

Offshore

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

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Yachting

SAYONARA
sets sights on
race record

**WHO'S
HEADING FOR
HOBART**

40th Hobart for
"Sightie"
Hammond

**GOLDEN GIRL
SUSIE O'NEILL
OFFICIAL STARTER**

Official Programme





From the **COMMODORES**



Good Sailing South

Welcome aboard the 1998 Telstra Sydney to Hobart Yacht Race, the 54th conducted by the Cruising Yacht Club of Australia with the co-operation and assistance of The Royal Yacht Club of Tasmania.

In particular, a warm welcome to those many visitors we will see at our Club in the weeks leading up to the big event. There will be sailors and their boats from Great Britain, France, New Caledonia, Papua New Guinea and America, plus the usual sprinkling of Kiwis ready to boast about their latest success in the Kenwood.

All are welcome to the CYCA, as are the regular and first time contenders from around Australia. We hope many come early to contest the Telstra Cup and, for the maxis and pocket maxis, the Canon Big Boat Challenge.

With the Sailing Office logging in some 120 entries it is clear that ocean racing in Australia is on the up and up. Not just in the number of yachts competing, but in the exceptional quality of the fleet nominated for the Telstra Sydney to Hobart.

I agree with CYCA race director Phil Thompson that this is the best fleet we have seen in years, ensuring the future of the IMS rule in this country. Of international interest will be the performance of the new Sydney AC 40 One Design, Australian designed and built, and chosen as the mid-size one-design yacht for the 1999 Admiral's Cup in England.

Aside from these and other new boats making their ocean racing debut in this year's Hobart, it is pleasing to see many older IOR and IMS yachts returning to ocean racing under new ownership. To have eight past winners of the Sydney to Hobart racing south again this year is indeed pleasing to the Club and will be of interest to all competitors. Among them is the beautiful wooden sloop *Koomooloo*, winner of

this race 30 years ago. Also back again is *Winston Churchill* which sailed in the very first race in 1945.

The continued growth of the fleet over the past couple of years augurs well for the future of ocean racing and the CYCA is predicting as many as 200 boats in Hobart to celebrate New Year's Eve and the New Millennium in 1999.

Good sailing to each and everyone of you heading to Hobart on Boxing Day. I'm certainly looking forward to again meeting the challenge of the Tasman Sea and the competition from so many fine boats and sailors, followed by the warm hospitality of Hobart.

Hugo van Kretschmar

Commodore

Cruising Yacht Club of Australia.

Welcome to Hobart

On behalf of The Royal Yacht Club of Tasmania it is my pleasure to extend a warm welcome to competitors and visitors when you arrive in Hobart for the finish of this year's Telstra 54th Sydney to Hobart Yacht Race. Throughout its history Tasmanians have always looked forward to the arrival of the yachts at Hobart, and this year will be no exception.

The Derwent River has the reputation of occasionally providing light, variable and sometimes baffling conditions which require a high level of concentration to gain the shortest and fastest route to the finish off Castray Esplanade.

There is no doubt that we will see yachts virtually match racing their way to the finish, even after some 630 nautical miles of ocean racing. This alone illustrates the competitive nature of modern yacht design and the high standard of yacht racing in Australia today.

Berthing facilities will be a little different to those of last year. Elizabeth

Street Pier is no longer available and all yachts will be berthed in either Constitution Dock or at the new marina facility just outside the dock.

The Hobart Ports Corporation continues to provide excellent facilities and I am sure that when you arrive, the scene and the amenities available will be a welcome sight. Each yacht has been carefully identified by its dimensions and based on this information a specific berth has been allocated.

During your stay in Hobart please visit our Club at Marieville Esplanade, Sandy Bay. We have excellent facilities and should you require more information our staff will welcome the opportunity to be of assistance. If you would like a berth in our marina after the celebrations I suggest you contact our boson for more information and availability by phoning (03) 6223 4599.

Although we have had many years of experience and practice in the organisation of the Sydney to Hobart race, this year has an air of confidence and a feel of special significance and excitement when we think of what lies ahead. The 1999 finish will signal the entry into the 21st Century. The following year will be the race for the year 2000 and with more events on the horizon we look forward to being host to the competitors who will be in Hobart for the continuing celebrations.

I take this opportunity to thank the Cruising Yacht Club of Australia for their continued support. We look forward to greeting their Flag Officers and representatives from Telstra in Hobart during the Christmas - New Year period to once again witness the finish of our great race.

I wish all competitors good luck for a fast and safe passage to Hobart, where it will be our pleasure to make you welcome.

David Boyes

Commodore

The Royal Yacht Club of Tasmania

Offshore *Yachting*



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(Pic - Ian Mainsbridge)

Right: Margaret Rintoul II sailing her 21st Sydney to Hobart.

(Pic - Richard Bennett)

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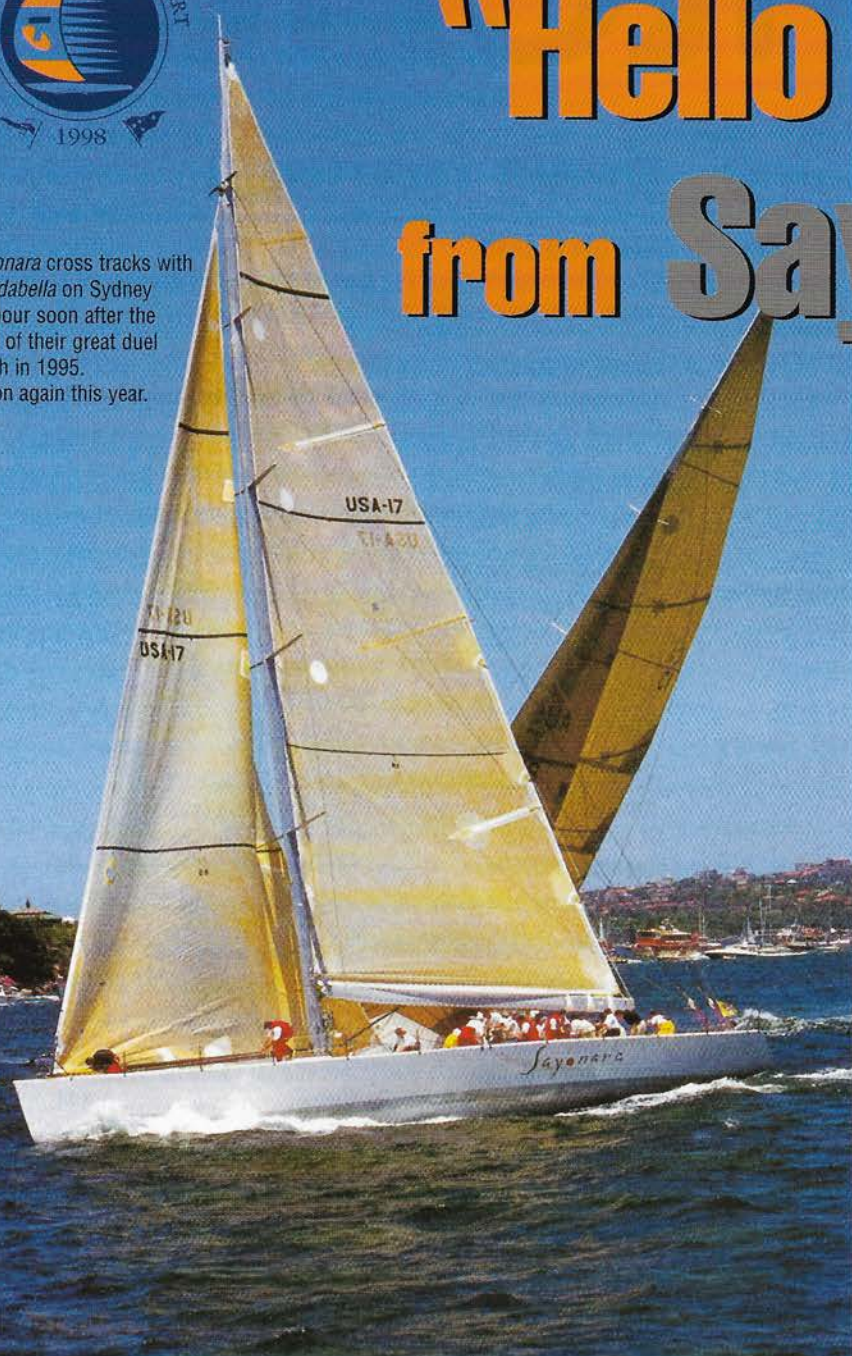


TELSTRA 54TH SYDNEY TO HOBART YACHT RACE



"Hello again" from Sayonara

Sayonara cross tracks with *Brindabella* on Sydney Harbour soon after the start of their great duel south in 1995. It's on again this year.



The 1998 Telstra Sydney to Hobart Yacht Race, the 54th conducted by the Cruising Yacht Club of Australia since 1945, has attracted 120 entries from all Australian States and from overseas, the biggest fleet since 1989, apart from the 50th race in 1994. Editor **Peter Campbell** previews another Great Race South to Tasmania.

The return of the US maxi *Sayonara* to match *Brindabella* for line honours, with a new *Wild Thing* snapping at their transoms; the clash of the IMS 50-footers and the new one design 40-footers; old boats and new boats; veteran sailors and beginners; and some great individual achievements in the wind!

These are just some of the ingredients that will go into the Telstra 54th Sydney to Hobart Yacht Race, the 54th annual bluewater classic conducted by the Cruising Yacht Club of Australia since 1945.

At the early November close of applications to enter, the CYCA has received 120 entries, with CYCA race director Phil Thompson declaring it was the best all-round fleet he had seen in years. He predicts a final line-up on Boxing Day of around 115 yachts, compared with the 110 starters last year.

Yachts and crews are coming from all Australian States and the ACT, with overseas yachts entered from France, Great Britain, New Caledonia, Papua New Guinea and the United States.

As always, the traditional massed start at 1pm (1300 hours) on Boxing Day, December 26, 1998, will underline the fact that this rugged ocean race is an icon of Australian summer sport. Thousands of spectators will be on the water or lining the headlands of this natural amphitheatre which, in September 2000, will be the venue for the sailing regatta of the Sydney Olympic Games.

Many thousands more will watch the start live on television through the Ten Network, the program expanded this

TELSTRA 54TH SYDNEY TO HOBART YACHT RACE



While the Sydney Harbour start will always be a spectacle, as the fleet either cross-tacks into a freshening north-easterly seabreeze or dashes downwind under spinnaker before a sou'easter, the finish at Hobart will be an even more colourful champagne celebration as the line honours winner sails up the Derwent and berths outside historic Constitution Dock.



Innkeeper powers to windward while *Helsal II* battles a southerly buster.
(Pic - Ian Mainsbridge)

year to two hours, while the Telstra Sydney to Hobart web site is already up and running with lots of past and present information about this classic event. During the last race there were more than 2.2 million "hits" from followers of the race in Australia and around the world.

During this year's race, the Telstra web site will carry real time reports of the positions of some 20 yachts fitted with Satcom-C satellite communication units, as well as regular email reports of life on board these yachts at sea. Complete details of each position report from the fleet will be first released on the web site, along with the list of yachts as they finish in Hobart.

While the Sydney Harbour start will always be a spectacle, as the fleet either cross-tacks into a freshening north-easterly seabreeze or dashes downwind under spinnaker before a sou'easter, the finish at Hobart will be an even more colourful champagne celebration as the

line honours winner sails up the Derwent and berths outside historic Constitution Dock.

The line honours winner will get the gun from an Army cannon, there will be day or night pyrotechnics, followed by a champagne celebration for the winning skipper and his crew as they are presented with the JJ Illingworth Trophy, with each crew member receiving a Telstra medallion.

At this stage the battle for line honours must be between Larry Ellison's *Sayonara* from the USA and our local champion *Brindabella*, which finally rewarded George Snow with the gun last year. The revamped *Marchioness*, skippered by Tony Beilby for the CYCA syndicate, will be a chance in hard downwind running, as will Grant Wharington with his newly launched 70-footer *Wild Thing*, designed by Andy Dovell from the Murray, Burns and Dovell design office. Then, of course, there is always *Future Shock*, Peter

Hansen's Elliott 65 which now races as *Fudge*.

Sayonara, an ILC Maxi from the design team of Bruce Farr International, is probably the fastest IMS maxi yacht in the world and in her current configuration should be more than a match for *Brindabella*. She outsailed *Brindabella* all the way to Hobart in 1995 and was within sight of a race record when the winds died away off the Tasmanian East Coast.

Since then, she has won three Maxi world championships and this past year has taken line honours in the Newport to Bermuda race and the 100th Year Anniversary Chicago-Mackinac Race.

The 78-footer will arrive in Sydney on December 16, just ten days before the start of the race.

Owner Larry Ellison, the Californian-based CEO of the giant US computer company Oracle, has appointed the colourful and versatile New Zealand international yachtsman Chris Dickson as the principal helmsman, heading a

The combination of the world champion maxi yacht and such an outstanding ocean racing helmsman has made *Sayonara* a hot favourite to win line honours in the Telstra Sydney to Hobart race for the second time.

star studded international crew.

Dickson, 34, sailed into the international limelight as New Zealand's "young Turk" at the 1986-87 America's Cup challenger series at Fremantle. He has since twice skippered yachts in the Whitbread Round the World Race, more recently campaigning a Tornado catamaran to represent New Zealand at the Sydney 2000 Olympic Games.

Also in the crew is Mark Rudiger, navigator aboard the winning yacht *EF Language* in the recent Whitbread Race, and three New Zealand America's Cup sailors, Robbie Naismith, Tony Rae and Joe Allen. Providing local knowledge will be wellknown Tasmanian yachtsman Graeme "Frizzle" Freeman.

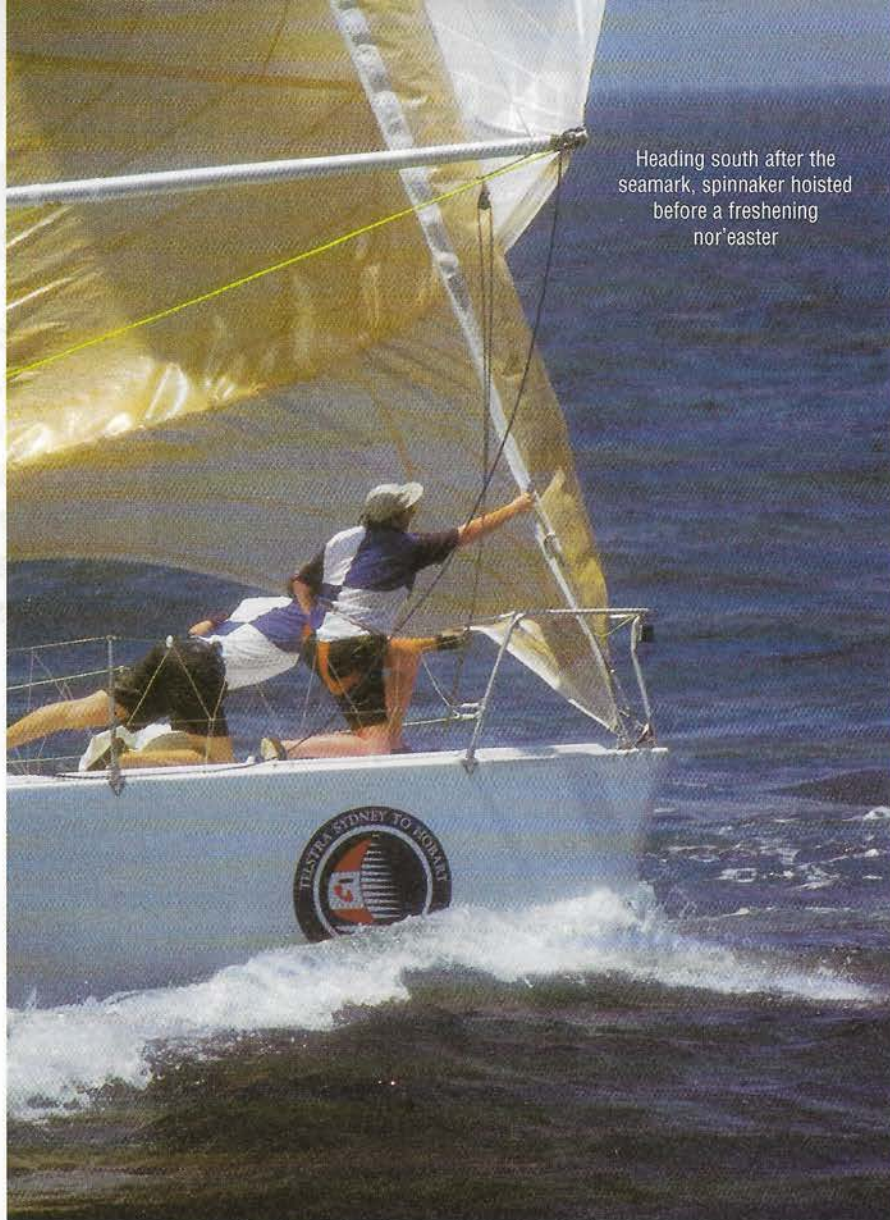
The combination of the world champion maxi yacht and such an outstanding ocean racing helmsman has made *Sayonara* a hot favourite to win line honours in the Telstra Sydney to Hobart race for the second time.

Nevertheless, a lot can happen during the tough 630 nautical mile course down the Australian East Coast, across Bass Strait to Tasmania to upset the predictions of the pundits.

CYCA Race Director Phil Thompson is delighted with the fleet. "Not only is it the biggest fleet since the 50th Hobart in 1994, when a record 371 boats started, but the overall quality of the fleet is the best I have seen in several years," he told Offshore.

"The line-up for line honours is exciting with *Sayonara* up against last year's winner *Brindabella*, the revamped *Marchioness*, and Grant Wharington's brand new 70-footer, *Wild Thing*, not to mention *Fudge*, *Sydney*, *Innkeeper* and *Team Jaguar* amongst the other big boats.

"Australia's team from the Kenwood Cup, *Ragamuffin*, *Quest* and *ABN AMRO Challenge*, is all fired up for an



Heading south after the seamount, spinnaker hoisted before a freshening nor'easter

individual battle for IMS handicap honours as well as matching the new Sydney AC 40 One Designs, the first Australian-built Farr 40s, and the new *Chutzpah* for Victorian yachtsman Bruce Taylor, an Andy Dovell designed 35-footer.

"We will also see a great contest between some fine old classic timber yachts, with the recent Gosford to Lord Howe Island race winner *Margaret Rintoul II* and *Mark Twain* lining up for their 21st Sydney to Hobart races, along with *Canon Maris* and *Southerly*, which was built in Tasmania in 1939.

"Two personal achievements will be the 40th race for Sydney yachtsman Richard "Sightie" Hammond who is sailing on *Canon Maris* and a 38th race for Tasmanian veteran John Bennetto who will again be skippering his own yacht," *Mirrabooka*.

"Right across the board, it is a grand

fleet representing the best ocean racing yachts and their crews in Australia, with some fine boats and crews coming from overseas," Thompson added.

Apart from *Sayonara*, overseas entries include two luxury Swans, *Aera*, a Swan 46 representing Great Britain and *Elysion Blue*, a Swan 68 owned in Switzerland, two yachts from Papua New Guinea, both skippered by women, and a brand new Sydney AC 40 One-Design sailing as a British entry.

The Swans will both be racing in the newly introduced CHS (Channel Handicap) division, with this year's race having three divisions - IMS, CHS and TPHS (Tasman Performance Handicap).

The entries also included eight past overall handicap winners of the Sydney to Hobart - *Ausmaid* (1996), *Terra Firma* (1995), *Assassin* (1992), *Wild Oats* (1993), *She's Apples Two* (1991), *Sagacious 5* (1990), *Zeus II* (1981) and *Koomooloo*



Left: *Atara* powers southward in last years race Right: a very early pic of *Southerly* and Don Mickleborough.

(Pics - Peter Campbell)

(1968). For *Koomooloo*, it will be a special race south to commemorate the 30th anniversary of her victory in the 1968 Sydney to Hobart. Current owner Donald Freebairn, a member of the Royal Queensland Yacht Squadron, has restored the Ted Kaufman-designed 41-footer and is confident she will be a showpiece of the fleet. *Koomooloo* also

Unlike most of the past winners of the Sydney to Hobart heading south again, *Zeus II* has been owned by Jim Dunstan since she was launched in 1979.

represented Australia at the Admiral's Cup in England in 1969 and 1971.

Since her IMS overall victory in the 1996 race, the Farr 47 *Ausmaid* has had a change of ownership, with Adelaide yachtsman Kevan Pearce buying the boat this year. She should again be a strong contender with a record of a fourth in 1995, first in 1996 and third last year behind *Beau Geste* from Hong Kong

and *Ragamuffin* from Sydney.

Terra Firma, the overall winner in 1995, now owned by Stewart Niemann and skippered by Peter Bartels, has undergone major optimising with a new keel, carbon fibre mast, new go-fast paint job and new sails and with Jamie Wilmot on the helm will again be one of the favourites.

Unlike most of the past winners of the Sydney to Hobart heading south again, *Zeus II* has been owned by Jim Dunstan since she was launched in 1979. The little Currawong 30 designed by Peter Joubert will be sailing her 12th race while owner Dunstan, recently elected Commodore of the Royal Sydney Yacht Squadron, will be contesting his 21st race.

Talking of Commodores, the CYCA will have its current Commodore skippering his own yacht in the Hobart race for the first time in many years. Hugo van Kretschmar now owns the Farr 40 IMS, *Assassin*, in partnership with Robin Crawford, and will skipper the yacht south in what will be his own 17th race.

Based on ocean racing results over the past six months, the 1998 Telstra Sydney to Hobart must rank as one of

the most open in years when it comes to picking the IMS overall winner.

Syd Fischer's Farr 50 *Ragamuffin* is sailing even better since her close second to Hong Kong's *Beau Geste* in last year's Telstra Sydney to Hobart. She won her class at the Kenwood Cup in August and, back in Australia, has won most of the CYCA's pointscore races so far this season.

Kenwood Cup team yachts *Quest*, Bob Steel's Nelson/Marek 46, and ABN AMRO Challenge, Ray Roberts' *Sydney* 46, are also in top form back in Australia. ABN AMRO Challenge will have designer Iain Murray on board and a complete re-measurement has resulted in a significant improvement in her IMS rating.

Quest was the topscoring Australian yacht at the Kenwood Cup, second only to the New Zealand boat *Big Apple II* in overall scoring, and she too will be in the running for an IMS victory.

The past few months have seen many owners seeking expert advice to optimise their yachts to take advantage of changes in the IMS, with "padding" to the hulls, changes to internal ballast, some with new keels, all to seek an IMS

handicap advantage,

Older IMS yachts to vastly improve performance as a result of optimising include the 1993 design Reichel/Pugh 43, *Sword of Orion*, now owned by Rob Kothe, and winner of the Hamilton Island Race Week in August. *Atara*, Roger Hickman's Lyons 44, will be another one to watch.

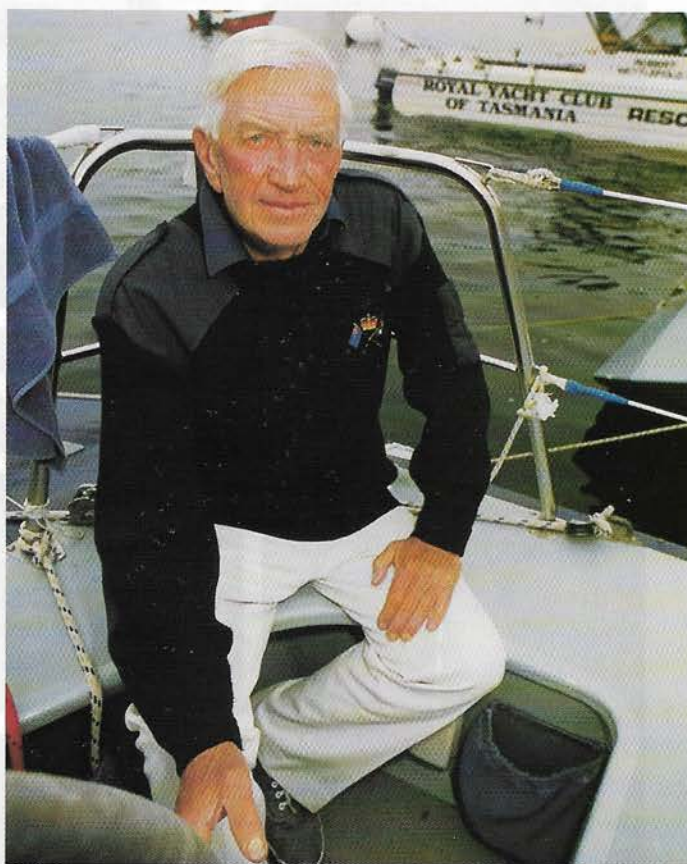
International interest will focus on the performance of the Sydney AC 40 One Designs in their first long ocean

Older IMS yachts to vastly improve performance as a result of optimising include the 1993 design Reichel/Pugh 43, *Sword of Orion*, now owned by Rob Kothe, and winner of the Hamilton Island Race Week in August. *Atara*, Roger Hickman's Lyons 44, will be another one to watch.

race as well as the possible appearance of the first Australian built Farr 40 One Designs.

Three Sydney 40s, designed by Murray, Burns and Dovell and built by Bashford International as the "middle yacht" for teams in the 1999 Admiral's Cup in England, are expected to race to Hobart.

Sledgehammer, owned by Pittwater yachtsman Ron Jones and the first Sydney 40 to be launched, will be joined



Veteran Adelaide yachtsman Keith Flint is back again this year.

(Pic - Peter Campbell)

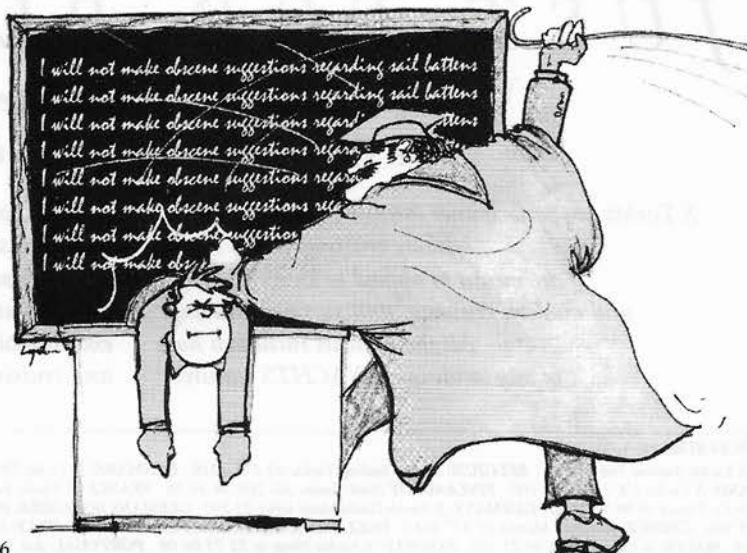
The idea that a flexible shaft will enhance performance is by no means a new one

The idea of sail battens has been around for ages, centuries if you consider the efforts of the Chinese in the sails of their junks.

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BLUE STREAK
Superior fibreglass battens

by *Hawk 5*, built for UK-based Nigel Bramwell who is also a director of Bashford International, and a third boat expected to be a late entry.

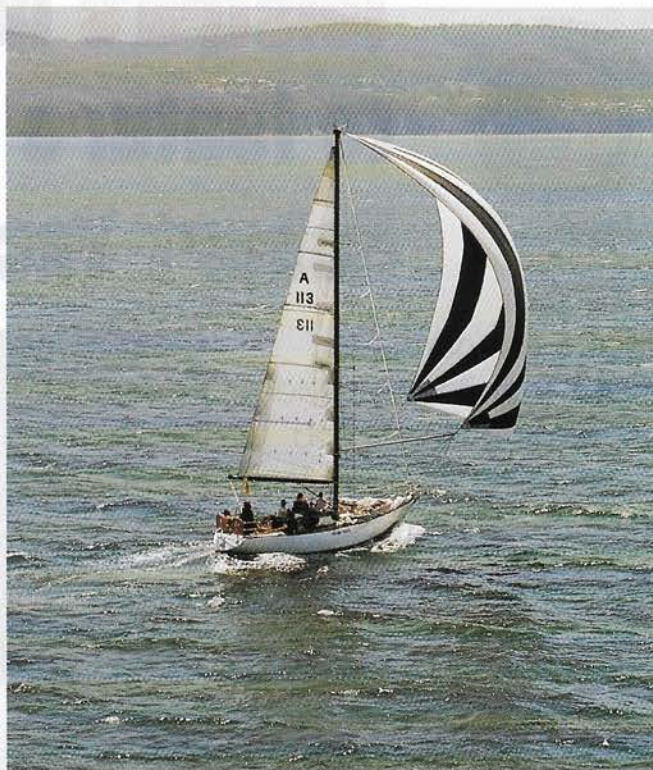
When Offshore went to press, one entry had been received for a Farr 40, *Young Australia*, currently being built by John McConaghy in Sydney.

Boats in the 40 to 50 foot LOA range dominate the fleet but this could be the year for a long overdue win by a small boat. A yacht under 40 feet LOA has not been overall winner since the Davidson 34, *Illusion*, won under IOR in 1988.

The one to watch this year is *Chutzpah*, a custom 35-footer designed by Andy Dovell for wellknown Melbourne yachtsman Bruce Taylor - specifically to win the 1998 Telstra Sydney to Hobart.

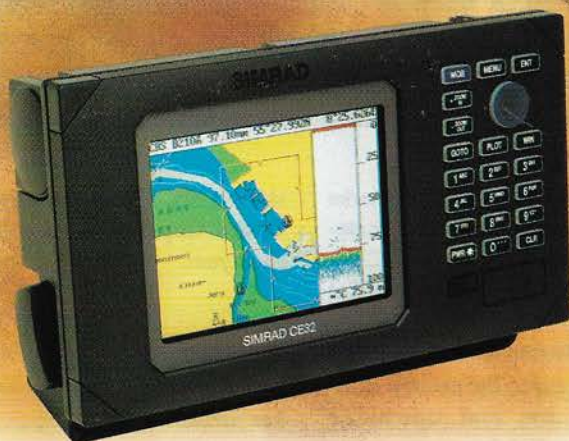
On following pages:

- Susie O'Neill to be Official Starter.
- Festive finish in Hobart.
- Big fleet for Canon Big Boat Challenge and Telstra Cup.
- Swan 68 heads new CHS division.
- Tasman Tips
- Who's heading for Hobart



Mark Twain ...sailing in her 21st Sydney to Hobart.....(Pic Richard Bennett)

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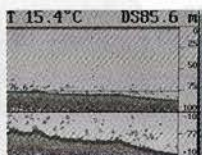
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Telstra's latest technology to feature in 54th Sydney to Hobart Yacht Race

Telstra announced today that it will provide some of its latest and greatest technology for this year's Telstra Sydney to Hobart Yacht race.

Telstra will provide Satcom C®, MiniSat® and MobileNet® Digital satellite roaming technology to enhance both the safety and monitoring of race participants.

According to Telstra's Managing Director, Business and International, Dr Ziggy Switkowski, this year's race will showcase some of the most up to date technology available.

"Telstra has been a proud sponsor of the Sydney to Hobart Yacht race for the past three years, and every year we are committed to providing participants with state of the art technology. This technology not only ensures the safety



The main advantage will be that journalists can log into the system from wherever they are, and download information immediately.

of all those taking part in the race, but it makes it even easier for the public and media to monitor the competing yachts," he said.

This year media wishing to cover the race will benefit from Telstra's DialConnect service. DialConnect allows

remote access to computer networks which will house all race media materials, skeds, emails from Satcom-C fitted yachts, and pictures from MiniSat fitted yachts.

The main advantage will be that journalists can log into the system from wherever they are, and download information immediately.

As in previous years, the Telstra Sydney to Hobart yacht race web site will be popular with Internet users. Last year the site received a record 2 million hits during the race, from all over the world.

Telstra has been an active supporter of the Sydney to Hobart yacht race, the Cruising Yacht Club of Australia and the Royal Yacht Club of Tasmania since 1992; and a naming rights sponsor

since 1995. Telstra also sponsors the Telstra Cup which runs in December each year.

For further information;

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Media Director
Telstra 54th Sydney to Hobart
Yacht Race
Ph: (02) 9363 1344
Fax: (02) 9363 6867

E-mail:
peter_campbell_3@compuserve.com
Website: syd-hob.telstra.com.au

Susie O'Neill

Official Starter of 1998 Telstra Sydney to Hobart

Susie O'Neill OAM, the Golden Girl of the 1996 Atlanta Olympic Games and this year's Commonwealth Games at Kuala Lumpur, will be the Official Starter of the 1998 Telstra 54th Sydney to Hobart Yacht Race at 1pm on Boxing Day, December 26.

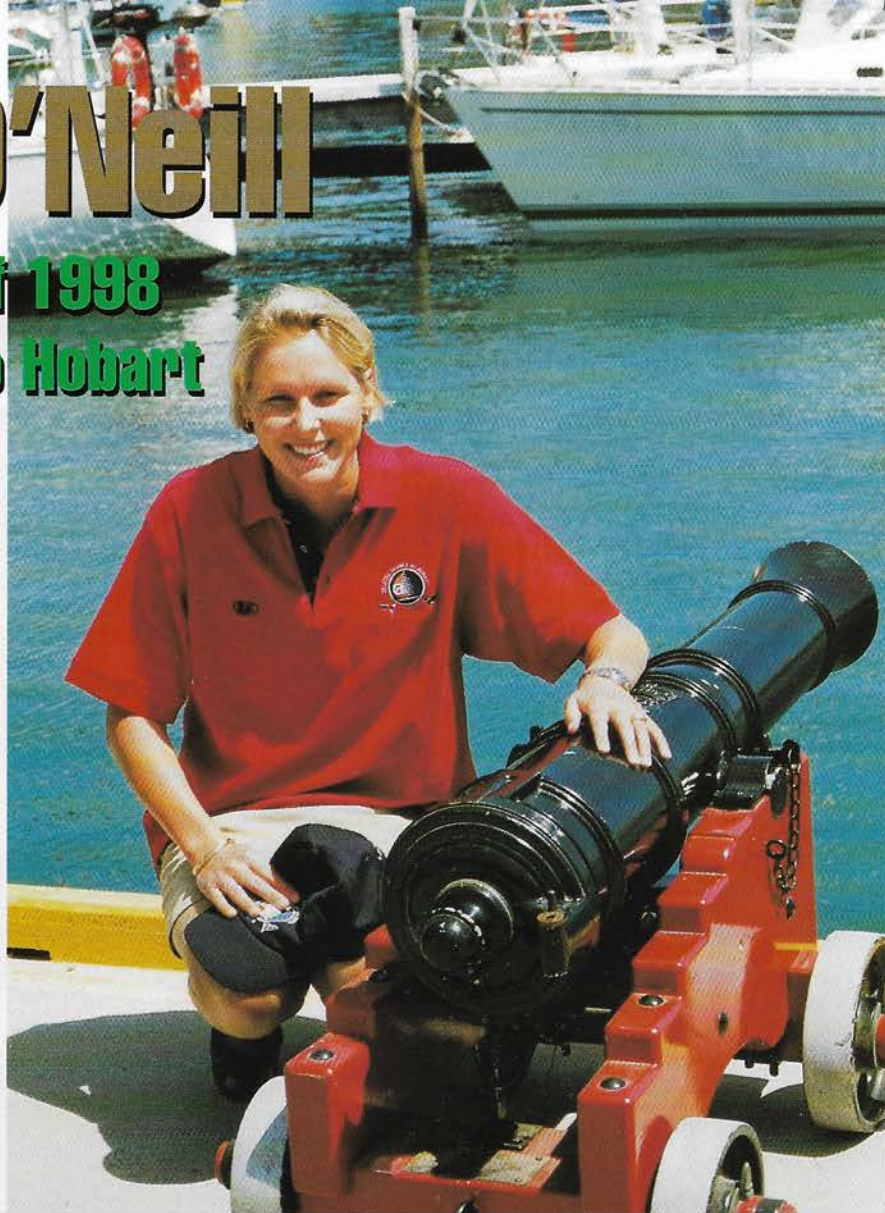
Susie O'Neill will be aboard *Aussie One* to fire the Cruising Yacht Club of Australia's replica of one of the cannons aboard Captain Cook's Endeavour to send the huge fleet on its way to Hobart.

Susie is Australia's most outstanding swimmer since Shane Gould won five medals at the 1972 Munich Olympics - and appropriately she follows Shane as the Official Starter of the Telstra Sydney to Hobart Race.

"After watching the start of the past two Telstra Sydney to Hobarts (and firing the 10-minute gun last year) it is absolutely fabulous to be invited by Telstra to be the Official Starter this year," Susie said. "It is a great honour to be a part of such a challenging event, an icon of Australian sport."

"I'm really excited to think that I will be firing the cannon that will signal the start of the 54th Sydney to Hobart, sending more than 1200 sailors from around Australia and overseas off on the tough 630 nautical mile voyage to Tasmania," the Olympic and Commonwealth Games champion added.

Incredibly, Susie has never come back home without a medal from an international competition, a streak



Susie O'Neill at the Cruising Yacht Club of Australia with one of the cannons she will fire to start the Telstra 54th Sydney to Hobart Yacht Race.
(Pic - Peter Campbell)

stretching back to the 1990 Commonwealth Games when her career took off with gold and silver medals.

At Atlanta she was Australia's first female swimming gold medallist since 1980, also becoming the first Australian female ever to win the 200m butterfly. She also won a silver medal and a bronze medal in the relays.

At Kuala Lumpur in September she won a remarkable six gold and two silver medals - gold in the 200m freestyle, 400m freestyle, 200m butterfly, 4 x 100m freestyle, 4 x 200m freestyle and 4 x 100m medley; silver in the 100m freestyle and 100m butterfly.

Susie was honoured with the Order

of Australia in 1997, the AAF World Trophy in 1996 and has been Australian Swimmer of the Year in 1995 and 1996, and Female Olympian of the Year in 1996.

"After watching the start of the past two Telstra Sydney to Hobarts, it is absolutely fabulous to be invited by Telstra to be the Official Starter this year,"

Susie O'Neill is the fourth woman to be Official Starter of the Telstra Sydney to Hobart, the others being Jeanette Howard, Hazel Hawke and Shane Gould.

One-line Harbour start for big fleet

The start of the Telstra Sydney to Hobart Yacht Race is unique - it is the only long regular, ocean race in the world to start within an enclosed harbour. Traditionally, the entire fleet in this 54th annual event - the CYCA has received 125 nominations - will set sail together at the same time, at 1300 hours (1pm) on Saturday, December 26, 1998.

Without doubt it is one of the most spectacular starts of a major ocean race in the world, the sheltered waters of Sydney Harbour and the headlands surrounding this natural amphitheatre providing a magnificent view for the many thousands of Sydneysiders and visitors to the city.

The CYCA returned to a one-line start in 1996 after years of two-line starts (and even three lines for the huge 50th race in 1994) and last year, with fleets again growing in size, moved the line some 400 metres north of Shark Island to allow for a wider line. This year it will be set in an east-west direction across the Harbour, from the Committee Boat on

Without doubt it is one of the most spectacular starts of a major ocean race in the world

station east of Steel Point to a large leeward mark off Taylor's Bay. Even with an expected final fleet of between 115 and 120 boats, race officials are confident there will be ample room.

As usual, the CYCA's historic cannons will be fired from aboard the Official Starting Vessel, *Aussie One*, to draw attention to the starting flag sequence as follows:

1250: Warning Signal - Telstra event flag hoisted.

1255: Preparatory Signal - Code flag P hoisted.

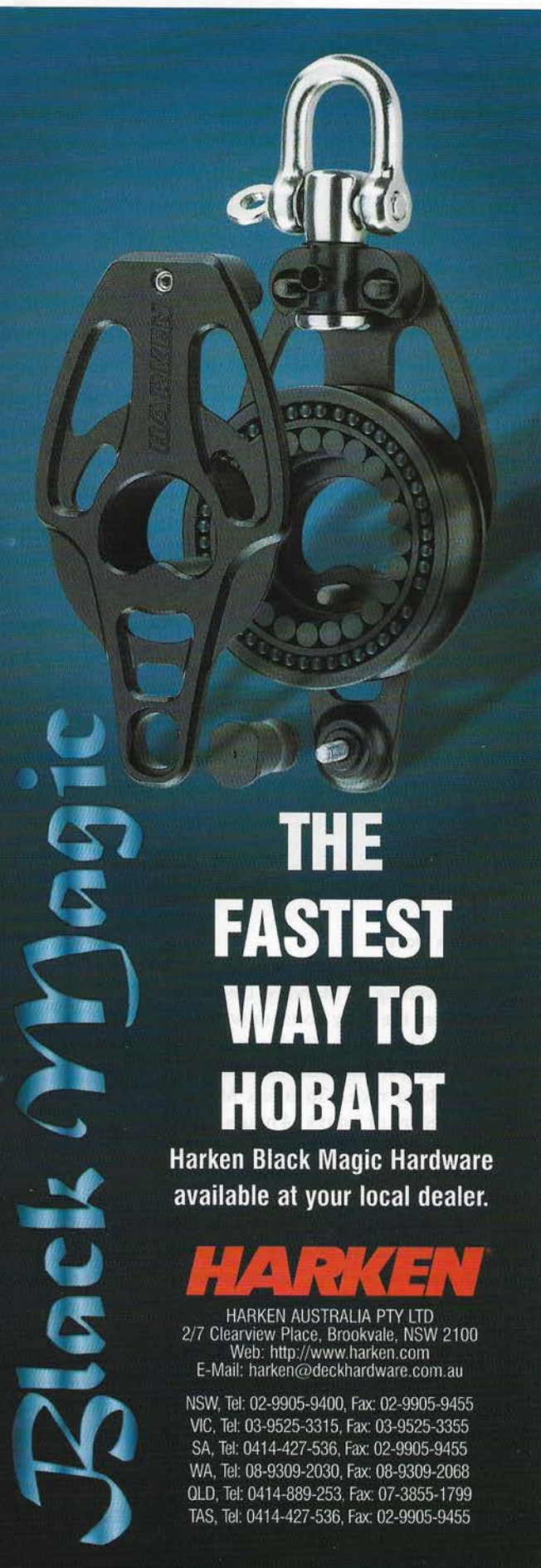
1300: Starting Signal - Telstra Event Flag and Code Flag P lowered.

There will be no general recall, with individual recalls being signified by the hoisting of code flag X and the firing of a single cannon signal.

Yachts which are premature starters - now officially called OCS (on course side) - will also be advised by radio at the specified time of 20 minutes after the start.

There has been no change to the subsequent course, with a turning mark (X) north of South Head and a sea mark (Y) some one nautical mile east of the Heads, before the fleet turns south on their 630 nautical mile voyage down the Australian East Coast, across Bass Strait and down the Tasmanian East Coast, across Storm Bay for the final few miles up the Derwent River to the finish off Castray Esplanade at historic Hobart.

In Hobart, the bulk of the fleet will again berth in Constitution Dock, as they have done for the past 53 years. The larger yachts, however, will no longer berth alongside Con-



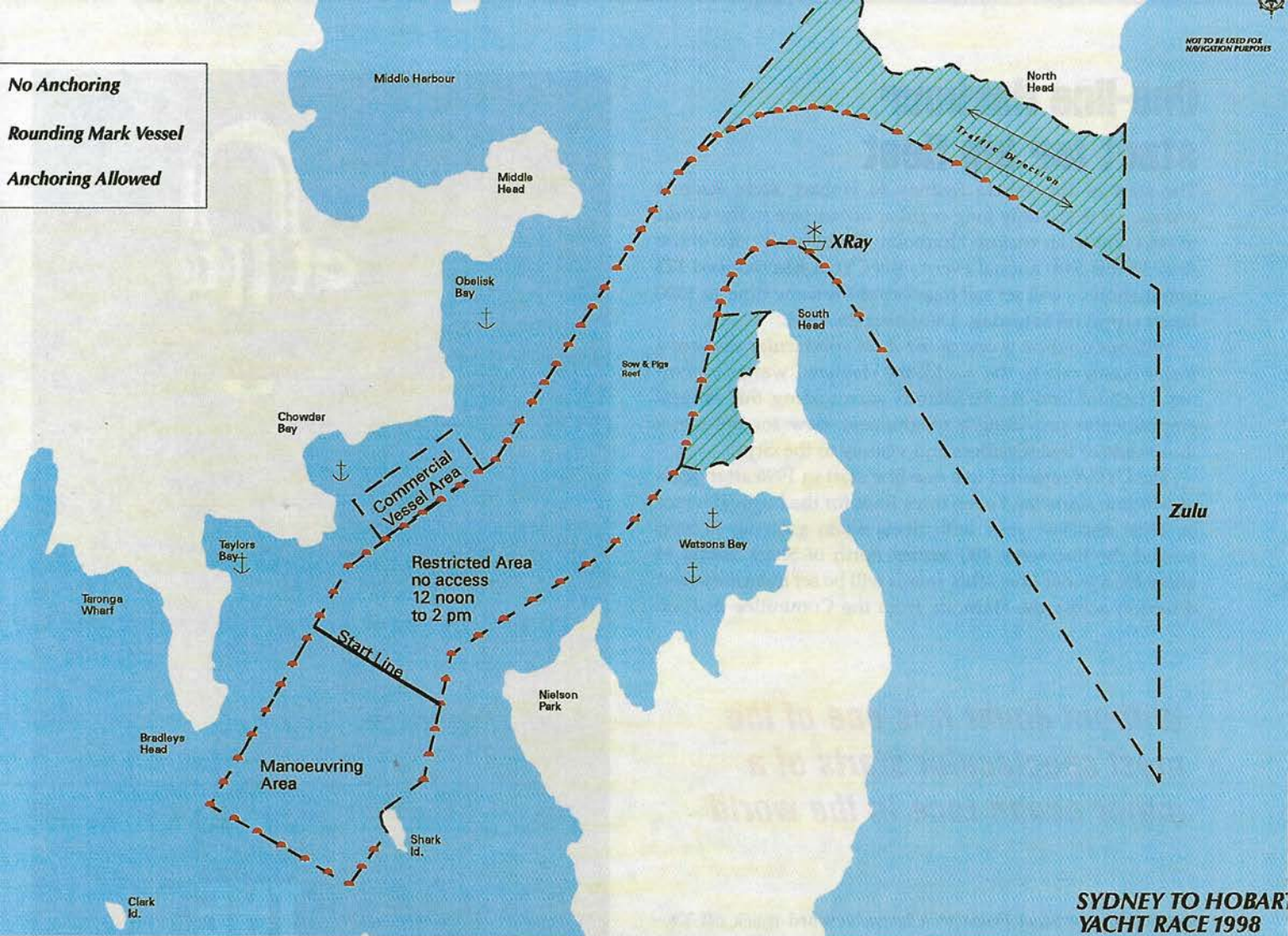
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New South Wales Waterways chart of the exclusive area for the start of the Telstra Sydney to Hobart on Boxing Day, December 26.

stitution Dock.

The first maxi yachts should arrive on the evening of Monday, December 28, or from the early hours onwards on Tuesday, December 29, depending on wind strength and direction throughout the long race. To break *Morning Glory's* record of 2 days 14 hours 7 minutes 20 seconds, the first boat must finish before 03.07.19 on the Tuesday morning.

The last boats usually come in late on New Year's Eve or early on January 1 but there have been times, even in modern races, when some boats have still been at sea on January 2.

The Presentation of Trophies for the Telstra 54th Sydney to Hobart will again be held at The Royal Yacht Club of Tasmania on the morning of January 2.

Tasmania's magnificent Summer of Sail will conclude that afternoon with the Wrest Point King of Derwent,

which also will be the final race in the Bass and Flinders Series.

Race information on Internet, telephone

Telstra has again established an official web site on the Internet for the 1998 Telstra Sydney to Hobart, expanding on the popular site that has now operated for the previous three races. Last year there were a remarkable 2.2 million "hits" during the last two weeks of December and into early January.

The site for this year's race, already up and running, is:

www.syd-hob.telstra.com.au

The site contains current news and information about the Telstra 54th Sydney to Hobart, historical data, a list of

past line and handicap winners, about the many personalities involved in the event and about life aboard an ocean racing yacht. There will also be a complete rundown on each competing yacht and its crew.

The Telstra web site will carry reports, pictures and results from the Telstra Cup lead-up regatta and the Canon Big Boat Challenge.

Once the Telstra Sydney to Hobart has started the Telstra web site will carry official progressive fleet positions and computer assessments of IMS, CHS and IMS handicap positions following each of the twice-daily "skeds" between the yachts and the radio relay vessel *Young Endeavour*, at 0305 and 1405 hours on radio frequency 4483.

This year there will be first-hand reports about life on board as crews battle their way south, sent by email from some 20 competing yachts which have been equipped by Telstra with

Satcom-C satellite data communication.

Several yachts will also be fitted with MiniSat units which will enable uploading of pictures of action at sea.

News reports from the Telstra Sydney to Hobart Media Information Centre, headed by Offshore editor Peter Campbell, will be updated regularly on the Internet and, as the fleet begins to reach Hobart, finishing times will be updated constantly.

In addition to the web site, the Cruising Yacht Club of Australia and The Royal Yacht Club of Tasmania will, as usual, provide telephone and fax information based on the 0305 hours and 1405 hours "skeds".

Updated telephone information should be available by 0500 hours and 1600 hours, allowing time for transmission of the data from the Young Endeavour to Race Control for computer calculations of progressive fleet and handicap positions overall, and in divisions.

Personalised information on overall and individual yacht positions will be available from the Hobart Race Centre

at the RYCT, by telephoning:

(03) 6224 1441

(03) 6234 5853

(03) 6224 3687

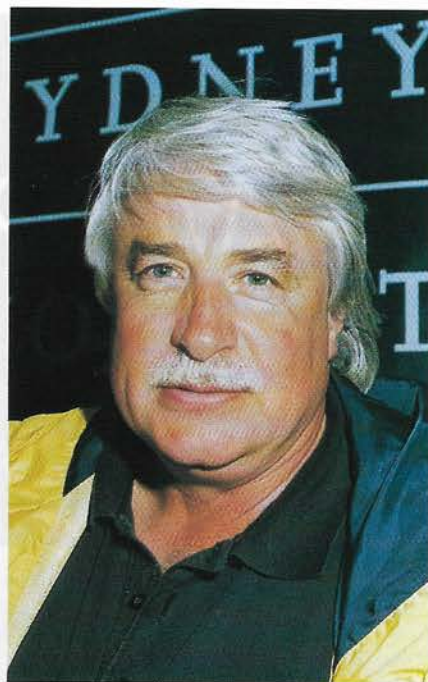
Information will also be available on the CYCA recorded number: 1902 240520

A fax of fleet positions and progressive divisional handicap placings after each sked can be obtained by dialling the CYCA's poll fax number: 1902 935680.

Network Ten's two hour live coverage

Network Ten will again be the official television network for the Telstra 54th Sydney to Hobart, planning its biggest ever coverage of the event including live reports of the start on Sydney Harbour and the finish on the Derwent River.

The Sports Tonight coverage will



Gary Ticehurst, ABC TV's intrepid helicopter pilot, will once again be following the fleet south, to provide ABC and Channel Ten viewers with graphic footage of yachts battling heavy seas or, sometimes, just drifting.

(Pic - Ian Mainsbridge)



Firetel, Shogun, Wild Thing and Maatsuyker Island (world's largest photographic print, in the foyer of the International Photography Hall of Fame, Oklahoma City, USA)



get some water on your walls

"In my photographic collection there are thousands of images of yacht racing action from all the major blue-water classics, including every Sydney Hobart Yacht Race since 1974, every Melbourne-Hobart since 1976, and the big Queensland events of the last couple of years.

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start with a one hour preview in the week leading up to the race, highlighting many of the interesting yachts and their crews and looking at Telstra's new technology being fitted to more than 20 of the yachts.

On Boxing Day, December 26, Network Ten will provide the only live coverage of the start, extending this to two hours, from 12 noon through to 2pm. This will not only provide a broader preview of the race but also, after the start, a much better coverage of the fleet from the maxis back to the smaller yachts as they battle their way to the Heads and start their long sea voyage.

There will be cameras on four competing yachts and on two chase boats, a camera in a helicopter and an additional four land-based cameras allowing a broad sweep of the Harbour and the fleet. There will be live crosses to the yachts during the pre-race manoeuvres, at the start and as they dash towards the Heads.

Host Bill Woods will be joined by wellknown yachting journalist Rob

Mundle and champion sailor Rob Brown as specialised commentators, together with a reporting team bringing to viewers the race action throughout the two hour coverage.

As the fleet heads south, Ten's Sports Tonight will bring a compre-

There will be cameras on four competing yachts and on two chase boats, a camera in a helicopter and an additional four land-based cameras allowing a broad sweep of the Harbour and the fleet.

hensive report each night, while Ten News will also carry graphic reports throughout the race. In Hobart, Ten is planning a live coverage of the finish as the leading yachts head up the Derwent to the finish off Castray

Esplanade in Hobart.

Ten will have exclusive rights to the first interviews with the winning skipper and his crew and also the spectacular trophy presentation when the Line Honours winner berths outside Constitution Dock.

Highlights of the race will be shown in a one hour documentary to go to air in the week after the race on the Ten Network.

ABCTV will provide its usual comprehensive coverage of the Telstra Sydney to Hobart on news and sports programs, while other commercial networks will cover the race on their news programs. In Tasmania, Southern Cross Television is planning a one hour preview to the event as well as an extensive coverage throughout the race and at the finish.

On radio, there will be regular race reports on the ABC's continuous radio news/sport network (PNN) nationally as well as news reports and talk-back interviews with race officials and competitors on commercial networks.





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The George Adams (Tattersall's) Cup

The George Adams (Tattersall's Cup) will be awarded to the owner of the overall winner of the Telstra Sydney to Hobart for the 54th time. This year, for the first time, crew members will receive a personal medallion.

In 1881, a publican organised a sweep on the Sydney Cup. A horse named Progress won the race and George Adams' fledgling business was off to a promising start. From such humble beginnings, Tattersall's has developed into one of Australia's leading leisure and entertainment businesses.

As well as being an entrepreneur, George Adams was a philanthropic man who always made a point of helping those in need. When he died in 1904, he not only left a flourishing business, but a desire that this business would continue to support the many organisations he had helped during his lifetime. Through the Estate of the Late George Adams, Tattersall's has donated tens of millions of dollars to a wide range of charities, welfare organisations, arts, sports and community projects for the benefit of all Australians.

In 1945, following George Adams' tradition, William Adams, chairman of the trustees of his uncle's will at that time, sourced a different kind of Cup - one to give in perpetuity to the overall handicap winner of a new sporting event, the Sydney to Hobart Yacht Race.

He personally tracked down what he felt was a suitable cup, originally crafted by silversmiths at the Sydney jewellers, Prouds, for a proposed trans-Tasman yacht race that never eventuated. It had been kept in a vault awaiting an event considered worthy of it.

Adams persuaded Prouds to sell the impressive work to Tattersall's, convincing them that the Sydney to Hobart was a race worthy of this outstanding piece of craftsmanship. He was right. The Sydney to Hobart Yacht Race has become one of the world's most challenging and famous ocean racing events.

The magnificent George Adams (Tattersall's) Cup is an impressive and

Personal medallions for winning IMS crew



invaluable work of Australian art. Measuring 63.5cm (30 inches) in height with its plinth and weighing in at 288 ounces of solid sterling silver, the Cup is intricately decorated with mermaids and seahorses playing in the grapevine. Crowning the trophy is a mermaid on the crest of a wave calling out to the winner of the race.

The George Adams (Tattersall's) Cup will be awarded to the owner of the overall IMS winning yacht in the

The magnificent George Adams (Tattersall's) Cup will be presented for the 54th time to the overall handicap winner of the 1998 Sydney to Hobart.

Telstra 54th Sydney to Hobart at The Royal Yacht Club of Tasmania on the morning of January 2, 1999.

This year, for the first time, each crew member of the winning yacht will also receive a personal medallion - a gift from Tattersall's to recognise their achievement in Australia's most testing ocean yacht race. ▲

Festival of Sail

in lead-up to Hobart start

Sydney will see a festival of sail on the harbour and offshore in the lead-up to this year's Telstra Sydney to Hobart Yacht Race, with the Telstra Cup and the Canon Big Boat Challenge set to attract big fleets and intense competition.

The Canon Big Boat Challenge again will be held on a Friday - this year December 18 - to attract strong participation from the big boats contesting the Telstra Sydney to Hobart and a spectacular sailing display for the sponsors and their clients, the media and the general public.

Set to start at 12 noon, with the freshening seabreeze powering up the Harbour, the Big Boat Challenge has always provided its share of drama as maxis and pocket maxis broach under their huge spinnakers or match-race to windward.

There was a man overboard one year and in 1995 Rupert Murdoch, the media magnate became the focus of attention when he jammed his little finger in a runner block aboard the US maxi *Sayonara*. That made worldwide news but Murdoch survived to sail to Hobart and a line honours victory.

The CYCA hopes *Sayonara* will compete again this year.

George Snow's *Brindabella* has already entered as the Big Boat Challenge is also the first of three races for the Bass & Flinders Series which the Australian maxi won last year. So has the powerful 75-footer *Marchioness*, owned by a syndicate of CYCA members and winner of line honours in this year's Sydney-Gold Coast Classic.

Other expected contenders will be Keith Flint's *Helsal II* from Adelaide, Peter Hanson's *Fudge* from Melbourne, the new *Wild Thing*, a 70-footer owned by Victorian Grant Wharington, the Swan 68 *Elysion*

the Hobart race have already entered the Telstra Cup, including *Ragamuffin* and her Kenwood Cup team yachts, *Mirrabooka* from Tasmania and the new *Chutzpah* from Melbourne.

This year the CYCA has included a new rating division for Channel Handicaps (CHS) and a special divi-



Start of one of the Telstra Cup races on Sydney Harbour last year.

(Pic - Peter Campbell)

Blue from France, Gary Shanks *Doc-tel Rager* from Adelaide, and the Sydney pocket maxis *Sydney* (Charles Curran), *Innkeeper* (Innkeeper Syndicate) and *Team Jaguar* (Martin James).

The race will start off Darling Point at 12 noon and take the fleet twice around a course that includes rounding Fort Denison and finishing off the Sydney Opera House in Farm Cove.

The Telstra Cup is a stand-alone regatta for individual entrants and this year will have divisions for IMS, CHS, PHS and JOG, with the CYCA expecting a fleet of 50 to 60 boats to contest the seven race series that starts on Wednesday, December 16 and continues through to the following Sunday, December 20.

