

# Offshore

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

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TELSTRA  
SYDNEY  
— TO —  
HOBART



**\$300,000  
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**Olympics  
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Harbour**

**Who's Heading  
for Hobart**

**Official Programme**





## From the Commodore's Desk



### Good Sailing

On behalf of the members of the Cruising Yacht Club of Australia, I would like to extend a warm welcome to competitors in the Telstra 52nd Sydney to Hobart, our new Telstra Cup regatta and the Canon Big Boat Challenge. It promises to be a sensational month of yacht racing leading up to the Great Race South, with yachts and/or crews coming from Germany, the United States, Great Britain and New Zealand to take on our best Australian boats and their crews.

We are proud to have Telstra on board as our major sponsor for this year and future years. This year's race marks the 21st year since the great American maxi ketch *Kialoa* set the race record and Telstra will have a cheque for \$300,000 waiting at Constitution Dock for the first yacht to break *Kialoa*'s record.

At the same time, the quality of the IMS fleet is second to none, with the world's best yacht designers represented by their state-of-the-art boats.

Even greater worldwide interest is being created in the Telstra Sydney to Hobart with a comprehensive Telstra web site on the Internet which will provide extensive background to the event and the competing yachts.

Once again, we are privileged to have the STV *Young Endeavour* as our Radio Relay Ship and we are most grateful for this support from the Youth *Endeavour* Youth Scheme and the Royal Australian Navy. Our thanks go to our radio team and the crew of *Young Endeavour* and also to the many members of the Cruising Yacht Club of Australia and the Royal Yacht Club of Tasmania who each year volunteer their time and expertise to make the Sydney to Hobart one of the greatest ocean



RYTC Commodore - Robert J. Badenach

races in the world.

Please enjoy our Club, sail well in the Telstra Cup and have a successful and safe race to Hobart. Best wishes to all for the festive season.

*Peter Bush*

*Commodore, CYCA*

### Welcome to Hobart

The Royal Yacht Club of Tasmania looks forward to making the skippers and crew of yachts competing in the Telstra 52nd Sydney to Hobart welcome in Hobart this year and, more particularly, at The Royal Yacht Club of Tasmania.

It's great to have such a professional sponsor as Telstra committed to the race for the next three years and they can be assured of our support at the finishing end of the event.

This year the race control centre will move to The Royal Yacht Club of Tasmania's club house immediately after the start of the race and this will assist in providing more accurate and up-to-date information for families and friends waiting for competitors.

An innovation which will certainly allow us to acknowledge boats and crew in a professional manner is the introduction of a barge against which competitors will come alongside prior to finally berthing at either Elizabeth

Street Pier or Constitution Dock.

The trophy presentation will take place in the morning of January 2 at The Royal Yacht Club of Tasmania.

I wish to thank the many people who have given so generously of their time in making this race such a great success and I wish all competitors a safe and secure passage to Hobart.

Good sailing.

*Robert J. Badenach*

*Commodore, RYCT*

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# Offshore



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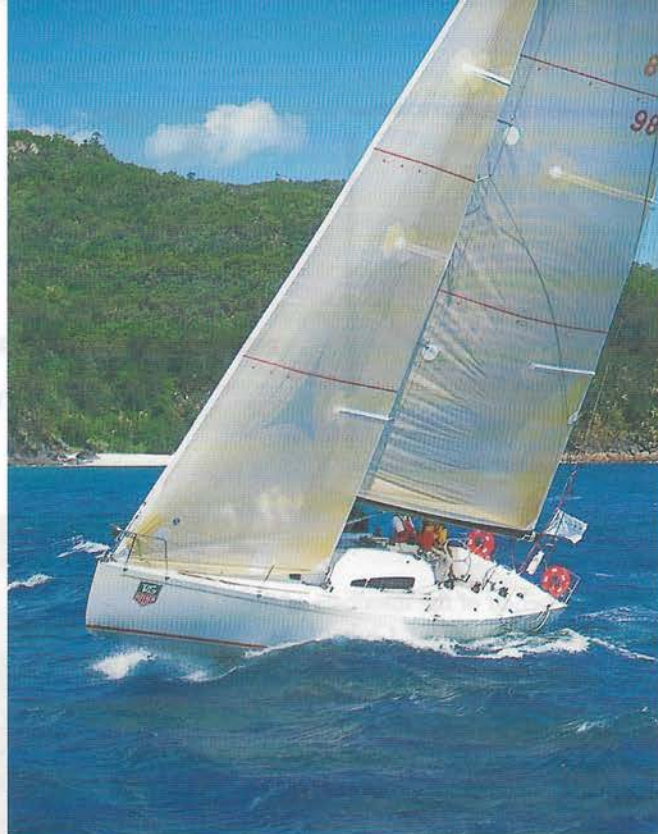
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**next issue** Comprehensive report on the Telstra Sydney to Hobart, including the CYCA's official results, plus reports on other major offshore events and championships and other yachting news.

COVER: German maxi yacht *Morning Glory* (Pic: Ian Mainsbridge)  
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# Best ever IMS Fleet for 52nd Hobart

The Telstra 52nd Sydney to Hobart race has attracted one of the best quality IMS fleets in the world, setting up a great race to Tasmania to decide that most prestigious of ocean racing honours - first place overall in the world's greatest annual ocean yacht race. Editor Peter Campbell previews The Great Race South.

**S**yd Fischer was frustrated for years before he finally sailed to a line honours victory in the Sydney to Hobart - with his maxi *Ragamuffin* in 1988. But for him this was not his ultimate goal, that came four years later when he sailed his IMS 50-footer *Ragamuffin* to first place overall on IMS corrected times.

That was the real Sydney to Hobart win for Fischer and that is the ambition of the vast majority of yacht owners who will set sail in this year's Telstra Sydney to Hobart, including Fischer himself who will be sailing in his 27th race to Tasmania.

Fresh from leading Australia's team to victory in the Kenwood Cup, our first international ocean racing victory since 1988, Fischer is all fired up for another Hobart win and then another crack at the Admiral's Cup in 1997.

Certainly his latest *Ragamuffin*, the Farr 50, is the boat to beat in this year's Hobart, but the competition is probably the strongest in the history of racing under the IMS (International Measurement System) of handicapping



ocean racers of all sizes and types. In fact, next to the Admiral's Cup and the Kenwood Cup, it is one of the best IMS fleets in the world, certainly one of the largest.

Some 80 of the expected final fleet of around 100 yachts will be racing under IMS ratings, with the CYCA deciding to maintain the prestigious overall winner, a status unique in major international ocean races.

Most of these IMS racers will contest the Telstra Cup in December, the eight-race regatta leading up to the Hobart race, along with a big line-up of yachts racing under Performance Handicaps.

"It is an outstanding fleet in quality, representing the broad cross-section of Australian ocean yacht racing, from the smallest to the largest boats eligible to compete, and from among the oldest to the very newest in state-of-the-art

design," according to CYCA Vice-Commodore Hugo van Kretschmar, who is also Chairman of the Sailing Committee.

The German-owned *Morning Glory* is the only overseas maxi yacht competing this year, with the 1995 line honours winner *Sayonara* not returning from California for another crack at the record.

However, the race has attracted other overseas entrants, including three cruiser/racers from Great Britain, and crews from the USA, Great Britain and New Zealand sailing chartered Australian yachts.

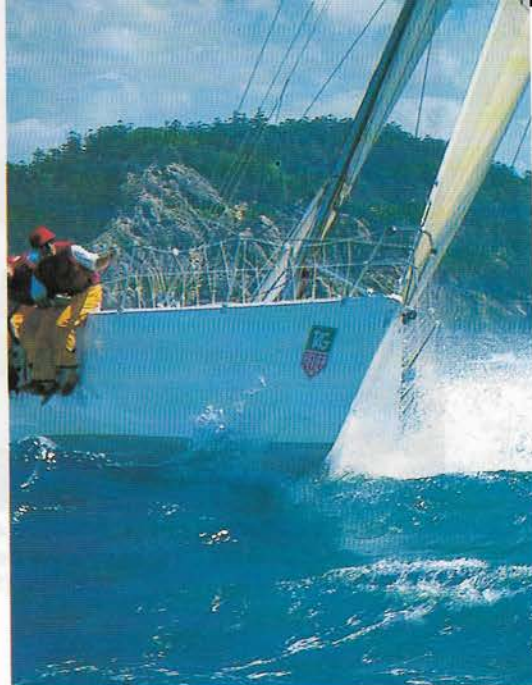
The fleet for the Telstra 52nd Sydney to Hobart will be one of the best line-ups of yachts racing under the International Measurement System (IMS) in the world, headed by the winning team in this year's Kenwood Cup in Hawaii - Syd Fischer's *Ragamuffin*,



*Beau Geste*, the Farr-designed Corel 45, chartered by Ray Roberts for the Telstra Sydney to Hobart (Pic: Peter McGowan)



Foxtel Amazon and Terra Firma cross tacks soon after the start of the 1995 Telstra Sydney to Hobart. Foxtel Amazon finished third across the line, Terra Firma first on IMS overall handicap. (Pic - Peter Campbell)



Above: No Fearr, the new Farr 39 from Townsville which swept the board at Hayman Island and Hamilton Island, will be coming south for her first Sydney to Hobart with owner Carey Ramm also entering the Telstra Cup. (Pic - Kevan Wolfe)



Left: Syd Fischer's Farr 50 Ragamuffin is a strong favourite for an IMS overall victory in this year's Telstra Sydney to Hobart. (Pic - Walter Cooper, Sport Library)



Bob Steel's *Quest* and Giorgio Gjergja's *Ausmaid*.

A strong competitor for this proven trio will be the new Bruce Farr-designed Corel 45, *Beau Geste*, which has been chartered by Ray Roberts, the Sydney-based yachtsman planning a challenge for the America's Cup in 2000. Built by Cooksons in New Zealand for a Hong Kong yachtsman, *Beau Geste* was the IMS Grand Prix winner of the recent Big Boat Series in San Francisco at her first regatta, sailing as a Hong Kong entrant.

In an outstanding performance, the new 45 One Design won five of the seven races at San Francisco. A sister-ship, *Capricornia*, finished second overall in the IMS Division of the Sardinia Cup.

Among the other new IMS yachts competing will be Carey Ramm's Farr 39, *No Fearr*, from Townsville, which

won both the Hayman Island Big Boat Series and Hamilton Island Race Week in August, and the yet-to-be-launched, Iain Murray-designed Sydney 60 built by Bashford Boats at Nowra on the NSW South Coast.

To be named *Sydney*, this fine looking yacht has been built for Charles Curran, the well known Sydney businessman and prominent yachtsman back in the 1970s with his One Tonner, *Stormy Petrel*. The design of the Sydney 60 gives it the ability to compete in various measurement systems throughout the world, with performance the prime focus of the design effort.

Murray will be sailing as helmsman aboard *Sydney* in the Telstra Cup and the Telstra Sydney to Hobart, with a topline crew that will include Gary Weisman, President of North Sails in the USA.

Two other new Murray designs will be heading for Hobart, one from South Australia, the second from Queensland.

Adelaide yachtsman Geoffrey Boettcher who owns property at Hindmarsh Island, has given his 42-footer the whimsical name of *Secret Mens Business*. The yacht is a "stretch" version of *Terra Firma*, the Murray-designed 41-footer which was overall winner of last year's Telstra Sydney to Hobart. Boettcher plans a two-month campaign in Sydney leading up to the Hobart race.

Whitsunday Sailing Club is the home club of the other new Murray-design, an ILC40 named *AXICORP Long Distance Challenger* which has been built in Queensland for Airlie Beach yachtsman Charles Wallis.

Iain Murray has designed the overall IMS winners of the last two Hobart races, *Raptor* in 1994 and *Terra Firma* in 1995. If he can achieve a hat-trick of winning designs it will be a great boost not only for Australian designers but also for the Australian boat-building industry and its ability to build craft for the local and export market.





The Northern Territory-based crew of *Spirit of the Alice* won't arrive in Sydney until mid-December for their annual visit to the sea. But in the meantime they are getting some "practice" at home, with navigator Bob Barford and mainsail trimmer Peter (Simmo) Simms looking for Tasman Light.

Designer Scott Jutson will be represented at both ends of the size scale, with the maxi yacht *Brindabella*, a 76-footer, and with the newly launched *Razor's Edge*, a Mount Gay 30 light displacement sloop owned by champion yachtsman Ray Stone which is already showing great speed in offshore races.

At the other end of the age scale is *Southerly*, the wooden-hulled 39-footer which was built in 1939 and sailed to victory by its owner Don Mickleborough in the 30-Year Veteran Division of the 50th Hobart.

At least four other veteran timber yachts have entered - Peter Kurts' two-times Sydney to Hobart winner *Love and War* (built 1973), Philip Ashe's *Lahara* (1951) and *Canon Maris* (1958) owned by former Australian of the Year and round-the-world solo sailor Ian Kiernan, and Carl Scriber's *Suraya* (1967). *Love and War* won the 20-Year Veteran Division of the 50th Hobart while *Canon Maris* finished a close second to *Southerly* in the 30-Year Veteran Division.

Entries have been received from all States, except Western Australia, plus the Northern Territory with the Alice Springs Yacht Club, whose members are lucky to see the sea more than once a year, chartering two Briand-designed Sunfast 36s and re-naming them *Spirit of Alice* and *The Alice*. The club, which has a high profile in the local community, has received support from some 300 business and private groups.

A third Sunfast 36, *Spirit of Rani*, has been chartered by a team from the British Army's Royal Engineers Yacht Club who each year actively participate in ocean yacht races around the

world.

While the 25th Melbourne to Hobart has taken quite a few of the potential Victorian entries, the State is strongly represented at the IMS grand prix level by the Kenwood Cup team racer *Ausmaid* and by smaller well-performed yachts such as Bruce Taylor's Hick-36 *JLW Chutzpah*, Ken Wood's Murray-designed *Local Hero*, Lou Abrahams' BH41 *Seaview Challenge Again*, and of course last year's winner, *Terra Firma*.

*Terra Firma*'s returned recently from representing Victoria at the Kenwood Cup and owners Dean Wilson and Scott Carlile have commissioned some significant changes to the keel in preparation for the Murray 41's summer campaign.

*JLW Chutzpah* has dominated local IMS racing on Port Phillip, winning the Ocean Racing Club of Victoria's Winter Series as well as competing at Hamilton Island Race Week and winning five races on the trot so far this summer. The yacht was in a winning IMS overall position in last year's Hobart race when she and other yachts of similar size ran out of wind off the Tasmanian East Coast.

Queensland will have its strongest IMS representation in years with Carey Ramm's *No Fearr*, Warren Brooks' *Bit o' Fluff* and Charles Wallis' new Murray-designed 41-footer, *Flame*, while South Australia will have two strong IMS contenders in Geoffrey Vercoe's *Jut-*

son-designed *Maglieri Wines* and Geoffrey Boettcher's new Murray 42 *Secret Mens Business*.

Tasmania has 14 entries, the highest of any State outside of NSW which, as usual, has the biggest representation in the fleet. Heading the Tasmanian lineup is much-travelled maxi yacht *Helsal II*, chartered by a syndicate of yachtsman from Beauty Point headed by Grant Mansfield, a staff member of the Australian Maritime College, and Bob Turnbull, owner of the Beauty Point Hotel.

Just up the West Tamar Highway at the old gold mining town of Beaconsfield lives Tony Lyall, the local medico who has again entered his fast Elliott 39, *Valheru*. Although based at Beaconsfield, Lyall races the yacht with the Royal Yacht Club of Tasmania in Hobart.

Also representing the RYCT and with a strong chance of success is *Southern Cross Television*, the J35 campaigned by young Hobart yachtsman Greg Prescott. *Southern Cross Television* won her division in the 50th Sydney to Hobart and has had wins in the Gold Coast Regatta and in the Asia Pacific championships.

New South Wales again dominates the fleet in total entries, with such proven IMS grand prix racers as *Brind-*

**"The fleet ranges in size from the 80-foot maxis *Morning Glory* and *Condor* down to the 30-footers, with seven yachts under 9.5 metres LOA - half the size of the maxis - heading south in a long, long 630 nautical miles"**

*abella*, *Exile* (although she is still Hong Kong registered), *Atara*, *Ninety Seven* and *AMP Wild Oats*.

Generous Sydney yachtsman John Needham has again made his beautiful Dubois-designed 50-footer *One Time Sidewinder* available to CYCA's Youth Sailing Academy to sail in their first Sydney to Hobart after successfully crewing the yacht in races to the Gold Coast and to Hamilton Island. The crew this year will comprise one-third adult instructors, one-third Youth Academy students and one-third Abo-





Last year's winner of the Telstra Sydney to Hobart, *Terra Firma*, owned by Melbourne yachtsmen Dean Wilson and Scott Carlile, is back from the Kenwood Cup in Hawaii undergoing keel changes for this year's race to Hobart. (Pic - Ian Mainsbridge)

iginal teenagers who have been involved in a sail-training program through the Academy.

David Pescud and his crew of sailors with disabilities are again heading to Hobart aboard *Aspect Computing*, with the crew this year including 82-year-old Alby Burgin, the famous Lake Macquarie short-handed and solo yachtsman whose disability is having had a triple heart bypass.

A New Zealand crew has chartered the Farr 40 *Indian Pacific* which won the rugged 1984 Sydney to Hobart, while an experienced American crew which includes two orthopaedic surgeons and a college professor will sail the refurbished former Papua New Guinea Admiral's Cup team yacht *Di Hard*.

The fleet ranges in size from the 80-foot maxis *Morning Glory* and *Condor* down to the 30-footers, with seven yachts under 9.5 metres LOA - half the size of the maxis - heading south in a long, long 630 nautical miles.

These little ocean racers include past IOR overall winner *Zeus II*, skippered by Royal Sydney Yacht Squadron Vice-Commodore Jim Dunstan, sisterships *Katinka*, skippered by bearded old salt Des O'Connell from the CYCA, the Tasmanian yachts *Conquistador* (Michael Cummins) and *Redigo* (Michael Cooper).

The fastest of the 30-footers will be two new Mount Gay 30s designed by Scott Jutson within this international offshore "box" rule. One is *Razor's Edge*, owned by Middle Harbour yachtsman Ray Stone, a four times winner of the CYCA Blue Water Pointscore with his former IOR/IMS racer *Kings Cross-Sydney*, and the second is *Liklik*, owned by Pittwater yachtsman David Ferrall.

*Razor's Edge* has already shown that she is as fast upwind as former Sydney-Hobart IOR winner *Wild Oats* and can blitz boats of that size downwind.

While the duel for line honours and a potential race record will continue to dominate daily media reports, we all know that the real winner of the Telstra 52nd Sydney to Hobart will be the first placed yacht overall under IMS corrected times.

It will be a great contest all the way from Sydney Harbour to the River Derwent to decide the yacht whose name will be engraved on the historic Tattersalls Cup, along with 51 previous overall winners of the Sydney to Hobart Yacht Race. ▲

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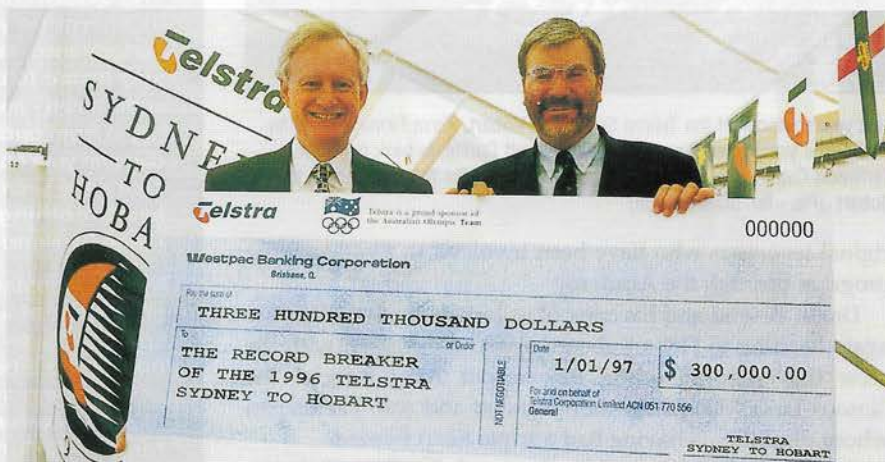


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# Record Prize Jackpots to \$300,000

The first yacht over the finish line in this year's Telstra Sydney to Hobart will collect a special prize from the sponsors of \$300,000 - if the crew can sail it faster over the 630 nautical mile course than the American maxi ketch *Kialoa* did 21 years ago.



Telstra's Group Manager, Retail Products and Marketing, Lindsay Yelland, and Cruising Yacht Club of Australia Commodore, Peter Bush, with Telstra's \$300,000 cheque for a race record in this year's Telstra Sydney to Hobart.

The record was set back in 1975 when *Kialoa*, one of the most famous racing yachts of her time, set an elapsed time record of 2 days 14 hours 36 minutes 56 seconds, running and reaching down the Australian East Coast, across Bass Strait to Tasmania in fresh to strong north to westerly winds.

The \$300,000 prize is the world's richest offering for a record breaking line honours win in a long ocean race.

To collect Telstra's cheque, which has been increased from \$250,000 in last year's race, the line honours winner must cross the finish line off Hobart's historic Battery Point before 03.36.56 hours on the morning of December 29.

*Kialoa* established her record in the 31st Sydney to Hobart, bettering *Hel-sal's* short-lived record (set two years earlier) by an amazing nine hours, averaging just over 10 knots to become the first yacht to break the three days for the course.

This year's race is the 52nd, and in the intervening 21 years only six other yachts have broken three days.

Can the race record be broken? The

answer is yes, but to do so the winning line honours yacht must have fresh to strong winds throughout the race.

*Kialoa*, a Sparkman & Stephens-designed ketch-rigged 75-footer, owned then and now by Californian yachtsman Jim Kilroy, was one of the most advanced IOR maxis of her time, coming to Australia with an already proven record. She also had ideal sailing conditions all the way south - consistent north-east to north-westerly winds, ranging from 15 to 30 knots.

Certainly there are modern maxi yachts capable of breaking *Kialoa's* time and collecting Telstra's \$300,000 prize, but they will need a similar pattern of breeze enjoyed by *Kialoa* and the other big boats in 1975 to collect the cash and earn a place in the record books.

Modern maxi yachts like *Morning Glory*, *Brindabella* and *Foxtel Amazon* can achieve far greater speeds both to windward and off-the-wind than *Kialoa*, but the summer wind patterns off the Australian East Coast, in Bass Strait and again down the East Coast of Tasmania seldom produce a consistent strength and direction for three days.



# Sydney Harbour Showdown



Witness some of the world's largest maxi yachts challenge each other on the world's most beautiful harbour

in

## **The Canon Big Boat Challenge**

**Canon**

Sydney Harbour  
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big boat challenge



# Early Morning Glory Needed for Record



The battlelines are drawn for another maxi yacht duel to Hobart between Australia's luckless *Brindabella* and another overseas challenger, this time the German-owned *Morning Glory*, predicts Peter Campbell.



*Morning Glory*, the German-owned Reichel/Pugh maxi yacht, will be the major overseas challenger for line honours and a race record in this year's Telstra Sydney to Hobart. This picture was taken before her dismasting during the Kenwood Cup in Hawaii. (Pic - Ian Mainsbridge)

The German-owned, record-breaking maxi yacht *Morning Glory* will join Australia's fastest ocean racing yachts in this year's Telstra Sydney to Hobart ocean race in a bid to break the 21 year old race record and collect Telstra's \$300,000 prize.

The Reichel/Pugh-designed 80-footer, was built in Sydney in 1994-95 for prominent German industrialist and yachtsman Hasso Plattner, but has never raced here.

*Morning Glory* is the only overseas maxi yacht competing this year, with the 1995 line honours winner *Sayonara* not returning for another crack at the record despite her strong performance in the Kenwood Cup series.

However, like *Sayonara's* owner, Californian Larry Ellison, owner Plattner is in the international computer

software business, being the co-founder of SAP.

*Morning Glory* was built in Sydney by John McConaghy, the master craftsman who has built Australia's recent America's Cup challengers as well as prominent ocean racing yachts *Ragamuffin* and *Exile* which are also contesting this year's Sydney to Hobart.

In its first major ocean race the ILC Maxi set a race record and was first on IMS handicap in the 1995 Cape Town to Rio Race. She competed in this year's Kenwood Cup in Hawaii, taking line honours in race two but was dismasted in race three. She again broke the repaired mast during the San Francisco Big Boat Series.

*Morning Glory* has subsequently had

a new mast fitted in New Zealand before being sailed across the Tasman Sea to contest the Telstra Cup, the Canon Big Boat Challenge and the Telstra Sydney to Hobart. It is expected her crew will include some of the best ocean racing sailors in the world, including Australian Andrew Cape as navigator. He fulfilled the same role on *Sayonara* last year.

Her major rivals for line honours will again be Australia's fastest maxi yacht, George Snow's Jutson 76, *Brindabella*, which has twice been runner-up for line honours in the Sydney to Hobart but is sailing exceptionally well this year with her more powerful rig.

Her most recent victories have been taking line honours in the Canon Sydney-Gold Coast Classic and the Fujitsu Gosford to Lord Howe Island ocean race.

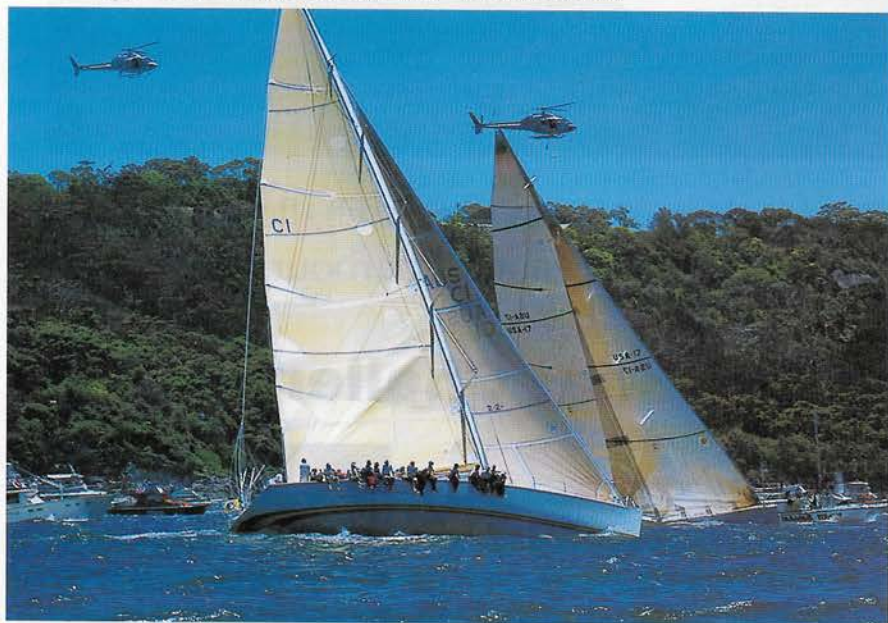
Owner George Snow is confident of winning the Hobart race at his fourth attempt with this boat, as is sailing master David Adams.

Also in with a strong chance for line honours is *Foxtel Amazon*, Peter Walker's 69-footer which has recently undergone a major refit, including having a new keel designed by Kell Steinman. Sailing master is big boat expert John Messenger.

Returning to Australia after a two year racing campaign overseas is *Exile*, the green-hulled Reichel/Pugh 66 also built by John McConaghy for then expatriate Australian Warwick Miller, now based back in Sydney.

In a short but impressive campaign

*Brindabella*, Australia's fastest maxi yacht, will be looking for a line honours win at her fourth attempt at the Sydney to Hobart. (Pic - Ian Mainsbridge)





in Australian waters, *Exile* was third yacht to finish in the 50th Sydney to Hobart in 1994. Since then she has been sailed with success on the international circuit with IMS wins in Long Beach Week, the Transpac race and the San Francisco Big Boat Series.

More recently, she was second in the IMS Maxi division at the Kenwood Cup in Hawaii. Australian sailmaker Michael Coxon will again be the sailing master, a role he has fulfilled in most of *Exile's* major ocean races.

Newest pocket maxi in the fleet will be *Sydney*, the first of the new Bashford/Howison 60s designed by Iain Murray and built by Bashford Boatbuilder at Nowra on the NSW South Coast.

This yacht is for Charles Curran, the well known Sydney businessman who was an active yachtsman in the 1970s with his One Tonner *Stormy Petrel*. Murray will be aboard as principal helmsman.

Among other big boats racing to Hobart will be *Condor of Currabubula*, owned by Tony Paola with David Kellett back as sailing master; *Rager*, skippered by CYCA Commodore Peter Bush; *Helsal II*, sailing in her 15th Sydney to Hobart, this time under charter to a syndicate of yachtsman from Beauty Point on Tasmania's River Tamar; and *Innkeeper*, now owned by a syndicate of Sydney sailors.

**"To break *Kialoa's* 1975 time of 2 days 14 hours 36 minutes 56 seconds - and collect the Telstra cheque for \$300,000 - the line honours winner will need to cross the finish line off Hobart's historic Battery Point well before dawn on December 29 - before 03.36.56 hours to be exact"**

Incidentally, Peter Bush will be the first CYCA Commodore in many years to sail his own yacht in the race. *Rager* will be at her best in hard downwind running conditions, as will *Innkeeper*. *Helsal II*, a Joe Adams design, was one of the fastest yachts of her time when launched, and she still holds the record 12

for the Adelaide to Port Lincoln race.

As well as contesting the Telstra Sydney to Hobart, most of these yachts will compete in the Telstra Cup offshore regatta from December 17-22 and in the Canon Big Boat Challenge on Sydney Harbour on December 20.

In reality, the race for line honours and a record will be between *Morning Glory* and *Brindabella* with *Foxtel Amazon* as an outside chance to cause an upset.

To break *Kialoa's* 1975 time of 2 days 14 hours 36 minutes 56 seconds - and collect the Telstra cheque for \$300,000 - the line honours winner will need to cross the finish line off Hobart's historic Battery Point well before dawn on December 29 - before 03.36.56 hours to be exact. It could be a Glorious Morning for Hasso Plattner or a Brindabella Bonanza f

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# Return to One-Line Harbour Start

The fleet in the Telstra Sydney to Hobart will start together from one line between Shark Island and Bradley's Head this year, returning to the single line after some years of two-line starts and a three-line start for the record-breaking fleet in the 50th race in 1994.

The two-line starts were introduced by the CYCA a decade ago when fleet sizes exceeded 170 yachts with the larger and faster yachts starting off a line 400 metres in front of the second line, with the distance equated by rounding differing marks at the Heads.

However, since the 50th race fleet of 371 starters, fleets have eased back to between 100 and 110 boats, which Race Director Phil Thompson believes is quite manageable on a single line. "It will be fairer for all competitors," Thompson said. "We expect fleets to settle around the hundred boats over the next few years."

The start of the 1996 Telstra Sydney to Hobart will be at 1300 hours, with the line from a signal mast on Shark Island across the Harbour to a leeward mark buoy laid off Bradley's Head. As is normal, the CYCA's special cannons will be fired at the 1250 Warning Signal, the 1255 Preparatory Signal and at the Starting Signal.

The fleet will round a mark situated north of South Head and a further sea mark one nautical mile to the East of the Heads, before turning south on the 630 nautical mile voyage to Hobart.

In Hobart, the fleet will once again be moored in Constitution Dock and along the Elizabeth Street pier. A new feature as part of the upgrading of the finish of the race will be a barge moored off the pier where the line honours winner will initially moor for a



Waterways guide to the start of the Telstra's Sydney to Hobart

reception by the sponsors and two clubs, the CYCA and the Royal Yacht Club of Tasmania, followed by a media conference.

Following the reception and media conference, the winning yacht will then move to its allocated berth alongside the Elizabeth Street pier.

## Changes to Harbour Exclusion Zone

The Minister for Ports, Carl Scully, has announced changes to the exclusion zone on Sydney Harbour for the start of the Telstra Sydney to Hobart race on Boxing Day, aimed at making the day safer and more convenient for those afloat.

Spectator limit lines have been moved in to Shark Island to provide people in boats with a closer view of the start action. Meanwhile, the limit line near North Head has been drawn in a curve, at the expense of the previous "hard corner", to make navigating easier in the often congested area.

The exclusion zone for competing yachts (each flying a distinctive Telstra race flag from their backstay) will operate from 11.30am until 2pm to allow the race fleet ample time for pre-race sailing down the Harbour and a

then clear run out of the Harbour following the start at 1pm.

All spectator craft should follow the expert advice of officials on the water and keep outside the restricted area. The extra traffic, however, requires special attention to the following safety issues:

- Make sure everyone on board has a PFD (lifejacket) easily accessible and children and poor swimmers should always wear one.
- Do not anchor in fiaryways, channels, congested areas or specially controlled zones, such as near South Head or North Head or around Shark Island.
- Maintain a safe speed and safe distance away and keep a proper lookout.
- Bow riding, with legs over the side, is unsafe and an offence.
- If you are to watch the start from near the manoeuvring area, be sure that you give the race boats plenty of room as they may sail outside the marked limit lines before the start.
- Sailing craft not competing should operate under sail near the race area. This applies in particular to those who wish to follow the fleet out past the Heads.

Remember the three C's: Care, Courtesy and Commonsense.



## Race Information On Internet and Phone

Telstra have again established an official web site on the Internet for this year's Telstra Sydney to Hobart, expanding on the widely popular site set up last year.

The site is already accessible, containing current news and information about the 52nd race, historical data, a list of past line and handicap winners, personality items and, once entries close, a complete rundown on each competing yacht.

The Telstra site, the official web site for Sydney to Hobart information leading up to and during the race, will also carry results and stories on the Telstra Cup offshore regatta which will be sailed out of Sydney from December 17-22.

Once the Sydney to Hobart starts on Boxing Day, the Telstra web site will carry official progressive fleet positions following the twice-daily position reports (skeds) between the yachts and the radio relay vessel, *Young Endeavour*, at 0305 and 1405 hours.

The site will also have news reports and updated reports on positions of the leading yachts between the skeds, and as the fleet begins to reach Hobart, a constant update of finishing times.

The Telstra Sydney to Hobart web site is:

<http://www.telstra.com.au/syd-hob96>

In addition to the web site, the CYCA and RYCT will as usual provide telephone and fax information based on the 0305 hours and 1405 hours position reports (skeds) from the fleet.

Updated telephone information should be available by 0500 hours and 1600 hours, allowance time for transmission of the skeds from the Radio Relay Vessel *Young Endeavour* to Race Control and computer calculations of fleet and handicap positions.

Phone numbers providing personalised information on overall and individual yacht positions from the Hobart Race Centre, are: 03 6224 1441 & 03 6234 5853

Information will also be available on the CYCA recorded number - 1902 240520

A fax of fleet positions and divisional handicap placings after each sked can also be obtained by the dialling the CYCA's poll fax number - 019 725 680.

## TEN Network Plans Live Coverage

The TEN Network will again be the official television network for the Telstra Sydney to Hobart, with an extensive coverage planned from start to finish.

TEN will present a one and a half hour live coverage of the start on Boxing Day, December 26, hosted by Bill Woods with expert commentators including Sir James Hardy. The live coverage will start at 12 noon and continue through to 1.30pm - 30 minutes after the start.

TEN's coverage will continue throughout the 630 nautical mile race, with highlight reports on news bulletins and extended reports on Sports Tonight with a team following the race all the way to Hobart and the finish on the River Derwent.

ABCTV and other commercial television networks are expected to cover the race in their news programs while regular radio reports will be on the ABC's PNN programs in each State.

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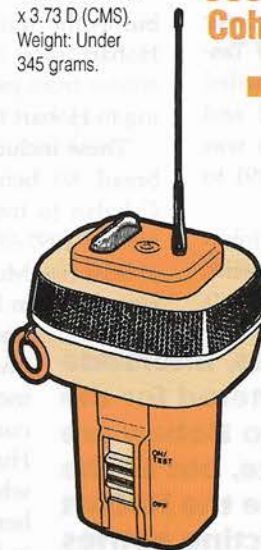


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# Historic Tasmanian Trophy for Telstra Cup Regatta

An historic silver trophy presented for a yacht race on Hobart's River Derwent more than a century ago will be the Telstra Cup perpetual trophy for this new offshore regatta from December 17-22. The eight race regatta will include two races within Sydney Harbour for the expected 60-boat fleet, with the other races being short to medium ocean races.

Discovered at the back of a trophy cabinet at The Royal Yacht Club of Tasmania, the fine silver coffee pot is engraved as the 'British Trophy' and was presented to the Derwent Sailing Club by Walter Webster Esq.

The Derwent Sailing Club later became The Royal Yacht Club of Tasmania, with the trophy being awarded to the yacht *Terra Linna*, owned and sailed by Mr H.W. Knight, who was Commodore of the Club from 1891 to 1899.

RYCT Race Director Rowan Johnston, who discovered the trophy, said: "Unfortunately, our archives don't

**"Most of the overseas, interstate and local yachts entered for the Telstra Sydney to Hobart are expected to compete, but as the series does not include the Hobart race it is already attracting entries from yachts not necessarily racing to Hobart this year"**

record any more information about the trophy, the event, or the winning yacht. However, we believe it will be a most suitable perpetual trophy for the Telstra Cup."

Most of the overseas, interstate and local yachts entered for the Telstra Sydney to Hobart are expected to compete,



Ray Stone's Mount Gay 30, *Razor's Edge*, has been entered for the Telstra Cup and also the Telstra Sydney to Hobart ocean race.

but as the series does not include the Hobart race it is already attracting entries from yachts not necessarily racing to Hobart this year.

These include *Elle Racing*, the Whitbread 60 being used by Adrienne Cahalan to train her all-women crew for the 1997-98 round-the-world race, at least two Mumm 36s, and the newly launched Iain Murray-designed BH36, *Bashfull*, owned by CYCA immediate past Commodore David Fuller and current Vice-Commodore Hugo van Kretschmar which had a first-up win in her maiden offshore race in November.

