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PAGE TWO



No. 1: Marlin "Olympic" Spray Jacket

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No. 2: Martin "Ocean Racing" 3/4 Jacket 100% waterproof proven by Sydney Harbour Yachting crews. Features are as Harbour Racing Jacket only longer length. Sizes S. M. L. XL.



No. 4: Marlin "Capri" Buoyancy Vest A.S.Z. 28 Designed for sailing, yachting and casual water-sking, light flexible and close fitting, Material 60-70 denier nylon, Sizes XXS, XS, S, M, L and XL, Colour: Yellow, Buoyancy: Aircells.

No. 3: Marlin "Ocean-Master" Jacket 100% waterproof foul weather gear. Lightweight and now drycleanable. Heavy duty nylon zipper front with storm flap. Four large pockets, hood conceated in collar, storm cuffs. All seams taped.



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PAGE THREE

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In W.A. Western Morning, an SS34, in 45 starts secured 16 first, seven seconds and two thirds. Dimensions are LOA 33'8", LWL 24'2", beam 10'1", draught 6', mast haight 40', sail area 460 sq. ft. Displacement 10,130lb., ballast 5448lb., 29hp Volvo Penta engine, 10R rating 7600. These yachts have a teak finished interior, with finish in the best yachting tradition. Comfortable cruising for seven adults.

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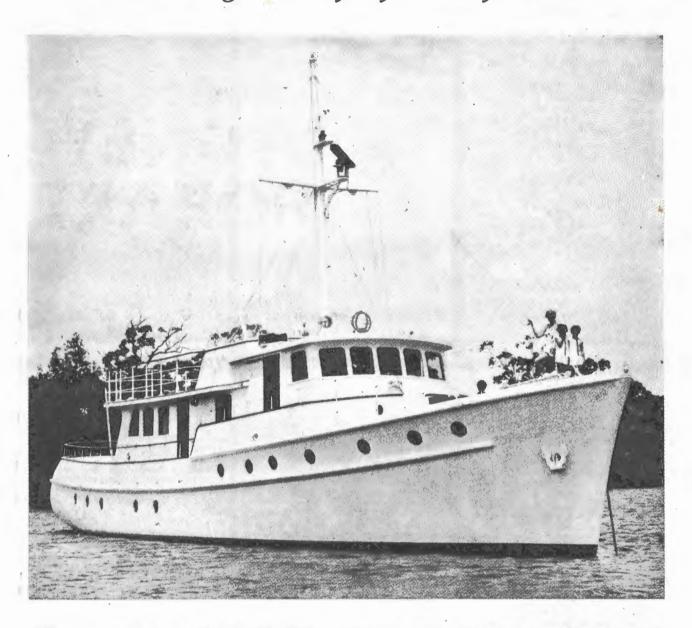
AMONG THE DESIGNS ON OUR DRAW-ING BOARDS is one for a new One Ton Cup yacht. This is Olin Stephens' latest thinking on a One Ton Cupper. The length overall is 38'5", beam 11'8", draught 6'3".

DESIGNED FOR RACING PERFORMANCE WITH CRUISING COMFORT, this yacht has proved to be a sparkling performer, and won at her first start. Hotfoot, one of the last Spacesailers to be launched, was the overall winner, against the cream of W.A.'s JOG Fleet, in the inaugural Coventry Reef Race, an offshore event of 50 miles. Dimensions LOA 23'8", LWL 21'; beam 8'4", draught 4'3", mast height 32', displacement 4000lb. Ballast 2000lb. Headroom 5'10", W.A. TCF rating .589, IOR rating .6843 (1/4 ton). She is very spacious below deck with ample storage space, well equipped dinette and galley, very comfortable accommodation for five, enclosed toilet, large cockpit for antertaining. She is stiff, dry and seaworthy. Provision is made for inboard or outboard motor.

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THE TWENTY-SEVENTH SYDNEY-HOBART YACHT RACE

organised by THE CRUISING YACHT CLUB OF AUSTRALIA with the co-operation of The Royal Yacht Club of Tasmania

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THE CRUISING YACHT CLUB OF AUSTRALIA

THERE is immense public interest in this year's Southern Cross Cup, with attention focusing on the race south to Hobart. Nowhere else in the world, outside of yachting circles, is such interest engendered. This alone should make the long trip to Sydney a worthwhile experience for our international visitors.

It is now quite normal for Australians to compete 'in major overseas yachting events, this is our opportunity to repay hospitality and cement the bonds of friendship that exist between those who have a 'common interest in using the sea for recreation.

With large fleets competing in close quarters' racing there will be great excitement, both for competitor and spectator. In the heat of the moment breaches of



rules may occur which will be the subject of Sailing Committee decisions. Let us all apply ourselves to the task of winning with great enthusiasm, and when the contest is over to congratulate the victor or commiserate with the vanquished with dignity and understanding.

It is the fervent wish of myself, the Committee and members of the Cruising Yacht Club, that all competitors enjoy their sailing, that those yachts which are best equipped, designed and sailed, be successful and that all those competing remember the 1971 Hobart race for good competition and good fellowship.

> B. C. PSALTIS, Commodore.



ROYAL YACHT CLUB OF TASMANIA



S OME indication of the "greatness" and importance of the Sydney-Hobart Yacht Race in the world of sport is revealed in the intention of the Tasmanian Government Film Unit and other film producers to cover this year's race which has the added interest of being the final race in the now internationally known Southern Cross Cup Series.

In Hobart, we are therefore planning on entries being in excess of a record 85 which will certainly test the organisation in the concluding stages of this now historic and colourful annual race, but I am confident, that with the ever continuing closest co-operation of the Cruising Yacht Club of Australia, as organisers, the Hobart Marine Board, Hobart Radio, Hobart City Council, Australian Stevedoring Authority, the crews of our proud little "reception" vessel, "Robert Nettlefold", our liaison officers, our sailing staff, and the various news media, and finally with the continuous flow of warm welcome to each and every contestant by the people of Hobart and Tasmania, we can cope!

In my foreword for the 1970 race I expressed a view point to the uninitiated in Sydney-Hobart racing relative to changeable weather conditions in Tasmanian waters and it has been freely admitted since that race that the message of warning in many cases had no impact until many of the competitors came face to face with the apalling conditions which prevailed in Bass Strait and which tested "the best of bold seamen" and their yachts and gear.

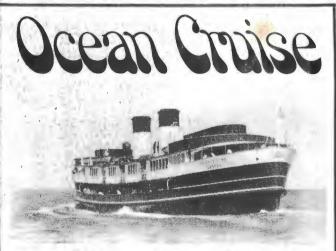
Unfortunately, many failed to make the grade and retirements were numerous, so perhaps a repeated warning and declaration that we in Tasmania "will not be responsible for the weather", but only for the warmth of our welcome to all contestants, be they international or interstate, be they first or last, be they big or small.

In conclusion may I express my gratitude and thanks to those members of the fishing industry and other aquatic minded persons who have over the years been ever ready to extend a helping hand to those competitors who have encountered more than their fair share of trouble.

Finally, to all competitors my Club's wishes of good sailing and good fellowship and a thank you for coming to Hobart.

L. E. GABRIEL, Commodore.

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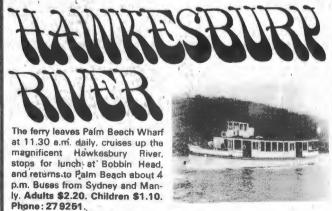


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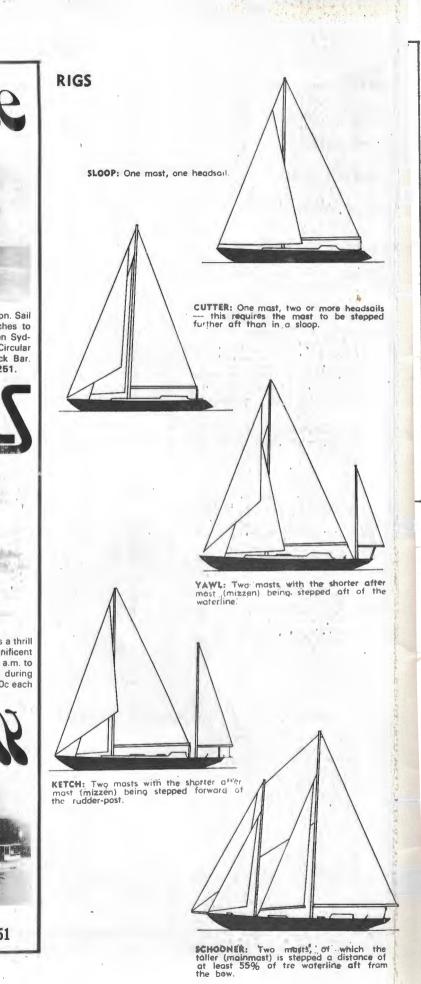
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An Appreciation

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THE Cruising Yacht Club of Australia wishes to record its appreciation of the co-operation extended by the Royal Yacht Club of Tasmania, without which this race could not exist. Apart from organising the Presentation of Trophies at the Hobart Town Hall and the Ball at their Club House, their unstinted efforts cover the manning of the finishing line 24 hours of the day, a Flag Officer to welcome each yacht and tow it into Constitution Dock, and the organising of many other facilities that mean so much.

OUR gratitude is also due to the Government of Tasmania, the Corporation of the City of Hobart, the Marine Board of Hobart, the Waterside Workers Federation, Australian Broadcasting Commission, The Overseas Telecommunications Commission, Caltex Oil (Australia) Pty. Ltd., The Maritime Services Board of N.S.W., the Water Police of N.S.W., D.C.A., the V.C.P. and the Royal Australian Navy for their contribution towards making this race the success that it always is.

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PAGE THIRTEEN

ENTRIES SYDNEY - HOBART YACHT RACE 1971

The figures in parenthesis following a crew member's name denotes the number of Sydney-Hobart Races sailed.

"ALCHERINGA" --- Sail No. 493

ALCHERINGA" — Jall NO. 473 L.O.A. 50ft. 6in.; L.W.L. 36ft.; Beam 13ft. 2in; Draft 7ft. 4in. Steel cutter designed by Alan Payne and launched in 1965. This yacht is owned by the Rear-Commodore of the C.Y.C., Jim Bridgland. A regular competitor in offshore races of the Cruising Yacht Club she has previously raced four times in the Sydney-Hobart race. Crew: Owner-Skipper J. N. Bridgland (5), A. K. McKellar Stewart {1}, B. D. Cramp, D. B. McDonald, D. Healey, L. R. Walter, J. Reid, A. Schmaekling, E. Fuller.

"AMERICAN EAGLE - Sail No. 2121

"AMERICAN EAGLE — Sail No. 2121 LO.A. 68 ft; L.W.L. 47 ft; Beam 11 ft; Draft 10 ft. A converted, Luders designed 12 metre yacht, launched in 1964—one of the fastest and best prepared and trawed yachts on the international racing scene. This red-hulled flyer, skippered by owner "Ted" Furner, currently America's yachtsman of the year set a new Elapsed Time record of 3d-7h-11m-48s for the Fastnet Race.this year. Crew: Owner-Skipper R. E. Turner, Navigator P. R. Bass; P. Bowker, T. Gowland (16), N. Hyett (3), R. Stirling (1), B. Miller (2), M. O'Meara, R. Boyd, M. Mitchell (1), M. Tolhurst, J. F. Baldwin.

"ANACONDA" --- Sail No. SA 48

"ANACONDA" — Sail No. SA 48 L.O.A. 52ft. 6in.; L.W.L. 37ft.; Beam 14ft.; Draft 8ft. This steel sloop was designed by the British naval architect, Alan Buchanan and built by Josko Grubic (in South Australia) the owner and was launched in 1970, just prior to last year's Hobart race in which she competed. A member of the South Australian Southern Cross Cup Team as was her owner's previous yacht, "Adria", in the previous series. Crew: Owner-Skipper Josko Grubic (5), Navigator Gordon Marshall (5), Peter Grubic (1), Rick Edmonds (2), Martin Carney (3), John Armstrong, Geoff Bungy, Chook Smith (2), R. Bunting (2), R. Langridge (1).

"ANITRA V" — Sail No. 77 LO.A. 38 ft.; L.W.L. 30 ft. 4 in.; Beam 9 ft.; Dreft 6 ft. "Anitra V" was designed and built by Trygve Halvorsen and launched in 1956. She is making her 11th trip to Hobart, this year being the 5th time under the command of her present owner Sir Gerfield Barwick. She won the race in 1957, was second in 1956 and 1958 and is a consistent starter in CV CA events.

Crew: Owner-Skipper Sir Garfield Barwick (4), Navigator Dudley Stewart, John Frost, Anton Le Rutter, George Johnson, David Goldberg, Les Stewart.

"BACARDI" - Sail No. 336

LO.A. 43fr. 3in.; L.W.L. 33fr.; Beam 10fr. 11in.; Draft 6ft. 7in. One of the sleekest yachts in the fleet, skippered by owner-designer Peter Cole. First of the "Cole 43's" — "Bacardi" has contested two previous Sydney Hobarts with Jim Mason of "Cadence" fame aboard, the crew think this

could be their year. Crew: Owner-Skipper Peter Cole (2), Navigator James Mason (8), Robert Venables (2), Peter Nicholson (3), Jack Kehoe (1), David Kilponen (1), Greg Walsh.

"BALANDRA" --- Sail No. 496

"BALANUKA" — Sall NO. 490 L.O.A. 46ft., L.W.L. 35ft.; Beam 12ft.; Draft 6ft. 6in. Designed in England by Camper and Nicholson, built by Jock Muir in Hobart, "Balandra" msut surely rate one of the finest looking yachts afloat. Entered by the Army Eastern Command. this veteran of the 1967 Admiral's Cup Challenge is making her sixth trip to Hobart. Crew: Owner-Skipper E. B. Sterrett (2), Navigator J. R. Munn (2), W. G. S. Boyd (1), J. A. Curtis, J. S. Allen (1), C. G. Wallace; D. P. Galbraith, M. S. Boyd, I. M. Simpson, R. Howlett (1).

"BARBARIAN" --- Sail No. MH 206

LOA. 38ft. 3in.; L.W.L. 28ft. 6in.; Beam 11ft. 2in.; Draft 6ft. 1in. This yacht was designed and built by R. C. Davies of Sydney, and launched in October, 1970. It is understood that she is a proto-type hull and was built of Kauri and fibreglass sheathed. Crew: Owner-Skipper Adrian F. Alle, Navigator M. Robinson, Rober Jemison, Julius Hromas, Wrey Arthur, Roger Quiddington, Alan Rowe.

"BINDA" — Sail No. SM 8

LO.A. 36ft.; L.W.I. 28ft.; Beam 10ft. Sin.; Draft 6ft. Twice winner of the Victorian Ocean Racing Aggregate and with a line honours and handicap win in the Queenscliff to Portland Race. This little 38 footer from Victoria could prove a surprise packet. Crew: Owner-Skipper J. S. Vickery, F. E. Verinder, J. Gould, G. Waddell, P. Haliday, J. Lay, G. Watt (6).

"BOOMAROO III" - Sail No. 1059

LOA. 34ft.; L.W.L. 25ft.; Beam 10ft.; Draft 5ft. 10in. A brand new Sparkman and Stephens designed sloop, as yet untried having only been launched in September. Owner-Skipper Hugh Findlay and most of his crew are having their first taste of the Sydney to Hobart Race. Crew: Owner-Skipper-Navigator Hugh Findlay, Ian Ormon, Bruce Goudie, David Peebles, Arch Waters (1).

PAGE FOURTEEN



"Alcheringa'



" Anaconda"





"Balandra' "Binda"

S.A

8



"Bacardi"



1







"Boomerang VII"



Cadence



Carina



'Callipyge' "Didgeridoo"



"Buccancer"



Capucine



'Cavalier'



Cercantes IV "Dorado"



"BOOMERANG VII" - Sail No. 653

"BOOMERANG VII" — Sail No. 653 L.O.A. 41ft. Sin.; L.W.L. 36ft., Beam 12ft. 9in.; Draft 6ft. Designed by Peter Joubert this Wombat class sloop was built by Fibreglass Yachts and launched in 1968. She is of a fibreglass-foam sandwich con-struction and was second overall in the Sydney-Hobart Race in 1968. Her best recent performances have been 1st Basin Cup and 3rd in last year's Woollahra Cup Race. Crew: Owner-Skipper Peter M. Hill (4), Navigator John McAnally, Eric Smith (1), Clive Smith (1), Tom Vaarzon-Morel (3); Nick Creech.

"BUCCANEER" - Sail No. 1000

L.O.A. 73ft.; L.W.L. 62ft.; Beam 16ft.; Draft 11ft. 3in. When the Kiwis build them big, they also build them to sail fast! This big black hulled cutter from Auckland, New Zealand, took line honours in last year's Hobart Race. Since then, a flying fourth over the line and fifth overall in this year's Transpac Race Los Angeles to Honolulu. Crew: Owner-Skipper Tom Clark (1), Navigator Bill McKinlay (4), Sailing Master John McCormick (4), Vern Gray (1), John Davies (1), Al Laurie (1), Geof Clark (1), Col McKnight (1), Bruce Roberton (1).

"CADENCE" - Sail No. MH 157

LOA. 31ft; L.W.L. 24ft; Beam 8ft. 9in.; Draft 5ft. 6in. Having her second trip to Hobart under her present owner "Cadence" will be remembered as the winner of the 1966 race. Designed by Wally Ward and built by Ron Swanson she can be relied upon to give an excellent account of herself even in a fleet with many newer designs compating against her. Crew: Owner-Skipper Mel Jones (7), Navigator Phillip Brook (1), Hugh Wheeler, Peter Cox (4), Peter Chapman.

"CALLIPYGE" - Sail No. 1070

"CALLIPYGE" — Sail No. 1070 L.O.A. 30ft.; L.W.L. 24ft.; Beam 10ft.. Draft 5ft. This black hulled sloop is to the design of the New Zealander, Alan Smith, and was constructed in glass reinforced plastic by Compass Yachts of Sydney and launched in June. 1971. She is a half-tonner currently racing offshore with the C.Y.C., her best performance to date has been 3rd in Division 2 in the Montagu Island Race behind "Pilgrim" and "Stormy Petrel." Crew: Owner-Skipper A. Streichenberger, Navigator W. Thompson (11), K. H. Dalton (8), N. Kolosov (6), M. R. Burke (1).

"CAPUCINE" - Sail No. 553

Lo.A. 35ft. 6in; L.W.L. 24ft.; Beam 9ft. 6in; Draft 5ft. 9in. Re-fitted for this year's race by her new owner-skipper C. J. Durrough, "Capucine" is a strongly built steel sloop that could do well in her class. Crew: Owner-Skipper C. J. Dorrough (1), Navigator R. G. Pysden (5), R. J. Hellyer (4), A. T. Dorrough, C. J. Buist.

"CARINA" - Sail No. M 101

Lo.A. 31ft. Sin.; L.W.L. 25ft.; Beam 10ft.; Draft 5ft. 6in. This little Swanson Bros. designed 31 footer hails from Lake Macquarie where she regularly takes home the trophy. She won't be first to Hobart, but she could be in the class handicap placings. Crew: Owner-Skipper Paul Daniel (2), Navigator John Sticpewich (2), Wal Russell (6), Ken Watson (1), Kel Sharp, Tom Fortman (2).

"CASSANDRA" — Sail No. 910 L.O.A. 30ft. 9in.; L.W.L. 24ft.. Beam 9ft.; Draft 5ft. 6in. "Cassandra" was cesigned by Ron Swanson and built by Lidgard Yachts in 1968. She is a sister ship of "Cadence" and was 8th in the 1969 Auckland-Suva race and compsted in the 1971 Whangarei-Noumea Race after com-pleting a lengthy cruise to the Barrier Reef. Crew: Owner-Skipper-Navigator E. H. Howe, A. J. Lloyd, two to be nominated.

nominated.

"CAVALIER" --- Sail No. 106

LO.A. 30ft; L.W.L. 24ft; Beam 9ft; Draft 5ft. "Cavalier" needs no introduction to ocean racing fans — one of the famous Swanson built, Ward designed success stories in yachting. Having her seventh trip to Hobart, "Cavalier" could well "steal" one of the major handicap placings. Crew: Owner-Skipper J. Roche (5), N. G. Arnott (10), P. Clarke (4), J. Harris.

"CERVANTES IV" — Sail No. 2345 LO.A. 40fr.; L.W.Ł. 30ft.; Beam 11ft. 6in.; Draft 6ft. 7in. A welcome visitor from Royal Ocean Rucing Club, Great Britain, this Sparkman and Stephens designed 40 footer must be a serious candidate for handicap honours. Winner of the RORC Class II Points Championship this year. "Cervantes IV" makes up the English Southern Cross Cup Team with "Morning Cloud" and "Prospect of Whitby." Crew: Owner-Skipper-Navigator R. C. Watson, Elizabeth Sanders, Owen Sanders, Colin Blake, Michael Flowers, Tubby Lee, Graham Shand, Peter Weedon, David Pertwee.

