

\$4.95\*

# Sydney to Hobart Yacht Race 1987

**OFFICIAL  
RACE ISSUE**

★ **COMPLETE GUIDE TO THE FLEET**

★ **SOUTHERN CROSS LINE-UP**

★ **42 YEARS OF SAILING SOUTH**

★ **1986-87 OFFSHORE RESULTS**



CONDUCTED BY THE CRUISING YACHT CLUB OF AUSTRALIA  
WITH THE CO-OPERATION OF THE ROYAL YACHT CLUB OF TASMANIA



# Thanks to AWA, this is the fastest

This boat can go from Sydney to Hobart in a matter of seconds.

She's the Wyuna, Radio Relay Vessel for the AWA Sydney to Hobart Yacht Race.

Loaded to the gunwales with AWA radio, facsimile, computers and sophisticated satellite communication systems.

Equipment that can relay the position of every yacht in the fleet to race officials in seconds.

And provide a comprehensive computer analysis of race statistics in a mere 8 minutes.

That's by far the world's fastest and most efficient communications facility for any ocean racing event of its kind.



# boat in the Sydney to Hobart fleet.

It's also the basis of a vital safety network that's won the AWA Sydney to Hobart an enviable reputation as the safest ocean race in the world.

No wonder both the Americans and the British have closely studied our set-up and then adopted very similar systems for their own major ocean yacht races.

Growing evidence that AWA's advanced communications equipment is able to reach so much further than Sydney to Hobart.

Obviously one of Australia's most switched on companies, is also one of the most switched on in the world.



**One of Australia's most switched on companies.**



 **AWA**

# Sydney to Hobart Yacht Race 1987 43rd Year

**26 December 1987**

1300 ESST  
(0200 hrs Zulu)

**Starter's Vessel**  
*HMAS Wollongong*

**Organised by**  
*The Cruising Yacht Club of Australia*

**with the co-operation of**  
*The Royal Yacht Club of Tasmania*

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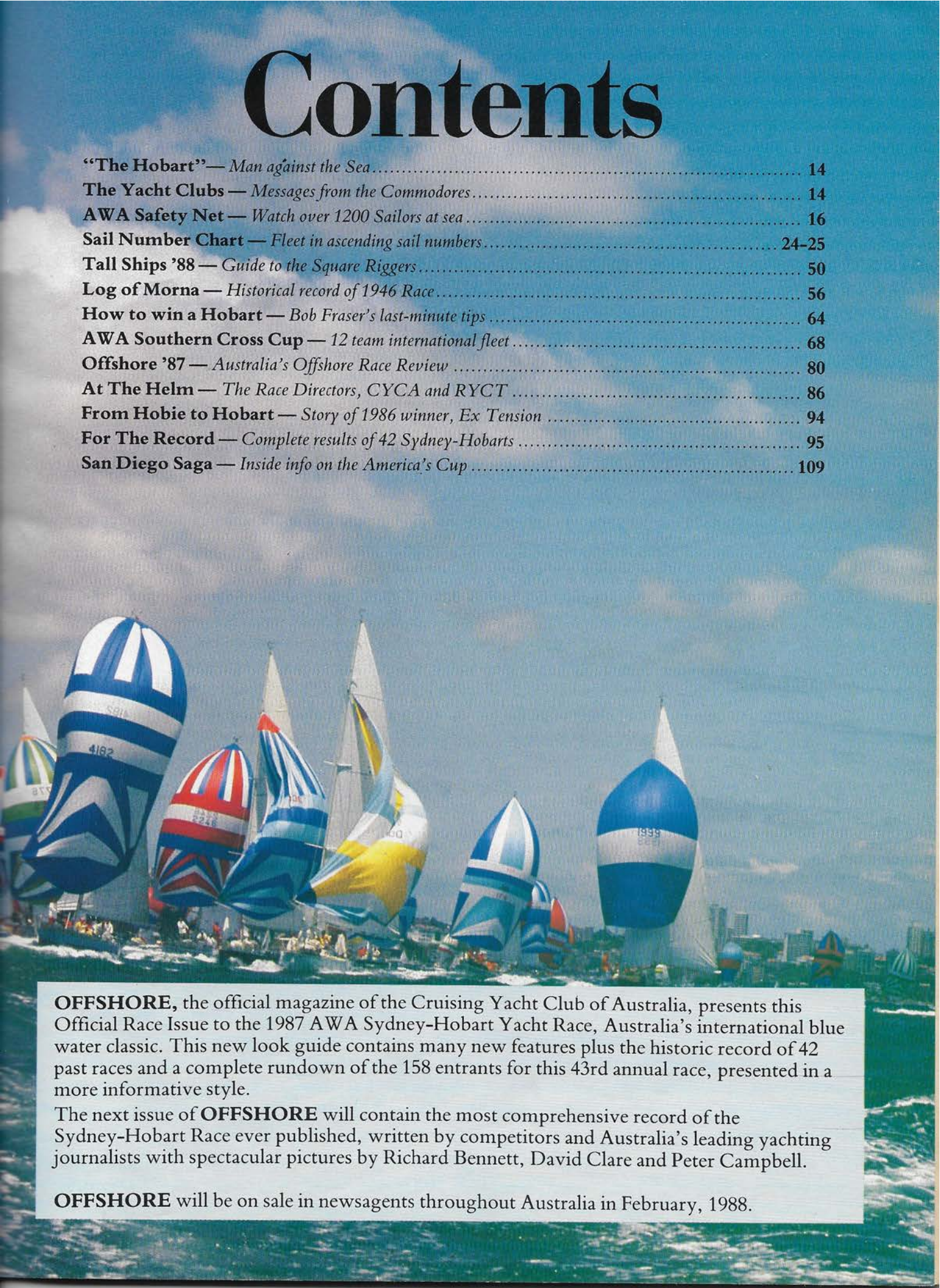
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**OFFSHORE**, the official magazine of the Cruising Yacht Club of Australia, presents this Official Race Issue to the 1987 AWA Sydney-Hobart Yacht Race, Australia's international blue water classic. This new look guide contains many new features plus the historic record of 42 past races and a complete rundown of the 158 entrants for this 43rd annual race, presented in a more informative style.

The next issue of **OFFSHORE** will contain the most comprehensive record of the Sydney-Hobart Race ever published, written by competitors and Australia's leading yachting journalists with spectacular pictures by Richard Bennett, David Clare and Peter Campbell.

**OFFSHORE** will be on sale in newsagents throughout Australia in February, 1988.

**B**oxing Day, 1987 — Saturday, December 26 — will see yet another huge fleet of ocean racing yachts, from tiny half-tonners to the maxis, line up on Sydney Harbour for what has become one of the great yachting events of the world — the AWA Sydney-Hobart Yacht Race. This year 160 yachts from all States of Australia (and one from Gove in the Northern Territory), together with boats from New Zealand, Papua New Guinea, Hong Kong and the United States, have entered the 630 nautical mile blue water classic.

This 43rd annual race to Hobart, capitol of the island State of Tasmania, is more than just a yacht race of international status — it has become part of the tradition of Christmas and New Year in Australia. The start from Sydney Harbour will be watched by millions — on the foreshores, in pleasure craft and ferries afloat, and on television screens throughout the nation and overseas.

The 1987 AWA Sydney-Hobart will be another great race in the traditions of ocean racing pioneered in 1946 by the Cruising Yacht Club of Australia and continued for 43 years with the co-operation of the Royal Yacht Club of Tasmania, a magnificent challenge of yachtsmen and women against the might of the sea.



# The Cruising Yacht Club of Australia



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J. Morris



The 1987 AWA Sydney-Hobart Yacht race brings together three unique strands in our ocean racing calendar. In addition to its standing as an annual racing classic, it will be the final race of the Southern Cross Series, and provide a delivery medium for yachts entering the Bicentennial Tall Ships Race.

This surely will provide yachtsmen with a marvellous challenge, complemented by a maritime atmosphere never before experienced in Australia.

Initial entries indicate that we will again have a high quality fleet. This will make for exciting racing, particularly when combined with our now familiar two-line start.

This message provides an opportunity to thank all who help to make the Race so successful. To the sponsors, government and semi-government organisations and our hundreds of tireless workers ... thanks.

To all participants I extend our traditional hospitality. In particular to our international and interstate yachtsmen I express a warm welcome. I hope you will find the time to enjoy our social activities.

More importantly I wish all the crews good luck for this great ocean race.

**Arthur E. Cooley**  
Commodore

# The Royal Yacht Club of Tasmania



## Commodore-in-Chief

His Excellency the Governor General Sir Bennett, AC, KBE, DSO.

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## Secretary/Manager

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A fine tradition of yachting has grown in the years that the Sydney-Hobart Race has existed. There is a history of keen, yet fair competition, and the camaraderie that is characteristic of both the build up to the Race, and finally the welcome and festivities in Hobart.

With much of Australia's history closely aligned to the sea, it seems fitting that the 43rd AWA Sydney-Hobart — Australia's premier Ocean Race — forms an important part of the lead up to the 1988 Bicentennial celebrations.

Southern Cross Cup competitors will add the international flavour which will carry through to the Tall Ships Race from Hobart-Sydney — starting on January 14th.

Many people are not aware of the enormous amount of time and the massive financial commitment that is necessary for the Sydney-Hobart Race to exist. There is a dedicated army of volunteers who give much time to organise and control the Race, and sponsors who carry much of the financial burden. We are indebted to the major sponsor, AWA and long-serving co-sponsor, Australian Airlines and once again the Master Warden of Hobart, the Hobart Master, and the Hobart Marine Board have extended to us every courtesy by making available Constitution Dock and other important services.

My personal thanks to the Race Director (Hobart), Mr. Rowan Johnston, and the many Members of the RYCT who so willingly give their time to ensure that each Sydney-Hobart Race is completely successful.

I wish all competitors a fast and enjoyable journey and a safe arrival in Hobart, where the Flag Officers and Members of the RYCT will extend a very warm welcome.

**Olaf H. Hedberg**  
Commodore

# AWA 'SafetyNet' On Watch As.....

**W**HEN more than 1,200 yachtsmen and women answer the starter's gun in Sydney Harbour on Boxing Day, they go to sea to compete in one of the world's great sporting classics, the AWA Sydney-Hobart Yacht Race.

Ahead of them lies 630 nautical miles down Australia's south-east coast, Bass Strait and the east coast of Tasmania before crossing Storm Bay and sailing up the Derwent River to the finish.

In keeping with the standing of the Race as one of the world's classic sporting events, the unique sight as the fleet streams out of the Harbour to begin the long haul south will be watched by millions of television viewers around Australia, New Zealand, Europe and the United States of America.

But when the crews leave the crowds and television cameras in their wake it is just the competitors, the wind, the sea and the communications back-up developed by the biggest Australian-owned electronics company, AWA.

The yachtsmen appreciate that they have the support of the most sophisticated and comprehensive safety communications to be applied to any long distance ocean race in the world. In conjunction with Race officials from the Cruising Yacht Club of Australia in Sydney, AWA designed and developed a complete safety network for the Race, linking all competing yachts via the escorting AWA Radio Relay Ship with Race officials in Sydney and Hobart.

## Satellite Systems

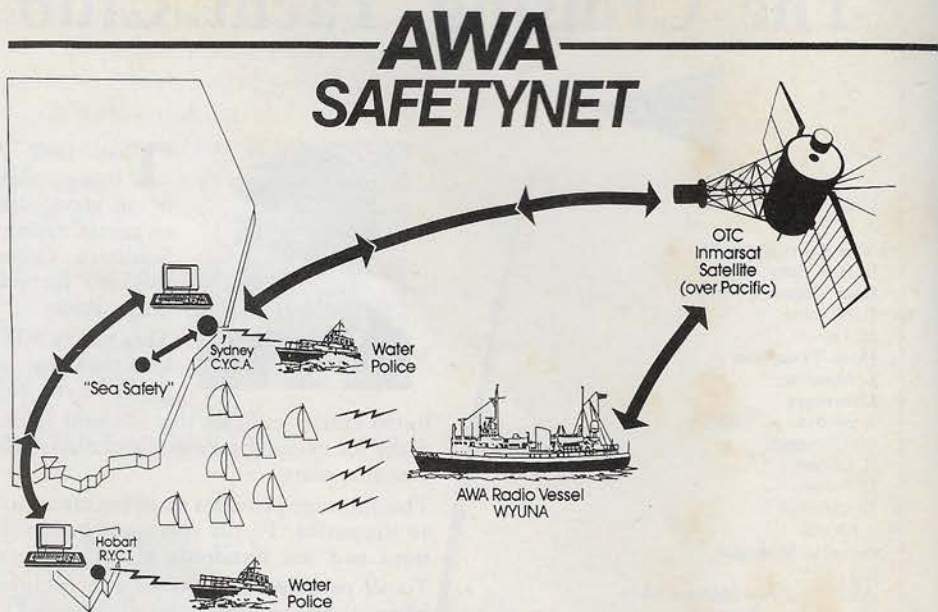
International satellite systems, two-way radios, telex, facsimiles and computers are all linked in *AWA SAFETYNET* to give the crews 24-hour a day communications with the outside world.

While the *AWA SAFETYNET* was developed in 1984 when AWA became the major sponsor of the AWA Sydney Hobart Yacht Race, the Company's first involvement with the event was back in the 1960s when it began supplying the Cruising Yacht Club with the communications equipment and operators for the Race.

It was a logical beginning to what was to become a successful partnership, as both organisations were recognised as pioneers in their respective fields.

It was early in the 20th century that AWA introduced wireless communications to Australia and New Zealand, while later it was the CYCA which was the first offshore racing club in the world to insist that competitors should carry two-way radios for regular communications.

Following its establishment in 1913, AWA installed and operated wireless equipment in Australian and New Zealand ships, established a wireless training school for radio operators, received



## AWA Sydney Hobart Communications Safety Network

the first direct commercial wireless message from England, started the local manufacture of radio valves, introduced television to Australia and designed and manufactured the first communications systems for Australian aircraft.

Today AWA is still a leader in electronics and continues its heavy involvement in safety at sea, supplying, installing and servicing communications and navigation equipment in vessels and onshore installations.

The Company services radio communication and navigational equipment in some 95 percent of Australian ships and maintains a pool of certified radio officers to operate the equipment on behalf of ship owners.

Recognising such expertise, the CYCA turned to AWA to help make the Sydney Hobart Race the safest long distance race in the world, and today the *AWA SAFETYNET* continues to apply the Company's commercial experience to provide a communications lifeline for the yachtsmen taking part in the classic Race.

## Radio Relay Ship

At the hub of the *AWA SAFETYNET* is the communications centre aboard the AWA Radio Relay Ship *TV Wyuna*, the training vessel of the Australian Maritime College in Launceston.

Each year the *Wyuna* is loaned to the Race organisers by the College and manned by volunteers, including four AWA radio operators and technicians operating the communications centre equipped with the latest in state of the art equipment.

For communications the operators use an AWA VHF Pilotphone, a Marconi

# 1,200 Yachtsmen & Women Set Sail In Ocean Classic

Commandant HF radio, two Skanti TRP high frequency and single side-band transceivers, facsimile and VHF aviation frequency radios.

To handle the data the centre has three computers, principally the AWA 1750, a 32-bit powerful but small business computer that is part of AWA's complete range of multi-user business systems. Like all AWA computers, the 1750 uses the unrivalled Pick operating system which is innovative business software, allowing quick, simple access to vast databases using English language words and phrases. Two more AWA personal computers provide back-up to the 1750.

*Wyuna* also carries the latest weather facsimile and satellite navigation equipment supplied by AWA.

A video Track Plotter is also among the vessel's vast array of electronic navigational aids.



The plotter is a compact graphic plotting instrument which displays a latitude and longitude grid, the ship's own position and other navigational equipment.

The course Plotter also track up to 50 yachts at the one time, calculating an array of navigational data including range and bearing from *Wyuna* to any selected yacht as well as the range and bearing between any two yachts.

### Position "Skeds"

Twice each day the yachts are required to take part in a position reporting schedule ('sked'), their navigators communicating by radio with the AWA operators aboard *Wyuna* to give their positions in latitude and longitude.

For speed of operation in handling, the big fleet is divided into two groups. The larger yachts, making up Group A, are the first to radio in their positions to the operators who immediately enter the data into the AWA 1750 computer.

When all Group A positions have been received and entered the computer puts the data into the necessary form for transmission to the shore-based computers.

This transmission is instantaneous, thanks to the OTC Inmarsat maritime satellite system, a network of satellites that allows immediate ship-to-shore communications without the possible ionospheric interference that can distort radio signals.

When the positions of Group A are received by the Race officials at the organising yacht clubs the sked resumes as the operators receive the positions of the remainder of the fleet comprising Group B.

The sked data from *Wyuna* is simultaneously transmitted to two computers, one at the Cruising Yacht Club of Australia in Sydney and the other at the Royal Yacht Club of Tasmania in Hobart.



*CYCA Commodore Arthur Cooley and AWA's Corporate Communications Manager Steve Blow inspect one of the AWA computers which will be used by the CYCA in this year's AWA Southern Cross Cup series and the AWA Sydney-Hobart race.*

## Australian Airlines Offer 'Plane' Sailing

**A**USTRALIAN Airlines, as the original sponsor of the Sydney to Hobart yachting classic, recognised at their initial involvement that skippers and crews, as well as race organisers required assistance of a practical nature to relieve them of the concern of moving people and gear to and from the race destination.

Today, still a major supporter of Australian sporting events, Australian Airlines continues its support programme for yachting events.

As well as its continued involvement in the 1987 Sydney to Hobart Yacht Race, Australian Airlines, following on from last year's inaugural race, supported the second running of the Jupiter's Sydney to Gold Coast yachting event in August of this year.

Australian Airlines realises that different events require different types of support, so the airline streamlines its activity to provide the best possible service to participants. For all yachting events, Australian Airlines provides transport for crew and back up teams,

family, friends and spectators; baggage and equipment service and transport; and post-race package holiday assistance if required.

Australian Airlines staff in Sydney and Hobart initiated planning for this year's classic early in 1987.

For the coming 1987 Sydney to Hobart Race, an Australian Airlines temporary office will once again open at the Cruising Yacht Club from Saturday December 19 to 24 and December 26. This office will be computer linked to the airlines reservations system so that instant confirmation of bookings and any alterations can be made.

Ticketing facilities will be available.

Once again, the airline will be providing an improved baggage collection service at CYCA from December 19 to 24 and on the day of the race. Flat rates for transport of gear will be available to ensure the highest efficiency and the fastest service.

Australian Airlines friendly staff look forward to meeting participants in one of the world's true ocean classics and wish all entrants 'plane' sailing 'The Australian Way'.

The Race officials in Sydney have the use of an AWA 5820 computer, a stand-alone system designed for large businesses, capable of handling up to 80 terminals with 6MB of main memory and 1,640MB of disk storage. In Hobart the officials are serviced by an AWA 3820, a floor-mounted system for medium-sized businesses, handling up to 48 terminals with 4MB of main memory and 560MB of disk storage.

### Computer Analysis

As soon as the computers receive the data from *Wyuna* they analyse the

yachts' positions and within six minutes provide Race officials with:

- A progress line honours report giving the order of the yachts based on their reported positions, and the distance each has to go to the finish.
- A corrected time progress position report giving the handicap placings of each yacht overall and within division.
- A handicap assessment as each yacht finishes, giving updated elapsed and corrected time positions within the fleet and divisions.
- A 'To Draw' forecast, calculating the average speed that each yacht still racing will have to maintain to beat the yachts that have already finished.
- An alphabetical summary of each yacht's line and corrected time position overall and by division.
- A final summary of the Race, compiling all yachts' placings overall and within divisions.

Even more information is provided to the Race officials by the AWA SAFETYNET. The computer program enables them to expertly analyse each yacht's performance. After each sked it provides every yacht's Distance Made Good, Heading Made Good and Corrected Distance Made Good since the previous sked.

This is vital in the event of a yacht failing to report in at skeds as it enables the Race officials to plot the yacht's most likely position. It also enables them to check any doubtful positions

reported from the yachts.

In both organising clubs the information is printed out in the form of hard copy for the officials.

### Media Facilities

At the same time the analysed information is returned via satellite and computer to *Wyuna* so that she can organise or undertake a search should a yacht consistently fail to report in at skeds.

The AWA SAFETYNET does not stop there as its facilities are also put to work to provide information for families and friends of competitors and all those following the progress of the fleet.

Members of the news media depend on the result service of AWA SAFETYNET to keep their readers, listeners and viewers up to date with progress. At special media centres provided by AWA in Sydney and Hobart, journalists receive the results as soon as they have been checked by Race officials.

While the journalists in both cities base their reports on that comprehensive information, others following the fleet in helicopters and light aircraft all depend on the positions and updated results provided by SAFETYNET to find the yachts.

Access to the AWA SAFETYNET allows volunteers to cope with the thousands of telephone calls that flood into both clubs each day from people wanting to know how their friends are progressing.

Before the development of SAFETYNET the volunteers were forced to thumb through reams of paperwork and charts to get the information they needed.

Today they use AWA's state of the art technology to simply call up the information from the computers and their software designed by AWA's computer programmers.

The AWA service is not only simple to use, it is helpful as well. For example, should someone forget the name of the yacht their friends are on, the volunteer taking their call simply enters a crewman's name and the computer supplies the information.

### Silicon Chip

In these days of the silicon chip it is easy to take instant communications for granted. But yachtsmen in Australia's premier ocean race know that it is not that simple. They recognise and appreciate the expertise that has gone into SAFETYNET, the most sophisticated communications network providing the safety coverage of any offshore yacht race in the world.

Competitors in early Hobart races will recall the time when five yachts at a time would signal their positions to the 'Mothership' which in turn would relay them to Sydney for manual calculations of progress and positions.

Today an entire Group's positions and calculated standings have been sent back to shore, calculated and returned to the AWA Radio Relay Ship in the same time it once took to despatch the positions of each batch of five yachts.

But the SAFETYNET does much more than provide information. Each year it has played a vital role in helping the fleet safely to its destination.

In its first year in 1984, bad weather turned the Race into one of the toughest of all time with a record 78 percent of the fleet forced to retire.

On the second night out of Sydney, at the height of the storms that battered the fleet, *Wyuna* was called by the crews of three yachts seeking urgent assistance.

The AWA communications team aboard *Wyuna* kept in constant contact with all three crews while advising other yachts of the situation as it developed and directing them to give assistance where possible. At the same time the team relayed information back to Race officials in Sydney who were also working closely with search and rescue authorities in Canberra.

### Medical Advice

In subsequent years the SAFETYNET repeatedly proved its value, not only helping keep track of the competitors but providing a variety of services from having *Wyuna's* shipboard doctor giving medical advice for the treatment of ill crewmembers, to co-ordinating the rescue of a crew forced to abandon their yacht in Bass Strait (the yacht was subsequently recovered intact).

It comes as no surprise to those who know AWA that this leading company should be so heavily involved in the support of Australia's yachting classic. Since the days when it introduced wireless communications to the shipping fleets of Australia and New Zealand, AWA has been at the forefront of communications technology in Australia.

Today AWA is the largest Australian-owned and controlled electronics company, designing, developing, manufacturing, installing and maintaining an extensive range of electronics and communications products and systems.

It manufactures communications and telephone equipment, defence systems, air navigation aids, information and traffic control systems.

Its emphasis on research and development has won the Company many awards for engineering excellence and led to major sales in Australia and overseas.

Listed among its most important recent achievements was the success of AWA's RMD Series digital microwave radio in winning the 1986 Engineering Product Excellence Award from the Institution of Engineers, Australia.

This new range of multi-channel digital microwave radios was designed and built by AWA to meet the challenges imposed by the harsh conditions in Australia's remote outback areas.

### Space Station

AWA has just completed a \$5.5 million upgrading of Australia's largest deep space station at Tidbinbilla near Canberra. The centrepiece of the space station which is funded by the US National Aeronautical and Space Administration (NASA) is an antenna standing almost as high as a 20-storey building which is linked to a huge dish to communicate with the deep space probe Voyager II.

The space station, which is operated and maintained by AWA engineers and technicians, was the primary communications link with Voyager II during the Uranus Encounter last year.

Now AWA has prepared the space station for another extraordinary scientific event, the Neptune Encounter which will occur in 1989 when Voyager II passes close by the distant planet Neptune. The major modification has involved expanding the 3,000 tonne dish to a diameter of 70 metres to enhance reception of the faint signals from Voyager II, now more than three thousand million kilometres from earth.

Another AWA project sees a \$60 million investment in a new microelectronics plant in Sydney that will steer Australia's all-important microprocessor manufacturing capability into the next century.

With the Company already enjoying an advantage over its local competitors through its sound research and development base, AWA is now firmly focussed on developing high technology application systems for both Australasian and worldwide markets with defence and communications at the core of the business.

The Company applies the same philosophy to the AWA Sydney Hobart Yacht Race, designing outstanding communications systems to support yachtsmen in what is undoubtedly the toughest offshore passage yacht race in the world.

AWA is indeed a proud sponsor on the AWA Sydney Hobart classic and the biennial AWA Southern Cross Cup.

The management and staff wish all competitors fair winds, good fellowship and safe sailing.

### CYCA HOTLINES

**F**or information on the progress of the AWA Sydney-Hobart Race phone (02) 327-7760, (02) 327-3527, (02) 327-1265 after 8am for the morning position reports and after 5pm for the afternoon "sked" reports.



## Trophy Presentations In Hobart

**S**ATURDAY, January 2, will be a big day in Hobart for yachtsmen who have competed in the 1987 Sydney-Hobart Race and the AWA Southern Cross Cup:

- 1000 hrs — Sydney-Hobart Trophy Presentation, Royal Yacht Club of Tasmania.
- 1400 hrs — King of the Derwent Race, 25 n mile course on River Derwent.

## The Sponsors

The planning, organisation, conduct and promotion of international ocean yacht races such as the AWA Sydney-Hobart 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 efforts of so many Club Members, who volunteer their time to make the Race a success.

The Race would not be possible in its current form without **AWA**, which has undertaken the major sponsorship role for the past four years. In addition, without the help of other sponsors, **Australian Airlines** and **Caltex**, the race could not hope to succeed as it does.

## The CYCA also wishes to thank...

Rank Xerox Pty. Ltd. for its generous provision of photocopying facilities; Equity Corp. for this company's con-

- 1930 hrs — Southern Cross Cup Trophy Presentation and Dinner, Royal Yacht Club of Tasmania.

## CALTEX FUELLING RADIO RELAY SHIP

**A**s a major supplier of marine fuels, oils and greases, Caltex is delighted to support the CYCA in this year's classic Sydney to Hobart Yacht Race.

Caltex will supply marine diesel fuel and the appropriate oils and greases to the radio relay vessel, 'M.V. Wyuna' for

tinuing support and assistance with MV Offshore; the many companies that make their products available to the crews at no charge; the Government of Tasmania; the Corporation of the City of Hobart; the Marine Board of Hobart; the Waterside Workers' Federation; the Maritime Services Board of NSW for all its help; Qantas; the Commonwealth Department of Transport; OTC; the Royal Volunteer Coastal Patrol; the Royal Motor Yacht Club, Point Piper; the Bureau of Meteorology who cooperate with Vic Bahr on weather forecasts; George Cresswell of the CSIRO Marine Laboratories; Woollahra Municipal Council; the many volunteers without whose services the Race would not be possible, including: the Race Organising Committee; the Starting Officials; the Plotting team led by Jim Morris; Jenny May and the other ladies who work long and hard on the telephones in the Communications Centre; the Tasmanian Race officials; the CYCA

the duration of the race. In all about 26 tonnes of distillate will be supplied — equivalent to a large road tanker load.

Through its many sponsorships, Caltex has had close connections with maritime activities, not only as a past sponsor in Sydney to Hobart yacht races but also to individual yacht clubs and other Australian yacht races as well as the sponsorships of yachts in international yacht races.

Caltex is at the forefront in all kinds of maritime lubricants from those specialised requirements of its own tanker fleet and other giant ocean going vessels down to supplies for family sized runabouts.

The Sydney to Hobart race sponsorship is another opportunity for Caltex to show its expertise in assisting Australia and Australians at this the beginning of the nation's Bicentenary year.

## Penta Comstat skeds for returning yachts

**P**ENTA Comstat, the private Limited Coast Station based at Holgate on the NSW Central Coast (away from metropolitan noise that "deafens" many other coast radio stations) will again this year hold special "skeds" for any yachts returning to home ports from the Hobart Race.

These special skeds will commence from January 1, 1988 and will be held daily at 0735 hours and 1635 hours local time (Eastern daylight saving time) on 4483 kHz.

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

Associates Committee, which runs the desks in the lobby; Buster Rickard and his Liaison Committee; the Publications Committee, which prepares this program; the CYCA office and yard staff who work unbelievably long hours under arduous conditions in the lead-up to the Race — all contribute to making the AWA Sydney-Hobart Yacht Race what it is.

## The Editor would especially like to thank...

The photographers, Richard Bennett and David Clare who made their spectacular pictures freely available for this publication; John Brooks and John Hawley for their efforts in assisting with the write-up of individual yachts; Rik Dovey for his editorial contributions; CYCA sailing secretary Brian Hayden; and in particular Elaine in the Sailing Office, for her untiring efforts in getting the information about entries ready on time.



## Tony Fisher Back With Helsal III

ONE of the famous names of ocean racing in the 1970's, Dr Tony Fisher, is back in the fleet for this year's AWA Sydney-Hobart after a five-year absence. Dr Fischer, a Sydney medico turned property investor, will contest the race with his latest *Helsal III*.

He rewrote the record books with his first *Helsal*, the concrete-constructed "flying footpath", and with his radical downwind flyer, *Helsal II*. *Helsal* took line honours in record time in the 1973 Sydney-Hobart and still holds many offshore records. He then launched *Helsal II* but bowed out of ocean racing after the 1982 Sydney-Hobart.

*Helsal III*, another Joe Adams design, and a near sistership to *Helsal II*, was known as *The Office* when raced by previous owner Arthur Bloore. *The Office* was extensively damaged by fire earlier this year but has been completely refurbished for a return to Hobart.

## Hi-Tech Way To Hobart

MELBOURNE yachtsman Ron Elliott is on a hi-tech course for Hobart (via Sydney Hobart) and many other international ports, with his new boat, *Joint Venture*.

Elliott launched his new ocean racer, arguably the most sophisticated and expensive One Tonner ever built in Australia, in early November, in a bid for a berth in the Australian National team in the 1987 AWA Southern Cross Cup. In 1988 he has his sights set on the Australian team for the Kenwood Cup in Hawaii, followed by the world One Ton Cup in San Francisco.

*Joint Venture's* hull is built of the very latest in exotic space-age materials and every fitting which would normally be of stainless steel have been specially engineered from titanium — for this he called on the services of the Harrop Engineering in Melbourne who built the engines for Peter Brock's racing cars.

"We have titanium stanchions, titanium winch handles and winch shafts, a titanium tiller, and every nut and bolt is titanium instead of stainless steel," ex-

plained Elliott, who even has the 40-footer's rigging made of cobalt rod.

The objective is a lighter, stronger and faster One Tonner than any other in the world — a boat to win the AWA Sydney-Hobart and successfully represent Australia in international ocean racing.

## Win a Trip to Switzerland

OFFSHORE magazine's fabulous reader competition offers one of the best holidays ever. The winners will fly with British Airways to London (and may stay there at their own expense) then onto to Zurich with BA, the world's favourite airline.

In Zurich, they will receive Swiss Holiday Cards courtesy of the Swiss Tourist Office. These cards entitle them to free travel on all Swiss Rail, Postal Buses and Lake Steamers.

At St. Moritz, they will stay at the first class Schweizerhof Hotel for a week, skiing, swimming and taking in the remarkable scenery at this famous playground for Europe's jetset.

Readers have only to accurately fill in the crossword and post the coupon back. The first correct entry drawn from our barrel wins this unique competition. Good luck!

## Veteran Craft At The Start

OFFICIAL starter's boat for the 1987 AWA Sydney-Hobart race is HMAS Wollongong, one of the Royal Australian Navy's fast Fremantle class patrol vessels.

However, also playing a role in getting this fleet of ocean racers off to sea will be two veteran craft of Sydney Harbour — the tug *Waratah* and the auxiliary schooner *Boomerang*, which will be located at the leeward end of the two starting lines.

*Waratah*, a former ocean-going tug built in 1902, operated out of Sydney and Newcastle, and has been an exhibit at the Sydney Maritime Museum,

Birkenhead Point, since 1962. *Boomerang*, a magnificent, timber-hulled 80-footer was recently donated to the Museum by the Albert family who had owned her since she was built in 1903.

Also involved as an official boat is the newly launched *William the Fourth*, a replica of Australia's first ocean-going steamship. The original *William the Fourth* was schooner rigged with steam-powered paddle wheels and was launched on the Clarence River, northern NSW, in 1831. She plied the Northern Rivers and later the South Coast, ending her days in the river trade in China.

She will be a participant in the Tall Ships Parade on Sydney Harbour on Australia Day, 1988.

## Syd Fischer Seeking Elusive First Place

SYD Fischer has won many international honours in ocean racing in a bluewater career spanning 26 years. He has captained winning Australian teams in the Admiral's Cup and the Clipper Cup, won the world One Ton Cup, and is the only Australian to have won England's famous Fastnet Race.

But he has never won a Sydney-Hobart — either corrected time or line honours. He has notched up two seconds and two thirds with a series of yachts named *Ragamuffin* and has brought his current *Ragamuffin*, the Frers-designed maxi yacht, out of mothballs for yet another tilt at the Hobart.

Fischer has not raced to Hobart since 1985, when he finished third across the line with this *Ragamuffin*, since then being involved with his America's Cup campaign with *Steak 'n Kidney*.

*Ragamuffin* will join *Sovereign* and *Apollo* in the Maxi Stakes in this year's AWA Sydney-Hobart, along with "maxi-chasers" *Helsal II* and *Helsal III*, and two new boats — Arthur Bloore's *Hammer* from Queensland and Sydney yachtsman Mike Clements' radical-looking, Elliott 60, *Rager*.

## Song of The Sydney-Hobart

THE Cruising Yacht Club of Australia has commissioned a special song for the 1987 AWA Sydney to Hobart yacht race. It is being released as a single with a Southern Cross Cup song on the "B" side.

Sung by young Sydney artist Neil Stickler, the songs were written by Tommy Moeller, who wrote and performed the all-time hit "Concrete and Clay". Proceeds from the record will go to the CYCA.

The songs and record release have been organised by CYCA members Alan Brown and John Williams. The record can be purchased through the CYCA.

# 1987 AWA SYDNEY-HOBART RACE

Sail No.	Yacht Name	Rig	Hull Color	LOA M.	IOR R.	IOR TCF	Launch Date	State	Owner/Charterer	Designer
L1	MOONRAKER AGAIN	Frac sloop	White	11.6	33.77	0.8278	1980	SA	N.K. Welfare	B. Farr
G1	STRIPROLL-GEELONG	Frac sloop	Red/black	12.2	30.00		1984	Vic	R. Abikhair	B. Farr
M1	THUMBS UP	Sloop	White/yellow	11.8	30.49	0.7978	1985	Tas	T. Rowland	Adams
B1	ONCE MORE DEAR FRIENDS	Frac sloop	Blue	12.0	29.87	0.7918	1980	Vic	W.A. Currie	Ed Dubois
KP1	DI HARD	MH sloop	White/green	12.4	31.20	0.8045	1982	PNG	J. Woodward	Frers
V2	CRACKER JACK	Frac sloop	Silver/grey	11.5	33.20	0.8228	1982	NSW	M. Ryan	B. Farr
KASM2	RONSTAN ULTIMATE CHALLENGE	Frac sloop	White	12.1	30.55		1987	Vic	L.J. Abrahams	E. Dubois
G3	HELSAL II	Frac sloop	Royal blue	20.2	67.27	1.0440	1979	Vic	A.M. Kelso	Adams
KP 3	INDIGO	Sloop	Blue/white	13.4	32.76		1983	PNG	Sail PNG Pty Ltd	Dubois
SM6	ONCE A JOLLY SWAGMAN	Frac sloop	Silver/red	12.6			1987	Vic	C. Jacobsen	Davidson
07	HAMMER OF QUEENSLAND	Frac sloop	White	20.5			1987	Qld	A. Bloore	Steinman
A8	MIRRABOOKA	Sloop	Light blue	14.3			1987	Tas	J&P Bennetto	Frers
MH9	INDIANO PACIFIC	Frac sloop	White	10.9			1986	NSW	J. Eyles	Davidson
G11	AMIGO DIABLO	Sloop	White	10.3			1978	WA	N. Drage	Homan & Pye
R16	PACIFIC FLYER	Sloop	White	12.1	33.23	0.8230	1985	Vic	R. Hatherley	Adams
M16	FIONA	Frac sloop	Red/white/blue	12.9	32.96	0.8206	1978	NSW	D. Coulter	B. Farr
S18	BLUE MAX II	Frac sloop	Silver	12.0			1986	Vic	G. Sargent	L. Davidson
A19	ROLLER COASTER	Frac sloop	White	10.8	26.49	0.7574	1983	Tas	J. Fuglsang	S & S
20	NORSKE	Frac sloop	White	13.0	31.16	0.8041	1981	NSW	B., P., J., J. Dickson	Cole
B23	KINGURRA	MH sloop	White	13.1			1972	Vic	P. Joubert	P. Joubert
MH25	OTELLA	Sloop	Royal blue	16.2	43.06	0.9012	1985	NSW	C. Montgomery	King
32	SAGA	Sloop	White	11.5			1963	NSW	P. Price/G. Nevin	S & S
R33	CHUTZPAH	Frac sloop	White	10.2	24.27	0.7327	1985	Vic	Schilte/Taylor	Davidson
A33	INVINCIBLE	Frac sloop	Red/orange	11.0			1976	Tas	R. Behrens	B. Farr
PD33	JASMIN	Sloop	White	13.1			1983	Tas	M.A. O'Keefe	Savage
B35	MULBERRY	MH sloop	Mulberry	8.9		0.6857	1974	Vic	W. Wright	Swanson
A40	INTRIGUE	Frac Sloop	White	12.2	30.14	0.7954	1984	Tas	D.C. Calveret	Castro
KA48	ANACONDA II	Ketch	White	25.0			1975	SA	J. Grubic	Buchanan
YC50	DICTATOR	Sloop	Grey	11.5			1987	SA	R. Fidock	Duncanson
SM50	JOINT VENTURE	Frac sloop	Champagne	12.2			1987	Vic	R. Elliott	Dubois
V50	VENTURE I	Sloop	Grey	12.2				NSW	M. Ryan	Frers
M53	NYNJA GO	3/4 sloop	Blue	11.0	28.24	0.7756	1982	NSW	R.C. Axe	Farr
R58	MIRRABOOKA VI	M/H sloop	White	9.1			1977	NSW	G. Jensen-Muir	S.&S.
R60	FIRST LIGHT	Sloop	White/stripes	12.1	30.34	0.7964	1985	Vic	C. McMillan	Nelson/Marek
66	EVERGREEN	Sloop	Ice green	18.2			1952	NT	Capt. W. Gibson	L. Giles
KA70	RAGAMUFFIN	M/H sloop	White	24.1	69.40	1.0544	1969	NSW	S. Fischer	G. Frers
S79	INSATIABLE	Frac sloop	White	12.1			1985	Vic	G. & J. Wilson	Van de Stadt
M82	FIDDLER'S GREEN	M/H sloop	White	13.0	31.24	0.8049	1982	NSW	L.H. Savage	P. Cole
89	MELTEMI	Sloop	Gold	13.5			1971	Qld	P. Kent	S. & S.
A94	MORNING TIDE	Sloop	White	10.3	22.74	0.7145	1974	NSW	J. Lawler	S. & S.
SA98	RENEGADE	M/H sloop	White/green/gold	12.2			1981	SA	R.E. Francis	R. Holland
B99	WRINKLES	Sloop	White	10.0	23.08	0.7186	1981	Vic	B. Story	Carter
104	BUSHRANGER	Yawl	Cream	12.5			1965	Tas	K. Miller	Van Der Stadt
MH106	IMPECCABLE	Frac sloop	White	10.2	24.18	0.7316	1980	NSW	J. Walker	Peterson
A113	MARK TWAIN	Sloop	White	11.7	26.37	0.7561	1971	NSW	O'Neill/Ward/White	S. & S.
SA119	SUNBURST	M/H sloop	White/red str.	12.2	31.16	0.8041	1978	SA	J. & C. Howell	Peterson
H121	DOUBLE TROUBLE	Sloop	White/blue str.	10.0			1984	Tas	D. Stephens/B. Turnbull	J. Adams
R121	CHRIS' CHOICE	Sloop	White	10.1	24.41	0.7343	1987	Vic	M. Walker	K. Steinman
TYC123	RAMPANT	3/4 sloop	White/red/blue	10.5			1985	Tas	R.M. Cassidy	B. Farr
130	SOVEREIGN	M/H sloop	Red	25.4	70.00	1.0573	1986	NSW	B. Lewis	Pedrick
B131	CENTURION	M/H sloop	White	11.7	26.60	0.7585	1981	Vic	I. Twentyman	S. & S.
191	PHOENIX	Sloop	White	16.7			1975	USA	J. Munshower III	Camper & Nicholson
R196	FARRAGO	Frac sloop	Blue	12.9	34.58	0.8348	1977	Vic	A. & S. Shaw	Farr
202	SEAQUESTA	Frac sloop	Blue/yellow/orange	12.4	31.20	0.8045	1981	NSW	P.W. Nicholson	Dubois
208	SOUTHERN CROSS	Frac sloop	Blue	11.4	27.87	0.7719	1984	NSW	B. Gilbert	Farr
MH208	SWEET LAURINE	Frac sloop	White	10.8	25.99	0.7519	1983	NSW	I. Flachs	S. & S.
237	MIDDLE HARBOUR EXPRESS	Frac sloop	Dark blue	11.2	27.22	0.7651	1980	NSW	R. Stone/G. Challoner	Davidson
S247	SCORPION	Frac sloop	White/blue/gold	12.9	33.11	0.8220	1978	Vic	R. Hopcraft	B. Farr
SA250	McCAUGHAN'S BANK BILLS	Frac sloop	White/red/green	12.1			1984	SA	R. Williams	Van de Stadt
YC258	WILD FIRST	Frac sloop	White	12.3	30.69	0.7997	1987	SA	M. Minuzzo	Groupe Finot
262	HELSAL III	Frac sloop	White	20.0			1984	NSW	Dr Tony Fisher	J. Adams
MH267	GROUP THERAPY	MH sloop	White/silver	14.6			1981	NSW	R. Wheeler (Syndicate)	R. Holland
G279	FRICTION	MH sloop	Burgundy	12.2			1982	Vic	C. Laker	J. Adams
KZ296	MAD MAX	Frac sloop	Blue	12.1			1985	NZ	M. Canning	C. Davidson
G300	NIMROD II	Frac sloop	White	11.6	33.13	0.8221	1979	Vic	I. Watson	B. Farr
316	ANTHANTA VI	Sloop	White/blue stripe	12.2			1980	NSW	A & A Gruzman	J. Adams
331	SILVER MINX	Frac sloop	Silver	11.4	27.92	0.0772	1985	NSW	G. Player	Farr
360	PATRICE III	MH sloop	White	14.2	34.01	0.8299	1974	SA	P.L. King	S & S
SM377	BACARDI	Sloop	White/red stripe	13.3	32.95	0.8205	1978	Vic	Bacardi Syndicate	Peterson
SA393	SHORT CIRCUIT	Frac sloop	White	12.0	30.13	0.7944	1986	SA	G.L. Finlay	Farr
393	INCH BY WINCH	Sloop	Black	13.4	32.44	0.8159	1981	NSW	J. Goddard	Peterson
395	STAFFIFANO	Sloop	White	13.1	27.67	0.7698	1973	NSW	V. Opperman	Cole
400	QUEENSLAND MAID	Frac sloop	Grey	12.2			1987	QLD	R. Robertson	Farr
M444	MIDNIGHT EXPRESS	Frac sloop	Black	12.2			1987	NSW	S.P. Chapman	B. Farr
496	BALANDRA	Sloop	White	14.0	29.43	0.7875	1965	Tas	G. Henricke	Camper & Nicholson
508	STORMY PETREL	Sloop	White	10.9	25.14	0.7425	1970	NSW	A. Pearson	S & S
533	PIPPIN	Frac sloop	Black	11.4	27.99	0.7731	1984	NSW	W.E. Sweetapple	Farr
550	DRY WHITE	Frac sloop	White	12.2	30.49	0.7978	1984	Tas	D. Leitch	Van de Stadt
YC598	MORE WAR GAMES	Frac sloop	Grey/stripes	12.2	30.85	0.8012	1985	SA	D. Urry	Farr
KZ609	FAIR SHARE	Frac sloop	White	12.1	30.56		1986	NZ	Hogg/O'Neill/Ross/Benton	Farr