A feature of the regatta will be a class for Mount Gay 30s, the new international offshore class which is gaining popularity around the world. The Mount Gay 30 is a 'box' design allowing individual designers latitude in hull shape and displacement with the overall dimensions of the 30-footer. In their class form, they can use water ballast and asymmetric spinnakers.

Two Mount Gay 30s have been racing impressively out of Sydney in recent months - Nigel Holman's *Team Fujitsu*, designed by David Lyons, and Ray Stone's *Razor's Edge*, designed by Scott Jutson.

They will be joined by a second Lyons design and two more Jutson boats, including one which has been built for an American yachtsman who is flying to Australia with his crew to campaign the yacht in the Telstra Cup.

*Team Fujitsu* recently contested the 408 nautical mile Fujitsu Gosford to Lord Howe Island race, at one stage holding third place in the fleet. In the latter stages she was handicapped by the rule prohibiting asymmetric spinnakers in this race but still finished right up with the main group of IMS racing yachts.

*Razor's Edge* has been racing in the shorter coastal races, showing remarkable downwind speed in fresh weather. Stone is planning to sail the boat in the Telstra Sydney to Hobart but Holman is likely to elect for the Pittwater to Coffs Harbour race northwards. ▲



## HANDICAPPING FOR HOBART

The CYCA Sailing Committee has spent many hours deliberating over the highly topical and controversial issues of Long Race Scoring and Cruiser Racer allowances, leading up to the 1996 Telstra Sydney to Hobart. Peter Campbell reports.

# No Cruiser/Racer Allowances

**T**he Cruising Yacht Club of Australia has decided against using a Cruiser Racer allowance for major trophies in this year's Telstra Sydney to Hobart, rejecting at this stage the Australian Yachting Federation's recommended allowances for Cruiser Racers and some Racers.

"We believe that the allowances have not been adequately tested, not been subjected to expert technical scrutiny and have not been properly co-ordinated or compared to international findings in this field," CYCA Vice-Commodore and Sailing Committee chairman Hugo van Kretschmar says in a letter to yacht owners.

Nor will the club use the AYF allowances for its perpetual trophies and principal point scores for the current 1996-97 ocean racing season. However, it will run parallel pointscores and award additional trophies for long ocean races, including the Sydney to Hobart, using the AYF allowances on a trial basis.

At the same time, the CYCA Sailing Committee has established its own working party to review the AYF allowances, research international developments, review test results from actual races, seek feedback from competitors and provide technical input to the AYF with a view to introducing a properly tested and debated variable allowance system for the 1997-98 season.

The controversial decision stems as a result of the CYCA's IMS Forum last

February, following which the Club requested the AYF to investigate, and if possible develop a system of variable Cruiser Racer allowances to better compensate for the effects of "cruising features" and heavier displacements.

Subsequent to this and following encouraging early reports from the AYF, the CYCA Sailing Committee resolved to apply AYF recommended Cruiser Racer allowances for all 1996-97 Safety Category 1 and 2 races, including the 1996 Sydney to Hobart. In late July the AYF issued new IMS certificates to all Cruiser Racer and some Racer classified yachts stamped with an allowance between 0% and 5%.

However, at its September meeting, the Sailing Committee reversed this decision, deciding not to use the AYF allowances for the 1996-97 seasons pointscores and the 1996 Telstra Sydney to Hobart. Its reasons, set out in Vice-Commodore Van Kretschmar's letter to boat owners, are:

- The AYF will not provide any details of how the allowances have been determined. We consider it inappropriate, given the transparency of the IMS source code, that a "secret" overlay be applied to IMS race scoring. Whilst it may be acceptable to owners of existing less competitive yachts to



The veteran two-time Hobart race winner, *Love and War*, will return to the fray in this year's Telstra Sydney to Hobart. Owner/skipper Peter Kurts (in white hat) and a crew of "old friends" recently sailed the yacht in the Fujitsu Gosford to Lord Howe Island race, finishing third in fleet, fourth on IMS. (Pic - Ian Mainsbridge)

receive a secret allowance (particularly if it appears to improve their competitiveness) it is quite unacceptable to owners contemplating the construction of new yachts.

- It appears from what has been disclosed that allowances have, at least to some extent, been determined by a regressive analysis of past race results. This indicates that there is likely to be (albeit possibly inadvertent) an element of "performance handicapping" included. The Sailing Committee is strongly of the view that there is no room for any element of performance handicapping in mainstream IMS racing as we already have a perfectly well functioning Performance Handicapping System.

- We believe that the allowances have not been adequately tested, not been subjected to expert technical scrutiny and have not been properly co-ordinated or compared to international findings in this field.

- The introduction by the AYF of allowances for some Racer division yachts came as a complete surprise to the CYCA. There has been little or no rationale provided as to why this was done.

- We believe, although given the



lack of detail provided to us it is difficult to be sure, that the allowances make compensation for features of a yacht's design or composition that are already taken into account by the IMS VPP. In effect, there may be an element of "double dipping".

• The AYF itself recommends that at this stage "the allowances be used for club racing, not international competition" and goes on to say that "some clubs might choose to trial the allowances alongside straight IMS whilst others may choose to run the allowances immediately."

Describing the Sailing Committee's decision as a "technically complex and philosophical challenging dilemma", Vice-Commodore van Kretschmar points out that is difficult to find a path that is both conciliatory and reasonable to all interested parties.

"Notwithstanding the overwhelming desire by many boat owners to introduce a system of variable allowances, the Sailing Committee is of the view that it would be irresponsible, and possibly damaging to our sport in the long term, to introduce a system such as this without proper testing and

review."

Subsequent to the Sailing Committee's resolution, the Board of the CYCA has resolved that in order to at least partially fulfil the commitment made to boat owners, the Club will run parallel pointscores for all long races during the 1996-97 season (including races already completed) for the 1996 Telstra Sydney to Hobart utilising the AYF allowances for both Cruiser Racer and Racer yachts.

## Time on Time TCF Scoring

The Telstra Sydney to Hobart, along with other long ocean races conducted by the CYCA this season, will be scored on the basis of pre-constructed courses and fixed (pre-determined) wind speeds, which enables a single figure handicap (TCF) to be allocated to all IMS competitors.

The CYCA Sailing Committee resolved at its September meeting that all races scored using pre-constructed courses and fixed wind speeds will have corrected times calculated on the basis of "Time on Time" correction factors.

Vice-Commodore Hugo van Kretschmar, who is also chairman of the Sailing Committee, explained that the reason for this is that

"Time on Time" multipliers are far less sensitive to incorrect course construction or wind speed selection than "Time on Distance" multipliers.

"It is a fact of life that race committees will get pre-determined course constructions and wind speed selections wrong on occasions, despite the best weather forecasts available," he said.

"However, 'Time on Distance' multipliers have the effect of amplifying inaccuracies in the predicted performances of yachts as a result of inaccurate weather predictions."

TCFs, based on a pre-constructed course and wind speed selections, will be issued to all competitors on the morning of the start of the 1996 Telstra Sydney to Hobart, Boxing Day, December 26.

The decision to adopt the single TCF approach is expected to produce a much faster results service in this year's Telstra Sydney to Hobart for both divisions and overall results. ▲

# The America's Cup Legend

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Do you remember when a team from Down-under and a 12 metre wing keeled yacht did the seemingly impossible to take their place in history as the first country to win the "Auld Mug" from the Americans.

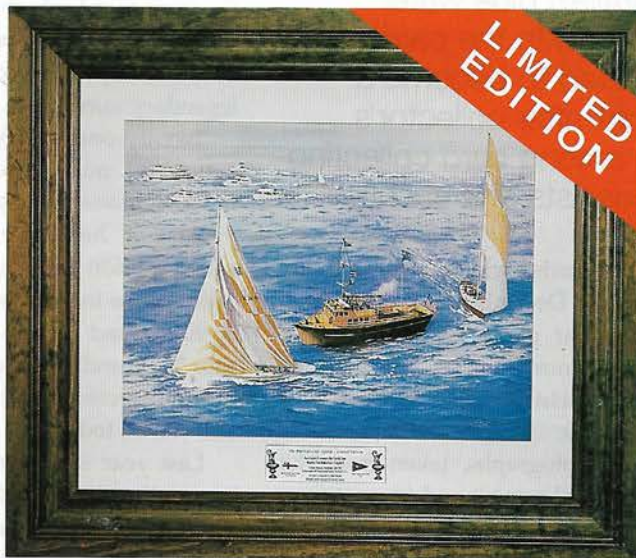
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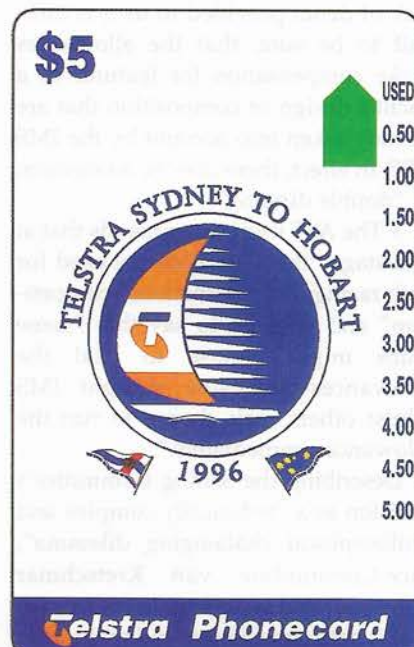
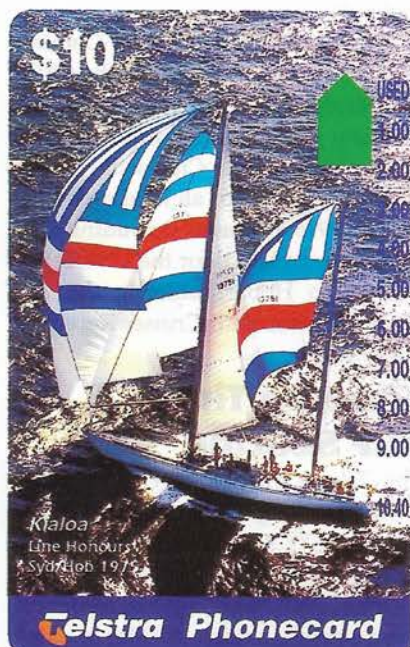
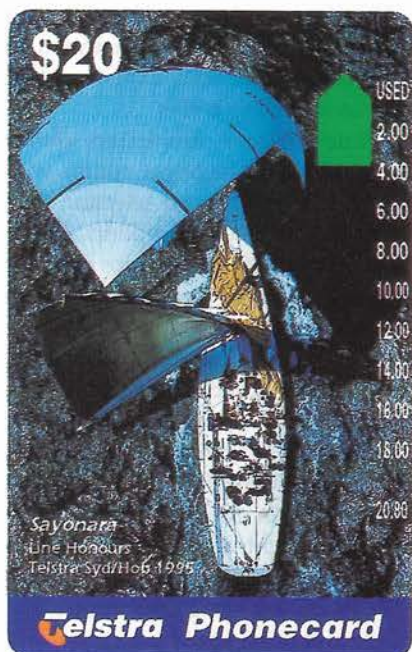
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# Sydney to Hobart on Telstra Phone Cards

Telstra has released a series of Sydney to Hobart Phonecards to celebrate Australia's blue water classic, with the cards expected to become a sought-after collector's item among card collecting enthusiasts and yachties.

The cards, which went on sale from December 2, feature spectacular photographs of two of the race's most famous line honours winning yachts, *Sayonara* (1995) and *Kialoa* (1975).

Both photographs, taken from the air, capture the spirit and competitiveness of the race as the maxi yachts race to Hobart under full sails.

Three cards have been released in the series (\$5, \$10 and \$20), bringing attention to the event millions will be watching on Boxing Day.

The \$5 card features the official race logo, with the \$10 and \$20 cards show-

ing two champion yachts from previous Sydney to Hobart races in action at sea.

The \$20 Telstra Phonecard features *Sayonara* as it leads the fleet to Hobart where she took line honours last year, while the \$10 Phonecard features the legendary maxi ketch *Kialoa*.

Twenty-one years ago *Kialoa*, one of the most famous racing yachts of her time, sailed the 630 nautical mile course in 2 days, 14 hours and 36 minutes 56 seconds setting the race record which still stands today.

Last year *Sayonara*, pictured on the \$20 Phonecard, took three days 00 hours 53 minutes and 35 seconds to complete the race.

There were great expectations that *Sayonara* would break the record but generally light to moderate breezes during the race kept the existing record intact.

The phonecards are available through 17,000 retail outlets including newsagents, chemists, Kmart stores and wherever you see the "Phonecard Sold Here" sign.

The Telstra Sydney to Hobart Phonecards will also be sold at Constitution Bay, Hobart, where temporary

**"Both photographs, taken from the air, capture the spirit and competitiveness of the race as the maxi yachts race to Hobart under full sails"**

payphones will be set up enabling crews and spectators to keep in contact with family and friends.

The Telstra Phonecards released to celebrate the Telstra Sydney to Hobart Yacht Club are now on sale throughout Australia.



# Shipway and Bearman Join Select Band



Veteran yachtsman Don Mickleborough welcomes Peter Shipway (left) and Richard Bearman (right) to the 25 Sydney to Hobarts Club.

Well known Sydney yachtsmen Peter Shipway and Richard Bearman have joined that select band of sailors who have sailed in 25 or more Sydney to Hobart races.

**B**oth completed their 25th race last year and both expect to be heading south in this year's Telstra Sydney to Hobart, the 52nd annual race conducted by the Cruising Yacht Club of Australia.

Shipway has sailed most of his Hobart races since 1968 with veteran owner Peter Kurts who himself has sailed in 27 Hobart races. Shipway sailed with Kurts in his three wins with his Admiral's Cup yacht *Love and War*, in 1974 and 1978 and in the 20 Year Veteran Division of the 50th Sydney to Hobart. Kurts and Shipway also lost first place with *Drake's Prayer* in 1985 following a controversial protest, a result they still claim was unjust.

Shipway has also been aboard two line honours winners, *Bumblebee* in 1979 and *Brindabella* in 1991.

Richard ("Dick") Bearman completed his 25th Sydney to Hobart last year aboard *Pilgrim*, notching up a great record that dates back to 1969 when he sailed the first of eight races with Neville Gosson.

Since that small group of intrepid sailors headed south towards Tasmania in the inaugural Sydney-Hobart back in 1945, many thousands of yachtsmen and women from around the world have taken part in what has become part of Australia's sporting heritage.

Most have returned to "do another Hobart", with plenty notching up many races, but so far only 34 yachtsmen have reached the status of having

their names embossed in gold by the Cruising Yacht Club of Australia on the Sydney-Hobart Roll of Honour - a map of Tasmania cut from Huon Pine - for those who have sailed in 25 of the great annual bluewater classics.

Among the Hobart Heroes racing south again this year will be John Bennetto from Hobart, Lou Abrahams and Bernie Case from Melbourne, and Sydney sailors Richard Hammond, Colin Betts, Bruce Gould, David Lawson, Tony Cable, Don Mickleborough, Tony Ellis, Syd Fischer, Lester Nibbs, Richard Bearman, Peter Shipway and that remarkable oldtimer, Alby Burgin, who is now in his 80s.

Here are those 34 yachtsmen who have recorded 25 or more Sydney-Hobarts and the yachts they sailed aboard:

**Richard Hammond (NSW)** - 37 races, including line honours winner *Crusade* (1969), line and handicap double winner *Sovereign* (1987) and overall winner *Koomooloo* (1968).

**Race yachts since 1953:** *Wanderer* (3), *Janzoon* (5), *Uomie*, *Janzoon II* (5), *Koomooloo*, *Crusade*, *Prospect of Whitby*, *Gingko*, *Apollo III* (3), *Apollo IV* (2), *B-195*, *Ragamuffin* (2), *Inch by Winch*, *Bondi Tram*, *Vengeance*, *Sovereign* (2), *Condor* (2), *Final Approach*, maxi *Ragamuffin*, *Canon Maris*, *Margaret Rintoul II*.

**Last raced:** 1995 *Margaret Rintoul II*.

**John Bennetto (Tas)** - 35 races, including overall winner *Westward* (1948) and line honours winner *Waltzing Matilda* (1949).

**Race yachts since 1947:** *Kintail* (5), *Westward*, *Waltzing Matilda*, *Wild Wave*, *Southerly* (2), *Mercedes II*, *Norla* (4), *Renegade*, *Wathara II*, *Maria*, *Brer Fox*, *Mirrabooka* (5), *Fortlet*, *Vanguard*, *Mirrabooka II* (9).

**Last raced:** 1995 *Mirrabooka II*.

**Peter Green (NSW)** - 35 races, including overall winner *Pacha* (1970) and line honours winner *Ballyhoo* (1976). Peter sailed aboard *Margaret Rintoul* in 1949 and again, 40 years later in 1989.

**Race yachts since 1947:** *Saltair*, *Archina*, *Margaret Rintoul* (2), *Ellida*, *Moonbi*, *Gypsy Queen*, *Ripple*, *Catriona* (2), *Joanne Brodie* (3), *Lorita Maria* (2), *Balandra* (4), *Wathara II*, *Pacha* (4), *Patrice III* (7), *Satin Sheets* (2), *Freight Train* (2).

**Final Voyage 1989:** *Margaret Rintoul*

**Richard Norman (NSW)** - 34 races, including overall winners *Koomooloo* (1968) and *Love & War* (1974).

**Race yachts since 1955:** *Janzoon* (5), *Uomie*, *Janzoon II* (5), *Kaleena*, *Mr. Christian*, *Koomooloo* (2), *Boomerang VII*, *Apollo*, *Stormy Petrel*, *Love & War* (4), *Ragamuffin*, *Superstar*, *Patrice III* (2), *Vengeance* (2), *Ragamuffin* (2), *Haupia* (2), *Tandelayo*, *Margaret Rintoul II*.

**Last raced:** *Margaret Rintoul II*.

**Col Betts (NSW)** - 33 races, including overall wins aboard *Freya* (1965), *Koomooloo* (1968), line and handicap winner *Sovereign* (1987) and line honours winner *Crusade* (1969).

**Race yachts since 1955:** *Janzoon* (5), *Uomie*, *Janzoon II* (3), *Freya*, *Bacchus D* (2), *Koomooloo*, *Crusade*, *Taurus*, *Love & War*, *Ruthless*, *Matika III*, *Priority*, *Ragamuffin*, *Police Car* (2), *Sweet Caroline*, *Sweet Caroline II*, *Vengeance*, *Defiance*, *Sovereign*, *Condor* (3), *Freight Train* (2), *Cherana*.

**Last raced:** 1994 *Cherana*

**Lou Abrahams (Vic)** - 33 races, 31 of them as owner/skipper (a record), including overall wins with *Challenge II* (1983) and *Ultimate Challenge* (1989).

**Race yachts since 1963:** *Winston Churchill* (2), *Odin* (5), *Vittoria* (9), *Challenge II* (5), *Challenge III* (3), *Ultimate Challenge* (8), *Seaview Challenge* Again.

**Last Raced:** 1995 *Seaview Challenge Again*.

**Bernie Case (Vic)** - 33 races including line honours aboard *Condor* (1986).

**Yachts raced since 1962:** *Lantarni*, *Four Winds II*, *Athena* (2), *Serifa*, *Sarina*, *Tina* (2),



Vittoria (3), Banjo Patterson (2), Fantasy Rags (2), B-195, Challenge II (2), Apollo V, Bondi Tram (2), Once More Dear Friends, Mandrake, Condor, Ultimate Challenge (3) Great News (2), Illusion, Phoenix, Sword of Orion, Morning Mist III.

**Last raced:** 1995 Morning Mist III.

**Don Lang (Vic)** - 32 races, including overall winner, Challenge II (1983). **Race yachts since 1952:** Landfall, Julie, Winston Churchill, Marco Polo, Odin (5), Vittoria (9), Challenge II (5), Rebecca II, Challenge III, Mark Twain (7). **Last raced:** 1994 Mark Twain.

**Tony Cable (NSW)** - 32 races, including line honours aboard Vengeance (1981), line and handicap double winner Sovereign (1987) and 1st, 30 Year Veteran Division, aboard Southerly (1994).

**Yachts raced since 1961:** Tarni, Sylph VI (3), Fare-Thee-Well (3), Adria (2), Boomerang VII, Taurus (2), Pacha, Apollo (2), Gretel (2), Vengeance (4), Rampant II, Sovereign (2), Hammer of Queensland, Condor (3), Final Approach, She's Apples II, Southerly (2).

**Last raced:** 1995 Southerly

**Bill Ratcliff (NSW)** - 31 races, 10 as owner/skipper, with 3rd IMS in 1993. **Yachts raced since 1963:** Southerly, Ronita (2), Maria Van Dieman (2), Boambillee, Cavalier (3), Minna, Skylark, Ruthless (2), Margaret Rintoul II, Relentless, Shogun, Pacha (2), Once More Dear Friends, Marara (10), Mercedes IV (2).

**Last raced:** 1995 Marara.

**Albert Mitchell (NSW)** - 31 races, including overall wins aboard Rival (1961) and Piccolo (1976).

**Yachts raced since 1954:** Defiance (3), Nirvana, Rival (6), Salacia, Valhala, Polaris (2), Taurus (2), Geronimo, Piccolo (8), Helsal II, Hills Antenna, Oz Fire (3), Highland Fling.

**Last raced:** 1994 Highland Fling.

**Magnus Halvorsen** - 30 races, including three line and five corrected time winners. The overall winners were Anitra V (1957), Freya (1962, 1963, 1964), Love & War (1974), the line honours winners Solveig (1953), Kialoa II (1971), Kialoa III (1975).

**Race yachts since 1946:** Saga, Peer Gynt (3), Solveig (3), Anitra V (4), Norla (3), Freya (3), Rapture, Odin, Apollo, Kialoa II, Koomooloo, Prospect of Whitby, Love & War, Kialoa III, Storm Bay, Windward Passage, Scorpion, Siska IV, Vicious.

**Last raced:** 1982 Vicious.

**Max Crafoord (NSW)** - 30 races, including 3 line honours victories aboard Astor (1961, 1963, 1964), Crusade (1969).

**Race yachts since 1953:** Warana, Winston Churchill (5), Astor (4), Bacchus D (5), Crusade, Vittoria (8), Koomooloo, Challenge II (4), Cassiopeia. **Last raced:** 1993 Cassiopeia.

**Tony Ellis (NSW)** - 29 races since 1963, including IOR first overall on Ragamuffin VII in 1992 and line honours on Ragamuffin VI in 1988 and 1990.

**Yachts raced since 1963:** Salacia (2), Seawind, Ragamuffin (6), Ragamuffin II, Ballyhoo, Ragamuffin III (3), Ragamuffin IV (2), Ragamuffin V, Sweet Caroline, Ragamuffin VI (4), Gazebo (maxi Ragamuffin), Final Approach, Ragamuffin VII (2), Ragamuffin VIII, Ragamuffin IX.

**Last raced:** 1995 Ragamuffin IX.

**Bruce Gould (NSW)** - 29 races including first overall on Pacha 1970 and line/handicap win aboard Sovereign 1987.

**Yachts raced since 1963:** Sylph VI (2), Balandra (4), Saracen II, Pacha (2), Ragamuffin, Helsal, Apollo, Anaconda II, Gretel (3), Vengeance (3), Freight Train, Ragamuffin VI, Sovereign (2), All That Jazz, Margaret Rintoul (2), Condor, Never a Dull Moment, Freight Train.

**Last raced:** 1995 Freight Train.

**David Lawson (NSW)** - 28 races, including line honours aboard Helsal (1973).

**Yachts raced since 1961:** Sylph VI (5), Ronita (3), Fare Thee Well, Minna, Helsal (2), Casablanca, Vanguard, Patrice, Mary Muffin (3), Streaker, Doctor Dan, Windward Passage, Rager, Helsal III, Tanglefoot, Freight Train (4).

**Last raced:** 1994 Freight Train.

**TWT (Bill) Thompson (NSW)** - 28 races, including line honours winner Astor in 1961 and 1963. Was CYC representative and radio operator aboard Radio Relay Vessel from 1981 to 1988. He died in 1989.

**Race yachts since 1956:** Four Winds, Astor (3), Salacia (5), Bacchus D, Fare Thee Well, Callipyge II, Taurus (4), Pandora II, Sweet Caroline,

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*Gretel, Mercedes IV, Radio Relay Vessel (7).  
Final Voyage: 1988 Radio Relay Vessel).*

**Colin Wildman (NSW)** - 28 races since 1963, including line/handicap double on *Sovereign* in 1987.

**Yachts raced since 1963:** *Struen Marie (2), Mr Christian, Calliope, Gillawa (2), Taurus (3), Pilgrim, Patrice III (3), Ragamuffin III, Priority, Diamond Cutter, Vengeance (2), Ragamuffin VI, Sovereign (2), Condor (4), Final Approach, Maxi Ragamuffin, Fudge*  
**Last raced:** 1995 *Fudge*.

**Don Mickleborough (NSW)** - 27 races including line honours aboard *Ballyhoo* in 1976 and first in the 30-Year Veteran Division with his own yacht, *Southerly*, in the 50th Race in 1994.

**Yachts raced since 1958:** *Southerly (9), Norla, Ilina, Ropawe, Apollo (2), Ballyhoo (2), Mirrabooka (5), Mirrabooka II, Fortlet, Vanguard, Radio Relay Vessel (2), Final Approach, Southerly (2).*

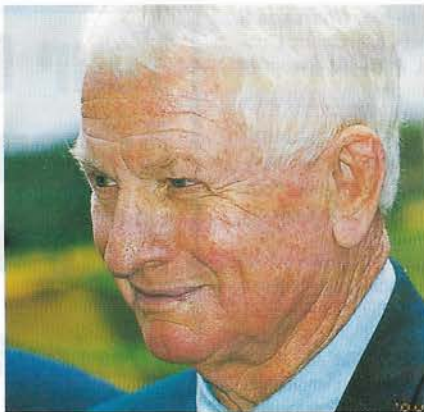
**Last sailed:** 1995 *Southerly*.

**Stan Darling (NSW)** - 27 races, including five overall winners *Solveig* (1954), *Anitra V* (1957), *Freya* (1963, 1964), *Pacha* (1970) and line honours winners *Solveig* (1953) and *Ballyhoo* (1976).

**Race yachts since 1947:** *Peer Gynt (3), Solveig (5), Anitra V (4), Norla (3), Freya (2), Rapawe, Balandra (2), Pacha (2), Ballyhoo (3), Apollo (2).*

**Last raced:** 1982 *Apollo*.

**Peter Kurts (NSW)** - 27 races, 20 as owner/skipper, with overall wins with *Love &*



Syd Fischer...coming up for his 28th Sydney to Hobart

*War* (1974 & 1978) plus the 20-Year Veteran Division with *Love and War* in the 50th Race in 1994. He was also provisionally first with *Love & War* in 1985 but lost after a controversial protest.

**Yachts raced since 1964:** *Kaleena, Mr. Christian (3), Cavalier, Boambillee (2), Prospect of Whitby, Love & War (7), Marionette, Once More Dear Friends (5), Drake's Prayer, Madeline's Daughter (5).*

**Last raced:** 1994 *Love & War*.

**Geoff Rouvray (NSW)** - 27 races including four third places on *Salacia, Salacia II* and *Szechwan*.

**Yachts raced since 1967:** *Salacia (3), Salacia II, Onya of Gosford, Queequeg, Pacha (2), Hel-sal, Patrice III (2), Vanguard (3), Adrenalin,*



Richard Hammond...completed a record 37 Sydney to Hobarts

*Szechwan (2), Bewinched, Silver Minx (4), Venture One, Fujitsu Dealers (2), Freight Train (2).*

**Last Raced:** 1994 *Freight Train*.

**Syd Fischer (NSW)** - 27 races since 1962 including 3rd place with *Ragamuffin* in 1968, 2nd in 1970, 3rd with *Ragamuffin II* in 1976, 3rd with *Ragamuffin III* in 1976 and 2nd in 1977, 3rd with *Gazebo* in 1987, 3rd and line honours with *Ragamuffin VI* in 1988 and line honours again in 1990, and 1st overall with *Ragamuffin VII* in 1992.

**Yachts raced since 1962:** *Malohi (2), Ragamuffin (6), Ragamuffin II, Ragamuffin III (2), Superstar, Ragamuffin IV (2), Ragamuffin V, Ragamuffin VI (5), Gazebo, Ragamuffin VII (2),*

Continued on page 76

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# THE 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 regattas for the most up-to-date racing machines. Reading through the following pages 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 Winners' Gallery 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 weather are just as they were when John Illingworth skippered the diminutive *Rani* to victory in 1945. Because of the number of Sydney-Hobarts, the following results list the winner for every year except 1994 & 1995 where the first three placings are listed.

### 1945 - 9 starters

PI Yacht		Elapsed Time	Corrected Time
1 RANI	Capt J. Ittingworth, RN	6-14-22	4-09-48
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.			

### 1946 - 19 starters

PI Yacht		Elapsed Time	Corrected Time
1 CHRISTINA	J.R. Bull	6-18-51-15	4-11-53-27
FASTEST TIME: MORNA 5-02-53-33			
RETIRED: 8			
1946 WEATHER: Light north-east winds for the first two days, then a 65mph sou'westerly hit the fleet in Bass Strait with seas up to 25 feet.			

### 1947 - 23 starters

PI Yacht		Elapsed Time	Corrected Time
1 WESTWARD	G.D. Gibson	5-13-19-04	4-00-24-56
FASTEST TIME: MORNA (C. Plowman) 5-03-03-54			
RETIRED: 2			
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.			

### 1948 - 18 starters

PI Yacht		Elapsed Time	Corrected Time
1 WESTWARD	G.D. Gibson	4-14-17-32	3-07-45-48
FASTEST TIME: MORNA (C. Plowman) 4-05-01-21			
RETIRED: 2			
1948 WEATHER: Hard running down the NSW coast with even small yachts logging 200 miles in 24 hours. Fastest race to that date.			

### 1949 - 15 starters

PI Yacht		Elapsed Time	Corrected Time
1 TRADE WINDS	M.E. Davey	5-11-15-34	3-23-39-43
FASTEST TIME: WALTZING MATILDA (P. Davenport) 5-10-33-10			
RETIRED: 2			
1949 WEATHER: Mainly light and variable winds, but with 40 knot northerly in Bass Strait on the third day.			

### 1950 - 16 starters

PI Yacht		Elapsed Time	Corrected Time
1 NERIDA	C.P. Haselgrove	5-06-15-49	3-20-17-13
FASTEST TIME: MARGARET RINTOUL (A.W. Edwards) 5-05-28-35			
RETIRED: 2			
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.			

### 1951 - 14 starters

PI Yacht		Elapsed Time	Corrected Time
1 STRUEN MARIE	T Williamson	4-03-38-35	2-19-48-26
FASTEST TIME: MARGARET RINTOUL (A.W. Edwards) 4-02-29-01			
RETIRED: 2			
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 - 17 starters

PI Yacht		Elapsed Time	Corrected Time
1 INGRID	J.S. Taylor	6-17-07-22	4-08-56-18
FASTEST TIME: NOCTURNE (J.R. BULL) 6-02-34-47			
RETIRED: 0			
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.			

### 1953 - 24 starters

PI Yacht		Elapsed Time	Corrected Time
1 RIPPLE	R.C. Hobson	5-12-58-36	3-16-12-12
FASTEST TIME: SOLVEIG (T&M Halvorsen) 5-07-12-50			
RETIRED: 3			
1953 WEATHER: Started in good NE breeze. Southerly gale on second day then wind swung back to NE and NW and held to finish.			

### 1954 - 17 starters

PI Yacht		Elapsed Time	Corrected Time
1 SOLVEIG	T&M Halvorsen	5-07-38-56	3-17-58-01
FASTEST TIME: KURREWA IV (F&J Livingston) 5-06-09-47			
RETIRED: 2			
1954 WEATHER: Blustering southerly at the start, moderating on the following days. Squally conditions from the north in Bass Strait. Fickle airs at the finish.			

### 1955 - 17 starters

PI Yacht		Elapsed Time	Corrected Time
1 MOONBI	H.S. Evans	5-01-28-24	3-09-21-05
FASTEST TIME: EVEN (F.J. Palmer) 4-18-13-14			
RETIRED: 1			
1955 WEATHER: light fickle breezes throughout the race, except for a northerly blow on the fourth day. Drifting conditions in the Derwent River.			

### 1956 - 28 starters

PI Yacht		Elapsed Time	Corrected Time
1 SOLO	V. Meyer	4-05-03-33	3-08-33-52
FASTEST TIME: KURREWA IV (J&F Livingston) 4-04-31-14			
RETIRED: 2			
1956 WEATHER: Hard southerly blow on first night out followed by light north-east breeze to Bass Strait. A 50 mph sou'westerly across the strait to the lee of Tasmania and a southerly gale off Storm Bay reaching a record 86 mph.			

### 1957 - 20 starters

PI Yacht		Elapsed Time	Corrected Time
1 ANITRA V	T&M Halvorsen	4-06-38-30	3-00-55-37
FASTEST TIME: KURREWA IV 3-18-30-39			
RETIRED: 2			
1957 WEATHER: Strong westerly at the start then north-east to Cape Barrenland. Hard west winds followed and then light headwinds and calms along the Tasmanian coast. Leaders had the most breaks and Kurrawa IV set the record time for the course to that date			

### 1958 - 22 starters

PI Yacht		Elapsed Time	Corrected Time
1 SIANDRA	G.P. Newlands	5-10-02-37	3-13-46-35
FASTEST TIME: SOLO (V. Meyer) 5-02-32-52			
RETIRED: 3			
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 - 30 starters

PI Yacht		Elapsed Time	Corrected Time
1 CHERANA	R.T. Williams	5-02-13-53	3-08-33-02
FASTEST TIME: SOLO (V. Meyer) 4-13-33-12			
RETIRED: 6			
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 calm 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 - 32 starters

PI Yacht		Elapsed Time	Corrected Time
1 SIANDRA	G.P. Newland	5-00-59-03	3-07-48-04
FASTEST TIME: KURREWA IV (F&J Livingston) 4-08-11-15			
RETIRED: 2			
1960 WEATHER: Light nor'easter at the start and light favourable breezes for several days. Breeze turned south off Tasmanian coast and continued until finish.			

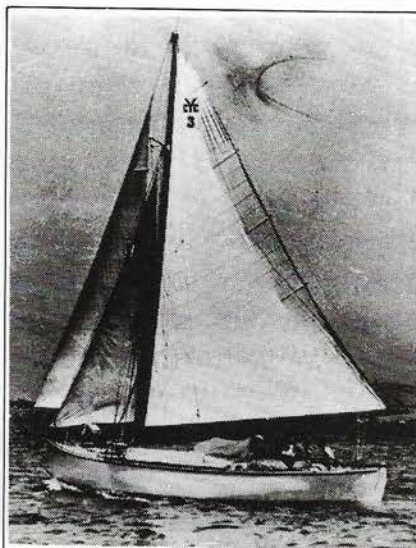
### 1961 - 35 starters

PI Yacht		Elapsed Time	Corrected Time
1 RIVAL	A. Burgin & N. rundle	4-17-28-21	3-03-57-31
FASTEST TIME: ASTOR (P.R. Warner) 4-04-42-11			
RETIRED: 2			
1961 WEATHER: Southerly at 20-30 knots for the first day then light NE winds. A line squall 70 miles long passed over the fleet in Bass Strait and was followed by a moderate sou'westerly. A Nor'easterly along the Tasmanian coast and a southerly near Tasman Island altered the potential placings.			





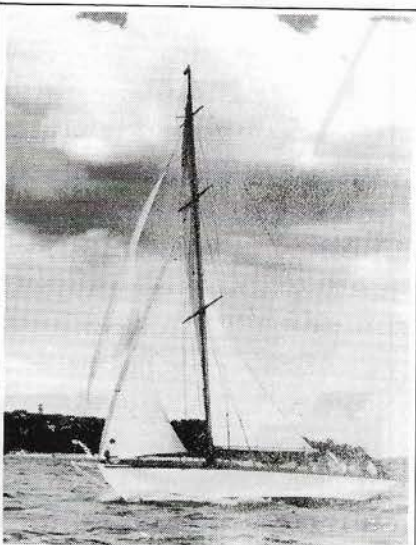
1945 – Rani



1946 – Christina



1947, 1948 – Westward



1949 – Tradewinds



1950 – Nerida



1951 – Struen Marie



1952 – Ingrid

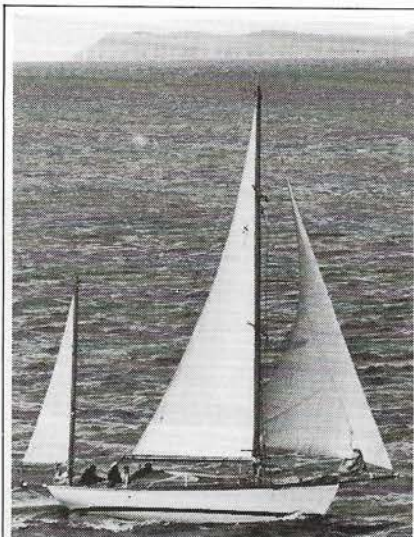


1953 – Ripple



1954 – Solveig

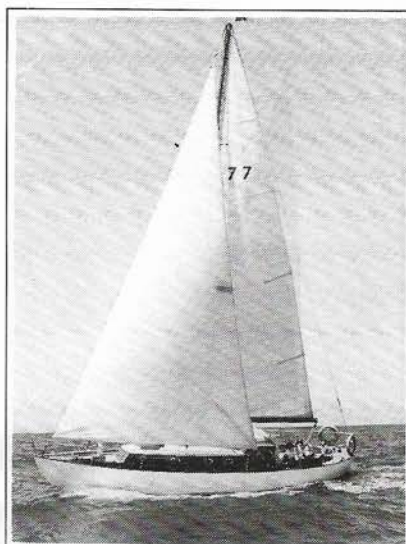




1955 – Moonbi



1956, 1962 – Solo



1957 – Anitra V



1958, 1960 – Siandra



1959 – Cherana



1961 – Rival



1963, 1964, 1965 – Freya



1966 – Cadence



1967 – Rainbow



## 1962 - 42 starters

PI Yacht		Elapsed Time	Corrected Time
1 SOLO	V. Mayer	3-04-29-15	2-12-45-14
FASTEST TIME: ONDINE 3-03-49-16			
RETIRED: 2			
1962 WEATHER: A moderate south-east wind at the start backed east then north-east and carried the fleet in record time to Tasman Island. Calms and heavy fog in Storm Bay upset many calculations.			