"DIDGERIDOO" — Sail No. 313 LOA. 33ft. 1in.; L.W.L. 27ft. 5m.; Beam 7ft. 8in.; Draft 4ft. 7in. This yacht was designed by Knud Reimers and built by Athol Walters, of Hobart, in 1950, of Huon Pine. She performed most creditably in last year's race during the heavy weather beating many newer designs on handicap. Since then she has been placed second in the Sydney to Port Hacking Race. Crew: Owner-Skipper-Navigator Tom Simmat (1), David Holt (1), Garry Fennen (2), Russ Tullock, George Mottle (2).

"DORADO" --- Sail No. C 8

LOAA 35ft; L.W.L. 25ft. 3in.; Beam 10ft. 3in.; Draft 4ft. 7in. A consistent performer in Tansmanian offshore racing Dorado has been 'com-pletely re-rigged which should improve her potential for this year's race. Dorado performed creditably early in the 1969 race before blowing out several sails which put her out of the running. Crew: Owner-Skipper J. L. Lake (3), Navigator J. Ginsberg (2), R. Betts (1), P. Blackwood, G. Purves (1).

PAGE FIFTEEN

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"Duet"



'Four Winds II'



"Huon Lass"



"Kialoa II" "Koomooloo"





"Franklin"





Kintama

"Makaretu"



"DUET" --- Sail No. . 978

LOA. 36ft. L.W.L. 28ft.: Beam 10ft. 3in.; Draft 6ft. 2in. One of the Well known fibreglass: Swanson 36 designs, she has achieved improved performance lately by the addition of a bustle and skeg in the after sections. Having an experienced crew she could be well placed in Division 2.

Division 2. . **Crew:** Owner-Skipper-Navigator Joe Diamond (1), Peter Cosgrave (12), Frank George (3), Jim Harrison (8), Keith Moss (7), Vince Walsh (4).

"EVEN" - Sail No. 69

"EVEN" — Sall No. 69 L.O.A. 60ft. 3in.; L.W.L. 42ft.; Beam 10ft. 6in.; Draft 8ft. 6in. This famous yacht has a successful racing record dating from the early 1950's. She raced to Hobart in 1955 snatching line honours from "Kurrewa IV" by 28 seconds. Her present owner has just completely rerigged her as a sloop, removing her bowspit and shortening the mast. Many of the "old hands" will watch her performance with interest. Crew: Owner-Skipper-Navigator William J. Gibson (3), Anthony Barclay (1), Arnold Ellis, James Clark, Joseph Feeney, David Stock, Gerry Chalmers (1), Graydon Taylor (1).

"FOUR WINDS II" - Sail No. RANCSC 3

LOA. 38ft; I.W.L. 33ft.; Beam 12ft.; Draft 6ft. This strong steel sloop from Victoria is competing this year for the seventh time. What ever the weather her crew will have a comfortable trip and with hard reaching conditions she could give some of the newer yachts a good run for their money. Crew: Owner-Skipper S. W. Gibson (11), P. Miller (2), R. Harraway (1), I. Andrews (3), G. Alexandra, G. Cole (1), D. McNish (1), R. Brooks (5).

"FRANKLIN" — Sail No. RANC 2 L.O.A. 43ft.; L.W.L. 37ft.; Beam 9ft. 6in.; Dreft 6ft. 6in. A Morgan Giles design in timber, she has competed in the last six Sydney-Hobart Races with a Navy crew. This year she will be sailed by officers and cadets of H.M.A.S. Creswell. Crew: Skipper/Navigator Lt. P. Briggs (1), Lt. Com. I. Watson, Lt. D. Walsh, Lt. A. Crowe, Midshipmen Cadets G. Kennedy, A. Drover (1), L. Pataky, I. Allan.

"HUON LASS" - Sail No. A 11

LOA. 38ft. 7in.; L.W.L. 28ft.; Beam 10ft.; Draft 6ft. 6in Huon Lass has proved to be Tasmania's most successful ocean racing yacht in the years since her launching in 1965. She is currently holder of the Tasmanian Offshore Championship. Her best previous performances in the Hobart Race were 8th in 1966 and 6th in 1967. Crew: Owner/Skipper H. D. Calvert (3), Navigator R. J. Ashlin (3), H. J. Coad (3), I. Smith (3), N. Jennings, D. Colbourn (2).

"JASNAR" — Sail No. 565 L.O.A. 29ft. 6in.; L.W.L. 24ft.; Beam 8ft. Bin.; Dwaft 4ft. 7in This yacht was designed by Wally Ward and built in Sydney in 1947. She gained 8th place in the 1950 Hobart race and in recent years has been raced with some success in short offshore events with the Royal Prince Alfred Yacht Club. Crew: Co-Owners/Co-Skippers Phillip Kinsella and Ian Millar, Navigator John Lee, Geoff Field, Pat Kline, Rolf Howlett.

"JISUMA" - Sail No. SM 32

LOA. 36ft; L.W.L.; 28ft; Beam 10ft. Sin.; Draft 6ft. "Jisuma" is making her third trip to Hobart this year. She is a fibreglass Swanson 36 and was launched in December, 1968. She has been a consistent and successful starter in Victorian ocean races since her launching. " Grew: Owner-Skipper L. K. Scott (2), Navigator P. H. Bath (3), E. L. Freeman (4), D. Hutchen (3), A. J. Collins (4), A. Allsep, R. Ratten (12).

"KIALOA II" - Sail No. 7742

"KIALOA II" — Sail No. 7742 L.O.A. 73ft.; L.W.L. 56ft.; Beam 14ft. 10in.; Draft 10ft. 9in. Launched in 1964, she is a Sparkman and Stephens design in aluminium. Holder of several race record times on the U.S. West Coast, she has also won the 1969 Trans Atlantic Race on corrected time, and line honours in the 1970 Mazatlan Race. A serious line honours contender. Crew: Owner-Skipper-Navigator John B. Kilroy, John B. Kilroy, Jar., Bruce Kendell, Bill Clum, Gary Norberg, Frank Person, Graham Jones, Cecil Malley, Mick York (15), Phil Morgan, Stu Williamson, Peter Ellison, Kirk Elliott, Curtis Jackson.

"KINTAMA" --- Sail No. 1023

LOA. 3811; LWAI. 2811; Beam 1016, 6in.; Draft 511, 6in. This attractive yacht was designed by Sparkman and Stephens and built in fibreglass by the Cheoy Lee yard in Hong Kong. She is having her first race to Hobart and could earn a high placing based on her performances to date this season. Crew: Owner/Skipper Rob George (1), Navigator Gerry Lawrie (1), Ian O'Hara, Dick Burnett (1), Jack Maddox (6), Henry Bishop (2), John Green.

"KOOMOOLOO" — Sail No. 73 LO.A. 41ft; L.W.L. 33ft.; Beam 11ft. 3in.; Draft 6ft. 8in. Koomooloo needs no introduction to followers of the Sydney-Hobart Yacht Race having won the event in 1968. She has also been a member of the last two Australian Admiral's Cup Teams. Having her first race to Hobart with her new owner in charge Koomooloo must still be considered one of the favourites. Crew: Owner/Skipper J. Gilliam (4), G. Gilliam (4), G. Freeman (1), D. Kellett (2), M, Crafoord (15), three to be nominated.

PAGE SEVENTEEN





"Jisuma'

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3	Belita (Holland)	HOOD
4	Salacia (Aust.)	HOOD
5	Yankee Girl (U.S.A.)	HOOD
6 7 8	Morning Cloud (G.B.)	HOOD
7	Bay Bea (U.S.A.)	HOOD
8	Jakaranda (Sth. Africa)	HOOD
9	Cervantes (G.B.)	HOOD
10	Stand Fast (Holland)	HOOD
11	Improbable (N.Z.)	*****
12	Matrero (Argentina)	HOOD
13	Carina (U.S.A.)	HOOD
14	Shinda (Argentina)	HOOD
15	Wizzard of Paget (Bermuda)	HOOD

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PAGE EIGHTEEN

"LOWANA II" — Sail No. 1141 LO.A. 37ft.; L.W.L. 29ft.; Beam 11ft. 1in.; Draft 6ft. 3in. This fibreglass white hulled sloop was designed and built by the Anderson Brothers to the International Offshore Ruie. One Ton Cup rating and is the first of the locally designed One Ton Cuppers to be launched. This yacht has a mast of 45ft. with a high aspect sail ratio. At date of writing she had not used

had not raced. Crew: Co-Skipper/Navigator Ken Anderson (1), Co-Skipper Ron Anderson (1), Peter Anderson, Michael Whelan, Robert Walls, Peter Brass, Alan Fairweather.

"MAKARETU" --- Sail No. 759

"MAKAKETU" — Sail No. 759 L.O.A. 45ft.; L.W.L. 38ft.; Beam 12ft. 6 in.; Draft 7ft. This strong, seaworthy yacht was originally built for world cruising. She was designed by Breekveltd and built of steel by McRae Engineering, New Zealand. Making her third. trip to Hobart she will be looking for fresh reaching conditions to improve her final placing. Crew: Owner/Skipper N. Gosson (2), Navigator L. Hedges (4), P. Nielson (2), R. Bearman (2), R. Gray (1), C. Stanyon, R. Smith.

"MARIA" --- Sail No. A 12

MARIA" — Sall NO. A 12 L.O.A. 36ft. 6in;; L.W.L. 27ft. 6in.; Beam 10ft. 6in.; Draft 6ft. 3in. This yacht was designed by Sparkman and Stephens and built in Hobart by Max Creese. She represented Australia in the One Ton Cup Series held in Auckland during February this year. "Maria" has had recent successes in Tasmanian Offshore events and should be a possibility for a high overall place on handicap as well as in her division. Crew: Owner/Skipper Dr. Des Cooper (1), Navigator Dr. Joe Cannon (1), John Bennetto (17), Don Muir (14), John Lucas (8), Nick. Wells (1), Doug Fergusson.

Fergusson.

"MARY BLAIR" — Sail No. R 4 LO.A. 42ft.; L.W.L. 32ft. 9in.; Beam 10ft. 9in.; Draft 7ft. 3in. Designed by Warwick Hood and built of aluminium by Metalcraft Pty. Ltd., Mary Blair was launched late in 1970. She missed starting in last year's race due to delays in completing her fitting out. She has shown glimpses of the potential in trials to select this year's Victorian Southern Cross Cup team. Crew: Owner/Skipper Peter J. Riddle, Navigator Tim J. Riddle, Ian McCutcheon (2), Earl Knowles, Geoff Hope, Peter Dunn, John Klestadt, Don Fell.

"MARK TWAIN" --- Sail No. SM 101

"MARK TWAIN" — Sail No. SM 101 L.O.A. 38ft. 9in.; L.W.L. 29ft. 7in.; Beam 11ft. 6in.; Draft 6ft. 9in. This grey hulled sloop is the first of the Australian "new breed" One Ton Cuppers and was designed by Sparkman and Stephens. Her hull is glass reinforced plastic, built by Doug Brooker in Manly Vale and interior work and timber decking was constructed by Quilkey Bros. She was launched in June 1971, and her best performances have been a first in a Melbourne International Offshore Rule race and fifth in the recent Melbourne to Portland race. Crew: Owner/Skipper R. J. Langman (2); Navigator W. A. Perrin, A. A. Stephenson (2), C. Smith, A. Morrison, 1. R. Langman (2), J. A. Langman (2).

"MELTEMI" --- Sail No. 89

McLicky 41, 6in.; Liw.L. 34ff. 6in.; Beam 12ff. 9in.; Draft 7ft Designed by Sparkman and Stephens and built by Plastic Yachts, this Division One entry is owned by the Commodore of the Cruising Yacht Club, Bill Psaltis. She is one-off fibreglass construction with a timber deck and was launched this spring. Her best performances to date have been in the C.Y.C. Short Ocean Races. Crew: Owner/Skipper B. C. Psaltis (11), Navigator D. Ross (8), R. McGilchrist (4), E. Tindall (1), W. Wright (2), G. Wilson (2), M. Hogan (4).

"MERCEDES III" - Sail No. B 450

MERCEDES III" — Sail No. B 450 L.O.A. 40ft.; L.W.L. 32ft. 6in.; Beam 11ft. 6in.; Draft 7ft. This famous sloop designed by Ted Kaufman and previously owned and raced by him is now raced under the burgee of the Royal Brighton Yacht Club by her new owner, Keith Farfor. Built by Quilkey Bros of cold moulded construction in 1966 this yacht represented Australia in the Admiral's Cup series of 1967 and 1969. She is currently racing with success in Port Phillip Bay. Crew: Owner-Skipper Keith Farfor, Navigator Dan Smetana, Greville Edger-ton (3), Andrew Plympton, Roger Wischusen, Peter Linley, Geoff Swanson (4), Angus Milligan.

"MISTRESS" - Sail No. 80

LO.A. 36ft; I.W.L. 28ft; Beam 10ft. 3in.; Draft 6ft. A fibreglass Swanson 36 which has been a regular competitor in ocean races with several placings. Should be well up with the leaders in Division 2 in its third race to Hobart. Crew: Owner/Skipper W. W. Pettingell (8), G. Campbell (6), V. Conlon, B. Cleary (2), M. Thackeray (3), J. Gallagher (3).

"MORNING CLOUD" - Sail No. 2468

"MORNING CLOUD" — Sail No. 2468 L.O.A. 40ft, 8in.; L.W.L. 31ft, 6in.; Beam 12ft, 6in.; Draft 6ff, 9in. Sparkman and Stephens design, owned by the British Prime Minister, the Rt. Hon Edward Heath, M.B.E., M.P.—sloop rigged member of the successful 1971 British: Admiral's Cup Team and is representing Great Britian in this Southern Cross Cup Series. Launched in April of this year her best performances have been, 1st and fastest Stint Bay Race, 1st in class in Morgan Cup, 1st and fastest Le Havre, Royai Sovereign Light Vessel race, 3rd in Channel Race. Owner won Sydney-Hobart Race in 1969 in previous "Morning Cloud". Crew: Skipper Anthony Sampson (1), Navigator Anthony Churchill (1), Owen Parker (1), Duncan Kay (1), Peter Holt, Peter Dove, George Stead, Ian Lallow.

"MORNING HUSTLER" - Sail No. SA 52

LO.A. 34ft.; L.W.L. 24ft. 2in.; Beam 10ft. 1in.; Draft 6ft. An "S. & S." 34" this white hulled sloop was designed by Sparkman and Stephens and built by Swarbrick Bros. in Perth and was launched in October, 1971. A sister hull to the original "Morning Cloud" this yacht raced the afternoon of her launching and was second overall in a race of 70 miles.

(7), R. A. Bauman, R. S. Lawson, I. C. Truelove,

PAGE NINETEEN













"Mistress



"Morning Mischief"



"Morning Cloud



"Morning Matilda' "Morning Mist"



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PAGE TWENTY



"Ondine"



"Onna of Gosford"



"Patsay of Island Bay" 1.



"Pathlinder"



"Patrice "Pimp. mel"







"Polaris"



"MORNING MATILDA" — Sail No. M 2 LO.A. 33ft. 7in.; L.W.L. 24ft. 2in.; Beam 10ft. 1in.; Draft 5ft. 10in. A design from Sparkman and Stephens, known as the S. & S. 34 built by Swarbrick Brothers in Perth in Glass Reinforced Plastic. A sister-ship, "Morning Cloud" won the Sydney-Hobart Race in 1969. "Morning Matilda" was launched in December, 1970, and had immediate success, geining 1st in Division 2 cf the Queenscliff-Devenport Race. Crew: Owner-Skipper R. Peter McIntyre, Navigator Charles Treleavan; Ian McKenzie, Don Stead, Peter A. Parry-Fielder, Yvan Duzer (1), Keith M. Stevenson.

Stevenson.

"MORNING MISCHIEF" --- Sail No. SA 117

IDENTIFY THEOREM INCOMPARENT AND ADDATE AND ADDATE AND ADDATE ADDATES ADDATES

"MORNING MIST" - Sail No. SM 118

"MORNING MISI" — Sall No. SM 118 L.O.A. 34ft.; L.W.I. 24ft.; Beam 10ft.; Draft 5ft. 11in. This sloop was designed by Sparkman and Stephens and constructed in Perth by Swarbrick Bros. in glass reinforced plastic and is of the S. & S. 34 Class. A sister ship to "Morning Cloud" and "Morning After" and was launched in June, 1970. To date has only raced in two offshore races, Queenscliff to Devenport and Queenscliff to Stanley Races. Crew: Owner-Skipper Alfred G. Neate, Navigator P Jones, Leslie H. Hendry, Kel. W. Horsburgh, Raymond Harvey, Kenneth G. Bilham, "

"ONDINE" - Sail No. 281

CONDINE — Sail NO. 281 L.O.A. 73ft; J.W.I. 65ft; Beam 15ft; Draft 11ft. Line Honours winner of the 1968 Hobart Race, she has since gainst first across the line in the 1969 Trans-Atlantic Race, and broken the elapsed time record and won on corrected time the Buenos Aries to Rio de Janero Race. This year she was third across the line in the Transpic Race. She will be out to break the record made by the earlier "Ondine" in 1962. **Crew:** Owner-Skipper-Navigator S. A. Long (2), N. N. Hylton (1), J. Pigott, A. Mayer, G. Davis, S. Carter, P. Doyle, P. Morgan, I. Nichols, A. Reeve, S. Field, G. Bucholz, A. Mitchell,L. Le Huray.

"ONYA OF GOSFORD" - Sail No. 1200

LO.A. 42ft.; L.W.L. 32ft.; Beam 12ft.; Draft 7ft. This red-hulled sloop was designed by Frans Maas of Holland, the steel hull being fabricated by Westerdyk in Tasmania and the deck and interior were finished in timber by the owner. She was launched in Spring and her best performance has been 2nd in No. 1 Division of the Woollahra Cup. Crow: Owner-Skipper-Navigator Peter Rysdyk (2), Bob Bernard (1), Mike Summerton (6), John Cade (1), Roger Walton (3).

"PACHA" - Sail No. 97

"PACHA" — Sail No. 97 L.O.A. 54ft. Sin.; L.W.L 40ft.; Beam 14ft. Sin.; Draft 8ft. Sin. Designed and built by Camper and Nicholsons in Great Britain in 1969; She raced in the French Admiral's Cup Team of that year. Now owned by the previous C.Y.C. Commodore Bob Crichton-Brown, this Burgundy sloep won the Sydney-Hobart Rate last year and cruised to Britain this year for Gowes Week and the Fastnet Race. Crew: Owner-Skipper R. Crichton-Brown (7), Navigator S. Darling (22), H. H. Green (20), W. Bold (13), M. Tostevin (14), B. Gould (8), C. R. Burrell (4), L. Wigan (12), J. Long, R. G. Balkwell (2).

"PATHFINDER" - Sail No. 1347

"PAINFINDER" — Sall NO. 1347 L.O.A. 38ft. Sin.; L.W.L. 29ft. 4in.; Beam 11ft. 9in.; Draft 6ft. 6in. The very latest Sparkman & Stephens design One Ton Cupper, and a sister ship to "Pilgrim". Has recently earned a place in the hard fought series to select the New Zealand Southern Cross Cup Team. The experienced crew should sail her into a good placing. Crew: Owner-Skipper Brian Wilson (2), Navigator Ray Haslar (2), Richard Wilson (2), Terry Gillespie (3), Murray Aldridge (2), Ian Telford.

"PATIENCE" --- Sail No. A 8

CALLENCE — Sall No. A 8 L.O.A. 30ft. Sin.; L.W.L. 25ft.; Beam Sft. 7in.; Draft Sft. 2in. This Tasmanian sloop is to the Van der Stadt of Holland Dogger design and was built by J. H. Bamford in 1968. The hull construction is plywood with fibreglass sheathing and dynel covered plywood deck. She is actively racing in the Hobart Offshore Race and her best performance was 2nd in the 1969 Maria Island Race. Crew: Owner-Skipper-Navigator N. J. Bowden; R. M. Bowden, I. G. Wells, J. R. Horner, D. Woodhouse.

"PATRICE" — Sail No. 826

"PAIRICE" — Sail No. 8226 L.O.A. 43ft. 3in.; L.W.L. 30ft.; Beam 11ft. 6in.; Draft 6ft. 9in. This sloop was designed by Camper and Nicholsons in Britain who also constructed the hull in glass reinforced plastic. The hull was freighted to Australia and completed by Yacht Interior and launched in May, 1970. A contender for the 1970 Admiral's Cup selection series. Her successes to date have been winner of the Loritrel Trophy, the 1970 R.P.A.Y.C. Long Ocean Point Score and No. 1 Division I.O.R. Point Score. Crew: Owner-Skipper Raymond J. Kirby (1), Alister Shaw, Harold Cruick-shanks (1), Warwick M. Gibson (1), John R. Hayter, Jim L, McCue (1), James R. Kirby (1).