Most of the prominent entries for

sion for JOG Super 30s which is expected to attract up to 15 highly competitive boats such as Bull 9000s, Mt Gay 30s and Farr 31s. This will be the first series of three for JOG yachts with a \$10,000 prize for any yacht that can win all three regattas.

The Telstra Cup regatta, along with the Canon Big Boat Challenge, will be:

December 16 - Races 1 & 2, offshore windward/leeward, 12 nmiles.

December 17 - Races 3 & 4, inshore harbour, 11 nmiles.

December 18 - Canon Big Boat Challenge, Sydney Harbour 12nmiles.

December 19 - Races 5 & 6 Offshore windward/leeward, 12nmiles

December 20 - Race 7 Offshore triangle, 20nm.



JAGUAR DESTINATIONS

Welcome to Tasmania

Welcome to Tasmania! After the excitement of battling wind and waves in the race for line honours in the Telstra Sydney-Hobart Yacht Race, it's time to relax and enjoy the best that Hobart and the Island State have to offer.

Your first stop in Hobart should be the Taste of Tasmania, the annual food festival which showcases the very best of Tasmania's fine fresh produce, seafood and cool climate wines. Mouthwatering aromas will emanate from Princes Wharf from December 28 to January 3 during the Taste. Tuck in and savour the best that Tasmania has to offer.

Make sure you also enjoy the action at the Hobart Summer Festival, a feast of art, theatre, music which runs throughout January. Be sure to take in the regular Saturday morning Salamanca Market. Stalls go up early along historic Salamanca Place and visitors and locals alike mingle as they shop for Tasmanian

art, craft, fresh produce, clothes and flowers. Soak up the atmosphere as you stroll, or stop for a coffee at one of the many pavement cafes and watch the world go by.

If action is more your thing, catch

the Sheffield Shield match (Tasmania v Victoria); the Wrest Point King of the Derwent, the Australian championship for the Olympic 49er class, the ANZ Tasmanian International Women's Tennis; or the Bathurst Cup, Royal Tennis's most prestigious international event. All these events will be taking place in Hobart.

When it's time to venture outside the historic capital, there is so much to choose from. Tasmania may be small, but it is a remarkably diverse island. Wilderness and heritage combine to create a unique Australian destination.

More than a third of the State is World Heritage Area, national park, or for-

Cradle Mountain



The highlands offer majestic mountain ranges - even the names, Cradle Mountain, Mt Olympus and Frenchmans Cap, are evocative. In the midlands you'll find rolling pasturelands and fertile valleys, home to some of Australia's loveliest Georgian architecture.

est and marine reserves. You'll find pristine white beaches and turquoise sea on the east coast; remarkable wilderness on the west coast.

The highlands offer majestic mountain ranges - even the names, Cradle Mountain, Mt Olympus and Frenchmans Cap, are evocative. In the midlands you'll find rolling pasturelands and fertile valleys, home to some of Australia's loveliest Georgian architecture.

And the buildings are not just for admiring either. Tasmania specialises in boutique accommodation in these fine colonial properties. Look closely at the stonework and you may spot the mark of a convict chisel.

Among the enduring icons of Tasmanian tourism are:

Cradle Mountain. Just an hour and-a-half hour's drive from Launceston, Tasmania's second city, Cradle Mountain stands sentinel over the surrounding landscape. Stay in a lodge on the edge of the



park and explore the maze of walking trails. These range from sedate rambles for families to the famous six-day Overland Track.

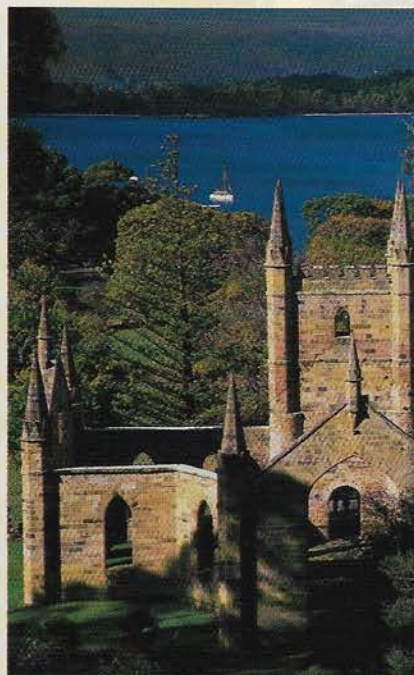
Freycinet National Park. On Tasmania's sunny east coast, a walk to

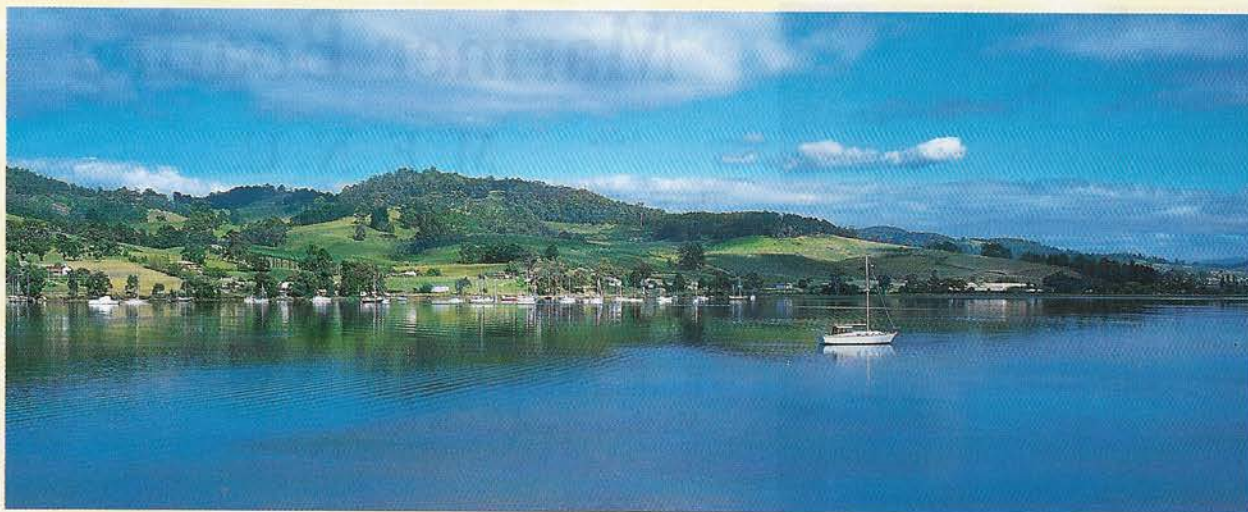
picturesque Wineglass Bay is a must. Rise early and watch the sun peep over the Hazards then head back to your lodge accommodation for some of the best that Tasmanian cuisine has to offer.

Strahan and the South West Wilderness. Activity is the motto for visitors to Strahan. Enjoy a scenic wilderness flight, a river cruise, a four wheel drive wilderness tour, horse riding on magnificent Ocean Beach, a dune buggy ride, or for the really adventurous rafting on the Franklin-Gordon River.

Hobart. Tasmania's historic capital city still abounds in Georgian architecture and is the gateway to the historic Port Arthur Penal Settlement on the Tasman Peninsula, the lush Huon Valley, Australia's best-known apple-growing region, and easily accessible wilderness.

Launceston. This city is a gracious Victorian matron. Her streetscapes reflect the wealth and power of days when ships loaded wool and wheat at the Tamar River





wharves. Visit the Design Centre of Tasmania to admire, or buy, Tasmania's fine craft and contemporary furniture. Launceston is the gateway to the Tamar Valley, Tasmania's premier cool climate wine region.

When you want to feel the wind in your hair again and taste the tang of salt in the air, Tasmania offers a range of cruises and boat charters. These will take you exploring the waterways around Hobart, Launceston, the Tasman Peninsula, Huon Valley, Strahan, or the Freycinet Peninsula.

For more information on touring in Tasmania, pick up a copy of the Tasmania Holiday Planner from the Tasmanian Travel Centre, 149 King Street, Sydney. Phone (02) 9202 2022.

*When you want to
feel the wind in
your hair again
and taste the tang
of salt in the air,
Tasmania offers a
range of cruises
and boat charters.*

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MV Cartela (03) 6223 1914;
Commordore I (03) 6234 9294; MV
Emmalisa (03) 6223 5893; MV
Harbinger II (03) 6249 2884;
Prudence Yacht Charters 018 123 160.

Launceston:

Furneaux Explorer Scenic Cruises
0418 550 147.

Coles Bay:

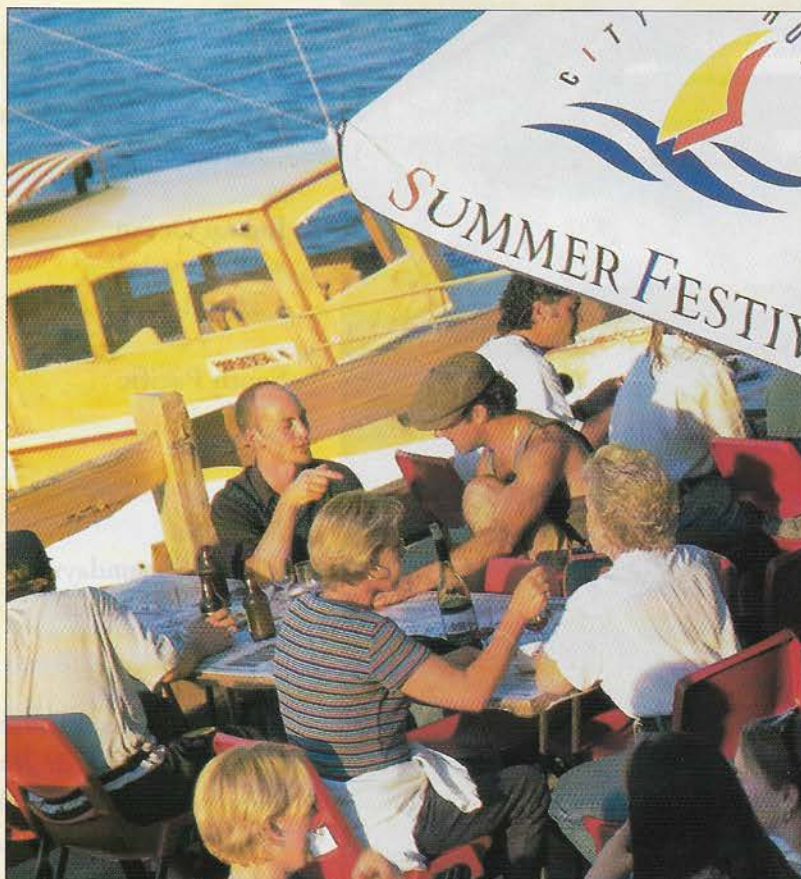
Freycinet Sea Charters
(03) 6375 1461.

Dover:

Olive May (03) 6298 1062.
Eaglehawk Neck:
Karangi (03) 6250 3301.

Strahan:

West Coast Yacht Charters
(03) 6471 7422.



Vic bid for line, IMS HONOURS

New Chutzpah for Bruce Taylor

Two Victorian yachtsmen have built new boats in a strong challenge for line and IMS handicap honours in the 1998 Telstra Sydney to Hobart, as Kevan Wolfe reports.



The new 70-footer Wild Thing after her launching in near galeforce winds at Mornington on Port Phillip. (Pic - Kevan Wolfe)

Bruce Taylor's *Chutzpahs* have always been successful. His previous boat, designed and built by Robert Hick, has been the top IMS boat in all the major regattas in Victoria. But like all the other *Chutzpahs*, it has not won a Sydney to Hobart race.

For Taylor, a past Commodore of the Royal Yacht Club of Victoria, the Sydney to Hobart has been a 15-year obsession. The affable orthodontist has won his division five times and finished second outright on one occasion, but each time he has looked like winning he has been disappointed.

In one race he was leading on handicap by about an hour when the rig jumped out of the boat in Bass Strait - he has lost four rigs over the years. Another time the wind dropped out and he sat and watched his lead slip away as the time ran out.

Taylor has now taken what he describes as a 'blind leap of faith' with a brand new boat designed by Andy Dovell of the successful Murray, Burns and Dovell team.

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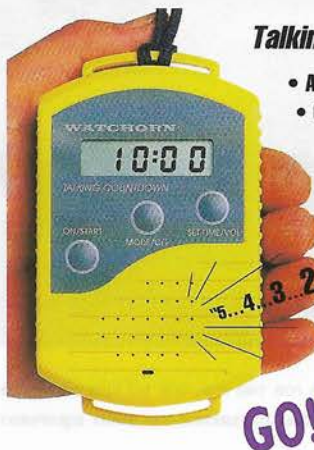


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It is no secret that the boat has been designed to win the Hobart. "I find that invariably the wind strength under the IMS provisions is scored low. I find that intriguing, considering that during most races it will blow your backside off," Taylor said. "There is also some reaching and running of some description in the race, so we needed a boat with a big sail area."

Taylor is very definite in what he wants in a boat. Just as the Hick-designed boat was a one-off, so is the new one. After approaching four designers, Taylor settled on Andy Dovell to draw it.

The old boat rated at 640 and Taylor has found it hard to hang onto the bigger boats on handicap. He has also found that it has been hard to get past the slower 43 footers that keep getting in the way and giving him dirty air. In the last few years he has been forced to watch, frustrated, as the genuine competitive boats sail away in clear air, leaving him to duck and weave through the slower boats.

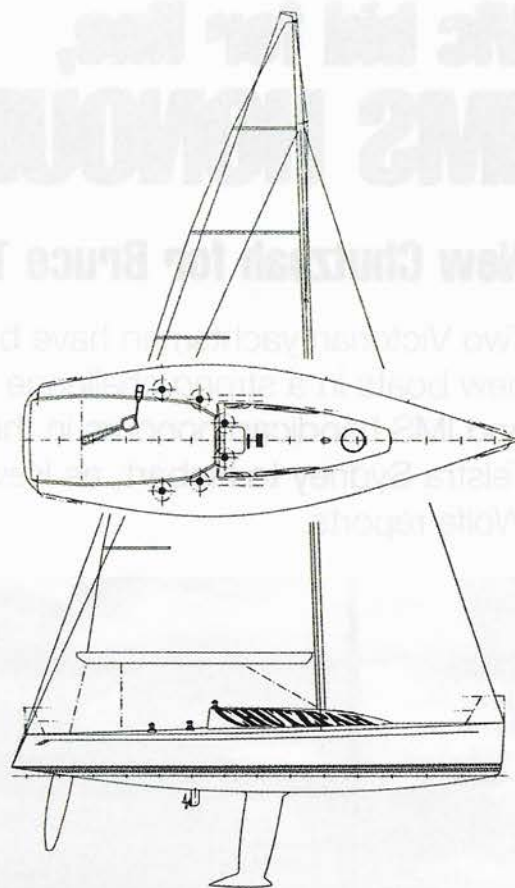
He now has a whole new approach.

The end result is a one-off 36 footer (11.0m) with a 4000kg displacement, a radical 2.5m keel and a high aspect 70sqm sail area.

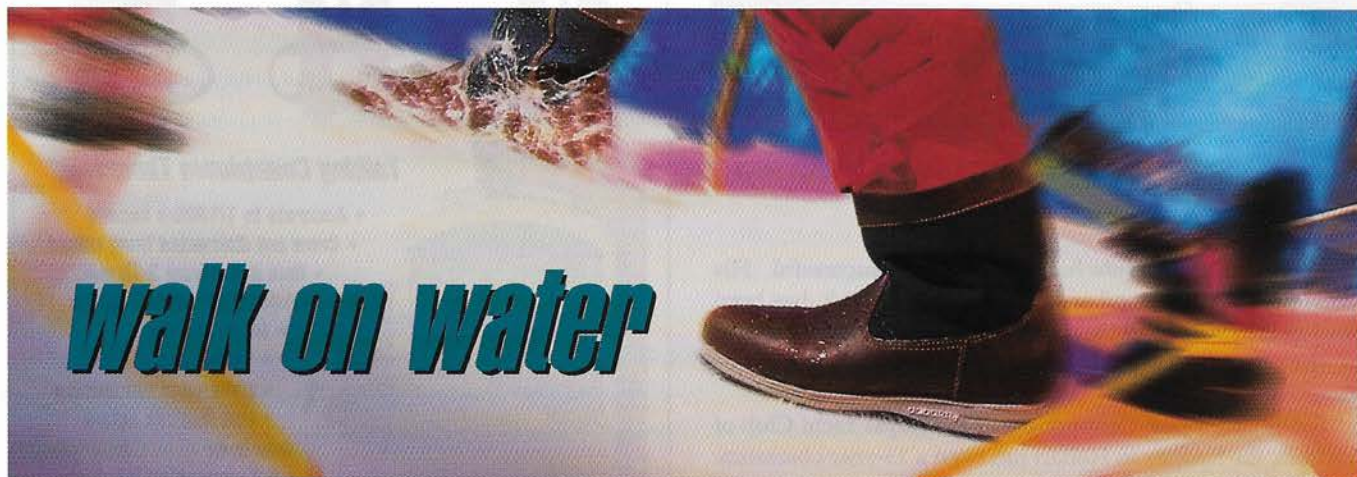
The bow is flared at the chine and the BMAX measurement has been carried all the way back to the transom. The weight distribution is also interesting. The keel is set a good 350mm back than normal and the runner winches are forward of the helmsman to keep the weight out of the back of the boat.

The keel is easily removed so that the boat can be trucked to the northern regattas.

The fit-out below, in typical Taylor style, is spartan. Even the companionway is small, to



Line drawing of the latest Chutzpah, an IMS 35 designed by Andy Dovell for Melbourne yachtsman Bruce Taylor.



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keep the boat dry in Bass Strait.

Taylor says that it will not be an easy boat to sail and will take some getting used to, it will be difficult to get up to speed going to windward in choppy conditions, but off the wind it will be a blinder.

Despite the technology in the new boat, he admits that his decision is a quantum jump and of all his boats, this is the one that he has the least positive vibes about.

"I still feel that the old boat is the most successful boat I have had and until proven otherwise it was the most successful IMS boat of its size," he said.

Wild Thing as Maxi chaser

Grant Wharington's new *Wild Thing* is double the size of *Chutzpah*, a 70-footer - also designed by Andy Dovell.

If its launching was any indication, the boat will live up to the reputation of its previous namesakes. The new boat was launched by crane into Morn-

ington Harbour in a 35 knot gale.

There were a few anxious moments as the huge boat was hoisted from its cradle and swung over the seawall.

There were many sighs of relief as it settled in the water.

For Wharington this has been a 20 month project. He wanted a boat that conformed to the ILC 70 speed limit that could be raced in the Hobart and also a hull that would go under an existing America's Cup rig - in particular one Australia's spare mast that he had acquired.

He also wanted to utilise water ballast, but it was not to be essential for stability and performance like a Whitbread 60. The boat will be fully crewed in ocean races and the water ballast, three tonnes each side, will be used on delivery trips or for cruising.

"I wanted a boat that was just a little bit wider than Andy's standard designs and a little bit lighter in displacement to perform well downwind," he said. "I also like the look of the knuckle being out of the water at the bow."

Although the boat is lightweight, the interior is luxurious compared to previous *Wild Things*. The interior is fully fared and painted and finished in a black satin material with embroidered gold stars. The furniture has been built in foam and carbon, there are solid pivoting bunks instead of pipe cots, it has a hot water service, a generator and a huge battery bank, the galley is fully fitted with convection microwave. He is still deciding on what type of stovetop to install - as well as a fridge and freezer.

The keel, with a lead bulb on the bottom, goes through to the deck like the old boat for super strength and is stepped in the cabin to form part of the galley counter.

Wharington has *Brindabella* and *Sayonara* firmly in his sights and given his reputation for hard, competitive sailing, there is now a third boat in the line honours challenge for this year's Sydney to Hobart.



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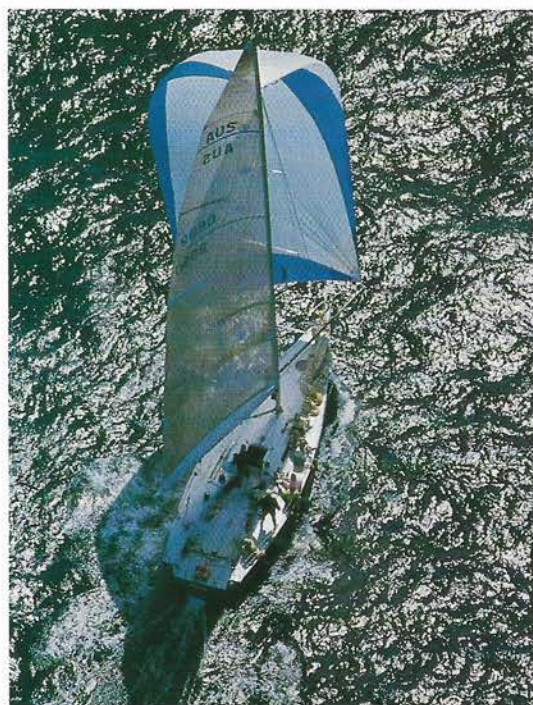
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Cruising Yacht Club of Australia Commodore Hugo van Kretschmar comments on a man overboard situation that arose in a recent short ocean race off Sydney Heads.

Man overboard!

A serious incident, which fortunately ended without injury or loss of life, occurred during one of the CYCA's Short Ocean Point Score races a few weeks ago. Shortly after rounding the windward mark in winds of around 30 knots, Quest suffered a steering failure, broached, lost one of her crew members overboard and was unable to return immediately to recover him.



Quest...lost a man overboard in an out-of-control broach.
(Pic - Ian Mainsbridge)

Fortunately, the crew member was not hurt during the broach and able to keep himself afloat and his head above the breaking seas.

One would expect that during a round the buoys race in daylight that the man overboard would be quickly recovered. After all, the crewman went overboard near the windward mark and there were many other boats competing in the race that would shortly pass by.

Surely someone would have noticed Quest with equipment problems and a crewman in the water.

The crew on at least one other boat did see the man in the water, but did not stop to recover him. When he was eventually picked up (by the crew of Wild Oats with Loki standing by) some 25 minutes after having first gone overboard, the crewman was close to exhaustion. By his own estimation, he could only have survived a few minutes longer.

Losing a crewman overboard at any time is a serious matter. What is of particular concern about this incident is that at least one boat, which may have been able to recover the man sooner than anyone else, elected not to.

I cannot imagine, and certainly do not suggest, that their decision not to render assistance was based on any disregard of human life.

The skipper of that yacht has said that they did not know that Quest was unable to return to pick him up, they were monitoring the radio and heard no call for assistance from Quest. They saw that the man in the water was unhurt and not distressed, and they were experiencing considerable problems keeping their own boat under control. They also saw a number of other boats in the vicinity which would have seen the incident, and so they reasonably assumed he would be quickly rescued.

What they clearly did not understand (apart from that their assumptions might be wrong) is that someone in the water, in rough conditions, fully clothed and without flotation can be in serious trouble in a very short period of time. I know, because it happened to me personally.

A few years ago, my then 9 year old son Matt, went over the side (without a life jacket) when we broached on Bash-

full during a very cold and very windy (30-35 knots) Winter Series race. Upon realising that it was going to take some time to sort out the mess on board and get back to pick him up, I dived in (also without a life jacket or any other flotation) to stay with him.

We spent nearly 25 minutes in the water before my crew on Bashfull got things sorted out and got back to us. When we were eventually picked up Matt and I were close to drowning. I was numb from the exhaustion of keeping both our heads above the breaking 2 foot chop in the harbour and could not have kept us afloat for much longer.

During that time at least a dozen boats passed within 25 metres of us, saw us and sailed on. Each of them, (I spoke to many of them afterwards), said the same thing - "we had our hands full; we could see you were all right and we thought the next boat/the fishing boat/Bashfull would pick you up."

I made a lot of mistakes that day - Matt not wearing a life jacket, me going in after him without taking flotation, etc - and learned some valuable lessons I will never forget.

The most important lesson that I learnt that day, however, was to never assume that someone in the water is "all right", or that someone else will pick that person up sooner than you can.

What really concerns me is the similarity of my experience and the incident of a few weeks ago. Exactly the same assumptions were made about what others would do to effect a rescue; and that the person(s) in the water were "all right". Those assumptions could easily have led to tragedy on both occasions.

I do not believe this is a time for recriminations but more appropriately a time to share with others the mistakes that were made, so that everyone can benefit from the experience.

Let's not let it happen again!

Hugo van Kretschmar
Commodore, Cruising Yacht of Australia



Sailing the web

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



Telstra is already on line with its web page for the 1998 Telstra Sydney to Hobart Yacht Race - HYPERLINK

<http://www.syd-hob.telstra.com> The Telstra Sydney to Hobart web site last year attracted a remarkable 2.2 million "hits" and is credited with a marked increase in international interest in the race from the overseas yachting media, potential competitors and from the general public.

This year's site will provide an even more comprehensive coverage of the Great Race South and the lead-up events, the Telstra Cup and Canon Big Boat Challenge. Features already on the web include:

- Up-to-date news releases about the official starter, the total entries, US challenge for line honours, new boats for 1998, festive start and finish, looking towards 2000 and beyond.
- Who's heading for Hobart.. a detailed list of entries, sail numbers, owner/skipper, designers, LOA, crew lists, etc.
- Past winners on Line and Handicap for the past 53 years.
- Life on board an ocean racer.
- Merchandising the Telstra Sydney to Hobart.
- History of the race and historic facts and figures.

The Telstra web site will be the offi-

cial results site for the Telstra Cup from December 16-20, as well as carrying news of other lead-up events.

Once the Telstra Sydney to Hobart starts on Boxing Day, December 26, the Telstra web site will move into top gear with complete details of each position report from the fleet, relayed by the Radio Relay Vessel Young Endeavour. The information will include each yacht's position in the fleet with distance to sail, its progressive handicap position under IMS, CHS or TPHS handicaps, both overall and in divisions. Reports will include current weather at sea and the weather forecasts for the next 12 hours.

A feature will be the use of Custom Connection Interactive Mappings which will use GPS technology and fleet position reports from each sked to provide fully interactive maps, detailing yachts' positions in real time as they navigate down the Australian East Coast, across Bass Strait, down the East Coast of Tasmania and finally across Bass Strait and up the Derwent River to the finish at Hobart.

Another feature will be direct reports from some 20 yachts which Telstra has fitted with Satcom-C satellite communication units, enabling the uploading by email of firsthand reports of life aboard for competitors in the 630 nautical mile race.

The CYCA has made a broad selec-



Marchioness - one of the yachts carrying Satcom-C. (Pic - Richard Bennett)

tion across the fleet of yachts to carry SatcomC, including *Brindabella*, *Marchioness*, *Atara*, *Yendys* and *Southerly*.

Further news reports will be run on the International Sailing Federation web site:

HYPERLINK <http://www.sailing.org> www.sailing.org and other local and overseas sailing sites.

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Compuserve sponsors Around Alone

Compuserve is one of the major sponsors of the 1997-98 Around Alone singlehanded circumnavigation, providing an outstanding web site to following this ultimate of ocean races.

"One person, on a boat, around the world alone! That is how the site opens and with it follows one of the best site's yet for such an event, with pictures of the yachts and their lone skippers at sea, course maps and a virtual race.

It's a great site to follow over the next few months as the small fleet of intrepid sailors continue their voyage through the Southern Ocean. Winner of Class II of Around Alone was JP Mouligne sailing his bright red 50-footer *Cray Valley* who arrived in Cape Town in early November to post a new class record of 40 days 12 hours 56 minutes 41 seconds.

His time was almost two days faster than the previous record set by David Adams in the 1994-95 race. In fact Mouligne's numbers were three hour better than those put up in the same event by Steve Pettengill, who finished second in Class 1 in a 60-footer.

The Around Alone web site is:

<http://www.aroundalone.com>

Compuserve Pacific has also again supported the Fujitsu 25th Gosford to Lord Howe Island Race, with background information, pictures and progressive and final results still on the site, designed by Willie Jauco, Compuserve's Art Director, Online Publishing. The site is:

<http://www.compuserve.com.au>

Sailing Web Sites

Following are some of the most popular and informative Web sites for OFFSHORE readers. If you have suggestions to add to the list please e-mail the editor on peter_campbell_3@compuserve.com

Offshore Yachting magazine:

www.merlin.com.au/offshore/

America's Cup 2000: www.americascup2000.org.nz

Around Alone Race: www.aroundalone.com

Australian Maritime Safety Authority:

www.amsa.gov.au

BT Global Challenge: www.btchallenge.com

Compuserve Sail Racing Forum: GO SAIL

Gosford to Lord Howe Island Race:

www.compuserve.com.au/lordhowe

Tasmanian Three Peaks Race:

www.tased.edu.au/tasonline/threepks/threepks.htm

Sydney Afloat: www.afloat.com.au

International Sailing Federation: www.sailing.org

Cruising Yacht Club of Australia: www.cyca.com.au

Telstra Sydney to Hobart: www.syd-hob97.telstra.com.au

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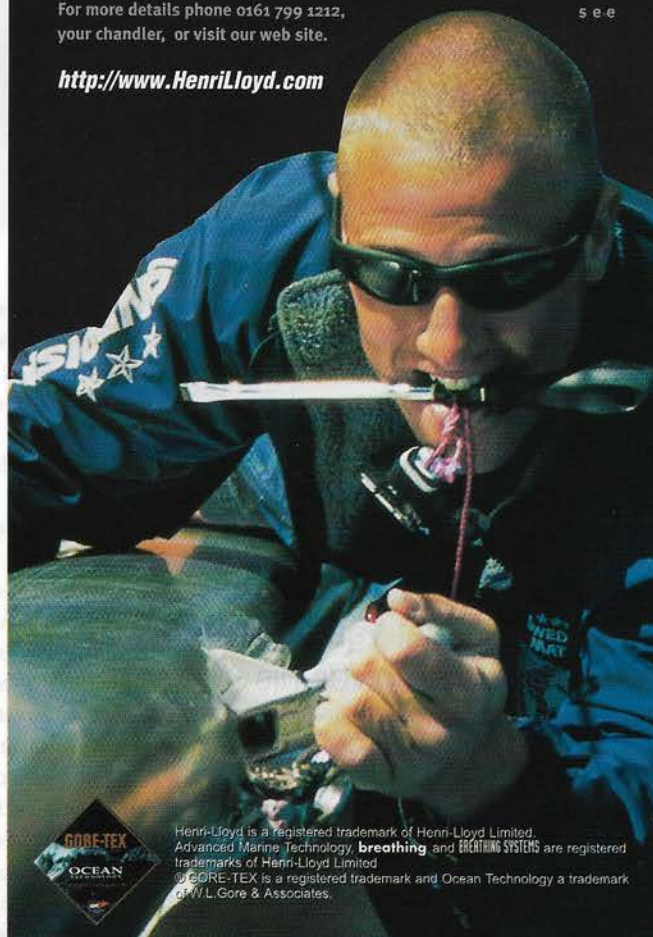
Foul weather clothing plays a crucial role in their success story. No lab tests can simulate the extreme ocean and weather conditions, nor the level of use and abuse the crew subject the gear to. Exceptional performance is taken for granted. Normally the only time they think about their gear is when it isn't working, but Erle Williams, Swedish Match, praised his Henri-Lloyd clothing after their success in the Southern Ocean leg saying "I've never been so dry in my life".

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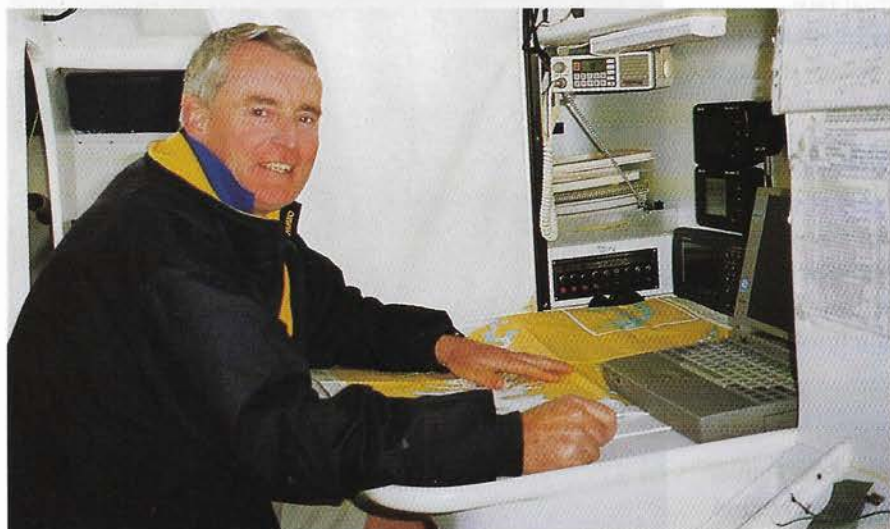


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Advanced Marine Technology

HENRI LLOYD

How to get to Hobart **ASAP**



Navigator Lindsay May last year joined the elite group of yachtsmen who have sailed in 25 Sydney to Hobart ocean races. He was aboard *Brindabella* in her line honours win last year. . In this article he gives his "Tasman Tips" on tactical navigation and assessing the weather to your advantage during the 630 nautical mile Telstra Sydney to Hobart, as well as some personal tips on enjoying those days at sea.

In preparing this article, the most frightening aspect was not the recollection of tough races but just

how quickly the milestone of 25 years was achieved. When I think of past Hobart's many of them begin to melt into each other but the most difficult and horrendous events are clearly recalled, as are the characters I have sailed with.

In rough weather every task requires exertion. With proper preparation you can avoid wasted time and effort. This is achieved by not having to search for "lost" gear, by doing something right the first time, by doing it yourself without having to trouble or even wake another crew member.

You have to conserve every bit of energy. Some of these tips may seem trivial but each one has been learned by making mistakes and knowing that those mistakes could have been avoided thus saving effort, time and energy.

Clothing in your gear bag should be packed in plastic as a complete change, ie one bag has all you need for a total change. Never assume your gear bag or locker will remain dry. When preparing or defrosting food be aware of the boat movement and ensure that the food does not spill.

Use plastic screw top containers for most food items. Place labels around the boat specifying the location of gear eg change sheets, snatch blocks, storm sails, tools, flares.

You must know where safety gear is located: Harnesses, Flotation Jackets, Life Rafts, EPIRB, Flares, Grab Bag. Know how to use the stove and water pump.

For warmth, use wool or thermal clothing, especially socks which remain warm even when wet. Use a thermal scarf to prevent water entering via the neck. A beanie or balaclava, will make the most amazing difference to your wellbeing.

Prevent "gunnel bum" with DERM AID ointment. Liberal doses of baby powder will help to dry perspiration moisture and help keep you dry and warm.

The paramount rule is to prevent seasickness. I use Travelcalm at the first hint of either rough weather or unease.

You need to be fit, properly hydrated and alcohol free after having kept off the Christmas cheer and fatty foods.

Ensure you have your weather forecasts and weather fax working. The weather fax will be the key to your ability to predict conditions for the next 4 days.

Sydney Harbour

On the big day it is very easy to get caught up in the festival atmosphere. Ignore the show and concentrate on a start strategy and for the trip down the harbour. The first turning mark is usually a bit to the left of where you anticipated. Before the start, sail down the harbour and locate your mark and align it with some feature on North Head.

In a North Easterly you must work for clear air. The further back you are the more disturbed the air. Don't go far into Watson's Bay on port tack.

If a Southerly, the harbour will be very rough from the affect of many stern waves. If you can get onto the stern wave of a bigger boat it will really drag you along but don't surf onto another's transom. Take care that headsails don't get washed off the fore-deck. And get rid of that spinnaker well before the first mark.

After the Seamark

The deal is to get SOUTH as soon as possible.

In a Southerly, tack so that you just shave Botany Bay. After that the coast drops away and you should be able to make to sea. If the wind is already into the south east the breeze will go left and lift you, so every metre you go to sea will probably be wasted. THE



RULE IS - GO SOUTH.

In a stiff southerly the seas will be rough off the National Park due to the backwash from the sheer cliffs. The more to seaward the less the swell and the less chance of damage.

You must sail the making leg ie the closest compass course to Tasman Island. Once past the making leg you are going the wrong way and it's time to tack. Keep this in mind even if you are about to drop off the edge of the earth. This has to be tempered by what you think the breeze will do in the near future.

A key factor off the NSW coast is the current or set. It can run at 1 to 4 knots with a water temperature of 24 degrees. Information will be available at the briefing. Study the temperature map and mark the hottest flow and current eddies on your biggest chart. The aim is to get yourself into the set as fast as possible. It can be worth 50 miles a day. Set and angles are the decisions you have to make. In a South Easter, free sheets as soon as possible and go for speed because the

breeze will quickly back to the NE. In a NE go for surfing with constant trim on the spinnaker and mainsail. You just can't sit in the cockpit and enjoy the sunset. In a NE you will probably go out on port gybe and close the set (100 Fathom Line). As it gets dark, boats will gybe to starboard thus staying close to the Rhumbline. (the shortest course). Remember your rhumbline is always from you to the corner (Tasman Island). Try to slide down the rhumbline or just to the east of it.

Don't get a fixation on the rhumbline it is only a guide.

At night you need to know where your opposition are, identify them in the afternoon and then identify their lights. Keep bearings on them so you know if they are advancing or on an opposite gybe. This is important for boats outside of you as they may have hooked into set.

NE changes to a Southerly - this will be heralded by the breeze going North West. You will need to gybe to starboard and want to get back towards the coast. The southerly will usually start as

a south westerly so you want to come off the coast on starboard. Most times the North West breeze will not stay in long enough for you to get back to the coast. When the breeze drops out and you go for light kites and it starts to rain, be particularly wary. This is the start of the southerly buster.

The big question is how long will the NW stay in. My experience is usually many minutes to a few hours, you must be observant. The southerly change can be heralded by a roll cloud, but I have seen these go through without much breeze underneath but almost always followed 2-3 hours later by a strong increase from the SW. In the day keep a look out ahead, you will see the carnage. At night look for boats changing direction, ie you might see red or green lights instead of white stern lights.

A southerly buster can also hit during a beautiful sunny clear afternoon. It will come in moderate at first then like an express train. Masts will go and kites will be torn. You need to be ready to drop the kite in seconds and hoist a

#3 or #4. The inexperienced will change to a #2 only to complete the change and then need a smaller headsail. Perhaps take in a reef or two. All reefing lines need to be run before you leave the harbour. The boats that get this right will make miles on the opposition.

In a long race it is not always prudent to be hard on the breeze. Best to crack off a little to get speed up, rather than height. The breeze will eventually change direction. This is particularly important in the Strait where a south westerly is very unpleasant and a few degrees cracked will get you southwards much faster and with more comfort than being hard on. Ultimately the breeze will go South East allowing you to close the Tassie coast.

TASSIE COAST

must be approached from seaward, stay well away from Flinders Island, Eddystone Point and even Freycinet. If a South Easterly pins you on the coast the breeze will be lighter inshore so take your medicine early and get offshore. Near high ground the windward lee is very beguiling and you will convince one another that the breeze is dropping, when offshore there is still good breeze. This is one time when the making leg and making southing is not the rule. If crossing the Strait in a strong Sou'wester the seas will build but when abeam of Flinders and Cape Barren Islands the sea will flatten, even 60 miles out.

The tendency is for the breeze to



drop out very quickly, it comes and goes, but the trend is easing. This is where you get fooled into not changing up to a #2 or #1 Heavy and shake out the reef. You have got to anticipate this because you will be dog slow if you don't power up the boat. My observation is that the breeze eases off almost as fast as it comes in. Failure to handle this situation can also be very costly. Generally you will get a South Easterly off Tasmania, don't forget it's 200 miles from the top of Flinders to Tasman Island so there is still a long way to go. Try to stay offshore and keep up the sleep and the water.

In a howling nor'easter or nor'west-erly go straight for Tasman, enjoy the scenic coastline and hang on tight, a nor'easter can blow like crazy.

TASMAN ISLAND

you've still got 50 miles to go so its not over yet. In a strong NE watch the back of Tasman Island, the bullets come over the top and can really cause some damage. You can go close to TI but there is a nasty little reef on the SW

side. TI to Cape Raoul could be a fast reach or a frustrating light run or work. At night, early morning and forenoon you can get very light winds and you have to work very hard. I don't know whether to stay on the shore or go for the middle. I have seen both ways work and both ways not. If a southerly is expected, go for the middle as you will pick it up before those on the shore.

IRON POT - HOBART

11 miles. The river is always running out, obviously faster on an ebbing tide. I like to approach the Iron Pot to its right to try and stay out of the current then duck around the corner as close as possible. In really light air you need to be cautious so that you don't get washed back onto the rocks. Up the river I usually go up the eastern shore as far as White Rock then dive across. You can go fairly close to most points on the eastern shore. If you are late in the afternoon you should have the seabreeze so a kite will get you home.



The seabreeze starts to build around 11 o'clock and will be stronger out in the river. Apart from the afternoon and early evening the Derwent will probably be very frustrating and slow. Go outside the John Garrows Shoal light (mark of the course) and pick up the finish line. After that you've made it.

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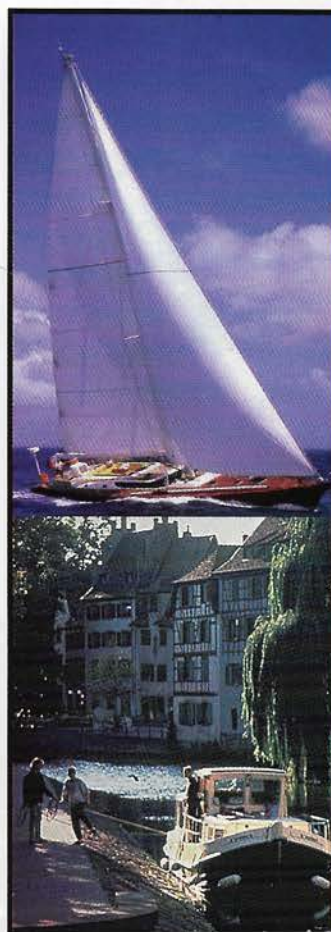
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Commemorating the voyage of Bass & Flinders

Yachts and their crews racing to Hobart this year will commemorate the epic voyage of discovery by Bass and Flinders 200 years ago.

The 1998-99 Royal Yacht Club of Tasmania's Bass and Flinders race series will commemorate the 200th anniversary of the discovery of Bass Strait and the first circumnavigation of Tasmania (then van Diemen's Land) by George Bass and Matthew Flinders in 1797-98.

The Bass and Flinders three-race series, sponsored by Wrest Point Hotel, will

include a Big Boat Series and an IMS series with the first race for the Big Boats being the Canon Big Boat Challenge on December 18 and for IMS entries the last race of the 1998 Telstra Cup on December 20.

Then will follow the 1998 Telstra Sydney to Hobart starting December 26, culminating with the 1999 Wrest Point King of the Derwent in Hobart on January 2 in which yachts from both the Sydney to Hobart and the Melbourne to Hobart fleets, together with local yachts, compete.

Brindabella, line honours winner of the 1997 Telstra Sydney to Hobart, was the inaugural winner of both the Big Boat and IMS trophies of the Bass and Flinders Series last summer and is again expected to contest all three races.

Guests at Wrest Point Hotel will be able to watch the finish of the Telstra Sydney to Hobart and the final race of the Bass and Flinders Series without leaving the luxury hotel overlooking the Derwent River at Sandy Bay.

As sponsor of the Bass and Flinders Series Wrest Point is offering special accommodation packages to allow Australians to experience the excitement of Hobart's great yachting events as well as the Hobart Summer Festival from December 28 to January 31.

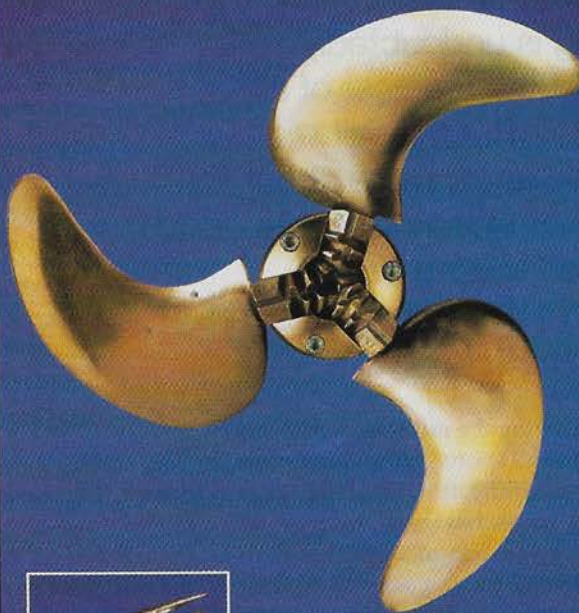
Harbour view rooms in Wrest Point's famous tower will be available for \$71 per person per night while rooms in the Wrest Point Motor Inn will be priced from \$47 per person per night. A special 20 per cent discount is available in Wrest Point's main restaurants during the Hobart Summer Festival.

"There is no better time to be in Hobart than from the time the first Sydney to Hobart yacht sails up the Derwent till the end of January," says Wrest Point general manager Dennis Rudge. "The whole of Hobart is festival mode." ▲



While modern day yachts will be racing to Hobart, this fine replica of Bass and Flinders' ship, Norfolk, skippered by Hobart sailing identity Bern Cuthbertson, has been tracing their discovery of Bass Strait and circumnavigation of Tasmania 200 years ago. Norfolk and her intrepid crew set sail from Sydney in mid October. (Pic - Howard Wright)

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AAA2097

The Rating Certificate

Yacht owners and all those who crew offshore must agree that ocean racing is undoubtedly one of the greatest of all sports. But they all should know more about the IMS rating certificate, writes Cruising Yacht Club of Australia director **Roger Hickman**.

Administering the rating aspect of this greatest of all sports can, and often has been, very difficult. One of the most difficult areas has been to increase owners' awareness of their enormous responsibility for the sanctity of their rating certificate. This piece of paper contains the success or failure, not only of your day sailing, but also the entire rating racing world.

We all know the excitement of yesterday, of the first America's Cup and the efforts to get the yachts even remotely the same. We also more recently remember the coming and going of the IOR rule, the evolution overnight of the IACC class (International America's Cup Class) and finally the introduction of the IMS rule, which has now reached maturity. All this effort is worthless unless the boat is as the rating certificate says it is.

This responsibility does not fall with the administrators or the race officials but with the owners. Not only do they provide the boats for the yachties to sail aboard, but they also sign the rating certificate, and thus take responsibility for the validity through every moment the vessel competes under the rule.

This is an awesome responsibility and sometimes every owner of an IMS yacht wonders if the other person is truly aware of this huge responsibility.

Certainly people other than the owner take the measurements and these measurements are deemed to be

correct. The real issue, however, is that the information on the certificate must be maintained, with no exception, for the certificate to remain valid.

There may be exceptional circumstances where yachting administration permits a particular owner to deviate from this very rigid rule. Every circumstance must be looked at, and no precedent can ever be set.

As we charge into the new season, all owners must renew the vigil to be aware of the rating rules, the implications and the ramifications of what is on their rating certificate. They must not simply listen to what may appear as knowledgeable talk around the dock or the bar or even on their own boat.

Owners must ensure they correctly establish what is allowed and what is not allowed under the constantly changing rule. Owners must establish the facts surrounding the carrying of water in their tanks, the issue related to adjustable inner forestays on fractional rigged boats, the extreme importance of the inclination test, the correct positioning of equipment during and after that test, and a millenium of other rating issues.

I guess it is because of the huge responsibility the owner carries that only they can protest another owner as to the validity of their rating certificate. Each owner should seek out the relative clauses in the racing rule book to

ensure that he is familiar with the words and the responsibility before either signing their rating certificate or launching into the sole right of an owner to protest another rating certificate after it has been issued and signed.

We at the CYCA endeavour to assist this possible area of conflict during the course of a yachting season by providing random scrutineering of both safety issues and rating issues.

During the Telstra Cup and the Telstra Sydney to Hobart, the CYCA will again provide qualified and experienced scrutineers who will randomly inspect yachts at any time before races, between races, before docking and at any other time. This is necessary to maintain the constant vigil for small and apparently non-important transgressions from the signed rating certificates and a signed safety certificate.

In summary, it is the owners who provide the boats and who must sign and maintain their rating certificate. With this done, all the race officials have to do is start, finish and score the races to provide the racing that we all want. All that remains then is to go out and find the most valuable resource, the crew.

Good luck and fair sailing to you all.

Roger Hickman

RATING CERTIFICATE No. 150000 ARCHIVED TO JANUARY 1998 THIS AMENDED TO JANUARY 1998 VPP: 08/OCT/98 11:10:40
HOT 235000 2385.DAT 08/OCT/98 11:10:28
U: 15/OCT/98 10/04/97 10/04/97 22:04:36

CLASS: IACC Beam (m) 4.15m
Designer: LYON
Builder: BOATSPRINT
Rig: FRACTIONAL SLOOP 137% JIB
Keel/CD: FIXED KEEL
PropInst: STRUT DRIVE FOLDING
FuelTank: 10 SPIN: SYMMETRIC
HullInst: CARBON AUST: CAPRONI
Foremast: ADJUST AFT BoomRt: HEAVY
Spreaders: 4 Sets Infray: ADJUST
Runners: 2 Sets Jumpers: NONE
Dates: AGE: 12/1994
COMMENTS:

Revalidation Authority: A.Y.F.
Reasurer: KELLET/ANDERSON
"I CERTIFY THAT I UNDERSTAND THE RESPONSIBILITIES UNDER THE IMS."
OWNER: ROGER HICKMAN
4/3 MARATHA STREET
RUSKUTTERS BAY
NSW 2011

REVALUATION DATA - FLOTATION DATA -
FIPS 1.377 APPS 1.123 SFP 0.200 SAPP 12.615
FFH 1.470 FAH 1.171 FFFV 0.000 APPV 0.000
FF 1.470 FA 1.171
INCLINING TESTS
W1 24.000 P01 63.000 FLH 2060.000 PL 2033.774
W2 48.000 P02 126.000 USA 19.400 RSL 6400.0
W3 72.000 P03 189.000 SHB 8.264 W9 13.220
W4 96.000 P04 252.000 RH 101.0 RHC 101.0
RNC 196.7 RND 168.6 RWD 130.6 RWD 94.1
BWD 42.2 CREW AIN (CDA) 1.680
CALCULATED LIMIT OF POSITIVE STABILITY: 120.5 DEGREES
RATIO STABILITY CURVE AREAS, POSITIVE/NEGATIVE 2.917
HYDROSTATICS - MEASUREMENT TRIM - SAILING TRIM
KEEL DRAFT (DWD) 2.632 (DWA) 2.681
2ND MOMENT LENGTH (LMD) 10.839 (LSH) 11.155
DISPLACEMENT (DISP) (DISP) (DISP) 6914
WETTED SURFACE (WS) 30.00 (WS) 32.18
VCG FROM OFFSETS DATUM (FOR CLUB RD) (VCOB) -0.084
VCG FROM MEASUREMENT TRIM WATERLINE (VCON) -0.074
INTEGRATED BEAM ATTENUATED WITH DEPTH (B) 3.138
MAXIMUM SECTION AREA (AHS) 1.285
BEAM/DEPTH RATIO (B/D) 5.072
EFFECTIVE DRAFT (D) 2.382
2" HEEL (LSD2) 11.158 25" HEEL (LSD5) 11.485
SHRINK (LSM) 13.646 AVG LENGTH (L) 11.485
TRIM: 1mm/10, 456cm-kg SINK: 1mm/22, 500kg

SAIL AREA: MAIN + FORETRIANGLE + MIZZEN (SA) 94.94
MAIN: 57.19 SPIN: 126.17 GENOA: 54.24 MIZEN: 0.00
FORETRIANGLE: 0.00 MAIN + SPIN: 183.38

IG 15.976 SPL 4.690 IB 0.170 TL 5.220
RM 0.169 J 4.690 HGT 1.24 HTL 0.100
GO 0.186 LPS 6.40 HSH 1.23 HSL 0.206
ISP 16.066 FSP 0.070 NOM 3.83 HWT 0.066
IH 16.096 LP 8.47 HSL 5.01 HSL 0.110
HSH 1.300 SFJ 0.150 HSH 28.0 HWT 0.251
HSL 15.90 MSH 8.44 P 16.200 HCG 5.390
SL 0.00 SHN 0.00 E 5.894 BO 0.229
SPS 3.420 LPS 0.00 EC 5.894 CPW 2.210
TH 0.00 JR 0.000 BAS 1.853 BAL 0.150

WIND/LUD VING 1008.3 807.9 699.1 634.6 594.0 567.2 534.3 (4845.4)
Olympic Or-Ing 758.4 759.5 665.0 611.1 570.4 557.2 530.2 (4639.8)
Circular Rule 766.1 626.4 550.0 507.5 481.4 464.0 442.9 (3834.3)
Non-Spinaker 851.8 683.7 592.5 538.8 505.4 483.6 456.8 (4112.6)
Ocean Per PCS 887.1 696.3 589.0 522.5 478.2 446.6 402.0 (4021.7)
For Time-on-time method TWT = 1.0000 ILC Weighted Avg: 636.3

PERFORMANCE LINE SCORING - Time Factor: 0.841 Distance Factor: 75.6
WIND/LUD VING 1008.3 807.9 699.1 634.6 594.0 567.2 534.3 (4845.4)
Olympic Or-Ing 758.4 759.5 665.0 611.1 570.4 557.2 530.2 (4639.8)
Circular Rule 766.1 626.4 550.0 507.5 481.4 464.0 442.9 (3834.3)
Non-Spinaker 851.8 683.7 592.5 538.8 505.4 483.6 456.8 (4112.6)
Ocean Per PCS 887.1 696.3 589.0 522.5 478.2 446.6 402.0 (4021.7)
For Time-on-time method TWT = 1.0000 ILC Weighted Avg: 636.3

Are you RACE READY?

Ron Jacobs has had an outstanding success rate in optimising yachts for major events, notably this year with Quest for the Kenwood Cup and Sword of Orion for Hamilton Island Race Week. He has written this campaign guide to prepare your yacht to achieve its maximum potential on the race course, notably the coming Telstra Sydney to Hobart and other major long races this summer. They are, as he says, lessons learnt over the last 20 years campaigning yachts at the top level of both national and international competition.

Every year in the Hobart race despite the number of total entries there are really only 20 or so yachts that have the ability to do well! Whilst a large proportion of yachts and crews compete in the Hobart race for the adventure and experience only, many have aspirations of doing well. However they are limited either by their boat or crew skills. I will discuss briefly each of these separately.

Preparation - The Boat

The aim here is to obtain the yacht's potential speed V's rating. Time and time again I hear people say "our boat isn't competitive", what I have attempted to address in this article is some key issues that should be addressed. If you haven't got on top of these issues don't blame the rule for your lack of success!

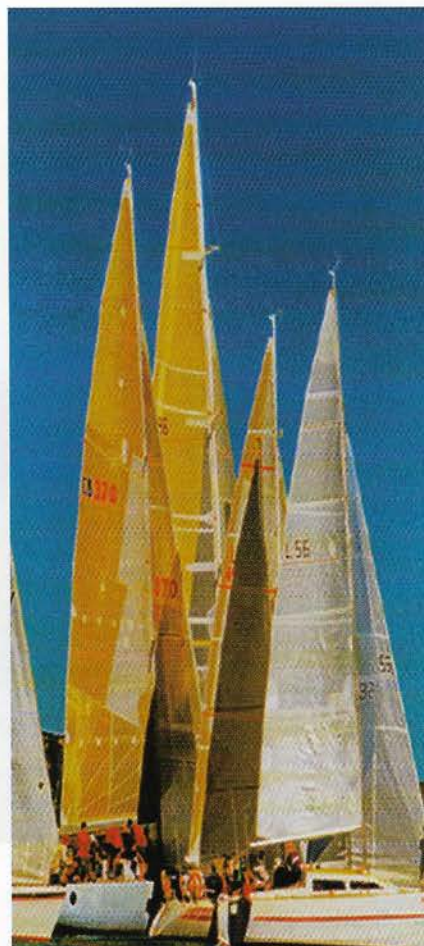
Hull and appendages should be fair and have had antifouling sprayed on thick so that it may then be blocked back to a smooth finish somewhere between a 240 & 600 grit wet & dry paper with the emphasis on both foils.

For IMS and Channel handicap rated yachts it is essential that you go over the certificates to make sure they are a true reflection of the boat and not

carrying any overrated penalties. If you are unsure get some professional advice. Each rule has its own particular peculiarities.

Over the last couple of years, the IMS rule has gone from giving excess credit for wetted surface area (WSA) and displacement (DSPL) to now having more emphasis on righting moment (RMC) and rated length (AVG L) to the extent where most of the competitive yachts have reduced internal ballast significantly and are moving anchors and other heavy items further forward to get their sterns out of the water to help the yacht incline more in measurement trim. Channel handicap favours a heavier yacht with no internal ballast, being stiff, as the rule doesn't rate righting moment.

Rigs and sails should be set up to work together and as automatically as possible so that when runners (on fractional boats) and backstays (on mast-head boats) are used to tension forestays as we progress through the range of each headsail, they also have the same effect of powering up or depowering the mainsail, so that you are not requiring constant adjustments of your check stays which should be made of wire or vectran, (not spectra). Whilst on ropes, the primary genoa halyard should also be vectran with a short spectra tail in the end. Spectra has its place on board but not in these



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The Reichel/Pugh 43, *Sword of Orion*, is a prime example of how an IMS yacht can be made a winner through careful attention to a planned campaign to optimise the boat and the crew.



applications, its creep under load makes your trimming job harder.

You should also work towards developing a trimming chart so that your crew can refer back to it in different wind and water conditions, develop it as you go along:

To make this work you need to mark these controls with dark felt pen

Knots	Boat speed	Runner	Backstay	Halyard	Genoa car	Traveller
6						
8						
10						
etc.						

or whipped twine and relate them to a reference point on deck.

The prime objective is to be 95% fast, 95% of the time, if you can achieve this you will be at the front of the fleet.

In the ideal world you would have a wardrobe of new sails, however this is not always economically viable. Devote time to photographing your existing sails noting forestay tension and wind speed then consult your sailmaker with the photos to determine how the shape can be altered to bring it back close to its original shape. Note!

don't think the sail needs discarding just because it is delaminating, I have seen many Kevlar sails that are delaminating quite badly however the shape of the sail is fine. Repairing the affected areas with clear or 4oz dacron sticky back will prolong the usable life of the sail.

When preparing your boat for rac-

ing ensure that you are not carrying excess gear, I find that the best way of doing this is to strip everything out of the inside and only put back what you actually must have! Likewise fuel and water carried should be limited to amounts to meet safety requirements outlined in the rule book.