## 1963 - 44 starters

PI Yacht		Elapsed Time	Corrected Time
1 FREYA	T&M Halvorsen	4-15-17-03	3-06-03-17
FASTEST TIME: ASTOR (P.R. Warner) 4-10-53-00			
RETIRED: 10			
1963 WEATHER: Light northerly winds and calm patches for the first few days upset many calculations. Then a fresh south-westerly down Tasmania way, which reached 70 knots in Storm Bay, caused many retirements.			

## 1964 - 38 starters

PI Yacht		Elapsed Time	Corrected Time
1 FREYA	T&M Halvorsen	4-01-17-45	3-05-58-14
FASTEST TIME: ASTOR (P.R. Warner) 3-20-05-05			
RETIRED: 7			
1964 WEATHER: Sunny start in light NE with a force 6 southerly change first right, later backing light SE and NE. Fresh northerly across Base Strait backing to NW down the Tasmanian coast, followed by force 7 SW in Storm Bay. Calm patches in the Derwent River.			

## 1965 - 53 starters

PI Yacht		Elapsed Time	Corrected Time
1 FREYA	T&M Halvorsen	4-06-23-32	3-10-03-26
FASTEST TIME: STORMVOGEL (C. Brynzee) 3-20-30-09			
RETIRED: 4			
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.			

## 1966 - 46 starters

PI Yacht		Elapsed Time	Corrected Time
1 CADENCE	H.S. Mason	5-13-25-24	4-02-46-24
FASTEST TIME: FIDELUS (J.V. Davern) 4-08-39-43			
RETIRED: 2			
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 Tasmanian coast.			

## 1967 - 66 starters

PI Yacht		Elapsed Time	Corrected Time
1 RAINBOW II	C. Bouzaid	4-19-59-38	3-16-39-15
FASTEST TIME: PEN DUICK III 4-04-10-31			
RETIRED: 6			
1967 WEATHER: Light SE at start, fading the first night. Freshening line squall from south of Gabo Island and E to SE Tasmanian coast. Leaders becalmed off Maria Is. suffered from light airs up the Derwent while the second half had fresh NW winds down the coast and up the Derwent.			

## 1968 - 64 starters

PI Yacht		Elapsed Time	Corrected Time
1 KOOMOLOO	D. O'Neil	4-10-26-52	3-13-38-52
FASTEST TIME: ONDINE II (S. Long) 4-03-20-02			
RETIRED: 10			
1968 WEATHER: NE at start and down the coast with thunderstorms and a fresh SW second night out. 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 - 79 starters

PI Yacht		Elapsed Time	Corrected Time
1 MORNING CLOUD	E. Heath	4-05-57-53	3-04-25-57
FASTEST TIME: CRUSADE (M. Aitken) 3-15-07-40			
RETIRED: 4			
1969 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.			

## 1970 - 61 starters

PI Yacht		Elapsed Time	Corrected Time
1 PACHA	R. Crichton-Brown	3-17-41-18	3-10-07-39
FASTEST TIME: BUCCANEER (T.E. Clark) 3-14-06-12			
RETIRED: 14			
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 years. This made it a big boat race and brought up a record of 14 retirements.			

## 1971 - 79 starters

PI Yacht		Elapsed Time	Corrected Time
1 PATHFINDER	B. Wilson	4-00-02-04	3-03-14-34
FASTEST TIME: KIALOA II (J. Kilroy) 3-12-46-21			
RETIRED: 3			
1971 WEATHER: The fleet had light to moderate north winds for the first 24 hours, giving them an easy run down coast. On the second day the wind came in at 20 knots and as the leaders began to enter Bass Strait it moved sou'west. Finally as the bulk of the fleet approached the coast the wind swung round to the nor'west and freshened, giving the middle-of-the-fleet boats a great spinnaker reach, bringing them right onto the heels of the leaders. Over two days almost all the fleet encountered frustrating calm but the middle-sized yachts held their own right to the finish.			

## 1972 - 79 starters

PI Yacht		Elapsed Time	Corrected Time
1 AMERICAN EAGLE	R.E. Turner	3-04-42-39	3-02-15-49
FASTEST TIME: AMERICAN EAGLE 3-04-42-39			
RETIRED: 4			
1972 WEATHER: The CYCA put back the starting time to 12 noon local time to give the afternoon sea breeze time to catch up with daylight saving and the huge fleet started in a light nor'easter. The breeze was light to moderate for the first two hours of the race, giving the fleet a spinnaker run down the NSW coast. The leaders gybed off Jervis Bay and they reached down almost to Twofold Bay, until a fresh southerly came in. After few tacks off Cape Howe most of the fleet were able to sail across Bass Strait on a close fetch in the fresh sou'wester. With the wind abeam from the west and nor'west, the leaders continued to make a fast reach down the Tasmanian coast. Then without warning the leaders were hit by a fierce southerly change, gusting to more than 40 knots. But as they approached the Iron Pot the leaders ran into a series of frustrating calms as the rest of the fleet battle a Force 7 gale off the east coast. However, as the front passed, almost all the fleet were to suffer the same frustrations as they sailed a 'stop-go' course up the Derwent. The race was a long drawn-out affair, as the smaller yachts had to battle headwinds down the east coast, round Tasman Island and then across Storm Bay, most of them also encountering the fickle winds of the Derwent.			

## 1973 - 92 starters

PI Yacht		Elapsed Time	Corrected Time
1 CEIL III	W. Turnbull	3-12-05-34	2-17-28-28
FASTEST TIME: HELSAL (A. Fisher) 3-01-32-09			
RETIRED: 2			
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. Generally, it was an easy race with running or fast reaching conditions throughout, and the only gear-busting conditions came near the finish for the smaller yachts. The race started in a light nor'easter, swinging to the north-west and increasing to 20 knots during the night then veering to the east and southeast on the second day. Finally, it backed again to the north on the third and fourth days with gusts of up to 50 knots which hit the smaller boats with some severity, although none suffered serious damage. The fast reaching conditions enable Helsal, Apollo and Siska all to better Ondine's previous best elapsed time.			

## 1974 - 63 starters

PI Yacht		Elapsed Time	Corrected Time
1 LOVE AND WAR	P. Kurts	4-04-27-20	3-13-25-02
FASTEST TIME: ONDINE III (S.S. Long) 3-13-51-56			
RETIRED: 5			
1974 WEATHER: For the first 24 hours the breezes were light and variable NE-SE. On the second afternoon and night the fleet managed to cover useful ground running with a NE'er up to 20 knots. The morning of the 28th was SSE 15-25 knots, which faded in the afternoon. On the fourth day the fleet sailed in W and NW winds 35 to 40 knots, with some experiencing puffs of 50-60 knots and fairly high seas. Over the next two days conditions were a little easier with 10-30 knots WSW, although some yachts experienced much stronger breezes down the Tasmanian coast and around Tasman Island.			

## 1975 - 102 starters

PI Yacht		Elapsed Time	Corrected Time
1 RAMPAGE	P. Packer	3-04-43-03	2-13-16-56
FASTEST TIME: KIALOA (J.B. Kilroy) 2-14-36-56			
RETIRED: 3			
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. On the first night the breeze swung NE, moving to NNE at 15 to 20 knots on the 27th. This remained until the evening of the 28th, when for a few hours it shifted to WNW 15-20 knots. On the 29th it was N 20-30 knots, which held through the 30th when the tail-enders experienced moderate SE conditions. Thus, conditions were virtually ideal for a fast run. No less than nine yachts lifted their skirts and beat Helsal's previous record.			

## 1976 - 85 starters

PI Yacht		Elapsed Time	Corrected Time
1 PICCOLO	J. Pickles	4-05-30-15	3-07-45-07
FASTEST TIME: BALLYHOO (J. Rooklyn) 3-07-59-26			
RETIRED: 15			
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. On the 27th it was NE again with 5-10 knots 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. By morning of the 29th 8 boats had retired and the breeze was still W at 30 knots. Later in the day some boats finished while the wind shifted to the south at 25 knots. Early on the 30th the breeze had moderated to 10 knots W while in the afternoon it moved to the SE at 15 knots. By the morning on the 31st there were 37 yachts in with the others experiencing light and variable winds. In all a record 15 boats retired in this toughest race since 1970.			

## 1977 - 131 starters

PI Yacht		Elapsed Time	Corrected Time
1 KIALOA	J.B. Kilroy	3-10-14-09	3-13-58-10
FASTEST TIME: KIALOA 3-10-14-09			
RETIRED: 59			
1977 WEATHER: The race started in light E at 5 knots turning later to NE 10 knots fading to a very light SSE overnight. On the second morning the fleet had W 20 knots with yachts experiencing NE. It turned in the afternoon to SE 30-40 knots gusting with a short high cross sea. Some yachts experienced winds of up to 50 knots for varying periods. By the evening 18 boats had retired. By early on 28th a further 15 were out. The wind was SE 20 knots later going back to 30-40 knots seas rough. At night it swung to SW 25-35 knots. On the 29th the wind eased to S 12 knots SE turning to a light NE. Calm-to-light conditions plagued the tallenders although some struck a short 85 knot squall on Jan 1.			

## 1978 - 97 starters

PI Yacht		Elapsed Time	Corrected Time
1 LOVE AND WAR	P. Kurts	4-04-45-43	3-12-13-00
FASTEST TIME: APOLLO (J. Rooklyn) 4-02-23-24			
RETIRED: 10			
1978 WEATHER: The race started in 12-15 knots NE with rain. The wind gradually freshened the first afternoon to 30 knots to give the yachts a fast passage past Jervis Bay. The hard running conditions were taking toll of spinnakers and gear and two boats broke booms and retired. A light sou'westerly change passed over the fleet at 2400hrs and turned SE 10-15 knots later in the day leaving the yachts close-hauled towards Gabo Island. Overnight the seven put more than 80 miles on the rest of the fleet. The light westerly (5-10 knots) then took the bulk of the fleet across Bass Strait with many calm patches. The leaders continued to extend their lead. A southerly change passed through on the third night lasting only six hours. A freshening nor'easter of 15 knots took the yachts down the Tasmanian coast. It died during the night. In Storm Bay most yachts found light and variable conditions with the river producing fitful breezes. Once the leaders finished the remainder experienced frustrating calms down the Tasmanian coast and in Storm Bay.			

## 1979 - 147 starters

PI Yacht		Elapsed Time	Corrected Time
1 SCREW LOOSE	R.J. Cumming	4-12-54-38	3-03-31-06
FASTEST TIME: BUMBLEBEE 4 (J.D. Kahlbetzer) 3-01-45-52			
RETIRED: 5			
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-hauled 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 skid across Bass Strait before a 30 knot breeze. Dawn on the third day saw yachts light-running before a 10 knot nor'wester light breeze 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 - 102 starters

PI Yacht	Elapsed Time	Corrected Time
1 NEW ZEALAND NZ Round World Comm.	2-18-45-41	2-21-13-29
FASTEST TIME: NEW ZEALAND 2-18-45-41		
RETIRED: 9		
1980 WEATHER: The start was in light easterlies which remained throughout the first afternoon. The influence of spectator craft outside Sydney Heads was the worst for years. Easterlies stayed light all the first night but slowly freshened the second day to 15-18 knots to give a fast reach down the NSW coast in overcast conditions. The wind slowly backed to the NE and freshened to 25 knots during the second night to give a fast slide across Bass Strait. Down the Tasmanian coast on the third day the wind stayed northeast at 20 knots and a new record appeared imminent for the leaders. The wind (and hopes for a record) faded on the third night with light and variable winds with heavy rain. On the morning of the fourth day the wind slowly freshened from the south to 20-30 knots which pushed the leaders home. The breeze slowly faded and left the smaller boats in light and variable conditions down the Tasmanian coast and across Storm Bay and in the Derwent.		

## 1981 - 158 starts

PI Yacht	Elapsed Time	Corrected Time
1 ZEUS II	J.R. Dunstan 5-13-48-41	3-19-25-59
FASTEST TIME: VENGEANCE 3-22-30-00		
RETIRED: 15		
1981 WEATHER: Strong southerly winds at the start provided a spectacular and fast spinnaker run to the Heads. The southerly increased on the first night to about 35 knots with a rough sea, which caused the majority of 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 lasted only 8 hours during the night of the 28th. The leaders fought calms and light south-easterly winds down the east coast of Tasmania and across Storm Bay to the finish, making it one of the slowest Hobarts on record. The medium raters looked all set to clean up the overall results but a freshening northerly down the east Tasmanian coast and in Storm Bay saw the minimum raters fly home and into the top handicap placings.		

## 1982 - 118 starters

PI Yacht	Elapsed Time	Corrected Time
1 SCALLYWAG	R.E. Johnston 3-13-56-44	2-19-19-16
FASTEST TIME: CONDOR OF BERMUDA 3-00-59-17		
RETIRED: 10		
1982 WEATHER: Light air start. ENE, which remained through the first day and evening, throughout the second day the breeze backed to the NE and freshened for a fast and thrilling race down the far NSW coast and into the Strait. The leaders were having an exciting battle for line honours and for a while looked like topping the elapsed time record. The breeze remained into the second night and then died and moved into the W before the light SE change the third day. It was then slow progress down the Tasmanian east coast, still anyone's race for line and handicap honours. The morning of the fourth day the leaders rounded Tasman Island with a freshening breeze from astern that reached 40 knots NE through the afternoon. This brought the rest of the fleet flying down the Tasmanian coast. The leaders had variable airs across Storm Bay and on the River, resulting in the closest ever line honours battle with only seconds separating first and second places. The bulk of the fleet had light but steady winds to the finish.		

## 1983 - 171 starters

PI Yacht	Elapsed Time	Corrected Time
1 CHALLENGE	L. Abrahams 3-13-37-28	2-23-07-42
FASTEST TIME: CONDOR 3-00-50-29		
RETIRED: 13		
1983 WEATHER: A moderate easterly provided good close-reaching conditions to the Heads and out to the sea mark. Thereafter the breeze swung to southeast and freshened, reaching 30 knots at times during the first 36 hours, taking its toll in retirements. With moderate seas the bulk of the fleet enjoyed hard working down to Green Cape. The breeze then freed to give fast 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 right out close inshore, which saw a number of yachts becalmed between Tasman Island and the Cape. Light conditions prevailed for the reach across the Bay and made for slow and tedious work for most yachts down the river to the finish.		

## 1984 - 150 starters

PI Yacht	Elapsed Time	Corrected Time
1 INDIAN PACIFIC J. Eyles & G. Heuchmer	4-04-03-49	3-07-45-03
FASTEST TIME: NEW ZEALAND 3-11-31-21		
RETIRED: 104		
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 SEE 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.

## 1985 - 179 Starters

PI Yacht	Elapsed Time	Corrected Time
1 SAGACIOUS	G. Appleby 4-00-19-23	3-04-34-37
FASTEST TIME: APOLLO 3-04-32-28		
RETIRED: 33		
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'wester. The first afternoon was a run before a fresh 20-25 knot nor'easter until a southerly front passed through the fleet around 9.00pm. 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 agonising progress from Tasman Island to the finish.		

## 1986 - 123 starters

PI Yacht	Elapsed Time	Corrected Time
1 EX TENSION	A. Dunn 3-23-22-00	3-01-14-30
FASTEST TIME: CONDOR 2-23-26-25		
RETIRED: 17		
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 though SW to West over the next 24 hours. Light conditions prevailed at Tasman Island and up to the Derwent River. Later yachts finished with fresh sea breezes during the day which tended to die through the night.		

## 1987 - 154 starters

PI Yacht	Elapsed Time	Corrected Time
1 SOVEREIGN	B. Lewis 2-21-58-08	3-00-29-16
FASTEST TIME: SOVEREIGN 2-21-58-08		
RETIRED: 8		
1987 WEATHER: A history-making race, with the maxi Sovereign becoming the first Australian yacht to take out the double of line honours and first on corrected time overall. The race began with a magnificent nor'easter filling in to 25 knots before a 30 knot southerly hit the fleet in Bass Strait on the second morning at sea. At that stage Sovereign had averaged 10.3 knots and was ahead of Kialoa's record. However, as the southerly eased away the leaders were becalmed off the Tasmanian East Coast for five hours before they picked up a light breeze to carry them around Tasman Island, across Bass Strait and up the Derwent. Sovereign's time was seven hours outside the race record.		

## 1988 - 119 starters

PI Yacht	Elapsed Time	Corrected Time
1 ILLUSION	G. Knezic 5-03-12-03	3-18-20-35
FASTEST TIME: RAGAMUFFIN 3-15-29-07		
RETIRED: 38		
1988 WEATHER: The race underlined the toughness of the 630 nautical mile bash race southwards, a race that brings back every yacht and yachtsman to the common denominator of sound seamanship and stout craft in big seas and strong winds. Of the 119 starters, 38 retired, nearly half of them with broken masts or damaged rigging. The race started in a light northerly, but 12 hours after the start a 30-40 knot southerly hit the fleet and against a 3-4 knot south-running current it		

kicked up boat and body-breaking seas which continued for two days and two nights. The wind died away on the third night at sea, giving the fleet light winds for the final 200 miles, with Ragamuffin's elapsed time almost 24 hours outside the record.

## 1989 - 170 starters

PI Yacht	Elapsed Time	Corrected Time
1 ULTIMATE CHALLENGE	L. Abrahams 3-21-07-24	3-02-18-45
FASTEST TIME: DRUMBEAT (A. BOND) 3-6-21-34		
RETIRED: 14		

IMS RESULTS	Elapsed Time	Corrected Time
1 CHALLENGE II	J. Daley 4-02-24-01	3-07-00-56
IMS RETIREMENTS: 5		
1989 WEATHER: The 1989 NorTel Sydney-Hobart race saw the introduction of the IMS handicap category, with yachts able to enter both categories if eligible. The race began in a fading 10 knot westerly, with the entire fleet staring on port hand but as the leaders cleared the seamount outside Sydney Heads the breeze kicked into a 20 knot nor'wester giving the fleet a spinnaker run down the coast with gale warning issued for strong nor'westers. By the time Drumbeat had passed Port Kembla, it had gone back to the west again and during the first night to the south-west at 40 knots. Throughout the next day the fleet two-sail reached down the NSW South Coast in strong westerlies and south-westerlies of between 30 and 40 knots. Strong to galeforce south-westerners were howling across Bass Strait as the fleet headed into "the paddock" with several yachts suffering damage and a crew member of BP Flying Colours, Peter Taylor, receiving fatal head injuries when a runner broke and the rig collapsed. While the winds eased for the surfing ride to take the top honours on corrected time. On an historic note, the overall winner of the inaugural IMS division was Challenge III, which in 1983 had been overall winner under IOR ratings.		

## 1990 - 129 starters

PI Yacht	Elapsed Time	Corrected Time
1 SAGACIOUS V	G. Appleby 3-13-01-43	2-19-44-32
CLASS 1 RETIREMENTS: 17		

CLASS II (IMS)	Elapsed Time	Corrected Time
1 DOCTOR WHO	R. Jackman 3-07-23-02	2-10-06-28
CLASS II RETIREMENTS: 8		

CLASS III (IMS)	Elapsed Time	Corrected Time
1 FUJITSU DEALERS	J. Eyles 3-21-31-26	2-12-15-10
CLASS III RETIREMENTS: 3		
FASTEST TIME: RAGAMUFFIN 2-21-05-33		
1990 RACE AND WEATHER: High winds fast reaches, exhausting windward work, controversy on the dock and a brilliant IOR win by Sagacious V - the NorTel 46th Sydney-Hobart Race had everything but a new record. In the midst of the deepening recession a respectable fleet of 106 yachts set sail in a good south-easterly breeze and made a fast start down Harbour under spinnakers. The first casualties came within hours of the start, when two new half-tonners were dismantled and the drop-out continued the next day as the fleet powered downwind under spinnakers with the wind swinging to the nor'east freshening to more than 30 knots, with some yachts reporting gusts of 50 knots. In Bass Strait the maxis ran into a vicious low which had earlier played havoc with the fleet setting sail in the races from Melbourne to Devonport and Hobart, giving them a two-sail reach in 35 knot westerlies. However, in the lee of the Tasmanian East Coast, the winds eased away and Rothman's chance of a race record disappeared. She finally crossed the line with an elapsed time of 2 days 19 hours 7 minutes 2 seconds, the third fastest time in 46 years. However, her Rothmans line honours position, and her provisional overall second place on corrected time, was not to stand. The Race Committee penalised the British yacht 10% of placings on corrected time and stripped her of the line honours award for breaching Rule 26 (advertising) by flying a spinnaker with an illegal advertising logo on it. As a result, Ragamuffin was awarded line honours and first place overall on IOR corrected times went to Sagacious V.		

## 1991 - 98 starters

PI Yacht	Elapsed Time	Corrected Time
1 ATARA	H. Cudmore/J. Storey 3-09-50-04	2-20-05-11
IOR RETIREMENTS: 2		

IMS OVERALL	Elapsed Time	Corrected Time
1 SHE'S APPLES II	D. Strong 3-15-19-20	2-21-15-03
IMS RETIREMENTS: 5		

PHS OVERALL	Elapsed Time	Corrected Time
1 ALLEGRO	P. Williams 4-18-10-46	3-06-19-38
FASTEST TIME: BRINDABELLA 3-01-14-09		
PHS RETIREMENTS: 1		
1991 RACE AND WEATHER: The Kodak Sydney-Hobart Race started from the now well established "two-line start" off Shark Island in Sydney Harbour. A 15 knot nor'easter gave a good "work" to the Heads with a two mile "reach" to the offshore turning mark. The wind freshened to 20-25 knots before night fell. It eased in strength during that night but		





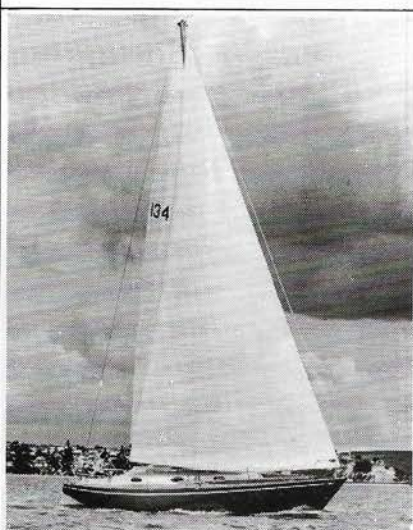
**1968 – Koomooloo**



**1969 – Morning Cloud**



**1970 – Pacha**



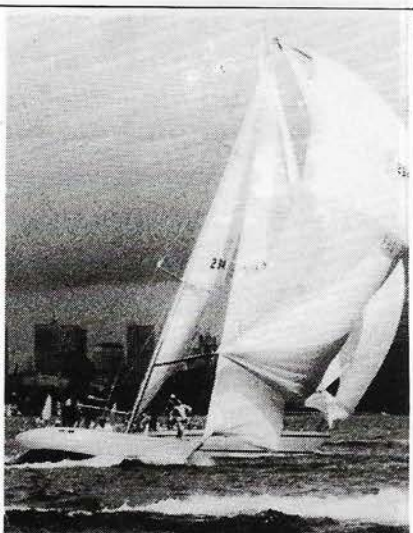
**1971 – Pathfinder**



**1972 – American Eagle**



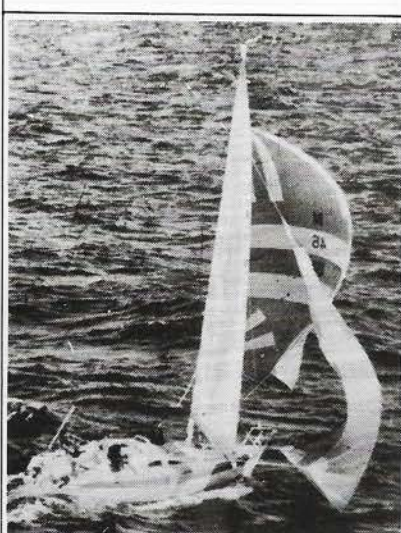
**1973 – Ceil III**



**1974, 1978 – Love & War**

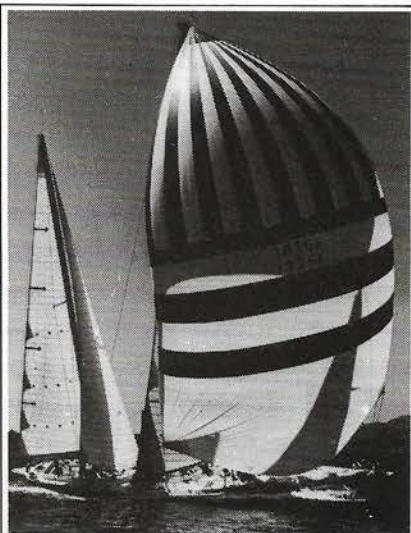


**1975 – Rampage**



**1976 – Piccolo**





1977 – Kialoa



1979 – Screw Loose



1980 – New Zealand



1981 – Zeus II



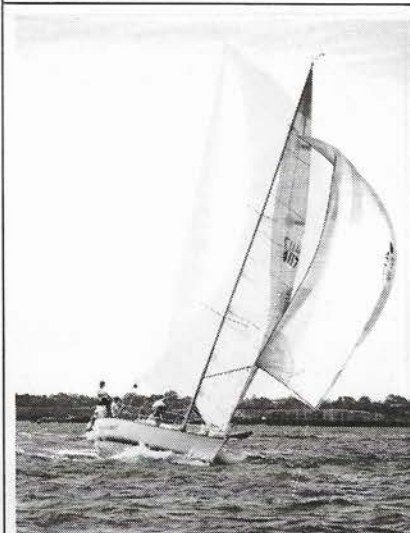
1982 – Scallywag



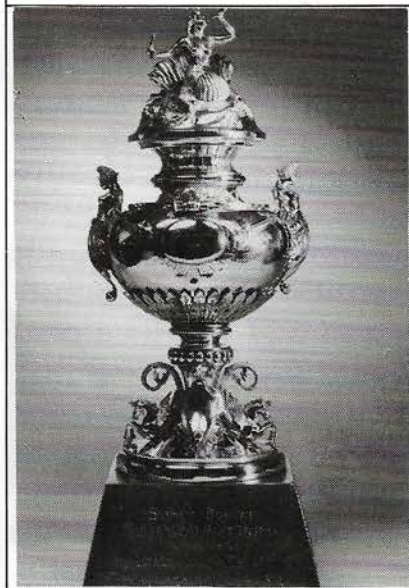
1983 – Challenge



1984 – Indian Pacific



1985 – Sagacious



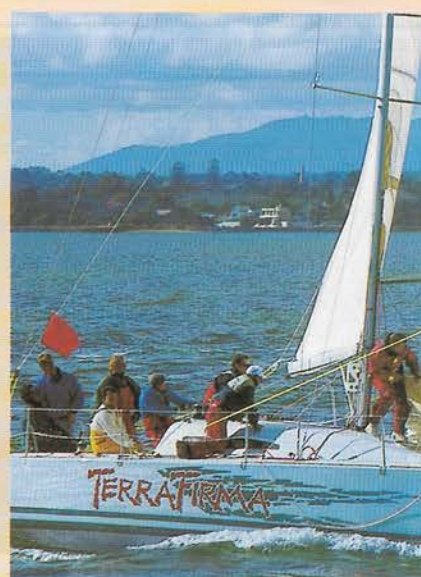




1994 IMS OVERALL – RAPTOR



1994 30YR VETS – SOUTHERLY



1995 IMS DIV C – TERRA FIRMA

came back again from the nor'east on the morning of the second day at 15 knots and built up during the day to 24 knots. A southerly change met the leaders of the fleet in the early evening of Friday 27th at 20 knots, thus ending the record breaking times which were being created. This breeze continued through the third day and most yachts found themselves "etching up" on the east coast of Tasmania after a fresh work across Bass Strait. Three of the potential placegetters damaged their rigs in the crossing and retired. The leading yachts rounded Tasman Is. at around 0800 hours on Sunday 29th with the rest of the fleet back along the Tasmanian Coast, sailing into a fresh south to sou'east breeze. A fading sou'easterly carried the front runners across Storm Bay and slowly up the Derwent River in the mid-afternoon of Sunday 29th. Monday, the fourth day, saw a continuance of the light sou'easterly and as a consequence some of the smaller yachts which appeared to be set for success in their divisional placings failed to keep up their previous speeds. Only five tailenders were still on the course some daylight on Tuesday 31st. In summary, the fleet had enjoyed a good run down the NSW coast, a fresh work across Bass Strait, and a generally slower finish across Storm Bay and up the Derwent River. The retirement rate of 8% was among the lowest experienced in the past 15 years.

## 1992 - 110 starters

### IOR OVERALL

PI Yacht		Elapsed Time	Corrected Time
1 RAGAMUFFIN	S. Fischer	3-06-35-37	2-21-21-04

### IMS OVERALL

1 ASSASSIN	R. Crawford	3-10-50-11	2-15-44-57
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RETIRED: 5

### TPHS OVERALL

1 AMAZON	P. Walker	2-22-41-22	3-08-52-07
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RETIRED: 3

FASTEST TIME: NEW ZEALAND ENDEAVOUR 2-19-19-18

1992 RACE AND WEATHER: The 1992 Kodak Sydney-Hobart yacht Race attracted a fleet of 110 starters, representing an increase of about 10% on the previous race. The fleet included several new, state-of-the-art IMS racing yachts and the Whitbread Round the World IOR maxi New Zealand Endeavour. Hopes of a spinnaker start ended when the breeze backed from the south-east to the east shortly before the start. Again there were two starting lines and, with the wind 10 knots from the east, the fleet was able to lay the turning marks at the Heads in one starboard leg. It was a "work" to the two-mile sea mark before the fleet turned south. Summarising, the race gave medium to fast times for the fleet, and was characterised by the lack of the hard nor'east spinnaker runs or the southerly fogs regarded as common for this race. Instead, the fleet experienced one-leg "works" with the fresh sou'westers and hard reaches with strong westerlies, interspersed with night-time calms off Jervis Bay and in the Derwent. Notwithstanding the presence in the fleet of several of the latest high-tech maximum-size yachts, Kialoa's record of 17 years was safe for another year by some five hours (as was the \$100,000 offered by Kodak for the first yacht to break the record). The low retirement rate of only 7%, the smallest for six years, attested to the relatively moderate conditions experienced by most yachts. The race computer digested the fleet performance and came up with an overall average windspeed of 12 knots.

## 1993 - 104 starters

### IMS OVERALL

PI Yacht		Elapsed Time	Corrected Time
1 MICROPAY CUCKOO'S NEST N.	Holman	4-02-54-59	3-18-45-11

IMS RETIREMENTS: 40

### IOR CORRECTED TIME OVERALL RESULTS

1 SOLBOURNE WILD OATS B.	Foyer/R. Hickman	4-16-48-48	3-20-36-30
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IOR RETIREMENTS: 14

### TPHS CORRECTED TIME OVERALL RESULTS

1 CHARISMA	J. Lawler	6-02-59-34	4-16-53-26
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TPHS RETIREMENTS: 12

FASTEST TIME: NINETY SEVEN 4-00-54-11

1993 WEATHER: The 49th Sydney-Hobart will be remembered as having one of the highest attrition rates in the history of the event, with only 38 yachts out of 104 starters completing the course. For the first time two yachts sank and the skipper of another spent nearly five hours in the water after being washed overboard. Wind strengths were generally more severe than 1984 although the wave conditions appear to have been less severe. The major difference was that in the 1984 race the weather pattern abated after 36 to 48 hours whereas this year the strong to galeforce winds continued throughout the four days taken by the leading yachts to complete the course. The exact cause was a low pressure complex which developed off the Australian south-east coast early on the second day for the race (December 27), creating gale to storm force winds with some hurricane force squalls which persisted into the following day. Wind gusts were in excess of 70 knots and 10-minute average wind speeds were around 45-50 knots during the height of the event. Waves of up to 10m were created as the winds blew against the southward-moving East Australia Current. At 2300 hours EDT Monday, December 27, the low pressure complex had become dominated by one low pressure centre with a central pressure of 986hPa, the lowest over the whole event.

## 1994 - 371 Starters

### IMS DIVISION A

PI Yacht		Elapsed Time	Corrected Time
1 INDEC PRIME EXAMPLE	D. Goize	74 51 01	61 38 49
2 THAI AIRWAYS INT.	C. Packer	75 16 16	62 01 58
3 EXILE	W. Miller	66 15 03	62 41 45

### IMS DIVISION B

1 NINETY SEVEN	A. Strachan	78 20 12	61 23 09
2 AUSMAID	G. Gjergja	77 06 08	61 39 26
3 ASSASSIN	R. Crawford	84 05 10	63 26 25

### IMS DIVISION C

1 ATRIA	G. Ford	103 52 54	63 00 38
2 JLV CHUTZPAH	B. Taylor	96 28 34	63 07 02
3 2KY RACING RADIO	R. Mulkeams	92 02 44	63 14 23

### IMS DIVISION D

1 RAPTOR	A. Eichenauer	81 42 44	59 41 00
2 KYOTE FRENCH LINE	P. Lionel	79 56 18	63 42 20
3 ULTIMATE CHALLENGE	L. Abrahams	91 26 47	65 07 54

### IMS DIVISION E

1 SHERATON HOBART	I. Smith	90 59 34	67 34 21
2 CANON COPIERS	B. Staples	95 19 31	69 09 31
3 BACARDI	G. Ainley/J. Williams	95 45 27	71 54 45

### IMS DIVISION F

1 SOUTHERN CROSS TV	G. Prescott	93 36 50	93 45 06
2 ONCE MORE DEAR FRIENDS J. & M.	Stephen	96 45 06	94 44 11
3 HUMMINGBIRD	J. Oakley	98 18 15	95 09 25

### IMS DIVISION G

1 INVINCIBLE	H. & J. Clark	101 22 29	95 24 40
2 FORZADO	G. Phillips	100 51 23	97 08 51
3 BY ORDER OF THE SECRETARY R. Billing		102 50 35	98 55 36

### IMS DIVISION H

PI Yacht		Elapsed Time	Corrected Time
1 C'WEALTH BANK SHENANDOAH R.	White	108 22 30	92 06 51
2 MISTY	B. Clague	118 07 31	99 41 05
3 ZEUS II	J. Dunstan	122 06 38	101 23 13

### 30 YEAR VETERANS

1 SOUTHERLY	D. Mickleborough	119 58 03	68 06 52
2 CANON MARIS	I. Kiernan	123 53 50	68 13 34
3 CHERANA	J. Keely	123 20 14	70 06 10

### 20 YEAR VETERANS

1 LOVE & WAR	P. Kurts	91 06 25	62 05 27
2 MARGARET RINTOUL II	R. Purcell/J. Pope	93 51 05	67 01 24
3 WHISPERS II	L. England	90 37 37	67 05 39

### IMS OVERALL

1 RAPTOR	A. Eichenauer (Ger)	81 42 44	63 19 13
2 NINETY SEVEN	A. Strachan (NSW)	78 20 12	64 51 17
3 INDEC PRIME EXAMPLE	d.Goltze (Vic)	74 51 01	64 56 03

### TPHS DIV A

1 TOLL EXPRESS HELSAL II T.	Rowsthorn	75 24 56	97 08 07
2 COLLEX ONYX	A. Ovenden	82 55 52	97 36 36
3 TASMANIA	R. Clifford	40 48 04	98 14 90

### TPHS DIV B

1 AGGRO	S. Collis	92 10 10	92 30 19
2 ECLIPSE	D. Goff	93 18 42	93 53 28
3 MUSKET COVE RESORT	B. Messenger	92 27 21	95 18 42

### TPHS DIV C

1 COROMANDEL III	D. Burton	110 18 47	104 21 22
2 SHENANDOAH III	J. Sharody	124 53 10	106 46 39
3 KATINKA	D. O'Conner	140 20 27	107 55 20

FASTEST TIME: TASMANIA (R. Clifford, Tas) 2 days 16 hours 48 minutes 4 seconds

### OVERALL RETIREMENTS: 63

1994 WEATHER: "Hughie" the wind god looked kindly on the CYCA on Boxing Day, providing the record 50th Race fleet with a spinnaker run down Sydney Harbour, without doubt the most spectacular sight ever seen for the start of a major ocean yacht race in the world. From there,

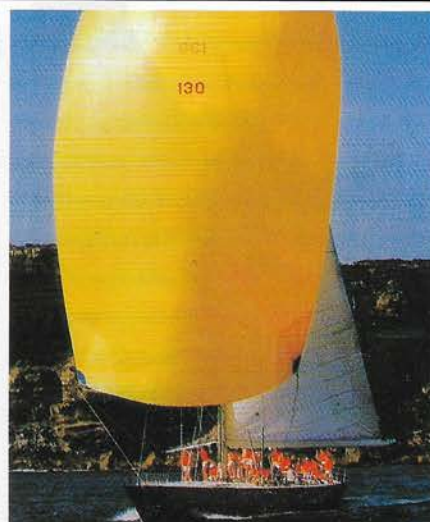




**1986 – EXTENSION**



**1987 – ILLUSION**



**1988 – SOVEREIGN**



**1989 - ULTIMATE CHALLENGE**



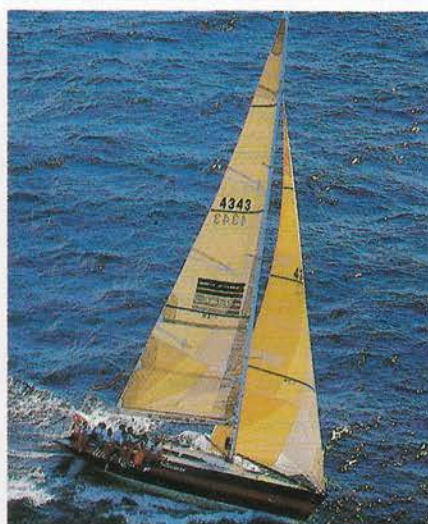
**1990 – SAGACIOUS V**



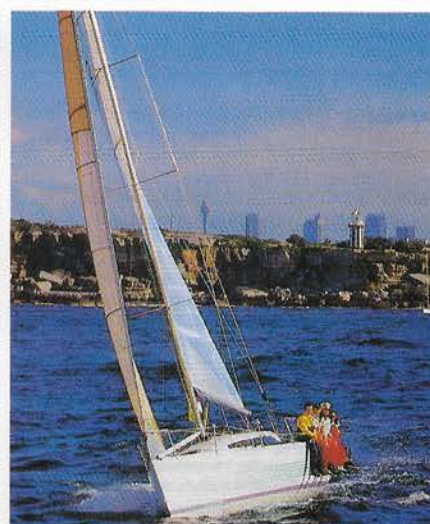
**1991 IOR – RAGAMUFFIN**



**1992 IMS – ASSASSIN**



**1993 IOR – SOLBOURNE  
WILD OATS**



**1993 IMS – MICROPAY  
CUCKOO'S NEST**



however, it was a hard slog almost all the way to Hobart. Once clear of the Heads, the fleet had a beat to windward down the NSW South Coast in a freshening sou'easter. However, by next day, the breeze had backed to the east and nor'east giving the maxis and the bulk of the fleet a fast spinnaker into and, for the leaders, across Bass Strait at record-breaking speeds. However, the second half of the fleet was to be battered by a galeforce south-westerly front, giving many crews a dramatic warning in the form of a "Bass Strait Roller", a rolling band of cloud from horizon to horizon. It was the second front, with winds of up to 50 knots which did most of the damage...."It came fast, with initial gust of 35 knots, then a lull followed by the second front...at times 50 knots, plus" said one yachtsman. The front put paid to a race record, with the maxis forced to reef down as they made landfall on the Tasmanian East Coast and forced some 40 yachts to run for shelter back at Eden. The south-westerly gale continued as the leading maxis battled their way across Storm Bay, getting respite only on the Derwent in the lee of Mount Wellington. The rest of the fleet continued to be battered by the sou-wester but there were only a couple more retirements in the latter stages. The elapsed times of Tasmania and Brindabella were within 2 hours 25 minutes of Kialoa's 19-year-old race record and the fastest since 1975.

