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SYDNEY-HOBART YACHT RACE 1983





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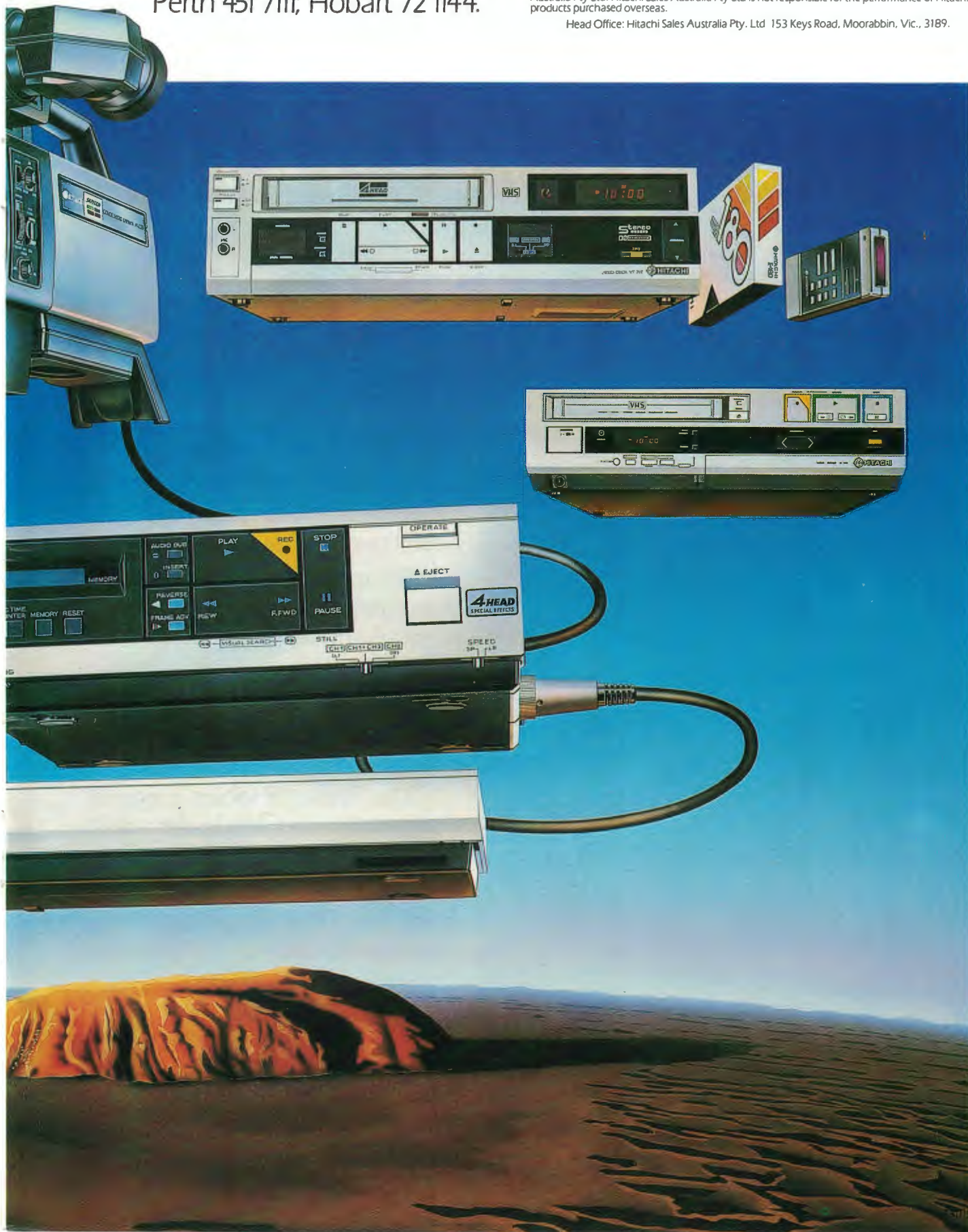


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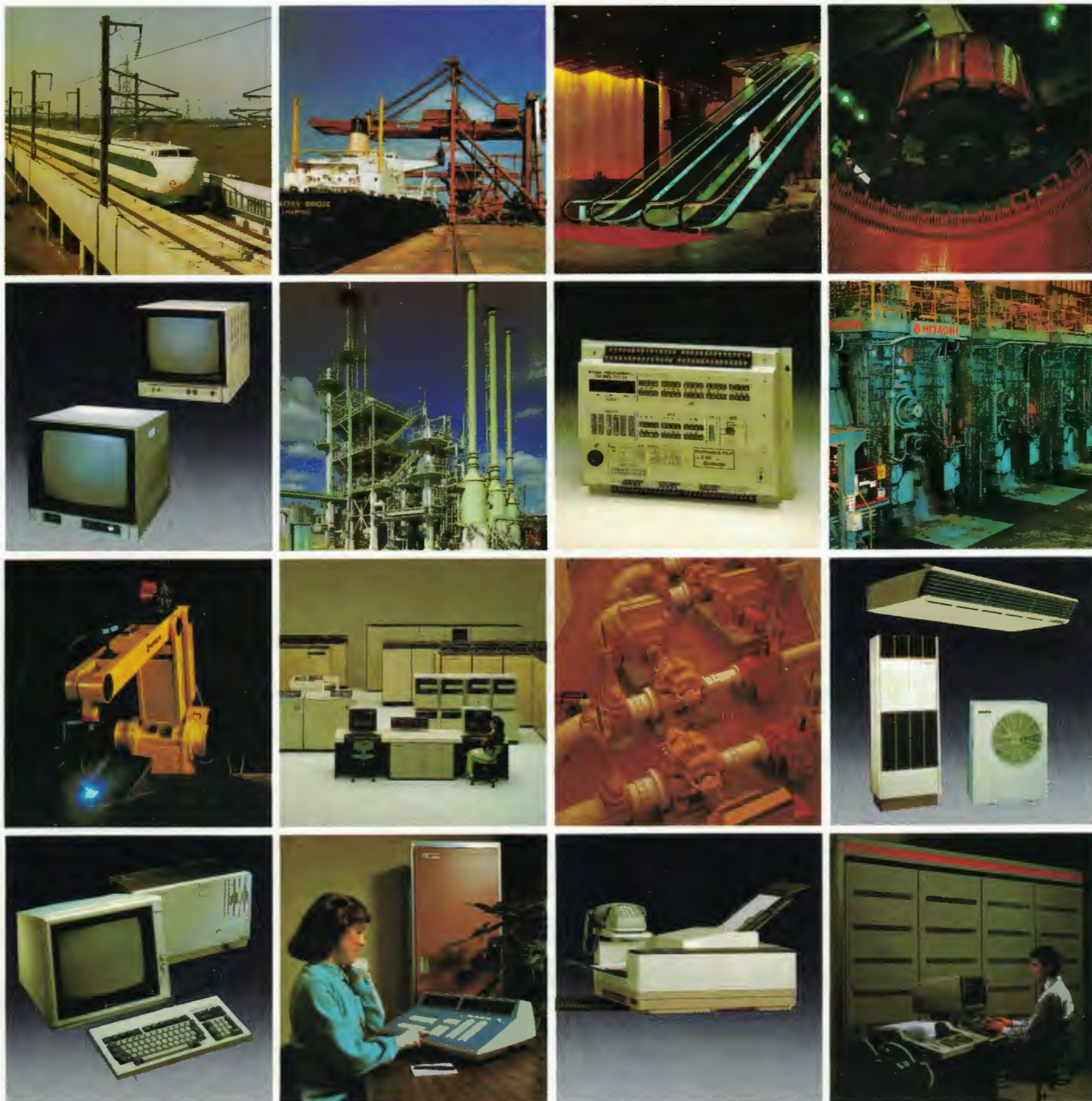
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SYDNEY-HOBART YACHT RACE 1983

39TH YEAR

26 December 1983

1300 hours ESST
(0200 hours Zulu)

Official Starter

Sir James Plimsoll, A.C., C.B.E.

Governor of Tasmania

Starter's Vessel

HMAS Launceston

Organised by

The Cruising Yacht Club of Australia

With the co-operation of

The Royal Yacht Club of Tasmania

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COMMODORES' MESSAGES



The Cruising Yacht Club of Australia

Commodore

G.S. Girdis

Vice Commodore

J.L. Brooks

Rear Commodores

G.E. Marshall, P. Hankin

Race Director and Radio Communications Officer

K.H. Storey

Communications Centre

D.F. Walker-Smith

J. Morris

M. Bryden

N. MacDonald

J.W. Hill

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Miss A. Scott

General Manager

P. Shipway



The Royal Yacht Club of Tasmania

Commodore-in-Chief

His Excellency the Governor
Sir James Plimsoll, A.C., C.B.E.

Commodore

Dr D.A. Cooper

Vice Commodore

O.H. Hedberg

Rear Commodore

D.A.C. Gough

Race Director

R.A. Johnston

Officer of the Day

D.E. McIndoe

Press Centre

J.L. Honeysett

Liaison Officer

M.D. Jones

Patrol Launch Officer

O.H. Hedberg

Secretary/Manager

A.B. Neilson, DFC



The Cruising Yacht Club Of Australia

A record fleet of over 170 yachts will start this year on Boxing Day when Sir James Plimsoll, the Governor of Tasmania, fires the starting cannon for the 1983 Hitachi Sydney-Hobart Yacht Race. The fleet, as it sails down Sydney Harbour, will be a magnificent spectacle and will be viewed by hundreds of thousands of people, both on the foreshores and on TV. The Race, and particularly the start, has become a national event and is enjoyed by many Australians who follow the yachts with interest as they race their way down to Hobart and to the wonderful welcome that inevitably follows.

This year the racing will be particularly keen with a total of ten Southern Cross Cup teams, from Hong Kong, New Zealand, Papua New Guinea, the United Kingdom, and all States of the Commonwealth, competing to take the coveted trophies.

Two maxi yachts from overseas will be joining the local maxis, and there is little doubt that there will be a keenly fought battle for line honours, perhaps to match the breathtaking finish of last year.

Although the fastest time to Hobart has shortened over the years, and recent races have enjoyed moderate conditions, the race remains a test of boats and crews. I urge all participants to prepare their yachts, safety equipment and themselves carefully, and to be ready for bad weather should it occur.

With regret, this year the Race goes on without the support and enthusiasm of the late Ken Caldecott who, as Managing Director of Hitachi Sales Australia Pty. Ltd., helped with sponsorship to make the Race the event that it is today. For the first time this year the Ken Caldecott Memorial Trophy will be presented to the yacht that wins the classic division in the Hitachi Sydney-Hobart Race.

I wish all competitors a fair start, good sailing and a safe arrival in Hobart.

George Girdis
Commodore, CYCA



The Royal Yacht Club of Tasmania

The forthcoming Hitachi Sydney-Hobart Race has attracted a record entry, and The Royal Yacht Club of Tasmania, once again, proud to be the host to all visiting yachtsmen and yachtswomen.

Competition is bound to be keen, especially as this is the major race for the Southern Cross series.

The Flag Officers and Members of The Royal Yacht Club of Tasmania extend the warmest of welcomes to all visitors. I would remind them that our Island State has many delightful attractions and suggest that some may care to take the opportunity to spend a short while here to enjoy them.

The Royal Yacht Club of Tasmania acknowledges the contribution made by the major sponsor, Hitachi, together with Trans Australia Airlines, the State Government and Tasmanian Breweries. We also wish to thank the Master Warden, Harbour Master and Marine Board of Hobart, who give so much of their time and facilities to make this Race such a spectacular and memorable event.

My personal thanks go to all those members of The Royal Yacht Club of Tasmania who, under the guidance of our Tasmanian Hobart Race Director, Mr Rowan Johnston, work so hard and give so much time and effort to bring this Race to a successful and exciting conclusion.

I wish all competitors a fast, fair and, above all, a safe race to Hobart.

D.A. Cooper
Commodore, RYCT

GENERAL RACE INFORMATION

Position report schedules

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

Race frequency

The Race frequency is 4483 kHz.

Communications Centre telephones

News reports and information may be obtained after the regular 'skeds' by telephone from the Communications Centre; the telephone numbers are (02) 32-2426, 32-2467, 32-3397. In addition our recorded information service will be available by

calling (02) 11-690. No other information will be available before 0900 hrs or between 1500 and 1700 hrs each day as staff will be fully occupied with the yacht position report traffic, plotting and computer operation.

Official Spokesmen

Cruising Yacht Club of Australia
Mr Keith H. Storey, Race Director
Mr Peter Shipway, CYCA General Manager.

The Royal Yacht Club of Tasmania
Mr Desmond Cooper, Commodore, RYCT
Mr R.A. Johnston, Tasmanian Race Director.

SATNAV for 1983

Hitachi Sydney-Hobart Race

A new safety factor will be added to the 1983 Hitachi Sydney-Hobart Race with at least half of the fleet equipped with satellite navigation units. This follows the lifting, from July 1, by the Offshore Racing Council of restrictions on the use of electronic navigation equipment such as SATNAV and performance analysis computers. The two may be interfaced but because of

their cost, only 'grand prix' yacht owners have so far installed compete on-board computers to assess the performance of their yachts.

A SATNAV unit, however, costs only about \$2000 and many yachtsmen have added them to their equipment as an adjunct to traditional celestial navigation and dead reckoning. Race Director Keith Storey expects the use of SATNAV to produce better position reporting accuracy from a large number of yachts, an important factor in any search and rescue operation.

CYCA Chief Safety Inspector David Kellett says a SATNAV will be of particular value to the fleet as they near the east coast of Tasmania and make their landfall near Tasman Island, especially in fog and poor visibility so often found in that area.

The Radio Relay Ship, *Tasman Hauler*, will be fitted with a new AWA Star*Trac satellite navigator for this year's race. Features of this unit include multipass discrimination, which provides the maximum number of satellite fixes, great circle and rhumbline sailing, speed and course made good, heading to steer and distance run, ETA, trial speed and run time.

The harbour course and manoeuvring area

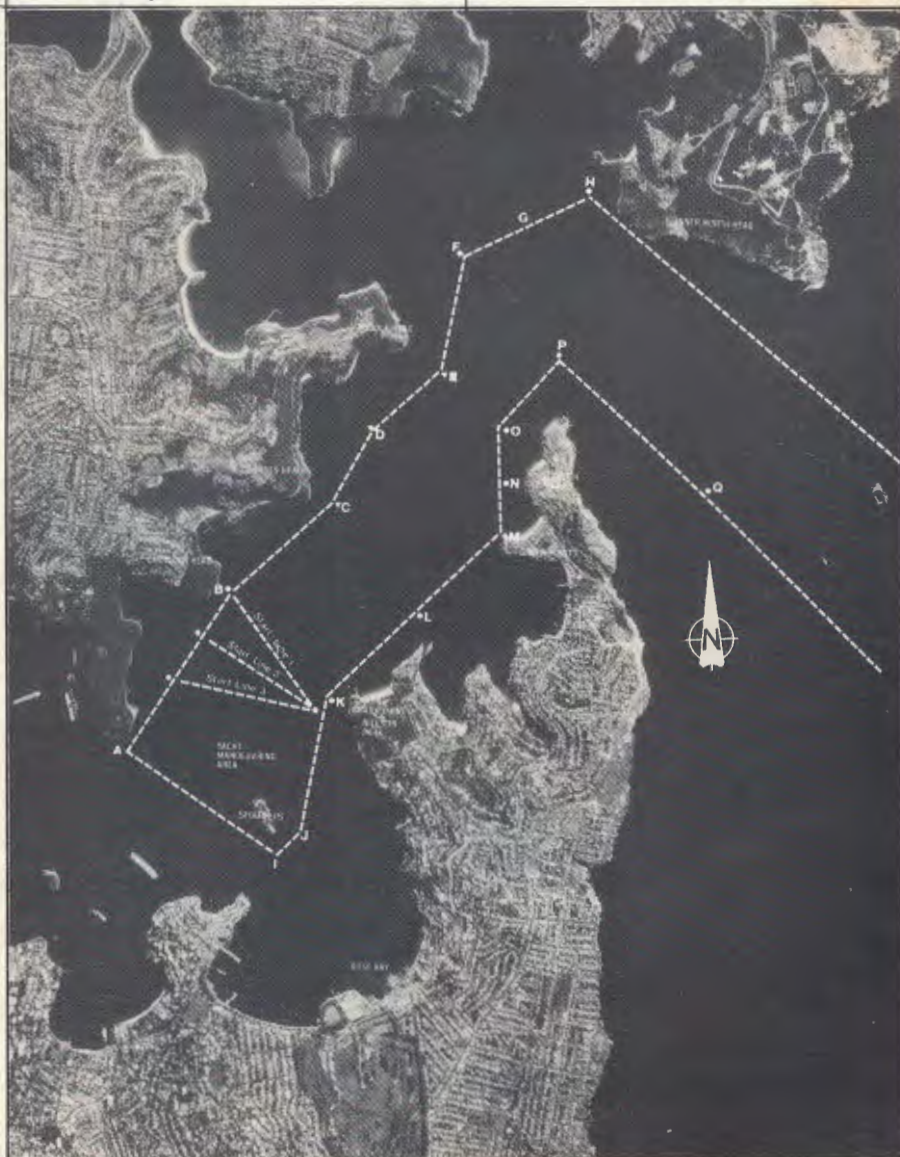
Spectator craft control at the start of the Hitachi Sydney-Hobart Race will be extended to a new offshore mark, one nautical mile SE of the vessel stationed at 'P' off 650 m NNW of Hornby Light. The move is designed to give greater safety for spectator craft following the fleet out to sea as they round South Reef and also to reduce the interference to competing yachts as they clear the Heads.

As in past years, the fleet will be restricted to a clearly defined corridor and must not sail outside this area, either when manoeuvring before the start or after the start. The spectator fleet must keep outside of the race area which is clearly defined with orange marker buoys and fixed buoys. Vessels displaying Dayglo orange signs with the words 'MSB Control' will be anchored at intermediate points on both sides.

From one hour before the start, i.e. from 1200 hrs, all spectator craft must pass inshore of the limits shown. The vessel stationed at Position 'P' is a race marker and will exhibit International Code Flag 'M'. The New offshore mark is at position 'Q'. Spectators are asked to keep well clear of Race participants, particularly as they struggle to clear the Heads, to give all a fair start on their 630-mile journey.

List of marks

A	Vessel 180 m ESE of Bradleys Head light
B	Vessel 150 m ESE of Chowder Head
C	Georges Head buoy
D	Obelisk Bay buoy
E	Middle Head buoy
F	Orange buoy on 294°T leads in The Sound
G	Orange buoy 780 m SW of Cannae Point
H	Orange buoy 435 m SW Cannae Point
I	Totem Pole SE of Shark Island
J	Shark Island SE dolphin
K	Shark Point dolphin
L	Orange buoy 280 m NW of Bottle and Glass beacon
M	Orange buoy 180 m NNW of Green Point obelisk
N	Orange buoy 380 m S of Lady Bay
O	Orange buoy 70 m W of Lady Bay
P	Tug stationed 650 m NNE of Hornby light
Q	Orange buoy 1 nm SE Tug at position P



General Race Information

Race communications

Satellites will be sweeping over the Sydney-Hobart fleet this year, hoping to guide the yachts on their 630 nautical mile voyage southwards and also relaying vital information from the Radio Relay Ship to Race Headquarters at the Cruising Yacht Club of Australia.

Last year, for the first time in the world, a satellite communications system was used to relay by telex the twice-daily position reports of the yachts, in latitude and longitude, from the ocean-going tug *E.B. Cane*, to the CYCA. Radio voice reports were also relayed via satellite to ABC and 2CH and telex reports were sent to newspapers in Australia and overseas.

The system, using the new INMARSAT (International Maritime Satellite Organisation) link, proved so successful that it is being used again and being expanded to incorporate facsimile transmissions by satellite.

This year for the first time satellite navigation units will be allowable electronic equipment on all competing yachts, an important safety feature as it will certainly produce greater accuracy of position reports during the race, particularly in bad weather.

Now in its 15th year of association with the Race, the AWA Marine Division has installed \$80,000 worth of equipment aboard the Radio Relay Ship, *Tasman Hauler*. In addition AWA provides the services of a senior engineer and two radio operators.

INMARSAT became fully operational in February 1982 and provides satellite communications via three satellites located 22,500 miles above the Atlantic, Indian and Pacific Oceans, in geostationary orbit. The AWA/Kyoritsu INMARSAT ship terminal installed on *Tasman Hauler* is designed to the latest INMARSAT ship earth station specification and is capable of instant communication by telephone, telex, facsimile

and high speed data to anywhere in the world.

Since satellite communications are not dependent upon the ionosphere, they are generally unaffected by geographical location or ionospheric conditions, day or night, summer or winter. Aboard the Radio Relay Ship last year the communications crew was able to make a phone call or establish a telex link in about 20 seconds using the AWA/Kyoritsu terminal.

AWA, leaders in marine communications, chose the equipment for its low weight and small physical size which allows operation on smaller vessels. The equipment, together with a complete range of conventional radios and telex-over-radio transmitters, were installed by AWA in December.

As far as the Hitachi Sydney-Hobart Race is concerned, the major advantages are instantaneous communications or high quality and the ability to transmit position reports via high speed data modes which, depending upon the quality of the final links, can enable transmission speeds as high as 12,000 characters per second.

Communication between the fleet and the Ship, at 0700 and 1500 hrs daily, when each yacht must give its position report, will continue to be by conventional radio on the special race frequency 4483 kHz. Bert Oliver, Communications Chief on the *Hauler*, will be using the AWA Teleradio HL2100 400 watt HF transceiver. Other radio equipment aboard will be:

- AWA/Kyoritsu Toscom 205 INMARSAT ship earth station
- Telex facilities consisting of Marconi Spector and Creed teleprinter.
- CAI CA 35 MS Mk II SSB reserve transmitter.
- 1kW Sailor transmitter with associated receiver.
- AWA Teleradio HL2100 400 watt HF transceiver.
- AWA Pilotphone IX VHF transceiver (Seaphone)
- AWA Skyphone for helicopter communications.
- Star "Trac" Satellite navigator.
- UHF for Race Day communications.



AWA's John O'Toole at the AWA/Kyoritsu terminal.

The Radio Relay Ship from Peter Campbell

"Adrenalin, your position please?" asks Bert Oliver in his clear, professional broadcaster's voice as he sits, microphone in one hand, pencil in the other, firmly wedged in front of the powerful AWA marine radio, bracing himself against the roll of the old tug in the seaway off Jervis Bay on the New South Wales south coast.

It's 0700 hours on December 27, the second day at sea aboard the Radio Relay Ship *E.B. Cane* in the 1982 Hitachi Sydney-Hobart Race.

"Adrenalin's position is 35.01, 150.56" comes back the prompt, precise reply.

"Adrenalin 35.01, 150.56" Bert repeats back the yacht's position and moves quickly on to the next boat on the long list of competitors sailing southwards.

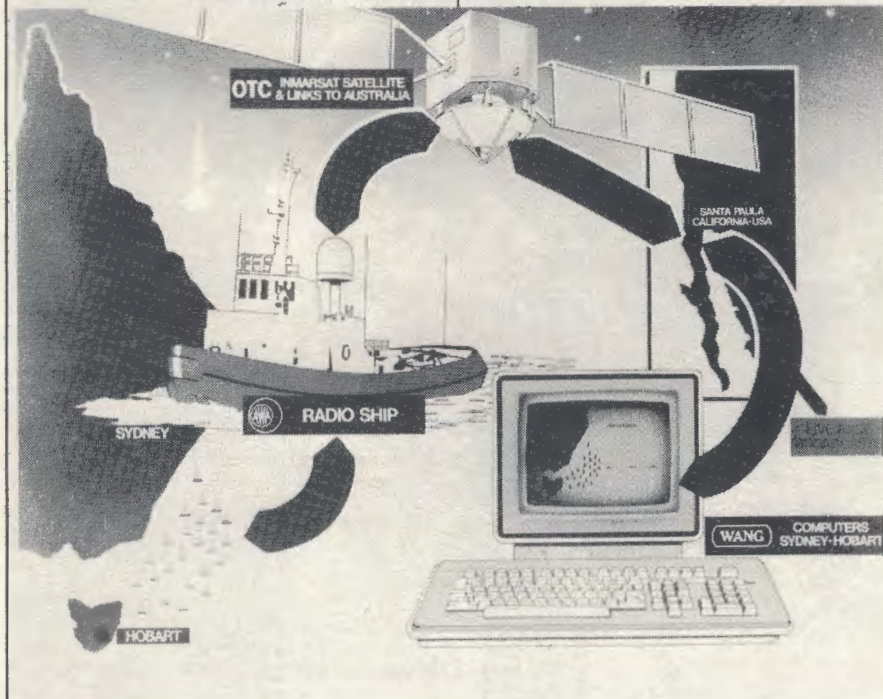
"Aphrodite, your position please." He goes on down the list.

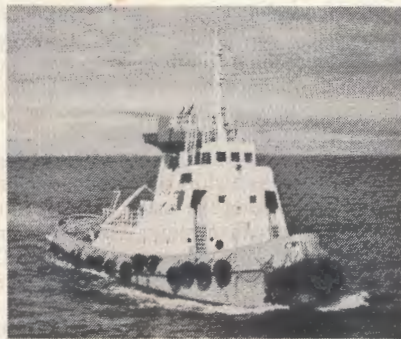
As Bert is repeating each position, AWA's John O'Toole has already typed the yacht's code number, latitude and longitude onto the telex tape, while at the plotting table navigator Bill 'Tweetie' Thompson and ABC Radio commentator Peter Campbell have fixed Adrenalin's position as three miles east of Beecroft Head.

Within 25 minutes the communications crew aboard the Hitachi Radio Relay Ship *E.B. Cane* has recorded the positions given by 75 yachts in Group A, the first telex tape is ready for transmitting to Race Headquarters and the Cruising Yacht Club of Australia in Sydney. In less than an hour all positions of Group A and Group B yachts have been recorded by Bert Oliver, punched up on the telex, plotted on the chart, and transmitted to the CYCA on the latest INMARSAT marine satellite radiotelephone link.

As Bert Oliver continues his morning radio link with the yachts, providing them with the latest weather, any warnings to shipping and any special traffic, Peter Campbell and John Quinn from radio station 2CH are pointing away at their typewriters with news reports for their radio stations, stories for newspapers, special news reports for the media back at the CYCA Press Centre.

Last year was a 'quiet' Hobart for the Communications Crew, and the ship's crew under Master Graeme White had an easy race with mostly moderate sea conditions and only 118 yachts to deal with at each





The Radio Relay Vessel, Tasman Hauler, built 1960, Lloyds A100, 418 tons. LOA: 43 m; Beam: 9.45 m; Draft: 4.63 m; capable of 13.4 knots.

sked. This year Bert Oliver and his crew will have the task of recording the positions of a record fleet of about 170 yachts, twice daily, at 0700 and 1500 hours, plus a limited midnight safety sked.

By the time he steps off the Radio Relay Ship at Constitution Dock Bert Oliver will have asked "Your position please?" more than 1500 times during the four-to-five day, 630 nautical mile rhumbline course to Hobart. In the same period Peter Campbell will have made at least six news reports and 3-6 minute programme breaks each day to the ABC, his reports going nationwide and through Radio Australia to the south-west Pacific and the Far East. John Quinn will be sending similar news and special reports to 2CH and stations in other States, New Zealand and the USA.

Ultramodern communications

News reports on the progress of the fleet and the conditions at sea will be telexed back to the Press Centre after each sked, with special reports midway through the skeds on the positions of the leading maxi yachts in the huge fleet.

With the support of the Race sponsor, Hitachi, and using the marine radio equipment made available and operated each year by AWA's Marine Division, the 1983 Hitachi Sydney-Hobart will see the greatest communications project ever set up for an international yacht race. Apart from the direct reports from the Radio Relay Ship, the CYCA, through Wang Computers, will again be providing the media, after each sked, a computer printout indicating the distance each yacht has to sail to Hobart, its position in the fleet, its corrected time position overall and in its division within the fleet. There will be a separate position report for yachts racing in teams in the Southern Cross Cup series.

There is no other yacht race or yachting series in the world, even the Admiral's Cup in England, where such information is so readily available to the media and, of course, to the friends and families of competing yachtsmen who inundate the CYCA and the Royal Yacht Club of Tasmania with questions about where such-and-such a yacht is and its estimated time of arrival in Hobart. It's all part of the service that the CYCA and RYCT provide.

The CYCA's Race Headquarters and Press Centre and the Radio Relay Ship crew are the most efficient in any major ocean racing event in the world. That I can vouch for from personal experience.

Safety is prime concern

While publicity is a vital part of a sponsored yacht race, the first and key role of the Race Headquarters and Radio Relay Ship is the safety of yachts at sea. The position reports are not just to help journalists write stories; they are an integral part of the safety record which has been built up and maintained over 38 Races in the past. Should a yacht fail to report for an extended period in heavy weather, as has happened, Race Director Keith Storey is able to advise the marine surveillance service in Canberra of the yacht's last reported position, the names of yachts that were in the vicinity, and other relevant information which might assist a search and rescue operation.

'New' Radio Vessel

This year the fleet has a new mother ship. Graeme White, of Eden, who has for the past four years made available one of his sea-going tugs for this duty, is bringing his new vessel, the Tasman Hauler. Formerly the Fremantle-based ocean going tug Cockburn, the vessel is larger and has more accommodation than her predecessor.



A couple of galley slaves, Jo White (left) and Lucy Gentle.

The Ship's Crew

Bridge: Graeme White (Master), "T.W.T." Thompson, Tad Fullaway; Watchkeeper, Greg White.

Engine Room: Sam Beazley, Tom West, Bill Beazley.

Galley: Mavis Beazley (Cook), Gay White, Jo White, Lucy Gentle.

Mavis Beazley has achieved fame for her hot scones and cinnamon cake, not to mention roast dinners in the middle of Bass Strait.



The skipper and his wife, Graeme and Gaye White.

Communications Crew

Communications Crew Chief is one again Bert Oliver, of the ABC, who will this year be making his 23rd such trip. Bert has been

covering yacht races for the ABC since 1949, the first time from the bombardier's cockpit of an RAAF bomber flying over fleet taking part in the Fremantle to Bunbury Race. Heading the AWA team again is John O'Toole, and with him again are Rob Matthews and Stewart Wheeldon, all three now veterans of Hobart Race communications. Peter Campbell is making his third trip as ABC commentator, and is John-Quinn for 2CH.



The crew of the Radio Relay Ship head off to shepherd the fleet to Hobart. Left to right: Sam Beazley, Gaye White, John Quinn, 'Twee-tie' Thompson, Stuart Wheeldon, Nev Cowgill (not in this year's crew), Peter Campbell, Mavis Beazley, Bert Oliver, Rob Matthews, Bill Beazley.

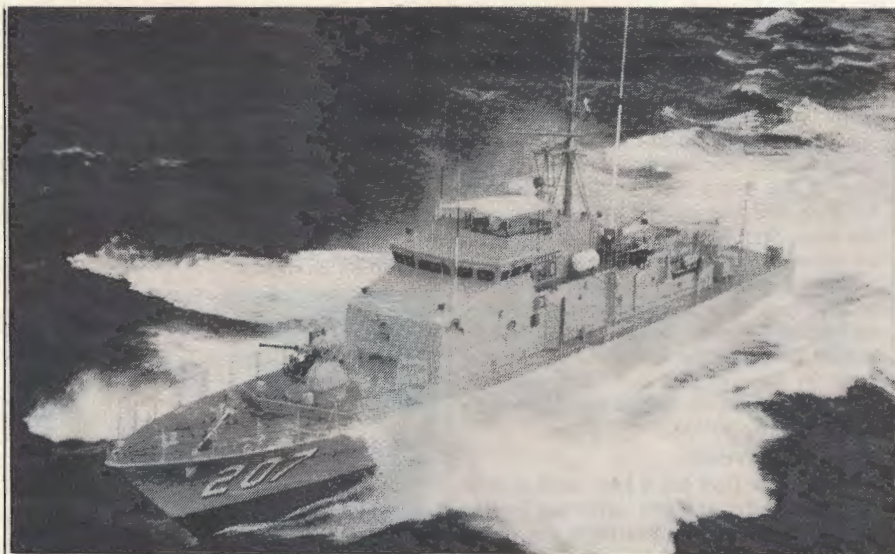
"A major factor in the overall efficiency of the operation of the Radio Relay Ship and the role it plays in Race communications and safety is the continuity of the crew aboard," Bert Oliver says. "From the watchkeepers on the bridge to the radio operators below decks we have developed the highest degree of professionalism in this vital aspect of the Hobart Race. The standard of radio operation by the yachts has also improved to the stage where we have a 99.9% success rate in contacting and plotting the position of each yacht at each sked. This year will be a mammoth job, but we have the crew to handle it professionally."

Hitachi Trophy for Southern Cross Cup

Hitachi Sales Australia Pty. Ltd, sponsoring the Sydney-Hobart Race for the eighth year in succession, has donated a new prestigious trophy for the 1983 Hitachi Southern Cross Cup international team racing series. For the first time a trophy will be awarded to the top-scoring individual yacht among the eleven teams from five nations contesting the five-race series which starts on December 16, 1983 and culminates in the Sydney-Hobart Race.

Hitachi has had the trophy specially designed, highlighting yachting under the Southern Cross constellation.

The continuing sponsorship of Hitachi for the Southern Cross Cup and the Sydney-Hobart Race has enabled the Cruising Yacht Club of Australia to maintain the highest standard of ocean racing organisation and administration in running these internationally acclaimed events, which this year have attracted entries from eight overseas countries, including Japan.



The Starter's Vessel, HMAS Launceston, under the command of Lt. Cmdr. Greg Glancy. A Fre-mantle class patrol boat commissioned on 6 March 1982, Launceston is 42 m long and is capable of speeds in excess of 30 knots. Her displacement is 220 tonnes, she has a crew of 22.

and was regarded with great affection by many who knew him at the CYCA, including many of the flag officers who had dealt with him during these many years of Race sponsorship. The Club was indeed fortunate in having such a man in his position.

From his Company's point of view, Ken will go down in history as the man responsible for changing the name of one of the world's great ocean racing classics to include that of Hitachi, one of the world's great manufacturers of electronic and electrical equipment.

All yachtsmen sailing to Hobart this year, and perhaps particularly those sailing down in traditional yachts, will remember Ken and the part he and his Company played in making the Hobart Race perhaps the safest and best organised long ocean race in the world.◊

Special Penta Base skeds for returning yachts

Penta Base is again this year holding special skeds for any yachts returning to Sydney from the Hobart Race. These special skeds will commence January 1984 and will be held daily at 0800 hrs and 1730 hrs on 4483 kHz. These are additional skeds for Hobart returning yachts, and Penta Base's normal skeds will continue to be held at the usual times.

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

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

The Sponsors

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

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



With such widespread media coverage of the Sydney-Hobart Race, particularly the spectacular start on Sydney Harbour, the name Hitachi has become well known throughout Australia, particularly for its popular electrical consumer products such as sound equipment, video equipment, tel-

Continued on page 16



The late Ken Caldecott.

Caldecott Memorial Trophy

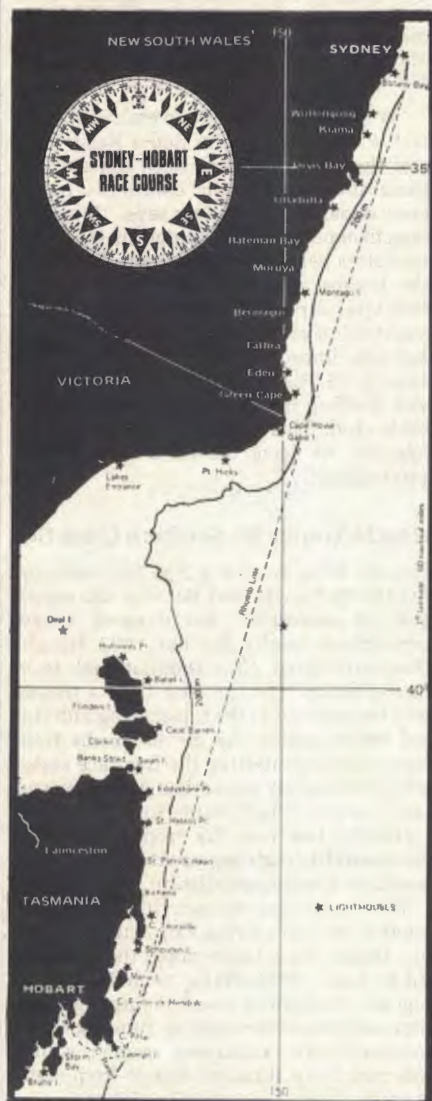
The great contribution to the development of the Hitachi Sydney-Hobart yacht Race by the late Ken Caldecott will be commemorated by a new perpetual trophy to be presented for the first time in this year's Race. Ken Caldecott, who died in July, was Managing Director of Hitachi Sales Australia Pty. Ltd., the company which as sponsored the annual Sydney-Hobart Race and the biennial Hitachi Southern Cross Cup series since 1974.

The Ken Caldecott Perpetual Memorial Trophy will be presented by the Cruising Yacht Club of Australia to the winning classic yacht each year from 1983. Such a choice is a fitting one because of Ken's great interest and enthusiasm for the older, traditional style of ocean racing yacht on which he sailed so much as a younger man.

Ken was a veteran of 20 Hobart Races himself, his first being with the late Sir Arthur Warner on Winston Churchill. The yacht's present owner plans to sail Winston Churchill in the 40th Race, in 1984, as one of the contenders for the trophy.

Fellow crewmen of those early days of the Sydney-Hobart recall Ken as a fine yachtsman and good mate aboard ship. "He was always jocular when things were going lousey," remarked E.C. 'Boy' Messenger to the CYCA's Offshore magazine after Ken's death; Messenger sailed with him in two Hobarts, aboard Rupert Murdoch's Iliad in 1964 and 1965.

As a businessman, Ken Caldecott was noted for his forthrightness in his dealings



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General Race Information

evision, household appliances, air conditioners and power tools. However, Hitachi products extend far beyond consumer goods. This giant company has earned a reputation for producing equipment and materials of the highest quality for industry, including wire and cable, iron and steel products, chemicals and chemical equipment, construction materials, dry batteries, magnetic tapes, electronic equipment, heating appliances, machine tools, printing equipment, cranes, water treatment plants, medical supplies, computers and software.

While so many thousands of Australians are now familiar with the name Hitachi and its corporate symbol, few probably know the origin of the name and symbol. The trademark was created by Namihei Odaira, who founded the Hitachi organisation in 1910. By combining the Chinese characters for 'Hi', meaning 'sun', and 'Tachi', meaning 'rise', a represented by a man standing on solid ground, Odaira expressed his vision of man looking towards the rising sun and planning a better life, a better future for all mankind.

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



'Hi', the sun.



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

These ancient hieroglyphics were combined to form the Hitachi symbol.

TAA

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



Trans Australia Airlines

It is a huge exercise to ensure that the additional sailing baggage of entrants is collected from the CYCA and delivered to yachts on arrival at Hobart. The Airline also arranges transportation for crews returning by air from Hobart and for the crews who bring yachts back from Hobart, as well as transporting friends and supporters each way.

The Hitachi Sydney-Hobart Race is not the only nautical interest of TAA. The Airline is among the sponsors of the successful America's Cup Challenge, and has sponsored many other races and yachting events in Australian waters.

AWA

With a fleet of more than 170 yachts taking part this year, the task of collating information about their positions has become requiring a high degree of application and a great deal of sophistication.

AWA this year is in its 15th year of association with the Hobart Race and will provide more than \$80,000 worth of equipment and services of a senior engineer and two radio operators aboard the Radio Relay Ship *Tasman Hauler*.



The equipment is the most sophisticated now available for maritime communications and is a far cry from that of the days when positions reports were relayed by Morse code. The section entitled 'Race Communications' in this Program gives complete details of the equipment to be used.

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

Ampol

Ampol has been a faithful supporter of the Sydney-Hobart Yacht Race for many years, and this year the Company will again provide thousands of litres of fuel for the Radio Relay Ship. Ampol makes an important contribution to yachting in other areas too.



For many years it has sponsored other offshore races, including the Ampol Tasman Sea Series, but it is best known for its continuing support of the Ampol Australian Yachtsman of the Year, the most prestigious yachting award in the nation.

The 1983 Ampol Yachtsman of The Year award was presented this year at a luncheon held at the Cruising Yacht Club of Australia and was shared by the three major architects of Australia II's victory in the America's Cup, syndicate chairman Alan Bond, Designer Ben Lexcen and skipper John Bertrand.

Wang

Both the CYCA and The RYCT will use a Wang 2200 Computer System and the OTC-linked INMARSAT to pinpoint yacht positions and to monitor progress throughout the race. Twice daily reports of the yachts



Positions will be fed directly into Wang equipment to process the distance each yacht has left to sail. Finishing times will be recorded, and within seconds the two Wang systems will compute line honours, convert times, and produce a subset of handicap reports for the Hitachi Southern Cross Series.

The CYCA is most grateful to Wang for this invaluable assistance.

Brambles

This year the CYCA is again indebted to Brambles Industries Ltd. for supplying a tug perform duty as a mark of the course 650 m NNW of Hornby Light. The tug is also one of the spectator limit patrol craft. It is the last mark that the yachts round before heading off between the heads.

The CYCA also wishes to thank...

The Government of Tasmania; the Corporation of the City of Hobart; the marine Board of Hobart; the Water-side Worker's Federation; the Maritime Services Board of NSW; the Department of Transport; The Royal Volunteer Coastal Patrol; Mr Pat Sullivan, Regional Director, NSW Bureau of Meteorology; the Royal Australian Hydrographic Office; the CYCA office

staff, who work long hours under great pressure in pre-Race activities; The CYCA Publications Committee, who prepare this Program—all contribute to making the Race a success.

The Publications Committee would especially like to thank...

Ben Lexcen and Hugh Treharne for giving of their time in the interviews contained in this issue; Richard Bennett Photography, for making available his photographs; Sandy Peacock, for generously donating his photographs; Bob Ross, Australian Sailing magazine and Kaoru-Soehata through Australian Sailing magazine for their generous contribution of photographs; other photographers whose photographs have been used but for which we have been unable to give individual credit; our contributors, who have donated their time to prepare the articles; the Members of the Committee who have worked hard in preparing the individual write-ups of the entries; Gill McLay from the Sailing Office, for her untiring efforts, as always, with everything.

1983 Hitachi Sydney-Hobart Yacht Race ABC Radio Progress Reports

Monday, 26th December

1828-1831 hrs

2154-2200 hrs

Tuesday, 27th December

1044-1050 hrs

1835-1838 hrs

2150-2156 hrs

Wednesday, 28th December

1044-1050 hrs

1838-1841 hrs

2150-2156 hrs

Thursday, 29th December

1044-1050 hrs

1838-1841 hrs

2150-2156 hrs

Friday, 30th December

1044-1050 hrs

1838-1841 hrs

2150-2156 hrs

Saturday, 31st December

1054-1100 hrs (if required)

1833-1836 hrs (if required)

2150-2156 hrs (if required)

Additional reports may be included in regular ABC news bulletins.

Radio 1

2BL 702 kHz

4QR 612 kHz

3LO 774 kHz

72R 936 kHz

5AN 891 kHz

6WF 720 kHz

Radio 3

NSW 810 kHz

2BA Bega 6090 kHz

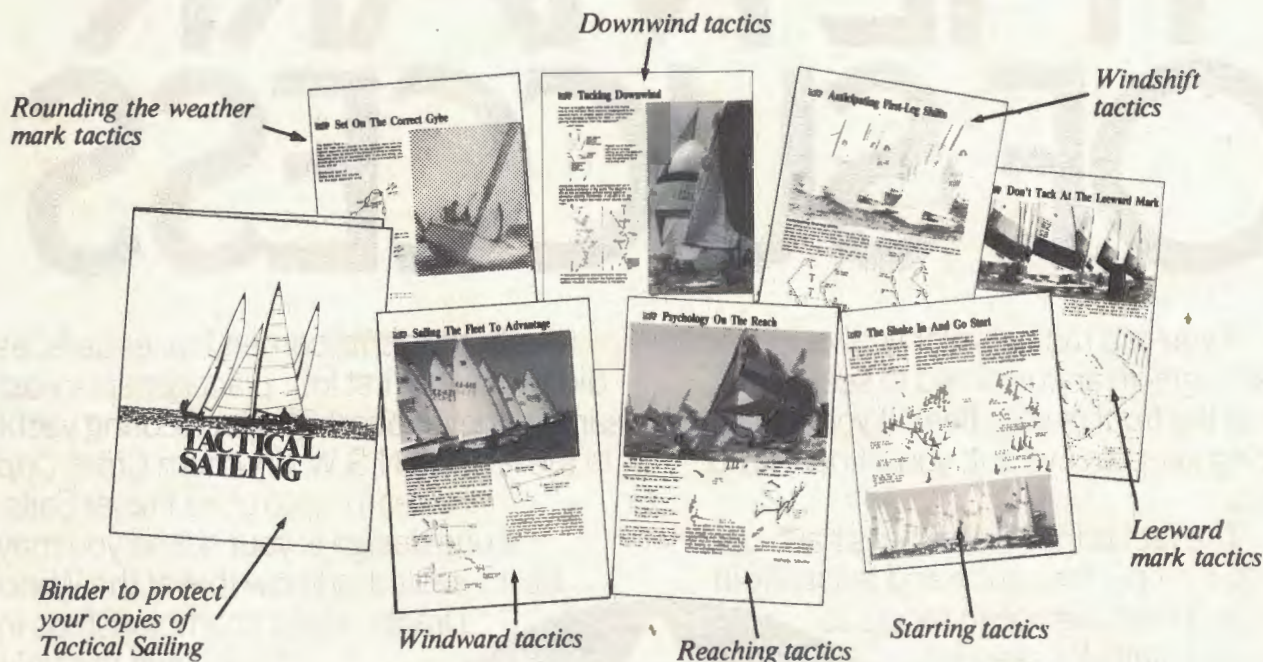
Tasmania

7NT Launceston 711 kHz

7FG Fingal 1161 kHz

7SH St Helens 1584 kHz

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pages of easy to follow, fully illustrated, step by step instructions, that take around 20 minutes to read, building into a library of 80 pages.

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ADDRESS:			
.....Postcode.....			
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			HP 4

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Mike's extensive knowledge is still available to you through our exclusive consultancy arrangement with him.

A few successful examples.

If you're an ocean racer you probably know 'Once More Dear Friends' winner of the Division One, Long Ocean Point Score and Short Ocean Point Score at the CYCA in 1982/83, and 'Diamond Cutter', the same result at M.H.Y.C. It's no coincidence that

both yachts carried Fraser Sails, as did two of the first four placegetters in last years Sydney-Hobart. The top scoring yacht in the last two N.S.W. Southern Cross Cup teams also used Fraser Sails.

If one design is your scene you may be interested to know that at the World Dragon Class championships in

Vancouver this year Australians took the Silver and Bronze medals, both used all Fraser Sails. The 12ft skiff that won the N.S.W., Australian and Inter-dominion Championships carried all Fraser Sails. The 420's that took 1st and 2nd in the last World Championship also used Fraser Sails.

If racing is your interest, shouldn't you get the mark of success on your sails. Ring Bob Fraser in Sydney, Will Hamond in Perth or Rob White in Brisbane and find out how easy it is.



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Fraser Sails Qld. Pty. Ltd., 36 Angus St., Fortitude Valley, 4006. Phone (07) 52-8262.

ENTRIES 1983



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

Adrenalin is a Peterson 2-tonner competing in her third Hobart Race. She was unsuccessful in the 1981 Admiral's Cup trials; however, she has kept up with the best of them in the CYCA point score races, both summer and winter, and with some luck could finish well up in the placings this year.

CREW Skipper: B. Ryan (8), Navigator: (TBA), P. Bruen (4), D. Wall (3), P. Kavanah (3), L. Wiblen (1), N. Ryan (4), I. Goddard (2).
Cruising Yacht Club of Australia



ANDROMEDA - 3557
LOA 10.8 m; LWL 8.9 m;
Beam 3.5 m; Draft 2.0 m

Launched in August 1983 this S&S designed yacht has a navigator who has done 11 Hobarts and crew with a total of another 8. A well designed and crewed three-quarter rigged boat, she has lots of potential.

CREW Skipper: G. Mieli, Navigator: G. Campbell (11), W. Barton, B. Hones (2), S. Langman (2), B. Johnston (1), A. Cheney, R. Steele.
Cruising Yacht Club of Australia



ALONA - 3619
LOA 11.1 m; LWL 9.8 m;
Beam 3.3 m; Draft 1.9 m

The skipper of this rookie Duncanson 37 gave us the following notes: "Members of the crew are employed by the Dept. of Corrective Services. Each works in the maximum security section at H.M. Prison Long Bay and is thoroughly accustomed to coping with emergencies. On the job, we rely on each other constantly." While these screws might do a good job of keeping people behind fences, they have done little time in ocean racing, and with walls of water in Bass Strait, they might well prefer to be safe and cozy back in 'the Bay'.

CREW Skipper: P. Allen, Navigator: K. Radford (1), T. Woodward, W. Loomes, R. Avery, M. Riley.

Port Hacking Ocean Yacht Club



APOLLO - 1400
LOA 21.6 m; LWL 20.1 m;
Beam 4.9 m; Draft 3.5 m

In a well publicised account of the final stages of the Race last year, everyone would know that Apollo lost the line honours trophy by a short neck. She revenged that event by arriving first in the Mooloolaba and Gladstone Races. This year, expecting some heavier competition, Apollo will sport some new gear and a taller mast; her real potential at press date is therefore unknown.

CREW Skipper: W. Rooklyn (9), Navigator: J. Brooks (8), J. Rooklyn (8), A. Wensor (1), D. van Woerden (10), S. Schofield (14), G. Johnston (4), P. Wulff (4), B. King (1), B. Ramsden (8), S. Bakker, G. Linacre (3), D. Hodgson (3), L. Lindsay, (5), J. Blake (5), M. Spies (5), A. Goddard (1), A. Copley (2), two TBA.

Cruising Yacht Club of Australia



ANACANDA - 3088
LOA 16.3 m; LWL 11.4 m;
Beam 4.3 m; Draft 2.5 m

Designed by Alan Buchanan and built by J. Grubic, this white steel sloop has been going to Hobart for over a decade. Her best result was 23rd, in 1971. This year she is being chartered by some RPAYC members for a fun run to Tasmania. Her skipper, Ron Smith, was a crew member of the 1957 British Admiral's Cupper Myth of Malham with Capt. J. Illingworth.

CREW Skippers: R. Smith (2) & M. Bellingham (2), Navigator: C. Wood (4), G. Friend (1), P. Brownbill (5), P. Meulman, D. Bonner, R. Jones, P. Ramsden, D. Jones, T. Davis, S. Estella.

Royal Prince Alfred Yacht Club



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

A Ben Lexcen design originally owner by Alan Bond, Apollo II will start in her 9th Hobart this year. A member of the Australian 1973 Admiral's Cup team, she has since been confined to racing in Victorian waters where success has come often. This is the third Race for owner Becher and he will drive her hard.

CREW Skipper: A. Becher (3), J. Stewart (3), F. Joel, P. Bedgood (1), S. Hall (1), D. Allen, J. Garnsworthy, R. King (3), K. Curtis (3), C. Penberthy (3), F. Mourant (4).

Royal Yacht Club of Victoria



ANACANDA II - KA48
LOA 25.0 m; LWL 23.0 m;
Beam 7.0 m; Draft 3.5 m

This much travelled yacht makes her 6th appearance. The largest yacht in this year's Race, she is nevertheless not expected to threaten the other maxis. Originally built for distance racing, she has competed in such events as the Sydney-Rio, Round The World and Parmelia Races. Her colourful skipper J. Grubic enjoys the Hobart, and is assured a comfortable trip.

CREW Skipper: J. Grubic (18), Navigator: M. Hogan (12), P. Lewis (5), R. Howarth (4), D. Hagen (2), R. Harvey (2), L. Cameron, S. Gower, C. Ferguson, D. Kennedy (1), I. Gray (2), P. De Vienne, K. Fitzpatrick, J. Stevens (1), J. Cook, T. Hayes, R. Taff.

Royal South Australian Yacht Squadron



AUDACITY - 1065
LOA 10.1 m; LWL 8.1 m;
Beam 3.4 m; Draft 1.9 m

Audacity is a fractional rigged van de Stadt design built by Dehler Yachtbau, of West Germany, launched September 1982. Last year's Race was her inaugural long distance race, and she finished 2nd overall. She will have her basic crew from last year aboard, and along with the extra experience, her good result last year should be a carrot for them.

CREW Skipper: N. Marr (2), Navigator: J. Campbell, J. Brazier (4), M. McCullagh (2), N. Underhill (4), R. Fraser (5).

Royal Sydney Yacht Squadron



BACARDI - SA37
LOA 13.3 m; LWL 11.6 m;
Beam 4.2 m; Draft 2.4 m

A Peterson design, formerly of Melbourne, she raced in 1981 as Spotlight and became 107th. Her 81st in 1980 was also only average. While outclassed today (she is 1978 vintage) she has potential to do better than these results. Her new S.A. management are experienced in this Race and should give a good account of themselves.

CREW Skipper/Navigator: J. Howell (8), C. Howell (3), B. Wetherall (2), J. Brenton (1), V. Hem-brow (3), M. Butterfield (3), R. Smith (1), H. Davis (2), R. Human (1), F. Amber (1), G. Cates, I. Dodds, J. Mitchell.

Royal South Australian Yacht Squadron

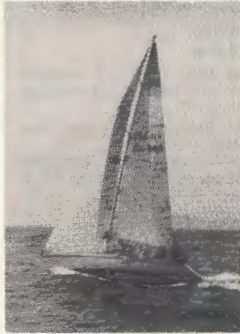


BLUE MOVES - R178
LOA 9.1 m; LWL 8.3 m;
Beam 3.4 m; Draft 1.8 m

This Dick Carter 3/4-tonner has competed twice before, in 1981 (27th) and 1979 (22nd). No information was supplied for the Program about recent performances. She had some local success back in '79, including a Queensland-Devonport division win, and we know of some good placings in the 1981 season. The crew for this race is new to the Hobart, so we would rank her chances around the middle of the fleet.

CREW Skipper: D. Long, P. Aldridge, W. Allerton, W. Dean, P. Botica, P. Southwell.

Royal Yacht Club of Victoria

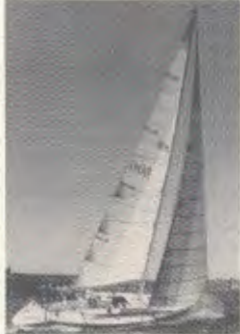


BANDIDO BANDIDO - KH883
LOA 13.2 m; LWL 10.7 m;
Beam m; Draft m

Bandido etc. is of mixed pedigree, designed by German Frers, built by T. Cookson in Auckland, and sailed by members of the Royal Hong Kong Yacht Club. A new yacht built of carbon fibre and Kevlar, she has a crew experienced in the Sydney-Hobart, the Fastnet and other ocean races around the world. She represents RHKYC in the Southern Cross Cup, and she should be a yacht to watch.

CREW Skippers: A. Soriano, III & P. Jolly (4), Navigators: T. Steele (2) & D. Tracey (6), A. Moncrieff (9), H. Blaik (1), B. Harrison (1), C. Quennell, W. Brown, I. Dubin, A. Arbon, T. Parsons.

Royal Hong Kong Yacht Club



BONDITRAN - 806
LOA 12.5 m; LWL 9.8 m;
Beam 3.7 m; Draft 2.3 m

Frers designed, McConaghy built and a member of the 1983 Australian Admiral's Cup team - all are the signs of a dangerous competitor. Add a skipper with 18 Hobarts and three Admiral's Cups, and this carbon fibre and foam sandwich yacht has to be well in the running for handicap honours.

CREW Skipper: D. O'Neill (5), rest TBA

Cruising Yacht Club of Australia

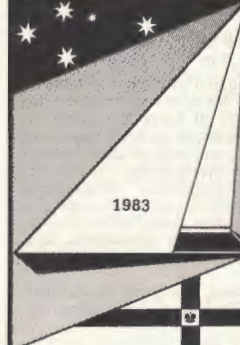


BIG SCHOTT - 2111
LOA 12.5 m; LWL 11.3 m;
Beam 3.8 m; Draft 2.2 m

Big Schott is owned by CYCA ex-Commodore Tony Pearson, who has had considerable success since purchasing her from Marshall Phillips, who sailed her as Sweet Caroline. Big Schott won the 1981 CYCA Blue Water Championship, which in that year meant she beat a number of very competitive boats. Although her design is slightly outdated, she holds her own going to windward.

CREW Skipper: A. Pearson (10), Navigator: J. Maclurcan (6), P. Edmonds (8), D. Hebden (8), D. Ashton (1), G. MacKellar (2), A. Quinn (1), N. Stevens, S. Glasscock, I. Parker.

Cruising Yacht Club of Australia



BOOM BOOM - L96
LOA 12.9 m; LWL 11.0 m;
Beam 4.1 m; Draft 2.2 m

Boom Boom is yet another Farr design. She was launched in 1980 and sails out of South Australia. She has been doing some racing and some extensive cruising in Cairns. It is hoped that on race day Boom Boom is not carrying the general recall pennant.

CREW

Port Lincoln Yacht Club



BILLABONG - B23
LOA 10.4 m; LWL 8.2 m;
Beam 3.2 m; Draft 2.0 m

Billabong enters the Hobart this year for the 7th time, and in six of the last seven she has come in the top third of the fleet amongst hot competition. Owned by her designer Peter Joubert, she is the same design as Zeus II which won in 1981. She has a very experienced crew, two thirds of whom were aboard last year, but it is difficult to say how she will fare amongst the very hot competition this year.

CREW Skipper: P. Joubert (12), Navigator: K. Flockart (9), A. Butler (23), A. Vauntin (7), S. Smith, C. Oldfield (4).

Royal Brighton Yacht Club



BREADFRUIT - SM248
LOA 10.4 m; LWL 9.2 m;
Beam 3.4 m; Draft 1.8 m

Breadfruit is a Peter Cole 3/4-tonner launched in 1976. Although outdated and a heavy-displacement type, who would do well in heavy weather (as most 'outdated' boats do!). Nevertheless, her skipper and crew expect to give a good honest performance, no matter how down the results sheet.

CREW Skipper/Navigator: R. Sill (8), D. Shields (4), G. Ainley (3), D. Vickers (4), J. Hargraves (2), A. Lawry.

Sandringham Yacht Club



BLACK MAGIC - R137
LOA 12.2 m; LWL 10.4 m;
Beam 3.8 m; Draft 2.1 m

Black Magic is an Ed Dubois two-tonner launched two years ago, a design development which became very popular after Police Car's performance in the 1979 Admiral's Cup. She performed creditably in the Race last year (9th). Maybe the magic will work this year and she may climb a few more places.