# SAIL NUMBER GUIDE TO YACHTS

621	KINGS CROSS	Frac sloop	White	10.9	27.56	0.7687	1985	NSWJ.B. & J.P. King	Davidson
631	SUNSEEKER	Sloop	White	11.8	27.29	0.7658	1982	NSWP. & V. Thomas	S. & S.
645	FORTLET	Ketch	White	14.5	27.16	0.7645	1975	NSWJ.M. Maconochie	Camper & Nicholson
B955	MIDNIGHT MAGIC	Sloop	White/blue str.	13.0	31.73	0.8095	1981	Vic F. Barron	P. Cole
984	AUSSIE RULES	Sloop	Red/white str.	12.2	33.65	0.8267	1984	NSWR.M. Ramsay	J. Adams
SM1137	BLACK MAGIC	Frac sloop	Black	12.1				Vic R. Sill	E. Dubois
KH1142	SPIRIT	Sloop	white	13.6	33.70	0.8272	1985	NSWJ. Miller	German Frers
TYC1147	TURKEY SHOOT	M/H sloop	White	12.2	30.10	0.7941	1982	Tas A. & M. McHutton	Holland
1170	OTAGO	M/H sloop	White/blue str.	13.7	34.41	0.8334	1979	Tas A. Nicholas	Peterson
KH1200	SWITCHBLADE	Frac sloop	Red	13.0				1985 K.H P. Whyte	B. Farr
1224	MERCEDES IV	M/H sloop	Green	12.7	31.68	0.8090	1974	NSWP. Stronach	Kaufman
1308	DYNAMITE	Frac sloop	White	12.8				1976 NSWI. French	Farr
1317	MARARA	Sloop	White	10.4	22.31	0.7092	1973	NSW A.E. Ratcliff	S. & S.
KA1400	APOLLO	Sloop	Green/gold band	22.8				1978 NSWV. D'Emilio	B. Lexcen
1700	WOOLOOMOOLOO	Schooner	White	15.8				1977 NSWP. Geddes	M. Bigolin
1910	SHENANDOAH III	Sloop	White	10.4	22.90	0.7165	1980	NSWJ. Charody	P. Cole
R1986	PRIME MINISTER	Frac sloop	Black/red/grey	12.2	30.58	0.7987	1985	WA L. Klopper	B. Farr
RF1988	PRIME FACTOR	Frac sloop	Grey	12.1				1987 WA J. Milner	P. Joubert
2065	SAILMAKER III	Sloop	White	11.2	24.34	0.7335	1979	NSWDr. R. Ham	Marine Design
2104	ALPHA CRUCIS	M/H sloop	White	9.5	20.93	0.6917	1978	NSWR.S. Graham	Peterson
2111	BIG SCHOTT	M/H sloop	Orange/White	12.5	30.48	0.7977	1976	NSWP. Bush	S. & S.
2170	MARGARET RINTOUL II	M/H sloop	White	14.7	33.65	0.8267	1967	Tas R.W. Jackman	B. Farr
2189	NEVER SATISFIED	Frac sloop	White	10.3	28.23	0.7755	1984	NSWN. Allen	B. Farr
E2211	SPANISH FLY	M/H sloop	White	12.8	31.22	0.8047	1982	Vic J. Corner	S. Jones
2344	PARMELIA	M/H sloop	White	13.9	34.59	0.8349	1978	Tas B. Woods	Curran
2555	L.J. HOOKER	M/H sloop	Dark blue	12.4	30.49	0.7978	1975	Tas J. Cole-Cook	D. Petersen
2557	WITCHDOCTOR	Sloop	White	12.7	31.47	0.8070	1979	NSW The Rum Consortium	Davidson
3000	MADLINE'S DAUGHTER	Frac	White	13.2	34.31		1986	NSWP. Kurts	Farr
3007	PHOENIX CONTRACTORS	Frac sloop	White/grey/gold	11.8	29.31	0.7864	1981	NSWD. Hundt/I. Dale	Davidson
SM3041	PADAM II	Frac sloop	White	10.9	26.80	0.7607	1981	Vic K. Quinert	Dubois
3211	PHOENIX	Sloop	White	9.1				1974 Tas P.J. Devereaux	Richards
3423	NEFERTITI	Sloop	White	14.1				1980 NSWR. Nyman	A. Warwick
3433	SANGAREE	Sloop	White/Stripes	13.3	35.23	0.8404	1982	NSWM. Pryke	R. Holland
3598	CHRISTA-FARR	Frac sloop	White	11.0	28.63	0.7796	1983	NSWJ.D. & C.A. Pomfret	Farr
3660	AFFAIR	Sloop	White/red/blue	9.8				1975 NSWD. Livingstone	P. Curran
3666	MUCH ADO	Frac sloop	White/blue band	10.2	25.94	0.7514		NSWJ. Corrie	Dubois
3712	HORNET	Frac sloop	Sky blue	10.8	25.22	0.7434	1984	NSW The Sting Syndicate	S. & S.
3767	MISTRESS AGAIN	Frac sloop	White	11.0	27.83	0.7714	1983	NSWD. Senogles	B. Farr
3774	ICARUS	Frac sloop	White	11.6	33.76	0.8277	1984	NSW A. Ridley	Kauffman
3803	DEMO	M/H sloop	Red	11.4	27.77	0.7708	1983	NSWR. Brady	Farr
3807	ALEXANDER OF CRESWELL	Frac sloop	White	11.1	32.11	0.8129	1980	NSW R.A.N.	Swarbrick
3809	LADY PENRHYN OF NIRIMBA	Frac sloop	White/red/blue	11.1	32.08	0.8127	1984	NSW Royal Australian Navy	Swarbrick
3937	NADIA	Frac sloop	White	10.9	25.86	0.7505	1982	Tas J. Oakley	S. & S.
KA4000	SAGACIOUS V	Frac sloop	Grey	11.2	30.51	0.7980	1987	NSWG.J. Appleby	Farr
4017	RUSSELL DEAN II	M/H sloop	White	9.4				1984 NSWM.J. Brown	P. Cole
4040	NADIA IV	Frac sloop	Blue/var	12.1	29.99	0.7930	1983	NSW Canberra ORC	B. Farr
4048	SINGAPORE GIRL	Frac sloop	Navy blue/gold	10.2	24.40	0.7341	1985	NSW Steigrad/Greenlaw	Davidson
4054	PACIFIC PHOENIX	M/H sloop	White/blue line	12.4	29.29	0.7862	1986	NSWE. Long	Beneteau
4057	WITCHCRAFT II	Frac sloop	Blue	12.2	30.24		1985	NSWB. Staples	B. Farr
4070	PALADIN	Frac sloop	White/stripes	12.2	30.36	0.7966	1985	NSWC. Franklin	Farr
4111	SEA EAGLE	Sloop	Dark blue	10.4				1978 NSWJ. McInnes	Holman & Pye
4168	ANDURIL	Frac sloop	White	11.1				1981 NSWD.F. Kennedy	E. Dubois
4182	UPTOWN GIRL	Sloop	White/mauve strp.	12.5	31.49	0.8072	1977	NSWR. Winton	Peterson
4190	WHY NOT	Frac sloop	White/blue str.	11.6	34.06	0.8303	1984	NSWT. Robertson/K. Rowsell	B. Farr
4210	BUSHFIRE	Frac sloop	Grey	11.5	27.88	0.7720	1986	NSWG. Bush	Duncanson
4216	CITY LIMITS	Frac sloop	White/blue str.	10.8	28.18	0.7750	1983	NSWM. Carr	S. & S.
KZ4222	LARRIKIN	Frac sloop	White/red str.	11.6	34.58	0.8348	1980	NZ N. Jordan	B. Farr
KA4343	WILD OATS	Frac sloop	Blue/red/flash	13.1	33.72	0.8274	1985	NSWR.I. Oatley	B. Farr
4416	INNISFREE	M/H sloop	White	10.6				1981 NSWL. Anderson	R. Perry
4440	ANOTHER CONCUBINE	Frac sloop	White/blue/red	12.2	30.68	0.7996	1985	NSWJ.L. & P.E. Parker	Farr
KZ4466	SWUZZLEBUBBLE SIX	Frac sloop	White	11.9	30.22		1984	NZ I. Gibbs	Farr
S4499	THE ROPERUNNER	Frac sloop	White	12.2	30.04	0.7935	1980	Vic P. Robinson	Farr
4515	COMPUTERLAND SOLUTIONS	Frac sloop	White	14.0	34.31	0.8325	1981	NSWM. Bolulos	S. & S.
4803	MADMEN'S WOODYARD	Frac sloop	White/red str.	9.1	22.13	0.7070	1982	NSW Bowling/Bonallo/Terrell	E. Dubois
4996	RAUCOUS	Frac sloop	Blue/red str.	10.9	27.58	0.7689	1985	NSWD. Rourke	Davidson
5061	MYSTIQUE	Sloop	White	10.5				1983 NSWC. Wilson	Blackburne
5064	SALTY LADY	Sloop	White	9.5				1986 NSWR. Scoble	Davidson
5131	DOUBLE IMAGE	M/H sloop	White	12.1	33.75	0.8276	1983	NSWG.W. Jarrett	Lodgard
5222	FREIGHT TRAIN	Sloop	Dark red	18.8			1983	NSWD. Parkes	Frers
5300	DRAKES PRAYER	3/4 sloop	White	13.1				NSWR. Cawse/M. Drenth	Farr
5361	PATIENCE	Sloop	White	11.1	32.45	0.8160	1980	NSW W. Sherman	Swarbrick
5500	BEYOND THUNDERDOME	3/4 sloop	Red	12.1				1987 NSW W. Johns	Davidson
5600	RAGER	Frac sloop	White	17.0				1987 NSWM. Clements	G. Elliott
KZ5715	BARNSTORM	M/H sloop	White/red str.	12.8	32.17		1984	NZ J. Hall	D. Peterson
KZ6006	STARLIGHT EXPRESS	Frac sloop	White/blue	16.7	54.52	0.9754	1985	NSWC. Reynolds	L. Davidson
US18968	SIDEWINDER	M/H sloop	Navy blue	15.2			1986	USA R. Short	Pugh
US53221	JUBILATION	M/H sloop	Blue	12.9	43.13		1983	USA J.S. James	G. Frers
HK	BIMBLEGUMBIE	Frac sloop	White	13.2			1987	HK K. Jacobs	Ed. Dubois
HK	HIGHLAND FLING	Frac sloop	White	15.2			1987	HK D. Forbes	B. Farr
4430	PLANET X	Frac sloop	White	9.1			1987	NSW East Sail	J. Goddard

# Who's Heading for Hobart?



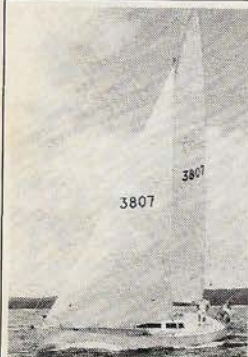
**AFFAIR — 3660**  
 LOA 9.8 m; IOR RATING  
 Designer: Phil Curran (Aust)  
 Type: Sloop  
 Owner/Charterer: David Livingstone  
 Club: Botany Bay Yacht Club, NSW

The owner of Affair commenced building her in 1975 as a cruiser racer and launched her 13 years later. Not having raced to date, little is known of her abilities, and it is hoped that David Livingstone and his crew will push their racing faster than their construction.



**ANACONDA II (10) — KA48**  
 LOA 25.0 m; IOR RATING 70.0  
 Designer: Alan Buchanan (UK)  
 Type: Ketch rigged maxi  
 Owner/Charterer: Josko Grubic  
 Club: Royal South Australian Yacht Squadron, SA

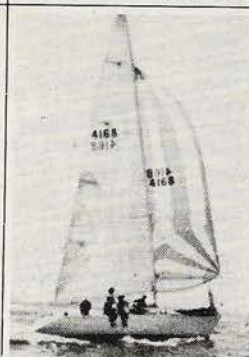
Second in overall size only to Sovereign in this race, Anaconda II has put more sea miles under her keel than any other Australian yacht, having circumnavigated the world on at least four occasions. Launched in 1975 for the Whitbread Round-the-World Race, she cannot match the pace of modern yachts but many yachtsmen had their first taste of long ocean racing on her decks.  
 Crew: J. Grubic (Skipper), N. Brundle, D. Field, D. Hansen.



**ALEXANDER OF CRESWELL (2) — 3807**  
 LOA 11.16 m; IOR RATING  
 Designer: Kim Swarbrick (Aust)  
 Type: S.111 Sloop  
 Owner/Charterer: R.A.N.  
 Club: R.A.N. Sailing Association, NSW.

A Royal Australian Navy Yacht used by officers under training at the R.A.N. College Sail Training School at HMAS Creswell in Jervis Bay, to promote an awareness of the sea in small boats. Has contested most of the long races during the past two years with moderately good results.

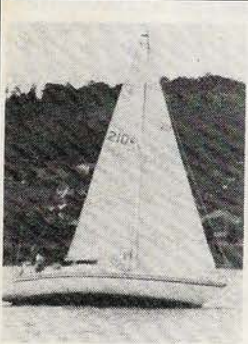
Crew: R. Lavett (Skipper) (2), S. Andrews (Navigator) (1), S. Rusitt, N. Gilmore, K. Northey, A. Mainsbridge, A. Moore, L. Kennedy.



**ANDURIL (1) — 4168**  
 LOA 11.19 m; IOR RATING  
 Designer: Ed Dubois (UK)  
 Type: One Tonner  
 Owner/Charterer: David Kennedy  
 Club: Royal Prince Alfred Yacht Club, NSW.

As Bimblegumbe, she raced for Hong Kong in the 1985 Southern Cross Cup, showing potential but not sailing up to her then owner's expectations. Now sails out of Sydney's Royal Prince Alfred Yacht Club.

Crew: D. Kennedy (Skipper), G. Peterson (Navigator) (1), M. Lyons, J. Hickey, B. Smith.



**ALPHA CRUCIS (0) — 2104**  
 LOA 9.527 m; IOR RATING  
 Designer: Marine Design (Aust)  
 Type: Masthead sloop  
 Owner/Charterer: Ron Graham  
 Club: Royal Motor Yacht Club, Toronto, NSW

First time in the AWA Sydney-Hobart race for this small cruiser/racer from Lake Macquarie, although she has competed twice in the Sydney-Gold Coast race.

Crew: R. Graham (Skipper), D. Fisher (2), F. Fitzsimons, C. Graham, R. Hopwood, J. Martin.



**ANOTHER CONCUBINE (2) — 4440**  
 LOA 12.19 m; IOR RATING 3068  
 Designer: Bruce Farr (NZ)  
 Type: One Tonner  
 Owner/Charterer: J.L. and P.E. Parker  
 Club: Royal Prince Edward Yacht Club, NSW.

In her first season, Another Concubine was a member of the NSW team in the 1985 Southern Cross Cup and owner/skipper John Parker has continued that success. Another Concubine won the 1986 AWA ocean racing championship and was 1986-87 Blue Water Champion with the CYCA, also finishing second in the 1986 Sydney-Gold Coast Race. Skipper Parker was AWA Ocean Racing Yachtsman of the Year for 1986-87.

Crew: J. Parker (Skipper) (2), I. Potter (Navigator) (9), P. Parker (3), P. Messenger (6), S. Langman (4), A. Parkes (1), D. Dwyer (7), M. Condon (4), S. Keane (3), C. Freeman (6).



**AMIGO DIABLO (0) — G11**  
 LOA — 10.35 m; IOR RATING —  
 Designer: Holman & Pye (UK)  
 Type: Noel Drage  
 Club: Geraldton Yacht Club, WA.

One of several WA entries, Amigo Diablo finished fifth in the 1986 Fremantle to Bali race and last season was Geraldton Yacht Club's club champion. Navigator Keith James is the skipper of the prison boat which takes prisoners out of Geraldton to catch fish for WA prisons.

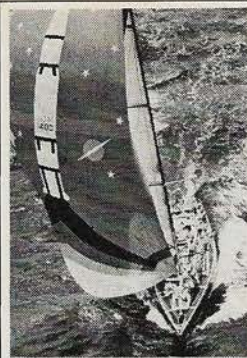
Crew: N. Drage (Skipper), K. James (Navigator), N. Muxlow, S. Luckman, B. Diggins, A. Russell.



**ANTHANTA VI (0) — 316**  
 LOA 12.27 m; IOR RATING  
 Designer: Joe Adams  
 Type: Naut 40 Sloop  
 Owner/Charterer: Arthur Gruzman  
 Club: Club: R.A.N.S.A., NSW.

The Naut 40 was designed as a comfortable cruising yacht for the charter business but, Joe Adams designs tend to perform well given their conditions. Very sea-kindly but not designed around the I.O.R. they are more suited to gentleman sailors.

Crew: A. Gruzman (Skipper), G. Bailey (Navigator) (3), R. Coolahan, T. Harpley (3), H. Hurst, A. Reed, K. Richardson, G. Rundle.



**APOLLO (5) — KA1400**  
 LOA 22.80 m; IOR RATING 70.0  
 Designer: Ben Lexcen (Aust)  
 Type: Maxi yacht  
 Owner/Charterer:  
 Vince d'Emilio and Jack Rooklyn  
 Club: Hamilton Island YC, Qld and Cruising Yacht Club of Australia, NSW  
 Colourful Sydney yachtsman Jack Rooklyn and his former maxi, Apollo, are both making a comeback to ocean racing. Apollo was retired after the 1987 Sydney-Coffs Harbour-Southport race and later sold to become a charter boat in the Whitsunday Islands of Far North Queensland, but presnet owner Vince d'Emilio has kept her in trim.  
 Crew: J. Rooklyn/V. D'Emilio (Skipper), S. Will (Navigator), W. Rooklyn (12), G. Freeman (12), H. Van Kretschmar (7), S. Scofield, G. Linaere, S. Baker, D. Hodginson, C. Marlow, S. Bull, A. Copley, J. Moet, M. Mason, S. Jarvin, M. Falcon Neil, M. Wilkinson, W. Algae, H. Dove, G. Newton (3), J. Exton.



**BEYOND THUNDERDOME (0) — 5500**  
 LOA 12.19 m; IOR RATING  
 Designer: Laurie Davidson (NZ)  
 Type: One Tonner  
 Owner/Charterer: Warren Johns  
 Club: Middle Harbour Yacht Club, NSW  
 After two years of successful sailing with the Davidson-designed Szechwan, Warren Johns went back to the New Zealand for this brand new, state-of-the-art One Tonner, with the ultimate aim of contesting the Kenwood Cup in Hawaii and the One Ton Cup in San Francisco in 1988 following this year's Southern Cross Cup, the Sydney-Hobart, Sydney-Mooloolaba and Hamilton Race Week. He has put together a top crew, with Ron Jacobs and sailing master and Bob Fraser and co-helmsman/tactician.  
 Crew: W. Johns (Skipper/Navigator) (12), R. Jacobs (12), B. Fraser (12), B. Jones (12), I. Dodds (12), L. Minehan (12), J. Whitty (12), D. McLean (12), P. Wolfe (12), M. Green (12).



**AUSSIE RULES (0) — 984**  
 LOA 12.2 m; IOR RATING 33.65  
 Designer: Joe Adas (Aust)  
 Type: Adams 12  
 Owner/Charterer: Roger Ramsay  
 Club: Middle Harbour Yacht Club, NSW  
 This will be the first Sydney-Hobart for the skipper and the first for his Adams 12, although it has raced in the Sydney-Mooloolaba race twice, the Brisbane to Gladstone and Hamilton Island Race Week (notching up a second in the PHF division). Owner/skipper Ramsay is a chief engineer in the Merchant Navy, a seafarer for the past 20 years — and obviously a football fan with the Sydney Swans his team.  
 Crew: R. Ramsay (Skipper), A. Chavel (4), H. Govers (2), P. Mills, P. Nash (1), B. Peterson, B. Peterson, J. Rann, B. Virgona.



**BIG SCHOTT (5) — 2111**  
 LOA 12.5 m; IOR RATING 30.48  
 Designer: Doug Peterson (USA)  
 Type: Masthead sloop  
 Owner/Charterer: Peter Bush  
 Club: Cruising Yacht Club of Australia, NSW  
 Imported from the US, Big Schott was briefly known as Sweet Caroline when raced by Marshall Phillips in the Australian Clipper Cup team and in her first Sydney-Hobart race in 1978. Tony Pearson changed the name back to the original Big Schott and successfully campaigned her for several years in CYCA events. Now somewhat dated in design, she is still a powerful performer to windward.  
 Crew: P. Bush (Skipper) (6), S. Brown (3), M. Hughes (1), A. Lang, K. Leedow (1), R. Richards (4), R. Skepper (3), P. Taylor (3), J. Whyte (2).



**BACARDI (5) — Sm 377**  
 LOA 13.41 m; IOR RATING 32.95  
 Designer: Doug Peterson (USA)  
 Type: Peterson 44  
 Owner/Charterer: Bacardi Syndicate  
 Club: Sandringham Yacht Club, Vic.  
 In nine seasons of hard racing on the East Coast of Australia and in Bass Strait, this powerful Peterson 44 has never retired from a race. In 1986 she took first and line honours in the Melbourne to Grassy, King Island, race and was second in the Melbourne to Portland race. Skipper John Gould is coming up for his 23rd Sydney-Hobart.  
 Crew: G. Ainley (7), R. Warren (3), J. Gould (22).



**BIMBLEGUMBIE (0) —**  
 LOA 13.26 m; IOR RATING 34.5  
 Designer: Dubois (UK)  
 Type: Southern Cross Cup contender  
 Owner/Charterer: Keith Jacobs  
 Club: Royal Hong Kong Yacht Club, Hong Kong  
 Bimblegumbie is the latest Dubois design only recently launched. Her potential for this race is great if she can be fully prepared in time and the baptism of fire of the Southern Cross Cup lead up races may well achieve this. Hong Kong owner, Keith Jacobs, has ample experience in preparing yachts for big events including three previous Sydney-Hobart races and the Clipper Cup in Hawaii.  
 Crew: P. Jolly (Skipper/Navigator), J. Taylor



**BALANDRA (14) — 496**  
 LOA 14.0 m; IOR RATING 29.43  
 Designer: Nicholson (UK)  
 Type: Cruiser-racer, sloop  
 Owner/Charterer: George Henniecke  
 Club: Royal Yacht Club of Tasmania, Tas  
 One of Australia's most famous yachts and veteran of the ocean racing scene, Balandra was launched in 1965 and was a member of the victorious 1967 Australian Admiral's Cup Team. She remains a superb yacht and one of the most handsome examples of the pre-IOR ocean racers. Now sailing out of Hobart her crew will be looking to outperform their 1986 result.  
 Crew: G. Henniecke (Skipper) (5), C. Mazur (4), J. Bourke (6), D. Cole-Cook (5), T. Folvig (2), O. Henniecke, T. Henniecke, E. Sigloff, J. St. Hill (4).



**BLACK MAGIC (2) — Sm 1137**  
 LOA 12.19 m; IOR RATING  
 Designer: Ed Dubois (UK)  
 Type: One Tonner  
 Owner/Charterer: Robert Sill  
 Club: Sandringham Yacht Club, Vic  
 Owner Bob Sill will be contesting his 11th Sydney-Hobart with his more recently acquired Black Magic. Last Christmas he sailed Black Magic in the Melbourne-Devonport race, finishing second, and was third overall in the ORCV winter series on Port Phillip under the new Channel Handicap system. Could do well in the Illingworth Division of this year's Hobart race.  
 Crew: J. Benwell (Navigator) (2), J. Hargreaves (5), A. Dick (5), R. Hunnington (2), P. Carrigan, A. Kelly (1), G. Wolf (6), R. Thompson (2).

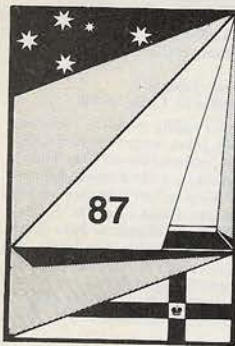


**BARNSTORM (1) — KS 5715**  
 LOA 12.89 m; IOR RATING  
 Designer: Doug Peterson  
 Type: Masthead Sloop  
 Owner/Charterer: J.H. Hall  
 Club: Royal New Zealand Yacht Squadron  
 One of two individual entries from New Zealand (the others are in the Southern Cross Cup Team), Barnstorm contested the 1985 Hobart. Her best NZ result has been 2nd on IOR in the Auckland to Gisborne Race.  
 Crew: J. Hall (Skipper), B. Balani, M. Wylie, M. Taylor.



**BLUE MAX II (0) — S 18**  
 LOA 12.19 m; IOR RATING  
 Designer: Laurie Davidson (NZ)  
 Type: One Tonner  
 Owner/Charterer: G. Sargent  
 Club: Royal Melbourne Yacht Squadron, Vic  
 This Davidson One Tonner has improved her performance considerably since the last Admiral's Cup trials — she was launched only days before the 1987 trials began. Skipper Glen Sargent believes the yacht is now very competitive upwind, especially in stronger breezes. The crew have 20 Hobart races between them.  
 Crew: G.R. Sargent (Skipper) (1), R. Miller (3)/R. King (Navigator) (5), A. Saliwonczyk (3), P. Ralph (4), M. Hart (4), B. Dumbrell (5), N. Brooke (1), P. Edwards (2), M. Rimington (1).





**BUSH FIRE (1) — 4210**  
 LOA 11.58 m; IOR RATING  
 Designer: John Duncanson (Aust)  
 Type: Cruiser/Racer  
 Owner/Charterer: Geoff Bush  
 Club: Port Hacking Ocean Racing Club, NSW  
 Designed by South Australian John Duncanson, Bushfire was forced to retire from last year's Hobart race, but this year has been pacing it out with the best yachts in the fleet.  
 Crew: G. Bush (Skipper/Navigator) (1), I. Short (5), M. Short (5), A. Short (4), I. Woodhouse (2), G. Vaughan (2), B. Wade (2), P. Brownbill (9), B. Pemberthy (5).



**CHUTZPAH (1) — R 33**  
 LOA 10.2 m; IOR RATING 24.27  
 Designer: Laurie Davidson (NZ)  
 Type: Fractional rig sloop  
 Owner/Charterer: Schilte/Taylor  
 Club: Royal Yacht Club of Victoria, Vic  
 Launched in 1985, Chutzpah has been consistently successful in Victorian racing, with an overall win in the 1986 Victorian IOR winter series to show that she is in for this year. Strongly crewed, Chutzpah is a sistership powerful Sydney performer Singapore Girl and, if big conditions prevail for this race, will also be favoured finish high in the standings.  
 Crew: B. Taylor (Skipper) (6), A. Hodge (Navigator) (1), M. Chisholm (4), G. Fell (4), C. Purtell (7), A. Taylor (1), G. Wilson (4).



**BUSHRANGER (0) — 104**  
 LOA 12.5 m; IOR RATING 28.0  
 Designer: Van de Stadt (Holland)  
 Type: Cruiser/racer  
 Owner/Charterer: Kevin Miller  
 Club: Bellerive Yacht Club, Tas  
 Bushranger was launched in Hobart in 1965 and raced successfully in Southern Tasmanian offshore races and regattas in the mid to late sixties. This will be the yacht's first Sydney-Hobart, but owner/skipper Kevin Miller has done two Hobarts and a Sydney-Mooloolaba race.  
 Crew: K. Miller (Skipper) (2), P. Adams (Navigator) (4), F. Boland (1), D. Guest (2), I. Helmond, R. Martin (1), R. McLoughlin (1).



**CITY LIMITS (2) — 4216**  
 LOA 10.85 m; IOR RATING 28.18  
 Designer: Sparkman & Stephens (USA)  
 Type: Fractional rig sloop  
 Owner/Charterer: Michael Carr  
 Club: Kiama Cruising Yacht Club, NSW  
 One of a number of this design built by Prestige Yachts, City Limits was launched in 1983 and, on her first Sydney-Hobart race in 1984, scored convincingly to be 8th and first in division. That result would seem to indicate a heavy weather performer, but this type of yacht is suited to all Tasman conditions and is capable of good divisional placing.  
 Crew: M. Carr (Skipper/Navigator) (1), T. Ford (1), P. Harmsen, D. Henson (1), A. Payne, W. Puller (1), C. Robinson (1).



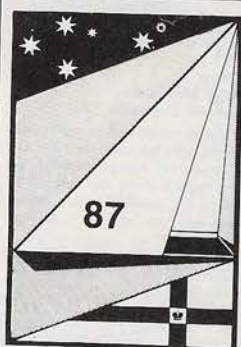
**CENTURIAN (2) — B 131**  
 LOA 13.43 m; IOR RATING 26.0  
 Designer: Sparkman & Stephens (USA)  
 Type: S&S 39  
 Owner/Charterer: Ian Twentyman  
 Club: Royal Brighton Yacht Club, Vic  
 Centurian is a well fitted S&S 39, fitted out for both racing and comfortable cruising. The hull is based on the Sparkman & Stephens designed, then One Ton rating Pilgrim, subsequently modified by Bowman Yachts, WA, as a Superstar 339. Owner/skipper Ian Twentyman has sailed extensively offshore out of Melbourne. The best previous result by this yacht was 10th in the IOR division of the 1986 Melbourne to Hobart.  
 Crew: I. Twentyman (Skipper), A. Ramadan (Navigator), C. Twentyman, N. Roberts (3), B. Camp, J. Maymon, G. Sonnerger, M. Trigg, J. Szaac.



**COMPUTERLAND SOLUTIONS (6) — 4515**  
 LOA 14.02 m; IOR RATING 34.31  
 Designer: Sparkman & Stephens (USA)  
 Type: Fractional Sloop  
 Owner/Charterer: M. Boulos  
 Club: Cruising Yacht Club of Australia, NSW.  
 As Inca, this S & S - designed sloop represented New Zealand in the 1981 Southern Cross Cup and has raced in Australia ever since. Crewed by members of the NSW Police Sailing Association and sponsored by Computerland Solutions.  
 Crew: M. Bourke (Skipper) (14), J. Becquet (Navigator) (3), S. York, E. Hreszczuk, W. Adams, K. McKay, D. Graham, R. Fraser (2), B. Mills, N. Doig, P. Hamel, P. Robinson.



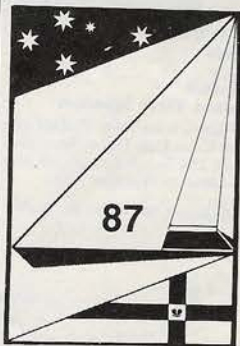
**CHRIS' CHOICE (0) — R121**  
 LOA 10.469 m; IOR RATING  
 Designer: Kell Steinman  
 Type: Sloop  
 Owner/Charterer: Mike Walker  
 Club: Royal Yacht Club of Victoria  
 A new high technology design and construction from the boat of Kell Steinman who has already produced a lot of lightweight fliers. Chris' Choice may well be a boat to watch after some fast performances on Port Phillip.  
 Crew: M. Walker (Skipper), R. Hicks (2), S. Purtell (5), D. Miles (1).



**CRACKER JACK (0) — V 2**  
 LOA 11.58 m; IOR RATING 33.20  
 Designer: Bruce Farr (NZ)  
 Type: Farr 11.6  
 Owner/Charterer: Max Ryan  
 Club: Cruising Yacht Club of Australia, NSW  
 This is a timber version of the Farr 11.6 which was built at Byron Bay on the North Coast of NSW by noted wood sculptor Barry Kean. Cracker Jack has been bought by CYCA member Max Ryan, an experienced ocean racing yachtsman whose previous trip to Hobart was aboard Starlight Express. Cracker Jack had recent success, finishing second in the prestigious Gasgoigne Cup out of Sydney.  
 Crew: M. Ryan (Skipper) (1), M. Spies (12), D. Ryan (3).



**CHRISTA-FARR (4) — 3598**  
 LOA 11.04 m; IOR RATING  
 Designer: Bruce Farr (NZ)  
 Type: Farr 11.04 Sloop  
 Owner/Charterer: J.D. & C.A. Pomfret  
 Club: Lake Macquarie Yacht Club, NSW.  
 This will be the fifth Sydney-Hobart race for this yacht from Lake Macquarie which competes in all the passage races. Last year she was second over the line in the Lord Howe Island race and 19th on handicap in the previous year's Sydney-Hobart.  
 Crew: D. Pomfret (Skipper) (5), J. Eckford (3), B. Charge (1), R. Patterson (1), E. Digby, R. Williams.



**DEMO (2) — 3803**  
 LOA 11.27 m; IOR RATING 27.77  
 Designer: Bruce Farr (NZ)  
 Type: Farr 37  
 Owner: R.J. Brady  
 Club: Cruising Yacht Club of Australia, NSW.  
 Strikingly painted, Demo is one of several near one-design Farr 37 in the fleet. Her best racing result was 2nd in SCOR at Mooloolaba in 1984. Finished 18th in 1986 Sydney-Hobart.  
 Crew: R.J. Brady (Skipper), P. Jones (5), B. Gleeson (4), G. Dodds (4).



**FIONA (3) — M16**  
**LOA 12.95 m; IOR RATING**  
**Designer: Bruce Farr (NZ)**  
**Type: Old type Two Tonner**  
**Owner/Charterer: Doug Coulter**  
**Club: Lake Macquarie Yacht Club, NSW**

Built for America's Cup skipper Jock as an Admiral's Cup team contender in 1978, Fiona won the 1979 West Coaster Race. She has been raced out of Lake Macquarie for several seasons now, finishing first and second in the LMYC offshore pointscores the last two seasons.  
**Crew:** D. Coulter (Skipper) (4), B. Snape (Navigator) (16), R. Carlier (9), K. Mitchell (3), B. Pont, K. Hamilton (2), K. McCord (2), J. McCombie, P. McInerney, G. Telford.



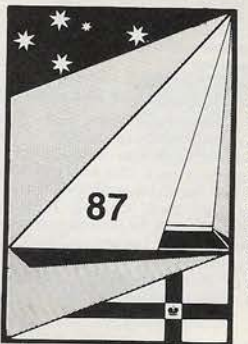
**GROUP THERAPY (2) — MH 267**  
**LOA 14.6 m; IOR RATING 39.5**  
**Designer: Ron Holland (Ire)**  
**Type: Cruiser/racer**  
**Owner/Charterer: P.G. Wheeler and syndicate**  
**Club: Middle Harbour Yacht Club, NSW**

Indicative of the trend towards syndicate ownership of cruiser/racer yachts, Group Therapy is owned by seven professional men who take full use of their large and comfortable sloop. This year they have sailed in the Jupiter's Sydney-Gold Coast and Chickadee Chicken Lord Howe Island races, finishing second across the line to Lord Howe.  
**Crew:** P. Wheeler (Skipper) (1), J. Napier (Navigator) (4), A. Chalk (4), C. Coombes, N. Cox (1), M. Fisher, M. Johnson, R. Knight (2), M. Knopka, D. Morton, G. Taylor, G. Thomas.



**FIRST LIGHT (1) — R 60**  
**LOA 12.12 m; IOR RATING 30.34**  
**Designer: Nelson/Marek (USA)**  
**Type: One Tonner**  
**Owner/Charterer: Charles McMillan**  
**Club: Royal Yacht Club of Victoria, Vic**

One of the few boats designed by the successful American design team of Nelson/Marek to be built in Australia, First Light has not sailed up to expectation since her launching in 1985. One of the six yachts seeking a berth in the Victorian team for the Southern Cross Cup.  
**Crew:** C. McMillan (Skipper) (3), D. LeRoy (Navigator) (4), A. McMillan (4), R. Layton (2), M. Clarkson (1), A. McKechnie (1), D. Allen (2), M. Love, A. Perkins (2).



**HAMMER OF QUEENSLAND (-) — 07**  
**LOA 20.5 m; IOR RATING 70.0**  
**Designer: Kell Steinman (Aust)**  
**Type: "Pocket" maxi**  
**Owner/Charterer: Arthur Bloore**  
**Club: Royal Queensland Yacht Squadron, Qld**

Radical "Pocket" maxi from the drawing board of Kell Steinman, Hammer of Queensland was launched in mid-November. In hard, downwind sailing this long, rakish sloop should be a real flyer, considerably faster than Bloore's previous boat, The Office.  
**Crew:** A. Bloore (Skipper) (2), M. Blackmore (Navigator) (4), B. Tardrew (7), B. Clay (6), P. Fletcher (3), S. Corrigan (3), E. Knowles (2), D. Trott (1), D. Hutchinson (2), N. Dixon, A. Bloore, M. Kennedy (2), F. Graham (1), D. Rowe (1), T. Hemmings (1)



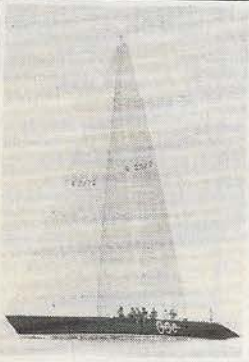
**FORTLET (1) — 645**  
**LOA 14.565 m; IOR RATING**  
**Designer: Camper & Nicholson (UK)**  
**Type: Cruising Ketch**  
**Owner/Charterer: John Maconochie**  
**Club: Cruising Yacht Club of Australia, NSW**

Fortlet is a Camper and Nicholson 48 ketch designed for comfortable, short-handed, ocean cruising. A beautiful custom-built yacht of traditional appearance, Fortlet regularly cruised Sydney waters for many years until her current owner expanded her activities to the entire East Coast and included the occasional passage race.  
**Crew:** J. Maconochie (Skipper), G. Kater (Navigator) (1), T. Carroll, J. King-Scott, B. Malcolm, J. Mathieson (9), G. Nelson.



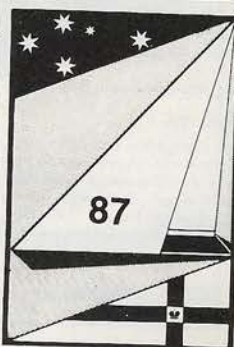
**HELSEL II (8) — G-3**  
**LOA 20.2 m; IOR RATING 67.27**  
**Designer: Joe Adams (Aust)**  
**Type: Mini-maxi**  
**Owner/Charterer: A.M. (Sandy) Kelso**  
**Club: Royal Geelong Yacht Club, Vic**

Helsal II has the dubious distinction of having had more names than a movie star during an action packed career under various owners. Now, with Sandy Kelso and served by an experienced Victorian crew, Helsal II is back to her original name and purpose to whit, chasing the bigger, more expensive maxis to Hobart and, if reaching conditions prevail, maybe leading them for a while, or just keeping them honest.  
**Crew:** A. Kelso (Skipper) (8), R. Wensor (Navigator) (3), G. Aldersea (3), J. Champ, C. Collins, H. Freise (6), D. Hume (1), S. Kellett, P. Klutke (1), B. Smith (1), M. Stein (5), Trickey, J. Walter (4), J. Whistance (1).



**FREIGHT TRAIN (3) — 5222**  
**LOA 18.82 m; IOR RATING**  
**Designer: German Frers (Argentina)**  
**Type: Maxi chaser**  
**Owner/Charterer: Damien Parkes**  
**Club: Cruising Yacht Club of Australia, NSW**

Former well-known West Australian 60-footer, Freight Train was recently bought by Sydney yachtsman Damien Parkes who has been one of the CYCA's hard-working safety inspectors for several Sydney-Hobarts, he has had extensive offshore racing experience including 10 Hobarts, among them a second as watch captain aboard Gretel and a line honours win with Vengeance, also as a watch captain.  
**Crew:** D. Parkes (Skipper) (10), K. Boyle (Navigator) (4), H. Patterson (5), P. Snowball (5), P. Green (33), I. Broad (5), A. Parker (6), P. Mooney (3), R. Kirkby (5), J. Donald (4), O. Hall (1).



**HELSEL III (1) — 262**  
**LOA 20.0 m; IOR RATING**  
**Designer: Joe Adams (Aust)**  
**Type: Pocket maxi**  
**Owner/Charterer: Dr Tony Fisher**  
**Club: Cruising Yacht Club of Australia, NSW**

Originally owned by Queensland yachtsman Arthur Bloore, this Adams 60-footer was badly damaged by a fire aboard in November, 1986. Dr Fisher, making a comeback to ocean racing after a five year break, has completely refurbished the boat and renamed her Helsal III. His original Helsal was the record-breaking ferro-cement hulled "flying footpath", his second Helsal II is now owned in Geelong.



**FRICTION (0) — G 279**  
**LOA 12.2 m; IOR RATING**  
**Designer: Joe Adams (Aust)**  
**Type: Adams 12**  
**Owner/Charterer: C. Laker**  
**Club: Royal Geelong Yacht Club, Vic**

Previously named Katchus, this Adams 12 races with the Royal Geelong Yacht Club and should benefit from the introduction of the Aust TCF as the handicap basis of the Ilingworth Division in this year's Hobart.  
**Crew:** K. Martin (1), J. Rodgers, C. Laker.



**HIGHLAND FLING (0) — KA 1770**  
**LOA 15.29 m; IOR RATING 40.00 (approx)**  
**Designer: Bruce Farr (NZ)**  
**Type: Southern Cross Cup team member**  
**Owner/Charterer: Irvin Laidlaw**  
**Club: Royal Hong Kong Yacht Club, Hong Kong**

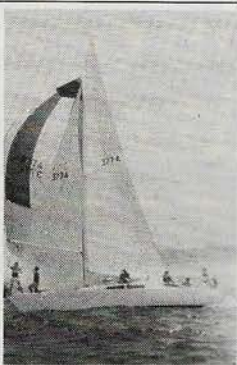
Newly launched Farr 50 built by John McConaghy for David Forbes of Sydney and John Calvert-Jones of Melbourne, she will race in the Southern Cross Cup and the AWA Sydney-Hobart under charter to Irvin Laidlaw as part of the strong Hong Kong team. Highland Fling is an all-out racing development of Forbes' previous Farr 500, Great Expectations. She has more sail area, an exotic hull, stripped out interior, different rudder and a fine keel without the bulb that was fitted to Great Expectations.  
**Crew:** I. Laidlaw (Skipper/Navigator) (2), D. Forbes (7), T. Bold (4), J. Earl (1), R. Brooks, M. Hesse (12), G. Simmer (3), K. Law, C. Dixon, D. Sharp, I. Durban, H. MacLeod, K. Skov-Nielsen, J. Maxwell.



**HORNET (0) — 3712**  
**LOA 11.23 m; IOR RATING**  
**Designer: Sparkman & Stephens (USA)**  
**Type: Fractional rig sloop**  
**Owner/Charterer: The Sting Syndicate**  
**Club: Cruising Yacht Club of Australia, NSW**  
 Another ocean racing yacht owned by a syndicate, Hornet is sailed by her four co-owners, plus three good friends, who are members at the RANSA and CYCA in Sydney. Skipper Jack Rigg has sailed in seven previous Hobarts while crew member Ted McLennan will be going south for the 15th time.  
**Crew:** J. Rigg (Skipper) (7), G. Smith (Navigator) (9), W. Basquill, T. Bernard, E. McLennan (14), P. Nankivell, L. Thomson (8).



**INDIGO (0) — KP 3**  
**LOA 13.41 m; IOR RATING 32.76**  
**Designer: Ed Dubois**  
**Type: ex Admiral's Cupper**  
**Owner/Charterer: Sail PNG Pty Ltd, Papua New Guinea**  
**Club: Royal Papua Yacht Club, Papua New Guinea**  
 Formerly raced for Holland as Promotion, this powerful Dubois designed 44-footer finished an impressive ninth in individual results in the 1983 Admiral's Cup. The following year she was 8th in the Sardinia Cup and second overall in the Bermuda Race. Now owned by a syndicate of Port Moresby yachtsmen.



**ICARUS (1) — 3774**  
**LOA 11.58 m; IOR RATING 33.70**  
**Designer: Hank Kauffman (Aust)**  
**Type: North Shore 38**  
**Owner/Charterer: Alan Ridley**  
**Club: Middle Harbour Yacht Club, NSW**  
 One of the increasing number of production North Shore 38s racing with Sydney clubs, Icarus and other yachts of her type which receive much better handicapping treatment in this year's Illingworth Divisions, where handicaps are calculated under the new Australia TCF.  
**Crew:** A. Ridley (Skipper) (1), G. Miller (Navigator) (1), J. Carnegie, P. Kelly (2), A. Ridley (2), J. Smith (2), D. Tracey (3), P. Tracy (2).



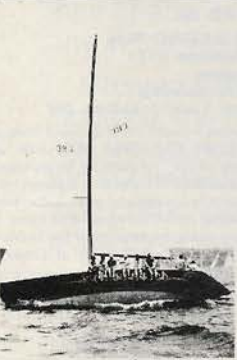
**INNISFREE (0) — 4416**  
**LOA 10.6 m; IOR RATING**  
**Designer: R. Perry (USA)**  
**Type: Masthead Sloop**  
**Owner/Charterer: Lynn Anderson**  
**Club: Middle Harbour Yacht Club, NSW.**  
 Apart from sailing the China Sea race this Cheoy Lee built cruiser/racer has done little racing. However, she was sailed from Hong Kong to Australia.  
**Crew:** L. Anderson (Skipper/Navigator), K. Rubie (1), I. Moray (2), J. Best, J. Martin.



**IMPECCABLE (6) — MH106**  
**LOA 10.223 m; IOR RATING 24.18**  
**Designer: Doug Peterson (USA)**  
**Type: Fractional Sloop**  
**Owner/Charterer: John Walker**  
**Club: Middle Harbour Yacht Club, NSW**  
 Since her launching in 1980, this small yacht has broken the hearts of much larger craft as she sailed through them. Was a divisional winner in this race last year and placed second overall. This year, with new exotic gear, one may expect another blistering performance from Johnny Walker and his experienced crew.



**INSATIABLE (1) S79**  
**LOA 12.14 m; IOR RATING 31.27**  
**Designer: Van de Stadt (Holland)**  
**Type: Fractional sloop**  
**Owner/Charterer G & J Wilson**  
**Club: Royal Melbourne Yacht Squadron, Vic.**  
 A near sistership to Dry White, also built by Mander Marine, Insatiable contested the 1985 Sydney-Hobart as her first major ocean race, but performed disastrously. Back again with a keen young crew who will be anxious to make Insatiable live up to her pedigree, she should improve greatly over the 1985 result, especially in light conditions. Has the potential to be amongst divisional placings.  
**Crew:** G. Wilson (Skipper) (2), J. Danks, J. Goldsmith, C. Gray, D. Guest (1), D. Kininmonth, D. Lugg, A. McCall, H. Richardson.



**INCH BY WINCH (6) — 393**  
**LOA 13.4 m; IOR RATING 32.5**  
**Designer: Doug Peterson (USA)**  
**Type: Masthead Sloop**  
**Owner/Charterer: Joe Goddard**  
**Club: Cruising Yacht Club of Australia, NSW**  
 Launched by a syndicate in 1981 as a contender for the Australian Admiral's Cup Team, Inch by Winch failed to impress at the team trials, but has since been a regular entrant in passage races from the east coast under Joe Goddard, usually served by the same experienced crew of family and friends. Has had her share of successes, but not in the Sydney-Hobart race.  
**Crew:** J. Goddard (Skipper/Navigator) (12), S. Carter (16), K. Brennan (8), S. Smith (1), B. Pickering (1), T. Meades, C. David, R. Noldart.



**INTRIGUE (3) — KA A40**  
**LOA 12.2 m; IOR RATING 30.3**  
**Designer: Castro**  
**Type: Admiral's Cup One Tonner**  
**Owner: Don Calvert**  
**Club: Royal Yacht Club of Tasmania, Tas**  
 Top scoring yacht of the 1985 Australian Admirals Cup Team, Intrigue remains the big name Tasmanian Cup, a powerful performer and always a danger. Don Calvert leads an experienced crew on a task they and the boat do very well, long ocean racing. Despite being in a very competitive division, Intrigue will be up with the best of them.  
**Crew:** D.C. Calvert (Skipper), B.D. Calvert (Navigator), C. Lamprill (3), J. Reid (3), S. Graves (7), R. Horne, E. Kiddle (6), J. Saul, G. Lewis (1).



**INDIAN PACIFIC (1) — MH 9**  
**LOA 10.97 m; IOR RATING**  
**Designer: Laurie Davidson (NZ)**  
**Type: Davidson 37**  
**Owner/Charterer: John Eyles**  
**Club: Middle Harbour Yacht Club, NSW**  
 John Eyles won the galeswept 1984 Sydney-Hobart with his previous boat of the same name. He did not do as well in the 1986 race with the new Indian Pacific but her sistership, Ex Tension, was the overall winner and Indian Pacific must be one of the top contenders this year.



**INVINCIBLE (1) — A33**  
**LOA 11.0 m; IOR RATING — 28.28**  
**Designer: Bruce Farr (NZ)**  
**Type: Fractional sloop**  
**Owner/Charterer: Rodney Behrens**  
**Club: Royal Yacht Club of Tasmania, Tas.**  
 A production Farr 1104, Invincible is now somewhat dated in design but still capable of doing well in division. Her crew will be seeking to defeat her numerous sisterships, a task she performed admirably in 1986 until she had to swallow a foolish 20% penalty. She is raced by an experienced Tasmanian crew and her skipper, Rod Behrens, is no stranger to sailing success.



**JASMIN (1) — PD33**  
**LOA 13.1 m; IOR RATING**  
**Designer: Jack Savage (Aust)**  
**Type: Cruising sloop**  
**Owner/Charterer: Michael O'Keefe**  
**Club: Port Dalrymple Yacht Club, Tas.**

A sound, solid cruising design, Jasmin is of rare, nowadays, timber construction, launched in 1983 and has put many happy cruising and fun racing miles under her keel since then. Having just completed an idyllic 1987 winter in the Whitsundays, Jasmin heads for where the action is and, in December, that means the Sydney-Hobart race. She will be there at the finish, regardless of weather.

**Crew:** M. O'Keefe (Skipper) (1), G. Mansfield (Navigator) (2), P. Devereaux, J. Van Hof Wegen, S. Wolfe, C. Gilberd, P. Gerrard, S. Leseck.



