14.72	.6949	3:05-18.25
24	MERCEDES IV	3:23-42.73	.8086	3:05-23.57
25	DIAMOND CUTTER	4:03-50.60	.7763	3:05-30.50
26	HERCULES	4:06-07.57	.7597	3:05-35.10
27	PRYORITY	4:05-50.40	.7659	3:05-59.95
28	ZEUS II	4:17-17.93	.6886	3:06-01.05
29	IMPETUOUS	3:23-35.58	.8162	3:06-01.37
30	KESTREL	4:06-31.10	.7628	3:06-12.05
31	SAGACIOUS	3:23-43.68	.8181	3:06-18.90
32	NATELE II	4:01-22.33	.8045	3:06-20.15
33	BILLABONG	4:11-33.78	.7300	3:06-31.25
34	STAR WARS	4:05-13.87	.7834	3:07-18.27
35	HOT PROSPECT	4:06-22.28	.7763	3:07-28.25
36	GHOST TOO	4:13-46.57	.7277	3:07-53.03
37	MERCEDES V	4:03-20.33	.8073	3:08-11.77
38	WHITE POINTER	4:08-48.02	.7659	3:08-15.98
39	BREADFRUIT	4:14-45.23	.7284	3:08-40.38
40	MELTEMI	4:04-48.57	.8010	3:08-44.90
41	BACARDI	3:23-44.15	.8451	3:08-54.37
42	LOWANA II	4:12-40.62	.7462	3:09-05.68
43	VIVACIOUS	4:03-05.33	.8199	3:09-14.57
44	WIMAWAY	4:15-13.47	.7331	3:09-32.32
45	LOLLIPOP	4:23-09.65	.6846	3:09-34.65
46	REVENGE	4:15-40.47	.7312	3:09-39.37
47	ONYA OF GOSFORD	4:07-58.53	.7873	3:09-51.58
48	HOTSHOT	4:22-23.32	.6924	3:09-58.33
49	BATTLESTAR	4:01-25.12	.8443	3:10-15.02
50	BRUMBY	4:23-26.07	.6898	3:10-23.15
51	BALANDRA	4:08-48.00	.7931	3:11-07.00
52	NOELLEN III	4:11-20.62	.7763	3:11-19.85
53	RUTHLESS	4:13-49.70	.7597	3:11-26.18
54	LEGEND	5:01-32.15	.6873	3:11-31.88
55	CATHY LEE	5:00-43.92	.6926	3:11-37.13
56	NAND III	4:01-45.87	.8563	3:11-42.93
57	THUNDERBOLT	4:22-01.27	.7094	3:11-43.45
58	BORSALINO	4:04-45.20	.8310	3:11-42.55
59	CHLOE	5:00-08.03	.6987	3:11-56.25
60	PINTADO	4:22-27.12	.7111	3:12-13.87
61	THE NEWCASTLE FLYER	3:16-58.50	.9470	3:12-16.50
62	MARIA	4:17-27.27	.7431	3:12-18.47
63	PIMPERNEL	4:22-11.12	.7145	3:12-26.60
64	ROGIS TOO	4:05-30.80	.8333	3:12-35.45
65	MYSTIC SEVEN	4:17-50.70	.7444	3:12-44.77
66	THYLACINE	4:21-50.68	.7195	3:12-47.35
67	DANCING LADY	4:04-47.00	.8443	3:13-05.47
68	MORANDOO	4:23-25.43	.7145	3:13-19.70
69	QUO VADIS II	4:04-19.77	.8520	3:13-28.83
70	GIANT	4:21-04.15	.7312	3:13-36.05
71	PIPE DREAM	4:05-40.42	.8434	3:13-45.08
72	AMON-RE	4:20-57.68	.7346	3:13-55.18
73	WAGGERS II	4:05-28.97	.8477	3:14-01.62
74	RAGER I	4:14-03.07	.7825	3:14-06.88
75	PLABA IV	5:03-33.37	.7000	3:14-29.35
76	PAWPAW	4:21-59.98	.7341	3:14-37.40
77	SECOND LADY	4:22-23.90	.7353	3:15-03.48
78	WILLI WILLI	4:01-30.12	.8936	3:15-07.65
79	MARIA VAN DIEMEN	5:03-49.35	.7046	3:15-14.72
80	GAMBIT	4:19-33.18	.7553	3:15-16.63
81	GENGHIS KAHN	4:04-34.07	.8703	3:15-31.43
82	MINAMI	4:23-31.28	.7335	3:15-40.13
83	ANACONDA	4:08-36.80	.8401	3:15-53.13
84	HUON QUEST	4:08-37.22	.8417	3:16-03.52
85	WOFTAM IV	4:19-52.98	.7670	3:16-52.93
86	CALLALA	4:23-26.08	.7466	3:17-10.18
87	LONGNOSE	4:03-13.97	.9308	3:20-21.95
88	GIDGEE	4:15-13.92	.8375	3:21-09.40
89	ANITRA MAY	4:04-19.53	.9410	3:22-24.37
90	QUEST	5:02-35.67	.7864	4:00-24.48
91	DESTINY	4:23-30.40	.8228	4:02-19.80
92	BIG 'A'	4:21-16.07	.8408	4:02-35.92
93	BON TEMPS	6:00-29.00	.7510	4:12-30.42