## 1995 - 98 Starters

PI Yacht		Elapsed Time	Corrected Time
<b>IMS DIV A</b>			
1 SAYONARA	L.Ellison	72 53 35	73 37 43
2 BRINDABELLA	G.Snow	74 53 59	74 54 59
3 FUDGE	A.Starling	77 48 56	78 23 47
<b>IMS DIV B</b>			
1 STEWART TOYOTA	R.Roberts	87 30 14	87 36 12
2 SEAVIEW CHALLENGE AGAIN	L.Abrahams	89 52 03	89 50 56
3 LOCAL HERO XII	G.Howison	96 58 26	90 41 34
<b>IMS DIV C</b>			
1 TERRA FIRMA	S.Carille/D.Wilson	87 10 24	82 22 36
2 QUEST	B.Steel	86 17 47	82 30 18
3 MAGLIERI WINES	G.Vercoe	87 54 48	83 43 18

### IMS DIV D

1 MARGARET RINTOUL II	R.Purcell	102 55 54	94 49 25
2 STORATEK YENDYS	G.Ross	97 13 08	95 46 18
3 BACARDI	G.Ainley	102 35 30	96 58 01

### IMS DIV E

1 POLARIS	J.Quinn	105 30 57	102 42 09
2 KING BILLY	P.Bennett	107 13 16	104 57 53
3 MERCEDES III	P.Hinrichsen	117 29 44	105 03 58

### IMS DIV F

1 SOUTHERLY	D.Mickleborough	119 25 49	103 58 28
2 MARARA	W.Ratcliff	119 10 53	111 43 08
3 BREAKAWAY	M.Power	119 12 16	116 01 15

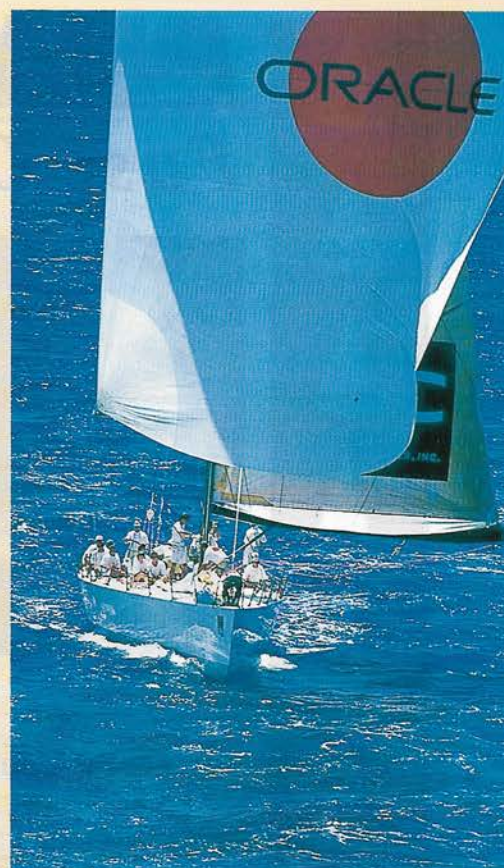
### TASMAN PERFORMANCE HANDICAP SYSTEM (TPHS)

1 TAKE TIME	G.Smith	125 39 55	102 43 08
2 CHARISMA	J.Lawler	119 09 37	103 58 45
3 ASPECT COMPUTERS	D.Pescud	102 55 27	106 26 02

**FASTEST TIME:** Sayonara (L.Ellison, USA) 3 days 00 hours 53 minutes 35 seconds.

### RETIRED: 6

**WEATHER:** After the record fleet for the 50th race, entries were down dramatically for the 51st race and as the small number of retirements indicates, they had an easy, although at times frustrating, sail to Hobart. The race began in a moderate nor'easter giving a windward start followed by a fast spinnaker dash down the NSW Coast on the first afternoon and evening. Overnight, the wind backed to the south-west. There was some hard reaching in sou'westers in Bass Strait, the strongest gusts reported being 43 knots, but once the fleet reached the lee of the Tasmanian East Coast the breezes were generally light and fluky. While the leaders had a race record within their sights halfway across the Strait, their prospects died with the breeze north of Tasman Island, as did the corrected time chances of some of the grand prix boats.



1995 IMS DIV A - SAYONARA

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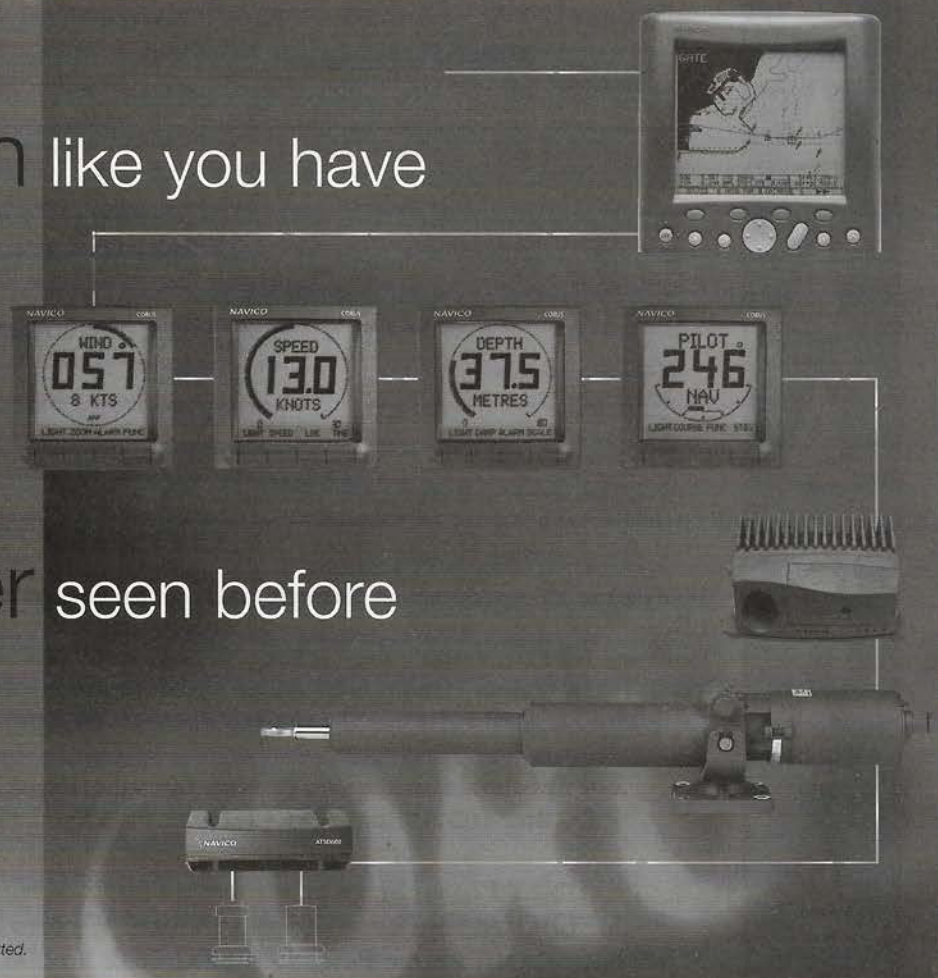
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## CYCA Partners

Once again Christmas for 1996 is approaching fast and all the sailors are beginning their preparations for the Telstra 1996 Sydney-Hobart Yacht Race. The Cruising Yacht Club of Australia is very privileged once again to have Telstra on board as our sponsorship partner in the 1996 race. The Club is very proud to have such a wonderful sponsor to work with and it is always a pleasure to work with their highly professional staff.

The Club expresses its appreciation to all those who participate in organising and conducting this wonderful event each year and are lining up again this year to give us their support. The people involved run into hundreds of willing workers who are mostly volunteers. Special mention should be made for the competitors as without them the event would not happen. Year after year many of them support this great event and sacrifice time around the festive period to devote to this special Australian event.

Further exciting news from Telstra is that they are supporting the increased prize money to an unprecedented level of \$300,000 for the first yacht to break the race record. This makes the Telstra Sydney-Hobart one of the most important events on the sailing calendar worldwide.

Special appreciation is also extended to those skippers and crew who will participate in the whale watching program to collect special information to assist in data to learn more about whales and their habits. This is the start of a future program to ensure our competitors at all times are aware we are not the only ones at sea.

Sincere thanks and appreciation goes to all those volunteers from the Royal Yacht Club of Tasmania who work long hours to make the finish a

great success. Special thanks goes to their Commodore Robert (Biddy) Badenach, their Sailing Secretary, Rowan Johnston and their General Manager Peter Hobday.

There is a long history of support for the CYCA and the Sydney-Hobart behind Qantas' ongoing involvement as official carriers. They have supported the Club for many years in the transport of people, freight and trophies to and from Hobart, as well as assisting the Club throughout the year.

We welcome National Transport Security and Services Pty Ltd as a sub-sponsor of the event. This year they will be responsible for transport of personal bags, equipment and sail bags to Hobart. The charges will range from \$20 - \$50.

Digital have once again been of great assistance to the Club and the Telstra Sydney-Hobart with the supply of technical equipment for the race to produce our outstanding results service, and the support that goes with it.

Canon also have to be thanked sincerely for their help with office equipment and ongoing support of the Club.

Special mention and thanks goes to the Waterways Authority, the NSW and Tasmanian Water Police, the Tasmanian State Government and in particular Ray Groom their Tourism Minister, Tourism Tasmania, and the Marina Board of Hobart. Likewise the CYCA is immensely grateful for the support of the *Young Endeavour* Foundation, South Australia Sail Training Association with *One & All*, Royal Volunteer Coastal Patrol, Australian Volunteer Coast Guard, Penta Comstat, NSW National Parks and Wildlife, Landfile, Australian Maritime Safety Authority, Woollahra Municipal Council and many others.

*Young Endeavour* will once again be the radio relay vessel accompanying the fleet. A special thanks to the CYCA radio operations team of Lew Carter, Michael and Audrey Brown for their sterling task in running the skeds' with the fleet. *One & All* will also accompany the fleet this year and the CYCA thanks the crew for their ongoing support.

The community of Eden on the NSW South Coast deserve a special mention for their help to our sailors over the years especially during rough races when many yacht have been forced to shelter in Twofold Bay. The CYCA shows its appreciation each



View from the CYCA of Sydney city

year to the Eden community by hosting a visit to Sydney by local school children to participate in the CYCA Youth Sailing Academy's learn to sail program.

The CYCA also thanks Club members who are berth holders at the Club and are prepared each December to move off the marina to make room for our visiting competitors.

David Lawson and his team of Safety Compliance Officers work tirelessly toward the start of the race putting in long hours as they check competing yachts. The team of Liaison Officers are invaluable as are Judy Benjamin, and other Associates who staff the telephones to provide information on race progress to the family and friends of the Sydney-Hobart competitors.

The CYCA Sailing Committee chaired by Vice Commodore Hugo van Kretschmar and the Race Committee chaired by Rear Commodore Hans Sommer certainly require a mention. Also on the programming side and the Race Committee Howard Elliott has worked tirelessly again toward this year's 52nd Sydney-Hobart. The media must receive a special thanks for their ongoing coverage of the Telstra Sydney-Hobart and the CYCA expresses its appreciation of the efforts in gaining widespread publicity by the media team headed by Peter Campbell.

And last but not least, all those special supporters and volunteers from the Cruising Yacht Club of Australia and the Royal Yacht Club of Tasmania whose efforts play such an important role in the success each year of the Sydney-Hobart. Special thanks also goes to all the staff of both Clubs who work tirelessly behind the scenes to ensure the event goes well this year, as it has done in the past. ▲

*Good Sailing!*

BRUCE ROWLEY, General Manager



# Young Endeavour's Fourth Year As Radio Relay Ship

Australia's Sail Training Ship *Young Endeavour* will again be the Telstra Radio Relay Ship for the 1996 Telstra Sydney to Hobart. This will be the fourth year that the brigantine and her crew have made a major contribution to maintaining the high profile communications and safety record of one of the world's major ocean yacht races.

**T**he *Young Endeavour* will be under the command of Lieutenant Commander R.D. (Bob) Williams RAN who joined the ship as Executive Officer and Sailing Master in January 1995 and assumed command a year later.

The Cruising Yacht Club of Australia's radio operations team aboard the ship will again be Lew Crater and Michael and Audrey Brown.

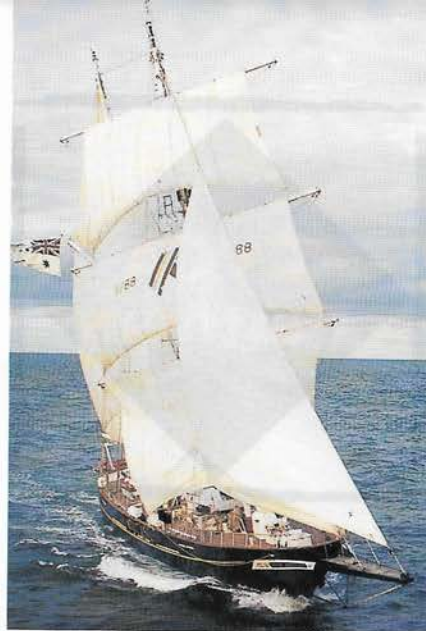
The three of them have fulfilled this demanding role with professional expertise in two of the most difficult Sydney to Hobart races, the galeswept event of 1993 which saw major drama

at sea, and the 50th race in 1994 with its record fleet of 371 yachts.

The youth crew of trainees sailing on this memorable voyage are:

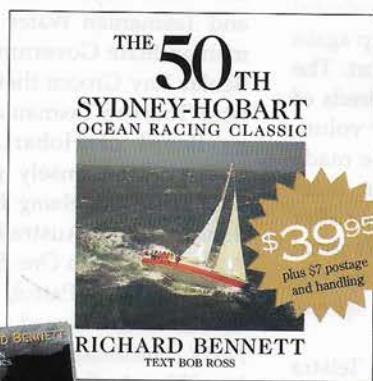
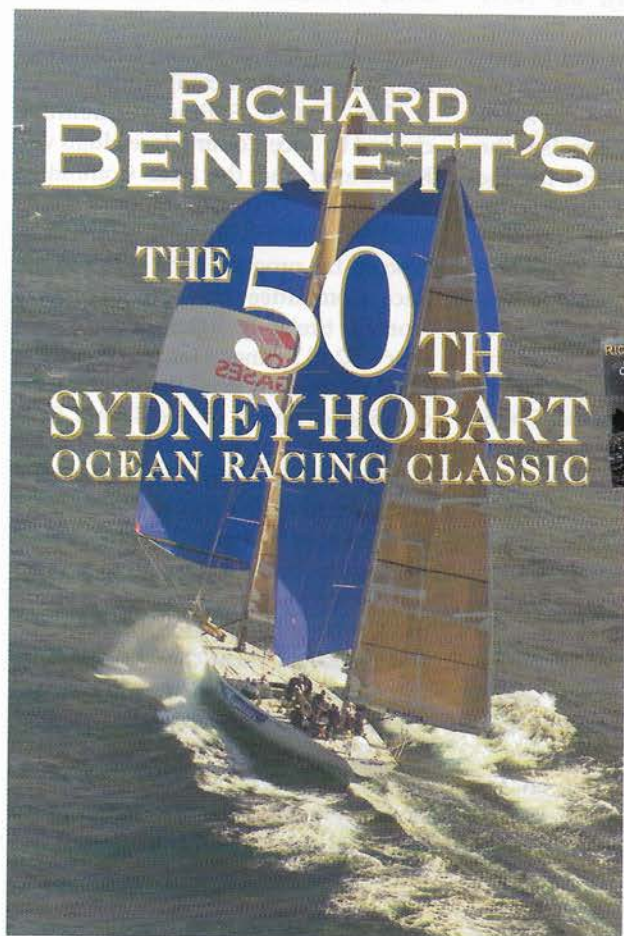
Girls: Ann Arlott, The Caves, Qld; Nikki Culton, North Croydon, Vic; Kate Heffernan, Yarra Junction, Vic; Jemma Johns, Mowbray Heights, Tas; Nicole Knock, Bowral, NSW; Karyn Pile, Darwin, NT; Louise Robertson, Gundagai, NSW; Alison Ross, Neutral Bay, NSW; Jennifer Toohey, Duffy, ACT; Na Irm Walker, Smithton, Tas; Fleur Wiley, Curtain, ACT.

Boys: Peter Carstens, Melbourne, Vic; Marcus Caton, Manuka, ACT;



The Sailing Training Ship *Young Endeavour* under full sail.

Phillip Conder, Berry, NSW; Jonathan Heyward, Howrah, Tas; David McCreath, Leura, NSW; Scott Baxter, Reservoir, Vic; Michael Strong, Gunnedah, NSW; Don Szell, Queanbeyan, NSW; Michael Walls, Collinsville, Qld; Paul Taylor, Gordon, NSW.



**B**lood and guts sailing, wild southern cliffs, whales, the lonely ocean – from helicopter and light plane, Richard Bennett captured it all.

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# Take a Bite of the Apple Isle

**I**n fact, any sailor who conquers Bass Strait will long for more substance than the appreciation of a big crowd or even the joy of seeing loved ones can bring. They'll all want a feed, and Hobart at this time of year is the premier place to get it.

Just as a spate of yacht races on Tassie waters will celebrate the close of 1996, the annual Taste of Tasmania food and drink festival will be the perfect herald of 1997, nominated by the Australian Tourist Commission as the "International Year of Good Living."

At Princes Wharf No. 1, rows of vendors will offer the fresh seafood, vegetables, fruit and cheeses for which Tasmania is renowned, ideally washed down with the state's wide selection of wine, beer and cider. Such famous fare as the brie and double cream cheeses of King Island will intermingle with the new, like Tasmanian Bush Liqueur, made of raw mountain pepper, to be unveiled by Lark Distillery at this year's Taste.



Whether or not the first yacht to round Iron Pot and enter the mouth of the River Derwent finally breaks the 1975 Sydney-to-Hobart race record, you can be sure victory and \$300,000 won't be the crew's only hunger and thirst.

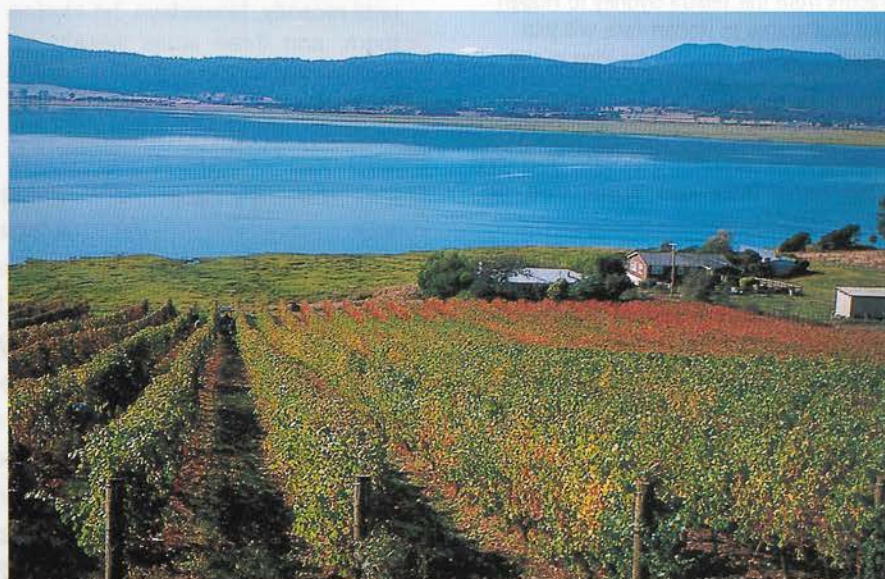
Specialist Tasmanian produce - for example, pickled octopus tenderised in the Mediterranean way (thrashing it on the rocks) and Japanese shitake mushrooms from the southern Cygnet region - gain wider prestige with each annual Taste.

The food hall closes briefly for a spruce-up prior to the start of the gala New Year's Eve dinner at 7.30pm. Tickets go on sale at 7.00am on Saturday, 30 November, and people will be queuing overnight in front of the Hobart City Council's Customer Service Centre at 16 Elizabeth St. Last year, 2000 tickets were sold in the first two hours, but another 1200 are offered interstate for credit card purchases starting Monday, 2 December. Prices are \$22 for reserved table seating and \$17 for unreserved tiers.

Entertainment will feature the infectious rhythms of the Bhundu Boys from Zimbabwe, supported by local and interstate acts. Perennial highlights are a laser light show over a clock counting down to midnight and fireworks from a barge alongside the wharf. For tickets, ring (03) 6238-2766.

Beyond the Taste of Tasmania, a Hobart food-and-drink crawl could start in any direction but seaward of Constitution Dock. Nearby, the famed Mures Fish Centre has supplemented its eateries with the cosy new Sailors Return bar above Victoria Dock, while the imposing Hotel Grand Chancellor has converted upstairs office space into a new restaurant, bar and dance floor with superb harbour views. On Dock's Hunter Street side, the ropes-and-anchors ambience of the Drunken





Admiral Restaurant enhances the class act of its seafood.

A short stroll west brings you to the sandstone splendour of Salamanca Place, replete with restaurants and nightspots among its shops and galleries. At the far southern end of this renovated warehouse district, step into Panache Cafe Restaurant. The decor lives up to the name, dominated by giant terrariums and a real rock-face. The menu changes daily but expect seafood, steaks and pasta from \$13 to \$15, a selection of mouth-watering desserts, and an imaginative wine and beer selection.

For a romantic night and fine cuisine, try Alexander's Restaurant and Bar in the historic Battery Point district. It's in Lenna of Hobart, an ivy-draped hotel overlooking picturesque Princes Park just south of Salamanca Place. Fillets, char-grilled salmon and perhaps something as piquant as vegetarian mille feuille will be on the menu, with prices ranging from \$18-\$23 for

Main pic: Mures Fish Centre... Alongside Constitution Dock. Top: Tasmania is famous for its seafoods and now its fine wines. Above: Marion's Vineyard at Deviot, on the River Tamar in northern Tasmania... worth a visit on the Wine Trail.

mains. Book ahead; the few tables in this Old World, jasmine-and-colonades charmer are in big demand.

Amid the handful of restaurants on Battery Point's lively little main drag, Hampden Road, don't overlook the Battery Point Brasserie. Apart from a rabbit warren-like approach to a rather doleful rest room in back, the place is a delight. Superb food at reasonable prices, a tasteful wine list and good service make this a top value establishment.

On everyone's list of Hobart's favourite quality restaurants are two city centre establishments, the Astor Grill in Macquarie St and Dear Friends in Brooke St.

Another is Prosser's On the Beach, which combines award-winning seafood with a secluded waterfront setting in Sandy Bay.

A more informal but still scrump-

tious alternative is Bertie's Pasta Restaurant in Collins St. Don't let the lack of street frontage fool you, this is no shopping mall snack bar. The pasta is freshly made in the kitchen, the range of Italian dishes is wide, service gracious and they have the two Bs - booths and booze. Main course prices range from \$9.50 to \$14. Try a home-made sweet, they're dynamite.

North Hobart is a gourmand's dream. Among the restaurants and cafes of every stripe along Elizabeth Street, don't miss the adventurous cooking at Mit Zitron (mains \$14.50 - \$15.50) or the wizardry with Thai, Indonesian and Indian cuisine at Vanidol's (\$12 - \$15).

If you don't feel like dining out consider phoning Room Service. Using special equipment, this company delivers meals just as you would get them from the kitchens of a dozen fine





Yachts from the Telstra Sydney to Hobart and Melbourne to Hobart race will join together for the Wrest Point King of the Derwent on January 2.

restaurants around Hobart. You can also order beer and wine. Call (03) 6223-4800.

For those unfamiliar with Tasmanian wines, \$20 - \$30 will secure top-quality chardonnays and pinots from the north or one of the cabernets which flourish on the east coast. Freycinet and Craigie Knowe make fine eastern reds. Pipers Brook is the leading northern vineyard and if you have the time, a tour of the top ten wineries in the bucolic Tamar Valley just north of Launceston is highly recommended.

Travel counter-clockwise through the triangular Wine Route, so you can cross the Tamar River toward the end of your trip and have a meal at Strathlynn Wine Centre. The food and views are terrific and the house drop, Ninth Island Straits Dry White (Pipers Brook's second label) is a zesty winner. A Wine Route "card" can be picked up for a dollar at any of these wine centres which shows where the all the wineries are located, providing a little information about each one.

If you can't make the day-trip, the bottle shop in St Ives Hotel on Sandy Bay Road offers sound advice on its excellent range of Tasmanian wines. Another fine selection is to be had at the well-known Aberfeldy Cellars on Macquarie St, now a Cheaper Liquor outlet.

## Tasmanian-based Web Site

There is once again a Tasmanian-based web site with information on the Telstra Sydney to Hobart race, leading up to and during the event:

<http://www.tas.au/shyr96>

## Olive May's Twilight Cruise

It must have crossed the mind of most mariners who have consulted the night sky that other patterns, other constellations, are there for the arranging. What most sailors wouldn't know is that for thousands of years the stars have, indeed, been otherwise arranged.

Even Gordon Patston, a retired astronomer and founding member of the NSW Astronomical Society, didn't know about Aboriginal sky figures until recently. Nowadays, he studies them, and three times weekly, he relates the ancient stories behind these constellations to up to 12 passengers on a two-hour twilight cruise aboard the *SV Olive May*.

The 42-foot gaff cutter-rigged *Olive May* is herself an attraction of the tour. She comes from a generation of so-called Passage Boats conceived and constructed in Tasmania from 1860 into the 1980s. Doubled-ended, of steam-bent construction and planked in Huon Pine, the Passage Boats got their name from the lower D'Entrecasteaux Channel separating mainland Tasmania from Bruny Island, in those days known colloquially as the South-West Passage.

*Olive May* was noteworthy among them as the first vessel to sell scallops directly to the public from the docks of Hobart Town. When skipper Martin Wohlgemuth takes her out just before sundown from October to March, passengers witness Australia's longest twilight. After dark, Patston's lighted starwheel shows how and where to look for the Aboriginal sky figures.

He first learned of them from an Aboriginal elder who occupied the bed next to him during a hospital stay. Gaparingu Naputa, an initiated elder of the Woorabinda Biregaba people in Queensland, told Patston

he was a researcher and teller of Dreamtime stories. Some of Naputa's stories, which he had collected Australia-wide, were about the stars. Hearing this, Patston became intrigued.

His later studies revealed that these stories related to star patterns, and he began drawing maps of them. Together, Patston and Naputa produced a starwheel with accompanying creation stories which was published this year by ABC Books.

Each of the stories - which explain such things as how the eagle hovering overhead looks after humans or how an act of bravery gave the Tasmanian tiger its stripes - are associated with star patterns that usually can be seen best at specific times of the year.

Patston believes the figures are much easier to identify than most non-Aboriginal constellations. Unfortunately, Naputa died recently but Patston's continuing research includes making star maps of the past from

mathematical calculations that he hopes will help to date the millennia-old stories.

"People are amazed at how beautiful the stories are. They're non-violent, poetic and always have a moral," he says. "Ancient Aboriginal people looked up to the sky, they were intelligent, they watched what was going on around them and recorded it for future generations. It's hard to say as much about everyday people nowadays, isn't it?"

Other *Olive May* excursions include a two-hour Atlantic Salmon Cruise past Tasmania's largest salmon farm, a 24-hour Adventure Tour and campout on Partridge Island and charters. Cruises leave from Dover, south of Hobart. For more information, ring (03) 6298 3247.

**"Ancient Aboriginal people looked up to the sky, they were intelligent, they watched what was going on around them and recorded it for future generations."**





## Weather Watch



### Sydney to Hobart Race Meteorology

**I**t's that time of the year again! This article is an updated version of the one published in last year's official program for the Telstra Sydney to Hobart.

From a navigator's/tactician's point-of-view, getting any race strategy "spot on" will almost always involve the odd headache because amongst other things, weather is involved!

One way to lessen the strain would be to increase your basic weather knowledge by reading as many meteorological books as you can well before the race. Another would be to attend marine weather courses and lastly but not leastly, ask questions! Seek out experience and pick their brains, there are a whole host of navigators, skippers, and tacticians that have done more than 15 Hobarts each.

One thing that we can be around 95% certain of when heading south is that a cold front will pass through the fleet at some stage!! When, where and how intense are much more difficult questions to answer. But if you have done your homework a lot of the surprise element can be eliminated.

For example, a roll cloud moving towards you is an excellent visual aid to the arrival of a cold front (at times a Southerly Buster on the NSW coast) and stronger winds!

Your homework begins (beside the reading and course-work) at least three weeks before the race commences with the religious collection of daily weather maps from say the Bureau of Meteorology's Weather by Fax service, INFO-FAX (dial 019 725210 for the surface analyses).

You should check this service out further by dialling the main directory on freepoll 1800 630 100 and freepoll 1800 061 440 (for national services) or



This picture of a classic "Bass Strait Roller" heralding a south-westerly front sweeping across the Strait was taken by Victorian yachtsman Hugo Ottoway aboard *Police Car* in the 1994 Sydney to Hobart. Hugo described the cloud as running "from horizon to horizon with a rolling band, then a second front, which was accompanied by the wind...it came fast, with an initial gust of 35 knots, then a lull followed by an increase to 50 knots-plus at times."

the Bureau of Meteorology's home page on the World Wide Web (<http://www.bom.gov.au>). This will get you into phase with the weather, helping you get to know the frequency of frontal passages through Sydney, Bass Strait and Hobart (e.g. front through every two days in Hobart and Bass Strait and every four days in Sydney), how intense these frontal passages have been and the track of the front and its associated low pressure system.

Information on the state of the East Australia Current can be obtained from Mark Gibbs (email: [markg@maths.unsw.edu.au](mailto:markg@maths.unsw.edu.au)) at the University of New South Wales, especially at the CYCA on Boxing Day, CSIRO in Hobart (world wide web site: [http://www.tas.gov.au/shyr95/weather/csiro/latest\\_sst](http://www.tas.gov.au/shyr95/weather/csiro/latest_sst)) and on a World Wide Web site at <http://www.rsmas.miami.edu/htbin/imagery/m:eaussiecurgac-0>

During the warmer months, cold fronts and pre-frontal troughs tend to have more southerly winds behind them along the NSW coast and these can be very strong with maximum gusts in excess of 50 knots being fairly common. Through Bass Strait and over Tasmania, these changes tend to be more west to southwest but just as

strong. Ahead of these fronts, winds will generally be fresh to strong north-west to northeast depending on the situation. It is very rare to have the situation where running conditions are encountered all the way south. Equally as rare are very light wind conditions for the race, maybe for a small part, but not the whole way!

If a low pressure system passes fairly close to Tasmania and moves in a broad easterly direction, consider southeasterly winds as a result of this once the low clears well to the east of the State. This would be the situation when yachts would choose to be well east of the rhumb-line and come in on a "blinder" to the Tasman. High pressure ridging, with the ridge axis to the south of Tasmania will create this broad southeasterly flow as well.

Sea breezes along the east Tasmanian coast are northeasters and become southeasters along the south coast and in the Derwent. Under broad westerly airflow being too close to the Tasmanian coast could work against you rather severely. So beware!

At the pre-race briefing take notes and listen in particular to the extended forecast as well as the oceanographic information. This information will greatly assist you to set-up your initial



race strategy. This will be further fine-tuned on Boxing Day with the receipt of the official race forecast, extended forecasts and accompanying maps from the Bureau of Meteorology's stand near the sailing office. Ask questions of the staff on duty if unsure of anything.

Now you should have a much firmer idea of when any change will move through the race area and its intensity. Your race strategy should be in place now but above everything else be FLEXIBLE. It may need to change very quickly and at times rather substantially!! Never be afraid to do this.

During the race, listen to the special race forecasts (Radio relay vessel at sked. times) and to any other weather (VIS, VIM, AM/FM commercial and ABC stations down the track. For those with mobile phones, try the Bureau's Dial-It and 0055 services and for those with an internet link during the race, there is the Bureau's home page as well as one courtesy of the Tasmanian Government at <http://www.tas.gov.au/shyr95/weather/>). Don't forget to monitor oceanographic conditions (your own observations) - take down the details and fine-tune the game plan.

The importance of yacht-board observations cannot be over emphasised, perform an observation at least every three hours and log it so that any trend(s) can be detected. Keep a log of wind direction and speed, cloud types, state of sea and swell, pressure tendency, sea surface temperature and current set and drift (average GPS set and drift output over 30 min.).

As far as basic race strategy is concerned, you cannot go past that offered by Tony Shaw in the ORCA Newsletter of November 1993 and I quote:

"I normally develop Sydney Hobart strategy by dividing the race into five distinct sections and in each section I set a particular goal or goals.

#### Section 1 Sydney to Montague Is.

Goal: To maximise use of any favourable current.

#### Section 2 Montague Is. to Gabo Island

Goal: To maximise use of any favourable currents and if weather systems dictate as they normally do return to the rhumb-line or at least make sure you position yourself to the west of your opposition. If you can't do this without tacking, don't.

#### Section 3 Gabo Is. to Eddystone Pt.

Goal: To sail above target boat speed and maximise distance travelled south. If you can't do this without sailing west of the rhumb-line, don't. When you reach Eddystone Pt. you must be at least 30 miles east.

#### Section 4 Eddystone Pt. to Tasman Is.

Goal: To sail an optimum VMC to arrive at Tasman Is. via a way point at least 10 miles east of Maria Is.

#### Section 5 Tasman Is. to Hobart

Goal: To sail at maximum VMG or VMC depending on the conditions.

The last 60 miles or so of the race can be notoriously fickle and to have a real chance of victory you have to round Tasman Is. between 10.00 and 14.00 hours as whatever wind there is normally shuts down in the Derwent, even if it is a gradient wind, after 22.00 hours." Some of the best advice that I have come across and I thank Tony for allowing me to reproduce this small section from his article. ▲

Ken can be contacted on the following numbers for further elaboration (work) 02 92961622 and (home) 02 99180749.

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# The East Australia Current A Force in Nature

The CSIRO Division of Marine Research will once again brief competitors on expected ocean currents and eddies between Sydney and Hobart, with Dr George Cresswell speaking at the race briefing. Craig Macaulay reports on the influence of the East Australian Current.

In January this year an intriguing story reached the offices of the Federal Department of Transport's Marine Incident Investigation Unit - of a fisherman thrown into the water when his uninsured fishing boat was run down by a freighter off Southport, Queensland last New Year's Eve.

What made this story particularly interesting was Mark Beveridge's report he had survived drifting almost nearly 40 nautical miles, from Southport to south of Brunswick Heads in New South Wales, spending more than 40 hours in the water with a carley float and bait box as his only support, trying to reach the coast.

Beveridge, of Bundaberg, told police and marine investigators of being transported southward, pushed on by light nor'east breezes and currents and knowing from his experience of fishing the region that coming ashore at Cape Byron was his last chance for survival.

"I decided that the next day was the day - it was that day or it wasn't going to be any day."

Six weeks after Beveridge reported his ordeal to police, the Malaysian coal carrier, *Pernas Arang*, on her way to Newcastle for loading was disabled near Coffs Harbour by engine failure. Floundering in heavy seas, a rescue tug sent from Brisbane was unable to reach her.