CREW

Royal Yacht Club of Victoria



BUCCANEER - 637
LOA 22.3 m; LWL 20.7 m;
Beam 4.9 m; Draft 3.7 m

A 13-year-old maxi with a striking black and white hull which has competed in several previous Hobarts, Buccaneer was line honours victor and second on handicap in the Sydney to Rio Race. She sustained damage by a whale in the Bight on her homeward journey. She hopes to be repaired in time for this race.

CREW Skipper: J. Mace (5), Navigator: T. Nobbs (6), G. Brown, M. Clarke (5), G. Brice, several TBA.

Royal Sydney Yacht Squadron



CAPRICE II - SA342

LOA 9.1 m; LWL 7.3 m;
Beam 2.9 m; Draft 1.8 m

This is a Van de Stadt design launched in 1976 and based in S.A. She will be one of the smallest yachts in the Race. Some of the crew have sailed extensively overseas in some of the roughest areas of the world. It is hoped that their experience will not be called upon in this year's Hobart.

CREW Skipper: J. Boucaut, Navigator: S. Cowell (3), J. Powell (2), M. Wilkinson, T. Boucaut, J. Tucker.

Royal South Australian Yacht Squadron



CHAOS - A111

LOA 11.0 m; LWL 9.8 m;
Beam 3.7 m; Draft 1.8 m

Chaos is a Bruce Farr 1104 built by Compass Yachts and sistership to 1976 winner Piccolo. She has done four previous Hobarts, her best performance being 19th overall last year. There are a number of these yachts in this year's Race, which makes the competition among them quite strong. Chaos sails from Hobart, and in previous events her crew have been known to create some.

CREW Skipper/Navigator D. Norman (4), N. Cook (4), S. Barrett (3), P. Geeves (2), P. Read (2), W. Bevis (1), G. Randall, P. Brazington.

Royal Yacht Club of Tasmania



CASABLANCA - 2176

LOA 14.5 m; LWL 13.7 m;
Beam 3.6 m; Draft 2.8 m

It has been written in previous Programs that this boat can go like the clappers in the right conditions. In this, her 6th, Hobart, there is still hope that conditions ideal for her do actually exist. Her skipper must think so, as he has predicted that his boat will be tenth over the line. Perhaps it is a tall order, with nine maxis in the race.

CREW Skipper: P. Bush (3), Navigator: P. Hopwood (10), R. Richards (2), G. Richards (2), R. Skepper (2), P. McAdam (2), P. Taylor (2), P. Clinton (3), J. White (1), S. Brown, J. Daley.

Middle Harbour Yacht Club



CHINESE FIRE DRILL - 396

LOA 10.8 m; LWL 8.9 m;
Beam 3.5 m; Draft 2.0 m

This yacht is an S&S design which previously sailed out of Fremantle under the name Gun. In W.A. she was first on IOR in the 1982 Naturaliste Race and the 1983 TAA Albany Race. In Sydney her best result has been 9th (IOR) in the Montagu Island Race.

CREW Skipper: H. Hughes (3), Navigator: A. Ammos (2), D. Herlihy (2), A. Pearson (4), S. Lawson (4), M. Coxson (1), S. White (4), T. Carroll (3).

Cruising Yacht Club of Australia



CASCADE - 3390

LOA 17.4 m; LWL m;
Beam 4.9 m; Draft 2.0 m

Cascade was still under construction in October and there are doubts that she will start. Her credentials indicate that she may be a fast boat. Her designer, A. Lavranos, designed the maxi Rampant II, which did well in last year's race, and who will be crewed by a bunch of Tasmanian 'heavies' headed by 'Chas from Tas.' Blundell and 'Shag' Morton.

CREW Skipper: G. Watchorn (1), Navigator: K. Morton (2), K. Kusel, Don Calvert (1), B. Calvert (1), D. Calvert (1), P. Rhodes, P. Lilley (2), J. Irving (1).

Cruising Yacht Club of Australia



CHLOE - 996

LOA 9.6 m; LWL 8.3 m;
Beam 3.2 m; Draft 1.7 m

Chloe is a Peter Cole 1/2-tonner launched in 1977; she sails for the CYCA. In her early years she had a success in Club races. In 1980 she was 59th in the Hobart and did not finish last year's Race. It is hoped that she will fare better this year.

CREW Skipper: D. Rourke (2), Navigator: W. S. Sherman (1), D. Mitchell, I. Dumbabin, R. Heffer, E. Pain.

Cruising Yacht Club of Australia



CENTURION - B131

LOA 11.8 m; LWL 9.8 m;
Beam 3.4 m; Draft 1.9 m

Centurion is an S&S design launched in December 1980. Sailing out of Victoria, she is a somewhat unknown quantity as to current racing performance. However, she came 16th in her division in last year's Race.

CREW Skipper: B. Matthiesson (1), Navigator: P. Lambert (3), K. Vaneede (1), D. Leithead (1), G. Keith (2), J. Gleeson (1), N. Roberts (1), M. Clark, C. Kelaher.

Royal Brighton Yacht Club



CHRISTA-FARR - 3598

LOA 11.0 m; LWL 10.0 m;
Beam 3.6 m; Draft 1.9 m

A new Farr 1104 launched in September 1983, she is very well set up. She has the taller rig which is now being fitted to these yachts which have often done well in this Race Piccolo was one, and she won in 1976. Still being tuned, she has the potential to be very competitive in the right conditions.

CREW Skipper/Navigator: D. Pomfret (1), M. Schroder (2), I. Donaldson, J. Eckford, G. Green, D. Henry, T. O'Brien.

Royal Motor Yacht Club



CHALLENGE - SM339

LOA 14.0 m; LWL 10.4 m;
Beam 4.4 m; Draft 2.4 m

Skipper Lou Abrahams is always one of the first entrants in the Race, and this year he is up for his 20th start. He will take his burgundy Challenge on her 5th Hobart Race, hoping to improve on her 3rd overall in 1980. Challenge is a well travelled yacht, having competed in the Clipper Cup, Suva races and the Great Circle Race around Tasmania. On board they have an aggregate experience of 91 Hobart Races, which must make her one of the most 'experienced' in the fleet.

CREW Skipper: L. Abrahams (19), Navigator: D. Lang (22), F. Johnston (15), W. Dixon (4), M. Allen (2), B. Kibbie (3), C. Purtell (6), S. Purtell (1), H. Halliburton (9), P. Shillabeer (5), N. Searle, C. Anderson (5), K. Morrison.

Sandringham Yacht Club



CONDOR - KB80

LOA 24.4 m; LWL 20.4 m;
Beam 5.7 m; Draft 4.2 m

At long last this extraordinary yacht makes her appearance in Australian waters. She is a Holland designed 80-footer and sistership to Kialoa. Owner Bob Bell has taken a liking for Hobart Races and is hoping that this pedigree yacht will emulate her record-breaking line honours/handicap double in the Fastnet Race this year. Among her very experienced crew will be the colourful America's Cup skipper Ted Turner, who has made a return to ocean racing. Condor must be the favourite for line honours.

CREW

Royal Bermuda Yacht Club


CONQUISTADOR OF ANDES - K3863

LOA 13.4 m; LWL 11.1 m;
Beam 3.8 m; Draft 1.6 m

This is a German Frers design built in Argentina; she sails out of England. She has had extensive international racing and has a number of young crew members who have a lot of miles under their belts. We hope that she reaches great heights in this year's Race.

CREW Skipper: D. Strange, Navigator: J. Maloney, A. Crews, C. Hatfield (10), R. Steele (3), J. Strange, P. Archer (2), P. Karlovic.

Royal Ocean Racing Club


DOUBLE OR NOTHING - 315

LOA 12.2 m; LWL 10.5 m;
Beam 3.7 m; Draft 2.0 m

This is a Joe Adams design which sails in Queensland waters. She was launched in November 1982 and has not yet competed in a Hobart Race. Nothing is known about her previous form except that she sailed in this year's SCOR series where she placed 3rd IOR.

CREW Skipper: I. Kenny, Navigator: R. Jones (6), R. Bryerley (3), K. Gough, R. Harvey, G. Juskevics, M. Kampe (6), A. Ridehalgh, G. Trewinn, D. Weir, D. Wood.

Royal Queensland Yacht Squadron


CROWEATER - SA331

LOA 11.0 m; LWL 9.6 m;
Beam 3.6 m; Draft 2.0 m

This is a Van de Stadt masthead sloop, a sister-ship to Infra Rad which raced in the 1981 Hobart finishing 51st on handicap. Croweater is a 'one ton' type yacht; however she will have to compete against some hot fractional rigs which are definitely not crows.

CREW Skipper: G. Finlay (3), Navigator: J. English (3), R. Halliday (5), B. Haselgrove (1), K. Banwell (1), P. Frost, J. Newman.

Royal South Australian Yacht Squadron


ENCORE - A16

LOA 12.6 m; LWL 9.8 m;
Beam 3.9 m; Draft 2.3 m

Encore is a Joubert design launched in 1982. She has not had any brilliant results as yet, and in last year's Race finished in the latter half of the field. Let's hope that this year's Race gives the crew something to clap about.

CREW Skipper: W. Anderson (12), Navigator: I. Millar (9), K. Swarbrick (7), J. Baker (4), R. Smith (1), S. Kent (1), G. Dunsmore, M. Gordon, M. Hobbs.

Cruising Yacht Club of Australia

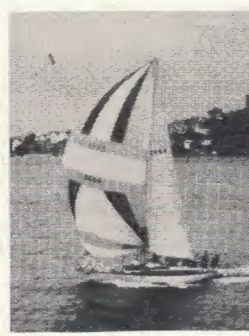

DERWENT LASS - H2

LOA 9.1 m; LWL 7.6 m;
Beam 2.9 m; Draft 1.8 m

This tiny timber half-tonner may well be the smallest boat of the fleet. Designed by Peter Joubert, she was built in 1978 by her owner D. Colbourne, a veteran Hobart first racing there in 1947. She's only done one ocean race, but performs well in a large competitive half-ton fleet in Hobart.

CREW Skipper: D. Colbourn (4), Navigator: D. Mann, P. Freeman, R. Latham (2), I. Colbourn (1), N. Fry.

Royal Yacht Club of Tasmania


ENIGMA - 2444

LOA 13.5 m; LWL 11.0 m;
Beam 4.2 m; Draft 2.4 m

Holland 44s have not done that well in this Race and in her previous Hobart as Aetos was 118th overall. She has, however, been raced consistently out of the RPYC and at Lake Macquarie and should get to Hobart in good style.

CREW Skipper: G. Davis, Navigator: M. Press (1), A. Davis, K. Birtles (5), J. Meyer (4), B. Davis, E. Day, P. Davis, G. Cook, J. Martin, R. Blake.

Royal Prince Alfred Yacht Club


DESTINY - 183

LOA 13.7 m; LWL 11.9 m;
Beam 3.8 m; Draft 2.4 m

Destiny is a Joe Adams design, a cruising cutter built of steel. She is usually found amongst the tailenders in the fleet. Skipper Theo Taylor has used the boat, through the Ocean Youth Club, to introduce ocean racing to keen youngsters, and they will be glad of the experience of doing a Hobart, the finishing result not being particularly important at this time.

CREW Skipper: T. Taylor (4), Navigator: D. Gillies (3), G. McDonald, A. Kennedy (1), R. Taylor, D. Reed (2), R. Symonds, W. Hunter (2).

Royal Sydney Yacht Squadron


EXADOR - KZ323

LOA 12.3 m; LWL 10.0 m;
Beam 4.0 m; Draft 2.2 m

Exador is a member of New Zealand's Southern Cross Cup team. A Farr 40-footer, she was built by Cookson of Auckland, who has built yachts such as Shockwave and Wee Willie Winkie. Among the crew is the well known Kiwi sailor Ray Haslar, who previously owned the Farr 1-tonner Jenny H, which competed in the Southern Cross Cup in 1977 and was the only member of the NZ team to complete that Race which took its toll of lightweights. There are a number of Farr 40s in the Race, which indicates that there will be some interesting racing between them.

CREW Skipper: T. McCall, Navigator: M. Mulcahy, R. Haslar (6), C. Lock, V. Newlove, M. Cookson, R. Dibley, M. Hauser, G. Gibbons, A. Taylor, R. Dempsey, G. Gray.

Royal Akarana Yacht Club


DI HARD - KP1

LOA 12.5 m; LWL 11.0 m;
Beam 3.9 m; Draft 2.3 m

A Frers design, Di Hard has done a lot of sailing since being launched last December. She represented New Guinea in the Admiral's Cup in which her best results were 13th in the Fastnet and 7th in the Cowes to Dinard Race. In this year's Hobart she will once again be representing New Guinea and should perform well.

CREW

Royal Papua Yacht Club


FANNY ADAMS - 2790

LOA 13.1 m; LWL 12.4 m;
Beam 3.1 m; Draft 2.6 m

Fanny Adams is one of the first Adams 43s built, originally owned by ABC producer Jim Allen. She has not competed in this Race before. However, she has shown good speed in races such as the Mooloolaba, Noumea and Lord Howe Island. These boats are designed for downwind performance, and it is hoped (by the crew at least) that conditions will be to her liking.

CREW Skippers: R. Chapman & S. Chapman, Navigator: A. Chapman, R. Wiles, M. Long, S. Buckingham, H. Keegan (4), B. Weeks.

Lake Macquarie Yacht Club

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FIONA - M16
LOA 12.9 m; LWL 11.6 m;
Beam 4.1 m; Draft 2.2 m

Another well proven boat with good pedigree, Fiona finished 3rd overall in the first Great Circle Race and won the '79 IOR winter point score in Melbourne. A Farr 2-tonner, who was built by Kiwi Yachts in Florida, and after launching in '78 was raced successfully by Jock Sturrock before being sold to her present owner in 1982. Bob Snape and his crew should find their way to Hobart, as Bob won the navigator's prize on Satin Sheets in 1979.

CREW Skipper: D. Coulter (2), Navigator: R. Snape (13), A. Mubray (3), R. Barry, G. White, K. McCord, K. Hamilton, R. Brown, J. Moore.
Lake Macquarie Yacht Club



GHOST - R2092
LOA 10.0 m; LWL 7.9 m;
Beam 3.4 m; Draft 1.8 m

Ghost is designed by Dick Carter, who designed Wheelbarrow, 2nd in 1979. Since Ghost's launching in 1976 she has had some creditable results, including Champion of the 3/4-tonners in 1977. If the conditions are light she could put a scare into her opposition.

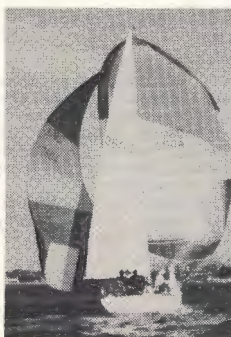
CREW Skipper: D. Scott, Navigator: D. Morrison, D. Hatherley (3), A. Carden, J. Carden, D. Hooke.
Royal Yacht Club of Victoria



FIRETEL - A50
LOA 9.9 m; LWL 8.3 m;
Beam 3.4 m; Draft 1.8 m

This small Carter cruiser/racer went down for the first time last year soon after launching. She gained a creditable 42nd overall and will obviously hope for easy conditions and a 'small boat race'.

CREW Skipper: R. Lawler (3), Navigator: A. Barry (2), P. Robinson (2), P. Lawler (2), J. Lawler (1), M. Tomaszewski (3), P. Manager (1), C. Oh (2).
Sydney Amateur Sailing Club



GHOST TOO - 2604
LOA 10.1 m; LWL 8.8 m;
Beam 3.4 m; Draft 1.7 m

A stock Carter 33, this yacht has performed well in CYCA point score races in the hands of previous owners. Her new master, Gilbert Ford, is making his first trip to Hobart, and it is hoped who will have the good spirit to give her more than a ghost of a chance. A long odds favourite for Division C.

CREW Skipper: G. Ford, Navigator: T. Clift (1), K. Whitfield, J. Gantfort, A. Figby, D. Woffenden, A. Kingston.
Cruising Yacht Club of Australia



FLY BY NIGHT - SP333
LOA 10.4 m; LWL 8.2 m;
Beam 3.5 m; Draft 2.0 m

This yacht was due to be launched in November and was to be trucked from Perth (not by Comet!). She is designed by Rob Humphreys of the US and is a development of Scenario Act II which last September won the Solent point score for Division 3, scoring six firsts and two seconds. Her weakness may be in her last-minute preparation.

CREW Skipper: I. Barron, Navigator: C. Knight, J. Cassidy (3), J. Collins (3), S. Fitton, P. Hoff.
South of Perth Yacht Club



GIB AN INCH - 262
LOA 20.1 m; LWL 18.3 m;
Beam 4.4 m; Draft 2.9 m

Formerly Helsal II, this yacht has won most major races except the Hobart, she still holds the Montagu Island record which she set in 1981, and she was third over the line last year. Now under charter to Bill Ferris of Barlow Winches fame, with so many maxis in this year's Race she can't afford to give much away or the other maxis will take a mile.

CREW Skipper: W. Ferris (2), Navigator: K. Roxburgh (8), R. Bearman (13), R. Fisher (5), R. Stuart (2), J. Judd (1), I. Campbell (3), N. Jones (7), R. Goddard, W. Knutsen (2), F. Sticovich (6), R. Fraser (6), C. O'Connor (6).
Cruising Yacht Club of Australia



FREIGHT TRAIN - R2222
LOA 18.8 m; LWL 15.5 m;
Beam 5.2 m; Draft 3.3 m

This is a 62' aluminium sloop designed by Frers. Similar to Rolly Tasker's Siska, the private race between the two will be worth watching. Launched in October, she has not had much time to 'choon' up, and her performance against Siska will demonstrate her future potential.

CREW Skipper: R. Williams (2), Navigator: R. Lawson (2), A. Bell (1), H. Clayton (6), M. Connell (2), S. Cusick (1), S. Farmer (1), G. Freeman (12), G. McDavitt, T. McDavitt (2), S. McLennan (3), J. Mews (4), P. Milner (4), D. Ringbolt (4), M. Rodoreda (2), R. Standish (1), C. Watson (2).
Royal Perth Yacht Club



HALCYON - PD1
LOA 9.8 m; LWL 7.3 m;
Beam 3.0 m; Draft 1.5 m

A stock Cavalier 32 cruiser/racer by New Zealander Bob Salthouse, Halcyon has not previously been raced and her crew are new to the Sydney-Hobart track. Hailing from Port Dalrymple Yacht Club, she will have a good following in Northern Tasmania. Down there they know what the weather is, so one would expect them to do well amongst the small boats if it comes in fresh.

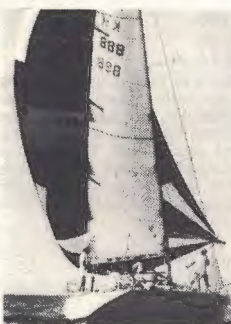
CREW Skipper: D. Saul, Navigator: T. Saul, J. Saul (1), A. Henty, B. Whitmore (1).
Port Dalrymple Yacht Club



GERONIMO - KZ4077
LOA 12.2 m; LWL m;
Beam 4.1 m; Draft 1.2 m

One of three Farr designs representing New Zealand in the Southern Cross Cup, Geronimo was built just in time for the NZ trials and showed incredible turns of speed. A potential Race winner, she has a highly experienced crew who were able to launch the yacht and sail to victory against mighty opposition in just a few days. Watch this one.

CREW
Bay of Islands Yacht Club



HIGHLAND FLING - KH888
LOA 12.3 m; LWL 9.8 m;
Beam 3.7 m; Draft 2.3 m

Highland Fling is a Dubois 2-tonner from Hong Kong. She was originally Vanguard, and she sailed in the 1981 Admiral's Cup and the 1982 Sardinia series finishing 10th overall on points. It appears that the Hong Kong contingent is strong this year, and it is expected that this yacht will be driven hard in competition with her home boats.

CREW Skipper/Navigator: I. Laidlaw, E. Owen, L. Mead, A. Heardman, C. McLean (1), H. McLeod, R. Brand, R. Hargreaves, E. Poulsten (1), K. Law.
Royal Hong Kong Yacht Club



HITCHHIKER - KAR303
LOA 12.3 m; LWL 11.0 m;
Beam 3.4 m; Draft 1.8 m

Hitchhiker is the 1981 Two Ton World Champion and an Admiral's Cup representative in 1981 and 1983. Designed by Frers and built of Kevlar and Klegecell, she is an up-to-the-minute yacht with a fine record and will be a yacht to watch.

CREW

Royal Perth Yacht Club



IDLE VICE - 2679
LOA 11.2 m; LWL m;
Beam m; Draft 1.8 m

Idle Vice is yet another Farr 1104, formerly Sorcerer. She sails from MHYC, and has started in two previous Hobart Races and has failed to finish either time due to gear failure; perhaps this year will prove "three times lucky".

CREW

Middle Harbour Yacht Club

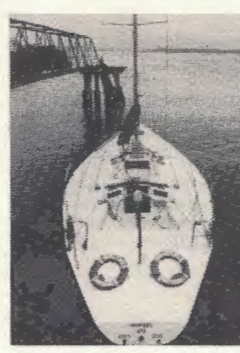


HOT AUGUST NIGHT - 630
LOA 10.8 m; LWL m;
Beam 3.6 m; Draft 1.9 m

At the time of writing, this boat had not been launched. Considering the recent euphoria, one could say that a Ben lexcon designed boat has to be a goer, more so if built by McConahy. The only problem will be the lack of preparation before the gun goes. It is not known at this stage whether there are any wings attached.

CREW Skipper: R. Robertson (1), Navigator: D. Leslie, K. Down (4), J. Casey (1), G. Nickerson (1), P. Verdon, P. Long (4), G. Canfield (1), T. Poole (3).

Mooloolaba Yacht Club

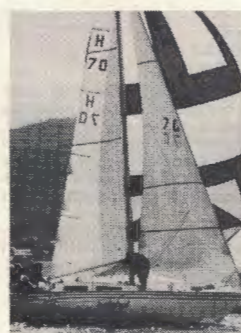


IMPATIENCE - 1001
LOA 14.0 m; LWL 10.4 m;
Beam 4.4 m; Draft 2.3 m

Impatience was designed by Richards and launched in February this year. Her owner maintains that as she is built of high tensile steel she is capable of doing well against carbon fibre, Klegecell and aluminium. So far she has proved her owner correct, and is sailing as part of the Queensland Southern Cross Cup team.

CREW Skipper: H. Lang (1), Navigator: J. Fallow, D. Richards (2), M. Lewis, J. Sherif, D. MacLaughlin, P. Smeaton, R. Roberts, two TBA.

Royal Queensland Yacht Squadron



HOT SHOT - H70
LOA 9.1 m; LWL 7.6 m;
Beam 3.0 m; Draft 1.1 m

Despite her small size, this yacht logged many miles, with two Hobarts, a Melbourne-Hobart, Brisbane-Noumea, Sydney-Mooloolaba, and others. She was 7th in the 1981 Hobart, and Carter 1/2-tonners have always done well in the Race. Her sistership, Wheelbarrow, was 2nd overall in 1979, just over three minutes behind the winner. If the weather suits small boats Hotshot should be right up there.

CREW Skipper/Navigator: G. Prescott (3), J. Clougher, A. Ford, S. Cooper (1), S. Graves (3).

Derwent Sailing Squadron



IMPECCABLE - MH106
LOA 10.1 m; LWL 8.0 m;
Beam 3.4 m; Draft 1.9 m

Impeccable is a light displacement Doug Peterson 1/4-tonner from MHYC. She has shown a lot of potential but has been down in the luck department. She finished 3rd overall in this year's Montagu Island race and has competed in all SOPS and LOPS races of the last two years. It is hoped she will improve on her 24th in last year's Race.

CREW Skipper/Navigator: J. Walker (1), M. Bell (3), R. Burns (4), J. Cronin (1), A. Chauvel (1), D. Wishart (1), P. Cowman, G. Case.

Middle Harbour Yacht Club



HULLABALOO - MH20
LOA 10.8 m; LWL 8.9 m;
Beam 3.5 m; Draft 2.0 m

A sistership to the fractional rigged S&S 36 Andromeda, from Prestige Yachts, Hullabaloo was launched only in August but is already starting to show up in the results of short local races. The skipper did his first Hobart in Jasnar in 1950.

CREW Skipper: M. Tierney (1), Navigator: D. Hickman (2), R. Bishop (1), M. Hall (1), D. Iggleton (2), I. Bahsford, P. Jedlin, J. Sexton, J. Johnston.

Middle Harbour Yacht Club



IMPETUOUS - 2552
LOA 12.3 m; LWL 10.0 m;
Beam 3.9 m; Draft 2.1 m

The bright green and red stripes distinguish this yacht which represented Australia in the winning 1979 Admiral's Cup team when she survived the Fastnet gale and romped home with a good result. Now under new ownership with a crew who have not worked together, she will find it hard to maintain previous form.

CREW

Royal Sydney Yacht Squadron



HUON CHIEF - 1100
LOA 11.0 m; LWL m;
Beam 3.6 m; Draft 1.9 m

Huon Chief is a Jennings design built in 1974. Originally owned by well known Tasmanian competitor Hedley Calvert, she has been raced hard during her career. She was the 1975 One Ton Champion and represented Tasmania in the Southern Cross Cup of that year. Now sailing from Sydney, she will find the competition a bit hard because of her age, but she is strongly built and will handle any conditions.

CREW

Cruising Yacht Club of Australia



INCH BY WINCH - 393
LOA 13.4 m; LWL 12.0 m;
Beam 3.8 m; Draft 2.4 m

Inch by Winch is a Peterson design built by Dennis O'Neill specifically as an Admiral's Cup contender for the '81 trials. She has been owned by Joe Goddard for several years and herself has sailed in three previous Hobarts. In Club racing she had mixed results. Joe Jnr., a yacht designer, is taking the helm of this Qld. Southern Cross Cup team member and will be trying to better his father's 63rd in last year's Race.

CREW Skipper: J. Goddard Jnr. (8), Navigator J. Goddard (8), F. Havelka (2), R. Ramsay (6), K. Brennan (2), G. Nolan, R. Mackie, P. Edward, I. Guthrie, R. Hood, P. Fletcher (4).

Cruising Yacht Club of Australia



INDIAN PACIFIC - 3695
LOA 12.3 m; LWL 11.0 m;
Beam 3.7 m; Draft 2.3 m

This is a Farr 40 launched in November this year and failed to make the NZ Southern Cross Cup team, which to a boat are all Farr 40s. The racing among all these will be fierce. Owner Jim Eyles is probably hoping that she will go like a train.

CREW

Middle Harbour Yacht Club



INDULGENCE - K959
LOA 12.9 m; LWL 10.2 m;
Beam 3.8 m; Draft 2.3 m

Indulgence is a development of the 1981 British Admiral's Cup yacht Victory of Burnham and a near sistership of Sweet Caroline. She is a member of the British Southern Cross Cup team, and it is expected that she and her team members will improve on their Admiral's Cup score. Dubois designs have performed well in Australian waters, and the designer is aboard.

CREW Skipper: G. Waler, Navigator: S. Wills
 Royal Ocean Racing Club



INIQUITY - L10
LOA 15.2 m; LWL 13.3 m;
Beam 3.7 m; Draft 2.4 m

Winner of the 1983 Div. 1 point score at Port Lincoln, Iniquity is a steel hulled sloop built at Whyalla and launched early last year. Her crew are experienced in offshore racing, with one, C.H. Wall-Smith, having logged about 30,000 miles offshore. She is an unknown quantity in east coast races.

CREW Skipper: S. Morgan (2), Navigator: P. Manthorpe (2), C. Wall-Smith (11), D. King (7), R. Stevens (5), W. Richter, P. Brown, T. Edkins, Peter Manthorpe, B. Dryden, B. Wood.

Port Lincoln yacht Club



ISLE OF LUIG - 267
LOA 14.5 m; LWL 12.3 m;
Beam 4.1 m; Draft 2.5 m

This yacht has a good record both in Melbourne and Mooloolaba, with line honours and handicap wins in a number of races. She is a Holland design built in aluminium by Shepherds, launched in 1979. She is a member of this year's Qld. Southern Cross Cup team.

CREW

Mooloolaba Yacht Club



JADE - K747
LOA 12.1 m; LWL 9.4 m;
Beam 4.0 m; Draft 2.3 m

Jade is a member of the British Southern Cross Cup team. A Rob Humphreys designed two-tonner, who was an unsuccessful trialist for her country's Admiral's Cup team although she was a popular selection for the 'should have been picked' team after Britain's dismal result. Her SCC teammates are strong and a good showing is expected.

CREW Skipper: L. Wooddell, Navigator: G. Deagen, D. Hlwlett, W. Hardcastle, J. Sowry, D. MacFarlane, C. Goldschmidt, R. Oldmeadow.

Royal Lympington Yacht Club

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JAGER - 146
LOA 11.0 m; LWL m;
Beam 3.1 m; Draft 1.8 m

Jager is a Swanson 36 launched in 1979. She is the official Army entry, skippered by Major Brian Hayden, who competed in the 1975 Round the World Race and who is a very experienced offshore sailor. He won the 1977 Lord Howe Race and has an experienced crew who will drive the boat hard.

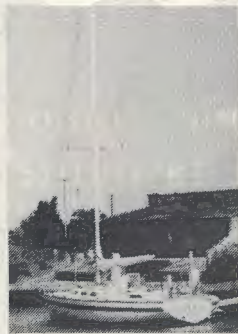
CREW Skipper/Navigator: B. Hayden (9), R. Siebert, R. West (2), J. Carmichel (1), M. Gallagher (2), P. Martin (4), one TBA.
Cruising Yacht Club of Australia



KAMBER - 3579
LOA 15.2 m; LWL 12.8 m;
Beam 4.4 m; Draft 2.4 m

Owned by Ken Berkeley, Kamber is the second of Ben Lexcen's new 50 footers, but unlike her sistership Madame Defarge does not sprout permanent wings from her upside down keel (we understand the owner has a pair ready to bolt on, though). With her designer aboard, and Australia II's Mr. Fixit, Ken Beashel, calling the shots, Kamber will be driven very hard and should prove an eye-catching performer.

CREW Skipper: B. Lexcen, K. Berkeley, rest TBA.
Royal Prince Alfred Yacht Club



JIMMIE BLACKSMITH - 230
LOA 12.0 m; LWL 10.4 m;
Beam 3.7 m; Draft 1.8 m

A Joe Adams design, Jimmie Blacksmith was launched in November '79 and is doing her 2nd Hobart. She sails in Queensland waters and has had some creditable results. In 1981 she sailed in the Qld. Southern Cross Cup team.

CREW Skipper: R. Van Coeverden (1), Navigator: A. Cresswell, A. Saunders (1), H. Cool, A. Coyne, J. Larkins, T. Stephenson.
Southport Yacht Club



KAMEHAMEHA - H17
LOA 9.6 m; LWL 7.8 m;
Beam 3.1 m; Draft 1.6 m

Kamehameha is a Knoop design built in 1980. She sails in Tasmanian waters and will be making the trek north for this year's Race. We are not aware of her previous form; however, her owner states that she is a successful club racing yacht.

CREW Skipper: P. Grafton (2), Navigator: D. Denny (3), A. Townley, J. Robertson, G. Matthews, S. Sutton.

Bellerive Yacht Club



JIPCHO - 2062
LOA 12.6 m; LWL 11.0 m;
Beam 3.7 m; Draft 1.9 m

Jipcho hails from Auckland and is making her first Hobart Race appearance. Designed and built by young and launched in '74, among her racing results are a third in the Auckland-Tonga race and a second in the Whangarei-Noumea. Her skipper has completed two previous Hobarts and knows the way.

CREW Skipper: C. Gow (2), Navigator: C. Scurr, P. Shirley, D. Buckingham, R. Barker, B. Smith.
Royal Akarana Yacht Club



KNUCKLE DUSTER - 2299
LOA 9.1 m; LWL 7.5 m;
Beam 3.1 m; Draft 2.0 m

A Ron Holland 1/2-tonner which achieved a 4th in this year's Montagu Is. race, Knuckle Duster is a small, tender vessel which would require more expertise than that possessed by its present crew to achieve a good result.

CREW

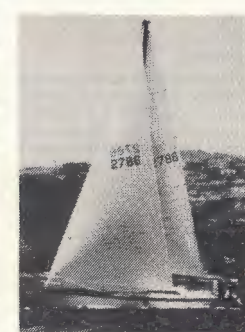
Botany Bay yacht Club



JISUMA - SM32
LOA 11.0 m; LWL 9.7 m;
Beam 3.2 m; Draft 1.8 m

Jisuma will not win the race and that's a fact. She did extremely well last year (34th) beating many hotshots. Long outdated, she is a Swanson 36 that has done just about every Hobart since 1969 and she knows the way better than most. There is a depth of ability in the crew, led by that great character 'Rocky' Rockliff, who is 78 and has a wealth of experience. As said in previous Programs, this crew is definitely one to stay away from if you want a quiet time in Hobart.

CREW Skipper: W. Rockliff (7), Navigator: J. Williams (4), J. Gould (16), J. Temby (2), A. Arblaster (4), I. Rose, R. Watkins, J. Higgins (1).
Sandringham Yacht Club



LADY ANN - 2766
LOA 10.4 m; LWL 8.9 m;
Beam 3.4 m; Draft 1.6 m

This yacht is a Cole 3/4-tonner built by Comprador. She was previously known as Pawpaw and competed in the 1980 Race finishing 76th. This will be the skipper's first Hobart, and it would seem that he is going for the experience, and who wouldn't. Lady Ann is a cruiser/racer type and it is not expected to be among the trophy winners.

CREW Skipper/Navigator: J. Kirkjian, A. Kirkjian, D. Barnard (2), E. Willis (2), T. Campbell, W. Bailey (2), C. Marshall.

Cruising Yacht Club of Australia

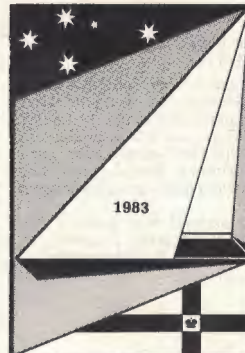


JUST JAMES - 621
LOA 11.1 m; LWL 9.5 m;
Beam 3.4 m; Draft 2.1 m

A brand new boat launched (we hope!) in November this year. You guessed it - no previous form. Being a Laurie Davidson design Just James comes from such a pedigree as that of the evergreen Diamond Cutter and Phoenix.

CREW

Royal Prince Alfred Yacht Club



LARINA -
LOA 13.3 m; LWL 12.6 m;
Beam 3.7 m; Draft 2.0 m

Larina is a steel cutter built in 1977. Designed by Bill Bollard, of Currawong Yachts fame, she has not done any previous racing and it can be assumed that the skipper and crew are going for the experience. Larina hails from Port Hacking Ocean Yacht Club which has produced some fine sailors.

CREW

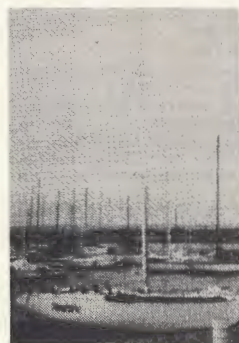
Port Hacking Ocean Yacht Club

**LAWLESS - SM88**

LOA 9.4 m; LWL 7.3 m;
Beam 3.2 m; Draft 1.8 m

Lawless is a fractional rigged half-tonner launched in 1983 and which is sailed in Victorian waters by local legal identity Robert Green. She has not been entered in previous Hobarts. However, she has performed well in club races.

CREW Skipper: R. Green, Navigator: P. Newman, M. Rees, M. Sly, L. MacLean.
Sandringham Yacht Club

**MANDRAKE - SA300**

LOA 15.2 m; LWL 11.6 m;
Beam 4.6 m; Draft 2.6 m

Mandrake is a Kel Steinman designed masthead sloop launched in September this year. Steinman says she is light for an IOR boat at 10,000 kg and that, inspite of rating 2 ft lower than Margaret Rintoul III, her hull speed will be 0.25 kt faster. Owner Paul Smith has competed in previous Hobarts aboard his previous boats called Dynamite. This time he has gone for a larger masthead design which will make the crew wish Lothar was aboard to grind the winches. Her result will be watched with interest.

CREW Skipper: P. Smith (4), Navigator: T. Dawson & G. Bettcher (3), Peter Smith, B. Swart (3), P. McKenzie, R. Kambitz (2), A. Short (3), J. O'Callaghan, S. Grosser, J. Tonkin, B. Wooding (2), M. Loy.

Royal South Australian Yacht Squadron

**LOCK ON WOOD - H100**

LOA 9.5 m; LWL 7.4 m;
Beam 3.2 m; Draft 1.6 m

This is a Dubois half-tonner based on Beach Inspector which was, and still is, a very successful boat. She was launched only in October this year, and it appears that the trip from Hobart to Sydney would give the crew sufficient time to shake the bugs out of her. She will have an experienced Tasmanian crew who will do doubt be 'locking' on the door for a prize.

CREW Skipper: R. Laughlin (2), Navigator: W. Cooper (5), J. Hanson (4), K. Spooner (5), R. Knoop (2), G. O'May.

Bellerive Yacht Club

**MARARA - 1317**

LOA 10.4 m; LWL 8.4 m;
Beam 3.0 m; Draft 1.8 m

This will be the 7th trip for this veteran S&S 34, formerly Zilvergeest III. Boats of this name sailed in many Hobarts under the late Alan Murray. An S&S 34 won in 1969 (Morning Cloud), and the design is outdated but they are still fine sea boats. The crew is experienced (the skipper, with 19 Hobarts, could find his way blindfolded) and we have noticed that 'Biscuits' Arnott has come out of his tin again for another go on a small yacht.

CREW Skipper: A. Ratcliff (19), Navigator: N. Arnott, S. Austin, B. Simpson (5), P. Ratcliff (3), 1 TBA.

Cruising Yacht Club of Australia

**LOT'S WIFE - H38**

LOA 9.4 m; LWL 7.6 m;
Beam 3.1 m; Draft 1.7 m

This yacht is a standard Eastcoast 31 designed by Peter Cole based on his successful boat Shenandoah which actually won this year's Montagu Island Race. These Cole 31s are very popular and many have competed in previous Hobart Races and are also entered in this year's race. She has competed well in Tasmanian waters winning two offshore events last year.

CREW Skipper: I. Smith (6), Navigator: B. Bennett, R. Cohen, S. Gees, J. Kennedy, M. Snook (8).

Royal Yacht Club of Tasmania

**MARGARET RINTOUL II - 2170**

LOA 14.8 m; LWL 12.5 m;
Beam 4.1 m; Draft 2.4 m

Apart from 1976 and 1977, this yacht has competed in every Hobart since her launching in 1968. Her results include two 2nds, two 5ths, a 7th and a 9th. She is, of course, one of our most famous ocean racers, the original Ragamuffin under which name she twice represented Australia at the Admiral's Cup and won a Fastnet Race. Always a bridesmaid, perhaps this will be her year at last.

CREW Skipper: R. Jackman (7), Navigator: K. Goodsell (6), J. Jackman (7), P. Probin (7), A. Masters (6), I. Beattie (4), C. Batchelor (4), D. Lockley (9), L. Cox (2), J. McCreary, G. Roper.

Royal Yacht Club of Tasmania

**MADAME DEFARGE - 355**

LOA 15.2 m; LWL 12.8 m;
Beam 4.4 m; Draft 2.4 m

MADame Defarge is the first of the radical new Lexcen designs sporting the famous winged keel. Launched only in October she has demonstrated blistering speed downhill and will be hangin around the lead in a downhill blow. She also sports a highly talented crew, including Australia II's tactician Hugh Treharne and former World Half Ton Champion Tom Stephenson, and she will be a good bet if the Race favours the larger yachts.

CREW Skipper: M. Leschkau & T. Stephenson, Navigator: W. Horne, P. Atkinson, N. Smith, H. Treharne, J. Mainwaring, P. Stephenson, B. Sherring, N. Sherring, C. Pittard, M. Leschkau Jr., J. Thernley, J. Taylor.

Mooloolaba Yacht Club

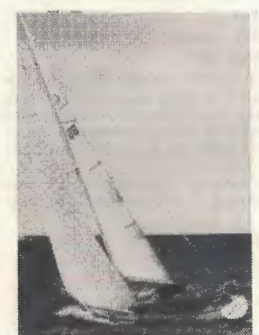
**MARIA - M121**

LOA 11.0 m; LWL 8.2 m;
Beam 3.2 m; Draft 1.9 m

A classic S&S design, this yacht launched in 1970 represented Australia in the One Ton cup in 1971. She did the 1970-72 Hobarts, having the misfortune to lose her mast in the '71 event. Despite her age, she still regularly finishes amongst the prize winners and she will be at her best in heavy going.

CREW Skipper: M. Preston (2), Navigator: D. Kelly (2), C. Mason (2), C. Wallace (1), D. Collings (2), J. Preece (1), J. Petkovsek.

Mornington Yacht Club

**MAID ROSALINDE - 408**

LOA 10.1 m; LWL 8.5 m;
Beam 2.9 m; Draft 1.8 m

Her best hobart result has been 21st, a result achieved in a long career that has included 7 previous Hobarts including the 1971-74 Races when she was called Zilvergeest II. She has done six Montagus and a host of less well known events. She won the '78 South Solitary Race and has performed well in RPAYC club races.

CREW Skipper: J. Quinn (6), Navigator: K. Martin (1), J. Powell (1), J. Harwood (1), J. de Meyrick, M. Barrington.

Royal Prince Alfred Yacht Club

**MARK TWAIN - R1010**

LOA 11.6 m; LWL 10.3 m;
Beam 3.5 m; Draft 1.9 m

A classic S&S 1-ton design launched in 1971, Mark Twain has performed creditably during her career which includes a first in the Noumea Race of 1977. This will be her 7th Hobart, and last year she finished in the top half of the fleet.

CREW Skipper: P. Rowsthorn (1), Navigator: K. Healey (1), J. Conway (1), D. Telford (1), B. Webber (4), L. Henry (2), G. Ek (1), M. Bingham (1).

Royal Yacht Club of Victoria



MARLOO - 253
LOA 12.7 m; LWL 11.0 m;
Beam 4.1 m; Draft 2.4 m

Marloo was built in the USA to a Doug Peterson design as a contender for the 1979 Admiral's Cup, and she went as a reserve to the Australian team. She raced in a number of UK races and in the Aegean Rally and Sardinia Cup before returning to Australia. This year CYCA Commodore George Girdis acquired the red machine from his brother.

CREW Skipper: G. Girdis (3), Navigator: K. Moss (12), V. Walsh (9), P. Collins (3), N. Wild (2), D. Randall (1), R. Hood (1), 2 TBA..

Cruising Yacht Club of Australia

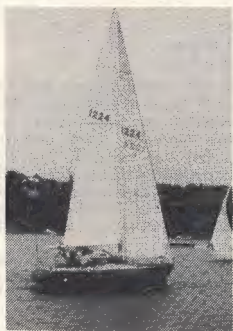


MORNING AFTER - R259
LOA 11.8 m; LWL 9.0 m;
Beam 3.6 m; Draft 2.2 m

Morning After is an S&S 34 by Bowman Yachts. She is a sistership of 1969 winner Morning Cloud. These yachts have been around a long time and are still capable of good results. Morning After has been an enthusiastic competitor in her home waters, and her experienced crew have been sailing together for many years.

CREW Skipper: C McMillan (1), Navigator: P. Le Roy (2), D. Le Roy (2), A. McMillan (2), J. Bonin (12), M. Inglis (2), H. Scott-Mackenzie (1), N. Gurney, M. Willett.

Royal Yacht Club of Victoria



MERCEDES IV - 1224
LOA 12.8 m; LWL 11.0 m;
Beam 3.7 m; Draft 2.4 m

This yacht has a long distinguished history since launching in 1974. She won the Montagu Island race that year and was fourth in the Hobart in the same year. A Ted Kaufman design, she represented Australia in the '75 Admiral's Cup and NSW in the Southern Cross Cup. A classic yacht.

CREW

Cruising Yacht Club of Australia



MUCH ADO - 3666
LOA 10.0 m; LWL 9.0 m;
Beam 3.7 m; Draft 1.8 m

Much Ado is a Dubois 34 which finished half-way up the fleet last year. She has a generous sail plan, well suited to light airs. Her results have included 2nd overall and 1st in division in the 1983 Montagu Island Race. She is a contender to watch if conditions suit.

CREW Skipper/Navigator: J. Rickard (1), R. Rickard (1), S. Dinneen, M. Loxton (1), I. McGregor (1), J. Dwyer, S. Curtis, S. Franklin.

Royal Sydney Yacht Squadron



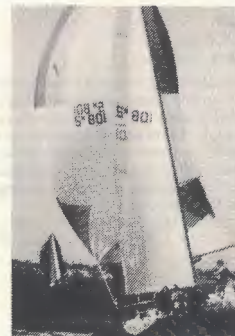
MERCEDES V - 2140
LOA 12.6 m; LWL 10.7 m;
Beam 3.8 m; Draft 2.3 m

Mercedes V missed last year's race but has participated in most races since her 1977 launching. She was originally built for Ted Kaufman and designed by his son, Scott, for the 1977 Admiral's Cup trials. She is distinctive for her red flash. If involved in any start line incidents, she may be renamed Mercedes Benz.

CREW Skipper: I. Lewis (3), L. Esdaile (12), M. Beston (13), B. Hart (5), R. Kerr (1), J. Lewis, others TBA.

Royal Sydney Yacht Squadron

Bellerive Yacht Club



MULLOKA - SM801
LOA 10.4 m; LWL m;
Beam 3.2 m; Draft 1.8 m

Another S&S 34, Mulloka will be doing her 4th. In 1976 she finished 14th, and 13th in 1981. Launched in '75, her crew have sailed in most major Victorian races. This year she will be taking down some of her '81 crew, who will find the opposition tough but who have demonstrated that they're capable of competing well.

CREW Skipper: P. Jacka (1), Navigator: J. Guiney (1), J. Beaumont (91), J. Reid (1), R. Head (1), A. Greek, W. Mitchell.

Sandringham Yacht Club



MOLLYMOOK MAID - 3540
LOA 10.5 m; LWL 8.5 m;
Beam 3.4 m; Draft 1.8 m

A Cole Bounty 35 launched in 1978, Mollymook Maid did her first trip to Hobart last year and finished in the latter half of the fleet. Previously named Just James, she was 4th in the 1978 Lord Howe Island Race.

CREW Skipper: R. Kelly (1), Navigator: P. Smee (1), N. Bolityho, K. Sulis, S. Love, M. Sticpewich.

Burrill Lake Sailing Club



MULULU - MH147
LOA 12.3 m; LWL 10.0 m;
Beam 3.8 m; Draft 2.0 m

Mululu is a Ron Holland one-off 2-tonner launched in March '82 whose best result to date has been 2nd in the Cabbage Tree Island Race. She is potentially a fast boat that has been constantly raced in CYCA SOPS and LOPS events. She placed about halfway up last year's fleet. One member of the crew will be hoping for a wet bash so that he can demonstrate the worth of his sea rugs.

CREW Skipper: C. Montgomery (1), Navigator: D. Cudmore (2), J. Varley (2), R. Lenehan (2), D. Lovell (1), J. Coyle (1), M. Formosa (1), P. Levy, P. Howes (10), D. Lang (2).

Middle Harbour Yacht Club



MOONLIGHTER - S67
LOA 10.4 m; LWL 8.5 m;
Beam 3.4 m; Draft 1.0 m

Another Ron Holland design, this time a 34-tonner, this boat has been raced out of Melbourne and has been to Hobart in both the West Coaster and the Sydney-Hobart. She was built in fibreglass and Klegecell by the Plastic Boat Company and has a number of good results on her record, including 2nd in Div. 2 of the ORCV winter series earlier this year.

CREW

Royal Melbourne Yacht Squadron



MYFANWY - M45
LOA 10.1 m; LWL 8.8 m;
Beam 3.3 m; Draft 1.8 m

A Mottle 33 type built by Wilson Bros. in Tasmania, this yacht has been consistently raced offshore including the Melbourne-Hobart, Melbourne-Devonport and other Tasmanian Races. She is unusually built, in cold-moulded laminated celery top pine.

CREW Skipper: D. Cerutti, Navigator: P. Souter, S. Cerutti, M. Souter, P. Alexander, G. Behrens (3).

Mersey Yacht Club



MYSTIC SEVEN - 355
LOA 11.1 m; LWL 9.1 m;
Beam 3.2 m; Draft 1.9 m

Swanson 36s have been one of the most popular boats in Australian waters for many years. Mystic Seven was launched in 1974 and has competed in five previous Hobarts as well as other long races in the Tasman Sea. This year she will be sailing, with much of the same crew as last year, for the pleasure of the race and the enjoyment of the return cruise to Sydney.
CREW Skipper/Navigator: N. Chidgey (6), V. Chidgey (6), D. Bonallo (5), R. Catt (4), M. Williams.

Sydney Amateur Sailing Club



NYNJA-GO - M53
LOA 11.0 m; LWL 9.5 m;
Beam 3.7 m; Draft 2.0 m

Nynja-Go is a Farr 1104 launched in October 1982. She participated in last year's Race finishing 53rd. A sistership to 1976 winner Piccolo and coming from the same club, she will have the pleasure of sailing against her sisterships which are always found amongst the entries. Somewhat outdated these days, they tend to be at their best in heavy conditions.

CREW

Lake Macquarie Yacht Club



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

Myuna is a 1977 Lidgard design launched in 1982. She is owned by ex- CYCA Commodore and veteran Hobart competitor John Bleakley, who did several Races on his previous Boats Akala and Deception. Myuna gained a reasonable 41st last year but has not particularly shone in her career to date. Expected to be among the middle rankers again this year, which in this race is no insult.

CREW Skipper: J. Bleakley (11), Navigator: G. Fraser (11), A. Craven (4), N. Terrey (1), S. Brogden, G. Henry, A. Clark (1), P. Bronbill (5), D. Massey (3).

Cruising Yacht Club of Australia



OBSESSION - M134
LOA 10.9 m; LWL 10.0 m;
Beam 3.2 m; Draft 1.9 m

A Paul Whiting NZ design launched in 1980, her Victorian crew are new to the Race and comparatively light on ocean racing experience. The boat has not done this trip before and has no racing record. We can't give her but an outsider's chance.

CREW Skipper: K. Donaldson, Navigator: T. Donaldson, P. Carroll (1), P. Grundy, T. Stobo, W. Varkevisser, M. Baer, S. Bond.

Mornington Yacht Club



NATELLE II - 2555
LOA 12.5 m; LWL 10.7 m;
Beam 3.8 m; Draft 2.3 m

Natelle II is a Peterson design previously sailed in NSW waters by Geoff Lee. This year she will be sailing in the Tasmanian Southern Cross Cup team and her crew are all very experienced sailors. Her best results are 5th (IOR) in the '77 Hobart and line honours in the 1978 Montagu Island Race. She should prove a favourite with the local crowds when finishing the race.

CREW Skipper: J. Cole-Cook, Navigator: J. Solomon (12), N. Nibbs (12), M. Granger (6), D. Wells (5), C. Lamprill (3), R. Moores (1), G. Kibbey (1), N. Cole-Cook (4).

Royal Yacht Club of Tasmania



ODIN - 128
LOA 11.9 m; LWL 11.0 m;
Beam 3.4 m; Draft 1.0 m

Odin is a Halvorsen designed steel sloop. Launched in 1965, she must rate as one of the oldest yachts in this year's Race. Previously owned by Lou Abrahams of Challenge fame, in her early days she was an average performer and it is not expected that she will perform miracles this year. Her owner/skipper is the AYP's Training Director and ex-Navy Hydrographer. It's nice to see a yacht of this vintage in the race.

CREW Skipper: I. Pullar, rest TBA.

Middle Harbour Yacht Club



NIRVANA - US32323
LOA 24.7 m; LWL 23.2 m;
Beam 6.1 m; Draft 4.0 m

Nirvana is one of the new breed of maxi boats emerging all over the world, except that she is luxuriously appointed below in comparison to other maxis. Designed by David Pedrick, who has gained experience in maxi boat design while at S&S, Nirvana holds the current record for the Bermuda Race and in her short career has achieved a number of firsts and seconds, including 2nd in the 1983 World Maxi Championship. Her battle with Condor will be worth following.

CREW

Stamford Yacht Club



ONCE MORE DEAR FRIENDS - 3000
LOA 12.0 m; LWL 10.0 m;
Beam 3.7 m; Draft 2.2 m

A member of the 1983 Admiral's Cup team, Once More Dear Friends was the 1982 Blue Water Champion sailed by twice Hobart Race winner, Peter Kurts. He always manages to get a good crew behind him, and it can be assured that the boat will be sailed to the extreme in whatever conditions.

CREW Skipper: P. Kurts (18), Navigator: L. May (9), R. Forbes (9), S. Kurts (2), C. Sutherland, A. Cape (3), G. Downes (2), 2 TBA.

Cruising Yacht Club of Australia



NOELEN III - SM66
LOA 12.1 m; LWL 9.1 m;
Beam 3.7 m; Draft 2.1 m

Noelen III is a wooden yacht which was launched in 1980 and which finished in the latter half of the field last year. Sailing in Victorian waters, her best results include 3rd in the 1981 Melbourne-Hobart Race, and she is a past winner of the Sovereign Series.

CREW Skipper: K. King (2), Navigator: A. Warner (1), T. Crispin (2), M. Mohr (2), C. Warner (6), S. England (1), R. McKinnley (1), R. O'Toole, M. Paton, B. Mather, P. Weisner (1), G. Warner (16).

Sandringham Yacht Club



ONYA OF GOSFORD - 63
LOA 12.0 m; LWL 8.2 m;
Beam 3.4 m; Draft 2.0 m

Onya is a Miller 40 sloop by Anderson Bros. She was originally named New Beach Road and she was purchased by Peter Rysdyk earlier this year. For this race she had been chartered by the Navy and will be sailed by the personnel from HMAS Creswell, Jervis Bay. Boats of this design are comfortable at sea and are easily handled; their previous performances, however, do not indicate that they are a threat to the trophy hunters.

CREW Skipper/Navigator: G. Starling (1), K. King (2), 6 TBA.

Royal Australian Navy Sailing Association



OUTRAGEOUS - 308
LOA 11.3 m; LWL 8.5 m;
Beam 3.5 m; Draft 1.8 m

Outrageous was launched in October 1982. A Richards design, she hails from Queensland where her best racing results are 1st in the Brisbane to Coffs Harbour race and 15th in the Sydney-Mooloolaba. George McNeill, third generation sailmaker of the firm of the same name, will be aboard.

CREW Skipper: L. Scholtes, C. Cragie, R. Marchant, C. Loel, R. Perrins (2), R. Cannon (2), B. Donovan, G. McNeill (10).

Royal Queensland Yacht Squadron.



PETROSINA II - 3533
LOA 11.7 m; LWL 9.5 m;
Beam 3.8 m; Draft 2.0 m

A standard production model from the studio of Andrea Vallicelli of Rome and built earlier this year in Venice by Arredomar, Petrosina II's Sydney owner G. Capone will be doing his second Hobart. The designer's boats have performed well for Italy in Admiral's Cup and Sardinia series, and with a brand new wardrobe from local sailmaker 'Roberto' Fraser who should continue to uphold Italy's new credibility in ocean racing.

CREW

Cruising Yacht Club of Australia



PACIFIC SUNDANCER - 5281
LOA 12.2 m; LWL 9.7 m;
Beam 3.7 m; Draft 2.3 m

Pacific Sundancer is a Farr sloop built by Cookson of Auckland. She is a member of the NZ Southern Cross Cup team and is one of three sisterships in the team. Her performance in the selection trials has been formidable, and it is expected that she will be driven with equal enthusiasm in the Race. Her crew is very strong with many Hobart veterans.

CREW Skipper: P. Walker, Navigator: M. McCormick (8), D. Hogg (4), B. Morris (3), A. Stewart (3), I. Maskell (2), G. Stagg (7), F. Beer, P. Spackman (3), C. Urry (1), R. Macalister (1), R. Salt-house.

Royal Port Nicholson Yacht Club

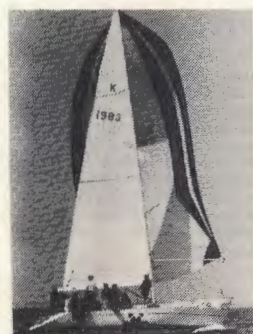


PHOENIX - 257
LOA 11.1 m; LWL 9.1 m;
Beam 3.2 m; Draft 2.0 m

Phoenix is a Laurie Davidson 1-tonner which has competed with considerable success since launching in 1980. A win in the 1980 Montagu proved a good start, and she has notched up a number of wins in LOPS/SOPS races on the CYCA calendar. It was hoped that she may have been pushed by her archrival, Diamond Cutter, but the latter has not entered this year's Race.

CREW Skipper: E. Vidor (6), Navigator: T. Cliff (1), P. Darley-Jones, L. Eastwood, C. Finn, D. Frisken, A. Hancock (14), M. Holmes, N. Tave-ner.

Cruising Yacht Club of Australia



PANDA - K1983
LOA 13.1 m; LWL 10.7 m;
Beam 4.1 m; Draft 2.4 m

One of the British Southern Cross Cup team, Panda is a Hugh Welbourn design launched in April this year. She is a state of the art design, constructed of Kevlar and other modern materials. Reserve yacht for the British Admiral's Cup team this year, she was 8th in her class in the Fastnet, has been well placed in RORC races in her short career. She has an experienced crew with a depth of ocean experience. This will definitely be a handicap contender. Look for the 'Panda feet' on her hull when she heels.

CREW Skipper: P. Whipp, C. Wilson, H. Welbourn, S. Munro, T. Lee, N. Graham, J. Channon, D. Allen-Williams, M. Stone, M. Dickle, M. Lee.

Royal Ocean Racing Club



PICCOLO - 3041
LOA 11.1 m; LWL 9.1 m;
Beam 3.6 m; Draft 2.0 m

Piccolo is a Dubois design, the former Smuggler, which represented the winning NSW Southern Cross team in that series in which she was the leading point scorer. Ever since her launching in 1981 she has performed well. Owned by John Pickles, who won the Hobart in '76 with another yacht of the same name, among her crew is Alby Mitchell, who has done 25 Hobarts. Piccolo should do well.

CREW Skipper: J. Pickles (11), Navigator: R. Brenac (11), A. Mitchell (25), M. Barnett (5), B. Dorell (5), G. Moses (4), M. Smith (1), S. Gallagher (6) C. Wilson (1).