Calibration of electronics is another area that crews don't spend enough time on. If you can't rely on the information being put up in front of you it makes your decision making job all that much harder. Devote a full after-

noon offshore in constant breeze with someone who fully understands the system and go through the calibration process by the book, starting with 4 runs of the measured mile before heading offshore.

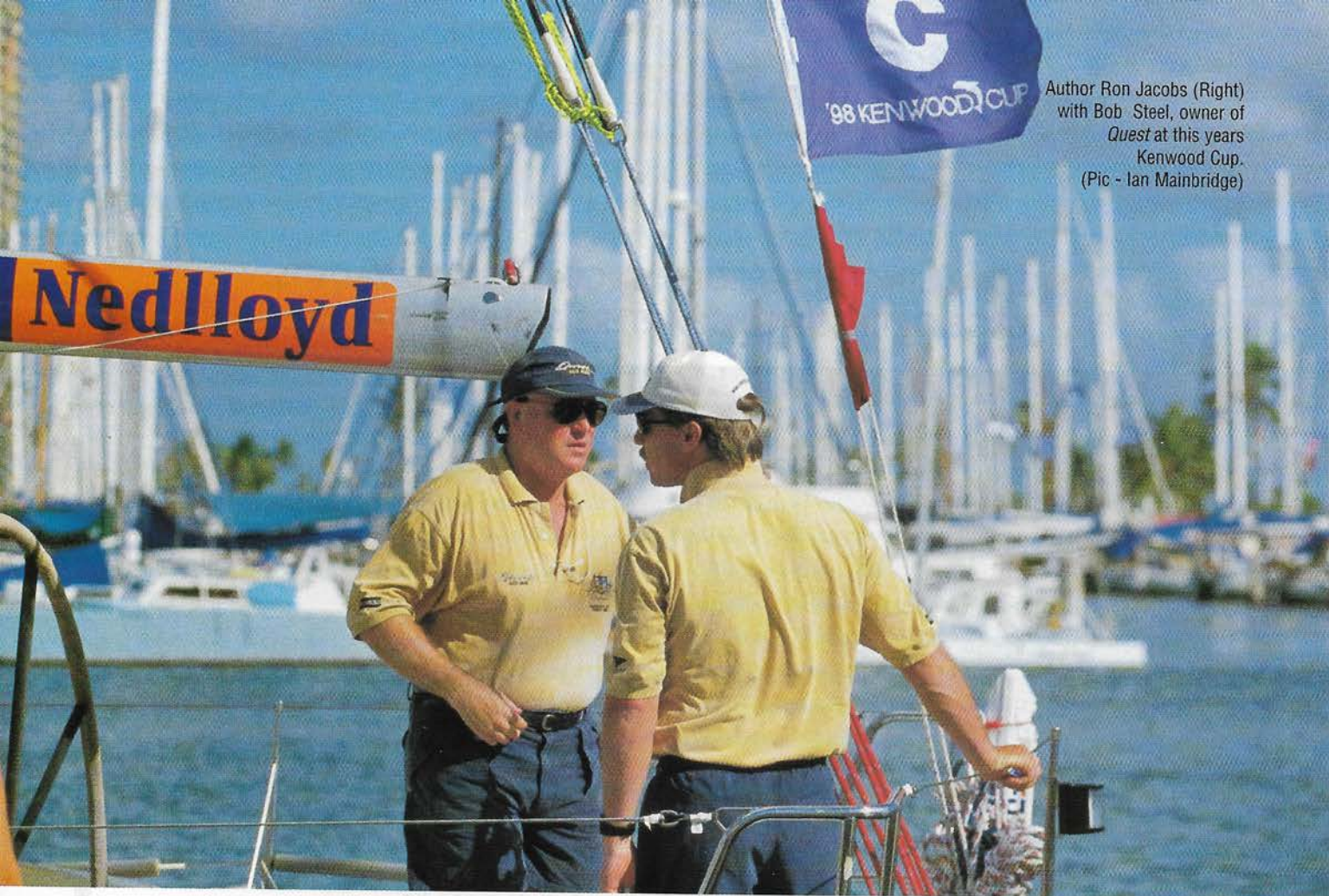
In short, if you prepare your yacht along the "no excuse to lose" to quote Dennis Conner, you are 50% on the way to winning.

Preparation - The crew

The other 50% is crew.

To again quote Dennis Conner "commitment to the commitment" is the underlining factor. Better off having a great group of team players that are committed to the goal than a boat full of individuals. Build your team around an experienced bowman, trimmer and helmsman and mould the rest into a team breaking the boat up into foredeck, middle and after guard, Frontier, adventure/fantasy land as they are some times referred to.

There are many excellent texts available that go into the points I will touch on here - read them, if you are unsure



Author Ron Jacobs (Right) with Bob Steel, owner of *Quest* at this years Kenwood Cup. (Pic - Ian Mainbridge)

of something ask your sailmaker or get some coaching. It still amazes me how people will pay money getting professional help in their business or other sporting activities such as golf but stay away from it in yachting.

Crew skills should be developed along the following guidelines:

Foredeck & hatch/middle - sail handling is mechanical, sails going up and

If you can fill these positions with competent crew then time on the water sailing together will hone these skills

down, tacking, gybing these procedures need rehearsing in practice sessions till they happen like clockwork.

Trimmers - Genoa and main trimmer are in charge of boat speed. They require a good knowledge of sail shapes and how to achieve them, effectively changing gears as the wind and

sea conditions change.

Gear changing should be broken down to 3 stages.

1ST GEAR, looking to generate power and speed with helmsman sailing low in the groove, crew not required to hike. Action - sails deep and lower leech closed.

2ND GEAR, boat nicely powered up with all crew hiking the boat, sails trimmed on, with a comfortable angle of heel.

3RD GEAR, boat over powered, aim to reduce heel. Action - sails flat and twisted.

Helm - getting the boat through the water and around the corners, relaying the feel of the helm to the trimmers.

Tactician/navigator - are responsible for the positioning of the boat on the race course, these roles can be joint or separate. The tactician is responsible for the position of the boat on the race track to take advantage of wind shifts, current and the boats placement on the race track in relation to your opposition. Its no use having the rest of the crew getting the boat going fast

if you are going fast the wrong way. He must have his head out of the boat to be able to take in the whole picture.

The Navigators role has changed with the advent of GPS, today it is more than "Where Are We", he is now responsible for gathering and supplying the information. With the technology available today the navigator needs to spend considerable time getting to understand the full capabilities of the instruments on board in order to supply the information to tactician and helmsman so that they in turn may make sound decisions on boat placement and overall strategy.

If you can fill these positions with competent crew then time on the water sailing together will hone these skills and as the crew become more confident in each others abilities they in turn will concentrate on their own jobs harder and your end results will improve.

By Ron Jacobs (PBS International)



HOBART HEROES

25 Races Plus

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", many notching up many races. So far, however, only 38 yachtsmen have been recorded by the Cruising Yacht Club of Australia as having reached the status of having their names embossed in gold 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 classic.

Two yachtsmen have had their names added to The Roll of Honour since the 1997 Telstra Sydney to Hobart - John Mooney, a wellknown member of Royal Brighton Yacht Club in Melbourne and international navigator Lindsay May, an equally wellknown member of the CYCA.

John has sailed aboard many well-known Victorian yachts, including the famous veteran *Winston Churchill*, *Mark Twain*, *Police Car*, *Bimblegumbie*, *Sword of Orion* and *Ausmaid*.

Lindsay has sailed in 25 consecutive Hobarts, 23 as a navigator, has twice won the Gordon Marshall Navigator's Trophy and has piloted three yachts to victory. They are overall winners *Indian Pacific* in the galeswept 1984 race, *Atara* in 1991 and *Brindabella* to her line honours victory last year. He has sailed six Hobarts with Peter Kurts and

also sailed with Peter in Admiral's Cup challenges.

Among the other "Hobart Heroes" expected to be racing south again this year will be John Bennetto, Lester Nibbs and Roger Howlett from Hobart, Lou Abrahams and Bernie Case from Melbourne, and Sydney sailors Richard Hammond, Bruce Gould, David Lawson, Tony Cable, Tony Ellis, Syd Fischer and Peter Shipway.

Here are those 38 yachtsmen who, following the 1997 race, had recorded by the CYCA their 25 or more Sydney-Hobarts and the yachts they sailed aboard:

Richard Hammond (NSW)

39 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), *Janzone* (5), *Uomie*, *Janzone 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* (3), *Margaret Rintoul II*.

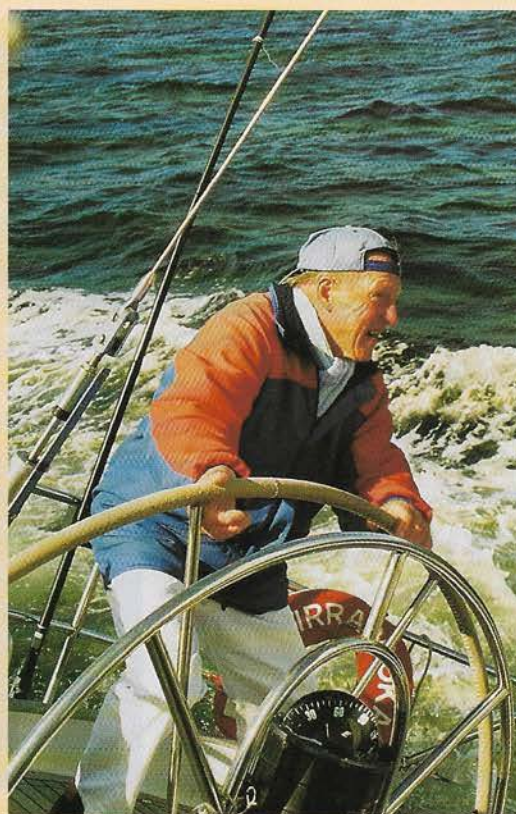
Last raced: 1997 - *Canon Maris*.

John Bennetto (Tas)

37 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*, *Mirraboooka* (5), *Fortlet*, *Vanguard*, *Mirraboooka II* (11).

Last raced: 1997 (*Mirraboooka II*).



John Bennetto at the helm of Mirraboooka

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*)

Lou Abrahams (Vic)

35 races, 33 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* (3).

Last Raced: 1997 (*Seaview Challenge Again*).

Richard Norman (NSW)

34 races, including overall winners *Koomooloo* (1968) and *Love & War*

(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).

Bruce Gould (NSW)

30 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 (2), Ragamuffin VI, Sovereign (2), All That Jazz, Margaret Rintoul (2), Condor, Never a Dull Moment (2).

Last raced: 1995 (Freight Train).

Colin Wildman (NSW)

30 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 (5), Final Approach, Maxi Ragamuffin, Fudge, Mirrabooka II.

Last raced: 1997 (Mirrabooka II)

Alby Burgin (NSW)

30 races, eight as owner/skipper and including first place overall with his own yacht Rival in 1961 and aboard Piccolo as navigator in 1976.

Yachts raced since 1951: Defiance (2), Nirvana, Rival (6), Meltemi, Irene, Ruthean (3), Valhalla, Salacia, Polaris, Piccolo (2), Spirit, Onya of Gosford, Carina, Bravura, The Newcastle Flyer

(2), Boomerang of Belmont, Helsal II, Nynja Go, Newcastle Flyer, Alstar.

Last raced: 1994 (Alstar).

Syd Fischer (NSW)

29 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), Ragamuffin VIII, Ragamuffin IX (3).

Last raced: 1997 (Ragamuffin IX).

Bruce Jackson (NSW)

29 races since 1952 including first aboard Southerly in the 30-Year Veteran Division of the 50th Sydney to Hobart in 1994.

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 (4).

Last raced: 1997 (Southerly).

David Lawson (NSW)

28 races, including line honours aboard Helsal (1973).

Yachts raced since 1961: Sylph VI (5), Ronita (3), Fare The 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, Gretel, Mercedes IV, Radio Relay Vessel (7).

Final Voyage: 1988 (Radio Relay Vessel).

Peter Kurts (NSW)

28 races, 20 as owner/skipper, with overall wins with Love & 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 Drake's Prayer in 1985 but lost after a controversial protest.

Yachts raced since 1964: Kaleena, Mr. Christian (3), Cavalier, Boambillee (2), Prospect of Whitby, Love & War (8), Marionette, Once More Dear Friends (5), Drake's Prayer, Madeline's Daughter (5).

Last raced: 1996 (Love & War).

Stan Darling (NSW)

27 races, mostly as navigator, 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).

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), Helsal, Patrice III (2), Vanguard (3), Adrenalin, Szechwan (2), Bewinched, Silver Minx (4), Venture One, Fujitsu Dealers (2), Freight Train (2).

Last Raced: 1994 (Freight Train).

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, Queequeg, 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).

Des O'Connell (NSW)

27 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, Alice, Ellida (3), White Cloud, Carol J (4), Poitrel (2), Lowana 2, Salacia, Wolf-tam IV (2), Sea Wind, Moonraker Again, Patrice 3, Sagittarius, Spider, Never Satisfied, Onya of Gosford, Katinka (4).

Last raced: 1996 (Katinka).

Peter Shipway (NSW)

27 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), Quequeg, Love and War (7), Knockout, Bumblebee 4, Once More Dear Friends, Margaret Rintoul III, Drakes Prayer (2), Madeline's Daughter (5), Brindabella (2), Ragamuffin (2), Exile.

Last raced: 1997 (Exile.)

Lester Nibbs (Tas)

27 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 (9).

Last raced: 1997 (Mirrabooka II)

Rolfe Mische (NSW)

27 races since 1963.

Yachts raced aboard 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).

Josko Grubic (SA)

26 races since 1966, always as owner/skipper.

Yachts raced as owner/skipper since 1966: Southern Myth, Adria (3), Anaconda (6), Anaconda II (6).

Last raced: 1992 (Anaconda II).

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.

Yachts raced since 1946: Christina (2), Gynea, 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.

Final race: 1985 (Mandrake).

Richard Bearman (NSW)

26 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, Double or Nothing.

Last raced: 1997 (Double or Nothing).

Peter Joubert (Vic)

26 races since 1968.

Yachts raced aboard since 1968: Boomerang VII, Boomerang VIII, Wild Goose, Kingurra (12), Gumblossom (2), Billabong (9). Peter Joubert designed each of the yachts he has raced to Hobart aboard, 24 of them as an owner/skipper, a record for an Australian designer, possibly an achievement unrivalled in the world. He also designed the winner of the 1981 Sydney to Hobart, the Currawong 30, Zeus II.

Last raced: 1997 (Kingurra).

John Solomon (Tas)

26 races since 1967.

Yachts raced aboard since 1967: Norla, Wathara II, Siska II, Antagonist (3), Siska III, Brer Fox, Siska IV, Mirrabooka, Natelle II (7), Fortlet, Spirit, Mirrabooka II (3), Parmelia, Dr Who (3).

Last raced: 1997 (Mirrabooka II)

Roger Howlett (Tas)

26 races since 1969.

Yachts raced aboard since 1969: Balandra (2), Pacha (4), Mercedes IV, White Pointer (4), Chaos, Police Car, Thumbs Up (2), Outlaw, Sheraton Hobart (6), Mirrabooka II (2).

Last raced: 1997 (Mirrabooka II)

John Mooney (Vic)

25 races since 1969

Yachts raced aboard since 1969: Winston Churchill, Tina of Melbourne (2), Mark Twain (3), Fantasy Rag, Mercedes IV (2) Sunburst, Police Car, Seaulater, Contractor, Gumblossom, Once More Dear Friends, Centurion, Bimblegumbie, Cotton Blossom II, Fly by Night (2), Liberator, Sword of Orion, Ausmaid, Local Hero, Adrenalin.

Last raced: 1997 (Adrenalin)

Lindsay May (NSW)

25 races since 1973, including overall winners Indian Pacific (1984) and Atara (1991) and line winner Brindabella (1997).

Yachts raced aboard since 1973: Onya of Gosford I, Onya of Gosford II, Dancing Mouse, Geronimo (2), Deception (2), Adrenalin, Once more Dear Friends (3), Indian Pacific, Another Concubine, Szechwan, Phoenix Contractors, Madeline's Daughter (3), Atara (3), Brindabella (4).

Last raced: 1997 (Brindabella)

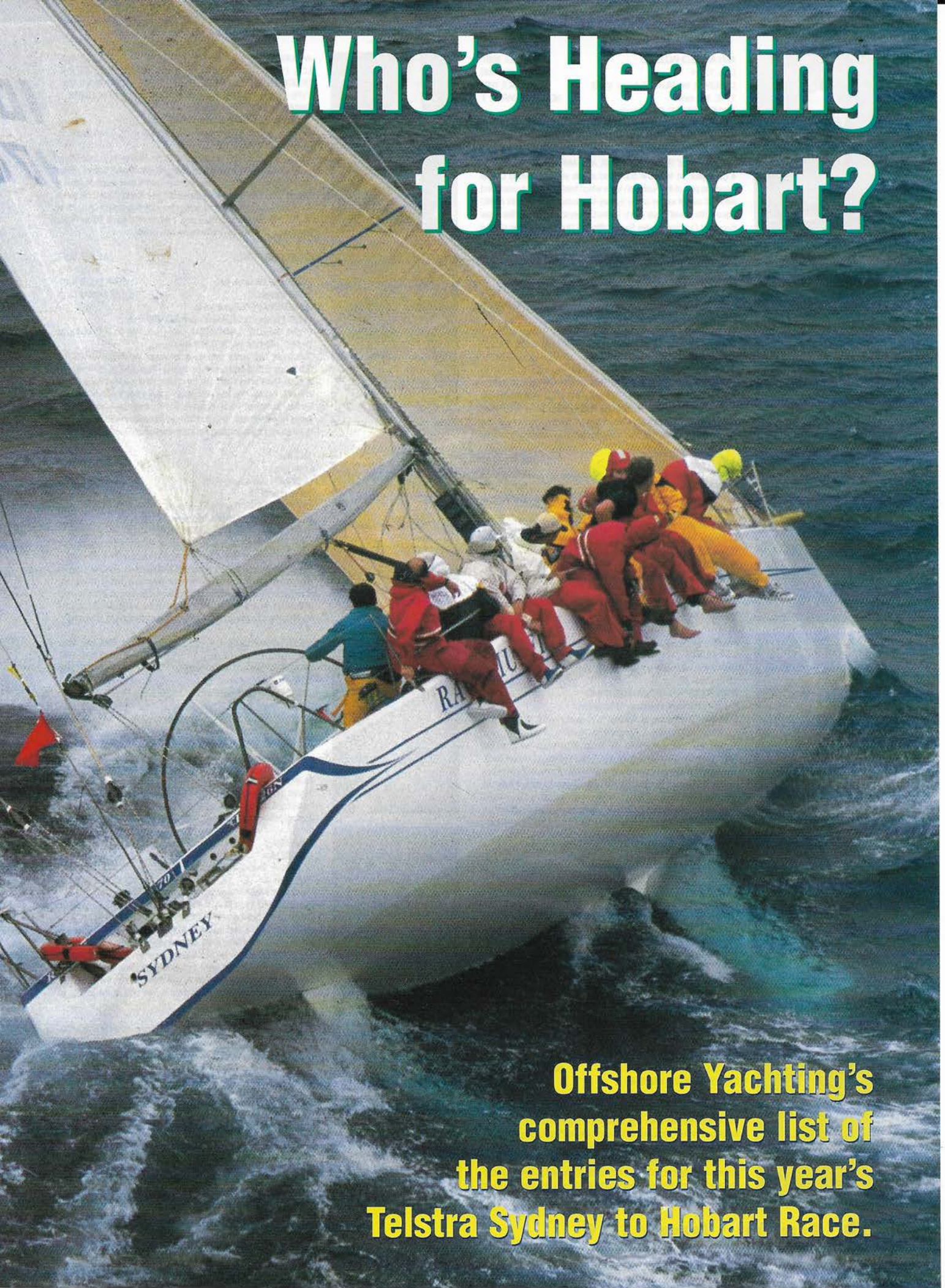
...and record Hobarts by individual yachts

Some 4,350 yachts have entered the Sydney to Hobart yacht Race. Many of them have continued to sail in the 630 nautical mile race for years and years, some boats making comebacks to ocean racing after being "retired" by their owners.

The record number of races by individual yachts - 20 Sydney to Hobarts - is held jointly by two classic timber yachts, Hugh O'Neill's Mark Twain and Richard Purcell's Margaret Rintoul II which began her sailing career as the original Ragamuffin. Both come from the design board of the famous New York naval architects, Sparkman & Stephens. Both yachts are still actively raced, as is Winston Churchill which contested the inaugural race in 1945. She has sailed in 17 Hobart races.

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

Who's Heading for Hobart?



**Offshore Yachting's
comprehensive list of
the entries for this year's
Telstra Sydney to Hobart Race.**



ABN AMRO CHALLENGE
LOA: 13.9m
DESIGNER: Iain Murray & Assoc. (AUS)
TYPE: IMS racer
OWNER/SKIPPER: Ray Roberts
CLUB: Cruising Yacht Club of Australia, NSW
CREW: R. Roberts (11), I. Murray (7), M. Spies (21), M. Till (3), N. Kingsmill (6), A. Cuddihy (4), M. Coxon, R. Myles (2), R. Allanson (5)
Ray 'Hollywood' Roberts' Sydney 46, ABN AMRO Challenge, has had a good year so far. She competed at this year's Kenwood Cup in Hawaii as part of the Australian team which finished second overall and was IMS overall winner of the Sydney-Mooloolaba Race. ABN AMRO placed 8th overall in last year's Telstra Sydney to Hobart and like fellow Kenwood Cup team mates Ragamuffin and Quest, is a strong chance for an overall win.

SAIL NO: 8887
CLASS: IMS
YEAR BUILT: 1997
NO. OF HOBARTS: 1



ANDURIL
LOA: 11.2m
DESIGNER: Ed Dubois (GBR)
TYPE: Dubois 40 ex-IOR one tonner
OWNER/SKIPPER: Jeff Cordell
CLUB: Derwent Sailing Squadron, TAS
CREW: J. Cordell (3), G. Eiszele (10), A. Davidson (1), B. Anderson, R. Webb (1), D. White
Racing as Tassie Wins in last year's Telstra Sydney to Hobart Race, Vice Commodore of the Derwent Sailing Squadron Jeff Cordell picked up a 3rd placing in PHS Division 2, the yacht's best result so far in a Hobart race. This Tassie entry competes year-round in her local series as well as some longer races and in the past has picked up a first in PHS in the Maria Island Race and a 4th in this year's Three Peaks Race, a good result for one of the smaller entries.

SAIL NO: 4168
CLASS: PHS
YEAR BUILT: 1981
NO. OF HOBARTS: 6



ADAGIO
LOA: 10.82
DESIGNER: Sparkman & Stephens (USA)
TYPE: S&S 36
OWNER/SKIPPER: Peter Williams
CLUB: Derwent Sailing Squadron, TAS
CREW: P. Williams (2), A. Harradine (2), D. Williams (1), W. Dias, T. Curtain, J. Picot
Pretty much the same crew are lining up for this race as did in the '96 Sydney to Hobart on board Adagio. Best results for this S&S 36 include winning the PHS division of the '92 Melbourne to Devonport while the owner's best result was winning the PHS division of the '91 Hobart Race on previous boat Allegro. As well as completing a few long ocean races, Adagio is a regular Club racer on her home waters in Tasmania.

SAIL NO: 588
CLASS: PHS
YEAR BUILT: 1989
NO. OF HOBARTS: 1



ANTIPODES SYDNEY
LOA: 17m
DESIGNER: Bill Dixon (UK)
TYPE: Taswell 56
OWNER/SKIPPER: Geoffrey Hill
CLUB: Cruising Yacht Club of Australia, NSW
CREW: G. Hill (2), S. Ulrich (2), A. Isles (1), S. Wall (2), P. Cook (2), S. Wolf, D. Miller, M. Hill (2), J. Hallam (10)
This yacht has raced extensively overseas including the 1991-92 Columbus 500 Centenary Trans Atlantic Race (1st in division), two Antigua Race Weeks and the Seychelles Round Island Race (1st in division). Locally, she has completed one Sydney to Coffs and one Sydney to Hobart Race. Between them, three crew members on board have completed 140,000 offshore miles which will stand them in good stead for the gruelling trip south starting on Boxing Day.

SAIL NO: 5659
CLASS: IMS
YEAR BUILT: 1991
NO. OF HOBARTS: 1



ADRENALIN
LOA: 11.6m
DESIGNER: Doug Peterson (USA)
TYPE: Peterson 38
OWNER/SKIPPER: David Bennett
CLUB: Cruising Yacht Club of Australia, NSW
CREW: D. Bennett (5), M. Bennett (4), K. Lehmar, J. Wainwright (10), C. Fay
Adrenalin has enjoyed success in club racing but hasn't had as much success with the longer races. She was forced to retire from last year's Sydney-Hobart, David's first in his new yacht, but will be back again this year with a good crew and a new sail wardrobe to make sure they reach Hobart this time. Hoping for a divisional placing.

SAIL NO: 1999
CLASS: PHS
YEAR BUILT: 1980
NO. OF HOBARTS: 6



ANTUKA
LOA: 13m
DESIGNER: Joe Adams (AUS)
TYPE: Adams 13
OWNER/SKIPPER: Raymond Semmens
CLUB: Western Port Marina Squadron, VIC
CREW: R. Semmens, P. Madigan (3), B. Milman (2)
Little is known about this yacht's racing history although she has competed in some of the southern races including the Melbourne to Hobart, Melbourne to Devonport and Melbourne to Port Fairy. Since purchasing her last year, owner Ray Semmens hasn't made any changes and has enjoyed club racing as well as the odd offshore race. With an ex-Navy crew member, a doctor and a qualified AYF instructor aboard, Ray's hopes of just getting to Hobart are looking promising.

SAIL NO: WS91
CLASS: PHS
YEAR BUILT: 1983
NO. OF HOBARTS: 0



AERA
LOA: 14.36m
DESIGNER: German Frers (ARG)
TYPE: Swan 46
OWNER/SKIPPER: Nicholas Lykiardopulo
CLUB: Royal Yacht Squadron, Great Britain
CREW: N. Lykiardopulo, H. Agnew (1), W. Seabrook (6), M. Benakis, P. Papadeas, M. Cornwell, J. Fanstone, O. Allard
In true style, the owner had his Swan 46 shipped out from the Mediterranean to compete in its first Telstra Sydney to Hobart Race. This entry has a lot of ocean racing miles behind it including competing in the Aegean Rally, Cork Week, Key West, Cowes Week, La Nioulargue (1st in division, '98), Antigua and numerous Swan World Cups. The experienced crew includes one of the navigators of Silk Cut, which completed the most recent Whitbread Round the World Race.

SAIL NO: GRE 49040
CLASS: CHS
YEAR BUILT: 1985
NO. OF HOBARTS: 0



ASPECT COMPUTING
LOA: 16.6m
DESIGNER: Graham Radford (AUS)
TYPE: Radford 16.5 sloop
OWNER/SKIPPER: David Pescud
CLUB: Cruising Yacht Club of Australia
CREW: D. Pescud (3), C. Josling (4), S. Bond (1), K. Jagger (19), H. Mirleib (2), G. Clare, S. Oram, S. Collins, D. Kane, T. Foley
Aspect Computing is the vehicle for the Sailors with disabilities program which is headed up by skipper David Pescud. This year David will be taking 12-year-old Travis Foley from Mudgee, who is dyslexic, south for his first Sydney to Hobart as part of a joint venture between Aspect Computing and the CYCA/Telstra inaugural youth program. Aspect Computing is fully crewed by people with disabilities and has achieved some notable results in the past.

SAIL NO: 4826
CLASS: PHS
YEAR BUILT: 1989
NO. OF HOBARTS: 3



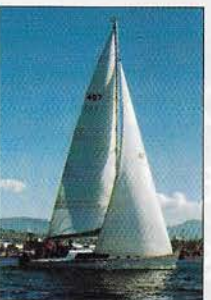
ALEXANDER OF CRESWELL
LOA: 11.158m
DESIGNER: Kim Swarbrick (AUS)
TYPE: S111
OWNER/SKIPPER: Warren Hellwig
CLUB: Royal Australian Navy Sailing Association, NSW
CREW: W. Hellwig (2), I. Kelly, R. Woodcock (1)
This is the sistership to Lady Penrhyn and the second sail training yacht used by the Department of Defence. Navy Sail Training Manager for the ACT area, Warren Hellwig, will campaign Alexander of Creswell south for her 14th Hobart, adding more ocean going miles to her already impressive tally of nearly 70,000 nautical miles. Both yachts will be competing for the Oggin Cup for Services crews.

SAIL NO: 3807
CLASS: IMS
YEAR BUILT: 1984
NO. OF HOBARTS: 13



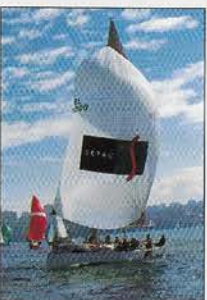
ASSASSIN
LOA: 12.19m
DESIGNER: Bruce Farr (NZL/USA)
TYPE: Farr 40
OWNER/SKIPPER: Hugo van Kretschmar & Robin Crawford
CLUB: Cruising Yacht Club of Australia, NSW
CREW: H. Kretschmar (16), R. Crawford (7), A. Buckland (15)
CYCA Commodore and co-owner Robin Crawford will be taking this proven performer south for its 6th Telstra Sydney to Hobart Race. Assassin has an enviable race record including an overall win in the '92 Sydney to Hobart as well as victories in the Sydney to Mooloolaba and the '92 Asia Pacific Championships. Commodore van Kretschmar is the '92 CYCA Commodore in many years to skipper his own boat in the Sydney to Hobart.

SAIL NO: 9999
CLASS: IMS
YEAR BUILT: 1992
NO. OF HOBARTS: 5



ALLUSIVE
LOA: 14.3m
DESIGNER: David Lyons (AUS)
TYPE: Lyons 48
OWNER/SKIPPER: John Smith
CLUB: Bellerive Yacht Club, TAS
CREW: J. Smith (2), G. Purdon (2), I. Stewart (3)
This brand new Lyons 48, only launched in March this year, competed in her local winter series and did "reasonably well" according to skipper John Smith. To prepare for the Hobart Race, the yacht will be taking part in a number of ocean races in Tasmania before heading up to Sydney in December. With 11.5 tonnes of weight and all the mod cons on board, John is hoping for a comfortable ride although based on past experience, this is unlikely to happen.

SAIL NO: 407
CLASS: PHS
YEAR BUILT: 1998
NO. OF HOBARTS: 0



ATARA
LOA: 13m
DESIGNER: David Lyons (AUS)
TYPE: IMS Racer
OWNER/SKIPPER: Roger Hickman
CLUB: Cruising Yacht Club of Australia, NSW
CREW: R. Hickman (20), D. Richards (6), M. Slinn (3), P. Wilkinson
Skippered by the Ocean Racer of the Year, Roger Hickman, Atara enters just about every regatta and ocean race on the east coast of Australia and consistently performs well. Credits include winning the CYCA's 1996-97 prestigious Bluewater Pointscore and 3rd overall in the Sydney to Hobart Race. CYCA Director Roger is taking Peter Wilkinson, one of the two Eden Technology High students chosen from a competition, south for his first Telstra Sydney to Hobart Race.

SAIL NO: IRL8000
CLASS: IMS
YEAR BUILT: 1994
NO. OF HOBARTS: 4



AURORA
LOA: 12.23m
DESIGNER: Bruce Farr (NZL/USA)
TYPE: Farr 40
OWNER/SKIPPER: Jim Holly
CLUB: Lake Macquarie Yacht Club, NSW
CREW: J. Holly (10), S. Lamb (17), R. Carlier (19)
Previously named Witchcraft II, this yacht has completed many ocean races including 10 Sydney to Southports, 6 Sydney to Mooloolabas and 4 Sydney to Hobarts with wins in the Southport and Mooloolaba races. New owner, Lake Macquarie sailor Jim Holly is putting together a good crew for this year's race including a Swedish sailor who this year completed a single-handed sail to Sweden - just for fun.

SAIL NO: 4057

CLASS: IMS

YEAR BUILT: 1984

NO. OF HOBARTS: 4



B52
LOA: 12.47m
DESIGNER: Iain Murray & Assoc. (AUS)
TYPE: Bashford Howison 41
OWNER/SKIPPER: Wayne Millar
CLUB: Townsville Cruising Yacht Club, QLD
CREW: M. Vickers (2), L. Axe (6), W. Millar (1), M. Vickers, S. Anderson (1), J. Byrne (3), R. Kingston (1), T. Muller (1), B. Anson

This successful BH 41 has notched up a number of victories over the last three years including a 3rd on IMS in the '96 Hobart Race and a line and handicap win in this year's Townsville to Dunk Island Bluewater Classic. B52 competed in this year's Hayman Island Big Boat Series and Hamilton Island Race week where she went head to head with the near identical BH41 Challenge Again and finished second in the CHS Division on a countback.

SAIL NO: 8889

CLASS: CHS

YEAR BUILT: 1995

NO. OF HOBARTS: 1



AUSMAID
LOA: 14.472m
DESIGNER: Bruce Farr (NZL/USA)
TYPE: Farr 47
OWNER/SKIPPER: Kevan Pearce
CLUB: Cruising Yacht Club of South Australia, SA
CREW: K. Pearce (3), P. Bolton (2), C. Evans (2), T. Edwins (2), C. Gordon (4), P. Stevens (5), S. Clark
New owner Kevan Pearce will optimise this IMS champion before this year's Telstra Sydney to Hobart Race and expects to do very well, as he did in his previous boat Kingtide. Ausmaid has enjoyed plenty of success since being launched in 1994 including overall winner of the '96 Telstra Sydney to Hobart, 4th overall in the '94 race and being part of the victorious Australian Kenwood Cup team in '96. Should do well on handicap.

SAIL NO: YC1000

CLASS: IMS

YEAR BUILT: 1994

NO. OF HOBARTS: 4



BACARDI
LOA: 13.37m
DESIGNER: Doug Peterson (USA)
TYPE: Peterson 44
OWNER/SKIPPER: Graeme Ainley & John Williams
CLUB: Sandringham Yacht Club, VIC
CREW: J. Williams (17), G. Ainley (17)

Bacardi has rarely missed a Hobart race over the years. Her best result came in 1993 when she was declared 1st in division in IMS after being granted redress for assisting another yacht. Other good results include a 2nd and a 3rd in division. This much sailed Peterson 44 goes at her best in a light breeze right on the nose.

SAIL NO: SM377

CLASS: IMS

YEAR BUILT: 1978

NO. OF HOBARTS: 15



AVANTI
LOA: 12.19m
DESIGNER: Beneteau (FRA)
TYPE: First 38
OWNER/SKIPPER: Christopher & John Mooney
CLUB: Royal Brighton Yacht Club, VIC
CREW: J. Mooney (25), D. Lloyd (2), A. Black (12)
Past Admiral's Cup helmsman John Mooney recently was awarded a place on the Sydney to Hobart honour roll for having completed 25 races. Obviously 25 is not enough for this veteran who is lining up again for his 26th with co-skipper and owner of the boat, brother Christopher. Also on board will be Robert and Christopher Case, sons of former America's and Admiral's Cup yachtsman Bernie Case. Since being purchased in February, Avanti has enjoyed success at Club level and the crew is looking forward to getting out into open water, although they will be largely in cruising mode.

SAIL NO: B409

CLASS: PHS

YEAR BUILT: 1986

NO. OF HOBARTS: 0



BERRIMILLA
LOA: 10.1m
DESIGNER: Peter Joubert (AUS)
TYPE: Broga
OWNER/SKIPPER: Alex Whitworth
CLUB: Cruising Yacht Club of Australia, NSW
CREW: A. Whitworth (6), G. Smith (3), S. Byrne (3), S. Meehan (3), R. Baker, S. Reid
Alex sailed his first Hobart race in 1977, raced again in 1979, and then virtually retired from ocean racing. However, after joining the 371 strong fleet in 1994 for the 50th anniversary race, he has once again become addicted, not missing a Sydney to Hobart Race since. His best result came in 1996 when Berrimilla placed fourth in PHS Division. Unfortunately, Berrimilla was forced to retire from last year's race with an injured crew member which will make reaching Hobart all the more important this year.

SAIL NO: 371

CLASS: PHS

YEAR BUILT: 1977

NO. OF HOBARTS: 7



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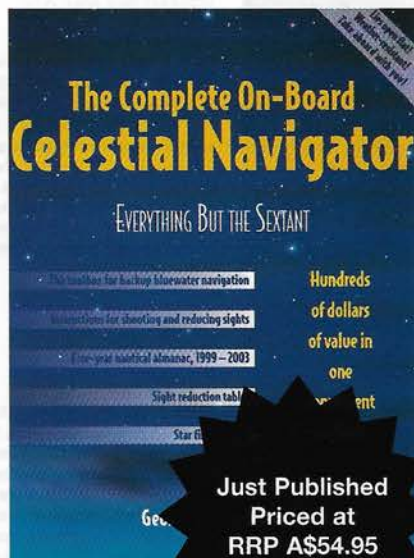
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BIN ROUGE
LOA: 9.5m
DESIGNER: Bruce Farr (NZL/USA)
TYPE: Farr 31
OWNER/SKIPPER: Darryl Hodgkinson
CLUB: Cruising Yacht Club of Australia, NSW
CREW: D. Hopekinson, C. Bowling (8), D. Hensen (6), R. Spinner (1), M. McLean (1) T. Ives.
Experienced skipper Chris Bowling will be heading the charge south on board for this yacht's 3rd Sydney to Hobart Race. Bin Rouge has had a good season this year, finishing well-placed in the Sydney to Gold Coast Yacht Race. Chris will be looking to improve on last year's Hobart handicap result when Bin Rouge limped across the finish line at Constitution Dock with a torn mainsail and placed 41st.

SAIL NO: 7633
CLASS: IMS
YEAR BUILT: 1993
NO. OF HOBARTS: 2



CHALLENGE AGAIN
LOA: 12.47m
DESIGNER: Iain Murray (AUS)
TYPE: Sydney 41
OWNER/SKIPPER: Lou Abrahams
CLUB: Sandringham Yacht Club, VIC
CREW: L. Abrahams (35), R. Simpson (16), G. Schipper (17), F. Johnson (28), J. Maquet (4), R. Richardson (1), G. Goldsmith (2), G. Pratt
Lou Abrahams, a two-times Sydney to Hobart winner with his previous yachts, placed first in CHS Division at this year's Hamilton Island Race Week with his Sydney 41. This year he will be racing south with a very experienced crew including well-known sailing master Fraser Johnson calling tactics and Rowan Simpson and Gary Schipper adding another Hobart to their already respectable tallies. Lou himself has sailed in 35 Sydney to Hobarts, 33 of them as the skipper of his own yacht.

SAIL NO: SM2
CLASS: CHS
YEAR BUILT: 1995
NO. OF HOBARTS: 1



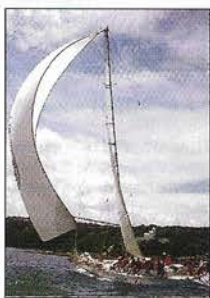
BOOMAROO MORSE FANS
LOA: 10.3m
DESIGNER: Sparkman & Stephens (USA)
TYPE: S&S 34
OWNER/SKIPPER: John McIntosh
CLUB: Royal Queensland Yacht Squadron, QLD
CREW: J. McIntosh (8), P. Abraham (1), A. Cowan (1), R. Webb (1), M. Webb, G. Clougher
Major highlights of this yacht's career include 1st on IMS in the '92 and '93 Mooloolaba-Hamilton Island race, a 3rd overall in the '95 Brisbane-Gladstone and a 2nd in division in last year's Telstra Sydney to Hobart Race. This crew will be rugging up for the trip south, the yacht's 11th and skipper John's 9th. Could do well again in division. One of three S&S 34s heading south this year.

SAIL NO: RQ23
CLASS: IMS
YEAR BUILT: 1971
NO. OF HOBARTS: 10



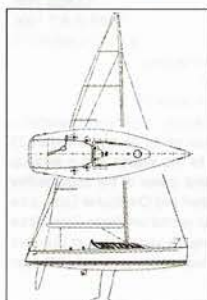
CHARISMA
LOA: 12.93m
DESIGNER: Doug Brooker (AUS)
TYPE: Cavalier 43
OWNER/SKIPPER: James Lawler
CLUB: Sydney Amateur Sailing Club, NSW
CREW: J.M. Lawler (10), J.V. Lawler (10), T. Cosh (10)
James Lawler will be heading south again for his 11th Sydney to Hobart Race as well as his nephew Jim Lawler. While Charisma has raced to Hobart six times and has completed numerous Sydney to Gold Coast Races, James describes her as a "fast cruiser and a slow racer". She has placed well under PHS, winning her division in the tough-going '93 Sydney-Hobart.

SAIL NO: A94
CLASS: PHS
YEAR BUILT: 1981
NO. OF HOBARTS: 6



BRIGHT MORNING STAR
LOA: 15.5m
DESIGNER: Doug Peterson (AUS)
TYPE: Cruiser/Racer
OWNER/SKIPPER: Hugh Treharne
CLUB: Cruising Yacht Club of Australia, NSW
CREW: H. Treharne (23), I. Treharne (13), S. Welsh
Hugh Treharne, best known as the tactician on the '93 America's Cup winning yacht Australia II, along with his brother Ian 'Bomber' Treharne, will be taking this beautiful Peterson 50 to Hobart once again. Bright Morning Star regularly competes in the Hobart Race, Sydney to Gold Coast and Sydney to Mooloolaba Race. She recently placed 3rd overall in the PHS division of the 25th Gosford to Lord Howe Island race.

SAIL NO: 1987
CLASS: PHS
YEAR BUILT: 1985
NO. OF HOBARTS: 6



CHUTZPAH
LOA: 10.99m
DESIGNER: Murray, Burns & Dovell (AUS)
TYPE: MBD 36
OWNER/SKIPPER: Bruce Taylor
CLUB: Royal Yacht Club of Victoria, VIC
CREW: B. Taylor (17), G. Courley (13), J. Permezel (9), A. Taylor (5), M. Burn (4)
Chutzpah is Bruce Taylor's fourth Chutzpah since 1985, this time asking Andy Dovell to design his boat. All have been in the 34 to 36' size. Taylor and his crew have dominated that division in the Sydney to Hobart Race for over ten years, but never getting into the top three overall. The current boat, launched just a couple of months before the Boxing Day start, represents the latest thinking and leading technology in yachts of this size.

SAIL NO: R33
CLASS: IMS
YEAR BUILT: 1998
NO. OF HOBARTS: 2



BRINDABELLA
LOA: 22.85m
DESIGNER: Scott Jutson (AUS)
TYPE: Maxi
OWNER/SKIPPER: George Snow
CLUB: Cruising Yacht Club of Australia, NSW
CREW: G. Snow (15), L. May (25), B. Fraser (16)
In last year's Telstra Sydney to Hobart Race, after two previous attempts, the line honours victory finally belonged to George Snow when Brindabella narrowly got the gun following a two-day tussle with Warwick Miller's Exile. Since then, the boat has suffered another broken mast but is now racing again with a newly-designed and slightly larger carbon rig, designed by Scott Jutson. The owner and crew are confident of giving rival overseas maxi Sayonara a good run for her money after a good showing at Hamilton Island Race Week.

SAIL NO: C1
CLASS: IMS
YEAR BUILT: 1994
NO. OF HOBARTS: 5



COMPUTERLAND
LOA: 15m
DESIGNER: Jim Inglis (AUS)
TYPE: Inglis 47
OWNER/SKIPPER: John Saul
CLUB: Bellerive Yacht Club, TAS
CREW: J. Saul (5), B. Calvert (11)
This is one of two Inglis 47s heading to Hobart this year. Computerland last competed in a Hobart race in '94 then crossed to the other side, taking part in the last three Melbourne to Hobarts where she achieved line honours in the '95 and '97 races in the two-handed division. Tassie skipper John Saul has decided to return to true ocean racing and will put Computerland through its paces for the second time, for him his sixth. Computerland has been a regular competitor in the rugged Tasmanian Three Peaks Race, winning in the '96 and '97.

SAIL NO: 125
CLASS: IMS
YEAR BUILT: 1989
NO. OF HOBARTS: 1



BUSINESS POST - NAIAD
LOA: 11.89m
DESIGNER: Bruce Farr (NZL/USA)
TYPE: Farr 40
OWNER/SKIPPER: Bruce Guy
CLUB: Port Dalrymple, TAS
CREW: B. Guy (2), S. Walker (4), R. Matthews (9), J. Rogers (2), M. Sherriff (2), S. Hansen (2), R. Keats (1), R. Guy (1), P. Skeggs
Ex New Zealand Admiral's Cup yacht, previously called Swizzlebubble IV, Naiad was launched in 1984 by Ian Gibb, then sailed out of the CYCA until 1994 under Colin Boyle. This Farr 40 (IOR) has achieved good results in the Melbourne to Hobart Race and the famous Three Peaks Race. The experienced crew from the Port Dalrymple Yacht Club on the Tamar River, hopefully still fit from their recent win in the Three Peaks Race, will be racing hard to Hobart this year.

SAIL NO: 5466
CLASS: IMS
YEAR BUILT: 1984
NO. OF HOBARTS: 0



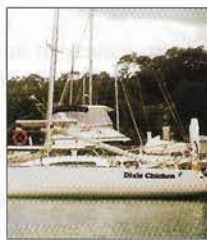
CYCLONE
LOA: 15.2m
DESIGNER: German Frers (ARG)
TYPE: IMS racer
OWNER/SKIPPER: Stephen Keal
CLUB: Royal Yacht Club of Tasmania, TAS
CREW: S. Keal (6), M. Keal (4), R. Latham (10)
Originally built as an Admiral's Cup team aspirant, Cyclone was Australia's best chance to win the Kenwood Cup in 1990 but unfortunately had to retire from the last race after rig damage. She is a consistent competitor in Hobart, winning the RYCT's Winter Pennant. Her best result so far in a Sydney to Hobart Race was a 14th across the line and 12th on IMS in the '96 race. Good to see her back, part of Tasmania's best entry since the 50th race in 1994.

SAIL NO: 5090
CLASS: IMS
YEAR BUILT: 1989
NO. OF HOBARTS: 2



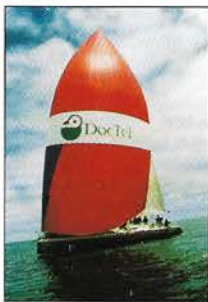
CANON MARIS
LOA: 11.3m
DESIGNER: Alan Payne (AUS)
TYPE: Tasman Seabird
OWNER/SKIPPER: Ian Kiernan
CLUB: Cruising Yacht Club of Australia, NSW
CREW: I. Kiernan (9), R. Hammond (39), M. Tomaszewski (2)
In between cleaning up Australia and the rest of the world, Ian still manages to find the time to enter his yacht in the Telstra Sydney to Hobart race. After 40 years of ocean racing, Canon Maris has more than proved its seaworthiness and will be guided south by the man with the most Sydney to Hobart races in his logbook - Richard 'Sighty' Hammond, who will be competing in his 40th race this year.

SAIL NO: 780
CLASS: IMS
YEAR BUILT: 1958
NO. OF HOBARTS: 6



DIXIE CHICKEN
LOA: 11.95m
DESIGNER: Greg Elliott (NZL)
TYPE: Elliott 36
OWNER/SKIPPER: Liz Wardley
CLUB: Royal Prince Alfred Yacht Club, NSW
CREW: L. Wardley (1), S. Morgan, Grant Pellow, K. Winchester, B. Ruthenberg, M. Morris
Nineteen-year old Hobie 16 champion Liz Wardley and her father recently purchased this yacht for Liz to compete in the '99 Two-handed Melbourne to Osaka Race. Liz has no expectations for this year's Hobart Race. However, the experience of four-times Sydney-Hobart skipper Carl Scriber, owner of Suraya and new sponsor of Dixie Chicken through his company Mother of Pearl & Sons, will enhance their chances of a good result.

SAIL NO: PNG6
CLASS: PHS
YEAR BUILT: 1993
NO. OF HOBARTS: 2



DOCTEL RAGER
LOA: 17.1m
DESIGNER: Greg Elliott (NZL)
TYPE: Elliott 56
OWNER/SKIPPER: Gary Shanks
CLUB: Cruising Yacht Club of South Australia, SA
CREW: G. Shanks (1), D. Shanks (1), C. Shanks (1), G. Peake, T. Wharton (1), C. Mitchell (8), C. Wall-Smith (8), B. O'Toole (1), D. Ottway (1), D. Woods (9), D. Snood, L. Pike, G. Otto (2)
Under the current owner, Doctel Rager recently won the Plympton Cup, South Australia's oldest sailing trophy, on corrected time as well as taking line honours. Other successes for this Elliott 56 under previous owners include Sydney to Gold Coast and Brisbane to Gladstone line honours victories.

SAIL NO: YC560
CLASS: PHS
YEAR BUILT: 1987
NO. OF HOBARTS: 8



ELYSION BLUE
LOA: 20.63m
DESIGNER: German Frers (ARG)
TYPE: Swan 68
OWNER/SKIPPER: Yvon Berrehar
CLUB: Jakobstad, Porto Cervo, Italy
CREW: R. Field, R. Marman, M. Toppa, H. Mabire, D. Bieing
This French maxi is coming all the way from Italy to take part in the Telstra Sydney to Hobart Yacht Race. Since being launched in '96, Elysion Blue has raced extensively overseas and has placed reasonably well including an 8th at the '96 Swan Cup at Porto Cervo and 19th in last year's Fastnet Race. Skipper Yvon has cruised and raced in the Atlantic, Caribbean, USA and Mediterranean and is heading up the campaign to bring this cruiser/racer to Australia.

SAIL NO: 6812
CLASS: CHS
YEAR BUILT: 1996
NO. OF HOBARTS: 0



FOXTEL-TITAN FORD (Morning Mist)
LOA: 15.78m
DESIGNER: Bruce Farr (NZL/USA)
TYPE: Farr 50
OWNER/SKIPPER: Julie Hodder, Stan Zamanek, Peter Sorensen
CLUB: Middle Harbour Yacht Club, NSW
CREW: P. Sorensen (1), J. Hodder (5), S. Zamanek, A. Miller (7), J. Kerz (10), P. Brenner (9), J. Oliver (7), K. Ovari, L. Harrison (8), J. Olgive, J. Halskad (1), C. Nichols
This yacht has raced competitively on PHS over the last couple of years including a first winning the TPHS division in the '97 Sydney to Hobart when she was chartered by an Italian syndicate. This boat is now owned by experienced yachtswoman Julie Hodder, past 18-foot skiff sailor Peter Sorensen and 2UE talkback personality Stan Zamanek, a former 18-footer sailor of note. The new owners were rewarded early with a 1st in division at this year's Hayman Island Big Boat Series.

SAIL NO: M250
CLASS: CHS
YEAR BUILT: 1992
NO. OF HOBARTS: 5



FUDGE (ex Future Shock)
LOA: 16.96m
DESIGNER: Greg Elliott (NZ)
TYPE: Elliott 56
OWNER/SKIPPER: Peter Hansen
CLUB: Sandringham Yacht Club, VIC
CREW: P. Hansen (6), J. Eider (4), G. Constable (4)
Designer Greg Elliott will be joining the crew of this downwind flyer to Hobart for the yacht's fifth Sydney to Hobart. Her best result in a Sydney to Hobart race came last year when they finished 3rd over the line and 2nd in the TPHS division. Other notable achievements include a record-breaking line honours win in the '96 Melbourne to Hobart (still holds record), line honours in the '96 and '97 Adelaide to Port Lincoln and a second over the line in this year's Sydney to Gold Coast Race.

SAIL NO: SM1
CLASS: PHS
YEAR BUILT: 1989
NO. OF HOBARTS: 5



GUNDY GREY
LOA: 12.19m
DESIGNER: Joe Adams (AUS)
TYPE: Adams 40
OWNER/SKIPPER: Robert Green
CLUB: Canberra Yacht Club, ACT
CREW: R. Green, C. Loughheed (2), F. Selco (1), G. Pollard (1), S. Russell-Smith (1), A. Potts, M. Howard
Gundy Grey is a traditional Adams 40 cruising yacht which has sailed to New Zealand, Noumea, Vanuatu and Indonesia. While she may not finish in the top half of the fleet, the crew will enjoy a comfortable ride with all the comforts of home included. Teak decks and solar panels just a couple of her features. While on the register of the Canberra Yacht Club the boat is berthed in Sydney.

SAIL NO: C2
CLASS: PHS
YEAR BUILT: 1986
NO. OF HOBARTS: 0



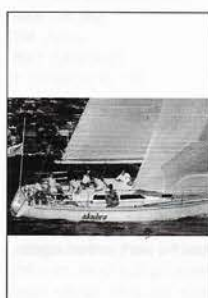
HAWKE 5
LOA: 12.485m
DESIGNER: Murray Burns & Dovell (AUS)
TYPE: Sydney 40
OWNER/SKIPPER: Nigel Bramwell
CLUB: Royal London Yacht Club, Great Britain
CREW: B. Anson (3), N. Bramwell (2), B. Northcott (5), S. Lawson (7), I. Holley (6), D. Bedford, X. Leneer, B. Powell, S. Mathews, G. Christie, M. Shillington
Launched in November this year, Hawke 5 is a new Sydney AC 40 One Design built for English yachtswoman Nigel Bramwell by Bashford International, of which Nigel is a director. The local and imported crew are experienced in ocean racing and dinghy sailing and enthusiastic about putting everything into the effort to win the Telstra 54th Sydney to Hobart. Sistership Sledgehammer placed well at this year's Hamilton Island Race Week and will also be racing to Hobart.

SAIL NO: GBR4640R
CLASS: IMS
YEAR BUILT: 1998
NO. OF HOBARTS: 0



HELIAL II
LOA: 20.04m
DESIGNER: Joe Adams (AUS)
TYPE: Pocket maxi
OWNER/SKIPPER: Keith Flint
CLUB: Royal South Australian Yacht Squadron, SA
CREW: K. Flint (6), J. Howell (21), B. Wetherall (11), I. Flint (4), R. Knill (5), C. Todd (3), R. Godfrey, C. Perry, B. Day, J. Butler (2), C. Simpson (4), J. Hunt, T. Deslandes (3), R. Moore (4), A. Gordon, S. Longmire
Veteran South Australian yachtsman Keith Flint is returning for Helsal II's 17th Sydney to Hobart campaign with a very experienced crew, including Jim Howell with 21 Hobarts to his credit, on board. Previous wins for this yacht include line honours in the 1989 Melbourne to Hobart and the 1991 Adelaide to Port Lincoln race, for which she holds the race record, as well as a first in her division for the 50th anniversary Sydney to Hobart Race.

SAIL NO: SA93
CLASS: PHS
YEAR BUILT: 1979
NO. OF HOBARTS: 16



HENRY KENDALL AKUBRA
LOA: 12.2m
DESIGNER: Bruce Farr (NZL/USA)
TYPE: Farr 1220
OWNER/SKIPPER: Patrick Wilde
CLUB: Cruising Yacht Club of Australia, NSW
CREW: P. Wilde (5), S. Collakides (12), P. Finch (2), T. MacIntyre (2), P. Schwari (1), S. Wilde, K. Seges, R. Shepherd, P. Ferguson
This yacht was bought specifically to compete in the 50th anniversary Sydney-Hobart Race in which she placed 15th in the TPHS Division. The following year she placed 4th overall in TPHS division. This is the second wave of sons and friends of the skipper participating in ocean racing, culminating in the Sydney-Hobart. The crew is a mixture of new and old (in experience only) faces including Patrick's son Simon, competing in his first Sydney to Hobart Race.

SAIL NO: 6074
CLASS: PHS
YEAR BUILT: 1990
NO. OF HOBARTS: 2



HI FLYER
LOA: 12.39m
DESIGNER: Bruce Farr (NZL/USA)
TYPE: First 40.7
OWNER/SKIPPER: Carol Turnbull
CLUB: Royal Papua Yacht Club, PNG
CREW: B. Tardrew (8), J. Matthews (3), P. Wright (3), C. Turnbull (0), P. Roberts (1), P. Macarthur (1), S. Herd
Under the previous owner, Hi Flyer raced in the Kenwood Cup and was very successful on the Asian circuit when based in Hong Kong. Under Carol Turnbull, the 40-footer has done some club racing out of Port Moresby and has competed in a number of Queensland regattas including this year's Hamilton Island Race Week and the Mooloolaba-Airlie Beach race, where she placed first in CHS division and 2nd on IMS. Carol is one of two women skippers from PNG.

SAIL NO: PNG1888
CLASS: IMS
YEAR BUILT: 1993
NO. OF HOBARTS: 0



HITMEWEWENT
LOA: 11.2m
DESIGNER: Ed Dubois (GBR)
TYPE: Dubois 40
OWNER/SKIPPER: Robert Hampshire
CLUB: Royal Geelong Yacht Club, VIC
CREW: R. Hampshire (4), B. Holloway (5), J. Mackay, M. Buyell (4), M. Killen (6), S. Minchin (2), G. McDonald (6), P. Anderson
According to Rob Hampshire, Hitmewewent is in great shape and the crew is looking forward to a good result. This will be the fourth Hobart race for the core crew members who have had a successful racing history with this Dubois 40 including being the highest scoring boat in the Victorian Yachting Association's 1997 Presidents Cup. In last year's Hobart race Hitmewewent placed 6th overall in TPHS.

SAIL NO: G710
CLASS: PHS
YEAR BUILT: 1987
NO. OF HOBARTS: 9



HOGSBREATH WITCHDOCTOR
LOA: 12m
DESIGNER: Laurie Davidson (NZL)
TYPE: ex-IOR one tonner
OWNER/SKIPPER: The Rum Consortium
CLUB: Cruising Yacht Club of Australia, NSW
CREW: M. Cameron (23), G. Barter (22), I. Manley (10), C. Troup (16), J. Dodd (8), P. Reuter (8), K. Reuter (2), T. Craven (13), M. Rafferty (3), L. Meyer (5), B. Kelly (1)
This syndicate of owners, known as the Rum Consortium, have plenty of experience between them, led by Laurie Cameron, veteran of 22 Sydney to Hobart Races. While not expecting a top result, the crew will go prepared for a good time not a long time. Finished 11th in division in last year's Sydney to Hobart Race. The yacht itself has sailed in 19 Hobarts, only one race behind Margaret Rintoul II and Mark Twain who this year are sailing their 21st Hobarts.