**L.J. HOOKER (10) — 2555**  
**LOA 12.45 m; IOR RATING 30.49**  
**Designer: Doug Peterson (USA)**  
**Type: Masthead Sloop**  
**Owner/Charterer: J. Cole-Cook Syndicate**  
**Club: Derwent Sailing Squadron, (Tas)**

The first Tasmanian Yacht to take advantage of the relaxation of Rule 26, L.J. Hooker will be remembered as Natelle II. Built in NZ to compete in the 1975 Southern Cross she was acquired by Geoff Lee who campaigned her for many years. After extensive refit, she is hopeful of a position in the Tasmanian Southern Cross Team.

**Crew:** J. Cole-Cook (Skipper) (5), G. Meyer (Navigator) (8), J. Blackwood (2), G. Kibbey (3), R. Marsland, M. Siltman, K. Treullien, C. Wells (1), J. Wertheimer, M. Wetheimer.



**JOINT VENTURE (0) — SM 50**  
**LOA 12.19 m; IOR RATING**  
**Designer: Ed Dubois (NZ)**  
**Type: One Tonner**  
**Owner: Ron Elliot**  
**Club: Sandringham Yacht Club, Vic**

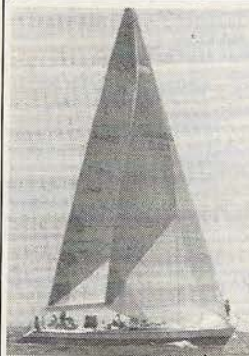
Newly launched, if good looks were all that counted, Joint Venture would be well in front. The Southern Cross Cup trials will sort out the bugs from Joint Venture and give her crew and everyone else, a look at what she can do but, until then, she remains an unknown quantity. Pedigree and preparation suggest she could be a big chance, but the Sydney-Hobart is tough on new boats.



**LADY PENRHYN OF NIRIMBA (1) — 3809**  
**LOA 11.1 m; IOR RATING**  
**Designer: John Swarbrick (Aust)**  
**Type: Fractional rig sloop**  
**Owner/Charterer: Royal Australian Navy**  
**Club: RAN Sailing Association, NSW**

One of several yachts owned by the Navy, Lady Penrhyn is sailing again after sinking in Sydney Harbour in 1986 following a collision in which she was not at fault. The yacht will be crewed to Hobart by apprentices from the RAN Apprentice Training Establishment, HMAS Nirimba.

**Crew:** Richard Gatt (3), William Rose (1), Ronald Matsen.



**JUBILATION (0) — US53221**  
**LOA 16.45 m; IOR RATING 43.13**  
**Designer: German Frers (Argentina)**  
**Type: Pocket Maxi**  
**Owner/Charterer: J.S. James**  
**Club: Santa Barbara Yacht Club, USA**

Highly successful German Frers design which was placed first in this year's Big Boat Series in San Francisco and competing here as a member of the United States Southern Cross team. Recently fitted with new rudder and keel, she has turned out winner in Class A in Long Beach and Newport Harbour and second in San Diego.



**LARRIKAN (1) — KZ 4222**  
**LOA 11.66 m; IOR RATING**  
**Designer: Bruce Farr (NZ)**  
**Type: Farr 11.6**  
**Owner/Charterer: Neville Jordan**  
**Club: Wellington Yacht Club, New Zealand**

Owner/skipper Neville Jordan is a well known New Zealand navigator who is returning to Australia this year to fulfill his ambition to "complete a Sydney-Hobart in my yacht — and make amends for the retirement in 1984" — the year of the big gale.

**Crew:** N. Jordan (Skipper), T. Bach (Navigator), G. Robertson, R. Ryde, T. Seager, C. Smith.



**KINGS CROSS (2) — 621**  
**LOA 10.9 m; IOR RATING 27.56**  
**Designer: Laurie Davidson (NZ)**  
**Type: Fractional sloop**  
**Owner/Charterer: J.B. & J.P. King**  
**Club: Royal Prince Alfred Yacht Club, NSW**

According to the owner, he bought the boat and his wife got cross, hence the name. Kings Cross has notched up many top performances since her launching in 1985 and was often the boat to beat in N.S.W. races throughout the 1986/87 offshore season. Still in top form, this Davidson 37 is crewed by an experienced ocean racing crew and will be one to watch in the handicap results.

**Crew:** J. King (Skipper) (3), R. Hudson (Navigator) (1), T. Kirby (3), J. Lewer, N. McDonald (1), D. McKay, P. Townsend (1), B. White (1), B. Williams (1).



**MAD MAX (1) — KZ 296**  
**LOA 12.19 m; IOR RATING 30.58**  
**Designer: Laurie Davidson (NZ)**  
**Type: Admiral's Cupper**  
**Owner/Charterer: Mal Canning**  
**Club: Royal Akarana Yacht Squadron, NZ**

As a member of the second-placed New Zealand team in the 1985 Southern Cross Cup, Mad Max, won an unprecedented three out of the five races to be topscorer for the series. Refurbished for 1987, she won a place in the New Zealand which went to Cowes and came home with the Admiral's Cup, sailing under the sponsored name of Goldcorp. She will have much the same crew for Sydney, including Rick Dodson who skippered her at Cowes.

**Crew:** M. Canning (Skipper) (1), R. Dodson (1), J. Newton (4)



**KINGURRA (1) — B 23**  
**LOA 13.19 m; IOR RATING**  
**Designer: Peter Joubert (Aust)**  
**Type: Cruiser/racer**  
**Owner/Charterer: Peter Joubert**  
**Club: Royal Brighton Yacht Club, Vic**

Kingurra has raced only once to Hobart, but her designer and owner, Peter Joubert, has raced in the classic 15 times, with one of his designs, Zeus II, winning in 1981. Joubert is Professor of Mechanical Engineering in Melbourne and one of Australia's best known yacht designers, a staunch advocate of seaworthy, stoutly built ocean racing yachts.

**Crew:** Peter Joubert (Skipper) (15), Kay Flockart (Navigator) (13), Alan Butler (26), Tony Vautin (10), Norman Sharp (11), Warren Anderson (16), Austin Barnes, David Rout, Christopher Oldfield (8).



**MADLINE'S DAUGHTER (1) — KA 3000**  
**LOA 13.41 m; IOR RATING 34.31**  
**Designer: Bruce Farr**  
**Type: Admiral's Cupper**  
**Owner/Charterer: Peter Kurts**  
**Club: Cruising Yacht Club of Australia, NSW**

As Swan Premium III, this Farr 44 was a member of the Australian team which finished an excellent third in the 1987 Admiral's Cup in England. She sailed brilliantly in the inshore races with Iain Murray at the helm, but did not fare so well in the too longer races to finish a creditable 13th overall in individual standings. Since returning to Australia, Madeline's Daughter has been in good form and will have Iain Murray, along with his America's Cup lieutenant Peter Gilmour, aboard for the Southern Cross

**Crew:** P. Kurts (Skipper) (22), I. Burns (Navigator) (5), P. Shipway (16), M. Richards (1), I. Murray (3), Peter Gilmour (1), K. Sheridan, I. Smith (1), P. Westlake (2), C. Harsmen (4), G. Cavill (9).



**MADMEN'S WOODYARD (1) — 4803**  
 LOA 9.47 m; IOR RATING 22.13  
 Designer: Ed Dubois (UK)  
 Type: Half Tonner  
 Owner/charter: Bowling/Bonallo/Terrall Syndicate  
 Club: Mosman Amateur Sailing Club, Royal Prince Alfred Yacht Club, Sydney Amateur Sailing Club.  
 Development of the highly successful Dubois One Tonners like Public Nuisance which did so well in races to Mooloolaba and Gladstone. She originally raced in Queensland but is now owned by syndicate headed by David Bonallo who has had eight Hobarts under jury rig, but this year they hope for a better result — or better weather for a little boat.  
 Crew: C. Bowling (Skipper) (3), D. Murdock (1), J. Terrell (1), R. White (1).



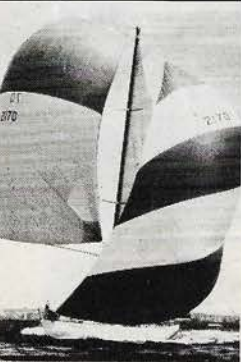
**MERCEDES IV (8) — 1224**  
 LOA 12.77 m; IOR RATING 31.68  
 Designer: Ted Kaufman  
 Type: Ex Admiral's Cupper  
 Owner/Charterer: Peter Stronach  
 Club: Cruising Yacht Club of Australia, NSW  
 This will be the first Hobart race for owner Stronach but he has a well experienced sailing master in Jim Murrant aboard this former Australian Admiral's Cup yacht (1975). Designer/skipper Ted Kaufman won the 1974 Montserrat Island race and finished fourth in the Sydney-Hobart the same year. Ten years later she won the CYCA Blue Water championships and last year finished sixth overall in the Hobart.  
 Crew: P. Stronach (Skipper), J. Murrant (Navigator), T. Allison, J. Smith (5), I. Grey (5), T. Smith (1), Hinton, A. Reynolds, A. Coyle.



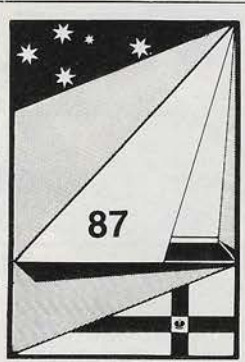
**MARARA (1) — 1317**  
 LOA 10.36m; IOR RATING 22.31  
 Designer: Sparkman & Stephens (USA)  
 Type: S&S 34  
 Owner/charterer: A.E. Ratcliff  
 Club: Cruising Yacht Club of Australia, NSW  
 Owner-skipper Ratcliff is one of the veterans of Sydney-Hobart racing, having sailed in 23 previous races, not to mention other long races to Noumea, Lord Howe Island and Southport. He has skippered Marara only once previously to Hobart, but this famous S&S design is still capable of winning races under the Australian T.C.F. handicaps — the Illingworth Divisions.  
 Crew: A.E. Ratcliff (Skipper/Navigator) (23), B. Simpson (15), W. Walshe (13), M. Graff (1), L. Ratcliff (1).



**MIDDLE HARBOUR EXPRESS (1) — 237**  
 LOA 11.29 m; IOR RATING 27.22  
 Designer: Laurie Davidson (NZ)  
 Type: Light displacement sloop  
 Owners/charterers: Ray Stone and Geoff Challoner  
 Club: Middle Harbour Yacht Club, NSW  
 This is the famous former Gold Coast Express, built especially by members of the Southport Yacht Club for the 1980 Clipper Cup in Hawaii, where it won every race in its division. New owners Stone and Challoner have fitted the yacht with a new keel during last winter, making the yacht stiffer, lighter and has reduced the rating.  
 Crew: R. Stone (Skipper) (2), G. Stone (Navigator) (3), M. Burgess (1), G. Challoner (1), C. Dungan (1), P. Gossip, D. Grice (1), S. Walker.



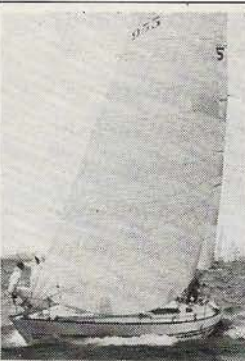
**MARGARET RINTOUL II (16) — 2170**  
 LOA 14.77m; IOR RATING 33.65  
 Designer: Sparkman & Stephens (USA)  
 Type: Classic ocean racer  
 Owner/charterer: Roger Jackman  
 Club: Royal Yacht Club of Tasmania, Tas  
 One of Australia's most famous yachts, this 20-year-old S&S designed former Admiral's Cupper is the only Australian yacht ever to win the Fastnet Race (then named Ragamuffin). Since 1968 she has contested every Sydney-Hobart bar two, finishing second overall in 1970 and 1978. Last year she was first in Division A of the Illingworth Division, which included age allowances.  
 Crew: R. Jackman (Skipper) (11), A. Masters (Navigator) (10), C. Batchelor (7), R. Coombe (4), L. Cox (7), A. Evans (1), P. Heerey, R. Jackman (11), N. McCartney (3), J. McCuaig (1), S. Muir (5).



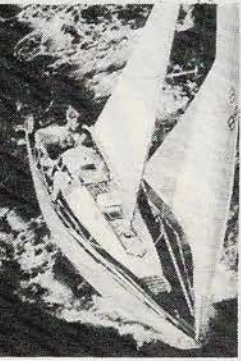
**MIDNIGHT EXPRESS (0) — M444**  
 LOA — 12.2m IOR RATING — 30.5  
 Designer: Bruce Farr (NZ)  
 Type: One Tonner  
 Owner/charterer: Stephen Chapman  
 Club: Lake Macquarie Yacht Club, NSW.  
 Brand new One Tonner for well known Lake Macquarie yachtsman Stephen Chapman who recently sailed his old yacht, the much travelled Fanny Adams, third across the line in the 1987 Lord Howe Island race. Stephen is widely experienced ocean racing yachtsman, having competed in a Whitbread Round-the-World race, the Fastnet, two Sydney-Hobarts and race to Noumea, Mooloolaba, Coffs Harbour and four times to Lord Howe.  
 Crew: S. Chapman (Skipper) (2), R. Driver (1), M. Finn (2), G. Gidoux, C. Holbert (2), G. Holbert, D. Saddington (2), L. Viola.



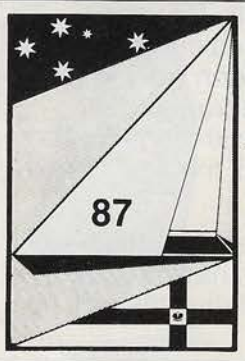
**MARK TWAIN (0) — A 113**  
 LOA 11.77 m; IOR RATING  
 Designer: Sparkman & Stevens (USA)  
 Type: Old rating One Tonner  
 Owner/Charterer: Hugh O'Neill and C. Ward  
 Club: Sydney Amateur Sailing Club, NSW  
 Veteran sloop designed and built to the old One Ton rating, she is being campaigned vigorously by her present owners. She finished second in the Illingworth Division C of last year's Sydney-Hobart, first in Division 2 of the Adelaide to Esperance leg of the OTC Great Southern Classic and third overall in the complete race, and recently third overall in the Lord Howe Island race.  
 Crew: V. O'Neil (Skipper) (5), D. Lang (Navigator) (26), T. Walkley (3), K. Radford (5), R. Roberts, A. Clode, B. Mills (4), B. Kenyon (1), J. Marriott (1).



**MIDNIGHT MAGIC (1) — B 955**  
 LOA 13.04 m; IOR RATING 31.73  
 Designer: Peter Cole (Aust)  
 Type: Cruiser/racer  
 Owner/Charterer: Eddie Barron  
 Club: Royal Brighton Yacht Club, Vic  
 Previously raced as the Manly Ferry, this comfortable 43-footer has not won a major race, but is always in the front half of the fleet. Owner/skipper Eddie Barron has had considerable offshore racing experience in Bass Strait races and in 1986 skippered Midnight Magic in the Melbourne-Hobart.  
 Crew: Eddie Barron (Skipper) (2), Jan Salmon (Navigator) (1), John Leigh (1), John Whittaker (2), Bruce Barron, Terry Donnell, Greg Gleason. 1 still to be confirmed.



**MELTEMI (10) — 89**  
 LOA 13.51 m; IOR RATING 24.41  
 Designer: Sparkman & Stevens (USA)  
 Type: Cruiser/racer  
 Owner/Charterer: P. Kent  
 Club: Mooloolaba Yacht Club, QLD  
 Very few yachts have competed in as many Sydney-Hobart races as Meltemi. Originally owned by Bill Psaltis, then for four years raced by the Canberra Syndicate, she is now based in Mooloolaba where she has been refitted and has a new mast. Will be interesting to see this veteran yacht back in Sydney.  
 Crew: J.P. Kent (Skipper) (2), K.H. Flehr (1), Bob Gates (2), Steve Latty (1).



**MIRRABOOKA (0) — A 8**  
 LOA 14.32 m; IOR RATING 35.0  
 Designer: German Frers (Argentina)  
 Type: Fast cruiser/racer  
 Owner/Charterer: John Bennetto  
 Club: Royal Yacht Club of Tasmania, Tas  
 John Bennetto sailed in his first Sydney-Hobart aboard Kintail as a for'ard hand back in 1947 and this year will be contesting his 27th race, with his newly launched Frers 47, Mirrabooka. The new boat was designed by Frers, free of any rule limitations be a "racing shape" — she is strong but not heavy, but fitted out below with the comforts of a Swan 46.  
 Crew: J. Bennetto (Skipper) (26), J. Solomon (Navigator) (16), D. Mickleby (24), S. Bull (12), P. Bennetto (22), 5 TBA.



**MIRRABOOKA VI (1) — R58**  
**LOA 9.14 m; IOR RATING 19.31**  
**Designer: Sparkman & Stevens (USA)**  
**Type: Half Tonner**  
**Owner/Charterer: Gerry Jensen-Muir**  
**Club: Royal Yacht Club of Victoria, Vic**

Making her second trip to Hobart, this small yacht will have a crew from the RAAF Williamstown (481 Wing), who say they will make the boat fly. With a 24 foot waterline, it may be a long hard haul if the weather is severe.

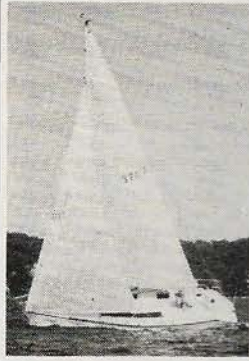
**Crew:** G. Jensenmuir (Skipper) (3), T. Austin (Navigator) (1), P. Jones (1), J. Smith, D. Price, B. Box, N. Gay, N. Ward.



**MULBERRY (1) — B 35**  
**LOA 8.93 m; IOR RATING**  
**Designer: Ron Swanson (Aust)**  
**Type: Masthead sloop**  
**Owner/Charterer: W. Wright**  
**Club: Blairgowrie Yacht Squadron, Vic**

This 29-footer will be one of the smallest yachts in the fleet, but she sailed successfully to Hobart in 1977. In the last few years, Mulberry has cruised extensively in Bass Strait with a family crew, but also competed in the last four Melbourne to Devonport races.

**Crew:** W. Wright (Skipper/Navigator) (4), A. Wright, A. Cox, G. Grant.



**MISTRESS AGAIN (0) — 3767**  
**LOA 11.04 m; IOR RATING 27.83**  
**Designer: Bruce Farr (NZ)**  
**Type: Fractional Sloop**  
**Owner/Charterer: David Senogles**  
**Club: Gosford Aquatic Club, NSW**

One of many Farr 11.04's competing in the race, this will be a first time for the owner and the boat and representing Gosford Aquatic Club. Regular competition in Lord Howe Island Race and it will be interesting to see how she compares with other 11.04's.

**Crew:** D.K. Senogles (Skipper), B. Peafry (4), S. Lamb (3), T. Pike (1).



**MUCH ADO (1) — 3666**  
**LOA 10.05 m; IOR RATING**  
**Designer: Ed Dubois (UK)**  
**Type: Fractional rig sloop**  
**Owner/Charterer: John Corrie**  
**Club: Cruising Yacht Club of Australia, NSW**

Since being bought by her present owner, Much Ado has competed in the Jupiter's Sydney-Gold Coast race, finishing second in Division C and 12th overall on IOR ratings. Her owner describes her as "the least expensive starter" in this year's Hobart race.

**Crew:** John Corrie (Skipper) (1), Roger Corrie (Navigator) (3), David Walsh, Garry Glover (1), Gerard Kesay (1), Dominique Ridiour.



**MOONRAKER AGAIN (2) — L 1**  
**LOA 11.6 m; IOR RATING 33.7**  
**Designer: Bruce Farr (NZ)**  
**Type: Fractional rig sloop**  
**Owner/Charterer: Noel Welfare**  
**Club: Port Lincoln Yacht Club, SA**

The much-travelled Moonraker Again has not been back home to Port Lincoln since competing in the 1986 Sydney-Hobart. Since then she has contested the Hobart-Fremantle Great Ocean Classic, finishing fourth overall, then cruising up the West Coast before competing in, an winning, the Darwin-Ambon race. She cruised Indonesia before sailing down the East Coast back to Sydney.

**Crew:** N. Welfare (Skipper) (3), D. Lewis (3), D. Buckland (3).



**MYSTIQUE (1) — 5061**  
**LOA 10.5 m; IOR RATING**  
**Designer: Unknown**  
**Type: Cruiser/racer**  
**Owner/Charterer: Colin Wilson**  
**Club: Kiama Cruising Yacht Club, NSW**

Built in Darwin, this 34-footer has an unknown pedigree and in her first Hobart last year finished 91st (16th last). The crew is hoping for a 100% improvement to be 32nd last, with the comment: "We'll be trying hard and enjoying ourselves," which is the real objective of ocean yacht racing.

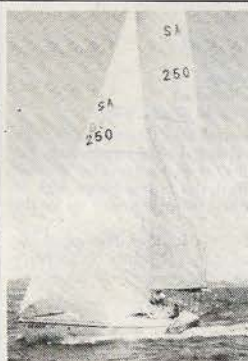
**Crew:** C. Wilson (Skipper) (1), I. Borrowdale (Navigator) (1), C. Fisher, P. Gallagher (1), P. Inskip (1), B. Lay (1), G. Patterson.



**MORE WAR GAMES (0) — YC 598**  
**LOA 12.2 m; IOR RATING**  
**Designer: Bruce Farr (NZ)**  
**Type: Farr 40**  
**Owner/Charterer: David Urry**  
**Club: Cruising Yacht Club of South Australia, SA**

Built in New Zealand by Ian Franklin Yachts, More War Games arrived in Adelaide in September this year where it was fitted with a new keel and mast to the latest design and also given a new sail wardrobe by Hoods. The boat was topscorer in the South Australian Southern Cross Cup trials to lead the State's best team in years for the international series.

**Crew:** D. Urry (Skipper) (2), A. Sutherland (Navigator) (2), S. Bath (2), R. Forbes, D. Gilchrist, R. Human (3), S. Moody (2), M. Soulsby (2), J. Spencer.



**McCAUGHAN'S BANK BILLS (2) — SA 250**  
**LOA 12.13 m; IOR RATING**  
**Designer: Van de Stadt (Holland)**  
**Type: Fractional rig sloop**  
**Owner/Charterer: Rob Williams**  
**Club: Royal Melbourne Yacht Squadron, Vic**

Rob Williams, "Offshore" magazine's man in Victoria, has put together a fully professional sponsorship deal for the Sydney-Hobart, chartering the South Australian sloop War Games and making use of the dispensations of Rule 26 to name the yacht after his sponsor - and a good one in these days of economic storms.

**Crew:** R. Williams (Skipper) (6), R. Green (Navigator) (10), D. Vickers (10), R. Moore (6), G. Webster (3), others TBA.



**MORNING TIDE (4) — A94**  
**LOA 10.3 m; IOR RATING 22.9**  
**Designer: Sparkman & Stephens (USA)**  
**Type: S & S 34**  
**Owner/Charterer: J.M. Lawler**  
**Club: Sydney Amateur Sailing Club, NSW**

One of the Swarbrick built S & S 34's that were very popular and successful ocean racers in the late 60's, early 70's, and made famous when British Prime Minister Ted Heath won the 1969 Sydney-Hobart race in Morning Cloud. A fine sea boat, S & S 34's are always well placed amongst the traditional types and this is one of the more successful competitors in recent years.

**Crew:** J.M. Lawler (Skipper) (4), P. Robinson (Navigator) (6), J.V. Lawler (7), M. Groscoops (6), T. Cosh (1), J.W. Smith.

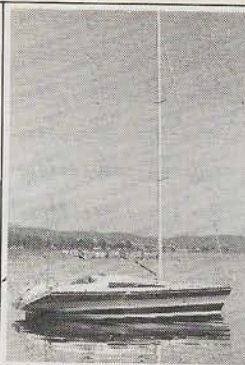


**NADIA (3) — 3937**  
**LOA 10.82 m; IOR RATING 25.86**  
**Designer: Sparkman & Stephens (US)**  
**Type: Cruiser/Racer**  
**Owner/Charterer: John Oakley**  
**Club: Royal Yacht Club of Tasmania, Tas.**

This will be the fourth race to Hobart for Nadia which was built in WA by Prestige Yachts, winning the 1984 Fremantle-Albany Race before coming East. Her best race result out of Hobart was a fourth in the result out of Hobart was a fourth in the 1986 Neptune Island Race. She placed 82nd in the 1986 AWA Sydney-Hobart.



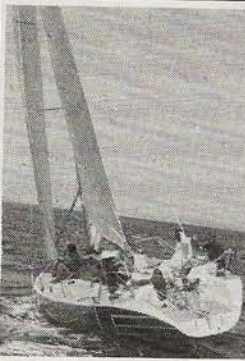
**NADIA IV (2) — 4040**  
**LOA 12.9 m; IOR RATING 29.99**  
**Designer: Bruce Farr (NZ)**  
**Type: One Tonner**  
**Owner/charterer: Canberra Ocean Racing Club,**  
**Club: Cruising Yacht Club of Australia, NSW**  
 Nadia IV is owned by a small group of enthusiastic offshore racing yachtsmen who formed the Canberra Ocean Racing Club, commuting from the National Capital to Sydney to race their Farr One Tonner Offshore. The club has had considerable success with this boat, winning the CYCA's Blue Water Championship in 1985-87, finishing second in the 1985 Montagu Island Race, and first overall in the 1987 Sydney-Noumea race, also taking line honours. In the more recent Range Rover Regatta, Nadia IV finished second under IOR, first under CHS handicaps.  
**Crew:** R. Dalgleish (Skipper) (3), G. Tuisk (Navigator) (7), E. Adriaanse (1), D. Craig (2), T. Dalton (6), L. Fabulic, G. Holt (2), C. Loughheed (1), M. Sinclair (1).



**NYNJA GO (4) — M53**  
**LOA 11.04 m; IOR RATING 28.24**  
**Designer: Bruce Farr (NZ)**  
**Type: Fractional Sloop**  
**Owner/Charterer: R.C. Axe**  
**Club: Lake Macquarie Yacht Club, NSW**  
 Now 5 years old, this yacht will be competing in her 5th Sydney-Hobart. Crewed by a hardy band of sailors from the Lake Macquarie club, she will be pushed hard all the way after extensive modifications during the past winter.  
**Crew:** R.C. Axe (Skipper/Navigator) (4), S. Lewis (3), M. Axe (3), R. Howard (2), J. Howard (2), S. Millar (2), R. Fraser (1), G. Thibou, S. Salter.



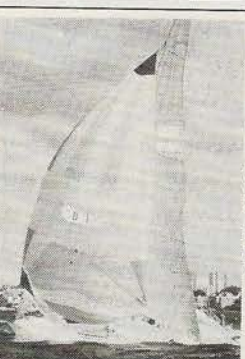
**NEFERTITI (0) — 3423**  
**LOA 14.16 m; IOR RATING**  
**Designer: Alan Warwick (NZ)**  
**Type: Cruiser/racer**  
**Owner/Charterer: Rod Nyman**  
**Club: Middle Harbour Yacht Club, NSW**  
 Rod Nyman and his son, Mark, have been sailing together for 17 years but this will be their first Hobart race. They have plenty of offshore experience and will continue their good combination with Rod as skipper and Mark, now 26, as sailing master.



**ONCE A JOLLY SWAGMAN (0) — Sm 6**  
**LOA 12.11 m; IOR RATING 30.5**  
**Designer: Laurie Davidson (NZ)**  
**Type: One Tonner**  
**Owner/Charterer: Chas Jacobsen**  
**Club: Sandringham Yacht Club, Vic**  
 Melbourne yachtsman Chas Jacobsen stepped into the bigtime ocean racing scene when he bought Sydney-Hobart winner Indian Pacific. Enthused by that yacht's speed, he ordered a brand new boat from New Zealand designer Laurie Davidson and Once A Jolly Swagman is the latest design from the board of the successful NZ designer with engineering High Modulus Fabrics in NSW and constructed in Melbourne by Ken Jago. Expected to be one of the hotshots in the Southern Cross Cup fleet.  
**Crew:** C. Jacobsen (Skipper) (1), P. Nilsson (Navigator) (1), A. Keep (5), K. Piesse (6), S. Holding (1), G. Ripplingdale (1), F. Rudland (1), G. Warrington (4), D. McDonald (2), C. Carroll.



**NEVER SATISFIED (1) — 2189**  
**LOA 10.34 m; IOR RATING 28.23**  
**Designer: Bruce Farr (NZ)**  
**Type: Farr 1020**  
**Owner/Charterer: Noel Allen**  
**Club: Royal Prince Alfred Yacht Club**  
 Production Farr 1020, Never Satisfied finished first in Division C of the CYCA's LOPS series and has had a first in Division B of a Bird Island Race under Illingworth handicaps. Owner/skipper Noel Allen has competed in most races off the Australian East Coast, as well as races in Singapore and in the Fastnet Race.  
**Crew:** N. Allen (Skipper), D. O'Connell (Navigator) (20), F. Alle, A. Cosgrove, J. Hague, G. Natrass, P. O'Connell.



**ONCE MORE DEAR FRIENDS (5) — B1**  
**LOA 12.04 m; IOR RATING 29.87**  
**Designer: Ed Dubois (UK)**  
**Type: Admiral's Cupper**  
**Owner/charterer: Bill Currie**  
**Club: Royal Brighton Yacht Club, Victoria**  
 This former Admiral's Cup team yacht of 1983 finished second in the Sydney-Hobart race of the same year, when owned by Peter Kurts. The Curries notched up a seventh in 1985. This past year, they have sailed the Dubois One Tonner north in the Sydney-Gold Coast race and onto Hamilton Island. One of the six or so yachts seeking a berth in the Victorian team for the AWA Southern Cross Cup, OMDF is still a most competitive boat.  
**Crew:** D. Currie (Skipper), D. Robson (Navigator), K. Harris, R. Evans, T. Morris, J. Mooney, B. Dyring, P. Murphy, M. Lee.



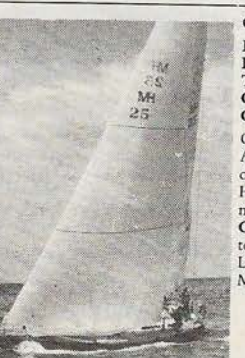
**NIMROD II (1) — G 300**  
**LOA 10.34 m; IOR RATING**  
**Designer: Bruce Farr (NZ)**  
**Type: Fractional rig sloop**  
**Owner/Charterer: Ian Watson**  
**Club: Royal Geelong Yacht Club, Vic**  
 Winner of the 1980 Melbourne West Coaster in 1980, this Bruce Blinks built Farr 1160 fractional rigged sloop has continued to sail well under the ownership of Ian Watson. Experience won't be short in this seasoned crew with 44 Hobart races under their belts when they line up for the Boxing Day start.  
**Crew:** I. Watson (Skipper) (10), R. Bews (Navigator) (9), B. Brayton (5), K. Curtins (13), A. Dorrity (4), G. Foley (1), R. Hawkins, D. Price (3).



**OTAGO (8) — 1170**  
**LOA 13.71 m; IOR RATING 34.41**  
**Designer: Doug Peterson (USA)**  
**Type: Masthead sloop**  
**Owner/Charterer: A. Nicholas**  
**Club: Royal Yacht Club of Tasmania, Tas.**  
 After three selections races, Otago was the topscoring boat in the Tasmanian Southern Cross Cup trials, sailing exceptionally well for a boat designed and built in 1979. However, she has good qualifications as, under her original name of Vanguard she was an outstanding ocean racer out of Sydney.  
**Crew:** A. Nicholas (Skipper) (3), D. Cudmore (Navigator) (4), P. Weatherhead (3), R. Lewis (3), S. Firth (14), M. Ball (2), G. Roper (3), P. Foster, R. Mathews (3), L. Griffiths (3).



**NORSKE (1) — 20**  
**LOA 13.07 m; IOR RATING 31.16**  
**Designer: Peter Cole (Aust)**  
**Type: Cruiser/racer**  
**Owner/Charterer: Bruce Dickson**  
**Club: Royal Sydney Yacht Squadron**  
 The former Humdinger II, Norske carries on a famous yacht name in the Dickson family. She normally races in the Squadrons No 1 Division on the Harbour, but will have a crew made up of former America's Cup, Admiral's Cup and Sydney-Hobart yachtsmen for this race, including Jim Dunstan, who won with Zeus II in 1981. Skipper Bruce Dickson is Commodore of the RSYS.  
**Crew:** B. Dickson (Skipper) (1), B. Manning (Navigator) (6), L. Cremer (3), J. Dickson, J. Dunstan (10), P. Kerrigan, M. Levy, M. Ross.



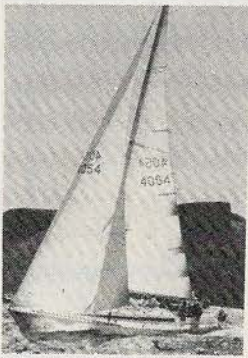
**OTELLA (1) — MH25**  
**LOA 16.45 m; IOR RATING 43.06**  
**Designer: John King (USA)**  
**Type: Masthead Sloop**  
**Owner/Charterer: Colin Montgomery**  
**Club: Middle Harbour Yacht Club, NSW**  
 Otella was built in 1985/86 to compete in the 1988 Round Australia Race and produces an impressive performance close hauled. Line honours winner of this year's Lord Howe Island race in the fastest time for 12 years, Otella is now geared up to perform well in this race.  
**Crew:** C. Montgomery (Skipper) (4), C. White (Navigator) (4), N. Natrass (11), D. Lang (7), D. Lovell (4), R. Lang (1), J. Piercy (1), L. May (3), S. Rich (4), P. McAdam (4), S. Taylor (3), M. Formosa (4).



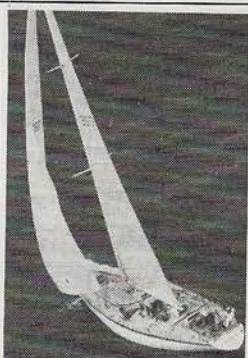
**PACIFIC FLYER (1) — R 16**  
**LOA 12.19 m; IOR RATING 33.23**  
**Designer: Joe Adams (Aust)**  
**Type: Adams 40**  
**Club: R.B. Hatherley**  
**Owner/Charterer: Royal Yacht Club of Victoria, Vic**  
 In less than two years, Pacific Flyer has logged more than 10,000 sea miles of racing and cruising around the Australian coastline, including competing in the Southern Ocean Classic series of passage races from Hobart to Fremantle early this year, and the Sydney-Noumea.  
**Crew:** D. Hatherley (Skipper) (4), J. Carden (Navigator) (2), A. Hatherley (1), M. Eckersall (1), M. Heyes, J. Permezel, J. Tempenny (1).



**PATIENCE (0) — 5361**  
**LOA 11.133 m; IOR RATING 32.45**  
**Designer: Swarbrick (Aust)**  
**Type: Masthead Sloop S.111**  
**Owner/Charterer: Bill Sherman**  
**Club: Cruising Yacht Club of Australia, NSW**  
 Previously named Fabius, Patience was the first of many S.111's. Now, under new ownership she will be competing in her first Sydney-Hobart race but her poor rating will minimise her chances of a good result.  
**Crew:** W. Sherman (Skipper) (1), P. Ipsen (Navigator), W. Adkins, P. Drinkwater, D. Fox, P. McDonald, A. Sherman.



**PACIFIC PHOENIX (1) — 4054**  
**LOA 12.4 m; IOR RATING 30.4**  
**Designer: Jean Berret (France)**  
**Type: Masthead Sloop — Beneteau 405**  
**Owner: Edward Long**  
**Club: Cruising Yacht Club of Australia, NSW**  
 The first of the Beneteau type in Australia, Pacific Phoenix is a production cruiser-racer that has provided plenty of enjoyable racing for her owner and crew since her launching in 1986. Built for luxury as well as speed, Pacific Phoenix is a comfortable sea boat but will have trouble matching pace with her direct competition as Farr 40's.  
**Crew:** E. Long (Skipper) (2), M. Frank (Navigator/Sailing Master) (8), T. Craven (5), M. Power (2), C. Tuttle (1), E. Prior, W. Hawes, L. Ward, J. Askham.



**PATRICE III (8) — 360**  
**LOA 14.32 m; IOR RATING**  
**Designer: Sparkman & Stephens (USA)**  
**Type: Masthead sloop**  
**Owner/Charterer: P.L. King**  
**Club: Cruising Yacht Club of Australia, NSW.**  
 An old campaigner, launched in 1974, Patrice III has undergone a major refurbishment and her crew expect to do well in the Illingworth Division, and the IOR if it blows hard on the nose for most of the way south.  
**Crew:** P.L. King (Skipper) (5), P. Gillespie (5), R. Silk.



**PADAM II (2) — Sm 3041**  
**LOA 10.97 m; IOR RATING**  
**Designer: Ed Dubois (UK)**  
**Type: Three-quarter Tonner**  
**Owner/Charterer: Ken Quinert**  
**Club: Sandringham Yacht Club, Vic**  
 As Smuggler was the top scoring individual yacht in the 1981 Southern Cross Cup, leading the New South Wales team to victory. Later sailed as Picollo and Granny Knot II, finishing 23rd in the 1986 Hobart race with her latest name and owner. This will be Ken Quinert's fourth Sydney-Hobart.  
**Crew:** K. Quinert (Skipper) (3), I. Richards (Navigator) (4), A. Defina, M. Fernanis, D. Pearce (1), C. Quinert, A. Quinert, M. Quinert (3).



**PHOENIX (0) — 3211**  
**LOA 12.215 m; IOR RATING**  
**Designer: Richards (USA)**  
**Type: Cruising Sloop**  
**Owner/Charterer: P.J. Deveraux**  
**Club: Geilston Bay Yacht Club, Tas**  
 Built by Cheoy Lee in 1974, and fitted out for comfortable cruising, the wealth of teak below decks may compensate for a poor rating and heavy design. The crew from Geilston Bay in Tasmania should be able to cope with the vagaries of Bass Strait.



**PALADIN (2) — 4070**  
**LOA 12.19 m; IOR RATING 30.36**  
**Designer: Bruce Farr (NZ)**  
**Type: Farr 40**  
**Owner/Charterer: Colin Franklin**  
**Club: Middle Harbour Yacht Club, NSW**  
 One of the growing fleet of race-winning Farr 40 built in WA by Peter Milner, Paladin finished fourth overall and first in Division B of the 1986 Sydney-Hobart. The previous year she was a member of the NSW Southern Cross Cup team, finishing 11th overall, but sixth among the Cup yachts. So far this year Paladin has won Division B of the Sydney-Mooloolaba race and was an early winner this summer.  
**Crew:** C. Franklin (Skipper/Navigator) (4), W. Sykes (10), D. Sundano (4), I. Messenger (10), I. Uther (2), P. Bourke (9), N. Taverner (2), S. Burnet (2), P. Bevez (9).



**PHOENIX (NSW) (0) — 191**  
**LOA 16.76 m; IOR RATING**  
**Designer: Camper & Nicholson (UK)**  
**Type: Cruising Sloop**  
**Owner/Charterer: John Munshower III**  
**Club: Vanuatu Cruising Yacht Club**  
 Large and comfortable cruising yacht which has made its way around the world at a leisurely pace — and now adding Hobart to its port of call.  
**Crew:** J. Munshower, A. Goodwin, G. Nolan.



**PARMELIA (2) — 2344**  
**LOA 13.86 m; IOR RATING**  
**Designer: Brian Curran (Aust)**  
**Type: Cruiser/racer**  
**Owner/Charterer: Brian Woods**  
**Club: Royal Yacht Club of Tasmania, Tas**  
 Built originally for the Parmelia Race from Portsmouth to Fremantle, in which she finished fifth overall, Parmelia was raced in Sydney before being bought by Tasmanian Brian Woods. She was one of only 46 yachts to complete the gale swept 1984 Sydney-Hobart and in last year's race finished 20th across the finish line.  
**Crew:** B. Woods (Skipper) (4), P. Brasington (Navigator) (4), W. Bevis (9), G. Coad (15), R. Tenbessel (2), H. Posh (2), B. Smith (1), G. Jones, S. Elzele, G. Whitton, 1 TBA.

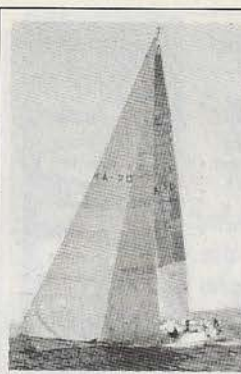


**PHOENIX CONTRACTORS (4) — 3007**  
**LOA 39' m; IOR RATING**  
**Designer: Laurie Davidson (NZ)**  
**Type: Fractional Sloop**  
**Owner/Charterer: David Hundt and Ian Dale**  
**Club: Cruising Yacht Club of Australia**  
 Originally Szechman, the aptly re-named Phoenix Contractors takes on a new lease of life with a complete refit, new owners, new crew and a new, very smart paint job. One of the most successful Davidson designs to race in this country, she has been within a whisker of winning the Sydney-Hobart on more than one occasion, and could still be in contention given the right breaks.  
**Crew:** D. Hundt (Skipper) (3), L. May (9), E. McCarthy (7), V. Dudley (4), K. Messenger (3), M. Bartrop (3), S. Smith (3), P. Jenkinson, A. Cooley.





**PIPPIN (3) — 533**  
**LOA 11.43 m; IOR RATING**  
**Designer: Bruce Farr (NZ)**  
**Type: Farr 37**  
**Owner/Charterer: Bill Sweetapple**  
**Club: Cruising Yacht Club of Australia, NSW**  
 Original of the popular range of near one-design Farr 37 offshore racing yachts, Pippin has competed in the last three Sydney-Hobart and in most other races along the Eastern seaboard. Hasn't yet won a big race, but her sisterships such as Southern Cross have done well.  
**Crew: B. Sweetapple (Skipper/Navigator) (4), C. Allen (1), N. Duncan (4), P. Edgar (3), J. Graham, S. Graham, P. Hynde (5), D. Sharp (1), P. Smith (5).**



**RAGAMUFFIN (3) — KA 70**  
**LOA 24.13 m; IOR RATING 70.0**  
**Designer: German Frers (Argentina)**  
**Type: Maxi yacht**  
**Owner/Charterer: Syd Fischer**  
**Club: Royal Sydney Yacht Squadron, NSW**  
 Syd Fischer, one of Australia's leading ocean racing yachtsmen for more than 26 years has brought his maxi yacht, Ragamuffin, out of mothballs after two years to sail in his 20th race to Hobart. In those 26 years of ocean racing, Fischer has captained winning Australian teams in the Admiral's Cup, the Clipper Cup, won the One Ton Cup and Britain's famous Fastnet Race — but has never won a Hobart. He has twice finished second and twice third overall, and in 1985 finished third in line honours with this Ragamuffin.  
**Crew: S. Fischer (Skipper) (19), T. Shaw (Navigator) (8), R. Adams, R. Bloomfield, M. Cane, A. Deidun, B. Denholm, D. Dick-Smith (4), R. Downey (1), A. Ellis (18), G. French (11), P. Gale (3), D. Giles (2), A. Gothard (7), J. Hall, G. Halls (10), B. Hart (9), R. Moore (3), J. Mote, J. Scholten (5), M. Summerton (19), R. Tressidor, J. Ward (1).**



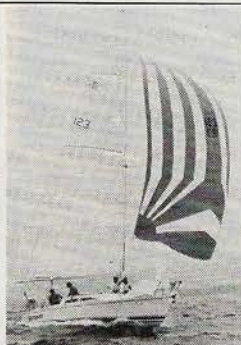
**PLANET X (0) —**  
**LOA 9.14 m; IOR RATING**  
**Designer: Joe Goddard Jr.**  
**Type: Half Tonner**  
**Owner/Charterer: EastSail Sailing School**  
**Club: Cruising Yacht Club of Australia, NSW**  
 Brand new yacht which designer/skipper Joe Goddard Jr. describes as a "high-tech half tonner and the lightest displacement yacht ever to have sailed in a Sydney-Hobart." Joe is principle of EastSail Sailing School and uses the yacht for advanced race training. His former boat, the self-designed Joe's Takeaway, was NSW JOG champion in 1987.  
**Crew: J. Goddard Jr. (Skipper) (9), D. Smith (2), T. Ambler (6), F. Marekka (6), P. Franki (2), T. Moutl.**



**RAGER (0) — 5600**  
**LOA 17 m; IOR RATING**  
**Designer: Elliott (NZ)**  
**Type: Maxi Chaser**  
**Owner/Charterer: Mike Clements**  
**Club: Cruising Yacht Club of Australia, NSW**  
 Might be compared to the Helsa II class although of more modern design and somewhat smaller, Rager is an interesting light weight design with a fractional rig. Only recently launched, she will face the usual problems of a new yacht working up with a new crew, with the added complication that the unique design gives few clues to her handling. Probably very fast reaching, but could be slow windward.  
**Crew: M. Clements (Skipper) (4), C. Clements (3), A. Christian (2).**



**PRIME FACTOR (0) — RF 1988**  
**LOA 12.44 m; IOR RATING**  
**Designer: Bruce Farr (NZ)**  
**Type: One Tonner**  
**Owner/Charterer: J.P. Milner**  
**Club: Royal Freshwater Bay Yacht Club, WA**  
 Perth yachtsman and boat-builder Peter Milner's latest Farr 40 in the "Prime" series was launched in September and will represent WA in the AWA Southern Cross Cup. With the previous yacht owned by Joe Milner and his son, Peter, Prime Suspect finished fourth overall in the 1984 Sydney-Hobart and second in her division.  
**Crew: P. Milner (Skipper) (8), C. Kelly (Navigator) (8), S. Farmer (4), J. Milner (4), T. Page (7), J. Payne, D. Rechichi (1), P. Ross (2), J. Sharpe (4), C. Watson (4).**



**RAMPANT — TYC123**  
**LOA 10.5 m; IOR RATING**  
**Designer: Bruce Farr (NZ)**  
**Type: Fractional rig sloop**  
**Owner/Charterer: Robert M. Cassidy**  
**Club: Tamar Yacht Club, Tas**  
 An earlier design by Bruce Farr, launched in 1985, Rampant is of cold moulded timber laminate construction using West systems. Racing out of Launceston, she has performed well in regional racing under her experienced owner and crew, but now faces her first test against a big, high class ocean racing fleet. Could do well in the smaller division.  
**Crew: R. Cassidy (Skipper) (1), B. Herron (Navigator), P. Herron (1), P. Hesketh (1), D. Jack (1), J. Nanscawen.**



**PRIME MINISTER (1) — R 1986**  
**LOA 12.26 m; IOR RATING 30.58**  
**Designer: Bruce Farr (NZ)**  
**Type: Farr 40**  
**Owner/Charterer: Lawson Klopper**  
**Club: Royal Perth Yacht Club, WA**  
 Owner/skipper Lawson Klopper is a newcomer to ocean racing, but his yacht, previously named Prime Times, has many sea miles on her log. She finished 14th overall in the 1985 Sydney-Hobart, while in WA races has twice won the Farrawa Cup, also winning a Fremantle-Geraldton Race and finishing second in this year's race to Cape Naturaliste.  
**Crew: L. Klopper (Skipper), D. Ringholt (Navigator) (6), M. Ahrens, R. Appleyard, G. Bishop, R. Clarke (3), W. Hammond (1), K. Marshall (1), S. Shaw (1), J. Wallwork (1).**



**RAUCOUS (1) — 4996**  
**LOA 10.97 m; IOR RATING**  
**Designer: Laurie Davidson (NZ)**  
**Type: Davidson 36**  
**Owner/Charterer: Denis Rourke**  
**Club: Cruising Yacht Club of Australia, NSW**  
 A sistership to the well-performed Kings Cross, Raucous finished 63rd in the record fleet of 179 yachts in the 1985 Hobart race, but has been raced sparingly since. She finished third in her division of the hotly contested CYCA winter series and has the potential to improve.  
**Crew: D. Rourke (Skipper) (4), H. Rourke, I. Westlake, S. Smith (1), I. Martin, M. Young.**



**QUEENSLAND MAID (0) — 400**  
**LOA 12.245 m; IOR RATING**  
**Designer: Bruce Farr (NZ)**  
**Type: Farr 40 Sloop**  
**Owner/Charterer: Rob Robertson**  
**Club: Mooloolaba Yacht Club, Qld**  
 Popular ex-Commodore of Mooloolaba Yacht Club, "Robbo" is now building the Farr 40s in Queensland giving great attention to weight saving and strength. Built with full Kevlar lay-up, this yacht will be sailing as a member of the Queensland Southern Cross team and is expected to be very competitive.  
**Crew: R. Robertson (Skipper), T. Poole (6), P. Willy, J. Pontin (1).**



**RENEGADE (2) — Sm 98**  
**LOA 12.20 m; IOR RATING**  
**Designer: Ron Holland (Ire)**  
**Type: Masthead sloop**  
**Owner/Charterer: Bob Francis**  
**Club: Royal South Australian Yacht Squadron, SA**  
 Bob Francis is a prominent Adelaide yachtsman who will be sailing his seventh Sydney-Hobart, this time as a member of the South Australian team in the AWA Southern Cross Cup. Launched in 1981, Renegade last season won the IOR offshore series and offshore championship, the IOR inshore series, and the Premier's Cup in South Australia and recently topped the Southern Cross Cup trials.  
**Crew: R. Francis (Skipper), P. Drew (1), D. Hurford (1), M. Francis (1).**



**ROLLER COASTER (4) — 419**  
**LOA 10.875 m; IOR RATING**  
**Designer: Sparkman & Stephens (USA)**  
**Type: Sloop**  
**Owner/Charterer: John Fuglsang**  
**Club: Royal Yacht Club of Tasmania, Tas**

This Sparkman & Stephens yacht has competed in every Sydney-Hobart race since her launching in 1983, representing the Royal Yacht Club of Tasmania. Best performance was in 1984, achieving 3rd in Division C.