Confronted with the potential of an environmental emergency from oil spillage into the sensitive Solitary



Dr. George Cresswell of the CSIRO

Island Marine Reserve, the Australian Maritime Safety Authority needed to ascertain the relevance of currents and eddies in the region to deal both with the rescue and formulate an environmental protection and operational oil spill recovery plan.

Authorities considered the risk real. Aboard the ship were 830 tonnes of heavy bunker fuel and another 150 tonnes of marine diesel.

The connection in both incidents was the East Australian Current (EAC). Understanding the dynamics of this influential natural feature proved especially relevant. It is an understanding that oceanographer Dr George Cresswell and colleagues at the CSIRO Division of Marine Research, Hobart have developed as a result of research of currents in Australia's oceans during the past two decades. Dr Cresswell is one of a team of almost 20 scientists studying these currents, under the direction of Dr Peter Craig.

The East Australian Current is probably the best understood of the currents in Australia's Exclusive Economic Zone - but even it has its secrets.

Dr Cresswell's reading of the East Australian Current and its associated eddies for eastern seaboard and Tasman races would be familiar to yachtsmen and women - one among many benefits stemming from a concentrated program of research focused on Australia's ocean currents.

In the case of the *Pernas Arang*, CSIRO contacted the Bureau of Meteorology

to establish wind speeds in the region where the ship was floundering, within about eight nautical miles off the coast. There was also an ocean eddy that could send the ship northward.

Together with information on local winds and CSIRO satellite images of the sea surface temperature, oceanographers determined that the current acting on the ship would be about one knot.

Mark Beveridge also understood the workings of ocean currents. At the request of marine investigators, Dr Cresswell was asked to comment on currents and conditions in the area, based on his knowledge of the region drawn from numerous research expeditions aboard CSIRO research and naval vessels, his reading of satellite images of the East Australian Current and other anecdotal reports.

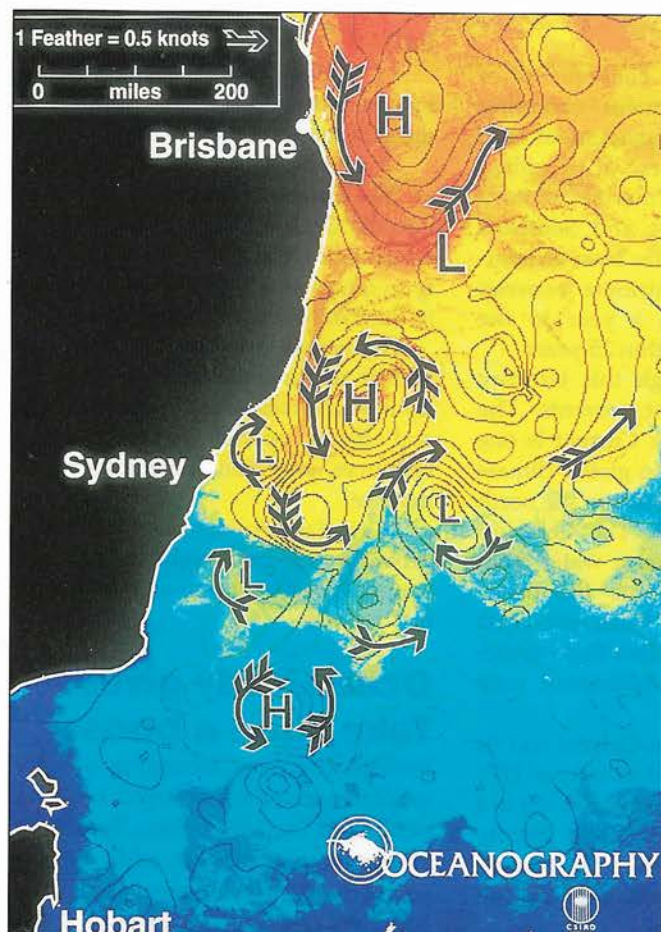
His view was that Beveridge's drift of 0.9 knots was quite credible.

"The sea temperature was 25.5 degrees C to 26.5 degrees C and this warm water no doubt was an important factor in his survival," Dr Cresswell told a recent seminar of oceanographers in Hobart. "If he had gone into the water one degree of latitude further south then he would have been carried out to sea by the East Australian Current."

CSIRO's process of investigating ocean currents is comprehensive - but is also expensive and often difficult. With the technology of the 1990's a substantial profile of the East Australian Current - at the surface, from the surface to the ocean floor, and across the continental shelf - is being developed. The profile is being achieved using new generation earth observation satellites and the most powerful computers, based on the necessary work of ocean measurement by research vessels such as Australia's oceanographic vessel, the *RV Franklin*, and commercial shipping as well as satellite-tracked drifters, satellite sensors and moored instruments.

Indeed the liaison that has developed between CSIRO and bluewater competitors in the major east coast races north and south from Sydney has contributed substantially to the knowledge of a current they recognised for years as much for the colour - referred to as Magnus Blue after veteran yachts-





man Magnus Halvorsen. Although sea surface temperatures can be monitored with little fuss from aboard most racing yachts today, oceanographers look for additional information to read the currents. They record the moods and metabolism of the oceans and coastal waters and much of their work is devoted to untangling the many combinations of temperature and salinity and oxygen, nutrient, and chemical content.

Oceanographers can interpret how the physical, chemical and biological properties of the ocean interact - and apply their interpretations to charting the seasonal and annual changes occurring in the ocean.

While meteorologists receive thousands of observations of the atmosphere each day, information obtained from the deep ocean has been comparatively meagre, being beyond the reach of satellites until quite recently.

However, during the past six years, Australian oceanographers have assembled more than 1,500 detailed measurements to the bottom of the ocean in the Indian, Pacific and Southern Oceans as part of an international experiment.

Australia is one of 18 countries participating in the World Ocean Circulation Experiment providing a 1990's baseline as the first detailed picture of the world's oceans. The total experiment will receive an estimated 24,000 global observations, virtually doubling the amount of data on the deep oceans.

According to Dr Cresswell, who assists Sydney-Gold Coast and Sydney-Hobart bluewater race organisers with current charts, the need to acquire that knowledge extends well beyond sport to the advancement of Australia's marine

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and climate research effort.

"Through fairly traditional means of deep ocean sampling we have been gathering data which is now being applied across many areas," he explained. "These range from understanding the influences of extreme events and storms in the valuable North-West Shelf oil and gas fields to monitoring the health of the oceans for sustainable fisheries management, while climatologists are looking to sea surface temperatures in both the Pacific and Indian Oceans as signals to fluctuations in Australia's rainfall.

"There have been some exciting initiatives in what is truly a complex region of science and the pace at which knowledge is being acquired is moving ahead quite rapidly," Dr Cresswell added.

In the past 18 months, using satellites and based on the topography of the ocean caused by ocean currents and eddies and the earth's gravity, CSIRO scientists have taken the first steps towards ocean mapping.

Based on European and US/French satellite observations of the ocean surface, the technique provides oceanog-

ment.

Such research is a consequence of the Federal Government accepting responsibility for management and sustainable development of 14 million square kilometres of marine territory in the Indian, Pacific and Southern Oceans - territory, it has been estimated, which could contribute between \$50 and \$85 billion a year to the National economy within 25 years.

Within and through this territory pass other significant currents. The Antarctic Circumpolar Current is one of the driving forces in global climate and its upper level passes to the north of Macquarie Island. The Leeuwin Current transports warm water from between Australia and Indonesia, south down the West Australian coast and across the Australian Bight sometimes as far as the Tasmanian west coast.

The East Australian Current and its influence was recorded as early as 1770 by James Cook, who found himself in a southward drift off Cape Byron, despite fresh winds from the south - and had probably encountered the full strength of the Current.

- What scientists already know is that the East Australian current carries 5-10 times the volume of Sydney Harbour per second or 5-10 million cubic litres per second, with a strong influence to 500 metres depth and as wide as 200 kilometres.

- Has its origins in the Coral Sea, where it begins as a surface stream tens of metres thick on the boundary between the Coral and Tasman Seas and is strongest in summer and weakest in winter.

- Generates ocean eddies as broad as 200 kilometres across, rotating mainly anti-clockwise at up to four knots at the edge. These can be more than one kilometre deep and have a life of up to a year.

- Frequently crosses onto the continental shelf and moves close inshore.

- Causes upwellings where it moves away from the coast at places like Cape Byron, Smoky Cape and Sugarloaf Point, drawing nutrient-rich water from a depth of 200 metres or more which can be 5-8°C cooler. Turning green after sunlight causes phytoplankton to grow, this water contrasts with the nutrient-poor water of the

EAC.

- Can be slowed down or reversed by southerly winds within 10 nautical miles of the shore.

Dr Cresswell says a detailed profile of the Current will be incorporated into the Oceans-EEZ Analysis System, which will enhance Australia's capacity to interpret oceans conditions within the Exclusive Economic Zone.

The beneficiaries of this capability will be resource managers and industry in such areas as engineering design and offshore operations, marine living resources, pollution, meteorology and defence.

"The East Australian Current is probably our best understood ocean feature - even if it continues to surprise us," he said.

## Ocean eddy gives Take Time a boost

Perhaps the most intriguing oceanographic feature encountered by competitors in the 1995 Telstra Sydney to Hobart was a cyclonic eddy off the southern NSW continental shelf. The eddy was centred at about 36°45' S, 151°E (about 50nm off Bermagui) and had a radius of about 30nm.

The satellite sea-surface temperature image taken on Christmas Day clearly shows a streamer of warmer water wrapped clockwise around the cold core. Super-imposed on the image are current vectors computed by CSIRO from navigational data logged by *Avenger*, *Lady Penrhyn* of *Nirimbar*, *Interlude*, *Brindabella*, *Berrimilla*, *Fudge*, and *Sancho Pansa*.

The wind was such that most of the fleet chose to fight the unfavourable currents of up to 2kt on the western side of the eddy.

*Take Time*, however, took the path shown as a solid line. Her race placing is indicated at each schedule, showing how she passed about seven yachts as she transited the eastern half of the eddy. Her skipper, Graham Smith, reckoned she picked up about a knot, and thanks the eddy, at least in part, for his winning the TPHS division.

We thank all the vessels who contributed data to this study, and will endeavour to make the 1996 briefing as useful as possible - *David Griffin and Robert Poole, CSIRO Division of Marine Research.* ▲

**"A technique has been developed which translates maps of sea-level into temperature and salinity maps, from the surface to a depth of about two kilometres"**

raphers with a weekly series of sea-level maps to a precision of 5 cm. These sea level maps are equivalent to the now familiar pressure maps of the atmosphere and represent the 'weather' of the sea.

Sea-level variations are related to eddies and currents just as atmospheric pressure highs and lows drive winds.

A technique has been developed which translates maps of sea-level into temperature and salinity maps, from the surface to a depth of about two kilometres.

The new advance in ocean mapping techniques refines the 'night eyes' for submarine commanders, where altered ocean conditions such as varying densities can significantly affect sonar and radar. Other areas to benefit will be climate research and fisheries manage-



# Telstra's Sydney to Hobart

SAIL	YACHT NAME	LOA	COUNTRY/STATE	YEAR	OWNER/CHARTER	DESIGNER
5612	ABRACADABRA	14.25	NSW	1991	J.M.Anthony	B.Tripp
588	ADAGIO	10.8	TAS	1989	P.Williams	S & S
632	ADELSA	12.1	NSW	1982	P.Kline	J.Duncanson
1999	ADRENALIN	11.4	NSW	1980	P.Davis & P.Hamilton	D.Peterson
4343	AMP WILD OATS	13.1	NSW	1985	B.Foye & L.Peckman	B.Farr
	ANTIPODES	17.0	NSW	1991	G.Hill	B.Dixon
4826	ASPECT COMPUTING	16.5	NSW	1986	D.Pescud	Adams/Radford
8000	ATARA	13.0	NSW	1994	R.Hickman	D.Lyons
SM100	AUSMAID	14.5	VIC	1994	G.Gjergja	B.Farr
11111	AXICORP LONG DISTANCE CHALLENGER	12.8	QLD	1996	C.Wallis	I.Murray & Assoc.
5493	BARCOO	11.9	NSW	1988	G.Johnston	J.Adams
371	BERRIMILLA	10.0	NSW	1977	A.Whitworth	P.Joubert
MK69	BIT O FLUFF	12.4	QLD	1994	W.Brooks	I.Murray
RQ 23	BOOMAROO MORSE FANS	10.1	QLD	1971	J.McIntosh	S & S
SM596	BREAKAWAY	10.9	VIC	1968	M.Power	R.Swanson
C1	BRINDABELLA	22.85	NSW	1993	G.Snow	S.Juston
S110	BRINDABELLA II	10.9	VIC	1983	R.Sayers	J.Adams
1987	BRIGHT MORNING STAR	15.5	NSW	1987	H.Treharne	D.Peterson
780	CANON MARIS	11.3	NSW	1958	I.Kiernan	A.Payne
A94	CHARISMA	12.9	NSW	1981	J.Lawler	D.Brooker
KB80	CONDOR	24.3	NSW	1981	T.Paola	R.Holland
H122	CONQUISTADOR	9.25	TAS	1973	M.Cummins	W.Knoop
KA5090	CYCLONE	15.15	TAS	1989	J.Keal	G.Frers
PA97	DAVID HANNAH	10.4	SA	1974	V.Jones	Buchanan
	DELTA WING	14.6	NSW	1975	W.Koppe	Boden
TBA	DI HARD	12.5	USA	1983	M.Madenwald	G.Frers
5131	DOUBLE IMAGE	12.1	TAS	1982	G.Williams	J.Lidguard
5300	DRAKES PRAYER	13.1	AUS	1984	G.Gibson	B.Farr
3946	EOAO HUMMINGBIRD	11.4	TAS	1985	R.Naughton	B.Farr
HKG88	EXILE	20.0	HKG	1994	W.Miller	Reichel/Pugh
8888	FOXTEL AMAZON	20.75	NSW	1990	P.Walker	K.Steinman
SA93	FRENCHPINE HELSAL II	20.0	VIC	1979	G.Mansfield	J.Adams
GBR1303	GRANDEE OF CRABTREE LANE	15.5	UK	1983	P.Broughton	G.Frers
G710	HITIMEWEWENT	12.1	VIC	1987	R.Hampshire	E.Dubois
3624	HOBART FOOD EQUIPMENT	9.54	NSW	1983	E.Frank	P.Cole
2557	HOGSBREATH WITCHDOCTOR	12.0	NSW	1979	M.Cameron	L.Davidson
1100	HUON CHIEF	11.1	TAS	1974	A.Hay	N.Jennings
MH106	IMPECCABLE	10.22	NSW	1980	J.Walker	D.Peterson
KA3695	INDIAN PACIFIC	12.2	NZ	1983	M.Walker	B.Farr
M762	INNER CIRCLE	12.2	NSW	1987	D.Pomfret	B.Farr
5462	INNKEEPER	20.0	NSW	1987	Innkeeper Syndicate	K.Steinman
630	INTERIM	9.97	TAS	1983	C.King	H.Kaufman
SM8	JACOBINA OF SHENVAL	9.5	VIC	1991	R.Green & P.Newman	S.Juston
R33	JLW CHUTZPAH	10.5	VIC	1994	B.Taylor	R.Hick
2837	KATINKA	9.15	NSW	1979	D.O'Connell	P.Joubert
B23	KINGURRA	13.1	VIC	1972	P.Joubert	P.Joubert
GBR22347	LADY QUAESO	16.6	UK	1973	R.Collard	C & N



# Yacht Race - The 1996 Fleet

SAIL	YACHT NAME	LOA	COUNTRY/STATE	YEAR	OWNER/CHARTER	DESIGNER
131	LAHARA	10.1	NSW	1951	P.Asche	J.Muir
5650	LIKLIK	9.5	NSW	1996	D.Ferrall	S.Jutson
SM123	LOCAL HERO	11.0	VIC	1995	K.Wood	I.Murray & Assoc.
294	LOVE & WAR	14.2	NSW	1973	P.Kurts	S & S
SA999	MAGLIERI WINES	12.9	SA	1994	G.Vercoe	S.Justin
A113	MARK TWAIN	11.8	NSW	1971	H.O'Neill	S & S
4440	MIDNIGHT RAMBLER	12.4	NSW	1985	E.Psaltis & B.Wright	B.Farr
1118	MINERAL MAGIC	10.9	TAS	1987	R.Bugg	R.Bugg
A8	MIRRABOOKA	14.2	TAS	1987	J.Bennetto	G.Frers
4540	MORNING GLORY	24.05	Germany	1995	H. Plattner	Reichel & Pugh
M236	NEW HORIZONS	11.0	NSW		M.Kelahr	L.Davidson
9797	NINETY SEVEN	14.3	NSW	1993	A.Strachan	B.Farr
5995	NIPS N TUX	11.63	NSW	1994	H.DeTorres	S.Justin
1996	NO FEARR	12.0	QLD	1996	C.Ramm	B.Farr
4615	NORTAS SALMON	11.4	TAS	1986	A.Doedens	B.Farr
7333	ONE TIME SIDEWINDER	15.47	NSW	1984	J.Needham	E.Dubois
5438	PANACHE	11.0	NSW		D.Kranchuk	A.Lavranos
533	PIPPIN	11.4	NSW	1984	D.Taylor	B.Farr
5527	POLARIS	13.2	NSW	1971	J.Quinn	P.Cole
YC214	PRIME EXAMPLE	15.9	SA	1991	G.Williams	David/Murray
573	PUBLIC BAR	12.35	QLD	1995	J.Davies	G.Elliot
9090	QUEST	13.0	NSW	1995	B.Steel	Nelson/Marek
AUS70	RAGAMUFFIN	15.5	NSW	1995	S.Fischer	B.Farr
5600	RAGER	17.0	NSW	1988	P.Bush	G.Elliot
5588	RAPSCALLION	12.2	NSW	1993	D.Vooderhake	D.Lyons
621	RAZORS EDGE	9.5	NSW	1996	R.Stone	S.Jutson
R317	REDIGO	9.0	TAS	1976	M.Cooper	S & S
5377	ROCK'N'ROLL	10.7	NSW	1994	K.Williams	M.Ross
S91	SEA EAGLE	10.5	VIC	1991	J.Curtis	G.Elliot
SM2	SEAVIEW CHALLENGE AGAIN	12.5	VIC	1995	L.Abrahams	I.Murray
SA3300	SECRET MENS BUSINESS	12.8	SA	1996	G.Boettcher	I.Murray & Assoc.
6336	SKILLED 2KY	10.9	NSW	1994	B.Mulkearns	S.Jutson
38	SOUTHERLY	10.6	NSW	1939	Mickleborough	C.Peel
3535	SOUTHERN CROSS TELEVISION	10.8	TAS	1994	G.Prescott	R.Johnstone
5901	SPIRIT OF RANI	11.3	UK	1994	R.Williams	P.Briand
5903	SPIRIT OF THE ALICE	11.3	NT	1995	P.Herrick	P.Briand
1295	SURAYA	11.3	NSW	1967	C.Sriber	S & S
6070	SYDNEY	18.3	NSW	1996	C.Curran	I.Murray
114	TAKE TIME	10.16	NSW	1976	G.Smith	P.Joubert
AUS545	TBA	13.8	NSW	1996	R.Roberts	B.Farr
R4100	TERRA FIRMA	12.4	NSW	1995	S.Carlike/D.Wilson	I.Murray
5902	THE ALICE	11.3	NT	1995	G.Owen	P.Briande
1195	VALHERU	13.0	TAS	1994	A.Lyall	G.Elliot
5643	VETO	11.7	NSW	1979	M.Crisp	R.Salthouse
A16	WIDE LOAD	12.2	NSW	1992	W.Anderson	L.Swarbrick
MH2000	YENDYS	13.6	NSW	1989	G.Ross	B.Farr
327	ZEUS II	9.1	NSW	1979	J.Dunstan	P.Joubert
98	ZOE	11.5	NSW	1996	I. Wheen	I. Murray



# The Fleet for 1996

## Who's Heading for Hobart



**ABRACADABRA**  
LOA: 14.25m  
DESIGNER: Bill Tripp, USA  
TYPE: Tripp 47  
SAIL NO: 5612  
CLASS: IMS  
YEAR BUILT: 1991  
NO. OF HOBARTS: 0

OWNER/SKIPPER: James Mark Anthony  
CLUB: Middle Harbour Yacht Club, NSW  
CREW: J. Mark Anthony (1), M. Green (17), M. Capon (7), J. Goluzo (16), D. Ellis (16), S. Reffold (5), I. Mason (5), G. O'Shea (3), N. Osborn (4).

Abracadabra previously raced in the USA and was winner of the 1994 Newport-Bermuda Ocean Classic in the Cruiser/Racer division. She was recently imported from the USA by James Mark Anthony who was impressed with her outstanding ocean racing pedigree and comfortable cruising interior. Competed in '96 Sydney-Southport and Hamilton Island Race Week where she placed 6th overall on IMS. Will be well sailed to Hobart.



**ADAGIO**  
LOA: 10.8m  
DESIGNER: Sparkman & Stephens, USA  
TYPE: S&S 36  
SAIL NO: 588  
CLASS: TPHS  
YEAR BUILT: 1989  
NO. OF HOBARTS: 0

OWNER/SKIPPER: Peter Williams  
CLUB: Derwent Sailing Squadron, TAS  
CREW: P. Williams (1), A. Harradine (1), M. Temple-Smith (1), J. Williams, W. Dyas, D. Williams.

A shame that this yacht is not racing IMS as the S&S designs have proved very competitive in the past. First Sydney-Hobart for this boat although she has enjoyed success in Bass Strait waters winning the PHS division of the Melbourne-Devonport in 1992. Owner Peter Williams won the PHS division of the '91 Hobart in his old yacht Allegro and could be in with a chance this year!



**ADELSA**  
LOA: 12.1  
DESIGNER: John Duncanson, Aust  
TYPE: Duncanson 40  
SAIL NO: 632  
CLASS: IMS  
YEAR BUILT: 1982  
NO. OF HOBARTS: 2

OWNER/SKIPPER: Patrick Kline  
CLUB: Royal Prince Alfred Yacht Club, NSW  
CREW: P. Kline (12), I. Miller (13), P. Molony (12), J. Woods (7), A. Williams (7), M. Maher (1), S. Kline (2), A. Kline (2).

Patrick and his family first took Adelsa to Hobart two years ago in the 50th Anniversary race and enjoyed it so much they have not missed a race since. Patrick, a veteran of 12 Sydney-Hobarts mostly aboard his previous yacht Lollipop, will once again be joined by son Scott, and daughter Annabelle. Ian Miller, a veteran of 13 Hobarts and Phil Moloney having sailed 12 complete the crew bringing a sound knowledge of the race aboard.



**ADRENALIN**  
LOA: 11.4m  
DESIGNER: Doug Peterson, USA  
TYPE: Peterson 37  
SAIL NO: 1999  
CLASS: TPHS  
YEAR BUILT: 1980  
NO. OF HOBARTS: 4

OWNER/SKIPPER: Peter Davis & Peter Hamilton  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: P. Davis (3), P. Hamilton (2), G. McKellar (11), Rissole (1), C. Ferris (1), T. Long, M. Richmond

Adrenalin was built in 1980 by Traditional Yachts. Under new ownership since January 1995 she has undergone a complete refit and upgrade and is currently competing in the CYCA's Blue Water Point Score. Her best recent result was a 4th on PHS in the '96 Sydney-Mooloolaba and the crew are hoping to do well under PHS in the '96 Hobart.



**AMP WILD OATS**  
LOA: 13.1m  
DESIGNER: Bruce Farr, NZ  
TYPE: Farr 43  
SAIL NO: 4343  
CLASS: IMS  
YEAR BUILT: 1985  
NO. OF HOBARTS: 9

OWNER/SKIPPER: Bruce Foye/ Lance Peckman  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: B. Foye (7), L. Peckman (3), A. Smith (6), P. Goldsworth (13), J. Smith, T. Party (1), C. Giugni (3).

AMP Wild Oats has been one of the most successful ocean racing yachts along the East Coast of Australia over the last 5 years. She won the 1993 Sydney-Hobart on IOR and was a member of the winning NSW Southern Cross Cup team in '95. She is one of the few yachts to make a successful conversion from IOR racer to IMS racer and has a good chance of a divisional win.



**ANTIPODES**  
LOA: 17m  
DESIGNER: Bill Dixon, UK  
TYPE: Cutter  
SAIL NO:  
CLASS: TPHS  
YEAR BUILT: 1991  
NO. OF HOBARTS: 0

OWNER/SKIPPER: Geoffrey Hill  
CLUB: Royal Sydney Yacht Squadron  
CREW: G. Belcher, S. Ullrich, G. Hill, K. Griffiths, P. Field, M. Hill, A. Isles, S. Wall.

Little is known about this yacht's form. However she has raced extensively overseas and has just completed an 8000 nautical mile passage from Fort Lauderdale to Sydney via Panama. Antipodes was the Australian entry in the Columbus 500 Centenary race from Palos Spain to San Salvadore in the Bahamas, in which she was 5th overall and won her class.





**ASPECT COMPUTING**  
LOA: 16.5m  
DESIGNER: Adams/ Radford, Aust  
TYPE: Radford 16.5  
OWNER/SKIPPER: David Pescud  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: D. Pescud (2), K. Jagger (16), C. Josling (3), A. Grundy (2).  
Aspect Computing is a boat sailed by disabled sailors. The SAILORS WITH DISABILITIES program commenced in 1994 with their goal being to compete in the 50th Sydney-Hobart. Earlier that year Aspect Computing came third in the Performance Handicap Division of the Mooloolaba-Airlie Beach Race. Her best result so far is a very credible 3rd place in the TPHS division of the '95 Hobart and they will be looking for another solid result this year.

**SAIL NO: 4826**  
CLASS: TPHS  
YEAR BUILT: 1986  
NO. OF HOBARTS: 2



**ATARA**  
LOA: 13.0m  
DESIGNER: David Lyons, Aust  
TYPE: Lyons 41  
OWNER/SKIPPER: Roger Hickman  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: R. Hickman D. Richards (3), J. Cowine (1), J. Murphy (4), S. Gordon (2), G. Hudson (2), M. Slinn (1), D. Davies (1), P. Ward (3), D. Hassard, M. Stackpool (2).  
Well known yachtsman and CYCA director Roger Hickman has chartered Atara. He has already raced her extensively competing in the Sydney-Mooloolaba, Hayman Island Series, Hamilton Island Race Week, Digital Winter Series and just about every other race on the yachting calendar. Hickman will be taking a top crew to Hobart and will be very competitive.

**SAIL NO: IR 8000**  
CLASS: IMS  
YEAR BUILT: 1994  
NO. OF HOBARTS: 2



**AUSMAID**  
LOA: 14.5m  
DESIGNER: Bruce Farr, NZ  
TYPE: Farr 47  
OWNER/SKIPPER: Giorgio Gjergja  
CLUB: Sandringham Yacht Club, VIC  
CREW: G. Gjergja (5), R. Lloyd (5), R. Kennery (5).  
Ausmaid has enjoyed a lot of success since being launched just prior to the 50th Sydney-Hobart race where she placed 4th overall. She was a member of the all conquering Australian team in the recent Kenwood Cup. With recent rating optimisation and a strong crew headed by sailing master Ross Lloyd she will start as one of the handicap favourites.

**SAIL NO: SM100**  
CLASS: IMS  
YEAR BUILT: 1994  
NO. OF HOBARTS: 2



**BARCOO**  
LOA: 11.9m  
DESIGNER: Joe Adams, Aust  
TYPE: Adams 12  
OWNER/SKIPPER: Graeme Johnston  
CLUB: Batemans Bay Sailing Club, NSW  
CREW: G. Johnston (3), W. Puller (4), M. Balsam (1).  
Barcoo is a very comfortable solid yacht which has been cruised extensively by owner Graeme Johnston including a Tasmanian Circumnavigation. The yacht competed in its first Sydney-Hobart in '94 finishing 24th in TPHS Division B. The same crew who competed in '94 will race again as, in their words "we all had such a good time we decided to do it again".

**SAIL NO: 5493**  
CLASS: TPHS  
YEAR BUILT: 1988  
NO. OF HOBARTS: 1



**BERRIMILLA**  
LOA: 10m  
DESIGNER: Peter Joubert, Aust  
TYPE: Brolga 33  
OWNER/SKIPPER: Alex Whitworth  
CLUB: Royal Australian Navy Sailing Association, NSW  
CREW: A. Whitworth (4), F. Van Ogtrop (2), F. Smith (1), G. Smith (1).  
Berrimilla will be lining up for her fifth Sydney-Hobart this year and will be hoping to improve on last years 48th overall. Over the years this yacht has completed many ocean passages including numerous Montague Island, Sydney-Mooloolaba and short handed races. Skipper Alex Whitworth is very competent having cruised and raced in many events including the Fastnet.

**SAIL NO: 371**  
CLASS: TPHS  
YEAR BUILT: 1977  
NO. OF HOBARTS: 5



**BIT O FLUFF**  
LOA: 12.4m  
DESIGNER: Iain Murray, Aust  
TYPE: ILC 40  
OWNER/SKIPPER: Warren Brooks  
CLUB: Mackay Yacht Club, Qld  
CREW: W. Brooks (2), J. McIntosh (1), G. Nice (1), P. Clough, S. Williamson, L. Abrahamson (2), S. Cripps (2), A. Smith (5), R. Ashlin (18), P. Hopkins (11).  
From her base in far North Queensland this yacht spends much of her time sailing the southern waters. She has started in two Sydney-Hobarts placing 31st in the 1994 classic and retiring last year with a lost rudder. Her best results to date are a 2nd overall in the '96 Sydney-Mooloolaba and line honours in both the '95 and '96 Mackay-Yepoon race, for which she holds the record.

**SAIL NO: MK69**  
CLASS: IMS  
YEAR BUILT: 1994  
NO. OF HOBARTS: 2



**BOOMAROO MORSE FANS**  
LOA: 10.1m  
DESIGNER: Sparkman & Stephens (USA)  
TYPE: S&S 34  
OWNER/SKIPPER: John McIntosh  
CLUB: Royal Queensland Yacht Squadron, QLD  
CREW: J. McIntosh (6), A. McIntosh (3), S. Baxter (3), D. Baxter (3), J. Doherty (2), P. Abrahams.  
John McIntosh will once again leave sunny Queensland behind to compete in his seventh Sydney-Hobart race. He will be joined by nineteen year old son Andrew who began his ocean racing career in the gale swept '93 Hobart. One of only 38 yachts to finish Boomaroo placed a very credible 13th overall. Her best results to date include a 3rd overall in the '94 Brisbane Gladstone Race and a 1st place IMS in the 1993 Mooloolaba to Hamilton Island Race.

**SAIL NO: RQ 23**  
CLASS: IMS  
YEAR BUILT: 1971  
NO. OF HOBARTS: 8



**BREAKAWAY**  
LOA: 10.9m  
DESIGNER: Ron Swanson, Aust  
TYPE: Swanson 36  
OWNER/SKIPPER: Martin Power  
CLUB: Sandringham Yacht Club, VIC  
CREW: M. Power (1), Q. Tuxen (5), L. Higgins (5).  
Originally named "Melite" this yacht has been a consistently good performer over the years, but more recently under the ownership of Martin Power, she has really excelled. This year she won Division B of the Ocean Racing Club of Victoria's Winter Series and was the 1995 Sandringham Yacht Club Champion. Her best ever performance however would have to be last year's 3rd in Division in the Hobart and she will be looking to improve that by two spots this year!

**SAIL NO: SM596**  
CLASS: IMS  
YEAR BUILT: 1968  
NO. OF HOBARTS: 2



**BRIGHT MORNING STAR**  
LOA: 15.5  
DESIGNER: Doug Peterson, Aust  
TYPE: Cruiser / Racer  
OWNER/SKIPPER: Hugh Treharne  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: H. Treharne (21), I. Treharne (11), P. Mason, I. Pollard, T. Hill (1), P. Holcombe, C. Brown, L. Clarke, K. Blahut, G. Hartley (1), C. Smock, A. Dunne.  
Bright Morning Star is an ocean cruising yacht. She races in the Sydney-Hobart race for the sheer joy of competing and is sailing in the TPHS class this year as she is not capable of sailing to her IMS rating. The crew will, of course, include owner / skipper Hugh Treharne, multiple America's cup sailor and tactician on the victorious Australia II and his brother Ian "Bomber" Treharne.

**SAIL NO: 1987**  
CLASS: TPHS  
YEAR BUILT: 1987  
NO. OF HOBARTS: 4



**BRINDABELLA**  
LOA: 22.85m  
DESIGNER: Scott Jutson, Aust.  
TYPE: Maxi  
OWNER/SKIPPER: George Snow  
CLUB: Cruising Yacht Club of Australia  
CREW: G. Snow (13), D. Adams (8), L. May (18), T. Hearder (10), S. Byron (8), E. Adriaanse (9), R. Snow (4), P. Sheldrick (10), B. Rawlings (6), D. Craig (10), T. Ryan (2), P. Bury (2), J. Marina (8), B. Wilmot (10), A. Gordon (2), G. Rogers (10), J. Dramfield (1), J. Hallam (3), G. Kay (7), T. Johnson (2).  
A line honours victory with this Brindabella in the Sydney-Hobart has eluded George Snow to this date. However, unlike last years preparations which were interrupted by a broken mast, this year everything has gone smoothly and 1996 should be her best chance ever at line honours. A very experienced crew including BOC divisional winner David Adams will be pushing this yacht as hard as possible. Line Honours wins this season have included Sydney-Gold Coast and Gosford-Lord Howe Island.

**SAIL NO: C1**  
CLASS: IMS  
YEAR BUILT: 1993  
NO. OF HOBARTS: 3



**BRINDABELLA II**  
LOA: 10.8m  
DESIGNER: Joe Adams, Aust  
TYPE: Adams 11.0  
OWNER/SKIPPER: Roger Sayers  
CLUB: Royal Melbourne Yacht Squadron, VIC  
CREW: R. Sayers (1), M. Jacob (1), I. Pizzay (1), S. Streader (1), P. Madigan (1), M. Powell.  
Roger Sayers is a keen single-handed sailor with considerable experience cruising Bass Strait. Roger and the crew of Brindabella II recently sailed to King Island and back during the 1996 winter solstice. His first trip to Hobart was last year's race in which he placed 58th. Brindabella II has also contested the Portsea-Hastings race and the Bass Strait Challenge race in which she placed 4th.

**SAIL NO: S110**  
CLASS: IMS  
YEAR BUILT: 1983  
NO. OF HOBARTS: 1



**CANON MARIS**  
LOA: 11.3m  
DESIGNER: Alan Payne, Aust  
TYPE: Tasman Seabird  
OWNER/SKIPPER: Ian Kiernan  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: I. Kiernan (7), T. Stephenson (7), D. Hammond (37), M. Tomaszewski (1), J. Newton, D. Rikals-Bell.  
Ian Kiernan is best known as the man behind the Clean Up Australia campaigns which he organised after doing the BOC Single Handed Around the World Race and seeing how much rubbish there is in the world's oceans. Canon Maris has a good race record with a 2nd in the veteran division in the '94 Hobart and a 1st in division in the '95 Sydney-Southport. Ian and crew are looking forward to the race and in particular competing against their friends and rivals on the mighty Southerly.

**SAIL NO: 780**  
CLASS: IMS  
YEAR BUILT: 1958  
NO. OF HOBARTS: 3





**CHARISMA**  
LOA: 12.9m  
DESIGNER: Doug Brooker, Aust  
TYPE: Cruiser  
OWNER/SKIPPER: James Lawler  
CLUB: Sydney Amateur Sailing Club, NSW  
CREW: J.M. Lawler (13), J.V. Lawler (14), T. Cosh (10), I. McIntosh (6), B. Loudon (8), B. Lawler (15), P. Robinson (14), S. Cosh, C. Davis (4).  
Charisma is a cruising yacht but she regularly races in offshore events. She will be competing in her 5th Sydney-Hobart this year, her best result being a 2nd TPHS in last year's race. James will be joined once again by his brother Bob and they are looking forward to a safe and comfortable passage to Hobart.



**CONDOR**  
LOA: 24.3  
DESIGNER: Ron Holland (Ire)  
TYPE: Maxi  
OWNER/SKIPPER: Tony Paola  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: T. Paola (4), D. Kellett (22), J. Akacich (5), J. Akers (1), I. Broad (17), C. Byers (3), P. Coutts, I. Grimwood (6), J. Harris (20), O. Jenkins, D. Johnson (18), J. Mitchell (3), D. Munro (4), C. O'Connor (20), A. Owen (3), T. Paola (3), S. Paola, M. Preston, C. Tipney (16), P. Townsend, M. Wheeler, C. Wildman (28), J. Woodford (15).  
Condor is one of the world's classic maxi yachts and has raced regularly in the Sydney-Hobart achieving a line honours victory under former owner Bob Bell, in the 1983 race. She was purchased and restored by Tony Paola in 1989 and this year, having undergone a major refit, should be much more competitive. An experienced crew, led by renowned maxi skipper David Kellett, will drive Condor hard this year.



**CONQUISTADOR**  
LOA: 9.25m  
DESIGNER: Walter Knoop, Aust  
TYPE: Ex Half Tonneur  
OWNER/SKIPPER: Michael Cummins  
CLUB: Derwent Sailing Squadron, TAS  
CREW: M. Cummins (3), R. Marsland (3), S. Watson (1).  
Conquistador was designed and built by Walter Knoop and was the first of many half ton Knoop 30's to race successfully offshore and on the Derwent River in the 1970's. Since then she has been extensively upgraded within the last five years and is still competitive. About the only thing that has not been refurbished on this yacht is the crew.