"PATSY OF ISLAND BAY" — Sail No. A7 L.O.A. 46ft.; L.W.L. 31ft.; Beam 10ft. 6in.; Draft. ft. 9in. Built by Jock Muir in 1952 to Laurent Giles' design, she is now owned by the builder, after many years in the Pittwater area of Sydney. The Tasmanian crew can be relied upon to drive this yacht to her best performance; Crew: Owner-Skipper-Navigator E. J. Muir (18), R. J. Muir (2), H. N. Batt (3), C. Fuglsang, A. F. Chamberlain, J. N. Griggs, R. L. Lange, J. B.-Casey, A. L. Gorringe.

PAGE TWENTY-ONE



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13 FL OZ

PAGE TWENTY-TWO





"Ragamuffin"

"Runaway"



"Salacia"

<u>م</u>۲ 198

65

"Sarlena"

"PILGRIM" — Sail No. 226
 Lo.A. 384, Sin, LW.L. 294, Sin, Beam 114, 10in.; Draft 64, 6in.
 This blue hulled One Ton Cup sloop was built to the International Offshore fulle measurement by Doug Brooker in glass reinforced plastic with a wooden deck in Manly Vale and was launched this Spring. To date of writing she has had seven races and has gained five 1sts and two 2nds in her division, as well as winning the Paul Royle Memorial Race outright, and was second overall in the Woollahrs Cup.
 Crew: Owner-Skipper Graham Evans (2), Navigator Jim Robson-Scott (8), Ross Millikin (1), Jim Burke (5), Graham Jones (9), George Andrews (6).
 "PIMPERNEL" — Sail No. 462
 Lo.A. 33ft. 3in.; LW.L. 24ft. 8in.; Beam 10ft.
 This yacht is one of Peter Joubert's "Brolga 33" class built by Fibreglass Yachts in Sydney. She was launched during October and at the time of writing was having her first sailing trials.
 Crew: Skipper-Co.Owner John Beaumont (2), Navigator-Co-Owner Clifford Sullivan (3), Co-Owner John Chipper, Dennis Piłkington, Rohan Green, Kenneth Northwood (2).
 "PLUM CRAZY" — Sail No. 1137
 Lo.A. 30ft. 3in.; LW.L. 25ft. 3in.; Beam 10ft. 8in.; Draft 5ft.

LOW CRALT - Jail NO. 113/ LOA. 30ft. 3in.; L.W.L. 25ft. 3in.; Beam 10ft. 8in.; Draft Sft. This is a new Half-Ton Cup design by Miller and Adams which was built in timber by Doug Brooker and launched only weeks before the race. If Bob Miller's previous designs are any guide, she should be a very fast yacht for her size.

Bob Miller's previous designs are any guide, she should be a very tear yacht for her size. Crew: Owner-Skipper G. F. Thomas, Navigator Doug Brooker (3), Rowland Bull (2), Bob Hart (7), Ted Thomas, Max Bowen. "POLARIS" — Sail No. M99.

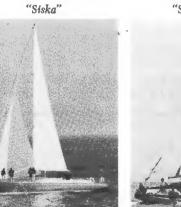
"POLARIS" — Sail No. M99.
 L.O.A. 43 ft. 3 in.; L.W.L. 3 ft.; Beam 11 ft.; Draft 6 ft. 6 in.
 Winner of the recent Montagu Island Race, she is one of the successful fibreglass Cole 43 designs. Sailed by an experienced Lake Macquarie crew the should figure well in the results.
 Crew: Owner-Skipper L. H. Savage, Navigator P. Hannan, A. V. Mitchell (9), J. Braidwood (3), D. Braidwood (3), R. Stubbs, H. Shwarzler, M. Jones.
 "PROSPECT OF WHITBY" — Sail No. 130
 L.O.A. 45ft, 2in.; L.W.L. 83ft. 4in.; Beam 13ft.; Draft 7ft. 2in.
 One of the Sparkman and Stephens latest designs, "Prospect of Whitby" was built of alumninium and launched in April this year. She was a member of the successful English Admiral's Cup Team and is currently Solent Points Champion, winner Britannia Cup, winner Channel Cup and 3rd R.O.R.C. Class 1 Points Championship.
 Crew: Owner-Skipper Arthur Slater (1), Navigator Dick Hammond (16), Guy Shackles (1), Wally Smythers (1), John Green (1), Tony Greener, Roger Motson, Butch Dalrymple-Smith (1), Bobby Lowein (1), Ken Johnson (6).
 "RAGAMUFFIN" — Sail No. 70
 L.O.A. 46ft, Sin.; L.W.L. 37ft.; Beam 12ft, 9in.; Draft 8ft.

LOA. 48ft. Sin; LWL. 37ft.; Beam 12ft. 9in; Draft 8ft. "Ragamuffin" has been unchallenged in her supremecy on the Australian ocean racing scene since her launching in 1968. The Hobart is the only major race which she has not vet won, her best place being 2nd to "Pacha" last year by a nerrow margin. Her best achievements to date was her magnificent win in this year's Fastnet Race against the best yachts in the

world. Crew: Owner-Skipper Š. Fischer (6), Navigator T. Ellis (6), H. Treharne (3), P. Hemery (7), J. Noakes (5), P. Tierney (7), J. Christofferson (9). "RAGE" — Sail No. B 35

"RAGE" — Sail No. 15 30 L.O.A. 38ft. 6in.; L.W.L. 28ft. 6in.; Beam 11ft. 8in.: Draft 6ft. 6in. "Rage" is the third yacht built from the original Alan Payne designed "Janzoon" mould. She was launched in October and is one of the large contingent from Victoria competing this year. Crew: Owner-Skipper E. S. Lawrence (1), Navigator F. H. Moylan, G. Stocke, G. Wilson, B. Sullivan, E. Hutchinson, P. Kane, A. Walker. "RUNAWAY" — Sail No. 1249

"KUNAWAT — Sall IND. 1497 L.O.A. 36ft. 2in.; L.W.L. 28ft. 6in.; Beam 11ft. 1in.; Draft 6ft. 2in. This blue-black hulled One Ton Cup sloop from New Zealand was designed and built by John Lidgard. Leunched in November, 1970, she was unlucky not to be selected to represent New Zealand in the One Ton Cup. **Crew:** Owner-Skipper John Lidgard (4), Navigator Heather Lidgard (3), Jack Smith (5), Paul Schultz (2), Douglas Gallraith, Kevin Lidgard.





"Skylark"

1111

"SALACIA" — Sail No. SM 190

SALACIA" — Sail No. SM 190 L.O.A. 41ft.; L.W.L. 30ft.; Beam 11ft. 9in.; Dreft 6ft. 9in. Another yacht well known to followers of the Sydney-Hobart Yacht Race, having competed from 1962 through to 1969. Her best performance was 3rd in 1969. Now owned by Fred Thomas of the Sandringham Yacht Club, she won the 1970 Gueenscilf-Devenport race and was 2nd in the C.Y.C.V. 1970-71 Ocean Racing Aggregate. Craw: Owner-Skipper Frederic W. Thomas, Navigator John Bright (1), Bruce Legg, Peter Harris (1), John Spry (1), Peter Neale (1), Ian Leckie (1), Rick Page (1).

"SARLENA" - Sail No. 65

LOA. 33 ft. 3 in.; L.W.L. 27 ft. 6 in.; Beam 9 ft. 4 in.; Draft 5 ft. 9in. "Sarlena" was designed and built by Ron Swanson. Launched in 1966 she is a sister ship to "Salome", She could be well up among the leaders of her division if light windward conditions prevail. Crew: Owner-Skipper-Navigator C. G. McGarry (1), Navigator D. Hocking (5), T. Gleichmann (2), R. Evans (1), D. Freer (1), B. Crowe (1).

"SATANITA II" - Sail No. 83

"SATANITA II" — Sall NO. 63 L.O.A. 45ft.; I.W.L. 33ft. 4in.; Beam 12ft. 9in.; Draft 7ft. 3in. "Stainita II" was designed by Sparkman and Stephens and is somewhat similar to "Ragamuffin". She was built in New Zealand by Brin Wilson Ltd. and launched in 1969. She was well placed in her division in the 1969 race and could do well again this year. Crew: Owner-Skipper D. H. R. Wilkle (3), Navigator R. Ansley (2), 1. S. Chambers, R. W. Von Sturmer, R. J. C. Beavis, G. B. Haycock.

"SAVANT" - Sail No. 1080

"SAVANI" — Sall No. 1080 Lo.A. 40ft; L.W.L. 35ft; Beam 10ft. 6in.; Draft 6ft. 6in. This yacht was designed and built by John Spencer and launched in 1970. She is constructed of two skins of plywood and sheathed in fibreglass. "Savant" has won line henours in the Wellington-Gisborne Race, 4th Wellington-Melson Race and 4th in the I.O.R. Bing Harris Trophy. Crew: Owner-Skipper Kr.L. Cox, P. Prenderaille (1), T. P. Borru (1), R. E. Hale, R. Smith, M. B. Singlair.

"SISKA" - Sail No. RF 9

"SISKA" — Sail No. RF 9 LO.A. 60ft.; L.W.L. 45ft.; Beam 12ft.; Draft 8ft. This yacht was designed and buils by well known Perth sailmaker Rolly Tasker. Launched recently, her tuning programme was interrupted by a dismasting. Since then she has won line honours in the 100 mile Fremantle-Mandurah and return Race. Crew: Owner-Skipper: Rolly Tasker (1), Nevigator Welly West (1), Sara Tasker, Rory Argyle (3), John Seele (1), Levige Valmadre (1), Baden Bant, Jon Simmods (1), Ron Packer (2), Ross Chappell (1), Stewie Dunn, Chris Mews (1), Phil Lehmann.

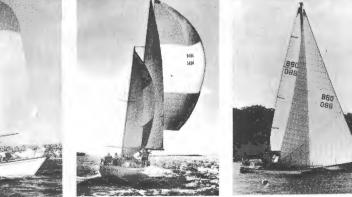
Mews (1), Phil Lehmann. "SKINFLINT" — Sail No. 1220 L.O.A. 37ft; L.W.L. 29ft.; Beam 10ft. 6in.; Draft 6ft. 2in. "Skinflint" was launched in 1970 to the design of New Zealander H. Wogstaff. He participated in the trials to select the 1971 New Zealand One Ion Cup team and was 13th in the Whangarei-Noumea race this year. Crew: Owner-Skipper John Keith Henley, Navigator Robert Harry Marks, Paul Rosser, Paul Sheffield, Robin Lilley, Philip Hackett.

"SKYLARK" --- Sail No. 1111

SKYLAKK — Sall NO. 1111 L.O.A. 33ft.; L.W.L. 25ft. 6in.; Beam 11ft.; Draft 5ft. 5in. "Skylark" was designed by Dick Carter to the 3-Ton Cup Rule. She is probably the "biggest little boat" in the fleet being high wooded and very beamy. Since her launching in August this year she has impressed with, her all round ability in various weather conditions. Crew: Owner-Skipper J. L. Ward, Navigator A. E. Ratcliffe (3), K. Gibson, C. Thomas, J. Green, D. Gillespie.

"SONG OF SOLVEIG" - Sail No. 5 90

LOAL 33ft. 3in.; L.W.L. 25ft.; Beam 10ft. 2in.; Draft 6ft. 2in. A new fibreglass Brolga 33 class designed by Peter Joubert, which has not raced yet. However, her sister ship "Boomerang VIII" has shown the potential of these yachts by coming 2nd in her division in the 1970 race, and winning the 1971 Sydney-Brisbane Race. Crew: Owner-Skipper-Navigator I. Forsyth-Grant (1), A. Hoppe (1), T. Gill (1), B. Watts, R. McKenzie.



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Malcolm Barlow

Sydney, Australia

Pty. Ltd.











"Tina of Melbourne"

"Sylph VI"

"STORMY" — Sail No. H 1414 L.O.A. 52ft. 9in.; L.W.L. 42ft. 9in.; Beam 13ft.; Draft 8ft. 9in. Mr. Bruynzeel won line honours in the 1965 Hobart Race in "Stormvogel". His new yacht is of cold moulded ply construction from the board of E., G. van de Stadt, built in Hamburg in 1969. She has sailed over 45,000 miles including Trans Atlantic, Fastnet, S.O.R.C. and Bermuda races. Third overall in the Cape Town to Rio de Janero race, and 27th overall in the

Crew: Owner-Skipper C. Bruynzeel (1), Navigator John Hutchinson, John Bell, Johnny Kipps, Marshall Pardey, Rory Macnamara, J. Johnson.

"STORMY PETREL" - Sail No. 880

L.O.A. 36ft. Sin.; L.W.L. 29ft.; Beam 10ft. 10in.; Draft 6ft. 3in. Winner of the World One Ton Cup series in Auckland this year, she has continued to show her form by winning the recent Woollahra Cup race. Sailed by an experienced crew she is a contender for overall and O.T.C.

Division prizes. Crew: Skipper-Navigator G. Newland (15), Owner-Co-Skipper C. Curran (1), D. Patterson (9), H. Patterson (1), P. Pinnock (6), two to be selected.

"SYLPH VI" - Sail No. 1019

LO.A. 41ft; L.W.L. 28ft. 6in.; Beam 11ft. 9in.; Draft 6ft. A steel design by Alan Payne which has sailed to Hobert four times previously. Best performance was 14th in the 1962 race. The new owners will be doing everything to obtain the best performance this year. Crew: Owner-Skipper I. North, Navigator E. Dermody (2), D. Thomas, J. Gibson, D. Lawson (6), two to be named.

"TAURUS" - Sail No. 67

LO.A. 43ft. 3in.; L.W.L. 32ft. 3in.; Beam 10ft. 11in.; Draft 6ft. 6in. One of the successful fibreglass Cole 43's, with overall wins in last season's Woollahra Cup, Janzoon Trophy, Queen's Birthday Cup, and second place in the Blue Water Point Score and this year's Montagu Island Race. Has a very experienced crew, and every chance of improving on her sixth place in the 1970 Hobart. Crew: Owner-Skipper Geoff Lee, Navigator Bill Lawler (4), David Jones (15), Colin Wildman (7), Sandy Schofield (9), Ian Hughes (5), Frank Likely (14), David Burke (1).

"TAWARRI" — Sail No. 809 L.O.A. 41ft; L.W.L. 38ft; Beam 11ft. 6in.; Draft 7ft. Designed and built by Ron Swanson as a fast cruising yacht "Tawarri" is built of timber and was launched in 1966. This will be the first trip to Hobart for this powerful sloop. Crew: Owner-Skipper J. D. Lewis, Navigator R. Vasey (1), P. Vasey, J. Cameron, G. King, G. A. Lloyd, S. Clarke, P. Hatcher.

"THUNDEREOLT" — Sail No. 560 L.C.A. 36ft. 8in.; I.W.L. 26ft. 9in.; Beam 10ft. 1in.; Draft 6ft. 2in. "Thunderbolt" was designed by co-owner-skipper Graham Shields and built by Quilkey Bros. She was very unlucky to be dismasted in last year's event after finishing a very creditable 4th in the 1969 race. Crew: Co-Owner-Skipper J. G. Shields (10), C. Hough (9), N. Bennetts (11).

(10), C. Hough (9), K. bennens (11).
"TINA OF MELBOURNE" — Sail No. S 3
L.C.A. 36ft. 8:n.; L.W.L. 26ft. 9:n.; Beam 10ft. 1:n.; Draft 6ft. 2:n.
A Sparkman & Stephens 1968 One Ton Cup design which won the Sydney Hobart One Ton Division in 1969 and Division 2 in 1970. Winner of the Gueenscliff-Sydney Race in 1970, with 2nd place in 1968 and 1969.
Crew: Owner-Skipper-Navigator B. R. Scott (3), W. J. Neale (4), A. G. Black (9), A. J. Nelson (9), J. Mooney (1), G. Simmons (1), B. Keelerman.

"VAGO II" - Sail No. 1122

VAGU II" — Sail No. 1122 L.O.A. 42%; L.W.L. 33%: Sin.; Beam 12ft. 6in.; Draft 7ft. 2in. Mr. Takeda sailed his previous Vago into 21st place in the 1969 fleet of 79. This year he has a new design by S. Takeichi which incorporates the latest I.O.R. features. Most of the crew have sailed in the race before, and so this yacht should give a good account of itself. Crew: Owner-Skipper H. Takeda (1), Navigator N. Donaldson (1), S. Takeichi (1), H. Yoshida, A. Kanazashi, K. Kobayashi, W. Hurst (1), A. Bell (1).

"Vittoria"

"Wathara II"

"Winston Churchill"

"Zilvergeest II"





"VAN DIEMEN" - Sail No. B 20

VAN DIEMEN — Sail No. B 20 L.O.A. 59ft; L.W.L. 38ft; Beam 14ft; Draft 5ft. 9in. A blue hulled marconi-rigged ketch this Tasmanian entry was designed and built by Jock Muir in 1955. Van Diemen is basically a cruising yacht and to date has not been raced. Crew: Skipper R. F. Hickman (6), Navigator L. Kula (3), K. Peterson (3), G. Doolan (4), L. Nibbs (6), J. St. Hill, T. Turvey, J. Lever, R. Rea, T. Chesterman.

"VITTORIA" --- Sail No. SM 33

LO.A. 42ft.; L.W.L. 32ft.; Beam 11ft. 6in.; Draft 6ft. 10in. Built by Quilkey to Sperkman and Stephens design, she performed well in the trials. for the Admiral's Cup Team, and then sailed into 6th place in the 1970 Sydney-Hobart Race. Has won major races in Victorian waters. Crew: Owner-Skipper L. Abrahams. (6), Navigator D, Lang (10), R. Evans (11), L. Nichols (8), R. Hose (3), F. Warner (5); B. Case (8), T. Stevens.

"WAI-ANIWA" - Sail No. 1280

"WAI-ANIWA" — Sall NO. 1280 LO.A. 39 ft. 1 in.; L.W.L. 29 ft.; Beam 11 ft. 4 in.; Draft 6 ft. 1 in. An aluminium Dick Carter design with swivelling keel, she has recently improved her performance by changes to the sail plan, and proved to be the top New Zealand contender for the Southern Cross Cup team. The expert crew will make her a contender for the top prize. Crew: Skipper Chris B. Bouzaid (2), Navigator Beran Woolley (1), Robert L. Farrell, John Woolley, Joe Macky, Gilbert Littler (3), Raymond H. Walker.

"WATHARA II" - Sail No. A 21

LOA. 36ft; L.W.I. 28ft. 4in.; Beam 10ft. 5in.; Draft 6ft. 1in. A wooden Swanson 36 which has sailed to Hobart three times previously. Best placing was 9th in 1968 under previous owner. Has been a consistent placegetter in Hobart this year, and winner of the D.S.S. Rating Class Pennant. Should give a good account of herself. Crew: Owner-Skipper R. W. Jackman (1), R. J. Jackman, P. W. Jackman, C. J. Nibbs (3), W. Pringle (5), one to be selected.

"WHISPERS II" --- Sail No. 996

VOTISTERS II — Sall NO. 990 LO.A. 45ft; L.W.L. 40ft.; Beam 10ft. 5in.; Draft 6ft. 9in. A new plywood design by John Spencer which was launched in January this year. Gained third place in her division in the Whangarei to Noumea Race. Could prove very fast off the wind in a good breeze. Crew: Owner-Skipper Gecff Stagg, Navigator Ian Webb, Andrew Stagg, Robert Tomkies, Peter Sharland, Brian Jaspers, Martin Foggo.

"WILD GOOSE" — Sail No. SM 10 LO.A. 37ft.; L.W.L. 30ft.; Beam 12ft. 6in.; Draft 6ft. 6in. A new I.O.R. Design by Peter Joubert, which has a very large beam and a long waterline for its size. Could prove to be break through in yacht design: Has not raced yet, so performance will be closely watched. Crew: Owner-Skipper I. D. Russell, Navigator R. J. Bull (21), C. N. Jackson (1), R. J. Newman (3), A. Butler (16), P. Joubert (2), F. McNulty (3).