**Crew:** J. Fuglsang (Skipper) (6), H. Vandenberg (6), G. Allway (1), N. Burrridge (4), G. Eiszele (5), J. Kennedy (3), J. Nibbs (3).



**SAILMAKER III (1) — 2065**  
**LOA 11.27 m; IOR RATING 24.34**  
**Designer: Peter Joubert (Aust)**  
**Type: Cruiser/racer**  
**Owner/charterer: Dr. R.P. Ham.**  
**Club: Ocean Racing Club of Victoria.**

This is the first Hobart race for the owner, the second for the yacht which was previously named Kia-Teri. However, Dr Ham has contested almost every offshore race out of Melbourne in some 25 years of ocean cruising and racing with his previous yacht. With this yacht he has logged 7000 nautical miles since he bought it in January this year.

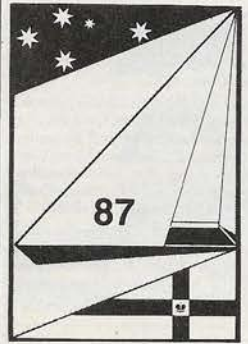
**Crew:** R. Ham (Skipper), S. Baillie, G. Connor, D. Ham (1), L. Ham, D. Harris (5), R. Horton.



**RONSTAN ULTIMATE CHALLENGE (0) — KA Sm 2**  
**LOA 12.17 m; IOR RATING 30.55**  
**Designer: Ed Dubois (UK)**  
**Type: One Tonner/Admiral's Cupper**  
**Owner/Charterer: Lou Abrahams**  
**Club: Sandringham Yacht Club, Vic**

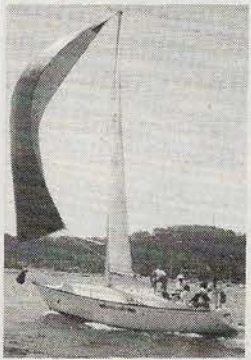
As Swan Premium I, this hi-tech One Tonner was a member of the Australian team which finished a fine third in this year's Admiral's Cup in England. She had a luckless series, except for the Fastner Race in which she finished sixth overall in an excellent sailing effort by skipper Abrahams, helmsman Bernie Case, and her crew. Will be sailing in either the Australian or Victorian Southern Cross Cup team. Owner/skipper Lou Abrahams is a former Sydney-Hobart winner.

**Crew:** L. Abrahams (Skipper) (23), B. Case (24), C. Anderson (8), G. Schipper (5), S. Snodgrass (1), R. Case (2), J. Rose (4), N. Crawley (3), B. Watson (14).



**SALTY LADY (0) — G11**  
**LOA — 11.3 m; IOR RATING —**  
**Designer: Laurie Davidson (NZ)**  
**Type: Cavalier 37**  
**Owner: Ross Scoble**  
**Club: Cruising Yacht Club of Australia, NSW.**

One-year-old Cavalier 37 designed by Laurie Davidson which entered this year's Jupiter's Gold Coast Race.



**RUSSELL DEAN II (0) — 4017**  
**LOA 9.45 m; IOR RATING**  
**Designer: Peter Cole (Aust)**  
**Type: East Coast 31**  
**Owner/Charterer: Michael Brown**  
**Club: Royal Motor Yacht Club (Broken Bay), NSW.**

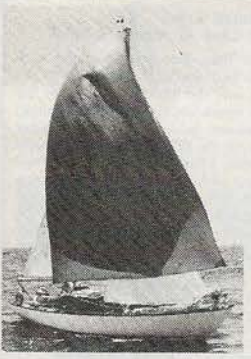
Despite their traumatic experience in a wild storm near the end of the last Sydney-Gold Coast Race, husband-and-wife team Michael and Audrey Brown are facing up to their toughest ocean race in this year's Sydney-Hobart with two years of ocean racing experience behind them. Russel Dean II is one of the 200 or so East Coast 31s built by Bruce Fairlie at Gosford, NSW, a sistership finishing second in 1987 Lord Howe race.



**SANGAREE (2) — 3433**  
**LOA 13.389 m; IOR RATING**  
**Designer: Ron Holland (IRE)**  
**Type: Holland 40 Sloop**  
**Owner/Charterer: Mark Pryke**  
**Club: Middle Harbour Yacht Club, NSW.**

Previously owned by her builder, Kanga Birtles, Sangaree has been a successful yacht in many of the longer offshore races. With a new crew from Middle Harbour she may be expected to perform reasonably in this year's race.

**Crew:** M. Pryke (Skipper), J. Morrison (Navigator), J. Cordell (2), R. Detinsky, A. Dobner, M. Downman (8), M. Gray, C. McMahon, T. Perry, R. Powers, G. Sander-son (2)



**SAGA (3) — 32**  
**LOA 11.5 m; IOR RATING**  
**Designer: Sparkman & Stephens (USA)**  
**Type: Cruiser/racer**  
**Owner/Charterer: Penny Price and Geoff Nevin,**  
**Whitsunday Yacht Club, Qld.**

One of the oldest yachts in the fleet, Saga was built in 1963 to a classic S&S design. She has undergone a major restoration and refit since early 1986 when she was bought by Penny Price, Lecturer in Special Education at Macquarie University, and former New Zealand boat-builder Geogg Nevin.

**Crew:** A. Hutton (Skipper) (1), M. Blaxell (3), P. Coates (2), D. Faulkner, P. Hopkins (5), J. Hutton. (1), K. Jagger (10), C. McCormack (1), A. McElwee, I. Milner.



**SCORPION (2) — S 247**  
**LOA 12.93 m; IOR RATING 33.11**  
**Designer: Bruce Farr (NZ)**  
**Type: Two Tonner**  
**Owner/charterer: Robert Hopcraft**  
**Club: Royal Melbourne Yacht Squadron, Vic.**

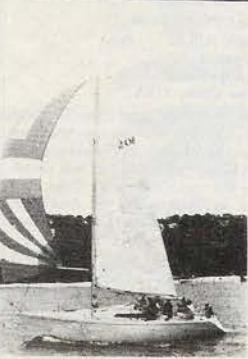
Scorpion is a 1978-vintage Farr Two Tonner whose crew (average age 40) have sailed keenly in all races in Port Phillip and Bass Strait throughout the year, including the last Melbourne to Hobart. Their best recent result was winning Division 1, PHC, in the last King of the Derwent in Hobart.



**SAGACIOUS V (0) — KA 4000**  
**LOA 12.19 m; IOR RATING 30.55**  
**Designer: Bruce Farr (NZ)**  
**Type: Admiral's Cup One Tonner**  
**Owner/Charterer: Gary Appleby**  
**Club: Cruising Yacht Club of Australia, NSW**

Top-scoring Australian yacht in the third-placed team at the 1987 Admiral's Cup in England, where she sailed as Swan Premium II. Appleby and his crew sailed exceptionally well at Cowes with a vital eighth in the Channel Race to finishing 10th in individual standings. Since returning to Australia, owner Appleby has had rating changes made in a bid to also represent Australia in the Southern Cross Cup.

**Crew:** G. Appleby (Skipper) (5), P. Morgan (Navigator), S. Kulmar, B. Stephen (6), M. Hesse, L. Smith, T. Richardson, P. Warren, G. Johnston, C. Crafoord.



**SWEET LORRAINE (1) — MH 208**  
**LOA 10.80 m; IOR RATING**  
**Designer: Sparkman & Stephens (USA)**  
**Type: Fractional rig sloop**  
**Owner/Charterer: J. Flachs**  
**Club: Middle Harbour Yacht Club, NSW**

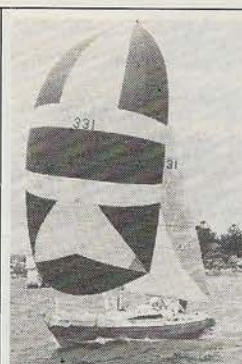
New owner for this well-performed 35-footer which previously raced as Hullabaloo. Skipper is well experienced ocean racing yachtsman coming up for his eighth Hobart race since 1973.



**SEA EAGLE (0) — 4111**  
**LOA 10.45 m; IOR RATING**  
**Designer: Holman & Pye**  
**Type: Cruiser/racer**  
**Owner/Charterer: John McInnes**  
**Club: Middle Harbour Yacht Club, NSW.**

Built in AWA in 1978, this production sloop raced originally as Arinda, first in Perth and then in Melbourne. Owner/skipper John McInnes is the fifth owner, having bought the yacht 12 months ago and this will be his first ocean race with his new boat.

**Crew:** J. McInnes (Skipper) (3), K. Remington (Navigator) (1), J. Parker (2), C. Burnat, G. Eastwood, K. Eyre (1), B. Mills (5), B. Sewell.



**SILVER MINX (2) — 331**  
**LOA 11.4 m; IOR RATING**  
**Designer: Bruce Farr (NZ)**  
**Type: Farr 37 One Design**  
**Owner/Charterer: Geoffrey Player**  
**Club: Cruising Yacht Club of Australia, NSW.**

One of the top performing Farr 37's in a highly competitive Sydney fleet of this popular design, Silver Minx has consistently appeared in the winners circle since launching in 1984. Again in form, the Minx is set for another light battle with her sisterships in this race and must be a big chance for divisional honours. Given conditions for the smaller yachts, also an overall win contender.

**Crew:** G. Player (Skipper) (3), D. Doyle (Navigator) (4), G. Rouvray (18), A. McWilliam (2), B. Dickson (2), J. Wardell (2), G. Kaye (2), P. Donahoe, J. Micklewright (21).



**SEAQUESTA (4) — 202**  
**LOA 12.42 m; IOR RATING**  
**Designer: Ed Dubois (UK)**  
**Type: One Tonner**  
**Owner/Charterer: Peter Nicholson**  
**Club: Southport Yacht Club, Qld.**

Former America's Cup crewman Peter Nicholson normally sails out of the Royal Prince Alfred Yacht Club but as a member also of the Southport Yacht Club will be racing under that burgee in the Queensland Southern Cross Cup team. Nicholson has cranked up this much-travelled former Melbourne sloop, with wins in the Pittwater-Coffs Harbour race and the 1987 Club Marine Challenge.

**Crew:** P. Nicholson (Skipper) (5), A. Gordon (Navigator), S. Merrington, L. Killingsworth (10), B. Killingsworth (2), P. Bourke (5), A. Pratt, B. Johnson, G. Gudminson, P. Wells (1), S. Micquade, J. Jennings.



**SINGAPORE GIRL (2) — 4048**  
**LOA 10.2 m; IOR RATING 24.40**  
**Designer: Laurie Davidson (NZ)**  
**Type: Three-quarter Tonner.**

**Owners/charterers: Peter Steigrad and Rob Greenlaw**  
**Club: Cruising Yacht Club of Australia, NSW**

Owners Steigrad and Greenlaw are both in the advertising industry and so are many of their crew who have raced her well over the past two seasons, including finishing 2nd in the 1987 S.C.O.R. series in Queensland, winning the Morna Cup, and finishing with the best overall time in the Jupiters Sydney — Gold Coast Race, only to be penalised in the protest room 20% of placings.

**Crew:** J. Kersey (Skipper) (4), P. Steigrad (Navigator) (1), P. Bremner (3), R. Greenlaw, L. Harrison (2), S. Peacock (8) G. Rogers (3).



**SHENANDOAH III (2) — 1910**  
**LOA 10.46 m; IOR RATING 22.90**  
**Designer: Peter Cole**  
**Type: Cruiser/Racer**  
**Owner/charterer: Julius Charody**  
**Club: Cruising Yacht Club of Australia, NSW**

Veteran yachtsman Julius Charody has been a regular ocean racing skipper with the CYCA since 1974, twice winning the Montagu Island race and finishing second once with his previous Shenandoah — a record achieved by no other skipper. This will be his 10th Hobart race since 1976, a remarkable effort as Julius has had a couple of major operations.

**Crew:** J. Charody (Skipper) (9), R. Cortis (Navigator) (7), I. TBA, D. Aubrey (3), McIntosh, M. Quigley (1), N. Reynolds (1).



**SOUTHERN CROSS (3) — 208**  
**LOA 11.42 m; IOR RATING 27.87**  
**Designer: Bruce Farr (NZ)**  
**Type: Farr 37**  
**Owner/charterer: Bill Gilbert**  
**Club: Cruising Yacht Club of Australia, NSW**

This will be the fourth Hobart race for this Farr 37, which had her best results last season, taking line honours and first on IOR corrected time in the 1986 Lord Howe Island race, then finishing third overall and second in her division of Sydney-Hobart, and third overall in the CYCA's Blue Water championship.

**Crew:** W. Gilbert (Skipper) (4), R. Kydd (Navigator) (7), G. Rixom (2), B. Chapman (4), D. Adams (3), D. Giddy, P. Scheldrick, A. Scheldrick.



**SHORT CIRCUIT (0) — SA 393**  
**LOA 12.00 m; IOR RATING**  
**Designer: Bruce Farr (NZ)**  
**Type: Farr 40**  
**Owner/Charterer: Gil Finlay**  
**Club: Royal South Australian Yacht Squadron, SA**

New Farr 40 One Tonner which has gained a place in the South Australian team for the AWA Southern Cross Cup. Her crew includes Fred Neill, one of SA's most experienced offshore yachtsman and skipper in the 1987 America's Cup, firstly of South Australia and then of Steak 'n Kidney.

**Crew:** G. Finlay (Skipper) (4), F. Neill (5), C. Wallsmith (12).



**SOVEREIGN (1) — 130**  
**LOA 25.4 m; IOR RATING 70.00**  
**Designer: David Pedrick (USA)**  
**Type: Maxi yacht**  
**Owner/charterer: Bernard Lewis**  
**Club: Cruising Yacht Club of Australia, NSW**

The largest yacht in the fleet, Sovereign has met with unparalleled success since her launching, having taken line honours in every ocean race she has entered, except last year's Hobart race from which she retired (when leading) because of rigging problems. In a demonstration of her windward sailing ability, in the 1987 Sydney-Mooloolaba race she beat the next yacht, a Farr 81-foot maxi, by more than 80 nautical miles and 18 hours. The Sovereign crew will total more than 271 Sydney-Hobart races between them, an average of 10.5 Hobarts per man.

**Crew:** B. Lewis (Skipper) (4), R. Hammond (Navigator) (30), C. Betts (26), J. Brooks (11), T. Cable (22), M. Coxon (4), L. Davidson (8), D. Ellis (7), J. Goluzd (8), B. Gould (22), G. Grivas (4), D. Johnson (10), D. Kellert (Sailing Master) (14), J. Maguire (8), J. Mayo (2), J. Mulderig (2), P. O'Donnell (9), R. Rubenach (3), S. Runow (2), C. Strauss (12), M. Thompson (5), P. Thompson (8), C. Tipney (7), C. Wildman (21), D. Williams (2), J. Woodford (9).



**SIDEWINDER (0) — US 18968**  
**LOA 13.56 m; IOR RATING 34.99**  
**Designer: Reichel/Pugh (USA)**  
**Type: Admiral's Cupper**  
**Owner/Charterer: Randy Short**  
**Club: St Francis Yacht Club, USA.**

Leading the United States' first challenge for the Southern Cross Cup since 1979, Sidewinder was the top American boat in the Admiral's Cup and the top individual yacht in the inshore races, with placings of 3-5-2. She was fourth top individual yacht for the entire Admiral's Cup. This powerful 44-footer will be well suited to Australian conditions and owner Randy Short plans to contest other Australian races after the Sydney-Hobart.

**Crew:** J. Bertrand/Randy Short (Skippers), P. Garland (Navigator), C. Oetking, C. Winter, T. Ducharme, B. Le Blanc, S. Easom, J. Pugh, D. McMillan, T. Morey, P. Sheaffer.



**SPANISH FLY (0) E 2211**  
**LOA 12.86 m; IOR RATING 31.22**  
**Designer: Stephen Jones (UK)**  
**Type: Cruiser/racer**  
**Owner/charterer: John Corner**  
**Club: C.N. Marbella, Spain, and Mornington Yacht Club, Vic**

Skipper John Corner has sailed many races in the Mediterranean and out of Spanish ports, as well as the Fastnet Race in England. Spanish Fly, built in the UK in 1982, raced consistently for three seasons in Europe, Britain and the Mediterranean before being shipped to Australia last year where she now races with Mornington Yacht Club.

**Crew:** J. Corner (Skipper), R. Hart (Navigator), R. Cortes, S. Daniels, R. Mace (2), P. Morrison (1), P. Pevsvak (2), P. Scholten.



**SPIRIT (1) — KH 1142**  
**LOA 13.20 m; IOR RATING 33.07**  
**Designer: German Frers (Argentina)**  
**Type: Beneteau cruiser/racer**  
**Owner/charterer: J.W. Miller**  
**Club: Royal Hong Kong Yacht Club**

Spirit competed in the 1986 China Sea Race in the CHS category, winning Class A, third overall, and second in the China Sea series. She also won the Manila Bay race before being brought to Australia by her owner who now lives at Belmont, NSW.

**Crew:** W. Miller (Skipper) (1), R. Cook (Navigator) (2), G. Hackney (3), R. Hagues (3), G. Hilliard (1), D. Miller, B. Munroe, O. Potts (1), C. Stevens, D. Sullivan (2), P. Wilson (1).



**SUNBURST (5) — SA 119**  
**LOA 12.2 m; IOR RATING 31.16**  
**Designer: Doug Peterson (USA)**  
**Type: Two tonner**  
**Owner/charterer: J.H. and C.D. Howell**  
**Club: Royal South Australian yacht Squadron, SA**

Built in 1978, this Doug Peterson designed One Tonner has moved from Victoria to South Australia and a new owner in well known ocean racing yachtsman Jim Howell. Howell has sailed in nine Sydney-Hobarts and six Melbourne-Hobart races, as well as the 1979 Great Circle Race around Tasmania.

**Crew:** J. Howell (Skipper) (9), J. Brentson (2), G. Cates (2), P. Crook, H. Davis (3), R. Glatzer, J. Hamilton (1), P. Henshall, P. Stevens.



**STAFFIFANO (2) — 395**  
**LOA 13.10 m; IOR RATING**  
**Designer: Peter Cole (Aust)**  
**Type: Cole 43**  
**Owner/character: Vic Opperman**  
**Club: Cruising Yacht Club of Australia**

Previously raced under the names of Rager 1 and Ruffian, this boat is one of the remarkable Cole 43s designed by Peter Cole some 16 years ago and still being built by Bruce Fairlie at Gosford. In fact, in the recent Lord Howe Island race, Cole 43s finished first and fourth under Aust T.C.F. handicaps.

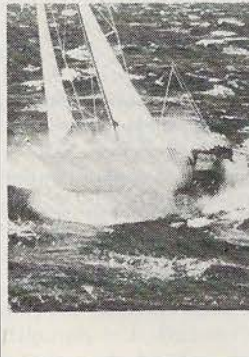
**Crew:** V. Opperman (Skipper), H. Opperman, K. Ross, T. Duncan, G. Carmichael, D. Needham, B. Outram.



**SUNSEEKER (3) — 631**  
**LOA 11.8 m; IOR RATING**  
**Designer: Sparkman & Stephens (USA)**  
**Type: S&S 39**  
**Owners/charterers: P.C. Thomas, V.C. Thomas, J.H. Quinn.**  
**Club: Royal Prince Alfred Yacht Club, NSW**

A classic S&S designed yacht, Sunseeker has enjoyed considerable success in club offshore racing, particularly with the introduction of the Illingworth and Australia T.C.F. handicapping systems. Co-skippers are V.C. Thomas, with three previous Hobarts to his credit, and J.H. Quinn, who has sailed in eight Hobarts. Sunseeker won the RPYC's LOPS in 1984-85 and has finished second and third overall in the following seasons, under Illingworth handicapping.

**Crew:** K. Martin (Joint Owner/Skipper) (5), V. Thomas (3), J. Quinn (8), B. Clark (1), J. Marwood (5), D. Speyer (2).



**STARLIGHT EXPRESS (1) — KE 6006**  
**LOA 16.7 m; IOR RATING 54.52**  
**Designer: Davidson**  
**Type: Fractional Sloop**  
**Owner/Charterer: C.W. Reynolds**  
**Club: R.N.E.Y.S.**

This Kiwi visitor came for the 1985 Sydney-Hobart and stayed on to be a familiar and powerful competitor in regular season competition and east coast passage races. Very fast offwind she has difficulty sailing to her high I.O.R. rating close hauled, but a predominately reaching race will find her well up with the leaders. A very experienced skipper and crew always drive Starlight to maximum performance.

**Crew:** I. Treleven (Skipper), C. Reynolds, D. Reynolds, C. Ramsden, M. Wilson, J. Lelliott, S. Bell, G. Canfield, B. Morrow, M. Rowe, D. Hayden, G. Homann, G. Jude, Nick Munting, P. Gardner.



**SWITCHBLADE (1) — KH 1200**  
**LOA 13.09 m; IOR RATING 33.6**  
**Designer: Bruce Farr (NZ)**  
**Type: Farr 43**  
**Owner/charterer: Peter Whyte**  
**Club: Royal Hong Kong Yacht Club, Hong Kong**

The top triallist in the 1985 New Zealand selection series for the Southern Cross Cup, she is a development of the 1985 Australian Admiral's Cup yacht, Drake's Prayer. However, she had a disappointing series in Australia, finishing 36th in the Hobart race that year. She was subsequently sold to Hong Kong and will be a member of the Hong Kong team in this year's Southern Cross Cup.



**STORMY PETREL (3) — 508**  
**LOA 10.97 m; IOR RATING**  
**Designer: Sparkman & Stephens (US)**  
**Type: One Tonner (to old ratings)**  
**Owner/Occupier: Tony Pearson**  
**Club: Cruising Yacht Club of Australia, NSW**

One of the most remarkable yachts designed by New York naval architects Sparkman & Stephens, Stormy Petrel won the 1970 One Ton Cup in New Zealand and is still regularly winning offshore races under the ownership of former CYCA Commodore Tony Pearson, will certainly be favoured in the Illingworth division.

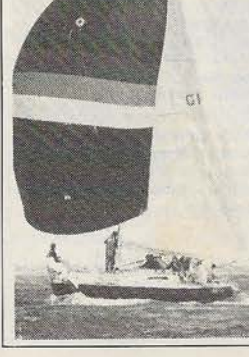
**Crew:** A. Pearson (Skipper), J. Maclurcan (6), P. Edmunds (9), M. Lennon (6).



**SWUZZLEBUBBLE SIX (1) — KZ 4466**  
**LOA 11.99 m; IOR RATING**  
**Designer: Bruce Farr (NZ)**  
**Type: One Tonner**  
**Owner/Charterer: Ian Gibbs**  
**Club: Royal Akarana Yacht Club, NZ.**

Member of the 1985 New Zealand Southern Cross Cup team, Swuzzlebubble was revamped by owner Ian Gibbs for the NZ Admiral's Cup trials this year, but missed a place. Since then she has undergone changes to her keel, rudder and sail shapes, resulting, according to Gibbs, in making her a very competitive one Tonner for this year's Southern Cross. This will be the fifth Hobart race for Gibbs who has twice represented NZ in the Admiral's Cup, four times in the Half Ton Cup.

**Crew:** I. Gibbs (Skipper) (4), M. McCormick (3), G. Knightly (1).



**STRIPROLL-GEELONG (3) — G1**  
**LOA 12.5 m; IOR RATING**  
**Designer: Bruce Farr (NZ)**  
**Type: Farr 40**  
**Owner/charterer: Ray Abikhair**  
**Club: Royal Geelong Yacht Club, Vic**

Originally named Prime Suspect, this Farr 40 is racing under a commercial name following changes to IYR 26 (advertising). The yacht has also been extensively optimised by Bill Dodds of Zulu yachts and owner Ray Abikhair expects her performance to rating to be vastly improved in this year's Sydney-Hobart.

**Crew:** R. Abikhair (Skipper) (3), A. Neilson (Navigator) (2), B. Carnall (2), B. Case (1), M. Kelly (3), B. Kennet (1), K. Murphy (1), C. Swan (2), B. Underwood (2), D. Williams (2).



**THE ROPERUNNER (5) — S 4499**  
**LOA 12.19 m; IOR RATING**  
**Designer: Bruce Farr (NZ)**  
**Type: Farr 40**  
**Owner/Charterer: Peter Robinson**  
**Club: Royal Melbourne Yacht Squadron, Vic.**

Peter Robinson won Division D of the 1982 Sydney-Hobart with Pirra and then bought The Roperunner from her New Zealand owner. In the 1986 race The Roperunner was in front of class winners Paladin and Another Concubine when the relief helmsman "chinese gybed" the boat. An extremely quick boat downwind, her windward speed has been improved this season by .15 to .2 knot in all wind strengths as a result of sail development.

**Crew:** P. Robinson (Skipper) (5), S. Grain (Navigator) (2), P. Brazier, C. Calrkie (2), M. Cameron, J. Fletcher, P. Greenwood, A. Nicholson, S. Vallings (1), M. Whiteman (1).



**THUMBS UP (2) — M1**  
**LOA 11.87 m; IOR RATING 30.49**  
**Designer: Adams/Radford (Aust)**  
**Type: One Tonner**  
**Owner/charterer: Tony Rowland**  
**Club: Mersey Yacht Club, Tas**

Thumbs Up sailed as a member of the 1985 Tasmanian Southern Cross Cup team — the first northern yacht to gain a place in the state team — and was trialling again for the 1987 team, having been optimised and sailing with an experienced crew. The Tasmanian team was due to be announced in late November.  
**Crew:** T. Rowland (Skipper) (3), G. Prescott (Navigator) (7), M. Grainger (10), R. Howlett (17), I. Beattie (6), B. Batt (2), D. Brennan (3), J. Gifford (4), D. Bailey, R. Grilles.



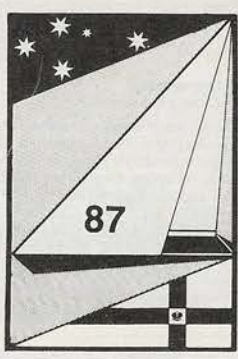
**WILD OATS (2) — KA 4343**  
**LOA 13.1 m; IOR RATING**  
**Designer: Bruce Farr (NZ)**  
**Type: Farr 43**  
**Owner/Charterer: Bob Oatley**  
**Club: Royal Sydney Yacht Squadron, NSW.**

A near sistership to Drake's Prayer, she was a contender for a berth in the 1985 and 1987 Australian Admiral's Cup teams, but never quite matched it with the One Tonners and the later Farr Designs. However, she did well in the 1986 Sardinia Cup in the Mediterranean, finishing a most creditable 7th overall for wine industry leader Bob Oatley.  
**Crew:** R. Oatley (Skipper) (8), G. Gietz (7), D. Blanchfield, L. Carter, L. Jamison, M. Heenan, H. Brodie, G. Cassidy, P. Ryan, J. Lloyd.



**TURKEY SHOOT (4) — TYC 1147**  
**LOA 12.225 m; IOR RATING 30.10**  
**Designer: Ron Holland (IRE)**  
**Type: Masthead Sloop**  
**Owner/Charterer: A.B. & M.C. Hutton**  
**Club: Tamar Yacht Club, Tas.**

Previously known as Mululu, Turkey Shoot has competed in 4 previous races with fairly good placings. The new owner and crew are all experienced Bass Strait sailors who should be capable of producing another good result.



**WITCHCRAFT II (1) — 4087**  
**LOA 12.2 m; IOR RATING**  
**Designer: Bruce Farr (NZ)**  
**Type: Farr 40**  
**Owner/Charterer: Bruce Staples**  
**Club: Southport Yacht Club.**

Although he lives on Pittwater, owner/skipper Bruce Staples will be sailing to Hobart under the burgee of Southport Yacht Club as a member of the Queensland team in the AWA Southern Cross Cup. Witchcraft II has had outstanding success in Queensland waters over the past years, winning the XXXX Ocean Classic and the Australian Airlines Brisbane-Gladstone race.

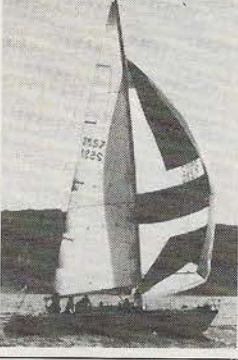
**Crew:** B. Staples (Skipper) (3), I. Tringham (4), B. Ellis (3).



**UPTOWN GIRL (10) — 4182**  
**LOA 12.5 m; IOR RATING**  
**Designer: Doug Peterson (USA)**  
**Type: Two Tonner**  
**Owner/Charterer: Rod Winton**  
**Club: Royal Sydney Yacht Squadron**

This will be the 11th Sydney-Hobart race for this much travelled 41-footer and the sixth for owner Rob Winton. Last year Winton achieved the yacht's best performance with a second in Division A, IOR. Uptown Girl also won the Illingworth division of the CYCA's 1985 LOPS pointscore.

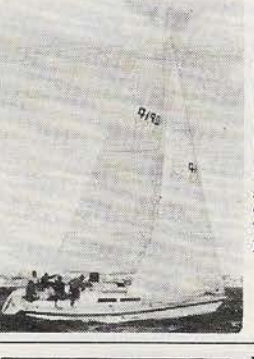
**Crew:** R. Winton (Skipper) (5), R. Barren (Navigator) (5), T. Glover, J. Saunders, M. Russell, W. Wheels, A. Samuels.



**WITCHDOCTOR (3) — 2557**  
**LOA 12.80 m; IOR RATING 31.47**  
**Designer: Laurie Davidson (N3)**  
**Type: Two Tonner**  
**Owner/Charterer: Rum Consortium**  
**Club: Cruising Yacht Club of Australia, NSW**

Previously the well-performed Sweet Caroline and a Clipper Cup team yacht, this powerful Davidson-designed 42-footer is now owned by a syndicate of members of the CYCA headed by Maurice Cameron. One of their major claims to fame is that Cameron and other crew members are said to have created that notorious Hobart race drink — "Mutton Bird Repellent" — overproof rum and bitter lemon — drunk whilst warm.

**Crew:** C. Barter (13), M. Cameron (13), D. Parkes (9)



**WHY NOT (0) — 4190**  
**LOA 11.66 m; IOR RATING**  
**Designer: Bruce Farr (NZ)**  
**Type: Farr 11.6**  
**Owner/Charterer: Tony Robertson and Kerrie Rowsell**  
**Club: Middle Harbour Yacht Club, NSW.**

One of the popular production Farr 11.6s built in Adelaide by Binks Yachts, Why Not has not sailed many miles although she did compete in the 1986 Sydney-Mooloolaba. This will be the first Hobart race for yacht and owner/skipper.

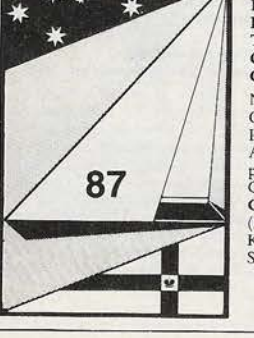
**Crew:** T. Robertson (Skipper), K. Rowsell (Navigator), T. Carroll (Navigator), F. Nelson, R. McAdum (1), M. De Maria.



**WOOLLOOMOOLOO (3) — 1700**  
**LOA 15.83 m; IOR RATING**  
**Designer: M. Bigoin**  
**Type: Staysail schooner**  
**Owner/Charterer: Peter Geddes**  
**Club: Royal Sydney Yacht Squadron, NSW.**

If one was looking for the most comfortable yacht in which to sail to Hobart, Woolloomooloo would take a lot of beating. This fine-looking staysail schooner spent her first four or five years cruising the Mediterranean, crossing the Atlantic with the RORC Trans-Atlantic Race. After cruising the Caribbean she sailed to Australia via Tahiti. Now she's heading to Tasmania for the first time.

**Crew:** P.J. Geddes (Skipper/Navigator) (3), M.P. Geddes, L. Geddes, L.M. Morris (6), M. Morris, V. Morris, J. Keown (8), K. Laker (8), J. Hodges (3), W. Erickson, P. Trayner, T. Allen.



**WILD FIRST (0) — YC 258**  
**LOA 13.37 m; IOR RATING**  
**Designer: Groupe Finot (France)**  
**Type: Production One Tonner**  
**Owner/Charterer: Mario Minuzzo**  
**Club: Cruising Yacht Club of South Australia, SA**

Newly launched Beneteau First Class 12, designed by the Groupe Finot, Wild First is a production version of Phoenix which was the topscoring boat in the 1985 Admiral's Cup. Minuzzo campaigned his new boat for a place in the South Australia team for the Southern Cross Cup.

**Crew:** Mario Minuzzo (Skipper) (2), Rob Harrison (Navigator) (3), Patricia Minuzzo (2), John Jeffery, Jeff Keough, Scott Keough, Mike Degatardi, Mal Higgins, Scott Williams, Mark Dayman.



**WRINKLES (1) — b 99**  
**LOA 10.05 m; IOR RATING**  
**Designer: Dick Carter (USA)**  
**Type: Carter 33**  
**Owner/Charterer: Bob Story**  
**Club: Blairgowrie Yacht Squadron, Vic**

Named for a reason, Wrinkles' six crew have skipped their own boats at different times and have a cumulative sailing experience exceeding 120 years — and that's not mentioning their individual ages. Skipper Bob Story says Wrinkles' racing record is "nothing spectacular — but improving". Perhaps with age!



**DRAKE'S PRAYER (2) — B 300**  
 LOA 13.1 m; IOR RATING  
 Designer: Bruce Farr (NZ)  
 Type: Admiral's Cupper  
 Owner/Charterer: Dick Cawse and Maurie Dent  
 Club: Cruising Yacht Club of Australia, NSW

Recently brought back from Victoria, the 1985 Admiral's Cup team member and controversial protest loser of the AWA Sydney-Hobart race the same year, has been chartered to the United States as the third member of the US team in the Southern Cross Cup series, joining Sidewinder and Jubilation. Chartering skipper is expected to be Jaren Leet, an expatriate American yachtsman living in Hong Kong.



**VENTURE I (1) — V 50**  
 LOA 12.19 m; IOR RATING  
 Designer: German Frers (Argentina)  
 Type: One Tonner  
 Owner/Charterer: Max Ryan  
 Club: Vaucluse Yacht Club, NSW

Formerly the Victorian One Tonner, Joint Venture, this yacht was reserve for the 1987 Admiral's Cup team. With owner Ron Elliot launching a new boat, she was put on the market and has just been bought by Vaucluse Yacht Club commodore Max Ryan who had already entered his Farr 1106, Crackerjack.  
 Crew: M. Ryan (Skipper), I. Thornton (Navigator), M. Spies.

## Bennett in Focus

**T**HE official photographer for the Sydney-Hobart annual, Tasmania's Richard Bennett, will take to the air again this year to cover his 15th consecutive Sydney-Hobart race.

By the time the last yacht crosses the line at Castray Esplanade in Hobart, Bennett will have taken some 1600 colour shots of the fleet in what has become a refined logistical exercise planned with his pilot, Nick Tanner, manager of the Hobart aviation company, Tasair. Tanner has flown photographers, TV and press over 31 consecutive Sydney-Hobarts.

They will have flown more than 35 hours in three aircraft, a twin-engined Aero Commander for Bass Strait and two Cessna 172s for the NSW and Tasmanian coasts.

Each yacht will have been photographed at least once during the race, although it is Bennett's aim to photograph each boat at least once a day where possible.

A co-pilot flies with them, colour coding each yacht being photographed so that a running tally is kept of the frequency of shots, weather conditions and therefore sails being used.

## Crayfish Derby Gets New Look

**T**HE traditional Spring Bay Crayfish Derby will be held on January 4, 1988, once again being conducted by the Spring Bay Boat Club in association with the Eastcoaster Resort.

For the past three years the event was run by other organisations, and members of the Spring Bay Boat Club are working hard to restore its image as a fun regatta for the yacht crews on their return voyage to home ports after the race to Hobart.

The Eastcoaster Resort are providing a variety of sponsorships and, most importantly, providing a guarantee of other facilities, free use of moorings, all drinks (other than in the restaurant) at bar prices, all bottle sales (other than in the restaurant) at bottle-shop prices.

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## Sydney-Hobart – 1946

ONE of the most famous yachts to have raced in the annual Sydney-Hobart Race is the *Morna*, a magnificent 19.8 metre cutter designed and built in Scotland in pre-war years. Long retired from racing, she can still be seen out on Sydney Harbour for the start on Boxing Day, her classic hull lines standing out among the modern yachts, still carrying the original sail number "4" on her huge mainsail.

*Morna* raced to Hobart for the first time in 1946, the second Sydney-Hobart, under the command of her then owner, the late Sir Claude Plowman, taking line honours for the first of many times.

As *Morna*, she led the fleet across the line off Hobart's Battery Point in 1946, 1947 and 1948 and later, renamed *Kurrewa IV* and owned by Livingstone brothers, eccentric graziers from South Australia, she got the gun in 1954, 1956, 1957 and 1960 – a record unlikely ever to be eclipsed.

Her elapsed time of three days 18 hours 30 minutes 39 seconds for the 630 nautical miles in the 1967 race was to stand for five years until bettered by the American maxi yacht *Ondine* in 1962.

Back in 1946, when Australian ocean racing was in its infancy, *Morna* took 5 days 2 hours 53 minutes 33 seconds for the course. However, her crew of 15 were well prepared for a long time at sea, in fact, when they sailed from Sydney on Boxing Day, 1946, they had enough food and stores aboard for a possible four weeks at sea – taking into account the cruise home from Tasmania.

The Cruising Yacht Club of Australia recently was presented with an historical document – "Extracts from the Log of *Morna* – Sydney-Hobart Race & Return Cruise, 26th December, 1946 – 17th January, 1947".

Compiled by an unknown member of the crew – there were many famous names associated with early Sydney-Hobart races among the 15 who set sail from Sydney. The Log is a fascinating document of early ocean racing off the Australian East Coast. The Log records the preparations for the Great Race, how each crew member was allotted specific duties, ranging from checking the sails and gear to victualling the 65-footer.

Sailing master aboard *Morna* on this and many subsequent ocean race was one of the great characters of early offshore racing, the later Ronald (Rubber) Kellaway. Also aboard were the three Robertson brothers, Ron, Don and Doug.

To Doug and Don fell the task of checking the hulls and spars, with the instruction "to see that all necessary stores that might be required for any repairs to hull, together with tools (nails, screws, whitelead, canvas etc)

were on board." Ron Robertson, the designated cook, was in charge of victualling, and his list of stores taken aboard for the 1946 Sydney-Hobart would fascinate the owner/skipper of any modern day ocean racer where weight saving is considered of vital consideration.

Robertson outlayed 63 pounds two shillings and eleven pence on food and stores and a further twenty six pounds 12 shillings and fivepence on beer and spirits, according to documents with the Log of *Morna*. All of this was subsequently apportioned between the entire crew, taking into account the number of days spent aboard.

Liquor was apportioned taking into account the days spent on board and also "the fact some members were teetotal".

Skipper Claude Plowman (he was

knighted later for his services to industry and his home State of Tasmania) got off quite lightly with a total cost of five pounds one shilling and tuppence – but then he flew home to Sydney because of illness, instead of sailing. By comparison, the navigator, Capt Livesay, Rubber Kellaway and six other crew members obviously ate and drank well aboard *Morna*, their bill totalling eight pounds one shilling and fivepence.

Edwin Bryden-Brown, presumably the youngest and a teetotal member of *Morna's* crew, had a liquor bill of eight shillings and eightpence, which was, according to the Log, one share of the total cost as being ship's share for entertaining guests aboard in Hobart. (*Morna's* postrace cocktail party became one of the traditions of Constitution Dock).

### Extracts from the Log of "MORNA"



#### SYDNEY - HOBART RACE & RETURN CRUISE

26th December, 1946 – 17th January, 1947

The following are extracts from The Log of the cutter *Morna* on her first race to Hobart in 1946, the first of many, together some postrace comments by the unknown author under the title of "Not in the Log".

The list of Food and Stores refers to the cost of beer and spirits, but does not specify the quantity of type carried aboard. But having many years later sailed aboard *Morna* with Sir Claude Plowman and Rubber Kellaway (and others) I would assume that rum was a stable part of the crew diet on those cold and wet days and nights as *Morna* headed for Hobart - and back to Sydney.

## PREPARATION

**T**HE *Morna* was slipped a week prior to the race and carefully examined to see if all was well underneath and she was given a good coat of antifouling paint.

A considerable amount of thought was given to the preparation for the race and the crew of fifteen was divided into parties as follows:

**GEAR ETC:** R. Kellaway, D. Higgins, R. Robertson, P. Wessels, H. Amos, E. Bryden-Brown.

Duties: To check all gear, running and standing, ground tackle, all sails, together with the halliards and strops belonging to them; to see sails to be used on the trip were properly stowed and that all surplus gear was put ashore; to see that the bosuns store was complete, with all spare shackles in working order and greased, and that supplies of marlin, sewing twine, needles palms etc. were on board.

**HULL & SPARS:** G. Evans, D. Robertson, R. Robertson.

Duties: To see that all necessary stores that might be required for any repairs to hull, together with tools (nails, screws, whitelead, canvas etc.) were on board, also to see that life lines were properly rigged and that deck leads were clear; to arrange for stowage of dinghy and to see that covers for skylights and forehatch were fitted.

**VICTUALLING ETC:** R. Robertson, W. Bailey, P. Wessels.

Duties: To make a complete list of victualling requirements (and here provision should be made for a possible stay at sea of 4 weeks and tinned foods shipped accordingly): to see that cooking stove was set up and that sufficient fuel was carried for primus and stove; to check up on cooking utensils, crockery, cutlery, linen etc. with special emphasis on fresh water.

**NAVIGATION:** Capt. Livesay, D. Higgins, T. Gray, D. Lavery, E. Bryden-Brown.

Duties: To see that all navigation requirements such as charts, instruments, log etc. were checked and on

board: to see that all signal gear, lamps, flags etc. were checked and on board; to check navigation lights and have flares on board; to ascertain full details of when weather reports were to be given over the radio (particularly from Hobart) and to make full enquiries re the aircraft and service weather information checking on time and wave length; to see also that medicine chest was fully stocked up.

**ENGINE ROOM:** D. Robertson, H. Amos.

Duties: To see that engine room was complete with necessary tools, oil, grease and fuel (tanks to be filled and shut off for use in emergency only). To check all fire extinguishers on board.

**WATCHES:** It was decided, after very considerable thought had been given to the question, that the crew of 15 should be divided into two watches of six hands each, the skipper and cook not keeping a regular watch. The two watches were to work 6 hrs. on and 6 hrs. off, and to divide the afternoon watch of 6 hrs. into 2 watches of 3 hrs. each. By doing this, the watch which had the 8pm to 2am one night would keep the 2am to 8am the next night.

Whilst 6 hrs. on might appear long, it worked very satisfactorily as ordinarily only two hands were required on deck

whilst all was going well and that meant that each watch could be further subdivided; quite often one or two out of each watch could go below for a break. Of course there were times when the whole crew was on deck but we found that this arrangement of watches was probably the best.

It can be seen that there was plenty to do before we were ready for the start.

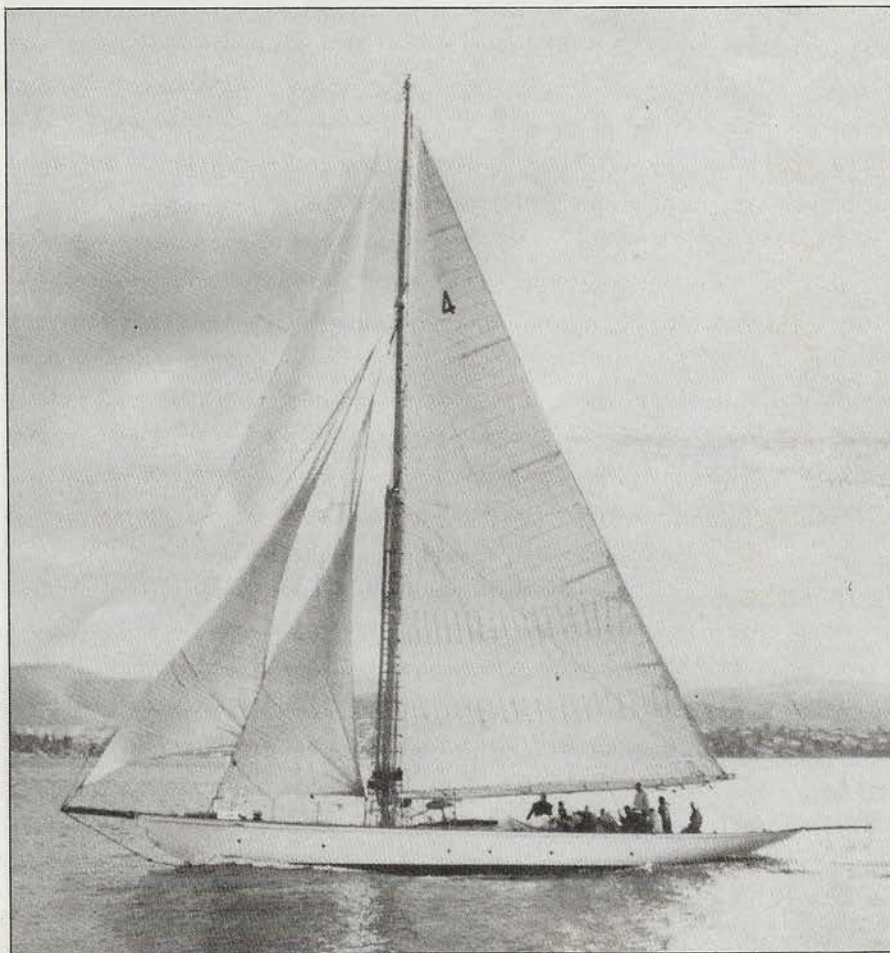
The victualling committee did their job remarkably well and the stores started to arrive on board on the 24th December and were stowed as they arrived.