SAIL NO: 2557
CLASS: PHS
YEAR BUILT: 1979
NO. OF HOBARTS: 19



IMPECCABLE
LOA: 10.2m
DESIGNER: Doug Peterson (USA)
TYPE: ex-IOR three quarter tonner
OWNER/SKIPPER: John Walker
CLUB: Middle Harbour Yacht Club, NSW
CREW: J. Walker (15), J. Nixon (5), T. Nelson (6), M. Scott (4), M. Doherty (4), D. McRae (3), R. Moore (6)
Impeccable has a long list of achievements behind her including a 2nd overall and 1st in division in the '86 Sydney to Hobart and a second in division in last year's race. She also finished in the top three in the CYCA's prestigious Bluewater pointscore from 1991-1996. John, now aged 76, has completed 15 Hobarts, all on board this yacht and in 1994, was rewarded for his efforts when he was named Ocean Racing Veteran of the Year.

SAIL NO: MH106
CLASS: CHS
YEAR BUILT: 1980
NO. OF HOBARTS: 15



INDIAN PACIFIC
LOA: 10.9m
DESIGNER: Laurie Davidson (NZL)
TYPE: Davidson 36
OWNER/SKIPPER: Wayne Reynolds
CLUB: Mornington Yacht Club, VIC
CREW: W. Reynolds (1), W. Neate (4), A. Cargill (1), D. Barret (1)
Indian Pacific has raced extensively in her club pointscorers as well as completing numerous longer races such as the Portsea-Hastings (1st place), Melbourne-Devonport and just about every other Melbourne to somewhere on the Tassie coast race there is. The previous owner took this yacht to Hobart but it will be the first for owner Wayne on his own yacht. Chances of a good result are slim because of the age of the boat and gear but the crew is enthusiastic.

SAIL NO: M19
CLASS: PHS
YEAR BUILT: 1986
NO. OF HOBARTS: 1



INDUSTRIAL QUEST
LOA: 13.06m
DESIGNER: Nelson/Marek (USA)
TYPE: Nelson Marek 43
OWNER/SKIPPER: Kevin Miller
CLUB: Royal Queensland Yacht Squadron, QLD
CREW: K. Miller, J. Warlow (1), C. Dibetta (3), R. King, K. Gough, P. Anderson (4), R. Byerley (8)
While new owner Miller claims there are "no rock stars on board, just solid Queensland citizens", the crew found form with the new boat in a short space of time after Miller bought the boat following its win in the 50th Brisbane to Gladstone. They blitzed this year's northern regattas, including a 1st in IMS at the Hayman Island Big Boat Series, 1st in IMS at the Volvo Coffs Coast Week and 3rd in IMS at the Hamilton Island Race Week.

SAIL NO: 9090
CLASS: IMS
YEAR BUILT: 1995
NO. OF HOBARTS: 3



KING BILLY
LOA: 11.59m
DESIGNER: John King (AUS)
TYPE: King 38
OWNER/SKIPPER: Philip Bennett
CLUB: Royal Sydney Yacht Squadron, NSW
CREW: P. Bennett (2), A. Moncrief (16), S. Estella (8), J. Taylor (12), P. Croll (4), M. White (4), G. Boyd (2), L. Davidson (12)
King Billy has achieved good results in many of the races she has entered including divisional placings in the '95 Sydney to Mooloolaba race, '95 Sydney to Hobart Race and the '98 Sydney to Gold Coast Race. Also, the winner of the '93 Gascoigne Cup. Constructed with King Billy pine milled in Tasmania, this yacht has all the comforts of a true cruising boat and the crew is expecting a comfortable ride south.

SAIL NO: 4966
CLASS: IMS
YEAR BUILT: 1992
NO. OF HOBARTS: 2



KINGKURRA
LOA: 13.1m
DESIGNER: Peter Joubert (AUS)
TYPE: Cruiser/racer
OWNER/SKIPPER: Peter Joubert
CLUB: Royal Brighton, VIC
CREW: P. Joubert (26), T. Vautin (20), D. Rout (11), A. Knox (8), D. Harrigan (5), P. Meikle (7), J. Scott (11), A. Snyders (1)
In his own words, owner/skipper Peter Joubert insists that the crew prefers a quiet time and are not really interested in attracting too much attention based on past results. The yacht's designer, veteran Peter Joubert, will head up the experienced crew for his 27th campaign. Perhaps they will achieve a result worth mentioning in next year's program.

SAIL NO: B23
CLASS: PHS
YEAR BUILT: 1972
NO. OF HOBARTS: 14



INNKEEPER
LOA: 20m
DESIGNER: Kell Steinmann (AUS)
TYPE: Pocket maxi
OWNER/SKIPPER: Innkeeper syndicate
CLUB: Cruising Yacht Club of Australia, NSW
CREW: P. Shultes (3), A. Halk (4), K. Lacey (3)
This year's Telstra Sydney to Hobart Race will be the start of Innkeeper's return to racing after a break of 12 months, although the pocket maxi did pick up a 1st in PHS division in this year's 50th Brisbane-Gladstone race. Other successes include 4th over the line in last year's Sydney-Gold Coast and a couple of firsts over the line in the Pittwater-Coffs Race under the previous owner. The new owners are hoping for reaching and running conditions.

SAIL NO: 5462
CLASS: PHS
YEAR BUILT: 1987
NO. OF HOBARTS: 3



KOMATSU BLUE LADY
LOA: 11.74m
DESIGNER: Challenger Yachts (AUS)
TYPE: Masthead Sloop
OWNER/SKIPPER: Shane Kearns
CLUB: Royal Australian Navy Sailing Association, NSW
CREW: S. Kearns (2), J. Begbie (1), D. Gillies (1)
The majority of the crew was told on day one of a 'Getaway Sailing Adventure' training course that they would be going to race in the Telstra Sydney to Hobart this year. They laughed. Training for their biggest adventure yet has been overnight cruises offshore. Blue Lady sailed in last year's Hobart for the first time and would prefer a spot in the first half of the fleet this time around.

SAIL NO: 5669
CLASS: IMS
YEAR BUILT: 1989
NO. OF HOBARTS: 1



JACK GUY
LOA: 11.6m
DESIGNER: Hank Kaufman (AUS)
TYPE: Northshore 38
OWNER/SKIPPER: Gordon Ketelbey
CLUB: Middle Harbour Yacht Club, NSW
CREW: G. Ketelbey (3), W. Lorenz (7), J. Rezek (1), P. Resek, H. Parkes (1), B. Gardner, C. Mayhew, H. Ketelbey, K. Ketelbey
This yacht last competed in the 1995 Sydney to Hobart race when she placed 10th overall and 7th in division. This year, owner Gordon will be joined by his wife Kim and sister Helen for some "socially serious racing with the prime objective being to have some fun". Jack Guy is a regular competitor in club series and has been racing offshore plenty of times including numerous Sydney to Coffs Harbour and Gosford to Lord Howe races.

SAIL NO: 3838
CLASS: PHS
YEAR BUILT: 1984
NO. OF HOBARTS: 2



KOOMOOLOO
LOA: 12.5m
DESIGNER: Ted Kaufman (AUS)
TYPE: Former Sydney to Hobart winner
OWNER/SKIPPER: Donald Freebairn
CLUB: Royal Queensland Yacht Squadron, QLD
CREW: M. Freebairn, J. Van Roon (1), J. Carney (1)
A famous yacht of the 1960s, making a comeback to yacht racing, Koomooloo was launched in 1968 and went on to win that year's Sydney to Hobart Yacht Race. Her subsequent Hobart races included a 4th, 6th and 8th. She also represented Australia at the 1969 Admiral's Cup in England in 1969 and 1971. Once called the 'floating grand piano of Sydney Harbour' because of the 30 coats of varnish the previous owner used to keep regularly applied, the current owners are hoping to have Koomooloo in the same condition to mark the start on Boxing Day. Koomooloo's entry in this year's race marks the 30th anniversary of her win in 1968.

SAIL NO: RQ68
CLASS: IMS
YEAR BUILT: 1968
NO. OF HOBARTS: 7



JUBILATION
LOA: 11.6m
DESIGNER: Bruce Farr (NZL/USA)
TYPE: Farr 11.6
OWNER/SKIPPER: David James
CLUB: Royal Brighton Yacht Club, VIC
CREW: D. James, M. Jacob (3), R. Colahan, D. Colahan, P. Moglia
This Victorian entry and its crew have participated in most of the southern races including the Melbourne to Davenport, Adelaide to Port Lincoln and Melbourne to Hobart Race. Best results include a 2nd in the '93 Melbourne to Davenport two-handed race and a 5th in the '94 race. Plenty of crew experience to be found aboard this entry, which has been leased to Yacht Master Sailing School for the Hobart Race.

SAIL NO: B116
CLASS: PHS
YEAR BUILT: 1989
NO. OF HOBARTS: 0



LADY PENRHYN
LOA: 11.156m
DESIGNER: Kim Swarbrick (AUS)
TYPE: S111
OWNER/SKIPPER: Ian McPherson
CLUB: Royal Australian Navy Sailing Association, NSW
CREW: I. Kelly, I. McPherson (1), G. Stewart
Lady Penrhyn has a long history of ocean racing having been a regular competitor in the Sydney to Gold Coast and Sydney to Hobart races as part of her service as a sail training yacht for the Royal Australian Navy. Five of the crew on board this year are cadets from the Australian Defence Force Academy who will be gaining valuable experience and adding some important ocean miles to their sailing résumés.

SAIL NO: 3809
CLASS: PHS
YEAR BUILT: 1984
NO. OF HOBARTS: 10



KICKATINALONG
LOA: 13.4m
DESIGNER: Joe Adams (AUS)
TYPE: Adams
OWNER/SKIPPER: Mike De Berg
CLUB: Royal Motor Yacht Club, NSW
CREW: M. De Berg, G. Clear, G. Waimsey, G. Phillips, B. Maxlow, D. Chase
This boatful of Hobart virgins have finally convinced themselves to get wet and cold by heading south instead of north at Christmas time. Sailing out of Allsail Sailing School at Pittwater, the yacht enters lots of races however Mike prefers not to discuss past results. Should make for interesting sailing with the whole crew thinking they will be the skipper. Yes, the hull is aluminium, hence the yacht's catchy name.

SAIL NO: 317
CLASS: PHS
YEAR BUILT: 1980
NO. OF HOBARTS: 0



LIQUID ASSET
LOA: 10.29m
DESIGNER: John Duncanson (AUS)
TYPE: Duncanson 34
OWNER/SKIPPER: Maurie Contessi
CLUB: Bellerive Yacht Club, TAS
CREW: M. Contessi (1), M. Aspinall (5), J. Grant (1), S. Desmarchelier, R. Evans
This Tasmanian entry is leaving her icy home waters and heading up to the big smoke to line up for her first Telstra Sydney to Hobart Race start. A competitive club racer, Liquid Asset has had a number of wins in her local series and has also spent time cruising extensively in Tassie waters. The boat was purchased and set up for cruising but with an enthusiastic crew, they hope to be competitive in their division.

SAIL NO: D34
CLASS: PHS
YEAR BUILT: 1996
NO. OF HOBARTS: 0



LOKI
LOA: 13.8m
DESIGNER: German Frers (ARG)
TYPE: Swan 44
OWNER/SKIPPER: Stephen Ainsworth
CLUB: Cruising Yacht Club of Australia, NSW
CREW: S. Ainsworth, Tony Kirby, Michael Bell
Loki was imported from Finland by Stephen Ainsworth earlier this year and has had great success in her first six months of racing. She won the PHS division of this year's Mooloolaba Race and has also proved very competitive under IMS winning two races at the prestigious Hayman Island Big Boat Series, and placing 3rd overall PHS. Ainsworth has chosen to race in the new CHS division after his Swan 44 placed 3rd overall under CHS at Hamilton Island Race Week.

SAIL NO: 3144
CLASS: CHS
YEAR BUILT: 1997
NO. OF HOBARTS: 0



MAGLIERI WINES
LOA: 11.88m
DESIGNER: Scott Jutson (AUS)
TYPE: Jutson 43
OWNER/SKIPPER: Brian Graves
CLUB: Royal Queensland Yacht Squadron, QLD
CREW: B. Graves (1), B. Maizey (7), P. Lewis (5), S. D'Arx (2), A. Cameron (1), R. Wendt (1), D. Shearer (1), D. Pollack (1), P. Fishwick (1), G. Langford
This will be Maglieri Wines' 5th Hobart, this time under new owner Brian Graves who purchased her from South Australian yachtman Geoffrey Vercoe this year. Launched just prior to the 50th Sydney to Hobart Race, she has been racing competitively over the past couple of years and this year, picked up a first in the Port Lincoln Week regatta, first in the IMS Keelboat State Championships and first in the IMS Inshore Series under her previous owner.

SAIL NO: SA999
CLASS: IMS
YEAR BUILT: 1994
NO. OF HOBARTS: 4



MARCHIONESS
LOA: 22.8m
DESIGNER: A. Lavanros (ITA)
TYPE: Maxi sloop
OWNER/SKIPPER: Marchioness syndicate
CLUB: Cruising Yacht Club of Australia, NSW
CREW: J. Messenger (15), B. Case (34), D. Lawson (31), T. Beilby (5), D. Kennedy (4), B. Beilby (4), M. Cranitch (3), J. Markos (1), I. Broad (17), B. Smith (7), C. Bloomfield (16), L. Jenkins (4), P. McEnerny (10), W. Sheppard, N. Enbohm (2), P. McAdam
Marchioness has had an impressive season so far this year with a line honours win in the Sydney to Mooloolaba Race and a 2nd over the line in the Sydney to Gold Coast Race. Purpose-built for the 1993 Cape Town to Rio Race, the CYCA owners made major modifications, including a new keel and single rudder, before last year's Hobart Race and the result was a credible 4th over the line. An amazing 150 Sydney-Hobarts between the crew members.

SAIL NO: 9431
CLASS: PHS
YEAR BUILT: 1992
NO. OF HOBARTS: 1



MARGARET RINTOUL II
LOA: 14.6m
DESIGNER: Sparkman & Stephens (USA)
TYPE: S&S 48
OWNER/SKIPPER: Richard Purcell
CLUB: Cruising Yacht Club of Australia, NSW
CREW: G. Purcell (5), S. Runow (7), C. Betts
The beautifully restored vintage yacht Margaret Rintoul II is equal record holder (along with Mark Twain) for the most number of Sydney to Hobarts completed in the Race's 53-year history. Competed in three Admiral's Cups, including a Fastnet win, when first owned by Syd Fischer and called Ragamuffin. Under Richard Purcell's ownership, Margaret Rintoul II has achieved outstanding results in the Hobart Race including a 2nd in division in the 1994 50th anniversary race and 1st in division in the '95 race.

SAIL NO: 2170
CLASS: IMS
YEAR BUILT: 1968
NO. OF HOBARTS: 20



MARINE CORAIL VOILE
LOA: 11m
DESIGNER: Jim Young
TYPE: Young 11
OWNER/SKIPPER: Jean Luc Esplaas
CLUB: Cercle Nautique Caledonie, Noumea
CREW: J. Luc Esplaas, A. Tilouillot, P. Bouley
This French yacht has many ocean racing miles behind her including a number of New Zealand races and two Sydney to Noumea races, both which yielded a first on IMS. Also competed in a Melbourne to Osaka Race. The crew has been sailing together for four years and although this is their first Hobart Race, they have plenty of experience between them and negotiating the 630 nautical miles to Hobart shouldn't pose a problem.

SAIL NO: N11
CLASS: IMS
YEAR BUILT: 1987
NO. OF HOBARTS: 0



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: H. O'Neill (17), B. Kenyon (11), C. MacLurcan (13), S. Gleis (4), R. Wilson (3), D. Buckley (1)
Mark Twain holds the record for the most number of Sydney to Hobart Yacht Races (20) along with Margaret Rintoul II which is also entered in this year's race. Over the years, Mark Twain has had three 2nd places and two 3rds in division. She is also a veteran of 12 Lord Howe Island Races, her best result in this race coming in '95 when she placed 1st in PHS Division and 2nd overall in IMS.

SAIL NO: A 113
CLASS: PHS
YEAR BUILT: 1971
NO. OF HOBARTS: 20



MERCEDES IV
LOA: 12.7m
DESIGNER: Ted Kaufman (AUS)
TYPE: Kaufman 41
OWNER/SKIPPER: Peter Stronach
CLUB: Cruising Yacht Club of Australia, NSW
CREW: P. Stronach (7), B. Ratcliff (34), D. Aubrey (10), A. Parker (10), J. Andrews (5), N. Bailey (2), C. Bacchus (3)
After a four-year break, Mercedes IV is back to add to her already impressive tally of 15 Sydney-Hobarts. Prominent Sydney architect Peter Stronach has joined forces with leading Sydney builder Bill Ratcliff, who will be heading south for his 35th time, and has the boat better prepared than ever with a new wardrobe of sails and a new rig. The crew will be hoping for heavy weather to give them the advantage.

SAIL NO: 1224
CLASS: IMS
YEAR BUILT: 1973
NO. OF HOBARTS: 15



MIDNIGHT RAMBLER
LOA: 12.12m
DESIGNER: Bruce Farr (NZL/USA)
TYPE: Farr 40
OWNER/SKIPPER: Ed Psaltis/Bill Wright/Bob Thomas
CLUB: Cruising Yacht Club of Australia, NSW
CREW: E. Psaltis (14), B. Wright (15), B. Thomas (8), A. Psaltis (6), J. Whitfield (7), P. Ward (6), M. Bencsik (4), G. Livingstone (1), N. Tindell (12)
Midnight Rambler has enjoyed a number of good results including a 2nd overall in the CYCA's 1996-97 Bluewater Pointscore and her latest victory, a 1st in division in this year's Sydney to Mooloolaba Race. Largely the same crew has been racing together for eight years and between them, have amassed more than 70 Hobart races. Best result in a Hobart Race so far was a 5th overall in '91.

SAIL NO: 4440
CLASS: IMS
YEAR BUILT: 1985
NO. OF HOBARTS: 7



MIDNIGHT SPECIAL
LOA: 12.17m
DESIGNER: David Lyons (AUS)
TYPE: Jalkan 40
OWNER/SKIPPER: Midnight Special syndicate
CLUB: Mooloolaba Yacht Club, QLD
CREW: I. Griffiths, N. Dickson (1), D. Leslie (1), B. Butler, P. Baynes, T. McDonagh (1), R. Barnett (2), M. Dickson, K. Foran (2)
Midnight Special has raced extensively this year including the Sydney-Mooloolaba Race (2nd CHS), Mooloolaba-Airlie Beach (2nd PHS), Brisbane-Gladstone and Hamilton Island Race Week. The Queensland-based owners and crew will be bringing their Jalkan 40 south for its first Telstra Sydney to Hobart Race and their only goal is to avoid having a mid-life crisis in the middle of Bass Strait. A boat-full of regular blokes out to have some fun.

SAIL NO: 9000
CLASS: IMS
YEAR BUILT: 1995
NO. OF HOBARTS: 0



MIINTINTA
LOA: 12.95m
DESIGNER: Ron Swanson
TYPE: Swanson 42
OWNER/SKIPPER: Brian Emerson
CLUB: Cruising Yacht Club of Australia, NSW
CREW: B. Emerson (2), J. Rassmussen (1), R. Ives (2)
Previously called Shadra, this Swanson 42 last raced in the 1978 Sydney to Hobart where she finished 28th overall. In the same year, she cruised to the USA but little else is known of her movements since then. Current owner Brian Emerson hasn't done any racing on her as yet and is looking forward to a comfortable ride to Hobart with plenty of baked dinners and chilled wine to make the going that little bit easier.

SAIL NO: SM42
CLASS: PHS
YEAR BUILT: 1976
NO. OF HOBARTS: 1



MIRRABOOKA
LOA: 13.4m
DESIGNER: German Frers (ARG)
TYPE: Frers 46
OWNER/SKIPPER: John Bennetto
CLUB: Royal Yacht Club of Tasmania, TAS
CREW: J. Bennetto (37), L. Nibbs (28), J. Solomon (28), S. Firth (24), P. Foster (11), S. Wilson (10), F. Barratt (7), J. Hargreaves-Morris (3)
Plenty of experience between this crew with nearly 150 Hobarts between the crew members. Tasmanian yachtman John Bennetto is only two races behind Richard 'Sightly' Hammond, the record holder for the most races, who is heading south on board Canon Maris for this 40th Hobart. Mirrabooka has competed in every Sydney to Hobart Race since being launched in 1987 and she regularly finishes mid-fleet. "A consistent trier" according to skipper John who sailed in his first Sydney to Hobart back in 1947.

SAIL NO: A8
CLASS: IMS
YEAR BUILT: 1987
NO. OF HOBARTS: 11



MISTY
LOA: 10.36m
DESIGNER: Sparkman & Stephens (USA)
TYPE: S&S 34
OWNER/SKIPPER: Bryan Clague
CLUB: Mornington Yacht Club, VIC
CREW: B. Clague (2), P. Grundy (4), G. McConville (1), J. Mitchel (1), A. Pitman (1)
Misty was purchased from the Royal Prince Alfred Yacht Club in Pittwater where it raced under IOR then IMS. Under Bryan's ownership, Misty has completed various ocean races including the Portsea-Hastings race (placed 1st in IMS cruiser/racer division) and the Melbourne to Port Fairy race where she came second on IMS, again in the cruiser/racer division. In her one and only Hobart Race, Misty placed 2nd in division in the 50th anniversary race in 1994.

SAIL NO: M678
CLASS: IMS
YEAR BUILT: 1975
NO. OF HOBARTS: 1



MORNING TIDE
LOA: 10.089m
DESIGNER: Sparkman & Stephens (USA)
TYPE: S&S 34
OWNER/SKIPPER: Allan Fenwick
CLUB: Gosford Sailing Club, NSW
CREW: A. Fenwick (5), J. O'leary (3), K. O'leary (2), A. Salic (1)
The crew on board Morning Tide are getting serious this year with all the cruising gear coming off and with a fast new haircut for their aging Kiwi foredeckie, Joe (so he will look younger at the foredeckies' party in Hobart, not so the yacht will go faster). Best results for this yacht include a divisional win in the Sydney to Gold Coast race and a first overall in the '96 Gosford to Lord Howe race. One of three S&S 34s competing this year - all production boats developed from the 1969 winner Morning Cloud, owned by subsequent British Prime Minister Edward Heath.

SAIL NO: 5488
CLASS: IMS
YEAR BUILT: 1974
NO. OF HOBARTS: 10



NADIA IV
LOA: 12.2m
DESIGNER: Bruce Farr (NZL/USA)
TYPE: Farr 40
OWNER/SKIPPER: Teki Dalton
CLUB: Cruising Yacht Club of Australia, NSW
CREW: T. Dalton (15), M. Light (1), G. Holt (10)
Nadia IV has seen quite a bit of Bass Strait having completed 11 Hobart races. Best result in a Hobart race was a 6th overall in the 1984 race but other successes include 1998-89 CYCA Bluewater Champion and handicap winner of the 1987 Sydney to Noumea Race. Due for a good result in the hands of Canberra-based owner/skipper Teki Dalton.

SAIL NO: 4040
CLASS: CHS
YEAR BUILT: 1984
NO. OF HOBARTS: 11



NEW HORIZONS
LOA: 11.24m
DESIGNER: Laurie Davidson (NZL)
TYPE: Cavalier 37
OWNER/SKIPPER: Michael Kelaheer
CLUB: Lake Macquarie Yacht Club, NSW
CREW: M. Kelaheer, (4), C. Morris (4), C. Piggott (4)
New Horizons has completed all the major east coast races in the last 13 years including numerous Sydney to Gold Coast and Lord Howe Island races. They have sailed in every second Hobart Race since '90 because "Santa refuses to come if we go every year". The modest crew realises "we are never going to wear an Australian blazer for sailing but we enjoy the challenge and we look forward to arriving in Hobart."

SAIL NO: M236
CLASS: PHS
YEAR BUILT: 1985
NO. OF HOBARTS: 4



NEW MORNING II
LOA: 11.58m
DESIGNER: Hank Kaufman (AUS)
TYPE: Northshore 38
OWNER/SKIPPER: Rod New
CLUB: Royal Brighton Yacht Club, VIC
CREW: R. New (1), T. Wagland (2), N. Hees (1)
After completing the Melbourne to Devonport, New Morning II has been competing successfully in club racing on Port Phillip Bay. This is her second attempt at a Sydney to Hobart start after a pre-start collision in 1993 forced a very early retirement from the race. Will be looking for a better result second time around.

SAIL NO: B381
CLASS: PHS
YEAR BUILT: 1986
NO. OF HOBARTS: 1



NINETY SEVEN
LOA: 14.32m
DESIGNER: Bruce Farr (NZL/USA)
TYPE: Farr 47
OWNER/SKIPPER: Graham Gibson
CLUB: Cruising Yacht Club of Australia, NSW
CREW: G. Gibson (6), J. Forbes (6), B. Munns
Formerly owned by Andrew Strachan, Ninety Seven's best result in a Sydney-Hobart was taking line honours in the galeswept race of 1993. New owner Graham Gibson and crew used this year's Queensland regattas to settle into the boat and are confident of maintaining the yacht's record of finishing in the top ten across the line in all her Sydney-Hobart races. Ninety Seven sails well in all conditions and the crew have had plenty of ocean going experience.

SAIL NO: 9797
CLASS: IMS
YEAR BUILT: 1993
NO. OF HOBARTS: 5



NOT NEGOTIABLE
LOA: 10.46m
DESIGNER: Holman & Pye
YEAR BUILT: 1985
TYPE: UFO 34
OWNER/SKIPPER: Michael Doupin
CLUB: Royal Melbourne Yacht Squadron, VIC
CREW: M. Doupin, J. Laurie, D. Wilkinson, I. Doupin, D. Pizzey, M. Lawrence
This yacht and crew are yet to be tested in a Sydney to Hobart Race although they have competed in just about every ocean racing event organised by the Ocean Racing Club of Victoria. These include the Melbourne to Hobart, Melbourne to Stanley and Melbourne to Devonport races, where she has finished in the top five regularly. Not Negotiable is one of the smaller boats in the fleet but going by her past record, should complete the 630 nautical mile voyage without problems.

SAIL NO: S521
CLASS: IMS
(GBR)
NO. OF HOBARTS: 0



OCEAN DESIGNS
LOA: 12.46m
DESIGNER: Iain Murray (AUS)
TYPE: Bashford/Howison 41
OWNER/SKIPPER: Stephen Bean
CLUB: Royal Queensland Yacht Squadron, QLD
CREW: S. Bean (1), I. Davis (20), P. Jones
Ocean Designs, formerly Sycorax, enjoyed good success under the previous owner including a 1st in the IMS Cruiser/racer division of the '96 Brisbane-Gladstone and 1st in division on the Sydney-Coffs Harbour Race in the same year. New owner Stephen Bean has managed to compete in some club racing out of the RQYS under his short ownership and is expecting Ocean Designs to be competitive in the CHS Division of the Telstra Sydney to Hobart Yacht Race.

SAIL NO: RQ2000
CLASS: CHS
YEAR BUILT: 1995
NO. OF HOBARTS: 3



OUTLAW
LOA: 13.1m
DESIGNER: Jon Sayer
TYPE: Sayer 44
OWNER/SKIPPER: Alan Quick
CLUB: Cruising Yacht Club of Australia, NSW
CREW: A. Quick & others
Best result so far for this entry was a 3rd in the '97 Melbourne Big Boat Series. Has raced in two Sydney to Hobart Races and one Sydney to Auckland Race. This yacht has undergone major modifications in the last 12 months. She started as a 40-footer and is now a 44-footer with a Scott Jutson-designed bigger rig, new rudder and keel, new mould and new interior. Owner/skipper Alan is realistic about his chances but like everybody else, "dreams about doing well".

SAIL NO: R17
CLASS: PHS
YEAR BUILT: 1986
NO. OF HOBARTS: 2

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PIPPIN
LOA: 11.4m
DESIGNER: Bruce Farr (NZL/USA)
TYPE: Farr 37
OWNER/SKIPPER: David Taylor
CLUB: Cruising Yacht Club of Australia, NSW
CREW: D. Taylor (4), D. Cunningham (2), A. Taylor (1), J. Maddox, D. Neville, D. Orange, A. Byrne, P. Griffin
Since being launched in 1984, Pippin has competed in most of the CYCA's Short Ocean Pointscore series and six Sydney to Hobart Races. Under current owners David and Anne Taylor, Pippin achieved her best result in a Hobart Race, placing second in PHS Division in the '96 race. Since then, Pippin has switched into racing mode with a new David Lyons keel and new rudder installed recently and some new sails purchased to complement the hull modifications. David Taylor will be looking for a good result to justify his recent expenditure.

SAIL NO: 533
CLASS: IMS
YEAR BUILT: 1984
NO. OF HOBARTS: 6



POLARIS
LOA: 13.25m
DESIGNER: Peter Cole (AUS)
TYPE: Cole 43
OWNER/SKIPPER: John Quinn
CLUB: Royal Prince Alfred Yacht Club, NSW
CREW: J. Quinn (16), J. Marwood (13), J. Starling (7)
Best remembered as the man who was washed overboard then miraculously plucked from the ocean during the '93 Sydney to Hobart, John Quinn is back again this year for his 17th Sydney to Hobart Race and his 4th on board Polaris. Notable achievements for Polaris including winning its division in the 1995 and 1997 Hobart race and winning the IMS and PHS divisions of the '97 Lord Howe Island Race. She placed second to Margaret Rintoul II this year. Polaris is one of three Cole 43s going to Hobart this year.

SAIL NO: 5527
CLASS: IMS
YEAR BUILT: 1970
NO. OF HOBARTS: 15



QUEST
LOA: 14.2m
DESIGNER: Nelson/Marek (USA)
TYPE: IMS racer, Nelson Marek 46
OWNER/SKIPPER: Bob Steele
CLUB: Cruising Yacht Club of Australia, NSW
CREW: B. Steel (15), M. Green (19), B. Stevens (14), J. Gould (18), D. Ellis (18), M. Fountain (5), N. Newton (7), B. Baker (1), B. Ellis, S. Coats
Bob Steel's latest Quest was the top scoring Australian yacht at this year's Kenwood Cup and formed part of the Australian team which finished in second place behind the Kiwis. Formerly Young Australia, she finished 10th over the line and 6th overall in last year's Sydney to Hobart Race and with such an experienced crew on board, has an excellent chance of an overall win this year. With his previous Quest, Steel achieved outstanding success, being a member of the winning Australian Kenwood Cup team in 1996 and, just before he sold the boat, winning the 50th Brisbane to Gladstone earlier this year.

SAIL NO: 6606
CLASS: IMS
YEAR BUILT: 1997
NO. OF HOBARTS: 1



RAGAMUFFIN
LOA: 15.05m
DESIGNER: Bruce Farr (NZL/USA)
TYPE: Farr 50
OWNER/SKIPPER: Syd Fischer
CLUB: Cruising Yacht Club of Australia, NSW
CREW: S. Fischer (29), G. Simmer (9), T. Ellis (31), C. Crawford (9), C. Knox (14), J. Spithill, H. Brodie (12), L. Jamieson (14), G. Johnson (15), A. Crowe (11), T. Powell (4), N. Ellis
After narrowly missing out on the coveted overall IMS handicap win to place second to Karl Kwok's Beau Geste last year, veteran yachtsman Syd Fischer will line up for his 30th Sydney to Hobart Race. His experienced crew includes Grant Simmer of North Sails. Fischer recently led the Australian team of Ragamuffin, Quest and ABN Amro to second place in this year's Kenwood Cup. After winning most of the CYCA's race's this year, Fischer is looking strong for an overall IMS win.

SAIL NO: AUS 70
CLASS: IMS
YEAR BUILT: 1995
NO. OF HOBARTS: 3



RAPSCALLION
LOA: 12.1m
DESIGNER: David Lyons (AUS)
TYPE: Lyons 40
OWNER/SKIPPER: Dick Voorderhake
CLUB: Cruising Yacht Club of Australia, NSW
CREW: D. Voorderhake (2), B. Voorderhake (2), T. Gore (2), R. Blake (2), R. Blake (3), D. Eastwood (2), R. Crompton (3), C. Lorimer (2), C. Hills (3)
This yacht holds an excellent race history. As Cuckoo's Nest she was 2nd over the line in the gruelling '93 Sydney to Hobart Race and 1st overall, a remarkable achievement for a 40-footer. Dick Voorderhake purchased her in 1996 and has enjoyed continued success winning the CYCA's 1997 Ocean Pointscore and this year's Short Ocean Pointscore. Rapscallion was forced out of last year's Hobart Race with a torn mainsail but the crew is determined to spend this New Year's Eve in Hobart, hopefully celebrating a divisional placing.

SAIL NO: 5588
CLASS: IMS
YEAR BUILT: 1993
NO. OF HOBARTS: 3



RED JACKET
LOA: 12.2m
DESIGNER: Graham Radford (AUS)
TYPE: Radford 12.2
OWNER/SKIPPER: Ron Lally
CLUB: Hillary's Yacht Club, WA
CREW: R. Lally, G. Bishop (3), M. Navarro (3), A. Proto (1), T. Strickland (1), F. Allaz (1), P. White, L. Bullard, M. Dickman
This Western Australian entry has competed successfully in most of the west coast races including the Fremantle to Geraldton, Fremantle to Mandurah and Fremantle to Albany, to name a few. Past results include numerous top three placings in these races as well as a line honours win in the Fremantle to Albany race. Current WA Offshore Champion and past winner of the Bluewater Series, this entry, the first ever from Hillary's Yacht Club, will have a keen following back home.

SAIL NO: HY1220
CLASS: IMS
YEAR BUILT: 1995
NO. OF HOBARTS: 0



RELISH IV
LOA: 13m
DESIGNER: J&J Group
TYPE: Elan 43
OWNER/SKIPPER: Bill Bailey
CLUB: Cruising Yacht Club of Australia, NSW
CREW: B. Bailey (5), J. Christie, G. Marshall (1), D. Herbst, D. Cole, M. Rault
This yacht was built in the former Yugoslavia in 1989 and is the only one of its type in Australia. Bill Bailey bought Relish IV early this year and embarked on the yacht's first ocean race - the Sydney to Mooloolaba race followed by the Lord Howe Island race in October, fully crewed by ex-Qantas staff. Relish IV, also affectionately referred to as the Qantas Geriatric Express, will be heading south with the same crew who obviously prefer sailing to flying!

SAIL NO: 4337
CLASS: PHS
YEAR BUILT: 1989
NO. OF HOBARTS: 0



SEA-JAY
LOA: 12.46m
DESIGNER: Iain Murray (AUS)
TYPE: Sydney 41
OWNER/SKIPPER: Scot Wheelhouse
CLUB: Middle Harbour Yacht Club, NSW
CREW: S. Wheelhouse (2), B. Birch (2), B. Allen
Sea-Jay sailed in last year's Sydney to Hobart Race as Christine Jay II under previous owner Ron Jones and placed 20th overall. She also picked up first in the CHS Division of last year's Sydney-Mooloolaba Race under Ron's ownership. New owner Scot Wheelhouse is looking forward to achieving similar results and to a number of Sydney 41s racing each other in the CHS division of this year's Telstra Sydney to Hobart Race. Scot has only recently taken charge of Sea-Jay but has managed to take part in the Bird Island Race and various MHC harbour races.

SAIL NO: 242
CLASS: CHS
YEAR BUILT: 1996
NO. OF HOBARTS: 1



RENEGADE
LOA: 12.6m
DESIGNER: Ron Holland (IRE)
TYPE: Cruiser/racer
OWNER/SKIPPER: Robert Francis
CLUB: Royal South Australian Yacht Squadron, SA
CREW: R. Francis (11), W. Hartley (4), M. Francis (3), J. Bowering (1), T. Andrews, G. Francis, G. Holland, T. McHugh, A. Wall
Renegade's best Hobart result was a 2nd in division in the '90 race. She last raced in '94 and is back again four years later to have another go. Francis has raced his Holland 40 extensively over the past few years and has managed to be three-times winner of the IOR/IMS State title, winner of the 1993-94 Inshore Series and has taken out first place in the Neptune Island Race and Lincoln Race Week.

SAIL NO: SA98
CLASS: IMS
YEAR BUILT: 1981
NO. OF HOBARTS: 2



SECRET MENS BUSINESS
LOA: 12.75m
DESIGNER: Iain Murray (AUS)
TYPE: Murray 42
OWNER/SKIPPER: Geoff Boettcher
CLUB: Cruising Yacht Club of South Australia, SA
CREW: G. Boettcher (9), R. Fidock (7), T. Egerton (6), P. Boettcher (4), B. Perry (3), S. Magnusson (2), P. Spencer, S. Harris (6), S. Svenson, R. Scott
After some bad luck which saw Secret Mens Business forced to pull out of two previous attempts, Geoff finally made it to Hobart last year and finished a credible 18th overall. The two-times South Australian IMS champion (1996-97 & 1997-98) has had a busy year entering the XXXX Sydney to Gold Coast Race as well as the Hamilton and Hayman Island regattas but hasn't recorded any results of note. Still a good handicap contender.

SAIL NO: SA3300
CLASS: IMS
YEAR BUILT: 1996
NO. OF HOBARTS: 2



RUFF N TUMBLE
LOA: 13.1m
DESIGNER: Peter Cole (AUS)
TYPE: Cole 43
OWNER/SKIPPER: Peter Heanly
CLUB: Lake Macquarie Yacht Club, NSW
CREW: R. Parker (9), L. Monnox, M. Graham (1), R. Coolahan, L. Butler, A. Butler, P. Heanly, P. Heanly snr.
Lake Macquarie yacht Ruff n Tumble will join the other two Cole 43s but owner Peter Heanly insists they are only in it for the adventure. Based on the previous performance of sistership Polaris, Ruff n Tumble could achieve a good result in her division. This yacht races locally on Lake Macquarie and recently won the Club's 30 mile race around the lake.

SAIL NO: M180
CLASS: IMS
YEAR BUILT: 1983
NO. OF HOBARTS: 3



SHE'S APPLES TWO
LOA: 12.78m
DESIGNER: John King (AUS)
TYPE: Jalkan 12.5
OWNER/SKIPPER: Max Prentice
CLUB: Sydney Amateur Sailing Squadron, NSW
CREW: M. Prentice (1), V. Prentice (1), M. Prentice (1), I. Prentice (1), T. Scardfield (1), B. Howard, M. Melish (1), H. Edmunds (1), A. Roy, S. White, A. Allen
After being forced to retire from last year's Sydney to Hobart Race following a collision with a spectator boat at the start, Max is back with three of his family members (wife & two sons) for another go. This yacht has many credits to her name including 1st on IMS in the '91 Sydney to Hobart Race and 1st in the '92/'93 CYCA's Bluewater Pointscore under previous owners. Good chance for a divisional placing.

SAIL NO: 4527
CLASS: IMS
YEAR BUILT: 1991
NO. OF HOBARTS: 5



SAGACIOUS 5
LOA: 12.07m
DESIGNER: Bruce Farr (NZL/USA)
TYPE: Farr 40
OWNER/SKIPPER: Peter Davis/Peter Hamilton
CLUB: Cruising Yacht Club of Australia, NSW
CREW: P. Davis (6), P. Hamilton (5), G. McKellar (14), P. Goldsworthy (10), J. Bankart (2)
The 1990 Sydney to Hobart winner and Kenwood and Admiral's Cup representative Sagacious 5 has recently undergone optimisation with a new David Lyons keel installed after the yacht ran aground during this year's Sydney to Gold Coast Race and ripped off the original keel. Last year's Ocean Racing Rookie of the Year, Peter Davis and co-owner Peter Hamilton have put together a good crew for this Hobart and are hoping for a divisional win.

SAIL NO: 4000
CLASS: IMS
YEAR BUILT: 1987
NO. OF HOBARTS: 4



SARACEN OF HUON
LOA: 10m
DESIGNER: Athol Walter (AUS)
TYPE: Sloop
OWNER/SKIPPER: Terence Grundy
CLUB: Royal Melbourne Yacht Squadron, VIC
CREW: T. Grundy, P. Grundy (3), R. Allen (4), K. Garry, M. Griffiths, G. Parsons
Saracen of Huon, built in 1974 in Port Huon, Tasmania, was one of 56 timber yachts built by Athol Walter who is now in his 80s. She was raced extensively out of Hobart for many years before moving to Melbourne where she has completed a number of short ocean races and taken part in Club racing under the current owner. Skipper Terence Grundy is nostalgic about taking his yacht back to Tasmania where she was built and expects to finish with the other smaller veteran entries in the second half of the fleet.

SAIL NO: S353
CLASS: PHS
YEAR BUILT: 1974
NO. OF HOBARTS: 0



SAYONARA
LOA: 23.8m
DESIGNER: Bruce Farr (NZL/USA)
TYPE: ILC Maxi
OWNER/SKIPPER: Larry Ellison
CLUB: St. Francis Yacht Club, USA
CREW: L. Ellison, C. Dickson (1), M. Rudiger, R. Naismith (2), T. Rae, J. Allen, B. Butterworth, G. Freeman, D. Hobson
Line honours winner of the 1995 Telstra Sydney to Hobart Race, Sayonara is back to try and reclaim the title from George Snow's Brindabella. Owned and skippered by Larry Ellison, CEO of the giant US computer systems company, Oracle, Sayonara is still one of the most advanced maxi yachts in the world, evident in her recent win at the Maxi Worlds at Newport, Rhode Island. Plenty of crew talent on board including Chris Dickson, skipper of Toshiba in the most recent Whitbread Race, Mark Rudiger, navigator aboard EF Language in the Whitbread Race and three America's Cup Team New Zealand crew including Robbie Naismith, Tony Rae and Joe Allen. Well-known Tassie yachtsman Graeme "Frizzle" Freeman will provide the local knowledge.

SAIL NO: US17
CLASS: IMS
YEAR BUILT: 1995
NO. OF HOBARTS: 1

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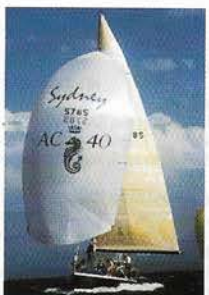
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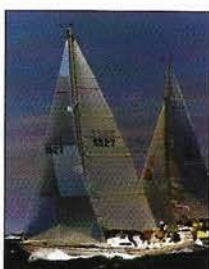
SIENA
LOA: 11.6m
DESIGNER: Hank Kaufman (AUS)
TYPE: Northshore 38
OWNER/SKIPPER: Iain Moray
CLUB: Royal Sydney Yacht Squadron, NSW
CREW: I. Moray (5), J. Van Ogtrop (4), G. Maughan (1)
Siena competed in the '84 Hobart Race as Yahoo II but hasn't gone south since then, preferring to stick to harbour racing out of the CYCA. She placed well in this year's BMW Sydney Winter Series but the crew is looking forward to shaking the cobwebs out of the sails with some serious ocean racing. Crew includes Dr Stephen Grenville, Deputy Governor of the Reserve Bank of Australia.

SAIL NO: 99
CLASS: CHS
YEAR BUILT: 1983
NO. OF HOBARTS: 1



SLEDGEHAMMER
LOA: 12.5m
DESIGNER: Murray Burns & Dovell (AUS)
TYPE: Sydney 40
OWNER/SKIPPER: Ron Jones
CLUB: Royal Prince Alfred Yacht Club, NSW
CREW: R. Jones (1), M. Jones (1), T. Wiseman (1), P. Gudmunson (1), P. Merington (1), M. Thompson (1), R. Jacobs (1), C. Harrington (1), R. Perrott
Launched just prior to the XXXX Sydney to Gold Coast Race, this Sydney AC 40 One Design was the first off the Bashford production line as the yacht chosen to be the new 'middle' boat for the Admiral's Cup. Steered by designer Iain Murray, Sledgehammer picked up a 2nd place on IMS at this year's Hamilton Island Race Week, some consolation after rudder problems forced her out of the Gold Coast Race. This year's Hobart race will be closely followed by the international sailing community as the brand new Sydney 40s go head-to-head with the new Farr 40s for the first time. There is a chance that the overall winner will come from one of these two camps.

SAIL NO: 5785
CLASS: IMS
YEAR BUILT: 1998
NO. OF HOBARTS: 0



SOLO GLOBE CHALLENGER
LOA: 13.27m
DESIGNER: Peter Cole (AUS)
TYPE: Cole 43
OWNER/SKIPPER: Tony Mowbray
CLUB: Lake Macquarie Yacht Club, NSW
CREW: T. Mowbray (13), B. Snape (22), G. Picasso (2), K. Enderby (1), D. Marshall, T. Purkiss (4)
Previous owner of Polaris, Tony Mowbray purchased this Cole 43 in June and is putting together a venture which will see him attempt to sail single-handed, non-stop and unassisted around the world to raise money for the John Hunter Children's Hospital Kids Club. Tony hopes to raise the profile of his charity adventure which will start from Newcastle Harbour in October 1999 and finish in March/April 2000. A good excuse to get some good friends together before he sets off around the world, including his mentor and veteran of 22 Hobart's, Bob Snape.

SAIL NO: M2000
CLASS: PHS
YEAR BUILT: 1984
NO. OF HOBARTS: 1



SOUTHERLY
LOA: 10.575m
DESIGNER: Charles Peel (AUS)
TYPE: Peel 35
OWNER/SKIPPER: Don Mickleborough
CLUB: Cruising Yacht Club of Australia, NSW
CREW: D. Mickleborough (33), T. Cable (34), C. Blundell (10), D. Reid (11), G. Walsh (2), J. Sheridan (16)
Southerly is the oldest yacht in the fleet and did her first Hobart race in 1958 under the current owner, skipper Don Mickleborough (aka 'The Don Two'). She won the Veterans Division in the '94 and '95 race and placed third overall in the '95 race. The six crew members have completed an amazing 106 Sydney to Hobart Races between them but there is no sign of their competitiveness abating as the crew set out to beat rival veteran yacht Canon Maris.

SAIL NO: 38
CLASS: IMS
YEAR BUILT: 1939
NO. OF HOBARTS: 12



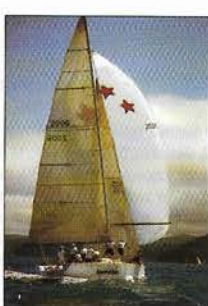
SPEAKEASY
LOA: 11.04m
DESIGNER: Bruce Farr (NZL/USA)
TYPE: Farr 36
OWNER/SKIPPER: William Strangways
CLUB: Royal South Australian Yacht Squadron, SA
CREW: W. Strangways (2), M. Hall (5), I. Doyle (3), T. Cowan, G. Lay (2)
Since purchasing Speakeasy late last year and sailing her back to Adelaide, this yacht has notched up some good results including overall winner of the Island Cup, IMS winner of the Adelaide-Port Lincoln and Division 1 winner of their winter pointscore. This will be Speakeasy's first Hobart race as traditionally she has headed north at Christmas time.

SAIL NO: 3548
CLASS: IMS
YEAR BUILT: 1982
NO. OF HOBARTS: 0



SPIRIT OF DOWNUNDER
LOA: 12.19m
DESIGNER: Gary Cameron (AUS)
TYPE: Cameron/de Lange 12m
OWNER/SKIPPER: Laurie Ford
CLUB: Royal Yacht Club of Victoria, VIC
CREW: L. Ford (1), P. de Lange, G. McCarthy (9), T. Mathews, M. Balinski (1), G. Johnson, G. Cameron, P. Kendall
Spirit of Downunder is based on Gary Cameron's winning hull shape that is presently dominating the international one metre radio controlled model yachts. It is the first ocean going yacht built on Gary's design. Ted Mathews, Perth builder of Farr 36s, designer Gary Cameron and builder Peter de Lange will be on board for this yacht's first Hobart race. Since being launched, Spirit of Downunder has blitzed most of the races it has entered including taking line honours in the '97 Melbourne to Stanley (Tas) and the '98 Melbourne to Port Fairy and placing second over the line in the Melbourne to King Island Race.

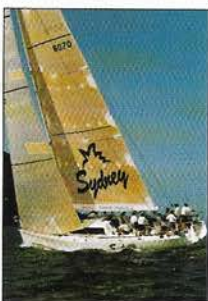
SAIL NO: R1200
CLASS: PHS
YEAR BUILT: 1997
NO. OF HOBARTS: 0



SWORD OF ORION
LOA: 13.16m
DESIGNER: Reichel/Pugh (USA)
TYPE: IMS racer
OWNER/SKIPPER: Rob Kothe
CLUB: Cruising Yacht Club of Australia, NSW
CREW: S. Kulmar (16), D. Senogles (14), A. Parkes (8), R. Kothe (1), M. Gibbs (7), S. Hunt (5), A. Brown (9), K. Christensen (2), B. Kellett (6), C. Brennan (1), M. Baggott

SAIL NO: 2006
CLASS: IMS
YEAR BUILT: 1993
NO. OF HOBARTS: 3

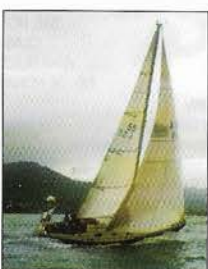
Under new owner Rob Kothe, Sword of Orion was the surprise winner of this year's Hamilton Island Race Week, stealing victory from under the nose of the favourite, Ron Jones' Sledgehammer. Since racing in last year's Sydney to Hobart as Brighton Star (placed 5th overall in IMS handicap), this yacht has been heavily optimised, including a new carbon keel, and is proving extremely competitive. Key crew members include Admiral's Cup yachtsmen Steve Kulmar and Andrew Parkes, and bowman Darren Senogles.



SYDNEY
LOA: 18.15m
DESIGNER: Iain Murray (AUS)
TYPE: Sydney 60
OWNER/SKIPPER: Charles Curran
CLUB: Cruising Yacht Club of Australia

SAIL NO: 6070
CLASS: IMS
YEAR BUILT: 1996
NO. OF HOBARTS: 1

CREW: D. Kellett (24), J. Harris (20), C. Wildman (31), A. Brown (2), C. Cleary (3), K. Groves, W. Miller (5), A. Owen (4), C. Ryan (1), M. Wheeler (3), J. Woodford (16), D. Johnson (19), C. Tipney (17), D. Williams (7)
Sydney began her 1998/99 racing season with a bang, taking out the prestigious double of line and handicap honours in the Sydney to Gold Coast Race in August. Owner Charles Curran has put together a highly experienced crew headed up by David Kellett as sailing master. Sydney placed 4th over the line in the 1996 Sydney to Hobart Race and is hoping to be amongst the top seven across the line this year.



T42 SOLANDRA II
LOA: 10.3m
DESIGNER: Sparkman & Stephens (USA)
TYPE: S&S 33
OWNER/SKIPPER: Craig Escott
CLUB: Royal Yacht Club of Tasmania, TAS
CREW: C. Escott (14), D. Goodfellow (1), T. Jones (3), R. Lewis (4), G. Lewis

SAIL NO: A55
CLASS: IMS
YEAR BUILT: 1982
NO. OF HOBARTS: 4

Another strong Tassie entry, T42 Solandra II has picked up numerous trophies in the last 15 years including two overall wins in the Melbourne-Hobart and numerous divisional wins in subsequent Hobarts, Southport races and various other Queensland races. T42 Solandra is a solid performer and should do well in her division. Skipper Craig Escott is making a most welcome return to ocean racing after a motor accident several years ago but will be well supported by his crew.



TARTAN
LOA: 11.62m
DESIGNER: Hank Kaufman (AUS)
TYPE: Cruiser/racer
OWNER/SKIPPER: Mark Ballard
CLUB: Derwent Sailing Squadron, TAS
CREW: M. Ballard, M. Finnis (2), G. Kleeman, V. Anderson, A. Pope, J. Stadden, S. Karpiniec, R. Healy

SAIL NO: 3846
CLASS: PHS
YEAR BUILT: 1984
NO. OF HOBARTS: 0

Under the present owner, Tartan has raced well both in club series and offshore races. She placed well in the DSS's summer and twilight series and finished first over the line and first in division in the cruising division of this year's Three Peaks Race. This will be owner Mark Ballard's first Sydney to Hobart Race, along with most of his crew. At least the freezing temperatures won't bother them!



TEAM JAGUAR INFINITY III
LOA: 19.7m
DESIGNER: Bruce Farr (NZL/USA)
TYPE: Pocket maxi, Farr 65
OWNER/SKIPPER: Martin James
CLUB: Cruising Yacht Club of Australia

SAIL NO: 5474
CLASS: PHS
YEAR BUILT: 1989
NO. OF HOBARTS: 6

CREW: M. James (2), T. Messenger (14), S. Burnett (10), M. McCabe
Commissioned and launched in 1989, Team Jaguar (then called Brindabella) raced successfully under owner George Snow, including a line honours win in the 1991 Sydney to Hobart Yacht Race. Under current owner Martin James, the maxi has won the CYCA Bluewater Pointscore and Short Ocean Pointscore. Fresh from her PHS Division win at the Hamilton Island and line honours win in the Gosford to Lord Howe Island Race, Team Jaguar will be looking for a top five line honours position.



TENACIOUS
LOA: 9.1m
DESIGNER: Sparkman & Stephens (USA)
TYPE: Defiance 30
OWNER/SKIPPER: Selwyn Enoch
CLUB: Woollahra Sailing Club, NSW

SAIL NO: 2919
CLASS: PHS
YEAR BUILT: 1979
NO. OF HOBARTS: 0

CREW: S. Enoch (1), D. Simmonds, K. Madigan, M. Bergman, J. Bergman, V. Orr
This classic S&S 30 has done a lot of racing for a small boat including the Hamilton Island Regatta and the Two-handed Sydney to Lord Howe Race as well as numerous club pointscores. For Tenacious' first Telstra Sydney to Hobart Race, the owner is just hoping to make it to Hobart before New Years Eve. While she prefers upwind sailing, Selwyn would prefer light reaching conditions for a more comfortable ride south.



TERRA FIRMA
LOA: 12.45m
DESIGNER: Iain Murray (AUS)
TYPE: Murray IMS 41
OWNER/SKIPPER: Peter Bartels
CLUB: Cruising Yacht Club of Australia, (AUS)
CREW: P. Bartels, S. Niemann, J. Wilmont
Former Sydney to Hobart winner Terra Firma is back for another crack at the ultimate prize. Terra Firma has had a successful season so far this year placing 1st at Geelong Week, 2nd at the Hayman Island Big Boat Series and 2nd in division in winter club racing. This Iain Murray designed IMS 41 has undergone some recent modifications, including new carbon mast, new keel and a new go-fast paint job and sail wardrobe, and should be well-matched against the brand new Sydney 40s and Farr 40s competing in their first Hobart race.

SAIL NO: 4100
CLASS: IMS
YEAR BUILT: 1995
NO. OF HOBARTS: 2



TILTING AT WINDOWS
LOA: 12.825m
DESIGNER: Peter Joubert (AUS)
TYPE: John Dory
OWNER/SKIPPER: Thorry Gunnensen
CLUB: Sandringham Yacht Club, VIC
CREW: T. Gunnensen (9), R. Lindberg (3), J. Cain (4), A. Lambert (3), A. Colman, M. Tatz, A. Hurth
This Victorian entry last competed in a Sydney to Hobart Race in 1994 and since then has raced locally in club series as well as long offshore races including the '97 Melbourne-Davenport (PHS winner) and '96 Melbourne to Hobart (PHS winner). Tilting At Windows was awarded the title of Best Modern Wooden Boat at the '95 National Maritime Wooden Boat Festival and skipper Thorry, was awarded Cruising Yachtsman of the Year in '91.

SAIL NO: SM117
CLASS: PHS
YEAR BUILT: 1994
NO. OF HOBARTS: 1



TRUST BANK HUMMINGBIRD
LOA: 11.3m
DESIGNER: Bruce Farr (NZL/USA)
TYPE: Farr 37
OWNER/SKIPPER: Errol Pyke
CLUB: Royal Yacht Club of Tasmania, TAS
CREW: E. Pyke (5), A. Nolan (3), J. Ey (5), L. Parnell (2), R. White (10), C. White (1), A. Douglas (2)
Hummingbird has campaigned her local series very successfully over the past few years including winning the '97-'98 Derwent Sailing Squadron series on IMS and PHS and winning PHS division at her home club. Best Sydney to Hobart result so far was a second in division in the 50th anniversary race. Also took part in the Tall Ships race to Hobart earlier this year and finished 2nd over the line and won Division C.

SAIL NO: 3946
CLASS: IMS
YEAR BUILT: 1985
NO. OF HOBARTS: 6



UNIPRO OCEAN ROAD
LOA: 13.6m
DESIGNER: Joe Adams (AUS)
TYPE: Adams 45
OWNER/SKIPPER: Kenneth Simpson
CLUB: Royal Melbourne Yacht Squadron, VIC
CREW: K. Simpson (2), G. Clapham (1), M. Keusgen, R. Peak
Vice Commodore of the Royal Melbourne Yacht Squadron, Ken Simpson will be leading the charge south for his yacht's first Sydney to Hobart Race. Having raced successfully out of Melbourne over the last couple of years, including a 2nd in the Melbourne to King Island race and first place in the '97 and '98 Port Phillip Sea Pilots races, the crew will be feeling confident. A bonus addition to the crew is Victorian water policeman Gary Clapham, who recently completed the Sydney to New Zealand Two-Handed Race.

SAIL NO: S275
CLASS: PHS
YEAR BUILT: 1988
NO. OF HOBARTS: 0



VAGRANT
LOA: 10.4m
DESIGNER: Peter Joubert (AUS)
TYPE: Magpie 34
OWNER/SKIPPER: Arch Waters
CLUB: Royal Yacht Club of Victoria, VIC
CREW: A. Waters, W. Waters, D. Johnstone
Arch Waters and his son Billy, a sub-Lieutenant in the Royal Australian Navy, will be leading the charge south for this yacht's first Telstra Sydney to Hobart Race. Arch has been campaigning Vagrant in his local winter series and has been well-placed in a couple of the longer races including the '96 Melbourne to Hobart and '97 Melbourne to Davenport Race.

SAIL NO: R133
CLASS: PHS
YEAR BUILT: 1988
NO. OF HOBARTS: 0



VALHERU
LOA: 13m
DESIGNER: Greg Elliott (NZ)
TYPE: IMS Racer, Elliott 50
OWNER/SKIPPER: Anthony Lyall
CLUB: Royal Yacht Club of Tasmania, TAS
CREW: A. Lyall (3), I. Ross (13), P. Fletcher (12), R. Cohen (12), P. Brasington (14), B. Gadd (2), T. Grafton (2), M. Clougher (2), L. Jones, P. Hopkins
This highly experienced crew will be looking for another top result after taking out 3rd in division in last year's Telstra Sydney to Hobart Race. Tony Lyall has competed in numerous ocean races, with a best result of line honours in all races of the 1994 Rudder Cup. He has also completed two Melbourne-Burnie races and numerous Melbourne-Devonports. Crew members Ian Ross and Peter Fletcher both have extensive Hobart experience.