Lake Macquarie Yacht Club



PARMELIA - 2344
LOA 13.9 m; LWL 12.0m;
Beam 4.0 m; Draft 2.4m

Built in 1978 for the Parmelia Race (Portsmouth to Fremantle) to celebrate WA's 150th anniversary, Parmelia competed in the gruelling Fastnet and the Parmelia race, placing 5th overall in the latter race. This will be her third Hobart. She has not performed well in this event, and it is hoped that she does better this year.

CREW Skipper: C. Grande (7), Navigator: R. Baldwin (2), S. Stevenson (1), S. Rowland (1), D. O'Neill (10), W. Wright (10), J. Wood (2), W. Davy, G. Foley (4), J. Gibson (5), J. Strong.

Cruising Yacht Club of Australia



PILGRIM - E226
LOA 11.8 m; LWL 9.8 m;
Beam 3.6 m; Draft 2.0 m

Pilgrim is on of many classic S&S designs sailing in this year's Race. Built in 1971 she seems to sail in the Hobart every other year. Past best racing results have been in W.A., including firsts in the Fremantle-Bali and Fremantle-Albany Races. This year she will have a good age allowance and may perform well in her division.

CREW Skipper: J. Ratten (3), Navigator: T. Cooper (1), T. Bridge (4), J. Gaunt (1), W. Rafferty, M. Back, C. Hogan.

Esperance Bay Yacht Club



PATRICE III - 360
LOA 14.3 m; LWL 11.0 m;
Beam 4.1 m; Draft 2.3 m

A familiar S&S 47-footer at the CYCA, Patrice III has changed colours in more than one way. Built by Trevor Gowland in 1974 as a potential Admiral's Cupper, she one represented NSW (1975) for the Southern Cross Cup. This year she is being sailed by students of the Pacific Sailing School under skipper Terry Wise. In the past she has done well in fresh headwinds and suffers in light airs. She could well surprise her critics by not being the first to return to Eden.

CREW Skipper: Terry Wise, rest TBA.

Woollongong Yacht Club

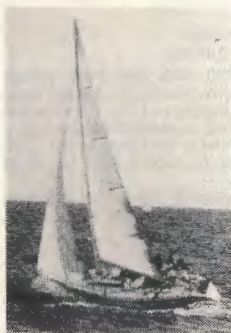


PINTADO - G4
LOA 10.1 m; LWL 8.0 m;
Beam 3.2 m; Draft 1.7 m

This boat makes an appearance this year for the fifth time since her launching in 1974. The best performance of this Buchanan and Joubert sloop was 35th, in 1974. Her design is somewhat outdated, and she is not expected to finish in the high placings. Her owner has been racing in her home club's arbitrary division and she has managed some good results in the long races across Bass Strait.

CREW Skipper: G. McDonald, Navigator: I. Backwell (1), M. Kelly, M. Bell, M. Hurley, R. Heath, D. Lappin, A. Neilson, D. Robertson.

Royal Geelong Yacht Club



PIRRA - S92
LOA 10.4 m; LWL 8.2 m;
Beam 3.3 m; Draft 1.8 m

Pirra is a Ron Holland 3/4-tonner from Melbourne. She has competed in three previous Hobarts, her best result being a win in Division D in last year's event. Her best performance in home waters was a first in the Melbourne-Apollo Bay Race this year. Victorian boats have not been blessed with a win in the history of the Race, and if (big if) the conditions allow, and it is a small boat race, this yacht might surprise.

CREW

Royal Melbourne Yacht Squadron



PUSS 'N BOOTS - A5
LOA 10.4 m; LWL 8.8 m;
Beam 3.3 m; Draft 1.5 m

Duncanson 35s are good sea boats but will not be very competitive against more modern designs. This yacht has a particularly good record, including 3rd in the 1978 3/4-ton World Championships and 18th overall in the 1979 Hobart Race.

CREW



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

Police Car has had many wins to her credit and for what might appear to be a 'dated' Dubois aluminium design, launched in 1979, she can still readily mix in with other top boats. She was in our winning 1979 Admiral's Cup team and she has showed her continuing form under Sir James Hardy, coming 3rd overall in last year's Hobart. She is extremely well sailed, and she revels in fresh conditions; she could be amongst the placegetters again this time.

CREW Skipper: Sir James Hardy (7), rest TBA.

Cruising Yacht Club of Australia



RAGAMUFFIN - KA70
LOA 23.2 m; LWL 19.8 m;
Beam 5.5 m; Draft 3.7 m

Previously raced in Australia as Bumblebee 4, this maxi is a real contender to repeat her 1979 line honours win. A Frers design, she has been overseas in recent years and is making a mad dash from Spain under the guidance of Stan Darling. She made history shortly after launching when she lost her mast in a CYCA SOPS. At about 100 ft, it must be the largest-ever mast to go over the side of an Australian racing yacht. There is heaps of experience in the crew.

CREW Skipper: S. Fischer (16), Navigator: S. Darling (27), A. Ellis (18), J. Harris (11), J. Munson (9), H. Van Kretchmar (3), P. Tierney, M. Heshe (12), K. Flower, P. Morgan, J. Noakes (14), J. Moore, M. Summerton, D. Salter, B. Hart (6), others TBA.

Royal Sydney Yacht Squadron



PREDATOR - S17
LOA 11.4 m; LWL 8.8 m;
Beam 3.8 m; Draft 2.1 m

Sailing in Victorian waters, Predator is a Kell Steinman design built in Perth this year. Unknown in Sydney waters, we are advised that she sailed in the ORCV winter series and placed 5th. No predictions will be made.

CREW Skipper: D. Millikan (5), Navigator: A. McKenzie (2), G. Wart (4), R. Hiam (2), M. Pugh (1), R. Williams (3), P. Inchbold (1), R. Playdell, R. Newman.

Royal Melbourne Yacht Squadron



RAGER I - 395
LOA 13.2 m; LWL 9.8 m;
Beam 3.3 m; Draft 2.0 m

Rager I is a beautifully prepared yacht. A classic Cole 43, she is unlikely to be among the prize winners although she has an experienced crew that has raced her well in CYCA races. She was 30th last year, racing as Ruffian, and was 10th overall in 1976.

CREW Skipper: M. Clements (3), Navigator: J. Barrett (2), S. Tian (3), J. Murrant (3), J. Smith (1), W. De Parthuse, D. Maclean (1), P. Ellis (1), P. Tabone, C. Clements (3).

Cruising Yacht Club of Australia

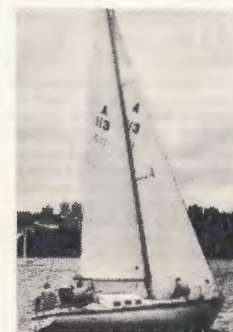


PRONTO - L22
LOA 12.2 m; LWL 11.4 m;
Beam 3.7 m; Draft 2.0 m

An entry from Port Lincoln, Pronto is a Joe Adams 40-footer which, despite her high rating, has managed a number of line/handicap doubles in club races. She has competed in the last three Adelaide-Port Lincoln events getting good placings and a line honours win. The Hobart may prove more competitive; however, if the conditions allow, she will sail away from similar size boats.

CREW Skipper: T. Roach, Navigator: N. Welfare (1), J. Buckland (2), D. Bice, A. Williams (1), J. Hancock, K. Wiebrecht, M. Boase, S. Kemp.

Port Lincoln Yacht Club



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

This will be the third start for this stock Duncanson yacht. Her previous places (119th and 90th) reflect the fact that these boats are far from being racing types. The crew has built up a lot of ocean racing experience in the past few years, and no doubt they will be trying hard to improve on the boat's record.

CREW Skipper: V. O'Neill (2), Navigator: N. Brown (2), B. White (1), K. Rudford (1), T. Warkley (1), I. Hayes (1), W. Browne.

Sydney Amateur Sailing Club.



PUNCH - 2690
LOA 10.0 m; LWL 8.4 m;
Beam 3.0 m; Draft 1.8 m

A classic S&S 34, Punch was previously owned by Harry Holland who sailed her as Pimpinel; she is now owned by B. Lewis (not of Vengeance fame). She has in previous Hobarts sailed in the top half of the fleet and will most probably do so this year.

CREW

Sydney Amateur Sailing Club



RENEGADE II - S42
LOA 13.1 m; LWL 11.6 m;
Beam 3.4 m; Draft 1.8 m

Renegade II is a Cole designed 43-footer built by Lambert & Lennard in Perth and launched in February 1976. We haven't much on her present racing career. Her owner has plenty of Bass Strait experience, with four previous Hobarts and West Coasters on alternate years, along with a Sydney-Noumea and a spate of Bass Strait ORCV races.

CREW Skipper: I. Ritchie (4), H. Fox, others TBA.

Royal Melbourne Yacht Squadron

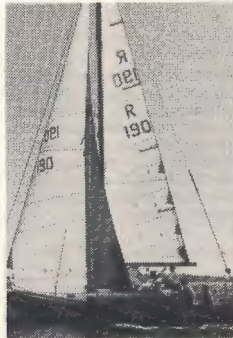


RENEGADE – SA98
LOA 12.2 m; LWL 10.3 m;
Beam 3.8 m; Draft 2.3 m

A Holland one-off two-tonner launched in October 1981, Renegade this year is sailing in the South Australian Southern Cross Cup team. Her previous Race was in 1981 (81st). This year she is taking to Hobart several of the crew that went last time, and they will be trying to do that well again this year in a much larger fleet.

CREW Skipper: R. Francis (5), Navigator: I. McPhail (1), G. Calaby (1), P. Polmear (3), C. Vorbach (5), M. Francis, P. Drew, D. Hurford, M. Snowden.

Royal South Australian Yacht Squadron



RUFFIAN – R190
LOA 9.2 m; LWL 7.5 m;
Beam 2.7 m; Draft 1.6 m

Ruffian is an S&S 30 with distinctive yellow hull. Sailing from W.A., she has had many good results since her launching in 1972. Unknown to the east coast, it is hard to predict her chances in this Race, although she is a bit long in the tooth (if not the waterline) to pace it with the latest designs.

CREW Skipper/Navigator: P. Pinder (1), A. Crewe (1), K. Moylan (1), T. O'Malley (4), I. Fisher, G. Henry (1).

Royal Perth Yacht Club

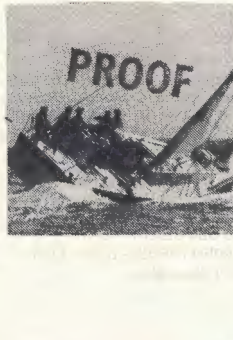


REVELATION – SM178
LOA 12.0 m; LWL 9.0 m;
Beam 3.7 m; Draft 2.2 m

A Dubois minimum rater built by Ken Jago, Revelation was launched in February this year ostensibly for the 1983 Admiral's Cup trials, but time did not allow her then to reveal her potential. Her pedigree and construction, using Klegecell and S-Glass with balsa core, suggest that if sailed well she is capable of good performance. With a total of 19 previous Hobarts amongst the crew, there are no excuses.

CREW Skipper: B. Moore (2), Navigator: A. Dick (2), P. Taylor (5), P. Welsh, I. Crisp (1), M. Dougall (1), R. Presser (1), N. Richmond (3), S. Carter (4).

Sandringham Yacht Club



RUTHLESS – 3303
LOA 13.1 m; LWL 9.9 m;
Beam 4.3 m; Draft 2.1 m

Ruthless is a Farr designed 2-tonner, originally named Dynamite 2. She has been chartered for this year's race by a syndicate of Irish boatowners from the Royal Ulster Yacht Club. She has not shown outstanding form in past years, but perhaps with a bit of Irish she may surprise.

CREW Skipper: B. Bramsell, Navigator: B. Buchanan, D. Crozier, B. Falloon, W. Glover, P. Hill (14), R. McKibbin, J. Patterson, 2 TBA.

Royal Ulster Yacht Club

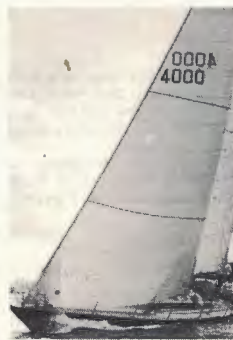


REVERIE II – R15
LOA 10.5 m; LWL 8.4 m;
Beam 3.4 m; Draft 1.8 m

This is a UFO sloop designed by Holman & Pye and launched in 1978. She has not done a Hobart before, and we haven't much information about her racing in home waters of W.A. Sisterships have competed in the Hobart, with mixed performances. Her crew are experienced in long distance events, and it can be assumed, therefore, that they have no 'delusion' about what they're in for.

CREW

Royal Perth Yacht Club

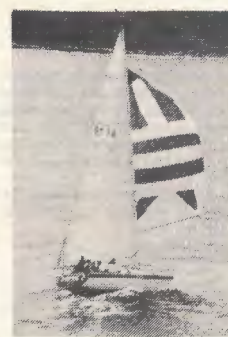


SAGACIOUS II – 4000
LOA 13.3 m; LWL 10.8 m;
Beam 3.9 m; Draft 2.3 m

This Sagacious is a Nantucket 43 sailed by Nantucket Yachts' boss, Gary Appleby. She is a Cole design and sports a triple spreader masthead rig. Chartered by Cedric Lockley of Hobart, she is a member of the Tasmanian Southern Cross Cup team. She was a member of the CYCA Blue team in the last Clipper Cup series.

CREW Skipper: C. Lockley (2) & G. Appleby (2), Navigator: I. Potter (6), M. Atkinson (3), R. Dovey (2), S. Firth (10), C. Freeman (6), C. Jones (6), C. Fox (2).

Royal Yacht Club of Tasmania



RIMFIRE – SM16
LOA 12.8 m; LWL 11.0 m;
Beam 4.0 m; Draft 2.1 m

This Farr 42-footer will be starting in her fourth Hobart, with a depressing record so far – last in 1978 (50% penalty fixed that up), 109th in '79 and retired with a broken rudder in 1980. In 1981 she achieved a 2nd in the Melbourne-Hobart. We haven't any current form for her; it might be about time that these Victorians from Sandringham got their seaboots pulled up.

CREW Skipper: E. Wall-Smith (5), Navigator: R. Chapman (4), G. Wolf (1), R. Coates, M. Tyler, P. Jorgensen, D. Elliott, D. Peddor (1), A. Ross (4), L. Wall-Smith.

Sandringham Yacht Club



SALTPETA – 2855
LOA 9.1 m; LWL 7.3 m;
Beam 3.1 m; Draft 1.7 m

This Joubert Currawong 30 is sistership of the 1981 winner, Zeus II. She has had a very consistent record with 8th and 33rd in her previous Hobart starts, together with a 3rd and 7th in the 350 mile Montagu Island race. With an experienced crew who sail their boat well, she will obviously be up there in a small boat race.

CREW Skipper: P. Honton (4), Navigator: M. Quine (2), C. Berry (3), P. Ingham (2), E. Houghton, J. Elliott.

Cruising Yacht Club of Australia



ROLLER COASTER – A19
LOA 10.8 m; LWL 8.7 m;
Beam 3.5 m; Draft 2.0 m

At the time of writing this boat had not been launched. She is a Sparkman & Stephens design built in GRP by Prestige Yachts. It is expected that her only sea time will be her trip from Sandy Bay to Sydney, if she does make it in time for the start. Being from Hobart she will be driven hard with the thought of the welcome awaiting 'home' yachts in Hobart.

CREW Skipper: J. Fuglsang (2), Navigator: S. Halliday (4), D. Wood (2), H. Vandenburg (2), S. Muir (3), G. Gregg (2), C. Hansen, N. Connor (1).

Royal Yacht Club of Tasmania



SALT-SHAKER 2 – 52
LOA 11.6 m; LWL 9.5 m;
Beam 3.7 m; Draft 1.9 m

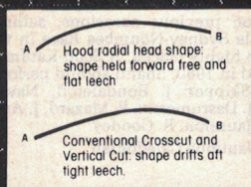
With a name like 'Salt-Shaker' one would think that this yacht should be peppered with flavour. She raced last year, finishing 42nd; she has a high rating for her size and will not be a contender for a high placing unless the conditions are decidedly 'salty' – heavy, and downhill. Designed by Bruce Farr, she was built by Binks Yachts in 1981. Let's hope there's plenty of rice aboard to keep her running free.

CREW Skipper: B. Levingston (1), Navigator: R. Millard (3), G. Schipper (4), J. Crosier, C. Webster (1), T. Davies (1), G. Teal, M. Elsworth, J. Kesby.

Royal Melbourne Yacht Squadron

UPDATE

Radial Head Mainsails and Genoas



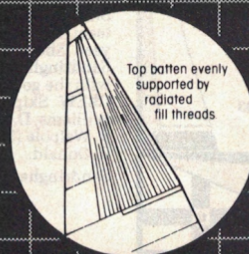
Hood Sailmakers announce a breakthrough in dacron and exotic sail construction as significant to performance sailing as radial construction in spinnakers.

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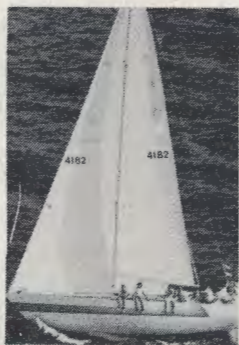
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SATIN SHEETS - 4182
LOA 12.5 m; LWL 10.7 m;
Beam 4.0 m; Draft 2.4 m

Satin Sheets, formerly called Sunburst, is a Peterson design launched in 1977 for the Admiral's Cup trials. She has competed well throughout the years and seems to be improving with age. On board is well known ships' chandler, Peter Green, who will be doing his 32nd! Hobart this year. Among the crew there is an aggregate 65 Hobarts, which per capita makes this one of the most experienced crews in the Race.

CREW Skipper: A. Strachan (6), Navigator: R. Kydd (4), P. Green (31), D. Ellis (5), N. Vidor (5), J. Golzards (6), C. Straus (8), P. Gale.

Royal Sydney Yacht Squadron



SGLAN DUBH - R77
LOA 10.1 m; LWL 7.3 m;
Beam 3.1 m; Draft 1.8 m

Sglan Dubh is a Joubert design previously known as Boomerang VIII. Built in 1970, she competed in the Hobart that year finishing 14th. Her recent racing has been rather lean, and it is thought that the crew may be going down 'for the ride'. Among her crew are three Johns, so there must be an unusual nickname or two that would do the boat proud.

CREW Skipper: R. Lean (2), Navigator: D. Lean (2), J. Horton (2), J. Cain (1), D. McLean (2), J. Binning, A. Dott (1).

Royal Melbourne Yacht Squadron

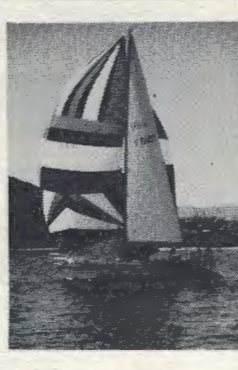


SCALLYWAG II - 4136
LOA 12.2 m; LWL 9.7 m;
Beam 4.0 m; Draft 2.3 m

Owner Ray Johnston won the 1982 Hobart Race and the 1983 Mooloolaba Race in his previous Scallywag. This year he has built a larger yacht and will try to emulate those performances. He has retained the same crew which includes members of the renowned In Yacht Race Roadies. Scallywag is a Farr design and will have strong competition from similar designs.

CREW Skipper: R. Johnston (2), Navigator: I. Thornton (2), P. Lee (2), P. Donnelly (2), G. White (1), D. Gandi (6), S. Gunns (2), D. Walsh (2), R. Hill (2), R. Kilkelly (2).

Cruising Yacht Club of Australia



SHANTI - F8151
LOA 12.1 m; LWL 9.5 m;
Beam 3.8 m; Draft 2.1 m

Shanti is the only New Caledonian yacht entered in this year's race. She has been a visitor to these shores on previous occasions, sailing in the 1050 mile Sydney-Noumea Race in which she has been highly placed. A Scott Kaufman design launched in 1980, Shanti should perform well.

CREW Skipper: J. Bondaletoff, Navigator: R. Proner, J. Desrumeaux, P. Mazard, J. Autureau, J. Frei, V. Jauselon, R. Goodey.

Cercle Nautique Caledonien



SEAQUESTA - SM202
LOA 12.8 m; LWL m;
Beam 3.9 m; Draft 2.3 m

An Ed Dubois fractional rigger with distinctive blue/yellow/orange hull, Seaquesta's previous good results include 3rd in the 1982 Sydne-Suva Race. She has competed in the Clipper Cup series. She has the pedigree to be dangerous.

CREW Skipper: A. Neate (4), D. Lawrance (2), T. Neate (21), R. McGaw (2), D. Roberts (2), C. Mackie, R. Mace, R. Mathews, B. Penberthy, A. Bugg.

Sandringham Yacht Club



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

Shenandoah is a consistent starter in the Hobart. She finished the gruelling 1977 Race in which a fair number of yachts didn't. Designed by Peter Cole, her owner, Julius Charody, sailed her to 4th in the 1979 Race, and many other good results include two firsts in the Montagu (1977, 1983). In 1974 she was Australian Half Ton Champion. If it is a small boat race she could finish well up.

CREW Skipper: J. Charody (5), Navigator: R. Cortis (4), N. Winkler (4), M. Heenan (2), A. Heenan (2), M. Cummins, R. Healey.

Cruising Yacht Club of Australia.



SEALATER - SM69
LOA 12.1 m; LWL 10.2 m;
Beam 3.7 m; Draft 2.2 m

Sealater is another Dubois two-tonner, originally owned by John Taylor and built in 1981. She was a trialist for the 1981 Admiral's Cup team and competed in the Clipper series that year. She is now owned by Peter Gourlay from Sandringham, and he is hopeful of continuing with the good results.

CREW Skipper: P. Gourlay (3), Navigator: P. Williams, D. Gourlay (5), B. Morris (1), G. Morris, B. Walpole (3), K. Sparks, I. Robinson, B. Thomas, R. Donald.

Sandringham yacht Club



SHOCKWAVE - KZ5070
LOA 13.1 m; LWL m;
Beam 4.1 m; Draft 2.5 m

A Frers design built by Cookson in Auckland, Shockwave was a controversial 'non-starter' in the 1983 Australian Admiral's Cup selection trials. She showed brilliant all around speed in clear air, and when not selected, spurred owner Neville Crighton to organise the NZ Admiral's Cup team. She has also missed selection in the NZ Southern Cross Cup team, and overdue for some good luck, will be amongst the favourites for handicap honours.

CREW Skippers: N. Crighton (1) & G. Jones (15), Navigator: G. Halls (9), G. Gilliam (14), S. Bull (10), E. Williams, M. Quilter (4), P. Gardiner, P. Kane, 3 TBA.

Royal Prince Alfred Yacht Club



SEQUEL - SM87
LOA 11.0 m; LWL 9.7 m;
Beam 3.2 m; Draft 2.0 m

Sequel is a Swanson 36, one of the classic types in the Race. Built back in '71, she hails from Victoria and has had some good results in the past. In her first Hobart appearance she was 65th; some Victorian readers may remember her as Wendy Two.

CREW Skipper: G. Coutts (4), Navigator: D. Madern (1), C. Hall (3), J. Logan, R. Katnich, I. Richards, R. Cuthbertson.

Sandringham Yacht Club

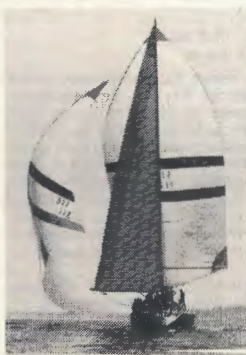


SHOGUN - 2222
LOA 12.2 m; LWL m;
Beam 4.0 m; Draft 2.1 m

Shogun is a Ron Holland sloop easily identified by her outrageous topsides. Originally owned by Bruce Sutton, she is sistership to Admiral's Cupper Impetuous. Owner John Low purchased her earlier this year and competed in the Mooloolaba Race, finishing 11th. The boat has good potential but it may be let down by the lack of competitive experience in the crew.

CREW Skipper: J. Low (1), Navigator: J. Hooton (7), K. Low (1), N. Begley (2), S. Langman (1), P. White (1), J. May, L. Thompson, J. Rigg.

Cruising Yacht Club of Australia.



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

Designed by Frers and built by her owner, Siska was launched in October '82 and dashed to the start of last year's Race in which she was 6th across the line. Now tuned properly she has proved an excellent performer out west. She also won what is considered the West Coast ocean racing championship in a fleet of 65. Watch her.
CREW Skipper: R. Tasker (7), Navigator: R. Lynn (4), L. Nathan (3), P. Jackman (6), R. Hardie (1), S. Tasker (5), G. McGarry (4), D. McCready, P. Kernot (1), W. Richares (2) P. Hay (8), T. Couchman, B. Hawthorn- Thwaite, B. Whelan, Sophie Tasker (3).

Royal Perth Yacht Club



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

After sailing for a few years as Hercules, this Peterson 1-tonner has regained her maiden name. In New Zealand she was One Ton Champion in 1978, and she has a fine Australian record, with a 4th in the '78 Hobart, winning Div. C, and she won the '79 Mooloolaba race. New owner Maurie (The Broker) Drent has a highly experienced crew aboard; in fact, they could probably also qualify for maximum age allowance. With her 20-20 sail number, this year's Race could be Drent's perfect vision, particularly if it's a light air race.

CREW Skipper: D. Lawson (210), Navigator: R. Copeland (4), M. Drent (5), H. Dredge (5), S. Peacock (5), R. Marr (4), G. Spencer, J. Pearce (8).
Cruising Yacht Club of Australia



SOLQUEST - TYC91
LOA 14.0 m; LWL 12.2 m;
Beam 4.3 m; Draft 1.8 m

Solquest is a cruising sloop designed by American Robert Perry and built of wood in Tasmania. She was launched in November 1982, and we are informed that the yacht has not race before. It appears that the crew's sole quest will be to get the boat to Hobart. This will be done in some degree of comfort, as she is well fitted out.

CREW Skipper: R. Frith, Navigator: T. Hoton, G. Ellis (5), M. Green, R. Dineen.

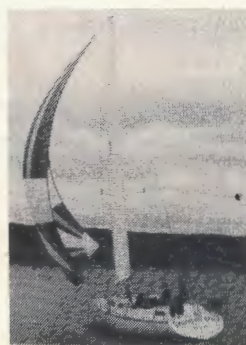
Tamar Yacht Club



SULPHUR - SP42
LOA 10.3 m; LWL 7.4 m;
Beam 3.1 m; Draft 1.8 m

Another S&S 34, this South of Perth Yacht Club boat has not been over here before but she has been very active and successful. In the Fremantle to Bali, for instance, she gained a 4th (IOR). She will be a welcome visitor and promises to do well amongst the smaller yachts of her vintage.

CREW Skipper: A. Newnham, Navigator: P. Stubbs, H. Knight, D. Shellabear, D. Hay.
South of Perth Yacht Club.

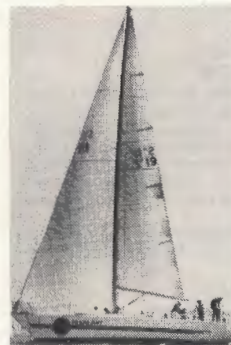


SOUTHERN SPIRIT - A320
LOA 10.2 m; LWL 9.2 m;
Beam 3.4 m; Draft 1.6 m

Southern Spirit is a production Mottle 33, designed by Adams and built by Naut Yachts. These yachts are designed mainly for going cruising and are not expected to be placegetters. It appears that the crew are going for the experience of the two way trip and to be involved in the spirit of things in Constitution Dock.

CREW Skipper: D. Smith, Navigator: P. Turner (2), N. Burridge (1), A. Olding (1), G. Whittle, G. Clark.

Royal Yacht Club of Tasmania.

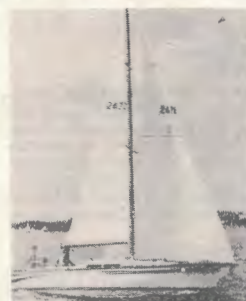


SUNBURST - R119
LOA 12.2 m; LWL 10.4 m;
Beam 3.9 m; Draft 2.2 m

Sunburst is a Peterson 2-ton sloop launched in 1978 and one of the 'regulars' in this Race. She represented Victoria in the 1979 Southern Cross Cup, and this year placed 3rd in the ORCV winter series.

CREW Skipper: B. Weston (1), Navigator: A. Hodge (5), B. Taylor (2), A. Bull, N. Drennan (2), G. Fell (1), G. Ogilvie (1), G. Wilson, R. Grimes, J. Freeman (1).

Royal Yacht Club of Victoria



SPIDER - 2470
LOA 10.5 m; LWL 8.5 m;
Beam 3.4 m; Draft 1.8 m

Spider previously sailed in the 1979 Race, when she placed 33rd. This will be her first Hobart outing under a new owner, R. Pursell. She is a UFO 34 production 3/4-tonner and is distinguished by her red stripe.

CREW Skipper/Navigator: R. Pursell (3), S. Trevillion (5), P. Brinsmead (6) G. Robinson (3), J. Armur (2), R. Boulton, K. Lawrence.

Cruising Yacht Club of Australia



SURE FOOT - KP2
LOA 11.7 m; LWL 10.0 m;
Beam 3.9 m; Draft 2.3 m

Owned by Di Hard skipper Bruce Tardrew, Sure Foot was a member of PNG's Admiral's Cup team. This Peter Norlin design minimum rater has performed with great credit in Sardinia and UK waters, and only a lack of experience will make a first class result difficult. The crew has not been finalised at press date, but Sure foot will play a found part in PNG's Southern Cross Cup aspirations.

CREW

Royal Papua Yacht Club



ST JUDE - 2501
LOA 9.8 m; LWL 8.2 m;
Beam 3.4 m; Draft 1.9 m

Previously sailing as Garlic Prawn, and then Giant, St Jude is a Yamaha design launched in 1979. Her previous two outings to Hobart have not been grand (in spite of her designer's name-sake) and she will not be looking for encores. It's good to see her back for another crack.

CREW Skipper: H. House (4), Navigator: R. Henry, A. Hart, E. House, M. Graham, R. Lynch, N. Guyatt.

Cruising Yacht Club of Australia



SWEET CAROLINE - 3413
LOA 13.4 m; LWL 11.3 m;
Beam 4.0 m; Draft 2.7 m

Sweet Caroline is a Dubois design developed from the Victory of Burnham, a member of the 1983 British Admiral's Cup team. Since launching in July '82 she has been showing transom to many. She was 1st in division last year's Hobart and this year's Mooloolaba, and she won line/handicap honours in the '83 Noumea Race. She is crewed by a very experienced bunch of yachtsmen headed by Norman 'The Foreman' Hyett.

CREW Skipper: M. Phillips (6), Navigator: C. Betts (23), N. Hyett (11), J. English (4), I. Dodds (3), J. Scholten (1), R. Gumley (4), T. Horkings (12), D. Lake (2), J. Lawler (2), G. Prior (4), P. Ryan (1).

Cruising Yacht Club of Australia



SZECHWAN - 3007
LOA 11.9 m; LWL 9.4 m;
Beam 3.6 m; Draft 2.1 m

Launched in 1980, Szechwan has a long list of credits, including representing the winning NSW team in the 1981 Southern Cross Cup, first in division in the Round the State Race and in last year's Hobart. She has a chance of representing NSW again this year. A proven performer.
CREW Skipper: J. Whitty (3),
Cruising Yacht Club of Australia



TAURUS II - 67
LOA 13.0 m; LWL 10.0 m;
Beam 4.0 m; Draft 2.4 m

This alloy Peterson design has been keenly sailed since launching late in '81, but she has never been a top performer in spite of being well crewed. She got 3rd in Division 1 of the CYCA LOPS 1982-'83, and she recently won a 90 miler which led to a protracted celebration by her crew who must have forgotten what a trophy looks like. In previous Hobarts she has come 78th and 39th. On charter to the Tasmanian Southern Cross team, her crew has loads of experience but will have to pull something out of the bag to be in the top ranks.

CREW Skipper: R. Gear (7), Navigator: P. Conway (1), M. Burke (11), D. Dyer (2), R. Mische (18), W. Riley (6), D. Thompson (3), M. Coetzee (1), A. Floyd (2), I. Ross (3).

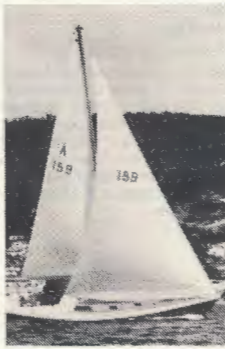
Royal Yacht Club of Tasmania



TANIA - SM15
LOA 12.5 m; LWL 10.0 m;
Beam 3.8 m; Draft 1.9 m

When asked on his entry form 'brief details of best ocean racing results of yacht', the owner gave 'nil'. We don't thus know whether this yacht launched two years ago has raced at all. The fact that she is a cutter, a rig of yesteryear, and is built of steel, suggests that she is a heavy cruising type that will help to provide some competition for the tailenders. The crew has good race experience and are not doubt looking forward to an enjoyable if not winning race.

CREW Skipper/Navigator: R. Robinson (8), R. Moody (7), V. Purves (1), S. Robinson (1), H. Henty.
Cutter

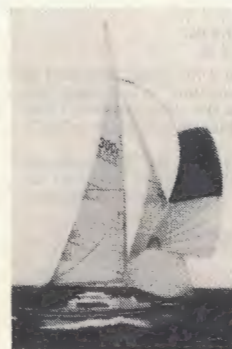


TERUMA - A159
LOA 11.7 m; LWL 8.4 m;
Beam 3.4 m; Draft 1.7 m

This is the second race for this 38' steel Roberts-Goodson design. On her last outing she ended up in the latter part of the fleet. Built in steel for comfort rather than speed, Teruma probably prefers heavy weather to the drift of last year's race.

CREW Skipper: T. Bower (1), Navigator: M. Gaskell, J. Burke (2), R. Bower (1), M. Bower (1), J. Denbow, P. Masterton (1), G. Bristow (1).

Royal Yacht Club of Tasmania



TASHTEGO - 3004
LOA 9.1 m; LWL 7.3 m;
Beam 3.1 m; Draft 1.7 m

Recent results suggest that this Peterson 30 footer improves with age. She won the 1983 Halvorsen Bros. Trophy around Cabbage Tree Island and has had some consistent 2nds and 3rds in LOPS races for '82 and '83. She was 3rd in division in the 1982 Race. Owner C. Franklin has managed to retain the majority of last year's crew, so they know their boat well.

CREW Skipper: C. Franklin (1), Navigator: F. Buckland, J. Gittoes (2), K. McInnes (2), D. Buckland.

Middle Harbour Yacht Club



THE FRUMIOUS BANDERSNATCH - KH1081
LOA 13.1 m; LWL 11.0 m;
Beam 3.9 m; Draft 2.7 m

Owned by Hong Kong medical practitioner Dr Alan 'Buddle' Burge, Frumious is a Serendipity 43 built by New Orleans Marine and is a near sistership to top US Admiral's Cupper Scarlet O'Hara. She is one of the highly fancied Hong Kong Southern Cross Cup team and will undoubtedly be a top performer, especially in moderate windward conditions. Sailed by Hong Kong Horizon Sails boss Pat Pender, Frumious will prove as colourful as her distinguished owner's love of verse.

CREW Skipper: A. Burge (1), Navigator: G. Conley, P. Pender, A. Buckland (3), H. Lao, R. Walters, H. Low, C. Dickson, D. Hayes, G. Dagge.

Royal Hong Kong Yacht Club



TASMAN LASS - 3176
LOA 11.3 m; LWL 10.8 m;
Beam 3.0 m; Draft 1.4 m

Tasman Lass was launched in 1976 and is an Alan Payne Tasman Seabird built by Brinkmans. In the late 50s this was a popular design and in 1959 her sistership Cherana won the Race. Tasman Lass is built in steel and with the new hot boats in this year's race is not expected to do very well; however, the crew should have a comfortable trip.

CREW Skipper: W. Ward, Navigator: H. Bremberger, T. Crump, P. Heckenbenner, I. Newman, J. Attridge.

Blue Water Cruising Club



THE MANLY FERRY - 955
LOA 13.0 m; LWL 10.8 m;
Beam 3.8 m; Draft 2.3 m

The Manly Ferry is a Cole Nantucket 43, previously known as Wy-Ar-Gine III, purchased and renamed by Marcus Blackmore, probably reminiscing about his early days as an apprentice deckhand on the Sydney Harbour ferries. Marcus and half of the crew are past crew members of Patrice III and will be easily found in Hobart in their favourite corner at the Customs House Hotel.

CREW Skipper: M. Blackmore (1), Navigator: J. Biffin (1), J. Woodford (4), D. Stewart (1), S. Corrigan, J. Denton (1), L. Riding (4), J. Melson (5), I. Rajaloo (4), P. Simms (2).

Middle Harbour Yacht Club



TAURUS - SM567
LOA 13.1 m; LWL 9.1 m;
Beam 3.3 m; Draft 2.1 m

Taurus is one of the first (if not the first) Cole 43s built by Bruce Fairlie at Eastcoast yachts, Gosford. They were very successful in the early 70s. Originally owned by Geoff Lee and raced from the CYCA, her best effort was a 4th in the '73 Hobart. She was sold to Melbourne and has competed in a number of Bass Strait races including a West Coaster. Outdated, she at least will collect another skite plate to mail to the overcrowded bulkhead.

CREW Skipper: J. Magdeburger (1), Navigator: M. Maxwell (1), E. Taylor (1), V. Felix (1), D. Marks (1), J. Bennett, P. Mealing (1), P. Vincent (1), M. Taylor.

Sandringham Yacht Club



THE ROPERUNNER - 4499
LOA 12.0 m; LWL 10.0 m;
Beam 4.0 m; Draft 2.0 m

Launched in 1980, the Roperunner is a Farr 2-tonner unlucky not to make the New Zealand 1981 Admiral's Cup team. She did represent her country in the last Southern Cross Cup. In last year's Race she came a highly commendable 6th overall. This year's crew will include several members of the previous successful one.

CREW

Cruising Yacht Club of Australia



THIRLMERE - 3060
LOA 11.1 m; LWL 9.1 m;
Beam 3.4 m; Draft 1.8 m

Thirlmere, the former Hot Prospect II, is a Farr design built by Compass. In 1981 she represented Queensland in the Southern Cross Cup. She is now sailed from MHYC under a new owner, Simon Green. In her last outing to Hobart she finished in the latter half of the fleet. She has a distinctive white, grey and red hull.

CREW Skipper: S. Green (1), Navigator: S. Andrews, S.G. Green, C. Cahill (1), G. Clinton (1), J. Lamble, M. Twyble, C. Slyger, J. Black.
Middle Harbour Yacht Club



TUCANA - M11
LOA 9.1 m; LWL 8.0 m;
Beam 3.0 m; Draft 1.7 m

This will be Tucana's fourth trek to Sydney; at least they haven't had to do the return trip. Designed by W. Knoop, owner Dean will be hoping to go all the way this year after losing her mast last year. She has a reasonable record in ocean races out of north Tasmania and will be hoping to better her respectable 41st in 1981.

CREW Skipper: L. Dean (4), Navigator: J. Maxwell, M. Dean (3), R. Knights (1), P. Cato, 1 TBA.
Mersey Yacht Club



THUMBS UP (THE FLYER) - M1
LOA 11.9 m; LWL 11.0 m;
Beam 2.9 m; Draft 2.1 m

An Adams design launched in 1980, this is the former The Newcastle Flyer from Lake Macquarie. Now sailing for Tasmania under new owner Tony Rowland, she has to her credit a line honours victory in the Montagu Island race. With a TCF of .9037 for a 39 footer, line honours victory comes much easier than handicap victory. Many of the crew this will be their first trip to Hobart.

CREW Skipper: A. Rowland, Navigator: C. Johnson, R. Mathews (4), T. Oakley (2), G. Clayton, M. Perkins.
Mersey Yacht Club



ULTRAVIOLET - 352
LOA 11.6 m; LWL 9.1 m;
Beam 3.7 m; Draft 2.1 m

A GRP Peterson design launched in 1980, Jack Violet has done the race a number of times before but also prefers to sail north, having done 10 Sydney-Brisbane races. Ultraviolet competed one before, in 1981, but had to retire with an appendicitis case aboard. She has an experienced crew but her current performance does not augur well for a top showing in this Race.

CREW Skipper: J. Violet (7), Navigator: M. Cameron (8), N. McLeay (3), K. Plunkett, J. Hancock (2), R. Power, J. Dodds (3), J. Cordell, G. Barter (9), A. Cameron (2).

Cruising Yacht Club of Australia



THYLACINE - A30
LOA 10.5 m; LWL 8.8 m;
Beam 3.3 m; Draft 1.8 m

Launched in 1976 this Blackburne design has placed 64th, 66th and 17th in Hobarts, the last being a very creditable result. She has over the years been very active in passage racing - twice to Noumea and four times on the Brisbane-Gladstone. A very sound crew are looking forward to hard headwinds (which makes them the only ones in the fleet), but even stiff conditions will not allow them to bask their way to the front of the queue for the trophies.

CREW Skipper/Navigator: J. Burton (3), M. Jackson (3), G. Burleigh (1), J. Bridgland (1).
Bellerive Yacht Club



VANESSA III - 1510
LOA 11.0 m; LWL 9.2 m;
Beam 3.4 m; Draft 2.0 m

Formerly 'Ruthless', Vanessa III has sailed in most Hobarts since her launching in 1975. A Quilkey-built Peterson design, previous credits include representing the Queensland Southern Cross Cup team and a 1st in the 1975 Montagu Island race. There is plenty of experience in the crew, but she will probably be overshadowed by the performance of newer designs.

CREW Skipper: K. Jagger (6), B. Jagger (3), P. Molony (7), J. Woods (6), A. Williams (5), J. McCormack, P. Hopkins (1), D. Wagner (2), M. Rowe (1).

Cruising Yacht Club of Australia



TIME MACHINE 2 - S264
LOA 11.0 m; LWL 8.9 m;
Beam 3.6 m; Draft 1.9 m

A New Farr 1104 launched in October and raced in Port Phillip, she is one of many entrants of this design which is well tried. She may not, however, have got over teething troubles in time to achieve a really good result.

CREW Skipper: R. Elliott, Navigator: G. Adamson (2), P. Elliott (2), F. Hammond (2), P. Bartels, M. Hart, P. Morrison, D. Griffiths, P. Terrill.

Royal Melbourne Yacht Squadron



VANQUISH - SM412
LOA 10.2 m; LWL 7.4 m;
Beam 3.1 m; Draft 1.8 m

Another entrant in the unofficial 'S&S 34 division', Vanquish's crew from Sandringham Yacht Club are experienced, particularly with their own races, but there is no racing performance to gauge since she was acquired late in 1982.

CREW

Sandringham Yacht Club



TOO IMPETUOUS - KA3663
LOA 13.1 m; LWL 10.4 m;
Beam 3.8 m; Draft 2.3 m

The second of Graeme Lambert's Holland 2-tonners, this one has just returned from the Admiral's Cup where she was under charter to the PNG team. Lambert is one of the hardest drivers around, and he will be out there to prove this yacht's uncoubted potential. Backed up by a well seasoned and very experienced crew, a very high placing is probable.

CREW Skipper: G. Lambert (5), Navigator: D. Sadler (4), R. Chapman (5), J. Merrington (5), M. Bourke, S. Jenkins (3), 3 TBA.

Royal Papua Yacht Club



VENGEANCE - 130
LOA 23.7 m; LWL 20.0 m;
Beam 6.0 m; Draft 3.6 m

This red-hulled maxi which features on the cover of this Program was originally Rolly Tasker's Siska IV before Bernard Lewis bought her and renamed her. She took line honours in 1981. Her crew has been together for a long time and are well led by sailing master David Kellett; they amass a staggering 124 Hobart Races amongst them, but it remains to be seen whether this experience can make the boat sail any faster.

CREW Skipper: B. Lewis (2), Sailing Master: D. Kellett (11), Navigator: L. Davidson (6), R. Norman (27), B. Gould (18), A. Cable (17), C. Wildman (16), D. Hogan (7), N. Fitzpatrick (4), R. Ogilvie (4), P. Thompson (4), C. Tipney (4), I. Broad (3), S. Jarvin (3), J. Maguire (3), A. Parker (3), M. Thompson (2).

Cruising Yacht Club of Australia



VICIOUS - SM701
LOA 13.1 m; LWL 10.7 m;
Beam 4.0 m; Draft 2.1 m

Previously sailed as Ragamuffin, she represented Australia in the 1981 Admiral's Cup team, the victorious NSW Southern Cross Cup team and this year will be sailing for Victoria. Bob Hawke might say that this year may be her trifecta. Her crew has plenty of Hobart Race experience, and she should be well placed in the fleet.

CREW Skipper: W. Hodder (1), Navigator: C. McSorley (3), D. Bishop (8), B. Collins (8), C. Dunn (1), J. Graham (8), L. Fraser (1), N. Kelly (9), R. Lloyd (1), N. Sharpe (8), T. Silberstein (6), R. Simpson (6).

Sandringham Yacht Club



ZERO - J3070
LOA 15.8 m; LWL 12.8 m;
Beam 4.5 m; Draft 2.9 m

Built by Newport Offshore, Zero is a new Frers 51 sloop. She represents Mr Shigetaka Tsumura's first attempt at the international racing circuit. This highly professional Japanese entry is lacking nothing in equipment and experience. Zero is similar to Stan Edwards' Margaret Rintoul III but sports less beam and a little more weight, and she should prove extremely powerful in windward conditions.

CREW Skipper: K. Kobayashi (2), Navigator: K. Ishizaka, K. Kai, H. Yamamoto, Y. Tsunoda, S. Iwamoto, T. Maeda (1), N., Tomizawa, K. Nishimura, K. Kato, A. Oikawa, H. Kakinuma, M. Shibaki, N. Sugisaki, R. Mori, H. Ishizaka, H. Sugai.

Nippon Ocean Racing Club



WATHARA II - A21
LOA 11.0 m; LWL 8.2 m;
Beam 3.2 m; Draft 1.8 m

Wathara II is a Swanson 36 launched in 1967. In her five previous starts her best result was 9th (1968). She has changed hands many times, and this year it will be skipper Stopp's second trip aboard her. These designs are outdated, but are easily driven and comfortable at sea. A small number of sisterships are racing too.

CREW Skipper: E. Stopp (1), Navigator: J. Behrens (2), J. Breheny (1), J. St Hill (2), B. Brand, I. Minnett, T. Allan (4).

Royal Yacht Club of Tasmania

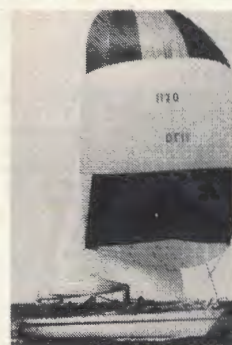


ZIG ZAG - MH178
LOA 10.0 m; LWL 9.6 m;
Beam 2.7 m; Draft 1.8 m

Owned by Adams 10 builder Paul Kelly, Zig Zag is a cruising version of this very fast harbour racer. She retired in rough weather during the 1981 Hobart and will be looking for hard running conditions to overcome her prohibitive IOR rating. Paul and co-designer Graeme Radford know this boat inside out, and they should be able to improve on past performances if conditions allow.

CREW

Middle Harbour Yacht Club



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

Wy-Ar-Gine IV is the another old Ragamuffin, Peterson 45 which was a member of the victorious 1979 Admiral's Cup team and the 1980 Clipper Cup team. Sailing with basically the same crew as last year, owner Bob Oatley will be looking to improve on last year's 45th.

CREW Skipper: R. Oatley (2), Navigator: J. Granger (3), A. Psaltis (1), E. Psaltis (4), S. Mayall (1), C. Langford (2), T. Ashton (2), M. Willson (1), D. Sharpe (3), H. Hamonet (5), P. Gracie (5).

Royal Prince Alfred Yacht Club



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HEAVY WEATHER AND SURVIVAL TACTICS

Peter Green, Duncan van Woerden and Alby Mitchell talk with Tony Cable about handling heavy weather

In the January/February 1983 issue of *Seahorse*, the magazine of the Royal Ocean Racing Club, Jim Robson-Scott, ORC Councillor for Australia and New Zealand, contributed an article entitled "Survival Tactics, The '79 Fastnet Race Revisited". This article, which was reprinted in the CYCA's *Offshore* magazine and in *Australian Sailing* magazine, created a great deal of interest here among ocean racing officials and sailors who were anxious to learn any lessons from the tragedy and to improve where possible on both their own safety standards and on the quality of their seamanship.

Jim Robson-Scott made a number of points following his reading of the Fastnet Race enquiry report. Among these was his conclusion that it was "...the question of survival tactics

where the report falls down." The questionnaire sent out to competing yachtsmen after the event, was, in respect to "...the all-important question of survival tactics," described by Robson-Scott as an 'also ran'.

He went on to describe his concept of heavy weather/survival sailing in Australia versus methods held as conventional wisdom. The Fastnet report stated that "There are four accepted categories of survival tactics which may be used in heavy weather: heaving-to, lying ahull, running off under bare poles, and running off with warps streamed to reduce speed". Jim stated that these "...may have been the four fifteen years ago, but this is most definitely not so now." He felt that this phrasing would tend "...to convince the average yachtsman that if he didn't

use one of these four then he was not a good seaman".

He went on to state that "It is the opinion of the overwhelming majority of experienced offshore helmsmen in this country that the best possible tactics are to fore-reach, keeping as much sail on the boat as it can reasonably carry...By fore-reaching I refer to apparent wind angle between 55° and 90°".

These propositions were of great interest to many Australian offshore yachtsmen. I, too, found in Jim's points, much to think over. A regular (but far from expert) participant in our ocean races for a number of years, I have been through a fair number of good blows but have not yet been in a 'survival' situation. Indeed, on the boats I have sailed on, the norm was

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to simply thrash through to windward, on the one hand, or on the other to run off as fast and straight as possible depending merely on which direction the finishing line happened to be.

One such yacht was the Alan Payne designed 40 ft Sylph VI. She was constructed of $\frac{3}{16}$ " steel plate, and she positively revelled in very hard windward condition; she was always driven without compromise. It took almost 8 days to do the '63 Hobart after experiencing two or three days of 60-80 knot southerly conditions. We arrived wet, in good spirits and with no gear damage.

In all of the blows that I have seen we at least always had a nucleus of good seamen who universally exhibited an aggressive attitude and sailed very hard, knowing full well their rivals would be nearby and quite ready to exploit any slackening off in performance.

Sure, often there was seasickness, poor showing by individuals and sometimes lack of morale. But the basic management philosophy of the boats was to sail hard. If things went boom in the night, and forestays and suchlike broke, it was never the 'fault' of the crew for breaking the boat up; it was always those fellows at home that made the bits not strong enough.

With an Editor asking for a 'heavy weather' article for the Program, I thought it would be useful to use aspects of Jim Robson-Scott's article as 'pegs' on which to hang comments from other sailors. I had a series of conversations with several experienced yachtsmen, feeling that they could also give some interesting suggestions to others as to what one should do when the wind is 'strong enough to blow the milk out of your coffee'. In doing so there was no intent to critique Jim's article; indeed, most of those with whom I spoke agreed with much of what he had to say, although there were some bones of contention.

Among those I spoke to were Peter Green and Albert Mitchell (both having done over 25 Hobarts), and Duncan van Woerden, who is a principal of the mastmakers, Zapspar, and a widely experienced ocean racing and cruising helmsman who has logged thousands of ocean miles on several Apollos.

In starting off the interviews it was immediately clear that we had to define a dividing line between 'racing' in hard conditions versus giving the racing away and sailing for 'survival'. What you do when aiming at a finishing line can be different from what you do when your only consideration

is the safety of the boat.

Further, while it is OK to talk about tactics, each of those men I spoke to heavily qualified his comments saying that it is a prerequisite to know the individual characteristics of the particular boat in adopting tactics to deal with heavy weather.

VAN WOERDEN: Firstly, you must indicate the type of yacht you are talking about. This will have an enormous bearing on how one treats heavy weather.

Yachts of heavy displacement with long keels are going to behave differently from lightweight short-keel yachts. The rig configuration, whether



masthead or three quarter, is important and plays its part. It is impossible to define what to do without knowing the type of boat you are in and the experience you have had with that particular boat.

If a fully crewed boat, you have entirely different options than with, say, four people on a delivery trip. There are many different types of modern IOR yacht, and size has to be taken into account. A 70' maxi will behave differently from a half-tonner or a two-tonner.

CABLE: Well, with all of these variables we need to set up a hypothetical situation to get some basis for making generalisations. What say a very heavy blow, say 60 knots plus, in the middle of Bass Strait on the way to Hobart; start with a maxi boat in these extreme conditions.

VAN WOERDEN: A maxi can carry a storm jib rigged on the baby stay or inner forestay. She will probably sail effec-

tively without the need even for a trysail. Her natural speed would allow her to sail fairly high, rather than free. To avoid falling off waves she has to be pulled away off the crests of waves rather violently, going down the backs of them sideways and back up again.

Take two-tonners. The really modern ones are a bit of a worry. The deck, for instance, is a problem, more important than hull integrity. In a boat that is battered down the deck starts to flex and the air inside wants to explode outwards and at worst can blow the boat inside out.

CABLE: What about the rig in those conditions?

VAN WOERDEN: Remember that at this stage we do not have much gear up, so the mast is no problem. Boats that have them would be using their double runners, baby stay and these would be safe. The basic idea would be to take some bend out of the mast which means loading up the runners, but not to the extent that you overload these.

CABLE: Considering, now, half-tonners?

VAN WOERDEN: These should have turned back when the bad weather was predicted.

CABLE: You can't seriously expect them to pull out because of a forecast that may or may not be right?

VAN WOERDEN: Well, apart from a few older half-tonners, there is no modern half-tonner that would survive in those conditions. I don't know of any modern half-tonner that would survive in a sustained 60 knot bash longer than for 15 hours. The rig would not stay in the boat, and also the hull would not survive.

In covering the same ground, Alby Mitchell expressed his view this way.

MITCHELL: It is pretty hard for me to sit at an interview and answer what to do if you are in a gale like the Fastnet that Robson-Scott was referring to. Unless you know the characteristics of a particular boat it is very difficult to say what a crew should have done in this or that set of conditions. You have to make too many suppositions. In the Fastnet Race, for argument's sake, I know that if you kept your boat speed up you weren't in difficulty. You must know what to expect of the boat, and I will give this example from my experience in that Fastnet Race on Marloo.

Getting around the Rock was a problem; the gale was on and the seas had built up but the time we got up to it. When you went around the Rock it was in effect a lee shore. We got laid down a couple of times with the mast

in the water. The boat lost speed and we began to wallow. The helmsman asked 'What should we do?' My answer was to run away for the Rock and get the boat speed up, then the bloody thing could be sailed.

The point is that if a bloke was to try and hold her up without boat speed she would have landed on the Rock. So you had to both 'know' the yacht and then, as a sailor, know what to do with it.

GREEN: The basic survival tactic that anyone should adopt is to go to sea in a boat that is safe.

A boat is meant to face the sea bow on, not back end on. A boat will heave to, if it is fresh, under bare poles. I don't think anyone should run off under bare polls; you don't get the boat speed, you lose stability and if there is a big sea running and it is really fresh you run the risk of being rolled. Besides which, if you are not running fast, you run the risk of the seas breaking over you all the time.

The whole secret of sailing a boat under any conditions is not to over-gear her. Going to windward in strong winds you just put them on the wind and let them go.

If you are racing with gale force winds astern or on the beam, you have to keep them going fast; you cannot slow them down. You have got to have the stability of the water racing past your keel. If you take a knock-down you have steerage with the rudder, under control all the time. Even racing with a big beam sea, taking them green over the top, with good boat speed you can still pull away or come up; you have control all the time and are safer.

Downwind with a big sea up the jacksy you have to run hard and that's it. Poled out headsails, twin headsails, whatever, as long as you have maximum speed, and you'll come through. But if you slow them down, they start breaking over and then you can have trouble.

If a boat is not good enough and starts to crack up, then you have to heave to. An ocean racer is supposed to be strong enough to stand this treatment; otherwise you shouldn't go to sea in them.

Stability is governed, in a lot of modern boats, by the number of people you hang over the side. Their initial stability I think is greater with their greater beam, versus the old-fashioned boats which were very skinny and developed their stability when they were well over with the weight of their keels. The modern ones, though initially stiffer, when they do go over their width is against

them in righting.

If you have a good strong boat this is where you take heaps of time out of those who slow their boats down, when worried whether they can take it.

There are a lot of tremendously strong modern light boats around, but there are other boats that are doubtful that wouldn't take a caning, and with those you must start to use a bit of survival drill and slow them down a bit.

In towing warps you slow yourself down more, so that you are going to get a situation with seas breaking over your stern and filling the cockpit. You can get an enormous amount of water



over if you're not running fast enough. There is only one way to run, and that is fast.

If you are lying ahull under bare poles, do not lie beam on; you tie your tiller or wheel so that you have the rudder turning you up; she will pay off, gathering a bit of boat speed. If it is really fresh, it is a bloody good way of stopping because there are no seas over the stern, and the boat is facing roughly the direction she was designed to. Any breaking wave will come across the bow, and generally it is a lot safer. Most boats will do that without gear up, including the modern boats with short keels.

As you go for sails, a small jib could be set, well in from the stem head, sheeted on hard with the rudder tied. With both storm jib and trysail you would probably go to fast. Just heave to under one or other, whichever your boat prefers.

MITCHELL: Maybe your boat might not

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like to go to windward. In a light displacement yacht you might be better off to run with it. Then you have the problem of controlling it, making sure you don't overrun your seas so as to pole vault.

Heaving to in an ultra light displacement boat won't work. She won't hold her head to wind. She will blow off and lay down with a danger of turning turtle. It is safer to run with it.

VAN WOERDEN: Most boats will survive a lot longer downhill. I think the important thing is to determine what is fast and what is safe so that you maintain full control over the boat. A lot of modern boats tend to bury their bows very early.

As for towing warps, that's all bull; once you do that you lose control; you must be able to steer all the time.

You can often, of course, make a racing boat go fast with less sail. Too often people not being knowledgeable of the particular boat or lacking experience will put, say, a No. 2 and a 2nd reef instead of three reefs and a No. 3. Sometimes you will get an owner trying to impress his crew with his urging to get more gear up. You will get some, for instance, that will keep a spinnaker up when she is running out of control, when a poled out genoa would have her going as fast and in a straight line.

For example, delivering the old 57' Apollo to San Francisco in Lat. 48° N, blowing very hard, angle of 160°, delivery crew of four. She was exceeding 20 knots and we tried to slow her down to 10 knots. But once you started to pull sail off the boat, the breaking waves caused this enormous pooping problem and tended to blast people out of the cockpit, and also to turn the boat around in a big hurry. It was far better, then, to sit on this 20 knot speed and virtually outrun the wave.

Other times going into it we put on spitfire and went down below and locked the boat up. You need to know your boat well; the boat was entirely capable of handling these conditions in which for more than 24 hours we had 70 knots and 20 ft seas; she got into no trouble at all.