In view of the quantity and weight they were stowed with due consideration being given to an even distribution of weight.

The list of stores carried is shown in Appendix "D" in the hope that it may be of future use. Suffice it to say we lived very well throughout the trip.

Bread (preferably in sealed paper) tinned butter (unfortunately limited to the coupons available), biscuits, greens, tomatoes, fresh and tinned fruit, crispies

*LATER picture of Morna, when, as Kurrewa IV, she took line honours in the 1957 Sydney-Hobart. She did once more in 1960, her last Hobart raace. (Reprinted from "The Sydney-Hobart — My 21 Years" by Brian Curtis).*





and of course eggs and tinned and powdered milk, were amongst the most important items.

## THE RACE

The weather the day of the race was glorious and from early morning Rose Bay was a scene of great activity with the Yacht Pier crowded with people. A number of the yachts had been anchored in Rose Bay.

Just prior to leaving for the start, a very nicely chilled bottle of champagne was produced and we all drank good luck to *Morna*.

We cast off shortly after 10 a.m. and sailed to the vicinity of the starting line. There was just a light breeze blowing and the nineteen starters were milling

about endeavouring to get a good start.

The sight was a glorious one, as it appeared that everything that could float was out on the Harbour. Every vantage point was crowded.

We managed to get a perfect start. The yacht *Saga* broke the line ahead of us but we immediately took the lead, which we held throughout the race.

Up until 8 p.m. the first night, the wind was light, ENE to NE, and we logged 45 miles, an average speed for the first 9 hours of 5 knots. It was enough to enable *Morna* to draw ahead of the other yachts.

Unfortunately the wind gradually fell away to nothing during the night and in the morning there was a very dense fog and still no wind. From 8 p.m. to 11 a.m. (15 hours) we only logged 34

miles, and for part of that time we were becalmed.

This was not at all heartening as we in *Morna* were hoping for fresh breezes.

The fog lifted late in the morning and we sighted five yachts astern. The leader of these we identified through glasses as *Defiance* and it took us until that evening to lose sight of her.

At 4 p.m. the barometer had fallen slightly and the wind freshened from the NNW to about Force 4 and rain began to fall.

Montagu Island light was abeam, distant about 6½ miles at 9.50 p.m. that night. This was to be our last sight of land until we sighted Tasmania, although at that time our intention, or rather our hope, was to make our departure from Green Cape or Gabo.

The wind by this time was inclined to veer to the Eastward but it was still fair and we carried a good breeze throughout the night but at 5 a.m. next morning the rain came down in torrents.

At 6 a.m. our dead reckoning position was 12 miles due east of Gabo. Visibility was practically nil.

The ship *Iron Baron* northward bound passed us very close. We did not see her until she was practically abeam of us. She was only yards away and evidently she was just as surprised to see us for she commenced her fog signals after passing us.

The wind was still fresh and we were extremely unfortunate at 7 a.m. to have our spinnaker pole carry away. It snapped about 8 feet from the inboard end, but fortunately no damage was done to any sails or gear, when it carried away, and repairs were effected very quickly. We end-for-ended the pole, shaping the thinner end to fit into the bell socket on the mast. The accident deprived us of some useful length of spinnaker pole hower.

By 11 a.m. the race having been in progress for 48 hours, we had logged 261 miles.

In the latter 24 hours we had logged 182 miles. This was *Morna's* weather.

During the afternoon the wind was very shifty and inclined to decrease — but it was still favourable.

The barometer, however, was showing the signs of a change and we reckoned we were in for a blow from the West.

This was confirmed later by the weather reports broadcast at 6 p.m. which told of the approach of Westerly gales.

The sky was very threatening and as black as ink and at 10 past 9 it was decided to put a reef in the mainsail and to take the jib off.

When we started to put the reef in there was practically no wind — the calm before the storm.

This reef took off about 6 to 7 feet from the foot of the sail, and as the

# THREE DAY FARE FOR SOVEREIGN CREW

**W**HEN *Morna* sailed from Sydney on Boxing Day, 1946, she carried aboard enough food and stores (and grog) for a total of four weeks at sea, much of it tinned food, for the 15 man crew.

By comparison, the largest yacht in the 1987 AWA Sydney-Hobart fleet, Bernard Lewis' *Sovereign*, will have aboard enough food for three days only. And no grog!

*Morna's* food bill for the voyage to Hobart and return totalled 63 pounds two shillings and eleven pence. *Sovereign's* food bill for just three days to feed the 24 crew exceeds \$1000.

This is *Sovereign's* victualling list for the 1987 race to Hobart:

## MEAT

8 roast chickens  
26 T-bone steaks  
2 legs ham  
7kg chicken pieces  
52 rashers bacon  
78 party meat pies  
78 party sausage rolls  
7 large steak & kidney pies  
8kg topside roast

## FRUIT

160 small potatoes  
78 tomatoes  
104 apples  
78 oranges  
6 lettuces  
4kg frozen peas  
4kg frozen carrots

## CEREAL

9 loaves bread  
52 bread rolls  
78 blueberry muffins  
78 Brooks biscuits  
7 large blueberry pies

7 large apple pies  
7 large apricot pies

## GENERAL

10 cases of soft drink  
6 large bottles sauces  
1 large mustard  
500 tea bags  
3 large bottles coffee  
2kg sugar  
10 kg snacks  
78 Mars bars  
4 boxes matches  
8 rolls toilet paper  
2 litres detergent  
1 20kg gas bottle  
4 packs of garbage bags  
4 litres disinfectant  
24 large tinned fruit  
24 large tins chunky soup  
1 bottle aftershave for hot towels  
6 rolls paper towels  
6 large cans baked beans (as they had aboard *Morna*)  
10 pkts instant potato  
10 pkts of cuppa-soup

## DAIRY

13 doz eggs  
15 litres orange juice  
3 kg margarine  
5 litres milk  
5 litres custard  
6 litres ice cream  
3 cans whipped cream  
4 kg cheese

Total cost: \$1000.00 (approx).

Note: *Sovereign*, of course, has a deep freeze and refrigerator. The best *Morna* ever had was an icebox.

## THE CREWS:

*Morna*: 15  
*Sovereign*: 24

mainsail we used was our cruising sail, which was about 8 feet shorter in the hoist than the racing sail and smaller in the foot, it can be seen *Morna* reduced sail considerably. The judging of the time to reef was perfect as the last reef point had just been tied in when the wind hit us and we were off.

The wind was from the West and *Morna* scurried off with eased sheets and was making good weather of it, in spite of the viciousness of the storm.

This first blow was short lived but there was no doubt about it now — we were in for a dusting.

We took the staysail off and set a storm jib and made certain all was ready for lowering away very quickly if necessary.

Shortly after midnight the gale hit us and we had plenty of wind then. It was deemed advisable to ease the mainsail down another few feet. The topping lifts having been fitted with lazy jacks the sail was settled into these.

*Morna* was flying now but we were still on our course.

At 4.20 a.m. we sighted the S.S. *Ormiston* about ½ mile dead astern of us. We were tearing along and it took the *Ormiston* quite some time to catch up to us, pass us, and draw out of sight ahead. The visibility at this stage was very bad — probably no more than ½ mile.

Seeing the *Ormiston* was very reassuring, to the Navigation Department particularly, as we had seen nothing since leaving Montagu Island and although we, of course, were not permitted to check our position with *Ormiston*, we reckoned she would be on the course we hoped we were making i.e., the shortest.

As we had not been sighted by the patrolling liberator, nor reported by any shore stations, we flashed a signal to the *Ormiston* asking her to report us all well.

We found out later that the Captain of *Ormiston* immediately reported us by wireless and we were very grateful for this, as the wireless reports we were receiving of the race were rather vague and we thought might be causing some unnecessary anxiety.

One of the *Ormiston's* passengers, a charming young lady persuaded the officer of the watch, to send a loving message to our Don Juan, but our Signaller's ability was very limited and he was too cold to carry on the pretty exchange of messages from our end.

At 8a.m. the wind increased and we lowered the mainsail still further. By 11a.m. the end of third 24 hours out, we had logged 428 miles making our third day's run 167 miles.

Had we carried this good breeze throughout the 24 hours we would have set a very good record but the earlier part had been fluky and light.

We were now approaching the Tasmanian Coast and at 4.35 in the

afternoon we sighted land ahead and identified it as near the Lemon (Forestier) Light on Freycinet Peninsula.

This was grand because it was where we had hoped to make our landfall and was mainly due to the ability of our helmsmen, who sailed the courses set.

Apart from during the first 24 hours we apparently experienced no undue sets or currents. If there were any then over the whole passage they were compensated.

The wind had eased as we approached the Island and being in the lee of Tasmania the seas were very slight.

At 5 p.m. we shook the reef out and hoisted the mainsail and set the stay sail and jib top sail.

Unfortunately the wind decreased until at 9 p.m., we were becalmed and from then until 11 a.m. next day we logged only 20 miles. Part of that time we were drifting to the Northward.

The 98 miles for the last 24 hours was very disheartening after the two previous runs of 167 and 182 miles.

It looked very grim until 12 o'clock when the breeze started to come in from the South East and although only light it

## APPENDIX 'A'

### CREW

Claude Plowman	Skipper
Captain Livesay	Navigator
Ron Robertson	Cook

### PORT WATCH

R. Kellaway (Sailing Master)	
D. Higgins	Doug. Robertson
E. Bryden-Brown	
P. Wessels	D. Lavery

### STARBOARD WATCH

Don Robertson	T. Gray
B. Bayley	G. Evans
H. Amos	R. Serbutt

was a definite improvement and we were able to set our big bowsprit spinnaker.

This breeze was very shortlived, however, and between 1p.m. and 8 p.m. we had another calm spell.

However, shortly after 8 p.m. the wind started to come in from the NSW

## APPENDIX 'C'

### FOOD and STORES

<b>Tinned Meats</b>		Condensed	6 tins
Pork Sausages	3½ doz.	<b>Cordial</b>	
Beef Steak Pudding	3½ doz.	Assorted	12 bottles
Corned Beef	4 doz.	<b>Chocolate</b>	
<b>Tinned Vegetables</b>		In ¼ lb. blocks	30 lbs.
Peas	1 doz.	<b>Fresh Food</b>	
Beans	1 doz.	Tomatoes	2 small cases
<b>Tinned Soups etc.</b>		Lettuce	1 case
Assorted Soups	2 doz.	Oranges	1 case
Steerex	6 bottles	Apples	1 case
<b>Tinned Fruit</b>		Bananas	1 case
Assorted Fruits	4 doz.	Potatoes	40 lbs.
Jam	18 lbs.	<b>Bread</b>	
<b>Cheese</b>		12 double loaves at start and on return,	
1 lb. tins	21 tins	then 3 daily in port.	
<b>Biscuits</b>		<b>Bacon</b>	1 side
2 lb. tins Lifeboat Biscuits	10 tins	<b>Eggs</b>	
Sao Biscuits	13 lbs.	1 case at start	
Marie Sweet Biscuits	4½ lbs.	1 case for return	35 dozen
<b>Butter</b>		<b>Groceries etc.</b>	
Mostly in tins	24 lbs.	Toilet Paper	1 dozen
<b>Sugar</b>		Soap	1½ dozen
<b>Tea</b>		Rinso	1 dozen
<b>Coffee</b>		5 lbs.	Methylated Spirits
<b>Pickles, Sauces etc.</b>		5 lbs.	8 gallons
Tomato Sauce	10 bottles	Kerosene	8 gallons
Pickled Onions	3 jars	Matches	6 dozen
Mixed Pickles	3 jars	<b>TOTAL COST</b>	
Curry	2 lbs.	<b>FOOD and STORES</b>	£63/2/11
Vinegar	2 bottles	<b>BEER and SPIRITS</b>	£26/12/5
Salt	4 lbs.	<b>SUNDRIES</b>	
Pepper	1½ lbs.	Telegrams	
<b>Flour</b>		Batteries	
Plain	8 lbs.	Film	
Cornflour	2 lbs.	Sandpaper	
<b>Cornflakes, Crispies</b>	12 large pkts.	Lifbelts	
<b>Milk</b>		Cocktail Party	
Powdered	12 lbs.	and Sundries	£13/2/4
		<b>TOTAL COST</b>	£102/17/8

and this time it looked like lasting. We sighted Tasman Light, the turning point, at 9.45 p.m. and it was abeam at 3.17 a.m. next morning and we had to beat up the Bay past Cape Raoul.

Having entered the Bay the wind came from ahead and we had to beat up to Hobart.

We crossed the line at 7 minutes to 2 having taken 5 days 2 hours 53 minutes on the trip.

The reception we received in Hobart was amazing. The whole town appeared to be waiting for us and as we crossed the finishing line, the firing of the finishing gun was the signal for an outburst of cheering and the blowing of whistles.

We learnt later that traffic was absolutely disorganised on the waterfront and we could quite believe it.

We were allotted a berth in the Marine Department Dock and on tying up were boarded by hundreds of people amongst whom were movie cameramen, press photographers and reporters.

The facilities of the town were placed more or less at our disposal — in short we were granted the freedom of the city.

Owing to some uncertainty in the minds of everybody as to how the handicaps worked we were anxiously endeavouring to work out how much time we would need to have up our sleeves to win the handicap.

We thought we were safe, but *Christine* and *Saga*, unfortunately for us, arrived within their handicaps and we only gained third place in the Handicap Race.

After being in *Morna*, one of the largest of the competing yachts, we all were quite satisfied that the *Christine* and *Saga*, the two smallest ships in the race, fully deserved their places.

Their's was a grand performance, and the results show that the handicapping by formula worked out very well.

In spite of all the careful preparation for the race we are quite certain that our performance can be improved on and

## APPENDIX 'B'

### CONTESTANTS

Name	Description	State	Handicap Factor
Active	Bermudan Cutter	Tas	.7980
Christina	Bermudan Cutter	NSW	.6625
Connella	Gaff Ketch	NSW	.7377
Defiance	Gaff Cutter	NSW	.8180
Fegmhr	Gaff Yawl	NSW	.6930
Ilex	Gaff Ketch	NZ	.8080
Kalua	Bermudan Ketch	Tas	.6614
Kurrawa III	Bermudan Ketch	Vic	.8235
Matthew Flinders	Bermudan Ketch	Tas	.8071
Merlan	Bermudan Cutter	Vic	.8610
Mistral	Gaff Schooner	NSW	.8750
Morna	Bermudan Cutter	NSW	.9104
Saga	Bermudan Sloop	NSW	.7161
Sirius	Staysail Schooner	NSW	.7900
Southern Maid	Bermudan Cutter	Tas	.7910
Tradewind	Bermudan Sloop	NSW	.6960
Unis J	Bermudan Ketch	NSW	.6610
Wayfarer	Bermudan Ketch	NSW	.6980
Winston Churchill	Bermudan Cutter	Tas	.7722

plans are already being formulated for next year's race which from the indications and information in Hobart and Sydney will be a greater race even than this one.

### NOT IN THE LOG

Having covered the race itself in purely a progress report style several incidents worthy of recording might be mentioned.

A record was probably broken by *Morna* on this trip in that not one of the fifteen members of the Crew missed a meal. This was to no small degree because the weather was such that one was gradually broken in.

Starting in such glorious weather and gradually working up to the blow in the Straits is obviously much better from the comfort point of view than poking one's nose straight into bad weather at the start.

The only casualty on the way down as Tony Gray who, somehow or other, contracted a poisoned foot which put him out of action towards the latter part of the race and necessitated his being carted off to hospital on arrival in Hobart.

"Admiral" Bayley managed to get his fingers badly bruised when the jib went over the side and it looked pretty serious until "Doctor" Higgins poured a double headed whisky into the patient. Quite the wrong thing to do according to the book of rules, but obviously the correct thing here because the Admiral immediately began to take an interest in life once more.

Captain Livesay and our Sailing Master Kellaway had an absolutely certain cure for squalls and it is not quite settled yet as to whether it had to be taken as a

preventative medicine or a cure. At any rate it was agreed that in the long run they broke about square with George Evans probably just a medicine glass behind.

The Navigation Department, as is customary, had to put up with innumerable questions and at times one would have thought the Crew was composed of Engineers, the poor opinion they had of this Department.

The determination of our landfall certainly caused a long and loud discussion, but these discussions will always occur.

Keen competition between the Port and Starboard watches as to who would log the best distance throughout, created much good natured argument and the sweep for the nearest estimate of actual time for the race was won and lost several times in the changing conditions.

It would be impossible to find a happier ship than *Morna* with her large crew of fifteen.

On tying up, several of the Crew, to escape the admiring multitude, walked ashore and here some adverse criticism might be made against the press.

A photograph was taken of those on board and this was published in the Sydney papers.

In one of these papers it was also mentioned that several of the Crew immediately the *Morna* berthed had gone ashore to a hotel for a drink.

The natural deduction was that the missing crew in the photograph were those who had adjourned to the Hotel.

What a price to pay for bashfulness! After cleaning both the ship and ourselves up, the majority went ashore and immediately sampled Hobart's hospitality.

## APPENDIX 'E'

### RESULT

	Actual Finishing Times					Adjusted Times			
	d.	h.	m.	s.		d.	h.	m.	s.
Morna	5	2	53	33	3rd	4	15	52	53
Mistral	5	18	51	41	5	2	57	42	
Defiance	5	19	19	25	4	17	58	—	
Matthew/F.	5	22	5	25	4	18	40	52	
South'n Maid	6	6	44	45	4	23	14	24	
Active	6	7	8	47	5	0	36	53	
Saga	6	9	52	—	2nd	4	14	11	22
Christina	6	18	51	15	1st	4	11	53	27
Trade Wind	7	1	3	—	4	21	37	58	
Kurrawa III	7	7	30	—	6	0	31	52	
Wayfarer	7	12	21	15	5	5	53	14	

The following retired or finished under power: Unis J, Kalua, Connella, Fegmhr, Merlan, Ilex, Winston Churchill, Sirius.

# How to Win a Hobart



NEWLY launched Davidson One Tonner, *Beyond Thunderdome*. Bob Fraser made the sails and will sail aboard as co-helmsman and tactician. Note the mainsail, constructed from five different materials to reduce risk of distortion because load in heavy winds and rough seas. (picture Bob Ross/Australian Sailing).

Editor Peter Campbell talks with international yachtsman and sailmaker Bob Fraser — who this year is planning to be aboard the winning yacht.

BOB Fraser and the little sloop *Audacity* missed winning the 1982 Sydney-Hobart race by just 1 minute 23 seconds — the race going to *Scallywag* by the closest corrected time margin in the history of the ocean classic.

In fact, the result could have been the other way but for *Audacity* carrying a spinnaker pole 20m too long — that meant a fractionally higher IOR rating and that was the difference between first and second overall.

The Sydney sailmaker and international ocean racing yachtsman recalled this incident to highlight his emphasis on preparation our interview on "How to win a Hobart".

"Preparation is the keynote to winning any race — preparation of the boat, the sails, the rig and gear, the crew and, of course, the rating. Everything must be optimised if you want to win in a race of the standard of a Sydney-Hobart," he stressed.

Fraser this year will be sailing his 10th Sydney-Hobart, but as has yet to be

aboard a winner. *Audacity* was the closest he personally has been involved.

However, he has made the sails for the last three winners of the Hobart — *Indian Pacific* in 1984, *Sagacious* in 1985 and *Ex Tension* in 1986 — all modern, light displacement fractional rigged sloops.

That in itself is quite an achievement in the highly competitive business of sailing.

Bob Fraser this year is sailing to Hobart aboard *Beyond Thunderdome*, one of several new One Tonners designed and built for the AWA Southern Cross Cup but also for the 1988 Kenwood Cup and One Ton Cup in the United States.

*Beyond Thunderdome* is a Laurie Davidson designed One Tonner owned by Sydney yachtsman Warren Johns. Fraser Sails have made the sails, Bob Fraser will be aboard as a helmsman and tactician.

Which posed the question: What does he consider the ideal boat to win a Sydney-Hobart?

"The One Tonners, yachts in the 30.5 foot IOR rating range, always seem to be competitive in any fleet," says Fraser, adding that this really extended to most

well-prepared and well-sailed yachts in the 27.5 to 30.5 rating range.

Fraser points to the results of the past three Hobarts — *Indian Pacific* and *Sagacious* were both One Tonners, *Ex Tension* a 37-footer rating 27.5. He adds that "you have to be fast to beat the other One Tonners and, of course, the new bred of 37-footers such as *Ex-Tension* and Three-quarter Tonners like *Singapore Girl*."

Fraser recalled that in the last Southern Cross Cup year (1985) some 20 One Tonners were "parked" off Cape Raoul. "It's the boats which can come out of a situation like that with the optimum speed/rating which will win the race."

There's a valid reason why One Tonners have dominated top results in major long offshore events in recent years, not only the Sydney-Hobart and Southern Cross Cup, but also the last two Admiral's Cups, the last Fastnet Race, and the 1986 Sardinia Cup.

"There has been a lot of development put into One Tonners of the past three to four years, probably more than for any other specific type of offshore racers — in design, hull construction, rigs and sails," says Bob Fraser. "One direct result is that they tend to attract the best crews, the top helmsmen and tacticians, and obviously they are sailed to their optimum."

Which raised the question that top sailmaker/yachtsmen like Bob Fraser must face every year — which client does he sail with in a major series like the Southern Cross Cup and the Sydney-Hobart. "It's always difficult for a sail loft, and I know Gary Appleby was

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disappointed that I didn't continue aboard *Sagacious V*, but pressure of business dictates that in general you should go with a new boat to give the loft an involvement," explains Fraser. "I decided this time to join Warren Johns with his new Davidson One Tonner, *Beyond Thunderdome*."

*Beyond Thunderdome* is one of the dozen or so Sydney yachts seeking a berth in, firstly, the Australian team or, secondly, the New South Wales team for the AWA Southern Cross Cup.

Fraser's Sails have produced the complete inventory for *Beyond Thunderdome's* campaign, by and large a similar inventory as that used by *Sagacious V*, which finished top Australian yacht and equal 9th individual boat in this year's Admirals Cup in England. The new boat has three No 1 genoas, a No 2, No 3, No 4, drifter and staysail, storm sails and four spinnakers.

The mainsail is built from five different materials to reduce the risk of distortion because of load in heavy winds and rough seas. "For the head area, the part of the sail subject to the greatest distortion, we have used a new zigzag Kevlar where the Kevlar runs at 6° on either side of the main threadline. This extends down to the third reef," Fraser explains. "The area below the reefs is standard woven 400 denier — Kevlar chosen for its tear strength and flex resistance.

Fraser says that the primary concern in selecting sails for a Hobart race is in building a mainsail which will last the distance. "Not that we have ever had a failure", he adds.

"But somewhere down the track you are bound to get 40 to 50 knots and if your mainsail goes you are right out of the race.

"The materials for a mainsail are chosen on weight, their ability to stop distortion, and for their reefing ability. Mind you, on a fractional rigged One Tonner the first reef doesn't go into until you're up to about 35 knots apparent."

Sail number limitations means that a



*THERE is seldom a situation when a nylon spinnaker does not fulfil the job, according to sailmaker Bob Fraser, illustrated here by Another Concubine.*

One Tonner can carry only three sails with an LP of over 110%. "For Hobart we will take aboard *Beyond Thunderdome*" two No 1's, the light and the regular, and a No 2," says Fraser. "The No 1 regular we can carry up to 18-20 knots, the No 2 from between 18-22 knots, changing down then to the No 3 blade.

"For this reason we have paid a lot of attention to the No 2. But we still think the most important headsail on a Hobart racer is the No 3. It must be strong and it must have good shape because it will be used possibly more than any headsail. The modern No 3 is called the 'blade', it's narrow and has a full hoist, it has to be straight in the back, and must be able to maintain its shape."

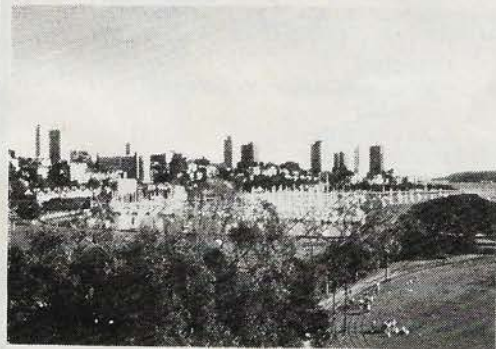
As far as spinnakers go, Bob Fraser is a firm believer in using 30/20 nylon, which is between a half ounce and three-quarter ounce cloth. This material was extensively used by the 12-metres, even in big wind ranges. Fraser Sails

have also cut a half ounce film spinnaker made of mylar and Kevlar, but Fraser says that in his experience there is seldom a situation when a nylon spinnaker does not fulfill the job.

Selection of the crew for any yacht aiming to win a Sydney-Hobart, or any other major long ocean race, is one that requires forward planning according to Fraser.

"Firstly, it is essential to decide in advance how you are going to run your watch systems," is his advice to any skipper or sailing master. "Examine the depth of the crew when it's broken down to watches.

"You might have a good day crew for short round-the-buoys races, but in a long race you must have two capable helmsmen on each watch and likewise a tactician and a trimmer. The mastman should be as familiar with working the foredeck as the bowman — and vice versa.



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"With a One Tonner, or smaller boat, every crew member must be versatile and competent in any role aboard. On larger boats where the navigator is swinging, he must be the liaison between the two watch captains and on every changeover there should be a progress report and strategy conference between the three.

"Having said all that, the skipper and sailing master must choose how they are going to sail the race. A lot of modern racing yachts are sailed without distinct watches, using three top helmsmen, with two up and one down below resting."

Preparation is the keynote of Bob Fraser's advice for any yachting campaign. "We just didn't have enough time at Cowes," he says. "And while the Australian team chosen for the Southern Cross Cup will have only 10 days to train together before the series starts, at least the three boats will be race tuned from the selection series."

As far as a general Hobart race campaign goes, his advice is to have the crew out on the water as much as possible before the big race. "Sail round the buoys, practising hoisting and dropping sails", he says. "Practice mainsail reefing, headsail changing, tacking, tacking and tacking.

"You'll see all the top boats doing this evening after evening and at weekends — and there are a hundred other boats and crews who should be going the same. With daylight saving there is no excuse not to be on the water.

"Out of 162 entries everyone has different goals in a Sydney-Hobart, but there no difference in preparation be a Half Tonner or a maxi yacht. Get out there and do pressure manoeuvres, concentrate on boatspeed and tactics, and you'll enjoy your Hobart race all the more — and get better results," is Fraser's sound advice.

"Fast reefing will be essential during the Hobart race, time and time again. Simplify your system. Aboard *Sagacious* we got it down to 40 seconds, with only one man leaving the weather rail.

"We have a Quikvang Strut to take the load of the boom, a good feeder system on the mast, the main halyard marked and going through two Spinlock jammers — locking the halyard at the mark in the aft Spinlock, and letting go the for'ard one. We using two self-tailing winches to pull down the reefing line and the luff tension line — all a one-man operation.

Bob Fraser says another obvious fault on many yachts is slow headsail changing. "Crews bring up the wrong sail, or can't find it below, or pull it out of the turtle the wrong way. Draw up a chart showing where each sail goes, the wind range to use it, and stick it on a for'ard bulkhead."

While the hotshot yachts in the Southern Cross Cup fleet will work on every tenth of a foot of rating, there is a less concerted effort by the average Sydney-Hobart competitor to optimise his rating — as was the case with *Audacity* in 1981.

"Some IOR owners and designers can get too carried away with reducing the rating, but on a long offshore race one-tenth of a foot of rating means about 4.6 seconds of time given for every hour the race takes", Fraser points out. "Over the duration of a Hobart, say four days for a One Tonner, that can total some seven-and-a-half minutes from just one-tenth of a foot of rating.

"If you have 30 One Tonners all bunching up off the Raoul for that final dash across Storm Bay and up the Derwent, that fraction of a foot of rating can mean the difference between winning and losing the Sydney-Hobart.

"A rating service is something we offer our customers and believe me,

from experience, I know it's worth while".

Above all else, however, it's the weather — wind, waves, and currents which ultimately decide the winner of the AWA Sydney-Hobart race. "Again, surprisingly, quite a lot of yachtsmen do not pay enough attention to the weather situations before and during a Hobart race," says Fraser. "After all, it is a 630 nautical mile race taking three to five days and the weather can change a lot in that time.

"Always obtain an East Coast current report and have a thermometer installed to monitor the temperature changes in the water on every watch change.

"As you get near to Bass Strait you can anticipate some change in the weather conditions. A weather fax is a great thing to have aboard, but if you don't, then monitor the weather reports and draw up a weather map yourself".

And the compass course to set for Hobart? "It's been said so many times, the best way to sail to Hobart is slightly East or West of the rhumbline", Fraser stresses. "But the real key is to sail the course closest to Tasman Light because there is always going to be a wind change as you sail down the East Coast of Tasmania.

"The classic example is *Indian Pacific* which was the fourth boat to finish and the overall winner of the 1984 Sydney-Hobart. They kept going to sea on a board that was always taking them closer to Tasmania. When the wind direction changed to the left, they were in the perfect position to lay Tasman."

Finally — Bob Fraser's selections for the 1987 AWA Sydney-Hobart race: *Sovereign* for line honours and the overall winner to come from the One Tonners — *Another Concubine*, *Beyond Thunderdome* or *Sagacious V* — but not necessarily in that order. The best outsider: *Madeline's Daughter*.

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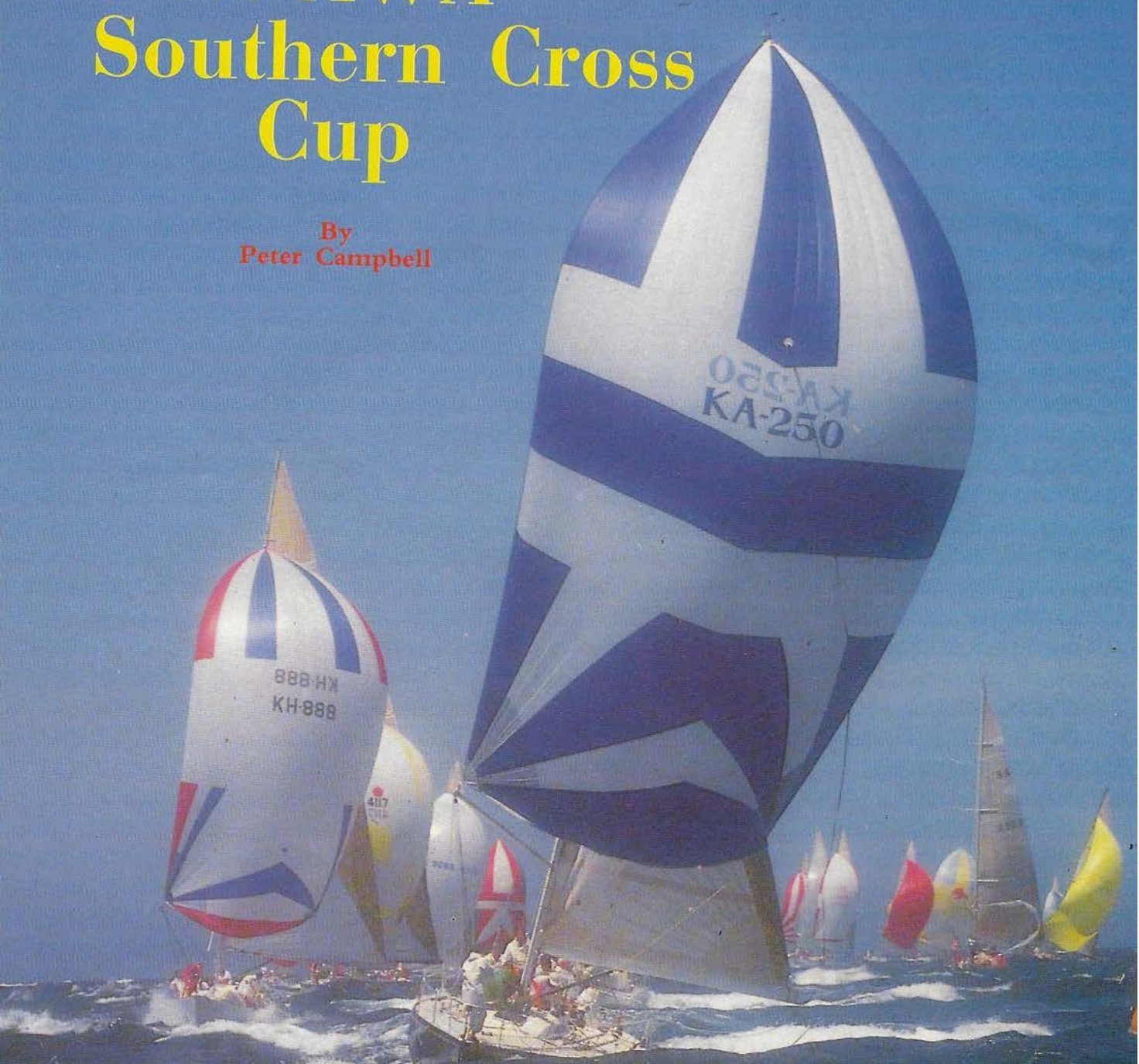
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# International Rivals In AWA Southern Cross Cup

By  
Peter Campbell



**B**RITAIN started it all with the Admiral's Cup, Australia followed with the Southern Cross Cup. Since then Italy had introduced the Sardinia Cup, in Hawaii there's the Kenwood Cup, while on the East Coast of the United States there's the Onion Patch Trophy.

Each event is an international offshore racing series for teams of three yachts, and over the years they have become the showplace of ocean racing design trends and techniques in hull construction, deck fittings and electronics and sails.

Each is a biennial event, and 1987 is the year for the running of the two

original international teams challenge series — the Champagne Mumm Admiral's Cup, sailed out of Cowes in England, and the AWA Southern Cross Cup here is Sydney. The 1987 Admiral's Cup was held in August, with New Zealand winning the trophy for the first time, with Britain second and Australia

third out of the nations. The AWA Southern Cross Cup, conducted by the Cruising Yacht Club of Australia, starts in Sydney on Monday, December 16, a five-race series that ends, like the Admiral's Cup, with a rugged long distance ocean race — the 630 nautical mile AWA Sydney-Hobart Race.

This will be the 11th running of the Cross Cup since it was introduced in 1967, the year that Australian yachtsmen upset the racing pundits of the Northern Hemisphere by winning the Admiral's Cup at their second attempt. Since then the Southern Cross Cup has become more than an international offshore teams series — it has been the biennial yachting "test match" between the Brits and the Aussies and, as the scorecard shows, with the Kiwis adding more than just a little spice to the contest.

Every year since 1965, Australia has sent a team to the Admiral's Cup, at not inconsiderable cost to owners and crews, winning the gold cup in 1967 and again in 1979. The British have reciprocated by sending a team Down Under every two years for the Southern Cross



*PETER CAMPBELL and Richard Bennett captured the action of the 1985 AWA Southern Cross Cup with the 1987 international series starting in Sydney on December 16 and ending with the AWA Sydney-Hobart classic.*

Cup. Last year they won it for the second time.

The scores so far:

**Admiral's Cup**

Britain 4  
Australia 2  
New Zealand 1

**Southern Cross**

Australia (New South Wales) 4  
New Zealand 4  
Britain 2

Unfortunately, for the first time since its inception, there will be no British team, even though they are the holders of the prestigious trophy. A series of unfortunate happenings, including the loss of a sponsor and the lack of sufficient prepared to meet the cost of shipping yachts and flying crew to Australia has resulted in no team. Efforts were made to charter three Australian ocean racing, but competition has been too keen between Australian boat owners for berths in the Australian National team and State teams, with the Australian New South Wales and Victorian teams not be chosen until the eve of the Southern Cross series.

In fact, for the first time, these three teams were selected in a combined series sailed out of Sydney between November 27 and December 6. The three top yachts went into the Australian National team, the others into the Victorian or



New South Wales teams according to their results.

The Southern Cross Cup differs from the Admiral's Cup in that it is open to two teams from any overseas country, dominion, colony, protectorate or regional area, and one team representing Australia, each State of Australia and the Northern Territory. A change this year extended the rating band from 30-40 feet IOR to 30-70 feet IOR (IOR means International Offshore Rule and a yacht's rating, expressed in "feet" is a computer assessment of a yacht's potential performance based on measurement of hull and sails).

Until 1983 there was not an Australian national team, hence the domination of New South Wales as the strongest centre of ocean racing in Australia — although this has certainly diminished in recent years with the growth of strong IOR racing fleets in Melbourne, Geelong, Hobart, Brisbane, Adelaide and Perth.

Also, previous Australian teams have been virtually the same yachts who represented Australia in the Admiral's Cup earlier in the year and as such, were by then year-old designs.

This year, the Australian team was chosen from between a dozen or more of the best ocean racers in Australia, including at least three newly launched One Tonners. The Swan Premium team which finished third at Cowes in August — Peter Kurts' *Madeline's Daughter*, Gary Appleby's *Sagacious V* and Lou Abrahams' *Ronstan Ultimate Challenge* — certainly faced tough competition to hold their berths in the National team.

The absence of a British team this year will be compensated somewhat by the presence of a United States team for the first time since 1979. New Zealand has also sent a strong team, as has Hong Kong, while Papua New Guinea has also lodged a challenge.

With teams from each Australian State, 11 teams will line up for the 1987 AWA Southern Cross Cup, with three Olympic course races off Sydney Heads, a 180 nautical mile ocean race off the NSW coast, and the final and deciding 630 nautical mile AWA Sydney-Hobart starting Boxing Day.

New Zealand and Hong Kong must rank as the favourites among the overseas teams, but the Australian, New South Wales and Victorian teams will certainly be the strongest ever selected following the combined selection series called out of Sydney from November 27 to December 26. Competition is the keynote to success and the top Australian yachts in each of these teams will be race-tuned and their crews at a peak when the Southern Cross Cup gets under way.

Hong Kong have nominated *Bimblegumbie*, *Switchblade* and *Highland Fling* as



*HONG KONG will be back again with a brand new Bimblegumbie built, like the 1985 boat, by Melbourne boat-builder Ken Jago for Hong Kong yachtsman Keith Jacobs. (Peter Campbell pic).*

their team, potentially the strongest to come out of the Royal Hong Kong Yacht Club, and including two brand new boats.

*Bimblegumbie* is a Dubois 44 rating 34.65 just launched for veteran Southern Cross Cup competitor Keith Jacobs. The boat was built in Melbourne by Ken Jago and represents the latest in hi-tech construction with a hull built from Kevlar, carbon fibre and divinycell. The new boat also sports a highly advanced Sparcraft rig from England.

Jacob's last *Bimblegumbie* was also a Dubois design, but a One Tonner which was virtually wasting its time in the 1985 AWA Southern Cross Cup when the Hong Kong team was reduced to two boats after the third failed to measure within the rating band. Jacobs, who has sailed in every Cup series since 1981, is hoping for a better result this year.

Another wellknown Hong Kong yachtsman back again this year is Irvine Laidlaw with a new yacht, again named *Highland Fling*. However, in 1985 Laidlaw was a member of the winning British team in his Farr One Tonner, *Highland Fling*.

The 1987 *Highland Fling* is a new Farr 50, rating at 40.0, which Laidlaw has chartered from her Australian owners, Olympic gold medallist David Forbes and former world Flying Fifteen champion, John Calvert-Jones from Melbourne.

The pair will race the yacht out of Sydney in partnership after the Southern Cross Cup under the name of *Great News* (Forbes' previous ocean racer was named *Great Expectations*, while Calvert-Jones' former boat was called *Good News*).

Forbes describes the new boat, built in Sydney by John McConaghy, as an evolutionary upgrade and full-blown racing version of his previous racer-cruiser *Great Expectations*, which he sold to British yachtsman Robin Aisher, Commodore of the Royal Ocean Racing Club.

The new 50-footer has more sail area, an exotic hull, a stripped interior, different rudder and new, fine keel without the bulb that was fitted to *Great Expectations*.

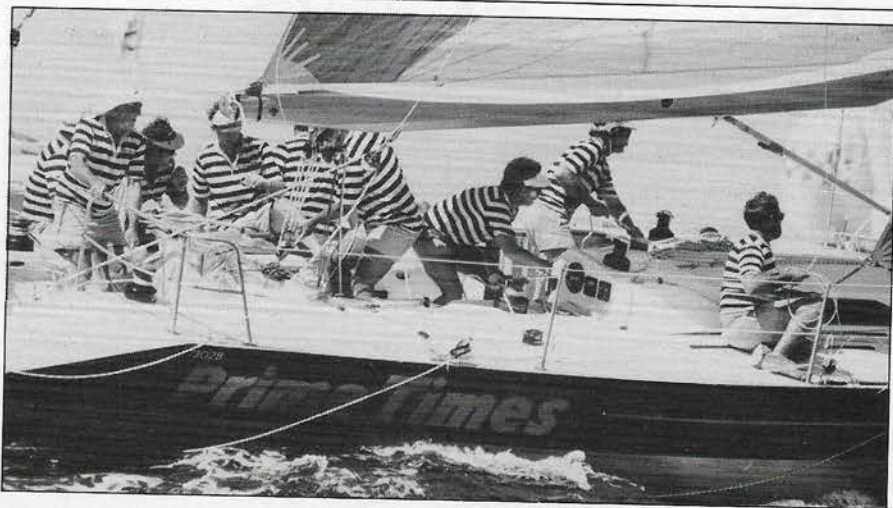
Third boat in the Hong Kong team is the Farr 43 *Switchblade* which sailed for New Zealand in the 1985 AWA Southern Cross Cup, finishing 13th on individual points. Now owned by John White, she has an extensively modified keel and rudder and new sails for her Australian campaign this summer.

Forbes is responsible for finding half of the crew of *Highland Fling* and along with himself has signed up Grant Simmer, navigator of *Australian II* in 1983 and *Australia IV* in 1987, Laidlaw hopes to have Chris Dickson, the skipper of New Zealand KZ 7 in the last America's Cup, in the crew as well.

Hong Kong have been regular challengers for the Southern Cross Cup and this year's team could give them the chance to score their first victory in the prestigious Australian international series.

New Zealand, fresh from their first-ever triumph in the Admiral's Cup at Cowes and the Kenwood Cup in Hawaii in 1986, are sending a sound team to Sydney, but it's not quite of the same standard as the trio which beat Britain and Australia in England in August.

Their big boat of the Admiral's Cup team, *Kiwi*, was sold to the Swedes, and the owner of the topscoring Farr One Tonner, *Propaganda*, decided he needed a break from international ocean racing campaigns.



REPRESENTING Western Australia in the Southern Cross Cup for the second time is this Farr 40, now named *Prime Minister* and owned by Perth yachtsman Lawson Klopper. (Peter Campbell pic).

Heading the New Zealand team is *Mad Max*, which was a member of the winning Admiral's Cup team under the name of *Goldcorp*. This will be the Laurie Davidson-designed One Tonner's second visit to Sydney. As *Mad Max* she made Southern Cross Cup history in 1985 when she won all three short races for owner/skipper Mal Canning and finished top individual yacht.

Proving that offshore racers need not be outdated within two years, she went on to win the NZ selection trials for the Admiral's Cup and finished sixth within the crack fleet at Cowes. Her skipper in England, Rick Dodson, will be in charge in Sydney.

The second boat is *Fair Share*, a third generation Farr 40 launched this year for veteran owner Del Hogg. She was just kept out of the NZ Admiral's Cup team by sistership *Propaganda*. Since the trials, Hogg has modified the yacht's keel and rudder and bought a new sail wardrobe for the Sydney series.

With *Propaganda* unavailable for the Australian regatta, most of her crew have switched to *Fair Share*, led by helmsman Peter Lester and tactician Brad Butterworth of America's Cup fame.

In these two One Tonners are potential winners for the Kiwis, but the third team boat has certainly not measured up to the expectations of owner Ian Gibbs. *Swuzzlebubble*, an earlier Farr design, is also a veteran of the 1985 Southern Cross Cup, but in that series could manage only 28th on individual points. However, Gibbs has carried out many modifications since then and has re-named her from *Swuzzlebubble V* to *IV*.

The United States has returned to Australia and the Southern Cross Cup for the first time since 1979. In the previous decade the Americans com-

peted in every biennial series, but their most successful was the first in 1971 when they finished fourth with a maxi-boat team comprising the converted 12-metre *American Eagle* (Ted Turner) and the maxis *Kialoa II* (Jim Kilroy) and *Ondine II* (Huey Long).

Spearheading the American challenge this year is *Sidewinder*, the top-performing U.S. yacht in the recent Admiral's Cup. *Sidewinder*, owned by Randy Short is a Reichel/Pugh 44, rating 34.99. Skipped at Cowes by John Bertrand, the tactician aboard *America II* in the last America's Cup,

*DI HARD*, with its colourful spinnaker, again will be representing Papua New Guinea in this year's AWA Southern Cross Cup. (Peter Campbell pic).

*Sidewinder* finished fourth in individual standings and top boat in the three inshore Cup races.

Californian Bertrand, a former Laser and Finn dinghy world champion, Olympic silver medallist in Finns, and champion six-metre class helmsman, will steer *Sidewinder* in the five race Southern Cross Cup in Australia.

Second boat in the U.S. team is *Jubilation*, a Frers 55 which has sailed consistently well on the American offshore circuit since its launching in 1955. She has recently been fitted with a new keel to the design of Reichel/Pugh.

In Australia, *Jubilation* will be skippered by another America's Cup yachtsman, Paul Cayard, who was tactician and back-up helmsman to Tom Blackaller aboard *USA* at Fremantle last summer. Navigator will be famous Peter Bowker, who has brought the yacht across the Pacific to Australia.

The third boat in the US team will be the original *Joint Venture*, owned by Melbourne yachtsman Ron Elliott, who has just launched a new *Joint Venture*. The Frers One Tonner has been chartered to expatriate American Jarren Leet, who lives in Hong Kong.

The older *Joint Venture* led through the early stages of the Australian Admiral's Cup trials in Melbourne, but slipped back to end up fourth in the selections, just missing a trip to Cowes this year.

Papua New Guinea's team this year will be the veteran Frers 40 *Di Hard*, owned by Jack Woodward, and a South-





FORMER America's Cup crewman Peter Nicholson from Sydney will be sailing *Seaquest* under the burgee of Southport Yacht Club, where he is also a member, as one of the yachts in the Queensland Southern Cross Cup team. (David Clare pic).

ern Cross newcomer in *Indigo*, owned by Mike Wilson. *Indigo* is a Dubois 44 which under the name of *Promotion* scored an 8th for Holland in the 1983 Admiral's Cup. Wilson has had her optimised with the remarkable rating of 32.7 and in a heavy air series she could go well.

Papua New Guinea planned to charter an Australian yacht to make up the team.

For the first time the Australian National team has been selected in a special regatta in Sydney on the eve of the AWA Southern Cross Cup, over five races from November 27 to December 6. Previously, the team was picked from a number of races in the Admiral's Cup trials held earlier in the years which meant that the team was sometimes outdated by newer boats.