FASTEST TIME: NEW ZEALAND

DIVISION RESULTS: Div. A: New Zealand; Div. B: Police Car; Div. C: Matika II; Div. D: Wheelbarrow

RETIRED: GUN, MIRRABOOKA, NOELANI, PUSS 'N BOOTS, RIMFIRE, SALAMANDER II, SWEET CAROLINE, SHENANDOAH, TUCANA

WEATHER: The start was in light easterlies which remained throughout the first afternoon. The influence of spectator craft outside Sydney Heads was the worst for years. Easterlies stayed light all the first night but slowly freshened the second day to 15-18 knots to give a fast reach down the NSW coast in overcast conditions. The wind slowly backed to the NE and freshened to 25 knots during the second night to give a fast slide across Bass Strait. Down the Tasmanian coast on the third day the wind stayed northeast at 20 knots and a new record appeared imminent for the leaders. The wind (and hopes for a record) faded on the third night with light and variable winds with heavy rain. On the morning of the fourth day the wind slowly freshened from the south to 20-30 knots which pushed the leaders home. The breeze slowly faded and left the smaller boats in light and variable conditions down the Tasmanian coast and across Storm Bay and in the Derwent

1981 Results

PL	YACHT	ELAPSED TIME	TCF	CORRECTED TIME
1	ZEUS II	5-13-48-41	.6833	3-19-25-59
2	SOLANDRA	5-13-48-46	.6913	3-20-30-17
3	SCALLYWAG SS	5-19-13-53	.6766	3-22-12-14
4	MORNING MISS	5-14-54-38	.7016	3-22-39-11
5	BEACH INSPECTOR	5-11-57-48	.7202	3-23-02-23
6	SHENANDOAH	5-19-06-49	.6833	3-23-03-17
7	HOTSHOT	5-17-41-41	.6926	3-23-22-02
8	SALTPETA	5-18-54-56	.6873	3-23-28-35
9	MERINDA	5-17-42-48	.6939	3-23-33-33
10	SZECHWAN	5-00-27-29	.7938	3-23-37-10
11	WHEELBARROW	5-18-57-31	.6900	3-23-52-53
12	AQUILA	5-13-46-55	.7177	4-00-00-53
13	MULLOKA	5-14-36-54	.7152	4-00-16-35
14	SUGGLER	5-04-07-58	.7763	4-00-21-51
15	CHERRY CHEER	5-19-10-03	.6926	4-00-23-14
16	BILLABONG	5-12-19-07	.7295	4-00-31-35
17	THYLACINE	5-13-50-05	.7225	4-00-41-44
18	CHELINDA	5-13-31-52	.7260	4-00-56-36
19	THUNDERBOLT	5-17-59-13	.7028	4-00-58-38
20	QUINTAL	5-19-07-15	.6978	4-01-04-42
21	FLIGHT	5-13-41-51	.7272	4-01-13-29
22	ONCE MORE DEAR FRIENDS	5-00-41-46	.8066	4-01-21-12
23	BIMBLEGUMBIE	5-04-07-51	.7846	4-01-23-34
24	MAID ROSALINDE	5-17-30-38	.7091	4-01-30-31