CABLE: What do you think of Jim Robson-Scott's thesis that you should sail off at 55°-90°?

MITCHELL: I disagree. You have to be careful not to pull away too much as you can fall off a wave sideways, whereas you should aim to fall onto her powerful forefoot.

VAN WOERDEN: I disagree with Robson-Scott. You have to hold a boat up to windward. Maybe you might pull away to 60° on the back of a wave, but it is downright dangerous to go off to

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90° as you can barrel roll.

GREEN: Ninety degrees is too far off; you have the boat speed there, but if there is a big sea running, say, with the top breaking off the waves, at 90° you have the sea and wind over the beam. Here you will have real problems. They will be breaking right over the top of you. If you are not racing, but in normal conditions, you have to get the boat pointing as high as you can. Even with storm gear up you will not go off as much as 90°; she won't go that far off if you hove to properly. She would probably fall off as far as 50° or 60° and would never go higher than 40°.

CABLE: Robson-Scott described how experienced helmsmen worked their way through big waves, pulling hard away in breaking crests, even in darkness.

GREEN: You hear people say that they can nurse them through. They can pull the up or away and do this or do that. But particularly at night, no one can tell what is on the other side of the wave you are going up. I defy anybody at night to tell exactly what is going on, because you can go up the front of a really big sea with a full head of steam on, you feel that she might fall of 10 or 15 feet, so you drag the boat away and find there is no fall at all because there is a backup behind it. So you will have pulled the boat

away from, say, 30° apparent down to say 40°, and you will lay flat on your ear, for no reason at all. So you are using a lot of helm, cutting your boat speed, putting the boat on its ear. Then you have to bring her up, in turn losing speed and stability.

You have to keep boat speed to keep out of trouble, and if you try to nurse the boat you might pick one wave in five or six. Personally, I put her hard on the wind with maximum speed, not over-gear, standing her upright and letting her go.

CABLE: Another point made by Robson-Scott was that the knowledge base of rough weather survival tactics tends to be greater in Australia than in western Europe.

GREEN: I wouldn't necessarily agree that we would have more experience in heavy weather than anyone else in the world. I think that anyone who goes to sea regularly learns to face rough weather. I have had just as strong winds in the English Channel and the Atlantic as we get off the NSW coast. They get a lot of gale force conditions over there. If anybody has been through a blow in the North Sea, they would have gone through a real blow.

VAN WOERDEN: Australians may sail more in 30-40 knot winds as a matter of course, more than Europeans or Americans. To say we wail more in survival conditions is rubbish; we only

get this sort of weather every 15 years or so. We are not on our own here; it blows sometimes in the Fastnet, also.

Our boats have always tended to be stronger, but 70 knot sailing is no one's cup of tea. No one is thoroughly experienced in this sort of weather, and it is therefore wrong to think that we are better than anyone else in this extreme sailing.

Nothing beats experience. The more sea miles you do the more you get subjected to different conditions. Once again, you must know the boat you are in, you can't be a boat jockey; you must have travelled many miles in it to understand its idiosyncracies. This will allow you to develop the judgement as to what to do in any conditions.

There are plenty of instances of boats that have blown apart in the Hobart Race crewed by very experienced crew, people who obviously did not know the boat and, more importantly, the state of the boat's gear. This happened in '77 to at least three very well crewed boats where I don't think it should have happened. There are people who ought to have known better but didn't, perhaps an ego problem.

As you know, it doesn't blow like it used to for those sailing in the late '50s and '60s and the early '70s. They knew what wind was all about; now they don't; that comes down to experience. □

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THE KEEL THAT UNBOLTED THE CUP

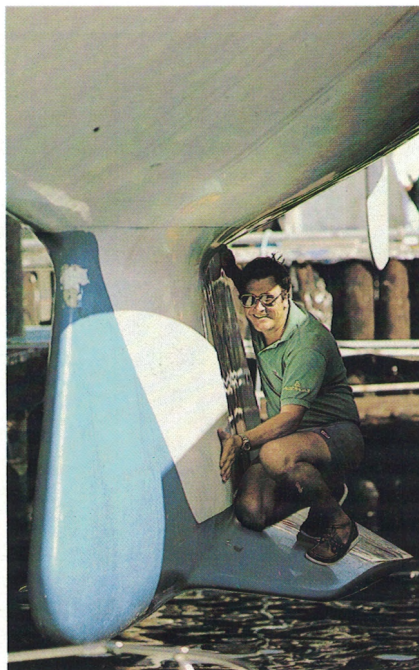
EXCLUSIVE: BEN LEXCEN TALKS ABOUT THE COMING REVOLUTION IN KEEL DESIGN

A man with not much formal education and a name designed by a computer, Ben Lexcen has always had a healthy disregard for established order. Unfettered by convention, and with a lively intelligence that has for years been searching for fulfillment, finding it in intermittent brilliant flashes such as those which produced the original *Apollo*, *Ginkgo*, and a few Hobart Race winners in the '70s, Lexcen literally turned the world upside down with his 'radical' design of *Australia II*. In so doing he caused some of America's towering figures of yachting to wring their hands and rend their clothing, uttering cries of 'unfair'.

Bridging the creative synapse so frequently requires taking a step back from accepted wisdom, and if any Australian designer were going to make such a leap, over convention piled high, Lexcen was a good candidate.

This man with the mischievous sense of humour and a childlike playfulness of spirit is fomenting a revolution in yacht design. From this moment on, keels will never be the same.

Here he discusses the implications of his design for the IOR and all yacht design, with Duncan van Woerden and David Colfelt, in an exclusive interview for the *Program*.



Ben Lexcen with his revolutionary keel.

QUESTION: What is the state of yacht design in October 1983, and what are the implications of your *Australia II* for the rest of yacht design from this point onwards?

LEXCEN: What I learned from the research I did was that all keels on boats are wrong. The IOR boats aren't as wrong as the other boats, mainly because of the high aspect ratio of their keels. They're wrong not that they need wings; the wings are just the icing on the cake. Their basic concept is wrong. It's not just 'maybe they're wrong', they're definitely wrong. The tests we did were so conclusive there was no doubt. I'm groping around looking for the right thing, but at least I'm looking in the right area; the other guys are all copying each other. Like they all go out to the airport and look the tail of a Boeing 747 and they go back and put it on a yacht as a keel. And that's what they've been doing. It's just wrong.

I know there's a move on at the ORC to have the fins banned on IOR boats.

That's unprecedented because they're banning something that they don't even know about. They don't know whether it's good or bad, but they're going to ban it for the sake of not being different. And the excuse they give is that the IOR was originally a development thing and now, because owners were getting hurt by new designs all the time, they've got as part of their charter that the thing is now to stabilise design.

Every Admiral's Cup year there are a whole bunch of new boats. Even though they've been stabilising the design, there are new ones every time. You never see any old Admiral's Cup boats. Very rarely do you see the same boats back again the next time. So that's a whole lot of B.S. as far as I'm concerned.

Whether they ban wings on keels or not, there is going to be a revolution in keels. The ones they've got now will all have to be changed or they will be out-designed.

QUESTION: What is basically wrong with keels?

LEXCEN: Well, they've got too much sweep, the taper ratio is wrong. Everything's wrong with them. The only thing good about them is their aspect ratios. That's pretty good.

QUESTION: How did you all of a sudden stumble on this?

LEXCEN: Because I was the first person to test big models; nobody tested big models before.

QUESTION: And this didn't show up in small models?

LEXCEN: It may not even show up on the big models, because the Reynolds numbers on the keels are not even right on the size models we tested.

QUESTION: Because the what numbers?

LEXCEN: The Reynolds numbers...the scale effect, because the keel is so short, and the Reynolds numbers are so high. To really test yacht models and get the keel right you have to test half size. For instance, on a twelve metre we used as the criterion the Reynolds number on the span of the

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small part of the keel, the part against the hull, and we got that within the bounds of reason. But the Reynolds numbers on the fin and rudder are completely wrong. The rudder and the fins couldn't be tested that accurately. So do refinements on the fin you'd have to make a model much bigger than the one we used.

QUESTION: If you were explaining it to someone who knew that a boat had a keel hanging off the bottom which basically was to keep it from going sideways, what would you say is fundamentally wrong with the shapes that are being used?

LEXCEN: Well, they don't develop enough lift for the drag. You've to generate more lift and less drag. An example that a layman can understand would be: in the Second World War, the best fighter was the Supermarine Spitfire. This aeroplane had a Merlin engine, and it was very light. It was made like a box kite – it was half rag and half metal. It was like a racing car. An engine, a seat and a set of guns. It was a pretty slippery looking aeroplane, and it flew very well. That was a period of forced technology – just like the America's Cup forces technology – and people started looking more thoroughly into the shape of wings not the profile shape but the sectional shape. And they discovered what we now use on boats – the NACA63 airfoil, or something approximating that. The critical thing that they found out was what could be done just by changing the section shape of the wing. Mitchell was designing the Spitfire – he just went like so, off the top of his head. And they built it and it flew pretty well. He was just an artist, super ingenious, but a design artist. There was no technology for him to draw on, no background research.

Wind tunnel testing became of age during that period, and they built the Mustang about halfway through the war. The Mustang had exactly the same engine as the Spitfire, made by Packard. It was the same design, it weighed twice as much, and it flew five times further and faster. It was the same aeroplane virtually; it could carry bombs and loads that the Spitfire couldn't even imagine. The Spitfire could fly for four hours, the Mustang could fly for 12 hours, 15 hours if they throttled back.

That's the sort of thing that's going to happen in yachts. And for the same reason, because they haven't been doing the research correctly up until this time. It's been people doing research in wind tunnels, and its just completely irrelevant.

QUESTION: What is it about a half-size model, and how do you go about 'seeing' these differences.

LEXCEN: You see, the results in the figures for the drag. The Reynolds number means that if I test a scale model, I have to subject it to water speeds that make the flow the same [as in real life]. If the speed is too high, the boundary layer effects are completely wrong. So what we tried to test models with which we didn't have to simulate this boundary layer effect, by making them big enough that we didn't have to use sand strips or those little studs on them to



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Alan Bond holds a bolt that secured the America's Cup to the floor of the New York Yacht Club for 132 years, presented graciously by NYYC Commodore Robert Stone.

make the boundary layer turbulent. And so we got true results; they're really accurate results.

QUESTION: Is there any contrast in the medium so that you can actually see what's going on?

LEXCEN: No, you're purely measuring forces. We do do visual studies, but they look the same whether you do them with big models or little models. The differences are so subtle that you can't detect them. We put little tufts all over models, or put tufts on little pins to get them outside the boundary layer to see that there's nothing really bad about it; it give you an insight into something bad if the test doesn't come out too well.

QUESTION: So the fundamental difference is really a total change of shape.

LEXCEN: Now I haven't done enough study yet to weigh up the pros and cons of the IOR ramifications because the IOR penalises stability, which I think is a little bit stupid because there have been a whole lot of people drowned in the last ten years who wouldn't have been drowned if the boat didn't have inside ballast. The last thing German Frers told me was that he

reckons the only thing left is to carry human ballast, 15-20 people on a two-tonner. It's bloody dangerous. I reckon if the wings are allowed, I don't know for sure, but I have a feeling that the performance will eventually, when they're developed a little further, be so good that the boat can have no draft penalty. It's shallow, and that's better for some people who live in shallow places. It also would allow people to take a penalty on their length/displacement ratio, make the boat slightly lighter and still go very fast offset the disadvantage of the rating, and have a stiff little boat that's not going to tip on its arse.

QUESTION: Is that the primary function of the wings, to get the weight lower.

LEXCEN: It does increase the stability, but the IOR penalises that. But I think the wings might perform better than the penalty they have now, anyway. The IOR is to handicap; it's not to say that this is better, or you've got to use that. If someone comes up with five keels, then it handicaps five keels. The Americans reckoned that Australia II gained draft when it tipped over, and they wanted to measure the draft from the waterline to the tip of the wing. That's B.S. The twelve metre rule doesn't read that way; wings could be eight miles long. The IOR rule is to handicap all sizes of boat. The twelve metre rule isn't; it is a set of parameters, and you design the fastest thing within those parameters. IOR is supposed to have all boats finish at the same time, which is lovely if it works; it doesn't work too bad. But that's what it's for. It's weighted towards some boats, and against others.

In my opinion, what is fundamentally wrong with the IOR is that it encourages particular types of boats which are dangerous. It encourages super light boats which are going to break, and it encourages boats that fall arse over end. It penalises stability.

I think that the wings might produce safer boats, a boat that's stable and that goes faster than the penalty. If you make stable boats now they don't go fast enough; they just get penalised, so no one is game to make a safe yacht any more. If they make a safe yacht it gets killed downwind because it's carrying a handicap downwind that's not justified. So they go upwind on their arse or they put a million people on the things. They strip the boats out, don't put any interior in them, make them out of Weet Bix and fragile materials, and then load them up with more people so there are more people to drown. That's going to happen. It's all right for those people who sail over there around the English Channel where there are 5000 rescue boats and, say, 10 miles to swim to the shore, or in California where there's no wind. I was sailing down in a boat from Surfer's Paradise and I never saw a yacht; I saw three ships in four days. It's pretty lonely out there. If you sink in Bass Strait you've had it.

QUESTION: Which way are keels going to change? We're all used to this NACA section...?

LEXCEN: That NACA section is all right, there's nothing wrong with that. But there's newer development taking place which I'm



going to investigate for the next America's Cup, which the aircraft people refer to as a 'super-critical airfoil'. It's got flats and things on it; nobody has married those things to the water yet. They've only been successful on aircraft, and I'm going to investigate those. There is no way you can write rules to stop a certain section shape or the profile of the keel. You can only devise rules to stop things sticking out sideways. They could have written a rule that stopped separate rudders; don't tell me that didn't make a big change in the bloody boats; they all had to sell their boats and get ones with rudders on the back.

QUESTION: This upside-down keel, if we may call it that, appears to have its concentration of weight far lower than a conventional keel.

LEXCEN: That's good, except it's penalised under IOR. But I think it will go faster than the penalty that's imposed. The keel can be a lot smaller; the wetted surface can be lower because the lift/drag of the keel is way above the possibilities with the conventional keel. A sloped leading edge strips the boundary layer; a phenomenon takes place once you slope the leading edge back, particularly very long slopes, as on twelve metres – there's no way on earth you get good flow of water over the surface. Twenty degrees is not bad. But if you've got zero sweep, you get almost laminar flow over the hull and of course it's fast downwind. That's why a boat goes fast downwind even though it's got the wings; it's got zero sweep and you get laminar flow, which produces miles less drag than turbulent flow.

QUESTION: If you weren't a racing person and you want a good steady boat...

LEXCEN: I'm building some cruising boats for someone right now, with a big fat keel and big strong wings on it.

QUESTION: Will she sit on those wings?

LEXCEN: Easy. She'll sit on the bottom. That twelve meter will sit on its wings. I'm working on a 40 footer, a semi-cruiser/club racer in the ilk of the old Ragamuffin, but it's quite light. The owner has built it out of Canadian cedar and Kevlar, with lots of balsa in the furniture, and it's a bulky thing but I think it will go all right – it won't beat a racing boat but it will be a good club racer.

QUESTION: In other words you won't get too much of a downwind penalty.

LEXCEN: The keel is so efficient that you can make it small, and you don't have the drag. The draft would normally have to be much deeper; he will be able to go into places that he wouldn't normally be able to go. The other thing is, if you run aground. The thing is now, when you run aground and the yacht is heeled over, when you're on the wind, you let the sails off and it comes upright, and you're stuck. Now if you run aground [with a yacht with wings on the keel], you let the sails off, it comes upright, and you turn around and sail straight off!

QUESTION: What's that going to do to the expense of the keel?

Australia II.



Australia II's 'upside-down' keel with forward-sloping leading edge, wings, a revolution in the making.

LEXCEN: It's not that much. The extra for the wings on the fifty footers I've just built was about \$1500, and half of that's the cost of the lead.

QUESTION: But there would be less lead in a keel like that to start with, wouldn't there?

LEXCEN: That's right. You can make the boat lighter and it's just as stable, and that's going to be fast. I would like to, but I will need somebody to help me. I want to draw up a set of rules for light displacement boats using the IOR as a basis, because it has a lot of good things in it, but change some of the penalties and some of the constants in the formulae so that boats don't get so much beam. You currently get huge benefit by having big beam, and boats with big beam get cranky, and they round up; I'd take away some of the penalty for having the arse wide. The beam comes in twice; it comes in when you're getting the girths, because they're a function of the beam, and it's then it's in the final formula as a big bonus. There's just too much beam in there. Skinny boats are pretty damn good. Look at those Adams 10 metres getting around the harbour; they're nice to sail and people are buying them like wild-fire. They beat boats half as big again. And how many people use their IOR boats? Hardly anybody. Most of them lie on a mooring all week being pampered by some engineer or sailmaker, and they only race them. In a two-tonner you can't get into the bunks, because they're all jammed up next to the cockpit. You can't go to the loo in them because the WC is in the middle of the galley.

QUESTION: There was some talk at one point about your having filed patents.

LEXCEN: I did. We filed for patents in some countries – the whole keel concept. That is going to make the rule makers even more conscious of changing the rules, because it's a limited thing. We did that basically to stop the New York Yacht Club from copying us. It wouldn't have stopped them anyhow. But what we've done is to tell the lawyers not to go ahead with the patents, to leave them in place, because that will stop anybody else from doing it for a couple of years, and they'll just die a natural death after two years. I've written a letter

to the IYRU to tell them that. And if that was still a problem I would give the patent to them, the IYRU, so that they could free it up for everybody. But we're not withdrawing it, because some other mad...it's only to keep people from trying to sue us for infringing their patents. It's unbelievable...this engineer from Seattle has designed something that looks like a football, and he brought five lawyers with him to Newport and took an injunction out; they were about to stop us racing. We had to agree to have a meeting with him afterwards. It's got hydrofoils sticking out, and when it heels over, the foils are supposed to drag it to windward. There have been others too. But ours is different; we've found the correct proportions, and twists; it's got a lot of subtleties about it that make it different.

QUESTION: It must have tickled you knowing that you've taken on the world's most advanced technological nation, supposedly with the most sophisticated technological brains...

LEXCEN: Who's there? Olin Stephens is eighty-something years old.

QUESTION: It must have amused you when they started tacking wings on.

LEXCEN: They couldn't do it. They couldn't do it at that stage. But if they'd have seen our boat when it first got there, they would have done one, and they would have done it right. They've got Boeing, and all those people, and they would have just gone to Boeing and it would have been perfected in a week and they'd have had it on a bloody boat. That's why we hid it. Part of the reason that they missed out was that Johan Valentijn kept telling people it was stupid, and he had their ear. The Poms had been doing a lot of work on wings but they'd been looking at them a different way – putting on small protruberances that bent the flow rather than generating a lot of lift. That didn't work either. And they were testing it on ordinary boats. We had to change the whole concept of the boat, the keel, the hull...

QUESTION: What you're saying, Ben, is that that shape is just not right?

LEXCEN: It's wrong; it's real wrong.

QUESTION: What else do you see? Is the IOR fleet here left behind, from what you've learned, in sailmaking, rig technology?

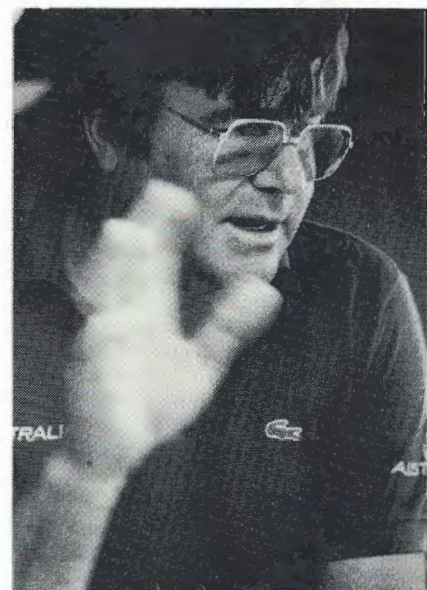
LEXCEN: I don't know...IOR is pretty sophisticated. A lot of things we had on our twelve metre came from the IOR via Tom Schnackenberg.

One criticism I have of the Australian people, and I'm not trying to push Australian designers...well I am, but I don't care if I ever design a boat in Australia. Take the Admiral's Cup, as the pinnacle – I don't know why, 'cause they sail in a bloody mud hole – but it's considered that because some people went over there from Australia a long time ago and it grasped the attention of the people. It would be better to go to the Sardinia Cup or the SORC than the Admiral's Cup. The countries which win the Admiral's Cup design their own boats. New Zealand was a force in that for quite a while. New Zealand won the One Ton Cup, and others, about ten years ago.

What I learned from the research I did was that all keels on boats are wrong. The IOR boats aren't as wrong as the other boats, mainly because of the high aspect ratio of their keels. They're wrong not that they have to have wings – that's just the icing on the cake. Their basic concept is wrong. It's not just 'maybe they're wrong', they're definitely wrong.

They were designing their own boats, using their own brains. Now the Germans are doing it. We did it. When we won the Admiral's Cup, most of the boats were designed here; there was Mercedes, and Anitra. We nearly won with Ginkgo and Apollo; we were second, and we were leading up to the last race. If you don't use your own brains, you're not going to win anything, because you're five years behind...you're following.

I get kids writing to me all the time wanting to be a yacht designer; I say 'Forget it. Go and work for Sparkman & Stephens, or somebody', and that's what they should do. They can't make a living here. You go back to Blackburne. He designed that boat for Jim Hardy. OK, it was a dog boat, but it's not that much a dog. It got into the Admiral's Cup against a whole lot of Doug Peterson boats and Ron Holland boats and everybody else's boats. He never designed another boat. They never gave him one more chance. Ed Dubois did a similar sort of boat in England when he took my job at Miller & Whitworth in England for John Oakley, and the boat was no damn good but it did well because John Oakley was



Ben Lexcen.

The Keel Revolution



Lexcen points to swept back keel of Southern Cross, the previous challenger for Australia... "wrong...real wrong."

sailing it. It had a lot of sail area. The next boat was a ripper, Police Car, because he got a second chance. We don't get a second chance here.

QUESTION: We've seen that with you, a little bit, Ben...

LEXCEN: Yes, but I'm crazy. I'll try mad things and I shouldn't do that. For instance the round nose on the 50 footer [new Lexcen design]; I've got to stop doing that; that's coming off the next one; nobody's going to buy that. See that little boat [Pointing to photograph of yacht]? I put that there to remind me not to do that. That's the prettiest boat I ever saw, it was in Newport, a Frers boat, and it's just a beautiful bloody yacht. And I've put that there, and every time I draw something weird, I'm going to look up and see that and say 'Uh oh, I've got to stop doing that.' The round thing is functional, it's a submarine, it's a good idea. But people don't like buying funny looking things.

QUESTION: The fellows in Queensland who have bought this boat have all got rather fond of this round bow.

LEXCEN: I know, because they've got used to looking at it. The keel's funny enough without making the boat funny too.

QUESTION: You seem to be saying a minute ago that the Americans haven't got the brain power that we do.

LEXCEN: They've got more brain power to look for; they've just got to find it. I would get Doug Peterson to design a twelve metre for me if I were an American. I shouldn't say that too loud - they might. I would get Doug to do the boat and some nuts and bolts guy to put it together - Dave Pedrick or somebody.

QUESTION: Because Doug has the flare for design?

LEXCEN: Doug's a genius. He's mad, but he's a genius. I'd get Doug to do the lines and the plans, and some guy who's been building twelve metres for twenty years to put the deck on, and the layout - Sparkman & Stephens probably.

QUESTION: You've been hailed as a bit of a genius here, but you virtually put Australia II together all by yourself.

LEXCEN: Yes, but I've been working at it full time, doing nothing else but twelve metres for twelve years, but Doug Peterson hasn't; he's been buying old wrecked cars, and stuff. He's not a detail person.

QUESTION: Are there 'twelve metre designers', or is a good designer going to be able to design anything?

LEXCEN: No, I think twelves are so different that you've got to know a bit about them.

LEXCEN: Of all the designers through history, who are the ones that you have the most time for?

LEXCEN: Herreshoff, Olin Stephens, Watson. Herreshoff was before I was alive, so I don't really know what he was like. But I know what Olin's like, and there could be nobody better than Olin. Olin was like Elvstrom in sails. Olin and Herreshoff

would be equal billing, followed by William Fife and Watson (I think Watson was better, but Fife produced more boats).

QUESTION: Did you expect to win the America's Cup this year?

LEXCEN: No, but I thought we could. I never thought we could win it - until the last time (my mouth said we could win it before that, but my mind said we couldn't). The Americans always seemed awesome; their skippers and crew are pretty bloody good. But they just overpower us with people; there are twenty times more Americans than Australians, for a start. It's a richer country. There are forty times more people sailing, even though its half winter half the time.

QUESTION: At what stage did you think we could really win it?

LEXCEN: When I sailed with Jim [Hardy] last time, I realised that they're just people, they're vulnerable to attacks of nerves and pressure. Our boat was faster last time; we should have won that time, but I really stuffed that up from the point of view of the tactics, the starting. The tactics during the race were pretty good, but they just had us stuffed at the start.

QUESTION: Why did that not happen this time?

LEXCEN: Well it did happen this time, but our boat was so bloody fast it overcame it. The biggest weapon we had was manoeuvrability. Even though we couldn't utilise that at the starts - we did in the first three starts. In the first start, where they called off the race, Dennis beat John by nerves. The next three starts John beat the stuffing out of him; they got tangled up in circles, and Dennis went 'gulp!'. Then he got smart. After we won that race, he used to just come around the committee boat and then just make for the lay line, four hundred yards away from our boat. He just ran away and ran away, never got close enough for us to control him, and then he'd turn around and come back and time a beautiful start every time. He's just full of smarts. But when the manoeuvrability

Continued on page 74.



Lexcen with half model of Australia II.

1 9 8 3:

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BOB ROSS/AUSTRALIAN SAILING

The two graceful twelves, Australia II (to windward) and Liberty, doing battle off Newport, R.I.

INTERVIEW WITH AUSTRALIA II TACTICIAN, HUGH TREHARNE

The following interview with Hugh Treharne, tactician aboard the winning America's Cup challenger, Australia II, has the elements of a textbook on pre-race planning, sail selection, start line tactics. It is also a brief discussion of technology at its highest application in yachting.

The lessons that were learned in the summer of '83 in Newport will affect yachtsmen for the next four years. Much was learned about sail design and shapes. Much was confirmed that was already known about how to mount an America's Cup challenge if you want to have the remotest hope of success.

This interview also holds something of interest for those who simply enjoy the intrigue

intelligence, the strategy of war. For the America's Cup, as it has come to be sailed in the 1980s, is war, not sport.

Hugh Treharne as tactician held one of the most important positions in the Australian team. What he describes here will profoundly affect the sailing of all racing yachtsmen for the foreseeable future.

He was interviewed for the *Program* by Duncan van Woerden and David Colfelt.

QUESTION: There has been a lot of talk about what was responsible for the win this time. There probably is no single, simple answer. Would you reflect on the roles that were played by the design of the boat, the organization of the effort, the sails, the crew.

TREHARNE: The overall team included about 28-30 people all up. It started three years ago with the initial Alan Bond decision to nominate Warren Jones as the Executive Director of the challenge syndicate and to make John Longley one of the Directors and, of course, they had already made their mind up in 1980 that John Bertrand was to be the helmsman. Way back then they decided to get some of the crew together in the form of a crew for the IOR Apollo V effort, which we all know about – it was pretty successful. Warren Jones has been there before; of course Benny Lexcen was involved all the time...John Longley and John Bertrand...they were the nucleus of the committee that made all of the very

important decisions about design.

Benny's role has always been pretty important. He's designed all of Alan Bond's boats ever since he had his first Apollo. I think one of the most important factors is that Bondie's smart enough to get really intelligent people around him.

Warren Jones was the most incredible man that the people at the New York Yacht Club had ever come against. They said 'this bloke is just tougher than we've ever thought anyone could possibly be...we can't crack him.' That's quite a compliment. He was just the best person you could ever get for the job. He was better than anyone else in Newport in a similar role; there were ten boats there, defenders and challengers, and I'm sure that he was by far the best prepared, most knowledgeable in how to do it. That reflected in the boat's performance.

The boat hardly ever missed a day's sailing because of breakages just because everything was planned months in advance. The only time anything ever happened was just work-hardened metal that had been through much harder breeze many many times before; and it was just toward the end of the summer...it's pretty hard to stop

things like that, with lightweight equipment.

Alan didn't make any decisions without first consulting Warren. He realises that you employ people to do a job, you just make sure you get the best, and then you don't interfere with them. You work with them but you don't trample on them.

QUESTION: Where was this good organisation most telling?

TREHARNE: All the way through. Even from inside the group, as I was, it was apparent that there was just a perfectly professional approach to the whole challenge. Jack Savage said that it just looked from the outside to be so professional – the best people, the best boat, the best sailmakers, the best sails, the best of everything, the most determined group, the fittest, by far, group of athletes crewing the boat – and he just couldn't see where there was any stone left unturned.

QUESTION: What was the principal difference between this challenge and the previous one?

TREHARNE: They used those other three as stepping stones, a learning curve. They catalogued every single thing they did. They had a day book, diaries, correspondence and photo-

graphs and film, tape recordings from all those challenges – archives that would fill a normal size room. They have studied that carefully, analysed and picked it apart and figured out where the mistakes and possible places for improvement lay.

QUESTION: What was it about the boat that made it so good?

TREHARNE: It's the most brilliant bit of work anyone has ever seen for a long while. The whole concept of the thing is just brilliant...there's no other way to describe it.

QUESTION: An intuitive bit of Ben Lexcen genius, something that really took a leap ahead?

TREHARNE: Yes. It's a much bigger step than even back in 1966 when Olin Stephens designed *Intrepid*; she had the rudder separated from the keel, and a bustle joint, and that was a big improvement to the boats of that era, or up to that stage; it just virtually made all the other boats outdated there and then.

QUESTION: What is it in particular about the design of the boat that's different?

TREHARNE: The twelve metre rule is a pretty good rule...it's like the IOR rule...you pay for something to get



Jubilant Australia II supporters welcome the victors at dockside after race seven.

One of the biggest things to come out of the challenge is sail design and cut – they're the biggest breakthroughs.

something. If you want sail area, you have to loose displacement, and if you loose displacement, the thing tips over. Light boats are fast provided they don't tip. The only way you could get a light boat and get a lot of sail area was to have a funny keel of some sort, and it needed someone with just a perfectly innovative clear-thinking mind to come with something like that. Everyone can say 'They've been doing sail boat models with bulb keels and things for years, nothing's new about it', and in fact it isn't new. Nathaniel Herreshoff had bulb keel skimming dishes a number of years ago, and they were fantastically fast. But to fit it into the twelve metre rule and to be able to design the boat with an upside down keel and be able to enjoy the stability yet not increase the wetted surface and/or lose lateral resistance – the balance of all these features is just brilliant.

QUESTION: At what point did you realise that you really had a superior boat? It didn't seem to be that apparent at the time the boat was in Australia, or did it?

TREHARNE: A lot of things changed fairly quickly. The performance standard of the sails was on a really steep incline for improvement all the way through. I don't know how much quicker the boat was going at the end compared with how fast it was going when it finished in Melbourne, but I'm sure it was going a lot faster – many minutes I reckon.

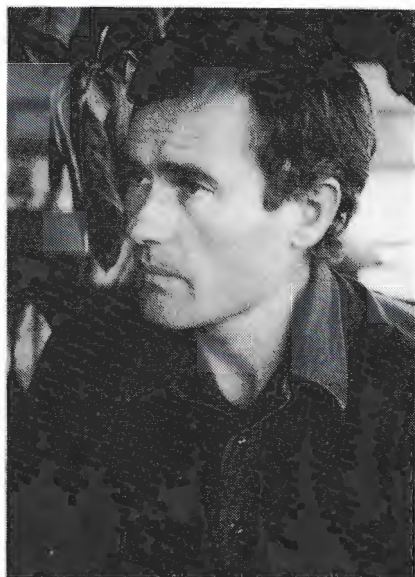
QUESTION: The really phenomenal turning performance of Australia II – how much of that was due to the fact that the boat had very little bustle, and the spoon rudder?

TREHARNE: It was a combination of a lot of things, I guess. It had a cutaway forefoot; the belly of the boat had a lot of rocker. It didn't have very high prismatic coefficient; it was relatively small in the ends. The cutaway bustle and the rudder and the keel and the way boat was designed was all knitted carefully together. You couldn't do any one of those things without doing the lot. The windward ability and the wetted surface that it had was so carefully done that if the keel had been bigger or smaller it wouldn't have been right. It was such a calculated risk for Bondie to have let Benny do it – scary stuff. It looked very good in the tank. The actual wetted surface of the wings and that keel configuration adds up to about the same as a conventional boat. Liberty had more than any other boat. She just had had a bigger lateral resistance. It

went against her square running, but gave her pretty high pointing ability, and she was the only yacht that we came across that could point as high as us. But Benny's assessment of the whole problem was just perfect. You'd think a boat like that would be ever so difficult to sail in a straight line, but it was so light on the helm it was pretty easy, really.

QUESTION: Your sail construction appeared very different from the other challengers' and the Americans'. Can you tell us a little about how that developed?

TREHARNE: We had a sail co-ordinator – that's a funny word, I guess – Tom Schnackenberg, a New Zealander by birth, assisting John with the sails. All the working sails were designed by either Benny or John or a combination of people involved in the effort. One of the final sails that we used was the result of a combination of ten people putting in their opinions. Some of the innovative cuts that 'Schnacks' introduced – experimental things – turned out to be setting the pace that everyone followed, like the the vertical and radial construction mainsails, the jib constructions.



Hugh Treharne.

Everyone realised that our sails were good, so light and so fast, and we were improving them on a daily basis. They were analysing ours more than we were analysing anyone else's. Mind you, we had a very good idea of what everyone elses shapes were, because we had thousands of photographs taken from a helicopter that we could very carefully analyse and measure – the twist and draft, where and how much camber there was, the relationship between the depth of each stripe on different headsails.

We had 40-100 photographs of our own sails taken from our boat each day. These were all analysed overnight, and the ones that were needed were enlarged; out of that each morning would come a couple of dozen photographs that we would sit around and talk about, discuss with crew, and we found (by accident) that some

shapes were proving to be faster than the theoretical speed of a particular jib might indicate: Sometimes we'd photograph a sail in the morning after a having made a slight alteration, and if need be it would be taken ashore and worked on during the day and put back on the boat and photographed again that day, and then if need be, worked on again that night. We kept up with it all the time. By this continual comparing and relating the sail shapes we could improve them. Our sails always impressed the competition; they always remarked how good they looked.

QUESTION: Who was your sail loft?

TREHARNE: We had our own. All of our sails were made in that loft in Newport. We had four full-time sailmakers working there. When we had the opportunity or time, John Bertrand and myself would be in there, and we'd take in Skip Lissiman and the other tailors, Colin Beashel, the main sheet trimmer, and Grant Simmer [navigator] (he was pretty switched on with sail shapes and what makes a boat go fast), and we'd have meetings every day discussing sail shapes.

QUESTION: A number of times you've mentioned the importance of photographs. Does that mean that the evaluation of sails is still largely visual, and was that related back in any way to what was actually happening in terms of boat speed at the time?

TREHARNE: There were calculated shapes, based on knowledge from previous challenges, that we knew were fast. The sail would be designed from photographs and be altered in such a way that it would end up being that shape; the cambers and the twists would be compared with what we thought they should be, and then we would experiment away from that. Sails were made unusually deep off the luff, for instance, and in some cases they were found to be unusually fast in certain conditions. We'd then try to figure out why. A lot of the time we found that, with wind shear at the top of the rig, we'd have very fine-entry jibs low down yet blunt jibs high, and that was one of the things that really surprised us. We had, proportionately, jibs very much fuller in the head than anyone else had, and finding we had good speed with them. When the boat is bowling along at seven knots and you've only got seven knots of

The biggest single thing that was learned from all the experimenting was cloth orientation – putting the cloth in the right direction where the highest loads are, and if you don't like it, just chop seams and turn the cloth – whatever you have to do to satisfy yourself that you've got the strongest part of the fabric up the high load lines.

The *Liberty* crew was terribly elated after the third win that they had; they figured that all they had to do was go out and win one. So did we. We only had to win one.

true wind on the water, you've got a real fine apparent wind angle, but you might have twelve knots up in the rig. It's pretty hard to appreciate why those sails work some days and not others. Sometimes we'd have the wind speed up the mast just the same as on the water.

We had three or four genoas of each type, each code — there are ones called zero, one, two, three, four and five. We'd have three and four sails that were top-line sails of each category, and we would update the slowest one of those, and all of a sudden it would be the favourite again.

By just continual updating and upgrading the shapes as they changed — even though they were made out of Kevlar and Mylar they still moved — the sails were always kept really good. We'd experiment.

There was a lot of feel in it too. John would find that he might have too fine a groove to steer to. The boat speed had to be continually called, because when you know the wind speed that the rig is getting, that determines how fast you sail a boat. You can vary the speed of a boat by 0.5-0.6 knots very easily. You can either go higher, and half a knot slower, or lower, and half a knot faster, and the VMG [Velocity Made Good] isn't really that much different. But there's a happy medium — like a 0.2 range — and you've got to get onto that really quickly. If John would find that the groove was too narrow, he'd call for the runner to be slacked off, and the tailer would say that the runner was already down to eight, and we've just got the wrong jib up, and they'd alter the halyard tension, move the carriage, and quickly get to what the bottom range trim for that jib was. They might find that they had unsatisfactory slack in the forestay to get it. In other words, if you were to hit a sea, the whole rig would shake. So we'd just call for a change, and just do it. It wouldn't take long.

That's why our computer program, the calculated wind speed program, was such a vital thing. Nobody else had a program as good as ours. And they didn't know what the wind speed was, and when you don't know the wind, you can't pick the sails.

One of the biggest things to come out of the challenge is sail design and cut — they're the biggest breakthroughs.

The program of sail design and cut was pretty intense. Next time around we will be able to go straight to those shapes and continue the development from there with, presumably, better fabrics.

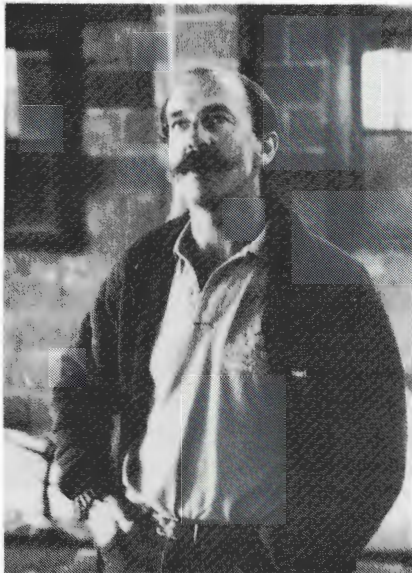
QUESTION: A lot was said early on that *Australia II* had 'square downhill' problems, especially starting from the time she left Australia. It looked pretty obvious in the final challenge that in fact the boat was



Liberty.

KACORU-SORHATA/AUSTRALIAN SAILING

The Battle for the Cup



BOB ROSS/AUSTRALIAN SAILING

Tom Schnackenberg was co-ordinator of the brilliant sailmaking effort, which employed regular photoanalysis of sail shapes. The team had a veritable sailmaking brains trust, including skipper John Bertrand and tactician Hugh Treharne, both sailmakers in their own right. Next time, holograms.

much faster than *Liberty* going square downhill. How much of that was due to the fact that your spinnakers appeared very very much flatter in the head than the chutes that *Liberty* was using?

TREHARNE: One of the big unknowns is still spinnakers. We wouldn't necessarily know exactly why one spinnaker would be faster than another because they would look so much alike, but the subtleties are so small that you can hardly see them. You need to look at them for hundreds of hours to even have any idea of where the differences are. After awhile you could get to the stage where you look at a spinnaker and pretty well assess its speed just by its stability. If it was stable it was fast, and if it jumped around it wasn't. The subtleties that made them unsteady were really tricky.

The performance of *Australia II* here in Australia was pretty bad because the spinnakers that were used at the time were not as good as the ones we finally ended up using. A lot of our sails that we used in Melbourne were extensively recut, or abandoned completely.

Ultimately we could beat everything else downwind. But we used to have horrors on the fifth leg. By really aggressively working on the speed numbers that we knew the boat should be steered to, and by not worrying about what the other boat was doing so much, and being really careful about trim and appreciating when to change spinnakers, we started to improve and got confidence. For instance, the tailer could pretty well advise us whether we had the right size spinnaker up because if the leech was any closer than parallel to the centreline we had too wide a sail. We started using narrower sails with slightly more elliptical shapes, and they were more stable on the sides. Some of our early ones were very symmetrical, and they were leaping around and throwing the wind out;

we had to go at alarmingly high angles to get stability. We just didn't know what was wrong. By firming the leeches up and getting the stability, and we found that we could get deeper and deeper angles for the same speed, and obviously much better VMG.

Once you've started getting confidence in yourself you can make these decisions and know you're right and not get flustered if you suddenly get in a spot of wind that's a bit softer than the other guy's wind. We were the slowest boat I'm sure on the fifth leg at the early stages; we ended up where nobody could beat us.

We put all our efforts into shapes, how to trim and how to steer to them, particularly when to change spinnakers.

We knew that the American boats had a problem, because the spinnaker shapes that *Courageous* and *Defender* were using were awful. We had sails that shape, and we knew they were awful. When *Liberty* got hold of those spinnakers, after *Courageous* and *Defender* were eliminated, and tested them against *Freedom*, they proved to be awful, and they found out that there boat was the problem.

We purchased two sails made by the same loft that made all of *Courageous'* fastest spinnakers — a North loft in Annapolis. We tested those, and they were slower by a long way than ours, and we knew that they were the best shapes that they could come up with. This was going into the series; we were pretty elated about it.

QUESTION: How will this translate into IOR sail design?

TREHARNE: We learned a lot about sails, and that will be exciting for the future of other classes of boats, IOR boats particularly. The biggest single thing that was learned from all the experimenting was cloth orientation — putting the cloth in the right direction where the highest loads are, and if you don't like it, just chop seams and turn the cloth — whatever you have to do to satisfy yourself that you've got the strongest part of the fabric up the high load lines. People never used to do that very much. But I could see cloth going every direction over there; people just didn't care. And rightfully so; it doesn't matter what it looks like.

There were a whole heap of different fabrics in the one sail in some cases, and every different panel would be going in a different direction. Radial clews, half-radial clews, radial heads, rocked-around crosscut things, star-cut tacks — really weird.

The fabrics used on the sails are a lot different from what they have been. These will be translated straight to IOR provided the ITC allows the use of Kevlar in November. If that happens, I'm sure there will be a big split unless the Europeans fall in line.

All the headsail fabrics are really going to make a big difference to IOR boats. In mainsails you can't really effectively use those lightweight warp-orientated cut sails because by the time you put the reefing equipment on them you'd make them too heavy to take full advantage of it.

QUESTION: What are the new improved sail fabrics that you have mentioned?

And everyone in the group, all the way from the young kid who was the apprentice sailmaker right through to the executives, had tremendous respect for one another's ability as a sailor, or a sailmaker, or a rigger, or whatever it was, but also as individuals. The unity that was in the group was just enormous.

TREHARNE: Well, they've got some really interesting new spinnaker fabrics, with zero porosity and much better bias stretch for the same weight, and the Mylar/Kevlars are just better than they used to be. But we've learned so much more about how to use them.

QUESTION: How to put them together?

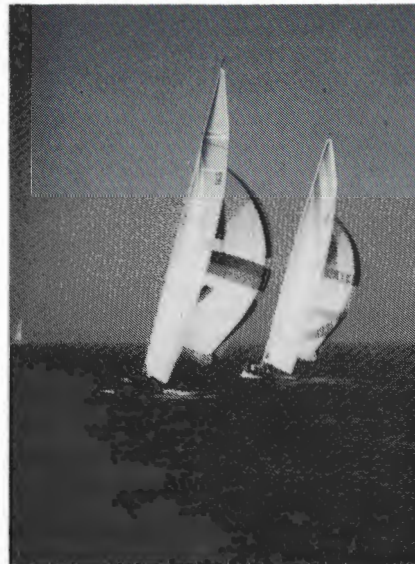
TREHARNE: Putting the damn stuff in the right direction to eliminate stretch. I think it will help Sobstad sails. It made me a better sailor, and I'm certainly a lot more knowledgeable about sailmaking now.

QUESTION: What sort of weight saving are we looking at, particularly in the mainsail; I've heard that *Australia's* mainsail was up to 30% lighter than anyone else's. Is that fact?

TREHARNE: We certainly had very lightweight sails. We had the 400 Denier 3½ ounce warp orientated Kevlar with 3 mm Mylar on it. And that only weighs about 5½ ounces. Our light and medium mainsails were both made out of that fabric. We were taking the medium sail up to 28 knots true — a pretty lightweight sail, but it didn't hurt it. It's still just as good as when it was new.

With the lightweight mainsail, which has a more closed and round leach (by that I mean that we could twist more and still

Continued on page 76.



BOB ROSS/AUSTRALIAN SAILING

Australia II leads *Liberty* in race three.

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ZAP (zap) vt., vi. Zapped, zapping [echoic] [Slang] **to move, strike, kill, etc. with sudden speed and force** — n. [Slang] Energy, verve, pep, etc.

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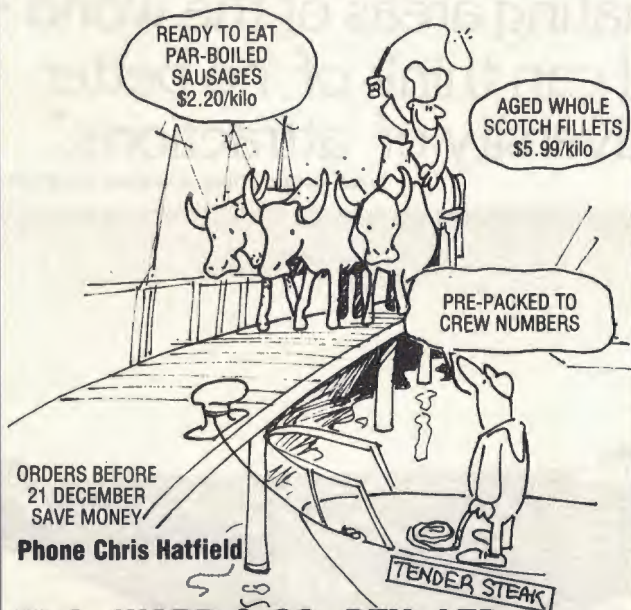
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HITACHI SYDNEY-HOBART YACHT RACE IDENTIFICATION CHART

Sail No.	Name of Yacht	Rig	Hull colour	LOA	Beam	IOR	TCF	Date	Cons.	From	Owner/charterer	Designer
	LARINA	Cutter	Yellow	13.3 m	3.7 m			1977	Steel	NSW	A. Wakeham	Bollard
KP 1	DI HARD	Sloop	White	12.5 m	3.9 m	31.6	.8181	1982	GRP	PNG	M. Carter/J. Woodward/ B. Tardrew	Frers
M 1	THUMBS UP (THE FLYER)	Sloop	White	11.9 m	2.9 m	43.4	.9037	1980	GRP	Tas.	A. Rowland	Adams
PD 1	HALCYON	Sloop	White	9.8 m	3.0 m			1981	GRP	Tas.	D. Saul	Salthouse
H 2	DERWENT LASS	Sloop	White	9.1 m	2.9 m	21.2	.6952	1978	Wood	Tas.	D.H. Colbourn	Joubert
KP 2	SURE FOOT	Sloop	Blue	11.7 m	3.9 m	30.1	.7973	1981	GRP	P.N.G.	B. Tardrew	Norlin
G 4	PINTADO	Sloop	Blue	10.1 m	3.2 m	22.0	.7054	1974	GRP	Vic.	I. Blackwell	Buchanan/ Joubert
A 5	PUSS 'N' BOOTS	Sloop	Wh./yellow	10.4 m	3.3 m			1977	GRP	Qld.	H. Boot	Duncanson/ Blackburne
L 10	INIQUITY	Sloop	Blue	15.2 m	3.7 m			1982	Steel	S.A.	S.G. Morgan	Morgan
M 11	TUCANA	Sloop	White	9.1 m	3.0 m	21.1	.6939	1980	GRP	Tas.	L.C. Dean	Knoop
R 15	REVERIE II	Sloop	White	10.5 m	3.4 m	23.8	.7272	1978	GRP	W.A.	G.F. Scott	Holman & Pye
SM 15	TANIA	White		12.5 m	3.8 m			1983	Steel	Vic.	R.S. Robinson	Searle
A 16	ENCORE	Sloop	White	12.6 m	3.9 m	31.5	.8073	1982	Alum.	NSW	W. & V. Anderson	Joubert
M 16	FIONA	Sloop	Red/Wh./Blue	12.9 m	4.1 m	33.4	.8245	1978	GRP	NSW	D. & R. Coulter	Farr
SM 16	RIMFIRE	Sloop	White	12.8 m	4.0 m	34.0	.8298	1978	GRP	Vic.	E.W. Wall-Smith	Farr
H 17	KAMEHAMEHA	Sloop	White	9.6 m	3.1 m	22.2	.7079	1980	GRP	Tas.	Kamehameha Synd.	Knoop
S 17	PREDATOR	Sloop	Dark Blue	11.4 m	3.8 m	27.1	.7700	1983	Alum.	Vic.	D.J. Millikan	Steinman
A 19	ROLLER COASTER	Sloop	White	10.8 m	3.5 m			1983	GRP	Tas.	J.T. Fuglsang	S&S
MH 20	HULLABALOO	Sloop	White	10.8 m	3.5 m	26.4	.7625	1983	GRP	NSW	K. Tierney & A. Clinton	S&S
A 21	WATHARA II	Sloop	White	11.0 m	3.2 m	24.1	.7307	1967	Wood	Tas.	E. & R. Stopp	Swanson
L22 22	PRONTO	Sloop	White	12.2 m	3.7 m	33.5	.8254	1978	GRP	S.A.	T.B. Roach	Adams
B 23	BILLABONG	Sloop	White	10.4 m	3.2 m	23.9	.7284	1977	GRP	Vic.	P.N. Joubert	Joubert
A 30	THYLACINE	Sloop	Dark Green	10.5 m	3.3 m	22.9	.7165	1976	GRP	Tas.	J.W. Burton	Blackburne
SM 32	JISUMA	Sloop	White	11.0 m	3.2 m			1969	GRP	Vic.	W.H. Rockliff	Swanson
SA 37	BACARDI	Sloop	White	13.3 m	4.2 m	34.1	.8037	1978	GRP	S.A.	J.H. Howell	Peterson
H 38	LOT'S WIFE	Sloop	White	9.4 m	3.1 m			1976	GRP	Tas.	I. Smith	Cole
S 42	RENEGADE II	Sloop	Dark Blue	13.1 m	3.4 m			1976	Wood	Vic.	I.D. Ritchie	Cole
SP 42	SULPHUR	Sloop	White	10.3 m	3.1 m	23.6	.7248	1979	GRP	W.A.	A.R. Newnham	S&S
M 45	MYFANWY	Sloop	Red	10.1 m	3.3 m	25.0	.7410	1980	Wood	Tas.	P. & S. Cerutti	Adams
KA 48	ANACONDA II	Ketch	White	25.0 m	7.0 m			1975	GRP	S.A.	J. Grubic	Buchanan
A 50	FIRETEL	Sloop	White	9.9 m	3.4 m	23.8	.7272	1982	GRP	NSW	R. Lawler/K. Taylor	Carter
52	SALT-SHAKER 2	Sloop	White	11.6 m	3.7 m	35.5	.8427	1981	GRP	Vic.	J.B. Livingston	Farr
M 53	NYNJA-GO	Sloop	Blue	11.0 m	3.7 m	29.0	.7833	1982	GRp	NSW	R.C. Axe	Farr
63	ONYA OF GOSFORD	Sloop	White/blue	12.0 m	3.4 m	27.0	.7628	1973	GRP	NSW	HMAS Creswell	Lexcen
SM 66	NOELEN III	Sloop	Green	12.1 m	3.7 m	27.8	.7711	1980	Wood	Vic.	K.A.W. King	Steinman
67	TAURUS II	Sloop	Dark blue	13.0 m	4.0 m	33.0	.8243	1981	Alum.	Tas.	A.R. Gear	Peterson
S 67	MOONLIGHTER	Sloop	White	10.4 m	3.4 m	24.4	.7341	1979	GRP	Vic.	K.S. Wood	Holland
SM 69	SEAULATER	Sloop	White	12.1 m	3.7 m	3.8	.8040	1981	GRP	Vic.	P. Gourlay/P. Williams	Dubois
H 70	HOT SHOT	Sloop	White/orange	9.1 m	3.0 m	20.7	.6887	1978	GRP	Tas.	L./B./G. Prescott	Carter
KA 70	RAGAMUFFIN	Sloop	White	23.2 m	5.5 m			1979	Alum.	NSW	S. Fischer	Frers
R 77	SGIAN DUBH	Sloop	White	10.1 m	3.1 m	21.6	.7003	1970	GRP	Vic.	R.W. Lean	Joubert
KB 80	CONDOR	Sloop	Maroon	24.4 m	5.7 m	70.0	1.0615	1981	GRP	Bmda.	R.A. Bell	Holland
SM 87	SEQUEL	Sloop	White	11.0 m	3.2 m	24.1	.7307	1971	GRP	Vic.	G. & D. Coultts	Swanson
SM 88	LAWLESS	Sloop	White	9.4 m	3.2 m	21.9	.7098	1982	GRP	Vic.	R.A. Green	Green
TYC 91	SOLQUEST	Sloop	White	14.0 m	4.3 m			1982	Wood	Tas.	R. Frith	Perry
S 92	PIRRA	Sloop	White	10.4 m	3.3 m	24.5	.7353	1979	GRP	Vic.	P. Robinson	Holland
L 96	BOOM BOOM	Sloop	White	12.9 m	4.1 m	35.0	.8384	1980	GRO	S.A.	J. Watkins	Farr
SA 98	RENEGADE	Sloop	White	12.2 m	3.8 m	30.4	.8002	1981	GRP	S.A.	R.E. Francis	Holland
H 100	LOCK ON WOOD	Sloop	Burgundy	9.5 m	3.2 m			1983	Wood	Tas.	R. Laughlin	Dubois
MH 100	IMPECCABLE	Sloop	White	10.1 m	3.4 m	24.4	.7431	1980	Wood	NSW	J.O. Walker	Peterson
A 111	CHAOS	Sloop	White	11.0 m	3.7 m	27.8	.7711	1976	GRP	Tas.	C. Lockley	Farr
R 111	APOLLO II	Sloop	White	13.7 m	3.8 m	34.8	.8367	1972	Alum.	Vic.	A.J. Becher	Lexcen
A 113	REBECCA II	Sloop	Blue	10.6 m	3.2 m	25.2	.7432	1977	GRP	NSW	V.O'Neill/C. Ward	Duncanson
R 119	SUNBURST	Sloop	White	12.2 m	3.9 m	31.8	.8101	1978	Alum.	Vic.	B.G. Weston	Peterson
M 121	MARIA	Sloop	Red/White	11.0 m	3.2 m	25.2	.7432	1970	Wood	Vic.	M. Preston/D. Kelly	S&S
128	ODIN	Sloop	White	11.9 m	3.4 m	27.6	.7691	1965	Steel	NSW	I.S. Pullar	Halvorsen
130	VENGEANCE	Sloop	Red	23.7 m	6.0 m	67.7	1.0461	1978	Alum.	NSW	B. Lewis	Tasker
B 131	CENTURION	Sloop	White	11.8 m	3.4 m	27.2	.7649	1980	GRP	Vic.	Centurion Synd.	S&S
M 134	OBSESSION	Sloop	White	10.9 m	3.2 m			1980	GRP	Vic.	K.G. Donaldson	Whiting
R 137	BLACK MAGIC	Sloop	Black	12.2 m	3.8 m			1981	GRP	Vic.	R.J. Layton	Dubois
146	JAGER	Sloop	White	11.0 m	3.1 m			1979	GRP	Qld.	B. Hayden	Swanson
MH 147	MULULU	Sloop	White	12.3 m	3.8 m	30.5	.8044	1981	GRP	NSW	C. Montgomery	Holland
A 159	TERUMA	Sloop	Red	11.7 m	3.4 m	26.5	.7575	1976	Steel	Tas.	T.C. & R. Bower	Roberts- Goodson