This year the New South Wales and Victorian teams were also to be chosen from this series, the top three boats going into the National teams, the rest making up the two State teams. As many as 20 boats were expected to take part in the selection trials, with some yachts from other States also competing as a final tune-up for the Southern Cross series.

It's a move that should certainly produce the best possible Australian team to race for the Southern Cross Cup, a trio of yachts honed by intense competition in the weeks before the Southern Cross. Queensland, Tasmania, South Australia and Western Australia have already held their own selection trials in their home waters before coming to Sydney.

Going into the Sydney trials there were at least 15 yachts with a chance of making a place in one of three teams, with Victoria fronting up with its strongest representation ever, with six yachts competing and three with strong National team prospects.

By now, of course, the Australian, New South Wales and Victorians teams have been chosen (after this AWA Sydney-Hobart Race Guide went to press) but whatever the make-up, these will be three outstanding teams of Australian yachts to meet the international competition from New Zealand, Hong Kong and the United States.

Victoria's contingent included two newly launched, state-of-the-art One Tonners, Ron Elliott's new *Joint Venture*

and *Once a Jolly Swagman*, built by Mornington yachtsman Chas Jacobsen. Also up from Port Phillip were Lou Abrahams' luckless Admiral's Cupper *Ronstan Ultimate Challenge*, and former Admiral's Cupper *Once More*, *Dear Friends* (Bill and David Cury), *First Light* (Charles McMillan) and *Black Magic* (Ray Sill). Geelong yachtsman Ray Abikhair was campaigning his extensively modified Farr 40 *Prime Suspect*, which will be racing to Hobart under the now-permitted advertising name of *Striproll-Geelong*.

The new *Joint Venture*, built in Melbourne by Ken Jago, and launched the first week of November, is arguably the most sophisticated and most expensive One Tonner yet built in Australia. In a total weight-saving effort, there is not one piece of stainless steel aboard the yacht, with nuts and bolts, the tiller extension, winch shafts and handles, railings and even sail rings specially made from titanium.

*Joint Venture* is a development of the Ed Dubois designed *Ronstan Ultimate Challenge* and the earlier English yacht *Full Pelt* which won the 1986 Sardinia Cup series and the 1987 Fastnet Race. Her rigging is made of non-stretch nickle cobalt rod and her semi-elliptical keel came out of the mould within 1.5kg of its design weight.

*Once a Jolly Swagman* is a new One Tonner designed by Laurie Davidson, a development of the highly successful *Mad Max* (nee *Goldcorp*). Davidson was one of the co-designers of the New Zealand 12-metres and last year saw his first Sydney-Hobart winner with *Ex-Tenson*, skippered by Tony Dunn.

Chas Jacobsen, whose home club is Mornington, had only been racing offshore for two years with his longest race the Melbourne to Hobart in a Far 1104 when he decided to get serious and bought the 1984 Sydney-Hobart

## AWA SOUTHERN CROSS CUP

**RACE 1:** Wednesday, December 16 — 24 nautical miles offshore triangle course (Royal Prince Alfred Yacht Club Centenary Bowl).

**RACE 2:** Thursday, December 17 — 24 nautical mile offshore triangle course (Middle Harbour Yacht Club Cup).

**RACE 3:** Friday, December 18 — 180 nautical mile ocean race (Royal Sydney Yacht Squadron Cup).

**RACE 4:** Monday, December 21 — 21 nautical mile offshore triangle course (Cruising Yacht Club of Australia Trophy).

**RACE 5:** Saturday, December 26 — 630 nautical mile AWA Sydney-Hobart ocean race.

**Pointscore:** Pointscore will be allotted as follows:

**First** — A plus 6 (Total final entries — A)

**Second** — 4 points less than first

**Third** — 3 points less than second

**Fourth** — 2 points less than third

**Each succeeding yacht** — 1 point less than the preceding yacht.

Points will be multiplied by a factor based on the length of the races as follows:

Race 3 (180nm) x 2

Race 5 (Sydney-Hobart) x 3

The team with the most points wins the series.



winner, *Indian Pacific* from John Eyles. In his first Sydney-Hobart he finished ninth overall and was the top placed Victorian boat.

Now he's planning to go all the way with the new One Tonner, competing first in the AWA Southern Cross Cup, then the Kenwood Cup in Hawaii and the One Top Cup in San Francisco. There will be no missing *Once a Jolly Swagman* on the starting line with her Ferrari red topsides.

Two members of the third-placed Australian Admiral's Cup team came out of the Cruising Yacht Club of Australia, Peter Kurts' *Madeline's Daughter* (nee *Swan Premium III*) and Gary Appleby's *Sagacious V* (nee *Swan Premium II*) and both were due to contest the Southern Cross selection series in late November.

Surprisingly, there was only one new boat among the N.S.W. contingent — Waren Johns' Davidson One Tonner named *Beyond Thunderdome*. For Johns, a 54-year-old property developer, this is his second Davidson design as he previously owned the successful *Szechwan*, sold earlier in the season to C.Y.C.A. Commodore Arthur Cooley and Ocean Racing Club of Australian chairman David Hundt.

Unfortunately, the new boat was not launched until mid November, leaving sailing master Bob Fraser little time to optimise it before selection series. However, Fraser, a Sydney sailmaker, has a great reputation in bringing together yachts for the Southern Cross Cup, particularly fractional rigs.

The name of Johns' new boat, a development of *Mad Max*, is appropriate. Johns was a successful backer of the *Mad Max* movie sequel which helped pay some of the bills, although he gives most of the credits for the application of the name to his family who apply disparagingly to his age.

The early season Sydney fleet favourite for a top place in either the

*WILD OATS*, owned by Sydney yachtsman and wine industry leader Bob Oatley, was one of the strong line-up of yachts contesting the AWA Southern Cross Selection trials out of Sydney. (Richard Bennett pic).

Australian or New South Wales team was *Another Concubine*, John Parker's Farr 40 which sailed for New South Wales in the 1965 Southern Cross Cup in its first season. After winning the CYCA Bluewater Championship last season, *Another Concubine* was carrying on its winning ways early this season.

Along with *Madeline's Daughter*, *Sagacious*, *Beyond Thunderdome* and *Another Concubine*, the other New South Wales yachts expected to be among the frontrunners in the Southern Cross selections were Bob Oatley's Farr 43 *Wild Oats*, the Farr One Tonner *Paladin* (Colin Franklin) and the maxi yacht *Sovereign* (Bernard Lewis).

The CYCA has extended the rating band for the Southern Cross Cup to an upper limit of 70.0 feet IOR, thus making maxis like *Sovereign* eligible for selection. The big red sloop is sailing brilliantly and recently won both races of the Range Rover Regatta, taking line honours and first on corrected time.

Western Australia's trials resulted in two Farr 40s and Peter Briggs' Frers 40, *Hitchhiker II*, winning the right to make the long trip to the east for the Southern Cross Cup and Sydney-Hobart. The new *Prime Factor* is the latest 40-footer developed by the Bruce Farr Design office, a development of the two top Admiral's Cup yachts *Propaganda* (NZ) and *Jamarella* (UK). *Prime Factor* was built by father and son team Joe and Peter Milner, with Peter the skipper.

Their previous Farr, *Prime Minister*, is now owned by offshore racing newcomer Lawson Klopper, and sporting a new rig and sails. The three WA yachts were expected to sail in the Australian/NSW/Victorian selection series to tune up for the Southern Cross Cup.

Bruce Farr had the outstanding results of all designers in the recent Admiral's Cup and his record in the Sydney-Hobart includes five overall winners — *Piccolo* (1976), *New Zealand* (1980), *Scallywag* (1982), *Indian Pacific* (1982) and *Sagacious* (1985).

As well as the WA team, two new Farr 40s are in the strong South Australian team — *Short Circuit* (Gil Finlay), and *More War Games* (David Urry). Third yacht is the older Holland 40 *Renegade* (Bob Francis).

Queensland's team, where the IOR fleet is limited, will be represented by two New South Wales based yachts, whose owners are members of the Southport Yacht Club, and who race regularly to northern waters. The team comprises *Witchcraft II* (Bruce Staples) and *Seagusta* (Peter Nicholson) and a late-launched new Farr 40 being built for former Mooloolaba Yacht Club Commodore Bob Robertson.

*Witchcraft II* had an outstanding record in Queensland waters last summer when chartered by Bob Robertson, including winning the Sydney-Coffs Harbour race, the XXXX Classic, the Brisbane-Gladstone, and finishing second in Hamilton Race Week. All three yachts will have excellent crews and the Queenslanders are confident they will be able to turn in the best result for several years.

When this was written, Tasmania was holding an extensive selection series of short and medium distance races, ending with the traditional Maria Island Race in mid-November.

Going into the selection series the hot favourite was Don Calvert with his fast One Tonner *Intrigue*, in which he became Tasmania's firstever skipper to gain a place in an Australian Admiral's Cup team. The Tony Castro-designed timber boat went on to be the number one yacht in the Australian team at Cowes. Since then Castro had made a number of design changes.

However, in the first selection race, around the buoys on the Derwent, *Intrigue* was beaten by *Otago*, the former *Vanguard* in which well-known Hobart yachtsman John Bennetto is making a comeback to IOR racing. Third place went to the aged *Margaret Rintoul II* (Roger Jackman) which as *Ragamuffin* back in 1971 became the only Australian yacht to win a Fastnet Race. The other yachts contesting the Tasmanian trials were *Dry White* now owned by Dennis Leitch, *Thumbs Up* (Tony Rowland), John Cole-Cook's *Natelle II*, racing under the sponsored name of *L.J. Hooker*, and the famous former Admiral's Cupper, *Police Car*.



An Offshore magazine assessment by Peter Campbell in Sydney, Rob Williams in Melbourne, Geoff Kingston in Adelaide and Ian Grant in Brisbane.

**O**FFSHORE yacht racing had undergone a period of major change during 1987, changes by and large brought about by the increasing costs of international competition, a disenchantment with some aspects of the IOR rule, and a decline in the popularity of regular overnight racing at a club level.

Many of these facts were discussed at length at a seminar of offshore racing yachtsmen, administrators, IOR authorities and yachting journalists at the Cruising Yacht Club of Australia early in the year.

As far as the CYCA is concerned, it led to the introduction of the Channel Handicap System as an adjunct to the IOR rating for the summer season of 1987-88, and a revised club programme

that cut the number of long races and introduced several offshore regatta style weekends. This season has also seen the introduction of the Australian TCF, designed to encourage older, but well-gearred and well-seasoned yachts to continue to compete offshore.

The results of this were seen early in the season, with winning performances by such oldtimbers as 1972 One Ton Cup winner Stormy Petrel, well sailed by her equally veteran skipper, Tony Pearson.

The CYCA will use the Australia TCF as the handicapping system for the Illingworth Division in this year's AWA Sydney-Hobart race.

Gosford Aquatic Club also used it for its exclusive annual Chickadee Chicken-

# The Year Offshore

sponsored Lord Howe Island race instead of the IOR. The results saw two vintage Peter Cole designs, *Classy Lady*, a Cole 43, and *Moonraker*, an East Coast 31, finish first and second overall.

In Melbourne, the Ocean Racing Club of Victoria introduced CHS as an adjunct to IOR for the Club Marine Winter Series, attracting a record fleet including yachts which would have had no chance of winning under IOR. The ORCV is so pleased with the results that it is using CHS in the coming Melbourne to Hobart and Melbourne to Devonport races.

The choice that clubs must now make is which is the better for the non-IOR division, CHS or Aust TCF. Some clubs are predicting a total decline in IOR, which has been almost the case in Queensland.

This year for the first time, changes to International Yacht Racing Rule 26 (advertising) has seen yachts allowed "naming rights" — the opportunity to be named after a sponsor, carrying an advertising name or logo on the topsides. At the Admiral's Cup in England, where once you could not even wear a sponsor's T-shirt on the dock at Cowes, we saw the Australian team competing under the frothy names of *Swan Premium I, II and III*.

By the time the Bicentennial Round Australia Race gets under way next August, competing yachts will almost certainly be allowed to carry spinnakers with sponsor's logos on them.

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rights has to be the name of the game in 1988.

Offshore racing last summer was somewhat overshadowed by the massive publicity given the America's Cup in Fremantle, and with many yachtsmen heading west to watch the finals, the AWA 42nd Sydney-Hobart saw a downturn in entries for a non-Southern Cross Cup year. However, the Cup has gone from our shores, yacht racing is back to normal, and clubs in all States report an encouraging upturn in offshore racing.

At least eight new yachts have been built for this year's AWA Sydney-Hobart, several others, including a couple of maxis, are being built for 1988. The Bicentennial Year starts with a flurry of world championships, continues through 1988 with many major offshore races to such places as Bali, Vanuatu and Port Moresby, as well as the Round Australia Race and regular passage races to Mooloolaba, the Gold Coast, Gladstone and Hamilton Island.

Internally, Australian teams of offshore racing yachts again will be contesting the Kenwood Cup in Hawaii and the One Ton Cup in San Francisco.

Looking back at results of major offshore races throughout Australia since the spring of 1986, it's been a year dominated by spectacular performances

by maxi yachts and some brilliant sailing by light displacement, fractional rigged flyers, particularly yachts such as the new generation of Farr 37s, Davidson 36s and the hi-tech One Tonners designed for Admiral's Cup and Southern Cross Cup competition.

Here are most of the Offshore winners of 1986-87:

#### NEW SOUTH WALES:

AWA 42nd Sydney-Hobart: *Ex Tension* (Tony Dunn).

AWA Ocean Racing Championship: *Another Concubine* (John Parker).

Lord Howe Island Race, 1986: *Southern Cross* (Bill Gilbert).

Lord Howe Island Race, 1987: *Classy Lady*.

Jupiters Gold Coast: *Witchcraft II* (Bob Robertson).

Sydney-Mooloolaba: *Scampi A* (Ross Perrins).

CYCA Blue Water Championship: *Another Concubine* (John Parker).

Bruce & Walsh Championship: *Indian Pacific* (John Eyles).

Club Med Sydney-Noumea: *Nadia IV* (Canberra Ocean Racing Club).

#### QUEENSLAND:

South Pacific Championship: *The Gambler* (Ian Kenny).

Australian Airlines Brisbane-Gladstone: *Witchcraft II* (Bob Robertson).

Hamilton Island Race Week: *Indian Pacific* (John Eyles).

S.C.O.R.: *Ex-Tension* (Tony Dunn).

#### TASMANIA:

1986 Maria Island Race: *Intrigue* (Don Calvert).

Betsy Island Race: *Quasar* (Ian Stewart).

#### WESTERN AUSTRALIA:

Bunbury Race: *Formula One* (M. Chapman).

Cocos Island Race: *Golden Eagle* (Ron & Rae Carterton).

West Coaster Series: *Formula One* (M. Chapman).

#### VICTORIA:

Petersville Regatta: *Shambles* (Simon Byrne).

Cock of the Bay: *Shambles* (Simon Byrne).

Advertiser Trophy: *Shambles* (Simon Byrne).

Queenscliff-Grassy: *Indian Pacific* (Chas Jacobsen).

Melbourne-Hobart: *Seaulater* (Peter Gourlay).

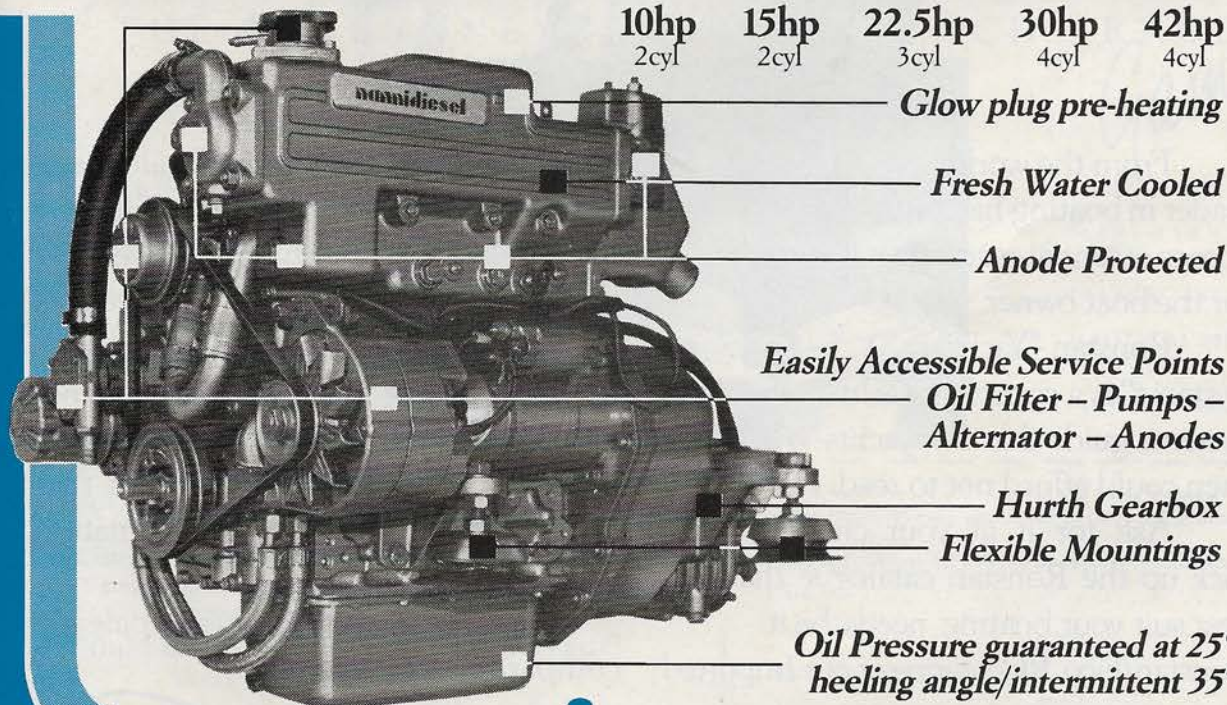
Melbourne-Devonport: *Savage* (Gino Knezic).

ORVC Winter Series: *Chutzpah* (Bruce Taylor & Hank Schilte).

Australian Admiral's Cup Trials: 1, *Ronstan Ultimate Challenge* (Lou Abrahams, Vic), *Madeline's Daughter* (Peter Kurts), *Sagacious* (Gary Appleby).

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# Gordon Marshall, C.Y.C.A.

**G**ORDON Marshall has an eye for a good bottom and he admits to having examined closely at least 300 over the past 15 years or so. Bottoms of boats, that is.

In that time Gordon has looked closely at the shape and size, and run his tape measure over the bottoms and topsides of the hulls of between 300 and 400 yachts as Australia's longest-serving IOR (International Offshore Rule) measurer.

It's been a demanding lead-up to his role of the past two years as the Cruising Yacht Club of Australia's Race Director of the AWA Sydney Hobart Race. But it has given him as close an insight as anyone into the intricacies of the IOR rating rule, the changing trends in yacht design and construction, and the "tricks of the trade" by designers, builders and owners in gaining a rating advantage.

As an experienced Sydney-Hobart yachtsman and navigator himself, Gordon also knows the practical side of racing to Hobart, of navigation difficulties, and of communication problems with the fleet as they battle southwards.

In his role as chairman of the CYCA's sailing committee, he has played a significant role in the development of "user-friendly" handheld computers for yacht navigators in association with celestial navigation.

Gordon Marshall has sailed in 18 Sydney-Hobarts, 17 times aboard racing yachts, once aboard a radio relay vessel, "the worst trip to Hobart I've ever had." He would like to make it 20 Hobarts, but present commitments as Race Director preclude that ambition for the moment.

His first Hobart race was one to be remembered. He was skipper of Corroboree in the 1965 race when they came across an Italian crew member who had fallen overboard unnoticed from the Italian yacht Corsaro II. "It was just on dark and he had been in the water for more than half an hour when we spotted him off the Tasmanian East Coast," Gordon recalls.

Among well known yachts Gordon has navigated to Hobart include Ragamuffin, Gretel, Caprice of Huon, Pacha and Mary Muffin, his best result being a third with Ragamuffin.

He started his career as a navigator with Gordon Ingate in Caprice of Huon, and 15 years ago took over the teaching of navigation at the CYCA from Merv



Davey, also becoming the chief IOR measurer for NSW. He is a member of the Institute of Navigation.

Like his first Hobart race, Gordon underwent a baptism of fire in the 1984 race, becoming Assistant Race Director to Keith Storey. That was the year of the storm which saw only 46 yachts battle through to Hobart. In two days of high drama, Gordon Marshall remained calm as he co-ordinated from the CYCA

## RACE DIRECTORS

search and rescue operations under extreme pressure.

Gordon maintains his position as an IOR measurer for NSW, a position that keeps him very busy in the months before a Hobart race. "I've probably measured for IOR certificates between 300 and 400 yachts over the past 15 years," he estimates. And he has seen many changes in design and construction in that time, not all of which he believes to be in the interests of safe ocean racing.

He was forthright in his criticism when the first lightweight yachts were designed and built in New Zealand for the 1977 Southern Cross Cup. "All of those lightweights bar one got knocked out of the Hobart race," Gordon recalls. As a result, he and the CYCA formulated a strict new self-righting rule. The CYCA's system was subsequently adopted by the Ocean Racing Council, the world governing body of ocean racing, and later incorporated in the IOR.

Gordon is an advocate of the "whole-some ocean racing yacht" although he agrees that the standard of hull construction using exotic materials has improved dramatically since the 1984 Sydney-Hobart when only 46 yachts battled through storm conditions to reach Hobart.

However, he foresees an undesirable trend among designers to put so much lead inside the yacht rather than in the keel. "Just recently I measured a boat with a keel that was timber on the bottom half and lead in the top half," he said. "Some yachts have more lead inside the hull than in the keel and that has to be a wrong trend in the IOR rule."

Gordon Marshall is also concerned by trends in ocean racing programming. "Yachtsmen don't want to do long races any more — the CYCA now has only three long races on its programme before the Sydney-Hobart?"

"We will be turning our offshore yachtsmen into just round-the-buoys sailors. There is nothing wrong with racing around the buoys, but crews will not be getting the experience of long ocean racing that has been the tradition of the CYC."

Gordon and other Australian IOR measurers earlier this year drew up a new offshore handicapping system called the Australian TCF, in a move to rectify some of the ills within the IOR rating system. "It can only be termed as a patch-up," he says. "The IOR Mark IIIA was supposed to give an age allowance to encourage boats of older design to continue to race competitively

under IOR, but obviously this has not been achieved. The IOR itself needs to be rectified to keep the fleet racing."

As a tutor of celestial navigation at the CYCA for some 15 years, Gordon Marshall was quick to see the advantages offered by inexpensive handheld calculators and computers for the racing navigator. He has developed a number of programmes for these small handheld computers, making them "user friendly" for the racing navigator wrestling with the mathematical chores of celestial navigation.

He has written programs for the Casio PB-770 handheld personal computer that not only cope with all the needs of celestial navigation, but also provide the racing yachtsman with instant information of VMG (velocity made good), the time per hour one yacht must give another, progressive line and handicap positions based on latitudes and longitudes in an ocean race, corrected time results, and even a "to draw" factor at the end of a long race.

In addition to being CYCA Race Director of the 1987 AWA Sydney-Hobart race; Gordon Marshall joins the Royal Yacht Club of Tasmania's Rowan Johnston as Race Director of the Tall Ships race from Hobart to Sydney in January.

Peter Campbell



# Rowan Johnston, R.Y.C.T.

**T**HOSE of us who do the "Hobart" have come to expect two things; that it will all go smoothly at the Hobart end, and that a strongly-built person will be running it, the Hobart Race Director, Rowan Johnston.

The race itself has got bigger and bigger, the publicity gone from negligible to enormous, Sponsors and Flag Officers come and gone, but Rowan endures, a comfortably competent figure in an age of change. It's difficult, in an age dominated by EPIRB's, satellite communications and computer-generated handicap positions to visualise the circumstances that brought Rowan into the Sydney-Hobart scene, but cast your mind back to about 1964 or so.

*Astor*, *Ondine* and *Solo* were the big names. A schooner had taken Line Honours the previous year when just 34 yachts had finished. Rowan was an active one-design sailor, with a distinguished career in 12' Cadet Dinghies, Heavyweight Sharpies and Dragons.

He'd started sailing just after World War II when his family moved into a house near Hobart's Nutgrove Beach and, as a boy of 12, he began to play around in sailing dinghies.

Initially in 12' Cadets as crew and later helmsman, he teamed up with Eddiss Boyes in a Heavyweight Sharpie in 1953 and crewed for him for 16 years through 2 Sharpie Nationals, three Olympic trials, eight or nine Prince Philip Cups and the Dragon Worlds in Majorca where they came 12th in a field of 43.

In 1964 he joined the General Committee of the Royal Yacht Club of Tasmania, basically to put something back into yachting. In those days the RYCT did little more than man the finishing box and send the results to the CYCA in Sydney. There was no sponsorship worth talking about, little publicity except in Hobart, all the yachts fitted into Constitution Dock, and the Southern Cross Cup did not exist.

Communications were very basic (in 1947 Moonbi had pioneered position reports — with carrier pigeons. I kid you not.) In 1964 Rowan, with Bob Liang and John Honeysett, used to go up to Hobart Radio on the Domain, wait for the operator to receive the position reports in Morse Code, wait while the operator decoded the messages, then go back to the R.Y.C.T. and send the positions to Sydney by telegram.

The following year Bob Liang went on the Radio Relay Vessel and Rowan and John set up a Hobart Race Centre. With information to embroider, the media were beginning to take an interest. In 1967, with the inaugural Southern Cross Cup, media interest grew and the Race Centre became permanent.

The fleet grew larger and larger; 60 in 1967, 76 in 1971, 99 in 1975, 143 in 1981, 175 in 1985; and the logistics, hospitality and publicity grew with it. From three men the Hobart end grew to a full sub-committee with almost the entire RYCT in a supporting role. Liaison officers, finishing box shifts, patrol boat crew and Race Centre people; someone worked out a few years ago that about 200 RYCT members were involved all told. And that was in addition to those who actually competed in the race itself.

Rowan grew with the job. He became RYCT Vice Commodore in 1974 and Commodore in 1976.

The RYCT had never been backward in putting its point across and Rowan became respected for his constructive, forthright feedback. He retired as Com-

modore in 1980, but continued as Race Director and was made an RYCT Life Member in 1983.

There have been spin-offs; the Hobart-Auckland races in the 1970's, the Hobart-Fremantle Race in 1987 and, coming in 1988 the Bicentennial Hobart-Sydney Tall Ships Race. Rowan is Race Director for that, too.

The Future? Rowan sees the Sydney-Hobart enduring as Australia's premier IOR race. Entries may plateau out as people have to make their choices between it and some of the enjoyable long distance warm-water winter races now being conducted out of the CYCA. It will always be the yachtsman's yacht race, where state-of-the-art ocean racers vie with the weather and each other for supremacy.

Commercialisation has its good and bad points. Publicity has certainly improved out of sight since media-orientated sponsors started bringing in professionals to do it properly. The CYCA and the RYCT have always maintained a robust relationship with sponsors and ensured that the race remains a yacht race rather than a media-orientated spectacle — and that isn't the case with some other races.

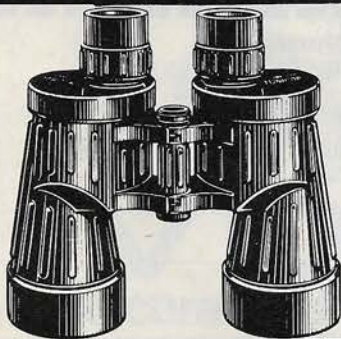
The race will ensure as a world-class event because the CYCA listens and is willing to adapt and improve. Two starts, for example and modified penalties, addressed specific problems and have proved successful innovations.

Away from the Sydney-Hobart Rowan is an active OOD, running the RYCT Winter Races and the summer Divisions. Part-owner of a chunky cruiser, he still also sometimes races with his old skipper Eddiss Boyes on *Police Car*.

Rowan is a senior engineer with Tasmania's Hydro-electric Commission in his working life, currently managing the electricity distribution system throughout Tasmania's southern half. He is married to Janice, has two daughters and a 21 year old-son Matthew, who crews regularly on *Police Car*. —

**Peter Read.**

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# From a Hobie to Hobart

**W**HEN Tony Dunn went for his first sail six years ago on a Hobie cat during a lazy holiday in New Caledonia he didn't consider it would lead to a frantic race against time to get a boat racing ready for the 1986 AWA Sydney Hobart ocean classic.

He didn't consider in his wildest New Caledonian dreams that he would own a boat capable of winning handicap honours in Hobart.

But that holiday gave him the sailing bug that led to club racing and eventually an unswerving desire to take out the most coveted ocean race in Australia.

After learning sailing skills on his first competitive boat, an Etchells, in Royal Prince Alfred club racing on Sydney's Pittwater, Tony's desire was heightened for competitive ocean racing.

Lazy holidays were a thing of the past as he prepared his next acquisition, a Cape Barren Goose named *Kia Teri*, for the 1984 Sydney Hobart.

It was the year that vicious weather knocked out a record number of boats, *Kia Teri* among them. Perhaps it was the friendly jibes that he got about *Kia Teri's* "Sydney to Bondi" race that made Tony determined to put together a boat and a crew that would not only finish his next Hobart, but would win.

His association with Ian Perdriau, a North Sydney boat builder, was the link that forged the chain of events in 1986 that led to the building of *Ex Tension*, a boat expressly designed to take honours in the Hobart.

The Laurie Davidson designed 36 footer, a vacuum bagged construction of laminate Kevlar, divinycell foam and epoxy resin, was considered to have the best chance on handicap with the right rating and the right crew.

The decision to go ahead with Christchurch builder Ian Franklin was made in April 1986. After numerous sorties across the Tasman by Ian Perdriau to supervise the building stages and a fit out in Sydney by Perdriau, *Ex Tension* was launched in September.



The euphoria of the launch gave way to nail biting in October when *Ex Tension* had her first real trial in the Flinders Island race. It was then that everybody on board realised they had a really fast boat.

But time was running out to finely tune her to race winning conditions.

With six weeks to go Ian and Tony started to put the crew together — Perdriau, sailing master, Ian Treharne, Wally Wardle, Rick Coxon, Alan Walker, John Coates, Tony Clear and Tony Dunn.

In Tony's words, they were all specialist top hands and all wanted desperately to win the Hobart.

Perdriau had done the race six times before and had just failed on several occasions to win honours. The course was as familiar to him as driving to work.

Wally Wardle took the helm for the start and after avoiding a near collision with a yacht tacking in his water, took *Ex Tension* to the eastern shore of Sydney Harbour where he had a dream run to the hands.

"What can you say about a run to Hobart," said Tony. "Everything seemed to go like clockwork. It was as if we all knew the race was ours."

"There were acts of sheer courage as far as I was concerned such as Treharne

going over the side in the middle of the night to free weed from the keel. Clear doing a tight rope walk along the boom to free a tangled line in 30-40 knot winds, and Perdriau scaling the mast to free the main as we laid the ship on its side in heavy seas.

"The Prefect, as we called him, had a few unsavoury words to say to his 'mates' about that."

Coming into Storm Bay it seemed to the rest of the world that *Another Concubine* had the wood on *Ex Tension*, but hard work with 20 sail changes in winds 10 to 15 knots gusting to 25 to the finish saw *Ex Tension* in at 12.22.

Still not realising their achievement, the crew found out at Constitution Dock that they had five hours to wait before the result would be known.

*Impeccable* had to finish by 5.05 to snatch handicap honours. She crossed at 5.16 with Southern Cross taking third, finishing at 12.26.

*Ex Tension* and her crew had extended themselves beyond Tony's wildest New Caledonian dreams.

Since that momentous win *Ex Tension* has gone to win the S.C.O.R. series at Mooloolabah in August, 1987, and was second in its division in the second Sydney to Southport to add to its win in the 1986 Gasgoyne Cup.

# HOBART RACE STATISTICS

## 1945 to PRESENT

The results of the Sydney-Hobart Yacht Races since 1945 are more than just placings and times; they are a history of ocean racing in Australia, tracing its development from almost informal contests among a handful of basically cruising craft to highly organised meets for the most up-to-date racing machines. Reading through the following pages, which contain a complete history of results, you will see that, while the size of the fleets going to Hobart has changed dramatically, the weather has remained as capricious as ever. The Gallery of Winners clearly illustrates the dramatic evolution in yacht design since the first Race. While the yachts have changed, the challenge of the 630 nautical mile course, and the caprice of the weather, are just as they were when John Illingworth skippered the diminutive 'Rani' to victory in 1945.

**1945**

PI	YACHT	Elapsed Time	TCF	Corrected Time
1	RANI	Capt J Illingworth RN 6-14-22	6670	4-09-38
2	AMBERMERLE	J. Colquhoun, C. Kiel 8-08-18	6722	5-14-39
3	WINSTON CHURCHILL	P Coverdale 7-07-38	7706	5-15-20
4	KATHLEEN	J Earl 8-06-20	6858	5-15-59
5	HORIZON	J.R. Bartlett 8-07-47	6977	5-19-23
6	SALTAIR	R.M. Walker 8-13-48	6859	5-21-09
7	MISTRAL II	R.F. Evans 8-12-55	9063	7-17-13
8	WAYFARER	P.M. Luke 11-06-20	6916	7-19-43

**FASTEST TIME:** RANI 6-14-22  
**RETIRED:** ARCHINA  
**1945 WEATHER:** Strong SSW gale on the second day out of Sydney scattered the fleet and all except Rani hove to or sought shelter. Calms later.

**1948**

PI	YACHT	Elapsed Time	TCF	Corrected Time
1	WESTWARD	G.D. Gibson 4-14-17-32	7232	3-07-45-48
2	SEEVOGEL	W. Harris 4-14-24-03	7597	3-11-52-17
3	ARCHINA	P.G. Goldstein 4-11-28-10	7900	3-12-54-03
4	MOONBI	H.S. Evans 5-05-01-53	6807	3-13-06-32
5	NERIDA	C.P. Haselgrove 4-09-45-10	7415	3-13-48-20
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 4-05-01-21  
**RETIRED:** ALOHA (J.A. Clark), LASS O' LUSS (J. Colquhoun), MISTRAL V (G.W. Bex), NELL GWYNN (F. Hickman), WANDERER (E. Massey).  
**1948 WEATHER:** Hard running down the NSW Coast with even small yachts logging 200 miles in 24 hours. Fastest race to that date.

**1951**

PI	YACHT	Elapsed Time	TCF	Corrected Time
1	STRUEN MARIE	T. Williamson 4-03-38-35	6805	2-19-48-26
2	LAHARA	D. Ashton 4-07-24-59	6652	2-20-47-33
3	LASS O' LUSS	J. Colquhoun 4-03-12-05	7059	2-22-01-35
4	FORTUNA	W. Fesq 4-05-54-38	6923	2-22-33-10
5	ELLIDA	J. Halliday 4-14-51-58	6603	3-01-12-18
6	SOLVEIG	T & M Halvorsen 4-07-24-25	7081	3-01-13-21
7	NOCTURNE	J.R. Bull 4-05-33-34	7337	3-02-30-51
8	MARGARET RINTOUL	A.W. Edwards 4-02-29-01	7606	3-02-54-24
9	IRENE	H. Hughes 4-10-46-10	7105	3-03-51-35
10	NIMBUS	A.T. Cohen 5-03-25-10	6564	3-09-00-45
11	WANDERER	E. Massey 4-10-46-35	7679	3-09-59-37
12	PAVANA	G. Mayne 4-07-43-01	8166	3-12-41-43

**FASTEST TIME:** MARGARET RINTOUL 4-02-29-01  
**RETIRED:** KATWINCHAR (E.J. Mossop), WAYFARER (P.M. Luke).  
**1951 WEATHER:** Virtually a run from start to finish. All records to that date broken, and Struen Marie's Corrected Time of 2-19-48-26, a record until 1962.

**1946**

PI	YACHT	Elapsed Time	TCF	Corrected Time
1	CHRISTINA	J.R. Bull 6-18-51-15	6625	4-11-53-27
2	SAGA	B.J. Halvorsen 6-09-52-00	7161	4-14-11-02
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 II	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	KURREWA III	F. & J. Livingston 7-07-30-30	8235	6-00-31-52

**FASTEST TIME:** MORNA 5-02-53-33  
**RETIRED:** CONNELLA (B.R. O'Brien), FEGMHR (F.A. Harris) ILEX (N.W. Thomas), AULA (D. McAllister) MERLAN (W.L. Curtis), SIRIUS (J.S. Booth), UNIS J (B.W. Davies), WINSTON CHURCHILL (P. Coverdale).  
**1946 WEATHER:** Light north-east winds for the first two days, then a 65 mph westerly hit the fleet in Bass Strait with seas up to 25 feet.

**FASTEST TIME:** MORNA 4-05-01-21  
**RETIRED:** ALOHA (J.A. Clark), LASS O' LUSS (J. Colquhoun), MISTRAL V (G.W. Bex), NELL GWYNN (F. Hickman), WANDERER (E. Massey).  
**1948 WEATHER:** Hard running down the NSW Coast with even small yachts logging 200 miles in 24 hours. Fastest race to that date.

**1949**

PI	YACHT	Elapsed Time	TCF	Corrected Time
1	TRADE WINDS	M.E. Davey 5-11-15-34	7288	3-23-39-43
2	WALTZING MATILDA	P. Davenport 5-10-33-10	7406	4-00-41-15
3	ELLIDA	P. Halliday 6-05-26-10	6603	4-02-40-22
4	MARGARET RINTOUL	A. Edwards 5-10-35-01	7652	4-03-55-21
5	FORTUNA	W. Fesq 6-02-05-07	6948	4-05-30-00
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	INDEPENDENT	E. Messenger 6-00-05-13	8274	4-12-13-03
13	MISTRAL II	R.F. Evans 6-02-00-54	8945	5-10-44-31

**FASTEST TIME:** WALTZING MATILDA 5-10-33-10  
**RETIRED:** SUZANNE II R.A. Terrill, WANDERER E. Massey.  
**1949 WEATHER:** Mainly light and variable winds, but with 40 knot northerly in Bass Strait on the third day.

**FASTEST TIME:** MARGARET RINTOUL 4-02-29-01  
**RETIRED:** KATWINCHAR (E.J. Mossop), WAYFARER (P.M. Luke).  
**1951 WEATHER:** Virtually a run from start to finish. All records to that date broken, and Struen Marie's Corrected Time of 2-19-48-26, a record until 1962.

**1952**

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

**FASTEST TIME:** NOCTURNE 6-02-34-47  
**1952 WEATHER:** Light fickle winds and flat calms made luck a major factor and gave the small boats the edge. Nocturne, a 35 footer, beat much larger yachts over the line.

**1947**

PI	YACHT	Elapsed Time	TCF	Corrected Time
1	WESTWARD	G.D. Gibson 5-13-19-04	7232	4-00-24-56
2	MOONBI	H.S. Evans 5-22-45-02	6807	4-01-10-54
3	PEER GYNT	T. Halvorsen 6-01-18-15	6853	4-03-34-37
4	KINTAIL	D. Macrae 5-20-00-56	7359	4-07-02-15
5	FORTUNA	Dr. R. Wishaw 6-05-13-09	6965	4-07-55-52
6	TRADE WINDS	M.E. Davey 5-23-15-01	7342	4-09-10-28
7	SALTAIR	A.E. Walker 6-06-23-20	7024	4-09-37-57
8	GYMEA	G.L. Carter 6-13-53-51	6785	4-11-08-00
9	MORNA	C. Plowman 5-03-03-54	8986	4-14-35-10
10	WINSTON CHURCHILL	P. Coverdale 5-22-02-55	7791	4-14-40-12
11	EOLD	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

**DISQUALIFIED:** CHRISTINA (J.R. Bull), DEFIANCE (F.A. Bullock).  
**FASTEST TIME:** MORNA 5-03-03-54  
**RETIRED:** ACTIVE (H.M. Tate), MANNARA (R. Goodsall), NAUTILUS (W.M. Lawrie), SEA TANG (D. Drouyn), WANDERER (E. Massey).  
**1947 WEATHER:** Fleet subjected to hard 40-50 mph northerly across Bass Strait. Some yachts trailed sea anchors or hove to, others logged 9 to 10 knots.

**1950**

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

**FASTEST TIME:** MARGARET RINTOUL 5-05-28-35  
**RETIRED:** ELLIDA (J. Halliday), WAYFARER (P. Luke).  
**1950 WEATHER:** Started in the teeth of a southerly gale which blew for two and a half days. Another blow off Tasmania made it four days to windward out of five for the leaders.

**1953**

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

**DISQUALIFIED:** 1953 0 WILD WAVE (L. & G. Keats)  
**FASTEST TIME:** SOLVEIG 5-07-12-50  
**RETIRED:** JANZOON (W.R. Slade), MISTRAL II (J. Payne), PAVANA (G. Mayne).  
**1953 WEATHER:** Started in good NE breeze. Southerly gale on second day, then wind swung back to NE and NW, and held to the finish.



1945 – Rani



1946 – Christina



1947, 1948 – Westward



1949 – Tradwinds



1950 – Nerida



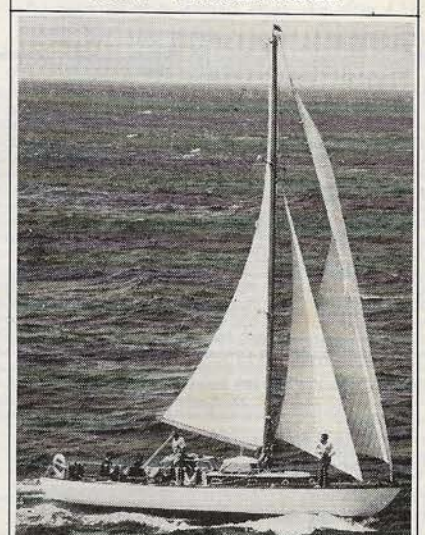
1951 – Struen Marie



1952 – Ingrid



1953 – Ripple



1954 – Solveig



1955 – Moonbi



1956, 1962 – Solo



1957 – Anitra V



1958, 1960 – Siandra



1959 – Cherana



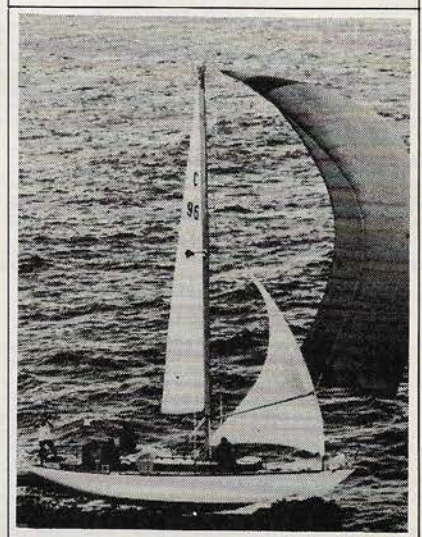
1961 – Rival



1963, 1964, 1965 – Freya



1966 – Cadence



1967 – Rainbow

1954

1954

PI	YACHT	Elapsed Time	TCF	Corrected Time
1	SOLVEIG	T. & M. Halvorsen 5-07-38-56	7048	3-17-58-01
2	GIPSY QUEEN	A. C. Eden 5-09-26-33	7006	3-18-41-15
3	CAROL J	J. Halliday 5-07-37-37	7112	3-18-46-06
4	KINTAIL	D. Macrae 5-07-23-34	7290	3-20-52-10
5	SOUTHERN MYTH	N. Howard 5-07-47-53	7363	3-22-05-52
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	6661	4-02-58-58
8	LAURIBADA	I. Holm 5-19-49-18	7104	4-03-19-43
9	WRAITH OF ODIN	Dr. B. O'Brien 5-09-36-36	7744	4-04-22-12
10	NIRIPA	G. Peacock 6-06-50-34	7058	4-10-27-53
11	DEFIANCE	N.D. Rundle 5-08-09-51	8320	4-10-37-57
12	BRIILLANT	M. Forster 6-07-38-48	7130	4-12-07-27
13	PATIENCE	A.B. Wilson 6-18-09-00	6684	4-12-22-52
14	KURREWA IV	F & J Livingston 5-06-09-47	9187	4-19-54-22
15	WANDERER	E. Massey 7-23-34-15	7236	5-18-37-14

**FASTEST TIME:** KURREWA IV 5-06-09-47

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

**1954 WEATHER:** Blustering southerly at the start, moderating on the following days. Squally conditions from the north in Bass Strait. Fickle airs in the finish.

1955

PI	YACHT	Elapsed Time	TCF	Corrected Time
1	MOONBI	H.S. Evans 5-01-28-24	6697	3-09-21-05
2	COOROYBA	C. Haselgrove 5-00-14-52	6782	3-09-33-01
3	JANZOON	W.R. Slade 5-02-41-21	6939	3-13-08-02
4	NELL GWYNN	R. Hickman 4-21-57-05	7306	3-14-10-31
5	FANTASY	D. Burrige 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. Davy 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 4-18-13-14

**RETIRED:** WANDERER (E. Massey).

**1955 WEATHER:** Light fickle breezes throughout the race, except for a northerly blow on the fourth day. Drifting conditions in the Derwent River.

1956

PI	YACHT	Elapsed Time	TCF	Corrected Time
1	SOLO	V. Meyer 4-05-03-33	7927	3-08-33-52
2	ANITRA	T. Halvorsen 4-16-43-34	7164	3-08-45-25
3	CAROL J	J. Halliday 4-20-31-58	7069	3-10-22-37
4	JANZOON	W.R. Slade 4-21-53-06	7148	3-12-14-40
5	SIANDRA	G.P. Newland 5-07-38-09	6638	3-12-43-29
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	RIFFLE	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. Burrige 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 5-06-49-49	7942	4-03-56-04
15	ROMAVA	R.J. Mercer 6-16-01-06	6616	4-09-53-01
16	TARNI	G. Wignall 6-15-04-03	6722	4-10-55-29
17	KURURA	J.A. Clark 6-17-46-10	6642	4-11-26-48
18	LORRAINE	R.G. Nicholls 6-12-21-00	6798	4-12-45-21
19	TAM O'SHANTER	R.A.N. College 6-22-38-27	6808	4-17-26-55
20	NIRIPA	G.E. Peacock 6-21-04-24	7048	4-20-19-37
21	PHI AR RE	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	VAILARA	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	SENADE	L. Esdalle 7-18-27-40	7291	5-15-58-00
26	RENE	P.S. Parry 9-20-57-00	6630	6-13-05-50

**FASTEST TIME:** KURREWA IV 4-04-31-14

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

**1956 WEATHER:** Hard southerly blow on first night followed by light north east breeze to Bass Strait. A 50 mph sou'westerly across the straight to the lee of Tasmania and a southerly gale off Storm Bay reaching a record 86 mph.

1957

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

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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 3-18-30-39

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

**1957 WEATHER:** Strong westerly at the start then north-east to Cape Barren Island. Hard west winds followed and then light headwinds and calms along the Tasmanian coast. Leaders had the most breaks and Kurrewa IV set the record time for the course to that date.