25	PILGRIM	5-10-55-49	.7455	4-01-36-30
26	MORNING HUSTLER	5-17-58-19	.7079	4-01-40-13
27	BLUE MOVES	5-13-42-14	.7307	4-01-41-50
28	REVENGE	5-13-56-58	.7295	4-01-42-58
29	BREADFRUIT	5-14-10-23	.7284	4-01-43-53
30	HORNET	5-14-47-27	.7260	4-01-51-29
31	HITCHHIKER	5-00-00-33	.8162	4-01-57-05
32	SGIAN DUBH	5-19-18-50	.7041	4-02-05-27
33	VENGEANCE	3-22-30-00	1.0422	4-02-29-16
34	DECEPTION	5-07-18-31	.7742	4-02-33-44
35	IMPETUOUS	5-02-24-16	.8055	4-02-35-48
36	THE LIQUIDATOR	5-17-40-30	.7165	4-02-38-38
37	IMPECCABLE	5-12-33-05	.7442	4-02-38-41
38	PHOENIX	5-07-06-27	.7763	4-02-40-24
39	KATE KELLY	5-12-19-31	.7466	4-02-47-38
40	PIMPERNEL	5-17-55-24	.7165	4-02-49-19
41	TUCANA	5-20-07-55	.7054	4-02-50-56
42	RELENTLESS	5-07-13-33	.7774	4-02-54-19
43	MORNING TIDE	5-19-00-04	.7116	4-02-54-47
44	WEE WILLIE WINKIE	5-02-47-42	.8507	4-02-56-09
45	SEALATER	5-02-12-54	.8105	4-03-03-18
46	MAYHEM	5-03-04-04	.8507	4-03-09-20
47	NIKE	5-16-49-18	.7248	4-03-10-06
48	SCORPIO II	5-17-50-38	.7201	4-03-15-40
49	ORANI	5-13-49-32	.7421	4-03-18-43
50	BLACK MAGIC	5-02-53-39	.8105	4-03-36-20
51	INFRA RED	5-09-43-21	.7691	4-03-46-10
52	GHOST TOO	5-16-50-08	.5295	4-03-49-17
53	THE ROPERUNNER	5-04-13-35	.8037	4-03-50-26
54	MOONLIGHTER	5-14-03-14	.7454	4-03-55-25
55	APOLLO V	5-00-39-26	.8301	4-04-09-27
56	MYSTIC SEVEN	5-14-46-54	.7443	4-04-19-04
57	WRINKLES	5-18-07-21	.7272	4-04-26-33
58	YEOMAN XXIII	4-23-57-56	.8381	4-04-32-35
59	ENVY	5-04-13-51	.8101	4-04-38-21
60	CHOWRINGHEE	5-16-10-37	.7398	4-04-44-37
61	MARGARET RINTOUL III	4-16-11-44	.8984	4-04-47-47
62	DRAGONFYRE	5-16-58-05	.7364	4-04-51-47
63	BINDA	5-16-46-43	.7376	4-04-53-16
64	SALAMANDER II	5-09-50-42	.7773	4-04-55-42
65	SEQUET	5-17-31-45	.7341	4-04-57-36
66	SWEET CAROLINE	5-02-59-33	.8209	4-04-57-52
67	APHRODITE	5-13-59-20	.7542	4-05-03-15
68	FARR-FETCHED	5-10-49-23	.7732	4-05-09-08
69	VANESSA III	5-13-06-07	.7617	4-05-23-01
70	SAGACIOUS	5-02-27-25	.8282	4-05-25-07
71	PICCOLO	5-10-03-20	.7803	4-05-28-56
72	JOSEPHINE	5-17-29-21	.7398	4-05-42-52
73	JISUMA	5-18-31-40	.7353	4-05-51-34
74	CARRY ON	5-13-50-15	.7617	4-05-56-38
75	INVINCIBLE	5-10-59-28	.7783	4-05-57-01
76	CHALLENGE	5-01-21-53	.8408	4-06-02-36
77	RAGAMUFFIN	5-02-57-52	.8310	4-06-11-00
78	TAURUS II	5-02-15-28	.8372	4-06-21-15