SAIL NO: 1195
CLASS: IMS
YEAR BUILT: 1994
NO. OF HOBARTS: 3



VC OFFSHORE STAND ASIDE
LOA: 12.5m
DESIGNER: Jim Young (NZL)
TYPE: Young 12
OWNER/SKIPPER: James Hallion
CLUB: Cruising Yacht Club of South Australia, SA
CREW: James Hallion (1), B. Briggs (3), A. Mariette (2), L. Hallion, C. Alsop, T. Conyers, J. Culley, B. Thompson, H. Jones, M. Marshmon (1), R. Hunter (1) R. Owen
This Victorian entry has raced competitively on her local waters and has clocked up a number of credits including first in division in the '95 Adelaide-Port Lincoln and a number of divisional placings in the CYCA of SA's winter, inshore and offshore club series. This will be her owners' second Sydney to Hobart and the yacht's first.

SAIL NO: YC4882
CLASS: PHS
YEAR BUILT: 1990
NO. OF HOBARTS: 0



VETO
LOA: 11.72m
DESIGNER: Robert Salthouse (NZL)
TYPE: Cruiser
OWNER/SKIPPER: Graham Brown
CLUB: Palm Beach Yacht Club, NSW
CREW: G. Brown (2), M. Crisp (2), M. Crisp (1)
This yacht's best result in a Hobart race is that they have made it every time and last year, did not come last (came 2nd last) over the line although they did place last on handicap. The owners all have extensive cruising experience particularly overseas and their objective is to sail the 630 nautical miles in comfort and style.

SAIL NO: 5643
CLASS: IMS
YEAR BUILT: 1979
NO. OF HOBARTS: 2



WAITANGI II
LOA: 10m
DESIGNER: John King (AUS)
TYPE: Jalkan 10
OWNER/SKIPPER: David Wearn
CLUB: Royal Sydney Yacht Squadron, NSW
CREW: D. Wearn (2), C. Bolton (1), H. Wood (1)
The original Waitangi was built in 1922 and owned by the Wearn family from 1933 until 1986 when she was sold. Waitangi II was launched in 1989 and has enjoyed success at club level winning the RSY's summer pointscore. Owner/skipper David Wearn has been crewing and skippering since 1954 and is looking forward to taking his yacht on her second Sydney to Hobart Race, and to bettering her 7th divisional placing recorded last year.

SAIL NO: 265
CLASS: PHS
YEAR BUILT: 1989
NO. OF HOBARTS: 1



WIDE LOAD
LOA: 12.19m
DESIGNER: Kim Swarbrick (AUS)
TYPE: Swarbrick 40
OWNER/SKIPPER: Warren Anderson
CLUB: Sydney Amateur Sailing Club, NSW
CREW: W. Anderson (24), R. Burns (18), M. Gordon (9), H. Kahl (2), C. Simmonds (3), M. Jansen, B. Douglas (4), K. Ryan (3), J. Cameron (2), G. Pearce (3)
This will be owner/skipper Warren Anderson's 25th Sydney to Hobart Race. This year Wide Load has competed in the Sydney to Mooloolaba and Sydney to Gold Coast Race but a divisional placing has eluded her so far in the long races. Wide Load did pick up third on PHS & CHS in the Middle Harbour Yacht Club's Gillawa Shield for 1997-98. Holger Kahl, who was part of the crew on board Encore II in the 1980s, is flying out from Germany to join Warren to celebrate his 25th Hobart race.

SAIL NO: A16
CLASS: PHS
YEAR BUILT: 1993
NO. OF HOBARTS: 4



WILD APPLE
LOA: 14.3m
DESIGNER: Jim Inglis (AUS)
TYPE: Inglis 47
OWNER/SKIPPER: Gary Walker
CLUB: Sandringham Yacht Club, VIC
CREW: B. Coseriff (1), G. Smith (1), B. Tateson (1), P. Cosman (1), A. Shafer (1), J. Browne (1), W. Watson (1), B. Main (1), G. Walker (1)
One of two Inglis 47s racing south this year, Wild Apple, the original Wild Thing which won line honours in the '92 Melbourne to Hobart, was purchased by Gary Walker in June this year and has just commenced club racing under new ownership. Gary has done well on other yachts he has owned including a 1st in the Port Phillip Regatta in Melbourne.

SAIL NO: SM1995
CLASS: PHS
YEAR BUILT: 1988
NO. OF HOBARTS: 1



WILD OATS
LOA: 13.1m
DESIGNER: Bruce Farr (NZL/USA)
TYPE: Farr 43
OWNER/SKIPPER: Bruce Foye/Lance Peckman
CLUB: Cruising Yacht Club of Australia, NSW
CREW: B. Foye (8), L. Peckman
Wild Oats won the '93 Sydney to Hobart Race on IOR, the previous handicapping system, but has since made a successful transition to IMS racing. Best results include two-times winner of the Sydney-Gold Coast Race, member of two winning Southern Cross Cup teams and numerous Bluewater and Short Ocean Pointscores titles. Good chance of a divisional win with a welcome return to Hobart by joint owners Foye and Peckman.

SAIL NO: 4343
CLASS: IMS
YEAR BUILT: 1985
NO. OF HOBARTS: 10



WILD THING
LOA: 21.3m
DESIGNER: Murray, Burns & Dovell (AUS)
TYPE: ILC 70

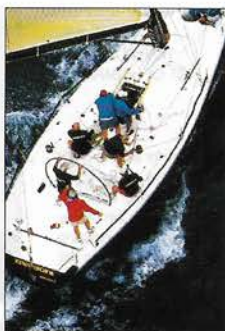
OWNER/SKIPPER: Grant Wharington
CLUB: Mornington Yacht Club, VIC
CREW: G. Wharington (11), S. Gilbert (10)
This boat was designed to be raced in the Sydney to Hobart under the ILC70 speed limit and using a hull that could go under an existing America's Cup rig - in particular oneAustralia's spare mast which Grant had acquired. Wharington's brand new Wild Thing has been a 20 month project and while unmatched at this stage, the prediction is that in downwind conditions this maxi will be the one to beat. Wharington has Brindabella and Sayonara firmly in his sights and given his reputation for hard, competitive sailing, will put in a serious challenge for line honours.



YENDYS
LOA: 15.75m
DESIGNER: Bruce Farr (NZL/USA)
TYPE: IMS cruiser/racer
OWNER/SKIPPER: Geoff Ross

CLUB: Cruising Yacht Club of Australia, NSW
CREW: G. Ross (4), D. McConville (6), C. Simpson (6), P. Seary (5), S. Hodson (5), P. Robinson, A. Preter, D. Jones (15), G. Johnstone, G. Prescott, A. Prior (2), G. Prescott (15)
In his four races to Hobart, CYCA Director Geoff Ross has achieved a 3rd, 2nd and last year, a 1st in IMS Division C with his new Yendys. This Farr-designed Beneteau has proven itself in the long races and will this year be racing south with a good crew who have all sailed together regularly over the past few years. In the running for another divisional placing.

SAIL NO: M10
CLASS: IMS
YEAR BUILT: 1998
NO. OF HOBARTS: 0



YOUNG AUSTRALIA
LOA: 12.41m
DESIGNER: Bruce Farr (NZL/USA)
TYPE: Farr 40 One-design
OWNER/SKIPPER: Lawrence Shannon
CLUB: Sandringham Yacht Club, VIC
CREW: J. Freeman (13), T. Richardson (21), G. Jamieson (9)

This Farr 40 One-design, the first of the one design classes built in Australia by McConaghy Boats, will be launched in December. This will leave the crew little time to get acquainted with the yacht, however, the experience of key crew members Julian Freeman and Toby Richardson should smooth the process. This year's Hobart Race will provide the opportunity for some exciting competition between the Farr 40s and the Sydney 40s as they go head to head for the first time. Eventually this Farr 40 and a second one to be bought next year will see the continuation of the Kids at Sea project for young people who have gone through drug rehabilitation programs..

SAIL NO: SM401
CLASS: IMS
YEAR BUILT: 1998
NO. OF HOBARTS: 0



ZEUS II
LOA: 9m
DESIGNER: Peter Joubert (AUS)
TYPE: Currawong 30
OWNER/SKIPPER: James Dunstan
CLUB: Royal Sydney Yacht Squadron, NSW
CREW: J. Dunstan (20), P. Kerrigan (10), C. Thornton (5), P. Colvin (8), J. Armenante (3), D. Turnbull (1)

Zeus II was launched in 1979 and has competed in numerous ocean races including 11 Sydney to Hobarts, 3 Montague Island and a Sydney to Mooloolaba Race. One of the smallest yachts in the fleet, this yacht proved that size is no handicap when she won the 1981 Sydney to Hobart Race. Other wins include the 1980 Jazoon Trophy, the 1990 Cabbage Tree Island Race and both the '94 and '95 Morna Cup races. Owner/skipper Jim Dunstan, recently elected Commodore of the Royal Sydney Yacht Squadron, will be clocking up his 21st Sydney to Hobart race this year.

SAIL NO: 327
CLASS: IMS
YEAR BUILT: 1979
NO. OF HOBARTS: 11



Sail Number Guide to the Fleet

Yacht	Name	Sail No	Owner	Type	Div.	State
1	ABN AMRO Challenge	8887	Ray Roberts	Sydney 46	IMS	NSW
2	Adagio	588	Peter Williams	S & S 36	IMS	TAS
3	Aera	GRE49040	Nick Lykiardopulo	Swan 46	CHS	UK
4	Alexander of Creswell	3807	Warren Hellwig	S111	IMS	ACT
5	Allusive	407	John Smith	Lyons 48	PHS	TAS
6	Anduril	4168	Jeff Cordell	Dubois 38	PHS	TAS
7	Antipodes Sydney	5659	Geoff Hill	Taswell 56	IMS	NSW
8	Antuka	WS91	Raymond Semmens	Adams 13	PHS	VIC
9	Aspect Computing	4826	David Pescud	Radford 46	PHS	NSW
10	Assassin	9999	Van Kretschmar/ Crawford	Farr 40	IMS	NSW
11	Atara	IRL8000	Roger Hickman	Lyons 43	IMS	NSW
12	Aurora	4057	Jim Holly	Farr 1 tonner	IMS	NSW
13	Ausmaid	YC1000	Kevan Pearce	Farr 47	IMS	SA
14	Avanti	B409	Chris / John Mooney	First 38	PHS	VIC
15	B-52	8889	Wayne Millar	Sydney 41	IMS	QLD
16	Bacardi	SM377	Ainley / Williams	Peterson 44	IMS	VIC
17	Berrimilla	371	Alex Whitworth	Joubert 40	PHS	NSW

Sail Number Guide to the Fleet

18	Bin Rouge	7633	Darryl Hodgkinson	Farr 31	IMS	NSW
19	Boomaroo Morse Fans	RQ23	John McIntosh	S&S 34	IMS	QLD
20	Bright Morning Star	1987	Hugh Treharne	Peterson 51	PHS	NSW
21	Brindabella	C1	George Snow	Maxi	IMS	NSW
22	Business Post Naiad	5466	Bruce Guy	Farr 40	IMS	TAS
23	Canon Maris	780	Ian Kiernan	Tasman Seabird	IMS	NSW
24	Challenge Again	SM2	Lou Abrahams	Sydney 41	CHS	VIC
25	Charisma	A94	Jim Lawler	Cavalier 43	PHS	NSW
26	Chutzpah	R33	Bruce Taylor	Murray 36	IMS	VIC
27	Computerland	125	John Saul	Inglis 47	PHS	TAS
28	Cyclone	5090	Stephen Keal	Frers 50	IMS	TAS
29	Dixie Chicken	PNG 6	Liz Wardley	Elliott 40	PHS	NSW
30	Doctel Rager	YC560	Gary Shanks	Elliott 55	PHS	SA
31	Elysion Blue	6812	Dominic Barbat	Swan 68	CHS	FIN
32	Forzado	7314	Geoff Phillips	Farr 1020	IMS	NSW
33	Foxtel - Titan Ford	M250	Hodder/Zemanek/Sorenson	Farr 50	CHS	NSW
34	Fudge	SM1	Peter Hansen	Elliott 56	PHS	VIC
35	Gundy Grey	C2	Robert Green	Adams 40	PHS	ACT
36	Hawke 5	GBR4640R	Nigel Bramwell	Sydney 40	IMS	NSW
37	Helsal II	SA 93	Keith Flint	Pocket Maxi	PHS	SA
38	Henry Kendall Akubra	6074	Patrick Wilde	Farr 1220	PHS	NSW
39	Hi Flyer	PNG 1888	Carol Turnbull	Beneteau 40.7	IMS	PNG
40	Hitimewewent	G710	Rob Hampshire	Dubois 40	PHS	VIC
41	Hogsbreath Witchdoctor	2557	Rum Consortium	Davidson 40	PHS	NSW
42	Impeccable	MH106	John Walker	3/4 Tonner	CHS	NSW
43	Indian Pacific	M19	Wayne Reynolds	Davidson 36	PHS	VIC
44	Industrial Quest	9090	Kevin Miller	Nelson Marek 43	CHS	QLD
45	Inner Circle	M762	Dennis Pomfret	Farr 40	IMS	NSW
46	Innkeeper	5462	Innkeeper Syndicate	Pocket Maxi	PHS	NSW
47	Jack Guy	3838	Gordon Ketelbey	Northshore 38	PHS	NSW
48	Jubilation	B116	David James	Farr 11.6	PHS	VIC
49	Kickatinalong	317	Mike De Berg	Adams 44	PHS	NSW
50	King Billy	4966	Phillip Bennett	King 38	IMS	NSW
51	Kingurra	B23	Peter Joubert	Black Swan	PHS	VIC
52	Komatsu Blue Lady	5669	Shane Kearns	Challenger 38	IMS	NSW
53	Koomooloo	RQ68	Donald Freebairn	Kaufman 41	IMS	QLD
54	Lady Penrhyn	3809	Ian McPherson	S111	PHS	NSW
55	Liquid Asset	D34	Maurice Contessi	Duncanson 34	PHS	TAS
56	Loki	3144	Stephen Ainsworth	Swan 44	CHS	NSW
57	Maglieri Wines	SA999	Brian Graves	Jutson 43	IMS	QLD
58	Marchioness	9431	Marchioness Syndicate	Maxi	PHS	NSW
59	Margaret Rintoul II	2170	Richard Purcell	S&S 48	IMS	NSW
60	Marine Corail Voile	N11	Jean Luc Esplaas	Young 35	IMS	Noumea
61	Mark Twain	A113	Hugh O'Neill	S & S 39	IMS	NSW
62	Mercedes IV	1224	Peter Stronach	Kaufman 42	IMS	NSW
63	Midnight Rambler	4440	Psaltis/Wright/Thomas	Farr 40	IMS	NSW
64	Midnight Special	9000	Peter Baynes	Jarkan 40	IMS	NSW
65	Miintinta	SM42	Brian Emerson	Swanson 42	PHS	NSW
66	Mirrabooka	A8	John Bennetto	Frers 47	IMS	TAS
67	Misty	M678	Bryan Clague	S & S 34	IMS	VIC
68	Morning Tide	5488	Alan Fenwick	S & S 34	IMS	NSW
69	Nadia IV	4040	Teki Dalton	Farr 40	CHS	ACT

Sail Number Guide to the Fleet

70	Nattel Adrenalin	1999	David Bennett	Peterson 38	PHS	NSW
71	New Horizons	M236	Michael Kelaher	Cavalier 37	PHS	NSW
72	New Morning II	B381	Rod New	Northshore 38	IMS	VIC
73	Ninety Seven	9797	Graham Gibson	Farr 47	IMS	NSW
74	Not Negotiable	5521	Michael Dolphin	UFO 34	IMS	VIC
75	Ocean Designs	RQ2000	Stephen Bean	Sydney 41	IMS	QLD
76	Outlaw	R17	Alan Quick	Sayer 44	PHS	NSW
77	Pippin	533	David Taylor	Farr 37	IMS	NSW
78	Polaris	5527	John Quinn	Cole 43	IMS	NSW
79	Quest	6606	Bob Steel	Nelson Marek 46	IMS	NSW
80	Ragamuffin	AUS70	Syd Fischer	Farr 50	IMS	NSW
81	Rapscallion	5588	Dick Voorderhake	Lyons 40	IMS	NSW
82	Red Jacket	HY1220	Ron Lally	Radford 12.2	IMS	WA
83	Relish IV	4337	Bill Bailey	Elan 43	PHS	NSW
84	Renegade	SA98	Robert Francis	Holland 40	IMS	SA
85	Ruff N Tumble	M180	Peter Hearnly	Cole 43	IMS	NSW
86	Sagacious V	4000	Peter Davis / Hamilton	Farr 40	IMS	NSW
87	Saracen of Huon	S 353	Terence Grundy	Walter 10	PHS	VIC
88	Sayonara	US17	Larry Ellison	Maxi	IMS	USA
89	Sea Jay	242	Scott Wheelhouse	Sydney 41	CHS	NSW
90	Secret Mens Business	SA3300	Geoff Boettcher	Murray 40	IMS	SA
91	She's Apples Two	4527	Max Prentice	Jarkan 12.5	IMS	NSW
92	Siena	99	Iain Moray	Northshore 38	CHS	NSW
93	Sledgehammer	5785	Ron Jones	Sydney 40	IMS	NSW
94	Solo Globe Challenger	M2000	Tony Mowbray	Cole 43	PHS	NSW
95	Southerly	38	Don Mickleborough	Peel 35	IMS	NSW
96	Speakeasy	3548	William Strangways	Farr 1104	IMS	SA
97	Spirit of Downunder	R1200	Lawrence Ford	Cameron 12	PHS	VIC
98	Sword of Orion	2006	Rob Kothe	Reichel Pugh 43	IMS	NSW
99	Sydney	6070	Charles Curran	Sydney 60	IMS	NSW
100	T42 Solandra	A55	Craig Escott	S & S 34	IMS	TAS
101	Tartan	3846	Mark Ballard	Northshore 38	IMS	TAS
102	Team Jaguar Infinity III	5474	Martin James	Maxi	PHS	NSW
103	Tenacious	2919	Selwyn Enoch	Defiance 30	PHS	NSW
104	Terra Firma	4100	Nieman / Bartels	Murray 43	IMS	VIC
105	Tilting At Windmills	Sm 117	Thorry Gunnersen	John Dory	IMS	VIC
106	Trust Bank Hummingbird	3946	Errol Pyke	Farr 37	IMS	TAS
107	Unipro Ocean Road	5275	Kenneth Simpson	Adams 45	IMS	VIC
108	Vagrant	R133	Arch Waters	Magpie 34	IMS	VIC
109	Valheru	1195	Anthony Lyall	Elliott 13	IMS	TAS
110	Vanguard	5802	Richard Cawse	Vanguard 46	PHS	NSW
111	VC Offshore Stand Aside	YC4882	James Hallion	Young 12	PHS	SA
112	Veto	5643	Graham Brown	Cavalier 38	IMS	NSW
113	Waitangi II	265	David Wearn	Jarkan 10	PHS	NSW
114	Wide Load	A16	Warren Anderson	Swarbrick 12	PHS	NSW
115	Wild Apple	Sm 1995	Gary Walker	Inglis 47	PHS	VIC
116	Wild Oats	4343	Foye / Peckman	Farr 43	IMS	NSW
117	Wild Thing	M10	Grant Wharrington	Maxi	IMS	VIC
118	Winston Churchill	27	Richard Winning	Coverdale 51	PHS	NSW
119	Yendys	1993	Geoff Ross	Beneteau 50	IMS	NSW
120	Young Australia	Sm 401	Lawrence Shannon	Farr 40 OD	IMS	VIC
121	Zeus II	327	James Dunstan	1/2 ton	IMS	NSW

"Sightie"

off on 40th Hobart

Richard "Sightie" Hammond will set sail in his 40th Sydney to Hobart this year - a record for the event. Alan Kennedy interviewed "Sightie" for Offshore.

When Richard "Sightie" Hammond was preparing for the 1967 Admiral's Cup in England, he decided it was time to go back to University.

But not just any place of higher learning. This one was special and it had a course that he needed. And so the man who taught himself navigation out of a World War II manual used by American pilots found himself at the Southampton University studying The Solent, that confused mass of water in southern England renowned for its shoals and tidal races.

At Southampton University he had discovered a working model of The Solent which had been commissioned some years before by Esso for the use of its tanker captains.

The model could simulate the many moods of The Solent and Hammond spent hours studying it and combining what he learned with information he had picked up from a friend who lived on the nearby Isle of Wight.

So by the time he and the boat on which he was navigator, Ted Kaufman's *Mercedes 111*, lined up for the first race of the Admiral's Cup, Hammond says he "knew more about The Solent than anybody else."

And so it turned out. Hammond possessed all the local knowledge that the English sailors thought would hold back the international competitors and give the home team the edge.

Mercedes 111 was the leading point scoring boat in that year's Admiral's Cup and played no small part of Australia's winning team.

This story says a lot about Hammond and his approach to an area of sailing that when he started probably didn't have



Richard "Sightie" Hammond...coming up for his 40th Sydney to Hobart. (Pic - Peter Campbell)

3DL DELIVERS

Results

KENWOOD CUP 1998 IMS

- 1st overall - Big Apple - North 3DL
- 1st Division A - Ragamuffin - North 3DL
- 1st Division B - G Shock - North 3DL
- 1st Division C - Big Apple - North 3DL
- 1st Division D - White Cloud - North

SOUTHPORT RACE 1998 IMS

- 1st Sydney - North 3DL
- 2nd Kingtide - North 3DL
- 3rd Adria - North 3DL
- 4th Zoe - North 3DL

HAMILTON ISLAND 1998 IMS

- 2nd - Sledgehammer - North 3DL
- 3rd - Industrial Quest - Partial North 3DL genoas
- 4th - Terra Firma - North 3DL
- 5th - Theiss Process Engineering - North 3DL
- 6th - Atarta - North 3DL

HAYMAN ISLAND 1998 IMS

- 2nd - Terra Firma - North 3DL
- 3rd - Atara - North 3DL
- 4th - Sledgehammer - North 3DL

HAYMAN ISLAND 1998 PHS

- 1st - Morning Mist 111 - North Sails
- 2nd - Terra Firma - North 3DL
- 3rd - Loki - North Sails

WHITBREAD ROUND THE WORLD RACE 1998

- 1st - EF Language - North 3DL
- 2nd - Merit Cup - North 3DL
- 3rd - Swedish Match - North 3DL
- 5th - Silk Cut - North 3DL
- 6th - Chessie Racing - North 3DL
- 7th - Toshiba - North 3DL

KINGS CUP SPAIN 1998

- 1st - Estrella Damm - Beneteau 40.7 - North 3DL
- 2nd - Breeze - Farr 50 - North 3DL
- 3rd - Terra Mittica - Judel Vrolik 50 - North 3DL
- 4th - Wintertur - Frers 39 - North 3DL

COMMODORE CUP UK 1998

- 1st - German Team all North Sails
- 1st Class A, B and C all North Sails

Individual Pointscore

- 1st - Sequana - Beneteau 40.7 - North 3DL
- 2nd - Cisne - Swan 43 - North 3DL
- 3rd - Hexe - Judel Vrolik 45 - North 3DL

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the importance placed upon it that it does now.

He honed his navigational skills in the Sydney to Hobart race, an event that started out as a bit of a social sail and one that many of the crews didn't take all that seriously when it came to plotting the fastest way south.

But Hammond realised that a winning run to Hobart depended on more than just a good boat. He developed the idea of tactical navigating using it as a weapon to find the best combination of wind and current which would provide a winning break for his boat.

This year Hammond makes his 40th trip south in the Telstra Sydney Hobart race aboard Ian Keirnan's *Canon Maris* a boat he was on last year and which won its division and finished 11th overall.

The boat was built more than 30 years ago and is beautifully turned out and sailed by a crew of seasoned

"They sit out there practically all the race they get cold and tired and they probably only get space bars to eat."

Hobart veterans.

In October, Hammond was aboard *Margaret Rintoul 11* which won the Sydney Lord Howe Island race.

His track record in international sailing is extraordinary.

He had been in seven Admiral's Cups and been in the winning team on two of those occasions.

He has sailed in the Onion Patch series in the USA, the Maxi World Championships and has done the round Hawaii race three times.

In the Hobart he has had two first's overall, two line honors and has achieved the coveted double — line honours and handicap and four division wins.

Hammond was navigator aboard Syd Fischer's *Ragamuffin* in the fatal Fastnet race which *Ragamuffin* won battling through an extraordinary

storm to take line honours. Others at the back of the fleet sank and a number of lives were lost. He remembers the race as hard and has vivid memories of watching the storm build as they approached Fastnet Lighthouse.

But he says they weren't aware of how bad the storm was until hours after it had passed.

When they did learn of boats being sunk and the possible loss of life they were under spinaker and heading for the finish.

His first Hobart was with the Launceston-based schooner *Wanderer* a slow boat that usually managed to come last. Since then he has moved up through the fleet and tasted the excitement of running at the front.

On the *Canon Maris* life has once again slowed down a little.

Hammond is not a big fan of the modern boat. "I don't like the boats which depend on staying upright by putting people out on the rail.

"They have become wet and uncomfortable."

He doesn't doubt the safety of the boats and concedes they are faster as they go over the water rather than through it. But he thinks their spartan nature, above and below decks, has led to an odd side affect.

There is, he says, a lack of people wanting to sail on the boats and a push for shorter races.

So the Fastnet race has been dropped from the Admiral's Cup and the round Hawaii race which used to be 800 miles and around all the Islands is now only about 200 miles.

Hammond says he thinks the crews don't like the longer races and why would they?

"They sit out there practically all the race, they get cold and tired and they probably only get space bars to eat."



Richard "Sightie" Hammond props up the mizzen mast on Ian Kiernan's yawl, *Canon Maris*, on which he will be sailing to Hobart this year for the 40th time. (Pic - Peter Campbell)

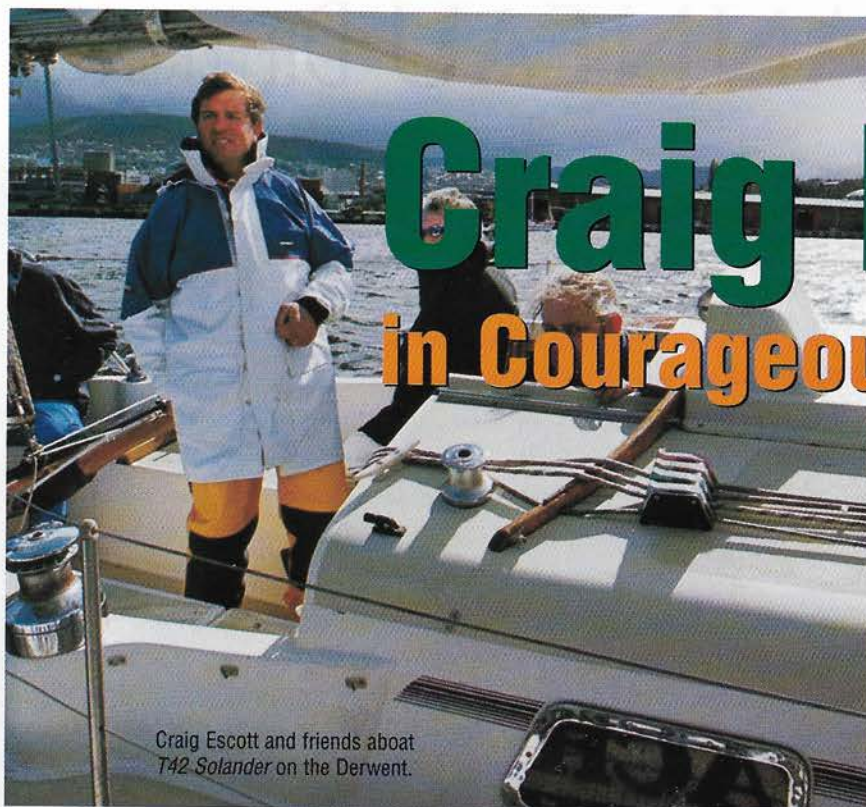
So Hammond will choose his boats carefully. The *Canon Maris* is, he says, relatively comfortable with a proper galley and a deep freeze and there is no need to sit out to make the boat go.

Of course the *Canon Maris* is not a luxury liner but it is still fun especially as the crew are all people who prefer the older style boats with their heavier keels and more comfortable ride. And their 11th last year proves they can still be competitive.

Enjoyable sailing and racing is a prerequisite for Hammond who has retired this year but only from work.

"As long as I have my health and I still enjoy it then I will keep doing the Hobart," he says.

And whoever has him aboard as their navigator will know they will be getting there as fast as is possible.



Craig Escott and friends aboard
T42 Solander on the Derwent.

Craig Escott

in Courageous Comeback

Friends and fellow sailors will be delighted to know that Tasmanian Craig Escott will be back aboard the family yacht T42 Solandra for this year's Telstra Sydney to Hobart, making a courageous comeback to ocean racing. Story and pictures by **Fiona Croft.**

Craig Escott is an old hand when it comes to Australia's premier blue water classic, the Telstra Sydney-Hobart yacht race.

Eskey competed in his first Sydney-Hobart when he was 16, but in so many ways the 1998 race will be the most important of his sailing career despite having finished second in the race - aboard the original Solandra in 1981.

This year's race is Craig's 14th, his first since 1992 and the six year absence has had nothing to do with a loss of interest in the race.

In fact, the return to the classic is a personal triumph for Eskey, marking the ultimate return to a sport he loves

and came so close to losing after a major traffic accident in Airlie Beach in 1994.

The accident left Eskey with a prognosis that he would never walk, let alone sail again.

But nothing could stop Eskey's love of the sea and after a long convalescence and years of six-day-a-week therapy and a lot of help from his friends he not only walks but is happy again at the helm of the family racing yacht Solandra.

None of this is surprising given his winning exploits at sea, including being a member of the youngest crew in the Southern Cross Cup in 1981, the Tasmanians finishing top-placed Cup yacht in the Sydney to Hobart, final race of the series.

In 1982 and 1985 he won the Melbourne-Hobart yacht races, while in the three years from 1988-90 he was a divisional winner in the Sydney-Hobart races.

Solandra, a 34 ft Sparkmans Stephens design, has almost been through as many trials as its skipper.

The first Solandra was sunk off Cat Island in Bass Strait in 1982. Much of T42 Solandra is built from the salvage, with new sails and equipment for this



Radar



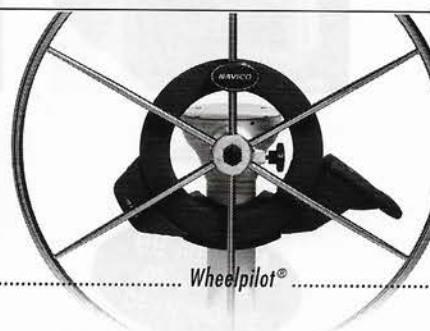
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Channel Handicap offer for Telstra Sydney to Hobart competitors

The Cruising Yacht Club of Australia's Sailing Committee has agreed to add a Channel Handicap (CHS) division for this year's Telstra Cup and Telstra Sydney to Hobart Race - provided at least 10 yachts are nominated to sail under this system.

The decision follows a number of requests from owners and the success of the CHS division at the recent Hamilton Island Race Week where 18 boats competed under CHS.

The event produced close competition, with a countback being needed to decide the winner between two Iain Murray-designed Sydney 41s, Lou Abrahams' Challenge Again from Melbourne and Wayne Millar's B-52 from Townsville.

The support for CHS by Abrahams, a two-times Sydney to Hobart winner under IOR with his previous yachts and a more recent competitor under IMS with Challenge Again, is a significant boost for the system and is expected to encourage more owners to have their boats measured.

Several owners, including Wayne Millar have quickly taken up the offer. "In the past, the cruiser/racer allowance dramatically reduced our ability to race competitively while

CHS will address this," Millar said. "It is a great idea to introduce CHS into the Telstra Cup and Sydney to Hobart. It will also give me the chance to square-up with Lou seeing he beat us at Hamilton Island," he added.

Apart from these two yachts, the Hamilton Island Race Week fleet attracted a wide range of yachts which have previously raced successfully under IMS, including Chris Gorman's J44, Adria, Stephen Ainsworth's Swan 44, Loki, Geoffrey Ross' Beneteau 50, Yendys, and the popular sports boats like the Bull 9000s, Wild Bull (Rod Skellett) and Full as a Bull (Philip Coombs) and the Mumm 30 Addiction (Richard Perini).

The Channel Handicap System (CHS) is a simplified fixed measurement handicap managed by the Royal Ocean Racing Club in England. Measuring is done at club level with the information sent direct to the RORC which allocates the fixed handicap in the form of a time correction factor.

The actual boat measurement is much more simplified than IMS and as a result is considerably cheaper for the boat owner. If the boat already has an IMS certificate, only three additional measurements are needed.

Channel Handicap is widely popular in the UK, Hong Kong and Singapore but has had little support here until recently. However, it is now the most popular measurement handicap system in Western Australia with increasing interest in Queensland.

In Sydney, Middle Harbour Yacht Club introduced a CHS division for this year's Sydney-Mooloolaba race, while several prominent yachts, including Atara, sailing under this system with MHYC during the winter.

Notice of Race for the 1998 Telstra Cup and Telstra Sydney to Hobart Race is now available from the CYCA Sailing Office. For further information about CHS, call the Sailing Office on 02 9363 9731.

Further media information:

Peter Campbell, Media Director
Telstra Sydney to Hobart Yacht Race
Ph: 02 9869 8198 or 0419 385 028
Fax: 02 9869 8197
Email: peter_campbell_3@compuserve.com
1998 TELSTRA SYDNEY TO HOBART
WEB SITE: www.syd-hob.telstra.com.au

years race.

Despite his amazing recovery, Esky still needs some help. "I wouldn't be doing this race if it wasn't for the crew, they're great friends, they've worked hard and helped me out all the way"

Given his past experience, Esky knows exactly what conditions he will be hoping for during the race.

"A north-easterly wind will be good for us, any easterly weather will be great so if we get a hard nor -easterly we'll be well on our way."

Renowned yachtsman Don Calvert

has been described as Tasmania's best all-round yachtsman. "He taught me to sail down wind with minimum helm, in big seas this stops the rolling. Esky's fearless and would put the spinnaker up where others would play it safe," said Don. "But this year the first priority is just to finish" said Esky. "The crew and I are looking forward to a clean low impact journey"

Tackling the Sydney-Hobart again has not been a spur of the moment thing for Esky but only comes after extensive training and local yachting

success in races around Hobart including winning the 1996 and 1997 mid-week-twilight series pennant. More recently *Solandra* won the 1997 IMS 9-metre pennant for the RYCT.

"I've got a lot of support from going sailing and I feel more at home on the water than I do anywhere else."

The crew of *T42 Solandra* have gained a lot of respect from the racing fraternity. "Before we were just out there for the challenge of racing again. Now we are competitive and winning," said Esky. ▲



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Weather Watch



Finding that Weather information

A guide to weather prediction at sea with a Hobart race bias

With the Telstra 54th Sydney to Hobart Yacht Race fast approaching it is time to consider once again the sources of weather and oceanographic information.

A number of useful articles on the weather and forecasting can be found in past editions of Offshore's Sydney to Hobart Race program, along with some tips on how to apply this information to your race strategies. This year a comprehensive listing of the sources of weather information for use before, during and after the race is provided in the sections that

follow.

Before the race, during the race (if you have the relevant hardware, such as a mobile phone or satellite communications) and after (on the way home), you can obtain weather information by accessing the Bureau of Meteorology's internet home page (<http://www.bom.gov.au>) as well as the "Weather by Fax" (Freepoll 1800

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630 100 for free main directory. Products are available for around 60 cents/minute).

Some of the more popular products are found at the following numbers:

MSL Analysis 1902 293 5201
MSL Prognosis 1902 293 5211
Satellite Cloud Picture (IR)
1902 293 5202
NSW coastal waters forecast
1902 293 5220
Radar - Sydney 1902 293 5749

For yachts with Inmarsat communication facilities, all products may be obtained through the "Weather by Fax" service by inserting 61 3 92738 before the last three digits of the product concerned. For example, the MSL analysis can be obtained by dialing 61 3 92738201

Oceanographic information concerning the state of the East Australia Current can be obtained from the CSIRO's Division of Marine Research home page on

http://www.marine.csiro.au/yacht_races
from approximately one week prior

to the commencement of the race through to it's completion.

I was alerted recently to an excellent article that appeared in the September issue of the magazine The Cruising Helmsman with the title "Cowards Crossing", by Sally Andrew, also a sometime writer for Offshore.

With Sally's agreement from the distant shores of Canada, she has very kindly allowed me to reproduce part of her article, with some additions/modifications, which contains a comprehensive list of Bass Strait Weather Sources as well as others. I believe it will be of great interest to those brave souls heading south to Hobart.

Times quoted below are EASTERN DAYLIGHT SAVING TIME (EDST). For the stations marked by an * you would deduct an hour from the time shown below if you wish to use the information during non- Daylight Saving periods.

0048 - Melbourne Radio*(SE High Seas forecast)

0130 - Aus. Weatherfax* MSL Analysis valid 1200(Universal Co-ordi-

nated Time,UTC)

0305 - Race Sked (Special Race weather forecast prepared by BoM)

0603 - Sydney Radio* (NSW weather with station reports and SE High Seas warnings)

0648 - Melbourne Radio* (Vic/Tas/SA weather)

0715 - Aus. Weatherfax* MSL Analysis valid 1800 UTC

0710 - Coastguard Lochsport SSB 2524

0725 - Penta Comstat (NSW coastal waters forecast) SSB 2524, 4483 & channel 608

0735 - Penta Comstat (Qld and Bass Strait forecast) SSB 4483 & channels 608 / 836

0745 - Tasmar VHF 67 and SSB 2524 (Tas. weather with station reports)

0848 - Melbourne Radio* (Vic / SA / Tas. weather with station reports)

0810 - Tascoast VHF 81 (Tas. weather)


0820 - Tascoast SSB 4483 (Tas. weather)

0825 - Coastguard Lochsport SSB 2524

0835 - Tascoast SSB 2524

0920 - Eden Coastal Patrol VHF 67

0925 - Penta Comstat (NSW weather



IT'S TAKEN 300 YEARS TO MAKE
RUM TASTE THIS GOOD.

Perfected in Barbados since 1703.

- warnings) SSB 2524, 4483 & channel 608
- 0935 - Penta Comstat (Qld and Vic weather warnings and High Seas forecast) SSB 4483 & channels 836/1642
- 1030 - Aus. Weatherfax* 36 hour Prognosis
- 1125 - Penta Comstat (NSW coastal waters forecast) SSB 2524, 4483 & channel 608
- 1240 - Coastguard Lochsport SSB 2524
- 1248 - Melbourne Radio* (SE High Seas forecast)
- 1250 - Eden Coastal Patrol VHF 67
- 1300 - Aus. Weatherfax* MSL 24 hr Prognosis
- 1325 - Penta Comstat (NSW weather warnings) SSB 2524, 4483 & channel 608
- 1335 - Penta Comstat (Qld and Bass Strait weather) SSB 4483 & channels 836 / 1234
- 1345 - Aus. Weatherfax* MSL Analysis valid 0000 UTC
- 1345 - Tasmar VHF 67 and SSB 2524
- 1405 - Race Sked (Special Race weather forecast prepared by BoM)
- 1448 - Melbourne Radio*
- 1510 - Coastguard Lochsport SSB 2524 - Bass Strait oil rig forecast
- 1520 - Eden Coastal Patrol VHF 67
- 1625 - Penta Comstat (NSW coastal forecasts) SSB 2524, 4483 & channel 608
- 1705 - Penta Comstat (Bass Strait weather) SSB 4483 & channels 608 / 836
- 1720 - Eden Coastal Patrol VHF 67
- 1803 - Sydney Radio* (NSW forecast and station reports and SE High Seas warnings)
- 1810 - Coastguard Lochsport SSB 2524
- 1810 - Tascoast VHF 81
- 1820 - Tascoast SSB 4483
- 1835 - Tascoast SSB 2254
- 1848 - Melbourne Radio*
- 1903 - Tasmar VHF 67 and SSB 2524
- 1925 - Penta Comstat (NSW weather warnings) SSB 2524, 4483 & channel 608
- 1935 - Penta Comstat (Qld & Vic weather warnings and high seas forecast) SSB 4483 & channels 608/836
- 1945 - Aus. Weatherfax* MSL Analysis valid 0600 UTC
- 2048 - Melbourne Radio*
- 2120 - Eden Coastal Patrol VHF 67
- 2205 - Race Safety Sked
- 2300 - Aus. Weatherfax* MSL 36 hr Prognosis

Melbourne Radio (VIM) and Sydney Radio (VIS) are coastal radio stations operated by Telstra Marine. Weather information is provided by the Bureau of Meteorology. (This is the case with all coastal radio stations that broadcast the weather listed below).

Vessels receive coastal weather and warnings on 2201, 4426, 6507 and 8176 kHz. VIM broadcasts marine weather information for Victoria (including Bass Strait), Tasmania and South Australia. VIS broadcasts marine weather information for New South Wales and Queensland.

Apart from the times listed above, VIM will broadcast weather warnings for the coastal areas mentioned above as well as the SE High seas area at 48 minutes past each even hour during Daylight Saving (48 min past each odd hour during non-Daylight Saving). VIS will broadcast weather warnings for NSW waters and the SE High seas area at 3 minutes past each even hour during Daylight Saving (3 min past each odd hour during non-Daylight Saving).

Eden Coastal Patrol - VMR201 broadcasts weather daily. They broadcast on (and monitor) the following frequencies:

VHF channels 16 and 67 and HF (SSB) 2182, 2424 and 4620 kHz. at local times 0720, 0920 (morning), 1250, 1520 (afternoon) and 1720, 2120 (evening).

Coastguard Lochsport - VMR363 is situated in southern Victoria and broadcasts weather information daily. Reports include weather forecasts for Bass Strait, southern NSW (Ulladulla to Gabo Island and 60 nm seaward) plus the eastern Bass Strait Oil Rigs forecast courtesy of ESSO / BHP. This forecast is prepared by the Bureau of Meteorology specifically for ESSO/BHP. It broadcasts on 2524 kHz at 0710, 0825, 1240, 1510 and 1810 local time.

Tasmar Radio - VMT232 is situated in Hobart. It simultaneously broadcasts Tasmanian weather at the following local times:

0745, 1345 and 1903 on HF 2524 kHz and VHF channels 16 and 67.

Tascoast Radio - VH7AM/VH320 is situated in Hobart and is run by Jeff Boyes of The Royal Yacht Club of Tas-

The fleet in the 1998 Telstra Sydney to Hobart can be almost certain to encounter southerly fronts as they sail the 630 nautical mile race down the Australian East Coast, as did Ausmaid soon after the start of this race. (Pic Ian Mainsbridge)



mania. It broadcasts on VHF channel 81 at 0810 and 1810 local time, HF 4483 kHz at 0820 and 1820 local time and HF 2525 kHz at 0835 and 1835 local time.

Penta Comstat - VZX is owned and operated by Derek and Janine Barnard and is situated at Firefly on the mid-north coast of NSW. It broadcasts weather information on 2524 and 4483 kHz and channels 608 and 836 as well as others, at the local times listed above.

Aus. Weatherfax is operated by the Bureau of Meteorology in conjunction with the Royal Australian Navy and is officially known as Australian Radio Facsimile - AXM/AXI. AXM is the transmitter which is located in Canberra but is served by information provided by the Bureau in Melbourne (AXI is the Darwin transmitter). It broadcasts simultaneously on 2628, 5100, 11030, 13920 and 20469 kHz 24 hours per day. The products listed above are only a small sample of what is provided and one should consult the Bureau's website or switch on their HF fax at 1115 or 2315 EDST to obtain a full listing of products.

Weather forecasts may also be obtained from Government and commercial AM/FM radio stations as well as from Coastal Patrol and Coast Guard stations (not mentioned above) down the NSW/VIC/TAS coasts.

The Bureau will be conducting its usual pre-race briefing on the day before Christmas with on-site briefing provided at Rushcutters Bay on the morning of Boxing Day. All that is left to say is "Have a safe race!"

FUJITSU 25TH GOSFORD TO LORD HOWE ISLAND OCEAN CLASSIC

Grazier returns TO SAILING WITH OCEAN RACE WIN

Team Jaguar, Margaret Rintoul II and an unknown boat from Lake Macquarie, Kerinda, were the winners in the 25th Gosford to Lord Howe Island Ocean Classic, a tough race to windward in mostly strong winds.

Peter Campbell was on the beautiful island in the Tasman Sea.

A grazier from Nundle in north-western New South Wales who learned to sail in Vee Jays as a boy on Lake Macquarie 40 years ago has skippered his yacht *Kerinda* to victory in the PHS division of the Fujitsu 25th Gosford to Lord Howe Island Ocean Classic - on his first ocean race.

Len Payne returned to competitive sailing on the lake just over a year ago with *Kerinda*, a light displacement, fractional-rigged sloop designed by Gold Coast-based New Zealander Garry Lidgard. Payne bought the hull, built to the WEST system, from a shipwright at Southport and had it completed and fitted-out at Toronto.

In an outstanding performance in generally strong winds - and despite a major problem with batteries and instruments - *Kerinda* finished fifth across the line, beating many much larger yachts over the 408 nautical mile course.

Skipper Payne said later ashore on Lord Howe Island that the yacht had sailed almost the entire race without instruments after 300 litres of fresh water leaked from tanks soon after the start. "Everything was saturated - bunks and sleeping bags, batteries and even our GPS navigational instru-

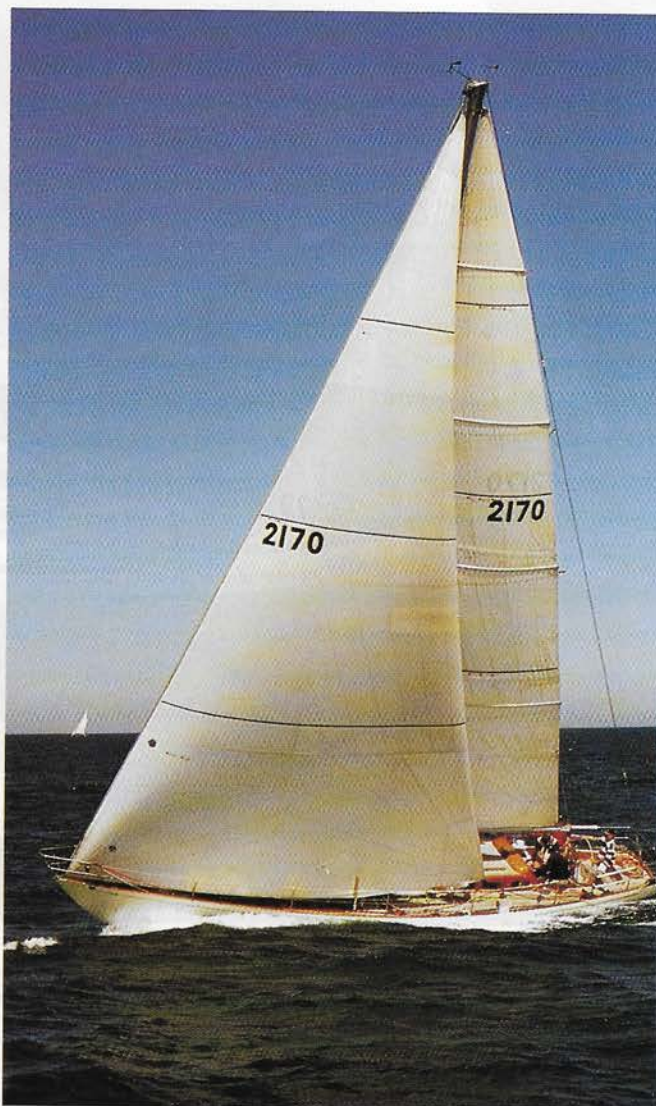
ments," he said. "We could not even start the motor to come into the lagoon.

"Despite all this it was a tremendous experience and to be the provisional winner is something we never dreamed about -

I now know how John Bertrand felt.

"I learned to sail as a boy on Lake Macquarie, sailing Vee Jays, but even though I have lived miles from the sea for the past 30 years, I've always had a yen to own a yacht and with the strong support of my wife and daughters this has come to fruition, added Payne, who sails out of the Royal Motor Yacht Club, Toronto.

Payne runs a Hereford cattle property at Nundle, south-west of Tamworth in north-west NSW, driving down to Lake Macquarie most weekends to race *Kerinda* on the lake. "When we realised she was not only stoutly built, a good sea boat but also a fast one one, we decided to enter for the Lord Howe Island race. However, we were on the reserve list until only



The classic timber yacht *Margaret Rintoul II* (Richard Purcell) powers her way to windward soon after the start of the Fujitsu 25th Gosford to Lord Howe Island ocean race. Margaret Rintoul won the IMS division.

(Pic - Peter Campbell)

three weeks ago, when a space became available."

Kerinda was always well placed in the fleet, sailing a course to the north of the rhumbline, with good wind all the way and missing out on a windless cell which saw some yachts becalmed for up to six hours. They got a significant break when the breeze backed from north to north-west, allowing them to fly a shy spinnaker (and blow out three of them) for six or seven hours.

Kerinda won the PHS division, in



Pixie Rourke from Pine's Trees Guesthouse presents the Lord Howe Island Cup to Martin James, owner/skipper of Team Jaguar, the Farr 65 which took line honours in this years Fujitsu 25th Gosford to Lord Howe Island ocean race.
(Pic - Peter Campbell)

which almost every boat in the fleet entered in addition to IMS, from the IMS overall winner *Margaret Rintoul II* (Richard Purcell, CYCA), *Bright Morning Star* (Hugh Treharne, CYCA), the 1997 winner *Polaris* (John Quinn, RPAYC) and two classic wooden boats - *Anitra V* (Phillip Brown, SASC) and *Fidelis* (Nigel Stoke, RSYs).

Anitra V was the oldest yacht in the fleet, a magnificent double-ender designed, built and sailed originally by Trygve and Magnus Halvorsen to victory in the 1956 Sydney to Hobart race. She was owned by the late Sir Garfield Barwick for many years and bought by Philip Brown three years ago.

Fidelis, the rakish 60-footer originally from New Zealand, won line honours in the 1966 Sydney to Hobart and was brought to Australia by Nigel Stoke to compete in the 50th Sydney to Hobart.

The 25th Gosford to Lord Howe Island race attracted a maximum fleet, but the late withdrawal of *Mark Twain* and the retirement of *Sorine* after a starting line collision damaged the yacht's forestory and genoa, reduced to 23 the number of yachts which finally reached the island.

The club team competition saw the CYCA Red team of *Bright Morning Star* (PHS), *Margaret Rintoul II* (IMS) and *Superfine* (IMS) win narrowly from the "Royals" team comprising *Polaris* (IMS) and *Cavalier*

Express (IMS) from the Royal Prince Alfred Yacht Club and *Waterfront Bar* (PHS) from the Royal Brighton Yacht Club in Melbourne.

Waterfront Bar, skippered by Kerry McGorlick, has now competed in four anniversary races - the 50th Sydney to Hobart, 50th Melbourne to Devonport, 25th Melbourne to Hobart and the 25th Gosford to Lord Howe Island race.

IMS winner at 30 years

The classic timber sloop *Margaret Rintoul II*, built 30 years ago for Admiral's Cup international yachting competition, won the IMS division of the 25th Gosford to Lord Howe Island Yachting Classic, her second victory in the 408 nautical mile ocean race.

In December, the Sparkman & Stephens-designed 48-footer will contest her 21st Sydney to Hobart race, a record she holds with another S&S-designed timber yacht, *Mark Twain*.

Originally designed and built for Syd Fischer as his first *Ragamuffin*, she twice represented Australia at the Admiral's Cup in England, also winning the Fastnet Race.

Present owner, Cruising Yacht Club of Australia member Richard Purcell has beautifully restored the vintage yacht, mostly using her for family cruises with the occasional ocean race once or twice a year.

Purcell sailed her to victory in the IMS division of the 1995 Gosford to Lord Howe Island Race and has returned with a resounding victory in this race after finishing third across the line. She is one of three yachts to have won the Lord Howe Island race twice on corrected time, the others being *Legend* in 1976 and 1977 and *Narcissus* in 1984 and 1990.

Navigator in both winning races was Richard "Sightie" Hammond who this year will be sailing his 40th Sydney to Hobart, not on *Margaret Rintoul II* but with Ian Kiernan in the little yawl *Canon Maris*.

Second place went to last year's winner *Polaris* (John Quinn) from the Royal Prince Alfred Yacht Club, third to the Townsville sloop *B-52* (Wayne Millar), the Sydney 41 which tied for first place in the CHS division at Hamilton Island Race.



Gosford Sailing Club president John McDougall (left) with Len Payne, owner skipper of *Kerinda*, the PHS overall winner of the Fujitsu Gosford to Lord Howe Island Race - his first ocean race.
(Pic - Peter Campbell)

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

Sydney Harbour
Friday, 18 December 1998 - 12.30pm

Canon

big boat challenge



The CYCA and its partners

The Cruising Yacht Club of Australia is grateful for the support it receives from so many organisations, not to mention competitors and honorary officials, in making the Telstra Sydney to Hobart the great success it is. General Manager Bruce Rowley writes on behalf of the CYCA.

The great race south is on again with the hype and excitement building to a peak in December. Our fantastic partner, Telstra, continues to bring new technology to the event to aid our competitors and improve safety for all sailors making the historic crossing.

Many of the yachts will enjoy having direct communications with the race centre and the rest of the world via Telstra's Satcom C units. This equipment will enable them to keep in continuous contact with their loved ones, race control and the media with written messages, e-mail, action photos and position reporting.

Telstra and the CYCA, with the support of Channel Ten, have introduced an exciting challenge for some teenagers to enter the race. Lisa Smith from the CYCA was instrumental in putting the program together. Three young people will be going to Hobart this year after being successful in the selection process. One student comes from Mudgee, Travis Foley and is only 12 years old and will be sailing on Aspect Computing - many thanks to David Pescud and his team for taking Travis.

Peter Wilkinson, 17, and Melissa McCabe, 18, were both selected from Eden Marine Technology high school and will be sailing on Atara with Roger Hickman and Team Jaguar with Martin James respectively. The human interest stories should entertain the public for the duration of the race as we observe the challenges these young people are going to face. We wish them bon voyage and a safe crossing.

The ongoing support from our partner Telstra has been fantastic and a special thank you goes to Suzie Powell and her professional team for making it all happen.

The 630 nautical mile challenge against the sea each year captures the imagination of people all around the world and, in particular, in Australia

where most people tune in to Channel Ten or get out on the water or harbour headlands to see the start on Boxing Day. It is truly an icon of Australian summer sport.

Behind the scenes there is an enormous amount of work carried out to ensure success and a special thanks goes to all staff members at the CYCA.

In Sydney there are lots of supporters and particular emphasis and appreciation is extended to the volunteers from the CYCA for their help during the time of the event. Boat owners get a special thanks for moving their vessels off the marina at the CYCA to assist in the berthing of visiting boats from interstate and overseas.

The *Young Endeavour* plays a special role as the official Radio Relay Vessel and our thanks go to the management and crew, in particular the young sailors who sail to Hobart each year and play an important role in the event. Our hard working volunteers on *Young Endeavour*, Lew Carter, Michael and Audrey Brown have looked after radio sked responsibilities for numerous years. Each year these three dedicated persons give up that special family time at Christmas to ensure the radio side of the event goes smoothly.

Channel Ten is our official television broadcaster and this year John Palmer and his team are extending the coverage on the day and in leadup and follow-up stories.

Traveland and Ansett have come on board as our official travel agent and official air carrier and we look forward to working with both organisations for a long and fruitful partnership.

Audemars Piguet are the official timekeepers for the event and support the race by donating a valuable prize for the winning skipper. We appreciate this support.

Waterways continue to manage the event professionally and Chris Bolton and his team do a very special job.

Volunteer Coastal Patrol and Coast Guard volunteers combine with the Water Police to control spectators with the support of Waterways to ensure that the fleet clears the harbour safely on their journey to Hobart.

All the coastal communities on the South Coast of NSW assist boats who may be forced to retire from the Sydney to Hobart. A special thanks goes to the community of Eden who every year assist our sailors who seek safety in that port.

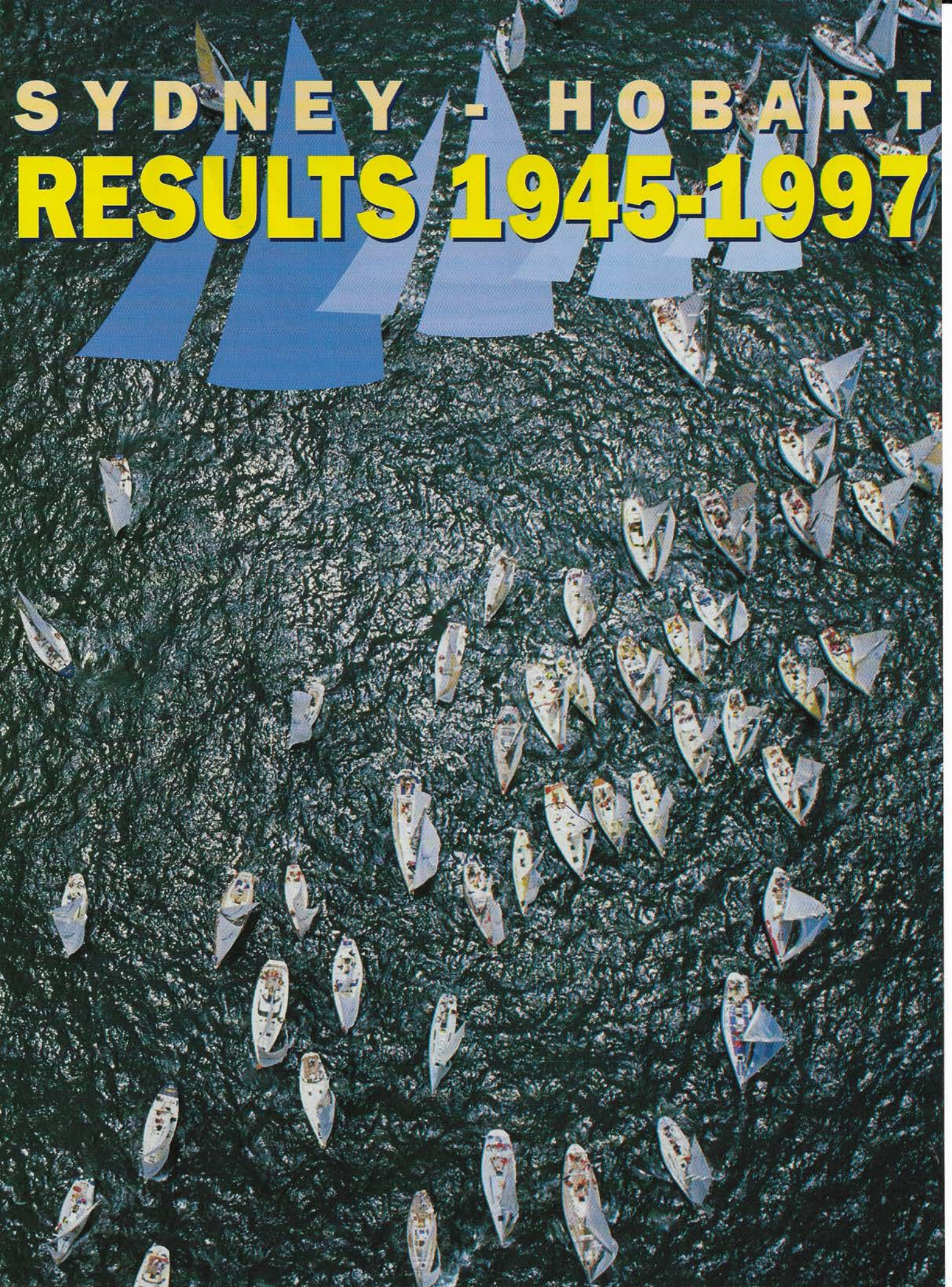
Our partners in Hobart, the Royal Yacht Club of Tasmania are very special to the Telstra Sydney to Hobart and to the CYCA. The race could not be run successfully without their tremendous support. The volunteers in Hobart work around the clock to ensure all the boats finish safely and are berthed correctly. The Hobart Ports Authority assists each year and has sponsored a trophy since the race's inception. Computerland in Hobart have donated use of computers and other equipment and this support is much appreciated. The Hobart Water Police and the Hobart City Council also assist.