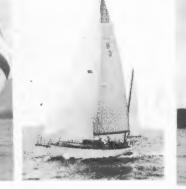
"WINSTON CHURCHILL" --- Sail No. B 3

WINSTON CHOKCHILL — Sail NO. BS LOA. 52ft; L.W.I. 45ft; Beam 13ft; Draft 7ft, "Winston Churchill" is another yacht well known to followers of the Sydney-Hobart Race. She competed in the first event held in 1945, finishing second over the line and third on handicap to "Rana". This year will be her 14th trip to Hobart and it is pleasing to see this fine yacht still being

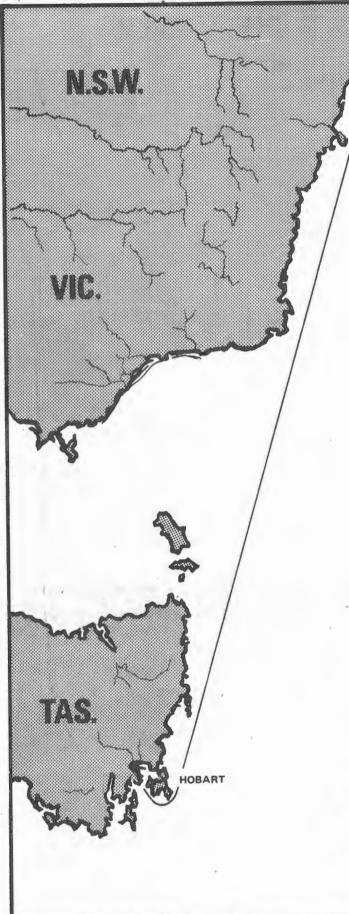
maintained in perfect condition. **Crew:** Owner-Skipper G. Warner (10), Navigator D. Nicol (1), R. Browne (5), K. Caldecott (16), T. Cormack (6), S. Davis, S. Edwards, K. Hargraves, S. Hawes, S. Jackson, D. Sinclair, C. Warner (1).

"ZILVERGEEST II" - Sail No. 408

"ZILVERGEDI II" — Sall NO. 406 L.O.A. 32ft. 4in.; L.W.L. 25ft.; Beam 8ft. 10in.; Draft 5ft. 10in. Designed by Warwick Hood, she competed in two previous Sydney-Hobart Races under previous name of "Maid Rosalinde". Best performance was 28th in the 1969 fleet of 79. Has won a number of short races since with a modified sail olan. Could be competitive in light to moderate conditions. Crew: Owner-Skipper-Navigator A. J. Murray (6), H. R. Vallance (5), B. Johnson (1), R. H. Hunt, C. Davis (4).







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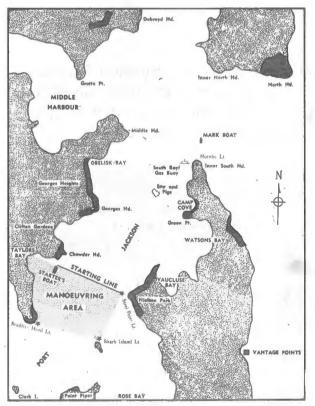
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COMMUNICATIONS NETWORK

Radio Relay Ship "BALI HAI". L.O.A. 75ft., Beam 20ft., Draft 7ft. Owner: Lindsay Mee. Skipper: Capt. R. J. Scrivenor, R.A.N. Engineer: R. Hitchcock. C.Y.C.A. Representatives: N. F. Milne, A. D. Campbell. R.Y.C.T. Representative: J. Baily. Radio Operator: R. Young. Radio Engineer: P. Young. P.M.G. Overseas Radio: G. Crundwell. Fleet Surgeon: Dr. J. Dawson. 'A.B.C. Sports Announcer: Bert Oliver. Cinematographer: A. L. Fraser. Cock: G. Stone.



RADIO reporting of positions in the Sydney-Hobart race was first used in 1951 when "Kurrewa III" (F. & J. Livingstone) accompanied the fleet to transmit information to Station 2,5M. "Lauriana" (V. Meyer) sailed as Radio Relay ship in 1952,

Competing yachts passed the information in 1953 and 1954; and "Lauriana" (J. Samson) returned in 1955 to act continuously until 1958, and again in 1960 and 1961.

"Nunniong" (J. Ezzard) sailed in 1959 and 1968. "Coongoola." (N. Thomas) in 1962, "Tahuna RSAYS" (H. Wilkens) in 1963, "Lauriana" (W. Tyree) in 1964, and "Mia Mia" (J. Hammond) in 1965 and 1966.

"Bali Hai" is sailing as Radio Relay Ship this year for the fourth time since 1967. \cdot

The C.Y.C.A. introduced compulsory radio schedules for all yachts in 1957, thus making possible a wide news coverage, and in 1960 Caltex agreed to take over arrangements for the provision of Radio Relay Ships and the filming of the race.

Morse Code messages from the relay ship were instituted in 1961 to speed up the transmission of positions to the Club Press Centre. In 1969 A.W.A. provided Single Side Band Radio equipment so that the relay ship could be connected directly by telephone to both the C.Y.C.A. and the R.Y.C.T.

This year A.W.A. have specially provided the very latest Marconi Falcon II S.S.B. set having 150 watts input and a range of 66 frequencies, of which only 25 will be required.

Another milestone at the Club Press Centre was the introduction of the Computer Time Sharing Service in 1967 for the preparation of progressive race results. This year Honeywell will again have two teletype terminals in the Press Centre on-line to their computer in York Street, Sydney.

Before the race starts the Computer will be fed with details of the yachts and the track line of the race. As each radio sked is received the new positions of the yachts will be typed into the computer, which will flash back in seconds progressive reports which print out on the terminals in the press centre.

From the positions plotted on a chart in the Press Centre and the computer reports showing the distance of each yacht from the finishing line and its division handicap position, a comprehensive summary of the race is issued. This together with the A.B.C. broadcasts direct from the Radio Relay Ship provides the greatest news media coverage of any yacht race in the world.

A NEW STARTING LINE

RECORD entry of 84 yachts in this year's Sydney to Hobart Yacht Race has made it necessary to have a longer starting line which will provide more manouvring room and assist in removing some of the congestion that has marred previous starts.

The new line is between Steel Point and Taylor's Bay. It is situated closer to the Harbour entrance and brings to an end the traditional starting point of the race off Point Piper.

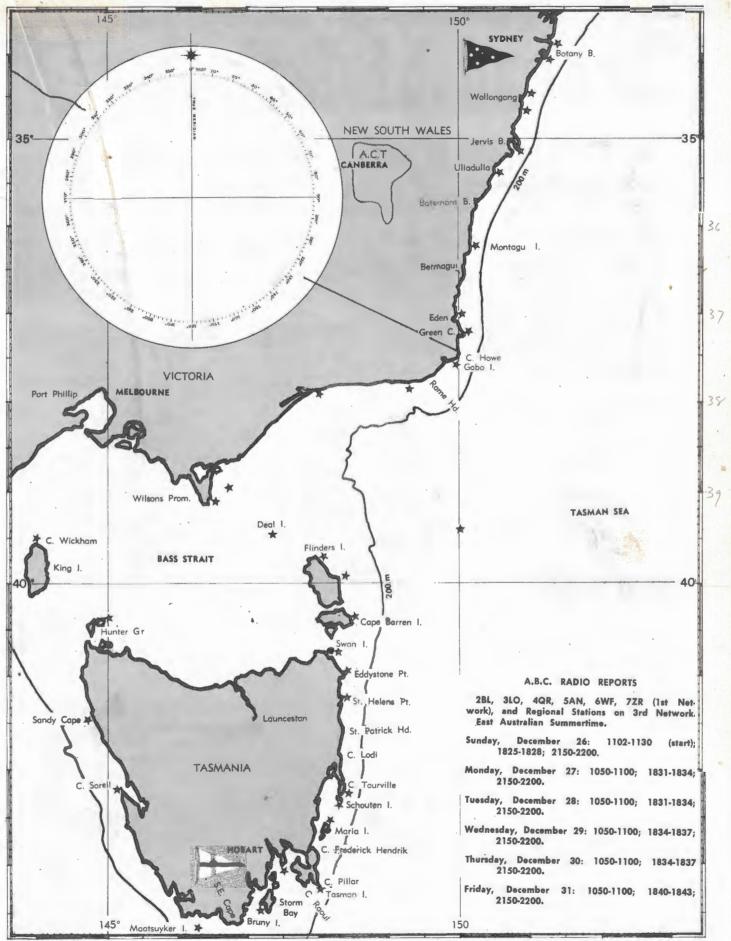
It will provide sufficient length of line to permit a one division start to the race and will help overcome problems resulting from a massed start in a confined area with such a large number of yachts involved.

The natural amphitheatre foreshores of Ashton Park, Chowder Head and Nielsen Park will provide more space for thousands of spectators to view the actual sfart.

This new line will be used for all future Sydney-Hobart races.

PAGE TWENTY-SEVEN





PAGE TWENTY-NINE

*



		(Times or		Elapsed	T.C.F.	Corrected
PI.	Yacht		Owner	Time		Time
1	RANI Capt.	I Illingwor	th R N	6-14-22	.6670	4-09-38
1.	AMBERMERLE J			8-08-19	.6722	5-14-39
3.	WINSTON CHURCI			7-07-38	.7706	5-15-20
	KATHLEEN			8-06-20	.6856	5-15-59
4.				8-07-47	.6977	5-19-23
6.		R. M.		8-13-48	.6859	5-21-09
6. 7.	MISTRAL		F. Evans	8-12-55	.9063	7-17-13
8	WAYEARER	P	M Luke	11-06-20	.6916	7-19-43

1945

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		
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	. (Times are given in de			
P1.	Yacht Owner	Elapsed Time	T.C.F.	Corrected Time
1. 2. 3. 4. 5.	CHRISTINA J. R. Bull SAGA B. J. Halvorsen MORNA C. Plowman DEFIANCE F. A. Bullock MATTHEW FUNDERS	6-18-51-15 6-09-52-00 5-02-53-33 5-19-19-25	.6625 .7161 .9104 .8180	4-11-53-27 4-14-11-02 4-15-52-53 4-17-58-00
6. 7. 8. 9. 10 11.	TRADE WINDS M. E. Davey SOUTHERN MAID C. Philp ACTIVE H. M. Tate MISTRAL R. F. Evans WAYFARER P. M. Luke KURREWA III, F. & J. Livingston	5-22-05-20 7-01-00-45 6-06-44-45 6-07-08-47 5-18-51-40 7-12-21-15 7-07-30-30	.8071 .6960 .7910 .7980 .8855 .6980 .8235	4-18-40-48 4-21-37-58 4-23-14-24 5-00-36-53 5-02-57-41 5-05-53-14 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	
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	(Times are given in d	ays, hours, m	inutes a	nd seconds)
PI.	Yacht Owner	Elapsed Time		
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13.	WESTWARD G. D. Gibson MOONBI H. S. Evans PEER GYNT T. Halvorsen KINTAIL D. Macrae FORTUNA Dr. R. Wishaw TRADE WINDS M. E. Davey SALTAIR A. E. Walker GYMEA G. L. Carter MORNA C. Plowman WINSTON CHURCHILL EOLO T. A. Guiffre SOUTHERN MAID C. Philp BENECIA F. A. Harris	5-13-19-04 5-22-46-02 6-01-18-15 5-20-00-56 6-05-13-09 5-23-15-01 6-06-23-20 6-13-23-51 5-03-03-54 5-22-02-55 5-22-12-54 6-13-21-12	.7232 .6807 .6853 .7359 .6965 .7342 .7024 .6785 .8986 .7791 .7863 .7910 .7211	$\begin{array}{c} 4-00-24-56\\ 4-01-10-54\\ 4-03-34-37\\ 4-07-02-15\\ 4-07-55-52\\ 4-09-37-57\\ 4-11-08-00\\ 4-109-37-57\\ 4-11-08-00\\ 4-14-35-10\\ 4-15-49-25\\ 4-16-44-30\\ 4-17-28-03\\ \end{array}$

PAGE THIRTY

14. MATTHEW FLINDERS,

15. 16. 17. 18. 19. 20.	A. Palfreyman SIRIUS J. S. Booth JOSEPHINE B. C. Penton KURREWA III F. Livingston HORIZON S. Berg MISTRAL II R. F. Evans ALOHA J. A. Clark STOPAREIRD L. H. A. Herford	5-22-35-06 6-02-51-07 5-20-33-37 6-01-19-26 6-23-46-36 5-10-58-45 8-03-19-48 7-11-16-40	.8071 .7900 .8340 .8140 .7199 .8848 .6343 .6938	4-19-04-49 4-20-00-47 4-21-13-38 4-22-17-37 5-00-46-57 5-03-51-13 5-03-53-52 5-04-22-59	
	STORMBIRD J. H. A. Herford	7-11-16-40	.6938	5-04-22-59	

Fastest Time: MORNA.

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

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

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

1948

			 	minutes	and	and and a	

	(times are gi	iven in day	s, nours, mi	TOF	Corrected
Pt.	Yacht	Owner	Time	1.6.8.	Corrected Time
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 12. 13.	WESTWARD G. E SEEVOGEL Y ARCHINA P. G. MOONBI H. NERIDA C. P. H. SANDRA M. N. MISTRAL II R. MORNA C. MERLAN W. SOUTHERN MAID, W. T. GYMEA G.	V. Harris Goldstein S. Evans aselgrove A. Creese Halvorsen F. Evans Plowman L. Curtis Frautwein G. Carter		.7232 .7597 .7900 .6807 .7415 .8278 .6853 .8945 .9243 .7560 .7964 .6721 .8327	$\begin{array}{c} 3-07-45-48\\ 3-11-52-17\\ 3-12-54-03\\ 3-13-06-32\\ 3-13-48-20\\ 3-14-53-50\\ 3-14-53-50\\ 3-14-23-20\\ 3-21-22-20\\ 3-21-19-46\\ 3-21-22-30\\ 3-21-22-30\\ 3-21-53-41\\ 4-02-41-12\\ 4-03-08-45\\ 6-16-01-14 \end{array}$

Fastest Time: MORNA.

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

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

1949

PI.	(Times are given in Yacht Owne	Elapsed T.C.	s and seconds) .F. Corrected Time
1.2.	TRADE WINDS M. E. Daver WALTZING MATILDA, P. Davenpor	t 5-10-33-10 .740	6 4-00-41-15
3. 4. 5.	ELLIDA J. Hallida MARGARET RINTOUL, FORTUNA W. Fes	s 5-10-35-01 .765 q 6-02-05-07 .694	52 4-03-55-21 18 4-05-30-00
6. 7 8. 9.	SEASALTER D. H. Jarvi LASS O' LUSS J. Colquhour GIPSY QUEEN A. C. Eder PEER GYNT, M. & T. Halvorser NOCTURNE J. R. Bu	n 6-02-07-35 .698 n 6-00-45-24 .705 n 6-05-26-35 .684	4-06-01-32 4-06-08-25 4-06-21-13
11. 12. 13.	HORIZON S. Ber INDEPENDENCE E. Messenge MISTRAL II R. F. Evan	g 6-06-12-43 .719 r 6-00-05-13 .827	4-12-08-15 4 4-23-13-03

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.



"Rani" 1945



1946

1950

(Times are given in days, hours, minutes and seconds)

PI.	Yacht Owner	Elapsed Time	T.C.F.	Corrected Time	
1.	NERIDA C. P. Haselgrove MARGARET RINTOUL,	5-06-15-49	.7597	3-20-17-13	
3.	A. W. Edwards MISTRAL V	5-05-28-35 5-05-47-01 6-02-50-26	.7606	3-23-26-14 4-01-21-23 4-05-39-28	
5.	SOLVEIG	6-01-41-29	.7149	4-08-08-25 4-08-20-25	
7. 8. 9.	GIPSY QUEEN	6-06-53-20 6-16-10	.7056	4-10-28-02 4-10-59-45	
10.	SEEVOGEL W. Harris BENECIA F. A. Harris MISTRAL II R. F. Evans	6-06-00-26 6-21-46-29 5-17-00-54	.7597 .7159 .8829	4-17-57-39 4-22-40-41 5-00-58-14	
11. 12. 13.	WANDERER E. Mossey BACHELOR'S WIFE B. Tonner	7-02-08-35 8-14-10-00	.7505	5-07-41-33 5-13-05-00	
14.	SEAWARD P. Benson	9-07-30-20	.6359	5-22-07-38	

Fastest Time: MARGARET RINTOUL.

Retired: ELLIDA (J. Holliday), 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 5½ for the leaders.

PI.	(Times are given in d Yacht Owner	Elapsed T.C.F.	and seconds) Corrected Time
1.23.4.5.67.	STRUEN MARIE T. Williamson LAHARA D. Ashton LASS O'LUSSJ. Colguboun FORTUNA W. Fesq ELLIDA J. Halliday SOLVEIG T. & M. Holvorsen NOCTURNE J. R. Bull	4-07-24-596652 4-03-12-05 .7059 4-05-54-38 .6923 4-14-51-58 .6603 4-07-24-25 .7081	2-19-48-26 2-20-47-33 2-22-01-35 2-22-33-10 3-01-12-18 3-01-13-21 3-02-30-51
8. 9. 10. 11. 12.	NOCTURNE J. R. Bull MARGARET RINTOUL, A. W. Edwards IRENE H. Hughes NIMBUS A. T. Cohen WANDERER E. Mossey PAVANA G. Moyne	4-10-46-10 .7105 5-03-25-10 .6564 4-10-46-35 .7679	3-02-54-24 3-03-51-35 3-09-00-45 3-09-59-37 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.

"Nerida"

1950



1951



"Westward" 1947 and 1948

"Trade Winds" 1949

1952

PI.	(Times or Yacht	e given in de Owner			ond seconds) Corrected Time	,
1. 2.3. 4. 5. 6. 7. 8. 9. 10. 112. 14. 15. 16. 17.	WHITE CLOUD RUTHEAN WRAITH OF ODIN WANDERER	H. S. Evans J. R. Bull C. Hobson D. Macrae J. A. Clark Richardson K. Gourlay W. Fesa G. Brenac A. V. Tall B. O'Brien E. Massey G. Mayne J. Livingston	$\begin{array}{c} 6-17-07-22\\ 6-17-10-23\\ 6-02-34-47\\ 6-22-58-30\\ 6-11-15-01\\ 7-05-51-54\\ 6-03-00-25\\ 6-12-05-40\\ 6-06-58-20\\ 6-18-03-14\\ 6-06-20-56\\ 6-03-45-46\\ 6-17-02-42\\ 6-23-27-40\\ 6-17-40-13\\ 6-17-40-13\\ 6-17-60-27\\ 6-20-29-29\end{array}$.6575 .6654 .7337 .6541 .6359 .7539 .7114 .7381 .6923 .7694 .7534 .8252 .7744 .7505 .8245 .8445 .8432	$\begin{array}{c} 4-09-56-18\\ 4-11-14-40\\ 4-13-25-16\\ 4-13-25-16\\ 4-13-25-16\\ 4-14-33-39\\ 4-14-33-39\\ 4-15-02-44\\ 4-15-25-57\\ 4-16-11-24\\ 4-19-40-42\\ 5-01-56-02\\ 5-04-42-48\\ 5-05-40-46\\ 5-05-40-46\\ 5-05-40-46\\ 5-06-39-09\\ 5-16-02-28\\ 5-18-41-57\\ \end{array}$	

Fastest Time: NOCTURNE.

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

1953

PI.	(Times are Yacht	given in de Owner	Elapsed Time		Corrected Time
1.2.3.4.5.6.7.8.9.00.11.1.2.3.4.15.16.7.8.9.00.11.12.1.15.16.7.8.9.00.11.12.1.15.16.7.8.19.20.	RIPPLE R. SOLVEIG T. & M. HORIZON M. HORIZON A. HURURA NIMBUS NIMBUS A. BRILLIANT B JOSEPHINE R. A. GIPSY QUEEN KURREWA III, F. & J. KURREWA III, F. & J. ELLIDA NOCTURNE RUTHEAN NUTHEAN A. WARAITH OF ODIN ONRUST WARANA P. NELL GWYNN FLAMINGO WANDERER PATIENCE A est Time: SOLVEIG.	Halvorsen S. Berg J. A. Clark L. Cohen Houghton A. C. Eden Livingston J. R. Buli & T. Toll B. O'Brien D. Tober R. Warmer HcKarthy McCarthy E. Massey	5-12-58-36 5-07-12-50 5-10-41-46 6-06-25-06 6-05-23-15 5-21-59-07 5-07-25-51 6-05-07-10 5-07-27-20 6-15-06-14 6-00-52-46 5-21-08-32 7-05-18-30 7-02-16-57 8-02-09-16 8-21-16-00 7-11-01-59 8-18-45-00	.6633 .7048 .7016 .6426 .6571 .7130 .8068 .7013 .8258 .8258 .8258 .7319 .7329 .7744 .6574 .7195 .7306 .6359 .7679 .6684	$\begin{array}{c} 3-16-12-12\\ 3-17-39-37\\ 3-19-41-47\\ 4-00-39-32\\ 4-02-19-45\\ 4-05-14-15\\ 4-06-48-40\\ 4-08-34-39\\ 4-02-15-10\\ 4-02-19-36\\ 4-10-02-14\\ 4-10-25-31\\ 4-13-18-02\\ 4-17-55-58\\ 5-01-01-55\\ 5-04-24-30\\ 5-07-21-16\\ 5-15-36-58\\ 5-17-28-46\\ 6-07-15-07\\ \end{array}$
1 0 31	est Time. JOLVEIG.				

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.