**CYCLONE**  
LOA: 15.15  
DESIGNER: German Frers, Arg  
TYPE: Frers 50  
OWNER/SKIPPER: Stephen Keal  
CLUB: Royal Yacht Club of Tasmania  
Crew: S. Keal.  
Cyclone was launched by ex CYCA director Max Ryan with great hopes for the International 50' circuit but sadly did not live up to expectations and earned the nick name "Slow Moving Depression". New owner Stephen Keal will be looking for the success that has so far eluded this yacht and will be hoping for a good place in the Hobart.



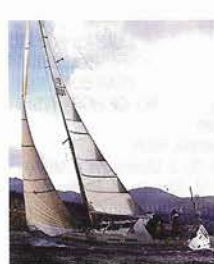
**DAVID HANNAH**  
LOA: 10.4m  
DESIGNER: Allan Buchanan, UK  
TYPE: Buchanan 35  
OWNER/SKIPPER: Victoria Jones  
CLUB: Port Adelaide Sailing Club, SA  
CREW: V. Jones, J. Jones, C. Jones.  
David Hannah last raced in the Sydney-Hobart in 1989 and since then has competed in one Melbourne-Hobart and the 1991 double handed Melbourne-Osaka race. This year David Hannah will be crewed solely by members of one family lead by Victoria Jones, a certified 1st officer in the UK merchant navy. They will sail from Port Adelaide to Sydney as a warm up.



**DELTA WING**  
LOA: 14.6m  
DESIGNER: Boden, Aust.  
TYPE: Cruising Yacht  
OWNER/SKIPPER: William Koppe  
CLUB: Royal Prince Alfred Yacht Club, NSW  
CREW: L. Abbott, W. Koppe, M. Lubke, J. Walls.  
Delta Wing is an out and out cruising yacht with a full keel, typical of the yacht design of the early seventies. She will not be a major handicap threat but, her crew will enjoy a very comfortable trip with all the creature comforts of home. Well known yachtsman Lawson Abbott will head an experienced crew.



**DI HARD**  
LOA: 12.5m  
DESIGNER: German Frers, Argentina  
TYPE: Frers 41  
OWNER/SKIPPER: Mac Madenwald  
CLUB: Anacortes Yacht Club, CANADA  
CREW: M. Madenwald, R. Smith, T. More, W. Gray, M. Ramerman, R. Almberg, L. Nielsen, B. Skubi, B. Morrow, L. Granger (1).  
First trip to Hobart for American Mac Madenwald and his experienced and all but one American crew, which includes two women. The only Australian member will be Lindsay Granger, who has had extensive offshore experience including the Sydney-Hobart. Madenwald says Granger's experience is crucial, especially for his local knowledge and language translation skills. Madenwald races regularly in the USA.



**DOUBLE IMAGE**  
LOA: 12.1m  
DESIGNER: John Lidgard, NZ  
TYPE: One Tonneur  
OWNER/SKIPPER: Gregory Williams  
CLUB: Royal Yacht Club of Tasmania  
CREW: G. Williams (1), D. Williams, G. McCleod-Gale (1), S. Spaulding (2), C. Doran, S. Clarke (2), I. Stewart (2), C. Pearce.  
Tasmanian Greg Williams purchased this yacht in 1995, but has only competed in one Maria Island where he retired due to rig failure. Double Image is a strong, older, New Zealand designed and built yacht with an experienced crew, looking for a competitive result under IMS in her first Sydney-Hobart.



**DRAKE'S PRAYER**  
LOA: 13.1m  
DESIGNER: Bruce Farr, NZ  
TYPE: Farr 43  
OWNER/SKIPPER: Graham Gibson  
CLUB:  
Crew: G. Gibson (4), J. Forbes (4), G. Harris (4).  
Recently purchased by Graham Gibson, this yacht last raced to Hobart in '94. She was built originally by well known international yachtsman Peter Kurts and has enjoyed a rather illustrious career. She won the '85 Hobart but lost the victory when she was penalised after a start line incident. She also represented Australia in the Admiral's Cup. New owner Graham Gibson has cruised and raced extensively in his former yacht Iceberg and now plans to compete in all the major blue water events.



**EOAO HUMMINGBIRD**  
LOA: 11.4m  
DESIGNER: Bruce Farr, NZ  
TYPE: Farr 37  
OWNER/SKIPPER: Russell Naughton  
CLUB: Royal Yacht Club of Tasmania  
CREW: R. Naughton, R. White (5), P. Souter (5), M. Souter (5), J. Ey (2), E. Pyke (1), A. Nolan, C. Sly.  
Hummingbird triumphed in her first Sydney-Hobart race in 1985 scoring a 2nd place. In the 50th Hobart she placed 29th overall and 3rd in division. This will be Hummingbird's 5th Hobart and the first under its new name and livery. EOAO, the yacht's sponsor is "Every One An Original" the fastest growing advertising agency in Tasmania.



**EXILE**  
LOA: 20m  
DESIGNER: Reichel / Pugh, USA  
TYPE: Pocket Maxi  
OWNER/SKIPPER: Warwick Miller  
CLUB: Royal Hong Kong Yacht Club, Hong Kong  
CREW: W. Miller (4), M. Coxon (15), T. Dengate (2).  
This yacht was built and launched just prior to the 1994 50th anniversary Sydney-Hobart where, in a large fleet of maxis, pocket maxis and Whitbread 60's she finished a sensational 3rd over the line. She then left Australia and in 1995 had a fantastic year with 1st placings on IMS in the Transpac, San Francisco Big Boat Series, Long Beach race week and a 2nd in the maxi division of the 1996 Kenwood Cup. Miller who now lives in Australia has lined up a top flight crew and this yacht will once again be very hard to beat.



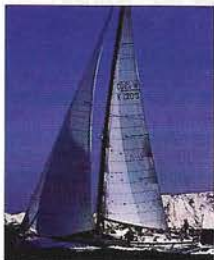
**FOXTEL AMAZON**  
LOA: 20.75m  
DESIGNER: Kel Steinman, Aust.  
TYPE: Maxi  
OWNER/SKIPPER: Peter Walker  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: P. Walker (4), D. Fewster (6), C. Malouf (2), P. Edwards (11), S. Rice (8), B. Wade (5), P. Atkins (5), H. Bizzell (8), S. Gilbert (9), A. Guy (4), C. Bloomfield (14), M. Wenke (3), S. Fitzmaurice (9), C. Vane (5), K. Phillips (4), D. Haines (6), A. Short (7), W. Brewer (18).  
The Sydney-Hobart is one of the few races where a line honours victory has eluded Amazon. Owner Peter Walker and his team will be trying to rectify that this year but will have their job made that much harder by Morning Glory, Brindabella and Exile. Amazon finished 3rd on line and 12th in division in the '95 race and will be faster now having recently fitted a new keel.





**FRENCHPINE HELSAL II**  
LOA: 20.0m  
DESIGNER: Joe Adams, Aust  
TYPE: Pocket Maxi  
OWNER/SKIPPER: Grant Mansfield  
CLUB: Ocean Racing Club of Victoria, Vic  
CREW: G. Mansfield (6), D. Mansfield (1), B. Mansfield, B. Turnbull (2), G. Behrens (6), G. Clayton (4), J. Van Zetten (1), J. Koning (1), W. Brown (2), I. Rinkin (1), S. Johnson, C. Love, S. Perkins, W. Runciman, M. Harvey, R. Cameron, A. Faulkner.  
Normally sailed under the guidance of Keith Flint from South Australia, this year Tasmanian Grant Mansfield will take the helm. Previous wins for this yacht include: line honours in the '89 Westcoaster race, and the '91 Adelaide-Port Lincoln race, in which she broke the record with America's Cup helmsman Fred Neill at the helm. Helsal II also won her division in the 50th anniversary Sydney-Hobart.

**SAIL NO: SA93**  
CLASS: IMS  
YEAR BUILT: 1979  
NO. OF HOBARTS: 15



**GRANDEE OF CRABTREE LANE**  
LOA: 15.5  
DESIGNER: German Frers, Argentina  
TYPE: Swan 51  
OWNER/SKIPPER: Patrick Broughton  
CLUB: St Mawes Truro  
CREW: P. Broughton, J. Judd (4), K. Broughton.  
Patrick and his crew left the UK in September '95 to sail to Sydney via the Canaries, Caribbean, Panama, Galapagos, French Polynesia and New Zealand, a distance of 17,000 nautical miles. They have enjoyed a fantastic combination of cruising and racing and were winners of the "live-aboard" class of the Mount Gay Barbados Regatta. They intend to race in the Sydney-Hobart and be back in the UK to race the 1997 Fastnet.

**SAIL NO: GBR1303**  
CLASS: IMS  
YEAR BUILT: 1983  
NO. OF HOBARTS: 0



**HITMEWEWENT**  
LOA: 12.1m  
DESIGNER: Ed Dubois  
TYPE: One Tonner  
OWNER/SKIPPER: Robert Hampshire  
CLUB: Royal Geelong Yacht Club, Vic  
CREW: R. Hampshire (1), J. McKay (1), B. Holloway (3), G. McDonald (4), M. Killeen (4), P. Anderson, P. Buyell (1), M. Buyell (1), S. Minchin, S. Hemwood (1), K. Flint.  
This is the former Joint Venture commissioned by Ron Elliott and part of the winning Australian team of the '87 Southern Cross Cup. She went on to place 3rd in the '88 One Ton World Cup, 2nd in the '90 Australian One Ton Championship, 3rd in the '90 Sydney-Hobart and was a member of the Victorian Southern Cross Team in '91. Actively campaigned in recent years by Rob Hampshire she has enjoyed continuing success including recently finishing 2nd to Terra-Firma in the Apollo Bay race and taking out the event overall.

**SAIL NO: G710**  
CLASS: TPHS  
YEAR BUILT: 1987  
NO. OF HOBARTS: 7



**HOBART FOOD EQUIPMENT**  
LOA: 9.54m  
DESIGNER: Peter Cole  
TYPE: Eastcoast 31  
OWNER/SKIPPER: Eric Frank  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: E. Frank, D. Kohler, L. Kotzen, B. Vukoder, G. Christofilakis.  
Hobart Food Equipment (Abacus) is well equipped for her first major ocean race. She is an older style pedigree boat with a crew that encourages the participation in ocean racing of "non grand prix" yachts. Skipper Eric Frank, has competed in the Capetown-Uruguay race and was a well known Finn dinghy sailor in South Africa.

**SAIL NO: 3624**  
CLASS: IMS  
YEAR BUILT: 1983  
NO. OF HOBARTS: 0



**HOGS BREATH WITCHDOCTOR**  
LOA: 12m  
DESIGNER: Laurie Davidson, NZ  
TYPE: Cruiser Racer  
OWNER/SKIPPER: Rum Consortium  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: M. Cameron (21), G. Barter (15), C. Troup (15), L. Meyer (4), P. Franks (4), J. Dodd (6), P. Reuters (7), T. Craven (12), Karina (1), S. Edwards.  
Seventeen year old Witchdoctor will be competing in her 17th Hobart race. Solidly campaigned by CYCA Director Maurie Cameron and the Rum Consortium, an experienced crew both on and off the water, she will be sailed very competitively in this year's TPHS division. Well over 100 Hobart's have been completed by this experienced team who will be anxious to get to Hobart as soon as possible to keep their "apres sailing boozing crew" reputation in order.

**SAIL NO: 2557**  
CLASS: TPHS  
YEAR BUILT: 1979  
NO. OF HOBARTS: 17



**HUON CHIEF**  
LOA: 11.1m  
DESIGNER: Noel Jennings, Aust  
TYPE: Jennings 36  
OWNER/SKIPPER: Andrew Hay  
CLUB: Royal Yacht Club of Tasmania, Tas  
CREW: A. Hay (2), R. Jackman (21), J. McCormack (7), D. Weir (2), C. McCormack (5), P. Dermoudy (2), M. Wilkinson (1).  
Built in Tasmania of Huon Pine, this yacht finished 10th in the 20 Year Veteran Division in the 1994 race. Under the guidance of Hedley Calvert, she won the 1975 Australian One Ton Cup and placed in the Tasmanian Southern Cross Cup Team the same year, when she was a top IOR racing yacht. She now races in IMS and will be steered this year by well-known Tasmanian yachtsman Rod Jackman, who is coming up for his 22nd race south.

**SAIL NO: 1100**  
CLASS: TPHS  
YEAR BUILT: 1974  
NO. OF HOBARTS: 10



**IMPECCABLE**  
LOA: 10.22m  
DESIGNER: Doug Peterson, USA  
TYPE: 3/4 Tonner  
OWNER/SKIPPER: John Walker  
CLUB: Middle Harbour Yacht Club, NSW  
CREW: J. Walker (13), A. Tarplee (6), J. Nixon (3), F. Nelson (4), M. Scott (2), L. Renall, D. McRae.  
John Walker has successfully converted his 16 year old yacht Impeccable from IOR to IMS and has notched up quite a few victories under both rules over the years including: 1st overall IMS '95 National Business Directory Regatta; 1st Division B and 3rd overall under IOR in the 1993 Hobart; 3rd CYCA Blue Water Championship and so on..... Could be a quiet achiever in this race.

**SAIL NO: MH 106**  
CLASS: IMS  
YEAR BUILT: 1980  
NO. OF HOBARTS: 13



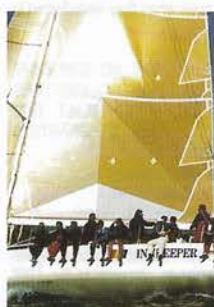
**INDIAN PACIFIC**  
LOA: 12.2m  
DESIGNER: Bruce Farr, NZ  
TYPE: Farr 40  
OWNER/SKIPPER: Mark Walker  
CLUB: Akaroa Cruising Club, NZ  
CREW: M. Walker, N. McGregor, J. Walker (1), J. Bell.  
Under the ownership of John Eyles there were not too many races that Indian Pacific did not win including the 1984 gale-swept Sydney-Hobart in which 104 yachts retired. In the seven Hobarts this yacht has contested she has placed in the top 10 five times! Other victories include the Sydney-Southport, Sydney-Mooloolaba, Hawaii Round the State Race and Hamilton Island Race Week. This year she has been chartered by New Zealand's Mark Walker, who will head a crew of Kiwis competing in their first race.

**SAIL NO: KA3695**  
CLASS: IMS  
YEAR BUILT: 1983  
NO. OF HOBARTS: 7



**INNER CIRCLE**  
LOA: 12.2m  
DESIGNER: Bruce Farr (NZ)  
TYPE: One Tonner  
OWNER/SKIPPER: Inner Circle Syndicate (Dennis Pomfret)  
CLUB: Lake Macquarie Yacht Club, NSW  
CREW: D. Pomfret (14), R. Howard (10), P. Bromilow (3), G. Marsden (5), M. Lamb (1), B. Hammersley, P. Castray, D. Short.  
The former Short Circuit was purchased last year by a group headed by Lake Macquarie identity, Dennis Pomfret. The group enjoy quality sailing with a background of social activities. A good result is eagerly sought by this determined crew, however, race results to date make this a real challenge. The Telstra Sydney-Hobart should provide quality sailing and a hectic social scene for this bunch.

**SAIL NO: M 762**  
CLASS: IMS  
YEAR BUILT: 1987  
NO. OF HOBARTS: 4



**INNKEEPER**  
LOA: 20m  
DESIGNER: Kel Steinman, Aust.  
TYPE: Pocket Maxi  
OWNER/SKIPPER: Innkeeper Syndicate  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: P. Schultes (3), A. Chalk (5), M. Konoepa (4), J. Campbell, J. Negus.  
This downhill flyer was recently purchased by members of the syndicate that owned and successfully campaigned "Flying Colours". The skipper is well known adventurer John Fisher who recently flew from London to Sydney in a Tiger Moth. Given the right conditions this modified Steinman will be snapping at the heels of the bigger maxi's and with three pilots aboard Innkeeper should really fly.

**SAIL NO: 5462**  
CLASS: TPHS  
YEAR BUILT: 1987  
NO. OF HOBARTS: 2



**INTERUM**  
LOA: 9.97m  
DESIGNER: Hank Kaufman, Aust  
TYPE: Northshore 33  
OWNER/SKIPPER: Craig King  
CLUB: Bellerive Yacht Club, Tas  
CREW: W. Aird (7), C. King, P. Aird (1), P. Strong (2).  
New owner Craig King only recently purchased this yacht and, as well as the new name (she last raced in the 50th Hobart as TGIO Tasmania) she has had a major refit. King has put together a very capable crew with plenty of ocean racing experience between them. Best result so far was a 7th in division in '92 and King is hoping to improve on the yacht's previous results.

**SAIL NO: 630**  
CLASS: IMS  
YEAR BUILT: 1983  
NO. OF HOBARTS: 4



**JACOBINA OF SHENVAL**  
LOA: 9.5m  
DESIGNER: Scott Jutson, Aust.  
TYPE: Jutson 950  
OWNER/SKIPPER: Robert Green & Peter Newman  
CLUB: Sandringham Yacht Club  
CREW: R. Green (1), P. Newman, D. Vickers, N. Kavanagh.  
Designed by Scott Jutson and built in Melbourne by Ken Jago as one of the first Australia IMS purpose built yachts, Jacobina has been a consistently good performer in Victorian waters but has not shown the same form in any of her 3 Hobart races. However with an experienced crew and recent modifications, given small boat conditions, she could still surprise.

**SAIL NO: SM8**  
CLASS: IMS  
YEAR BUILT: 1991  
NO. OF HOBARTS: 3





**JLW CHUTZPAH**  
LOA: 10.5m  
DESIGNER: Robert Hick, Aust  
TYPE: Hick 35  
OWNER/SKIPPER: Bruce Taylor  
CLUB: Royal Yacht Club of Victoria  
CREW: B. Taylor (15), K. Piesse (12), L. Smith (1), C. Evans (5), G. Gourley (11), M. Harris (8), M. Byrne (2), J. Pervezel (8).  
Launched in 1994 this is the 3rd "Chutzpah" Bruce Taylor has campaigned. That year he won Division B of the Asia Pacific and was 2nd in his division to Hobart. In the '95 Hobart Chutzpah was a leading contender on all skeds until the last 12 hours of the race when yachts of its size ran short of breeze off the East Coast of Tasmania. She will compete in this year's race with essentially the same crew as last year and should be highly competitive.

**SAIL NO: R33**  
CLASS: IMS  
YEAR BUILT: 1994  
NO. OF HOBARTS: 1



**KATINKA**  
LOA: 9.15m  
DESIGNER: Peter Joubert, Aust  
TYPE: Currawong Half Tonner  
OWNER/SKIPPER: Des O'Connell  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: D. O'Connell (26), P. O'Connell (7), S. McGhee (2), K. Chamberlain, R. Perey.  
One of the smallest yachts in the fleet, Katinka is also one of the most consistent excelling in fresh to strong conditions. She was one of only 38 yachts to finish in the '93 Hobart race and in the 3 Hobart races since '92, Katinka has placed 3rd in her division twice, in '92 and '94. Both Katinka and Des, who competed in his first Hobart in 1947, have well deserved reputations for never retiring from an ocean race.

**SAIL NO: 2837**  
CLASS: TPHS  
YEAR BUILT: 1979  
NO. OF HOBARTS: 3



**KINGURRA**  
LOA: 13.1  
DESIGNER: Peter Joubert, Aust  
TYPE: Cruiser / Racer  
OWNER/SKIPPER: Peter Joubert  
CLUB: Royal Brighton Yacht Club, VIC  
CREW: P. Joubert (24), T. Yautin (19), C. Oldfield (15), D. Rout (9), P. Meikle (6), A. Knox (6), I. McFarlane (4), D. Horrigan (3), A. Barnes (6), J. Scott (3).  
At the ripe old age of 71 Peter Joubert will be competing in his 25th Sydney-Hobart in the cruising yacht which he designed himself. Best results are a 7th overall under IMS in the 1991 Sydney-Hobart and 16th in division in 1992. The heavy conditions of the '93 race suited Kingurra, however chances of a place were dashed after she went to the aid of the stricken yacht Adjuster, rescuing the 8 member crew when they were forced to abandon ship in Bass Strait.

**SAIL NO: B 23**  
CLASS: IMS  
YEAR BUILT: 1972  
NO. OF HOBARTS: 12



**LADY QUAESO**  
LOA: 16.6m  
DESIGNER: Camper & Nicholson, UK  
TYPE: Camper & Nicholson 55  
OWNER/SKIPPER: Richard Collard  
CLUB: Royal Ocean Racing Club, UK  
CREW: M. Harry, R. Collard, M. Runtzler.  
Sistership to 1970 Hobart winner Pacha, this classic yacht is currently on a circumnavigation competing in many ocean races along the way. She raced in the 1995 Fastnet race finishing 4th in class, before sailing to Capetown to compete in the 1996 Capetown-Rio race in which she placed 7th in class. Collard's aim is to be the first yacht to compete in 3 of the great ocean races in a little over a year, sailing to each event.

**SAIL NO: GBR 22347**  
CLASS: TPHS  
YEAR BUILT: 1973  
NO. OF HOBARTS: 0



**LAHARA**  
LOA: 10.1m  
DESIGNER: Jock Muir, Aust.  
TYPE: Muir 33  
OWNER/SKIPPER: Philip Asche  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: P. Asche.  
Lahara competed in the 1951 and 1956 Hobart races finishing 2nd and 13th overall respectively. Under the ownership of Philip Asche she has started in the '94 and '95 Hobarts retiring with gear damage in '94 and finishing a disappointing 14th in division last year. Best result to date has been a 3rd in division in the '95 Sydney-Gold Coast race.

**SAIL NO: 131**  
CLASS: IMS  
YEAR BUILT: 1951  
NO. OF HOBARTS: 4



**LIKLIK**  
LOA: 9.5  
DESIGNER: Scott Jutson, Aust  
TYPE: Mount Gay 30  
OWNER/SKIPPER: David Ferrall  
CLUB: Royal Prince Alfred Yacht Club, NSW  
CREW: D. Ferrall.  
This is the second Mount Gay 30 designed by Scott Jutson around the "box rules" of this international offshore class but unlike Ray Stone's Razors Edge, has had only limited local racing out of Pittwater. Owner/skipper David Ferrall is best known as a skipper in short-handed racing.

**SAIL NO: 5650**  
CLASS: IMS  
YEAR BUILT: 1996



**LOCAL HERO**  
LOA: 11m  
DESIGNER: Iain Murray & Associates, Aust.  
TYPE: BH36  
OWNER/SKIPPER: Kevin Wood  
CLUB: Sandringham Yacht Club, VIC  
CREW: K. Wood, S. Charles (6), R. Ford (2), T. Alcott (3), R. Tyson (3), D. Jeffreys (2), J. Mooney (23), A. Seymour.  
Local Hero has enjoyed huge success in her short life with a 1st in the 1996 Nissan Regatta, 1st in the '96 Australia Day Geelong Regatta, 2nd overall in the Ocean Racing Club of Victoria's winter series and so on.... She finished a very credible 3rd in Division B in last year's Hobart and is certainly capable of gaining another top result this year.

**SAIL NO: SM123**  
CLASS: IMS  
YEAR BUILT: 1995  
NO. OF HOBARTS: 1



**LOVE & WAR**  
LOA: 14.2m  
DESIGNER: Sparkman & Stephens, USA  
TYPE: S & S 47  
OWNER/SKIPPER: Peter Kurts  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: P. Kurts (28), P. Shipway (25), J. Harris (20), J. Winning (5), M. Anderson (3), S. Kurts (8), G. Geitz (10), P. Eadie (18).  
This evergreen boat has twice won the Sydney-Hobart in 1974 and 1978. Skipper Peter Kurts then retired her and built a string of racing machines in the 1980's. With the lure of the 50th Hobart and the advent of the IMS rule the wily Kurts dragged her out of mothballs, gave her a major refit and then went on to win the 20 year veteran division of the '94 Hobart. More recently she has enjoyed success in the Lord Howe Island race with a 4th place overall.

**SAIL NO: 294**  
CLASS: IMS  
YEAR BUILT: 1973  
NO. OF HOBARTS: 7



**MAGLIERI WINES**  
LOA: 12.9m  
DESIGNER: Scott Jutson, Aust  
TYPE: Jutson 43  
OWNER/SKIPPER: Geoffrey Vercoe  
CLUB: Cruising Yacht Club of South Australia  
CREW: G. Vercoe (4), P. Sheridan (4), S. Kemp (2).  
Third Sydney-Hobart for this South Australian yacht with her best result being a 3rd in the IMS racer division in last year's race. She has been successful in her local waters winning the 1994/95 Adelaide Premiers Cup and South Australian IMS State Championships. After major modifications were carried out earlier this year she has become even more competitive, winning the IMS Racer Division of the Sydney-Southport. A contender for this years major honours.

**SAIL NO: SA999**  
CLASS: IMS  
YEAR BUILT: 1994  
NO. OF HOBARTS: 2



**MARK TWAIN**  
LOA: 11.8m  
DESIGNER: Sparkman & Stephens, USA  
TYPE: S & S 39  
OWNER/SKIPPER: Hugh O'Neill  
CLUB: Sydney Amateur Sailing Club, NSW  
CREW: C. MacLurcan (10), B. Mills (11), B. Kenyon (8).  
With an experienced crew lead by owner Hugh O'Neill, Mark Twain will be lining up for her 18th Hobart race come Boxing Day. She has been a very consistent performer over the years with an enviable record in this race including 2nd in division in '86, '88 and '90 and 3rd in '91 and '93. Last year saw her place a disappointing 7th in division and 45th overall, so Hugh and crew will be hoping to better that this year.

**SAIL NO: A 113**  
CLASS: TPHS  
YEAR BUILT: 1971  
NO. OF HOBARTS: 18



**MIDNIGHT RAMBLER**  
LOA: 12.4m  
DESIGNER: Bruce Farr, NZ  
TYPE: Farr 40  
OWNER/SKIPPER: Ed Psaltis/Bill Wright  
CLUB: Cruising Yacht Club of Australia  
CREW: E. Psaltis (14), B. Wright (13), B. Thomas (8), J. Whitfield (6), A. Psaltis (5), P. Ward (5), I. Lanze (4), M. Bencsik (3), S. Duff (2), G. Livingstone.  
This yacht had a very successful career as Another Concubine, under former owner John Parker. After a spell in Queensland in which she was not raced, she was purchased in August by CYCA Director Ed Psaltis and Bill Wright. In the brief time they have been racing her they have won races 2 and 3 of the CYCA Bluewater Pointscore and are leading overall. Psaltis and Wright hope to improve on the 5th overall achieved by Parker in the '91 Hobart.

**SAIL NO: 4440**  
CLASS: IMS  
YEAR BUILT: 1985  
NO. OF HOBARTS: 4



**MINERAL MAGIC**  
LOA: 10.9m  
DESIGNER: Ron Bugg, Aust  
TYPE: Bugg 35  
OWNER/SKIPPER: Ron Bugg  
CLUB: Derwent Sailing Squadron, Tas  
CREW: R. Bugg (6), M. Bugg (1), L. Johnston (1), P. Yeomans, S. Willet (2), S. Hyland (1), R. Woehler (4), J. Hansen (9).  
Formerly known as Buggbear, Mineral Magic is a comfortable cruiser/racer made from legendary Tasmanian timbers - Huon Pine, King Billy Pine and Celery Top Pine. The Owner Skipper is Ron Bugg and the designer is Vice Commodore of the Derwent Sailing Squadron. Mineral Magic is sponsored by the minerals industry and is a floating advertisement for Australia's resource industries. She will be competing in her 5th Hobart and will be hoping to improve on her past mid-fleet results.

**SAIL NO: 1118**  
CLASS: IMS  
YEAR BUILT: 1987  
NO. OF HOBARTS: 4





**MIRABOOKA**  
LOA: 14.2m  
DESIGNER: German Frers, Arg  
TYPE: Frers 47  
OWNER/SKIPPER: John Bennetto  
CLUB: Royal Yacht Club of Tasmania  
CREW: J. Bennetto (35), R. Howlett (24), S. Firth (22), P. Foster (9), S. Wilson (10), F. Barrett (5), G. Morgan (1), J. Gifford (9), M. Williams (2).  
On Boxing Day this year John Bennetto will be embarking on his 36th Sydney-Hobart - he sailed his first one in 1947. Mirabooka represents the true spirit of ocean racing with John and his crew and their "never say die" attitude. In the '95 Hobart they placed 6th in division and 31st over the line. Mirabooka will be well sailed and will provide a very comfortable passage for her crew who will be striving for a divisional placing.

**SAIL NO: A8**  
CLASS: IMS  
YEAR BUILT: 1987  
NO. OF HOBARTS: 9



**MORNING GLORY**  
LOA: 24.05m  
DESIGNER: Reichel/Pugh, USA  
TYPE: Maxi  
OWNER/SKIPPER: Hasso Plattner  
CLUB: Kiel Yacht Club, Germany  
CREW: H. Plattner, A. Cape (9), R. Nasmith (7), B. McKay.  
Built in Australia last year by McConaghy Boats for German Industrialist Hasso Plattner this is the "glamour" yacht of the '96 Hobart fleet and is short priced favourite to break the 21 year old race record set by US maxi Kialoa back in 1975. A key crew member will be America's Cup trimmer Robbie "The Battler" Nasmith. Morning Glory won the Capetown-Rio race in January 1996 and is very capable of removing that elusive \$300K from Telstra's clutches.

**SAIL NO: GER 4540**  
CLASS: IMS  
YEAR BUILT: 1995  
NO. OF HOBARTS: 0



**NEW HORIZONS**  
LOA: 11m  
DESIGNER: Laurie Davidson, NZ  
TYPE: Cavalier 37  
OWNER/SKIPPER: Mike Kelaheer  
CLUB: Lake Macquarie Yacht Club, NSW  
CREW: M. Kelaheer (3), C. Morris (3), C. Brunt (3).  
This is a Cav 37 design that was made famous by Kay Cottee's "First Lady" in her epic solo around the world voyage, therefore there can be no doubting the seaworthy nature of this design. New Horizons hails out of Lake Macquarie and skipper Mike Kelaheer and his crew from the lake will be looking forward to a safe, fast and comfortable race south and will be after a divisional result.

**SAIL NO: M236**  
CLASS: IMS  
YEAR BUILT:  
NO. OF HOBARTS: 0



**NINETY SEVEN**  
LOA: 14.3m  
DESIGNER: Bruce Farr, NZ  
TYPE: Farr 47  
OWNER/SKIPPER: Andrew Strachan  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: A. Strachan (12), I. Potter (18), C. Freeman (12), S. Keane (8), B. Kellett (4), D. Senogles (5), S. White (2), S. Wallis (2), P. Minter, J. Minter (4).  
Ninety Seven is most famous for taking line honours in the gale-swept 1993 Sydney-Hobart, the smallest boat to have done so since the 1960's. She represented Australia at the 1994 Kenwood Cup and Hong Kong at the '95 Admirals Cup. Other line honours and 1st places include the 1996 Brisbane-Gizo and the 1994 Sydney-Lord Howe Island race. With a keen and experienced crew, including the legendary Brad Kellett she is expected to perform well.

**SAIL NO: 9797**  
CLASS: IMS  
YEAR BUILT: 1993  
NO. OF HOBARTS: 3



**NIPS N TUX**  
LOA: 11.63m  
DESIGNER: Scott Jutson, Aust.  
TYPE: NSX 38  
OWNER/SKIPPER: Howard De Torres  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: H. De Torres  
One of the popular NSX 38 designs, Nips N Tux has performed with mixed results sailing out of the CYCA over the last two years. She competed in the 1996 Sydney-Southport placing 11th in division. After losing her rig earlier this year owner and plastic surgeon Howard de Torres will be hoping a new mast and sails will get his yacht amongst the divisional silverware.

**SAIL NO: 5995**  
CLASS: IMS  
YEAR BUILT: 1994  
NO. OF HOBARTS: 1



**NO FEARR**  
LOA: 12.0m  
DESIGNER: Bruce Farr, NZ  
TYPE: IMS Farr 40  
OWNER/SKIPPER: Carey Ramm  
CLUB: Townsville Cruising Yacht Club, QLD  
CREW: C. Ramm, C. Sawbridge, M. Fullerton (4), T. Dobell (4), K. Chapman, R. Kingston, J. Green, S. Anderson, A. Buckland (7).  
After watching the Melbourne Cup we all know that there is no such thing as a sure bet, however No Fear has to be the success story of 1996. After her launch just prior to the Hayman Island Challenge she went on to clean sweep that regatta as well as the XXXX Ansett Hamilton Island Race Week. No Fear has to start as an even money favourite in this years Sydney-Hobart.

**SAIL NO: 1996**  
CLASS: IMS  
YEAR BUILT: 1996  
NO. OF HOBARTS: 0



**NORTAS SALMON**  
LOA: 15.4m  
DESIGNER: Bruce Farr, NZ  
TYPE: Farr 37  
OWNER/SKIPPER: Alfred Doedens  
CLUB: Kettering Yacht Club, TAS  
CREW: A. Doedans (2), I. Melville (2), S. Reid (2).  
Nortas Salmon is the pride of Kettering Yacht Club of which skipper Alfred Doedens is Commodore. During the year the keel has been replaced with a significantly lighter and more radical keel designed by David Lyons. She finished 6th in division last year but if her conditions prevail i.e. very hard on the nose or fairly light, she should have a chance of doing very well overall.

**SAIL NO: 4615**  
CLASS: IMS  
YEAR BUILT: 1986  
NO. OF HOBARTS: 2



**ONE TIME SIDEWINDER**  
LOA: 15.47m  
DESIGNER: Ed Dubois  
TYPE: Dubois 50  
OWNER/SKIPPER: John Needham  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: J. Needham, D. Sharpe (3), Colin Kean, O. Nynt (3), A. Barnes (2), J. Treleaven (1), N. Dean (1).  
Sidewinder will be crewed by students of the CYCA Youth Sailing Academy who, after an extensive winter campaign, including the Digital Winter Series, Sydney-Southport, XXXX Regatta and Hamilton Island Race Week, will be looking forward to their first trip south. The CYCA students as well as students from the Aboriginal Reconciliation Sailing Program will make up the majority of the crew along with owner skipper John Needham and Youth Academy Coach Dayne Sharp.

**SAIL NO: 7333**  
CLASS: IMS  
YEAR BUILT: 1984  
NO. OF HOBARTS: 1



**PANACHE**  
LOA: 11m  
DESIGNER: Angelo Lavranos, South Africa  
TYPE: Dennis Kranchuk  
OWNER/SKIPPER: Dennis Kranchuk  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: D. Kranchuk, C. Johnson (2), A. Murray.  
Panache has done a lot of racing in South African waters over the years with some top results including a 2nd on line honours and a 2nd on handicap in the 1982 Capetown-Punta Del Est, Uruguay. Owner Dennis Kranchuk emigrated to Australia from South Africa in 1987, the yacht arrived in 1990. This year designer Angelo Lavranos will join Dennis and the crew for the trip south.

**SAIL NO: 5438**  
CLASS: IMS  
YEAR BUILT: 1979  
NO. OF HOBARTS: 1



**PIPPIN**  
LOA: 11.4m  
DESIGNER: Bruce Farr, NZ  
TYPE: Farr 37  
OWNER/SKIPPER: David Taylor  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: D. Taylor (3), J. Tuisk (5), J. Ferebay (3), R. Tuisk (1), A. Taaylor, S. Giffin, B. Shields, S. Holden.  
Pippin has only recently been acquired by Anne and David Taylor. They are regularly competing in the CYCA summer series as preparation for the Sydney-Hobart. Anne and David were previously members of the Canberra Ocean Racing Club and some more members are included in the crew. Pippin is no stranger to the Hobart race having completed five races under former owner Bill Sweetapple.

**SAIL NO: 533**  
CLASS: IMS  
YEAR BUILT: 1984  
NO. OF HOBARTS: 5



**POLARIS**  
LOA: 13.2m  
DESIGNER: Peter Cole  
TYPE: Cole 43  
OWNER/SKIPPER: John Quinn  
CLUB: Royal Prince Alfred Yacht Club, NSW  
CREW: J. Quinn (3), J. Marwood (11), J. Starling (5), P. Rothwell (4).  
Best remembered as the man who was lost overboard and then miraculously plucked from the ocean 5 hours later during the '93 Sydney-Hobart, John Quinn is back yet again. This will be Polaris' 13th Hobart race, but only the second under skipper Quinn. She enjoyed a perfect trip in '95 with a 1st place in Division E and with John heading a very experienced crew she should be right up there again!

**SAIL NO: 5527**  
CLASS: IMS  
YEAR BUILT: 1971  
NO. OF HOBARTS: 13



**PRIME EXAMPLE**  
LOA: 15.9m  
DESIGNER: Davidson/Murray, Aust  
TYPE: Cruiser/Racer  
OWNER/SKIPPER: Graham Williams  
CLUB: Cruising Yacht Club of South Australia  
CREW: G. Williams.  
Previously owned and raced in WA this yacht has an impressive race record including: Line honours in the '93 Melbourne-Hobart and 3rd in division in the 50th Hobart under Victoria's David Goetz. She finished 2nd over the line in this year's Adelaide-Port Lincoln race and with a new mast, a complete refit, some new sails and computer gear, and an experienced Adelaide crew, new owner Graham Williams is ready for this year's race.

**SAIL NO: YC214**  
CLASS: IMS  
YEAR BUILT: 1991  
NO. OF HOBARTS: 2





**AXICORP LONG DISTANCE CHALLENGER** SAIL NO: 11111  
LOA: 12.8 CLASS: IMS  
DESIGNER: Iain Murray & Associates YEAR BUILT: 1996  
TYPE: BH41 NO. OF HOBARTS: 0  
OWNER/SKIPPER: Charles Wallis  
CLUB: Whitsunday Yacht Club, QLD  
CREW: C. Wallis, M. Robertson, D. Fleming, O. Stanyon (9), N. Southee (1), O. Allard, S. Webber, J. Baumann, K. Holt, J. Jensen, A. De Bruin (5)

A step up into the serious world of ocean racing for Charles Wallis who previously owned and raced a Masr 30. Primus was launched just prior to Hamilton Island Race Week and whilst being brand new did not perform due to a poor sail inventory. That problem has now been rectified by Charles, who by the way is a sailmaker, and the experienced crew will be looking forward to achieving a top result.