Tattersall's organisation who have each donated the George Adams (Tattersall's) Trophy for the overall handicap winner, this year have struck a special medallion for each of the crew members aboard the winning yacht.

The logistics to organise and run the Telstra Sydney to Hobart each year are enormous. If I have missed anyone, please accept my apologies and, of course the thanks of the Cruising Yacht Club of Australia.

Over the next two years the Sydney to Hobart Yacht Race will have increased interest and participation with many super yachts expected to sail in the 2000 race.

BRUCE ROWLEY
General Manager
CYCA



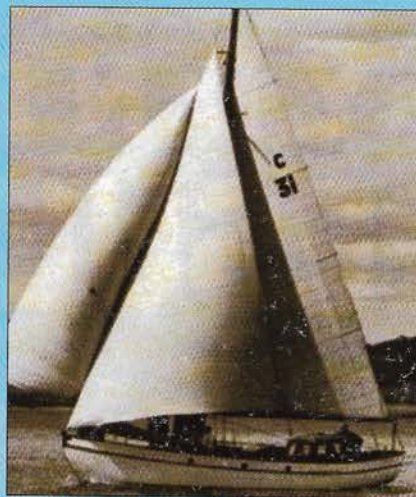
SYDNEY - HOBART RESULTS 1945-1997



1945 - Rani



1946 - Christina



1947 & 1948 - Westward

1945 - 9 starters

PI Yacht

1. Rani - Capt J Illingworth, RN
2. Ambermerle - J Colquhoun, C Kiel
3. Winston Churchill - P.Coverdale
4. Kathleen - J.Earl
5. Horizon - J.R.Bartlett
6. Saltair - R.M.Walker
7. Mistral II - R.F.Evans
8. Wayfarer - P.M.Luke

Fastest time: Moma - 6-14-22-00

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 - 12 starters

PI Yacht

1. Christina - J.R.Bull
2. Saga - B.J.Halvorsen
3. Morna - C.Ploman
4. Defiance - F.A.Bullock
5. Matthews Flinders - A.Palfreyman
6. Trade Winds - M.E.Davey
7. Southern Maid - C.Philp
8. Active - H.M.Tate
9. Mistral II - R.F.Evans
10. Wayfarer - P.M.Luke
11. Kurrewa III - F & J Livingston

Fastest Time: Moma 5-02-53-33

Retired: Connella (B.R.O'Brien), Fegmhr (F.A.Harris), Ilex (N.W.Thomas), Kaula (D.McAllister), Merlan (W.L.Curtis), Osiris (J.S.Booth), Unis J (B.W.Davies), Winston Churchill (P.Coverdale).

1946 Weather: Light NE Winds for the first 2 days, then a 65mph sou'westerly hit the fleet in Bass Strait with seas up to 25ft.

1947 - 23 starters

PI Yacht

1. Westward - G.D.Gibson
2. Moonbi - H.S.Evans
3. Peer Gynt - T.Halvorsen
4. Kintail - D.Macrae
5. Fortuna - Dr R.Wishaw
6. Trade Winds - M.E.Davey
7. Saltair - A.E.Walker
8. Gynea - G.L.Carter
9. Morna - C.Ploman
10. Winston Churchill - P.Coverdale
11. Eolo - T.A.Guiffre
12. Southern Maid - C.Philp
13. Benecia - F.A.Harris
14. Matthew Flinders - A.Palfreyman
15. Sirius - J.S.Booth
16. Josephine - B.C.Penton
17. Kurrewa III - F Livingston
18. Horizon - S.Berg
19. Mistral II - R.F.Evans
20. Aloah - J.A.Clark
21. Stormbird - J.H.A.Herford

Retired: Christina (J.R.Bull), Defiance (F.A.Bullock)

Fastest Time: Moma 5-03-03-54

1947 Weather: Fleet subjected to hard 40-50 mph northerly across the Bass Strait. Some yachts trailed sea anchors or hove to; others logged 9-10 knots.

1948 - 18 starters

PI Yacht

1. Westward - G.D.Gibson
2. Seevogel - W.Harris
3. Archina - P.G.Goldstein

ELAPSED TM	TCF	CORR TM
6-14-22	.6670	4-09-38
8-08-18	.6722	5-14-39
7-07-38	.7706	5-15-20
8-06-20	.6858	5-15-59
8-07-47	.6977	5-19-23
8-13-48	.6859	5-21-09
8-12-55	.9063	7-17-13
11-06-20	.6912	7-19-43

4. Moonbi - H.S.Evans
5. Nerida - C.P.Haselgrove
6. Sandra - M.M.Creese
7. Peer Gynt - T.Halvorsen
8. Mistral II - R.F.Evans
9. Morna - C.Ploman
10. Merlan - W.L.Curtis
11. Southern Maid - W.Trautwein
12. Gynea - G.Carter
13. Alice - J.Callahan

Fastest time: Moma 4-05-01-21

Retired: Aloha (J.A.Clark), Lass O'Luss (J.Colquhoun), Mistral V (G.W.Rex), Nell Gwynn (F.Hickman), Wanderer (E.Massey).

1948 Weather: Hard running down the NSW coast with even small yachts logging 200 miles in 24 hours. Fastest race to that date.

1949 - 15 starters

PI Yacht

1. Trade Winds - M.E.Davey
2. Waltzing Matilda - P.Davenport
3. Elida - P.Halliday
4. Margaret Rintoul - A.Edwards
5. Fortuna - W.Fesq
6. Seasalter - D.H.Jarvis
7. Lass O'Luss - J.Colquhoun
8. Gipsy Queen - A.C.Eden
9. Peer Gynt - M. & T.Halvorsen
10. Nocturne - J.R.Bull
11. Horizon - S.Berg
12. Independent - E.Messenger
13. Mistral II - R.F.Evans

Fastest Time: Waltzing Matilda 5-10-33-10

Retired: Suzanne II (P.A.Terrill), Wanderer (E.Massey)

1949 Weather: Mainly light and variable winds, but with 40 knot northerly in Bass Strait on the third day.

1950 - 16 starters

PI Yacht

1. Nerida - C.P.Haselgrove
2. Margaret Rintoul - A.W.Edwards
3. Mistral V - G.W.Rex
4. Fortuna - W.Fesq
5. Solveig - T. & M.Halvorsen
6. Kintail - D.Macrae
7. Gipsy Queen - A.C.Eden
8. Jasnar - A.E.Saalfeld
9. Seevogel - W.Harris
10. Benecia - F.A.Harris
11. Mistral II - R.F.Evans
12. Wanderer - E.Massey
13. Bachelor's Wife - B.Tanner
14. Seaward - P.Benson

Fastest Time: Margaret Rintoul 5-05-28-35

Retired: Elida (J.Halliday), Wayfarer (P.Luke)

1950 Weather: Started in the teeth of a Southerly gale which blew for two and a half days. Another blow off Tasmania made it four days to windward out of five for the leaders.

1951 - 14 starters

PI Yacht

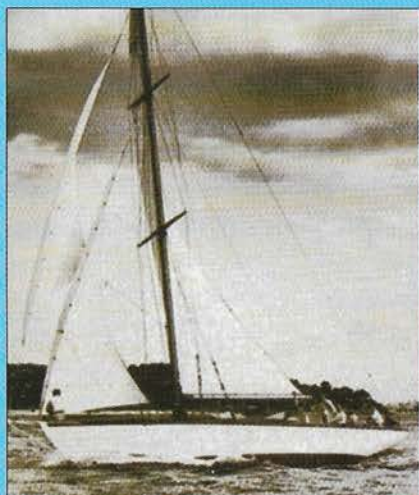
1. Struen Marie - T.Williamson
2. Lahara - D.Ashton
3. Lass O'Luss - J.Colquhoun
4. Fortuna - W.Fesq
5. Elida - J.Halliday
6. Solveig - T. & M.Halvorsen
7. Nocturne - J.R.Bull
8. Margaret Rintoul - A.W.Edwards

ELAPSED TM	TCF	CORR TM
5-05-01-53	.6807	3-13-06-32
4-09-45-10	.7415	3-13-48-20
4-08-58-25	.8278	3-14-53-50
5-11-52-21	.6853	3-18-22-20
4-08-20-13	.8945	3-21-19-46
4-05-01-21	.9243	3-21-22-30
5-04-11-58	.7560	3-21-53-41
5-04-11-48	.7964	4-02-41-12
6-03-31-00	.6721	4-03-08-45
8-00-10-15	.8327	6-16-01-14

ELAPSED TM	TCF	CORR TM
5-11-15-34	.7288	3-23-39-43
5-10-33-10	.7406	4-00-41-15
6-05-26-10	.6603	4-02-40-22
5-10-35-01	.7652	4-03-55-21
6-02-05-07	.6948	4-05-30-00
6-04-50-30	.6831	4-05-41-06
6-02-07-35	.6982	4-06-01-32
6-00-45-24	.7056	4-06-08-25
6-05-26-35	.6849	4-06-21-13
6-02-08-02	.7364	4-11-36-47
6-06-12-43	.7199	4-12-06-15
6-00-05-13	.8274	4-23-13-03
6-02-00-54	.8945	5-10-44-31

ELAPSED TIME	TCF	
5-06-15-49	.7597	3-20-17-13
5-05-28-35	.7606	3-23-26-14
5-05-47-01	.7704	4-01-21-23
6-02-50-26	.6923	4-05-39-28
6-01-41-29	.7149	4-08-08-25
6-04-02-23	.7048	4-08-20-35
6-06-52-20	.7056	4-10-28-02
6-16-16-10	.6676	4-10-59-45
6-06-00-26	.7597	4-17-57-39
6-21-46-29	.7159	4-22-40-41
5-17-00-54	.8829	5-00-58-14
7-02-08-38	.7505	5-07-41-33
8-14-10-00	.6455	5-13-05-00
9-07-30-20	.6359	5-22-07-38

ELAPSED TM	TCF	CORR TM
4-03-38-35	.6805	2-19-48-26
4-07-24-59	.6652	2-20-47-33
4-03-12-05	.7059	2-22-01-35
4-05-54-38	.6923	2-22-33-10
4-14-51-58	.6603	3-01-12-18
4-07-24-25	.7081	3-01-12-18
4-05-33-34	.7337	3-02-30-51
4-02-29-01	.7606	3-02-54-24



1949 - Tradewinds

9.Irene - H.Hughes	4-10-46-10	.7106	3-03-51-35
10.Nimbus - A.T.Cohen	5-03-25-10	.6564	3-09-00-45
11.Wanderer - E.Massey	4-10-46-35	.7679	3-09-59-37
12.Pavana - G.Maynew	4-07-43-01	.8166	3-12-41-43

Fastest Time: Margaret Rintoul 4-02-29-01

Retired: Katwinchar (E.J.Mossop), Wayfarer (P.M.Luke)

1951 Weather: Virtually a run from start to finish. All records to that date broken and Struen Marie's Corrected Time of 2-19-48-26, a record until 1962.

1952 - 17 starters

PI Yacht	ELAPSED TM	TCF	CORR TM
1.Ingrid - J.S.Taylor	6-17-07-22	.6575	4-09-56-18
2.Moonbi - H.S.Evans	6-17-10-23	.6654	4-11-14-40
3.Nocturne - J.R.Bull	6-02-34-47	.7337	4-11-32-44
4.Ripple - R.C.Hobson	6-22-58-30	.6541	4-13-13-06
5.Kintail - D.Macrae	6-11-15-01	.7048	4-13-25-13
6.Kurura - J.A.Clark	7-05-51-54	.6359	4-14-33-39
7.Landfall - J.Richardson	6-03-00-25	.7539	4-14-49-43
8.Solveig - T. & M.Halvorsen	6-12-05-40	.7114	4-15-02-44
9.Terra Nova - K.Gourlay	6-06-58-20	.7381	4-15-25-57
10.Fortuna - W.Fesq	6-18-03-14	.6923	4-16-11-24
11.White Cloud - G.Brenac	6-06-20-56	.7694	4-19-40-42
12.Ruthean - A.V.Toll	6-03-45-46	.8252	5-01-56-02
13.Wraith of Odin - B.O'Brien	6-17-02-42	.7744	5-04-42-48
14.Wanderer - E.Massey	6-23-27-40	.7505	5-05-40-46
15.Pavana - G.Mayne	6-17-05-27	.7834	5-06-39-09
16.Kurrewa III - F. & J.Livingston	6-17-05-27	.8445	5-16-02-28
17.Nirvana - S.G.Heaton	6-02-29-29	.8432	5-18-41-57

Fastest Time: Nocturne 6-02-34-47

1952 Weather: Light fickle winds and flat calms made luck a major factor and gave the small boats the edge. Nocturne, a 35 footer, beat much larger yachts over the line.

1953 - 23 starters

PI Yacht	ELAPSED TM	TCF	CORR TM
1.Ripple - R.C.Hobson	5-12-58-36	.6633	3-16-12-12
2.Solveig - T. & M.Halvorsen	5-07-12-50	.7048	3-17-39-37
3.Horizon - S.Berg	5-10-41-46	.7016	3-19-41-47
4.Kurura - J.A.Clark	6-06-25-06	.6426	4-00-39-32
5.Nimbus - A.L.Cohan	6-05-23-15	.6571	4-02-09-45
6.Brilliant - B.Warming	5-21-59-07	.7130	4-05-14-15

1952 - Ingrid



1950 - Nerida

7.Josephine - R.A.Houghton	5-07-25-51	.8068	4-06-48-40
8.Gipsy Queen - A.C.Eden	6-05-07-10	.7013	4-08-34-39
9.Kurrewa III - F. & J.Livingston	5-07-27-20	.8258	4-02-15-10
10.Ellida - J.Halliday	6-15-06-14	.6620	4-02-19-36
11.Nocturne - J.R.Bull	6-00-52-46	.7319	4-10-02-14
12.Ruthean - A. & T.Toll	5-08-58-09	.8252	4-10-25-31
13.Wraith of Odin - B.O'Brien	5-21-08-32	.7744	4-13-18-02
14.Onrust - D.Tober	7-05-18-30	.6574	4-17-55-58
15.Warana - P.R.Warner	7-00-13-00	.7195	5-01-01-55
16.Nell Gwynn - F.Hickman	7-02-16-57	.7306	5-04-24-30
17.Flamingo - W.McCarthy	8-02-09-16	.6590	5-07-21-16
18.Isis - R.May	8-21-16-00	.6359	5-15-36-58
19.Patience - A.B.Wilson	8-18-45-00	.6684	6-07-15-07

Disqualified - 1953 Wild Wave (L. & G.Keats)

Fastest Time: Solveig 5-07-12-50

Retired: Janzoon (W.R.Slade), Mistral II (J.Payne), Pavana (G.Mayne)

1953 Weather: Started in good NE breeze. Southerly gale on second day then wind swung back to NE and NW and held to finish.

1954 - 17 starters

PI Yacht	ELAPSED TM	TCF	CORR TM
1.Solveig - T. & M.Halvorsen	5-07-38-56	.7048	3-17-58-01
2.Gipsy Queen - A.C.Eden	5-09-26-33	.7006	3-18-41-15
3.Carol J - J.Halliday	5-07-37-37	.7112	3-18-46-06
4.Kintail - D.Macrae	5-07-23-34	.7290	3-20-52-10
5.Southern Myth - N.Howard	5-07-47-53	.7363	3-22-05-52
6.White Cloud - G.Brenac	5-07-42-29	.7689	4-02-11-41
7.Tam O'Shanter - R.A.N.College	6-00-16-07	.6861	4-02-58-58
8.Lauribada - I.Holm	5-19-49-18	.7104	4-03-19-43
9.Wraith of Odin - Dr B.O'Brien	5-09-36-36	.7744	4-04-22-12
10.Niripa - G.Peacock	6-06-50-34	.7058	4-10-27-53
11.Defiance - N.D.Rundle	5-08-09-51	.8320	4-10-37-57
12.Brilliant - M.Forster	6-07-38-48	.7130	4-12-07-27
13.Patience - A.B.Wilson	6-18-09-00	.6684	4-12-22-52
14.Kurrewa IV - F. & J.Livingston	5-06-09-47	.9187	4-19-54-22
15.Wanderer - E.Massey	7-23-34-15	.7236	5-18-37-14

Fastest Time: Kurrewa IV 5-06-09-47

Retired: Bissy Girl (T.Dawson), Landfall (J.Richardson)

1954 Weather: Blustering southerly at the start, moderating on the following days. Squally conditions from the North in Bass Strait. Fickle airs at the finish.

1953 - Hippie



FACT FILE

The Halvorsen brothers' Freya is the only yacht to have won three races on corrected time, 1963, 1964 and 1965.



1954 - Solveig



1955 - Moonbi



1956 - Solo

1955 - 17 starters

PI Yacht

1. Moonbi - H.S. Evans
2. Cooroyba - C. Haselgrove
3. Janzoon - W.R. Slade
4. Nell Gwynn - R. Hickman
5. Fantasy - D. Burridge
6. Carol J - J. Halliday
7. Lass O'Luss - J. Colquhoun
8. Patience - A.B. Wilson
9. Southern Myth - N. Howard
10. Trade Winds - M.E. Davey
11. Solo - V. Meyer
12. Winston Churchill - A.G. Warner
13. Tam O'Shanter - R.A.N. College
14. Even - F.J. Palmer
15. Kurrewa IV - F. & J. Livingston
16. Defiance - N.D. Rundle

Fastest Time: Even 4-18-13-14

Retired: Wanderer (E. Massey)

1955 Weather: Light fickle breezes throughout the race, except for a northerly blow on the fourth day. Drifting conditions in the Derwent River.

ELAPSED TM	TCF	CORR TM
5-01-28-24	.6697	3-09-21-05
5-00-14-52	.6782	3-09-33-01
5-02-41-21	.6939	3-13-08-02
4-21-57-05	.7306	3-14-10-31
5-08-59-37	.6768	3-15-18-10
5-03-50-53	.7086	3-15-45-31
5-05-52-29	.6991	3-15-59-57
5-13-10-00	.6684	3-16-57-54
5-03-11-08	.7274	3-17-36-19
5-06-58-42	.7139	3-18-39-00
4-23-10-31	.7801	3-20-58-07
5-04-57-17	.7795	4-01-24-08
5-05-58-00	.6672	4-04-03-15
4-18-13-14	.8836	4-04-55-31
4-18-33-42	.9185	4-09-13-30
5-06-44-12	.8320	4-09-26-42

10. Samuel Pepys - R.N.S.A.
11. Eos - T. Fowler
12. Southern Myth - N.C. Howard
13. Janzoon - W.R. Slade
14. Tahuna - H. Wilkens
15. Winston Churchill - Sir Arthur Warner
16. Defiance - N.D. Rundle
17. Nirvana - Dr K. Laws
18. Bintang-Terang - M. Hill-Willis

Fastest Time: Kurrewa IV 3-18-30-39

Retired: Caprice of Huon (W.H. Northam), Trade Winds (M.E. Davey)

1957 Weather: Strong westerly at the start then north-east to Cape Barren Island. Hard west winds followed and then light headwinds and calms along the Tasmanian coast. Leaders had the most breaks and Kurrewa IV set the record time for the course to that date.

5-08-38-23	.6779	3-15-12-18
5-10-18-31	.6730	3-15-41-52
5-02-58-10	.7250	3-17-09-10
5-07-20-07	.7064	3-17-59-59
5-07-06-53	.7384	3-21-51-47
5-01-28-54	.7925	4-00-16-27
4-20-24-13	.8273	4-00-18-08
4-22-54-56	.8500	4-05-04-40
7-05-13-12	.7800	5-15-06-41

1958 - 22 starters

PI YACHT

1. Siandra - G.P. Newlands
2. Anitra V - T. & M. Halvorsen
3. Southern Myth - N.C. Howard
4. Caprice of Huon - W.H. Northam
5. Uomie - G. Pattinson
6. Tami - G.C. Wignall
7. Samuel Pepys - R.N.S.A.
8. Solo - V. Meyer
9. Romava - R.J. Mercer
10. Winston Churchill - Sir Arthur Warner
11. Metung - T.O. Beatty
12. Westward - A.A. Robilliard
13. Archina - J.S. Howie
14. Boongown - Dr J. Molesworth
15. Fortuna - J.B. Griffin
16. Four Winds - S.W. Gibson
17. Restless - C.H. Hill-Willis
18. Terra Nova - M.D. Greeves
19. Sailmaker - A. Raisback

Fastest Time: Solo 5-02-32-52

Retired: Kurrewa IV (J. & F. Livingston), Ruthean (A. & T. Toll), Southerly (D.E. Mickleborough)

1958 Weather: Light SE breeze at the start, varying during the day, fresh nor'easter on the second day, hard SW gale across Bass Strait. Vague winds and calms along Tasman Coast, but fair wind out to sea. Fickle conditions in the Derwent River.

ELAPSED TM	TCF	CORR TM
5-10-02-37	.6596	3-13-46-35
5-04-08-57	.7037	3-15-21-50
5-04-00-06	.7250	3-17-54-04
5-03-32-00	.7302	3-18-12-15
5-03-43-05	.7405	3-19-36-27
5-20-54-46	.6672	3-22-01-00
5-20-55-52	.6779	3-23-32-15
5-02-32-52	.7973	4-01-42-26
6-08-36-47	.6643	4-05-22-51
5-02-46-30	.8082	4-08-13-37
6-02-34-41	.7235	4-10-02-57
7-02-39-19	.7276	5-04-10-07
6-14-13-34	.7860	5-04-21-56
8-05-02-17	.6390	5-05-54-26
7-18-50-35	.6952	5-09-53-35
8-14-11-13	.6372	5-11-22-57
8-14-10-43	.6616	5-16-24-32
8-04-42-57	.7120	5-20-03-40
8-19-00-00	.6722	5-21-50-03

1959 - 30 starters

PI YACHT

1. Cherana - R.T. Williams
2. Anitra V - T. & M. Halvorsen
3. Southerly - D.E. Mickleborough
4. Malohi - N.H. McEnally
5. Kaleena - H.E. Godden
6. Janzoon - W.R. Slade
7. Pegasus - N.F. Brooker
8. Southern Myth - N.C. Howard
9. Ailsa - J. Marion
10. Lass O'Luss - J. Colquhoun
11. Solo - V. Meyer
12. Sylvena - S.H. Moray
13. Lolita - J. Leahy
14. Metung - Dr T.O. Beatty
15. Lorraine - R.F. Rusk
16. Catriona - D.M. Brown
17. Birrahlee - J. & T. Savage
18. Kurrewa IV - F. & J. Livingston
19. Winston Churchill - Sir Arthur Warner
20. Archina - J.S. Howie
21. Ruthean - A. & T. Toll
22. Tam O'Shanter - R.A.N. College
23. Solano - G. Glenn-Carr

ELAPSED TM	TCF	CORR TM
5-02-13-53	.6590	3-08-33-02
4-18-01-47	.7094	3-08-53-34
5-02-59-11	.6612	3-09-58-47
5-04-43-42	.6615	3-10-30-28
5-06-06-39	.6565	3-10-47-30
5-00-55-23	.6993	3-12-33-41
5-06-35-15	.6697	3-12-46-32
4-21-56-35	.7250	3-13-30-31
5-19-38-02	.6181	3-14-18-28
5-02-04-03	.7080	3-14-32-23
4-13-33-12	.7973	3-15-20-49
5-05-47-11	.6981	3-15-48-41
5-10-42-33	.6722	3-15-51-46
5-01-52-22	.7270	3-16-36-05
5-12-08-28	.6846	3-18-44-30
5-00-56-30	.7617	3-20-07-17
5-20-23-00	.6595	3-20-34-58
4-15-13-29	.8651	4-00-13-14
4-23-27-47	.8084	4-00-34-26
5-00-55-29	.7995	4-00-40-46
4-23-04-53	.8336	4-03-15-58
6-09-45-00	.6673	4-06-35-41
6-09-23-30	.6786	4-08-05-30

1957 - 20 starters

PI YACHT

1. Anitra V - T. & M. Halvorsen
2. Solo - V. Meyer
3. Catriona - D.M. Brown
4. Kurrewa IV - F. & J. Livingston
5. Metung - Dr T. Beatty
6. Kismet - K. Goulay
7. Four Winds - S.W. Gibson
8. Patience - A.B. Wilson
9. Lolita - J. Leahy

ELAPSED TM	TCF	CORR TM
4-06-38-30	.7105	3-00-55-37
3-20-19-16	.7973	3-01-36-37
4-07-42-45	.7596	3-06-46-48
3-18-30-39	.9114	3-10-29-31
4-19-01-40	.7264	3-11-33-22
5-08-21-25	.6683	3-13-46-51
5-14-18-43	.6389	3-13-48-43
5-09-44-51	.6667	3-14-30-09
5-09-29-52	.6732	3-15-10-40

24. Four Winds - S.W. Gibson 7-01-39-05 .6376 4-12-10-11
Fastest Time: Solo 4-13-33-12
Retired: Alcyone (W.H. Burke), Boongown (Dr J. Molesworth), Glenshiel (H.F. Garmham) Jindivik (J.G. Walsh), Lamtarni (W. Wakefield), Patience (A.B. Wilson)
 1959 Weather: Nor'easterly breeze at the start, followed by a vicious SW squall, moderating over the next four days. SW wind at 20 knots across Bass Strait, the SE breeze and calms along the Tasmanian coast. Nor'easter for the leaders to the finish, then a flat calm on the Derwent River. Next morning a SE breeze carried a large group to the finish.

1960 - 32 starters

PI YACHT

1. Siandra - G.P. Newland	5-00-59-03	.6596	3-07-48-04
2. Kaleena - H.E. Godden	5-01-59-03	.6565	3-08-04-57
3. Malohi - N.H. McEnally	5-01-58-04	.6609	3-08-37-19
4. Rival - A. Burgin & N. Rundle	5-03-19-24	.6694	3-10-33-09
5. Norla - T. & M. Halvorsen	4-19-57-03	.7177	3-11-13-04
6. Joanne Brodie - R.C. Hobson	5-09-19-41	.6501	3-12-03-48
7. Janzoon - W.R. Slade	5-00-21-03	.6993	3-12-09-41
8. Solo - V. Meyer	4-10-23-42	.7973	3-12-49-43
9. Patience - A.B. Wilson	5-08-30-47	.6665	3-13-38-28
10. Ramava - R.J. Mercer	5-11-22-20	.6565	3-14-13-57
11. Carol J - J. Halliday	5-01-56-27	.7077	3-14-17-51
12. Ailsa - J. Marion	5-19-49-42	.6176	3-14-20-38
13. Zarabanda - G. Pattinson	5-02-40-46	.7044	3-14-24-55
14. Metung - T.O. Beatty	5-00-44-40	.7265	3-15-43-15
15. Maris - J. Earl	4-12-49-40	.6636	3-16-04-41
16. Kurrewa IV - F. & J. Livingston	4-08-11-15	.8578	3-17-22-19
17. Lass O'Luss - J. Colquhoun	5-06-56-10	.7080	3-17-52-14
18. Ingrid - J.S. Taylor	5-13-11-15	.6840	3-19-05-13
19. Wild Wave - J. Cockle	5-02-50-36	.7484	3-19-56-09
20. Astor - P.R. Warner	4-12-29-47	.8480	3-20-00-18
21. Southerly - D. Mickleborough	5-20-28-12	.6611	3-20-51-53
22. Archina - J. Howie	4-22-58-28	.7853	3-21-25-50
23. Tam O'Shanter - R.A.N. College	5-20-32-41	.6673	3-21-46-16
24. Southern Myth - N.C. Howard	5-10-15-04	.7252	3-22-28-17
25. Southerly Buster - K.R. Gourlay	6-03-58-34	.6387	3-22-30-34
26. Eos - M.T. Flower	5-23-33-42	.6742	4-01-03-43
27. Winston Churchill - G.A. Warner	5-00-13-14	.8082	4-01-09-44
28. Brilliant - M.C. Forster	5-20-26-18	.7194	4-05-01-53
29. Kintail - G.A. Horniman	5-20-26-27	.7274	4-06-10-14
30. Four Winds - S.W. Gibson	7-03-13-55	.6376	4-12-32-24

Fastest Time: Kurrewa IV 4-08-11-15

Retired: Ile-Ola (G. Wood), Thurloo (E. Merrington)

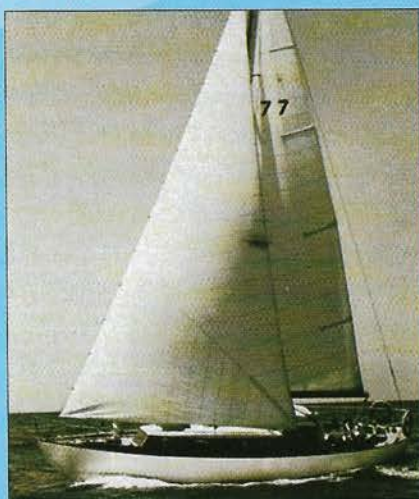
1960 Weather: Light nor'easter at the start and light favourable breezes for several days. Breezes turned south off Tasmanian coast and continued until finish.

1961 - 34 starters

PI YACHT

1. Rival - A. Burgin & N. Rundle	4-17-28-21	.6694	3-03-57-31
2. Janzoon II - W.R. Slade	4-16-25-35	.6803	3-04-29-01
3. Joanne Brodie - R.C. Hobson	5-00-05-39	.6501	3-06-04-24
4. Anitra V - J.S. Samson	4-15-58-59	.6989	3-06-15-54
5. Maris - J. Earl	4-22-51-06	.6590	3-06-19-24
6. Nola - J.S. Howie	4-16-29-04	.7061	3-07-25-31
7. Solo - V. Meyer	4-05-30-03	.7912	3-08-18-27
8. Kaleena - H.E. Godden	5-02-50-07	.6540	3-08-20-03
9. Lass O'Luss - B.C. Psaltis	4-20-43-16	.7085	3-10-41-49
10. Kintail - G.A. Horniman	4-18-37-40	.7282	3-11-28-19
11. Tahuna - E.A. Hales	4-19-25-40	.7282	3-13-02-50
12. Silhouette - R. Swanson	5-02-39-53	.7040	3-14-21-21
13. Southern Myth - N.C. Howard	4-23-38-57	.7252	3-14-46-10
14. Lolita - J. Leahy	5-10-20-58	.6722	3-15-37-15
15. Astor - P.R. Warner	4-04-42-11	.8671	3-15-52-31
16. Winston Churchill - G.A. Warner	4-13-09-40	.8132	3-16-46-21
17. Ilina - R. Murdoch	4-18-18-11	.7985	3-19-16-16
18. Carol J - J. Halliday	5-09-06-00	.7077	3-19-21-51
19. Southerly - D. Mickleborough	5-18-56-05	.6608	3-19-48-29

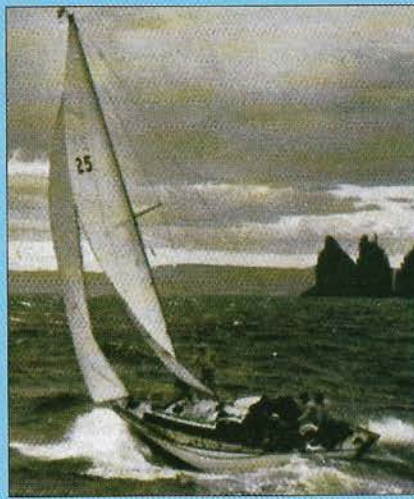
1957 - Anitra



1958 - Siandra



1959 - Cherana



20. Ailsa - J. Marion	6-06-03-28	.6174	3-20-30-44
21. Sylph VI - A.G. & G.D. Lawson	5-20-35-26	.6653	3-21-32-06
22. Simba - C. Dorman	6-01-26-33	.6565	3-23-37-42
23. Athena - J. Jarrett	6-02-33-07	.6689	4-02-01-42
24. Sylvena - S.H. Moray	5-21-14-48	.6981	4-02-36-15
25. Boongown - J. Molesworth	6-09-14-30	.6475	4-03-13-26
26. Phantom - W.K. Mooney	6-00-40-38	.6863	4-03-17-31
27. Siandra - D.M. Bodden	6-08-50-11	.6596	4-04-48-39
28. Mistress - W. Pettingell	6-06-41-07	.6698	4-04-55-44
29. Sea Bee - J. Ashton-Martin	6-02-06-15	.7217	4-09-26-36
30. Galeteam - N.W. Kestel	7-09-23-41	.6270	4-15-13-35
31. Jolly Roger - A.J. Sutton	7-06-21-22	.6767	4-21-59-12
32. Fortuna - J.B. Griffen	7-02-17-37	.6951	4-22-22-16
33. Four Winds II - S.W. Gibson	7-20-11-16	.6904	5-09-55-28

Fastest Time: Astor 4-04-42-11

Retired: Patience (A.B. Wilson), O'Tarni (G.C. Ormiston)

1961 Weather: Southerly at 20-30 knots for the first day then light nor'east 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.

1962 - 42 starters

PI YACHT

1. Solo - V. Meyer	3-04-29-15	.7943	2-12-45-14
2. Ondine - S.A. Long	3-03-46-16	.8105	2-13-24-45
3. Galeatea M - N.W. Kestel	4-03-53-00	.6323	2-15-09-22
4. Julie - A. & J. Sturrock	4-01-11-38	.6571	2-15-51-58
5. Malohi - S. Fischer	4-02-58-19	.6555	2-16-52-34
6. Ronita - R.A. Cottee	4-02-56-54	.6563	2-16-56-23
7. Kaleena - H.E. Godden	4-03-04-39	.5566	2-17-03-15
8. Carmen - R. Swanson	4-06-28-26	.6358	2-17-09-10
9. Cherana - W.R.S. MacRae	4-03-37-46	.6567	2-17-25-36
10. Joanne Brodie - R.C. Hobson	4-04-15-55	.6530	2-17-28-24
11. Janzoon II - W.R. Slade	3-23-05-19	.6893	2-17-32-40
12. Rival - A.G. Burgin & N.D. Rundle	4-02-51-18	.6694	2-18-10-25
13. Palana - R.J. Shield	4-04-41-35	.6604	2-18-29-52
14. Sylph VI - Lawson Bros.	4-04-27-24	.6653	2-18-50-02
15. Astor - P.R. Warner	3-03-47-16	.8836	2-18-57-58
16. Birralee - C.V. Jones	4-05-36-06	.6628	2-19-20-30
17. Christina - A. Berns	4-05-36-05	.6628	2-19-20-30
18. Salacia - R.F. Rusk	4-00-18-46	.7046	2-19-51-43
19. Du-Ma-Lee - L.V. Reilly	4-04-27-32	.6809	2-20-24-09
20. Anitra V - J.S. Samson	4-02-29-54	.6999	2-20-53-20
21. Norla - J.S. Howie	4-02-34-49	.7060	2-21-35-52
22. Seaman - J. Leahy	4-07-16-00	.6743	2-21-37-58
23. Mistral - J.C. Dowd	4-06-46-52	.6779	2-21-40-37
24. Moana - R.H.G. Lamplough	4-09-30-05	.6622	2-21-51-47
25. Mercedes II - H.T. Kaufman	4-02-32-38	.7130	2-22-15-42
26. Caprice - G.W. Ingate	4-01-06-39	.7278	2-22-40-38
27. Winston Churchill - G.A. Warner	3-11-17-19	.8498	2-22-26-43
28. Carol J - J. Halliday	4-04-07-08	.7077	2-22-51-15
29. Sea Bee - J. Ashton-Martin	4-02-57-53	.7217	2-23-25-22
30. Tahuna - E.A. Hales	4-01-08-21	.7368	2-23-34-20
31. Southern Myth - N.C. Howard	4-02-43-14	.7260	2-23-40-16
32. Four Winds II - S. Gibson	4-08-12-42	.6968	3-00-36-53
33. Southern Maid - P. Deaton	3-20-00-14	.7977	3-01-23-29
34. Mistress May - W.W. Pettingell	4-15-13-08	.6695	3-02-27-40
35. Metung - T. Beatty	4-07-38-09	.7265	3-03-17-29
36. Lamtarni - W. Wakefield	4-01-45-59	.7708	3-03-21-30
37. Aotea II - R.K. Hunt	4-20-09-57	.6523	3-03-46-30
38. Ruthean - A.V. & I.T. Toll	3-02-13-11	.8339	3-04-54-07
39. Goodewind - K. Laws	4-08-04-24	.7546	3-06-32-07
40. Ilina - K.R. Murdoch	4-03-31-37	.7985	3-07-28-20

Fastest Time: Ondine 3-03-49-16

Retired: Athena (J. Jarrett), Menabilly (J.J. Brown)

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.



1960 - Siandra



1961 - Rival



1962 - Solo

1963 - 44 starters

PI YACHT

1. Freya - T. & M. Halvorsen	4-15-17-03	.7014	3-06-03-17
2. Cavalier - I.E. McDonnell	5-04-36-12	.6428	3-08-05-22
3. Lorita Marie - N.B. Rydger Jr	4-22-36-21	.6855	3-09-18-15
4. Sea Wind - N.F. Brooker	4-17-02-54	.7194	3-09-19-37
5. Carmen - R. Swanson	5-08-11-57	.6362	3-09-33-37
6. Mouse of Malham - N.J. Wright & D. Belcher	5-07-41-23	.6441	3-10-14-42
7. Cadence - H.S. Mason	5-09-11-41	.6371	3-10-18-42
8. Mercedes II - H.T. Kaufman	4-23-56-07	.7096	3-13-06-22
9. Caprice of Huon - G. Ingate	4-21-06-10	.7278	3-13-13-39
10. Gip - I.A.R. Polson	5-11-56-57	.6493	3-13-40-29
11. Anitra V - J.S. Samson	5-03-42-00	.6999	3-14-34-39
12. Norla - J. Bennetto	5-03-25-22	.7060	3-15-08-11
13. Carol J - J. Halliday	5-04-20-13	.7065	3-15-50-39
14. Salacia - R.F. Rusk	5-05-08-58	.7033	3-16-01-03
15. Tahuna - E.A. Hales	5-01-18-25	.7363	3-17-19-06
16. Ronita - R. Cottee	5-16-19-01	.6563	3-17-27-53
17. Malohi - S. Fischer	5-17-07-40	.6555	3-17-53-14
18. Lass O'Luss - B.C. Psaltis	5-07-08-47	.7072	3-17-55-05
19. Sea Bee - J. Ashton-Martin	5-08-03-14	.7158	3-19-39-40
20. Joy Too - J. & J. McLaren	5-22-25-44	.6575	3-21-38-49
21. Sylphide - W. Boetcher	5-23-35-12	.6557	3-22-08-59
22. Astor - P.R. Warner	4-10-53-00	.8836	3-22-26-32
23. Kaleena - H.E. Godden	5-21-08-41	.6746	3-23-12-58
24. Southerly - D. Mickleborough	5-23-56-33	.6672	4-00-02-18
25. Palana - R. Shield	6-02-12-01	.6613	4-00-40-56
26. Struen Marie - A.J. Wildman	6-01-16-44	.6655	4-00-40-59
27. Ruthean - A.V. & I.J. Toll	5-01-05-40	.8065	4-01-39-46
28. Winston Churchill - G. Warner	5-03-53-37	.8213	4-05-45-11
29. Niripa - J.W. White	6-02-31-30	.7024	4-06-55-08
30. Trident - A.B. Wilson	6-13-59-07	.6838	4-12-01-49
31. Southern Myth - N.C. Howard	6-06-51-11	.7260	4-13-31-10
32. Narani - A. Williams	7-13-26-15	.6587	4-23-30-46
33. Zilvergeest - A.J. Murray & A. Hunter	7-21-27-04	.6480	5-02-45-53
34. Sylph VI - Lawson Brothers	7-17-13-02	.6653	5-03-13-30

Fastest Time: Astor 4-10-53-00

Retired: Aotea II (R.K. Hunt), Aqua Bleu (J.F. Parson), Birralee (C.V. Jones), Boongown (Dr J. Molesworth), Enid (J.C.A. Cockle), Four Winds II (S.W. Gibson), Gemini (P.A. Zalai), Ilina (K.R. Murdoch), Lolita (J. Farren-Price), Siandra (D.M. Boyden).
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

1. Freya - T. & M. Halvorsen	4-01-17-45	.8014	3-05-58-14
2. Camille - R. Swanson	4-04-09-22	.7901	3-07-08-00
3. Janzoon II - W.R. Slade	4-05-13-34	.7823	3-07-11-21
4. Cadence - H.S. Mason	4-11-58-09	.7371	3-07-35-03
5. Salacia - A.W. Byrne	4-04-08-38	.8035	3-08-27-56
6. Lorita Maria - N.B. Rydger Jr	4-07-16-47	.7852	3-09-05-43
7. Cavalier - Dr L.E. McDonnell	4-13-25-13	.7418	3-09-10-04
8. Norla - J. Bennetto	4-05-07-34	.8051	3-09-25-00
9. Kareelah - R.H. Fidock	4-09-00-44	.7781	3-09-42-36
10. Seawind - N.F. Brooker	4-04-16-50	.8194	3-10-10-12
11. Yample - I.A.R. Polson	4-14-06-32	.7513	3-10-43-29
12. Struen Marie - A.J. Wildman	4-12-26-22	.7655	3-11-00-37
13. Saracen II - R. Crichton-Brown	4-11-59-18	.7754	3-11-44-03
14. Mercedes II - H.T. Kaufman	4-07-58-05	.8102	3-12-14-06
15. Kaleena - H.E. Godden	4-12-59-16	.7739	3-12-20-44
16. Ilina - K.R. Murdoch	3-22-33-51	.9097	3-14-01-30
17. Ronita - R.A. Cottee	4-18-19-14	.7563	3-14-27-38
18. Tui Manu - M. York	4-16-57-21	.7655	3-14-28-03
19. Phyllis Graham - R. Roxburgh	4-04-51-40	.8617	3-14-54-43
20. Poitrel - J.R. Robson-Scott	4-17-48-40	.7641	3-14-57-47

21. Astor - P.R. Warner	3-20-05-05	.9564	3-16-04-11
22. Akala - J. Bleakley	4-17-35-00	.7792	3-15-30-14
23. Away - F. Armstrong	4-19-43-20	.7872	3-19-05-47
24. Athena - J. Jarrett	5-01-49-55	.7553	3-20-01-10
25. Sylph V1 - Lawson Brothers	5-02-22-07	.7653	3-21-39-41
26. Seaman - H. Vaughan	5-01-15-22	.7794	3-22-30-25
27. Joy Too - J.J. McLaren	5-05-21-37	.7575	3-22-57-37
28. Cherana - W.R.S. MacRae	5-06-37-15	.7567	3-23-48-50
29. Marco Polo - K. York-Syme	5-08-07-00	.7542	4-00-37-32
30. Rovama - R.J. Mercer	5-06-43-08	.7808	4-02-56-31
31. Metung - T.O. Beatty	5-06-13-15	.8292	4-08-38-44

Fastest Time: Astor 3-20-05-05

Retired: Ailsa (J. Marion), Astelot (A.G. Croft), Bacchus D (P.E. Deaton), Bindaree (G.G. Blackwood), Lolita (N.G. Cassim), Saga (L. Little), Sea Bee (J. Ashton-Martin)
1964 Weather: Sunny start in light NE with a force 6 southerly change first night, later backing light SE and NE. Fresh northerly across Bass 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

1. Freya - T. & M. Halvorsen	4-06-23-32	.8014	3-10-03-26
2. Camelot - J.G. Borrow	4-10-07-31	.7943	3-12-17-43
3. Cadence - H.S. Mason	4-20-37-32	.7372	3-13-58-34
4. Balandra - R. Crichton-Brown	4-05-35-25	.8524	3-14-35-43
5. Sequana - J.H. Tilley	4-21-25-16	.7475	3-15-46-20
6. Naranda - I.A.R. Polson	4-21-25-12	.7522	3-16-19-24
7. Zilvergeest - A. Murray & A. Hunter	4-23-13-52	.7413	3-16-23-10
8. Norla - J. Bennetto	4-12-33-37	.8150	3-16-28-36
9. Ronita - R.A. Cottee	4-21-01-08	.7563	3-16-30-06
10. Kurura - N.F. Milne	4-21-00-08	.7582	3-16-42-40
11. Sarda of Burnham - D.L. Gilling	4-21-21-58	.7562	3-16-45-09
12. Fanfare - G.P. Patterson	4-08-05-23	.8536	3-16-51-03
13. Tamboo - R.J. Green	4-21-30-53	.7566	3-16-54-52
14. Poitrel - J. Robson-Scott	4-20-57-20	.7607	3-16-58-04
15. Palana - R.J. Shield	4-20-54-27	.7613	3-17-00-06
16. Bindaree - G.G. Blackwood	4-20-58-18	.7617	3-17-05-50
17. Odin - L. Abrahams	4-16-17-52	.7940	3-17-09-51
18. Athena - J. Jarrett	4-22-05-04	.7553	3-17-11-21
19. Tam O'Shanter - K. MacGregor	4-20-58-10	.7626	3-17-12-03
20. Janzoon II - W. Russell-Slade	4-18-09-09	.7823	3-17-18-05
21. Carousal - L.E. Gabriel	4-21-27-28	.7639	3-17-43-33
22. Rival - A.G. Burgin	4-20-57-27	.7681	3-17-50-06
23. Mister Christian - P. Kurts	4-18-13-59	.7955	3-18-52-20
24. Karingal - A. Berns	4-18-11-25	.7966	3-18-57-50
25. Southerly - D. Mickleborough	4-22-04-06	.7710	3-19-01-51
26. Valhalla - A. & P. Hankin	4-20-44-56	.7805	3-19-07-21
27. Astelot - A.G. Croft	4-20-45-55	.7804	3-19-07-25
28. Akala - J.H. Bleakley	4-21-31-04	.7792	3-19-34-10
29. Seawind - N.F. Brooker	4-16-06-50	.8184	3-19-45-15
30. Fare-The-Well - R.T. Williams	4-20-46-51	.7874	3-19-57-11
31. Theme - K. Bridgestocke	5-00-45-10	.7625	3-20-04-26
32. Tairere - A. Adams	4-20-46-38	.7893	3-20-10-20
33. Salacia - A. Byrne	4-19-57-46	.8035	3-20-22-21
34. Bacchus D - P.E. Deaton	4-14-23-32	.8458	3-21-22-10
35. Corroboree - K.A. Gray	4-20-37-11	.8036	3-21-42-55
36. Franklin - R.A.N.	4-19-01-42	.8189	3-22-11-48
37. Carina - R.L. Holford	4-22-49-38	.7981	3-22-50-11
38. Southern Myth - N.C. Howard	4-20-59-43	.8250	4-00-31-16
39. Tahuna - E.A. Hales	4-20-36-52	.8134	4-00-57-12
40. Sea Bee - J. Ashton-Martin	4-22-43-52	.8248	4-01-55-45
41. Stormvogel - C. Brynzeel	3-20-30-09	1.0645	4-02-28-28
42. Alcheringa - J.N. Bridgeland	5-01-48-13	.8226	4-04-11-45
43. Ingrid - C.M. Earl	5-08-42-41	.7840	4-04-54-35
44. Baranne - J. Wedd	5-13-25-00	.7654	4-06-07-03
45. Ilina - K.R. Murdoch	4-18-27-15	.9097	4-08-07-06
46. Enid - J. Cockle	4-12-48-05	.9577	4-08-11-56

47. Cutty Sark - W.R. Bradley	4-23-39-29	.9231	4-14-27-23
48. Corsaro II - Italian Navy	4-20-53-45	.9777	4-18-17-20
49. Arunta Princess - A. Mark	6-12-28-12	.7696	5-00-25-10

Fastest Time: Stormvogel 3-20-30-09

Retired: Birralee (C. Jones), Menabilly (J. Keelty), Saga (L. Little), Thekla (E. Eggers)
 1965 Weather: Starting with a 10-15 knot southeast breeze, this increased to 30 knots during the afternoon. Calms and variable sea breezes followed along the NSW coast. A good 20 knot northerly helped the yachts across Bass Strait and down to Tasman Island. Variable winds and calm patches were the order to the finish.

1966 - 46 starters

PI YACHT

	ELAPSED TM	TCF	CORR TM
1. Cadence - H.S. Mason	5-13-25-24	.7403	4-02-46-24
2. Salome - R. Swanson	5-11-47-19	.7589	4-04-00-53
3. Tambo - R.J. Green	5-12-16-22	.7566	4-04-04-40
4. Mister Christian - P. Kurts	5-06-54-55	.7892	4-04-09-25
5. Malohi - S. Fischer	5-13-25-34	.7555	4-04-48-13
6. Serifa - B.J. Case	5-14-03-13	.7532	4-04-58-09
7. Marie van Diemen - P. Hill	5-13-42-03	.7573	4-05-15-07
8. Huon Lass - H.D. Calvert	5-07-44-21	.7951	4-05-33-56
9. Valhalla - P. Hankin	5-11-21-50	.7805	4-06-31-47
10. Astelot - A.G. Croft	5-11-31-32	.7804	4-06-38-34
11. Canopus - J.K. Williams	5-12-44-22	.7737	4-06-42-02
12. Fidelis - J.V. Davern	4-08-39-43	.9823	4-06-48-35
13. Janzoon II - W.R. Slade	5-11-33-09	.7823	4-06-53-49
14. Akala - J.H. Bleakley	5-11-51-09	.7814	4-07-01-47
15. Kaleena - H.E. Godden	5-13-30-42	.7739	4-07-19-28
16. Camelot - J.G. Borrow	5-11-29-10	.7874	4-07-31-56
17. Ronita - R.A. Cottee	5-16-39-11	.7588	4-07-41-33
18. Odin - L.J. Abrahams	5-10-41-41	.7945	4-07-50-12
19. Ballandra - R. Crichton-Brown	5-02-06-46	.8529	4-08-08-59
20. Lorita Maria - N.B. Rydge Jr	5-13-27-24	.7829	4-08-29-00
21. Poitrel - J. Robson-Scott	5-17-37-16	.7594	4-08-30-35
22. Taonui - J. Lidgard	5-07-24-16	.8226	4-08-48-10
23. Salacia - A.W. Byrne	5-10-40-40	.8036	4-09-00-45
24. Poseidon - M.W. Miller	5-08-16-37	.8195	4-09-07-22
25. Catriona - D.M. Brown	5-12-04-43	.7982	4-09-25-31
26. Franklin - R.A.N.	5-08-51-46	.8189	4-09-31-32
27. Satanita - D.H.R. Wilkie	5-10-17-22	.8163	4-10-21-19
28. Karingal - A. Berns	5-13-32-07	.7986	4-10-38-28
29. Seawind - P. Wilde	5-10-35-04	.8194	4-11-00-03
30. Waitere - D.D. Muir	5-21-26-55	.7566	4-11-01-12
31. Ropawe - R.K. Brown	5-17-01-32	.7831	4-11-18-17
32. Bacchus D - P.E. Deaton	5-06-45-29	.8469	4-11-21-05
33. Shimaal - C.M. Earl	5-13-24-14	.8102	4-12-06-00
34. Carmen - J.H. Edmunds	6-06-13-30	.7331	4-14-07-47
35. Carousel T - L.E. Gabriel	4-06-49-36	.7633	4-15-18-34
36. Sylphide - J. Beaumont & C. Sullivan	6-05-20-16	.7557	4-16-20-17
37. Thekla - F.F. Varcoe	6-08-20-13	.7619	4-20-03-56
38. Rivoli - E. Eggers	5-11-06-09	.9070	4-22-54-36
39. Carousel - M.R. Brakell	6-10-47-54	.7568	4-21-09-05
40. Carina - R.L. Holford	6-05-07-41	.7981	4-23-01-09
41. Nam Sang - J. Thompson	5-08-10-33	.9568	5-02-38-19
42. Alcheringa - J.N. Bridgeland	6-06-33-19	.8257	5-04-18-49
43. Saga - L.S. Little	7-02-28-41	.7831	5-13-30-04
44. Altair - G.W. Moore	6-13-01-18	.8635	5-15-35-18

Fastest Time: Fidelis 4-08-39-43

Retired: Antigua (F.A. Hogart), Zilvergeest (A.J. Murray)

1966 Weather: Light nor'easter at the start with southerly change first night out. Light and variable winds with a fresh westerly across Bass Strait. Light and variable down Tasmanian coast.

1967 - 67 starters

PI YACHT

	ELAPSED TM	TCF	CORR TM
1. Rainbow II - C. Bouzaid	4-19-59-38	.7653	3-16-39-15
2. Pen Duick III - E. Tabarly	4-04-10-31	.8946	3-17-37-00
3. Matika - N. Long	4-22-04-33	.7722	3-19-10-40

4. Salacia - A. Byrne	4-18-21-24	.8025	3-20-02-19
5. Mercedes III - H. Kaufman	4-18-41-05	.8035	3-20-08-56
6. Huon Lass - H.D. Calvert	4-20-09-51	.7949	3-20-20-19
7. Mister Christian - P. Kurts	4-22-03-47	.7892	3-21-10-31
8. Castanet - L. Carmichael	5-08-49-03	.7315	3-22-13-47
9. Corroboree - K.A. Gray	4-23-20-44	.7987	3-23-19-17
10. Wathara II - B. Cameron	5-05-28-39	.7667	4-00-12-13
11. Calliope - K. Middleton	5-11-53-08	.7323	4-00-34-47
12. Moonbird - N.F. Brooker	5-06-32-38	.7682	4-01-12-38
13. Seawind - P. Wilde	4-23-01-33	.8194	4-01-31-47
14. Cavalier - J. Roche	5-13-11-55	.7378	4-02-16-28
15. Satanita - D.H.R. Wilkie	5-01-38-39	.8083	4-02-19-39
16. Malohi - S. Fischer	5-10-36-26	.7550	4-02-36-31
17. Lorita Maria - N.B. Rydge Jr	5-06-16-58	.7820	4-02-45-11
18. Fare-The-Well - R. Williams	5-06-22-22	.7859	4-03-18-59
19. Adria - J. Grubic	4-23-04-31	.8360	4-03-32-50
20. Sarina - E.J. Jones	5-05-55-03	.7917	4-03-41-19
21. Catriona - D.M. Brown	5-05-04-57	.7982	4-03-50-28
22. Fidelis - J.D. Davern	4-06-36-48	.9823	4-04-47-49
23. Weatherly - J. Gilliam	5-08-04-47	.7894	4-05-06-22
24. Poitrel - J. Robson-Scott	5-13-55-46	.7564	4-05-18-16
25. Norla - J. Bennetto	5-06-24-44	.7550	4-06-56-28
27. Astelot - A.G. Croft	5-12-24-09	.7789	4-07-07-43
28. Myth of Arran - D. Reid	4-22-00-33	.8769	4-07-28-56
29. Lass O'Luss - P.C. Psaltis	5-08-12-33	.8072	4-07-29-18
30. Nell Gwynn - R.S. Hickman	5-08-48-28	.8040	4-07-33-41
31. Southerly - D. Mickleborough	5-13-56-57	.7742	4-07-42-11
32. Anitra V - Sir Garfield Barwick	5-10-24-09	.7963	4-07-50-23
33. Tambo - R.J. Green	5-17-18-24	.7567	4-07-53-50
34. Shimaal - C.M. Earl	5-08-22-29	.8102	4-08-00-32
35. Camelot - J. Borrow	5-13-28-59	.7889	4-09-18-17
36. Phantom of Brighton - G. Maxted	5-16-18-13	.7792	4-10-12-28
37. Bacchus D - P.E. Deaton	5-05-37-12	.8473	4-10-26-17
38. Joy Too - J.J. McLaren	5-21-56-45	.7549	4-11-09-17
39. Zilvergeest - A.J. Murray	6-01-12-21	.7406	4-11-32-22
40. Franklin - R.A.N.C.S.C	5-13-18-47	.8100	4-11-59-01
41. Sarda de Burnham - G.L. Fox	5-23-31-57	.7560	4-12-30-38
42. Carinya - V.J. Burnes	6-03-39-26	.7424	4-13-37-15
43. Carmen - J. Edmunds	6-06-09-40	.7331	4-14-04-58
44. Enid - J.C.A. Cockle	4-19-00-17	1.0577	4-14-08-24
45. Kahurangi - L.D. Nathan	4-17-32-41	.9711	4-14-15-48
46. Saracen II - R. Crichton-Brown	5-22-09-42	.7757	4-14-16-29
47. Malveena - R. Masters	6-03-05-17	.7535	4-14-49-50
48. Sequana - M.J. Tilley	6-04-34-37	.7475	4-15-03-41
49. Moana - J.R. Easdon	5-23-26-51	.7762	4-15-20-38
50. September Song - T. Palmer	6-00-55-19	.7690	4-15-26-43
51. Maid Rosalind - B.C. Finch	6-02-48-29	.7598	4-15-32-42
52. Rivoli - F.F. Varcoe	6-05-10-45	.7619	4-17-39-34
53. Sylphide - J. Beaumont & C. Sullivan	6-06-43-06	.7557	4-17-53-53
54. Rovama - R.J. Mercer	6-03-29-38	.7808	4-19-09-48
55. Southern Myth - N.C. Howard	5-20-51-09	.8250	4-20-12-06
56. Sea Bee - J. Ashton-Martin	5-22-02-11	.8248	4-21-09-05
57. Carol Anne - P. Battersby	6-03-23-25	.8016	4-22-08-52
58. Sea Witch - C.R. Forbes	5-23-32-31	.8271	4-22-43-24
59. Lolita - N.G. Cassim	6-18-40-45	.7684	5-05-00-09
60. Ataman - E.A. Brodie	7-08-01-45	.7451	5-11-09-33

Division 1: Pen Duick III

Division 2: Rainbow II

Fastest Time: Pen Duick III 4-04-10-31

Retired: Akala (J.H. Bleakley), Kathleen Gillett (R.R. Stephenson), Maria van Diemen (P. Hill), Odin (L. Abrahams), Ropawe (R.K. Brown), Southern Star (R. Harold), Thekla (E. Eggers).