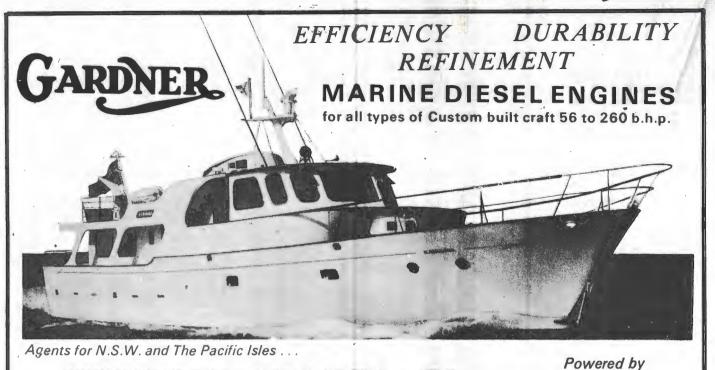
"Ingrid" 1952











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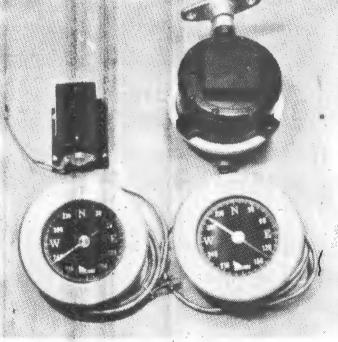
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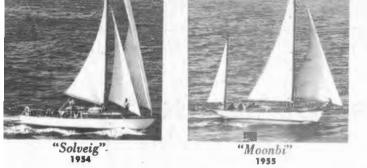


twin

GARDNER 6L3B Marine Diesel Engines

TRADE ENQUIRIES INVITED

PAGE THIRTY-TWO



1954

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

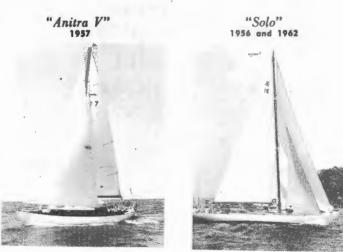
(Times are given in days, hours, minutes and seconds)

P1.	Yacht		Elepsed Time	T.C.F.	Corrected	
1.	MOONBI	H. S. Evans	5-01-28-24	.6697	3-09-21-05	
2.	COOROYBA	. Haselgrove	5-00-14-42	.6782	3-09-33-01	
3.	JANZOON	W. R. Slade	5-02-41-21	.6939	3-13-08-02	
· 4,	NELL GWYNN	R. Hickman	4-21-57-05	.7306	3-14-10-31	
5.	FANTASY	D. Burridge	5-08-59-37	.6768	3-15-18-10	
5.		J. Halliday	5-03-50-53	.7086	3-15-45-31	
7.	LASS O' LUSS	I. Colauhoun	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. Mever.	4-23-10-31	.7801	3-20-58-07	
12.	WINSTON CHURCHI					
		G. Warner	5-04-57-17	.7795	4-01-24-09	
13.	TAM O' SHANTER, R.		5-05-58-00	.6672	4-04-03-15	
14.	EVEN		4-18-13-14	.8836	4-04-55-31	
15.	KURREWA IV, F. &		4-18-33-42	.9185	4-09-13-30	ŕ e
16.	DEFIANCE		5-06-44-12	.8320	4-09-26-42	
		at man additioned				

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

PI.	(Times are Yacht		ays, hours, m Elapsed Time	inutes o T.C.F.	ind seconds) Corrected Time	
1. 2.3. 4. 5. 6. 7. 8. 9. 10. 11. 13. 14. 15. 16. 17. 8. 9. 20. 21. 22. 23. 25.	SOLO ANITRA T. CAROL J JANZOON V SIANDRA G. J INGRID SOUTHERN MYTH, N. RIPPLE R. CATRIONA D. KURREWA IV, J. & F. FANTASY LAHARA D. WINSTON CHURCHILL SIT ANNI ROMAVA R. TARNI LORRAINE D. TAM O'SHANTER, R.A NIRIPA G. PHA', J DE FOUR W, JEF R.A. VAILIMA J NIRVANA D SERENADE	V. Meyer Halvorsen J. Halliday V. R. Slade Newland S. Taylor C. Howard C. Hobson M. Brown Livingston J. Burridge R.N.S.A. N. Ashton J. Mercer J. Mercer G. Wignall A. Clark G. Nicholls E. Peacock R. College McLaren M. Cartee N. College	4-05-03-33 4-16-43-34 4-20-31-58 4-21-53-06 5-07-38-09 5-06-08-11 5-00-28-46 5-13-29-55 4-20-39-07 4-04-31-14 5-17-47-05 5-17-17-41 6-04-55-48 5-05-49-49 6-16-01-06 6-15-04-03 6-17-46-10 6-16-21-00 6-22-38-27 6-21-04-24 7-09-03-10 8-10-18-00 7-22-03-00 6-19-27-33	7927 7164 7069 7148 6638 6858 77252 6621 77656 9114 67079 6556 7942 6616 6722 6642 6616 6722 6642 6798 6808 6753 6359 6881 8173 7291	3-08-33-52 3-08-33-52 3-08-45-25 3-10-22-37 3-12-14-40 3-12-43-29 3-14-30-16 3-15-22-18 3-16-23-22 3-17-18-32 3-19-36-52 3-20-19-46 3-21-04-20 4-01-37-24 4-03-56-04 4-09-53-01 4-10-55-29 4-11-26-55 4-12-45-21 4-17-26-55 4-20-19-37 4-23-33-48 5-08-37-20 5-10-45-15 5-13-42-44 5-15-58-00	
26.	RENENE	P. S. Parry	9-20-57-00	.6630	6-13-05-52	

Fastest Time: KURREWA IV.

Retired: WRAITH OF ODIN (Dr. B. Q'Brien), RANSTON (A. Roper).

Weather: Hard Southerly blow on first night out followed by dight 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	

,	P1.	(Times are given in da Yacht Owner.	ays, hours, minutes Elapsed T.C.I Time	. Corrected
	1. 2. 3. 4. 5. 6. 7. 89. 10. 111. 12. 13. 14. 15. 16. 17. 18.	ANITRA V T. & M. Halvorsen SOLO V. Meyer CATRIONA D. M. Brown KURREWA IV, F. & J. Livingston METUNG Dr. T. Beatty KISMET K. Gourlay FOUR WINDS S. W. Gibson PATIENCE A. B. Wilson LOLITA J. Leahy SAMUEL PEPYS R.N.S.A. EOS R.N.S.A. EOS R.N.S.A. EOS K. State TAHUNA H. Wilckens WINSTON CHURCHILL, Sir Arthut Warner DEFIANCE N. D. Rundle NIRVANA Dr. K. Laws BINTANG-TERANG, M. Hill-Willis	4-06-38-30 710: 3-20-19-16 7973 4-07-42-45 759; 3-18-30-39 9114 4-19-01-40 7246 5-08-21-25 668: 5-14-18-43 6386 5-09-29-52 6733 5-08-38-23 6773 5-08-38-23 6773 5-02-58-10 7256 5-07-20-7 7064 5-07-20-7 7064 5-07-26-53 7384 5-01-28-54 7925 4-22-54-56 8507 7-05-13-12 7800	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$

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 Barren Island. Hard West winds followed and then light headwinds and calms along the Tasmanian coast. Leaders had the most breaks, and Kurrewa IV set the record time for the course to that date.

1958

PI.	Yacht Owner	Elapsed Time	T.C.F.	nd seconds) 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
6. 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
8.9.	ROMAVA	6-08-36-47	.6643	4-05-22-51
10.	WINSTON CHURCHILL,			
	Sir Arthur Warner	5-02-46-30	.8082	4-08-13-37

PAGE THIRTY-THREE



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PAGE THIRTY-FOUR

.

11.	METUNG	6-02-34-41	.7235	4-10-02-57
12.	WESTWARD A. A. Robilliard	7-02-39-19	.7276	5-04-10-07
13.	ARCHINA J. S. Howie	6-14-13-34	.7860	5-04-21-56
14:	BOONGOWN Dr. J., Molesworth	8-05-02-17	.6390	5-05-54-26
15.	FORTUNA J. B. Griffin	7-18-50-35	.6952	5-09-53-35
16.	FOUR WINDS S. W. Gibson	8-14-11-13	.6372	5-11-22-57
17.	RESTLESS C. H. Hill-Willis	8-14-10-43	.6616	5-16-24-32
18.	TERRA NOVA M. D. Greeves	8-04-42-57	.7120	5-20-03-40
19.	SAILMAKER A. Raisbeck	8-19-00-00	.6722	5-21-50-03

Fastest Time: SOLO.

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

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

1959 2	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
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(Times are given in days, hours, minutes and seconds)

PI.	Yacht Owner	Elapsed Time	T.C.F.	Corrected Time
1.2.3.4.5.6.7.8.9. 10.1.12.13.14.156.17.18.19. 20.	CHERANA R. T. Williams ANITRA V. T. & M. Halvorsen SOUTHERLY, D. E. Mickleborough MALOHI N. H. McEnally KALEENA H. E. Godden JANZOON W. R. Slade PEGASUS N. F. Brooker SOUTHERN MYTH, N. C. Howard AILSA LUSS J. Colquhoun SOLO V. Meyer SYLVENA S. H. Moray LOLITA J. Leahy METUNG Dr. T. O. Beatty LORRAINE R. F. Rusk CATRIONA Y. M. Brown BIRRAHLEE J. & T. Savage KURREWA IV, F. & J. Livingston WINSTON CHURCHILL, Sir Arthur Warner ARCHINA J. S. Howie	5-02-13-53 4-18-01-47 5-03-59-11 5-04-43-42 5-06-06-39 5-00-55-23 5-00-55-23 5-00-55-23 5-02-04-03 5-02-04-03 5-02-04-03 5-02-04-03 5-01-52-22 5-12-08-28 5-02-64-30 5-20-23-00 4-13-32-29 4-23-27-47 5-00-55-29	.6590 .7094 .6612 .6655 .6565 .6593 .6697 .7250 .6181 .7080 .7973 .6981 .7080 .7973 .6722 .7270 .6846 .6845 .8651 .8084 .7995	$\begin{array}{c} 3-08-33-02\\ 3-08-53-34\\ 3-09-58-47\\ 3-10-30-28\\ 3-10-47-30\\ 3-12-33-41\\ 3-12-46-32\\ 3-13-30-31\\ 3-14-18-28\\ 3-14-32-23\\ 3-15-20-49\\ 3-15-20-49\\ 3-15-20-49\\ 3-15-20-49\\ 3-15-20-49\\ 3-15-20-49\\ 3-16-36-05\\ 3-18-44-30\\ 3-20-07-17\\ 3-20-34-58\\ 4-00-13-14\\ 4-00-34-26\\ 4-00-40-46\\ \end{array}$
20. 21. 22. 23. 24.	ARCHINA J. S. HOWE RUTHEAN A. & T. Toll TAM O' SHANTER, R.A.N. College SOLANO G. Glen Carr FOUR WINDS S. W. Gibson	5-00-55-29 4-23-04-53 6-09-45-00 6-09-23-30 7-01-39-05	.8336 .6673 .6786 .6376	4-00-40-48 4-03-15-58 4-06-35-41 4-08-05-30 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 Tasmonian 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

(Times are given in days, hours, minutes and seconds)

PI.	Yacht Owner	Elapsed Time	T.C.F.	Corrected Time	
1.	SIANDRA G. P. Newland	5-00-59-03	.6596	3-07-48-04	
2.	KALEENA H. E. Godden	5-01-59-03	.6565	3-08-04-57	
3.	MALOHI N. H. McEnally	5-01-58-04	.6609	3-08-37-19	
4.	RIVAL A. Burgin & N. Rundle	5-03-19-24	.6694	3-10-33-09	
5.	NORLA T. & M. Halvorsen	4-19-57-03,	.7177	3-11-13-04	
6.	JOANNE BRODIE R. C. Hobson	5-09-19-41	.6501	3-12-03-48	
7.	JANZOON W. R. Slade	5-00-21-03	.6993	3-12-09-41	
8.	SOLO V. Meyer	4-10-23-42	.7973	3-12-49-43	
9.	PATIENCE A. B. Wilson	5-08-30-47	.6665	3-13-38-28	
10.	ROMAVA R. J. Mercer	5-11-22-20	.6565	3-14-13-57	





112.1 12.1 13.1 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24.	CAROL J J. Halliday AILSA J. Marion ZARABANDA G. Pattinson METUNG T. O. Beatty MARIS J. Earl KURREWA IV, F. & J. Livingston LASS O' LUSS J. Colgunouth INGRID J. S. Taylor WILD WAVE P. R. Warmer SOUTHERLY D. Mickleborough ARCHINA J. Howie TAM O' SHANTER, R.A.N. College SOUTHERN MYTH, N. C. Howard	$\begin{array}{c} 5-01-56-27\\ 5-19-49-42\\ 5-02-40-46\\ 5-00-44-40\\ 5-12-49-40\\ 4-08-11-15\\ 5-06-56-10\\ 5-13-11-15\\ 5-02-50-36\\ 4-12-29-47\\ 5-20-28-12\\ 4-22-58-28\\ 5-20-32-41\\ 5-10-15-04\\ \end{array}$.7077 .6176 .7044 .7265 .6636 .8578 .7080 .6840 .7484 .8480 .6611 .7853 .6673 .7252	$\begin{array}{c} 3-14-17-51\\ 3-14-20-38\\ 3-14-24-55\\ 3-15-43-15\\ 3-16-08-41\\ 3-17-52-14\\ 3-17-52-14\\ 3-19-05-13\\ 3-19-56-09\\ 3-20-00-18\\ 3-20-5-153\\ 3-21-25-50\\ 3-21-46-16\\ 3-22-28-17 \end{array}$	
25,	SOUTHERLY BUSTER, K. R. Gourlay EOS M. T. Flower	6-03-5 8- 34 5-23-33-42	.6387	3-22-30-34 4-01-03-43	
27. 28. 29. 30.	WINSTON CHURCHILL, G. A. Warner BRILLIANT	5-00-13-14 5-20-26-18 5-20-26-27 7-03-13-55	.8082 .7194 .7274 .6376	4-01-09-44 4-05-01-53 4-06-10-14 4-12-32-24	

Fastest Time: KURREWA IV.

-

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

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

1961

(Times are given in days, hours, minutes and seconds)

P1.	Yacht Owner	Elapsed Time	T.C.F.	Corrected	
1.2.3.4.5.6.7.8.9.10.112.13.4.15.16.17.8.9.10.112.22.3.224.225.227.2.229.301.322.33.33.33.33.33.33.33.33.33.33.33.33	RIVAL A. Burgin & N. Rundle JANZOON II W. R. Slade JOANNE BRODIE R. C. Hobson ANITRA V. J. S. Samson MARIS J. Earl NORLA J. S. Howie SOLO V. Meyer KALEENA H. E. Godden LASS O' LUSS B. C. Psaltis KINTAIL G. A. Horniman TAHUNA E. A. Hales SILHOUETTE R. Swanson SOUTHERN MYTH, N. C. Howard LOLITA J. Leahy ASTOR P. R. Warner WINSTON CHURCHILL, G. A. Warner WINSTON CHURCHILL, G. A. Warner ILINA R. Murdoch CAROL J. J. Halfiday SOUTHERLY D. Mickleborough AILSA C. Dorman ATHENA J. Jarrett SYLVENA S. H. Moray BOONGOWN J. Molesworth PHANTOM W. K. Mooney SIANDRA D. M. Bovden MISTRESS W. Pettingell SEA BEE J. Ashton-Martin GALATEA M. N. W. Kestel JOLLY ROGER A. J. Sutton FOUR WINDS II S. W. Gibson	$\begin{array}{c} 4-17-28-21\\ 4-16-25-35\\ 5-00-05-39\\ 4-15-58-59\\ 4-22-51-06\\ 4-05-30-03\\ 5-02-50-07\\ 4-20-43-16\\ 4-18-37-40\\ 4-19-25-40\\ 5-02-39-53\\ 4-23-38-57\\ 5-10-20-58\\ 4-04-42-11\\ 4-13-09-40\\ 4-18-18-11\\ 5-09-06-00\\ 5-18-56-00\\ 5-18-56-00\\ 5-20-35-26\\ 6-01-26-33\\ 6-02-33-07\\ 5-21-14-48\\ 6-08-50-11\\ 6-06-41-07\\ 6-02-06-12\\ 6-02-01\\ 5-10\\ 6-06-21-22\\ 7-02-23-41\\ 7-06-21-22\\ 7-02-17-37\\ 7-20-11-16\\ \end{array}$.6694 .6803 .6989 .65990 .7061 .7012 .65405 .7282 .7282 .7282 .7282 .7282 .72640 .7252 .8671 .8132 .7985 .6722 .8671 .8132 .7985 .6628 .6475 .6689 .6475 .6689 .6485 .66898 .66981 .66863 .6596 .66863 .66981 .66863 .66981 .66863 .66981 .66863 .66981 .66981 .66984 .6270 .6270 .62707 .66904	$\begin{array}{c} 3-03-57-31'\\ 3-04-29-01\\ 3-06-04-24\\ 3-06-15-54\\ 3-06-15-54\\ 3-07-25-31\\ 3-08-18-27\\ 3-08-20-03\\ 3-10-41-49\\ 3-11-28-19\\ 3-13-02-50\\ 3-14-21-21\\ 3-14-46-10\\ 3-15-37-15\\ 3-15-52-31\\ 3-16-46-21\\ 3-19-21-51\\ 3-19-48-29\\ 3-20-30-44\\ 3-21-32-06\\ 3-23-37-42\\ 4-02-36-15\\ 4-03-17-31\\ 4-04-48-39\\ 4-04-55-44\\ 4-09-26-36\\ 4-15-13-35\\ 4-21-59-12\\ 4-22-22-16\\ 5-09-55-28\\ \end{array}$	
	1.				

Fastest Time: ASTOR.

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

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

1962

(Times are given in days, hours, minutes and seconds)

PI.	Yacht Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SOLO V. Meyer	$\begin{array}{c} 3-04-29-15\\ 3-03-46-16\\ 4-03-53-00\\ 4-01-11-38\\ 4-02-58-19\\ 4-02-56-54\\ 4-03-04-39\\ 4-06-28-26\\ 4-03-37-46\\ 4-04-15-55 \end{array}$.7943	2-12-45-14
2.	ONDINE S. A. Long		.8105	2-13-24-45
3.	GALATEA M. N. W. Kestel		.6323	2-15-09-22
4.	JULIE A. & J. Sturrock		.6571	2-15-51-58
5.	MALOHI S. Fischer		.6555	2-16-52-34
6.	RONITA R. A. Cottee		.6563	2-16-56-23
7.	KALEENA H. E. Godden		.6566	2-17-03-15
8.	CARMEN R. Swanson		.6358	2-17-09-10
9.	CHERANA W. R. S. MacRae		.6567	2-17-25-36
10.	JOANNE BRODIE R. C. Hobson		.6530	2-17-28-24

PAGE THIRTY-FIVE

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PAGE THIRTY-SIX

11.	JANZOON II W. R. Slade	3-23-05-19	.6893	2-17-32-40
13.	A. G. Burgin & N. D. Rundle PALANA R. J. Shield	4-02-51-18 4-04-41-35	.6694	2-18-10-25 2-18-29-52
14. 15. 16.	SYLPH Lawson Bros. ASTOR P. R. Warner BIRRAHLEE C. V. Jones	4-04-27-24 3-03-47-16 4-06-18-14	.6653 .8836 .6562	2-18-50-02 2-18-57-58 2-19-07-55
17.	CHRISTINA	4-05-36-06 4-00-18-46	.6628	2-19-20-30 2-19-51-43
19. 20. 21.	DU-MA-LEE L. V. Reilly ANITRA V J. S. Samson NORLA J. S. Howie	4-04-27-32 4-02-29-54 4-02-34-49	.6809 .6999 .7060	2-20-24-09 2-20-53-20 2-21-35-52
22. 23.	SEAMAN J. Leahy MISTRAL III M. C. Dowd	4-07-16-00 4-06-46-52	.6743	2-21-37-58
24. 25. 26.	MOANA R. H. G. Lamplough MERCEDES II H. T. Kaufman CAPRICE G. Ingate	4-09-30-05 4-02-32-38 4-01-06-39	.6622 .7130 .7278	2-21-51-47 2-22-15-42 2-22-40-38
27.	WINSTON CHURCHILL, G. A. Warner CAROL J J. Hallidoy	3-11-17-19	.8498	2-22-46-43
29 30.	SEA BEE J. Ashton-Martin TAHUNA E. A. Hales	4-02-57-53 4-01-08-21	.7217	2-22-51-15 2-23-25-22 2-23-34-20
31. 32. 33.	SOUTHERN MYTH, N. C. Howard FOUR WINDS II S. Gibson SOUTHERN MAID P. Deaton	4-02-43-14 4-08-12-42 3-20-00-14	.7260 .6968 .7977	2-23-40-16 3-00-36-53 3-01-23-29
34. 35.	MISTRESS MAY, W. W. Pettingell METUNG T. Beatty	4-15-13-08 4-07-38-09	.6695	3-02-27-40 3-03-17-29
36. 37. 38.	LARNTARNI W. Wokefield AOTEA II R. K. Hunt RUTHEAN A. V. & I. T. Toll	4-01-45-59 4-20-09-57 3-20-13-11	.7708 .6523 .8339	3-03-21-30 3-03-46-30 3-04-54-07
39. 40.	GOODEWIND K. Laws ILINA K. R. Murdoch	4-08-04-24 4-03-31-37	.7546	3-06-32-01 3-07-28-20

Fastest Time: ONDINE.