1958

PI	YACHT	Elapsed Time	TCF	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 5-02-54-46	6672	3-22-01-00
7	SAMUEL PEPYS	R.N.S.A. 5-20-55-52	6779	3-23-32-15
8	SOLO	V. Meyer 5-02-32-52	7973	4-01-42-26
9	ROMAVA	R.J. Mercer 6-08-36-47	6643	4-05-22-51
10	WINSTON CHURCHILL	Sir Arthur Warner 5-02-46-30	8082	4-08-13-37
11	METUNG	T.O. Beatty 6-02-34-41	7235	4-10-02-57
12	WESTWARD	A.A. Robilliard 7-02-39-19	7276	5-04-10-07
13	ARCHINA	J.S. Howie 6-14-13-34	7860	5-04-21-56
14	BOONGOWN	Dr. J. Molesworth 8-05-02-17	6390	5-05-54-26
15	FORTUNA	J.B. Griffin 8-18-50-35	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 6-14-14-10-43	6616	5-16-24-32
18	TERRA NOVA	M.D. Greaves 8-04-42-57	7120	5-20-03-40
19	SAILMAKER	A. Raisbeck 8-19-00-00	6722	5-21-50-03

**FASTEST TIME:** SOLO 5-02-32-52

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

**1958 WEATHER:** Light SE breeze at the start, varying during the day, fresh nor'easter on the second day. Hard SW gale across Bass Strait. Vague winds and calms along Tasman coast, but fair wind out to sea. Fickle conditions in the Derwent River.

1959

PI	YACHT	Elapsed Time	TCF	Corrected Time
1	CHERANA	R.T. Williams 5-02-13-53	6590	3-08-33-02
2	ANITRA V	T & M Halvorsen 4-10-01-47	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. Crocker 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	6921	3-15-48-41
13	LOLITA	J. Leahy 5-10-42-33	6722	3-15-51-46
14	METUNG	Dr. T.O. Beatty 5-01-52-22	7270	3-16-36-05
15	LORRAINE	R.F. Rusk 5-12-08-28	6846	3-18-44-30
16	CATRIONA	D.M. Brown 5-00-56-30	7617	3-20-07-17
17	BIRRAHLEE	J & T Savage 5-20-23-00	6595	3-20-34-58
18	KURREWA IV	F & J Livingston 4-15-13-29	8651	4-00-13-14
19	WINSTON CHURCHILL	Sir Arthur Warner 4-23-27-47	8084	4-00-34-26
20	ARCHINA	J.S. Howie 5-00-55-29	7995	4-00-40-46
21	RUTHEAN	A. & T. Toll 4-23-04-53	8336	4-03-15-58
22	TAM O'SHANTER	R.A.N. College 6-09-45-00	6673	4-06-35-41
23	SOLANO	G. Glenn 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 4-13-33-12

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

**1959 WEATHER:** Nor'easterly breeze at the start, followed by a vicious SW squall, moderating over the next four days. SW wind at 20 knots across Bass Strait, the SE breeze and calms along the Tasmanian coast. Nor'easter for the leaders to the finish, then a flat calm on the Derwent River. Next morning a SE breeze carried a large group to the finish.

1960

PI	YACHT	Elapsed Time	TCF	Corrected Time
1	SIANDRA	G.P. Newland 5-00-59-03	6596	3-07-48-04
2	KALEENA	H.E. Godden 5-01-59-03	6565	3-08-04-57
3	MALOHI	N.H. McEnally 5-01-58-04	6609	3-08-37-19
4	RIVAL	A. Burgin & N. Rundle 5-03-19-24	6694	3-10-33-09
5	NORLA	T & M Halvorsen 4-19-57-03	7177	3-11-13-04
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	3-16-06-41
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	3-20-00-50
21	SOUTHERLY	D. Mickleborough 5-20-28-12	6611	3-20-51-53

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

**FASTEST TIME:** KURREWA IV 4-08-11-15

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

**1960 WEATHER:** Light nor'easter at the start and light favorable breezes for several days. Breeze turned south off Tasmanian coast and continued until finish.

1961

PI	YACHT	Elapsed Time	TCF	Corrected Time
1	RIVAL	A. Burgin & N. Rundle 4-17-28-21	6694	3-08-30-05
2	JANZOON II	W.R. Slade 4-16-25-3		

# Race Statistics

1968

YACHT	Elapsed Time	TCF	Corrected Time
PREYA	T & M Halvorsen 4-15-17-03	7014	3-06-03-17
CAVALIER	I E McDonnell 5-04-36-12	6428	3-08-05-22
ORITA MARIA	N B Rydge, Jr 4-22-36-21	6855	3-09-18-15
SEA WIND	N F Brooker 4-17-02-54	7194	3-13-19-37
WATER	R Swanson 5-08-11-57	6362	3-09-33-37
HOUSE OF MALHAM	N J Wright & D 5-07-41-23	6441	3-10-14-22
LENDACE	H S Mason 5-09-11-41	6371	3-10-18-42
MERCEDES II	H T Kaufman 4-23-56-07	7096	3-13-06-22
PRICE OF HUON	G Ingate 4-21-06-10	7278	3-13-13-39
TRAV	I A R Polson 5-11-56-57	6493	3-13-40-29
ORLA	J S Samson 5-03-42-00	6999	3-14-34-39
CAROL J	J Bennetto 5-03-25-22	7060	3-15-08-11
ALACIA	R F Rusk 5-05-08-58	7033	3-16-01-03
ANNA	E A Hales 5-01-18-25	7363	3-17-19-06
ONITA	R Cottee 5-16-19-01	6563	3-17-27-53
MAHOI	S Fischer 5-17-07-40	6555	3-17-53-14
ASS O'LUSS	B C Paultis 5-07-08-47	7072	3-17-55-05
SEA BEE	J Ashton-Martin 5-08-03-14	7158	3-19-39-40
JOY TOO	J & J McLaren 5-22-25-44	6575	3-21-38-49
PLPHIDE	W Boetcher 5-23-35-12	6557	3-22-08-59
ASTOR	P R Warner 4-10-53-00	8836	3-22-26-32
ALEENA	H E Godden 5-21-08-41	6746	3-22-32-58
SOUTHERLY	D Mickleborough 5-23-56-33	6672	4-00-02-18
ANNA	R Shield 6-02-12-01	6613	4-00-40-56
PUEN MARIE	A J Wildman 6-01-16-44	6655	4-00-40-59
ATHAN	A V & I J Toll 5-01-05-40	8065	4-01-39-46
WINSTON CHURCHILL	G Warner 5-03-53-37	8213	4-05-45-11
PIPA	J W White 6-02-31-30	7024	4-06-55-08
IDENT	A B Wilson 6-13-59-07	6838	4-12-01-49
SOUTHERN MYTH	N C Howard 6-06-51-11	7260	4-13-31-10
ANANI	A Williams 7-13-26-15	6587	4-23-30-46
ZILVERGEEST	A J Murray & A Hunter 7-21-07-05	6480	5-02-45-53
OLPH VI	Lawson Brothers 7-17-13-02	6653	5-03-13-30

14 POITREL	J Robson-Scott 4-20-57-20	7607	3-16-58-05
15 PALANA	R J Shield 4-20-54-27	7613	3-17-00-06
16 BINDAREE	G G Blackwood 4-20-58-18	7617	3-17-05-50
17 ODIN	L Abrahams 4-16-17-52	7940	3-17-09-51
18 ATHENA	J Jarrett 4-22-05-04	7553	3-17-11-21
19 TAM O SHANTER	K MacGregor 4-20-58-10	7626	3-17-12-03
20 JANZOOON 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 4-4-11-25	7966	3-18-57-50
25 SOUTHERLY	D Mickleborough 4-22-04-06	7710	3-19-01-51
26 VALHALLA	A & P Hankin 4-20-44-56	7805	3-19-07-21
27 ASTELOT	A G Croft 4-20-45-55	7804	3-19-07-25
28 AKALA	J H Bleakley 4-21-31-04	7792	3-19-34-10
29 SEAWIND	N F Brooker 4-16-06-50	8184	3-19-45-15
30 FARE-THREE-WELL	R T Williams 4-20-46-51	7874	3-19-57-11
31 THEME	K Bridgstock 5-00-45-10	7625	3-20-04-26
32 TAIREE	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	3-22-11-40
37 CARINA	R L Holford 4-22-49-38	7981	3-22-58-11
38 SOUTHERN MYTH	N C Howard 4-20-59-43	8250	4-00-31-16
39 TAHUNA	E A Hales 4-20-36-52	8134	4-00-57-12
40 SEA BEE	J Ashton-Martin 4-22-43-52	8248	4-01-55-45
41 STORMVOGEL	C Brynzee 4-20-30-09	10645	4-02-28-28
42 ALCHERINGA	J N Bridgeland 5-01-48-13	8226	4-04-11-45
43 INGRID	C M Earl 5-08-42-41	7840	4-04-54-35
44 BARRANE	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	4-18-27-20
49 ARUNTA PRINCESS	A Mark 6-12-28-12	7696	5-00-25-10

FASTEST TIME: STORMVOGEL 3-20-30-09

RETIRED: BIRRAHLEE (C Jones), MENABILLY (J Kealty), SAGA (L Little), THEKLA (E Eggers).

1965 WEATHER: Starting with a 10-15 knot southeast breeze, this increased to 30 knots during the afternoon. Calms and variable sea breezes followed along the NSW coast. A good 20 knot northerly helped the yachts across Bass Strait and down to Tasman Island. Variable winds and calm patches were the order to the finish.

FASTEST TIME: ASTOR 4-10-53-00

RETIRED: AOTEA II (R K Hunt), AQUA BLEU (F J Parson), BIRRAHLEE (C V Brown), BOONGOWN (Dr J Molesworth), ENID (J C A Cockle), FOUR WINDS II (G Gibson), RETIRED 1963 O GEMINI (P A Zala), ILINA (K R Murdoch), I J (J Faren-Price), SIANDRA (D M Boyden).

1966 WEATHER: Light northerly winds and calm patches for the first few days up-bay calculations. Then a fresh south-westerly down Tasmania way, which did 70 knots in Storm Bay, caused many retirements.

# 1966

YACHT	Elapsed Time	TCF	Corrected Time
PREYA	T & M Halvorsen 4-01-17-35	8014	3-05-58-14
CAMELOT	R Swanson 4-04-09-22	7901	3-07-08-00
JANZOOON II	W Russel Slade 4-05-13-34	7823	3-07-11-21
CADENCE	H S Mason 4-11-58-09	7371	3-07-35-03
ALACIA	A W Byrne 4-04-08-38	8035	3-08-27-56
ORITA MARIA	N B Rydge Jr 4-07-16-47	7852	3-09-05-43
CAVALIER	Dr L E McDonnell 4-13-25-13	7418	3-09-10-04
ORLA	J Bennetto 4-05-07-34	8051	3-09-25-00
MARELAH	R H Flock 4-09-00-44	7781	3-09-42-36
SEAWIND	N F Brooker 4-04-16-50	8194	3-10-10-12
WAMPLE	I A R Polson 4-14-06-32	7513	3-10-43-29
STRUEN MARIE	A J Wildman 4-12-26-22	7655	3-11-00-37
SARACEN II	R Crichton-Brown 4-11-59-18	7754	3-11-44-03
MERCEDES II	H T Kaufman 4-07-58-05	8102	3-12-14-06
KALEENA	H E Godden 4-12-59-16	7739	3-12-20-44
ILINA	K R Murdoch 3-22-33-51	9097	3-14-01-30
ONITA	R A Cottee 4-18-19-14	7563	3-14-27-38
TUI MANU	M York 4-16-57-21	7655	3-14-28-03
PHYLLIS GRAHAM	R Roxburgh 4-04-51-40	8617	3-14-54-43
POITREL	J R Robson-Scott 4-17-48-40	7641	3-14-57-27
ASTOR	P R Warner 3-20-05-05	9564	3-16-04-11
AKALA	J Bleakley 4-17-35-00	7792	3-16-30-14
AWAY	F Armstrong 4-19-43-20	7872	3-19-05-47
ATHENA	J Jarrett 5-01-49-55	7553	3-20-01-10
SYLPH VI	Lawson Brothers 5-02-22-07	7653	3-21-39-41
BEAMAN	H Vaughan 5-01-15-22	7794	3-22-30-25
JOY TOO	J J McLaren 5-05-21-37	7575	3-22-57-37
SHERANA	W R S MacRae 5-06-37-15	7657	3-23-48-50
MARCO POLO	K York-Smyce 5-08-07-00	7542	4-00-37-32
ROVAMA	R J Mercer 4-06-43-08	7808	4-02-56-31
METUNG	T O Beatty 5-06-13-15	8292	4-08-38-44

PI YACHT	Elapsed Time	TCF	Corrected Time
1 CADENCE	H S Mason 5-13-25-24	7403	4-02-46-24
2 SALOME	R Swanson 5-11-47-19	7589	4-04-00-53
3 TAMBOO	R J Green 5-12-16-22	7566	4-04-04-40
4 MISTER CHRISTIAN	P Kurts 5-06-54-55	7892	4-04-09-25
5 MALOHI	S Fischer 5-13-25-34	7555	4-04-48-13
6 SERIFA	B J Case 5-14-03-13	7532	4-04-58-09
7 MARIE VAN DIEMEN	P Hill 5-13-42-03	7573	4-05-15-07
8 HUON LASS	H D Calvert 5-07-44-21	7951	4-05-33-56
9 VALHALLA	P Hankin 5-11-21-50	7805	4-06-31-47
10 ASTELOT	A G Croft 5-11-31-32	7804	4-06-38-34
11 CANOPIUS	J K Williams 5-12-44-22	7737	4-06-42-02
12 FIDELIS	J V Daven 4-08-39-43	9823	4-06-48-35
13 JANZOOON 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 BALLANDRA	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 TAONIUI	J Lidgard 5-07-20-16	8226	4-08-48-10
23 SALACIA	A W Byrne 5-10-40-40	8036	4-09-00-45
24 POSEIDON	M W Miller 5-08-16-37	8195	4-09-07-22
25 CATRIONA	D M Brown 5-12-04-43	7982	4-09-25-31
26 FRANKLIN	R A N 5-08-51-46	8189	4-09-31-22
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	4-11-00-23
30 WATERE	R D Muir 5-21-26-55	7568	4-11-01-12
31 ROPAVE	R K Brown 5-17-01-32	7831	4-11-18-17
32 BACCHUS D	P E Deaton 5-06-45-29	8489	4-11-21-05
33 SHIMAAI	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	7567	4-16-20-17
37 THEKLA	F F Varcoe 6-08-20-13	7619	4-20-03-56
38 RIVOLI	E Eggers 5-11-06-09	9070	4-22-54-36
39 CAROUSEL	M R Brakell 6-10-47-54	7568	4-21-09-05
40 CARINA	R L Holford 6-05-07-41	7981	4-23-01-09
41 NAM SANG	J Thompson 5-08-10-33	9568	5-02-38-19
42 ALCHERINGA	J N Bridgeland 6-06-33-19	8257	5-04-18-49
43 SAGA	L S Little 7-02-28-41	7831	5-13-30-04
44 ALTAIR	G W Moore 6-13-01-18	8635	5-15-35-18

FASTEST TIME: FIDELIS 4-08-39-43

RETIRED: ANTIGUA (F A Hogarth), ZILVERGEEST (A J Murray)

1966 WEATHER: Light nor'easter at the start with southerly change first night out Light and variable winds with a fresh westerly across Bass Strait. Light and variable down Tasman coast

FASTEST TIME: ASTOR 3-20-05-05

RETIRED: AILSA (J Marion), ASTELOT (A G Croft), BACCHUS D (P E Deaton), BAREE (G G Blackwood), LOLITA (N G Cassim), SAGA (L Little), SEA BEE (Tom-Martin)

1967 WEATHER: Sunny start in light NE with a force 6 southerly change first later backing light SE and NE. Fresh northerly across Bass Strait, backing down the Tasmanian coast, followed by force 7 SW in Storm Bay. Calm seas in the Derwent River

7 MISTER CHRISTIAN	P Kurts 4-22-03-47	7892	3-21-10-31
8 CASTANET	L Carmichael 5-08-49-03	7315	3-22-13-47
9 CORROBOREE	K A Gray 4-23-20-44	7987	3-23-19-17
10 WATHARA II	B Cameron 5-05-28-39	7667	4-00-12-13
11 CALLOPE	K Middleton 5-11-53-08	7323	4-00-34-47
12 MOONBIRD	N F Brocker 5-06-32-38	7882	4-01-12-38
13 SEAWIND	P Wilde 4-23-01-33	8194	4-01-31-47
14 CAVALIER	J Roche 5-11-31-55	7378	4-02-16-28
15 SATANITA	R Hill Wilkie 5-01-38-39	8083	4-02-19-39
16 MALOHI	S Fischer 5-10-36-26	7550	4-02-36-31
17 LORITA MARIA	N B Rydge 5-06-16-58	7820	4-02-45-11
18 FARE-THREE-WELL	R Williams 5-06-22-22	7859	4-03-18-59
19 ADRIA	J Grubic 4-23-04-31	8360	4-03-32-50
20 SARINA	E J Jones 5-05-55-03	7917	4-03-41-19
21 CATRIONA	D M Brown 5-05-04-57	7982	4-03-50-28
22 FIDELIS	J V Daven 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	7654	4-05-18-16
25 NORLA	J Bennetto 5-06-24-44	7550	4-06-56-28
26 ASTELOT	A G Croft 5-12-44-00	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 Paultis 5-08-12-33	8072	4-07-29-18
30 NELL GWYNN	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 SHIMAAI	C M Earl 5-08-22-29	8102	4-08-00-32
35 CAMELOT	J J Borrow 5-13-28-59	7899	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-



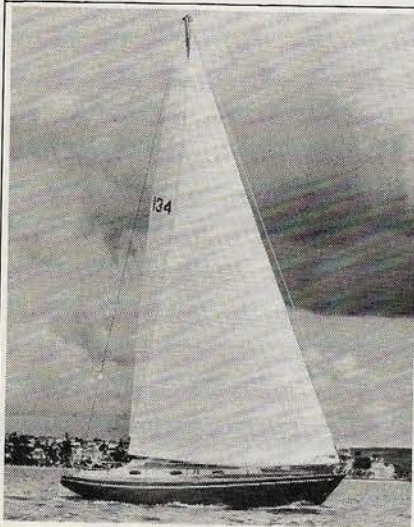
1968 – Koomooloo



1969 – Morning Cloud



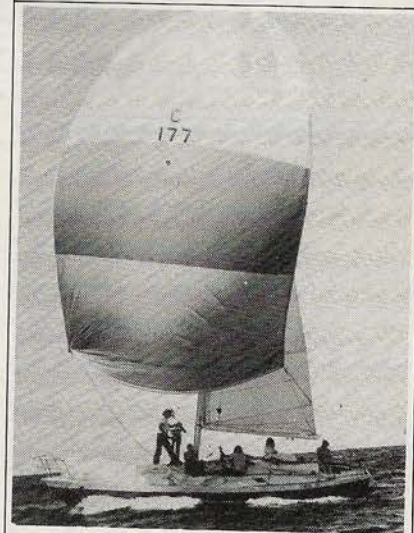
1970 – Pacha



1971 – Pathfinder



1972 – American Eagle



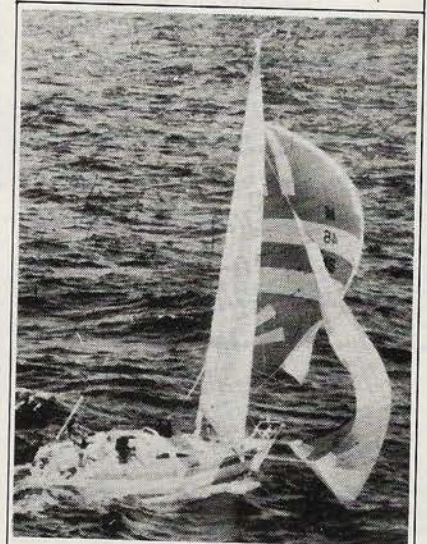
1973 – Ceil III



1974, 1978 – Love & War



1975 – Rampage



1976 – Piccolo

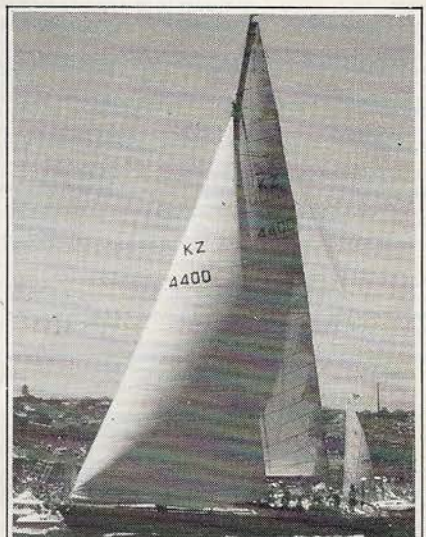




1977 - Kialoa



1979 - Screw Loose



1980 - New Zealand



1981 - Zeus II



1982 - Scallywag



1983 - Challenge



1984 - Indian Pacific



1985 - Sagacious



1986 - Ex-Tension

1987 - SOVEREIGN

44 NATANI	O. Trewartha	6-08-34-11	7496	4-18-21-58
45 ATHENA	A. Frail	6-10-46-20	7444	4-19-12-44
46 SHIMAAL	C. Eerie	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	5-08-01-41	9024	4-20-17-04
49 BACCHUS D	P. Deaton	5-20-08-17	8473	4-22-44-20
50 TEMERAIRE	C. White	6-22-39-22	7286	5-01-25-33
51 ARAPAUA	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: CRUSADE 3-15-07-40**

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

**1968 WEATHER:** Light winds from ENE, at the start freshened to 10-15 knots during daytime and light at night, persisted for the first two days followed on the third day by a 20 knot southerly with rain. This helped the leaders to the finishing line but the second half of the fleet was beset by light and variable winds for their final 24 hours.

**DIVISION WINNERS**

**DIVISION 1: KOOMOOLOO**

**DIVISION 2: MOONBIRD**

**FASTEST TIME: ONDINE II 4-03-20-02**

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

**1968 WEATHER:** NE at start and down the coast with thunderstorms and a fresh SW, second night on SW, increased to force 9 with heavy seas across Bass Strait, moderating down the Tasmanian coast and later turning northerly. Calms around Tasman Island and the Derwent.

**1969**

PI	YACHT	Elapsed Time	TCF	Corrected Time
1	MORNING CLOUD	E Heath 4-05-57-53	7496	3-04-25-57
2	PROSPECT OF WHITBY	A Slater 4-00-19-19	8024	3-05-17-19
3	SALACIA	A Byrne 4-02-40-57	7945	3-06-24-11
4	THUNDERBOLT	G Shields & F Thomas 4-06-35-05	7644	3-06-24-56
5	TINA OF MELBOURNE	B Scott 4-06-07-44	7690	3-06-32-13
6	MERCEDDES III	H Kaufman 4-02-47-54	7972	3-06-45-44
7	BOAMBILLEE	V Walsh 4-06-31-03	7690	3-06-50-09
8	MORNING AFTER	R Hill 4-08-40-39	7541	3-06-56-14
9	REBEL	B Wilson 4-06-43-05	7690	3-06-59-24
10	BANDIT	M Tostevin 4-06-45-34	7690	3-07-01-18
11	CAVALIER SEUL	D.P. Caviller 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 Brothers 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	3-10-11-48
23	SUNDOWNER	R. Swanson 4-02-47-04	8330	3-10-17-14
24	VENINDE II	G. Jorgensen 4-11-13-05	7959	3-10-27-02
25	ODIN	L. Abrahams 4-07-36-23	7959	3-10-27-36
26	BALANDRA	R. Crichton-Brown 4-02-19-39	8414	3-10-43-50
27	MELITE	I. Brodzki 4-11-44-23	7990	3-10-51-07
28	MAID ROSALINDE	B. Finch 4-14-13-56	7545	3-11-10-12
29	SARACEN II	J. Morris 4-13-08-15	7623	3-11-11-43
30	CRUSADE	M. Aitken 3-15-07-40	9561	3-11-18-10
31	CORROBOREE	J. White 4-08-07-40	8010	3-11-24-22
32	DUET	P. Hopwood 4-12-29-03	7690	3-11-25-27
33	NELL GWYN	F. Hickman 4-09-30-03	7913	3-11-28-58
34	WATHARA II	R. Jackman 4-12-33-48	7690	3-11-29-07
35	OPHIR	D. Jones 4-12-39-05	7690	3-11-33-10
36	JISUMA	L. Scott 4-13-25-29	7714	3-12-24-37
37	CICILY JUNE	P. Dixon 4-16-24-33	7541	3-12-46-03
38	ROULETTE II	F. Andrews 4-07-58-26	8171	3-12-57-24
39	SALTY TIGER	J. Powell 4-01-11-27	8794	3-13-28-10
40	SALOME	K. Pix 4-17-39-40	7559	3-13-54-29
41	Akala	J. Bleakley 4-15-27-57	7736	3-14-13-47
42	MYTH OF ARRAN	D. Reid 4-03-19-55	8722	3-14-38-14
43	CARINA	P. Daniel 4-21-35-07	7420	3-15-15-23
44	PATSY	F. Duffield 4-12-58-49	8012	3-15-18-54
45	ADRIA	J. Grubic 4-08-55-29	8360	3-15-43-01
46	CAMELOT	J. Borrow 4-14-29-21	7940	3-15-43-41
47	CAVALIER	J. Roche 4-23-29-59	7378	3-16-10-01
48	KARINGAL	A. Berns 4-13-47-04	8063	3-16-31-08
49	APOLLO	A. Bond 3-15-26-22	10134	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 BRITAIN	J. Attwood, G 4-23-51-08	7719	3-20-30-50
Maxted & K. Harry				
57	CAPUCINE	R. Brenac 5-03-43-33	7487	3-20-38-01
58	MONSOON	Sturrock & Rooney 4-23-03-40	7795	3-20-48-29
59	ZILVERGEEST	A. Murrays 5-08-26-56	7375	3-22-43-51
60	SISKA	R. Tassar 4-01-59-18	9745	3-23-29-22
61	SHI BU	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. Pettigall 5-07-27-54	7690	4-00-28-57
64	ENID	W. MacRae 4-08-07-12	9577	4-03-42-56
65	FOURWINDS 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	TOROA	G. Stern 5-06-16-13	8256	4-08-14-55
68	FIDELIS	J. Davern 4-05-17-29	10431	4-09-39-25
69	DORADO	J. Lake 5-23-57-11	7366	4-10-20-08
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 6-08-40-18	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

**DIVISION WINNERS**

**ONE TON: TINA OF MELBOURNE**

**DIVISION 1: PROSPECT OF WHITBY**

**DIVISION 2: MORNING CLOUD**

**Race Statistics**

**1970**

PI	YACHT	Elapsed Time	TCF	Corrected Time
1	PACHA	R. Crichton-Brown 3-17-41-18	9157	3-10-07-39
2	RAGAMUFFIN	S. Fischer 3-20-42-28	8869	3-10-13-20
3	SALACIA II	A.W. Byrne 3-22-09-23	8893	3-11-43-59
4	KOOMOOLOO	N.B. Rydge Jr 4-11-35-40	8150	3-15-41-21
5	VICTORIA	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	MATKA	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	3-18-54-08
10	BACARDI	P. Cole 4-14-59-31	8292	3-20-02-04
11	BUCCANEER	T.E. Clark 3-14-06-12	10730	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 VII	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. Keely 5-08-10-58	7455	3-23-33-66
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	MARIEA	D.A. Cooper 5-02-42-45	7844	4-01-02-16
22	MISTRESS	W. Pettigall 5-04-18-38	7844	4-01-30-33
23	DUET	J. Diamond 5-04-09-48	7854	4-01-31-04
24	TAMPOO II	A. McKenzie-Smith 5-13-24-56	7312	4-01-33-12
25	CAMELOT	M. Clarke 5-02-32-27	8024	4-02-19-35
26	FARE-THREE WELL	J. Easton 5-05-07-30	7896	4-02-47-55
27	PATSY OF ISLAND BAY	F.R. Duffield 5-00-31-37	8200	4-02-49-55
28	CALLYPSO	G.G. Wignall 5-12-59-19	7444	4-02-59-48
29	ONYA II	P. Sydsk 5-10-28-56	7590	4-03-02-10
30	BALANDRA	Army Eastern Command 4-20-46-28	8516	4-03-26-41
31	WEATHERLY	J. Gilliam 5-04-09-00	8042	4-03-50-28
32	DIGGERIDOO	T. Simmat 5-05-51-43	7961	4-04-11-15
33	SOUTHERLY	D. Mickleborough 5-12-33-48	7564	4-04-16-55
34	FOUR WINDS II	S.W. Kirby 5-07-07-21	7961	4-05-12-07
35	PATRICE	R. Gibbs 5-05-36-41	8068	4-05-20-35
36	ANITRA V	Sir Garfield Barwick 5-07-50-35	7942	4-05-31-59
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
41	BOOMERANG VII	P. Hill 5-04-07-37	8675	4-11-40-48
42	FRANKLIN	Royal Australian 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

**ONE TON DIVISION: MATIKA**

**DIVISION 1: PACHA**

**DIVISION 2: MORNING MISCHIEF**

**FASTEST TIME: BUCCANEER 3-14-06-12**

**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. Kissadond), STARFIRE OF PERTH (N. McAllister), STORMY PETREL (C. Curran), THUNDERBOLT (G. Shields), VALHALLA (A. & P. Hankin).

**1970 WEATHER:** Moderate to fresh NE, winds for the first two days caused two yachts to lose their rudders. SW change on the morning of the third day built up to a gale that lasted over 50 hours. This made it a bit boat race and brought up a record of 14 retirements.

**1971**

PI	YACHT	Elapsed Time	TCF	Corrected Time
1	PATHFINDER	R. Wilson 4-00-02-04	7835	3-03-14-34
2	RUNAWAY	J. Lidgard 4-01-00-50	7844	3-04-05-51
3	WAI-ANIWA	R.H. Walker 4-01-15-07	7844	3-04-17-03
4	MORNING CLOUD	E. Heath 3-21-58-57	8141	3-04-30-40
5	TAURUS	A. G. Lee 3-21-05-48	8266	3-04-57-13
6	CERVANTES IV	R.C. Watson 3-23-55-11	8077	3-05-28-26
7	PROSPECT OF WHITBY	A. Slater 3-20-54-02	8362	3-05-41-00
8	KOOMOOLOO	J. Gilliam 3-23-41-21	8150	3-05-59-11
9	VICTORIA	L. Abrahams 4-00-00-01	8159	3-06-19-35
10	POLARIS	L.H. Savage 3-23-44-51	8292	3-07-23-37
11	RAGAMUFFIN	S. Fischer 3-17-37-54	8861	3-07-25-21
12	BACARDI	P. Cole 3-23-36-37	8336	3-07-42-02
13	STORMY PETREL	C. Curran 4-06-15-41	7844	3-08-12-50
14	MELTEME	B.C. Psaltis 3-23-29-25	8422	3-08-25-18
15	SATANITA II	D.H.R. Wilkie 3-23-46-09	8482	3-09-13-52
16	PLUM CRAZY	G. Thomas & Partners 4-16-33-23	7226	3-09-19-59
17	PILGRIM	G. Evans 4-08-01-30	7835	3-09-30-13
18	HUON LASS	H. Calvert 4-08-03-00	7841	3-09-35-20
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	MERCEDDES III	K. Moor 4-09-28-07	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	H. Vickers 4-14-14-01	7796	3-13-56-16
29	THUNDERBOLT	J.S. McIntyre 4-17-35-37	7620	3-14-33-29
30	MORNING MATILDA	R.P. McIntyre 4-16-31-54	7709	3-14-45-02
31	PIMPERNEL	J. Beaumont & Partners 4-16-31-54	7709	3-14-45-02

Race Statistics

Table with columns for name, sailor, and time. Includes entries like PROTHY II, W Wall-Smith, and G. McGarry.

Table with columns for name, sailor, and time. Includes entries like BINDA, A M Rundle, and SUNDOWNER, B Price.

Table with columns for name, sailor, and time. Includes entries like DIVISION A: LOVE AND WAR, DIVISION B: VITTORIA, and DIVISION C: POITREL II.

DIVISION: MARK TWIN
DIVISION: UNICORN
DIVISION: AMERICAN EAGLE
DIVISION: CAPRICE OF HUON
DIVISION: MATKA
DIVISION: SEQUANA
DIVISION: AMERICAN EAGLE 3-04-42-39
DIVISION: ANACONDA, BACARDI, KIDNAPPER, NOCTURNE
WEATHER: The CYCA put back the starting time to 12 noon local time...

DISQUALIFIED: ALCHERINGA, RUTHEAN
DIVISION A: PROSPECT OF WHITBY
DIVISION B: RAMPAGE
DIVISION C: CEIL III
DIVISION D: SKYLARK
FASTEST TIME: HELSAL 3-01-32-09

1975

Table with columns for PI YACHT, Elapsed Time, TCF, and Corrected Time. Includes entries like RAMPAGE, FAIR DINKUM, SUPERSTAR, etc.

1973 WEATHER: The key to success in the 1973 Sydney to Hobart Race was to keep well to the east of the rhumbline and boats that did this had good breezes all the way...

1974

Large table with columns for PI YACHT, Elapsed Time, TCF, and Corrected Time. Contains race results for 1974, including entries like LOVE AND WAR, BUMBLEBEE 3, MERCEDES III, etc.

Table with columns for PI, YACHT, skipper, date, and time. Includes entries like SILHOUETTE, ANTAGONIST, BOOMERANG OF BELMONT.

DIVISION A: CORINTHIAN

DIVISION B: RAMPAGE

DIVISION C: PIED PIPER

DIVISION D: FAIR DINKUM

FASTEST TIME: KIALOA 2-14-36-56

RETIRED: MATIKA II, SAVANT, ZILVERGEEST III.

1975 WEATHER: The fleet started on the last day of a SE. pattern with winds ranging from 10-20 knots. A good clip was maintained in reaching conditions.

1976

Main table for 1976 with columns: PI, YACHT, skipper, elapsed time, TCF, corrected time. Lists 100+ entries.

TWO TON DIVISION: NATELLE TWO

ONE TON DIVISION: ROCKIE

THREE QUARTER TON DIV.: GHOST

HALF TON DIVISION: CHAUVINIST

DIVISION A: RAGAMUFFIN

DIVISION B: PICCOLO

DIVISION C: GHOST

DIVISION D: CHAUVINIST

FASTEST TIME: BALLYHOOD 3-07-59-26

RETIRED: AZTEC, BETULA, CORDON BLEU, KINTAMA, LOLLIPOP, LYNDAL, MELTEMI, MELTEMI, POLARIS, PROVIDENCE, ROGUE, SHENANDOAH, SMILIE, STORM BAY, TRESSAVA, WOFFAM IV.

1976 WEATHER: The start was in light NE. winds of about 8 knots which freshened in the afternoon. By early evening it had turned to a 25 knot southerly which reached 40 knots during the night.

Race Statistics

most of the day turning to SW. 5-10 knots during the night. By the next morning it was blowing 35 knots and later W. 30 gusting 40 knots.

1977

Main table for 1977 with columns: PI, YACHT, skipper, elapsed time, TCF, corrected time. Lists 100+ entries.

DISQUALIFIED: CORDON BLEU, VANESSA

FASTEST TIME: KIALOA 3-10-14-09

DIVISION A: KIALOA

DIVISION B: BRER FOX

DIVISION C: LIZILVERGEEST III

DIVISION D: LOLLIPOP

RETIRED: APALIE, APHRODITE, ARIES, ASSEGAAI, AVALON, AZTEC, B-ONE, NINE-FIVE, BELLMAN, BETULA, BINDA, CASABLANCA, CHAUVINIST, DORADO, FAIR DINKUM, 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, MULLOKA, MYSTIC SEVEN, NYDMUS, NIRE LOWA, PANDORA TWO, PENANNO, PHANTOM, QUEST, RHYTHM, RUM RUNNER, RUTHLESS, SILVER SHAMROCK III, SMIR-NOFF-AGNE, SOUTHERN COMFORT II, SPANKER, SUNBURST, SUPERSTAR, SUWZLEBUBBLE, TAURUS, THE HUM, THE STING, THUNDERBOLT, WAINUNU V, WHITE POINTER, WILLI WILLI, WIMAWAY, WINSTON CHURCHILL, XAVIERA.

1977 WEATHER: The race started in light E. at 5 knots, turning later to NE. 10 knots fading to a very light SSE. overnight.

1978 WEATHER: The race started in 12-15 knots NE. with rain. The wind gradually freshened the first running to 30 knots to give the yachts a fast passage.

1978

Main table for 1978 with columns: PI, YACHT, skipper, elapsed time, TCF, corrected time. Lists 100+ entries.

FASTEST TIME: APOLLO 4-02-23-24

DIVISION A: LOVE AND WAR

DIVISION B: DECEPTION

DIVISION C: STREAKER

DIVISION D: PEACOCK

RETIRED: ACRIX, APOLLO II, APOLLO IV, CLICQUOT, FARR O MOONSHADOW, NIMMITABEL, NIRIMBA, PICCOLO, SUPERSTAR.

1978 WEATHER: The race started in 12-15 knots NE. with rain. The wind gradually freshened the first running to 30 knots to give the yachts a fast passage.

YACHT	Elapsed Time	TCF	Corrected Time
SCREW LOOSE	R. J. Cumming 4-12-54-38	6934	3-03-31-06
WHEEL BARROW	I. C. Tringham 4-12-59-13	6934	3-03-34-17
APALIE	Apalie Synchrate 4-13-05-51	6931	3-03-36-55
SHENANDOAH	J.R. Charody 4-13-33-32	6902	3-03-37-03
QUINTAL	H.C. Knoop 4-13-19-50	6962	3-04-06-57
NIKE LOWA	A.T. Floyd 4-14-45-23	6902	3-04-26-38
MERINDA	A.G. Taylor 4-15-13-02	6918	3-04-56-24
CHALUVINIST	P. Winkler 4-15-47-39	6902	3-05-09-37
ZILVERGEEEST III	A.J. Murray 4-12-17-34	7133	3-05-14-42
MORNING HUSTLER	J.H. Cowell 4-12-51-00	7137	3-05-38-33
THUNDERBOLT	L.P. Harding 4-13-06-18	7137	3-05-52-05
QUETZAL	P. North 4-13-05-51	7139	3-05-53-04
CHEERY CHEER	P. Atrill 4-17-37-38	6863	3-05-58-06
LOLIPOP	I. Miller 4-17-31-45	6874	3-06-02-31
BUMBLEBEE 4	J.D. Kahlbetzer 3-01-45-52	10628	3-06-23-48
GHOST TOO	K. Roxburgh, C. Graham, & 4-11-40-13	7293	3-06-31-26
W. Hoare			
PIMPERNEL	H.J. Holland 4-14-06-47	7145	3-06-40-32
PUSS 'N BOOTS	H. Boot 4-12-55-59	7234	3-06-48-07
RELENTLESS	P. Hankin 4-05-16-58	7784	3-06-50-10
CHANCE	W. & J. Rice 4-12-14-17	7293	3-06-56-16
ZEUS II	J.R. Dunstan 4-18-32-09	6899	3-07-01-05
BLUE MOVES	B.A. Moore 4-12-20-59	7316	3-07-07-16
TNA TWO	K.V. Dyer 4-18-56-12	6902	3-07-19-45
AURIGA	M.P. Stubbing 4-17-07-36	7298	3-07-42-34
BELITA IV	D.R. Anderson 4-13-30-09	7288	3-07-48-19
SGIAN DUBH	R.W. Lean 4-15-09-15	7186	3-07-52-31
VANGUARD	R.H. Caswe 4-04-56-43	7918	3-07-55-42
BRUMBY	P. & R. Robinson 4-19-20-36	6934	3-07-58-44
BILLABONG	P.N. Joubert 4-12-38-41	7364	3-08-00-21
AMON-RE	D. Smith 4-12-48-27	7357	3-08-02-58
HECATE	W.J. Tedmanson 4-14-09-51	7271	3-08-06-01
REVENGE	P.H.I. Green 4-13-20-10	7327	3-08-06-38
SPIDER	D. Currie 4-12-26-02	7391	3-08-08-36
SECOND LADY	G. Scherwinski 4-12-48-23	7369	3-08-10-45
WATHARA II	E.J.C. & R.E.C. Stopp 4-12-18-12	7410	3-08-15-09
WIMAWAY	A. Barry 4-12-55-58	7375	3-08-20-16
DRANI	W.G.P. Read 4-12-14-15	7433	3-08-27-10
SMACKWATER JACK	P. Whiting 4-06-56-45	7846	3-08-46-16
DECEPTION	J.H. Bleakley 4-06-58-12	7846	3-08-47-24
BIG SCHOTT	A. Pearson 4-03-49-47	8119	3-09-03-06
HUON CHIEF	H.D. Calvert 4-10-49-41	7597	3-09-09-26
MARIA	M. Preston & D. Kelly 4-12-46-24	7463	3-09-10-39
MERCULES	M.H. C.M. & S.P. Will 4-10-25-15	7628	3-09-11-25
MYSTIC SEVEN	N.D. Digdale 4-12-56-42	7462	3-09-13-57
VIACIOUS	J.A. Burton 4-22-09-08	6877	3-09-15-11
MIXO	D. Burfitt 4-21-39-34	6915	3-09-21-41
CAV	S. Parnell 4-16-39-19	7225	3-09-23-36
JEDAKA	H. Kuhn 4-13-44-42	7420	3-09-25-50
SHOGUN	B. Sutton 4-03-26-25	8190	3-09-26-29
SWEET CAROLINE	M.W.D. Phillips 4-03-00-29	8246	3-09-38-31
BINDA	I.D. Ritchie 4-14-12-13	7410	3-09-39-39
SAGITTA	B. & W. Helioren 4-17-08-37	7222	3-09-42-44
SHENANDOAH	R.A. White 4-12-19-20	7546	3-09-44-23
SOLANDRA	R.W. Escott 4-22-32-59	6911	3-09-55-46
THE STRING	A.M. Rundle 4-10-48-07	7680	3-10-01-26
GARLANA II	D. Milikan 4-13-00-58	7525	3-10-02-04
LOWLIC PRAWN	P.E. Glynn & R.W. Steel 4-15-37-22	7353	3-10-04-34
IMPETUOUS	G.R. Lambert & J. Crisp 4-04-34-46	8171	3-10-11-00
CHRISTINA	P.W.H. Woodruff 4-12-51-05	7555	3-10-14-14
CALLA	R.K. Birtles 4-12-45-38	7579	3-10-25-46
PRYORITY	J. Pryor 4-10-23-57	7763	3-10-35-51
MARIONETTE	C.A.F. Dunning 4-00-32-37	8580	3-10-50-03
WHITE POINTER	K. Le Compte 4-10-50-45	7763	3-10-56-39
MERCEDS III	A.T. Clutton 4-12-16-15	7665	3-10-59-22
MARK TWAIN	K. Jones 4-13-00-19	7615	3-11-00-27
NEW BEACH ROAD	D.C. Booth 4-11-32-30	7728	3-11-06-29
RAGAMUFFIN	S. Fischer 4-01-46-12	8503	3-11-08-01
CHAOS	D. Leitch 4-10-26-12	7831	3-11-21-01
KAILUANI	S.C. Lovell 4-18-49-29	7264	3-11-24-31
MERCEDS V	H. James 4-05-57-28	8181	3-11-24-41
QUEST	R. Cruickshank 4-13-15-43	7636	3-11-25-56
NIRIMBA	Royal Australian Navy 4-19-12-35	7247	3-11-29-32
CICCOLO III	J. Pickles 4-10-13-56	7867	3-11-34-22
FLIGHT	G.B. Lambie 4-18-08-30	7323	3-11-35-09
NYAMBA	J.G. Hardy 4-05-44-53	8218	3-11-36-57
DIAMOND CUTTER	A. Sweeney 4-12-02-02	7742	3-11-38-23
FARR OUT	E. Vidor 4-10-22-55	7870	3-11-43-21
WOFTAM IV	B. Jamison 4-13-19-14	7659	3-11-43-43
KOAMARU	B.A. Millar 4-11-22-17	7799	3-11-44-20
PATRICE III	D. MacWilliam 4-03-49-05	8392	3-11-46-02
APOLLO II	R. & I. Thurston 4-03-20-09	8436	3-11-47-58
QUICKSILVER	P.D. Lamont 4-11-45-34	7777	3-11-48-16
LUPUS	W.A. Schifferli 4-17-37-46	7380	3-11-51-30
YEOMAN XXI	R.A. Aisher 4-01-46-14	8580	3-11-53-13
FURIABO	Y. Sasamoto & T. Tomioka 4-05-13-09	8291	3-11-55-14
BACARDI	J. Gould 4-03-45-05	8425	3-12-02-25
SUNBURST	R.K. Young 4-06-05-56	8246	3-12-11-26
STAR WARS	B.R. Button 4-11-22-48	7844	3-12-13-43
MARDI GRAS	Farmyard Syndicate 4-11-22-52	7860	3-12-24-05
FARRAWA	B.G. Campbell 4-05-08-53	8346	3-12-25-05
CHICK CHACK	M.L. Dykes 4-12-50-06	7781	3-12-41-04
SALACIA II	A.W. Byrne 4-03-15-17	8536	3-12-43-25
CHALLENGE	L.J. Abrahams 4-04-24-21	8443	3-12-46-29
INVINCIBLE	D. Bienefeld 4-12-24-25	7821	3-12-47-06
DAMEL	W.A.J. Currie 4-12-21-49	7831	3-12-51-34
PIRA	S. Shield 4-18-16-42	7431	3-12-55-12
BORN FREE	J.H. & C.D. Howell 4-12-18-35	7844	3-12-57-29
SUPERSTAR	K. Farroll 4-03-18-24	8563	3-13-02-10
BLIZZARD	E. Euer 4-00-24-52	8831	3-13-08-36
RIVAL	T. Secombe 4-23-03-19	7155	3-13-11-02
NEW MORNING	T. Hewison 4-11-53-36	7901	3-13-14-47
CONDOR OF BERMUDA	R. Bell 3-08-02-58	10667	3-13-13-19
SISKA	R. Tasker 3-08-56-53	10663	3-13-30-19
POLARIS	L.H. Savage 4-11-23-16	7977	3-13-39-47
TARQUIN	J.A. Stanford 4-22-44-42	7241	3-13-58-59
GRANNY APPLE	Whispers Syndicate 4-11-31-57	7998	3-14-00-16
GOONDOOLOO	P. & B. Young 4-18-32-10	7510	3-14-00-59
RIMFIRE	E.W. Walling 4-07-09-06	8363	3-14-15-56
NATLELE II	A.G. Lee 4-10-22-06	8114	3-14-18-26
MELTME	Canberra Yacht Club Syndicated-11-27-13	8087	3-14-53-51
MANU KAI	J.W.B. Barry 4-18-53-08	7566	3-14-55-20
HELSAL II	A. Fisher 3-09-56-16	10643	3-15-12-22
UTIEKAH IV	G. Henricke 4-17-20-46	7698	3-15-15-13

115 POLICE CAR	P.R. Cantwell 4-10-48-07	8199	3-15-34-00
116 SATIN SHEETS	M. O'Leary 4-11-22-43	8156	3-15-34-40
117 MIRRORBOOKA	J. Bennetto 4-11-31-27	8147	3-15-35-59
118 APOLLO	W. Rooklyn 3-22-15-03	9301	3-15-39-45
119 ANTICIPATION	D. St. C. Brown 4-03-08-04	8804	3-15-43-05
120 OBSESSION	W.C.R. Bale & K.D. Monro 4-11-24-03	8209	3-15-49-55
121 DYNAMITE	R.E. Walters 4-10-09-24	8310	3-16-12-58
122 ADRIA	A. Harry 4-12-23-57	8144	3-16-16-49
123 BREAKAWAY	K. McDonald 4-11-41-00	8218	3-16-29-38
124 SCORPION	R.W. Clemens 4-10-28-23	8319	3-16-34-29
125 SEQUOIA II	L.M. Clark 4-12-16-33	8197	3-16-45-13
126 JEMIMA	K.L. Bell 4-10-14-04	8434	3-17-35-53
127 ROGIS TOO	R.J. Brown 4-22-15-09	7586	3-17-42-22
128 ALI BABA	J. & T. Michilis 4-10-11-23	8520	3-18-28-25
129 SORCERY	J.D. Wood 3-22-32-34	9629	3-18-33-13
130 DESTINY	T.A. Taylor 4-13-00-10	8333	3-18-49-55
131 FIONA	J. Sturrock & E. Lawrence 4-13-01-54	8346	3-18-59-52
132 MARY MUFFIN	G.A. Blok 4-10-12-49	8613	3-19-28-54
133 BANJO PATERSON	J. Jarrett 4-06-51-15	8952	3-20-05-07
134 SAVANT	K.L. Cox 4-13-13-54	8437	3-20-09-31
135 SHEARWATER	J.M. & A.R. Cooper 4-21-00-75	7910	3-20-33-10
136 GAULOIS 3	P. Faque 4-00-48-52	9594	3-20-53-01
137 GRETEL	B. Lewis 4-03-01-45	9395	3-21-02-16
138 CONGERE	B.D. Koeppl 4-11-27-34	8870	3-23-18-59
139 ANACONDA II	J. Grubic 3-21-55-23	10496	4-02-34-16
140 CASABLANCA	J. Goddard 4-10-11-21	9503	4-04-54-41
141 SELTRUST ENDEAVOUR	J.P. Callow & 4-12-46-04	9707	4-09-34-51
	M.J. Dunham		
142 IOGENE	L.L. & D.I. Haskett 4-12-11-17	8385	3-18-42-56
72 CHAUTAUQUA	A.C. Rowlett 4-11-36-01	7757	3-11-27-95

**FASTEST TIME: BUMBLEBEE 4 3-01-45-52**

**MAXI DIVISION: BUMBLEBEE 4**

**DIVISION A: BIG SCHOTT**

**DIVISION B: RELENTLESS**

**DIVISION C: ZILVERGEEEST III**

**DIVISION D: SCREW LOOSE**

**RETIRED: HI-JACQUE, MOONSHADOW, ONYA OF GOSFORD, REGARDLESS, SALAMANDER II.**

**1979 WEATHER:** First spinnaker start since 1967 to give all yachts a fast passage to the Heads before a 12 knot sou'easter. Outside the Heads, all yachts were close headed and the breeze backed to the east for two hours. Late on the first afternoon a line squall passed over the fleet gusting to 35 knots. It eased during the night. After a brief calm patch the breeze filled in from the nor' east to give a quick kick across Bass Strait before a 30 knot breeze down on the third day saw yachts light running before a 10 knot nor' wester light breezes and thick fog down the Tasmanian coast prevented the big boats taking top honours, but a freshening sea breeze brought all the little boats home to dominate the major placings.