1967 Weather: Light SE at start, fading the first night, then NE. Freshening line squall from south of Gabo Island and E to SE down the Tasmanian coast. Leaders were becalmed off Maria Island and suffered from light airs up the Derwent while the second half of the fleet had fresh NW winds down the coast and up the Derwent.

1963, 1964 & 1965 - Freya



1966 - Cadence

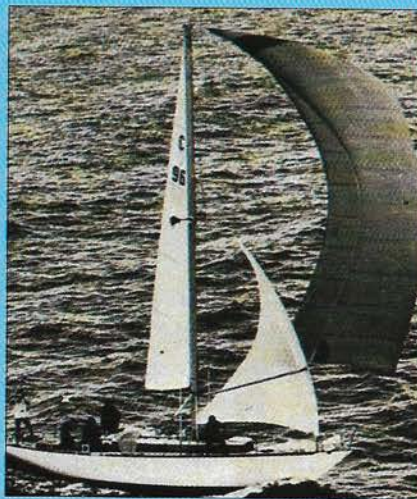


FACT FILE

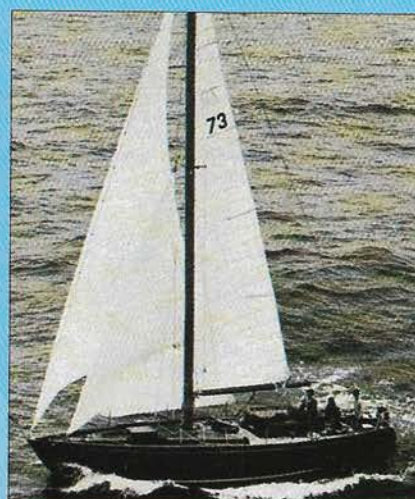
Both Mark Twain and Margaret Rintoul II will start their 21'st Sydney to Hobart this year.

FACT FILE

The smallest fleet to contest the Sydney to Hobart was nine yachts in the inaugural race in 1945, the largest 371 in the 50th race in 1994.



1967 - Rainbow



1968 - Koomooloo

1968 - 67 starters

PI YACHT

1. Koomooloo - D.O'Neill	4-10-26-52	.8046	3-13-38-52
2. Boomerang VII - J.Baker	4-07-34-58	.8375	3-14-45-02
3. Ragamuffin - S.Fischer	4-05-01-35	.8596	3-14-50-32
4. Balandra - R.Crichton-Brown	4-08-57-33	.8419	3-16-21-54
5. Moonbird - N.Brooker	4-19-04-34	.7682	3-16-24-05
6. Veninde II - G.Jorgensen	4-19-12-08	.7701	3-16-43-02
7. Matika - N.Long	4-19-07-35	.7707	3-16-43-40
8. Kimwanda - D.Waichope	4-14-50-35	.8222	3-19-08-07
9. Wathara II - B.Cameron	4-23-35-25	.7667	3-19-41-23
10. Sundowner - R.Swanson	4-14-10-45	.8330	3-19-46-45
11. Tina of Melbourne - E.Scott	5-01-55-36	.7661	3-21-25-14
12. Rebel - B.Wilson	5-02-00-29	.7677	3-21-39-56
13. Nell Gwyn - F.Hickman	4-22-35-42	.7913	3-21-50-39
14. Saracen II - J.Morris	5-04-22-55	.7654	3-23-12-06
15. Ophir - D.Jones	5-02-56-45	.7691	3-23-19-37
16. Starfire of Perth - N.McAllister	4-10-45-22	.9007	4-00-09-18
17. Huon Lass - H.Calvert	5-02-08-49	.7954	4-01-09-20
18. Salacia - K.Pix	5-08-51-36	.7468	4-01-31-16
19. Salacia - A.Byrne	5-01-57-10	.7945	4-01-53-29
20. Weatherly - J.Gilliam	5-04-06-09	.7894	4-01-57-59
21. Calliope - C.Middleton	5-15-18-36	.7323	4-03-05-15
22. Jupiter - P.Yates	5-02-04-20	.8120	4-03-07-21
23. Adria - J.Grubic	4-23-32-57	.8360	4-03-56-35
24. Boombillie - V.Walsh	5-11-07-07	.7650	4-04-18-20
25. Odin - L.Abrahams	5-07-13-30	.7959	4-05-15-30
26. Lorita Maria - N.Rydge	5-11-26-55	.7791	4-06-24-41
27. Renegade - J.Lidgard	5-14-30-48	.7654	4-06-57-23
28. Sarnia - R.Langman	5-20-11-02	.7548	4-09-48-38
29. Cavalier - J.Roche	5-23-42-55	.7378	4-10-01-59
30. Gabrielle III - P.Sandwell	5-01-53-55	.8708	4-10-08-57
31. Ondine II - S.Long	4-03-20-02	1.0761	4-10-53-35
32. Cedalion - R.Fidock	5-23-40-45	.7474	4-11-23-08
33. Gillawa - A.Wildman	5-02-50-11	.7681	4-12-10-35
34. Rival - A.Burgin	5-23-40-24	.7556	4-12-33-34
35. Shu-Bi-Himmany - L.Jenkyns	6-04-20-57	.7354	4-13-05-45
36. Kaleena - H.Godden	5-22-46-42	.7662	4-13-23-48
37. Zilvergeest - A.Murray	6-05-28-38	.7375	4-14-14-22
38. Portia - R.Robertson	6-06-54-48	.7339	4-14-45-19
39. Optimist - H.Beilken	5-23-44-43	.7722	4-15-00-00
40. Aicheringa - J.Bridgland	5-11-57-37	.8448	4-15-28-48
41. Rapture - F.Callaway	5-08-15-00	.8764	4-16-23-53
42. Four Winds II - S.Gibson	5-22-25-07	.7908	4-16-37-28
43. Calypso - G.Wignall	6-08-38-08	.7462	4-17-53-47
44. Natani - O.Trewartha	6-08-34-11	.7496	4-18-21-58
45. Athena - A.Frieze	6-10-46-20	.7444	4-19-12-44
46. Shimaal - C.Earl	5-23-40-29	.8021	4-19-14-29
47. Sea Witch - C.Forbes	5-21-02-49	.8182	4-19-24-16
48. Sirius - J.McKenzie	5-08-51-41	.9024	4-20-17-04
49. Bacchus D - P.Deaton	5-20-08-17	.8473	4-22-44-20
50. Temeraire - C.White	6-22-39-22	.7286	5-01-25-33
51. Arapawa - B.Millar	6-03-48-21	.8283	5-02-25-39
52. Dorado - J.Lake	6-23-28-2	.7443	5-04-38-54
53. Saga - L.Little	7-05-16-41	.7753	5-14-20-32
54. Metung - W.R. & B.Holmes	7-10-52-30	.8192	6-02-32-04

1969 - 79 starters

PI YACHT

1. Morning Cloud - E.Heath	4-05-57-53	.7496	3-04-25-57
2. Prospect of Whitby - A.Slater	4-00-19-19	.8024	3-05-17-19
3. Salacia - A.Byrne	4-02-40-57	.7945	3-06-24-11
4. Thunderbolt - G.Shields & F.Thomas	4-06-35-05	.7644	3-06-24-56
5. Tina of Melbourne - B.Scott	4-06-07-44	.7690	3-06-32-13
6. Mercedes III - H.Kaufman	4-02-47-55	.7972	3-06-45-44
7. Boombillie - V.Walsh	4-06-31-03	.7690	3-06-50-09
8. Morning After - R.Hill	4-08-40-39	.7541	3-06-56-14
9. Rebel - B.Wilson	4-06-43-05	.7690	3-06-59-24
10. Bandit - M.Tostevin	4-06-45-34	.7690	3-07-01-18
11. Cavalier Seul - D.P.Cavalier	4-07-05-03	.7672	3-07-05-10
12. Warri - W.Hart	4-07-20-01	.7690	3-07-27-49
13. Renegade - J.Lidgard	4-08-23-23	.7663	3-07-59-37
14. Outrage - Colson Brothers	4-08-49-03	.7707	3-08-46-58
15. Hotspur - P.Packer	4-08-35-51	.7739	3-08-56-52
16. Gillawa - A.Wildman	4-09-43-18	.7681	3-09-12-17
17. Ragamuffin - S.Fischer	3-22-50-26	.8598	3-09-32-38
18. Caprice of Huon - G.Ingate	4-04-31-36	.8142	3-09-50-55
19. Moonbird - N.Brooker	4-10-31-12	.7690	3-09-54-49
20. Morandoo - W.Rice	4-14-38-10	.7424	3-10-08-10
21. Vago - H.Takeda	4-09-02-21	.7821	3-10-09-04
22. Satanita II - D.Wilkie	4-02-08-02	.8376	3-10-11-48
23. Sundowner - R.Swanson	4-02-47-04	.8330	3-10-17-14
24. Veninde II - G.Jorgensen	4-11-13-05	.7690	3-10-27-02
25. Odin - L.Abrahams	4-07-36-23	.7959	3-10-27-36
26. Balandra - R.Crichton-Brown	4-02-19-39	.8414	3-10-43-50
27. Melite - I.Brodziak	4-11-44-23	.7690	3-10-51-07
28. Maid Rosalinde - B.Finch	4-14-13-56	.7545	3-11-10-12
29. Saracen II - J.Morris	4-13-08-15	.7623	3-11-11-43
30. Crusade - M.Aitken	3-15-07-40	.9561	3-11-18-10
31. Corroboree - J.White	4-08-07-40	.8010	3-11-24-22
32. Duet - P.Hopwood	4-12-29-03	.7690	3-11-25-27
33. Nell Gwyn - F.Hickman	4-09-30-03	.7913	3-11-28-58
34. Wathara II - R.Jackman	4-12-33-48	.7690	3-11-29-07
35. Ophir - D.Jones	4-12-39-05	.7690	3-11-33-10
36. Jisuma - L.Scott	4-13-25-29	.7714	3-12-24-37
37. Cicily June - P.Dixon	4-16-24-33	.7541	3-12-46-03
38. Roulette II - F.Andrews	4-07-58-26	.8171	3-12-57-24
39. Salty Tiger - J.Powell	4-01-11-27	.8794	3-13-28-10
40. Salome - K.Pix	4-17-39-40	.7559	3-13-54-29
41. Akala - J.Bleakley	4-15-27-57	.7736	3-14-13-47
42. Myth of Arran - D.Reid	4-03-19-55	.8722	3-14-38-14
43. Carina - P.Daniel	4-21-35-47	.7420	3-15-15-23
44. Patsy - F.Duffield	4-12-58-49	.8012	3-15-18-54
45. Adria - J.Grubic	4-08-55-29	.8360	3-15-43-01
46. Camelot - J.Borrow	4-14-29-21	.7940	3-15-43-41
47. Cavalier - J.Roche	4-23-29-59	.7378	3-16-10-01
48. Karingal - A.Berns	4-13-47-04	.8063	3-16-31-08
49. Apollo - A.Bond	3-15-26-22	1.0134	3-16-36-40
50. Sequana - M.Tilley	5-00-51-16	.7406	3-17-30-17
51. Destiny II - G.Chapman	4-07-58-46	.8655	3-17-59-38
52. Sancho - G.Evans	5-03-44-40	.7307	3-18-25-12
53. Sarnia - R.Langman	4-23-53-45	.7548	3-18-29-50
54. Winston Churchill - G.Warner	4-08-24-33	.8801	3-19-53-26
55. Weatherly - J.Gilliam	4-20-18-9	.7948	3-20-26-13
56. Phantom of Brighton - J.Attwood, G.Maxted & K.Harry	4-23-51-08	.7719	3-20-30-50
57. Capucine - R.Brenac	5-03-43-33	.7487	3-20-38-01
58. Monsoon - Sturrock & Mooney	4-23-03-40	.7795	3-20-48-29
59. Zilvergeest - A.Murray	5-08-26-56	.7375	3-22-43-51
60. Siska - R.Tasker	4-01-59-18	.9745	3-23-29-22
61. Shi Bui - A.Wallis	4-23-55-10	.7973	3-23-36-42
62. Anitra V - Sir Garfield Barwick	5-01-29-57	.7883	3-23-46-40
63. Mistress - W.Pettingell	5-07-27-54	.7690	4-00-28-57
64. Enid - W.MacRae	4-08-07-12	.9577	4-03-42-56

Division Winners: Division 1: Koomooloo. Division 2: Moonbird
Fastest Time: Ondine II 4-03-20-02

Retired: Anitra (Sir Garfield Barwick), Camelot (J.Borrow), Carousel (M.Brakell), Corroboree (J.White), Franklin (R.A.N.S.A.), Karawa (L.Kloster), Maria van Diemen (P.Hill), Patsy (F.Duffield), Rage (H.Denis), Roiaata (N.Gillad), Ronita (R.Cottlee), Sylvena (S.Moray), Thunderbolt (G.Shields).

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.

65. Fourwinds II - S. Gibson	5-07-40-24	.7908	4-04-57-50
66. Makaretu - N. Gosson	5-05-32-22	.8293	4-08-06-35
67. Torea - G. Stern	5-06-16-13	.8256	4-08-14-55
68. Fidelis - J. Davern	4-06-17-29	1.0431	4-09-39-25
69. Dorado - J. Lake	5-23-57-11	.7366	4-10-02-08
70. Myra - A. Eklund	6-08-47-15	.7226	4-14-24-15
71. Sylphide - J. Beaumont & C. Sullivan	6-05-15-33	.7476	4-15-35-10
72. Franklin - R.A.N.	5-20-53-40	.8014	4-16-54-46
73. Wraith of Odin - B. & D.O'Brien	5-08-40-18	.8816	4-17-26-12
74. Even - W. Gibson	5-06-51-20	.9507	5-00-36-05
75. Diva Jana - D. Kelly	6-08-02-16	.8154	5-03-58-18

Division Winners: One Ton: Tina of Melbourne.

Division 1: Prospect of Whitby, Division 2: Morning Cloud

Fastest Time: Crusade 3-15-07-40

Retired: Boomerang VII (P.Hill), Camille (D.Ralph), Janzoon I (R.George), Uteikah IV, (P.Fowler).

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 - 63 starters

PI YACHT

	ELAPSED TM	TCF	CORR TM
1. Pacha - R. Crichton-Brown	3-17-41-18	.9157	3-10-07-39
2. Ragamuffin - S. Fischer	3-20-42-28	.8869	3-10-13-20
3. Salacia II - A.W. Byrne	3-22-09-23	.8893	3-11-43-59
4. Koomooloo - N.B. Rydge Jr.	4-11-35-40	.8150	3-15-41-21
5. Vittoria - L. Abrahams	4-11-58-48	.8168	3-16-11-52
6. Taurus - A.G. Lee	4-10-29-31	.8301	3-16-29-40
7. Matika - N. Long	4-19-31-17	.7844	3-18-36-53
8. Morning Mischief - R.R. Cavill	4-23-46-08	.7590	3-18-54-16
9. Cadence - D. Jones	5-04-28-38	.7383	3-19-54-06
10. Bacardi - P. Cole	4-14-59-31	.8292	3-20-02-04
11. Buccaneer - T.E. Clark	3-14-06-12	1.0730	3-20-23-19
12. Tambo - R. Green	5-04-15-22	.7524	3-21-29-24
13. Tina of Melbourne - B.R. Scott	5-00-30-15	.7767	3-21-35-44
14. Boomerang VIII - P. Joubert	5-03-25-27	.7620	3-22-02-56
15. Capucine - R. Brenac	5-05-53-05	.7504	3-22-27-50
16. Loma - W. Burrows	5-05-34-25	.7524	3-22-28-53
17. Prospector - R. Lloyd	5-06-42-33	.7489	3-22-53-32
18. Cherana - J. Keelty	5-08-10-58	.7455	3-23-33-36
19. Veninde II - G.E. Jorgensen	5-02-43-43	.7815	3-23-54-44
20. Sarlena - C. McGarry	5-05-39-43	.7709	4-00-52-22
21. Maria - D.A. Cooper	5-02-42-45	.7844	4-01-02-16
22. Mistress - W. Pettingell	5-04-18-38	.7844	4-01-30-33
23. Duet - J. Diamond	5-04-09-48	.7854	4-01-31-04
24. Tampico II - A. McKenzie-Smith	5-13-24-56	.7312	4-01-33-12
25. Camelot - M. Clarke	5-02-32-27	.8024	4-02-19-35
26. Fare-The-Well - J. Easdon	5-05-07-30	.7896	4-02-47-55
27. Patsy of Island Bay - F.R. Duffield	5-00-31-37	.8200	4-02-49-55
28. Calypso - G.G. Wignall	5-12-59-19	.7444	4-02-59-48
29. Onya II - P. Rysdyk	5-10-28-56	.7590	4-03-02-10
30. Balandra - Army Eastern Command	4-20-46-28	.8516	4-03-26-41
31. Weatherly - J. Gilliam	5-04-09-00	.8042	4-03-50-28
32. Dideridoo - T. Simmat	5-05-51-43	.7961	4-04-11-55
33. Southerly - D. Mickleborough	5-12-33-48	.7564	4-04-16-15
34. Four Winds II - S.W. Gibson	5-07-07-21	.7961	4-05-12-07
35. Patrice - R. Kirby	5-05-36-41	.8068	4-05-20-35
36. Anitra V - Sir Garfield Barwick	5-07-50-35	.7942	4-05-31-59
37. Astelot - P. Zalai	5-15-31-53	.7651	4-07-41-42
38. Uteikah IV - P.C. Fowler	5-11-35-21	.8068	4-10-09-57
39. Destiny II - G. Chapman	5-03-24-36	.8617	4-10-20-32
40. Akala - J. Bleakley	5-19-41-17	.7689	4-11-24-22
41. Boomerang VII - P. Hill	5-04-07-37	.8675	4-11-40-48
42. Franklin - R.A.N.	5-15-33-53	.8060	4-13-15-54
43. Natani - O. Trewartha	6-04-23-35	.7428	4-14-13-34
44. Ilina - J. Court	5-04-21-54	.8937	4-15-08-42
45. Alcheringa - J. Bridgland	5-12-28-39	.8481	4-16-21-15

1969 - Morning Cloud



1970 - Pacha



1971 - Pathfinder



46. Anaconda - J. Grubic	5-01-37-14	.8805	4-20-46-20
47. Southern Myth - N.C. Howard	6-04-28-29	.8255	5-02-33-57
One Ton Division: Matika. Division 1: Pacha. Division 2: Morning Mischief			
Fastest Time: Buccaneer 3-14-06-12			
Retired: Apollo (A. Bond), Boambillee (V. Walsh), Carina (P. Daniel), Cavalier (J. Roche), Jisuma (L. Scott), Markaretu (N. Gosson), Mercedes III (H. Kaufman), Rival (A. Burgin), Rum Runner (G. Nock), Spirit (G. Kiskaddon), Starfire of Perth (N. McAllister), Stormy Petrel (C. Curran), Thunderbolt (G. Shields), Valhalla (A. & P. Hankin).			
1970 Weather: Moderate to fresh NE winds for the first two days caused two yachts to lose their rudders. SW change on the morning of the third day built up to a gale that lasted over 50 hours. This made it a big boat race and brought up a record of 14 retirements.			

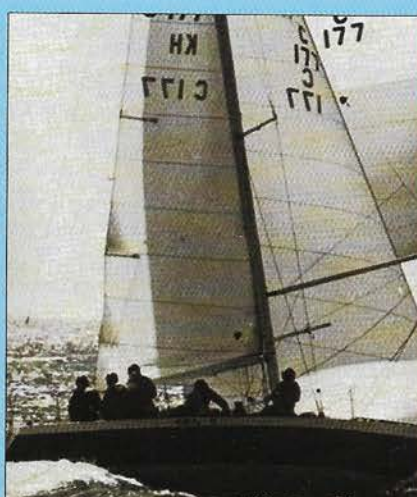
1971 - 79 starters

PI YACHT

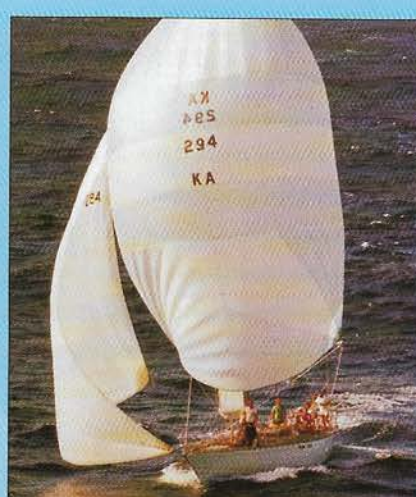
	ELAPSED TM	TCF	CORR TM
1. Pathfinder - B. Wilson	4-00-02-04	.7835	3-03-14-34
2. Runaway - J. Lidgard	4-01-00-50	.7844	3-04-05-51
3. Wai-Aniwa - R.H. Walker	4-01-15-07	.7844	3-04-17-03
4. Morning Cloud - E. Heath	3-21-58-57	.8141	3-04-30-40
5. Taurus - A.G. Lee	3-21-05-48	.8266	3-04-57-13
6. Cervantes IV - R.C. Watson	3-23-55-11	.8077	3-05-28-26
7. Prospect of Whitby - A. Slater	3-20-54-02	.8362	3-05-41-00
8. Koomooloo - J. Gilliam	3-23-41-21	.8150	3-05-59-11
9. Vittoria - L. Abrahams	4-00-00-01	.8159	3-06-19-35
10. Polaris - L.H. Savage	3-23-44-51	.8292	3-07-23-37
11. Ragamuffin - S. Fischer	3-17-37-54	.8861	3-07-25-21
12. Bacardi - P. Cole	3-23-36-37	.8336	3-07-42-02
13. Stormy Petrel - C. Curran	4-06-15-41	.7844	3-08-12-50
14. Meltemi - B.C. Psaltis	3-23-29-25	.8422	3-08-25-18
15. Satanita II - D.H.R. Wilkie	3-23-46-09	.8482	3-09-13-52
16. Plum Crazy - G. Thomas & Partners	4-16-33-23	.7226	3-09-19-59
17. Pilgrim - G. Evans	4-08-01-30	.7835	3-09-30-13
18. Huon Lass - H. Calvert	4-08-03-00	.7841	3-09-35-08
19. Pacha - R. Crichton-Brown	3-17-37-41	.9157	3-10-04-20
20. Mark Twain - R.J. Langman	4-08-50-38	.7844	3-10-14-22
21. Whispers II - G. Stagg	3-21-19-11	.8813	3-10-14-33
22. Tina of Melbourne - B.R. Scott	4-10-51-13	.7758	3-10-53-49
23. Anaconda - J. Grubic	3-23-50-48	.8789	3-12-14-22
24. Morning Hustler - R.H. Fidock	4-15-03-25	.7590	3-12-17-31
25. Mercedes III - K. Farfor	4-09-08-27	.8077	3-12-55-19
26. Morning Mischief - R.R. Cavill	4-16-46-27	.7590	3-13-35-43
27. Boomerang III - H. Findlay	4-16-40-55	.7610	3-13-45-02
28. Binda - J.S. Vickery	4-14-14-01	.7796	3-13-56-16
29. Thunderbolt - G. Needham	4-16-37-29	.7660	3-14-16-13
30. Morning Matilda - R.P. McIntyre	4-17-35-37	.7620	3-14-33-29
31. Pimpernel - J. Beaumont & Partners	4-16-31-54	.7709	3-14-45-02
32. Wild Goose - I.D. Russell	4-15-10-00	.7844	3-15-11-56
33. Patrice - J. Kirby	4-12-04-55	.8068	3-15-12-01
34. Duet - J. Diamond	4-15-55-50	.7796	3-15-15-39
35. Stormy - C. Bruynzeel	3-22-06-33	.9301	3-15-31-51
36. Vago II - H. Takeda	4-09-00-39	.8397	3-16-10-39
37. American Eagle - R.E. Turner	3-15-49-16	1.0042	3-16-11-24
38. Jisuma - L.K. Scott	4-16-46-58	.7892	3-16-13-08
39. Kialoa II - J. Kilroy	3-12-46-21	1.0413	3-16-16-24
40. Salacia - F.W. Thomas	4-15-24-55	.7924	3-16-17-07
41. Cavalier - J. Roche	4-23-54-42	.7374	3-16-25-22
42. Mary Blair - P. Riddle	4-09-08-14	.8448	3-16-49-12
43. Patsy of Island Bay - E.J. Muir	4-11-34-55	.8262	3-16-53-02
44. Kintama - R. George	4-15-51-39	.7957	3-17-00-27
45. Boomerang VII - P.M. Hill	4-06-39-31	.8675	3-17-03-23
46. Siska - R. Tasker	3-17-04-12	1.0043	3-17-27-10
47. Barbarian - A.F. Alle	4-16-41-16	.7948	3-17-33-50
48. Zilvergeest II - A.J. Murray	4-23-14-22	.7590	3-18-30-09
49. Onya of Gosford - P. Rysdyk	4-15-23-46	.8132	3-18-35-14
50. Savant - K.L. Cox	4-11-41-15	.8474	3-19-15-15
51. Cadence - D.M. Jones	5-03-34-11	.7393	3-19-21-18
52. Morning Mist - A.G. Neate	5-00-44-17	.7570	3-19-23-55
53. Rage - E.S. Lawrence	4-23-22-32	.7704	3-19-58-00



1972 - American Eagle



1973 - Ceil III



1974 - Love & War

54. Callipyge - A. Streichenberger	5-07-09-31
55. Tawarri - J.D. Lewis	4-15-47-40
56. Carina - P. Daniel	5-02-32-50
57. Balandra - Army Eastern Command	4-14-10-35
58. Lowana II - K. Anderson & Partners	4-23-49-26
59. Sylph VI - I. North & Partners	5-03-06-11
60. Alcheringa - J.N. Bridgland	4-15-46-47
61. Makaretu - N. Gosson	4-17-13-39
62. Skinflint - J.K. Henley	5-01-57-33
63. Ondine - S.A. Long	3-15-32-17
64. Winston Churchill - G. Warner	4-12-06-46
65. Buccaneer - T. Clark	3-15-27-19
66. Franklin - R.A.N.	4-23-20-03
67. Dorado - J.I. Lake	5-08-22-24
68. Skylark - J.L. Ward	5-14-03-37
69. Sarlena - C. McGarry	5-10-40-19
70. Song of Solveig - I. Forsyth-Grant	5-12-38-52
71. Didgeridoo - T. Simmat	5-17-59-26
72. Patience - P.J. Bowden	6-02-33-20
73. Cassandra - E.H. Howe	6-07-29-48
74. Capucine - C. Durrrough	6-06-38-06
75. Jasnar - P. Kinsella & I. Millar	6-13-13-58
76. Four Winds - S.W. Gibson	6-04-01-22

7258	3-20-17-29
8262	3-20-21-52
7560	3-20-38-44
8431	3-20-53-22
7806	3-21-32-04
7671	3-22-25-56
8481	3-22-48-00
8406	3-23-10-44
7844	3-23-39-53
1.0931	3-23-41-15
8851	3-23-41-25
1.0967	3-23-54-44
8060	4-00-10-59
7534	4-00-42-59
7248	4-01-10-00
7767	4-05-29-34
7699	4-06-07-31
7905	4-13-04-53
7544	4-14-33-40
7434	4-16-37-20
7504	4-17-02-11
7249	4-17-58-40
7951	4-21-41-34

29. Starfire of Perth - M. McAllister	4-03-51-06
30. Mercedes III - K. Farfor	4-13-20-27
31. Salacia - F.W. Thomas	4-17-51-43
32. Unicorn - R.G. Graham	5-04-34-50
33. Granny Smith - W. Anderson & C. Shaffran	5-04-35-44
34. Mokoia - J.M. Tattersall	5-04-38-03
35. Endeavour III - G.H. Gardner	5-05-10-21
36. Onya of Gosford - P. Rysdyk	4-13-20-45
37. Sequana - M.J. Tilley	5-06-32-57
38. Saracen II - J.H. Morris	5-04-21-53
39. Evolution - J. Diacopoulos	5-07-09-58
40. Zilvergeest II - A.J. Murray	5-04-28-15
41. Lolita - N.G. Cassim	5-06-20-24
42. Thunderbolt - G. Needham	5-02-20-49
43. Tina of Melbourne - B.R. Scott	5-01-51-24
44. Diamond Cutter - A.J. Sweeney	5-02-11-43
45. Maria - D.A. Cooper	5-00-07-05
46. Boomaroo III - H.W. Findlay	5-04-36-44
47. Carina - P. Daniel	5-06-25-25
48. Warri - J.H. Bleakley	5-00-37-50
49. Vago II - H. Takeda	4-14-55-29
50. Nellie Zander - J.J. Cumming	5-01-25-15
51. Dorothy II - E.W. Wall-Smith	5-04-35-50
52. Sarlena - C. McGarry	5-05-19-00
53. Moonbird - G.J. Sempie	5-01-57-17
54. Anita V - Sir Garfield Barwick	5-04-58-10
55. Pimpernel - J. Beaumont	5-05-40-31
56. Osprey - C.W. Johnson	5-05-54-34
57. Janzon II - W. Cavill	5-06-24-03
58. Song of Solveig - I. Forsyth-Grant	5-05-59-40
59. Franklin - R.A.N.S.A.	5-04-34-36
60. Satyricon - A.T. Cotton	5-04-32-36
61. Wild Goose - I.D. Russell	5-04-23-47
62. Kintama - R. George	5-04-25-19
63. Quando - J.O. Neill	5-06-24-02
64. Solent - P.J. & R.S. Robinson	5-21-30-55
65. Trilby II - K.W. Hinrichsen	5-23-13-50
66. Tawarri - J.D. Lewis	5-04-25-49
67. Alcheringa - J.N. Bridgland	5-04-29-23
68. Makaretu - N. Gosson	5-04-50-31
69. Uteikah IV - Mr & Mrs P.C. Fowler	5-07-58-15
70. Skylark - J.L. Ward	6-08-56-01
71. Hustler - P.J. Bates	5-04-18-00
72. Even - W.J. Gibson	5-06-17-31
73. Sylph VI - I.A. North	6-19-28-00
74. Nirimba - Royal Australian Navy	6-20-34-48
75. Sirocco - S.B. Guy	5-08-21-09

8584	3-13-42-45
7882	3-14-10-56
7657	3-15-11-03
7004	3-15-15-22
7034	3-15-38-25
7034	3-15-40-03
7034	3-16-02-46
8072	3-16-15-50
7003	3-16-37-20
7138	3-16-46-17
7019	3-17-15-28
7270	3-18-29-24
7233	3-19-22-54
7480	3-19-30-55
7516	3-19-35-14
7502	3-19-40-14
7662	3-20-02-05
7399	3-20-12-02
7309	3-20-24-10
7673	3-20-33-35
8356	3-20-41-19
7647	3-20-51-02
7477	3-21-09-41
7468	3-21-35-11
7702	3-21-55-46
7551	3-22-21-52
7514	3-22-25-56
7502	3-22-27-25
7500	3-22-48-02
7527	3-22-50-10
7702	3-23-56-56
7706	3-23-58-22
7741	4-00-17-43
7765	4-00-36-40
7658	4-00-47-51
6938	4-02-11-00
6861	4-02-16-14
8055	4-04-13-43
8166	4-05-39-30
8171	4-06-00-29
8040	4-06-53-19
7034	4-11-34-24
7034	4-11-34-24
8813	4-15-18-03
7240	4-22-20-59
7276	4-23-44-54
9409	5-00-46-00

Division 1: Morning Cloud. Division 2: Plum Crazy. OTC Division: Pathfinder
Fastest Time: Kialoa II 3-12-46-21

Retired: Maria, Mistress, van Diemen

1971 Weather: The fleet had light to moderate north to nor'east winds for the first 24 hours, giving them an easy run down the NSW coast. On the second day the wind came in at 20 knots from the south and as the leaders began to enter Bass Strait it began to veer to the south-west. Finally as the bulk of the fleet approached the Tasmanian coast the wind swung round to the north-west and freshened to 30 knots, giving the middle-of-the-fleet boats a great spinnaker reach down the coast bringing them right onto the heels of the leaders. Over the final two days, almost all the fleet encountered frustrating calms but the middle-sized yachts held their own right to the finish.

1972 - 79 starters

PI YACHT

1. American Eagle - R.E. Turner
2. Caprice of Huon - G. Ingate
3. Ginkgo - G. Bogard
4. Apollo II - A. Bond
5. Ragamuffin - S. Fischer
6. Koomooloo - J.A.W. Gilliam
7. Minna - D.J. Isles
8. Apollo - J. Rooklyn
9. Meltimi - B.C. Psaltis
10. Queequeg - M.R.L. Dowling
11. Polaris - L.H. Savage
12. Vittoria - L.J. Abrahams
13. Taurus - A.G. Lee
14. Graybeard - L.H. Killam
15. Mark Twain - R.J. Langman
16. Runaway - I. Gibbs
17. Pacha - R. Crichton-Brown
18. Kingurra - G.A. Warner
19. Balandra - Army Eastern Command
20. Callipyge - A. Steichenberger
21. Escapade - Mr & Mrs G.P. Hedges
22. Chantal - Marshall Bros.
23. Matika - A. Pearson
24. Sunbird II - T. Yamasaki
25. Boomerang VII - J. De Vere
26. Wathara II - R.W. Jackman
27. Patrice - R.J. Kirby
28. Trevassa - F.R. Duffield

ELAPSED TM	TCF	CORR TM
3-04-42-39	.9681	3-02-15-49
4-00-31-29	.7730	3-02-36-49
3-15-16-35	.8621	3-03-14-27
3-15-17-22	.8662	3-03-36-36
3-15-42-49	.8666	3-04-00-45
3-23-13-01	.7991	3-04-05-16
3-20-48-45	.8237	3-04-26-59
3-08-06-00	.9564	3-04-36-27
3-20-19-11	.8392	3-05-28-29
3-19-27-37	.8471	3-05-28-33
3-22-34-27	.8246	3-05-59-09
4-00-16-23	.8180	3-06-45-04
4-00-11-55	.8237	3-07-14-19
3-04-57-54	1.0512	3-08-54-20
4-08-00-31	.7786	3-08-58-51
4-08-17-14	.7786	3-09-11-52
3-18-38-52	.8980	3-09-24-05
4-00-40-47	.8436	3-09-33-32
4-02-54-45	.8269	3-10-47-26
4-03-04-13	.8320	3-10-25-35
4-09-59-03	.7786	3-10-31-09
4-10-40-29	.7752	3-10-41-39
4-14-04-35	.7556	3-11-10-25
4-11-32-23	.7786	3-11-43-49
4-01-14-52	.8628	3-11-54-19
4-14-54-39	.7636	3-12-41-29
4-10-30-22	.7962	3-12-48-01
4-06-52-24	.8255	3-12-55-18

One Ton Division: Mark Twain. Half Ton Division: Unicorn. Division A: American Eagle

Division B: Caprice of Huon. Division C: Matika. Division D: Sequana

Fastest Time: American Eagle 3-04-42-39

Retired: Anaconda, Bacardi, Kidnapper, Nocturne

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 battled a Force 7 gale off the east coast. However, as the front passed, almost all the fleet were to suffer the same frustrations as they sailed a "stop-go" course up the Derwent. The race was a long drawn out affair, as the smaller yachts had to battle headwinds

down the east coast, round Tasman Island and then across Storm Bay; most of them also encountering the fickle winds of the Derwent.

1973 - 92 starters

PI YACHT

	ELAPSED TM	TCF	CORR TM
1. Ceil III - W. Turnbull	3-12-05-34	.7786	2-17-28-28
2. Prospect of Whitby - A. Slater	3-07-49-47	.8471	2-19-29-48
3. Rampage - P. Packer	3-12-44-57	.8031	2-20-03-43
4. Taurus - A. G. Lee	3-11-52-25	.8147	2-20-19-54
5. Improbable - D. W. Allen	3-07-09-56	.8666	2-20-36-17
6. Superstar - E. A. Graham	3-09-35-10	.8410	2-20-36-50
7. Love and War - P. Kurts	3-08-27-31	.8547	2-20-46-05
8. Ragamuffin - S. Fischer	3-07-47-16	.8674	2-21-02-54
9. Quailo III - D. Parr	3-06-06-22	.8853	2-21-08-50
10. Mary Blair - P. Riddle	3-13-04-25	.8175	2-21-32-51
11. Queequeg - M. Dowling	3-09-16-34	.8564	2-21-36-17
12. Barnacle Bill - D. Johnstone	3-12-33-45	.8237	2-21-39-14
13. Callipyge II - A. Steichenberger	3-11-57-35	.8311	2-21-46-44
14. Polaris - L. H. Savage	3-13-19-25	.8205	2-22-00-29
15. Matika - A. Pearson	3-21-07-49	.7538	2-22-12-05
16. Pacha - Sir R. Crichton-Brown	3-06-41-56	.8957	2-22-29-25
17. Apollo - P. Jolly	3-02-12-06	.9541	2-22-47-44
18. Skylark - J. L. Ward	4-05-17-01	.7034	2-23-14-34
19. Papillon - J. Wrightson	3-17-01-24	.8025	2-23-26-28
20. Tequila - D'Arcy Whiting	3-11-09-02	.8613	2-23-37-03
21. Siska II - Rolly Tasker	3-03-38-14	.9614	3-00-43-03
22. Quicksilver - B. Wilson	3-19-01-53	.7990	3-00-44-03
23. Onya of Gosford - P. Rysdyk	3-19-23-46	.7972	3-00-51-39
24. Pilgrim - G. Evans	3-21-34-57	.7786	3-00-51-47
25. Morning Hustler - R. Fidock	4-04-14-30	.7305	3-01-13-35
26. Variag - M. Henrion	4-01-09-43	.7540	3-01-15-36
27. Bushwacker - F. D. Spencer	3-22-08-55	.7786	3-01-18-14
28. Runaway - I. Gibbs	3-23-43-14	.7696	3-01-39-59
29. Morning Mischief - R. C. Halliday	4-06-16-08	.7213	3-01-45-59
30. Granny Smith - W. Anderson	4-09-16-22	.7004	3-01-46-54
31. Marara - K. H. Flehr	4-04-20-06	.7357	3-01-48-59
32. Trevassa - F. R. Duffield	3-18-33-33	.8192	3-02-11-09
33. Vittoria - L. J. Abrahams	3-12-32-12	.8099	3-02-27-58
34. Lowana II - K. R. & P. Anderson	3-23-46-55	.7775	3-02-28-13
35. Lady Jane - L. W. Grant	4-01-05-58	.7763	3-03-22-42
36. Kishmul - J. C. Welson	4-02-13-09	.7741	3-04-01-52
37. Patrice - R. J. Kirby	3-23-52-21	.7932	3-04-02-45
38. Mark Twain - R. J. Langman	4-01-41-56	.7786	3-04-04-06
39. Helsal - A. Fisher	3-01-32-09	1.0444	3-04-48-03
40. Gumblossom - P. Joubert	4-14-18-06	.7004	3-05-15-19
41. Boomerang III - H. W. Findlay	4-10-02-25	.7305	3-05-27-44
42. Suraya - K. Steinman	4-07-00-14	.7526	3-05-31-14
43. Koomooloo - R. K. Young	4-01-27-37	.7961	3-05-35-17
44. Maggie - J. Duncanson	4-06-49-29	.7600	3-06-08-47
45. Anaconda - J. Grubic	3-19-06-19	.8611	3-06-27-03
46. Ruffian - J. Kinsella	4-00-13-51	.8184	3-06-45-19
47. Makaretu - N. Gosson	4-01-20-05	.8097	3-06-48-42
48. Mercedes III - K. R. Farlor	4-04-44-18	.7831	3-06-53-17
49. Poitrel II - J. Robson-Scott	4-10-29-33	.7412	3-06-55-55
50. Aquila - J. Park	4-13-23-27	.7318	3-08-03-07
51. Kingurra - G. A. Warner	3-23-44-09	.8410	3-08-30-50
52. Duet - J. P. Diamond	4-11-22-47	.7538	3-08-56-33
53. Hellfire - K. L. Turner	4-14-04-19	.7357	3-09-10-40
54. Aquarius - R. E. Francis	4-09-20-33	.7752	3-09-39-41
55. Zilvergeest II - A. Murray	4-17-23-05	.7249	3-10-11-33
56. Franklin - Royal Australian Navy	4-11-21-28	.7682	3-10-28-19
57. Sirocco - T. & P. Firmstone	4-11-01-13	.7710	3-10-30-45
58. Assegai - E. R. Rooms	4-19-16-20	.7189	3-10-52-09
59. Carol J - J. Oliver	4-12-27-39	.7681	3-11-18-30
60. Binda - A. M. Rundle	4-13-43-26	.7595	3-11-20-59
61. Sundowner - B. Price	3-23-44-54	.8719	3-11-28-58
62. Cardinal Puff - P. D. Rundle	5-01-52-55	.6881	3-11-52-00
63. Inca - E. Julian	4-03-32-12	.8427	3-11-52-46
64. Wild Goose - I. D. Russell	4-12-22-28	.7741	3-11-53-32
65. Ali Baba - B. P. Walpole	4-16-04-04	.7551	3-12-37-20
66. Astrolabe - A. R. Gear	5-02-17-20	.7034	3-14-01-04
67. Morning Mist - A. Neate	4-22-52-27	.7279	3-14-31-42
68. Balandra - Army Eastern Command	4-10-10-42	.8239	3-15-28-48
69. Sequana - M. J. Tilley	5-05-33-10	.6973	3-15-32-52
70. Solent - P. J. & R. Robinson	5-05-46-30	.6974	3-15-42-56
71. Banjo Paterson - J. Jarrett	3-23-41-34	.9205	3-16-05-06
72. Nimba - Royal Australian Navy	5-01-58-40	.7246	3-16-23-06
73. Nudumsky - L. Fallshaw	5-05-43-25	.7079	3-16-59-59
74. Hustler - P. Bates & B. Climo	4-05-50-36	.8742	3-17-01-53
75. Olympia - C. & J. McDermid	5-02-59-00	.7331	3-18-09-32
76. Astelot - J. P. Walker	5-03-12-33	.7390	3-19-03-05
77. Renegade - D. G. Hogg	5-01-49-45	.7521	3-19-37-40
78. Milluna - T. Stokoe	4-23-29-25	.7706	3-20-04-45
79. Sou'wester - N. Holman	5-11-28-15	.7034	3-20-28-36
80. Boomerang VIII - A. M. Kelso	5-06-15-44	.7335	3-20-36-47
81. Nike - C. Davies	5-03-59-50	.7489	3-20-51-41
82. Diamond Cutter - A. Sweeney	5-05-45-09	.7387	3-20-53-35
83. Janzoon II - W. Cavill	5-05-11-40	.7437	3-21-06-25
84. Pisces - H. Lewis	4-19-45-51	.8230	3-23-16-26
85. Tawarri - J. Lewis	4-22-53-15	.8025	3-23-24-26
86. Makulu - H. Blug	5-22-42-33	.6874	4-02-05-53
87. Warana - I. Edwards & P. Sturgess	5-12-24-32	.7661	4-05-26-18
88. Korumburra - K. Boston	5-22-56-51	.7274	4-07-58-48
89. Saracen II - J. H. Jamison	6-02-26-07	.7108	4-08-05-10
90. Valhalla - D. Vanderbent	5-07-41-07	.8899	4-17-37-37

Disqualified: Alcheringa, Ruthean. Division A: Prospect of Whitby
Division B: Rampage. Division C: Ceil III. Division D: Skylark
Fastest Time: Helsal 3-01-32-09

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 enabled Helsal, Apollo and Siska all to better Ondine's previous best elapsed time.

1974 - 63 starters

PI YACHT

	ELAPSED TM	TCF	CORR TM
1. Love and War - P. Kurts	4-04-27-20	.8503	3-13-25-02
2. Bumblebee 3 - J. D. Kahlbetzer	4-01-03-51	.9044	3-15-47-05
3. Granny Smith - W. Anderson	5-06-47-59	.7016	3-16-57-46
4. Mercedes IV - H. T. Kaufman	4-12-19-13	.8236	3-17-12-46
5. Fantasy Rag - J. Musgrove	4-08-53-02	.8604	3-18-14-32
6. Apollo III - A. Bond	4-02-58-56	.9125	3-18-19-16
7. Vittoria - L. J. Abrahams	4-16-36-36	.8064	3-18-48-31
8. Patrice III - R. J. Kirby	4-09-30-22	.8613	3-18-52-21
9. Taurus - A. M. Kelso	4-16-34-59	.8078	3-18-56-40
10. Koomooloo - R. K. Young	4-18-42-19	.7931	3-18-58-22
11. Nudumsky - L. Fallshaw	5-08-08-07	.7101	3-18-59-21
12. Ondine III - S. A. Long	3-13-51-56	1.0642	3-19-22-41
13. Polaris - L. H. Savage	4-17-01-41	.8087	3-19-24-20
14. Poitrel II - J. Robson-Scott	5-04-58-57	.7353	3-19-53-59
15. Apollo - W. Rooklyn	4-00-52-48	.9521	3-20-14-22
16. Ballyhoo - J. Rooklyn	3-16-52-21	1.0426	3-20-39-31
17. Appaloosa - R. T. Spence	5-07-33-34	.7265	3-20-40-19
18. Bacardi - R. J. Gould & W. H. Rockliffe	4-18-37-33	.8095	3-20-47-23
19. Nike - C. E. Davies	5-04-52-19	.7431	3-20-47-32
20. Gumblossom - P. N. Joubert	5-12-59-54	.6990	3-20-57-57
21. Zilvergeest III - A. J. Murray	5-08-05-38	.7263	3-21-02-04
22. Matika II - A. Pearson	5-04-55-07	.7488	3-21-32-21
23. Ali Baba - B. P. Walpole	5-04-05-45	.7556	3-21-46-01
24. Superstar - K. Farlor	4-16-59-20	.8328	3-22-05-50
25. Duet - J. P. Diamond	5-05-50-28	.7484	3-22-10-46
26. Dorothy II - E. W. Wall-Smith	5-09-13-29	.7308	3-22-26-14
27. Balandra - Army Eastern Command	4-19-56-14	.8147	3-22-27-14
28. Brutta Faccia - G. Fornaro	5-02-16-15	.7742	3-22-39-43
29. Huon Chief - H. D. Calvert	5-02-04-24	.7763	3-22-45-56
30. Mark Twain - R. J. Langman	5-03-35-40	.7681	3-22-55-59
31. Binda - A. M. Rundle	5-05-49-16	.7546	3-22-56-41
32. Lollipop - P. W. Kline & I. T. Millar	5-15-30-11	.7016	3-23-04-08
33. Pandora - H. J. James	5-01-01-29	.7866	3-23-11-53
34. Wild Goose - I. D. Russell	5-05-55-44	.7638	4-00-11-04
35. Pintado - E. H. Wilson	5-13-31-12	.7224	4-00-27-17
36. Brumby - P. J. & R. S. Robinson	5-15-30-11	.7127	4-00-43-13
37. Antagonist - R. F. Hickman	5-02-36-57	.7898	4-00-50-31
38. Bushwacker - F. Spencer	5-04-56-00	.7774	4-01-07-23
39. Onya of Gosford - P. Rysdyk	5-16-50-25	.7101	4-01-10-13
40. Willi Willi - J. Hawley	4-18-05-18	.8529	4-01-18-22
41. Pegasus - G. R. W. Snow	5-06-43-49	.7688	4-01-25-49
42. Ruffian - J. Kinsella	5-01-03-50	.8085	4-01-52-49
43. Corroboree - G. Hutchinsonson	5-07-33-43	.7703	4-02-15-40
44. Anaconda - G. R. Ellis	4-19-32-44	.8540	4-02-40-33
45. Savant - K. L. Cox	4-22-37-00	.8325	4-02-44-54
46. Cavellieri - J. P. Partridge	5-21-35-35	.6987	4-02-55-52
47. Hustler - P. Bates & B. Climo	4-18-37-25	.8665	4-03-19-17
48. Avalon - E. J. Slight	5-06-28-58	.7969	4-04-47-38
49. Buccaneer - T. E. Clark	4-00-24-54	1.0477	4-05-00-50
50. Conquista - J. P. Rochford	5-22-23-07	.7101	4-05-06-47
51. Cordon Bleu - J. Violet	5-10-51-49	.7742	4-05-18-52
52. Saracen II - J. H. Jamison	6-00-19-51	.7096	4-06-25-02
53. Helsal - A. Fisher	4-00-50-43	1.0672	4-07-21-12
54. Trevassa - F. R. Duffield	5-10-19-55	.8063	4-09-05-12
55. Catriona M - B. C. Folbigg	5-20-01-01	.7564	4-09-54-31
56. Volante - N. H. Price	4-17-04-57	.9419	4-10-30-44
57. Red Boomer II - W. T. McNeill	5-11-14-24	.8047	4-20-06-29
58. Honeywind - T. H. Bragg	6-01-42-00	.8162	4-22-55-13

Division A: Love and War. Division B: Vittoria.
Division C: Poitrel II. Division D: Granny Smith

Fastest Time: Ondine III 3-13-51-56

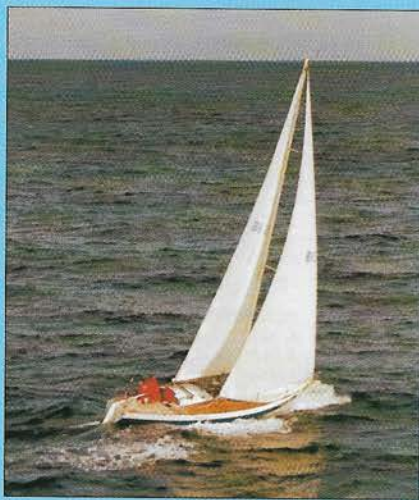
Retired: Come By Chance, Pania II, Ragamuffin, Sirocco, Warri

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 nor'easter 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 TM	TCF	CORR TM
1. Rampage - P. Packer	3-04-43-03	.7988	2-13-16-56
2. Fair Dinkum - P. Robson-Scott	3-10-35-23	.7442	2-13-27-47
3. Superstar - K. Farlor	3-03-13-00	.8228	2-13-53-18
4. Pied Piper - B. F. Geissler	3-07-38-58	.7774	2-13-55-10
5. Prospect of Ponsonby - N. R. Angus	3-07-59-06	.7752	2-14-00-16



1975 - Rampage



1976 - Piccolo



1977 - Kialoa

6.Brer Fox - Marshall Bros	3-07-41-40	.7784	2-14-02-03	73.Willi Willi - J.Goddard	3-10-25-04	.8324	2-20-36-17
7.Noryema - R.Amey	3-00-52-39	.8529	2-14-09-26	74.Lollipop - I.Millar & P.Kline	4-02-05-21	.7016	2-20-49-10
8.Polaris - L.H.Savage	3-05-30-58	.8052	2-14-24-58	75.Buccaneer - T.E.Clark	2-18-28-06	1.0434	2-21-21-11
9.Duet - J.P.Diamond	3-12-56-04	.7453	2-14-26-07	76.Tina of Melbourne - A.Tsakamakis	3-21-41-25	.7400	2-21-20-07
10.Dragonfyre - R.C.Genders	3-12-56-04	.7355	2-14-28-10	77.Appaloosa - R.T.Spence	4-01-11-10	.7135	2-21-20-32
11.Hornet - J.Duncanson	3-12-22-08	.7442	2-14-47-14	78.Anaconda - G.R.Ellis	3-09-50-10	.8505	2-21-36-14
12.Pilgrim - J.H.Ratten	3-10-23-16	.7650	2-15-01-36	79.Skylark - J.L.Ward	4-03-40-04	.6987	2-21-38-16
13.Dancing Mouse - C.McGarry	3-12-59-04	.7454	2-15-20-51	80.Sir Henry Merkin - T.S.Martin	3-04-35-33	.9095	2-21-39-39
14.Huon Lass - M.Champion	3-11-38-37	.7583	2-15-25-37	81.Miyakadori III - H.Okazaki	3-05-36-13	.8992	2-21-46-52
15.Blue Poles - J.A.Harris	3-13-24-45	.7431	2-15-28-12	82.Pandora - H.James	3-17-15-35	.7834	2-21-55-34
16.Love and War - P.Kurts	3-02-38-46	.8503	2-15-28-18	83.Aquila - M.E.Braham	4-01-17-11	.7195	2-21-59-51
17.Warri - J.H.Bleakley	3-11-45-13	.7587	2-15-32-38	84.Imogene - B.Bowden	3-10-23-19	.8646	2-23-13-59
18.Corinthian - D.R.Hooper	3-01-35-03	.8646	2-15-37-15	85.Saracen II - J.H.Jamison	4-05-37-31	.7067	2-23-49-07
19.Nike - C.E.Davies	3-13-29-24	.7442	2-15-37-18	86.Ali Baba - J.E.Crisp	4-00-18-17	.7465	2-23-53-29
20.Fantasy Rag - J.Musgrove	3-02-00-42	.8604	2-15-40-47	87.Gretel - Gretel Syndicate	3-02-31-42	.9651	2-23-55-38
21.Apollo II - R. & I.Thurston	3-03-12-07	.8477	2-15-44-55	88.Shioji Too - Y.Ikeda	3-21-19-20	.7805	3-00-50-17
22.Meltemi - B.C.Psalts	3-05-33-18	.8220	2-15-45-06	89.Rough Red - K. Le Compte	4-04-05-30	.7320	3-01-16-02
23.Patrice III - R.Kirby	3-02-14-48	.8596	2-15-49-21	90.Marsude - P.H.Menere	4-01-15-15	.7617	3-02-04-43
24.Kailua - J.B.Senior	3-02-37-49	.8554	2-15-50-20	91.Tanglefoot - D.R.Hart	4-01-01-35	.7355	3-03-46-33
25.Brutta Faccia - G.Fornaro	3-10-23-01	.7752	2-15-51-50	92.Barbarian - V.Wilman, Chtr.	4-03-54-19	.7669	3-04-37-02
26.Moonbird - S.G.Kuhn	3-12-14-50	.7586	2-15-54-35	93.Bravura - R.Mylar	4-14-17-09	.6962	3-04-47-05
27.Huon Chief - H.D.Calvert	3-10-30-06	.7763	2-16-02-46	94.Sea Jade - L.W.Grant	4-16-02-05	.7075	3-07-15-52
28.Natelle Two - K.Wright	3-06-18-07	.8181	2-16-03-32	95.Excalibur - R.T.MacDonald	4-12-33-43	.7407	3-08-24-43
29.The Fox - Anderson Bros	3-10-23-44	.7805	2-16-18-35	96.Myuna II - E.N.Kindred	4-10-20-29	.7567	3-08-28-07
30.Tempo - C.Johnson & N.Vitali	3-10-45-00	.7774	2-16-19-47	97.Silhouette - J.K.Rae	5-03-03-45	.7956	3-21-28-42
31.Diamond Cutter - A.Sweeney	3-11-39-30	.7720	2-16-34-30	98.Antagonist - R.F.Hickman	3-16-54-11	.7826	2-21-34-32
32.Hustler - B.Climo & P.Bates	3-03-00-33	.8629	2-16-43-31	99.Boomerang of Belmont - A.G.Burgin	3-08-26-20	.8533	2-20-38-19
33.Bedouin - T.Michilis	3-15-12-05	.7431	2-16-47-58				
34.Quickstep - H.L.Smith	3-11-26-22	.7774	2-16-51-57				
35.Apollo III - A.Bond	2-23-54-01	.9029	2-16-55-07				
36.Vittoria - L.J.Abrahams	3-08-34-17	.8064	2-16-58-22				
37.Mercedes III - A.T.Clutton	3-11-50-25	.7757	2-17-02-06				
38.Sunbird V - T.Yamasaki	3-01-31-50	.8847	2-17-03-09				
39.Koomooloo - R.K.Young	3-10-23-09	.7931	2-17-20-25				
40.Whispers of Wellington - G.Stagg	3-08-28-06	.8124	2-17-22-21				
41.Thunderbolt - L.P.Harding	3-19-01-27	.7182	2-17-22-25				
42.Pintado - E.H.Wilson	3-19-07-13	.7183	2-17-27-06				
43.Windward Passage - R.M.Johnson	2-14-59-52	1.0401	2-17-31-26				
44.Geronimo - A.G.Lee	3-04-16-09	.8596	2-17-33-40				
45.Quicksilver - R.Wilson	3-10-23-39	.7968	2-17-39-06				
46.Ruthless - P.Hill	3-12-27-19	.7774	2-17-39-20				
47.Siska - R.L.Tasker	3-02-43-13	.8792	2-17-41-39				
48.Mary Blair - J.Savage & F.Short	3-10-01-08	.8026	2-17-49-42				
49.Mercedes IV - H.T.Kaufman	3-08-01-25	.8236	2-17-54-27				
50.Thundercloud - D.Hogg & A.Stewart	3-12-48-59	.7774	2-17-56-10				
51.Quando - J.D.Edmonds	3-02-39-20	.8854	2-18-06-00				
52.Bacardi - R.Gould & W.Rockliffe	3-10-22-47	.8026	2-18-07-05				
53.Leda - N.E.Gosson	3-00-01-13	.9189	2-18-10-46				
54.Vago - H.Takeda	3-06-19-02	.8452	2-18-11-37				
55.Kialoa - J.B.Kilroy	2-14-36-56	1.0573	2-18-12-12				
56.Anticipation - S.Brown Syndicate	3-01-58-06	.8954	2-18-13-52				
57.Tawari - J.D.Lewis	3-10-35-12	.8038	2-18-22-59				
58.Anduril - R.E.Carter	3-11-23-43	.7978	2-18-31-58				
59.Westwind - K. & R.Findlay	3-14-17-58	.7710	2-18-32-13				
60.Pegasus - G.Snow	3-15-45-36	.7595	2-18-39-13				
61.Apollo - S.Barrett	2-22-12-19	.9482	2-18-34-07				
62.Balandra - Army Eastern Command	3-10-23-50	.8113	2-18-50-56				
63.Binda - A.M.Rundle	3-17-14-04	.7515	2-19-03-35				
64.Rebel - R.E.Francis	3-18-34-36	.7419	2-19-11-56				
65.Tuppence - T.Barranger	3-18-41-01	.7430	2-19-22-41				
66.Giddee - D.Ingall	3-07-59-25	.8446	2-19-33-35				
67.Taurus - A.M.Kelso	3-12-23-12	.7999	2-19-30-03				
68.Brumby - R. & R.Robinson	3-23-30-30	.7088	2-19-41-47				
69.Ballyhoo - J.Rooklyn	2-16-41-05	1.0493	2-19-52-25				
70.Plum Crazy - M.Bowen & G.Thomas	4-01-18-16	.6987	2-19-59-12				
71.Morning Star - Swarbrick Bros	3-21-04-25	.7263	2-20-02-07				
72.Pacha - Sir Robert Crichton-Brown	3-05-08-51	.8856	2-20-19-19				

Division A: Corinthian. Division B: Rampage.
Division C: Pied Piper. Division D: Fair Dinkum
Fastest Time: Kialoa 2-14-36-56

Retired: Matika II, Savant, Zilvergeest III

1975 Weather: The fleet started on the last day of a SE pattern with winds ranging from 10-20 knots. A good clip was maintained in reaching conditions. 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 15-25 knots. On the 29th it was N 20-30 knots which held through the 30th when the tail-enders experienced moderate SE conditions. Thus, conditions were virtually ideal for a fast run. No less than nine yachts lifted their skirts and beat Helsal's previous record.