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

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

1963

(Times are given in days, hours, minutes and seconds)

PI.	Yacht Owner	Elapsed Time	T.C.F.	Corrected Time	
1. 2. 3. 4. 5. 6.	FREYA T. & M. Halvorsen CAVALIER J. E. McDonnell LORITA MARIE, N. B. Rydge, Jr. SEA WIND N. F. Brooker CARMEN R. Swanson MOLISE OF MALHAM	4-15-17-03 5-04-36-12 4-22-36-21 4-17-02-54 5-08-11-57	.7014 .6428 .6855 .7194 .6362	3-06-03-17 3-08-05-22 3-09-18-15 3-09-19-37 3-09-33-37	
6. 7.8.9.11.12.13.4.15.16.7.18.19.20.1.22.23.22.22.22.22.22.22.22.22.22.22.22.	MOUSE OF MALHAM, N. J. Wright & D. Belcher CADENCE H. S. Mason MERCEDES II H. T. Kaufman CAPRICE OF HUON G. Ingate GIP I. A. R. Polson ANITRA V J. S. Samson NORLA J. Bennetto CAROL J J. Halliday SALACIA R. F. Rusk TAHUNA E. A. Hales RONITA F. Cottee MALOHI S. Fischer LASS O'LUSS B. C. Psaltis SEA BEE J. Ashton-Martin JOY TOO J. & J. McLaren SYLPHIDE W. Boetcher ASTOR P. R. Warner KALEENA H. E. Godden SOUTHERLY D. Mickleborough PALANA A. V. & I. T. TOII WINSTON CHURCHILL, G. Worner NIRIPA J. W. While TRIDENT A. B. Wilson SOUTHERN MYTH, N. C. Howard NARANI A. WILITA	$\begin{array}{c} 5-07-41-23\\ 5-09-11-51\\ 4-23-56-07\\ 4-21-06-10\\ 5-11-56-67\\ 4-21-06-10\\ 5-03-25-22\\ 5-04-20-13\\ 5-03-25-22\\ 5-04-20-13\\ 5-07-08-47\\ 5-05-08-03-14\\ 5-22-25-44\\ 5-23-35-12\\ 4-10-53-00\\ 5-21-08-41\\ 5-23-56-35\\ 6-02-12-01\\ 6-01-16-44\\ 5-01-05-40\\ 5-03-53-37\\ 6-02-31-39-07\\ 6-06-51-11\\ 7-13-26-15\\ \end{array}$.6441 .6371 .7096 .6999 .7065 .7033 .7363 .6555 .7072 .7158 .6555 .7072 .8836 .6555 .8065 .8065 .8065 .8065 .8065 .80213 .7024 .6613 .7024 .6638	3-10-14-42 3-10-18-42 3-13-06-22 3-13-13-39 3-13-40-29 3-14-34-39 3-15-08-11 3-15-050-39 3-16-01-03 3-17-19-06 3-17-27-53 3-17-55-05 3-19-39-400 3-22-268-32 3-22-368-32 3-22-268-32 3-22-268-32 3-22-268-32	
33. 34.	ZILVERGEEST A. J. Murray & A. Hunter SYLPH VI Lawson Brothers	7-21-27-07	.6480	5-02-45-53 5-03-13-30	

Fastest Time: ASTOR

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

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





"Rival"

"Freya" 1963, 1964 and 1965

1964

(Times are given in days, hours, minutes and seconds)

PI.	Yacht Owner	Elapsed Time	T.C.F.	Corrected Time	4
1.2.3.4.5.6.7.8.9.01.1.2.3.4.5.6.7.8.9.01.1.2.3.4.5.6.7.8.9.01.1.2.3.4.5.6.7.8.9.01.1.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.	FREYA T, & M. Holvorsen CAMILLE R. Swanson JANZOON II W. Russel Slade CADENCE H. S. Moson SALACIA A. W. Byrnee LORITA MARIA N. B. Rydge Jr. CAVALIER Dr ' E. McDonnell NORLA J. Bennetto KAREELAH R. H. Fidock SEAWIND N. F. Brooker YAMPL I. A. R. Polson STRUEN MARIE A. J. Wildman SARACEN II R. Crichton-Brown MERCEDES II H. T. Kaufman KALEENA K. R. Murdoch RONITA R. A. Cottee TUI MANU M. York PHYLLIS GRAHAM R. Roxburgh POITREL J. Bleakley AWAY F. Armstrong ATHENA H. Voughan JOY TOO J. J. McLaren CHERANA W. R. S. MacRae MARCO POLO K. S. MacRae MARCO POLO K. Yark-Syme ROVAMA R. J. Mercer	$\begin{array}{r} 4 - 01 - 17 - 35 \\ 4 - 04 - 09 - 22 \\ 4 - 05 - 13 - 34 \\ 4 - 11 - 58 - 09 \\ 4 - 04 - 08 - 38 \\ 4 - 07 - 16 - 47 \\ 4 - 13 - 25 - 13 \\ 4 - 09 - 00 - 44 \\ 4 - 04 - 16 - 50 \\ 4 - 14 - 06 - 32 \\ 4 - 10 - 59 - 18 \\ 4 - 07 - 58 - 05 \\ 4 - 12 - 59 - 18 \\ 4 - 07 - 58 - 05 \\ 4 - 12 - 59 - 18 \\ 4 - 07 - 58 - 05 \\ 4 - 12 - 59 - 18 \\ 4 - 04 - 51 - 40 \\ 4 - 17 - 48 - 40 \\ 3 - 20 - 05 - 05 \\ 4 - 17 - 48 - 40 \\ 3 - 20 - 05 - 05 \\ 4 - 17 - 35 - 00 \\ 4 - 17 - 48 - 40 \\ 3 - 20 - 05 - 05 \\ 4 - 17 - 35 - 00 \\ 4 - 17 - 48 - 40 \\ 3 - 20 - 05 - 05 \\ 4 - 17 - 35 - 00 \\ 4 - 17 - 48 - 40 \\ 3 - 20 - 05 - 05 \\ 5 - 01 - 49 - 55 \\ 5 - 02 - 22 - 07 \\ 5 - 05 - 21 - 37 \\ 5 - 08 - 07 - 00 \\ 5 - 06 - 43 - 08 \\ 5 - 06 - 13 - 15 \\ \end{array}$.8014 .7823 .7852 .7852 .7852 .7418 .8051 .7781 .8194 .8194 .8194 .8194 .8194 .8194 .8194 .8194 .8194 .7513 .7655 .8617 .7655 .8617 .7654 .7755 .8647 .77653 .7654 .7792 .7553 .7654 .7792 .7555 .7654 .7792 .7555 .7554 .7792 .7555 .7554 .7792 .7555 .7554 .7792 .7555 .7554 .7792 .7555 .7554 .7792 .7555 .7554 .7792 .7555 .7554 .7792 .7555 .7554 .7792 .7555 .7554 .7792 .7555 .7554 .7792 .7555 .7554 .7792 .7555 .7554 .7792 .7555 .7554 .7792 .7555 .7554 .7792 .7555 .7554 .7792 .7555 .7755 .7554 .7792 .7555 .7755 .7755 .7755 .8575 .7755 .8675 .7755 .7755 .7755 .7755 .7755 .8277 .7555 .8277.7555 .8277.7555 .8277.7555 .8277.7555 .77555 .8277.7555 .77555 .77557 .75567 .7567 .7567 .7	$\begin{array}{c} 3-65-58-14\\ 3-67^{*}08-00\\ 3-67-1-21\\ 3-07-35-03\\ 3-08-27-56\\ 3-09-05-43\\ 3-09-25-43\\ 3-09-25-43\\ 3-09-25-00\\ 3-09-42-36\\ 3-10-12\\ 3-10-43-29\\ 3-11-40-33\\ 3-12-14-06\\ 3-12-20-44\\ 3-12-14-06\\ 3-14-27-38\\ $	

Fastest Time: ASTOR.

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

Weather: Sunny stort 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. Colm patches in the Derwent River.

1965

(Times are given in days, hours, minutes and seconds)

PI.	Yacht Owner	Elapsed Time	T.C.F.	Corrected Time
1. 2. 3. 4. 5. 7.	FREYA T. & M. Halvorsen CAMELOT J. G. Borrow CADENCE H. S. Mason BALANDRA R. Crichton-Brown SEQUANA H. J. Tilley NARANDA I. A. R. Polson ZIEVERGEEST	4-06-23-32 4-10-07-31 4-20-37-32 4-05-35-25 4-21-25-16 4-21-25-12	.8014 .7943 .7372 .8524 .7475 .7522	3-10-03-26 3-12-17-43 3-13-58-34 3-14-35-43 3-15-46-20 3-16-19-24
8. 9. 10.	NORLA J. Bennetto RONITA R. A. Cottee KURURA N. F. Milne SARDA OF BURNHAM	4-23-13-52 4-12-33-37 4-21-01-08 4-21-00-08	.7413 .8150 .7563 .7582	3-16-23-10 3-16-28-36 3-16-30-06 3-16-42-40
12. 13. 14. 15. 17. 18. 19. 20. 21. 223. 234. 25. 26. 27. 28. 29.	FANFARE D. L. Gilling FANFARE G. P. Patterson TAMBOO R. J. Green POITREL J. Robson-Scott PALANA R. J. Shield BINDAREE G. G. Blockwood ODIN L. Abrahams ATHENA J. Jarrett TAM O'SHANTER K. MacGregor JANZOON II W. Russell-Slade CAROUSEL L. E. Gobriel RIVAL A. G. Burgin MISTER CHRISTIAN P. Kurts SOUTHERLY D. Mickleborough VALHALLA A. & P. Hankin ASTELOT A. G. Croft AKALA -J. H. Bleakley SEAWIND N. F. Brooker	$\begin{array}{r} 4-21-21-58\\ 4-08-05-23\\ 4-21-30-53\\ 4-20-57-20\\ 4-20-58-18\\ 4-16-17-52\\ 4-22-05-04\\ 4-20-58-10\\ 4-20-58-10\\ 4-20-57-27\\ 4-18-19-09\\ 4-21-27-28\\ 4-20-57-27\\ 4-18-13-59\\ 4-18-13-59\\ 4-20-44-56\\ 4-20-44-56\\ 4-20-45-55\\ 4-21-31-04\\ 4-16-06-50\\ \end{array}$	7562 8536 7566 7607 7613 7617 7940 77553 7626 7823 7628 7628 7628 7628 7628 7628 7628 7628	3-16-45-09 3-16-51-03 3-16-54-42 3-16-58-05 3-17-00-06 3-17-09-51 3-17-12-03 3-17-12-03 3-17-18-05 3-17-18-05 3-17-43-33 3-17-50-06 3-18-57-50 3-18-57-50 3-19-07-21 3-19-07-25 3-19-45-15
		P	AGE TH	RTY-SEVEN

"Cadence" 1966



	30.	FARE-PHEE-WELL R. I. Williams	4-20-46-51	./8/4	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. Degton	4-14-23-32	.8458	3-21-22-10	
	35,	CORROBOREE K. A. Grav	4-20-37-11	.8036	3-21-42-55	
	36.	CORROBOREE K. A. Gray FRANKLIN R.A.N.	4-19-01 12	.8189	3-22-11-48	
•	37.	CARINA R. L. Holford	4-22-49-38	7981	3-22-50-11	
	38.	SOUTHERN MYTH N. C. Howard	4-20-59-43	.8250	4-00-31-16	
	39.	TAHUNA E. A. Hales	4-20-36-52	.8314	4-00-57-12	
	40.	SEA BEE J. Ashton-Martin	4-22-43-52	.8248	4-01-55-45	
	41.	STORMVOGEL C. Bruynzeel	3-20-30-09	1.0645	4-02-28-08	
	42.	ALCHERINGA J. N. Bridgeland	5-01-48-13	.8226	4-04-11-45	
	42. 43.	INGRID C. M. Earl	5-08-42-41	.7840	4-04-54-35	
	44.	BARANNE J. Wedd	5-13-25-00	.7654	4-06-07-03	
	45.	ILINA K. R. Murdoch	4-18-27-15	,9097	4-08-07-06	
	46	ENID J. Cockle	4-12-48-05	.9577	4-08-11-56	
	47.	CUTTY SARK W. R. Bradley	4-23-39-29	.9231	4-14-27-23	
	48	CORSARO II Italian Navy	4-20-53-45	9777	4-18-17-20	
	49.	ARUNTA PRINCESS . A. Mark	6-12-28-12	7696	5-00-25-10	
		ANOTHIA FRINCESS . A. MUIK	Q-12-20-12	./070	5-00-25-10	

Fastest Time: STORMVOGEL.

Retired: 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 see breezes followed along the N.S.W. coast. A good 20 knot Northerty helped the yachts across Bass Strait and down to Tasman Island. Variable winds and calm patches were the order to the finish.

1966 management and a second an

(Times are given in days, hours, minutes and seconds)							
PI,	Yacht		Owner	Elapsed Time	T. C.F.	Corrected Time	
12345678901123456789012334567890123345	SALOME TAMBOO MISTER C MALOHI SERIFA MARIE VA HUON LA VALHALLV ASTELOT CANOPUS FIDELIS JANZOON AKALA KALEENA CAMELOT RONITA DDIN BALANDR. CARLONI FAANKLIN SALACIA POSTELON KARINGAI SEAWIND KARINGAI SEAWIND KARINGAI SEAWIND KARINGAI SEAWIND CATRIONI FAANKLIN SALACIA POSELOON CATRIONI FAANKLIN SALACIA POSELOON CATRIONI FAANKLIN SALACIA SEAWIND CATRIONI FAANKLIN SALACIA SEAWIND CATRIONI CAROUSEL	HRISTIAN N DIEMEN II W II W A A A R. C I A A A A D	H. D. Calvert P. Hankin A. G. Croft J. V. Davern Russell-Slade H. Bleakley H. E. Godden J. G. Borrow R. A. Cottee J. Abrahams richton-Brown N. B. Rydge Robson-Scott M. B. Rydge Robson-Scott A. W. Byrne M. W. Miller D. M. Brown	$\begin{array}{c} 5\text{-}13\text{-}25\text{-}24\\ 5\text{-}11\text{-}47\text{-}19\\ 5\text{-}12\text{-}16\text{-}22\\ 5\text{-}06\text{-}54\text{-}55\\ 5\text{-}13\text{-}22\text{-}34\\ 5\text{-}13\text{-}42\text{-}03\\ 5\text{-}13\text{-}42\text{-}03\\ 5\text{-}13\text{-}42\text{-}20\\ 5\text{-}11\text{-}21\text{-}50\\ 5\text{-}11\text{-}21\text{-}50\\ 5\text{-}11\text{-}31\text{-}32\\ 5\text{-}11\text{-}31\text{-}32\\ 5\text{-}11\text{-}31\text{-}32\\ 5\text{-}11\text{-}31\text{-}30\\ 5\text{-}11\text{-}31\text{-}30\\ 5\text{-}11\text{-}31\text{-}30\\ 5\text{-}11\text{-}31\text{-}30\\ 5\text{-}10\text{-}41\text{-}41\\ 5\text{-}10\text{-}40\text{-}40\\ 5\text{-}10\text{-}41\text{-}41\\ 5\text{-}10\text{-}40\text{-}40\\ 5\text{-}10\text{-}41\text{-}41\\ 5\text{-}10\text{-}22\text{-}4\text{-}43\\ 5\text{-}10\text{-}40\text{-}40\\ 5\text{-}10\text{-}40\text{-}40\\ 5\text{-}10\text{-}17\text{-}22\\ 5\text{-}13\text{-}32\text{-}07\\ 5\text{-}12\text{-}24\text{-}43\\ 5\text{-}08\text{-}51\text{-}46\\ 5\text{-}10\text{-}17\text{-}22\\ 5\text{-}13\text{-}32\text{-}07\\ 5\text{-}12\text{-}26\text{-}55\\ 5\text{-}17\text{-}01\text{-}32\text{-}04\\ 5\text{-}21\text{-}26\text{-}55\\ 5\text{-}17\text{-}01\text{-}32\text{-}04\\ 6\text{-}0\text{-}1\text{-}330\\ 6\text{-}01\text{-}49\text{-}36\end{array}$	7403 7586 7892 7555 7552 7552 7805 7805 7805 7805 7805 7823 7823 7823 7823 7823 7823 7824 8529 7594 8529 7594 8036 8195 7982 8163 7986 8195 7986 8163 7986 8195 7556 8195 7556 8163 75566 77829 75566 77837 75566 77836 77836 77836 77836 77836 77837 7874 77845 77857 78257 85257 78257 85257 78257 85257 78256 81037 79856 81037 79856 81037 79856 81037 75856 81037 75856 81037 75856 81037 75856 81037 75856 81037 75856 81037 75856 75857 75856 75857 75857 75857 75856 77857 75856 77857 75856 77857 7777777 77777 77777777	$\begin{array}{c} 4-02-46-24\\ 4-04-00-53\\ 4-04-04-40\\ 4-04-80\\ 1-05-15-07\\ 4-05-15-07\\ 4-05-33-56\\ 4-06-31-47\\ 4-05-33-56\\ 4-06-31-47\\ 4-06-48-35\\ 4-06-38-36\\ 4-07-31-36\\ 4-07-31-36\\ 4-07-31-36\\ 4-07-31-36\\ 4-07-31-36\\ 4-09-00-45\\ 4-09-00-45\\ 4-09-00-45\\ 4-09-00-25\\ 4-09-25-31\\ 4-09-25-32\\ 4-09-25-32\\ 4-09-25-32\\ 4-09-25-32\\ 4-09-25-32\\ 4-09-25-32\\ 4-$	
36. 37. 38. 39. 40. 41. 42. 43. 44.	THEKLA RIVOLI CAROUSEL CARINA NAM SAN ALCHERIN SAGA	IGA J.	& C. Sullivan E. Eggers F. F. Varcoe M. R. Brakell R. L. Holford J. Thompson N. Bridaland L. S. Little G. W. Moore	6-05-20-16 5-11-06-09 6-08-20-13 6-10-47-54 6-05-07-41 5-08-10-33 6-06-33-19 7-02-28-41 6-13-01-18	7557 9070 7619 7568 7981 9568 8257 7831 8635	4-16-20-17 4-22-54-36 4-20-03-56 4-21-09-05 4-23-01-09 5-02-38-19 5-04-18-49 5-13-30-04 5-15-35-18	
-		I DELLO					

Fastest Time: FIDELIS.