1981 Results (continued)

PL	YACHT		ELAPSED TIME	TCF	CORRECTED TIME
79	MORNING AFTER	C. McMillan	5-12-55-08	.7701	4-06-21-39
80	DAMEL	D.W. Currie	5-11-59-57	.7763	4-06-28-15
81	RENEGADE	R.E. Francis	5-06-39-37	.8095	4-06-31-53
82	MELTEMI	CYCOD Syndicate	5-08-53-30	.7960	4-06-35-51
83	BIG SCHOTT	A. Pearson	5-07-43-45	.8036	4-06-38-35
84	GOLDEN PROSPECTS	J.W. Granger	5-06-45-37	.8105	4-06-44-21
85	HOT PROSPECT II	R.J. Robertson	5-12-52-48	.7732	4-06-44-34
86	SEAWIND	W.J. & B.E. Clay	5-13-58-29	.7680	4-06-53-33
87	PATRICE III	R.J. Kirby	5-03-09-49	.8359	4-06-57-08
88	INCH BY WINCH	J. Goddard	5-03-00-31	.8372	4-06-58-58
89	MARY MUFFIN	G.A. Blok	5-01-47-23	.8485	4-07-20-18
90	RAGER I	M.A. Clements	5-12-59-18	.7773	4-07-22-18
91	SATIN SHEETS	A.A. Strachan	5-07-10-40	.8129	4-07-22-58
92	MARGARET RINTOUL II	R.W. Jackman	5-04-09-02	.8341	4-07-33-14
93	X-RAGAMUFFIN	B. Tardew	5-02-11-07	.8486	4-07-41-11
94	VIVACIOUS	J.A. Brown	5-06-41-24	.8199	4-07-52-23
95	ADRENALIN	B.C. Ryan	5-09-31-33	.8027	4-07-58-13
96	SEAQUESTA	A.G. Neate	5-07-01-22	.8190	4-08-01-53
97	SUNBURST	R.K. Young	5-06-49-03	.8209	4-08-06-16
98	NATELLE II	D. Leitch & J. Solomon	5-09-39-59	.8036	4-08-11-59
99	CONDOR OF BERMUDA	R.A. Bell	4-02-41-21	1.0563	4-8-14-43
100	MINNA	H.A. Handley	5-13-50-52	.7793	4-08-18-27
101	MIRRABOOKA	J. Bennetto & J.M. Lucas	5-07-16-17	.8201	4-08-22-30
102	PATROL	Australian Army	5-18-49-20	.7542	4-08-41-58
103	BREAKAWAU	K.J. McDonald	5-09-01-55	.8119	4-08-45-39
104	BATTLESTAR	W. Steele	5-04-05-15	.8443	4-08-46-01
105	TAURUS	E.P. Taylor	5-13-56-32	.7823	4-08-46-58
106	MATIKA III	P.S. Graves	5-12-08-13	.7960	4-09-10-51
107	SPOTLIGHT	M. Page	5-06-32-51	.8324	4-09-20-17
108	SUNBIRD V	T. Yamasaki	5-00-22-11	.8771	4-09-34-34
109	PETROSINA	G. Capone	5-13-57-39	.7918	4-10-04-12
110	HUMDINGER II	W.B. Northam	5-09-46-24	.8218	4-10-38-51
111	ROGIS TOO	R.J. Brown	5-08-51-53	.8289	4-10-48-57
112	ALLEGRO	R. Myler	5-18-32-26	.7722	4-10-58-51
113	AZTEC	P. Wennham	5-12-59-20	.8101	4-11-44-03
114	RED HERRING II	R.W. Bridge	5-10-49-35	.8246	4-11-52-45
115	DAMI-DOO	J.E. Low	5-18-02-06	.7833	4-12-07-22
116	AETOS	K.R. Tierney	5-06-43-01	.8546	4-12-17-32
117	CASTILLE	G.J. Rodoreda	5-01-12-45	.8962	4-12-37-50
118	NGARURU	B.A. Millar & M.J. Muir	5-08-53-25	.8443	4-12-49-19
119	REBECCA	V.H. O'Neill	6-01-51-53	.7466	4-12-54-09
120	PACHA	J. de la Vega	5-04-11-02	.8779	4-13-01-15
121	JACQUI	T.N. Melville	5-11-59-45	.8264	4-13-04-52
122	EVELYN	J. Cassidy	4-17-59-53	.9587	4-13-17-23