**PUBLIC BAR** SAIL NO: 573  
LOA: 12.35 CLASS: TPHS  
DESIGNER: Greg Elliott, NZ YEAR BUILT: 1995  
TYPE: Elliott 40 NO. OF HOBARTS: 1  
OWNER/SKIPPER: John Davies  
CLUB: Mooloolaba Yacht Club, Qld  
CREW: J. Davies (4), D. Collins (3), G. Fitzgerald

Public Bar is back for her second Hobart after retiring from last years race with rudder damage. This year she will be racing in the Tasman Performance Handicap Division and should be a quick boat in running and reaching conditions. Her best result so far was a fourth place in the Brisbane-Gizo (Solomon Islands) race in which she finished 4th.



**QUEST** SAIL NO: 9090  
LOA: 13m CLASS: IMS  
DESIGNER: Nelson/Marek, USA YEAR BUILT: 1995  
TYPE: Nelson/Marek 43 NO. OF HOBARTS: 1  
OWNER/SKIPPER: Bob Steel  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: B. Steel, T. Braidwood, D. Barnes, C. Knox, D. Knox, P. Merrington, R. Wyne, P. Wylie

A fantastic race record since her launch last year, overall winner 1995 Hamilton Island Race Week, 2nd in division 1995 Sydney-Hobart, 2nd on a countback in the 96 Air New Zealand Regatta and she was also a member of the 1996 victorious Kenwood Cup Team. Bob Steel has lined up a top flight crew for this years race including Olympic representative and 470 World Champion David Barnes from New Zealand, and they are confident of another top result.



**RAGAMUFFIN** SAIL NO: AUS70  
LOA: 15.5 CLASS: IMS  
DESIGNER: Bruce Farr, NZ YEAR BUILT: 1995  
TYPE: Farr 50 NO. OF HOBARTS: 1  
OWNER/SKIPPER: Syd Fischer  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: S. Fischer (27), T. Ellis (29), G. Simmer, M. Hayes, T. Powell, H. Brodie, D. Parker, C. Hoskins, D. Blanchfield, A. Crowe, L. Jamieson

Syd Fischer will be embarking on his 27th Hobart in the latest of his string of yachts named Ragamuffin. After achieving many 2nd places over the years he finally struck gold with a line honours win on maxi Ragamuffin in 1988 and an overall IOR win in his old Farr 50 in 1992. His current yacht was a member of the '96 winning Kenwood Cup team and has had many successes locally. In last years race Ragamuffin finished 7th on IMS and 5th over the line, leading the Australian team to victory in the Southern Cross Cup.



**RAGER** SAIL NO: 5600  
LOA: 17m CLASS: TPHS  
DESIGNER: Greg Elliott, NZ YEAR BUILT: 1988  
TYPE: Pocket maxi NO. OF HOBARTS: 7  
OWNER/SKIPPER: Peter Bush  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: P. Bush (14), P. McAdam (13), M. Formosa (13), N. Roberts (7), I. Treleaven (4), A. Lang

Owner/skipper and CYCA Commodore Peter Bush will head a very experienced crew with over 100 races between them in this years Hobart and will push his yacht hard. They hoped to do this years Lord Howe Island race but last minute work commitments put paid to their plans. Best results include line honours in the Sydney-Southport and the Brisbane-Gladstone. Following breezes would ensure this yacht a very fast passage to Hobart.



**RAPSCALLION** SAIL NO: 5588  
LOA: 12.2m CLASS: IMS  
DESIGNER: David Lyons, Aust YEAR BUILT: 1993  
TYPE: Lyons 40 NO. OF HOBARTS: 2  
OWNER/SKIPPER: Dick Voederhake  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: D. Voederhake (1), B. Voederhake (1), D. Eastwood (1), R. Blake (2), C. Lorimer (1), S. Hartman (1), R. Shaw, T. Gore (1), M. Franklin (1), P. McGee (1)

Launched in August 1993 this yacht, formerly Cuckoo's Nest, competing in her debut ocean race won the Sydney-Hobart overall on IMS and finished an incredible 2nd over the line. She has continued to amass a very impressive race record with wins in almost every event on the eastern seaboard. Purchased by Dick in September 95 she is still a top performer on IMS. Voederhake and his crew are looking for some major wins this season and are very capable of pulling off a second Hobart victory.



**RAZORS EDGE** SAIL NO: 621  
LOA: 9.5 CLASS: TBA  
DESIGNER: Scott Jutson, Aust YEAR BUILT: 1996  
TYPE: Mt Gay 30 NO. OF HOBARTS: 0  
OWNER/SKIPPER: Ray Stone  
CLUB: Middle Harbour Yacht Club, NSW  
CREW: R. Stone (11), G. Stone (12), P. Barter (5)

Razors Edge is the first of the recently launched Mount Gay 30 class. This yacht won the recent Sydney- Bird Island race on PHS and the Cabbage Tree Race under IMS. Owner/Skipper Ray Stone had great success in his former yacht Kings Cross, winning most of the races on the eastern seaboard.



**REDIGO** SAIL NO: R317  
LOA: 9.0m CLASS: TPHS  
DESIGNER: Sparkman & Stephens, USA YEAR BUILT: 1976  
TYPE: Ex Half Tonnor NO. OF HOBARTS: 0  
OWNER/SKIPPER: Melvyn Cooper  
CLUB: Bellerive Yacht Club, TAS  
CREW: D. Colbourn (12), S. Cooper (1), M. Cooper

First ever Sydney-Hobart for this yacht and, as it is one of the smallest yachts in the fleet the crew can expect to get their entry fees worth, as they could be out there a long time. Redigo has competed in two Melbourne-Devonport races in 1989 and '91. Crew member Don Colbourn will be competing in his 13th Hobart; he first did the race in 1947 and 1948.



**ROCK 'N ROLL** SAIL NO: 5377  
LOA: 10.7m CLASS: TPHS  
DESIGNER: Murray Ross, NZ YEAR BUILT: 1994  
TYPE: Ross 35 NO. OF HOBARTS: 1  
OWNER/SKIPPER: Kim Williams  
CLUB: Middle Harbour Yacht Club, NSW  
CREW: Williams (2), R. Speedy (5), P. Newell (3), I. Pike (4), M. Rothschild (2), B. Canham (4), G. Swinton (2), W. Gordon (3)

Rock 'n Roll was originally designed as a PHS racer, however for her first ocean race, the 50th Hobart she was sailed under IMS with a smaller rig. In mid '95 she began racing under PHS, and now sporting her original rig plan is enjoying success in PHS ocean racing. She won her division of the Sydney-Mooloolaba and the National Business Directory Regatta. Rock 'n Roll is one of only three Ross 35's worldwide, the others being in Los Angeles and New Zealand.



**SEA EAGLE** SAIL NO: S91  
LOA: 10.5m CLASS: TPHS  
DESIGNER: Greg Elliott, NZ YEAR BUILT: 1991  
TYPE: Elliott 1050 NO. OF HOBARTS: 0  
OWNER/SKIPPER: Jim Curtis  
CLUB: Royal Melbourne Yacht Squadron, VIC  
CREW: J. Curtis, K. Curtis, G. Banks

First Sydney-Hobart for Sea Eagle which has had several line honours wins in Bass Strait waters including the '93 Westernport-King Island race and the Portsea-Devonport race. At only 35 feet she will not be a line honours contender for the Sydney-Hobart, however she is certainly quick and will prove formidable opposition in the Performance Handicap Division.



**SEAVIEW CHALLENGE AGAIN** SAIL NO: SM2  
LOA: 12.5m CLASS: IMS  
DESIGNER: Iain Murray, Aust. YEAR BUILT: 1995  
TYPE: Bashford Howison 41 NO. OF HOBARTS: 1  
OWNER/SKIPPER: Lou Abrahams  
CLUB: Sandringham Yacht Club, VIC  
CREW: L. Abrahams (33), R. Simpson (14), C. Schmidt (4), R. King (10)

Lou Abrahams will be competing in his 33rd Sydney-Hobart aboard his 18 month old Seaview Challenge Again, an Iain Murray designed BH41. Seaview is just back from Hawaii where she competed in the IMS cruiser/racer division of the Kenwood Cup. She also raced in the 1995 Southern Cross Cup and gained a Sydney-Hobart 2nd in division. Lou always puts together a very polished campaign and with his highly competitive crew will be looking for a 1st place.



**SECRET MENS BUSINESS** SAIL NO: SA3300  
LOA: 12.8m CLASS: IMS  
DESIGNER: Iain Murray & Associates YEAR BUILT: 1996  
TYPE: Murray 42 NO. OF HOBARTS: 0  
OWNER/SKIPPER: Geoff Boettcher  
CLUB: Cruising Yacht Club of South Australia  
CREW: G. Boettcher (3), I. (Fresh) Burns, B. Fraser

This is the latest 42' Iain Murray designed "stretch" version of last years overall Hobart winner Terra-Firma. Owner/skipper Geoff Boettcher decided to commission the new yacht after his previous yacht Sundance II was dismantled during the '95 Southern Cross Cup series. Secret Mens Business was built in Adelaide by Peter Bolton who previously built Maglieri Wines. If the success of other Murray designs are any indication she will be a major threat for handicap honours.





**SKILLED 2KY**  
LOA: 10.9m  
DESIGNER: Scott Jutson, Aust  
TYPE: NSX36  
OWNER/SKIPPER: Bob Mulkearns  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: B. Mulkearns (3), M. Spies (19), A. Roxburgh (4), G. Parkes (8), J. Harris, E. McNicol.  
Sailed/2KY has enjoyed considerable success in the two years since it was launched including a 3rd IMS in the '94 Hobart, 2nd overall '95 Hamilton Island Race Week, 1st in the Holiday Inn Islands Race and 1st in the '96 MHYC winter series. This yacht does not leave the marina without a top flight crew and Mulkearns will once again have dual world 18' skiff champion Michael Spies competing in his 20th Hobart, on board, as well as the legendary Angus Roxburgh. Good chance of an overall placing!

**SAIL NO: 6336**  
CLASS: IMS  
YEAR BUILT: 1994  
NO. OF HOBARTS: 2



**SOUTHERLY**  
LOA: 10.6  
DESIGNER: Charles Peel, Australia  
TYPE: Peel 35  
OWNER/SKIPPER: Don Mickleborough  
CLUB: Cruising Yacht Club of Australia  
CREW: D. Mickleborough (31), B. Jackson (27), J. Sheridan (12), D. Reid (9), T. Cable (32), C. Blundell (12).  
72 year old Don Mickleborough will be taking his team of ageing cronies to Hobart for the 11th time. Since a major refit three years ago Don has had phenomenal success with this veteran boat. The highlight of this was a 3rd overall on IMS in last year's race, she also won her division, which followed her 30 year Veteran Division win the year before. This "roast and seven vegetables per night" crew, washed down with a nice drop of red, are dangerous both on the race course and in port.

**SAIL NO: 38**  
CLASS: IMS  
YEAR BUILT: 1939  
NO. OF HOBARTS: 10



**SOUTHERN CROSS TELEVISION**  
LOA: 10.8m  
DESIGNER: Rod Johnstone, USA  
TYPE: J35  
OWNER/SKIPPER: Greg Prescott  
CLUB: Royal Yacht Club of Tasmania  
CREW: G. Prescott (13), T. Eldershaw (6), C. Bird (6).  
34 year old Greg Prescott couldn't decide whether to compete in the 1995 Sydney-Hobart or the Tasmanian mixed netball titles. Common sense has prevailed! This competitive J35 has had plenty of solid placings since her launch including: 1st in the '94 XXXX Gold Coast Regatta, 1st in Division in the '94 Asia Pacific and 1st in Division in the 50th Hobart. Good chance for another place this year.

**SAIL NO: 3535**  
CLASS: IMS  
YEAR BUILT: 1994  
NO. OF HOBARTS: 2



**SPIRIT OF RANI**  
LOA: 11.3m  
DESIGNER: Phillippe Briand, France  
TYPE: Jeanneau 36  
OWNER/SKIPPER: Richard Williams  
CLUB: Royal Engineer Yacht Club, UK  
CREW: R. Williams, D. Jackson, A. Mills, R. Moy.  
Spirit of Rani has been chartered by the Royal Engineers Yacht Club. Her crew are serving officers and soldiers who have travelled from the UK for the race. The REYC regularly competes in the UK with its Sigma 33 Right Royal of Upnor. This is the first Sydney-Hobart entry for this club which holds a unique record for competing in every Fastnet Race conducted, including an outright win in the second Fastnet.

**SAIL NO: 5901**  
CLASS: IMS  
YEAR BUILT: 1994  
NO. OF HOBARTS: 1



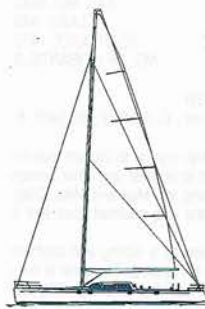
**SPIRIT OF THE ALICE**  
LOA: 11.3m  
DESIGNER: Phillippe Briand, France  
TYPE: Jeanneau 36  
OWNER/SKIPPER: Paul Herrick  
CLUB: Alice Springs Yacht Club, NT  
CREW: P. Herrick (2), M. Preston (5), P. Simms (1), P. Cox (1), A. Muirhead, D. Ekin, J. Simondson, C. Edis.  
One of two yachts entered by the Alice Springs Yacht Club, this Jeanneau 36 has been chartered from the Sunsail company. The Northern Territorians have rallied behind their entry with over 300 Alice Springs families and businesses giving financial support. The Alice Springs Yacht Club had entries in the '93 and '94 Hobart but had to retire in both races due to rigging failure. They are determined to get there this year!

**SAIL NO: 5903**  
CLASS: IMS  
YEAR BUILT: 1995  
NO. OF HOBARTS: 0



**SURAYA**  
LOA: 11.3  
DESIGNER: Sparkman & Stephens, USA  
TYPE: S & S 37  
OWNER/SKIPPER: Carl Striber  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: C. Striber.  
Suraya has spent the winter months in Queensland and has enjoyed considerable success racing in the warmer waters. She finished 2nd on IMS in the Cairns Clipper Cup and was first overall in the Hogs Breath Cafes Cruising Race Week. This is her 3rd successive Hobart under owner Carl Striber who has put together a very strong crew. They will be chasing a top position in their division.

**SAIL NO: 1295**  
CLASS: IMS  
YEAR BUILT: 1967  
NO. OF HOBARTS: 3



**SYDNEY**  
LOA: 18.3m  
DESIGNER: Iain Murray, Aust.  
TYPE: Sydney 60  
OWNER/SKIPPER: Charles Curran  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: C. Curran (2), I. Murray (5), G. Wiseman (4), C. Crafoord (9), C. Harmsen (3), N. Griffiths (1), D. Lockwood, T. Bellingham, G. Cavill (6), A. Palfrey, A. Pratt (6), M. Edwards (7), P. Bate, M. McTeigue, T. Weisman, D. Rolfe, R. Pagnozzi.  
The first of the new Sydney 60 range built by Bashford Boatbuilders, Sydney is a further development of the successful Bashford 41 and Bashford 36. The Sydney 60 is designed to compete under the various measurement systems throughout the world and emphasises performance as being more important than rating. Having only just been launched the Sydney-Hobart will be her first major ocean race with designer Murray aboard.

**SAIL NO: 6070**  
CLASS: IMS  
YEAR BUILT: 1996  
NO. OF HOBARTS: 0



**TAKE TIME**  
LOA: 10.16m  
DESIGNER: Peter Joubert, Aust.  
TYPE: Brolga 33  
OWNER/SKIPPER: Graham Smith  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: G. Smith (16), D. Holmes (4), B. Gibson (2).  
Owner/Skipper Graham Smith obviously has a sense of humour as his main reason for entering this years race is "the desire to collect the record breaking \$300,000 prize money" - don't like his chances! This will be Take Time's 5th Hobart and her experienced crew will be keen to perform again after winning last years TPBS division.

**SAIL NO: 114**  
CLASS: IMS  
YEAR BUILT: 1976  
NO. OF HOBARTS: 4



**TBA**  
LOA: 13.8m  
DESIGNER: Bruce Farr, NZ  
TYPE: Corel 45  
OWNER/SKIPPER: Ray Roberts  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: R. Roberts.  
The name may change but Beau Geste won the IMS Division of the 1996 Big Boat Series in San Francisco. Charterer America's Cup bidder and "Challenge 2000" CEO Ray Roberts can be relied upon to put together a top campaign with a fantastic crew. Ray's ocean racing history includes a 1st in division in the '95 Hobart with "Stewart Toyota", a win in the '95 Brisbane-Gladstone, and many victories in South East Asian waters including the Phuket Kings Cup Regatta. This will definitely be one to watch out for.

**SAIL NO: AUS 545**  
CLASS: IMS  
YEAR BUILT: 1996  
NO. OF HOBARTS: 0



**TERRA FIRMA**  
LOA: 12.40  
DESIGNER: Iain Murray, Aust  
OWNER/SKIPPERS: Scott Carille/Dean Wilson  
CLUB: Royal Yacht Club of Victoria, Vic.  
CREW: S. Carille, N. Drennan, P. Dorien and others tba.  
Overall winner on IMS in last year's Telstra Sydney to Hobart, Terra Firma was the sensation of last event, not only winning its division and first place overall, but also was a member of the winning Australian team in the Southern Cross Cup. Since the 1995 Sydney to Hobart, Terra Firma has represented Victoria at the Kenwood Cup in Hawaii where the boat won its division in the final long race of the regatta.

**SAIL NO: R4100**  
CLASS: IMS  
YEAR BUILT: 1995



**THE ALICE**  
LOA: 11.3m  
DESIGNER: Phillippe Briand, France  
TYPE: Jeanneau 36  
OWNER/SKIPPER: George Owen  
CLUB: Alice Springs Yacht Club, NT  
CREW: G. Owen (1), B. Barford (2), M. McAuley (1), J. Duffy (2), S. Furniss (1), J. Simondson, R. Lachlan, J. Bateman.  
This is the second of the Sunsail 36's chartered by the Alice Springs Yacht Club from monies donated by Alice Springs businesses and families. All sailors are Alice Springs or Northern Territory based and between them have had much ocean racing experience including the Sydney-Hobart and the Darwin-Ambon.

**SAIL NO: 5902**  
CLASS: IMS  
YEAR BUILT: 1995  
NO. OF HOBARTS: 0



**VALHERU**  
LOA: 13m  
DESIGNER: Greg Elliott, NZ  
TYPE: IMS Racer  
OWNER/SKIPPER: Anthony Lyall  
CLUB: Royal Yacht Club of Tasmania  
CREW: A. Lyall (1), D. Norman (13), I. Ross (8), D. Geoghegan (3), P. Fletcher (9), A. Cornish (1), P. Brazington (8), B. Cadd, S. Ponsonby (1).  
Although Anthony Lyall has competed in many ocean races, including 2 Melbourne-Burnie and two Melbourne-Devonports, both yacht and skipper competed in their first Hobart in '95. Just 2 years old this Elliott design has plenty of solid results left in her yet. Crew for the 52nd race sees a wealth of Sydney-Hobart experience and they will be looking to improve on last years 37th overall and 17th in division.

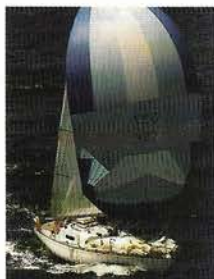
**SAIL NO: 1195**  
CLASS: IMS  
YEAR BUILT: 1994  
NO. OF HOBARTS: 1





**VETO**  
LOA: 11.7m  
DESIGNER: Robert Salthouse, NZ  
TYPE: Cruiser  
OWNER/SKIPPER: Mike Crisp  
CLUB: Palm Beach Yacht Club, NSW  
CREW: M. Crisp, M. Crisp, G. Brown, D. Swift (2), B. Swift, B. Brown, S. Gray.  
A family affair! Veto, making her first voyage to Hobart, has no crew members who are not related to at least one other person on board. Co-owners are father and son Max and Mike Crisp. Mike's sister Sue will also sail - she is a gourmet cook and a nurse, a major asset to the crew!  
Graham Brown will be accompanied by a sibling and brothers Derek and Bernard Swift will also be aboard. The crew is very experienced and their objective is to sail Veto to its capability and finish by New Years Eve.

**SAIL NO: 5643**  
CLASS: IMS  
YEAR BUILT: 1979  
NO. OF HOBARTS: 0



**ZEUS II**  
LOA: 9.1m  
DESIGNER: Peter Joubert, Aust.  
TYPE: Ex Half Tonner  
OWNER/SKIPPER: James Dunstan  
CLUB: Royal Sydney Yacht Squadron, NSW  
CREW: J. Dunstan (18), P. Kerrigan (6), J. Armenante (2).  
Jim Dunstan has competed in 18 Sydney-Hobarts the highlight of his career being an overall win with Zeus II in 1981. Zeus has sailed in many CYCA conducted races since her launch in '79 including 10 Hobarts. An experienced crew will sail her down once more hoping for "Hughie" to dish up a small boat race. Best result since the '81 1st place was a 9th overall in the '93 Hobart.

**SAIL NO: 327**  
CLASS: IMS  
YEAR BUILT: 1979  
NO. OF HOBARTS: 10



**WIDE LOAD**  
LOA: 12.2m  
DESIGNER: Kim Swarbrick, Aust.  
TYPE: Swarbrick 40  
OWNER/SKIPPER: Warren Anderson  
CLUB: Sydney Amateur Sailing Club  
CREW: W. Anderson, B. Ryan (2), R. Burns (16), M. Gordon (8).  
Although this will be the first Sydney-Hobart Yacht Race for Wide Load, skipper Warren Anderson will be embarking on his 23rd Hobart. The yacht has been designed around short handed sailing so Anderson won't know himself racing with a full crew, especially one that has such vast Hobart race experience. Best result to date is a 2nd on PHS in the '96 Coffs Harbour race.

**SAIL NO: A16**  
CLASS: IMS  
YEAR BUILT: 1992  
NO. OF HOBARTS: 2



**ZOE**  
LOA: 12.5  
TYPE: IMS Racer  
OWNER/SKIPPER: Ivan Wheen  
CLUB: Royal Sydney Yacht Squadron  
CREW: I. Wheen, R. Chapman.  
This newly launched 41-footer is a development by Iain Murray of Terra Firma, the overall winner of last year's Telstra Sydney to Hobart. Unlike Terra Firma, the new design features a 30s style canoe bow and full transom. She made her debut in the Canon Sydney-Gold Coast Classic and then went on to race at the Hayman Island Big Boat Series and Ansett Hamilton Island Race, without great success. Has undergone modifications in preparation for the Telstra Cup and Hobart race.

**SAIL NO: 98**  
CLASS: IMS



**YENDYS**  
LOA: 13.6m  
DESIGNER: Bruce Farr (NZ)  
TYPE: Beneteau  
OWNER/SKIPPER: Geoffrey Ross  
CLUB: Middle Harbour Yacht Club, NSW  
CREW: G. Ross (2), M. Bellingham (6), C. Matthews (7).  
The name Yendys is Sydney spelt backwards! Geoff Ross has a wonderful time with this yacht - hot showers and gourmet meals on the way to Hobart. He has also enjoyed considerable success in many races including a 1st place in the 1996 Canon Sydney-Gold Coast and a 2nd in the Cruiser/Racer division of the '95 Sydney-Hobart. He was last spotted racing and soaking up the sun at Hayman and Hamilton Island Race Weeks. Life's tough!

**SAIL NO: MH 2000**  
CLASS: IMS  
YEAR BUILT: 1989  
NO. OF HOBARTS: 2

**Offshore Yachting Magazine wishes all competitors a successful Telstra Sydney-Hobart.**

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## Electronics Afloat

### Government to Disregard Small Boat Safety at Sea

Over the past seven or so years, plotters using digital maps and interfaced with GPS have become popular on a variety of small boats. There are two predominant brands of digital charts on the market, C Map and Navionics, and a large variety of equipment that works with one or other brand.

All major electronic manufacturers such as Autohelm, B&G, Kodan, Raytheon etc offer a chart plotter as part of their range. These products have brought a new dimension to safety at sea and as a result have been adopted by numerous Government and voluntary safety organisations in addition to their wide acceptance by leisure boaters.

Without exception, all products that use either of the two major brand warn users on start up and in their literature that they are an aid to navigation and not a substitute for traditional and proper navigation practice.

The Australian Government has joined with a small minority of other Governments around the world in attempting to ban the sale of these products in Australia.

It seems that some bureaucrats, intent on defending old privileges and the \$64 million annual budget on the Hydrographic Office are about to set the safety of navigation in Australia back a decade at significant cost to the Australian taxpayer.

Let us review the facts:

- Hydrographic offices around the world are charged with the responsibility of serving the Navy and Merchant shipping, with small boats coming in a poor second. This is logical and one might argue, correctly, that these

priorities are well founded. With this in mind the HO's of the world have embarked on producing a standard for electronic charting known as ECDIS. This system developed for 30m wide bridged on large vessels which have plenty of professional crew. There is no such systems on small craft.

- Private industry, using cutting edge technology in a commercial environment where cost saving, user-friendliness and miniaturisation are paramount, has succeeded in creating technology that is applicable to small craft. (Over 99% of all craft in Australia will not be governed by the ECDIS standards - they are under 200 tons dead weight). To date, over 62 Hydrographic Offices around the world have not succeeded in producing a single digital chart that is usable in a portable GPS, yet private industry already offers its customers the choice of 1000s.

- Many Governments around the world have already contracted private industry to digitise their charts rather than re-invent the wheel at their taxpayers expense. Others have formed commercial relationships with private industry whilst some see the provision of digital charts as a public service for which the taxpayer has already paid and thus cooperate fully with the private sector.

- The Australian Government receives additional revenue from the sale of electronic chart products. (Average of over \$300 per system including Sales tax and duties).

- While it is clear under international copyright law that Hydrographic Offices may own copyright in the artistic expression of the paper chart they make, no copyright exists in the facts that are contained in the charts.

- The Australian HO is currently embarking on producing its own "Digital" charts. This project is costing millions of dollars, although as yet, the small boat owner has seen no benefit and is unlikely to in the foreseeable future. Since the standard HO is using has not been (and is unlikely to be) adopted by any of the world's major marine hardware manufacturers, being specifically designed for PC's it is likely that the Australian taxpayer is again financing a white elephant.

Thus the issue is not a legal one, but a political one. The Australian Government is looking on whilst the Hydrographic Office moves to turn the clock back and reverse the course of history.

All this at cost to the taxpayer and to the detriment of safety at sea.

*Robin Kydd, Oceantalk, Australia*

*OFFSHORE asked the Navy Hydrographic Office to comment on Robin Kydd's column, but they declined on the grounds that the matter was the subject of current litigation. While publishing Mr Kydd's comments, OFFSHORE stresses that they are his views and not those of this magazine. - Editor.*

### Navy's Hydrographic Office Goes Electronic

The Royal Australian Navy's Hydrographic Office will call tenders early next year for a unified information management and processing system for Australia's Hydrographic Office (HO) at Wollongong on the NSW South Coast.

This will support an increasingly sophisticated range of navigation products and services to support safe navigation in Australian waters.

As well as traditional paper charts, tide tables in book form and printed Notices to Mariners, seafarers will be able to obtain their information from electronic charts, computer based tide tables and get their updates from floppy disk, CD or modem.

The Hydrographic Office will be supporting military operations with standardised DIGEST data and products.

Australia's Hydrographer, Commodore Robert Willis, says the Service will now provide standardised hydrographic data and information for a range of electronic chart systems, from Electronic Chart Display and Information Systems (ECDIS) to raster chart imagery.

"At the same time we need also to satisfy the ever increasing sophistication of military systems which need spatial data," he said. "All our information, in its many forms, needs to be readily available and kept up to date to maintain its usefulness. Our current paper chart methods cannot provide for all this."

Commodore Willis said that under the name Project 1430, the Australian Hydrographic Office in Wollongong was seeking hardware, software and the initial population of an integrated hydrographic database from which all of its products can be generated. He explained that the Project SEA 1430 would provide a digital hydrographic database and associated data management. ▲



**Sean  
Langman**

## Rigging



### Durable and Fast Hobart Rig

In preparation for an ocean race such as the Telstra Sydney to Hobart, the owner/skipper should take a long look in the mirror and decide: either we are going for the historic win or simply for the challenge of completing the course. In both cases preventative maintenance and correct rig set-up are crucial. A mast and rigging inspection is the first step.

Once your rigger has reported the condition of the spars and rigging a crew member should go over the spars and check the report so an understanding is developed of what to look for.

The same crew member should then be allocated the spars as his area of responsibility.

The rig check should be carried out from the masthead. Never use a snap shackle or captive pin shackle when going aloft. Tie a bowline or shackle straight to the bosun's chair.

The winch tailer hauling the rig inspector aloft should always direct their attention to the winch in either the up or down mode. Peeling off turns could be rather painful.

Once the inspector is aloft at the masthead the following checks should be undertaken:

- The wind gear for loose connections

and fittings.

- The masthead or crane for cracked welds or crazed surfaces for carbon rigs.
- For masthead rigs – check the forestay is aligned and free to move athwartships and fore and aft.
- Sheaves – if they clunk when rolled the bushing or bearing requires renewing.
- Spinnaker block u-bolts should be snug. If they are loose then new ones are required as the rocking should have fatigued across the threads.
- If the block shackles are older than two seasons then replace them.
- The headsail foil should be examined for sharp edges or cracking.
- Backstay – check the cleavis pin is true and the backstay is in the centre of the rig.
- When coming slowly down the rig, check the mainsail track on the way, especially the reef stations for the head board.
- The hounds should be checked for a fractional rig as that of a masthead rig. Especially at genoa and forestay junctions for fatigue of mast section.
- Run your hands over the mast walls at cap and diagonal tang positions. No, not as a sign of affection but to indicate any evidence of bellling or the mast walls pulling apart.
- Sight up and down the shrouds for correct alignment of rod or wire to fittings.
- For rod rigging "Never Seez" comes in an

aerosol can. "Never Seez" is an extreme pressure, anti-seize and lubricating compound. It prevents seizure, corrosion and galvanic pitting on machinery and metal fittings. Perfect for rod spreader tip cups and stem ball tangs. A liberal spray of rod terminations and movement check is mandatory.

- Spreader bands or spreader through bar systems must have minimal movement.

• Picture the load transmitted by the shrouds through the spreader. As the shroud angle increases thus so should the spreader angle to the spar.

- Exit slots – again check for bellling of section.

• For sleeved section, check for those loose fastenings.

- Remove the mast boot and look for fatigue at the partners.

• Below decks, check the tie rods and chain plate fastenings. If the tie rods are five years old then replace them. Remove a chainplate fastening – you may be surprised at the amount of degradation you find.

• Rig set up. After sighting many diagonal shroud breakages over the years in Hobart races I always tighten them before the race so that, as in a reefed configuration, the shock load is reduced.

Anyway, it's a VMG race, so a low and fast rig set up rather than a high and "may fall down" set up has to be better. ▲

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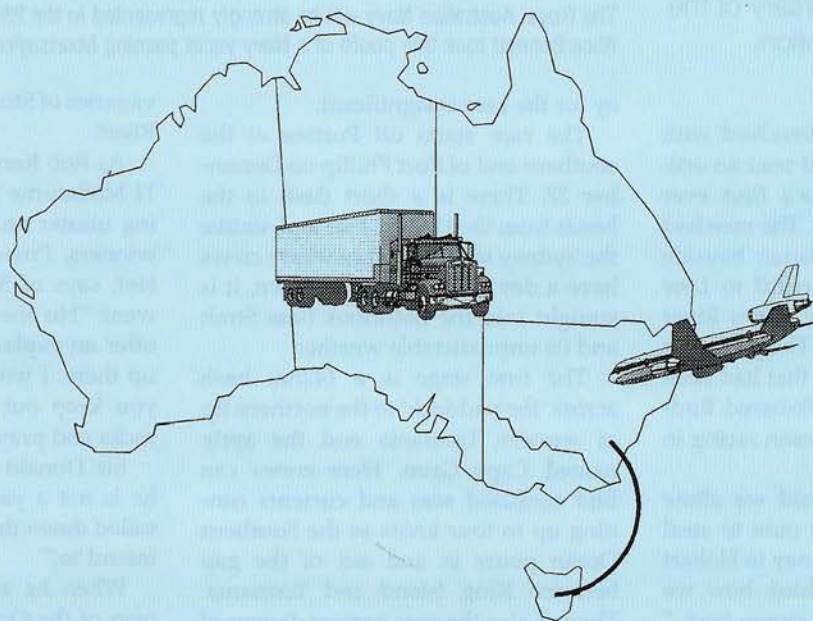
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# Big Guns Line Up for Canon Challenge

The magnificent spectacle of maxi yachts racing within a few hundred metres of the Sydney Opera House will be repeated on Friday, December 20, when the Cruising Yacht Club of Australia again runs the Canon Big Boat Challenge.

**T**he Canon Big Boat Challenge on Sydney Harbour has become almost an institution for Sydneysiders, with many companies organising Christmas parties for staff and clients aboard ferries to coincide with this unique yacht racing event.

This year is an ideal day, Friday, December 20, and to enable as many as the public to watch the maxis and other big boats in action from ashore as

**"There is every chance of a spinnaker start with a fast run to round the ramparts of Fort Denison before a windward beat up the Harbour to a mark near the Heads"**

well as on the water, the Big Boat Challenge is set to start at 12.30pm and finish about 2.30pm.

As usual, the race will be sailed over a close harbour course, with the fleet of up to 20 yachts between 50 and 80-foot LOA starting off Point Piper, twice rounding Fort Denison (Pinchgut) and finishing in full public view off the Opera House. This course will almost certainly include at least two spectacular spinnaker runs or reaches in the

normal summer seabreeze pattern of south-east to north-easterly winds.

There is every chance of a spinnaker start with a fast run to round the ramparts of Fort Denison before a windward beat up the Harbour to a mark near the Heads. This course will be sailed twice before an exciting finish under spinnakers off the Sydney Opera House.

The starting time will give office workers the chance to take their luncheon break at

viewing points such as the Opera House, Darling Point, Lady Macquarie's Chair and Bradley's Head. It will also be the peak time for Harbour ferry luncheon cruises.

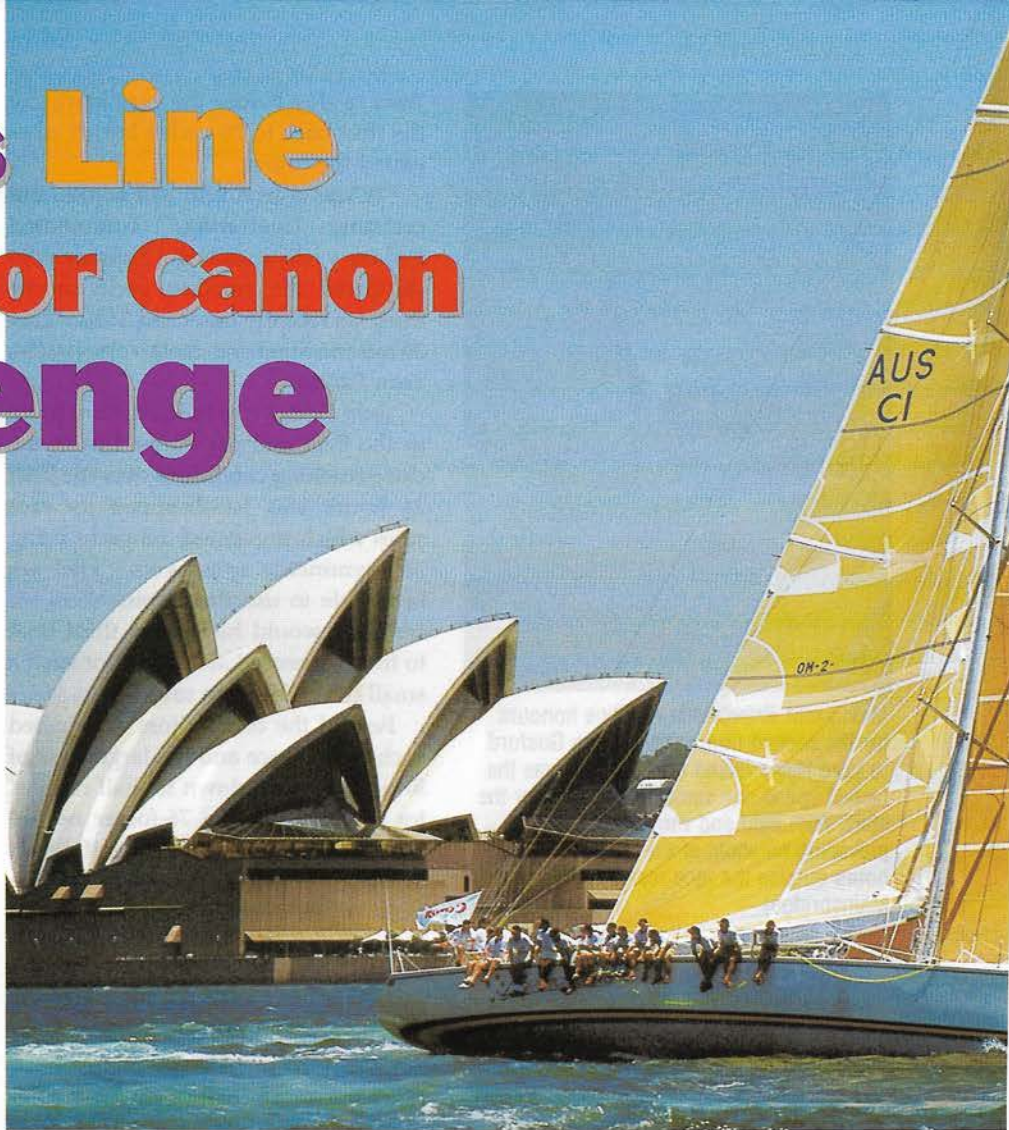
The unique Canon Big Boat Challenge on Sydney Harbour was introduced in the lead-up for the 50th Sydney to Hobart race in 1994 and repeated with success before last year's Hobart race. This year it slots in between races for the new Telstra Cup

offshore regatta and will attract most of the big boats entered for the Telstra Cup and the Telstra Sydney to Hobart.