HITACHI SYDNEY-HOBART YACHT RACE IDENTIFICATION CHART

Sail No.	Name of Yacht	Rig	Hull colour	LOA	Beam	IOR	TCF	Date	Cons.	From	Owner/charterer	Designer
MH 178	ZIG ZAG	Sloop	White	10.0 m	2.7 m	35.1	.8393	1981	GRP	NSW	P.P. Kelly	Adams
R 178	BLUE MOVES	Sloop	White	9.1 m	3.4 m	23.8	.7272		GRP	Vic.	D. Long	
SM 178	REVELATION	Sloop	White	12.0 m	3.7 m	30.2	.8047	1983	Wood	Vic.	B. Moore	Dubois
183	DESTINY	Cutter	White	13.7 m	3.8 m	33.6	.8263	1975	Steel	NSW	T.A. Taylor	Adams
R 190	RUFFIAN	Sloop	Yellow	9.2 m	2.7 m			1972	GRP	W.A.	P.M. Pinder	S&S
SM 202	SEAQUESTA	Sloop	Blue/yel./or.	12.8 m	3.9 m			1981	Alum.	Vic.	A.G. Neate	Dubois
E 226	PILGRIM	Sloop	Lt. Blue	11.8 m	3.6 m	25.3	.7443	1971	GRP	W.A.	J.H. Ratten	S&S
230	JIMMIE BLACKSMITH	Sloop	White	12.0 m	3.7 m			1979	GRP	Qld.	R. Van Coeverden	Adams
SM 248	BREADFRUIT	Sloop	White	10.4 m	3.4 m	23.7	.7260	1976	GRP	Vic.	R. Sill	Cole
253	MARLOO	Sloop	Red	12.7 m	4.1 m	32.6	.8174	1978	Alum.	NSW	G.S. Girdis	Peterson
257	PHOENIX	Sloop	White/blue	11.1 m	3.2 m	27.4	.7670	1980	GRP	NSW	E. Vidor	Davidson
R 259	MORNING AFTER	Sloop	White	11.8 m	3.6 m	27.6	.7691	1979	GRP	Vic.	C. McMillan	S&S
262	GIB AN INCH	Sloop	Grey	20.1 m	4.4 m	69.8	1.0563	1979	GRO	NSW	W.O. Ferris	Adams
S 264	TIME MACHINE 2	Sloop	Yellow	11.0 m	3.6 m	29.3	.7863	1983	GRP	Vic.	R.D. Elliott	Farr
267	ISLE OF LUING	Sloop	White	14.5 m	4.1 m	39.9	.8779	1983	Alum.	Qld.	M. Gill/J. Davies	Holland
SA 300	MANDRAKE	Sloop	White	15.2 m	4.6 m			1983	GRP	S.A.	P. Smith	Steinman
KAR 303	HITCHHIKER	Sloop	Red/White	12.3 m	3.4 m	31.7	.8190	1981	GRP	W.A.	P. Briggs	Frers
308	OUTRAGEOUS	Sloop	White	11.3 m	3.5 m	28.2	.7815	1982	GRP	Qld.	L. Scholtes	Richards
R 311	SISKA	Sloop	Red	18.9 m	5.1 m	51.3	.9637	1982	Alum.	W.A.	R.L. Tasker	Frers
315	DOUBLE OR NOTHING	Sloop	White/blue	12.2 m	3.7 m	33.3	.8237	1982	GRP	Qld.	T. Kenny	Adams
A 320	SOUTHERN SPIRIT	Sloop	White	10.2 m	3.4 m	24.5	.7353	1982	GRP	Tas.	D.J. Smith	Adams
KZ 323	EXADOR	Sloop	Red	12.3 m	4.0 m	30.4	.8066	1983	GRP	NZ	T. & R. McCall	Farr
330	POLICE CAR	Sloop	Blue	12.8 m	4.0 m	32.7	.8183	1979	Alum.	NSW	Sir James Hardy	Dubois
SA 331	CROWEATER	Sloop	White	11.0 m	3.6 m			1982	GRP	S.A.	G. & S. Finlay	Van de Stadt
SP 333	FLY BY NIGHT	Sloop	Black	10.4 m	3.5 m			1983	GRP	W.A.	I. Barron	Humphreys
SM 339	CHALLENGE	Sloop	Maroon/gold	14.0 m	4.4 m	34.1	.8307	1979	Alum.	Vic.	L. Abrahams	S&S
SA 342	CAPRICE II	Sloop	White	9.1 m	2.9 m	20.7	.6887	1976	GRP	S.A.	J. Boucaut/J. Powell	Van de Stadt
352	ULTRAVIOLET	Sloop	White	11.6 m	3.7 m	30.0	.7931	1980	GRP	NSW	J.H. Violet	Peterson
355	MADAME DEFARGE	Sloop	Grey	15.2 m	4.4 m	49.4	.9555	1983	Wood	Qld.	M. Leschay/T. Stephenson	Lexcen
355	MYSTIC SEVEN	Sloop	White	11.1 m	3.2 m	24.8	.7387	1974	GRP	NSW	N.D. Chidgey	Swanson
360	PATRICE III	Sloop	Cream/brown	14.3 m	4.1 m	34.5	.8341	1974	Alum.	NSW	P. King	S&S
393	INCH BY WINCH	Sloop	Black	13.4 m	3.8 m	32.9	.8201	1980	Alum.	Qld.	R. Ramsay	Peterson
395	RAGER I	Sloop	White	13.2 m	3.3 m	28.3	.7763	1972	GRP	NSW	M.A. Clements	Cole
396	CHINESE FIRE DRILL	Sloop	Dk. Blue	10.8 m	3.5 m	26.2	.7603	1982	GRP	NSW	D. Herlihy/J. Hughes	S&S
408	MAID ROSALINDE	Sloop	White	10.1 m	2.9 m	21.9	.7041	1967	Wood	NSW	J.H. Quinn	Hood & Murray
SM 412	VANQUISH	Sloop	White	10.2 m	3.1 m			1979	GRP	Vic.	D.F. Van	S&S
SM 567	TAURUS	Sloop	Yellow	13.1 m	3.3 m	28.6	.7793	1970	GRP	Vic.	E.P. Taylor	Cole
621	JUST JAMES	Sloop	White	11.1 m	3.4 m			1983	GRP	NSW	J.P. & J.B. King	Davidson
630	HOT AUGUST NIGHT	Sloop	Nat. Timber	10.8 m	3.6 m			1983	Wood	Qld.	R. J. Robertson	Lexcen
637	BUCCANEER	Sloop	Black	22.3 m	4.9 m			1970	Wood	NSW	J.H. Mace	Spencer
SM 701	VICIOUS	Sloop	White	13.1 m	4.0 m			1981	GRP	Vic.	W. Hodder	Peterson
K 747	JADE	Sloop	Green	12.1 m	4.0 m	30.4	.8066	1983	GRP	U.K.	L. Wooddell	Humphreys
SM 801	MULLOKA	Sloop	Yellow	10.4 m	3.2 m	22.4	.7103	1975	GRP	Vic.	P.R. Jacka	S&S
806	BONDI TRAM	Sloop	Silver	12.5 m	3.7 m	31.6	.8181	1982	GRP	NSW	D.J. O'Neil & Prtnrs.	Frers
KH 883	BANDIDO BANDIDO	Sloop	White	13.2 m				1983	GRP	H.K.	P. Jolly/A. Soriano III	Frers
KH 888	HIGHLAND FLING	Sloop	White	12.3 m	3.7 m			1981	GRP	H.K.	I.A. Laidlaw	Dubois
955	THE MANLY FERRY	Sloop	White	13.0 m	3.8 m	32.1	.8129	1981	GRP	NSW	M.C. Blackmore	Cole
K 959	INDULGENCE	Sloop	Blue	12.9 m	3.8 m	32/6	.8273	1983	GRP	U.K.	G. Walker	Dubois
996	CHLOE	Sloop	Yellow	9.6 m	3.2 m	20.8	.6900	1977	GRP	NSW	D. Rourke	Cole
1001	IMPATIENCE	Sloop	White	14.0 m	4.4 m	34.2	.8417	1983	Steel	Qld.	H.A. Lang	Richards
R 1010	MARK TWAIN	Sloop	White	11.8 m	3.5 m			1971	GRP	Vic.	P. Rowsthorn	S&S
1065	AUDACITY	Sloop	Cream	10.1 m	3.4 m	24.6	.7364	1982	GRP	NSW	N.M. Marr	van de Stadt
KH 1081	THE FRUMIOUS BANDERSNATCH	Sloop	White	13.1 m	3.9 m	32.9	.8301	1983	GRP	H.K.	A.J. Burge	Peterson
1100	HUON CHIEF	Sloop	Red	11.0 m	3.6 m	26.8	.7607	1974	Wood	NSW	B. Morton	Jennings
1170	WY-AR-GINE IV	Sloop	White	13.7 m	4.3 m	35.0	.8384	1979	Alum.	NSW	R.I. Oatley	Peterson
1214	SHENANDOAH	Sloop	Black	9.4 m	3.1 m	20.6	.6873	1972	GRP	NSW	J.R. Charody	Cole
1224	MERCEDES IV	Sloop	Green	12.8 m	3.7 m	31.7	.8092	1983	Wood	NSW	K. Johnston	Kaufman
1317	MARARA	Sloop	White	10.4 m	3.0 m			1973	GRP	NSW	A.E. Ratcliff	S&S
1400	APOLLO	Sloop	Green	21.6 m	4.9 m	68.3	1.0533	1981	Alum.	NSW	J. Rooklyn	Lexcen
1510	VANESSA III	Sloop	White	11.0 m	3.4 m	26.6	.7585	1975	Wood	NSW	B. & K. Jaggard	Peterson
K 1983	PANDA	Sloop	White	13.1 m	4.1 m	33.6	.8363	1983	GRP	U.K.	P.T. Whipp	Welbourne
1999	ADRENALIN	Sloop	Blue	11.6 m	3.7 m	30.0	.7931	1980	Wood	NSW	B.C. Ryan	Peterson
2020	STREAKER	Sloop	Green	11.0 m	3.5 m			1974	GRP	NSW	M. Drent	Peterson
2062	JIPCHO	Sloop	White	12.6 m	3.7 m	35.7	.8443	1974	Wood	N.Z.	D.B. Gow	Young
R 2092	GHOST	Sloop	White	10.0 m	3.4 m	24.1	.7307	1976	GRP	Vic.	D. F. Scott	Carter

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Sail No.	Name of Yacht	Rig	Hull colour	LOA	Beam	IOR	TCF	Date	Cons.	From	Owner/charterer	Designer
2111	BIG SCHOTT	Sloop	White	12.5 m	3.8 m	30.8	.8008	1976	Alum.	NSW	A. Pearson	Peterson
2140	MERCEDES V	Sloop	White	12.6 m	3.8 m	31.8	.8101	1977	Alum.	NSW	I. Lewis	Kaufman
2170	MARGARET RINTOUL II	Sloop	White	14.8 m	4.1 m	34.3	.8324	1968	Wood	Tas.	R.W. Jackman	S&S
2176	CASABLANCA	Sloop	White	14.5 m	3.6 m	48.3	.9370	1977	Wood	NSW	P. Bush	Biddlecombe
2222	SHOGUN	Sloop	Blue	12.2 m	4.0 m	31.8	.8101	1979	Alum.	NSW	J.E. Low	Holland
R 2222	FREIGHT TRAIN	Sloop	Dark Blue	18.8 m	5.2 m			1983	Alum.	W.A.	R. Williams	Frers
2299	KNUCKLE DUSTER	Sloop	Light Blue	9.1 m	3.1 m				GRP	NSW	P. Cush	Holland
2344	PARMELIA	Sloop	White	13.9 m	4.0 m	35.3	.8410	1978	GRP	NSW	S. Rowland	Curran
2444	ENIGMA	Sloop	White	13.5 m	4.2 m	35.2	.8435	1981	GRP	NSW	H.G. Davis	Holland
2470	SPIDER	Sloop	White	10.5 m	3.4 m	24.3	.7330	1979	GRP	NSW	R.H. Purssell	Holman & Pye
2501	ST JUDE	Sloop	Black	9.8 m	3.4 m	23.2	.7201	1979	GRP	NSW	H. House	Yamaha
2552	IMPETUOUS	Sloop	White	12.3 m	3.9 m	31.6	.8082	1982	Alum.	NSW	R.J. Roberts	Holland
2555	NATELLE II	Sloop	Navy blue	12.5 m	3.8 m	30.9	.8017	1975	GRP	Tas.	A. Cole-Cook/J. Solomon	Peterson
2604	GHOST TOO	Sloop	White	10.1 m	3.4 m	23.7	.7260	1978	GRP	NSW	G.C. Ford	Carter
2679	IDLE VICE	Sloop	White	11.2 m		27.8	.7711	1978	GRP	NSW	R. Tresidder/S. Williams	Farr
2690	PUNCH	Sloop	White	10.0 m	3.0 m			1976	GRP	NSW	B. Lewis	S&S
2786	LADY ANN	Sloop	Cream	10.4 m	3.4 m	23.2	.7201	1979	GRP	NSW	J.&A. Kirkjian	Cole
2790	FANNY ADAMS	Sloop	White	13.1 m	3.1 m	42.0	.8936	1979	GRP	NSW	A. & M. Chapman	Adams
2855	SALTPETA	Silo	White	9.1 m	3.1 m	20.1	.6807	1979	GRP	NSW	P. Hinton	Joubert
3000	ONCE MORE DEAR FRIENDS	Sloop	Pale blue	12.0 m	3.7 m	30.3	.8024	1980	GRP	NSW	P.P. Kurts	Dubois
3004	TASHTGO	Sloop	White	9.1 m	3.1 m	21.5	.6990	1980	GRP	NSW	C. Franklin	Peterson
3007	SZECHWAN	Sloop	Red	11.9 m	3.6 m	29.9	.7921	1980	Wood	NSW	J.S. Whitty	Davidson
3041	PICCOLO	Sloop	White	11.1 m	3.6 m	27.4	.7701	1981	Wood	NSW	J. Pickles	Dubois
3060	THIRLMERE	Sloop	Wh./grey/red	11.1 m	3.4 m	28.9	.7823	1976	GRP	NSW	S.C.W. Green	Peterson
J 3070	ZERO	Sloop	Blue	15.8 m	4.5 m	41.6	.8978	1982	Alum.	Japan	S. Tsumura	Frers
3088	ANACONDA	Sloop	White	16.3 m	4.3 m			1970	Steel	NSW	G. Friend/R. Smith/ M. Bellingham	Buchanan
3176	TASMAN LASS	Yawl	White	11.3 m	3.0 m	20.8	.6900	1976	Steel	NSW	W.H. Ward	Payne
3303	RUTHLESS	Sloop	White	13.1 m	4.3 m	32.7	.8183	1979	GRP	Eire	B.R. Bramwell	Farr
3390	CASCADE	Sloop	White	17.4 m	4.9 m			1983	Wood	Tas.	G.A. Watchorn	Lavranos
3413	SWEET CAROLINE	Sloop	White	13.4 m	4.0 m	34.0	.8365	1982	GRP	NSW	M.W.D. Phillips	Dubois
3436	MYUNA	Sloop	White	12.6 m	4.0 m	33.0	.8210	1982	Wood	NSW	J.H. Bleakley	Lidgard
3533	PETROSINA II	Sloop	Lt. Blue	11.7 m	3.6 m	28.4	.7804	1983	GRP	NSW	G. Capone	Vallicelli
3540	MOLLYMOOK MAID	Sloop	White	10.5 m	3.4 m	23.3	.7213	1978	GRP	NSW	R. Kelly	Cole
3557	ANDROMEDA	Sloop	Blue	10.8 m	3.5 m			1983	GRP	NSW	G. Mieli	S&S
3579	KAMBER	Sloop	Blue	15.2 m	4.4 m			1983	GRP	NSW	K. Berkeley	Lexcen
3598	CHRISTA-FARR	Sloop	White	11.0 m	3.6 m	29.0	.7833	1983	GRP	NSW	J. & C. Pomfret	Farr
3619	ALONA	Sloop	White	11.1 m	3.3 m	29.0	.7833	1983	GRP	NSW	J. & C. Pomfret	Farr
KA 3663	TOO IMPETUOUS	Sloop	White	13.1 m	3.8 m	31.8	.8199	1982	GRP	PNG		Holland
3666	MUCH ADO	Sloop	White	10.0 m	3.7 m	26.4	.7664	1982	GRP	NSW	J.A. Rickard	Dubois
3695	INDIAN PACIFIC	Sloop	White	12.3 m	3.7 m			1983	GRP	NSW	J. Eyles	Farr
K 3663	CONQUISTADOR OF ANDES	Ketch	White	13.4 m	3.8 m	28.4	.7773	1980	GRP	UK	D.J. Strange	Frers
4000	SAGACIOUS II	Sloop	Black	13.3 m	3.9 m	31.6	.8115	1981	GRP	Tas.	C. Lockley	Cole
KZ 4077	GERONIMO	Sloop	White	12.2 m	4.1 m			1983	GRP	N.Z.	O. Champaloup	Farr
4136	SCALLYWAG II	Sloop	White	12.2 m	4.0 m	30.8	.8105	1983	GRP	NSW	R.E. Johnston	Farr
4182	SATIN SHEETS	Sloop	Blue	12.5 m	4.0 m	32.0	.8119	1977	Alum.	NSW	A.A. Strachan	Peterson
4499	THE ROPERUNNER	Sloop	White	12.0 m	4.0 m	30.0	.7931	1980	GRP	NSW	L. Green	Farr
KZ 5070	SHOCKWAVE	Sloop	Blue	13.1 m	4.1 m			1982	GRP	N.Z.	N. Crighton/G. Jones	Frers
5281	PACIFIC SUNDANCER	Sloop	Wh./yel./red	12.2 m	3.7 m	30.5	.8076	1983	GRP	N.Z.	D. Hobb/B. Morris	Farr
F 8151	SHANTI	Sloop	Cream	12.1 m	3.8 m	30.3	.7960	1980	Alum.	N.C.		Kaufman
US 32323	NIRVANA	Sloop	Blue	24.7 m	6.1 m			1982	Alum.	USA	M. Green	Pedrick



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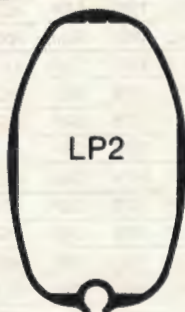
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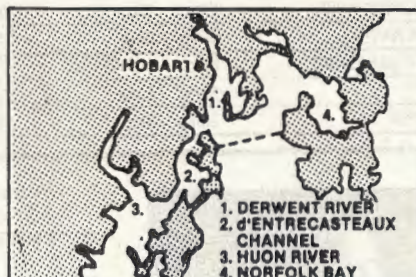
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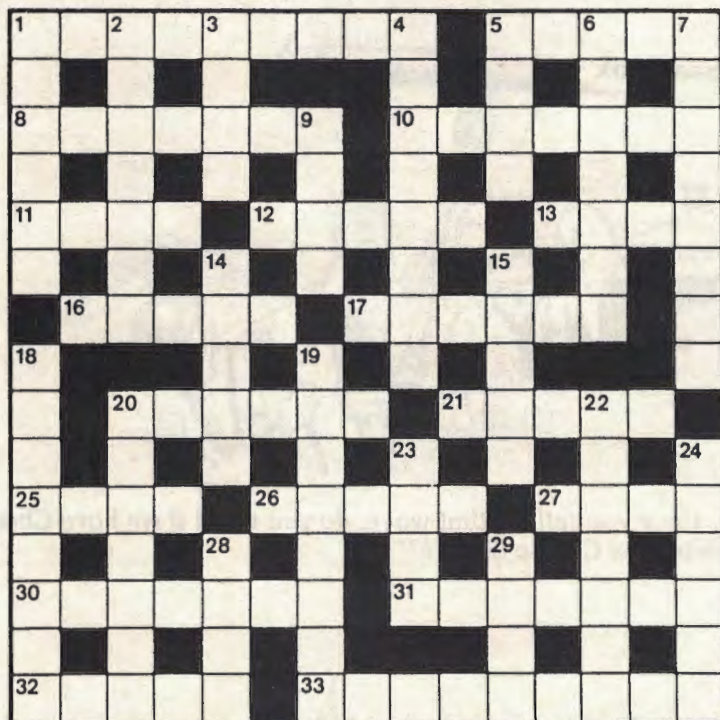
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- ACROSS**
1. A naughty one; turned up first last year. (9)
 5. Who took the Hobart hat trick? (5)
 8. Downwind side. (7)
 10. How Condor of Bermuda and Apollo crossed the finish line last year. (7)
 11. Attached to a horse neck or a gooseneck. (4)
 12. Annagrammatic form of what the knave stole; a good one is the first step to winning a Hobart. (5)
 13. There's no t or man left in Tasmania. (4)
 16. Navigated by Stan Darling in 1970's Race. (5)
 17. What Condor did to Apollo in 1982. (6)
 20. Woodsman's call (what they said when Bumblebee 4's mast fell over). (5)
 21. What one must not do for a start. (5)
 25. Tasman Hauler's home port.
 26. A great volume of unpredictable water. (5)
 27. Last chance to drop M and L for a gambol in the Paddock. (4)
 30. Nautically finished. (7)
 31. Scallops, Tassie crays, for instance. (7)
 32. Echo-locating palindrome. (5).
 33. Sirius is one...as is 'Jesus Christ'... (9)

- DOWN**
1. Ancient sensuous dancer, came second in '66. (6)
 2. Country without a cup. (7)
 3. What wings are made of in 1983. (4)
 4. Handhold on a boat. (8)
 5. One way to make up a sail. (4)
 6. Line honours winners take this time. (7)
 7. Good spot for a rest when it's all over. (3-5)
 9. Technical info. (4)
 14. Yo Ho Ho all the way down this line to Tasmania. (5)
 15. Plenty of this in Force 9. (5)
 18. All was fair in '74 and '78. (4&3).
 19. Pedigree lineage of cars and yachts. (8)
 20. Variously described as a zephyr, buster, willi-willi, plenty for everyone, etc. (3,4)
 22. Flop, tack, clamp, etc. (2,5)
 23. Strait on course. (4)
 24. This big bird chews up all, passes all... (6)
 28. To duel; a fizzy bath with Zap. (4)
 29. Each of the three wise skippers from New Zealand followed the Southern Cross from a _____ (4)

FIND THE HOBART WINNERS

AMERICAN EAGLE
 ANITRA V
 CADENCE
 CEIL III
 CHERANA
 CHRISTINA
 FREYA
 INGRID
 KIALOA
 KOOLOOMOO
 LOVE & WAR
 MOONBI
 MORNING CLOUD
 NERIDA
 NEW ZEALAND
 PACHA

PATHFINDER
 PICCOLO
 RAINBOW II
 RAMPAGE
 RANI
 RIPPLE
 RIVAL
 SCALLYWAG
 SCREW LOOSE
 SIANDRA
 SOLO
 SOLVEIG
 STRUEN MARIE
 TRADE WINDS
 WESTWARD
 ZEUS II

(Answers on page 69)

THE ROOKIES

Cartoons by Peter Harrigan

In memory of those about to pass beyond the Heads on their first trip to Hobart

Rookie Deckhand



A Pommie doing his first race down under.

Rookie Sea Cook



"Skipper, since you fell off that wave, do you mind if we have Cheese Fondue instead of Cheese Soufflé?"

Rookie Starter



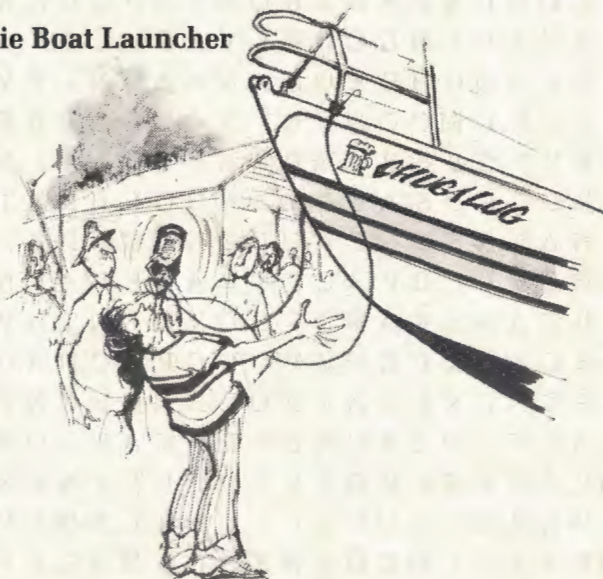
"You idiot! Look at your bloody orders. 'H.E.' stands for 'Hobart Entry', not 'High Explosive'."

Rookie Sheet Hand



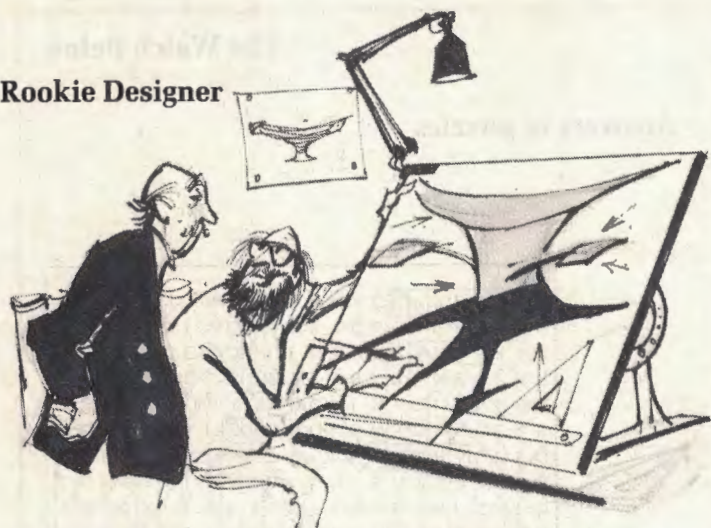
"All right, all right, wait a bloody minute. (First they want it not to slip, then they want it undone in a hurry.)"

Rookie Boat Launcher



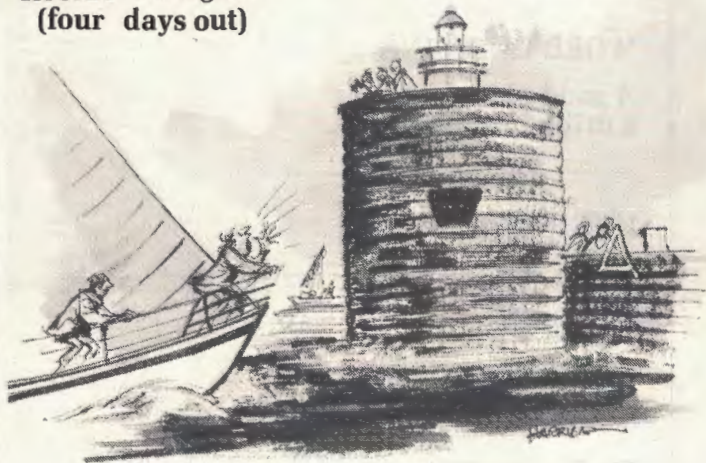
"I name this ship 'Chugalug'...chugalug... chugalug...glug... glug..."

Rookie Designer



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Rookie Navigator (four days out)



"'Fort Dennison' you say? Is it also called 'The Iron Pot'?"

Rookie Foredeck Hand



"I know I said my spinnaker was wet, but you didn't need to wring it out!"

Rookie Navigator's Apprentice



"Twinkle twinkle little star, if I knew what you were, I'd surely know where we are."

Rookie Radio-Op



"There's a lot of static, but I think he said we're still in time for the party...at the Hotel, with Oscar (Bravo!), Alf and Romeo, and they'll be doing the Tango. The rest is garbled, but I think Juliet's the only girl, there'll be plenty of whisky, one yankee, and Charlie, who's a Zulu in uniform."

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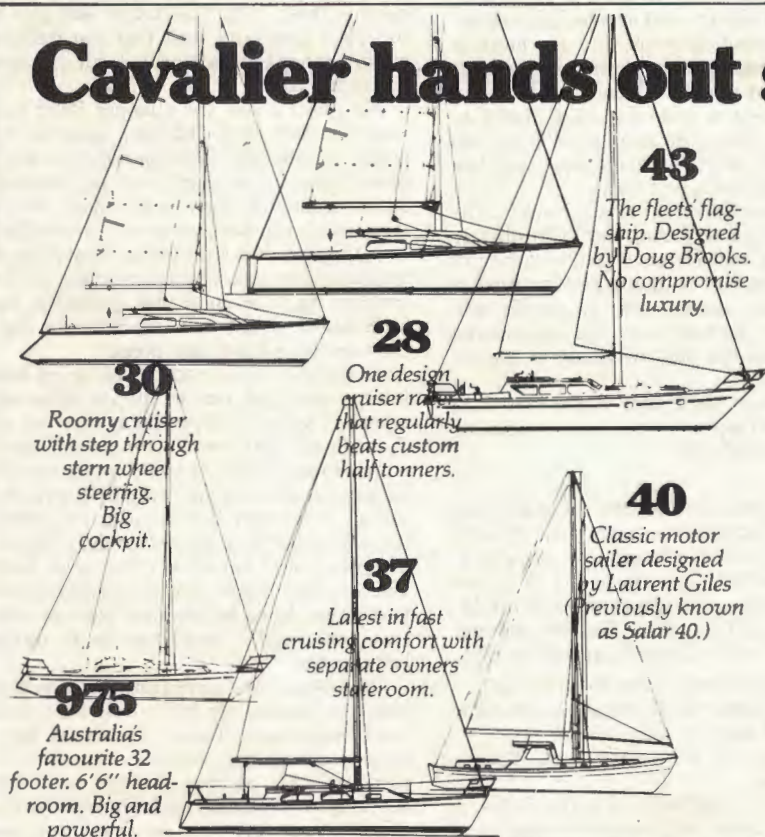
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THE VETERANS

Tony Cable, Frank Sticovich and David Colfelt talk to veterans of 25 or more Hobart Races

In the 1975 edition of the Hobart Program we did a story on three men each of whom had done at least 25 Hobart Races – the *only* men to be able to make such a claim. They were Peter Green, Stan Darling and Magnus Halvorsen. In 1983 there are eight men who can say they have done 25 or more Hobarts. Peter Green is about to do his 32nd, having missed only seven in that span of 38 years.

We spoke with this veteran eight, asking them to reflect on their experience of the past quarter century of Hobart Races – how the yachts and men who sail them have changed, their roughest moments, why they keep coming back for more. Here is what they said.



Albert 'Alby' Mitchell last year competed in his 25th Hobart event aboard *Piccolo*, the yacht on which he will be sailing to Hobart again this year.

Possibly because he has been 'hidden away' in Newcastle through his sailing career, he has been out of the limelight over the years, and thus is less well known than many other top sailors.

Indeed, he would be one of the best ocean racers in Australia, having been a Sailing Master since the early '60s. His present crew would be amused to read this, but it would be fair to describe him as a great character to sail with, full of good advice, competitiveness, calmness and with a great sense of humour and fun.

Alby has the distinction of having been on two winning yachts, *Rival* in '61 and *Piccolo* in '67. The former was raced by Alby Burgin and Nelson Rundle, and the latter (a different design to today's *Piccolo*) by John Pickles.

When asked about the changes he had seen over the years, he said:

"The main areas of change, I think, are hull construction and sail plan. The differences are unbelievable.

"Thinking back to 1960 when we really got keen with *Rival*, we had a masthead fitting which we drilled with 300 x 1/2" holes to make it lighter. The mast was an Oregon telegraph pole; the weight aloft was immense. Today, you can have an alloy mast only 3-4" at the top.

"With sails, we have gone from Japara and piston hanks right through to head foils and exotic materials. Further, shapes and weights of cloth are different."

Alby did his first Race in the mid fifties; he was a mere forward hand when he won in '61. His most momentous race "was in '76, when we won." When they returned home to Lake Macquarie with the trophies, thousands turned out for the welcome.

The Race itself? "Always a challenge, because every year there are different weather conditions, getting blown out of the water or whatever."

"I never take a flyer, as I always expect to win on the boat I'm on. I always take basically a rhumb line course. I firmly believe the tactics are to sail 15-20 miles either side of the rhumb line. These are the basic limits. I never close the coast too quickly. That's my simple philosophy."

Looking at crews, Alby surmised that "These are a different concept altogether. Today you have to sail as a harbour sailor. Today it is not an ocean race any more; it is harbour racing for 600 miles. If you don't sail that way you don't win.

"The crews of yesterday, SOS Halliday, Mick Earl and so on were good boys, but they didn't have the same opportunities with the technology of today."

Why does he keep coming back? "The Race became a tradition. But I wouldn't go down on a boat unless it had a chance of winning. As far as 'going for the ride' is concerned, it doesn't interest me. To win you have to have an owner who is prepared to spend on the boat whatever is needed for it to win.

"I'll always come back to get that third win before I retire, train a crew around me again and do it again."

Peter Green, 'Grandfather', is embarking on his 32nd Hobart, on *Satin Sheets*. His is a remarkable long term racing performance which includes a win in *Pacha* in 1970. His experience extends far afield, to a Bermuda Race, three Fastnets, a Suva, a Noumea and a Clipper Cup series. Even a 3600 Transatlantic, from Bermuda to Copenhagen "Keeping Gt. Britain and Ireland and the Orkneys to starboard."

A book could be written about Peter's experiences.

"I love the challenge of being at sea. I enjoy the Hobart because it is a long race,



and I like the long races – Suva, Noumea, Transatlantic – all of these are hard on seamen. I'm hooked on the sheer excitement, at times. I may be a raving ratbag, but there is nothing I enjoy better than a solid beat to windward, with three reefs in the main and a No. 5 headsail. In these conditions you can win races, and this is my competitive spirit. I find a good spinaker run with wave riding exciting, but a bit more frightening than it used to be – or maybe I am getting more sense.

"I keep coming back because, as I look back over 31, there has not been two the same. Hobart Town itself is not so enticing these days; I am usually on the first plane out. I enjoy the first day, have a few beers with the boys, and then I become bored. After all, I am nearly 60 years of age and can't play around like a 20 year old.

"The Hobart was (and still is) one of the three ocean racing classics. The fact that you are going from Sydney to another port rather than on a race around an island and back has appeal. A lot of young men are striving to get a bit of adventure and excitement in their lives. The Hobart will give it to you. I generally find that the fellows either get hooked on it or find out that one trip is enough."

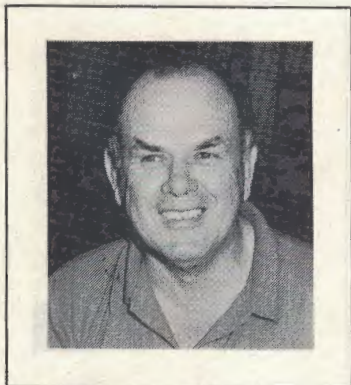
We asked about the changes Peter has seen over the years. "Modern sails, are, of course, far stronger and superior. You don't blow them out as much and you are not stitching them all the way to Hobart. As for the modern rig, sure, we drop a lot of masts over the side, but we used to drop a lot of wooden ones too. The engineering in the modern rig is so good that, provided the crew know how to use their bendy rigs, they are not going to lost them."

As for his 'worst' race: "The worst few hours I ever had was in *Ripple* when we were hit by an 87 mph SW breeze out of Cape Raoul. We were over-gearred, with storm jib and trysail, and it was extremely cold. I was actually suffering from hypothermia. A modern boat would, no doubt, have handled it a lot better than *Ripple* did. We would have had better gear, been able to point higher; we would have been a lot dryer down below; they were so wet. Our wet weather gear, too, is so much better today.

"In 1948 in *Margaret Rintoul*, in a nice black nor'easter, we had a full main and small spinnaker. Today we would have been revelling in it; instead, we started to jazz around a bit and couldn't steer her properly. We steadied her up with a couple of ropes over the stern; we thought it was

good seamanship, but it wasn't good racing. A year or so later we came through the same area with a big spinnaker up in just as heavy wind; we were wave riding and having a ball."

As for crews: "I enjoy being with a good well-trained crew who can handle any emergency and can drive a boat to the limit. Today, with the advent of electronics and other sophisticated gear, the crew needs to have more brains. With all due respect to the top crews of yesteryear, a lot of these had sheer muscle power and not necessarily brains. Today you have the muscle power in the winches themselves. You now need fit people with good stamina and intelligence.



Dick Norman this year will be doing his 28th Hobart, on *Vengeance*. His first was in 1955, on *Janzoon*, owned by Russell Slade. It was a good introduction to the event; they came third.

Dick today holds Slade in high regard, for he introduced him, along with other North Harbour skiff sailors, to ocean racing.

In 1958 he wend down-on the English yacht *Uomie*, which was brought out by Geoffrey Pattinson. *Uomie* was the first internationally recognised yacht, one with some reputation, to enter the race. He remembered that Pattinson had difficulty communicating with his borrowed crew; they all had nicknames, such as 'Sighty', 'Wino', 'Bart', 'Frizzle' and so on.

In reflecting on the changes over the years, one of Dick's first comments were: "I feel that the rating rule needs to be changed to encourage some safer boats. The last of the really solid types of designs were the likes of *Love & War* and the original *Ragamuffin*. Today a lot of the latest boats would be fun to sail around a 30 mile course, but we are courting disaster with these boats on long races. There are many boats I wouldn't contemplate going on to Hobart. If we get a very hard breeze in Bass Strait, which we haven't had for many years, there will be a disaster. I can't press the point hard enough. Such boats with high topsides which rely on the hull form for stability and which have very little ballast are potentially very dangerous.

"I think there should be a scantling standard, such as the American Bureau of Shipping standard. Boats complying with

such a standard should be given a rating allowance.

"I think the big improvement I have seen would be the new materials, particularly in sail cloth, such as Kevlar. I'm not so sure about the lightweight bendy spars, considering there is so much rigging on them (and windage) and their rate of breakage is so high. I don't believe them to be as safe as spars used to be, particularly in a long race."

Regarding crews: "In the early days they tended to stay together longer as a team. Fewer boats now have such a team aboard. Nowadays a lot of boats have 'experts' aboard for the round-the-buoys racing, and these are not necessarily so good for longer ocean races where a team effort is more desirable.

I liken the Hobart to playing football with a good team. You get to know people's strengths and weaknesses and it makes for good comradeship.

"The Hobart, while hard at times, is still very much a fun race, and this is where a good group is important. In the early years we got to know the Hobartians rather well, particularly with smaller fleets; the atmosphere down there was terrific."

Dick's most memorable frights: "The biggest scare, and I thought we were in real danger, was on *Love & War*. She hit a large breaking sea in the Strait which flung her sideways; it was only the strength of the boat that kept us out of trouble.

"The second was in Janzoon; we were running in a hard nor'easter without a mainsail but with spinnaker. She was rolling her gunwales under, and with wire sheets and braces there was no way we could get it off."

As for memorable characters over the years, he mentioned the legendary, if not notorious, hands, 'Raw Meat', 'Thunder', 'Earrings', and 'Humpty Dumpty'. The stories about these chaps could fill another program.



Max Crafoord has done 26 Hobarts and will not be going down this year. He claims he has retired from ocean racing.

He started sailing in his native Sweden and later went to sea with the Swedish Merchant Navy. He jumped ship in Cairns in 1950 and found his way into ocean racing with the Warner family in Mel-

bourne.

His first Hobart was in Warana; he did four crossings in Winston Churchill; then came trips on *Lass o' Luss*, *Astor*, *Bacchus D*, *Sir Max Aitken's Crusade*, and *Koomooloo*. Then he joined Lou Abrahams for five races on *Vittoria*, and then on his new boat, *Challenge*.

Max reflected on changes since the '50s: "Designs have, of course, improved continuously since the early days; boats have become lighter and faster. The rigs, too, have become lighter, and along with that a lot more gear failures and retirements than we had in the early days.

"I think that the very latest boats are not as dry down below in bad weather — as, say, the generation of boats about the time of *Ragamuffin* and *Vittoria*. Sails have improved, from cotton (which was pretty diabolical) to modern materials such as Kevlar. But these are almost harder to handle than the old Egyptian cotton. The sails take up more space now, so the accommodation on the boats is taken up but he sails; in previous years the sails would be up in the bow, the crew in the middle, and the deck hands aft. In the old days the boats were kept clean and tidy and functional down below, whereas nowadays it is a mixture of wet sails, blankets, boots, and so on — one bloody big mess. This is to keep the weight in the middle of the boat, which you have to do. That wasn't so years ago."

Max's most memorable Race: "...in Astor, in '63. We were becalmed at Jervis Bay, about 90 miles from the leaders, and we came up to take line honours. A boat of that size, and she only had four winches, including one for the fisherman, one for the headsail, one for the mainsail. Jibs and spinnakers were pulled up hand over hand. It was a 3000 ft² spinnaker, too, and they didn't wear gloves then. To pull a headsail sheet on required three or four men."

Personalities outstanding in Max's mind are Vic Meyer, Jonnie Colquhoun and Jack Halliday. They taught ocean racing to many, establishing the tradition and spirit of trying hard. This stood us in good stead in the early Admiral's Cups and other international races."

As for changes in the crews going to Hobart: "I don't think today's crews have the same endurance or seamanship, but then that is not so necessary, although crew fatigue can be a problem now. Today in bad weather with a bit of a sea there will be every little eaten aboard. No nourishment, then they get wet, then cold, then their morale goes, and it all slows down dramatically.

Alby Burgin is unique in that he has navigated in all his Hobarts, and in ten of these he has been owner/navigator/skipper. His first race was on *Defiance*, in 1955. "I was exactly 40 for my first Hobart. *Defiance* had no roller reefing gear, she had long overhangs, laid decks — very wet down below so that we had to pitch tents over the bunks to keep dry.

"It was actually *Defiance* that led to the bringing in of safety harnesses. Being a metre boat, she used to go over one wave and under the next two. We rigged up some

The Veterans

harnesses to keep us on the deck. Then when we got down there, the Hobart Mercury got onto this had and some headline



'Defiance's submarine crew chained to the decks'."

In looking at design changes over the years, Alby noted that "boats have become lighter and lighter and faster and faster. Years ago big boats didn't handicap well; Astor, for instance, had no chance of winning on handicap. Today maxi boats rate, and they can get the double, so it makes it much more interesting for the bigger boats.

"In the last five years I have been down on Adams boats, including Spirit and The Newcastle Flyer (née Helsal), and this year on the Far 1104 Nynja-Go. These boats are all pretty quick; where we used to take five or six days on a 40 footer, now we do it in about 3½ days."

Alby and Nelson Rundle won the Race in 1961, the first of two wins (the second was Piccolo) that went to Lake Macquarie Yacht Club boats.

Why does he keep going down? "When I was younger I used to go down for the thrill of the race, seeing all these modern boats changing every year and being able to compete against them. The elimination trial for the Australian Admiral's Cup used to end with the Hobart, and the Southern Cross series added interest to the Race. "In latter years I said from time to time that it would be my last; but then I would be asked to navigate again.

"It's always a colourful scene in Hobart, meeting all your mates that you haven't seen for a year. Living up at Lake Macquarie we don't meet them every day as you would sailing out of Sydney.

"I think the earlier days were better, perhaps, in Hobart. With fewer boats going down we knew more of the crews and owners personally. When there are 180 boats you know of them but you don't really know them."

As for crews, Alby considered that "Today they are all good boys, probably better than when we first went down. In the early years we were only learning; ocean racing was in its infancy. Today the boys sail small boats from an early age and as a whole come up with more experience. For example, when we first brought Defiance to Sydney we were only used to sailing her on the Lake, and with nighttime sailing out of Sydney the local boys would thrash us.

To rectify this I would get the crew together after work on Friday and we would set off to sail right round the lake, night and day, the whole weekend. I would lock myself below and navigate them around blind. We did this at weekends until we reckoned we could sail well at night, and this stood us in good stead when we went on with the new boat, Rival.



Richard Hammond is a very experienced ocean racing navigator. His Hobart 'firsts' include a handicap win on Koomooloo in 1968, line honours in Crusade (1969), and a division win in Apollo V, in 1981. His roughest race was in 1956, on Janzoon, when there were big breaking seas in Bass Strait and the skipper, 'Sladey' (Russell Slade) was washed through the lifelines. His most memorable Race was on Janzoon II in 1962, "the year of the big fog. We stole a march on the fleet on handicap as far as the Iron Pot, were becalmed there 11 miles from the finish for 12 hours and lost the lot, finishing 11th to Solo."

In reflecting upon the changes over the years, Dick said "The people sailing the yachts have not changed a lot but rapid, almost unbelievable, advances in technology have produced a range of materials, equipment and computerised instruments that have added another dimension to the modern ocean racer.

"Some of the comforts of the past have disappeared, such as dog houses and spray dodgers. Years ago, who would have thought that the crew would sit in oilskins on the weather rail for the entire night.

"There is a lot more work to be done on a modern yacht to optimise its sailing performance. Attention to sail trim, rig tune, weight distribution and helming has never been more important than it is now. Increasing professionalism has tended to reduce the 'fun' element and in some ways this is sad.

"One this is for sure, and that is the modern ocean racer is more exciting to sail."

What keeps Dick going back? "How long is a piece of string? Mateship, my love of the sea and all that goes with it is what keeps me going back."

When asked if he thought the boats today are better, Dick said, "Most of them; they are of lighter displacement, faster, and more challenging to sail. Some are built too light for the job expected of them. There will be

more accidents unless a minimum safety standard is maintained."

As for crews, "There was a lot more dedication and team spirit in the early days. Crews stayed together a lot longer. These days a lot of the better crew shift from boat to boat. I have been lucky to have sailed mainly on good boats with excellent crews." Picking a 'most memorable' personalities in his years of Hobart racing was difficult; "I would have to say Russell Slade, Ben Lexcen and the late Bobby Lowein."

And the most outstanding boat he ever went down on was Ginkgo, 3rd in 1972 (1972/73 Blue Water Champion and Admiral's Cup team member in 1973).



Captain Stan Darling is the 'grandfather' of Australian ocean racing navigators, certainly the most winning navigator in the history of the Hobart Race, having guided more Race winners than anyone is ever likely to again - Solveig (1954), Anitra V (1957), Freya (1963, 1964, 1965), Pacha (1970). He was navigator on Ballyhoo when she took line honours in 1976, and navigated Apollo last year when she was pipped by Condor in the closest and most exciting line honours finish in the history of the Hobart. He is, as we go to press, somewhere between the Panama Canal and Sydney, bringing Bumblebee 4 (now Ragamuffin) back from Spain for Syd Fischer, hopefully in time for this year's Race.

We were unable to get confirmation of Stan's exact number of Hobarts due to his absence, but we think the figure stands at 28. In an interview with Stan of a little over one year ago, Stan was discussing the Hobart Race and why it has such appeal.

"It's one of the great classic races because there are not many races of that length. There are a few trans-ocean races, but the Sydney- Hobart, The Fastnet and the Bermuda are all in the 600 miles category. They are over open water, so you have got to be able to cope with whatever hits you when you are away from land by more than swimming distance, and you've got to cope with a great variety of weather conditions. Because of the variety of weather conditions, the race is not predictable, so you don't have that awful situation where at the starting gun you know just who's going to win it. In that respect the Sydney-Hobart Race has its nose in front

of the other two on historical record, anyway; the Fastnet, for example, although it's had some pretty severe weather, such as the 1979 race of early on in the 1950s, when they had a real tough bash, but in recent years the race has suffered like most races this last season from not enough wind to make it a fair go.

"I think the two virtues of our race — and one's a rather negative virtue — are that you can be almost certain of getting a good range of weather — you're going to get some hot stuff, some strong winds, some soft spots, almost inevitably. You don't get the sort of blancmange of soft winds. The other negative virtue is that, no matter how good the race has been from Sydney to Maria Island or down to Tasman Island, you've then got that rather dreadful ogre of getting from Tasman Island across Storm Bay and up the Derwent River to the finishing line, and there it's equivalent to running a foot race where you've got to run to Parramatta Station and catch the next train to Sydney, and if you catch the train, good-oh, and if you don't... I suppose in two out of three races at least some part of the fleet has had to creep up the River Derwent at nighttime with practically no wind, with only cat's paws here and there, and if it affects the tailenders, well it doesn't matter much, it's not news, but often it affects the boats up front.

"Because of that hazard, you really can't say who's going to win the race until in some cases, the last boat is almost in. So everybody's got a chance, not just the goodies, but all those good triers."

"As we knew more about what ocean racing was all about, and how yachts behaved in heavy weather at sea, so did the need for giving priority to safety and security give way to the need for getting better performance. By about the mid-sixties, although the yachts were still heavy and still survival conscious, they began to become efficient.

"Each year saw better, faster boats. But it wasn't until the New Zealanders 'went off the deep end' and went into ultra-light design and centreboard style that any real throwing of survival concepts out the door in favour of speed."

Looking over the history of the race, how would he say that the style of crews and skippers has changed?

"As you'd expect, when you started off, the crews were largely adventurers in the matter of seamanship and the matter of navigation. Nevertheless they succeeded in either getting in or getting home, one or the other. Up until that time there had been practically no ocean racing here — there had been one or two-odd adventurous races in different parts of the world, again manned by adventurers, and by chaps who had some short history of cruising. There had been cruising in yachts for years, of course, but cruising has been based on a total acceptance of security and survival and therefore the racing was limited to two or three adventurous types having a go at each other.

"It wasn't until after World War II was over that yacht racing as a sport became established. For that reason in the early

days it was chaps who were feeling their way. They learnt pretty quickly, and every year saw an improvement in the knowledge and experience of the crews and of their expertise at using the right strategy, sailing a boat properly, designing a boat better, trimming sails better, and also finding out where they were more efficiently. It was a step by step thing, and now it has become a fairly expert thing. I would think about three quarters of the crews of many yachts could navigate if they had to, and I guess over half of them could bring the boat home if the skipper fell overboard.

"In a race of 150 entrants or so, quite obviously the lower group of that — the newcomers and so on — the 'greenies', representing something less than half of the entire fleet, would be just about as dumb as they were in 1950, but that's only because they haven't as yet gone through the mill; they're going for the first time, and they think the world's their oyster, and if they're lucky they get there and if they're unlucky they get to Eden. By and large the proportion of dummies is much lower than it used to be, but with a few hundred boats in the fleet there are still quite a few of them."

As for Stan's roughest race, he said: "Fortunately I'm blessed with a very bad memory. On several occasions we've had as many as three fronts in the one race. In 1970 we had quite a nasty bash down the bottom end, but as we won the race, we forgot the bash. In 1976 you may remember the film of Ballyhoo bashing across Storm Bay in one of these winds, and the helicopter took a picture of her coming right out of the water keel and all. No, we only had rough patches."

Stan's first Hobart was in 1947. The first 'real' race, as he described it, was the year before "The Halvorsens built a boat called the Saga and got second. Christina beat them because, although they were a long way ahead, they got dumped in the River.

"So they built a bigger and better boat, called Peer Gynt, in 1947, and I navigated for them, and I stayed with them until 1965. I retired from the game in 1965 after the first of the Australian challenges to the Admiral's Cup.



Magnus Halvorsen did his 25th Hobart in 1975 on *Kialoa III* and has built his total up to 30 Races since then. He will not be going down this year.

The Halvorsens (Trygve and Magnus) are an 'institution' in Australian ocean racing, with Magnus having five wins to his credit — *Anitra V* (1957), the remarkable 'hat trick' with *Freja* (1963, 1964, 1965), and *Love & War* in 1974. He represented Australia in *Freja* in the 1965 Admiral's Cup, one of two such series that he has done. His international ocean racing experience includes three Transpacs and five Trans-Tasman.

We asked Magnus why the Hobart Race caught on in the very early years. Magnus, who had done the very hard '46 Race which involved a 65 knot SW gale, said: "The excitement of an ocean passage. I had sailed in Sydney Harbour around the buoys before the War. A trip to Hobart was something new and we did it with a lot of enthusiasm. We were the pioneers of ocean racing in Australia, as there wasn't any up until the Hobart, really."

Looking at changes in gear, Magnus pointed out that they had no winches for many years. "The first Barlow was not made until around 1962 when we were away on *Gretel* in Newport. In the early days if you needed something, you had to go and make it yourself, you couldn't buy it. Until 1965 when the first Australian Admiral's Cup team went to England, we had no idea how we would shape up in terms of ocean racing capability. That was the first time we had come across any international competition. We had developed a good boat for down under, but the big question was how would it compete overseas.

"We won the Admiral's Cup in 1967 so it did not take us long to find out how our standard was. This is not forgetting that in the 1962 America's Cup we were one-all after the first two races."

Looking at changes in design over the years, Magnus commented that "It is a shame the design of boats went down after the RORC rule was dropped. We had developed a boat in those days with which you could have said 'Next Wednesday I am going to sail to Cape Horn' and you could have done it, but you can't do it with today's boat. Once they got into IOR, building lightweight boats not constructed to a standard, that's what worried me. I don't think much at all of the current lightweights. A lot of them are unsafe. They are supposed to be fun, and they are for around the buoys, but not ocean passages. Even the new crop of 40 footers are fun around the buoys, but to go to sea in them is purgatory. A lot of them are not strong enough and aren't stable.

"One thing about the weather conditions down here is that our changes last longer than in the northern hemisphere. Their fronts move quicker, but you can get a sou'wester here for two or three days. In such a big blow there will be a lot of retirements among the newer boats.

"What I would like to see happen is for the sea-kindly boat to be given a chance to win under the rule. It can be all fixed with the stroke of a pen. The thing that worries me is that there is no standard for building the modern boats. If they were all built to Lloyds I would be very happy." □

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Continued from page 50.

mattered, he wouldn't take us on, tacking. He left himself open to shifts getting him, which happened, because he couldn't tack.

That third race that he won was the most perfect race you'll ever see in your life. He picked twelve wind shifts up the first beat, got the right side, made us go the wrong way, then the shift would come, and he'd let us cross his stern, and we kept tacking on his stern, and he let us — he wouldn't tack on us, he'd parallel us and let us have free wind, and if we wanted to go back early he'd tack in front, and we'd go that way, and the wind would shift his way. Twelve times!

QUESTION: Is he an uncanny man, or does he know the area better than we did?

LEXCEN: The weather is never the same way twice. I've been there enough times to tell...everybody says you go to the right, and that's always been the...and this time he went to the left. The race we won with Jim we went to the left. All the times we pulled it out of the bag we were on the left-hand side. Look at the first beat. There's no set pattern there; it's a very volatile place. You've got the Gulf Stream, and the cold water. Only when there's a good sou'wester on does the wind clock around to the right a bit, but even then it goes back. He's damn good.

QUESTION: When we were down 3:1, did you really think we could get up from that?

LEXCEN: No, I didn't think it was possible because it was such big odds. I knew we'd win some more races, if we could win one. I used to look at it from each day; what's past...the next day is a different thing. It's like tossing a coin; it doesn't matter if it has come up heads 100 times, that doesn't mean it's going to be tails next time. I tried not to build my hopes so high that if we didn't win I wouldn't be shattered by it. Because I knew we should have won. I felt bad about the steering conking out.

QUESTION: What happened there?

LEXCEN: Well there was a block upside down under the deck. I didn't design the steering, which was stupid. I did on *Challenge*. When they made the block they made it too narrow and there was a little dinky overhead weld, which is pretty suspect, and it just broke off at the weld.

The next time we broke the sail. A bit of metal on the headboard broke, and the sail tore and came down several feet.

QUESTION: This happened before the start, didn't it?

LEXCEN: Yes, and Beasho [Colin Beashell], smart as a whip, pumps the mast right forward into the downwind position; *Australia II* they stayed in front of him [Connor] the whole race until the wind got light, and they couldn't get enough pressure. One of the other metal bits on the headboard broke the week before, and the sailmakers fixed it and didn't tell anybody; the other one was cracked. These things had been used for two years; the Americans' boat was six months old, and ours was two years old, so we were prone to that sort of thing. But it was just stupid that it happened in those two races. Murphy was working full time.

That had me disappointed, but I looked on each day as another day, and Jim Hardy raised my hopes in a way, jokingly, but I remember it: he said 'Look, they're three and we're one; would you swap their points for their boat. Anyhow, if you look at it another way, they've got to win one race, and we've only got to win three.' How could they win a race in that dog boat. Before we started to race, Hughie said to me 'There's no way on earth any boat's going to win four races from this yacht; this is a fast yacht.' We should have won it four nil, or, to be really honest, we should have won it four to one. You can't take away that perfect race away from him; he just sailed the perfect race. Even that day if our blokes had tacked only once, they still would have had him, because every time the went over his stern, the wind went that way. If they had just tacked under him once, they would have got him.



QUESTION: Do you think we've come a long way in terms of helming and crewing in America's Cup racing?

LEXCEN: We killed them with the crew. And you can't take anything from John; he steered the boat for three months and sailed 60-70 races, and, OK, a couple of lapses in the America's Cup, but they were decisions they made based on what they could see at the time, and maybe they mightn't agree with those, but they were really hyped up on not covering. They figured that in covering the boat behind catches up, and he does, because you sail headers just to cover. But I personally think that the boat was so fast that they should have just covered, and maybe tacked a lot...but everybody's got 40:40 hindsight. I'm just happy with the result. It doesn't matter how you get the result. Our sailmaking killed theirs. At just steering a boat in a straight line, John would be just as good as Dennis. Dennis just was uncanny with the wind. And our blokes got some good wind too, like that day we missed the start, we went to the left and beat them by 2½ minutes around the first mark, you can't say that's dumb.

QUESTION: What do you think is going to happen out here next time?

Racing in the America's Cup you're only exposed to the guy maybe four times. Dennis knows he's only got to do it four times, you're not going to have a learning curve to learn his act. And he's got 100 tricks, and he's going to pull a different one every day. It's pretty hard to beat.

LEXCEN: Unless there are three defending boats, we won't be able to defend the Cup [win the defence of the Cup] unless we're really lucky. We're going to hold the thing in Perth where the wind's nice and steady, so there won't be so much Dennis Connor factor involved. There will be just boat speed factor. You've got to get a good start, there's no doubt about that, and that's pretty easy. I reckon by then we'll have better starters than they've got. Our guys were pretty good at the start. Hughie probably can burn them at the start. John beat them at the start once they got involved with him; when they got involved with all the hurly-burly, and I think John might have been getting a little bit down at the end...not down at the whole racing thing, just at starting. You have ups and downs you know, and these guys were kept at a peak for three months, and that's pretty hard to do, you know. At the start of the Cup races he was having a high at starting, I feel.

Dennis puts you in awkward situations which are hard to handle psychologically because they're so subtle. One day he scrapped with our guys. There was a big coast guard cutter which was too close — you shouldn't be able to get to the Coast Guard vessels and back, but this one you could. Dennis did a couple of circles, and our guys got on his arse, and he ran downwind, which is the worse thing you can do. The second boat follows, just has to position himself in exactly the right place — not overlapped but really close and out about half a boatlength. Well, you [the leading boat] can't gybe, it's illegal, you round up and they guy's inside you and you're outside the bloody start...you just have to go downwind forever until he lets you turn around. Connor ran down to this big ship, and he went round the ship and gybed, and our guys couldn't follow him because they were going to be behind him and it was a long way back — 3 minutes 50 seconds back and there a 5 minutes to go — so they gybed and went across [in front of the ship], and Dennis came around the back of the ship — I was on the tender — and he came around hard on the wind heading straight at our tender which was down at the other end of the starting line. They were going away from the committee boat, heading straight at us, strapped on. Our guys clamped, and went on the wind straight in front of him. Sucked in, and as soon as they went on the wind, he went up and he was ahead and to windward. When

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he had come around the ship he looked as though he was on the wind, but he wasn't — Claytons on the wind. That's the subtlety of Dennis Connor.

Dennis knows he's only got to do it four times, you're not going to have a learning curve to learn his act. In racing the Italians and the English and all those all summer, we all got to know each other, knew everybody's idiosyncracies. The racing became more even. We had a big advantage at first, but they all came closer and closer because they knew our...well, like they wouldn't tack with us, and they knew they could beat us downwind, and so on. Racing in the America's Cup you're only exposed to the guy maybe four times. And he's got 100 tricks, and he's going to pull a different one every day. It's pretty hard to beat.

I want to make scale models of a twelve metre, one-third scale like our twelve metre models were, which is a three-man sailing boat. And we'll make six of them, a match racing set. Get some TV channel to promote it, sell advertising on them, and have a championship in each State every month. Pick guys to sail these boats. An exact twelve metre miniature, with the same perspective as a twelve metre, and they can't sit on the side, they've got to keep their feet on the floor. The yachts manoeuvre 1.3 times faster than the real boat, which is good because it sharpens you up, but it's not out of all proportion. A Soling spins around too quickly, but this yacht would have the same manoeuvring, same acceleration, except 1.3 times faster. And then you have national championships.

QUESTION: Developing a bank of talent?