Race History

123	BATTLE	J.P. Kent	5-13-09-31	.8210	4-13-19-23
124	CATHY LEE	N.J. Guy	6-15-35-15	.6860	4-13-28-37
125	ADRIA AUSTRALIS	A. Harry	5-17-35-09	.8017	4-14-18-09
126	BORSALINA	D.J. Herlihy & J.H. Hughes	5-12-00-12	.8363	4-14-23-39
127	NAND III	R.O. Chapman	5-09-42-20	.8563	4-15-04-00
128	WHITE ELEPHANT	H.W. J.M. Elliffe	5-11-50-48	.8425	4-15-04-50
129	DANCING LADY	M.M. Grigg	5-11-52-46	.8443	4-15-20-44
130	BANCROFT BAY	D.H. Byrne	5-17-38-27	.8119	4-15-45-02
131	HELSAL II	F. Williams	4-08-45-30	1.0691	4-15-59-49
132	EXPECTATION	D.M. Renner	5-09-43-33	.8638	4-16-03-25
133	SANTERVEA	T. Veale	5-00-52-27	.9277	4-16-08-05
134	EAGLE	R. Winspear	5-11-24-26	.8554	4-16-24-20
135	IMOGENE	T. Haskett & J. Edwards	5-12-21-58	.8678	4-18-52-02
136	CASABLANCA	P. Bush	5-02-57-26	.9350	4-18-57-54
137	HELM I	J.H. Pursi Heimo	5-17-00-05	.8410	4-19-13-05
138	ENERGY OF RORC	K.R. Byers	5-12-05-20	.9153	5-00-54-03
139	LONGNOSE	P. Stransky	5-10-47-53	.9308	5-01-44-48
140	SCALLYWAG	R.E. Johnston	5-13-45-14	.9239	5-03-34-30
141	DESTINY	T.A. Taylor	6-06-58-25	.8289	5-05-08-31
142	ANACONDA II	J. Grubic	5-07-10-15	1.0331	5-11-22-48
143	*PARMELIA	A. Chandler	5-12-20-19	.8401	4-15-10-39

*20% Penalty after protest

FASTEST TIME: Vengeance (33rd overall)

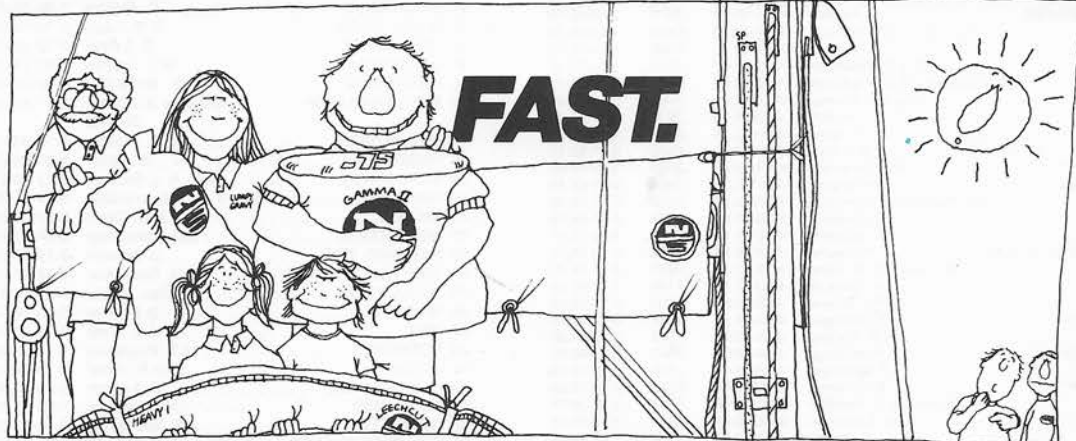
DIVISION RESULTS:

- Maxi Div.: Vengeance
- Div. A: Apollo V
- Div. B: Szechwan
- Div. C: Smuggler
- Div. D: Zeus II

RETIRED: Apollo, Apollo III, Farr Out, Hasta Luega, Idle Vice, Mercedes V, Onya, Police Car, Screw Loose, Southern Raider, 2001, Ultraviolet, Vanguard, Wy-Ar-Gine III, Zig Zag

DISQUALIFIED: Jimmy Blacksmith

WEATHER: Strong southerly winds at the start provided a spectacular and fast spinnaker run to the Heads. The southerly increased on the first night to about 35 knots with a rough sea, which caused the majority of retirements. The breeze moderated to ten knots over the second day and night, still from the south. Dawn the third day provided the first of many calms that plagued the fleet from Bass Strait to the finish. Most crossed Bass Strait in a 25 knot westerly that lasted only 8 hours during the night of the 28th. The leaders fought calms and light southeasters down the east coast of Tasmania and across Storm Bay to the finish, making it one of the slowest Hobarts on record. The medium raters looked all set to clean up the overall results, but a freshening northerly down the east Tasmanian coast and in Storm Bay saw the minimum raters fly home and into the top handicap placings.



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