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

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

PAGE THIRTY-EIGHT



1967

"Rainbow II

1967

	(Times are	given in days	, hours, mi	nutes ar	d seconds)	
PI.	Yocht	Owner	Elapsed Time	T.C.F.	Corrected Time	
1. 2. 3.	RAINBOW II	N. Long 4	-19-59-38 -04-10-31 -22-04-33	.7722	3-16-39-15 3-17-37-00 3-19-10-40	1
4. 5. 6. 7.	SALACIA MERCEDES III	Kaufman 4 D. Calvert 4	-18-21-24 -18-41-05 -20-09-51 -22-03-47	.8025 .8035 .7949 .7892	3-20-02-19 3-20-08-56 3-20-20-19 3-21-10-31	
8, 9, 10,	MISTER CHRISTIAN CASTANET L. C CORROBOREE K WATHARA II B	A Grov A	-08-49-03 -23-20-44 -05-28-39	.7315 .7987 .7667	3-22-13-47 3-23-19-17 4-00-12-13	
11. 12. 13.	WATHARA II		-11-53-08 -06-32-38 -23-01-33 -13-11-55	.7682	4-00-34-47 4-01-12-38 4-01-31-47 4-02-16-28	
15. 16. 17. 18.	CAVALIER SATANITA	R. Wilkie 5 S. Fischer 5 B. Rydge 5	-01-38-39 -10-36-26 -06-16-58	.8083 .7550 .7820	4-02-19-39 4-02-36-31 4-02-45-11	
19. 20. 21.	SARINA E.	J. Jones 5 M. Brown 5	-06-22-22 -23-04-31 -05-55-03 -05-04-57	.7917	4-03-18-59 4-03-32-50 4-03-41-19 4-03-50-28	
22. 23. 24. 25.	FIDELIS J. WEATHERLY J. RO NORLA J.	J. Gilliam 5	-06-36-48 -08-04-47 -13-55-46 -05-38-46	.7894	4-04-47-49 4-05-06-22 4-05-18-16 4-06-18-03	
26. 27. 28. 29.	NORLA	A. Cottee 5 G. Croft 5 D. Reid 4	-16-24-44 -12-24-09 -22-00-33 -08-12-23	.7550 .7789 .8769	4-06-56-28 4-07-07-43 4-07-28-56 4-07-29-18	
30. 31. 32. 33.	SOUTHERLY D. Mick ANITRA Sir Gorfiel	cleborough 5	-08-48-28 -13-56-57 -10-24-09	.8040 .7742 7963	4-07-33-41 4-07-42-11 4-07-50-23	
33. 34. 35. 36,	SHIMAAL CCAMELOT	. J. Green 5 . M. Earl 5 . J. Borrow 5	-17-18-24 -08-22-29 -13-28-59	.7567 .8102 .7889	4-07-53-50 4-08-00-32 4-09-18-17	
37. 38. 39.	BACCHUS D	G. Maxted 5 E. Deaton 5 . McLaren 5 J. Murray 6	-16-18-13 -05-37-12 -21-56-45 -01-12-21	.7792 .8473 .7549 .7406	4-10-12-28 4-10-26-17 4-11-09-17 4-11-32-22	
40. 41. 42. 43.	BACCHUS D	A.N.C.S.C. 5 G. L. Fox 5 J. Burnes 6	-13-18-47 -23-31-57 -03-39-26 -06-09-40	8100	4-11-59-01 4-12-30-38 4-13-37-15 4-14-04-58	
44. 45. 46.	ENID J. C. KAHURANGI L. I SARACEN II R. Crich	A. Cockle 4 D. Nathan 4 ton-Brown 5	-19-00-17 -17-32-41 -22-09-42 -03-05-17	.0577	4-14-08-24 4-14-15-48 4-14-16-29 4-14-49-50	
47. 48. 49. 50.	SEQUANA	J. Tilley · 6	-04-34-37 -23-26-51 -00-55-19	.7475 .7762 .7690	4-15-03-41 4-15-20-38 4-15-26-43	
51. 52 [°] . 53.	MAID ROSALIND		-02-48-29 -05-10-45 -06-43-06	.7598	4-15-32-42 4-17-39-34 4-17-53-53	
54. 55. 56. 57.	J. Beaumont & C ROVAMA R. SOUTHERN MYTH N. SEA BEE J. Ash CAROL ANNE P.		-03-29-38 -20-51-02 -22-02-11 -03-23-25	.7808 .8250 .8248 .8016	4-19-09-48 4-20-12-06 4-21-09-05 4-22-08-52	
58. 59. 60.	SEA WITCH	R. Forbes 5 G. Cassim 6 A. Brodie 7	-23-32-31 -18-40-45 -08-01-45	.8271 .7684 .7451	4-22-43-24 5-05-00-09 5-11-09-33	

Fastest Time: PEN-DUICK III.

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

Weother: 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 oirs up the Derwent while the second half of the fleet had fresh N.W. winds down the coast and up the Derwent. 1969 *windstation and a second second*

(Times are given in days, hours, minutes and seconds)

				PI.	Yech
"Koomnolon"	"Mor	ning C	lloud"	1. 2. 3. 4.	MORN PROSP SALAC THUN
1968 68 (Times are given in d				5. 6. 7. 8. 9. 10. 11. 12. 13.	TINA MERCI BOAM MORN REBEL BAND CAVA WARR RENEG
Yacht Owner	Elapsed Time	T.C.F.	Corrected Time	15. 16 17.	HOTSF GILLA RAGA
KOOMOOLOO, D. O'Neil BOOMERANG VII, J. Baker RAGAMUFFIN, S. Fischer BALANDRA, S. Fischer BALANDRA, N. Brooker VENINDE II, G. Jorgensen MATIKA, N. Long KIMWANDA, D. Wauchope WATHARA II, B. Cameron SUNDOWNER, E. Scott REBEL, B. Wilson NELL GWYN, F. Hickman SARACEN II	4-10-26-52 4-07-34-58 4-05-01-35 4-08-57-33 4-19-04-34 4-19-12-08 4-19-07-35 4-14-50-35 4-14-50-35 4-14-10-45 5-01-56-36 5-02-00-29 4-22-35-45 5-03-56-46	.8046 .8375 .8596 .8419 .7682 .7701 .7707 .8222 .7667 .8330 .7661 .7677 .7913 .7654 .7691	3 - 13 - 38 - 52 3 - 14 - 45 - 02 3 - 14 - 50 - 32 3 - 16 - 21 - 54 3 - 16 - 24 - 05 3 - 16 - 43 - 40 3 - 19 - 48 - 45 3 - 19 - 46 - 45 3 - 21 - 25 - 14 3 - 21 - 50 - 39 3 - 23 - 15 - 06 3 - 23 - 19 - 37	18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33.	CAPRI MOON VAGO SATAN SUNDO VENIN DELLAI MALDI SARAO CORRO DUET NELL
D. McAllister HUON LASS H. Colvert SALACIA A. Byrne WEATHERLY J. Gilliam CALLIOPE C. Middleton JUPITER J. Gilliam ADRIA J. Gilliam CALLIOPE C. Middleton JUPITER J. Gilliam ADRIA J. Grubic BOAMBILLEE V. Volsh DOIN L. Abrahams LORITA MARIA N. Rydge RENEGADE J. Lidgard SARNIA R. Langman CAVALIER J. Roche GABRIELLE III P. Sandwell ONDINE II S. Long CEDALION R. Fidock GILLAWA A. Burgin SHU-BI-HIMMANY L. Jenkyns KALEENA H. Godden ZILVERGEEST A. Murray PORTIA F. Collawoy FOUR WINDS II S. Gibson CALPPSO G. Wignall NATANI O. Trewartha ALPFEA J. McKenzie BACHYPSO G. Vignall NATANI O. Forbes	$\begin{array}{c} 4-10-45-22\\ 5-02-08-49\\ 5-08-51-36\\ 5-01-57-10\\ 5-04-06-09\\ 5-15-18-36\\ 5-02-04-20\\ 4-23-32-57\\ 5-11-07-07\\ 5-07-13-30\\ 5-11-326-55\\ 5-14-30-48\\ 5-20-11-02\\ 5-23-42-55\\ 5-01-53-55\\ 5-01-53-55\\ 5-01-53-55\\ 5-20-50-11\\ 5-23-40-24\\ 6-05-28-38\\ 6-06-54-48\\ 6-05-28-38\\ 6-06-54-48\\ 5-23-40-24\\ 6-05-28-38\\ 6-06-54-48\\ 5-23-40-24\\ 6-05-28-38\\ 6-08-38-11\\ 6-10-46-20\\ 5-23-40-29\\ 5-21-02-49\\ 5-08-31-14\\ 5-20-08-17\\ 6-23-28-12\\ 6-23-28-12\\ 6-23-28-12\\ 6-23-28-12\\ 6-23-28-12\\ 7-05-16-41\\ 7-10-52-30\\ \end{array}$	9007 .7954 .7945 .7945 .7894 .7824 .7824 .7824 .7824 .7545 .7791 .7654 .7791 .7654 .7378 .7791 .7654 .7378 .7378 .7375 .7354 .7354 .7354 .7354 .7355 .7355 .7355 .7375 .7375 .7442 .7442 .7444 .8024 .8473 .7286 .8443 .7286 .8243 .7443 .7286	$\begin{array}{c} 4.00-09-18\\ 4.01-09-20\\ 4.01-31-16\\ 4.01-53-29\\ 4.01-57-59\\ 4.03-07-21\\ 4.03-07-21\\ 4.03-05-15\\ 4.03-07-21\\ 4.03-56-35\\ 4.04-18-20\\ 4.05-15-30\\ 4.06-57-23\\ 4.04-8-38\\ 4.06-57-23\\ 4.06-57-23\\ 4.06-57-23\\ 4.06-57-23\\ 4.06-57-23\\ 4.06-57-23\\ 4.06-57-23\\ 4.06-57-23\\ 4.06-57-23\\ 4.06-57-23\\ 4.06-57-23\\ 4.06-57-23\\ 4.06-57-23\\ 4.06-57-23\\ 4.06-57-23\\ 4.06-57-23\\ 4.06-57-23\\ 4.06-57-23\\ 4.06-57-23\\ 4.10-08-57\\ 4.10-08-57\\ 4.10-23-53\\ 4.11-23-08\\ 4.13-22-48\\ 4.14-14-22\\ 4.15-28-48\\ 4.16-37-28\\ 4.19-12-44\\ 4.19-12-44\\ 4.19-12-44\\ 4.19-12-44\\ 4.19-12-44\\ 4.19-12-44\\ 4.19-12-44\\ 4.19-12-44\\ 4.19-12-44\\ 4.19-12-44\\ 4.19-12-44\\ 4.19-12-44\\ 4.19-12-44\\ 4.19-12-44\\ 4.19-12-44\\ 4.19-12-44\\ 4.19-12-58\\ 4.19-12-44\\ 4.19-12-58\\ 4.19-12-58\\ 4.19-12-58\\ 4.19-12-58\\ 4.19-12-58\\ 5.02-25-39\\ $	34: 35: 37: 39: 40: 41: 42: 44: 45: 47: 44: 45: 52: 53: 55: 55: 55: 55: 55: 55: 55: 55: 55	WATH OPHIR JISUM CICILLI ROULI

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Faste_t Time: ONDINE II.

1968

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Retired: ANITRA V (Sif Garfield Barwick), CAMELOT (J. Borrow), CAROU-SEL (M. Brakell), CORROBOREE (J. While), 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 Streit, moderating down the Tasmanian coast and later turning northerly. Calms around Tasman Island and in the Derwent.

| | | (Times are | given in | doys, nours, n | ninures o | ing seconds) | |
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| PI. | Yacht | | Owner | Elapsed
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55, | WINSTON | | Warner | 4-23-53-45 | .7548 | 3-18-29-50 | |
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ANITRA V
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ENID
FOUR WIN
MAKARETU
TOREA
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Eklund | 6-08-47-15
6-05-15-33 | 1.0431
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3-22-43-51
3-23-46-29
3-23-46-40
4-00-28-57
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4-04-57-50
4-08-06-35
4-08-14-55
4-09-39-25
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4-14-24-15
4-15-35-10 | |
| 73.
74.
75, | WRAITH | DF ODIN
B. & D.
W. | O'Brien | 5-20-53-40
5-08-40-18
5-06-51-20
6-08-02-16 | .8014
.8816
.9507
.8154 | 4-16-54-46
4-17-26-12
5-00-36-05
5-03-58-18 | |
| | | | | | | | |

Fastest Time: CRUSADE

Retired: BOOMERANG VII (P. Hill), CAMILLE (D. Ralph), JANZOON ! (R. George), UTIEKAH 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.

PAGE THIRTY-NINE



The 1972 SAAB 99 continues its reputation as a car of innovation and safety. It is the first car in the world to be fitted with a heated drivers seat and energy absorbing rubber bumpers. Saab designers don't just conform to standard practice, they go one better. Safety features include monocoque body and progressive impact front and rear. SAAB-SCANIA build super-sonic aircraft and complex computer systems. The SAAB 99 is Sweden's fun car to drive. Spare parts are readily available from Mildren Motors. SAAB 99 is available in 2 or 4 door models, with either manual or automatic transmission and optional electronic fuel injection. Prices start from \$4590.

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"Pacha"

1970

(Times are given in days, house, minutes and seconds)

| | | (| | | |
|-------|--------------|---|--------------------------|-------------------------|--------------------------|
| PI. | Yacht | Owner | Elapsed
Time | T.C.F. | Corrected
Time |
| 1. | PACHA | R. Crichton-Brown | 3-17-41-18 | .9157 | -3-10-07-39 |
| 2. | | S. Fischer | 3-20-42-28 | .8849 | 3-10-13-20 |
| 3. | | A. W. Byrne | 3-22-09-23 | | 3-11-43-59 |
| 4. | KOOMOOLOO | N B Rydne Ir. | 4-11-35-40 | 8150 | 3-15-41-21 |
| 5. | VITTORIA | N. B. Rydge, Jr.
L. Abrahams | 4-11-58-4 | 8168 | 3-16-11-52 |
| 6. | TAURIIS | A. G. Les | 4-10-29-31 | 8304 | 3-16-29-40 |
| Ž. | | N. Long | 4-19-31-17 | .7844 | 3-18-36-53 |
| 8. | MORNING MIS | CHIEF R. R. Cavill | 4-23-46-08 | .7590 | 3-18-54-16 |
| 9. | | D. Jenes | 5-04-28-38 | 73 88 | 3-19-54-06 |
| 10. | BACARDI | D Cala | 4-14-59-31 | .8292 | 3-20-02-04 |
| 11. | BUCCANEER | T. E. Clerk | 3-14-06-12 | 1.0730 | 3-20-23-19 |
| 12. | TAMBOO | . R. Gradit | 5-04-15-22 | 7-52-1 | 3-21-29-24 |
| 13. | TINA OF MELE | OURNE B. R. Scott | 5-00-30-15 | 7767 | 3-21-35-44 |
| 14. | BOOMERANG | | 5-03-25-27 | 7767 | 3-22-02-56 |
| 15. | CAPUCINE | R. Brenet | 5-05-53-05 | 7.1 | 3-22-27-50 |
| 16. | LOMA | W. Burrows | 5-05-34-25 | 73 | 3-22-28-53 |
| 17. | PROSPECTOR | R. Brenes
W. Burraus
R. Lloyd
J. Keelty | | .7488 | 3-22-53-32 |
| 18. | CHERANA | J. Keelty | 5-08-10-58 | .748 | 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 | .770 | 4-00-52-22 |
| 21. | MARIA | D. A. Cooper | 5-03-42-35 | 7344 | 4-01-02-16 |
| 22. | MISTRESS | W. Pettingell | 5-04-18-38 | 78.44 | 4-01-30-33 |
| 23. | DUET | J. Diamond
A: McKenzie-Smith
M. Clarks | 5-04-18-38
5-04-09-48 | | 4-01-31-04 |
| 24. | TAMPICO II | A: McKenzie-Smith | 5-13-24-56 | 73 22 | 4-01-33-12 |
| 25. | CAMELOT | M. Clarke | 5-02-32-27 | | 4-02-19-35 |
| 26. | FARE-THEE-WE | LL J. Easden | 5-05-07-30 | 7.4 | 4-02-47-55 |
| 27. | PATSY OF ISL | AND BAY F. R. Duffield | 5-00-31-37 | | 4-02-49-55 |
| 28. | CALYPSO | G. G. Wignel | 5-12-59-19 | .7444 | 4-02-59-48 |
| 29. | ONYA II | P. Ryschyk | 5-10-28-56 | .7590 | 4-03-02-10 |
| 30. | BALANDRA | Army Eastern Com.
J. Gilliam
T. Simmet | 4-20-46-28 | .8514 | 4-03-26-41 |
| 31. | WEATHERLY | J. Gilliam | 5-04-09-00 | .8042 | 4-03-50-28 |
| 32. | DIDGERIDOO | T. Simmet | 5-05-51-43 | .7941 | 4-04-11-55 |
| 33. | SOUTHERLY | D. Mickleborough | 5-12-33-48 | .7544 | 4-04-16-15 |
| 34. | FOUR WINDS | D. Mickleborough
11 S. W. Gibsen
R. Kirby
Sir Garfield Barwick | 5-07-07-21 | | 4-05-12-07 |
| 35. | PATRICE | R. Kirby | 5-05-36-41 | .0046 | 4-05-20-35 |
| 36. | ANITRA V | Sir Garfield Barwick | 5-07-50-35 | | 4-05-31-98 |
| 37. | ASTELOT | P. Zalai
P. C. Fowler | 5-15-31-53 | .7691 | 4-07-41-42 |
| 38. | UTIEKAH IV | P. C. Fowler | 5-11-35-21 | | 4-10-09-57 |
| 39. | DESTINY II | G. Chapmen | 5-03-24-36 | .8617 | 4-10-20-32 |
| 40. | AKALA | J. Bleaking | 5-19-41-17 | .7689 | 4-11-24-22 |
| - 4E. | BOOMERANG | VII P. Hill
Royal Aust. Navy | 5-04-07-37 | .8675 | |
| 42. | FRANKLIN | Royal Aust. Navy | 5-15-33-53 | .8060 | |
| 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
4-16-21-15 |
| 45. | ALCHERINGA | J. Bridgland | 5-12-28-39 | .8481 | 4-16-21-15 |
| 46. | ANACONDA | J. Grubic
YTH N. C. Howard | 5-01-37-14 | .8481
.8805
.8255 | 4-20-46-20 |
| 47. | SOUTHERN M | YTH N. C. Howard | 6-04-28-29 | .8255 | 5-02-33-57 |

Fastest Time: BUCCANEER

Retired: APOLLO (A. Bond), BOAMBILLEE (V. Walsh), CARINA (P. Daniel), CAVALIER (J Roche), JISUMA (L. Scott), MAKARETU (N. Genijon), MERCEDES III (H. Kaufman), RIVAL (A. Burgin), RUM RUNNER (G. Nock), SPIRI (G. Kiakaddon), STARFIRE OF PERTM (N. McANister), STORMY PETREL (C. Curran), THUNDERBOLT (G. Shielda), 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 merning of the third day built up to a gale that lasted over 50 heurs. This made it a big boat race and brought up, a record of 14 retirements.



How to sell your wife on a Columbia yacht

Your wife's probably not interested in Columbia's racing performance, fin keel, balanced spade rudder, high speed hull, how she holds on course and responds to the tiller. She wants a modern toilet, comfortable bed, plenty of cupboard space, pretty curtains and all the comforts

of home, including a kitchen sink! So pander to her. Tell her Columbia's got the lot. And if you have to call the galley and dinette 'the kitchen', go ahead. Tell her about the luxurious carpets, teak trim and comfortable bunks (beds to her) even in the smallest Columbia.

And if she's still not sold, you'll just have to buy one and surprise her.

Columbia 22', (27' illustrated) and 34'.



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No difference between airlines? Let's take you up on that!



PAGE FORTY-TWO

THE SOUTHERN CROSS CUP

AUSTRALIAN STATE TRAVE



NEW SOUTH AP

"Polaris" — L. H. Savage "Ragamuffin"—S. Fischer

SOUTH AUSTRALIA

"Anaconda — J. Grubic

R. Fidočk

R. Cavill

"Morning Hustler" —







1

TASMANIA

"Morning Mischief"

"Patsy Of Island Bay" — J. Muir "Maria" — D. Cooper "Wathara II" — R. Jackman

VICTORIA

"Binda" — J. Vickery "Tina Of Melbourne" — B. Scott "Vittoria" — L. Abrahams **1971** is the year of the third biennial Southern Cross Cup series for teams of ocean racing yachts. The event is the counterpart of the Admiral's Cup held in conjunction with the Fastnet Race in Britain, and the American "Onion Patch" series which culminates in the famous Bermuda Race.

The series consists of four races starting in Sydney Harbour in December:

1. Flay, 17th (5 p.m.) — Royal Sydney Yacht Squadron Cup — 180 m 2. Monday, 20th 10 a.m.) — Royal Prince Alfred Yacht Club Bowl – 0 to 44 miles. 3. Wednesday, 22nd (10 a.m.) — Middle Harbour Yach Club Cup — 30 to 44 miles. 4. Sunday, 26th (11 a.m.) — Sydney Hobart Race — 630 miles.

Challen as are accepted from teams of 2 or 3 yachts nominated by the second strain of authorities of overseas nations and the individual Australian strains. The yachts have a minimum waterline length of 24 feet and are handicapped on time allowance based on their measured rating by the International Offshore Rule.

Placings in each race are determined on corrected time, and the winning yacht will receive points equal to the total number of yachts in the teams, each successive yacht getting one point less than the placing above. These points are multiplied by a factor of 2 in the 180 mile race and by 3 in the Sydney to Hobart Race. The team with the highest total points wins the Southern Cross Cup.

1967 RESULTS.

The inaugural series was won by New South Wales with "Calliope", "Mercedes III" and "Moonbird" (312 points). New Zealand was second with "Castanes", "Rainbow II", and "Satanita" (268), and the Tasmanian team of "Huon Lass", "Nell Gwyn", and "Norla" third (183). 1969 RESULTS.

New South Vales won again with "Boambillee", "Mercedes III", and Ragemuffin" (419 points). The British team of "Crusade", "Morning After", and "Prospect of Whitby was close second (387), and New Zealand third with "Ricel", "Renegade and "Outrage" (316).

1971 TEAMS.

this year N.S.W. will have to defend the trophy against strong challenges from Britain, New Zealand, and the United States, and State teams from South Australia, Tasmania and Victoria.

The British team is the same as that which won the 1971 Admiral's Cup. All are new Sparkman and Stephens' designs; "Cervantes IV" (Bob Watson) is a wooden 40 footar which recently won the R.O.R.C. Class II point score. "Morning Cloud" is a 41 footer of wooden construction which has been a most consistent ocean race winner this season, and of course Edward Heath won the 1969 Sydney to Hobart Race In his previous 34 ft yach of the same name. "Prospect of WhitBy" is the largest of the team with 45 feet of aluminium hull, and Arthur Slater has shown no form in this country by gaining second place overall in the 1969 Hobart Race in his previous steel version.