LEXCEN: Yes. If TV golf can be interesting, where some Dick hits a ball and it disappears into the sky — if I hit the ball it looks the same as Arnold Palmer hitting the ball...if I miss the ball it still looks the same...you don't see the bloody ball. A guy could whiff and they'd say 'Good drive, 300 yards down the fairway'...and the ball is still sitting there on the tee...nobody'd know. And they make that interesting. And the guys are walking half the time. Here's a great shot of ten minutes of Arnold Palmer walking down the fairway. It's bloody boring.

The America's Cup has built up a lot of interest. Even people who can't sail now know what 'covering' is. If a good commentator got on the air, and say they held the Sydney one in Farm Cove, and they shot it from on top of the bridge — really good, almost aerial photographs, and you could make that really interesting. You could do it for about \$200,000. You'd have a big truck, with the boats on it, couple of guys to run the thing.

Look at the Melbourne Cup. Its 2½ minutes; the America's Cup is three months. And that's going to happen again in four years. The whole world will be here, every TV station, newspaper. Even the build-up is going to be something. Every year someone is going to launch a boat, three boats launched here, and boats overseas. There's going to be a lot of promotion. It's just a natural.

QUESTION: You were starting to say a few minutes ago what's going to happen next

time. You said you didn't think we would...

LEXCEN: Syd Fischer's definitely a goer. The guys from Melbourne, I think, will be goers. There's us, and maybe we'll get another one. We need that to get competition. For crew and sail development. I hope we'll get another boat very shortly, we've already got five rigs and five million sails. We wouldn't have to spend a penny on anything — buy winches and a boat — \$200,000 and we've got another boat. So we build ourself another twelve metre pretty early in the piece, and then go test the models again, and try to build another super-duper one.

QUESTION: What's going to be different about the twelves that are going to sail in Perth?

LEXCEN: I don't think there will be a hell of a lot of difference from our one, except I'll just subtly change the hull shape to make



BOB ROSS/AUSTRALIAN SAILING

There's an old American pragmatist's expression, 'If you can't beat 'em, join 'em.' When attempts to have Australia II's winged keel declared illegal seemed doomed, the Americans, perhaps in desperation but certainly with amazing naivety, affixed wings of their own to Freedom, pacemaker twelve for Liberty.

it higher speed. Our boat is a very fast boat, but it's more of a low [wind] speed boat than a high speed boat. We're going to be racing in heavy weather, the end of January or early February — 25-30 knots every day — warm water, beautiful blue. Jobson was over there last week. He said 'Why didn't we lose the Cup years ago; it's fantastic!' And it is. You can put spectators up on the sand hills, and they will get a better view than people on the boats out on the America's Cup course [in Newport]; they're closer for a start, and they're higher. They could put grandstands along the waterfront and have 1,000,000 people watching. The leeward mark will be a quarter of a mile from the beach.

QUESTION: So your feeling is that if we don't have three syndicates we're probably going to lose it?

LEXCEN: We're going to be hard pressed to beat them. If we hadn't had *Challenge* last time we wouldn't have won the cup. Just the fact that we had *Challenge* there and could use it every day.

Putting an America's Cup challenge together is 100 times harder than doing it

with an ocean racer; it's a whole war, an absolute, full-out flat-out war. If you move one inch the wrong way there are 500 buggers there jumping on you. It's a war of nerves. The New York Yacht Club had about 50 people in charge of screwing us up. The f... us up committee.

QUESTION: In what way?

LEXCEN: Psychologically. Legally. Any way you like. There were plastic bags all over the starting line with a big bit of rope in between them. There could have been some patriotic shop keepers out there doing it. But who knows? I don't think they'd stoop to that, but they do things like...the Canadians. The Canadians took those photographs of our boat; they took those photographs for the Yanks. They got a lot of photographs before we caught them. We caught that guy 'cause we were just lucky and saw him swimming over there, and

dived on him and took his camera off him.

QUESTION: They had photographs before then?

LEXCEN: Yes, lots of photos.

QUESTION: Why hadn't the Americans acted on that?

LEXCEN: Because the photos were a bit whacky, and because Johan was always knocking our boat so much. I love reading things in retrospect that journalists write. That's why you should be very careful predicting things. I hate predicting things, because it just comes back on you if it doesn't happen. As Mohammed Ali said 'Brain ain't brain unless you can make it happen.' It's hard to make it happen.

QUESTION: You really think they were using TV pictures from the blimp?

LEXCEN: Bloody oath. On board there were only a few people — the driver, a cameraman, a guy who advises the cameraman. So the New York Yacht Club guy was on it all the time. So after about the third race we said 'We want our guy to go up there; we want to take some photographs of our boat from the air.' And they said 'Well

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that's not fair.' Anyway, they conceded. And we put Tom Schnackenberg up there; he's a Zeppelin designer. Tom's going up there to photograph our boat from the air to look at the sails. The next day they said 'Schnackenberg can't go today; he made the blimp manoeuvre down and mucked the wind up for the boats.' That's all B.S.; the blimp blows along with the wind anyhow. The next day they had another New York Yacht Club guy up there. They had Bob Bavier at first; after Tom, they had Lowell North. We heard them talking to the blimp on the radio, calling Enterprise, which was its name, as bold as brass. So we said 'You can't do that.' Next day they were talking to 'the Pope'; 'Liberty to 'Pope', Liberty to 'Pope'. We thought, 'Who to hell is the Pope?' It was Lowell North, up there in the blimp. And then we found out after the America's Cup that they had a colour television on board Liberty, and they had the camera going up the course looking for bloody wind.

The other thing was the 'get us' committee, like get me [Lexcen], Tom (for being a New Zealander), Peter van Oossanen, from the Tank, in Holland. Peter is a doctor of naval architecture – he's pretty smart. Poor old Peter's been offered professorships in engineering and naval architecture at the University of New South Wales, and one in Germany, and America, even the US Navy, but he won't go because his wife won't leave Holland. He gets about \$300 a week before tax, drives around in a rusty old Renault TS17 with the bloody door dragging along the ground, lives in a little house out in the country. He's got a couple of kids, and he's really struggling. He travels around the world continuously on the expense account of the Tank, signing multi-million dollar contracts with foreign navies. They send a deposition from the New

York Yacht Club to the Tank – and the Minister for Defence of Holland, four or five others and a couple of heavies from the New York Yacht Club. It's just like getting Bob Hawke to come here. They've got the thing all typed out: 'I, Peter D. van Oossanen, Doctor of Naval Architecture, have invented this wonderful thing for Holland, and it will do my country fantastic good, and I will become a Member of the Royal Order of the Klog' etc. etc. And they say 'All you've got to do, Peter, is sign there and you're now a national hero.' And he says,

'It's not true.' He wouldn't sign it. But that's the sort of thing they did. They sent guys over there all the time, trying to harass this little scientist into signing that paper.

QUESTION: They've all read *The CIA and The Cult of Intelligence*...

LEXCEN: It's not just that. It's John McEnroe. McEnroe, and his arrogant aggression, has all American youths – these guys are older than youths, but that's the sort of thing – believing it's normal behaviour. If you can't get a taxi you go and kick the f..... door. In London you get your brollie and you go 'Taxi. Taxi.' In Australia you go over and you say 'You going to Kingswood?'. In America you go up and kick the door and say 'Drive me home.' And that's normal.

QUESTION: Has this got worse, do you think?

LEXCEN: It's got worse in my lifetime. I went over to America the first time in 1967. The deterioration [since then] is just incredible. Aggro everywhere. It used to be only aggro in New York; now there's aggro out in the little towns, in Minnesota. I used to go to the most divine little place in the world, out in Wisconsin...you know, cream, and children were all polished, you could

eat off the road, the houses all neat, and the cars all washed every day whether they need it or not. And now they're just like New Yorkers. They're attacking all the time. It's just awful; I just hate it. It's happening here too, but the rate here is less...50 years behind. That's why I love Australia...because it's 'backward'. Let's not catch up too quick.

QUESTION: What are your plans?

LEXCEN: I'm going to do the Cup again, because I'm duty bound to. It would be easy to retire on a high, but somebody's got to do it, so I guess I'm elected. So I'm going to defend the Cup come what may.

I'm also going to start doing ocean racers again. I'm going to do two sorts of ocean racers. I'm not going to do wild ones where the clients don't know what they're going to get; I'm going to do ones that everybody does, but I'm going to try to do it better – the Frers type boat, and do it slightly better, which means that the client will get a boat that won't be much better than a Frers boat, and it won't be much worse; he'll get similar performance. That's pretty easy to do, not hard to do. Then I'm going to do another type for people who want it, and that is my own ideas on the IOR. I've got a couple of good ideas. I'll do that along with the America's Cup, and I'll try to marry some of the technology I learned from the tank testing to IOR design.

QUESTION: What about the chap who's tired of racing?

LEXCEN: I'm going to do light displacement stuff anyway; that's going to happen whether people want it or not. Light displacement, high stability, high speed, nice boats to sail that are economical to buy. You can have three of those for the price of one IOR boat. □

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have the leach top batten parallel to the boom with a lot more twist), we could get higher speed in smooth water in lighter air but not fall off the wind by easing the main too far. That sail never ever lost a race; it was new in series C, so it did a lot of light air races.

QUESTION: You said you had measuring devices on all of the controllable things on the boat. Including what?

TREHARNE: Everything. Shroud tensions, runner tensions, which related to the forestay, and that was displayed around the boat in four different locations, so you didn't have to ask someone what it was, you just looked at your own dial. The trim tab angle, the rudder angle – all were recorded on the *Black Swan* [the tender]. And the wind instruments were linked in with the Loran, and with a very quick calculation it could tell you how many minutes and the distance to either lay line, with a lifted or headed layline based on the true wind angle that was input. It could tell you what the opposite tack compass course was going to be – particularly downwind. It would give you an apparent wind angle and a true wind angle, and it

could determine from the compass what the gybing angle would be. That's pretty damn important. You can see the shifts in the wind, and it gives a VMG.

There is a lot of difficulty relating velocity shear and direction shear in the breeze 90 ft above the water compared with 40 ft above the water. Sometimes we get a calculated wind speed (which is based on a program that is on the boat) that tells you the wind speed that you are getting, based on boat speed and tacking angle and heel angle; it then works out apparent and true wind is. That's a program that was devised by Grant Simmer and Peter van Oossanen. That program was better than anyone else's because it was the most accurate. Sometimes the calculated wind speed would be five knots different from what it was another 50 ft higher. Forty feet is the centre of effort of the rig, and that's the level at which the wind instruments are located on the *Black Swan* [the tender], so that when she was steaming along nearby we could shout out and ask them what wind speed they were getting, and we'd relate it to our program and make sure that our instruments were calibrated correctly.

QUESTION: We appeared to have a better hull than the Americans, better sails, better

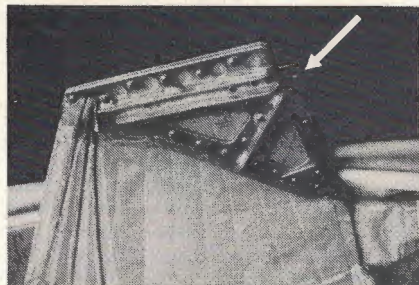
preparedness – we were virtually better everywhere. Why did we get to a 3:1 down situation?

TREHARNE: The crew on our boat, I think, were really excellent. When you look through the depth of experience, right through the boat – they were just natural, really good sailors, the best I've ever seen in a group at any one time. But you must remember, also, that we were racing against a group of American people who were also very very good.

And I think early in the piece we used a new mainsail that was designed to be used in 20 knots or more, in the first race. And the wind wasn't that much, and the sail was pretty flat and pretty open leached, and it was definitely a lot slower than our medium mainsail. (Had we used the medium mainsail, of course, the head board would have broken anyway, because it broke the next day.) Anyway, the rudder gear fell off when we were neck and neck with them.

The next day the head board did break; it swung right around, and the outer aft corner of the head board, where the strapping went through, where all the weight is taken, ended up being two feet lower down the line of the leech. So we had to swing the mast over the bow, to the square run-

ning position, and for the whole race, except for when the wind was firmer – 12 knots or more – we had lee helm. Steering was tremendously difficult.



BOB ROSS/AUSTRALIAN SAILING

QUESTION: Was the morale good right throughout, or did you find that after being two down, with two gear failures, that you wondered whether something was coming unstuck?

TREHARNE: The attitude of the crew all the way through was such that it we just gave every day our best shot. The very first day we went sailing we went out and we said to Challenge 'How about a bit of a drag?' and they said 'Fine', and we were determined to hammer them, and we did, and we just got them used to losing. Every day we went out we wanted to impress everyone and make them think that our speed and our ability was 'awesome' – a new word that they use a lot over there. The crew adopted the approach that every day was as important as every other day, whether it was practice or what. And we worked very hard to sustain high crew morale, good team spirit.

It was built up from early in the morning, at 5.30, when we'd get out of bed and get onto the physical jerks and the running, and that was really hard. We had a tremendous group of athletes; they were the fittest people I've ever seen...like commandoes. Peter Costello, for instance, who's a Major in the Army...that guy's made out of titanium; he's really tough. There were a couple of guys out of Australia's Olympic rowing eight, one who was the stroke, and one oarsman, and those blokes were the grinders, and they were really tough. They'd put you through the paces, and you'd be clagged out by breakfast time.

The morale was high because the physical condition of the crew was such that we were capable physically of taking anything that anyone could dish out to us. Because we weren't showing any signs of fatigue, we were much better mentally. And everyone in the group, all the way from the young kid who was the apprentice sailmaker right through to the executives, had tremendous respect for one another's ability as a sailor, or a sailmaker, or a rigger, or whatever it was, but also as individuals. The unity that was in the group was just enormous.

QUESTION: And you were able to sustain that morale even when you were 3:1 down?

TREHARNE: Yes. We had a routine that wouldn't change from day to day. You'd end up tying your shoelaces the same. It was the same right through the morning run, and then the relaxed talk about it all,

and then we'd shower and get together again at breakfast and then have a meeting, a roundtable discussion. And everyone was invited to say whatever they felt every morning, every day. And the silliest little things would come up, whether they were to do with the boat or the diet or whatever. A good, humorous attitude was always there. And when we were down, we just figured that there was no way that these people were going to be four times as good as us, and that's what it looked like being. We knew we were better and all we needed was the break to nobble at them. We didn't think about tomorrow. We thought about what were doing that day, and that we just had to do it like we'd been doing it all summer – very well.

The Liberty crew was terribly elated after the third win that they had; they figured that all they had to do was go out and win one. So did we. We only had to win one.

QUESTION: What was the order of the day for tactics?

TREHARNE: We'd have the second meeting of the day on the tow. The big decision was to select a mainsail and the various headsails. We'd always go through three or four combinations of headsail before each race to get comfortable, and it would give us a good opportunity to read the wind.

We logged the phasing of the wind very accurately; we'd get that worked out, and which side of the course we wanted to go to. We'd send speedboats up, and they would radio back giving us the current, direction and speed. There were a lot of lobster pots around, so it was fairly easy.

QUESTION: Someone suggested at one point that, when all else failed, the New York Yacht Club would call the lobster fleet out to strew the course with pots so that the Australia II keel would pick them up.

TREHARNE: We found a lot of funny things floating around...things that looked as though they might have been designed to tangle around the funny shaped keel, and they all ended up getting taken ashore in the tender – like plastic bags all tied together with rope. We made it a point not to say anything about it because we didn't want every idiot in the country to be out there doing the same thing.

QUESTION: What was the procedure on the boat at the ten minute gun? How did you and John work together?

TREHARNE: We'd get the course flags, and we'd time the line always, and get accurate bearing of the line, and relate that to the wind to find the advantage and the advantaged end. There was a procedure we would systematically go through that would tell us what square to the line is, and how that related to the wind, to give us exactly the amount of variation that the buoy or the boat end would be advantaged.

You don't necessarily start at the port end of the line because the port end is advantaged when there are only two yachts. Quite often it's better to be on the starboard side of the other yacht because you've always got that starboard tack up your sleeve and that boatlength – he has got to get right around you or behind you. It would be important throughout the ten minute se-

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quence to log the true wind direction, and that was rather difficult with a lot of swinging around, because it would take a few seconds for the instruments to settle after a circle. In light weather we could do it pretty well throughout the circle by observing the wind angle and calculating the true wind angle at the same part of a circle, like when you're head to wind or something. We could sometimes change our mind where we wanted to start on the line within the last three or four minutes, and that would dictate our tactics about whether we wanted to chase a guy one side or the other.

The navigator's task in the pre-start manoeuvring was to relate that sort of information; to say, for example, that the wind had dropped, that our tacking angles had widened and our lay lines had changed, and to write them down again. If the wind backed, he would once again update the lay lines. He would also give his opinion, at regular intervals (whenever there was a quite spot in the chitter chatter between John and myself) of how long he thought it would take to sail to the line. I'd always make my own assessment, and sometimes I'd ask Colin or Brownie or whoever else might be the tiler for their opinion of it. If John isn't continually kept up to date with it he can get a bit uptight, thinking we're going to be late, and pull out of a sequence of circling too early and get crowded up to the line too early, which is a bit awkward. John, in fact, liked to have people speaking to him all the time. If you said every little thing that happened you'd never shut up. Quite often I didn't say anything until I thought there was a significant change, but John actually didn't like that; he preferred me to say 'There's no change, no change...'

Generally, the starts were done pretty much entirely by John's own judgement. I found it quite unnecessary after awhile to say what I thought. I tried to put myself into the position of steering the boat, and

We were both walking a tightrope; if you take a wrong step, you kill yourself. You had to be confident, and calm, and correct. The stakes were high, and that puts a lot of pressure on you. But if you mentally prepare yourself, and say to yourself that you are really walking along the edge of a cliff, and you just have to do it right, because the consequences are so bad if you don't – you let so many people down, including yourself; when you get that into your mind, you don't screw up.

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to think what I'd do; but sometimes by saying 'I think you should do this' it would confuse him because he was about to do something else.

So we tried just letting him do his own thing, and that worked out fairly well until the opponents figured out how to start against us.

QUESTION: Did that change your calling of things, as far as John was concerned?

TREHARNE: It simplified it, really. John found himself in a situation where you'd have to make a decision whether to tack in front of the other boat and try to slow the two yachts up or get behind. And it was difficult when you got behind, because you then had to speed the race up to get the other boat up to the line. When in front, you had to look over your shoulder all the time, and it was really difficult to anticipate the other boat's acceleration without turning around to have a look at him. And quite often I'd stand facing aft, and he'd be standing facing forward, and I'd just have to try to relate what the other boat was doing and what we should do about it, with our trim and what not. And it was ever so difficult to get that coordination. We got it pretty good, but it was ever so difficult to perfect it. Racing very intelligent sailors like McLachlan and Crebbin and those fellows — they would all have their own little tricks. And we got to know them, and we felt fairly comfortable against them, but of course never having raced Connor, and him being as smart as anyone, we had to figure out what his little tricks were and try to figure out how to counter them.

One of the ones that he used very well against us was this going away and coming back early; we'd find ourselves in front, and we would reach back inside the layline, and he would be in our wake ten feet behind us. He would have wound his sails on, so they would be way over trimmed. He'd slow up a little by doing it, but when he did the luff, his sails were already wound in. He did that for a couple of races before we figured out what he was doing, and it wasn't until we checked video that we found out that they weren't just quicker, they were starting a long time earlier. Connor is a very clever sailor — one of the best there is.

Anyway, John and I developed a close relationship. It took him a long while to really have confidence in me, and it wasn't until we got into very tight situations where it became obvious that he had to rely on me, making his decisions for him, and the fact that I did it on a lot of occasions without screwing up made him become very confident, and he was perfectly relaxed. When we were in very close company, John felt more relaxed with me making the decisions and him just doing the steering, more relaxed than when the boats were further apart, when I would suggest something and he'd have to make his own decision, and that was often harder. When we were in very close company, all the times that we did have to make decisions on my say so it felt it was pretty right.

It took a long while for him to gain that confidence. We virtually lived together, and spend a lot of time together, talking, and

we learned one another's capabilities, and moods and senses of humour, and he learned to rely on my judgement when the pressure was on. But it took the actual experience of the high pressure situations before he got that confidence, because he didn't know how I was going to react. We were both walking a tightrope; if you take a wrong step, you kill yourself. You had to be confident, and calm, and correct. The stakes were high, and that puts a lot of pressure on you. But if you mentally prepare yourself, and say to yourself that you are really walking along the edge of a cliff, and you just have to do it right, because the consequences are so bad if you don't — you let so many people down, including yourself; when you get that into your mind, you don't screw up.



It took me a long while to get to that stage; when I was a younger man I used to screw up, and it wasn't until I really took control of the situation mentally and prepared myself that I could withstand the strain. It takes a while.

QUESTION: The first couple of starts you appeared to really put the wind up Connor with your turning ability; he wasn't prepared for that; the first abandoned race he really got scared.

TREHARNE: Yes, he got parked a little bit. He thought he could tack and gybe out, and we tacked a blocked him from gybing...put our nose right in under him. And on a couple of other abandoned false starts, of course, the wind changed direction and the Committee rightfully stopped the race. We had him really cornered. But I suppose, in retrospect, that turned out to be good practice for him. He could figure out what we could do first-hand rather than just from videos and watching other people race against us. The later starts were these calculated ones, where he reached back in, were pretty damned effectively done. He did them well.

The more important the races became the more uptight John seemed to get, and understandably so. He doubted his own judgement a little on distance and time. Earlier in the less important races he could very accurately predict how long it was going to take to get from here to here, and we all did in fact. I could say 'Well that's going to take a minute and ten seconds'

and it would be within five seconds. But in the pressure of the moment a lot of that judgement of time and distance seemed to get lost. We lost a few starts to Dennis, and because of the tacking ability of the boat, Dennis Connor would not necessarily cover us when he should have, because he figured 'What's the point...they're going to be able to break the cover pretty easily'. So he started just sailing the shifts.

It's weird to see two boats in the same race separate so far. But then again we'd have our wind phasing worked out pretty well, and we'll know when we started whether we were lifted or headed, and we'd soon be on the lifting tack. And if it was different from him, well, we didn't care; sometimes we felt 'We can't tack, we're high', and we'd just bide our time and wait for the opportunity to come back, and generally we were right.

QUESTION: Was that what was happening when you took that flyer on the the downwind leg in the last race?

TREHARNE: John wanted to follow him. I was dead against it because it just looked better on the left side of the course, and we were in fact in better wind. It wasn't until the wind veered that we got the opportunity to gybe, and with that shift, and him doing a lot of gybing out in the middle of the course, we realised, by sighting at 90° to our true wind, that we were back in the ball game. As the boats converged, I believe *Liberty* made a fundamental error in not forcing *Australia II* to either take *Liberty*'s stern or gybe off; in fact, *Liberty* gybed when still four or five boat lengths from *Australia II*, and this gave us the opportunity to dictate the tactics from then on. We realised that with the extreme wetted surface of *Liberty*, if we both sailed lower and slower we would have the advantage. We tried it. He followed. This brought the apparent wind further aft, and we were able to edge further down his wind shadow line until we got to the stage, when 90° to the wind was two or three boatlengths in front of his bow. We knew then that he couldn't do anything about it, and as soon as he gybed to starboard tack, we realised we could cross him. The wind was light, and he couldn't perform two gybes without us getting across to the left hand side and therefore gaining control. A couple of gybes later, that was the end of the race.

QUESTION: You bounced back dramatically in the third race, which you won very easily. Then, in the fourth race, you went down to *Liberty* for no really apparent reason; you seem to just be beaten by boat speed. What was wrong?

TREHARNE: Well, we screwed the start up. It was just a little bit of a misjudgement of...well, it was bad luck, I guess. The wind went left just as we were lining up a beautiful start on starboard, and we were just a bit late; we got headed a bit as we were hitting the line, and *Liberty*, in fact, crossed us on port at the gun. We finished 40 seconds behind him, but the whole day we figured that we had good speed, but he got a better start and we couldn't get passed. He sailed a flawless race with almost as good speed upwind and about the same speed downwind. That's pretty hard to beat. That was

his best race, there's no doubt.

I know if we'd sailed 50 races we would have beaten him a lot more than 25 times. We were just all-around better. It's really crazy that it had to go to seven races; if we hadn't had things fall apart we would have won in a week.

QUESTION: Going to the final race, and the first beat where you lead early and then crossed *Liberty* by some six boat lengths and didn't tack to cover. You were on a big lift as you crossed him, is that why you didn't tack?

TREHARNE: The wind was swinging around 30°, and that was a lot, and the wind speed was varying a fair bit, and if you're on a little bit of a lift and it's soft, if you try to tack a twelve metre and the other guy just follows along a straight line and crashes into the next header, he can be two minutes ahead of you, just like that. When you're on a lift, and you think it's a lift, you've got to just stick with it. He did that, and we did that, and it was his turn to get it up at the top mark. Tacking in those light breezes often slows you up a lot, so you've just got to play the shifts with what you've got, and quite literally, you could be four boat lengths away and in completely different wind that day. It was really weird; there was a gradient wind coming from the south, or 185° and there was a sea breeze influence that was pulling around at 210°. The satellite photographs that we got before the race showed there was a cloud cover moving from the west to the east over the course area; this meant that the sun was going to be subdued by the cloud, and that the sea breeze was going to be negated; we didn't really know that little trick – we thought it might happen, but we didn't know when or how, never having experienced it all summer. It's something that happens as soon as the summer stops and the first of autumn comes; that's when the America's Cup starts, and all that you learn about weather in the summertime you can forget, because it's just completely different.

QUESTION: There's been a lot of talk about not covering in the series, a lot of '40:40 hindsight', as Benny Lexcen refers to it. What do you have to say about all that?

TREHARNE: Both helmsmen say that, even in retrospect, they didn't think they made any serious mistakes. There were just a couple of times where they couldn't see lifts that actually came – they were just too far away – but when you're on what you think is a lift, it's disastrous to get off it just because the other bloke is on the other heading. Sure as eggs, if you tack onto what you believe is a header, even if it's only 3°, it would force him onto the 3° lift, and by the time you've tacked back on his weather quarter, you sail along and you get off that lift and it goes heading, he's about and he's ahead of you. How stupid could you be to give him the lead? Twelves can't be tacked just when you feel like tacking them; you've got to tack in a gust, or they lose a heap of speed, and you tack off lifts.

It's all very well for these blokes to say they should have done this or that. We, in the last race, were talking all the time about what we should be doing, and what we

shouldn't be doing. There would be three or four of us continually yapping away about it, and we still believe we did the right thing when we did it. Given the same set of circumstances we'd do it again; mind you, as it turned out, *Liberty* gained on us – actually when we were coming across we were the same distance ahead; it's just that *Liberty* saw that we were on a lift, and he tacked and we sailed into a progressive header over on the left hand side, which was a mile's sailing, and nobody, no matter how bloody good they are, can't see a mile away. In the header, he came and he was ahead. Before we started that long starboard fetch, we were just as far ahead as we were when they were bitching about our failure to cover. It wasn't until we actually went for 10 to 12 minutes that the wind actually did back. There were no yachts over there to tell us, no clouds, you can only see so far off the deck of a 12 metre.

QUESTION: There has been discussion of the 'fact' that *Liberty* had a TV receiver aboard and that they were looking at pictures of the course transmitted by the blimp.

TREHARNE: We strongly suspect, based on information supplied by one of the instruments mechanics, that *Liberty* had a 12-volt TV set on their boat in the last race; the blimp which was above us had a TV camera in it, and they could pan out and see the wind shifts. I don't know whether that's outside assistance, but if we'd thought of it we would have said 'No, you can't do that, because it's not fair' and we wouldn't have done it. We probably wouldn't have done it anyway; it would have disrupted what was a pretty effective routine of our own.

QUESTION: When you were in that tacking duel in the last race, what was going through your minds?

TREHARNE: Well, we knew that there would be a lot of fighting going on, so we selected a jib that would be suitable. We knew because there were dramatic wind shifts that we wouldn't be able to nominate a side to protect, because if we forced him one way, sure as eggs he'd go that way, and get a header and come at you, so we had to just stay in phase irrespective. We felt fairly confident of that because of the boat's turning ability, but it was actually too light for that to be an advantage, and we really have one. In 15 knots if anyone tried to do that they'd just get spat out the back so quick they couldn't even see it, but in that 9-11 knot wind, and the fact that he's such a smart sailor, it was pretty hard.

He'd come out of a tack and he'd dig deep to attain speed, and then he'd slowly wind it on, come up onto a close-hauled course, and you wouldn't know whether he was winding up for a tack or just coming up. Sometimes he'd actually get head to wind before you'd see that you had to tack, and if he saw that you had tacked just half a second too early, he'd go back, and you'd have to go back. So we were doing forced, faster tacks because we couldn't tell when he was starting them. And he caught us a few times.

We started to find ourselves out to the right hand side, so we worked our way a little to the left of him, and we thought

even if he does get out there and comes across on something really big, we'd still be able to get a safe leeward pretty comfortably and push him again and fetch off to the finish. It's pretty nerve-wracking stuff, that.

There was a bloody great big wall of spectators there; there was very patchy air all along to leeward of the spectators to the finish line.

Grant picked a lay line and then we went two minutes or so past it before we tacked off, and if we hadn't tacked he would have taken us right into them and would have tried to go around the back or something funny. Because we were to the left of Connor he was sighting the finish under our rig all the time. We then reached carefully, as high as we needed and as low as we dared, without risking him getting up too high. We didn't want to get the apparent wind any further aft than a genoa angle, either, because if we had to start going for jennakers or spinnakers it would be pretty scary.

The course across had to be accurately sailed; if we got low, and he went up, we would have had to follow, creating a potential spinnaker angle; if we got too low we might fall off something and allow him to get in. So it was important to just keep as high as we dared without encouraging him to go up, but as low as we dared – and the choice of where to go was about the width of the boat, of course! Being too low, the risk was that you'd hit a soft spot and head, and he'd see it and hook up and be dangerously high and sail right by you. It wasn't until we got to the stage that he had to go twice as quick as us that I really felt that we couldn't mess it up.

I started looking around the rig to make sure that it wasn't going to fall apart. And said to John, 'Whatever you do, give the thing enough berth so you don't hit it' – you know, the most stupid thing I've ever said, I suppose.

QUESTION: What are the characteristics of a good helmsman in that sort of racing?

TREHARNE: John is just an excellent all-around sailor. He's got good feel for what makes a boat go fast, and he can feel the boat very accurately through the wheel. He can call for very minute trim variations, and he can read wind on the water very accurately – he's just naturally a very good sailor. He has the powers of very intense concentration and also he's got a lot of confidence in the people around him so he can do his job and know that the other people are doing their jobs. Sometimes he would sail a race and not even see the other boat, not even look at him. It would be just my eyes relating what do and where to do it. Sometimes I'd call for us to have to go faster to try to gain bearing and lose VMG just to get in a safer position. When boats are abeam of one another it's really scary because the tacking angle is so fine that all you need is one header, and the guy can roll and be right aboard. How to position the boat I'd have to dictate, and most of the time I'd say 'I think we should do this', and he would think about it and say 'Yes, that's a good idea' and he'd do it. □

RACE HISTORY

Race History 1945-1947

The results of 38 Sydney-Hobart Races are more than just placings and times; they are a history of ocean racing in Australia, tracing its development from almost informal contests among a handful of what were basically cruising craft to highly organised competitive meets among the most up-to-date machines.

Reading through the following pages, which contain the complete history of results, you will see that, while the size of the fleets going to Hobart has changed dramatically – from eight in 1945 to what will be a record 170-some in 1983 – the weather has remained capricious as ever. The photographs in the Gallery of Winners on the following pages clearly show the dramatic evolution of yacht style, change which has accelerated in recent years. The challenge of this 630 nautical mile race, through some of the world's wildest waters, remains unchanged since John Illingworth skippered Rani to victory in 1945.

A few Race records

The 'Double' (line honours and overall)

Rani (1045)
American Eagle (1072)
Kialoa (1977)
New Zealand (1980)

Corrected time (multiple)

Westward (2)
Solo (2)
Siandra (2)
Freya (3)
Love & War (2)

Corrected Time 'Hat Trick' (three times in succession!)

Freya (1963, 1964, 1965)

Fastest Race

1975, Kialoa, 2 days 14 hrs 36 min 56 sec

Origins of winners

NSW (24); Tas. (3); New Zealand (3); South Australia (2); United Kingdom (2); United States (2); Hong Kong (1); Western Australia (1).

Line Honours (multiple)

Morna/Kurrewa IV (7)
Margaret Rintoul (2)
Solo (2)
Astor (3)
Kialoa (2)

1982 Weather

A light air start, ENE, which remained throughout the first day and evening. Throughout the second day the breeze backed to the NE and freshened, for a fast and thrilling down the far NSW coast and into the Strait. The leaders were having an exciting battle for line honours and for a while looked like topping the elapsed time record. The breeze remained into the second night and then died and moved into the W before a light SE change the third day. It was then slow progress down the Tasmanian east coast, still anyone's race for line and handicap honours. The morning of the fourth day the leaders rounded Tasman Is. with a freshening breeze from astern that reached 40 knots NE through the afternoon. This brought the rest of the fleet flying down the Tasmanian coast. The leaders had variable airs across Storm Bay and in the River, resulting in the closest-ever line honours battle with only seconds separating first and second place. The bulk of the fleet had light but steady winds to the finish.

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

1945

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1	RANI	Capt. J. Illingworth, R.N.	6-14-22	.6670	4-09-38
2	AMBERMERLE	J. Colquhoun, C. Kiel	8-08-19	.6722	5-14-39
3	WINSTON CHURCHILL	P. Coverdale	7-07-38	.7706	5-15-20
4	KATHLEEN	J. Earl	8-06-20	.6856	5-15-59
5	HORIZON	J. R. Bartlett	8-07-47	.6977	5-19-23
6	SALT AIR	R. M. Walker	8-13-48	.6859	45-21-09
7	MISTRAL	R. F. Evans	8-12-55	.9063	7-17-13
8	WAYFARER	P. M. Luke	11-06-20	.6916	7-19-43

FASTEST TIME RANI

RETIRED ARCHINA (P. Goldstein).

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

1946

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

FASTEST TIME: MORNA

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

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

1947

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

FASTEST TIME MORNA

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

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

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

Race History 1948-1954

1948

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

FASTEST TIME: MORNA

RETIRED: LASS O' LUSS (J. Colquhoun), WANDERER (E. Messey), 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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	TRADE WINDS	M. E. Davey	5-11-15-34	.7288	3-23-39-43
2.	WALTZING MATILDA	P. Davenport	5-10-33-10	.7406	4-00-41-15
3.	ELLIDA	J. Halliday	6-05-26-10	.6603	4-02-40-27
4.	MARGARET RINTOUL	A. Edwards	5-10-35-01	.7652	4-03-55-21
5.	FORTUNA	W. Fesq	6-02-05-07	.6948	4-05-30-00
6.	SEASALTER	D. H. Jarvis	6-04-50-30	.6831	4-05-41-06
7.	LASS O' LUSS	J. Colquhoun	6-02-07-35	.6982	4-06-01-32
8.	GIPSY QUEEN	A. C. Eden	6-00-45-24	.7056	4-06-08-25
9.	PEER GYNT	M. & T. Halvorsen	6-05-26-35	.6849	4-06-21-13
10.	NOCTURNE	J. R. Bull	6-02-08-02	.7364	4-11-36-47
11.	HORIZON	S. Berg	6-06-12-43	.7199	4-12-08-15
12.	INDEPENDENCE	E. Messenger	6-00-05-13	.8274	4-23-13-03
13.	MISTRAL II	R. F. Evans	6-02-00-54	.8945	5-10-44-31

FASTEST TIME: WALTZING MATILDA.

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

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

1950

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

FASTEST TIME: MARGARET RINTOUL.

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

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

1951

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

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

FASTEST TIME: MARGARET RINTOUL.

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

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

1952

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	INGRID	J. S. Taylor	6-17-07-22	.6575	4-09-56-18
2.	MOONBI	H. S. Evans	6-17-10-23	.6654	4-11-14-40
3.	NOCTURNE	J. R. Bull	6-02-34-47	.7337	4-11-32-44
4.	RIPPLE	R. C. Hobson	6-22-58-30	.6541	4-13-13-06
5.	KINTAIL	D. Macrae	6-11-15-01	.7046	4-13-25-13
6.	KURURA	J. A. Clark	7-05-51-54	.6359	4-14-33-39
7.	LANDFALL	J. Richardson	6-03-00-25	.7539	4-14-49-43
8.	SOLVEIG	T. & M. Halvorsen	6-12-05-40	.7114	4-15-02-44
9.	TERRA NOVA	K. Gourlay	6-06-58-20	.7381	4-15-25-57
10.	FORTUNA	W. Fesq	6-18-03-14	.6923	4-16-11-24
11.	WHITE CLOUD	G. Brenac	6-06-20-56	.7694	4-19-40-42
12.	RUTHEAN	A. V. Toll	6-03-45-46	.8252	5-01-56-02
13.	WRAITH OF ODIN	B. O'Brien	6-17-02-42	.7744	5-04-42-48
14.	WANDERER	E. Messey	6-23-27-40	.7505	5-05-40-46
15.	PAVANA	G. Mayne	6-17-05-27	.7834	5-06-39-09
16.	KURREWA III	F. & J. Livingston	6-17-05-27	.8445	5-16-02-28
17.	NIRVANA	S. G. Heaton	6-20-29-29	.8432	5-18-41-57

FASTEST TIME: NOCTURNE.

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

1953

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

FASTEST TIME: SOLVEIG.

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

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

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

1954

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SOLVEIG	T. & M. Halvorsen	5-07-38-56	.7048	3-17-58-01
2.	GIPSY QUEEN	A. C. Eden	5-09-26-33	.7006	3-18-41-15
3.	CAROL J.	J. Halliday	5-07-37-37	.7112	3-18-46-06
4.	KINTAIL	D. Macrae	5-07-23-34	.7290	3-20-52-10
5.	SOUTHERN MYTH	N. Howard	5-07-47-53	.7363	3-22-05-52
6.	WHITE CLOUD	G. Brenac	5-07-42-29	.7689	4-02-11-41
7.	TAM O'SHANTER	R.A.N. College	6-00-16-07	.6861	4-02-58-58
8.	LAURIBADA	J. Holm	5-19-49-18	.7104	4-03-19-45
9.	WRAITH OF ODIN	Dr. B. O'Brien	5-09-36-36	.7744	4-04-22-12
10.	NIRIPA	G. Pascock	6-06-50-34	.7058	4-10-27-53
11.	DEFIANCE	N. D. Rundle	5-08-09-61	.8320	4-10-37-57
12.	BRILLIANT	M. Forster	6-07-38-48	.7130	4-12-07-27
13.	PATIENCE	A. B. Wilson	6-18-09-00	.6884	4-12-22-52
14.	KURREWA IV	F. & J. Livingston	5-06-09-47	.9187	4-19-54-22
15.	WANDERER	E. Messey	7-23-34-15	.7236	5-18-37-14

FASTEST TIME: KURREWA IV.

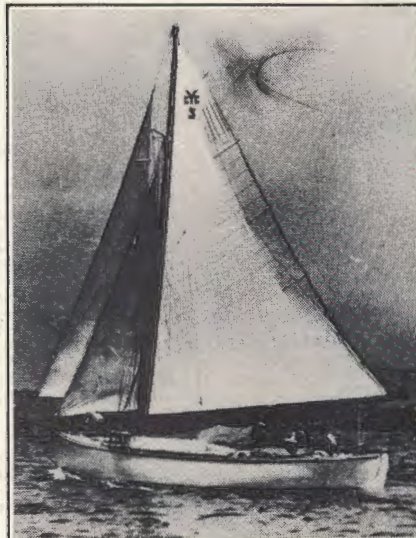
RETIRED: LANDFALL (J. Richardson), BISSY GIRL (T. Dawson).

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

Gallery of Winners



1945 – Rani



1946 – Christina



1948-'48 – Westward



1949 – Tradwinds



1950 – Nerida



1951 – Struen Marie



1952 – Ingrid



1953 – Ripple

Gallery of Winners



1954 – Solveig



1955 – Moonbi



1958, 1960 – Siandra



1956, 1962 – Solo



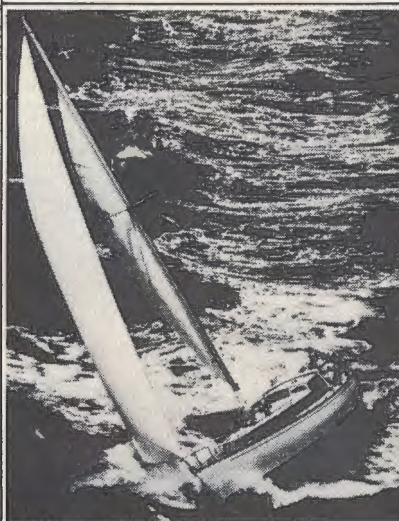
1957 – Anitra V



1959 – Cherana

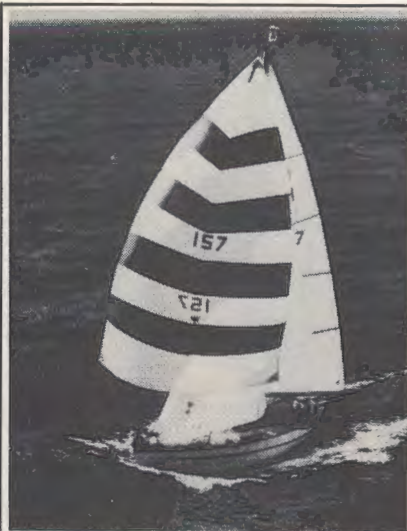


1961 – Rival

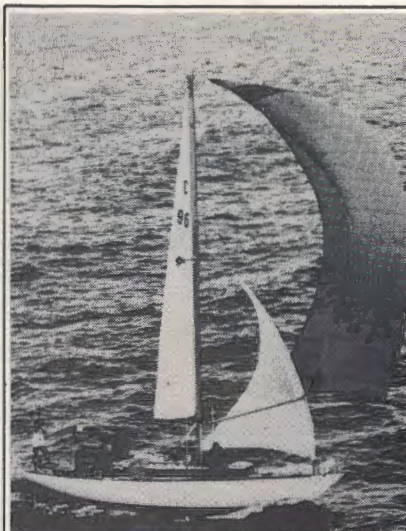


1963, 1964, 1965 – Freya

Gallery of Winners



1966 – Cadence



1967 – Rainbow



1968 – Koomooloo



1969 – Morning Cloud



1970 – Pacha



1979 – Pathfinder



1972 – American Eagle



1973 – Cell III

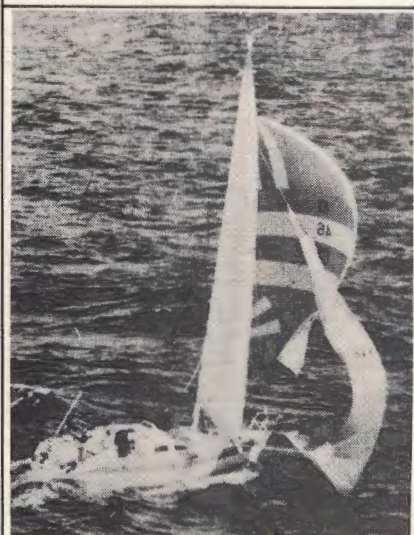
Gallery of Winners



1974, 1978 – Love & War



1975 – Rampage



1976 – Piccolo



1977 – Kialoa



1979 – Screw Loose



1980 – New Zealand



1981 – Zeus II



1982 – Scallywag

Race History 1955-1960

1955

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

FASTEST TIME: EVEN.

RETIRED: WANDERER (E. Massey)

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

1956

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SOLO	V. Meyer	4-05-03-33	.7927	3-08-33-52
2.	ANITRA	T. Halvorsen	4-16-43-34	.7164	3-08-45-25
3.	CAROL J	J. Halliday	4-20-31-58	.7069	3-10-22-37
4.	JANZOON	W. R. Slade	4-21-53-06	.7148	3-12-14-40
5.	SIANDRA	G. P. Newland	5-07-38-09	.6638	3-12-43-29
6.	INGRID	J. S. Taylor	5-06-08-11	.6858	3-14-30-16
7.	SOUTHERN MYTH	N. C. Howard	5-00-28-46	.7252	3-15-22-18
8.	RIPPLE	R. C. Hobson	5-13-29-55	.6621	3-16-23-22
9.	CATRIONA	D. M. Brown	4-20-39-07	.7656	3-17-18-32
10.	KURREWA IV	J. & F. Livingston	4-04-31-14	.9114	3-19-36-52
11.	FANTASY	D. Burridge	5-17-47-05	.6701	3-20-19-46
12.	SAMUEL PEPYS	R.N.S.A.	5-17-17-41	.6779	3-21-04-20
13.	LAHARA	D. N. Ashton	6-04-55-48	.6556	4-01-37-24
14.	WINSTON CHURCHILL	Sir Arthur Warner	5-05-49-49	.7942	4-03-56-04
15.	ROMAVA	R. J. Mercer	6-16-01-06	.6616	4-09-53-01
16.	TARNI	G. Wignall	6-16-04-03	.6722	4-10-55-29
17.	KURURA	J. A. Clark	6-17-46-10	.6642	4-11-26-48
18.	LORRAINE	D. G. Nicholls	6-16-21-00	.6798	4-12-45-21
19.	TAM O'SHANTER	R.A.N. College	6-22-38-27	.5808	4-17-26-55
20.	NIRIPA	G. E. Peacock	6-21-04-24	.7048	4-20-19-37
21.	PHARRE	R. Cottee	7-09-03-10	.6753	4-23-33-48
22.	FOUR WINDS	R.A.N. College	8-10-18-00	.6359	5-08-37-20
23.	VAILIMA	J. McLaren	7-22-03-00	.6881	5-10-45-15
24.	NIRVANA	Dr. K. Laws	6-19-27-33	.8173	5-13-42-44
25.	SERENADE	L. Esdaille	7-18-27-40	.7291	5-15-58-00
26.	RENEE	P. S. Parry	9-20-57-00	.6630	6-13-05-52

FASTEST TIME: KURREWA IV.

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

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

1957

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	ANITRA V	T & M Halvorsen	4-06-38-30	.7105	3-00-55-37
2.	SOLO	V. Meyer	3-20-19-16	.7973	3-01-36-37
3.	CATRIONA	D. M. Brown	4-07-42-45	.7596	3-06-46-48
4.	KURREWA IV	F. & J. Livingston	3-18-30-39	.9114	3-10-29-31
5.	METUNG	Dr. T. Beatty	4-19-01-40	.7264	3-11-33-22
6.	KISMET	K. Gourlay	5-08-21-25	.6683	3-13-46-51
7.	FOUR WINDS	S. W. Gibson	5-14-18-43	.6389	3-13-48-43
8.	PATIENCE	A. B. Wilson	5-09-44-51	.6667	3-14-30-09
9.	LOLITA	J. Leahy	5-09-29-52	.6732	3-15-10-40
10.	SAMUEL PEPYS	R.N.S.A.	5-08-38-23	.6779	3-15-12-18
11.	EOS	T. Fowler	5-10-18-31	.6730	3-15-41-52
12.	SOUTHERN MYTH	N. C. Howard	5-02-58-10	.7250	3-17-09-16
13.	JANZOON	W. R. Slade	5-07-20-07	.7084	3-17-59-69
14.	TAHUNA	H. Wilcken	5-07-06-53	.7364	3-21-51-47
15.	WINSTON CHURCHILL	Sir Arthur Warner	5-01-28-54	.7925	4-00-16-27
16.	DEFIANCE	N. D. Rundle	4-20-24-13	.8273	4-00-18-08
17.	NIRVANA	Dr. K. Laws	4-22-54-56	.8500	4-05-04-40
18.	BINTANG-TERANG	M. Hill-Willis	7-05-13-12	.7800	5-15-06-41

FASTEST TIME: KURREWA IV

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

WEATHER: Strong westerly at the start then North East to Cape 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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SIANDRA	G. P. Newland	5-10-02-37	.6596	3-13-46-35
2.	ANITRA	T. & M. Halvorsen	5-04-08-57	.7037	3-15-21-50
3.	SOUTHERN MYTH	N. C. Howard	5-04-00-06	.7250	3-17-54-04
4.	CAPRICE OF HUON	W. H. Northam	5-03-32-00	.7302	3-18-12-15
5.	UOMIE	G. Pattinson	5-03-43-05	.7405	3-19-36-27
6.	TARNI	G. C. Wignall	5-20-54-46	.6672	3-22-01-00
7.	SAMUEL PEPYS	R.N.S.A.	5-20-55-52	.6779	3-23-32-15
8.	SOLO	V. Meyer	5-02-32-52	.7973	4-01-42-26
9.	ROMAVA	R. J. Mercer	6-08-36-47	.6643	4-05-22-51
10.	WINSTON CHURCHILL	Sir Arthur Warner	5-02-46-30	.8082	4-06-13-37
11.	METUNG	T. O. Beatty	6-02-34-41	.7235	4-10-02-57
12.	WESTWARD	A. A. Robillard	7-02-39-19	.7276	5-04-10-07
13.	ARCHINA	J. S. Howie	6-14-13-34	.7860	5-04-21-66
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. Greaves	8-04-42-57	.7120	5-20-03-40
19.	SAILMAKER	A. Reisbeck	8-19-00-00	.6722	5-21-50-03

FASTEST TIME: SOLO

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

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

1959

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

FASTEST TIME: SOLO

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

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

1960

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

Race History 1960-1964

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

FASTEST TIME: KURREWA IV.

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

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

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

FASTEST TIME: ONDINE.

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

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

1961

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

FASTEST TIME: ASTOR

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

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

1963

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	FREYA	T. & M. Halvorsen	4-15-17-03	.7014	3-06-03-17
2.	CAVALIER	I. E. McDonnell	5-04-36-12	.6428	3-08-05-22
3.	LORITA MARIE	N. B. Rydge, Jr	4-22-36-21	.8555	3-09-18-15
4.	SEA WIND	N. F. Brooker	4-17-02-54	.7194	3-09-19-37
5.	CARMEN	R. Swanson	5-08-11-57	.6362	3-09-33-37
6.	MOUSE OF MALHAM	N. J. Wright & D. Belcher	5-07-41-23	.6441	3-10-14-42
7.	CADENCE	H. S. Mason	5-09-11-41	.6371	3-10-18-42
8.	MERCEDES II	H. T. Kaufman	4-23-56-07	.7096	3-13-06-22
9.	CAPRICE OF HUON	G. Ingate	4-21-06-10	.7278	3-13-13-39
10.	GIP	I. A. R. Polson	5-11-56-67	.6493	3-13-40-29
11.	ANITRA V	J. S. Samson	5-03-42-00	.6999	3-14-34-39
12.	NORLA	J. Bennetto	5-03-25-22	.7060	3-15-08-11
13.	CAROL J	J. Halliday	5-04-20-13	.7065	3-15-50-39
14.	SALACIA	R. F. Rusk	5-05-08-58	.7033	3-16-01-03
15.	TAHUNA	E. A. Hales	5-01-18-25	.7363	3-17-19-06
16.	RONITA	R. Cottee	5-16-19-01	.6563	3-17-27-53
17.	MALHOI	S. Fischer	5-17-07-40	.6555	3-17-53-14
18.	LASS O' LUSS	B. C. Psaltis	5-07-08-47	.7072	3-17-55-05
19.	SEA BEE	J. Ashton-Martin	5-08-03-14	.7158	3-19-39-40
20.	JOY TOO	J. & J. McLaren	5-22-25-44	.6575	3-21-38-49
21.	SYLPHIDE	W. Boetcher	5-23-35-12	.6557	3-22-08-59
22.	ASTOR	P. R. Warner	4-10-53-00	.8836	3-22-26-32
23.	KALEENA	H. E. Godden	5-21-08-41	.6746	3-23-12-58
24.	SOUTHERLY	D. Mickleborough	5-23-56-33	.6672	4-00-02-18
25.	PALANA	R. Shield	6-02-12-01	.6613	4-00-40-56
26.	STRUEN MARIE	A. J. Wildman	6-01-16-44	.6655	4-00-40-59
27.	RUTHEAN	A. V. & I. J. Toll	5-01-05-40	.8065	4-01-39-46
28.	WINSTON CHURCHILL	G. A. Warner	5-03-53-37	.8213	4-05-45-11
29.	NIRIPA	J. W. White	6-02-31-30	.7024	4-06-55-08
30.	TRIDENT	A. B. Wilson	6-13-59-07	.6838	4-12-01-49
31.	SOUTHERN MYTH	N. C. Howard	6-06-51-11	.7260	4-13-31-10
32.	NARANI	A. Williams	7-13-26-15	.6587	4-23-30-46
33.	ZILVERGEEST	A. J. Murray & A. Hunter	7-21-27-07	.6480	5-02-45-53
34.	SYLPH VI	Lawson Brothers	7-17-13-02	.6653	5-03-13-30

FASTEST TIME: ASTOR

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

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

1962

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SOLO	V. Meyer	3-04-29-15	.7943	2-12-45-14
2.	ONDINE	S. A. Long	3-03-46-16	.8105	2-13-24-45
3.	GALETEA M.	N. W. Kestel	4-03-53-00	.6323	2-15-09-22
4.	JULIE	A. & J. Sturrock	4-01-11-38	.6571	2-15-51-58
5.	MALHOI	S. Fischer	4-02-58-19	.6555	2-16-52-34
6.	RONITA	R. A. Cottee	4-02-56-54	.6563	2-16-56-23
7.	CARMEN	R. Swanson	4-06-28-26	.6358	2-17-09-10
8.	CHERANA	W. R. S. MacRae	4-03-37-46	.6567	2-17-25-36
9.	JOANNE BRODIE	R. C. Hobson	4-04-15-55	.6530	2-17-28-24
10.	JANZOON II	W. R. Slade	3-23-05-19	.6893	2-17-32-40
11.	RIVAL	A. G. Burgin & N. D. Rundle	4-02-51-18	.6694	2-18-10-25
12.	PALANA	R. J. Shield	4-04-41-35	.6604	2-18-29-52
13.	SYLPH	Lawson Bros.	4-04-27-24	.6653	2-18-50-02
14.	ASTOR	P. R. Warner	3-03-47-16	.8836	2-18-57-58
15.	BIRRAHLEE	C. V. Jones	4-06-18-14	.6562	2-19-07-55
16.	CHRISTINA	A. Berns	4-05-36-06	.6628	2-19-20-30
17.	SALACIA	R. F. Rusk	4-00-18-46	.7046	2-19-51-43
18.	DU-MAL-LEE	L. V. Reilly	4-04-27-32	.6809	2-20-24-09
19.	ANITRA V	J. S. Samson	4-02-29-54	.6999	2-20-53-20
20.	NORLA	J. S. Howie	4-02-34-49	.7065	2-21-35-52
21.	SEAMAN	J. Leahy	4-07-16-00	.6743	2-21-37-58
22.	MISTRAL III	M. C. Dowd	4-06-46-52	.6779	2-21-40-31
23.	MOANA	R. H. G. Lamplough	4-09-30-05	.6622	2-21-51-47
24.	MERCEDES II	H. T. Kaufman	4-02-32-38	.7130	2-22-15-42
25.	CAPRICE	G. Ingate	4-01-06-39	.7278	2-22-40-38
26.	WINSTON CHURCHILL	G. A. Warner	3-11-17-19	.8498	2-22-46-43
27.	CAROL J	J. Halliday	4-04-07-08	.7077	2-22-51-15
28.	SEA BEE	J. Ashton-Martin	4-02-57-53	.7217	2-22-51-15
29.	TAHUNA	E. A. Hales	4-01-08-21	.7368	2-23-34-20
30.	SOUTHERN MYTH	N. C. Howard	4-02-43-14	.7260	2-23-40-16
31.	FOUR WINDS II	S. Gibson	4-08-12-42	.6968	3-00-36-53
32.	SOUTHERN MAID	P. Deaton	3-20-00-14	.7977	3-01-23-29
33.	MISTRESS MAY	W. W. Pettingell	4-15-13-08	.6695	3-02-27-40
34.	METUNG	T. Beatty	4-07-38-09	.7265	3-03-17-29

1964

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	FREYA	T. & M. Halvorsen	4-01-17-35	.8014	3-15-58-14
2.	CAMILLE	R. Swanson	4-04-09-22	.7901	3-17-08-00
3.	JANZOON II	W. Russel Slade	4-05-13-34	.7823	3-17-11-21
4.	CADENCE	H. S. Mason	4-11-58-09	.7371	3-17-35-03
5.	SALACIA	A. W. Byrne	4-04-08-38	.8035	3-18-27-56
6.	LORITA MARIA	N. B. Rydge Jr	4-07-16-47	.7852	3-19-05-43
7.	CAVALIER	Dr. L. E. McDonnell	4-13-25-13	.7418	3-19-10-04
8.	NORLA	J. Bennetto	4-05-07-34	.8051	3-19-25-00
9.	KAREELAH	R. H. Fridock	4-09-00-44	.8781	3-19-42-36
10.	SEAWIND	N. F. Brooker	4-04-16-50	.7194	3-10-10-12
11.	YAMPL	I. A. R. Polson	4-14-06-32	.7513	3-10-43-29
12.	STRUEN MARIE	A. J. Wildman	4-12-26-22	.7655	3-11-00-37
13.	SARACEN II	R. Crichton-Brown	4-11-59-18	.7754	3-11-44-03
14.	MERCEDES II	H. T. Kaufman	4-07-58-05	.8102	3-12-14-06
15.	KALEENA	H. E. Godden	4-12-59-16	.7739	3-12-20-44
16.	ILINA	K. R. Murdoch	3-22-33-51	.9097	3-14-01-30
17.	RONITA	R. A. Cottee	4-18-19-14	.7563	3-14-27-38
18.	TUI MANU	M. York	4-16-57-21	.7655	3-14-28-03
19.	PHYLLIS GRAHAM	R. Roxburgh	4-04-51-40	.8617	3-14-54-43
20.	POITREL	J. R. Robson-Scott	4-17-48-40	.7641	3-14-57-47
21.	ASTOR	P. R. Warner	3-20-05-05	.9564	3-16-04-11
22.	AKALA	J. Bleakley	4-17-35-00	.7792	3-15-30-14
23.	AWAY	F. Armstrong	4-19-43-20	.7872	3-19-05-47
24.	ATHENA	J. Jarrett	5-01-49-55	.7553	3-20-01-10
25.	SYLPH VI	Lawson Brothers	5-02-22-07	.7653	3-21-39-41
26.	SEAMAN	H. Vaughan	5-01-15-22	.7794	3-22-30-25
27.	JOY TOO	J. J. McLaren	5-05-21-37	.7575	3-22-57-37
28.	CHERANA	W. R. S. MacRae	5-06-37-15	.7567	3-23-48-50
29.	MARCO POLO	K. York-Syme	5-08-07-00	.7542	4-00-37-32
30.	ROVAMA	R. J. Mercer	5-06-43-08	.7808	4-02-56-31
31.	METUNG	T. O. Beatty	5-06-13-15	.8292	4-08-38-44

FASTEST TIME: ASTOR

Race History 1964-1967

(continued from previous page)

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

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

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

FASTEST TIME: FIDELIS.