**1980**

PI YACHT	Elapsed Time	TCF	Corrected Time
1 NEW ZEALAND	NZ Round the World 2-18-45-41	10369	2-21-13-29
2 GRETEL	B. Lewis 3-02-03-55	9380	2-21-28-23
3 CHALLENGE	L. Abrahams 3-10-31-21	8434	2-21-35-58
4 EVELYN	J. Cassidy 3-01-10-02	9619	2-22-24-39
5 NEFERTITI	F.B. Ryan 3-05-09-21	9294	2-23-42-22
6 HELSA II	A. Fisher 2-20-34-32	10603	3-00-42-38
7 MARGARET RINTOUL II	S.R. Edwards 3-15-18-46	8333	3-00-45-27
8 POLICE CAR	J.G. Hardy 3-16-58-47	8199	3-00-57-16
9 INCH BY WINCH	D.J. O'Neill & Partners 3-15-20-25	8399	3-01-21-25
10 RAGAMUFFIN	S. Fischer 3-15-21-03	8486	3-02-07-33
11 APOLLO II	A.J. Becher 3-16-36-28	8401	3-02-26-21
12 ANACONDA II	J. Grubic 3-00-38-33	10290	3-02-44-56
13 PATRICE III	J.R. Kirby 3-17-38-48	8350	3-02-51-17
14 ONYA	J. de Vega 3-13-54-47	8733	3-03-01-40
15 ONCE MORE DEAR FRIENDS	P.P. Kuts 3-20-55-25	8105	3-03-18-52
16 MATIKA II	L. Green 4-08-14-13	7254	3-03-37-17
17 MARY MUFFIN	G.A. Blok 3-17-08-36	8501	3-03-46-50
18 ADRENALIN	B.C. Ryan 3-23-34-56	8027	3-04-43-25
19 WHEELBARROW	I.C. Tringham 4-15-13-36	6898	3-04-43-25
20 BIG SCHOTT	A. Pearson 3-23-41-25	8282	3-04-45-45
21 PHOENIX	E. Vidor 4-03-23-20	7774	3-05-15-53
22 CICCOLO	J. Pickles 4-03-09-29	7793	3-05-16-25
23 SCREW LOOSE	R.J. Cumming 4-15-14-43	6949	3-05-18-15
24 MERCEDS IV	D.L. & M.E. Brahm 3-23-42-44	8086	3-05-23-34
25 DIAMOND CUTTER	A.J. Sweeney 4-03-50-36	7763	3-05-30-30
26 HERCULES	M.H. C.M. & S.P. Will 4-06-07-34	7597	3-05-35-06
27 PRYORITY	J. Pryor 4-05-50-24	7659	3-05-59-07
28 ZEUS II	J.R. Dunstan 4-17-17-56	6886	3-06-01-03
29 IMPETUOUS	J. Lambert & J. Crisp 3-23-35-35	8162	3-06-01-22
30 KESTREL	R.H. Field 4-06-31-06	7628	3-06-12-03
31 SAGACIOUS	G.J. Appleby 3-23-43-41	8181	3-06-18-54
32 NATLELE II	A.G. Lee 4-01-22-20	8045	3-06-20-09
33 BILLABONG	P.N. Joubert 4-11-33-47	7300	3-06-31-15
34 STAR WARDS	B. Button 4-05-13-52	7834	3-07-18-16
35 HOT PROSPECT	E.O. Grendon 4-06-22-17	7763	3-07-28-15
36 GHOST TOO	K. Roxburgh, C. Graham, & 4-13-46-34	7277	3-07-53-02
W. Hoare			
37 MERCEDS V	I. Lewis 4-03-20-20	8073	3-08-11-46
38 WHITE POINTER	K. Le Compte 4-06-48-01	7659	3-08-15-59
39 BREADFRUIT	R. Sill 4-14-45-14	7284	3-08-40-23
40 MELTME	J. Bell & B.C. Pealits 4-04-48-34	8010	3-08-44-54
41 BACARDI	R.G. Gould 3-23-44-04	8451	3-08-54-22
42 LOWANA II	D. Milikan 4-12-30-34	7462	3-09-05-41
43 VIACIOUS	J.A. Brown 4-03-05-20	8199	3-09-14-34
44 WIMAWAY	A. Barry 4-14-15-13-28	7331	3-09-32-19
45 LOLIPOP	I.T. Miller 4-23-09-39	6846	3-09-34-39
46 REVENGE	P.H. Green 4-15-40-28	7312	3-09-39-22
47 ONYA OF GOSFORD	P. Rysdyk 4-07-58-32	7873	3-09-51-35
48 HOTSHOT	L.L. & G.L. Prescott 4-22-23-19	6924	3-09-58-20
49 BATTLESTAR	H. James 4-01-25-07	8443	3-10-15-01
50 BRUMBY	P. & R. Robinson 4-23-26-04	6898	3-10-23-09
51 BALANDRA	R.H.		

Table of race statistics for 1981, listing yachts, crew names, and race numbers. Includes entries like ORANI, BLACK MAGIC, INFRA RED, GHOST TOO, THE ROPE RUNNER, etc.

lasted only 8 hours during the night of the 28th. The leaders found calms and light south-easters down the east coast of Tasmania and across Storm Bay to the finish, making it one of the slowest Hobarts on record. The medium raters looked all set to clean up the over all 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.

Continuation of race statistics for 1981, listing yachts like TERUMA, BENANTHRA, ADIELIS, etc.

1982

Table of race statistics for 1982, listing yachts, crew names, and race numbers. Includes entries like SCALLYWAG, AUCADITY, POLICE CAR, etc.

Table of race statistics for 1982, listing yachts, crew names, and race numbers. Includes entries like SCALLYWAG, AUCADITY, POLICE CAR, etc.

FASTEST TIME: CONDOR OF BERMUDA 3-00-59-17

DIVISION A: SWEET CAROLINE
DIVISION B: POLICE CAR
DIVISION C: SCALLYWAG
DIVISION D: PIRRA

CLASSIC DIVIS: POLARIS

RETIRE: CHLOE, CONQUISTADOR, DIAMOND CUTTER, EVELYN, IDLE, INVINCIBLE, SCHEHERAZADE, THIRLMERE, TUCANA, VICIOUS.
1982 WEATHER: A light air stat, ENE, which remained throughout the first day 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 died and moved into the W. Before the light SE change the third day. It was a slow progress down the Tasmanian east coast, still anyone's race for line handicap honours. The morning of the fourth day the leaders rounded Tasmania island with a freshening breeze from astern that reached 40 knots NE. 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 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.

1983

\* PARMELIA 20% Penalty
DISQUALIFIED: JIMMY BLACKSMITH
FASTEST TIME: VENGEANCE 3-22-30-00
MAXI DIVISION: VENGEANCE
DIVISION A: APOLLO V
DIVISION B: SZCHWANG
DIVISION C: SMUGGLER
DIVISION D: ZEUS II
RETIRE: 2001, APOLLO, APOLLO III, FARR OUT, HASTA LUEGA, IDLE WICE, MERCEDES V, ONYA, POLICE CAR, SCREW LOOSE, SOUTHERN RAIDER, ULTRAVIOLET, VANGUARD, WY-AR-GINE III, ZIG ZAG
1981 WEATHER: Strong southerly winds at the start provided a spectacular and fast spinnaker run to Heads. The southerly increased on the first night to about 35 knots with a rough sea, which caused the majority of the retirements. The breeze moderated to ten knots over the second day and night, still from the south. Dawn the third day provided the first of many calms that plagued the fleet from Bass Strait to the finish. Most crossed Bass Strait in a 25 knot westerly that

Table of race statistics for 1983, listing yachts, crew names, and race numbers. Includes entries like POLARIS, VENGEANCE, APOLLO II, etc.

Table of race statistics for 1983, listing yachts, crew names, and race numbers. Includes entries like POLARIS, VENGEANCE, APOLLO II, etc.

Table of race statistics for 1984, listing names, times, and other details for various categories like J.P. King, J.P. Millikan, etc.

1984

Table of race statistics for 1984, listing names, times, and other details for various categories like INDIAN PACIFIC, LAWFESS, etc.

THE ROPERUNNER penalised 10% GALAZY III penalised 10% MARGARET RINTOUL II penalised 20% CHAOS penalised 40%

FASTEST TIME: NEW ZEALAND 3-11-31-21

MAXI DIVISION: NEW ZEALAND

DIVISION A: PATRICE III

DIVISION B: INDIAN PACIFIC

DIVISION C: CITY LIMITS

DIVISION D: LAWFESS

RETIRED: ADRIA AMAROO, ANDROMEDA, APHRODITE, APOLLO, APOLLO II, AQUILA, AUDACITY, CAPRICE OF HUON, CENTREFOLD, CHALLENGE II, CHALLENGE III, CHRISTA-FARR, COBWEB, CONDOR, CRUSADER OF BRIGHTON, CYBELE, DANCING MOUSE, DERWENT LASS, DESTINY, DI HARD, DIAMOND CUTTER, DR DAN, DRAKE'S PRAYER, DRY WHITE, DYNAMITE, ENCORE, ENDLESS ADVICE, ENIGMA, EUREKA, EVELYN, FANNY ADAMS, FARR FETCHED, FARR OUT, FIRELET, FLY BY NIGHT, FREIGHT TRAIN, GROUNDFOR, HALCYON, HULLBALABO, IMPATIENCE, IMPECCABLE, INCA, INCH BY WINCH, INTRIGUE, ISLE OF LUING, JORJA, KIA TERI, LADY ANN, LADY PENRYN, LARRIKIN, MANDALA, MANDRAKE, MARGARET RINTOUL IV, MARLOO, MARY DEAF, FIN, MORNING TIDE, MUCH ADO, NADIA, NYNJA-GO, ONCE MORE FRIENDS, OSPREY III, OUT OF SIGHT OUT OF MIND, OUTRAGEOUS, OVERDRIFT, PATROL, PHYLISSE, PICCOLO, PIET HEIN, PIPPIN, PUBLIC NUISANCE, PUNCH, PUNCH, QUETZAL, RAGAMUFFIN, REBECCA II, RED FEACES, RESTLESS IV, RUFF 'N' TUMBLE, RUNAWAY, SAGAR RANI, SANGAREE, SEQUESTA, SHENANDOAH III, SOLANDRA, SOUTHERN CROSS, SPIDER, SPIRIT OF QUEENSLAND, SUNBURST, SUNSEEKER, THE GAMBLER, THE OFFICE, THE SWAGMAN, THIRLMERE, TOO FARR OUT, TOO IMPETUOUS, TOPAZ, TRADITION, UPTOWN GIRL, VANESSA III, WATER FRONTIER, WITCRAFT, WITCHDOCTOR, WY-AR-GINE IV, YAHOO II, ZAP.

1984 WEATHER: A low pressure system near Melbourne on Christmas Day brought windy weather to Bass Strait and Tasmania. This system slowed up east of Bass Strait about mid-day on Boxing Day, creating two different swell patterns that combined off the NSW coast to make very treacherous seas. The Race featured a spectacular spinnaker start before a 25 knot southerly that slowly strengthened throughout the first afternoon. During the first night the breeze touched 40 knots from the south and retirements came thick and fast. A strong 35 knot southerly remained during the second day with punishing seas, and there were more retirements. Late on December 27 the leaders were only as far as the south coast of NSW. As the fleet approached Bass Strait the wind moved SSE, but still with uncomfortable seas and winds at 30 knots making life aboard wet and uncomfortable. On the third day the breeze moved from SSE, to E, and after some 50 hours of windward work the fleet was able to spring sheets for a hard reach across The Strait, the breeze moderating to 20-25 knots. As the leaders approached Tasman Island the breeze had freshened from the NE, to give the smaller yachts a hard run down the Tasmanian coast. The first half of the fleet had a quick trip across Storm Bay, but some of the little boats which appeared poised to win handicap honours were once again frustrated by the calms of Storm Bay and the Derwent River.

DRAKE'S PRAYER (37th) 20% Penalty WAR GAMES (91st) 10% Penalty DI HARD (103rd) 40% Penalty PRIME SUSPECT (150th) 70% Penalty INVADER (155th) 10% Penalty RAMPANT II (179th) 30% Penalty

FASTEST TIME: APOLLO 3-04-32-28

IOR DIVISIONS

IOR MAXI DIVISION: APOLLO

IOR DIVISION B: SAGACIOUS

IOR DIVISION D: NIKE

ILLINGWORTH DIVISIONS

MAXI DIVISION: WINDWARD PASSAGE

DIVISION B: ONCE MORE DEAR FRIENDS

DIVISION C: DIAMOND CUTTER

DIVISION D: NIKE

1985

Table of race statistics for 1985, listing names, times, and other details for various categories like SAGACIOUS, HUMMINGBIRD, SILVER MINX, etc.

QUALIFIED: NIRVANA, PANDA

TEST TIME: CONDOR 3-00-50-29

IOR DIVISION: FREIGHT TRAIN

DIVISION A: CHALLENGE

DIVISION B: ONCE MORE DEAR FRIENDS

DIVISION C: MOONLIGHTER

DIVISION D: LOT'S WIFE

RETIRED: AUDACITY, BILLABONG, CASABLANCA, FANNY ADAMS, GHOST, MY BLACKSMITH, LADY ANN, MARGARET RINTOUL II, MERCEDES IV, ROSINA II, PUSS 'N' BOOTS, SOLQUEST, TOO IMPETUOUS

WEATHER: A moderate easterly provided good close-reaching conditions to heads and out to the new sea mark. Thereafter the breeze swung to southeast and freshened, reaching 30 knots at times during the first 36 hours taking its toll of retirements. With moderate seas the bulk of the fleet enjoyed hard working on to Green Cape. The breeze then freed to give reaching conditions across Bass Strait and becoming northerly to provide a fast run down the Tasmanian coast. At Cape Raoul, the wind went light from the south, and dropped to a lull close inshore, which saw a number of yachts becalmed between the Bay and the Cape. Light conditions prevailed for the reach across the Bay and the for slow and tedious work for most yachts down the River to the finish.

102	DERWENT LASS	D. Colbourn	5-10-15-47	6913	3-18-03-03
103	DI HARD	J. Woodward	4-02-48-20	8055	3-18-09-42
103	FIRETEL	R. Lawler/K. Taylor	5-04-35-04	7237	3-18-09-42
104	AQUILA	B. Edmunds	5-07-11-58	7091	3-18-11-50
105	PATRICE III	P. King	4-12-40-52	8316	3-18-22-45
106	RESTLESS IV	D. Holloway	4-19-24-40	7863	3-18-44-52
107	YAHOO II	J. Elgar	4-14-46-50	8272	3-19-38-16
108	NIGHT RAIDER	N. Burnting	4-01-02-11	9498	3-02-08-55
109	BREADFRUIT	I. Sloan	5-08-05-47	7225	3-20-32-59
110	BLACK SHEEP	K. Coppel	4-09-47-24	8756	3-20-37-47
111	MYSTIC SEVEN	N.D. Chidgey	5-05-57-41	7364	3-20-45-29
111	RAGAMUFFIN	S. Fischer	3-08-39-22	10563	3-20-45-29
112	INSATIABLE	G. Wilson/H. Kuhn	4-19-34-47	8073	3-21-18-27
113	BANG BANG	D. Baxter/I. Lemon	4-21-12-18	8008	3-21-51-28
114	SALPETA	P. Hinton	5-19-54-01	6793	3-23-02-03
115	WILLY	D. Clark	4-18-46-21	8359	3-23-56-18
116	SAGITTA	K. Hughes	5-14-13-37	7177	4-00-20-05
117	NEVER SATISFIED	N. & B. Holt	5-03-37-53	7793	4-00-20-45
118	REVERIE II	G. Scott	5-13-30-23	7248	4-00-45-56
119	PACIFIC FLYER	R.B. Heatherey	4-21-25-27	8245	4-00-48-58
120	QUETZAL	R. Robson	5-19-58-30	6926	4-00-56-48
121	PENDULUM	W. Dargan	5-18-50-14	6990	4-01-02-50
122	LEVEN	B. Cunneen	5-18-02-45	7054	4-01-22-39
123	TURBO	L. Clough	4-12-25-29	8994	4-01-31-02
124	MANDALA	K. Gladman	5-14-20-07	7284	4-01-50-59
125	ROLLER COASTER	J. Fugisang	5-11-08-37	7542	4-02-54-31
126	PUNCH	B. & R. Lewis	5-18-19-20	7152	4-02-55-41
127	MARK TWAIN	V. O'Neill/C. Ward/B. White	5-10-48-31	7575	4-03-05-15
128	NUZULU	W. Dodds	5-21-14-38	7016	4-03-05-48
129	GOLDFINGER	R. Triplow	5-08-14-09	7833	4-04-26-50
131	TRIAD	Coombs/Vickery	4-20-33-40	7833	4-06-19-44
132	LADY PENRHYN OF NIRIMBA	Royal	5-05-29-29	8165	4-06-27-49
Australian Navy					
133	ANACONDA II	Josko Grubic	4-03-46-16	1 0291	4-06-40-28
134	CRUSADER	J. Nadorp	5-05-42-20	8183	4-06-51-53
135	CASABLANCA	G. McDonald	4-16-14-48	9237	4-07-40-56
138	MIRRABOOKA	G. Jensen-Muir	6-10-39-08	6724	4-07-59-17
139	NIMROD II	I. Watson	5-10-15-42	8237	4-11-17-48
140	AMAROD III	L. Hamilton/L. Noonan	6-00-15-04	7499	4-12-10-26
141	BALANDRA	G. Henniecke	5-18-17-46	7912	4-13-25-12
142	CYBELE	A. Ridley	6-14-13-04	7066	4-15-47-48
143	ODIN	M. Small	6-02-53-57	7649	4-16-21-47
144	SAGITTARIUS	D. Rowe	6-07-10-12	7510	4-17-31-43



145	TITANIC	A. Boyd Munro	6-12-16-28	7585	4-22-32-03
146	DESTINY	T. Taylor	6-10-21-08	8245	5-07-15-48
150	PRIME SUSPECT	R. Abkhair	4-03-32-51	7941	5-07-15-49
155	INVADER	P. Meguyer	6-09-49-17	6752	5-07-15-50
179	RAMPANT II	A. Tucker	4-00-18-59	1 0529	5-07-15-51

FASTEST TIME: APOLLO 3-04-32-28

IOR DIVISIONS

IOR MAXI DIVISION: APOLLO

IOR DIVISION A: THUNDERBIRD

IOR DIVISION B: SAGACIOUS

IOR DIVISION C: HUMMINGBIRD

IOR DIVISION D: NIKE

ILLINGWORTH DIVISIONS

MAXI DIVISION: WINDWARD PASSAGE

DIVISION A: APOLLO II

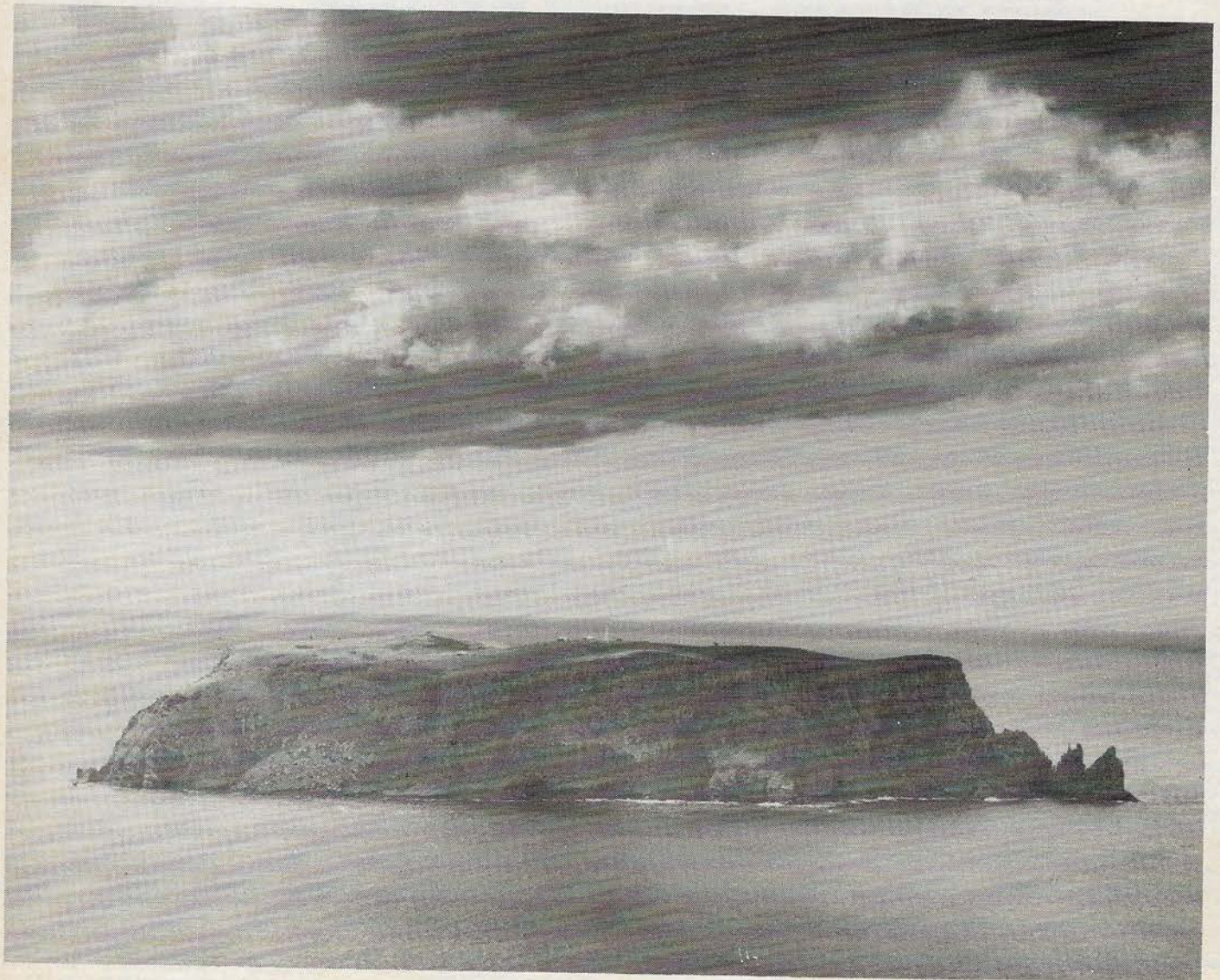
DIVISION B: ONCE MORE DEAR FRIENDS

DIVISION C: DIAMOND CUTTER

DIVISION D: NIKE

RETIRED: ANDROMEDA, ARGUS, BELINDA, BUSHWHACKER, CONTRACTOR, DRY WHITE, DUBIOUS, FIRST LIGHT, FORTLET, GOOD NEWS, HERA OF HOBART, HINDSIGHT II, IMPECCABLE, KAMEHAMEHA, MANDRAKE, MARLOO II, MOONLIGHTER, NADIA, OUTRAGEOUS, PANDA, QUASIMODO, SCAMPI A, SINGAPORE GIRL, SKEDADDLE, STORMY PETREL, STRUTH, STYX, SUPERTRAMP, THE ROPERUNNER, THE STING, THUMBS UP, TOO FAR OUT, ZAP

1985 WEATHER. The record fleet of 179 had one of the most chaotic starts on record with numerous minor and near collisions in a 15-18 knot nor'easter. The first afternoon was a run before a fresh 20-25 knot nor'easter until a southerly front passed through the fleet around 9.00 p.m. The southerly remained for almost 48 hours. Again it was a two-day punch into a strong southerly, much of the time in 25-30 knots, with a punishing sea (although not as severe as 1984). Retirements were many. All yachts had strong windward work from Jervis Bay to well into Bass Strait, and there was no let-up for 48 hours. As the leaders approached the NE tip of Tasmania, strong WSW winds were encountered, allowing the yachts to spring sheets. On the night of the 28th WSW winds were replaced by a pleasant 10 knot sou'easterly for the leaders while the tailenders had strong westerlies across the Strait. The next day saw light and fitful airs down the east coast of Tasmania which were replaced by weak NE sea breezes of no more than 15 knots. All yachts had fickle airs in Storm Bay and the Derwent, with placings changing continuously and boats making agonizing progress from Tasman Island to the finish.



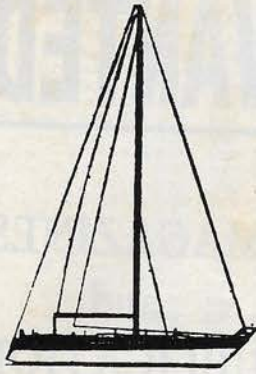


IOR RESULTS

ILLINGWORTH RESULTS

O'ALL PLACE

YACHT NAME	PLACE	LINE DIVISIONS				ELAP. TIME	TCF	CORR. TIME		TCF	CORR. TIME		DIVISIONS
		M	A	B	C			M	A		B	C	
1 EX TENSION.....A. Dunn	28		1			3-23-22-00	0.7690	3-01-14-30			3-01-14-30		
2 IMPECCABLE.....J. Walker	56			1		4-04-16-30	0.7318	3-01-22-52	0.7227		3-00-28-07		1
3 SOUTHERN CROSS.....W. Gilbert	29				2	3-23-26-07	0.7722	3-01-41-42					
4 PALADIN.....C. Franklin	14		1			3-21-32-36	0.7960	3-02-27-38	0.7900		3-01-53-57		2
5 SZECHWAN.....W. Johns	22		2			3-22-49-20	0.7863	3-02-33-31	0.7765		3-01-37-46		1
6 ANOTHER CONCUBINE.....J. Parker	19			3		3-22-00-28	0.7950	3-02-44-10	0.7890		3-02-10-20		3
7 SILVER MINX.....G. Player	38		3			4-00-57-29	0.7722	3-02-52-16					
8 HINDSIGHT II.....R.G. Griffin	80			2		4-13-36-58	0.6860	3-03-11-48	0.6654		3-00-56-19		2
9 INDIAN PACIFIC.....C. Jacobsen	21			4		3-22-46-58	0.7941	3-03-16-01	0.7881		3-02-41-54		4
10 INTRIGUE.....D. Calvert	25			5		3-22-51-40	0.7941	3-03-19-45					
11 INDIAN PACIFIC V.....J. Eyles	43		4			4-02-31-34	0.7659	3-03-27-40					
12 CONDOR.....R. Bell	1	1				2-23-26-25	1.0573	3-03-32-02					
13 VANESSA III.....K. Jaggard	54			5		4-04-02-25	0.7564	3-03-40-14	0.7337		3-01-23-58		1
14 SINGAPORE GIRL.....P. Steigrad/ D. Greenlaw	64			3		4-07-07-07	0.7353	3-03-49-23					
15 WINDWARD PASSAGE.....W. Muir	2	2				2-23-47-54	1.0563	3-03-50-26	1.0088		3-00-25-49		1
16 NADIA IV.....Canberra O.R.C.	32		6			3-23-50-34	0.7931	3-04-00-46	0.7872		3-03-26-51		8
17 THIRLMERE.....S. Green	39		7			4-01-10-47	0.7823	3-04-01-25	0.7725		3-03-04-17		7
18 DEMO.....B. Brady	44		6			4-02-39-09	0.7711	3-04-04-15					
19 TURKEY SHOOT.....S. McDonald/ B. Bowden	31		8			3-23-44-44	0.7950	3-04-07-04	0.7890		3-03-32-36		9
20 THUMBS UP.....A. Rundle	30		9			3-23-28-52	0.7979	3-04-11-04					
21 PRIME SUSPECT.....R. Abikhair	34		10			4-00-11-09	0.7931	3-04-17-06	0.7872		3-03-43-03		10
22 MORNING TIDE.....J. Lawler	69		4			4-10-41-36	0.7165	3-04-26-45	0.6843		3-01-00-37		3
23 PADAM.....K. Quinart	74		5			4-11-08-03	0.7140	3-04-29-38	0.6926		3-02-12-04		5
24 CHALLENGE III.....L. Abrahams	11	1				3-20-58-55	0.8237	3-04-35-21					
25 MIDDLE HARBOUR EXPRESS.....R. Stone/ G. Challoner	53		7			4-03-59-05	0.7670	3-04-41-18	0.7574		3-03-43-42		3
26 GOOD NEWS.....J. Calvert-Jones	48		8			4-03-19-22	0.7722	3-04-41-49					
27 UPTOWN GIRL.....R. Winton	27	2				3-23-09-26	0.8073	3-04-49-14	0.7912		3-03-17-18		2
28 GLUMBLOSSOM (1).....J. Gleeson	88		6			4-17-55-40	0.6752	3-04-55-27	0.6448		3-01-27-38		4
29 PIPPIN.....W. Sweetapple	57		9			4-03-36-33	0.7732	3-05-01-04					
30 KNUCKLEDUSTER (2).....P. Cush	81		7			4-14-48-21	0.6952	3-05-01-56	0.6743		3-02-42-59		8
31 WILD OATS.....R. Oatley	15	3				3-21-38-56	0.8245	3-05-12-49					
32 INCH BY WINCH.....J. Goddard	24	4				3-22-50-30	0.8165	3-05-26-18	0.8104		3-04-51-35		4
33 CHALLENGE II.....R. Rowsthorn	13	5				3-21-32-00	0.8281	3-05-27-18	0.8177		3-04-28-56		3
34 CONTRACTOR.....J. McL. Taylor	9	6				3-20-24-03	0.8384	3-05-28-08					
35 ROLLER COASTER.....J. Fuglsang	61		10			4-06-22-52	0.7575	3-05-33-13	0.7518		3-04-58-12		4
36 MARK TWAIN.....V. O'Neill/ C. Ward/ B. White	19		11			4-06-32-56	0.7575	3-05-40-51	0.7234		3-02-11-02		2
37 SOLANDRA.....R.W. Escott	79		8			4-13-06-11	0.7140	3-05-53-58	0.6819		3-02-23-51		6
38 MARGARET RINTOUL II.....R. Jackman	18	7				3-21-58-05	0.8298	3-05-58-29	0.7925		3-02-28-11		1
39 TOO IMPETUOUS.....G. Lambert	36	8				4-00-56-29	0.8064	3-06-10-25	0.8004		3-05-35-31		6
40 LEVEN.....B. Cunneen	82		9			4-14-52-53	0.7054	3-06-12-57	0.6737		3-02-42-03		7
41 POLAR BEAR.....A. Martin	41	11				4-02-10-46	0.7969	3-06-14-21	0.7810		3-02-42-52		5
42 WAR GAMES.....D. Urry	42	12				4-02-11-44	0.7970	3-06-15-43					
43 VANGUARD.....R. Cawse	16	9				3-21-43-46	0.8359	3-06-20-54	0.8255		3-05-22-25		5
44 POLARIS.....L. Savage	50	13				4-03-29-11	0.7882	3-06-24-55	0.7527		3-02-53-00		6
45 MANLY FERRY.....M. Blackmore	26	10				3-22-55-16	0.8272	3-06-31-07					
46 CHRISTA-FARR.....J.D. & C.A. Pomfret	58	14				4-04-54-31	0.7803	3-06-44-20	0.7569		3-04-22-40		11
47 PARMELIA.....B. Woods	20	11				3-22-11-56	0.8367	3-06-48-58	0.8262		3-05-49-38		7
48 BACARDI.....Bacardi Synd.	33	12				4-00-00-45	0.8210	3-06-49-35	0.8107		3-05-50-14		8
49 NEWCASTLE FLYER.....P. Rundle	45	15				4-03-06-21	0.7960	3-06-53-18					
50 PACIFIC PHOENIX.....E. Long	55	16				4-04-15-33	0.7872	3-06-55-26					
51 INCA.....B. Ryan	23	13				3-22-50-21	0.8324	3-06-56-39	0.8262		3-06-21-22		9
52 MARARA.....A. Ratcliff	83		10			4-14-58-41	0.7116	3-06-58-19	0.6796		3-03-25-14		9
53 "GROUNDSFOR.....B. & N. Hines	71	14				4-03-22-55	0.7732	3-04-50-32					
(20% PENALTY Before penalty 28 O'All)													
54 AUSPICIOUS.....N. Marr	75		11			4-11-15-09	0.7364	3-06-58-51	0.7309		3-06-23-27		11
55 CASTAWAY ENTERPRISE.....D. Taylor	3	3				3-02-55-08	1.0573	3-07-12-42					
56 THE ROPE RUNNER.....P. Robinson	52	17				4-03-54-12	0.7941	3-07-20-00	0.7842		3-06-20-39		13
57 PRIVATEER... Around The World Yachts	4	4				3-03-35-43	1.0524	3-07-33-23					
58 WARLORD.....I. Scott	47	18				4-03-18-27	0.8017	3-07-36-53					
59 LAWLESS.....J. Green	91		12			4-18-24-25	0.6990	3-07-58-14	0.6938		3-07-22-32		12
60 LOW PROFILE.....A. Zanelli	62	19				4-06-32-23	0.7803	3-08-00-42	0.7569		3-05-36-44		12
61 MULLOKA.....P. Jacka	87		13			4-17-18-26	0.7066	3-08-03-46	0.6748		3-04-27-35		10
62 DUBIOUS.....G.J. Thompson	70	12				4-10-43-20	0.7521	3-08-15-57	0.7465		3-07-40-05		6
63 NED KELLY.....S.J. Clarke	84		14			4-16-16-02	0.7152	3-08-17-37					
64 INFRA RED.....R.T. Southwood	72	13				4-10-52-09	0.7531	3-08-28-59	0.7475		3-07-53-05		7
65 SPIDER.....R. Purssell	85	15				4-16-53-55	0.7260	3-09-57-52	0.7115		3-08-19-39		14
66 CHANGABANG.....B. Van Driel	60	14				4-05-34-48	0.8092	3-10-11-55	0.7991		3-09-10-21		10
67 TRUMP CARD.....A. Budd	17	15				3-21-53-29	0.8786	3-10-29-35					
68 FIRETEL.....R. Lawler	90		16			4-18-14-51	0.7236	3-10-40-10	0.7019		3-08-11-25		13
69 "INVINCIBLE.....Bowling/ Bonallo/Terrell	86	20				4-04-52-40	0.7783	3-06-30-47	0.7550		3-04-09-46		15
(20% PENALTY Before penalty 46 O'All)													
70 SUNSEEKER.....P. & V. Thomas	77	15				4-12-08-33	0.7711	3-11-23-19	0.7364		3-07-38-10		5
71 DERWENT LASS.....D.H. Colbourn	94		17			5-01-01-00	0.6900	3-11-30-05	0.6693		3-08-59-47		15
72 MOONRAKER AGAIN.....N. Welfare	57	16				4-04-45-07	0.8289	3-11-30-48	0.8185		3-10-27-56		11
73 INIQUITY.....S. Morgan	35	17				4-00-24-17	0.8678	3-11-39-36	0.8613		3-11-02-00		12
74 SPIRIT.....J.W. Miller	59	18				4-05-08-19	0.8281	3-11-45-10					
75 OTELLA.....C. Montgomery	12	19				3-20-59-53	0.9022	3-11-54-10					
76 PANACHE.....E. Stokans/ N. Fyfe	92	18				4-18-34-50	0.7330	3-11-59-15	0.7238		3-10-56-00		16
77 "ENCORE II.....W. Anderson	73	23				4-05-18-34	0.8017	3-09-13-11	0.7917		3-08-12-24		17
(10% PENALTY Before penalty 67 O'All)													
78 BEWINCHED.....W. Ferris	7	5				3-17-16-45	0.9554	3-13-17-50	0.9482		3-12-39-16		2
79 NIMROD II.....I.S. Watson	65	21				4-07-34-06	0.8237	3-13-18-33	0.8134		3-12-14-33		13
80 ALEXANDER OF CRESWELL (3).....Aust. Navy	66		22			4-08-55-55	0.8165	3-13-40-37	0.8063		3-12-36-24		14
81 NADIA.....J.R. Oakley	89		16			4-18-08-11	0.7521	3-13-50-31	0.7465		3-13-12-10		8
82 TRIAD.....Combs/Vickery	40	24				4-01-58-38	0.8779	3-14-00-51	0.8713		3-13-22-03		15
83 DREAMTIME (4).....N.F. McDonald	68	25				4-09-45-23	0.8156	3-14-15-18	0.8095		3-13-36-35		17
84 RAMPANT II.....A. Tucker	5	6				3-10-05-17	1.0524	3-14-23-22	1.0392		3-13-18-21		3
85 MADMEN'S WOODYARD.....Bowling/ Bonallo/Terrell	96	19				5-03-24-43	0.7079	3-15-21-48	0.7026</				



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91 MYSTIQUE.....C. Wilson	97	21	5-03-23-55	0.7260	3-17-35-15	0.7115	3-15-47-53	
92 HELSAL II.....A. Kelso	6	7	3-15-46-05	1.0461	3-19-48-51	1.0330	3-18-39-52	4
93 CASABLANCA.....G. McDonald	49	28	4-03-26-55	0.9237	3-19-51-38	0.9052	3-18-01-15	21
94 QUASIMODO.....M. & V. Innes	8	8	3-20-20-31	1.0326	3-23-21-08	1.0249	3-22-38-29	5
95 *DYNAMITE.....I. French	78	23	4-03-44-19	0.8254	3-10-19-27	0.8089	3-08-40-43	18
(20% PENALTY Before penalty 70 O'All)								
96 BALANDRA.....G. Hennicke	95	21	5-01-37-18	0.7912	4-00-13-37	0.7556	3-19-53-50	14
97 ECSTASY V.....R.K. Harris	100	18	5-08-42-32	0.7488	4-00-22-38	0.7263	3-21-28-53	10
98 JASMIN.....M.A. O'Keefe	99	22	5-04-14-26	0.7950	4-02-46-16	0.7890	4-02-01-33	16
99 *JUST JONES (5).....C. Denny	101	25	4-10-52-29	0.7803	3-11-23-40	0.7744	3-10-45-50	19
(20% PENALTY Before penalty 74 O'All)								
100 LASSITERS REEF.....J.R. Carroll	46	9	4-03-15-39	1.0047	4-03-43-38			
101 SEQUIN.....M. Quine	102	22	6-08-19-00	0.6873	4-08-41-14	0.6667	4-05-32-58	20
102 SUNBIRD.....J. Smith	104	19	7-00-00-38	0.7410	5-04-29-45	0.7354	5-03-33-18	11
103 ROAMA.....D. Jenkin	103	29	6-13-50-58	0.8219	5-09-44-11	0.7849	5-03-53-46	22
104 TOO FARR OUT.....P. Smith/ K. Home	105	24	5-10-06-41	0.7793	4-05-23-45	0.7559	4-02-21-04	18
(10% PENALTY Before penalty 02 O'All)								
105 **DESTINY.....T. Taylor	106	30	6-07-37-27	0.8237	5-04-53-34	0.7990	5-01-08-52	23
(10% PENALTY Before penalty 05 O'All)								
106 *ANACONDA II.....J. Grubic	37	10	3-20-49-42	1.0285	3-23-28-26	0.9976	3-20-36-20	6
(20% PENALTY Before penalty 97 O'All)								

FASTEST TIME: CONDOR 2-23-26-25

IOR DIVISIONS:

IOR MAXI DIVISION: CONDOR  
IOR DIVISION A: CHALLENGE II  
IOR DIVISION B: PALADIN  
IOR DIVISION C: EX TENSION  
IOR DIVISION D: IMPECCABLE

ILLINGWORTH DIVISIONS

MAXI DIVISION: WINDWARD PASSAGE  
DIVISION A: MARGARET RINTOUL II  
DIVISION B: SZECHWAN  
DIVISION C: VANESSA III  
DIVISION D: IMPECCABLE

RETIRED: AMAROO III, CHUTZPAH, DANCING MOUSE, EASTERN MORNING, GALAXY III, HEART, KANGA, KINGS CROSS, MUCH ADO, SALTPEA, BUSHFIRE, DRAKES PRAYER, GREAT EXPECTATIONS, JOINT VENTURE, MADELAINE'S DAUGHTER, SOVEREIGN, STORMY PETREL.

ALLOWANCES:

(1) ELAP. REDUCED BY 30 MINS. REDRESS UNDER I.Y.R.U. "RENDERING ASSISTANCE"  
(2) ELAP. REDUCED BY 40 MINS. REDRESS UNDER I.Y.R.U. "RENDERING ASSISTANCE"  
(3) ELAP. REDUCED BY 6 HRS. REDRESS UNDER I.Y.R.U. "RENDERING ASSISTANCE"  
(4) ELAP. REDUCED BY 6 HRS. REDRESS UNDER I.Y.R.U. "RENDERING ASSISTANCE"  
(5) ELAP. REDUCED BY 24 MINS. REDRESS UNDER I.Y.R.U. "RENDERING ASSISTANCE"

PENALTIES

\* 20% PENALTY APPLIED — FAILURE TO LODGE DECLARATION IN ACCORDANCE WITH SAILING INSTRUCTION 25.a  
\*\* 10% PENALTY APPLIED — BREACH OF SAILING INSTRUCTION 36

1986 WEATHER: Light Nor'easter at start freshening to 25 knots. A fresh SW change went through the fleet at about 2000 hours on the first night. This slowly backed to the South for 24 hours freshening to 35 knots, subsequently easing back through SW to West over the next 24 hours. Light conditions prevailed at Tasman Is and up to the Derwent River. Later yachts finished with fresh sea breezes during the day which tended to die through the night.

## RICHARD BENNETT'S SUPERB SYDNEY-HOBART RACE PHOTOGRAPHS

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## Australia's Oldest Ocean Yacht Race

**Y**ACHTS visiting Hobart this year will have the opportunity to compete in Australia's oldest ocean race, the Bruny Island Race, whose 90 nautical mile course around the southern end of Bruny Island has been sailed since 1898.

It is a highly varied course, starting from Castry Esplanade (the Sydney-Hobart finishing line and proceeding down the Derwent to Pearsons Point at the mouth of the D'Entrecasteaux Channel. Usually the course is then South down the deepwater channel to round Cape Bruny and back to Castray up the outer, Storm Bay side of Bruny.

It's Addendum B, part 1, Category 3 status arises largely from the peculiar conditions sometimes encountered between Cape Bruny and the Friars. This stretch of coast is open to the Southwest and subject to violent squalls, which swirl and eddy off the mountains near South-East Cape.

Indeed in the 1902 Race George Cheverton's *Mabel* encountered such a heavy Southwesterly with rain squalls when three (3) miles of the Friars, opened up and had to be run ashore. The crew climbed the cliffs and survived but *Mabel* was smashed to pieces on the cruel rocks of the lee shore.

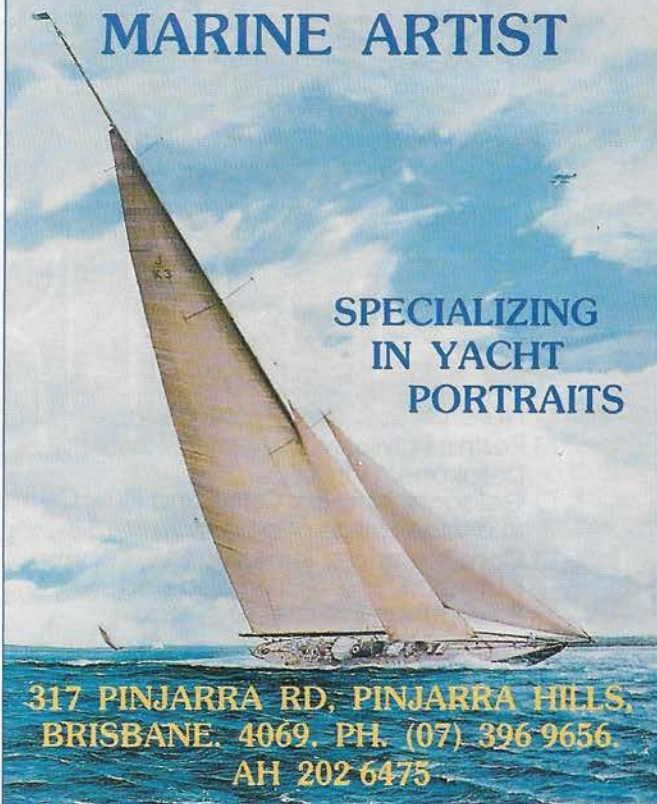
Even in recent years JOGs have not been allowed to enter the Race. This year however, following continued representations from the JOG Class Association JOGs can compete, providing they have suitable Screening Values.

The present record of 11 hours, 15 minutes and 8 seconds was set by Roger Jackman's yacht *Margaret Rintoul II* in 1983.

In 1988 the Race will be held on Saturday January 9 and The Royal Yacht Club of Tasmania is hoping to attract a big fleet from amongst the yachts assembling in Hobart for the Tall Ships Race.

**Peter Read**

## PETER S. ANDERSON MARINE ARTIST



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