Heading the fleet will be the true maxi yachts *Morning Glory*, a Reichel/Pugh 80-footer owned by German industrialist Hasso Plattner, the veteran *Condor of Currabubula*, a Holland 80 owned by Tamworth grain-grower Tony Paolo, *Brindabella*, George Snow's Jutson 76 and the fastest maxi in Australia, and *Foxtel Amazon*, the revitalised Steinmann 70 owned by Peter Walker.

Interest among the 60-footers will centre on the new Iain Murray designed 60-footer, *Sydney*, built by Bashford Boatbuilder on the NSW South Coast for well known Sydney businessman Charles Curran. Designer Murray, of America's Cup fame, will be at the helm as he does battle with the "green machine", *Exile*, Warwick Miller's Reichel/Pugh 66-footer with Michael Coxon steering.

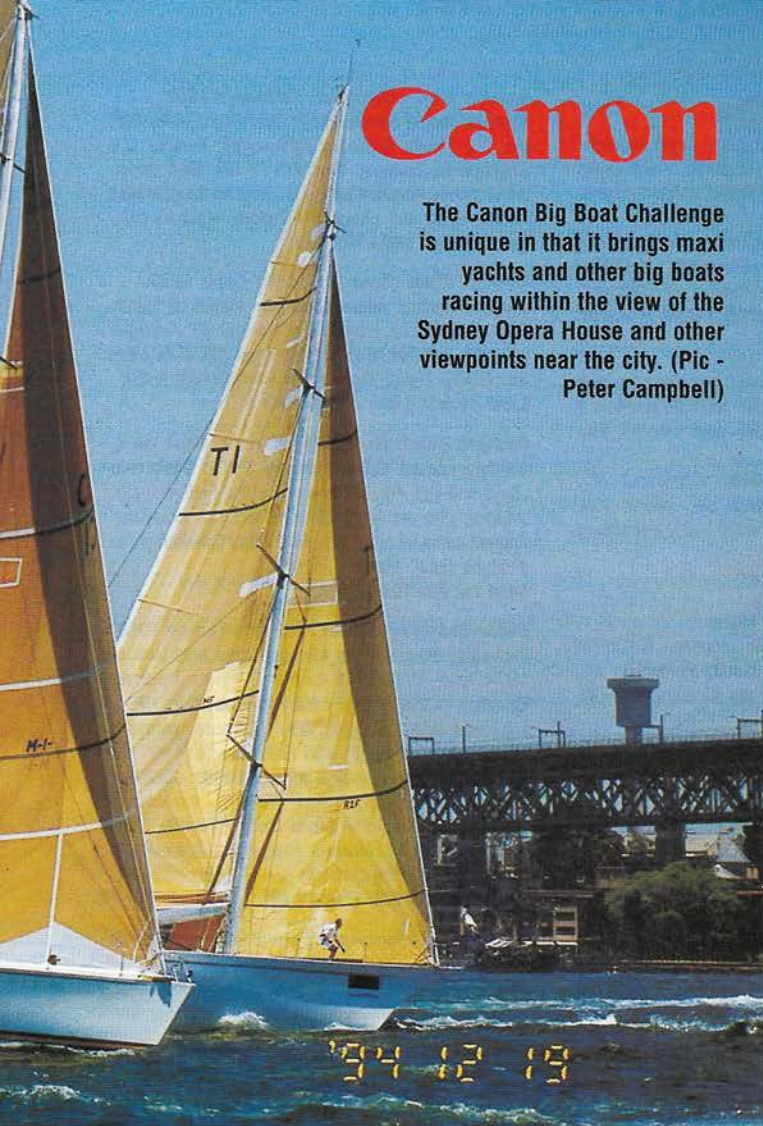
*Exile* finished third in the 1994 Big





# Canon

The Canon Big Boat Challenge is unique in that it brings maxi yachts and other big boats racing within the view of the Sydney Opera House and other viewpoints near the city. (Pic - Peter Campbell)



Boat Challenge, close astern of *Brindabella* and the maxi ketch *Tasmania*, and after a successful international campaign has been brought back to Australia by owner Miller who now lives in Sydney.

A lively competitor is certain to be the famous *Helsal II*, lining up for her 15th Sydney to Hobart under charter to a Tasmanian crew from Beauty Point on the Tamar River, as will the Steinman 60, *Innkeeper*, under her new ownership, and the powerful *Prime Example* from Adelaide.

Although not entered in the Telstra Sydney to Hobart, the biggest maxi yacht in Australia, Anton Starling's 82-footer *Fudge*, may turn out for the Canon Big Boat Challenge, along with the Whitbread 60, *Elle Racing*, and *Infinity III* which is competing this year in the Pittwater to Coffs Harbour race starting December 27.

Other big boats which will be invited to compete will include powerful yachts such as CYCA Commodore Peter Bush's *Rager*, David Pescud's *Aspect Computing* with his crew of sailors with disabilities, John Needham's *Sidewinder* with a youth crew, John Keal's *Cyclone* from Tasmania, and the British cruiser/racer *Grandee of Crabtree Lane*, owned by Englishman Peter Broughton.

The Canon Big Boat Challenge is not only a great event to watch, but is also among the most popular pre-Sydney to Hobart events for crew members with the stimulating close racing followed by a sponsor's party back at the CYCA. ▲

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## Hobart Heroes from page 22

Ragamuffin VIII, Ragamuffin IX.  
Last raced: 1995 Ragamuffin IX

**Fraser Johnston (NSW)** - 27 races since 1963 including 2nd on *Caprice of Huon* in 1972, 3rd on *Constellation* in 1978, 3rd on *Challenge II* in 1980 and 1st with *Challenge II* in 1983, line honours with *Condor of Bermuda* in 1984, 1st with *Sagacious V* in 1990, 2nd with *Ultimate Challenge* in 1991, 3rd with *Atara* in 1992.

**Yachts raced since 1963:** *Kaleena* (2), *Mercedes III* (2), *Caprice of Huon*, *Queeqeg*, *Mercedes IV* (2), *Love and War* (2), *Constellation*, *Relentless*, *Challenge II* (4), *Condor of Bermuda*, *Highland Fling*, *Another Concubine*, *Sagacious IV*, *Heaven Can Wait*, *Sagacious V*, *Ultimate Challenge*, *Atara* (3), *Hammer of Queensland*.  
Last raced: 1995 *Atara*.

**Rolfe Mische (NSW)** - 27 races since 1963.  
**Yachts raced since 1963:** *Enid*, *Akala* (6), *Wathara II*, *Callipyge*, *Warri*, *Geronimo* (3), *Natelle II* (2), *Taurus II* (2), *Inch by Winch*, *Apollo*, *Venture One*, *Rager* (3), *Philips Lightning*, *Philips Lightning II*, *Freight Train*.  
Last raced: 1995 *Freight Train*.

**Bruce Jackson (NSW)** - 27 races since 1952.  
**Yachts raced since 1952:** *Wanderer* (2), *Wraith of Odin*, *Janzoon* (2), *Eos*, *Southerly* (6), *Southern Maid*, *Salacia*, *Ilina*, *Apollo*, *Ballyhoo*, *Matika III*, *Apollo III*, *Inch by Winch*, *Fortlet*, *Mirrabooka*, *Freight Train*, *Final Approach*, *Southerly* (2)

Last raced: 1995 *Southerly*.

**Alby Burgin (NSW)** - 26 races, eight as owner/skipper and including first place overall with his own yacht *Rival* in 1961 and aboard *Piccolo* in 1976.

**Race yachts since 1951:** *Irene*, *Ruthean* (5), *Defiance* (3), *Nirvana*, *Rival* (6), *Valhalla*, *Polaris*, *Piccolo* (2), *Boomerang of Belmont*, *Spirit*, *The Newcastle Flyer* (2), *Helsal II*, *Alstar*.  
Last raced: 1994 *Alstar*.

**Alan Butler (Vic)** - 26 races, including overall win aboard *Christina* in 1946 and *Solo* when it took line honours in 1959 and overall first place in 1962.

**Race yachts since 1946:** *Christina* (2), *Gymea*, *Solo* (3), *Metung* (2), *Maris* (2), *Thekla*, *Odin* (4), *Gumblossom* (2), *Billabong* (8), *Kingurra*.  
Last raced: 1989 *Kingurra*.

**Russell Evans (Vic)** - 26 races.

**Yachts raced since 1968:** *Winston Churchill* (7), *Odin* (5), *Vittoria* (3), *Banjo Patterson* (2), *Fantasy Rags* (2), *Vittoria* (2), *Challenge II* (4), *Mandrake*.  
Last raced: 1985 *Mandrake*.

**Josko Grubic (SA)** - 26 races including 25 as owner/skipper, the last 16 times on *Anaconda II* (a record).

**Yachts raced since 1966:** *South Myth*, *Adria* (3), *Anaconda* (6), *Anaconda II* (16).  
Last raced: 1992 *Anaconda II*.

**Des O'Connell (NSW)** - 26 races since 1947 including 3rd on *Carol J* in 1956, 3rd (TPHS)

with his own half tonner, *Katinka* in 1992.

**Yachts raced since 1947:** *Stormbird*, *Alic*, *Ellida* (2), *White Cloud*, *Carol J* (4), *Poitrel* (2), *Lowana 2*, *Salacia*, *Wolfam IV* (2), *Sea Wind*, *Moonraker Again*, *Patrice 3*, *Sagittarius*, *Spider*, *Never Satisfied*, *Onya of Gosford*, *Katinka* (3).  
Last raced: 1994 *Katinka*.

**Lester Nibbs (Tas)** - 26 races since 1960.

**Yachts raced aboard since 1960:** *Brilliant*, *Nell Gwynn* (2), *Maria*, *Endeavour III*, *Antagonist* (5), *Matika III* (2), *Thylacine* (2), *City Limits*, *Trump Card*, *Dry White*, *Mirrabooka II* (8).  
Last raced: 1995 *Mirrabooka II*

**Richard Bearman (NSW)** - 25 races since 1969.

**Yachts raced aboard since 1969:** *Makaretu* (5), *Leda* (3), *Helsal*, *Mary Muffin*, *Helsal II* (2), *Jacqui*, *Gib an Inch*, *Bewinched* (3), *Gazebo-Ragamuffin*, *Rager* (2), *Mia Mia*, *Challenge II*, *Freight Train*, *Pacha*, *Pilgrim*.  
Last raced: 1995 *Pilgrim*.

**Peter Shipway (NSW)** - 25 races since 1968, including overall wins aboard *Love and War* in 1974 and 1978 and in the 20-Year Veteran Division of the 50th Sydney to Hobart in 1994. He was also aboard line honours winners *Bumblebee 4* (1979) and *Brindabella* (1991).

**Yachts raced aboard since 1968:** *Cavalier* (3), *Queeqeg*, *Love and War* (6), *Knockout*, *Bumblebee 4*, *Once More Dear Friends*, *Margaret Rintoul III*, *Drakes Prayer* (2), *Madeline's Daughter* (5), *Brindabella* (2), *Ragamuffin* (2).  
Last raced: 1995 *Ragamuffin*.

\* The above information is compiled from records kept by the Cruising Yacht Club of Australia and The Quiet Little Drink.

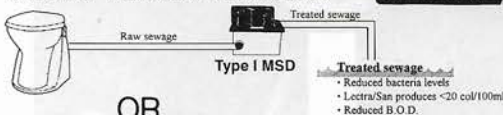


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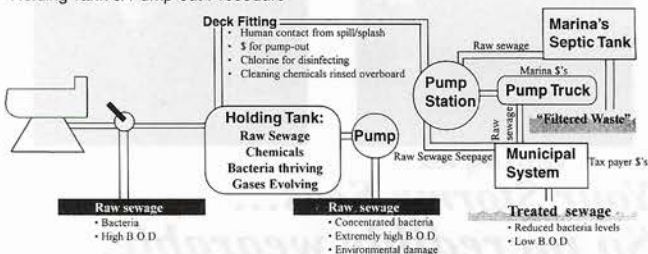
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## AUSTRALIAN CUSTOMS SERVICE

### New Contact Numbers for Customs

The Australian Customs Service's Small Craft Officer, who handles Customs, Immigration and Quarantine matters for yachts and other small craft on overseas voyages arriving or departing Sydney Harbour, has moved office.

The new telephone number, facsimile number and business address for the Small Craft Officer is:

**Small Craft Officer**  
**Australian Customs Service**  
**Port Operations**  
**Level 5, 477 Pitt Street**  
**Sydney NSW 2000**

**Telephone: (02) 9213 2513**  
**Fax: (02) 9213 4020 (all hours)**  
**After hours contact:**  
**(02) 9213 2545 (Shift Supervisor)**

The reporting station for yachts and other international small craft remains at the Marine Centre, Neutral Bay. On the wharf at the Marine Centre will be mounted a telephone with access to extensions to the Small Craft Officer (x2513), Shift Supervisor (x2545) and main Customs switchboard (x2000).



## news from all ports

### Five on the Trot for JLW Chutzpah

**B**ruce Taylor's *JLW Chutzpah* is certainly the form boat in IMS racing out of Melbourne, with the Royal Yacht Club of Victoria's immediate past Commodore looking a strong prospect for a win in this year's Telstra Sydney to Hobart.

The David Hick-designed 35-footer notched up her fifth successive IMS win in the Melbourne to Stanley race across Bass Strait. In the last 12 months, this steadily improving two-year-old sloop has made a clean sweep of the Ocean Racing Club of Victoria's major offshore races, winning the Winter Series overall, and scoring IMS victories in the Queenscliff-Burnie, Melbourne-Port Fairy, Portsea-Hastings, Apollo Bay and Melbourne to Stanley races in Bass Strait.

This is a feat unequalled by any yacht in the ORCV's history.

Her fifth win on the trot was in the race to 154 nautical mile race to Stanley over the Melbourne Cup weekend. This race has been revived to replaced

to dash across the Strait to Burnie.

*JLW Chutzpah* kept around four miles to the east of the rhumbline and had plenty in the bag when unexpected south-easterlies swept in for the final 50 miles. Paul Buchholz's Geelong-based *NSX Extasea* was runner-up for the third year in a row with Graeme Ainley's *Peterson 43* coming in third.

Line honours and first place under PHS handicaps went to Peter Hanson's maxi chaser *PL Lease Future Shock*, slashing five hours of the record with a time of 15 hours 38 minutes 45 seconds. The Tasmanian entry, *Frenchpine Helsal II*, skippered by Grant Mansfield, finished two miles astern, in her first long race for her Beauty Point syndicate in their preparation for the Telstra Sydney to Hobart.

### Fremantle "Home Port" For *Elle Racing*

Fremantle, one of the stopover ports for the 1997-98 Whitbread Round the World Race, is to be home port for the firstever Australian Whitbread team, *Elle Racing*, which is headed by Australian super model Elle McPherson.

The all women crew, skippered by Adrienne Cahalan, will be flying the Fremantle Sailing Club flag in all of its lead-up regattas and during next years race which starts from Southampton, England, on September 21, 1997.

Western Australia has scored a tourism marketing coup by also securing the services of Ms McPherson to appear in WA tourism campaigns promoting the State throughout Australia and overseas. The Tourism Commission is putting \$600,000 into the *Elle Racing* project.

The *Elle Racing* team has been in



*Elle Racing* Skipper, Adrienne Cahalan

Fremantle since late August after having sailed their Whitbread 60 training yacht *Elle Racing* (formerly *Heineken*) from Southampton to Australia as part of their preparation for the circumnavigation. The announcement of the WA Government's support for their project came shortly after *Elle Racing* had competed in the Fremantle to Albany race.

Sailing in its Whitbread configuration which included water ballast, *Elle Racing* averaged 13 knots over the course, cutting more than three hours off Rolly Tasker's long-standing record with his famous maxi yacht, *Siska*. Conditions were ideal, with following winds ranging from 30 to 35 knots, with the W60 recording a time of 17 hours 18 minutes.

*Elle Racing* was the only yacht to break *Siska's* record in the 25 boat fleet which included some highly regarded and well fancied Victorian imports. Garth Curran's *Inglis 58*, *Walk on the Wildside*, was only 11 minutes outside the time, with Stan Best's *Davidson 50*, *Jtec Finistere*, an hour astern. Handicap honours went the dark horse from

# SYDNEY TO HOBART WITHOUT GETTING WET.

ten

NETWORK TEN. PROUD TO BE THE OFFICIAL BROADCASTER.



Bunbury, George Mardon's *Exocet*.

The yacht then headed for Sydney to compete in the Telstra Cup regatta and the Canon Big Boat Challenge in December.

The yacht is not eligible to compete in the Telstra Sydney to Hobart under its Whitbread configuration, using water ballast, as this would give it an unfair advantage over IMS and PHS yachts in the fleet.

However, the Cruising Yacht Club of Australia is expected to invite Cahalan and her crew to sail Elle Racing on a "demonstration sail" from Sydney to Hobart, starting five minutes ahead of the main fleet.

Meanwhile, construction of the Bruce Farr-designed new boat for the Whitbread Race is under way at John McConaghy's internationally recognised boat-building centre in Sydney.

Neil Smith/Peter Campbell.

## STOP PRESS

ELLE RACING WAS DISMASTED IN THE GREAT AUSTRALIA BIGHT.

## Richard Bennett on Internet

Richard Bennett, a regular yachting photographer for OFFSHORE whose pictures are always sought after by yachtsmen after the Sydney to Hobart, now has a site on the Internet with details of his dramatic photographs, poster and books: <http://www.biz.net.au/Richard.Bennett>

## Sail for Cancer February 23

The Sail for Cancer Research has raised \$1.13 million and supported 31 research programs into malignant disease over the years - an enormous and measurable achievement by NSW sailors.

They will be giving their support again for the Leo & Jenny Leukaemia and Cancer Foundations Sail for Cancer in 1997 on Sunday, February 23. The waters of Sydney Harbour, Pittwater, Jervis Bay, Gosford, Botany Bay, Port Hacking, Lake Macquarie and Port Stephens, as well as many inland waters and rivers will be alive with scarlet Sail for Cancer balloons and pennants when hundreds of boats and thousands of people prove that fundraising can be enormous fun.

If you would like to join them, just

telephone the Leo & Jenny Foundation on 9371 0400 for an entry form. *Amazon*, *Brindabella*, *Condor*, *Ragamuffin*, *Innkeeper*, *Assassin*, *Fidelis*, *Infinity III*, *Canon Maris*, *The Manly Ferry* and *Ninety Seven* are just a few of the famous yachts which have joined the racing and cruising fleets of many clubs over the years.

## BT Challenge On Way to Wellington

The fleet in the BT Global Challenge set sail from Rio de Janeiro on November 20 on what is potentially the toughest leg of their round-the-world race - around Cape Horn to Wellington.

Once around The Horn they will be beating to windward into the full force of the Roaring Forties.

The fleet reached Rio from Southampton in late October with line honours going to *Group 4*, skippered by experienced round-the-world yachtsman Mike Golden with a crew of 13 amateur sailors.

Twenty identical steel yachts are contesting the BT Global Challenge, with the third leg of the race being a relatively short dash across the Tasman Sea to Sydney, where they are due in February. The race will re-start from Sydney on March 2 on a leg to Cape Town.

Several Australians are sailing as crew, Rod Stevens on *Save the Children*, Margot Douglas on *Commercial Union*, Lyn Guy and Tony Hollingsworth on *Ocean Rover* and John Rich aboard *Time and Tide*.

## QCYC Planning Brisbane to Noumea Ocean Race

With the Cruising Yacht Club of Australia deciding not to organise another race to Noumea in 1997, the Queensland Cruising Yacht Club has picked up the ball and is planning a race to New Caledonia, starting from Brisbane on Saturday, September 6, 1997.

The club, in conjunction with the Cercle Nautique Caledonien, has issued a preliminary notice of race to give intending competitors ample time to make plans for the near 1000 nautical mile voyage.

The race will be open to single hull Australian Registered Yachts of a "thoroughly seaworthy type" with a LWL of 7.23m (24ft) or more. The race will be a Category 1 event and it is intended that there will be a fully crewed division for which yachts will require a minimum crew of four, and a short-handed division with crew numbers restricted to two.

Further information from the QCYC - phone 07 3269 4588 or fax 07 3269 0818 or from Ken O'Brien 07 3832 8535 or Ian Gidlow 07 3857 2533 or mobile 0418 722 128.

## AYF Offshore Seeking Admiral's Cup Interest

The Australian Yachting Federation has asked owners interested in joining

Skipper Mike Golding sailing *Group 4* at the BT Challenge start

(pic - Barry Pickthall/PPL)







Eleven Metre one design yacht competing in their recent national championship (Pic: Ian Mainbridge)

the 1997 challenge for the Admiral's Cup in England to put forward their names and details of their yachts by early January. So far Syd Fischer has indicated he wants to again be a member of the team - to revenge the Australian team's loss by .25 point to Germany in 1993 when he was captain.

Also showing interest is Steve Kulmar to fill the Mumm 36 spot in the team. He recently bought the modified Mumm 36, *Hartz Mineral Water*, and is planning a local and international campaign.

The classes for the 1997 Champagne Admiral's Cup will be an IMS handicap yacht in the range of 44ft to 55ft LOA (inclusive) and between 550.0 and 510.0 spm GPH (inclusive); an ILC 40 and a Mumm 36 one-design, each nation being represented by a team of three.

The Admiral's Cup regatta will start on July 31, 1997 and comprise seven inshore and offshore races, ending with the 605 nautical mile Fastnet Race starting from Cowes on August 9 and finishing at Plymouth.

## CYCA Islands Race - Depth Sounder Needed

The CYCA introduced an innovative change to its race program with the inaugural 2KY/Holiday Inn Crowne Plaza Sydney Harbour Islands Race. The event attracted 42 yachts including 1993 Sydney to Hobart line honours winner *Ninety Seven* and the victorious Kenwood Cup team yacht *Quest*.

Some overzealous IMS competitors saw half the fleet over the line at the first start, but the restart was clean and the fleet headed over into a light north easterly for a short beat to Clark Island. From there it was spinnakers up for a perfect sail up the harbour to round Snapper, Cockatoo and Goat Islands before heading towards the Heads to round the Sow & Pigs, Shark Island and Clarke Island to the finish back at Rushcutter Bay.

*Ninety Seven* and *Innkeeper* were duelling for line honours at the western end of Goat Island when skipper Andrew Short under-estimated the water depth and found *Innkeeper* hard on a rocky outcrop - with sponsor Lisa Owen

# There's nothing like a fireside chat to bring forth new ideas.

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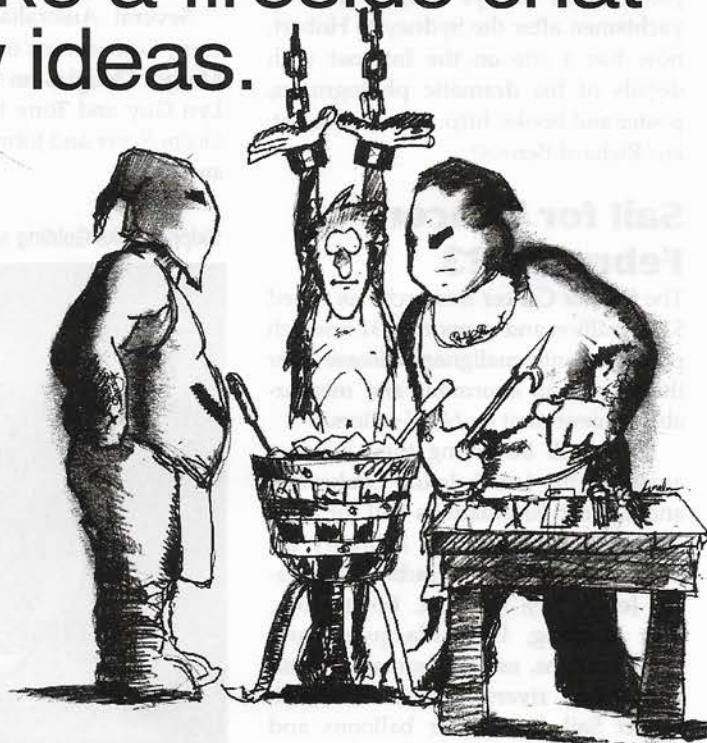
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from Holiday Inn sailing in the crew.

"We parked the boat so that Lisa could enjoy the harbour scenery for an extra three hours" was Short's explanation.

Overall IMS winner was Bob Mulkearns' *Skilled/2KY*, skippered by dual 18-footer world champion Michael Spies, while the PHS division went to *Brand X*, skippered by Steve Barrow. Both received a holiday package at the Holiday Inn Crowne Plaza at Terrigal, while the minor placegetters received a generous quantity of wine donated by Cockfighters Ghost Vineyard.

## Revival of Trans-Pacific Challenge

A Trans-Pacific championship based on the famous AmAus Cup is to be revived following the completion of the Tarac Australian championship for the International Eleven Metre One Design class on Sydney Harbour. The seven race championship will be used as a guide to the selection of the four yacht Australian team to be matched against rivals from San Francisco's St Francis Yacht Club later in the season.

During the 1980s an intense competition developed in the International

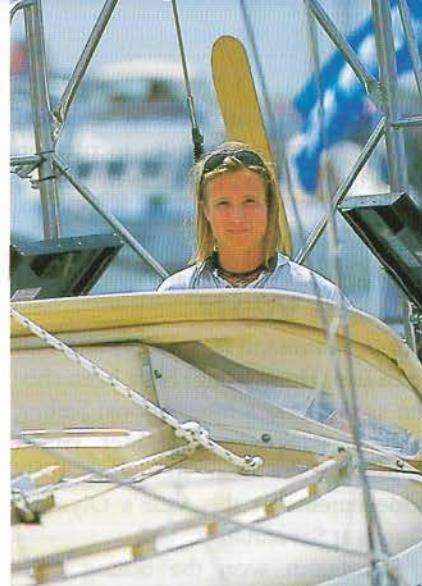
Six Metre class between yacht representing the St Francis Yacht Club and Sydney's Royal Prince Alfred Yacht Club. Now with a strong Eleven Metre One Design fleet on San Francisco Bay, the Americans, who won the last AmAus Cup, are ready to send a team of sailors to Australia.

## Award to Jean Whiter

Most sailors who have competed in the Sydney to Hobart and called into Eden on the NSW South Coast, even coming or going, will know well the voice of Jean Whiter of the Eden Royal Volunteer Coastal Patrol Radio Service.

The Order of Australia was presented to Jean, now aged 76, at a ceremony at Government House, Sydney, for her dedication and commitment to marine radio services. She established the Eden RVCP Radio Service from the back veranda of her home in 1981 and solely provided this facility until 1986 when her community spirit raised funds and awareness for the development of independent facilities used today.

The Order of Australia nomination was submitted on behalf of all sailors



## David Hicks' Circumnavigation

West Australian sailor David Hicks has become the youngest sailor ever to circumnavigate the world solo and non-stop. Hicks, pictured here by John Roberson as he left Fremantle, returned to his home port in mid November, was 17 when he left and celebrated his 18th birthday at sea on October 6, 1996. Full story in the next issue of OFFSHORE Yachting.

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who use the south eastern seaboard and this service continues to play an important part in the Telstra Sydney to Hobart.

## World Sailors of the Year

Jochen Schumann (Germany) and Lai-Shan Lee (Hong Kong) have been chosen as this year's International Sailing Federation/Sperry Top-sider World Sailors of the Year following their achievements at this year's Olympic Games at Savannah.

Schumann won the Soling gold medal, his third Olympic gold, while Lee was the first ever Olympic representative from Hong Kong to win an Olympic gold medal.

## Match Race Clean Sweep to Coutts

By Bob Fisher

As if to make it look less easy, Russell Coutts and his crew, Brad Butterworth, Warwick Fleury and Simon Daubney, came back from two races down in the final against Peter Gilmour to win the Brut Gold Cup of Bermuda and com-

plete an unbeaten record in the Brut Grand Prix events this year. His pay cheque for this one was \$30,000 plus the \$25,000 for being the top skipper in the Brut series, taking his earnings this season to over \$400,000.

The Gold Cup was sailed in International One-Designs in Hamilton Harbour with Gilmour taking \$18,000 for second place and Chris Law third, having beaten Markus Wieser of Germany in the petit-final.

In the final, Gilmour struck first blood, coming from behind in an effort to defend the Cup he won last year. In the pre-start, Coutts was penalised for a luffing incident, but managed to push Gilmour over early and start five lengths ahead. He was ahead at the weather mark but Gilmour closed to within three lengths before the finish and that was not enough to allow Coutts to take his penalty turn.

Despite the grey, overcast day, the breeze increased with gusts over 20 knots and the IODs rolled wildly on the runs.

A highly charge Gilmour won the second race at the gun when Coutts was over early by about eight feet. Coutts returned and from then on Gilmour applied a loose cover to go two up.

**"The last race promised to be a thriller and it was, mostly in the pre-start period. Soon after Gilmour had entered the arena, he took control of the match and had Coutts pinned outside the starting area"**

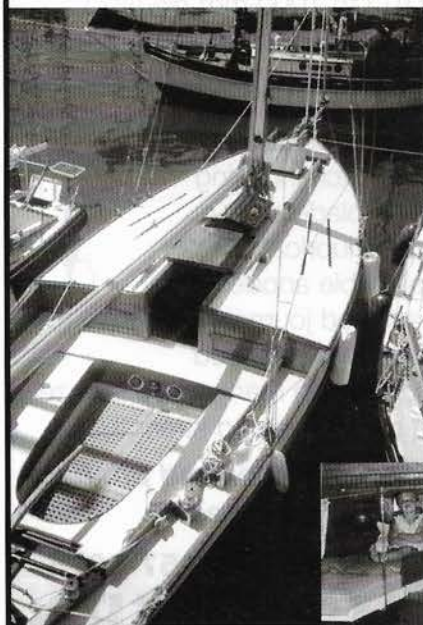
In the third race, Gilmour aggressively protected the starboard tack advantage before the start. On the third of three port and starboard encounters on the line with Coutts on port, the New Zealander was judged late to respond.

There was contact and Coutts was

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penalised. He led at the start and was four lengths ahead at the weather mark.

Gilmour closed slightly on the run, but on the second round Coutts drew away to build a sufficient lead to take his penalty turn before the finish.

With the score 2-1 in the Australian's favour, Coutts went for the line to leeward of Gilmour and crossed the line half a boat length ahead.

Gilmour tacked away and Coutts covered closely. At the weather mark, Coutts was marginally ahead, but again he drew further away to level the score.

The last race promised to be a thriller and it was, mostly in the pre-start period.

Soon after Gilmour had entered the arena, he took control of the match and had Coutts pinned outside the starting area.

Coutts luffed head to wind as Gilmour came at him on starboard, tacking at the last minute, but there was contact and Gilmour, as windward boat, was penalised.

Gilmour led back to the line, Coutts was to leeward and overlapped. Gilmour was over early and also was

penalised again for failing to respond to Coutts' luff.

It was all over for Gilmour and Coutts had only to sail round to take the Gold Cup and its associated prizes.

## RESULTS:

**Brut Gold Cup of Bermuda:** 1. Russell Coutts (NZL) \$30,000; 2. Peter Gilmour (AUS) \$18,000; 3. Chris Law (GBR) \$11,500; 4. Markus Wieser (GER) \$8,500; 5. Ed Baird (USA) \$7,000; 6. Thierry Peponnet (FRA) \$6,500; 7. Jochen Schumann (GER) \$6,000; 8. Peter Holmberg (ISV) \$5,100.

**Brut Grand Prix Series:** 1. Russell Coutts (NZL) \$25,000; 2. Peter Gilmour (AUS) \$15,000; 3. Chris Law (GBR) \$10,000.

## CYCA Crew Third in Coca Cola Cup

The Cruising Yacht Club of Australia Youth Sailing Academy crew of John Jefferson, Owen Hart and Ben Croucher has finished third in the Cola Cup International Youth Match Racing Series sailed in Auckland in mid November against teams from six nations.

The CYCA crew went to New Zealand with a strong build-up in

match racing series in Sydney and they were in good form on Auckland Harbour right from the start. They finished the round-robin with six wins and three losses, including beating the defending champions, to enter the semi-finals. The RPYC team finished with 5 wins and 4 losses.

The Royal New Zealand Yacht Squadron finished the round-robin with nine straight wins, the RYA with 7 wins, two losses and the Aarhus Yacht Club from Denmark with five wins four losses. In the semi-finals, RNZYS continued its unbeaten run against the Danes while the strong RYA team beat the CYCA also 2-0.

In the final, the British crew came from behind to break the Kiwis winning streak by taking the final match by 10 seconds, but the RNZYS crew fought back to win the next two matches to regain the title, 2-1.

In the petite final, the CYCA Youth Academy team won an equally hard-fought encounter with the Danes, winning 3-1 to take third overall with the second Australian crew, from the Royal Prince Alfred Yacht Club finishing fifth overall.

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## CYCA Offshore Racing Calendar

### MAJOR OFFSHORE AND INSHORE EVENTS IN AUSTRALIA & OVERSEAS

#### DECEMBER

- 1 Bruce & Walsh Regatta, MHYC.
- 7 Short ocean race, CYCA.
- 17 Telstra Cup, off Sydney, Races 1 & 2, CYCA.
- 18 Telstra Cup, on Sydney Harbour, Races 3 & 4, CYCA.
- 19 Telstra Cup, off Sydney, Race 5, 40-50nm ocean triangle, CYCA.
- 20 Canon Big Boat Challenge maxi yacht race on Sydney Harbour, CYCA.
- 21 Telstra Cup, off Sydney, Races 6 & 7, CYCA.
- 21 Pittwater-Coffs Harbour Offshore Series, Race 1 off Palm Beach, RPAYC.
- 22 Pittwater-Coffs Harbour Offshore Series, Race 2 off Palm Beach, RPAYC.
- 22 Telstra Cup, off Sydney, Race 8, CYCA.
- 26 Telstra 52nd Sydney to Hobart Ocean Race, 630nm, Race 2 of Commodore's Trophy, CYCA.
- 26 Cock o' Bay Race, Port Phillip, ORCV.
- 27 Pittwater-Coffs Harbour Ocean Race, Race 3 of series, RPAYC.
- Sydney to Southport Ocean Race, MHYC.
- 27 25th Melbourne-Hobart and Melbourne-Devonport Ocean Races, ORCV.
- 27-31 RSYS Christmas Regatta, Aust championships Yngling, Jubilee classes.
- 28-31 J24 Aust championship, Lake Macquarie Yacht Club.
- 30 Pittwater-Coffs Harbour Offshore Series, Race 4, Solitary Island Race, RPAYC.
- 31 Pittwater-Coffs Harbour Offshore Series, Race 5, offshore race off Coffs Harbour, RPAYC.

#### JANUARY

- 2 Telstra Sydney to Hobart Trophy Presentation, Royal Yacht Club of Tasmania.
- 2 King of the Derwent, Hobart, Derwent Sailing Squadron.
- 5-12 Etchells Aust championship, Adelaide, Royal South Australian Yacht Squadron.
- 11-18 Port Phillip Regatta, IMS, PHS, Couta Boats, Trailables, VYC.
- 25 CYCA Short Haul race to Port Hacking.
- 26 161st Australia Day Regatta, Sydney Harbour and other waterways; City of Sydney Cup offshore race (CYCA).

#### FEBRUARY

- 1 Short ocean race, MHYC.
- 8 Milson Memorial Cup, RSYS, CYCA Short Haul race to Pittwater.
- 14 Trade Winds Trophy, Flinders Trophy passage race to

Wollongong, 3rd race of Commodore's Trophy, CYCA.  
Short Haul night race, CYCA.

- 14 Foster's 1997 Adelaide to Port Lincoln Yacht Race and Cruising Division Rally, Port Lincoln Yacht Club.
- 17-21 Foster's 22nd Lincoln Week Regatta, Port Lincoln Yacht Club.
- 16 Founders' Cup, Wollongong-Sydney race, CYCA.
- 22 Short ocean race, CYCA.
- 23 Sail for Cancer Research, Sydney Harbour.

#### MARCH

- 1 Short ocean race, MHYC.
- 8 Short Ocean Race, RPAYC.
- 15 Short Ocean Race, RSYS.
- 22 Sydney-Mooloolaba ocean race, MHYC.
- 28 Brisbane-Gladstone ocean race, QCYC.

#### APRIL

- 13 CYCA Ladies Day - Jill McLay Trophy
- 20 CYCA Digital Winter Series opens, Veterans Race for Tradewinds Trophy. Pointscore racing every Sunday through to July 20.

#### CYCA Twilight Racing, Sydney Harbour:

Wednesday evenings (non spinnaker), 1800 start, December 4 and 11, January 8, 15, 22, 29 through February and March.  
Monday evenings (spinnaker), 1830 start, December 2 and 9, January 13, 20, 27 through February.

#### Wednesday afternoon racing, Sydney Harbour:

October 4 1996 - April 23, 1997 - Royal Prince Edward Yacht Club

#### INTERNATIONAL

#### DECEMBER

- 14-6 Go for Gold Olympic classes regatta, Melbourne, VYC.

#### JANUARY

- 1-14 Sail Melbourne '97 regatta, Port Phillip, VYC.
- 19-24 Yachting Key West Race Week 1997, Key West Hilton Resort and Marina.

#### MARCH

- 14-23 Air New Zealand International IMS Regatta and Mumm 30 Asia Pacific Championships, Royal New Zealand Yacht Squadron.

#### JULY-AUGUST

- 28-14 Champagne Mumm Admiral's Cup, Cowes, England, Royal Ocean Racing Club.

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