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

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

1967

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	RAINBOW II	C. Bouzaid	4-19-59-38	.7653	3-16-39-15
2.	PEN DUICK III	E. Tabarly	4-04-10-31	.8946	3-17-37-00
3.	MATIKA	N. Long	4-22-04-33	.7722	3-19-10-40
4.	SALACIA	A. Byrne	4-18-21-24	.8025	3-20-02-19
5.	MERCEDES III	H. Kaufman	4-18-41-05	.8035	3-20-08-56
6.	HUON LASS	H. D. Calvert	4-20-09-51	.7949	3-20-20-19
7.	MISTER CHRISTIAN	P. Kurts	4-22-03-47	.7092	3-21-10-31
8.	CATANET	L. Carmichael	5-08-49-03	.7315	3-22-13-47
9.	CORROBOREE	K. A. Gray	4-23-20-44	.7987	3-23-19-17
10.	WATHARA II	B. Cameron	5-05-28-39	.7667	4-00-12-13
11.	CALLIOPE	K. Middleton	5-11-53-08	.7323	4-00-34-47
12.	MOONBRID	N. F. Brocker	5-06-32-38	.7682	4-01-12-38
13.	SEAWIND	P. Wilde	4-23-01-33	.8194	4-01-31-47
14.	CAVALIER	J. Roche	5-13-11-55	.7378	4-02-16-28
15.	SATANITA	D. H. R. Wilkie	5-01-38-39	.8083	4-02-19-39
16.	MALOH	S. Fischer	5-10-36-26	.7550	4-02-36-31
17.	LORITA MARIA	N. B. Rydge	5-06-16-58	.7820	4-02-45-11
18.	FARE-THREE-WELL	R. Williams	5-06-22-22	.7859	4-03-18-59
19.	ADRIA	J. Grubico	4-23-04-31	.8360	4-03-32-50
20.	SARINA	E. J. Jones	5-05-55-03	.7917	4-03-41-19
21.	CATRIONA	D. M. Brown	5-05-04-57	.7982	4-03-50-28
22.	FIDELIS	J. D. Davern	4-06-36-48	.9823	4-04-47-49
23.	WEATHERLY	J. Gilliam	5-08-04-47	.7894	4-05-06-22
24.	POITREL	J. Robson-Scott	5-13-55-46	.7564	4-05-18-16
25.	NORLA	J. Bennetto	5-05-38-46	.8142	4-06-18-03
26.	RONITA	R. A. Cottee	5-16-24-44	.7550	4-06-56-28
27.	ATELOT	A. G. Croft	5-12-24-09	.7789	4-07-07-43
28.	MYTH OF ARRAN	D. Reid	4-22-00-33	.8769	4-07-28-56
29.	LASS O'LUSS	P. C. Psaltis	5-08-12-33	.8072	4-07-29-18
30.	NELL GWYN	R. S. Hickman	5-08-48-28	.8040	4-07-33-41
31.	SOUTHERLY	D. Mickleborough	5-13-56-57	.7742	4-07-42-11
32.	ANITRA	Sir Garfield Barwick	5-10-24-09	.7963	4-07-50-23
33.	TAMBOO	R. J. Green	5-17-18-24	.7567	4-07-53-50
34.	SHIMAAL	C. M. Earl	5-08-22-29	.8102	4-08-00-32
35.	CAMELOT	J. Borrow	5-13-28-69	.7889	4-09-18-17
36.	PHANTOM OF BRIGHTON	G. Maxted	5-16-18-13	.7792	4-10-12-28
37.	BACCHUS D	P. E. Deaton	5-05-37-12	.8473	4-10-26-17
38.	JOY TOO	J. J. McLaren	5-21-56-45	.7549	4-11-09-17
39.	ZILVERGEEST	A. J. Murray	6-01-12-21	.7406	4-11-32-22
40.	FRANKLIN	R.A.N.C.S.C.	5-13-18-47	.8100	4-11-59-01
41.	SARDA OF BURNHAM	G. L. Fox	5-23-31-57	.7560	4-12-30-38
42.	CARINYA	V. J. Burnes	6-03-39-26	.7424	4-13-37-15
43.	CARMEN	J. Edmunds	6-06-09-40	.7331	4-14-04-58
44.	ENID	J. C. A. Cockle	4-19-00-17	1.0577	4-14-08-24
45.	KAHURANGI	L. D. Nathan	4-17-32-41	.9711	4-14-15-48
46.	SARACEN II	R. Crichton-Brown	5-22-09-42	.7757	4-14-16-29
47.	MALVEENA	R. Masters	6-03-05-17	.7535	4-14-49-50
48.	SEQUANA	M. J. Tilley	6-04-34-37	.7475	4-15-03-41
49.	MOANA	J. R. Easdon	5-23-26-51	.7762	4-15-20-38
50.	SEPTEMBER SONG	T. Palmer	6-00-55-19	.7690	4-15-26-43
51.	MAID ROSALIND	B. C. Finch	6-02-48-29	.7598	4-15-32-42
52.	RIVOLI	F. F. Varcoe	6-05-10-45	.7619	4-17-39-34
53.	SYLPHIDE	J. Beaumont & C. Sullivan	6-06-43-06	.7557	4-17-53-53
54.	ROVAMA	R. J. Mercer	6-03-29-38	.7808	4-19-09-48
55.	SOUTHERN MYTH	N. C. Howard	5-20-51-02	.8250	4-20-12-06
56.	SEA BEE	J. Ashton-Martin	5-22-02-11	.8248	4-21-09-05
57.	CAROL ANNE	P. Battersby	6-03-23-25	.8016	4-22-08-52
58.	SEA WITCH	C. R. Forbes	5-23-32-31	.8271	4-22-43-24
59.	LOLITA	N. G. Cassin	6-18-40-45	.7684	5-05-00-09
60.	ATAMAN	E. A. Brodie	7-08-01-45	.7451	5-11-09-33

FASTEST TIME: PEN DUICK III

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

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

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

1965

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

FASTEST TIME: STORMVOGEL.

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

1966

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



Race History 1968-1970



1968

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	KOOMOOLOO	D. O'Neill	4-10-26-52	.8046	3-13-38-52
2.	BOOMERANG VII	J. Baker	4-07-34-58	.8375	3-14-45-02
3.	RAGAMUFFIN	S. Fischer	4-05-01-35	.8596	3-14-50-32
4.	BALANDRA	R. Crichton-Brown	4-08-57-33	.8419	3-16-21-54
5.	MOONBIRD	N. Brooker	4-19-04-34	.7682	3-16-24-05
6.	VENINDE II	G. Jorgensen	4-19-12-08	.7701	3-16-43-02
7.	MATIKA	N. Long	4-19-07-35	.7707	3-16-43-40
8.	KIMWANDA	D. Wauchope	4-14-50-35	.8222	3-19-08-07
9.	WATHARA II	B. Cameron	4-23-35-25	.7667	3-19-41-23
10.	SUNDOWNER	R. Swanson	4-14-10-45	.8330	3-19-46-45
11.	TINA OF MELBOURNE	E. Scott	5-01-56-36	.7661	3-21-25-14
12.	REBEL	B. Wilson	5-02-00-09	.7677	3-21-39-56
13.	NELL GWYN	F. Hickman	4-22-35-42	.7913	3-21-50-39
14.	SARACEN II	J. Morris	5-04-22-55	.7654	3-23-12-06
15.	OPHIR	D. Jones	5-02-56-46	.7691	3-23-19-37
16.	STARFIRE OF PERTH	N. McAllister	4-10-45-22	.9007	4-00-09-20
17.	HUON LASS	H. Calvert	5-02-08-49	.7954	4-01-09-18
18.	SALOME	K. Pix	5-08-51-36	.7568	4-01-31-16
19.	SALACIA	A. Byrne	5-01-57-10	.7945	4-01-53-29
20.	WEATHERLY	J. Gilliam	5-04-06-09	.7894	4-01-57-59
21.	CALLIOPE	C. Middleton	5-15-18-36	.7323	4-03-05-15
22.	JUPITER	P. Yates	5-02-04-20	.8120	4-03-07-21
23.	ADRIA	J. Grubic	4-23-32-57	.8360	4-03-56-35
24.	BOAMBILLEE	V. Walsh	5-11-07-07	.7650	4-04-18-20
25.	ODIN	L. Abrahams	5-07-13-30	.7959	4-05-15-30
26.	LORITA MARIA	N. Rydge	5-11-26-55	.7791	4-06-24-41
27.	RENEGADE	J. Lidgard	5-14-30-48	.7654	4-06-57-23
28.	SARNIA	R. Langman	5-20-11-02	.7548	4-09-48-38
29.	CAVALIER	J. Roche	5-23-42-55	.7378	4-10-01-59
30.	GABRIELLE III	P. Sandwell	5-01-53-55	.8708	4-10-08-57
31.	ONDINE II	S. Long	4-03-20-02	1.0761	4-10-53-35
32.	CEDALION	R. Fidock	5-23-40-45	.7474	4-11-23-08
33.	GILLAWA	A. Wildman	5-20-50-11	.7681	4-12-10-35
34.	RIVAL	A. Burgin	5-23-40-24	.7556	4-12-33-34
35.	SHU-BI-HIMMANY	L. Jenkyns	6-04-20-57	.7354	4-13-05-45
36.	KALEENA	H. Godden	5-22-46-42	.7662	4-13-23-48
37.	ZILVERGEEST	A. Murray	6-05-28-38	.7375	4-14-14-22
38.	PORTIA	R. Robertson	6-06-54-48	.7339	4-14-45-19
39.	OPTIMIST	H. Beilken	5-23-44-43	.7722	4-15-00-00
40.	ALCHERINGA	J. Bridgland	5-11-57-37	.8448	4-15-28-48
41.	RAPTURE	F. Callaway	5-08-15-00	.8764	4-16-23-63
42.	FOUR WINDS II	S. Gibson	5-22-25-07	.7908	4-16-37-28
43.	CALYPSO	G. Wignall	6-08-38-08	.7462	4-17-53-47
44.	NATANI	O. Trewartha	6-08-34-11	.7496	4-18-21-58
45.	ATHENA	A. Frie	6-10-46-20	.7444	4-19-12-44
46.	SHIMAAL	C. Earl	5-23-40-29	.8021	4-19-14-29
47.	SEA WITCH	C. Forbes	5-21-02-49	.8182	4-19-24-16
48.	SIRIUS	J. McKenzie	5-08-51-41	.9024	4-20-17-04
49.	BACCHUS D	P. Deaton	5-20-08-17	.8473	4-22-44-20
50.	TEMERAIRES	C. White	6-22-39-22	.7286	5-01-25-33
51.	ARAPAWA	B. Millar	6-03-48-21	.8283	5-02-25-39
52.	DORADO	J. Lake	6-23-28-12	.7443	5-04-38-54
53.	SAGA	L. Little	7-05-16-41	.7753	5-14-20-32
54.	METUNG	W. R. & B. Holmes	7-10-52-30	.8192	6-02-32-04

FASTEST TIME ONDINE II.

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

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

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

26.	BALANDRA	R. Crichton-Brown	4-02-19-39	.8414	3-10-43-50
27.	MELITE	I. Brodziak	4-11-44-23	.7690	3-10-51-07
28.	MAID ROSALINDE	B. Finch	4-14-13-56	.7545	3-10-10-12
29.	SARACEN II	J. Morris	4-13-08-15	.7623	3-11-11-43
30.	CRUSADE	M. Aitken	3-15-07-40	.9561	3-11-18-10
31.	CORROBOREE	J. While	4-08-07-40	.8010	3-11-24-22
32.	DUET	P. Hopwood	4-12-29-03	.7690	3-11-25-27
33.	NELL GWYN	F. Hickman	4-09-30-03	.7913	3-11-28-58
34.	WATHARA II	R. Jackman	4-12-33-48	.7690	3-11-29-07
35.	OPHIR	D. Jones	4-12-39-05	.7690	3-11-33-10
36.	JISUMA	L. Scott	4-13-25-29	.7714	3-12-24-37
37.	CICILY JUNE	P. Dixon	4-16-24-33	.7541	3-12-46-03
38.	ROULETTE II	F. Andrews	4-07-58-26	.8171	3-12-57-24
39.	SALTY TIGER	J. Powell	4-01-11-27	.7599	3-13-28-10
40.	SALOME	K. Pix	4-17-39-40	.7559	3-13-54-29
41.	AKALA	J. Bleakley	4-15-27-57	.7736	3-14-13-47
42.	MYTH OF ARRAN	D. Reid	4-03-19-55	.8722	3-14-38-14
43.	CARINA	P. Daniel	4-21-35-47	.7420	3-15-15-23
44.	PATSY	F. Duffield	4-12-58-49	.8012	3-15-18-54
45.	ADRIA	J. Grubic	4-08-55-29	.8360	3-15-43-01
46.	CAMELOT	J. Borrow	4-14-29-21	.7378	3-15-43-41
47.	CAVALIER	J. Roche	4-23-29-59	.7378	3-16-10-01
48.	KARINGAL	A. Berns	4-13-47-04	.8063	3-16-31-08
49.	APOLLO	A. Bond	3-15-26-22	1.0134	3-16-36-40
50.	SEQUANA	M. Tilley	5-00-51-16	.7406	3-17-30-17
51.	DESTINY II	G. Chapman	4-07-58-46	.8655	3-17-59-38
52.	SANCHO	G. Evans	5-03-44-40	.7307	3-18-25-12
53.	SARNIA	R. Langman	4-23-53-45	.7548	3-18-29-50
54.	WINSTON CHURCHILL	G. Warner	4-08-24-33	.8801	3-19-53-26
55.	WEATHERLY	J. Gilliam	4-20-18-09	.7948	3-20-26-13
56.	PHANTOM OF BRIGHTON	J. Attwood, G. Maxted & K. Harry	4-23-51-08	.7719	3-20-30-50
57.	CAPUCINE	R. Brenac	5-03-43-33	.7487	3-20-38-01
58.	MONSUNO	Sturrock & Mooney	4-23-03-40	.7795	3-20-48-29
59.	ZILVERGEEST	A. Murray	5-08-26-56	.7375	3-22-43-51
60.	SISKI	R. Tasker	4-01-59-18	.9745	3-23-29-22
61.	SHI BUI	A. Wallis	4-23-55-10	.7973	3-23-36-42
62.	ANITRA V	G. Barwick	5-01-29-57	.7883	3-23-46-40
63.	MISTRESS	W. Pettingell	5-07-27-54	.7690	4-00-28-57
64.	ENID	W. MacRae	4-08-07-12	.9577	4-03-42-56
65.	FOUR WINDS II	S. Gibson	5-07-40-24	.7908	4-04-57-50
66.	MAKARETU	N. Gosson	5-05-32-22	.8293	4-08-06-35
67.	TORRE	G. Stern	5-06-16-13	.8256	4-08-14-55
68.	FIDELIS	J. Davern	4-05-17-29	1.0431	4-09-39-25
69.	DORADO	J. Lake	5-23-57-11	.7366	4-10-02-08
70.	MYRA	A. Eklund	6-08-47-15	.7226	4-14-24-15
71.	SYLPHIDE	J. Beaumont & C. Sullivan	6-05-15-33	.7476	4-15-35-10
72.	FRANKLIN	R.A.N.	5-20-53-40	.8014	4-16-54-46
73.	WRAITH OF ODIN	B. & D. O'Brien	5-08-40-18	.8816	4-17-26-12
74.	EVEN	W. Gibson	5-06-51-20	.9507	5-00-36-05
75.	DIVA JANA	D. Kelly	6-08-02-16	.8154	5-03-58-18

FASTEST TIME: CRUSADE

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

RETIRED: BOOMERANG VII (P. Hill), CAMILLE (D. Ralph), JANZON 1 (R. George), UTEIKAH IV (P. Fowler).

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

1970

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	PACHA	R. Crichton-Brown	3-17-41-18	.9157	3-10-07-39
2.	RAGAMUFFIN	S. Fischer	3-20-42-28	.8869	3-10-13-20
3.	SALACIA	A. W. Byrne	3-22-09-23	.8893	3-11-43-59
4.	KOOMOOLOO	N. B. Rydge, Jr.	4-11-35-40	.8150	3-15-41-21
5.	VITTORIA	L. Abrahams	4-11-58-48	.8168	3-16-11-52
6.	TAURUS	A. G. Lee	4-10-29-31	.8301	3-16-29-40
7.	MATIKA	N. Long	4-19-31-17	.7844	3-18-36-53
8.	MORNING MISCHIEF	R. R. Cavill	4-23-46-08	.7590	3-18-54-16
9.	CADENCE	D. Jones	5-04-28-38	.7383	3-19-54-06
10.	BACARDI	P. Cole	4-14-59-31	.8292	3-20-02-04
11.	BUCCANEER	T. E. Clark	3-14-06-12	1.0730	3-20-23-19
12.	TAMBOO	R. Green	5-04-15-22	.7524	3-21-29-24
13.	TINA OF MELBOURNE	B. R. Scott	5-00-30-15	.7767	3-21-35-44
14.	BOOMERANG VIII	P. Joubert	5-03-25-27	.7620	3-22-02-56
15.	CAPUCINE	R. Brenac	5-05-53-05	.7504	3-22-27-50
16.	LOMA	W. Burrows	5-05-34-25	.7524	3-22-28-53
17.	PROSPECTOR	R. Lloyd	5-06-42-33	.7489	3-22-53-32
18.	CHERANA	J. Keelty	5-08-10-58	.7455	3-23-33-36
19.	VENINDE II	G. E. Jorgensen	5-02-43-43	.7815	3-23-54-44
20.	SARLENA	C. McGarry	5-05-39-43	.7709	4-00-52-22
21.	MARIA	D. A. Cooper	5-02-42-45	.7844	4-01-02-16
22.	MISTRESS	W. Pettingell	5-04-18-38	.7844	4-01-30-33
23.	DUET	J. Diamond	5-04-09-48	.7854	4-01-31-04
24.	TAMPCO II	A. McKenzie-Smith	5-13-24-56	.7312	4-01-33-12
25.	CAMELOT	M. Clarke	5-02-32-27	.8024	4-02-19-35
26.	FARE—THREE—WELL	J. Eason	5-05-07-30	.7896	4-02-47-55
27.	PATSY OF ISLAND BAY	F. R. Duffield	5-00-31-37	.8200	4-02-49-55
28.	CALYPSO	G. G. Wignall	5-12-59-19	.7444	4-02-59-48
29.	ONYA II	P. Rysdyk	5-10-28-56	.7590	4-03-02-10
30.	BALANDRA	Army Eastern Com.	4-20-46-28	.8516	4-03-26-41
31.	WEATHERLY	J. Gilliam	5-04-09-00	.8042	4-03-50-28
32.	DIDGERIDOO	T. Simmat	5-05-51-43	.7961	4-04-11-55
33.	SOUTHERLY	D. Mickleborough	5-12-33-48	.7564	4-04-16-15
34.	FOUR WINDS II	S. W. Gibson	5-07-07-21	.7961	4-05-12-07
35.	PATRICE	R. Kirby	5-05-36-41	.8068	4-05-20-35
36.	ANITRA V	Sir Garfield Barwick	5-07-50-35	.7942	4-05-31-98
37.	ASTELTO	P. Zalai	5-15-31-53	.7651	4-07-41-42
38.	UTEIKAH IV	P. C. Fowler	5-11-35-21	.8068	4-10-09-57
39.	DESTINY II	G. Chapman	5-03-24-36	.8617	4-10-20-32
40.	AKALA	J. Bleakley	5-19-41-17	.7689	4-11-24-22

1969

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	MORNING CLOUD	E. Heath	4-05-57-53	.7496	3-04-25-57
2.	PROSPECT OF WHITBY	A. Slater	4-00-19-19	.8024	3-05-17-19
3.	SALACIA	A. Byrne	4-02-40-57	.7945	3-06-24-11
4.	THUNDERBOLT	G. Shields & F. Thomas	4-06-35-05	.7644	3-06-24-56
5.	TINA OF MELBOURNE	B. Scott	4-06-07-44	.7690	3-06-32-13
6.	MERCEDES III	H. Kaufman	4-02-47-55	.7972	3-06-45-44
7.	BOAMBILLEE	V. Walsh	4-06-31-03	.7690	3-06-50-09
8.	MORNING AFTER	R. Hill	4-06-40-39	.7541	3-06-56-14
9.	REBEL	B. Wilson	4-06-43-05	.7690	3-06-59-24
10.	BANOIT	M. Tostevin	4-06-45-34	.7690	3-07-01-18
11.	CAVALIER SEUL	D. P. Cavalier	4-07-05-03	.7672	3-07-05-10
12.	WARRI	W. Hart	4-07-20-01	.7690	3-07-27-49
13.	RENEGADE	J. Lidgard	4-08-23-23	.7663	3-07-59-37
14.	OUTRAGE	Colson Bros.	4-08-49-03	.7707	3-08-46-58
15.	HOTSPUR	P. Packer	4-08-35-51	.7739	3-08-56-52
16.	GILLAWA	A. Wildman	4-09-43-18	.7681	3-09-12-17
17.	RAGAMUFFIN	S. Fischer	3-22-50-26	.8598	3-09-32-38
18.	CAPRICE OF HUON	G. Ingate	4-04-31-36	.8142	3-09-50-55
19.	MOONBIRD	N. Brooker	4-10-31-12	.7690	3-09-54-49
20.	MORANDOO	W. Rice	4-14-38-10	.7424	3-10-08-10
21.	VAGO	H. Takeda	4-09-02-21	.7821	3-10-09-04
22.	SATANITA II	D. Wilkie	4-02-08-02	.8376	3-



Race History 1970-1972



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

FASTEST TIME: BUCCANEER

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

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

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

1971

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1	PATHFINDER	B. Wilson	4-00-02-04	.7835	3-03-14-34
2	RUNAWAY	J. Lidgard	4-01-00-50	.7844	3-04-05-51
3	WAI-ANIWA	R. H. Walker	4-01-15-07	.7844	3-04-17-03
4	MORNING CLOUD	E. Heath	3-21-58-57	.8141	3-04-30-40
5	TAURUS	A. G. Lee	3-21-05-48	.8266	3-04-57-13
6	CERVANTES IV	R. C. Watson	3-23-55-11	.8077	3-05-28-26
7	PROSPECT OF WHITBY	A. Slater	3-20-54-02	.8362	3-05-41-00
8	KOOMOOLOO	J. Gilliam	3-23-41-21	.8150	3-05-59-11
9	VITTORIA	L. Abrahams	4-00-00-01	.8159	3-06-19-35
10	POLARIS	L. H. Savage	3-23-44-51	.8292	3-07-23-37
11	RAGAMUFFIN	S. Fischer	3-17-37-54	.8861	3-07-25-21
12	BACARDI	P. Cole	3-23-36-37	.8336	3-07-42-02
13	STORMY PETREL	C. Curran	4-06-15-41	.7844	3-08-12-50
14	MELTEMI	B. C. Psaltis	3-23-29-25	.8422	3-08-25-18
15	SATANITA II	D. H. R. Wikie	3-23-46-09	.8482	3-09-13-52
16	PLUM CRAZY	G. Thomas & Partners	4-16-33-23	.7226	3-09-19-59
17	PILGRIM	G. Evans	4-08-01-30	.7835	3-09-30-13
18	HUON LASS	H. Calvert	4-08-03-00	.7841	3-09-35-08
19	PACHA	R. Crichton-Brown	3-17-37-41	.9157	3-10-04-20
20	MARK TWAIN	R. J. Langman	4-08-50-38	.7844	3-10-14-22
21	WHISPERS II	G. Stagg	3-21-19-11	.8813	3-10-14-33
22	TINA OF MELBOURNE	B. R. Scott	4-10-51-13	.7758	3-10-53-49
23	ANACONDA	J. Grubic	3-23-50-48	.8789	3-12-14-22
24	MORNING HUSTLER	R. H. Fidock	4-15-03-25	.7590	3-12-17-31
25	MERCEDES III	K. Farlor	4-09-08-27	.8077	3-12-55-19
26	MORNING MISCHIEF	R. R. Cavill	4-16-46-27	.7590	3-13-35-43
27	BOOMAROO III	H. Findlay	4-16-40-55	.7610	3-13-45-02
28	BINDA	J. S. Vickery	4-14-14-01	.7796	3-13-56-16
29	THUNDERBOLT	G. Needham	4-16-37-29	.7660	3-14-16-13
30	MORNING MATILDA	R. P. McIntyre	4-17-35-37	.7620	3-14-33-29
31	PIMPERNEL	J. Beaumont & Partners	4-16-31-54	.7709	3-14-45-02
32	WILD GOOSE	I. D. Russell	4-15-10-00	.7844	3-15-11-56
33	PATRICE	J. Kirby	4-12-04-55	.8068	3-15-12-01
34	DUET	J. Diamond	4-15-55-50	.7796	3-15-15-39
35	STORMY	C. Bruynzeel	3-22-06-33	.9301	3-15-31-31
36	VAGO II	H. Takeda	4-09-00-39	.8397	3-16-10-59
37	AMERICAN EAGLE	R. E. Turner	3-15-49-16	1.0042	3-16-11-24
38	JISUMA	L. K. Scott	4-16-46-58	.7892	3-16-13-08
39	KIALOA II	J. Kilroy	3-12-46-21	1.0413	3-16-16-24
40	SALACIA	F. W. Thomas	4-15-24-55	.7924	3-16-17-07
41	CAVALIER	J. Roche	4-23-54-42	.7374	3-16-25-22
42	MARY BLAIR	P. Riddle	4-09-08-14	.8448	3-16-49-12
43	PATSY OF ISLAND BAY	E. J. Muir	4-11-34-55	.8262	3-16-53-02
44	KINTAMA	R. George	4-15-51-39	.7957	3-17-00-27
45	BOOMERANG VII	P. M. Hill	4-06-39-31	.8675	3-17-03-23
46	SISKA	R. Tasker	3-17-04-12	1.0043	3-17-27-10
47	BARBARIAN	A. F. Alle	4-16-41-16	.7948	3-17-33-50
48	ZILVERGEEST II	A. J. Murray	4-23-14-22	.7590	3-18-30-09
49	ONYA OF GOSFORD	P. Rysdyk	4-15-23-46	.8132	3-18-35-14
50	SAVANT	K. L. Cox	4-11-41-15	.8474	3-19-15-15
51	CADENCE	D. M. Jones	5-03-34-11	.7393	3-19-21-18
52	MORNING MIST	A. G. Neate	5-00-44-17	.7570	3-19-23-55
53	RAGE	E. S. Lawrence	4-23-22-32	.7704	3-19-58-00
54	CALLIPYGE	A. Streichenberger	5-07-09-31	.7258	3-20-17-29
55	TAWARRI	J. D. Lewis	4-15-47-40	.8262	3-20-21-52
56	CARINA	P. Daniel	5-02-32-50	.7560	3-20-38-44
57	BALANDRA	Army Eastern Command	4-14-10-35	.8431	3-20-53-22
58	LOWANA II	K. Anderson & Partners	4-23-49-26	.7806	3-21-32-04
59	SYLPH VI	J. North & Partners	5-03-06-11	.7671	3-22-25-56
60	ALCHERINGA	J. N. Bridgland	4-15-46-47	.8481	3-22-48-00
61	MAKARETU	N. Gosson	4-17-13-39	.8406	3-23-10-44
62	SKINFLINT	J. K. Henley	5-01-57-33	.7844	3-23-39-53
63	ONDINE	S. A. Long	3-15-32-17	1.0931	3-23-41-15
64	WINSTON CHURCHILL	G. Warner	4-12-06-46	.8851	3-23-41-25
65	BUCCANEER	T. Clark	3-15-27-19	1.0967	3-23-54-44
66	FRANKLIN	Royal Aust. Navy	4-23-20-03	.8060	4-00-10-59
67	DORADO	J. I. Lake	5-08-22-24	.7634	4-00-12-59
68	SKYLARK	J. L. Ward	5-14-03-37	.7248	4-01-40-60
69	SARLENA	C. McGarry	5-10-40-19	.7767	4-05-29-34
70	SONG OF SOLVEIG	I. Forsyth-Grant	5-12-38-52	.7699	4-06-07-31
71	DIDGERIDOO	T. Simmat	5-17-59-26	.7905	4-13-04-43
72	PATIENCE	N. J. Bowden	6-02-33-20	.7544	4-14-33-40
73	CASSANDRA	E. H. Howe	6-07-29-48	.7434	4-16-37-20
74	CAPUCINE	C. Durrough	6-06-38-06	.7504	4-17-02-11
75	JASNAAR	P. Kinsella & Partners	13-13-58	.7249	4-17-58-40
76	FOUR WINDS	S. W. Gibson	6-04-01-22	.7951	4-21-41-34

FASTEST TIME: KIALOA II

DIVISION RESULTS: Div. 1: Morning Cloud; Div. 2: Plum Crazy; OTC: Pathfinder.

RETIRED: MARIA, MISTRESS, VAN DIEMEN.

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

1972

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

FASTEST TIME: AMERICAN EAGLE

Race History 1972-1974

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

RETIRED: ANACONDA, BACARDI, NOCTURNE, KIDNAPPER

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

1973

PLACE	YACHT	OWNER	ELAPSED TIME	TCF	CORRECTED TIME
1	CEIL III	W. Turnbull	3-12-05:34	.7786	2-17-28:28
2	PROSPECT OF WHITBY	A. Slater	3-07-49:47	.8471	2-19-29:48
3	RAMPAGE	P. Packer	3-12-44:57	.8031	2-20-03:43
4	TAURUS	A.G. Lee	3-11-52:25	.8147	2-20-19:54
6	IMPROBABLE	D.W. Allen	3-07-09:56	.8666	2-20-36:17
7	SUPERSTAR	E.A. Graham	3-09-35:10	.8410	2-20-36:50
8	LOVE AND WAR	P. Kurts	3-08-27:31	.8547	2-20-46:05
9	RAGAMUFFIN	S. Fischer	3-07-47:16	.8674	2-21-02:54
10	QAILO III	D. Parr	3-06-06:22	.8853	2-21-08:50
11	MARY BLAIR	P. Riddle	3-13-04:25	.8175	2-21-32:51
12	QUEEQUEG	M. Dowling	3-09-16:34	.8564	2-21-36:17
13	BARNACLE BILL	D. Johnstone	3-12-33:45	.8237	2-21-39:14
14	CALLIPYGE II	A. Streichenberger	3-11-57:35	.8311	2-21-46:44
15	POLARIS	L.H. Savage	3-13-19:25	.8205	2-22-00:29
16	MATIKA	A. Pearson	3-21-07:49	.7538	2-22-12:05
17	PACHA	Sir R. Crichton-Brown	3-06-41:56	.8957	2-22-29:25
18	APOLLO	P. Jolly	3-02-12:06	.9541	2-22-47:44
19	SKYLARK	J.L. Ward	4-05-17:01	.7034	2-23-14:34
20	PAPILLON	J. Wrightson	3-17-01:24	.8025	2-23-26:28
21	TEQUILA	D'Arcy Whiting	3-11-09:02	.8613	2-23-37:03
22	SISKA II	Rolly Tasker	3-03-38:14	.9614	3-00-43:03
23	QUICKSILVER	B. Wilson	3-19-01:53	.7990	3-00-44:03
24	ONYA OF GOSFORD	P. Rysdyk	3-19-23:46	.7972	3-00-51:39
25	PILGRIM	G. Evans	3-21-34:57	.7786	3-00-51:47
26	MORNING HUSTLER	R. Fidock	4-04-14:30	.7305	3-01-13:35
27	VARIAG	M. Henrion	4-01-09:43	.7540	3-01-15:36
28	BUSHWACKER	F.D. Spencer	3-22-08:55	.7786	3-01-18:14
29	RUNAWAY	I. Gibbs	3-23-43:14	.7696	3-01-39:59
30	MORNING MISCHIEF	R.C. Halliday	4-06-16:08	.7213	3-01-45:59
31	GRANNY SMITH	W. Anderson	4-09-16:22	.7004	3-01-46:54
32	MARARA	K.H. Flehr	4-04-20:06	.7357	3-01-48:59
33	TREVAASA	F.R. Duffield	3-18-33:33	.8192	3-02-11:09
33	VITTORIA	L.J. Abrahams	3-12-32:12	.8099	3-02-27:58
34	LOWANA II	K.R. & P. Anderson	3-23-46:55	.7775	3-02-28:13
35	LADY JANE	L.W. Grant	4-01-05:58	.7763	3-03-22:42
36	KISHMUL	J.C. Welson	4-02-13:09	.7741	3-04-01:52
37	PATRICE	R.J. Kirby	3-23-52:21	.7932	3-04-02:45
38	MARK TWAIN	R.J. Langman	4-01-41:56	.7786	3-04-04:06
39	HELSAL	A. Fisher	3-01-32:09	1.0444	3-04-48:03
40	GUMBLOSSOM	P. Joubert	4-14-18:06	.7004	3-05-15:19
41	BOOMAROO III	H.W. Findlay	4-10-02:25	.7305	3-05-27:44
42	SURAYA	K. Steinman	4-07-00:14	.7526	3-05-31:14
43	KOOMOOLOO	R.K. Young	4-01-27:37	.7961	3-05-35:17
44	MAGGIE	J. Duncanson	4-06-49:29	.7600	3-06-08:47
45	ANACONDA	I. Grubic	3-19-06:19	.8611	3-06-27:03
46	RUFFIAN	J. Kinsella	4-00-13:51	.8184	3-06-45:19
47	MAKARETU	N. Gosson	4-01-20:05	.8097	3-06-48:42
48	MERCEDES III	K.R. Farfor	4-04-44:18	.7831	3-06-53:17
49	POITREL II	J. Robson-Scott	4-10-29:33	.7412	3-06-55:55
50	AQUILA	J. Park	4-13-23:27	.7318	3-08-03:07
51	KINGURRA	G.A. Warner	3-23-44:09	.8410	3-08-30:50
52	DUET	J.P. Diamond	4-11-22:47	.7538	3-08-56:33
53	HELLFIRE	K.L. Turner	4-14-04:19	.7357	3-09-10:40
54	AQUARIUS	R.E. Francis	4-09-20:33	.7752	3-09-39:41
55	ZILVERGEEST II	A. Murray	4-17-23:05	.7249	3-10-11:33
56	FRANKLIN	R.A.N.	4-11-21:28	.7682	3-10-28:19
57	SIROCCO	T. & P. Firmstone	4-11-01:13	.7710	3-10-30:45
58	ASSEGAII	E.R. Rooms	4-19-16:20	.7189	3-10-52:09
59	CAROL J	J. Oliver	4-12-27:39	.7681	3-11-18:30
60	BINDA	A.M. Rundle	4-13-43:26	.7595	3-11-20:59
61	SUNDOWNER	B. Price	3-23-44:54	.8719	3-11-28:58
62	CARDINAL PUFF	P.D. Rundle	5-01-52:55	.6881	3-11-52:00
63	INCA	E. Julian	4-03-32:12	.8427	3-11-52:46
64	WILD GOOSE	I.D. Russell	4-12-22:28	.7741	3-11-53:32
65	ALI BABA	B.P. Walpole	4-16-04:04	.7551	3-12-37:20
66	ASTROLABE	A.R. Gear	5-02-17:20	.7034	3-14-01:04
67	MORNING MIST	A. Neate	4-22-52:27	.7279	3-14-31:42
68	BALANDRA	Army	4-10-10:42	.8239	3-15-28:48
69	SEQUANA	M.J. Tilley	5-05-33:10	.6973	3-15-32:52

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

FASTEST TIME: Helsal

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

DISQUALIFIED: Alcheringa, Ruthean.

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

1974

PLACE	YACHT	OWNER	ELAPSED TIME	TCF	CORRECTED TIME
1	LOVE & WAR	P. Kurts	4-04-27:33	.8503	3-13-25:04
2	BUMBLEBEE 3	J.D. Kahlbetzer	4-01-03:85	.9044	3-15-47:09
3	GRANNY SMITH	W. Anderson	5-06-47:98	.7016	3-16-57:76
4	MERCEDES IV	H.T. Kaufman	4-12-19:22	.8236	3-17-12:76
5	FANTASY RAG	J. Musgrove	4-08-53:04	.8604	3-18-14:53
6	APOLLO III	A. Bond	4-02-58:93	.9125	3-18-19:27
7	VITTORIA	L.J. Abrahams	4-16-36:60	.8064	3-18-48:52
8	PATRICE III	R. J. Kirby	4-09-30:37	.8613	3-18-52:35
9	TAURUS	A.M. Kelso	4-16-34:98	.8078	3-18-56:67
10	KOOMOOLOO	R.K. Young	4-18-42:32	.7931	3-18-58:37
11	NDUMSKY	L. Fallshaw	5-08-08:12	.7101	3-18-59:33
12	ONDINE III	S.A. Long	3-13-51:93	1.0642	3-19-22:68
13	POLARIS	L.H. Savage	4-17-01:68	.8087	3-19-24:34
14	POITREL II	J. Robson-Scott	5-04-58:95	.7353	3-19-53:98
15	APOLLO	W. Rooklyn	4-00-52:80	.9521	3-20-14:37
16	BALLYHOO	J. Rooklyn	3-16-52:35	1.0426	3-20-39:51
17	APPALOOSA	R.T. Spence	5-07-33:57	.7265	3-20-40:32
18	BACARDI	R.J. Gould/W.H. Rockliff	4-18-37:55	.8095	3-20-47:38
19	NIKE	C.E. Davies	5-04-52:32	.7431	3-20-47:54
20	GUMBLOSSOM	P.N. Joubert	5-12-59:90	.6990	3-20-57:95
21	ZILVERGEEST III	A.J. Murray	5-08-05:63	.7263	3-21-02:07
22	MATIKA II	A. Pearson	5-04-55:12	.7488	3-21-32:35
23	ALI BABA	B.P. Walpole	5-04-05:75	.7556	3-21-46:01
24	SUPERSTAR	K. Farfor	4-16-59:33	.8328	3-22-05:83
25	DUET	J.P. Diamond	5-05-50:47	.7484	3-22-10:77
26	DOROTHY II	E.W. Wall-Smith	5-09-13:48	.7308	3-22-26:24
27	BALANDRA	Dept of Army	4-19-56:23	.8147	3-22-27:24
28	BRUTTA FACCIA	G. Fornaro	5-02-16:25	.7742	3-22-39:72
29	HUON CHIEF	H.D. Calvert	5-02-04:40	.7763	3-22-45:93
30	MARK TWAIN	R.J. Langman	5-03-35:67	.7681	3-22-55:98
31	BINDA	A.M. Rundle	5-05-49:27	.7546	3-22-56:68
32	LOLLIPOP	P.W. Kline/I.T. Miller	5-15-30:18	.7016	3-23-04:13
33	PANDORA	H. James	5-01-01:48	.7866	3-23-11:88
34	WILD GOOSE	I.D. Russell	5-05-55:73	.7638	4-00-11:07
35	PINTADO	E.H. Wilson	5-13-31:20	.7224	4-00-27:29
36	BRUMBY	P.J. & R.S. Robinson	5-15-30:18	.7127	4-00-43:21
37	ANTAGONIST	R.F. Hickman	5-02-36:95	.7898	4-00-50:52
38	BUSHWACKER	F. Spencer	5-04-56:00	.7774	4-01-07:39
39	ONYA OF GOSFORD	P. Rysdyk	5-16-50:42	.7101	4-01-10:21
40	WILLI WILLI	J. Hawley	4-18-05:30	.8529	4-01-18:36
41	PEGASUS	G.R.W. Snow	5-06-43:82	.7688	4-01-25:82
42	RUFFIAN	J. Kinsella	5-01-03:83	.8085	4-01-52:81
43	CORROBOROE	G. Hutchinson	5-07-33:72	.7703	4-02-15:66
44	ANACONDA	G.R. Ellis	4-19-32:73	.8540	4-02-40:55
45	SAVANT	K.L. Cox	4-22-37:00	.8325	4-02-44:90
46	CAVELIER I	J.P. Partridge	5-21-35:58	.6987	4-02-56:85
47	HUSTLER	P. Bates/B. Climo	4-18-37:42	.8665	4-03-19:28
48	AVAILON	E.J. Slight	5-06-28:97	.7969	4-04-47:64
49	BUCCANEER	T.E. Clarke	4-00-24:90	1.0477	4-05-00:84
50	CONQUISTA	J.P. Rochfort	5-22-23:12	.7101	4-05-06:47



Race History 1974-1976



51	CORDON BLEU	J. Violet	5-10-51.82	7742	4-05-18.87
52	SARACEN II	J. H. Jamison	6-00-19.85	7096	4-06-25.03
53	HELSEAL	A. Fisher	4-00-50.72	1.0672	4-07-21.20
54	TREVASA	F. R. Duffield	5-10-19.92	8063	4-09-05.20
55	CATRIONA M	B. C. Folbigg	5-20-01.02	7564	4-09-54.52
56	VOLANTE	N. H. Price	4-17-04.95	9419	4-10-30.74
57	RED BOOMER II	W. T. McNeil	5-11-14.40	8047	4-20-06.48
58	HONEYWIND	T. H. Bragg	6-01-42.00	8162	4-22-55.22

FASTEST TIME: Ondine III

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

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

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

1975

PLACE	YACHT	OWNER	ELAPSED TIME	T.C.F.	CORRECTED TIME
1	RAMPAGE	P. Packer	3-04-43.03	.7988	2-13-16.56
2	FAIR DINKUM	J. Robson-Scott	3-10-35.23	.7442	2-13-27.47
3	SUPERSTAR	K. Farfor	3-03-13.00	.8228	2-13-53.18
4	PIED PIPER	B. F. Geisler	3-07-38.58	.7774	2-13-55.10
5	PROSPECT OF PONSONBY	N. R. Angus	3-07-59.06	.7752	2-14-00.16
6	BRER FOX	Marshall Bros.	3-07-41.40	.7784	2-14-02.03
7	NORYEMA	R. Amey	3-00-52.39	.8529	2-14-09.26
8	POLARIS	L. H. Savage	3-05-30.58	.8052	2-14-24.58
9	DUET	J. P. Diamond	3-11-46.20	.7453	2-14-26.07
10	DRAGONFYRE	R. C. Genders	3-12-56.04	.7355	2-14-28.10
11	HORNET	J. Duncanson	3-12-22.08	.7442	2-14-47.14
12	PILGRIM	J. H. Ratten	3-10-23.16	.7650	2-15-01.36
13	DANCING MOUSE	C. McGarry	3-12-59.04	.7454	2-15-20.51
14	HUON LASS	M. Champion	3-11-38.37	.7583	2-15-25.37
15	BLUE POLES	J. A. Harris	3-13-24.45	.7431	2-15-28.12
16	LOVE AND WAR	P. Kurts	3-02-38.46	.8503	2-15-28.18
17	WARRI	J. H. Bleakley	3-11-45.13	.7587	2-15-32.38
18	CORINTHIAN	D. R. Hooper	3-01-35.03	.8646	2-15-37.15
19	NIKE	C. E. Davies	3-13-29.24	.7442	2-15-37.18
20	FANTASY RAG	J. Musgrove	3-02-00.42	.8604	2-15-40.47
21	APOLLO II	R. & I. Thurston	3-03-12.07	.8477	2-15-44.55
22	MELTEMI	B. C. Psaltis	3-05-33.18	.8220	2-15-45.06
23	PATRICE III	R. Kirby	3-02-14.48	.8596	2-15-49.21
24	KAILUA	J. B. Senior	3-02-37.49	.8554	2-15-50.20
25	BRUTTA FACCIA	G. Fornaro	3-10-23.01	.7752	2-15-51.50
26	MOONBIRD	S. G. Kuhn	3-12-14.50	.7586	2-15-54.35
27	HUON CHIEF	H. D. Calvert	3-10-30.06	.7763	2-16-02.46
28	NATTELLE TWO	K. Wright	3-06-18.07	.8181	2-16-03.32
29	THE FOX	Anderson Bros.	3-10-23.44	.7805	2-16-18.35
30	TEMPO	C. Johnson & N. Vitali	3-10-45.00	.7774	2-16-19.47
31	DIAMOND CUTTER	A. Sweeney	3-11-39.30	.7720	2-16-34.30
32	HUSTLER	B. Climo & P. Bates	3-03-00.33	.8629	2-16-43.31
33	BEDOUIN	T. Michilis	3-15-12.05	.7431	2-16-47.58
34	QUICKSTEP	H. L. Smith	3-11-26.22	.7774	2-16-51.57
35	APOLLO III	A. Bond	2-23-54.01	.9029	2-16-55.07
36	VITTORIA	L. J. Abrahams	3-08-34.17	.8064	2-16-58.22
37	MERCEDES III	A. T. Clutton	3-11-50.25	.7757	2-17-02.06
38	SUNBIRD V	T. Yamasaki	3-01-31.50	.8847	2-17-03.09
39	KOOMOOLOO	R. K. Young	3-10-23.09	.7931	2-17-20.25
40	WHISPERS OF WELLINGTON	G. Stagg	3-08-28.06	.8124	2-17-22.21
41	THUNDERBOLT	L. P. Harding	3-19-01.27	.7182	2-17-22.25
42	PINTADO	E. H. Wilson	3-19-07.13	.7183	2-17-27.06
43	WINDOWARD PASSAGE	R. M. Johnson	2-14-59.52	.10401	2-17-31.26
44	GERONIMO	A. G. Lee	3-04-16.09	.8596	2-17-33.40
45	QUICKSILVER	R. Wilson	3-10-23.39	.7968	2-17-39.06
46	RUTHLESS	P. Hill	3-12-27.19	.7774	2-17-39.20
47	SISKA	R. L. Tasker	3-02-43.13	.8792	2-17-41.39
48	MARY BLAIR	J. Savage & P. Short	3-10-01.08	.8026	2-17-49.42
49	MERCEDES IV	H. T. Kaufman	3-08-01.25	.8236	2-17-54.27
50	THUNDERCLOUD	D. Hogg & A. Stewart	3-12-48.59	.7774	2-17-56.10
51	QUANDO	J. D. Edmonds	3-02-39.20	.8854	2-18-06.00
52	BACARDI	R. Gould & W. Rockliffe	3-10-22.47	.8026	2-18-07.05
53	LEDA	N. E. Gosson	3-00-01.13	.9189	2-18-10.46
54	VAGO	H. Takeda	3-06-19.02	.8452	2-18-11.37
55	KIALOA	J. B. Kilroy	2-14-36.56	1.0573	2-18-12.12
56	ANTICIPATION	S. Brown Synd.	3-01-58.06	.8954	2-18-13.52
57	TAWARRI	J. D. Lewis	3-10-35.12	.8038	2-18-22.59
58	ANDURIL	R. E. Carter	3-11-23.43	.7978	2-18-31.58
59	WESTWIND	K. & R. Findlay	3-14-17.58	.7710	2-18-32.13
60	PEGASUS	G. Snow	3-15-45.36	.7595	2-18-39.13
61	APOLLO	S. Barrett	2-22-12.19	.9482	2-18-34.07
62	BALANDRA	Army Sailing Club	3-10-23.50	.8113	2-18-50.56
63	BINDA	A. M. Rundle	3-17-14.04	.7515	2-19-03.35
64	REBEL	R. E. Francis	3-18-34.36	.7419	2-19-11.56
65	TUPPENACE	T. Barrenger	3-18-41.01	.7430	2-19-22.41
66	GIDGEE	D. Ingall	3-07-59.25	.8446	2-19-33.35
67	TAURUS	A. M. Kelso	3-12-23.12	.7999	2-19-30.03

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

FASTEST TIME: Kialoa

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

Retired: Matika II, Savant, Zilvergeest III.

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

1976

PLACE	YACHT	OWNER	ELAPSED TIME	T.C.F.	CORRECTED TIME
1	PICCOLO	J. Pickles	4-05-30.15	.7857	3-07-45.07
2	ROCKIE	P. & R. Kingston	4-07-30.12	.7774	3-08-27.49
3	RAGAMUFFIN	S. Fischer	3-21-49.58	.8638	3-09-03.10
4	LOVE & WAR	P. Kurts	3-23-54.39	.8469	3-09-13.37
5	BACARDI	R. Gould & W. Rockliffe	4-06-10.44	.7966	3-09-23.45
6	NATELLE TWO	N. S. Girdle	4-03-28.25	.8190	3-09-28.08
7	PATRICE III	R. J. Kirby	3-23-45.16	.8537	3-09-44.44
8	DYNAMITE	P. Smith	4-05-18.03	.8114	3-10-11.44
9	APOLLO II	R. I. Thurston	4-01-15.25	.8468	3-10-21.26
10	RUFFIAN	J. Kinsella	4-07-06.32	.8021	3-10-42.13
11	CHAUVINIST	J. Wareham	4-23-12.07	.6975	3-11-08.36
12	OUQUEQUE	P. Beiliding	4-03-31.31	.8401	3-11-36.40
13	GHOST	K. & R. Barry-Cotter	4-16-35.40	.7442	3-11-47.34
14	MULLOKA	C. J. WILKINSON	4-20-40.39	.7223	3-12-16.34
15	APOLLO	W. Rooklyn	3-17-16.40	.9468	3-12-31.42
16	BALLYHOO	J. Rooklyn	3-07-59.26	1.0573	3-12-34.26
17	DIAMOND CUTTER	A. Sweeney	4-13-42.48	.7710	3-12-35.20
18	HOT PROSPECT II	Heuchmer Everitt			
19	LOTS WIFE	Moran & Co	4-13-01.20	.7763	3-12-38.02
20	TAURUS	R. Montgomery	5-01-57.47	.6962	3-12-54.38
21	RAMPAGE	A. M. Kelso	4-10-48.57	.7966	3-13-05.22
22	ANTAGONIST	E. N. Fuller	4-11-30.14	.7924	3-13-11.10
23	MATIKA III	R. G. Hickman	4-14-38.30	.7701	3-13-12.19
24	GERONIMO	A. G. Lee	4-13-40.03	.7774	3-13-15.20
25	WAINUNU IV	R. A. Lee	4-09-44.10	.8529	3-13-16.16
26	INVINCIBLE	R. H. Cawse	4-13-51.49	.8074	3-13-22.17
27	MERCEDES III	A. T. Clutton	4-14-02.25	.7774	3-13-24.29
28	KESTREL	R. H. Fidock	4-14-12.40	.7763	3-13-25.27
29	FARROUT	P. H. Winkless	4-14-05.01	.7774	3-13-26.08
30	HUON CHIEF	H. D. Calvert	4-14-40.20	.7774	3-13-34.44
31	BRER FOX	R. W. Jackman	4-14-14.18	.7752	3-13-47.35
32	RHOCET II	G. L. Finlay	5-00-12.47	.7795	3-13-55.51
33	ZILVERGEEST III	A. J. Murray	5-00-21.38	.7199	3-14-32.29
34	MATIKA II	Roxburg P'ns	4-20-59.54	.7234	3-15-04.08
35	BRUMBY	R. & R. Robinson	5-02-58.52	.7442	3-15-04.13
36	VITTORIA	L. J. Abrahams	4-12-32.57	.7088	3-15-10.08
37	SARACEN II	J. H. Jamison	5-04-39.25	.8064	3-15-12.03
38	DANCING MOUSE	G. McGarry	4-22-32.34	.7036	3-15-42.31
39	LEDA	N. E. Gosson	3-23-40.29	.7442	3-16-13.10
40	RUTHLESS	P. Hill	4-17-29.03	.9232	3-16-19.37
41	CHAOS	R. T. Spence	4-17-41.02	.7784	3-16-20.10
42	BALANDRA	W. R. Carpenter	4-13-45.50	.7774	3-16-22.40
43	THUNDERBOLT	L. P. Harding	5-04-27.58	.8079	3-16-40.42
44	PINTADO	E. Wilson	5-04-36.27	.7152	3-17-01.05
45	VANESSA	B. K. Jaggard	5-08-18.42	.7154	3-17-08.39
46	MERCEDES IV	M. E. Braham	4-13-33.57	.6962	3-17-19.50
47	SUNDANCE	D. Smith	5-10-57.29	.8236	3-18-14.18
48	BANJO PATTERSON	J. Jarrett	4-05-42.25	.6987	3-19-30.01
				.9064	3-20-11.14

Race History 1976-1978

49	BINDA	I. D. Ritchie	5-03-09.21	7494	3-20-17.35
50	SARNIA	P. Rae	5-08-16.21	7240	3-20-52.31
51	ARTEMIS	D. J. Millikan	5-12-23.15	7075	3-21-39.51
52	LANDFALL	K. Elliott	5-02-44.50	7699	3-22-30.11
53	HI-JACQUE	J. Violet	5-02-11.22	7752	3-22-43.17
54	ICHTHUS	R. P. Delbridge	5-10-27.49	7290	3-23-06.29
55	ANITRA MAY	R. Walters	4-23-54.25	7955	3-23-23.10
56	WILD GOOSE	I. D. Russell	5-06-21.30	7576	3-23-43.45
57	FREEDOM	C. T. Martin	5-08-21.21	7461	3-23-45.59
58	QUASAR	B. J. Sutherland	4-13-38.54	8908	4-01-40.29
59	ANACONDA II	J. Grubic	3-22-29.37	0421	4-02-28.18
60	OBSESSION	B. Tardrew	4-21-09.33	8477	4-03-18.57
61	NIRIMBA	R. A. N. S. A.	5-18-45.03	7176	4-03-34.03
62	CARMEN	K. Bourke	6-00-26.00	6920	4-03-56.52
63	NAND II	R. O. Chapman	5-13-55.53	7514	4-04-38.10
64	WILLI WILLI	J. Goodard	5-03-41.35	8290	4-06-32.30
65	SCARLET	L. F. Job	5-21-51.49	7236	4-06-39.05
66	ANNA DRIE	J. Krop	5-06-24.40	8162	4-07-10.36
67	QUEST	R. Cruikshank	5-07-02.17	8152	4-07-33.41
68	ADRIA AUSTRALIS	A. Hayes	5-04-05.18	8375	4-07-55.26
69	JINDIVIK	H. Bohill	6-00-25.26	7308	4-09-32.42
	NIJUMI	R. B. Grenda	5-09-25.49	7171	3-20-48.52

FASTEST TIME: Ballyhoo

DIVISION RESULTS: Div. A: Ragamuffin; Div. B: Piccolo; Div. C: Ghost; Div. D: Chauvini
2-Ton: Natelle Two; 1-Ton: Rockie; ½-Ton: Ghost; ¼-Ton: Chauvini

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

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

1977

PLACE	YACHT	OWNER/CHARTERER	ELAPSED TIME	T.C.F.	CORRECTED TIME
1	KIALOA	J.B. Kilroy	3-10-14.09	1.0454	3-13-58.10
2	RAGAMUFFIN	S. Fischer	4-06-29.42	8596	3-16-06.17
3	WINDWARD PASSAGE	F. Johnson	3-12-39.00	1.0435	3-16-19.56
4	LOLLIPOP	P. Kline & I. Miller	5-15-39.10	6931	3-22-01.15
5	NATELLE II	N.S. Girdis	4-19-26.52	8162	3-22-13.43
6	BRER FOX	R.W. Jackman	5-02-35.06	7711	3-22-31.31
7	JENNY H	Jenny H Syndicate	5-01-48.48	7774	3-22-41.52
8	ANTAGONIST	R.F. Hickman	5-02-40.47	7732	3-22-51.21
9	PICCOLO	J. Pickles	5-02-06.18	7774	3-22-55.28
10	APOLLO	J. Rooklyn	4-05-33.04	9391	3-23-22.00
11	PINTA	W. Illbruck	4-20-17.54	8218	3-23-34.27
12	ZILVERGEEST III	A.J. Murray	5-13-06.04	7193	3-23-44.23
13	DYNAMITE 2	P.S. Smith	4-20-32.05	8236	3-23-45.30
14	DAMEL	W.A. Currie	5-02-21.29	7846	4-00-00.08
15	RAMPAGE	E.N. Fuller	5-02-11.47	7860	4-00-02.47
16	WINSOME 77	D.D. May	4-20-54.25	8218	4-00-04.27
17	FARRAWA	B.G. Campbell	4-20-31.21	8246	4-00-05.04
18	AQUILA	B. Edmunds & J. Aitken	5-14-39.02	7136	4-00-05.12
19	SWEENEY TODD	D.W. Blainey	5-16-58.58	7016	4-00-06.26
20	NYAMBA	J.G. Hardy	4-21-35.45	8181	4-00-12.19
21	NITRO	G. & R. Edgerton	4-21-04.12	8236	4-00-25.08
22	LOVE AND WAR	P. Kurts	4-20-02.10	8333	4-00-41.34
23	VITTORIA	L.J. Abrahams	5-02-22.23	7933	4-01-04.43
24	HUMDINGER	W.B. Northam	5-20-06.31	6933	4-01-08.14
25	BARNACLE BILL	J. & D. Dirksen	5-01-05.52	8045	4-01-25.23
26	APOLLO II	R. & I. Thurston	4-20-29.29	8375	4-01-33.42
27	DYNAMITE	R.E. Walters	5-00-29.16	8114	4-01-45.50
28	PERIE BANOU	J. & C. Sanders	5-14-43.33	7281	4-02-05.38
29	WHISPERS OF WELLINGTON	G.R. Staggs	5-02-13.19	8027	4-02-06.27
30	DANCING MOUSE	C. McGarry	5-13-19.37	7353	4-02-07.09
31	BACARDI	J. Gould	5-03-55.21	7933	4-02-18.28
32	GOLDEN EAGLE	J.W. Granger	5-06-28.35	7774	4-02-19.22
33	KESTRAL	R.H. Fidock	5-07-03.27	7752	4-02-29.42
34	CONCUBINE	J. Mc. Taylor	5-12-31.30	7442	4-02-37.30
35	MERINDA	A.G. Taylor	5-21-47.23	6962	4-02-42.50
36	MERCEDES III	A.T. Clutton	5-07-57.27	7730	4-02-54.40
37	MARTINE	P.K. Gourlay	5-23-49.55	6877	4-02-54.47
38	FARR OUT	E. Vidor	5-07-30.51	7763	4-02-59.21
39	KNOCKOUT	Sir Max Aitken	5-01-19.04	8181	4-03-15.00
40	BRUMBY	P. & R. Robinson	5-22-48.43	6990	4-03-49.31
41	PANDORA II	M.W.D. Phillips	5-02-19.01	8179	4-04-02.35
42	VARIAG	M. Herion	5-16-24.18	7380	4-04-40.01
43	BILLAGONG	P.N. Joubert	5-14-55.21	7465	4-04-43.10
44	BLUE MOON	W. Anderson	5-12-32.47	7628	4-05-06.23
45	BRUVURA	I. Loube	4-19-20.03	8768	4-05-07.30
46	*PATRICIA III	R.J. Kirby	4-16-22.29	8554	4-05-07.31
47	MULBERRY	M. Lovett	6-04-53.02	6987	4-05-40.22
48	STREAKER	R. H. Cawse	5-12-23.45	7681	4-05-41.36
49	WAINUNU IV	J. Garner & D. Strong	5-07-00.13	8041	4-06-07.25
50	POLARIS	L.H. Savage	5-06-27.55	8086	4-06-15.35
51	MIKO	D. Burfitt	6-03-14.59	6959	4-06-28.16
52	THUNDER CLOUD	D. Hogg & A. Stewart	5-13-10.32	7731	4-06-57.29
53	CHAOS	R.T. Spence	5-12-27.55	7774	4-06-58.43
54	SHENANDOAH	J.R. Charody	6-05-10.30	6959	4-07-48.39
55	BANG BANG	D.W. Baxter	5-13-09.51	7815	4-08-04.04
56	APOLLO III	A. Bond	4-20-26.58	8965	4-08-23.49

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

FASTEST TIME: Kialoa

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

Disqualified: Cordon Bleu, Vanessa.