New Zealand is challenging with a team of One Ton Cup yachts which have demolished all opposition in the selection trials in home waters. "Pathfinder" (Brin Wilson) is a new Sparknaan and Stephens design having '28 feet of Kauri hull "Runaway" is a 36 foot Kauri sloop designed and owned by John Lidgard, which came fourth in the 1971 One Ton Series. "Wai-Antiwa" is a new 39 foot aluminium Dick Carter design owned by R. H. Walker and sailed by Chris Bouzaid who won the 1967 Hobart Race and the 1969 One Ton Cup in "Rainbow II".

The largest yachts by far are in the U.S.A. team. "American Eagle" (Ted Turner) is a 68 foot Luders dasign converted 12-metre which won line honours and 4th place overall in the 1971 Fastnet Race. "Kialoa II" is a 73 foot aluminium yawl designed by Sparkman and Stephens for John Kilroy who has raced her successfully since 1964. "Ondine" is another 73 foot aluminium yawl which was designed by William H. Tripp for S. A. (Huey) Long, of New York. "Ondine" took line honours in the 1966 Hobert Race but because of light winds could not heat the record set by her earlier 57 foot sister in 1962.

PAGE FORTY-THREE



"Turn right at the Heads sail for seven days and turn right at Tasman Light"

HIS is how old-timers suggest No neg-Hobart Race.

There is no doubt that more went is in avigating than the boost burner act representation of the past representation one the past ten years has answered the racing yachts of something resembling is sufficient cockpit panel. The navigator on such a yacht work have instruction showing apparent wind dire is a one a 360 l; another with her winds again to raccurate the angles is the paver ontinuously on

Breakfast, followed by the 8.03 Sydney radio short wave "Messages to Ships and Weather Reports" are his next duties. On the subject of weather, he will have been supplied with an up-to-date synoptic weather chart by the Sydney Weather Bureau on the morning of the race start. During the race he will be constantly tuning to Sydney, Melbourne or Hobart, both short wave and commercial, in order to up-date his weather information, mos attempting to accurately predict the wind shifts which are inevitable over a period of days off our East start. Being caught on the wrong side of a storm or major wind change can easily spell doom to a yacht's chances of winning.

He is, of course, at all times keeping the yacht's log, with entries at each change of course, or each sail change, together with distance sailed so that a D.R. course can be plotted on the chart, being compared to the positions obtained from his celestial fixes, thus determining currents.

"' By 10 a.m. he would prepare for his first sun sight, followed by another at midday and a third at 2 p.m. Sandwiched into these sights would be the 1 p.m. radio position report to the Mother-Ship together with the Race Plot for circulation amongst the crew.

VI

dials, and depths of water b near the yach in fathoms or feet are available at the it of a switch Apparent wind speed, so useful in judging the precise mament to change sail for optimum best performance, would be visible on a dial continuously and sea water temperature, used to help detect ocean currents, would be measured constantly by a hull fitting and displayed on a dial for reference at any time. Finally, boat peed in knots is continuously measured, and at the turn of a knob, can be magnified five times for accurate comparisons when delicate changes of sail trim are contemplated.

Apart from a short wave radio transmitter with half a dozen frequencies accurately controlled by crystals, the navigator would have a radio direction finder with which he can tune to a number of coastal radio beacons and obtain bearings for determining a position fix.

A typical day for our navigator would start at about 3 a.m. when he would prepare a star identity plot using the Nautical Almanac and a "Rude" Starfinder. With this he would be able to choose the three suitable stars for his dawn shots. He would check his navigating stopwatch using a radio time signal, and then use his sextant to get three accurate star or planet altitudes.

4 a.m. would see him at the charf table reducing these sights with the help of the Nautical Almanac and a set of "H.D.486 Computed Altitude and Azimuth Tables" into useable form to plot and obtain a position.

By 5 a.m., this task completed, he can prepare his plotted course in readiness for a D.R. position at 6 a.m. which he will use in the 6.30 radio position report. As well as giving his own position, he will copy those of the competing yachts and then prepare a separate plot of positions so that the skipper and crew can study the race situation.

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After the 2 p.m. sun sight, back to his tables and he produces a position fix from the three sun sights and thus another check on current.

bv GORDON MARSHALL

At 6 p.m. we find him on his third short wave broadcast giving the yacht's position and producing the inevitable Race Situation Plot.

A three star sight at 7.15 p.m. and its attendant mathematics and chart plots carry him onto 9 p.m. whereupon he may take a one hour trick at the wheel.

Thus 10 p.m. should find him bedding down at the end of a day's racing.

To the preceding routine, add thirty or forty daily questions such as — "When is the southerly due in?" — "How many boats are outside the rhumb line?" — "What's our E.T.A. Tasman Island?" — or "How much time does Rags give at this stage?"—and, you have a full picture of the navigator's day.

His work as navigator may only save the yacht a matter of minutes per day, but in the modern competitive climate of ocean racing, this may be the margin which wins the race.





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THE MAN WHO STARTED IT ALL

Mr. Bill Psaltis, Commodore of the Cruising Yacht Club of Australia, recently received a letter from England. The letter was from Captain John Illingworth, R.N. rtd., the man who was mainly responsible for providing the impetus to organise the first Sydney to Hobart yacht race in 1945. This first race was to be the forerunner of an event which is now one of the world's classic ocean yacht races. Captain Illingworth's letter was prompted by receipt of the first issue of the C.Y.C.A.'s new bi-monthly publication "Offshore".

23rd September, 1971

The Commodore, Cruising Yacht Club of Australia, New Beach Road, Rushcutters Bay, Edgecliff, N.S.W., 2027, Australia.

Dear Commodore,

It is very kind of you to have sent me copy No. 1 of Volume No. 1 of your new Club Journal of the Cruising Yacht Club of Australia. It is a very good journal and I was most interested to read it all. And many congratulations on the journal.

It now seems a long time ago since Peter Luke and I effectively sowed the seeds of the Sydney-Hobart race, but I still try and maintain a lively interest in all that goes on yachting-wise in Australia. It has been so good during recent years to see so many Australian yachtsmen coming over to race against us, and so successfully.

I had the great pleasure of entertaining the first Captain Cook team en bloc with Britishers, together at the Royal Yacht Squadron and needless to say we look forward to them coming again.

Yours sincerely, JOHN H. ILLINGWORTH.

P.S. Thank you for paying me the compliment of naming your journal after my book on ocean racing. Again best wishes. — J.H.I.

N the first race to Hobart, Captain Illingworth sailed 34ft. Bermudian cutter "Rani" to a magnificent win. Of the nine yachts which entered the race, "Rani" had the lowest handicap and sailed the course in 6 days, 14 hours, 22 minutes, 35 seconds. This is even more remarkable as she was the first yacht across the finishing line thus taking both line and handicap honours. A strong SSW gale on the second day out of Sydney scattered the fleet forcing all except "Rani" to heave to or seek shelter, which speaks highly of the skill of Captain Illingworth and his crew.

Newspapers of the day carried stories of "missing yachts". Typical headlines were "PLEA TO R.A.A.F. FOR FULL-SCALE SEARCH FOR MISSING YACHTS" "BOATS MAY HAVE BEEN DISMASTED" . . "TWO . STEAMER MISSING IN RACE TO TASMANIA" . GOES TO HELP OF MISSING YACHT". Then came the headline which scooped them all - "MISSING YACHT TURNS UP, WINS BIG RACE ---- and this was the story of "Rani's" win. Even in those early days the magic of the Sydney-Hobart yacht race was evident in the newspaper reports. This magic is still with the event making it what the Melbourne Cup is to horse racing or the Hardie Ferodo 500 to motor racing. Sporting events like these capture the imagination of people right

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"Rani" alongside at Hobart, January 2, 1946.



throughout Australia. We owe a lot indeed to Captain Illingworth and the skippers and crews of the other yachts who competed in that first event which started on December 26, 1945.

On completing the race Captain Illingworth was quoted as saying "I can't believe we were considered lost for five days. We had a fine and safe trip. It's funny to say we were lost. Crew never lost one hot meal."

Of his yacht Captain Illingworth had this to say "I drove 'Rani' as hard as possible, and she did everything that I asked of her." These comments give us an insight into the character of the man. Among the many telegrams received by "Rani's" crew was the following:

YACHT RANI HOBART

CONGRATULATIONS ON YOUR WIN AND YOUR EXCELLENT JUDGEMENT. A EATON TASMAN ISLAND.

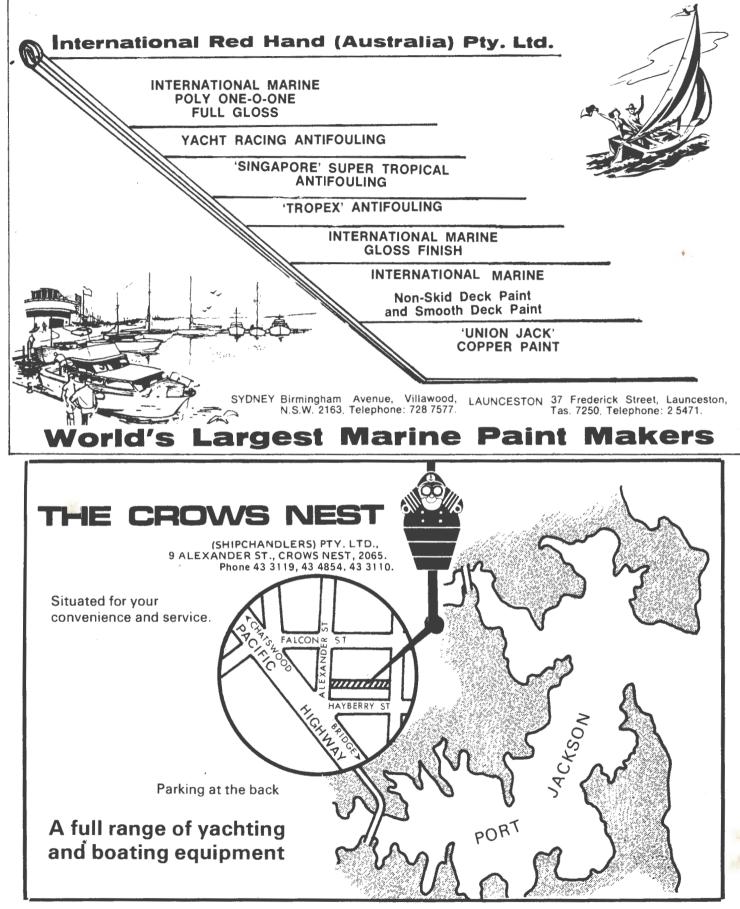
"Rani" had set a course to go between Tasman Island and the mainland as a short cut. Better judgement prevailed and she altered course to pass east of the island.

Finally, on an even more humorous note, is the following cutting from a Sydney paper.

"Captain J. H. Illingworth, R.N., skipper of 'Rani', winner of the Sydney-Hobart yacht race, told members of the Royal Motor Yacht Club that he had instructed his helmsman on the return voyage, to hug the shore by night. Helmsman (apprehensive in view of weather conditions): "How will I know when we're too close inshore?" Captain Illingworth: "When you hear the dogs barking in the paddocks."

"Rani's" crew shortly after finishing January 2, 1946. From left: Lt. R. Richmond, R.N.; Capt. K. Vaughan, A.I.F.; J. Colahan, Capt. J. Illingworth, R.N.; Lt. J. Hogard, R.N.; N. O. Hudson (mate), Li. W. Mewes, R.N.V.R. (navigator).





PAGE FORTPY-EIGHT

SAFETY REGULATIONS

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IT HAS been said that the sea is one of the greatest and most powerful forces on earth and those who sail on it quickly learn to respect it.

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The question of safety at sea resolves itself largely into two main ingredients — experience and equipment. The Cruising Yacht Club of Australia takes great pride in

its safety record -26 Sydney-Hobart Races with neither man nor yacht lost. This is not the result of luck but of the Club's painstaking building up of safety regulations for ocean racing, often altered in the light of the increasing experience of members into a set of regulations now adopted by the Australian Yachting Federation as a standard for all offshore racing in Australia

INSPECTION:

Prior to the race, every yacht is subjected to a rigorous inspection by a panel of experienced yachtsmen for com-pliance with all safety regulations and for such construction or fitting out defects as may endanger the safety of her crew.

Briefly the inspection officers look for sharp projections against which a crew member could be thrown and injured, proper securing of ballast, batteries, tool box lids, etc., the absence of loose articles of a sharp or heavy nature which could be thrown around the boats (yachts have been known to go upside down—fortunately rarely) and adequate strength and condition of spars, rigging, fittings, etc.

EOUIPMENT:

- In addition the Regulations require----
- 1. Navigation lights as required by the International Regulations for Preventing Collisions at sea, fitted at bow and stern.
- Adequate "pulpits", fitted bow and stern, and guard rails rigged on rigid stanchions.
- Hatches must be watertight and securely fastened.
- Two anchors and adequate anchor warps appropriate to the size of the yacht.
- A fully certified self inflatable rubber life-raft with emergency survival equipment which must be carried on deck.
- A comprehensive first aid kit with minimum require-6. ments to cater for any emergency,

7. Adequate fire extinguishers, appropriate for the size of the yacht and fire hazards involved. Tanks containing inflammable fuels must be adequately ventilated.

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- Two water tanks and a minimum quantity of water to be carried, depending on the number of crew and the length of the race.
- 9. Books covering basic medical treatments, navigation and signalling.
- 10. Radio transmitter, capable of ship-to-ship and ship-toshore communication.
- 11. Two bilge pumps and two buckets.
- 12. Navigation charts covering the area in which the race is held.
- 13. Internal ballast, batteries, gas bottles and other heavy equipment securely fastened. 14. All hull openings fitted with sea cocks.
- 15. Emergency flares.

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Bob Miller

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- Two life rings, one of which is fitted with a dan-buoy, 16. light and dye marker, within easy reach of the helmsmեn.
- 17. An emergency tiller, for yachts normally fitted with wheel steering.
- Life jackets, one for each crew member. The minimum 18. number of crew is four.
- 19. Safety belts, one for each crew member.
- Basic construction and rigging must be considered suffi-26. ciently strong and the yacht seaworthy. Cockpit must be watertight and self-draining.
- 21.
- An engine, capable of driving the yacht at a nominated speed. (The propeller must not be removed for racing). Extra battery required where engine cannot be hand started.

23. Two compasses.

GENERAL:

There is much additional emergency equipment recom-mended by the safety committee which is normally carried. This includes spare rigging wire, turnbuckles, shackles, blocks and winch handles. Adequate storm-sails are also required.



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IRST yacht to finish is not necessarily the winner. All things being equal a large yacht is faster than a small one and with a mixed fleet of yachts from 30 feet to over 70 feet in tength some form of handicapping is essential.

In long distance races, like the Sydney-Hobart Race, an arbitrary method of handicapping would not be satisfactory as with many new yachts and strange yachts entered from interstate and overseas, their relative performance would not be known.

The only solution is a system of handicaps based on measurement and a method of equating the speed potential of yachts of widely differing sizes and characferistics has had to be developed.

There are many features which tend to make a yacht sail faster or slower, some more important than others. The major parameters which tend to increase the speed of a yacht are increases in—Length, Sail Area, Stability and Draft.

Those which tend to slow a yacht down are increases in — Beam, Weight, Engine and Propeller Drag.

For fair handicapping, all these and a lot of minor details must be accurately measured and equated in a formula according to their affect on speed.

The International Offshore Rule (I.O.R.) was developed by an International Technical Committee, composed of some of the most experienced yachtsmen and designers in the world and was adopted in 1970 by all of the principal ocean racing countries, including Australia. It is now used for all important ocean races.

Some 80 measurements of the hull, spars and sails are taken and the yacht is heeled over by means of weights to determine its stability. In all, an average of about 16 hours of time is involved in the measurement of each yacht.

All these measurements are fed into a Moneywell Computer which prints the Rating Certificate and comes out with a decimal figure called the Time Correction Factor or T.C.F. This T.C.F., when multiplied by the total Elapsed Time that a yacht takes to finish the course gives the Corrected Time. The yacht with the shortest corrected time for the race is the winner.

For example, if yacht "A", with a T.C.F. of .9000 takes 100 hours to finish the course, her corrected time is 100 x .9000 equals 90 hours. Whereas yacht "B" with a T.C.F. of .8000 takes 110 hours to finish the course, her corrected time 110 x .8000 equals 88 hours. Thus yacht "B" has beaten yacht "A" by two hours, although she finished 10 hours later.



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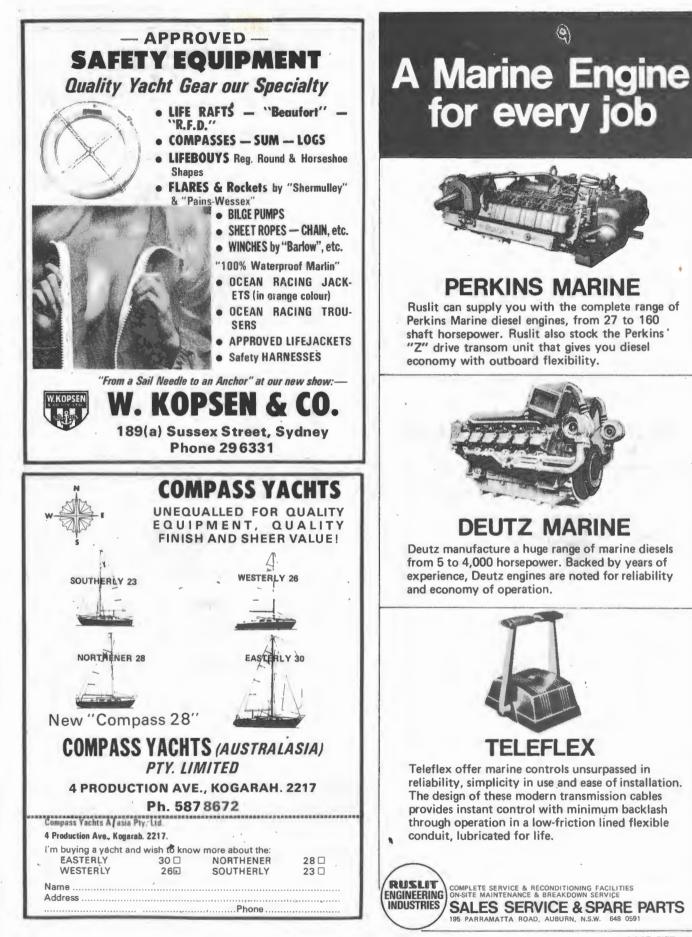
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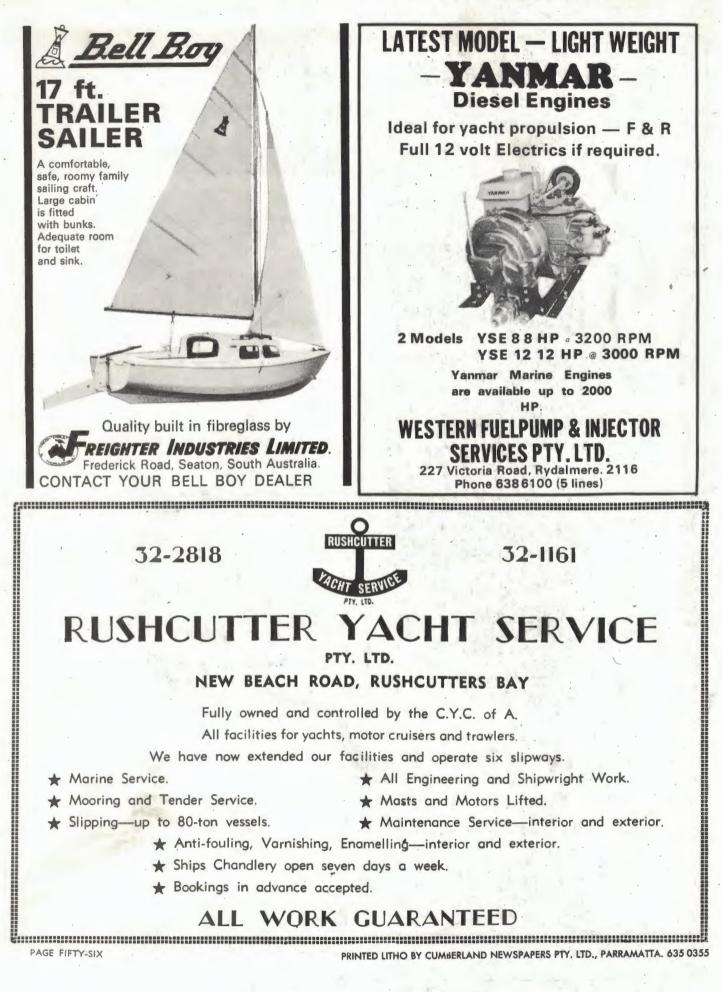
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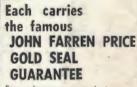
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