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

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

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

1978

PL.	YACHT	OWNER/CHARTERER	ELAPSED TIME	T.C.F.	CORRECTED TIME
1	LOVE & WAR	P. Kurts	4-04-45.72	8358	3-12-13.00
2	MARGARET RINTOUL II	S.R. Edwards	4-03-34.85	8499	3-12-37.85
3	CONSTELLATION	J.W. Garner	4-04-08.25	8613	3-14-14.90
4	STREAKER	B.C. Ryan	4-22-42.57	7660	3-18-55.88
5	MATIKA II	A. Pearson	5-06-32.00	7335	3-20-48.72
6	APOLLO	J. Rooklyn	4-02-23.40	9458	3-21-03.43
7	PECOCO	K.W. & R.M.H. Adams	5-10-52.00	7127	3-21-16.12
8	DECEPTION	D. Hankin	4-22-39.57	7877	3-21-28.07
9	SINERMANN	G.D. Finchett	5-10-33.00	7174	3-21-39.38
10	BILLAGONG	P.N. Joubert	5-07-49.00	7454	3-23-15.70
11	CASABLANCA	K. Page	4-04-26.87	9503	3-23-27.32
12	HUON CHIEF	H.D. Calvert	5-05-26.00	7628	3-23-40.82
13	DIAMOND CUTTER	A. Sweeney	5-06-04.00	7597	3-23-46.37
14	VITTORIA	L.J. Abrahams	5-01-23.22	7910	4-00-01.02
15	ANTAGONIST	R.F. Hickman	5-05-45.00	7638	4-00-02.87
16	VANGUARD	K. Dorrell	5-09-15.00	7449	4-00-16.88
17	WESTERN MORNING	R.H. Cawse	5-01-26.67	7928	4-00-16.87
18	THUNDERBOLT	D.W. Blainey & P.R. Stockfield	5-14-56.00	7163	4-00-39.15
19	BRER FOX	L.P. Harding	5-15-04.00	7167	4-00-48.13
20	WHITE POINTER	R.W. Jackman	5-06-38.00	7649	4-00-51.70
21	PIELGRIM	K.R. Le Compte	5-05-09.00	7355	4-01-33.25
22	SWIFT CAROLINE	J.H. Ratten	5-09-18.00	7556	4-01-41.93
23	PRIORITY	M.W.D. Phillips	4-22-55.90	8218	4-01-44.27
24	RAMPAGE	D.J. Fuller	5-05-44.00	7795	4-02-00.53
25	RELENTLESS	E.N. Fuller	5-05-44.00	7838	4-02-32.98
26	ZILVERGEEST III	P. Hankin	5-05-26.00	7887	4-02-55.75
27	CHAOS	A.J. Murray	5-18-14.00	7163	4-03-00.98
28	ROGUE	R.T. Spence	5-06-07.00	7863	4-03-09.92
29	ROCKIE	M.H. White	5-10-34.00	7649	4-03-52.22
30	BANG BANG	P.S. Kingston	5-07-24.00	7853	4-04-02.82
31	HERCULES	D.W. Baxter	5-06-37.00	7902	4-04-03.13
32	LOTS WIFE	M.H. C.M. & S.P. Will	6-00-43.12	6931	4-04-18.27
33	ONYA OF GOSFORD	R.S. Montgomery	6-01-34.80	6905	4-04-31.37
34	NATELLE TWO	P. Rydyk	5-05-59.00	8000	4-04-47.18
35	MARY BLAIR	A.G. Lee	5-04-41.00	8092	4-04-53.82
36	CANON	G.A. Blok	5-06-51.00	7964	4-05-01.40
37	SOLANDRA	J. Harry	6-01-47.75	6931	4-05-03.05
38	MERINDA	R.W. Escott	6-01-44.32	6939	4-05-07.67
39	MELTEMI	A.G. Taylor	6-01-37.30	6946	4-05-08.92
40	MIRABOOKA	B.C. Psaltis	5-05-01.00	8121	4-05-31.55
41	POLARIS	J. Bennetto	5-04-47.00	8145	4-05-38.15
42	MATIKA III	T. Goto	5-06-00.00	8070	4-05-40.92
43	MERCEDES IV	K.C.D. Roxburgh & D.L. Don	5-06-55.00	8057	4-06-15.40
44	MERCEDES V	D.L. Braham	5-04-45.00	8238	4-06-46.13
45	MANU KAI	H. Jones	5-05-47.00	8181	4-06-54.20
46	SATIN SHEETS	J.W.B. Barry	5-15-28.00	7597	4-06-54.83
47	RUNAWAY	A.A. Strachan	5-04-47.00	8255	4-07-00.52
48	RICOCHET II	K.E. Millin	5-10-28.00	7905	4-07-08.03
49	HELSEL	G.L. Finlay	6-00-47.70	7141	4-07-23.88
50	ANACONDA II	H.A. Fisher	4-03-02.15	1.0468	4-07-40.23
51	DYNAMITE	J. Grubic	4-05-01.35	1.0315	4-08-12.27
52	PERIE BANOU	R.E. Walters	5-05-39.00	8310	4-08-24.90
53	FUZZY DUCK	J.W. & C.C. Sanders	6-01-01.05	7219	4-08-41.28
54	HI-JACQUE	C.A. Troup	5-06-56.92	6987	4-08-46.13
55	BRUVURA	J.H. Violet	5-18-21.00	7586	4-08-57.13
56	CHANCE	C.K. Charles	6-06-21.47	6987	4-09-03.28
57	VANESSA	W. & J. Rice	6-00-12.95	7323	4-09-36.55
58	BREADFRUIT	B.K. & K.A. Jagger	6-08-57.07	6905	4-09-36.75
59	SCORPION	R. Sill	5-23-54.35	7353	4-09-48.83
60		R.W. Clemens	5-05-51.00	8443	4-10-15.30

Race History 1978-1979

61	HORNET	D Flecker & A Kurburgh	6:01.32.05	7323	4:10-34.47
62	SURAYA	K. Spencer	6:01.36.47	7330	4:10-43.82
63	ARETHUSA	G. Knightly	5:04.47.00	8571	4:10-57.10
64	QUADRILLE	Army Sailing Club	6:02.15.07	7323	4:11-05.97
65	JISUMA	W. Rockliff	6:01.27.85	7401	4:11-39.47
66	SECOND LADY	G. Scherwinski	6:01.51.42	7398	4:11-54.28
67	JOKER	P. Webb	6:13.34.12	8849	4:11-55.12
68	SILVER CLOUD	P.D. Rundle	5:05.04.00	8630	4:11-55.95
69	CALLALA	A.G. McComb	6:01.31.92	7442	4:12-18.28
70	MYSTIC SEVEN	A.J. & R.K. Birtles	5:22.35.12	7634	4:12-50.97
71	COBWEB	N.G. Chidgey	6:01.37.30	7493	4:13-06.85
72	LOWANA II	W.M. Griffiths	6:02.02.87	7515	4:13-45.28
73	BLUE MOON	D. Millikan	6:01.32.60	7546	4:13-49.82
74	UTIEKAH IV	W. Anderson	6:00.58.50	7576	4:13-49.88
75	MORNING MATILDA	G. Hennicke	5:22.42.30	7730	4:14-18.65
76	HUMBUG	R.P. McIntyre	6:09.11.40	7208	4:14-25.15
77	TOLTEN	R.L. Bugg	6:12.30.57	7075	4:14-43.82
78	GENGHIS KHAN	D.A. Job	6:01.33.37	7619	4:14-53.95
79	FREANDA	R. Huntley	5:07.20.00	8711	4:14-55.20
80	WILLI WILLI	J.A. Carr	5:06.46.00	8834	4:15-59.13
81	ODIN	J. Goddard	5:05.58.00	8914	4:16-17.20
82	SUNDANCE	W.L. Gilbert	6:01.44.15	7728	4:16-37.47
83	GRETLE	P.W. Daniel	6:22.35.07	6956	4:19-52.57
84	TOUCHWOOD	B. Lewis	5:04.45.00	9395	4:21-12.15
85	KLINGER	D.P. & V.A. Brookier	6:00.29.57	8171	4:22-03.90
86	RIMFIRE	T.N. Cassidy	8:04.48.70	7211	5:21-55.25
98*		E.W. Wall-Smith	5:07.56.00	8372	4:11-06.33

FASTEST TIME: Apollo

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

* Penalised 50% after protest.

Retired: Acruz, Apollo II, Apollo IV, Farr Out, Moonshadow, Piccolo, Superstar, Cicquot, Nimmtabel, Nirimba.

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

1979

Place	Yacht	Owner/Charterer	Elapsed Time	TCF	Corrected Time
1	SCREW LOOSE	R.J. Cumming	4:12-54.63	.6934	3:03-31.10
2	WHEEL BARROW	I.C. Tringham	4:12-59.22	.6934	3:03-34.28
3	APALIE	"Apalie" Syndicate	4:13-05.85	.6931	3:03-36.92
4	SHELANDOAH	J.R. Charody	4:13-33.53	.6902	3:03-37.05
5	QUINTAL	H.C. Knoop	4:13-19.83	.6962	3:04-06.95
6	NIRE LOWA	A.T. Floyd	4:14-45.38	.6902	3:04-26.63
7	MERINDA	A.G. Taylor	4:15-13.03	.6918	3:04-56.40
8	CHAUVINIST	P. Winkler	4:15-47.65	.6902	3:05-09.62
9	ZILVERGEEST III	A.J. Murray	4:12-17.57	.7133	3:05-14.70
10	MORNING HUSTLER	J.H. Cowell	4:12-51.00	.7133	3:05-38.55
11	THUNDERBOLT	L.P. Harding	4:13-06.30	.7137	3:05-52.08
12	QUETZAL	P. North	4:13-05.85	.7139	3:05-53.07
13	CHEERY CHEER	P. Attrill	4:17-37.63	.6863	3:05-58.93
14	LOLLIPOP	I. Millar	4:17-31.93	.6874	3:06-02.52
15	BUMBLEBEE 4	J.D. Kahlbetzer	3:01-45.87	1.0628	3:06-23.80
16	GHOST TOO	K. Roxburgh, C. Graham, W. Hoare	4:11-40.22	.7293	3:06-31.43
17	PIMPERNEL	H.J. Holland	4:14-06.78	.7145	3:06-40.53
18	PUSN 'N' BOOTS	H. Boot	4:12-55.98	.7234	3:06-48.12
19	RELENTLESS	P. Hankin	4:05-16.97	.7784	3:06-50.30
20	CHANCE	W. & J. Rice	4:12-14.28	.7293	3:06-56.27
21	ZEUS II	J.R. Dunstan	4:18-32.15	.6899	3:07-01.08
22	BLUE MOVES	B.A. Moore	4:12-20.98	.7316	3:07-16.12
23	TINA TWO	K.V. Dyer	4:18-56.20	.6902	3:07-19.75
24	AURIGA	M.P. Stubbing	4:14-07.60	.7288	3:07-42.57
25	BELITA IV	D.R. Anderson	4:13-30.15	.7288	3:07-48.32
26	SGIAN DUBH	R.W. Lean	4:15-09.25	.7186	3:07-52.52
27	VANGUARD	R.H. Cawse	4:04-56.72	.7918	3:07-55.70
28	BRUMBY	P. & R. Robinson	4:19-20.60	.6934	3:07-58.73
29	BILLABONG	P.N. Joubert	4:12-38.68	.7364	3:08-00.35
30	AMON-RE	D. Smith	4:12-48.45	.7357	3:08-02.97
31	HECATE	W.J. Tedmanson	4:14-09.85	.7271	3:08-06.02
32	REVENGE	P.H.I. Green	4:13-20.17	.7327	3:08-06.63
33	SPIDER	D. Currie	4:12-26.03	.7391	3:08-08.60
34	SECOND LADY	G. Scherwinski	4:12-48.38	.7369	3:08-10.75
35	WATHARA II	E.J.C. & R.E.C. Stopp	4:12-18.20	.7410	3:08-15.15
36	WIMAWAY	A. Barry	4:12-55.97	.7375	3:08-20.27
37	ORANI	W.G.P. Read	4:12-14.25	.7433	3:08-27.17
38	SMACKWATER JACK	P. Whiting	4:06-56.75	.7846	3:08-46.27
39	DECEPTION	J.H. Bleakley	4:06-58.20	.7846	3:08-47.40
40	BIG SCHOTT	A. Pearson	4:03-49.78	.8119	3:09-03.10
41	HUON CHIEF	H.D. Calvert	4:10-49.68	.7597	3:09-09.43
42	MARIA	M. Preston & D. Kelly	4:12-46.40	.7463	3:09-10.65
43	HERCULES	M.H., C.M. & S.P. Will	4:10-26.25	.7628	3:09-11.42
44	MYSTIC SEVEN	N.D. Chidgey	4:12-51.70	.7462	3:09-13.95
45	VIVACIOUS	J.A. Brown	4:22-09.13	.6877	3:09-15.18
46	MIKO	D. Burfitt	4:21-39.57	.6915	3:09-21.68
47	CAV	S. Parnell	4:16-39.32	.7225	3:09-23.60
48	JEDAKA	H. Kuhn	4:13-44.70	.7420	3:09-25.83
49	SHOGUN	B. Sutton	4:03-26.42	.8190	3:09-26.48
50	SWEET CAROLINE	M.W.D. Phillips	4:03-00.48	.8246	3:09-38.52
51	BINDA	I.D. Ritchie	4:14-12.22	.7410	3:09-39.65

52	SAGITTA	B. & W. Hellenen	4:17-08.62	.7222	3:09-42.73
53	SHELANDOAH (Vic)	R.A. White	4:12-19.33	.7546	3:09-44.38
54	SOLANDRA	R.W. Escott	4:22-32.98	.6911	3:09-55.77
55	THE STING	A.M. Rundle	4:10-48.12	.7680	3:10-01.43
56	LOWANA II	D. Millikan	4:13-00.97	.7525	3:10-02.07
57	GARLIC PRAWN	P.E. Glynn & R.W. Steel	4:15-37.37	.7353	3:10-04.57
58	IMPETUOUS	G.R. Lambert & J. Crisp	4:04-34.77	.8171	3:10-11.00
59	CHRISTINA	P.W.H. Woodruff	4:12-51.08	.7555	3:10-14.23
60	CALLALA	R.K. Birtles	4:12-45.63	.7579	3:10-25.77
61	PRIORITY	J. Pryor	4:10-23.95	.7763	3:10-35.85
62	MARIONETTE	C.A.F. Dunning	4:00-32.62	.8580	3:10-50.05
63	WHITE POINTER	K. Le Compte	4:10-50.75	.7763	3:10-56.65
64	MERCEDES III	A.T. Clutton	4:12-16.25	.7665	3:11-59.37
65	MARK TWAIN	K. Jones	4:13-00.32	.7615	3:11-00.45
66	NEW BEACH ROAD	D.C. Booth	4:11-32.50	.7728	3:11-06.48
67	RAGAMUFFIN	S. Fischer	4:01-46.20	.8503	3:11-08.02
68	CHAOS	D. Leitch	4:10-26.20	.7831	3:11-21.02
69	KAILULANI	S.C. Lovell	4:18-49.48	.7264	3:11-24.52
70	MERCEDES V	H. Janes	4:05-57.47	.8181	3:11-24.68
71	QUEST	R. Cruickshank	4:13-15.72	.7636	3:11-25.93
72	CHAUTAUQUA	A.C. Rowett	4:11-36.02	.7757	3:11-27.92
73	NIRIMBA	Royal Australian Navy	4:19-12.58	.7247	3:11-29.53
74	PICCOLO	J. Pickles	4:10-13.93	.7867	3:11-34.37
75	FLIGHT	G.B. Lambie	4:18-08.50	.7323	3:11-35.15
76	NYAMBA	J.G. Hardy	4:05-44.83	.8218	3:11-36.95
77	DIAMOND CUTTER	A. Sweeney	4:12-02.03	.7742	3:11-38.38
78	FARR OUT	E. Vidor	4:10-22.92	.7870	3:11-43.35
79	WOFTAM IV	B. Jemison	4:13-19.23	.7659	3:11-43.72
80	KOAMARU	B.A. Millar	4:11-22.28	.7799	3:11-44.33
81	PATRICE III	D. MacWilliam	4:03-49.08	.8392	3:11-46.03
82	APOLLO II	R. & I. Thurston	4:03-20.15	.8436	3:11-47.97
83	QUICKSILVER	P.D. Lamont	4:11-45.57	.7777	3:11-48.27
84	LUPUS	W.A. Schifferli	4:17-37.77	.7380	3:11-51.50
85	YEOUMAN XXI	R.A. Aisher	4:01-46.23	.8580	3:11-53.22
86	FURIABO	Y. Sasamoto & T. Tomioka	4:05-13.15	.8291	3:11-55.23
87	BACARDI	J. Gould	4:03-45.08	.8425	3:12-02.42
88	UNBURST	R.K. Young	4:06-05.93	.8246	3:12-11.43
89	STAR WARS	B.R. Button	4:11-22.80	.7844	3:12-13.72
90	MARDI GRAS	Farmyard Syndicate	4:11-22.87	.7860	3:12-24.08
91	FARRAWA	B.G. Campbell	4:05-08.88	.8346	3:12-25.08
92	CHICK CHACK	M.L. Dykes	4:12-50.10	.7781	3:12-41.07
93	SALACIA II	A.W. Byrne	4:03-15.28	.8536	3:12-43.42
94	CHALLENGE	L.J. Abrahams	4:04-24.52	.8443	3:12-46.48
95	INVINCIBLE	D. Bienefelt	4:12-24.42	.7821	3:12-47.10
96	DAMEL	W.A.J. Currie	4:12-21.82	.7831	3:12-51.57
97	PIRRA	S. Shield	4:18-16.70	.7431	3:12-55.20
98	BORN FREE	J.H. & C.D. Howell	4:12-18.58	.7844	3:12-57.48
99	SUPERSTAR	K. Farfor	4:03-18.40	.8563	3:13-02.17
100	BLIZZARD	E. Juer	4:00-24.87	.8831	3:13-08.60
101	RIVAL	T. Seccombe	4:23-03.32	.7155	3:13-11.03
102	NEW MORNING	T. Hewison	4:11-53.60	.7901	3:13-14.78
103	CONDOR OF BERMUDA	R. Bell	3:08-02.97	1.0667	3:13-23.32
104	SISKA	R. Tasker	3:08-56.88	1.0563	3:13-30.32
105	POLARIS	L.H. Savage	4:11-23.27	.7977	3:13-39.78
106	TARQUIN	J.A. Stanford	4:22-44.70	.7241	3:13-58.98
107	GRANNY APPLE	Whispers Syndicate	4:11-31.95	.7998	3:14-00.27
108	GOONDOOLOO	P. & B. Young	4:18-32.17	.7510	3:14-00.98
109	RIMFIRE	E.W. Wall-Smith	4:07-09.10	.8363	3:14-15.93
110	NATELLE II	A.G. Lee	4:10-22.10	.8114	3:14-18.43
111	MELTEMI	Canberra Yacht Club Syndicate	4:11-27.22	.8087	3:14-53.85
112	MANU KAI	J.W.B. Barry	4:18-53.13	.7566	3:14-55.33
113	HELSAL II	A. Fisher	3:09-56.27	1.0643	3:15-12.37
114	UTIEKAH IV	G. Hennicke	4:17-20.77	.7698	3:15-15.22
115	POLICE CAR	P.R. Cantwell	4:10-48.12	.8199	3:15-34.00
116	SATIN SHEETS	M. O'Leary	4:11-22.72	.8156	3:15-34.67
117	MIRABOOKA	J. Bennetto	4:11-31.45	.8147	3:15-35.98
118	APOLLO	W. Rooklyn	3:22-15.05	.9301	3:15-39.75
119	ANTICIPATION	D. St. C. Brown	4:03-38.07	.8804	3:15-43.08
120	OBSESSION	W.C.R. Bale & K.D. Monro	4:11-24.05	.8209	3:16-09.92
121	DYNAMITE	R.E. Walters	4:10-09.40	.8310	3:16-12.97
122	ADRIA	A. Harry	4:12-23.95	.8144	3:16-16.82
123	BREAKAWAY	K. McDonald	4:11-41.00	.8218	3:16-29.63
124	SCORPION	R.W. Clemens	4:10-28.38	.8319	3:16-34.48
125	SEQUOIAH II	J.M. Clark	4:12-16.55	.8197	3:16-45.22
126	JEMIMA	K.L. Bell	4:10-14.07	.8434	3:17-35.88
127	ROGUS TOO	R.J. Brown	4:22-15.15	.7586	3:17-42.37
128	ALI BABA	J. & T. Michilis	4:10-11.38	.8520	3:18-28.42
129	SORCERY	J.D. Wood	3:22-02.57	.8629	3:18-33.22
130	DESTINY	T.A. Taylor	4:13-00.17	.8333	3:18-49.92
131	FIONA	J. Sturrock & E. Lawrence	4:13-01.90	.8346	3:18-59.87
132	MARY MUFFIN	G.A. Blok	4:10-12.82	.8613	3:19-28.90
133	BANJO PATERSON	J. Jarrett	4:06-51.25	.8952	3:20-05.12
134	SAVANT	K.L. Cox	4:13-13.90	.8437	3:20-09.52
135	SHEARWATER	J.M. & A.R. Cooper	4:21-00.45	.7910	3:20-33.17
136	GAULOIS 3	P. Faque	4:00-48.87	.9594	3:20-53.02
137	GRETLE	B. Lewis	4:03-01.75	.9395	3:21-02.27
138	CONGERE	B.D. Koeppe	4:11-27.57	.8870	3:23-18.98
139	ANACONDA II	J. Grubic	3:21-55.38	1.0496	4:02-34.88
140	CASABLANCA	J. Goddard	4:10-11.35	.9503	4:04-54.68
141	SELTRUST ENDEAVOUR	J.P. Callow & M.J. Dunham	4:12-46.07	.9707	4:09-34.85
142*	IMOGENE	L.L. & D.I. Haskett	4:12-11.28	.8385	3:18-41.85



Race History 1980-1981



1980

PL	YACHT	ELAPSED TIME	TCF	CORRECTED TIME
1	NEW ZEALAND..... NZ Round The World Comm.	2-18-45.68	1.0369	2-21-13.48
2	GRETTEL..... B. Lewis	3-02-03.92	.9380	2-21-28.38
3	CHALLENGE..... L. Abrahams	3-10-31.35	.8434	2-21-35.97
4	EVELYN..... J. Cassidy	3-01-12.00	.9619	2-22-24.65
5	NEFERTITI..... F.B. Ryan	3-05-09.32	.9294	2-23-42.48
6	HELSAL II..... A. Fisher	2-20-34.53	1.0603	3-00-42.63
7	MARGARET RINTOUL II..... S.R. Edwards	3-15-18.77	.8333	3-00-45.45
8	POLICE CAR..... J.G. Hardy	3-16-58.78	.8199	3-00-57.27
9	INCH BY WINCH..... D.J. O'Neill & Partners	3-15-20.42	.8399	3-01-21.42
10	RAGAMUFFIN..... S. Fischer	3-15-21.05	.8486	3-02-07.55
11	APOLLO II..... A.J. Becher	3-16-36.47	.8401	3-02-26.35
12	ANACONDA II..... J. Grubic	3-00-38.55	1.0290	3-02-44.93
13	PATRICE III..... R.J. Kirby	3-17-38.80	.8350	3-02-51.28
14	PACHA..... J. De La Vega	3-13-54.78	.8733	3-03-01.67
15	ONCE MORE DEAR FRIENDS..... P.P. Kurts	3-20-55.42	.8105	3-03-18.87
16	MATIKA II..... L. Green	4-08-14.88	.7254	3-03-37.28
17	MARY MUFFIN..... G.A. Blok	3-17-08.60	.8501	3-03-46.83
18	ADRENALIN..... B.C. Ryan	3-23-34.93	.8027	3-04-43.42
19	WHEELBARROW..... I.C. Tringham	4-15-13.60	.6898	3-04-43.43
20	BIG SCHOTT..... A. Pearson	3-23-41.42	.8022	3-04-45.75
21	PHOENIX..... E. Vidor	4-03-23.33	.7774	3-05-15.88
22	PICCOLO..... J. Pickles	4-03-09.48	.7793	3-05-16.42
23	SCREW LOOSE..... R.J. Cumming	4-15-14.72	.6949	3-05-18.25
24	MERCEDES IV..... D.L. & M.E. Graham	3-23-42.73	.8086	3-05-23.57
25	DIAMOND CUTTER..... A.J. Sweeney	4-03-50.60	.7763	3-05-30.50
26	HERCULES..... M.H., C.M., & S.P. Will	4-06-07.57	.7597	3-05-35.10
27	PRIORITY..... J. Pryor	4-05-50.40	.7659	3-05-59.95
28	ZEUS II..... J.R. Dunstan	4-17-17.93	.6886	3-06-01.05
29	IMPETUOUS..... J. Lambert & J. Crisp	3-23-35.58	.8162	3-06-01.37
30	KESTREL..... R.H. Ficoek	4-06-31.10	.7628	3-06-12.05
31	SAGACIOUS..... G.J. Appleby	3-23-43.68	.8181	3-06-18.90
32	NATELLE II..... A.G. Lee	4-01-22.33	.8045	3-06-20.15
33	BILLABONG..... P.N. Joubert	4-11-33.78	.7300	3-06-31.25
34	STAR WARS..... B. Button	4-05-13.87	.7834	3-07-18.27
35	HOT PROSPECT..... E.O. Grendon	4-06-22.28	.7763	3-07-28.25
36	GHOST TOO..... K. Roxburgh, C. Graham, W. Hoare	4-13-46.57	.7277	3-07-53.03
37	MERCEDES V..... I. Lewis	4-03-20.33	.8073	3-08-11.77
38	WHITE POINTER..... K. Le Compte	4-08-48.02	.7659	3-08-15.98
39	BREADFRUIT..... R. Sill	4-14-45.23	.7284	3-08-40.38
40	MELTEMI..... J. Bell & B.C. Psaltis	4-04-48.57	.8010	3-08-44.90
41	BACARDI..... J. Gould	3-23-44.15	.8451	3-08-54.37
42	LOWANA II..... D. Millikan	4-12-40.62	.7462	3-09-05.68
43	VIVACIOUS..... J.A. Brown	4-03-05.33	.8199	3-09-14.57
44	WIMAWAY..... A. Barry	4-15-13.47	.7331	3-09-32.32
45	LOLLIPOP..... I.T. Millar	4-23-09.65	.6846	3-09-34.65
46	REVENGE..... P.H. Green	4-15-40.47	.7312	3-09-39.37
47	ONYA OF GOSFORD..... P. Rysdyk	4-07-58.53	.7873	3-09-51.58
48	HOTSHOT..... L.L., B.A., G.L. Prescott	4-22-23.32	.6924	3-09-58.33
49	BATTLESTAR..... H. James	4-01-25.12	.8443	3-10-15.02
50	RUMBY..... P. & R. Robinson	4-23-26.07	.6898	3-10-23.15
51	BALANDRA..... R.H. Piggott & A.D. Hurlburgh	4-08-48.00	.7931	3-11-07.00
52	NOELEEN III..... K. King & G. Warner	4-11-20.62	.7763	3-11-19.85
53	RUTHLESS..... P. Hill	4-13-49.70	.7597	3-11-26.18
54	LEGEND..... R.B. Keily	5-01-32.15	.6873	3-11-31.88
55	CATHY LEE..... N.J. Guy	5-00-43.92	.6926	3-11-37.13
56	NAND III..... R.O. Chapman	4-01-45.87	.8563	3-11-42.93
57	THUNDERBOLT..... L.P. Harding	4-22-01.27	.7094	3-11-43.45
58	BORSALINO..... D.J. Herlihy & J.H. Hughes	4-04-45.20	.8310	3-11-42.55
59	CHLOE..... D. Rourke	5-00-08.03	.6987	3-11-56.25
60	PINTADO..... I. Backwell	4-22-27.12	.7111	3-12-13.87
61	THE NEWCASTLE FLYER..... P. Rundle	3-16-58.50	.9470	3-12-16.50
62	MARIA..... M. Preston & D. Kelly	4-17-27.27	.7431	3-12-18.47
63	PIMPERNEL..... H. Holland	4-22-11.12	.7145	3-12-26.60
64	ROGIS TOO..... R.J. Brown	4-05-30.80	.8333	3-12-35.45
65	MYSTIC SEVEN..... N.D. Chidgey	4-17-50.70	.7444	3-12-44.77
66	THYLACINE..... J.W. Burton	4-21-50.68	.7195	3-12-47.35
67	DANCING LADY..... M.M. Grigg	4-04-47.00	.8443	3-13-05.47
68	MORANDOO..... C. McMillan	4-23-25.43	.7145	3-13-19.70
69	QUO VADIS II..... H.L. Marks	4-04-19.77	.8520	3-13-28.83
70	GIANT..... W. Saunders & C. Hatfield	4-21-04.15	.7312	3-13-36.05
71	PIPE DREAM..... D.W. Bonouvie	4-05-40.42	.8434	3-13-45.08
72	AMON-RE..... D. Smith	4-20-57.68	.7346	3-13-55.18
73	WAGGERS II..... G. Radford	4-05-28.97	.8477	3-14-01.62
74	RAGER I..... M.A. Clements	4-14-03.07	.7825	3-14-06.88
75	PLABA IV..... B. Gambacorti	5-03-33.37	.7000	3-14-29.35
76	PAWPAW..... F. Snape	4-21-59.98	.7341	3-14-37.40
77	SECOND LADY..... G. Scherwinski	4-22-23.90	.7353	3-14-38.48
78	WILLI WILLI..... J. Goddard	4-01-30.12	.8936	3-15-07.65
79	MARIA VAN DIEMEN..... D.B. Bowman	5-03-49.35	.7046	3-15-14.72
80	GAMBIT..... R.W. Corben	4-19-33.18	.7553	3-15-16.63
81	GENGHIS KAHN..... R. Huntley	4-04-34.07	.8703	3-15-31.43
82	MINAMI..... I. Helton	4-23-31.28	.7335	3-15-40.13
83	ANACONDA..... C.F. Thompson	4-08-36.80	.8401	3-15-53.13
84	HUON QUEST..... H.D. Calvert	4-08-37.22	.8417	3-16-03.52
85	WOFAM IV..... B. Jemison	4-19-52.98	.7670	3-16-52.93
86	CALLALA..... D. Venville	4-23-26.08	.7466	3-17-10.18
87	LONGNOSE..... P. Stransky	4-03-13.97	.9308	3-20-21.95
88	GIDGEE..... R.T. Forster	4-15-13.92	.8375	3-21-09.40
89	ANITRA MAY..... R.E. Walters	4-04-19.53	.9410	3-22-24.37
90	QUEST..... R. Cruickshank	5-02-35.67	.7864	4-00-24.48
91	DESTINY..... T.A. Taylor	4-23-30.40	.8228	4-02-19.80
92	BIG 'A'..... C.E. Arcus	4-21-16.07	.8408	4-02-35.92
93	BON TEMPS..... P. Graves	8-00-29.00	.7510	4-12-30.42

FASTEST TIME: NEW ZEALAND

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

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

WEATHER: The start was in light easterlies which remained throughout the first afternoon.
The influence of spectator craft outside Sydney Heads was the worst for years. Easterlies stayed
light all the first night but slowly freshened the second day to 15-18 knots to give a fast reach

down the NSW coast in overcast conditions. The wind slowly backed to the NE and freshened to 25 knots during the second night to give a fast slide across Bass Strait. Down the Tasmanian coast on the third day the wind stayed northeast at 20 knots and a new record appeared imminent for the leaders. The wind (and hopes for a record) faded on the third night with light and variable winds with heavy rain. On the morning of the fourth day the wind slowly freshened from the south to 20-30 knots which pushed the leaders home. The breeze slowly faded and left the smaller boats in light and variable conditions down the Tasmanian coast and across Storm Bay and in the Derwent.

1981 Results

PL	YACHT	ELAPSED TIME	TCF	CORRECTED TIME
1	ZEUS II..... J.R. Dunstan	5-13-48-41	.6833	3-19-25-59
2	SOLANDRA..... R.W. Escott	5-13-48-46	.6913	3-20-30-17
3	SCALLYWAG SS..... R.J. Winton	5-19-13-53	.6766	3-22-12-14
4	MORNING MISS..... R.G. & C.A. Purcell	5-14-54-38	.7016	3-22-39-11
5	BEACH INSPECTOR..... G. Jones & R. Hudson	5-11-57-48	.7202	3-23-02-23
6	SHENANDOAH..... J.R. Chardoy	5-19-06-49	.6833	3-23-03-17
7	HOTSHOT..... L.L., B.A. & G.L. Prescott	5-17-41-41	.6926	3-23-22-02
8	SALTPETA..... P. Hinton	5-18-54-56	.6873	3-23-28-35
9	MERINDA..... A.G. Taylor	5-17-42-48	.6939	3-23-33-33
10	SZECHEWAN..... J.S. Whitty	5-00-27-29	.7938	3-23-37-10
11	WHEELBARROW..... I.C. Tringham	5-18-57-31	.6900	3-23-52-53
12	AQUILA..... B.W. Edmunds	5-13-46-55	.7177	4-00-00-53
13	MULLOKA..... P.R. Jacka	5-14-36-54	.7152	4-00-16-35
14	SMUGGLER..... T. Simpson	5-04-07-58	.7763	4-00-21-51
15	CHERRY CHEER..... P. Attrill	5-19-10-03	.6926	4-00-23-14
16	BILLABONG..... P.N. Joubert	5-12-19-07	.7295	4-00-31-35
17	THYLACINE..... J.W. Burton	5-13-50-05	.7225	4-00-41-44
18	CHELINDA..... J.W. Keown	5-13-31-52	.7260	4-00-56-36
19	THUNDERBOLT..... L.P. Harding	5-17-59-13	.7028	4-00-58-38
20	QUINTAL..... H.C. Knoop	5-19-07-15	.6978	4-01-04-42
21	FLIGHT..... G.B. Lamble	5-13-41-51	.7272	4-01-13-29
22	ONCE MORE DEAR FRIENDS..... P.P. Kurts	5-00-41-46	.8066	4-01-21-12
23	BIMBLEGUMBIE..... K. Jacobs	4-04-07-51	.7846	4-01-23-34
24	MAID ROSALINDE..... J.H. Quinn	5-17-30-38	.7091	4-01-30-31
25	PILGRIM..... J.H. Ratten	5-10-55-49	.7455	4-01-36-30
26	MORNING HUSTLER..... J.H. Cowell	5-17-58-19	.7079	4-01-40-13
27	BLUE MOVES..... B. Moore	5-13-42-14	.7307	4-01-41-50
28	REVENGE..... J. Sproule	5-13-56-58	.7295	4-01-42-58
29	BREADFRUIT..... R. Sill	5-14-10-23	.7284	4-01-43-53
30	HORNET..... N. Georgeson	5-14-47-27	.7260	4-01-51-29
31	HITCHHIKER..... P. Briggs	5-00-00-33	.8162	4-01-57-05
32	SGIAN DUBH..... R.W. Lean	5-19-18-50	.7041	4-02-05-27
33	VENGEANCE..... B. Lewis	3-22-30-00	1.0422	4-02-29-16
34	DECEPTION..... W.K. Norlin	5-07-18-31	.7742	4-02-33-44
35	IMPETUOUS..... P. McTavish	5-02-24-16	.8055	4-02-35-48
36	THE LIQUIDATOR G. Meyer & A.J. MacDonald	5-17-40-30	.7165	4-02-38-38
37	IMPECCABLE..... J.O. Walker	5-12-33-05	.7442	4-02-38-41
38	PHOENIX..... E. Vidor	5-07-06-27	.7763	4-02-40-24
39	KATE KELLY..... D.W. & J. Blainey	5-12-19-31	.7466	4-02-47-38
40	PIMPERNEL..... H. Holland & D. Blumentals	5-17-55-24	.7165	4-02-49-19
41	TUCANA..... L.C. Dean	5-20-07-55	.7054	4-02-50-56
42	RELENTLESS..... A.J. Elsworth	5-07-13-33	.7774	4-02-54-19
43	MORNING TIDE..... J. Davern	5-19-00-04	.7116	4-02-54-47
44	WEE WILLIE WINKIE..... S. Gallagher	5-02-47-42	.8507	4-02-56-09
45	SEALATER..... J. Mcl. Taylor	5-02-12-54	.8105	4-03-03-18
46	MAYHEM..... D.O. May	5-03-04-04	.8507	4-03-09-20
47	NIKE..... J.A. Hunt	5-16-49-18	.7248	4-03-10-06
48	SCORPIO II..... J.T. Fuglsang	5-17-50-38	.7201	4-03-15-40
49	ORANI..... W.G.P. Read	5-13-49-32	.7421	4-03-18-43
50	BLACK MAGIC..... R. Layton	5-02-53-39	.8105	4-03-36-20
51	INFRA RED..... P.L. Mander	5-09-43-21	.7691	4-03-46-10
52	GHOST TOO..... J.R. Nankervis	5-16-50-08	.5295	4-03-49-17
53	THE ROPERUNNER..... L. Green & G. Thorpe	5-04-13-35	.8037	4-03-50-26
54	MOONLIGHTER..... K.S. Wood	5-14-03-14	.7454	4-03-55-25
55	APOLLO V..... A. Bon	5-00-39-26	.8301	4-04-09-27
56	MYSTIC SEVEN..... N.D. Chidgey	5-14-46-54	.7443	4-04-19-04
57	WRINKLES..... R.C. Parkin	5-18-07-21	.7272	4-04-26-33
58	YEOMAN XXIII..... R.A. Aisher	4-23-57-56	.8381	4-04-32-35
59	ENVY..... G.M. Hewitt	5-04-13-51	.8101	4-04-38-21
60	CHOWRINGHEE..... J. Birtles	5-16-10-37	.7398	4-04-44-37
61	MARGARET RINTOUL III..... S.R. Edwards	4-16-11-44	.8984	4-04-47-47
62	DRAGONFYRE..... R.C. Genders	5-16-58-05	.7364	4-04-51-47
63	BINDA..... I.D. Ritchie	5-16-46-43	.7376	4-04-53-16
64	SALAMANDER II..... K. White	5-09-50-42	.7773	4-04-55-42
65	SEQUEL..... G.S. Coutts	5-17-31-45	.7341	4-04-57-36
66	SWEET CAROLINE..... M.W.D. Phillips	5-02-59-33	.8209	4-04-57-52
67	APHRODITE..... G.S. Girdis	5-13-59-20	.7542	4-05-03-15
68	FARR-FETCHED..... D.C. Calvert	5-10-49-23	.7732	4-05-09-08
69	VANESSA III..... B.L. & K.A. Jaggar	5-13-06-07	.7617	4-05-23-01
70	SAGACIOUS..... G.J. Appleby	5-02-27-25	.8282	4-05-25-07
71	PICCOLO..... R. Schroder	5-10-03-20	.7803	4-05-28-56
72	JOSEPHINE..... W. Gram	5-17-29-21	.7398	4-05-42-52
73	JISUMA..... W.H. Rockcliff	5-18-31-40	.7353	4-05-51-34
74	CARRY ON..... C. Brown	5-13-50-15	.7617	4-05-56-38
75	INVINCIBLE..... W. Blenefelt	5-10-59-28	.7783	4-05-57-01
76	CHALLENGE..... L. Abrahams	5-01-21-53	.8408	4-06-02-36
77	RAGAMUFFIN..... S. Fischer	5-02-57-52	.8310	4-06-11-00
78	TAURUS II..... A.G. Lee	5-02-15-28	.8372	4-06-21-15
79	MORNING AFTER..... C. McMillan	5-12-55-08	.7701	4-06-21-39
80	DAMEL..... D.W. Currie	5-11-59-57	.7763	4-06-28-15
81	RENEGADE..... R.E. Francis	5-06-39-37	.8095	4-06-31-53
82	MELTEMI..... CYCOD Syndicate	5-08-53-30	.7960	4-06-35-51
83	BIG SCHOTT..... A. Pearson	5-07-43-45	.8036	4-06-38-35

Race History 1981-1982

PI	YACHT	ELAPSED TIME	TCF	CORRECTED TIME	PI	YACHT	ELAPSED TIME	TCF	CORRECTED TIME		
86	SEAWIND	W.J. & B.E. Clay	5-13-58-29	.7680	4-06-53-33	15	MARLOO	N.S. Girdis	3-13-30-43	.8183	2-21-58-28
87	PATRICE III	R.J. Kirby	5-03-09-49	.8359	4-06-57-08	16	HITCHHIKER	P. Briggs	3-13-45-41	.8171	2-22-04-36
88	INCH BY WINCH	J. Goddard	5-03-00-31	.8372	4-06-58-58	17	SEAQUESTA	A.G. Neate	3-13-39-28	.8181	2-22-04-36
89	MARY MUFFIN	G.A. Blok	5-01-47-23	.8485	4-07-20-18	18	PIRRA	C.P. Robinson	3-23-16-16	.7376	2-22-16-19
90	RAGER I	M.A. Clements	5-12-59-18	.7773	4-07-22-18	19	CHAOS	S. Lockley	3-19-10-24	.7711	2-22-18-14
91	SATIN SHEETS	A.A. Strachan	5-07-10-40	.8129	4-07-22-58	20	POLARIS	L.H. Savage	3-16-55-03	.7921	2-22-25-54
92	MARGARET RINTOUL II	R.W. Jackman	5-04-09-02	.8341	4-07-33-14	21	SHENANDOAH	J.R. Charody	4-06-45-09	.6873	2-22-37-18
93	X-RAGAMUFFIN	B. Tardew	5-02-11-07	.8486	4-07-41-11	22	MELTEMI	B.C. Psaltis & CYCOD Synd.	3-16-43-56	.7960	2-22-37-51
94	VIVACIOUS	J.A. Brown	5-06-41-24	.8199	4-07-52-23	23	FARR OUT	C.A. Troup	3-19-19-14	.7752	2-22-47-30
95	ADRENALIN	B.C. Ryan	5-09-31-33	.8027	4-07-58-13	24	IMPECCABLE	J.O. Walker	3-23-16-33	.7431	2-22-47-58
96	SEAQUESTA	A.G. Neate	5-07-01-22	.8190	4-08-01-53	25	AQUILA	B.W. Edmunds	4-03-12-45	.7140	2-22-50-16
97	SUNBURST	R.K. Young	5-06-49-03	.8209	4-08-06-16	26	SAGA	A.J. Reid	4-01-36-57	.7260	2-22-52-09
98	NATELLE II	D. Leitch & J. Solomon	5-09-39-59	.8036	4-08-11-59	27	BILLABONG	P.N. Joubert	4-01-16-56	.7295	2-22-58-03
99	CONDOR OF BERMUDA	R.A. Bell	4-02-41-21	1.0563	4-8-14-43	28	GOLDEN PROSPECTS	R.C. Peat	3-15-34-10	.8105	2-22-58-30
100	MINNA	H.A. Handley	5-13-50-52	.7793	4-08-18-27	29	NADIA	R.E.J. Clarke	3-21-12-50	.7617	2-23-00-04
101	MIRRABOOKA	J. Bennetto & J.M. Lucas	5-07-16-17	.8201	4-08-22-30	30	RAGER I	M.A. Clements	3-19-20-54	.7773	2-23-00-18
102	PATROL	Australian Army	5-18-49-20	.7542	4-08-41-58	31	TASHTEGO	C. Franklin	4-05-28-01	.7003	2-23-03-26
103	BREAKAWAU	K.J. McDonald	5-09-01-55	.8119	4-08-45-39	32	NATELLE II	D. Leitch & J. Solomon	3-16-30-34	.8036	2-23-07-34
104	BATTLESTAR	W. Steele	5-04-05-15	.8443	4-08-46-01	33	SALTPETA	P. Hinton	4-08-09-49	.6833	2-23-10-30
105	TAURUS	E.P. Taylor	5-13-56-32	.7823	4-08-46-58	34	JISUMA	W.H. Rockliff	4-01-04-41	.7341	2-23-15-54
106	MATIKA III	P.S. Graves	5-12-08-13	.7960	4-09-10-51	35	THUNDERBOLT	L.P. Harding	4-05-30-55	.7028	2-23-20-42
107	SPOTLIGHT	M. Page	5-06-32-51	.8324	4-09-20-17	36	TAURUS II	A.G. Lee	3-13-48-44	.8319	2-23-23-14
108	SUNBIRD V	T. Yamasaki	5-00-22-11	.8771	4-09-34-34	37	DEMONSTRATOR	A.S. Aston	4-01-05-14	.7353	2-23-23-18
109	PETROSINA	G. Capone	5-13-57-39	.7918	4-10-04-12	38	PIPPIN	W.E. Sweetapple	4-06-45-05	.6952	2-23-25-58
110	HUMDINGER II	W.B. Northam	5-09-46-24	.8218	4-10-38-51	39	APOLLO II	A.J. Becher	3-13-25-29	.8367	2-23-28-30
111	ROGIS TOO	R.J. Brown	5-08-51-53	.8289	4-10-48-57	40	MARGARET RINTOUL II	R.W. Jackman	3-13-49-37	.8341	2-23-35-18
112	ALLEGRO	R. Myler	5-18-32-26	.7722	4-10-58-51	41	MYUNA	J.H. Bleakley	3-13-54-07	.8341	2-23-39-03
113	AZTEC	P. Wenham	5-12-59-20	.8101	4-11-44-03	42	DANCING LADY	M.M. Grigg	3-13-54-28	.8341	2-23-39-20
114	RED HERRING II	R.W. Bridge	5-10-49-35	.8246	4-11-52-45	43	FRIETEL	R. Lawler & K. Taylor	4-01-38-13	.7341	2-23-40-31
115	DAMI-DOO	J.E. Low	5-18-02-06	.7833	4-12-07-22	44	MARY BLAIR	G.S. Strachan	3-19-18-16	.7853	2-23-42-05
116	AETOS	K.R. Tierney	5-06-43-01	.8546	4-12-17-32	45	WY-AR-GINE IV	R.I. Oatley	3-13-32-22	.8384	2-23-42-59
117	CASTILLE	G.J. Rodoreda	5-01-12-45	.8962	4-12-37-50	46	SCORPIO II	J.T. Fuglsang	4-03-43-49	.7201	2-23-48-57
118	NGARURU	B.A. Millar & M.J. Muir	5-08-53-25	.8443	4-12-49-19	47	SUNBURST	B.G. Weston	3-16-37-02	.8110	2-23-52-07
119	REBECCA	V.H. O'Neill	6-01-51-53	.7466	4-12-54-09	48	MARK TWAIN	P. Rowsthorn	3-23-01-51	.7575	2-23-59-09
120	PACHA	J. de la Vega	5-04-11-02	.8779	4-13-01-15	49	MYSTIC SEVEN	N.D. Chidgey	4-01-19-56	.7410	3-00-07-23
121	JACQUI	T.N. Melville	5-11-59-45	.8264	4-13-04-52	50	SISKA	R. Tasker	3-02-28-00	.9689	3-00-09-03
122	EVELYN	J. Cassidy	4-17-59-53	.9587	4-13-17-23	51	PIMPERNEL	H. Holland	4-04-59-16	.7165	3-00-21-28
123	BATTLE	J.P. Kent	5-13-09-31	.8210	4-13-19-23	52	PACHA	J. De La Vega	3-10-26-40	.8779	3-00-22-41
124	CATHY LEE	N.J. Guy	6-15-35-15	.6860	4-13-28-37	53	NYNJA GO	R.C. Axe	3-20-25-14	.7843	3-00-29-08
125	ADRIA AUSTRALIS	A. Harry	5-17-35-09	.8017	4-14-18-09	54	MARY MUFFIN	I. Ross	3-13-31-52	.8485	3-00-34-23
126	BORSALINA	D.J. Herlihy & J.H. Hughes	5-12-00-12	.8363	4-14-23-39	55	FAIRDINKUM TWO	S. Collakides & R. Weber	4-03-59-19	.7260	3-00-35-30
127	NAND III	R.O. Chapman	5-09-42-20	.8563	4-15-04-00	56	APHRODITE	G.S. Girdis	4-00-22-02	.7542	3-00-40-49
128	WHITE ELEPHANT	H.W. J.M. Elliffe	5-11-50-48	.8425	4-15-04-50	57	VANESSA III	B.K. & K.A. Jaggar	3-23-26-40	.7617	3-00-42-00
129	DANCING LADY	M.M. Grigg	5-11-52-46	.8443	4-15-20-44	58	MATIKA III	P. Graves	3-19-26-26	.7960	3-00-47-12
130	BANCROFT BAY	D.H. Byrne	5-17-38-27	.8119	4-15-45-02	59	SANGAREE	R.K. Birtles	3-13-23-43	.8537	3-00-54-07
131	HELSAL II	F. Williams	4-08-45-30	1.0691	4-15-59-49	60	REVENGE	J. Sproule	4-04-01-35	.7295	3-00-58-09
132	EXPECTATION	D.M. Renner	5-09-43-33	.8638	4-16-03-25	61	CHANCE	L. O'Connor	4-04-43-29	.7248	3-01-00-19
133	SANTERVEA	T. Veale	5-00-52-27	.9277	4-16-08-05	62	MUCH ADO	J.A. Rickard	3-23-16-13	.7667	3-01-02-37
134	EAGLE	R. Winspear	5-11-24-26	.8554	4-16-24-20	63	INCH BY WINCH	J. Goddard	3-15-40-57	.8355	3-01-15-31
135	IMOGENE	T. Haskett & J. Edwards	5-12-21-58	.8678	4-18-52-02	64	MORNING TIDE	J. Davern	4-07-00-30	.7116	3-01-18-03
136	CASABLANCA	P. Bush	5-02-57-26	.9350	4-18-57-54	65	DI HARD	B. Tardew	3-16-43-23	.8264	3-01-19-15
137	HELM I	J.H. Pursi Heimo	5-17-00-05	.8410	4-19-13-05	66	EAGLE	R.A. Winspear	3-13-31-28	.8596	3-01-31-01
138	ENERGY OF RORC	K.R. Byers	5-12-05-20	.9153	5-00-54-03	67	THE STING	P.H. Green	4-00-06-00	.7659	3-01-36-11
139	LONGNOSE	P. Stransky	5-10-47-53	.9308	5-01-44-48	68	WITCHDOCTOR	P. Woodruff & C. Furnival	3-19-10-31	.8110	3-01-56-35
140	SCALLYWAG	R.E. Johnston	5-13-45-14	.9239	5-03-34-30	69	SUNSEEKER	P.C. & V.C. Thomas	3-23-35-46	.7783	3-02-24-09
141	DESTINY	T.A. Taylor	6-06-58-25	.8289	5-05-08-31	70	ENCORE	W. & V. Anderson	3-19-17-10	.8152	3-02-24-59
142	ANACONDA II	J. Grubic	5-07-10-15	1.0331	5-11-22-48	71	PARMELIA	S.O. Stevenson	3-16-35-45	.8401	3-02-25-46
143	*PARMELIA	A. Chandler	5-12-20-19	.8401	4-15-10-39	72	CENTREFOLD	B.C. Folbigg	3-16-28-14	.8427	3-02-33-15
						73	SALT-SHAKER 2	J.B. Livingston	3-16-30-42	.8427	3-02-35-20
						74	PHYLLISE	H.R. Hodgkinson	4-03-01-27	.7553	3-02-47-35
						75	CENTURION	Centurion Syndicate	4-01-30-07	.7680	3-02-52-53
						76	SUNRISE	R.G. Clennett	3-23-07-29	.7872	3-02-52-56

*20% Penalty after protest

FASTEST TIME: Vengeance (33rd overall)

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

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

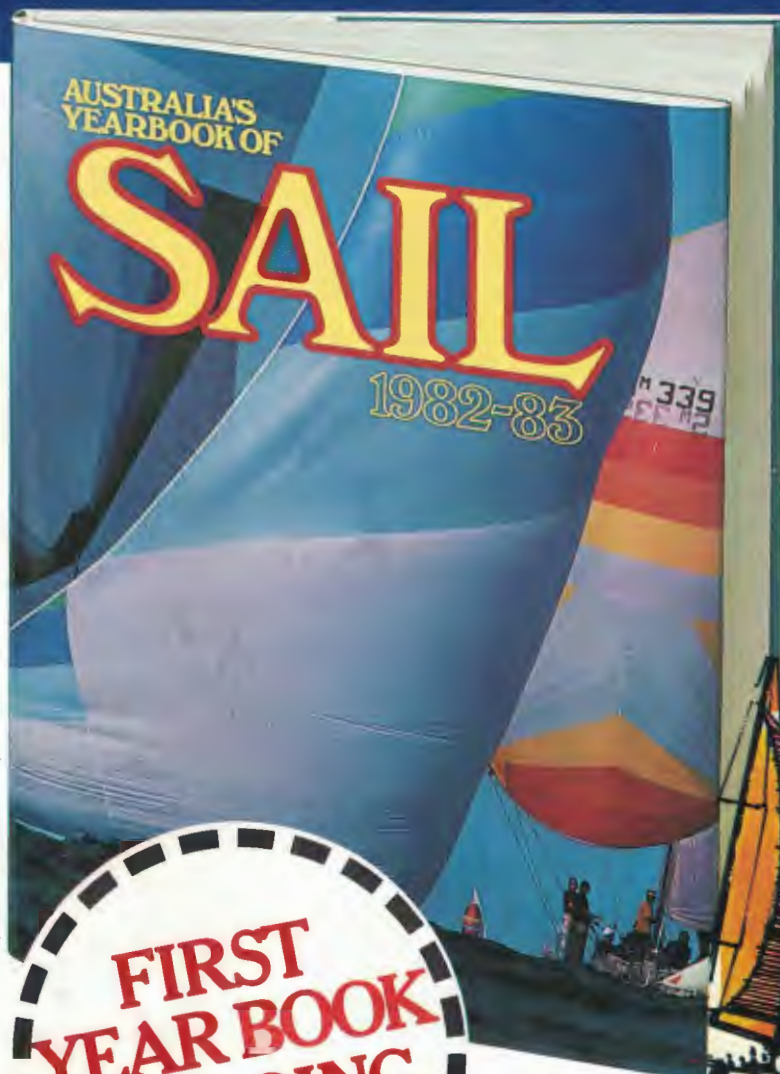
DISQUALIFIED: Jimmy Blacksmith

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

1982 Results

PI	YACHT		ELAPSED TIME	TCF	CORRECTED TIME
1	SCALLYWAG	R.E. Johnston	3-13-56-44	.7833	2-19-19-16
2	AUDACITY	N.W. Marr	3-18-13-14	.7465	2-19-20-59
3	POLICE CAR	Sir James Hardy	3-11-14-52	.8147	2-19-49-19
4	SZECZHAN	J.S. Whitty	3-13-33-31	.7978	2-20-15-31
5	ADRENALIN	B.C. Ryan	3-13-44-14	.8018	2-20-44-39
6	THE ROPERUNNER	L. Green	3-13-51-14	.8027	2-20-54-54
7	ONCE MORE DEAR FRIENDS	P.P. Kurts	3-13-49-06	.8047	2-21-54-54
8	BONDI TRAM	D.J. O'Neil & Partners	3-12-01-12	.8227	2-21-07-24
9	BLACK MAGIC	R.J. Layton	3-13-29-05	.8095	2-21-12-00
10	SWEET CAROLINE	M.W.D.Phillips	3-10-28-39	.8408	2-21-20-49
11	CHALLENGE	L. Abrahams	3-11-31-40	.8307	2-21-23-11
12	SATIN SHEETS	A.A. Strachan	3-13-27-50	.8129	2-21-28-25
13	MARGARET RINTOUL III	S.R Edwards	3-05-50-23	.8931	2-21-31-07
14	PICCOLO	J. Pickles	3-18-00-46	.7763	2-21-52-37

We've captured the best of last year's sailing action

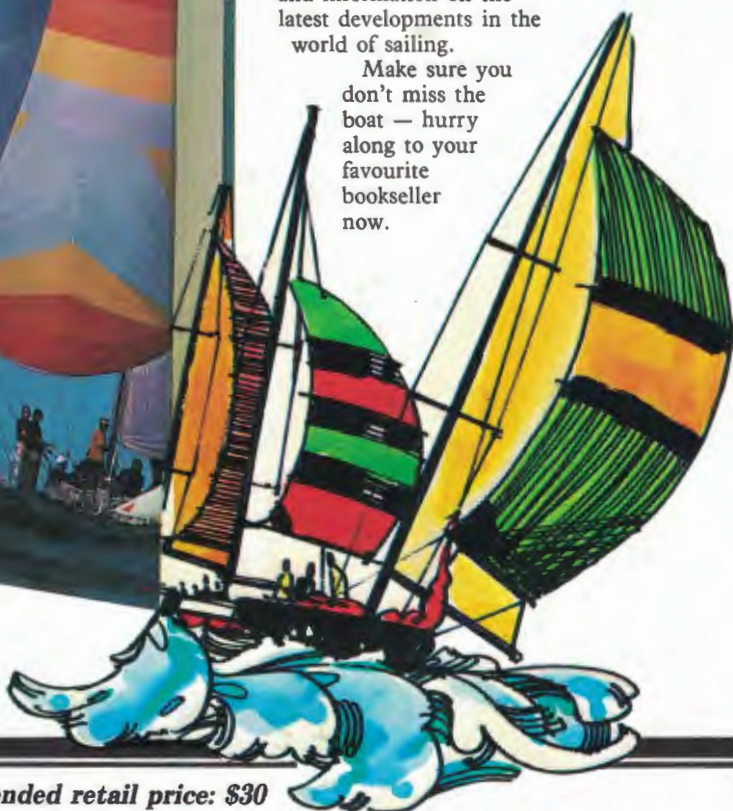


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