1976 - 85 starters

PI YACHT	ELAPSED TM	TCF	CORR TM
1.Piccolo - J.Pickles	4-05-30-15	.7857	3-07-45-07
2.Rockie - P. & R.Kingston	4-07-30-12	.7774	3-08-27-49
3.Ragamuffin - S.Fischer	3-21-49-58	.8638	3-09-03-10
4.Love and War - P.Kurts	3-23-54-39	.8469	3-09-13-37
5.Bacardi - R.Gould & W.Rockliffe	4-06-10-44	.7966	3-09-23-45
6.Natelle Two - N.S.Girdis	4-03-28-25	.8190	3-09-28-08
7.Patrice III - R.J.Kirby	3-23-45-16	.8537	3-09-44-44
8.Dynamite - P.Smith	4-05-18-03	.8114	3-10-11-44
9.Apollo II - R.I.Thurston	4-01-15-25	.8468	3-10-21-26
10.Ruffian - J.Kinsella	4-07-06-32	.8021	3-10-42-13
11.Chauvinist - J.Wareham	4-23-12-07	.6975	3-11-08-36
12.Queequeg - P.Beildeding	4-03-31-31	.8401	3-11-36-40
13.Ghost - K. & R.Barry-Cotter	4-16-35-40	.7442	3-11-47-34
14.Muloka - C.J.Wilkinson	4-20-40-39	.7223	3-12-16-34
15.Apollo - W.Rooklyn	3-17-16-40	.9468	3-12-31-42
16.Ballyhoo - J.Rooklyn	3-07-59-26	1.0573	3-12-34-26
17.Diamond Cutter - A.Sweeney	4-13-42-48	.7710	3-12-35-20
18.Hot Prospect II -			
Heuchmar Everitt Moran & Partners	4-13-01-20	.7763	3-12-38-02
19.Lots Wife - R.Montgomery	5-01-57-47	.6962	3-12-54-38
20.Taurus - A.M.Kelso	4-10-48-57	.7966	3-13-05-22
21.Rampage - E.N.Fuller	4-11-30-14	.7924	3-13-11-10
22.Antagonist - R.G.Hickman	4-14-38-30	.7701	3-13-12-19
23.Matika III - A.Pearson	4-13-40-03	.7774	3-13-15-20
24.Geronimo - A.G.Lee	4-03-58-40	.8529	3-13-16-16

25. Wainunu IV - R.A. Lee	4-09-44-10	.8074	3-13-22-17	29. Whispers of Wellington - G.R. Staggs	5-02-13-19	.8027	4-02-06-27
26. Invincible - R.H. Cawse	4-13-51-49	.7774	3-13-24-29	30. Dancing Mouse - C. McGarry	5-13-19-37	.7353	4-02-07-09
27. Mercedes III - A.T. Clutton	4-14-02-25	.7763	3-13-25-27	31. Bacardi - J. Gould	5-03-55-21	.7933	4-02-18-28
28. Kestrel - R.H. Fidock	4-14-12-40	.7752	3-13-26-08	32. Golden Eagle - J.W. Granger	5-06-28-35	.7774	4-02-19-22
29. Farr Out - P.H. Winkless	4-14-05-01	.7774	3-13-34-44	33. Kestrel - R.H. Fidock	5-07-03-27	.7752	4-02-29-42
30. Huon Chief - H.D. Calvert	4-14-40-20	.7752	3-13-47-35	34. Concubine - J. McTaylor	5-12-31-30	.7442	4-02-37-30
31. Brer Fox - R.W. Jackman	4-14-14-18	.7795	3-13-55-51	35. Merinda - A.G. Taylor	5-21-47-23	.6962	4-02-42-50
32. Ricochet II - G.L. Finlay	5-00-12-47	.7199	3-14-32-29	36. Mercedes III - A.T. Clutton	5-07-57-27	.7730	4-02-54-40
33. Zilvergeest III - A.J. Murray	5-00-21-38	.7234	3-15-04-08	37. Martine - P.K. Gourlay	5-23-49-55	.6877	4-02-54-47
34. Matika II - Roxburgh Partners	4-20-59-54	.7442	3-15-04-13	38. Farr Out - E. Vidor	5-07-30-51	.7763	4-02-59-21
35. Brumby - R. & R. Robinson	5-02-58-52	.7088	3-15-10-08	39. Knockout - Sir Max Aitken	5-01-19-04	.8181	4-03-15-00
36. Vittoria - L.J. Abrahams	4-12-32-57	.8064	3-15-32-03	40. Brumby - P. & R. Robinson	5-22-48-43	.6990	4-03-49-31
37. Saracen II - J.H. Jamison	5-04-39-25	.7036	3-15-42-31	41. Pandora II - M.W.D. Phillips	5-02-19-01	.8179	4-04-02-35
38. Dancing Mouse - G. McGarry	4-22-32-34	.7442	3-16-13-10	42. Variag - M. Herion	5-16-24-18	.7380	4-04-40-01
39. Leda - N.E. Gosson	3-23-40-29	.9232	3-16-19-37	43. Billabong - P.N. Joubert	5-14-55-21	.7465	4-04-43-10
40. Ruthless - P. Hill	4-17-29-03	.7784	3-16-20-10	44. Blue Moon - W. Anderson	5-12-32-47	.7628	4-05-06-23
41. Chaos - R.T. Spence	4-17-41-02	.7774	3-16-22-40	45. Bravura - I. Loube	4-19-20-03	.8768	4-05-07-30
42. Balandra - W.R. Carpenter	4-13-45-50	.8079	3-16-40-42	46. Patrice III - R.J. Kirby	4-16-22-29	.8554	4-00-07-31
43. Thunderbolt - L.P. Harding	5-04-27-58	.7152	3-17-01-05	47. Mulberry - M. Lovett	6-04-53-02	.6987	4-05-40-22
44. Pintado - E. Wilson	5-04-36-27	.7154	3-17-08-39	48. Streaker - R.H. Cawse	5-12-23-45	.7681	4-05-41-36
45. Vanessa - B.K. Jagger	5-08-18-42	.6962	3-17-19-50	49. Wainunu IV - J. Garner & D. Strong	5-07-00-13	.8041	4-06-07-25
46. Mercedes IV - M.E. Brahm	4-13-33-57	.8236	3-18-14-18	50. Polaris - L.H. Savage	5-06-27-55	.8086	4-06-15-35
47. Sundance - D. Smith	5-10-57-29	.6987	3-19-30-01	51. Miko - D. Burfitt	6-03-14-59	.6959	4-06-28-16
48. Banjo Paterson - J. Jarret	4-05-42-25	.9064	3-20-11-14	52. Thundercloud - D. Hogg & A. Stewart	5-13-10-32	.7731	4-06-57-29
49. Binda - I.D. Ritchie	5-03-09-21	.7494	3-20-17-36	53. Chaos - R.T. Spence	5-12-27-55	.7774	4-06-58-43
50. Samia - P. Rae	5-08-16-51	.7240	3-20-52-31	54. Shenandoah - J.R. Charody	6-05-10-30	.6959	4-07-48-39
51. Artemis - D.J. Millikan	5-12-23-15	.7075	3-21-39-51	55. Bang Bang - D.W. Baxter	5-13-09-51	.7815	4-08-04-04
52. Landfall - K. Elliott	5-02-44-50	.7699	3-22-30-11	56. Apollo III - A. Bond	4-20-26-58	.8965	4-08-23-49
53. Hi-Jaque - J. Violet	5-02-11-22	.7752	3-22-43-17	57. Lots Wife - R.S. Montgomery	6-08-45-15	.6933	4-09-54-16
54. Ichthus - R.P. Delbridge	5-10-27-49	.7290	3-23-06-29	58. Leda - N. Gosson	4-20-59-00	.9121	4-10-42-02
55. Anitra May - R. Walters	4-23-54-25	.7955	3-23-23-10	59. Manu Kai - J.W.B. Barry	5-20-08-32	.7628	4-10-54-02
56. Wild Goose - I.D. Russel	5-06-21-30	.7576	3-23-43-45	60. Rogue - V.D. Emilio	5-20-24-15	.7681	4-11-50-40
57. Freedom - C.T. Martin	5-08-21-21	.7461	3-23-45-59	61. Anna Drie - H.J. Kropp	5-15-37-01	.8031	4-12-54-50
58. Quasar - B.J. Sutherland	4-13-38-54	.8908	4-01-40-29	62. Anaconda II - J.			
59. Anaconda II - J. Grubic	3-22-29-37	.10421	4-02-28-18	Australian Army Sailing Association	4-10-03-27	.10291	4-13-08-38
60. Obsession - B. Tardew	4-21-09-33	.8477	4-03-18-57	63. Meltemi - B.C. Psaltis	5-17-46-55	.8154	4-16-20-51
61. Nirimba - Royal Australian Navy	5-18-45-03	.7176	4-03-34-03	64. Thylacine - J.W. Burton	6-08-36-00	.7364	4-16-22-29
62. Carmen - K. Bourke	6-00-26-00	.6920	4-03-56-52	65. Second Lady - G. Scherwinski	6-08-44-25	.7477	4-18-12-14
63. Nand II - R.O. Chapman	5-13-55-53	.7514	4-04-38-10	66. Fireball II - M. Bayliss	5-17-43-35	.8537	4-21-34-37
64. Willi Willi - J. Goddard	5-03-41-35	.8290	4-06-32-30	67. Freanda - J.A. Carr	5-15-13-57	.9051	5-02-23-56
65. Scarlet - L.J. Job	5-21-51-49	.7236	4-06-39-09	68. Breadfruit - R. Sill	5-14-42-38	.7442	5-04-15-06
66. Anna Drie - J. Krop	5-06-24-40	.8162	4-07-10-36	69. Nirimba - Royal Australian Navy	7-23-05-09	.7186	5-17-18-51
67. Quest - R. Cruikshank	5-07-02-17	.8152	4-07-33-41	70. Queequeg - G.R. Young	5-01-19-04	.8375	4-05-27-51
68. Adria Australis - A. Harry	5-04-05-18	.8375	4-07-55-26	Disqualified: Cordon Bleu, Vanessa			
69. Jindivik - H. Bohill	6-00-25-26	.7308	4-09-32-42	Fastest Time: Kialoa 3-10-14-09			
70. Nijumi - R.B. Grenda	5-09-25-49	.7171	3-20-48-52	Division A: Kialoa. Division B: Brer Fox. Division C: Zilvergeest III. Division D: Lollipop			

Two Ton Division: Natelle Two

One Ton Division: Rockie

Three quarter Ton Division: Ghost

Half Ton Division: Chauvinist

Division A: Ragamuffin. Division B: Piccolo. Division C: Ghost. Division D: Chauvinist

Fastest Time: Ballyhoo 3-07-59-26

Retired: Aztec, Betula, Cordon Bleu, Kintama, Lollipop, Lyndal, Meltemi, Polaris, Providence, Rogue, Shenandoah, Smilie, Storm Bay, Trevassa, Woflam IV.

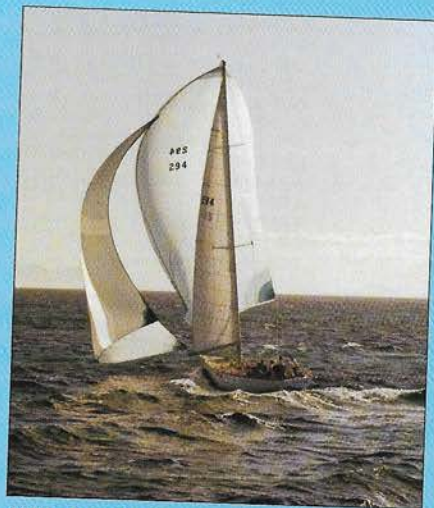
1976 Weather: The start was in light NE winds of about 8 knots which freshened in the afternoon. By early evening it had turned to a 25 knot southerly which reached 40 knots during the night. On the 27th it was NE again with 5-10 knots most of the day turning to SW 5-10 knots during the night. By the next morning it was blowing 35 knots and later W 30 gusting 40 knots. By morning of the 29th 8 boats had retired and 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

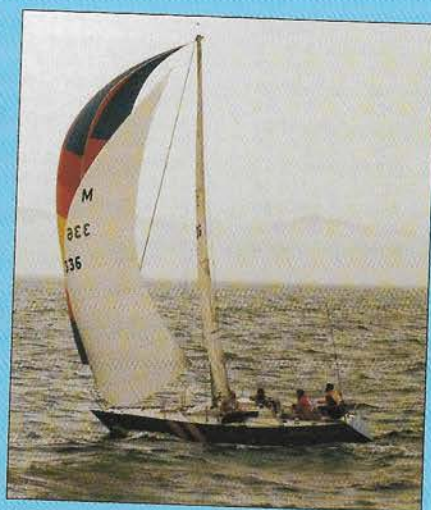
PI YACHT	ELAPSED TM	TCF	CORR TM
1. Kialoa - J.B. Kilroy	3-10-14-09	1.0454	3-13-58-10
2. Ragamuffin - S. Fischer	4-06-29-42	.8596	3-16-09-17
3. Windward Passage - F. Johnson	3-12-39-00	1.0435	3-16-19-56
4. Lollipop - P. Kline & I. Millar	5-15-39-10	.6931	3-22-01-15
5. Natelle II - N.S. Girdis	4-19-26-52	.8162	3-22-13-43
6. Brer Fox - R.W. Jackman	5-02-35-06	.7711	3-22-31-31
7. Jenny H - Jenny H Syndicate	5-01-48-48	.7774	3-22-41-52
8. Antagonist - R.F. Hickman	5-02-40-47	.7732	3-22-51-21
9. Piccolo - J. Pickles	5-02-06-18	.7774	3-22-55-28
10. Apollo - J. Rooklyn	4-05-33-04	.9391	3-23-22-00
11. Pinta - W. Illbruck	4-20-17-54	.8218	3-23-34-27
12. Zilvergeest III - A.J. Murray	5-13-06-04	.7193	3-23-44-23
13. Dynamite 2 - P.S. Smith	4-20-32-05	.8236	3-23-45-30
14. Dameel - W.A. Currie	5-02-21-29	.7846	4-00-00-08
15. Rampage - E.N. Fuller	5-02-11-47	.7860	4-00-02-47
16. Winsome 77 - D.D. May	4-20-54-25	.8218	4-00-04-27
17. Farrava - B.G. Campbell	4-20-31-21	.8246	4-00-05-04
18. Aquila - B. Edmunds & J. Aitken	5-14-39-02	.7136	4-00-05-12
19. Sweeney Todd - D.W. Blainey	5-16-58-58	.7016	4-00-06-26
20. Nyamba - J.G. Hardy	4-21-35-45	.8181	4-00-12-19
21. Nitro - G. & R. Edgerton	4-21-04-12	.8236	4-00-25-08
22. Love and War - P. Kurts	4-20-02-10	.8333	4-00-41-34
23. Vittoria - L.J. Abrahams	5-02-22-23	.7933	4-01-04-43
24. Humdinger - W.B. Northam	5-20-06-31	.6933	4-01-08-14
25. Barnacle Bill - J. & D. Dirksen	5-01-05-52	.8045	4-01-25-23
26. Apollo II - R. & I. Thurston	4-20-29-29	.8375	4-01-33-42
27. Dynamite - R.E. Walters	5-00-29-16	.8114	4-01-45-50
28. Perie Banou - J. & C. Sanders	5-14-43-33	.7281	4-02-05-38

1978 - 97 starters

PI YACHT	ELAPSED TM	TCF	CORR TM
1. Love and War - P. Kurts	4-04-45-43	.8358	3-12-13-00
2. Margaret Rintoul II - S.R. Edwards	4-03-34-39	.8499	3-12-37-51
3. Constellation - J.W. Garner	4-04-08-15	.8613	3-14-14-54
4. Streaker - B.C. Ryan	4-22-42-34	.7660	3-18-55-53
5. Matika II - A. Pearson	5-06-32-00	.7335	3-20-48-43
6. Apollo - J. Rooklyn	4-02-23-24	.9458	3-21-03-26
7. Peacock - K.W. & R.M.H. Adams	5-10-52-00	.7127	3-21-16-07
8. Deception - D. Hankin	4-22-39-34	.7877	3-21-28-04
9. Sinnerman - G.D. Finchett	5-10-33-00	.7174	3-21-39-23
10. Billabong - P.N. Joubert	5-07-49-00	.7454	3-23-15-42
11. Casablanca - K. Page	4-04-26-52	.9503	3-23-27-19
12. Huon Chief - H.D. Calvert	5-05-26-00	.7628	3-23-40-49
13. Diamond Cutter - A. Sweeney	5-06-04-00	.7597	3-23-46-22
14. Vittoria - L.J. Abrahams	5-01-23-13	.7910	4-00-01-01
15. Antagonist - R.F. Hickman	5-05-45-00	.7638	4-00-02-52
16. Cordon Bleu - K. Dorrell	5-09-15-00	.7449	4-00-16-41
17. Vanguard - R.H. Cawse	5-01-26-40	.7928	4-00-16-52
18. Western Morning - D.W. Blainey & P.R. Stockfield	5-14-56-00	.7163	4-00-39-09
19. Thunderbolt - L.P. Harding	5-15-04-00	.7167	4-00-48-08
20. Brer Fox - R.W. Jackman	5-06-38-00	.7649	4-00-51-42
21. White Pointer - K.R. Le Compte	5-05-09-00	.7795	4-01-33-15
22. Pilgrim - J.H. Ratten	5-09-18-00	.7556	4-01-41-56
23. Sweet Caroline - M.W.D. Phillips	4-22-55-54	.8218	4-01-44-16
24. Priority - D.J. Pryor	5-05-44-00	.7795	4-02-00-32
25. Rampage - E.N. Fuller	5-05-44-00	.7838	4-02-32-59
26. Relentless - P. Hankin	5-05-26-00	.7887	4-02-55-45
27. Zilvergeest III - A.J. Murray	5-18-14-00	.7163	4-03-00-59



1978 - Love & War



1979 - Screw Loose



1980 - New Zealand

28. Chaos - R.T. Spence	5-06-07-00	.7863	4-03-09-55
29. Rogue - R.M. White	5-10-34-00	.7649	4-03-52-13
30. Rockie - P.S. Kingston	5-07-24-00	.7853	4-04-02-49
31. Bang Bang - D.W. Baxter	5-06-37-00	.7902	4-04-03-08
32. Hercules - J.H. C.M. & S.P. Will	6-00-43-07	.6931	4-04-18-16
33. Lots Wife - R.S. Montgomery	6-01-34-48	.6905	4-04-31-22
34. Onya of Gosford - P. Rysdyk	5-05-59-00	.8000	4-07-47-11
35. Natelle II - A.G. Lee	5-04-41-00	.8092	4-04-53-37
36. Mary Blair - G.A. Blok	5-06-51-00	.7964	4-05-01-24
37. Canon - J. Harry	6-01-47-45	.6931	4-05-03-03
38. Solandra - R.W. Escott	6-01-44-19	.6939	4-05-04-40
39. Merinda - A.G. Taylor	6-01-37-18	.6946	4-05-08-55
40. Meltemi - B.C. Psaltis	5-05-01-00	.8121	4-05-31-33
41. Mirabooka - J. Benetto	5-04-47-00	.8145	4-05-38-09
42. Polaris - T. Goto	5-06-00-00	.8070	4-05-40-55
43. Matika III - K.C.D. Roxburgh & D.L. Don	5-06-55-00	.8057	4-06-15-24
44. Mercedes IV - D.L. Braham	5-04-45-00	.8238	4-06-46-08
45. Mercedes V - H. Janes	5-05-47-00	.8181	4-06-54-12
46. Manu Kai - J.W.B. Barry	5-15-28-00	.7597	4-06-54-50
47. Satin Sheets - A.A. Strachan	5-04-47-00	.8255	4-07-00-31
48. Runaway - K.E. Millin	5-10-28-00	.7905	4-07-08-02
49. Ricochet II - G.L. Finlay	6-00-47-42	.7141	4-07-23-53
50. Helsal - H.A. Fisher	4-03-02-09	1.0468	4-07-40-43
51. Anaconda II - J. Grubic	4-05-01-21	1.0315	4-08-12-16
52. Dynamite - R.E. Walters	5-05-39-00	.8310	4-08-24-54
53. Perie Banou - J.W. & C.C. Sanders	6-01-01-03	.7219	4-08-41-17
54. Fuzzy Duck - C.A. Troup	6-05-56-55	.6987	4-08-46-08
55. Hi-Jacque - J.H. Violet	5-18-21-00	.7586	4-08-57-08
56. Bravura - C.K. Charles	6-06-21-28	.6987	4-09-03-17
57. Chance - W. & J. Rice	6-00-12-57	.7323	4-09-36-33
58. Vanessa - B.K. & K.A. Jagger	6-08-57-04	.6905	4-09-36-45
59. Breadfruit - R. Sill	5-23-54-21	.7353	4-09-48-50
60. Scorpion - R.W. Clemens	5-05-51-00	.8443	4-10-15-18
61. Horner - D. Flecker & A. Hurburgh	6-01-32-03	.7323	4-10-34-28
62. Suraya - K. Spencer	6-01-36-28	.7330	4-10-43-49
63. Arethusa - G. Knightly	5-04-47-00	.8571	4-10-57-06
64. Quadriple - Army Sailing Club	6-02-15-04	.7323	4-11-05-58
65. Jisuma - W. Rockliffe	6-01-27-51	.7401	4-11-39-28
66. Second Lady - G. Scherwinski	6-01-51-25	.7398	4-11-54-17
67. Joker - W.P. Webb	6-13-34-07	.6849	4-11-55-07
68. Spirit - P.D. Rundle	5-05-04-00	.8630	4-11-55-57
69. Silver Cloud - A.G. McComb	6-01-31-55	.7442	4-12-18-17
70. Callala - A.J. & R.K. Birtles	5-22-35-07	.7634	4-12-50-58
71. Mystic Seven - N.G. Chidgey	6-01-37-18	.7493	4-13-06-51
72. Cobweb - W.M. Griffiths	6-02-02-52	.7515	4-13-45-17
73. Lowana II - D. Millikan	6-01-32-36	.7546	4-13-49-37
74. Blue Moon - W. Anderson	6-00-58-30	.7576	4-13-49-59
75. Utiekah IV - G. Hennicke	5-22-42-18	.7730	4-14-18-39
76. Morning Matilda - R.P. McIntyre	6-09-11-24	.7208	4-14-25-09
77. Humbug - R.L. Bugg	6-12-30-34	.7075	4-14-43-49
78. Tolten - D.A. Job	6-01-33-22	.7619	4-14-53-57
79. Genghis Khan - R. Huntley	5-07-20-00	.8711	4-14-55-12
80. Freanda - J.A. Carr	5-06-46-00	.8834	4-15-59-08
81. Willi Willi - J. Goddard	5-05-58-00	.8914	4-16-17-12
82. Odin - W.L. Gilbert	6-01-44-09	.7728	4-16-37-28
83. Sundance - P.W. Daniel	6-22-35-04	.6956	4-19-52-34
84. Gretel - B. Lewis	5-04-45-00	.9395	4-21-12-09
85. Touchwood - D.P. & V.A. Brooker	6-00-29-34	.8171	4-22-03-54
86. Klinger - T.N. Cassidy	8-04-48-42	.7211	5-21-55-15
87. Rimfire - E.W. Wall-Smith	5-07-56-00	.8372	4-11-06-20

Fastest Time: Apollo 4-02-23-24

Division A: Love and War. Division B: Deception.

Division C: Streaker. Division D: Peacock

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

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 2400 hrs and turned SE 10-15 knots later in the day leaving the yachts close hauled towards Gabo Island. Overnight the seven leaders 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 rest of the fleet experienced frustrating calms down the Tasmanian coast and in Storm Bay.

1979 - 147 starters PI YACHT

	ELAPSED TM	TCF	CORR TM
1. Screw Loose - R.J. Cumming	4-12-54-38	.6934	3-03-31-06
2. Wheelbarrow - I.C. Tringham	4-12-59-13	.6934	3-03-34-17
3. Apalie - Apalie Syndicate	4-13-05-51	.6931	3-03-36-55
4. Shenandoah - J.R. Charody	4-13-33-32	.6902	3-03-37-03
5. Quintal - H.C. Knoop	4-13-19-50	.6962	3-04-06-57
6. Nire Lowa - A.T. Floyd	4-14-45-23	.6902	3-04-26-38
7. Merinda - A.G. Taylor	4-15-13-02	.6918	3-04-56-24
8. Chauvinist - P. Winkler	4-15-47-39	.6902	3-05-09-37
9. Silvergeest III - A.J. Murray	4-12-17-34	.7133	3-05-14-42
10. Morning Hustler - J.H. Cowell	4-12-51-00	.7133	3-05-38-33
11. Thunderbolt - L.P. Harding	4-13-06-18	.7137	3-05-52-05
12. Quetzal - P. North	4-13-05-51	.7139	3-05-53-04
13. Cherry Cheer - P. Attrill	4-17-37-38	.6863	3-05-58-56
14. Lollipop - I.T. Millar	4-17-31-56	.6874	3-06-02-31
15. Bumblebee 4 - J.D. Kahlbetzer	3-01-45-52	1.0628	3-06-23-48
16. Ghost Too -			
K. Roxburgh, C. Graham & W. Hoare	4-11-40-13	.7293	3-06-31-26
17. Pimpernel - J.H. Holland	4-14-06-47	.7145	3-06-40-32
18. Puss 'N' Boots - H. Boot	4-12-55-59	.7234	3-06-48-07
19. Relentless - P. Hankin	4-05-16-58	.7784	3-06-50-18
20. Chance - W. & J. Rice	4-12-14-17	.7293	3-06-56-16
21. Zeus II - J.R. Dunstan	4-18-32-09	.6899	3-07-01-05
22. Blue Moves - B.A. Moore	4-12-20-59	.7316	3-07-16-07
23. Tina Two - K.V. Dyer	4-18-56-12	.6902	3-07-19-45
24. Auriga - M.P. Stubbing	4-14-07-36	.7238	3-07-42-34
25. Belita IV - D.R. Anderson	4-13-30-09	.7288	3-07-48-19
26. Sgian Dubh - R.W. Lean	4-15-09-15	.7186	3-07-52-31
27. Vanguard - R.H. Cawse	4-04-56-43	.7918	3-07-55-42
28. Brumby - P. & R. Robinson	4-19-20-36	.6934	3-07-58-44
29. Billabong - P.N. Joubert	4-12-38-41	.7364	3-08-00-21
30. Amon-Re - D. Smith	4-12-48-27	.7357	3-08-02-58
31. Hecate - W.J. Tedmanson	4-14-09-51	.7271	3-08-06-01
32. Revenge - P.H.I. Green	4-13-20-10	.7327	3-08-06-38
33. Spider - D. Currie	4-12-26-02	.7391	3-08-08-36
34. Second Lady - G. Scherwinski	4-12-48-23	.7369	3-08-10-45
35. Wathara II - E.J.C. & R.E.C. Stopp	4-12-18-12	.7410	3-08-15-09
36. Wimaway - A. Barry	4-12-55-58	.7375	3-08-20-16
37. Orani - W.G.P. Read	4-12-14-15	.7433	3-08-27-10
38. Smackwater Jack - P. Whiting	4-06-56-45	.7846	3-08-46-16
39. Deception - J.H. Bleakley	4-06-58-12	.7846	3-08-47-24
40. Big Schott - A. Pearson	4-03-49-47	.8119	3-09-03-06
41. Huon Chief - H.D. Calvert	4-10-49-41	.7597	3-09-09-26
42. Maria - M. Preston & D. Kelly	4-12-46-24	.7463	3-09-10-39
43. Hercules - M.H. C.M. & S.P. Will	4-10-26-15	.7628	3-09-11-25
44. Mystic Seven - N.D. Chidgey	4-12-51-42	.7462	3-09-13-57
45. Vivacious - J.A. Brown	4-22-09-08	.6877	3-09-15-11
46. Miko - D. Burfitt	4-21-39-34	.6915	3-09-21-41
47. Cav - S. Parnell	4-16-39-19	.7225	3-09-23-36
48. Jedaka - H. Kuhn	4-13-44-42	.7420	3-09-25-50
49. Shogun - B. Sutton	4-03-26-25	.8190	3-09-26-29
50. Sweet Caroline - M.W.D. Phillips	4-03-00-29	.8246	3-09-38-31
51. Binda - I.D. Ritchie	4-14-12-13	.7410	3-09-39-39
52. Sagitta - B. & W. Hellenen	4-17-08-37	.7222	3-09-42-44

53. Shenandoah - R.A. White	4-12-19-20	.7546	3-09-44-23
54. Solandra - R.W. Escott	4-22-32-59	.6911	3-09-55-46
55. The Sting - A.M. Rundle	4-10-48-07	.7680	3-10-01-26
56. Lowana II - D. Millikan	4-13-00-58	.7525	3-10-02-04
57. Garlic Prawn - P.E. Glynn & R.W. Steel	4-15-37-22	.7353	3-10-04-34
58. Impetuous - G.R. Lambert & J. Crisp	4-04-34-46	.8171	3-10-11-00
59. Christina - P.W.H. Woodruff	4-12-51-05	.7555	3-10-14-14
60. Callala - R.K. Birtles	4-12-45-38	.7579	3-10-25-46
61. Priority - J. Pryor	4-10-23-57	.7763	3-10-35-51
62. Marionette - C.A.F. Dunning	4-00-32-37	.8580	3-10-50-03
63. White Pointer - K. Le Compte	4-10-50-45	.7763	3-10-56-39
64. Mercedes III - A.T. Clutton	4-12-16-15	.7665	3-10-59-22
65. Mark Twain - K. Jones	4-13-00-19	.7615	3-11-00-27
66. New Beach Road - D.C. Booth	4-11-32-30	.7728	3-11-06-29
67. Ragamuffin - S. Fischer	4-01-46-12	.8503	3-11-08-01
68. Chaos - D. Leitch	4-10-26-12	.7831	3-11-21-01
69. Kaiulani - S.C. Lovell	4-18-49-29	.7264	3-11-24-31
70. Mercedes V - H. Janes	4-05-57-28	.8181	3-11-24-41
71. Quest - R. Cruickshank	4-13-15-43	.7636	3-11-25-56
72. Chautauqua - A.C. Rowett	4-11-36-01	.7757	3-11-27-95
73. Nimba - Royal Australian Navy	4-19-12-35	.7247	3-11-29-32
74. Piccolo - J. Pickles	4-10-13-56	.7867	3-11-34-22
75. Flight - G.B. Lambie	4-18-08-30	.7323	3-11-35-09
76. Nyamba - J.G. Hardy	4-05-44-53	.8218	3-11-36-57
77. Diamond Cutter - A. Sweeney	4-12-02-02	.7742	3-11-38-23
78. Farr Out - E. Vidor	4-10-22-55	.7870	3-11-43-21
79. Woftam IV - B. Jamison	4-13-19-14	.7659	3-11-43-43
80. Koamaru - B.A. Millar	4-11-22-17	.7799	3-11-44-20
81. Patrice III - D. MacWilliam	4-03-49-05	.8392	3-11-46-02
82. Apollo II - R. & I. Thurston	4-03-20-09	.8436	3-11-47-58
83. Quicksilver - P.D. Lamont	4-11-45-34	.7777	3-11-48-16
84. Lupus - W.A. Schifferli	4-17-37-46	.7380	3-11-51-30
85. Yeoman XXI - R.A. Aisher	4-01-46-14	.8580	3-11-53-13
86. Furiabo - Y. Sasamoto & T. Tomioka	4-05-13-09	.8291	3-11-55-14
87. Bacardi - J. Gould	4-03-45-05	.8425	3-12-02-25
88. Sunburst - R.K. Young	4-06-05-56	.8246	3-12-11-26
89. Star Wars - B.R. Button	4-11-22-48	.7844	3-12-13-43
90. Mardi Gras - Farmyard Syndicate	4-11-22-52	.7860	3-12-24-05
91. Farrawa - B.G. Campbell	4-05-08-53	.8346	3-12-25-05
92. Chick Chack - M.L. Dykes	4-12-50-06	.7781	3-12-41-04
93. Salacia II - A.W. Byrne	4-03-15-17	.8536	3-12-43-25
94. Challenge - L.J. Abrahams	4-04-24-31	.8443	3-12-46-29
95. Invincible - D. Bienefeld	4-12-24-25	.7821	3-12-47-06
96. Dame - W.A.J. Currie	4-12-21-49	.7831	3-12-51-34
97. Pirra - S. Shield	4-18-16-42	.7431	3-12-55-12
98. Born Free - J.H. & C.D. Howell	4-12-18-35	.7844	3-12-57-29
99. Superstar - K. Farfor	4-03-18-24	.8563	3-13-02-10
100. Blizzard - E. Juer	4-00-24-52	.8831	3-13-08-36
101. Rival - T. Seccombe	4-23-03-19	.7155	3-13-11-02
102. New Morning - T. Hewison	4-11-53-36	.7901	3-13-14-47
103. Condor of Bermuda - R. Bell	3-08-02-58	1.0667	3-13-23-19
104. Siska - R. Tasker	3-08-56-53	1.0563	3-13-30-19
105. Polaris - L.H. Savage	4-11-23-16	.7977	3-13-39-47
106. Tarquin - J.A. Stanford	4-22-44-42	.7241	3-13-58-59
107. Granny Apple - Whispers Syndicate	4-11-31-57	.7998	3-14-00-16
108. Goondooloo - P. & B. Young	4-18-32-10	.7510	3-14-00-59
109. Rimfire - E.W. Wall-Smith	4-07-09-06	.8363	3-14-15-56
110. Nettle II - A.G. Lee	4-10-22-06	.8114	3-14-18-26
111. Meltemi			
Canberra Yacht Club Syndicate	4-11-27-13	.8087	3-14-53-51
112. Manu Kai - J.W.B. Barry	4-18-53-08	.7566	3-14-55-20
113. Helsal II - A. Fisher	3-09-56-16	1.0643	3-15-12-22
114. Utiekah IV - G. Hennicke	4-17-20-46	.7698	3-15-15-13
115. Police Car - P.R. Cantwell	4-10-48-07	.8199	3-15-34-00
116. Satin Sheets - M.O. Leary	4-11-22-43	.8156	3-15-34-40
117. Mirabooka - J. Bennetto	4-11-31-27	.8147	3-15-35-59
118. Apollo - W. Rooklyn	3-22-15-03	.9301	3-15-39-45
119. Anticipation - D. St. C. Brown	4-03-38-04	.8804	3-15-43-05
120. Obsession - W.C. R. Bale & K.D. Monro	4-11-24-03	.8209	3-16-09-55
121. Dynamite - R.E. Walters	4-10-09-24	.8310	3-16-12-58
122. Adria - A. Harry	4-12-23-57	.8144	3-16-16-49
123. Breakaway - K. McDonald	4-11-41-00	.8218	3-16-29-38
124. Scorpion - R.W. Clemens	4-10-28-23	.8319	3-16-34-29
125. Sequoia II - J.M. Clark	4-12-16-33	.8197	3-16-45-13
126. Jemima - K.L. Bell	4-10-14-04	.8434	3-17-35-53
127. Rogis Too - R.J. Brown	4-22-15-09	.7586	3-17-42-22
128. Ali Baba - J. & T. Michilis	4-10-11-23	.8520	3-18-28-25
129. Sorcery - J.D. Wood	3-22-02-34	.9629	3-18-33-13
130. Destiny - T.A. Taylor	4-13-00-10	.8333	3-18-49-55
131. Fiona - J. Sturrock & E. Lawrence	4-13-01-54	.8346	3-18-59-52
132. Mary Muffin - G.A. Blok	4-10-12-49	.8613	3-19-28-54
133. Banjo Paterson - J. Jarrett	4-06-51-15	.8952	3-20-05-07
134. Savant - K.L. Cox	4-13-13-54	.8437	3-20-09-31
135. Shearwater - J.M. & A.R. Cooper	4-21-00-75	.7910	3-20-33-10
136. Gaulois 3 - P. Facque	4-00-48-52	.9594	3-20-53-01
137. Gretel - B. Lewis	4-03-01-45	.9395	3-21-02-16
138. Congere - B.D. Koeppel	4-11-27-34	.8870	3-23-18-59
139. Anaconda II - J. Grubic	3-21-55-23	1.0496	4-02-34-53
140. Casablanca - J. Goddard	4-10-11-21	.9503	4-04-54-41
141. Selftrust Endeavour - J.P. Callow & M.J. Dunham	4-12-46-04	.9707	4-09-34-51
142. Imogene - L.L. & D.J. Haskett	4-12-11-17	.8385	3-18-42-56

Division C: Zilvergeest III. Division D: Screw Loose.

Retired: Hi-Jacque, Moonshadow, Onya of Gosford, Regardless, Salamander II.

1979 Weather: First spinnaker start since 1967 to give all yachts a fast passage to the Heads before a 12 knot sou'easter. Outside the Heads, all yachts were close 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 north-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 breezes and thick fog down the Tasmanian coast prevented the big boats taking top honours, but a freshening sea breeze brought all the little boats home to dominate the major placings.

1980 - 102 starters

PI YACHT	ELAPSED TM	TCF	CORR TM
1. New Zealand -	2-18-45-41	1.0369	2-21-13-29
NZ Round the World Committee	3-02-03-55	.9380	2-21-28-23
2. Gretel - B. Lewis	3-10-31-21	.8434	2-21-35-58
3. Challenge - L. Abrahams	3-01-12-00	.9619	2-22-24-39
4. Evelyn - J. Cassidy	3-05-09-21	.9294	2-23-42-29
5. Nefertiti - F.B. Ryan	2-20-34-32	1.0603	3-00-42-38
6. Helsal II - A. Fisher	3-15-18-46	.8333	3-00-45-27
7. Margaret Rintoul II - S.R. Edwards	3-16-58-47	.8199	3-00-57-16
8. Police Car - J.G. Hardy	3-15-20-25	.8399	3-01-21-25
9. Inch By Winch - D.J. O'Neill & Partners	3-15-21-03	.8486	3-02-07-33
10. Ragamuffin - S. Fischer	3-16-36-28	.8401	3-02-26-21
11. Apollo II - A.J. Becher	3-00-38-33	1.0290	3-02-44-56
12. Anaconda II - J. Grubic	3-17-38-48	.8350	3-02-51-17
13. Patrice III - R.J. Kirby	3-13-54-47	.8733	3-03-01-40
14. Pacha - J. de la Vega	3-15-55-25	.8105	3-03-18-52
15. More Dear Friends - P.P. Kurts	4-08-14-53	.7254	3-03-37-17
16. Matika II - L. Green	3-17-08-36	.8501	3-03-46-50
17. Mary Muffin - G.A. Blok	3-23-34-56	.9827	3-04-43-25
18. Adrenalin - B.C. Ryan	4-15-13-36	.6898	3-04-43-26
19. Wheelbarrow - I.C. Tringham	3-23-41-25	.9822	3-04-45-45
20. Big Schott - A. Pearson	4-03-23-20	.7774	3-05-15-53
21. Phoenix - E. Vidor	4-03-09-29	.7793	3-05-16-25
22. Piccolo - J. Pickles	4-15-14-43	.6949	3-05-18-15
23. Screw Loose - R.J. Cumming	3-23-42-44	.8086	3-05-23-34
24. Mercedes IV - D.L. & M.E. Braham	4-03-50-36	.7763	3-05-30-30
25. Diamond Cutter - A.J. Sweeney	4-06-07-34	.7597	3-05-35-06
26. Hercules - M.H., C.M. & S.P. Will	4-05-50-24	.7659	3-05-59-57
27. Priority - J. Pryor	4-17-17-56	.6886	3-06-01-03
28. Zeus II - J.R. Dunstan	3-23-35-35	.8162	3-06-01-22
29. Impetuous - J. Lambert & J. Crisp	4-06-31-06	.7628	3-06-12-03
30. Kestrel - R.H. Fidock	3-23-43-41	.8181	3-06-18-54
31. Sagacious - G.J. Appleby	4-01-22-20	.8045	3-06-20-09
32. Nettle II - A.G. Lee	4-11-33-47	.7300	3-06-31-15
33. Billabong - P.N. Joubert	4-05-13-52	.7834	3-07-18-16
34. Star Wars - B. Button	4-06-22-17	.7763	3-07-28-15
35. Hot Prospect - E.O. Grendon			
36. Ghost Too -	4-13-46-34	.7277	3-07-53-02
K. Roxburgh, C. Graham & W. Hoare	4-03-20-20	.8073	3-08-11-46
37. Mercedes V - I. Lewis	4-08-48-01	.7659	3-08-15-59
38. White Pointer - K. Le Compte	4-14-45-14	.7284	3-08-40-23
39. Breadfruit - R. Sill	4-04-48-34	.8010	3-08-44-54
40. Meltemi - J. Bell & B.C. Psaltis	3-23-44-04	.8451	3-08-54-22
41. Bacardi - J. Gould	4-12-40-34	.7462	3-09-05-41
42. Lowana II - D. Millikan	4-03-05-20	.8199	3-09-14-34
43. Vivacious - J.A. Brown	4-15-13-28	.7331	3-09-32-19
44. Wimaway - A. Barry	4-23-09-39	.6846	3-09-34-39
45. Lollipop - I.T. Millar	4-15-40-28	.7312	3-09-39-22
46. Revenge - P.H. Green	4-07-58-32	.7873	3-09-51-35
47. Onya of Gosford - P. Rysdyk	4-22-23-19	.6924	3-09-58-20
48. Hotshot - L.L., B.A. & G.L. Prescott	4-01-25-07	.8443	3-10-15-01
49. Battiestar - H. Janes	4-23-26-04	.6898	3-10-23-09
50. Brumby - P. & R. Robinson	4-08-48-00	.7931	3-11-07-00
51. Balandra - R.H. Piggott & A.D. Hurburgh	4-11-20-37	.7763	3-11-19-51
52. Noeleen III - K. King & G. Warner	4-13-49-42	.7697	3-11-26-11
53. Ruthless - P. Hill	5-01-32-09	.6873	3-11-31-53
54. Legend - R.B. Keily	5-00-43-55	.6926	3-11-37-08
55. Cathy Lee - N.J. Guy	4-01-45-52	.8563	3-11-42-56
56. Nand III - R.O. Chapman	4-22-01-16	.7094	3-11-43-27
57. Thunderbolt - L.P. Harding	4-04-45-12	.8310	3-11-42-33
58. Borsalino - D.J. Herlihy & J.H. Hughes	5-00-08-20	.6987	3-11-56-16
59. Chloe - D. Rourke	4-22-27-07	.7111	3-12-13-52
60. Pintado - I. Blackwell	3-16-58-30	.9470	3-12-16-30
61. The Newcastle Flyer - P. Rundle	4-17-27-16	.7431	3-12-18-28
62. Maria - M. Preston & D. Kelly	4-22-11-07	.7145	3-12-26-36
63. Pimpinel - H. Holland	4-05-30-48	.8333	3-12-35-27
64. Rogis Too - R.J. Brown	4-17-50-42	.7444	3-12-44-46
65. Mystic Seven - N.D. Chidgey	4-21-50-41	.7195	3-12-47-21
66. Thylacine - J.W. Burton	4-04-47-00	.8443	3-13-05-28
67. Dancing Lady - M.M. Grigg	4-23-25-26	.7145	3-13-19-42
68. Morandoo - C. McMillan	4-04-19-46	.8520	3-13-28-50
69. Quo Vadis II - H.L. Marks	4-21-04-09	.7312	3-13-36-03
70. Giant - W. Saunders & C. Hatfield	4-05-40-25	.8434	3-13-45-05
71. Pipe Dream - D.W. Bonouvrie	4-20-57-41	.7346	3-13-55-11
72. Amon-Re - D. Smith	4-05-28-58	.8477	3-14-01-37
73. Waggies II - G. Radford	4-14-03-04	.7825	3-14-06-53
74. Rager I - M.A. Clements	5-03-33-22	.7000	3-14-29-21
75. Plaba IV - B. Gambacorti	4-21-59-59	.7341	3-14-37-24
76. Pawpaw - F. Snape	4-22-23-54	.7353	3-15-03-29
77. Second Lady - G. Scherwinski	4-01-30-07	.8936	3-15-07-39
78. Willi Willi - J. Goddard	5-03-49-21	.7046	3-15-14-43
79. Maria van Diemen - D.B. Bowman			

Fastest Time: Bumblebee 4 3-01-45-52

Maxi Division: Bumblebee 4. Division A: Big Schott. Division B: Relentless

80. Gambit - R.W. Corben	4-19-33-11	.7553	3-15-16-38
81. Genghis Khan - R. Huntley	4-04-34-04	.8703	3-15-31-26
82. Minami - I. Helton	4-23-31-17	.7335	3-15-40-08
83. Anaconda - C.F. Thompson	4-08-36-48	.8401	3-15-53-08
84. Huon Quest - H.D. Calvert	4-08-37-13	.8417	3-16-03-31
85. Woffam IV - B. Jamison	4-19-52-59	.7670	3-16-52-56
86. Callala - D. Venville	4-23-26-05	.7466	3-17-10-11
87. Longnose - P. Stransky	4-03-13-58	.9308	3-20-21-57
88. Gidgee - R.T. Forster	4-15-13-55	.8375	3-21-09-24
89. Anitra May - R.E. Walters	4-04-19-32	.9410	3-22-24-22
90. Quest - R. Cruickshank	5-02-35-40	.7864	4-00-24-29
91. Destiny - T.A. Taylor	4-23-30-24	.8228	4-02-19-48
92. Big "A" - C.E. Arcus	4-21-16-04	.8408	4-02-35-55
93. Bon Temps - P. Graves	6-00-29-00	.7510	4-12-30-25

Fastest Time: New Zealand 2-18-45-41

Division A: New Zealand. Division B: Police Car.

Division C: Matika II. Division D: Wheelbarrow

Retired: Gun, Mirrabooka, Noelani, Puss 'n Boots, Rimfire, Salamander II, Shenandoah, Sweet Caroline, Tucana.

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 - 159 starters

PI YACHT

PI YACHT	ELAPSED TM	TCF	CORR TM
1. Zeus II - J.R. Dunstan	5-13-48-41	.6883	3-19-25-59
2. Solandra - R.W. Escott	5-13-48-46	.6913	3-20-30-17
3. Scallywag SS - R.J. Winton	5-19-13-53	.6766	3-22-12-14
4. Morning Miss - R.G. & C.A. Purcell	5-14-54-38	.7016	3-22-39-11
5. Beach Inspector - G. Jones & R. Hudson	5-11-57-48	.7202	3-23-02-23
6. Shenandoah - J.R. Charody	5-19-06-49	.6833	3-23-03-17
7. Hotshot - L.L. & G.L. Prescott	5-17-41-41	.6926	3-23-22-02
8. Saltpea - P. Hinton	5-18-54-56	.6873	3-23-28-35
9. Merinda - A.G. Taylor	5-17-42-48	.6939	3-23-33-33
10. Szechwan - J.S. Whitty	5-00-27-29	.7938	3-23-37-10
11. Wheelbarrow - I.C. Tringham	5-18-57-31	.6900	3-23-52-53
12. Aquila - B.W. Edmunds	5-13-46-55	.7177	4-00-00-53
13. Mulloka - P.J. Jacka	5-14-36-54	.7152	4-00-16-35
14. Smuggler - T. Simpson	5-04-07-58	.7763	4-00-21-51
15. Cherry Cheer - P. Atrill	5-19-10-03	.6926	4-00-23-14
16. Billabong - P.N. Joubert	5-12-19-07	.7295	4-00-31-35
17. Thylacine - J.W. Burton	5-13-50-05	.7225	4-00-41-44
18. Chelinda - J.W. Keown	5-13-31-52	.7260	4-00-56-36
19. Thunderbolt - L.P. Harding	5-17-59-13	.7028	4-00-58-38
20. Quintal - H.C. Knoop	5-19-07-15	.6978	4-01-04-42
21. Flight - G.B. Lambie	5-13-41-51	.7272	4-01-13-29
22. Once More Dear Friends - P.P. Kurts	5-00-41-46	.8066	4-01-21-12
23. Bimblegumbe - K. Jacobs	5-04-07-51	.7846	4-01-23-34
24. Maid Rosalinde - J.H. Quinn	5-17-30-38	.7091	4-01-30-31
25. Pilgrim - J.H. Ratten	5-10-55-49	.7455	4-01-36-30
26. Morning Hustler - J.H. Cowell	5-17-58-19	.7079	4-01-40-13
27. Blue Moves - B. Moore	5-13-42-14	.7307	4-01-41-50
28. Revenge - J. Sproule	5-13-56-58	.7295	4-01-42-58
29. Breadfruit - R. Sill	5-14-10-23	.7284	4-01-43-53
30. Hornet - N. Georgeson	5-14-47-27	.7260	4-01-51-29
31. Hitchhiker - P. Briggs	5-00-00-33	.8162	4-01-57-05
32. Sgian Dubh - R.W. Lean	5-19-18-50	.7041	4-02-05-27
33. Vengeance - B. Lewis	3-22-30-00	1.0422	4-02-29-16
34. Deception - W.K. Norlin	5-07-18-31	.7742	4-02-33-44
35. Impetuous - P. McTavish	5-02-24-16	.8055	4-02-35-48
36. The Liquidator - G. Meyer & A.J. MacDonald	5-17-40-30	.7165	4-02-38-38
37. Impeccable - J.O. Walker	5-12-33-05	.7442	4-02-38-41
38. Phoenix - E. Vidor	5-07-06-27	.7763	4-02-40-24
39. Kate Kelly - D.W. & J. Blainey	5-12-19-31	.7466	4-02-47-38
40. Pimpernel - H. Holland & D. Blumentals	5-17-55-24	.7165	4-02-49-19
41. Tucana - L.C. Dean	5-20-07-55	.7054	4-02-50-56
42. Relentless - A.J. Elsworth	5-07-13-33	.7774	4-02-54-19
43. Morning Tide - J. Daven	5-19-00-04	.7116	4-02-54-47
44. Wee Willie Winkie - S. Gallagher	5-02-47-42	.8507	4-02-56-09
45. Mayhem - D.O. May	5-03-04-04	.8507	4-03-09-20
46. Seaulater - J. Mcl. Taylor	5-02-12-54	.8105	4-03-03-18
47. Nike - J.A. Hunt	5-16-49-18	.7248	4-03-10-06
48. Scorpio II - J.T. Fuglsang	5-17-50-38	.7201	4-03-15-40
49. Orani - W.G.P. Read	5-13-49-32	.7421	4-03-18-43
50. Black Magic - R. Layton	5-02-53-39	.8105	4-03-36-20
51. Infra Red - P.L. Mander	5-09-43-21	.7691	4-03-46-10
52. Ghost Too - J.R. Nankervis	5-16-50-08	.5292	4-03-49-17
53. The Roperunner - L. Green & G. Thorpe	5-04-13-35	.8037	4-03-50-26
54. Moonlighter - K.W. Wood	5-14-03-14	.7454	4-03-55-25
55. Apollo V - A. Bond	5-00-39-26	.8301	4-04-09-27
56. Mystic Seven - N.D. Chidgey	5-14-46-54	.7443	4-04-19-04
57. Wrinkles - R.C. Parkin	5-18-07-21	.7272	4-04-26-33
58. Yeoman XXIII - R.A. Aisher	4-23-57-56	.8381	4-04-32-35
59. Envy - G.M. Hewitt	5-04-13-51	.8101	4-04-38-21
60. Chowringhee - J. Birtles	5-16-10-37	.7398	4-04-44-37

61. Margaret Rintoul III - S.R. Edwards	4-16-11-44	.8984	4-04-47-47
62. Dragonfyre - R.C. Genders	5-16-58-05	.7364	4-04-51-47
63. Binda - I.D. Ritchie	5-16-46-43	.7376	4-04-53-16
64. Salamander II - K. White	5-09-50-42	.7773	4-04-55-42
65. Sequel - G.S. Coutts	5-17-31-45	.7341	4-04-57-36
66. Sweet Caroline - M.W.D. Phillips	5-02-59-33	.8209	4-04-57-52
67. Aphrodite - G.S. Girdis	5-13-59-20	.7542	4-05-03-15
68. Farr Fetched - D.C. Calvert	5-10-49-23	.7732	4-05-09-08
69. Vanessa III - B.L. & K.A. Jagger	5-13-06-07	.7617	4-05-23-01
70. Sagacious - G.J. Appleby	5-02-27-25	.8282	4-05-25-07
71. Piccolo - R. Schroder	5-10-03-20	.7803	4-05-28-56
72. Josephine - W. Gram	5-17-29-21	.7398	4-05-42-52
73. Jisuma - W.H. Rockcliffe	5-18-31-40	.7353	4-05-51-34
74. Carry On - C. Brown	5-13-50-15	.7617	4-05-56-38
75. Invincible - W. Bienefelt	5-10-59-28	.7783	4-05-57-01
76. Challenge - L. Abrahams	5-01-21-53	.8408	4-06-02-36
77. Ragamuffin - S. Fischer	5-02-57-52	.8310	4-06-11-00
78. Taurus II - A.G. Lee	5-02-15-28	.8372	4-06-21-15
79. Morning After - C. McMillan	5-12-55-08	.7701	4-06-21-39
80. Dandel - D.W. Currie	5-11-59-57	.7763	4-06-28-15
81. Renegade - R.E. Francis	5-06-39-37	.8095	4-06-31-53
82. Meltemi - CYCOD Syndicate	5-08-53-30	.7960	4-06-35-51
83. Big Schott - A. Pearson	5-07-43-45	.8036	4-06-38-35
84. Golden Prospects - J.W. Granger	5-06-45-37	.8105	4-06-44-21
85. Hot Prospect II - R.J. Robertson	5-12-52-48	.7732	4-06-44-34
86. Seawind - W.J. & B.E. Clay	5-13-58-29	.7680	4-06-53-33
87. Patrice III - R.J. Kirby	5-03-09-49	.8359	4-06-57-08
88. Inch By Inch - J. Goddard	5-03-00-31	.8372	4-06-58-58
89. Mary Muffin - G.A. Blok	5-01-47-23	.8485	4-07-20-18
90. Rager I - M.A. Clements	5-12-59-18	.7773	4-07-22-18
91. Satin Sheets - A.A. Strachan	5-07-10-40	.8129	4-07-22-58
92. Margaret Rintoul II - R.W. Jackman	5-04-09-02	.8341	4-07-33-14
93. X-Ragamuffin - B. Tardrew	5-02-11-07	.8486	4-07-41-11
94. Vivacious - J.A. Brown	5-06-41-24	.8199	4-07-52-23
95. Adrenalin - B.C. Ryan	5-09-31-33	.8027	4-07-58-13
96. Seaquest - A.G. Neate	5-07-01-22	.8190	4-08-01-53
97. Sunburst - R.K. Young	5-06-49-03	.8209	4-08-06-16
98. Natelle II - D. Leitch & J. Solomon	5-09-39-59	.8036	4-08-11-59
99. Condor of Bermuda - R.A. Bell	4-02-41-21	1.0563	4-08-14-43
100. Minna - H.A. Handley	5-13-50-52	.7793	4-08-18-27
101. Mirrabooka - J. Benetto & J.M. Lucas	5-07-16-17	.8201	4-08-22-30
102. Patrol - Australian Army	5-18-49-20	.7542	4-08-41-58
103. Breakaway - K.J. McDonald	5-09-01-55	.8119	4-08-45-39
104. Battlstar - W. Steele	5-04-05-15	.8443	4-08-46-58
105. Taurus - E.P. Taylor	5-13-56-32	.7823	4-08-46-58
106. Matika III - P.S. Graves	5-12-08-13	.7960	4-09-10-51
107. Spotlight - M. Page	5-06-32-51	.8324	4-09-20-17
108. Sunbird V - T. Yamasaki	5-00-22-11	.8771	4-09-34-14
109. Petrosina - G. Capone	5-13-57-39	.7918	4-10-04-32
110. Humdinger II - W.B. Northam	5-09-46-24	.8218	4-10-38-51
111. Rogis Too - R.J. Brown	5-08-51-53	.8289	4-10-48-57
112. Allegro - R. Myler	5-18-32-26	.7722	4-10-58-51
113. Aztec - P. Wenham	5-12-59-20	.8101	4-11-44-03
114. Red Herring II - R.W. Bridge	5-10-49-35	.8246	4-11-52-45
115. Dami-Doo - J.E. Low	5-18-02-06	.7833	4-12-07-22
116. Aetos - K.R. Tierney	5-06-43-01	.8546	4-12-17-32
117. Castille - G.J. Rodoreda	5-01-12-45	.8962	4-12-37-50
118. Ngarrurub - A. Millar & M.J. Muir	5-08-53-25	.8443	4-12-49-19
119. Rebecca - V.H. O'Neill	6-01-51-53	.7466	4-12-54-09
120. Pacha - J. de la Vega	5-04-11-02	.8779	4-13-01-15
121. Jacqui - T.N. Melville	5-11-59-45	.8264	4-13-04-52
122. Evelyn - J. Cassidy	4-17-59-53	.9587	4-13-17-23
123. Battle - J.P. Kent	5-13-09-31	.8210	4-13-19-23
124. Cathy Lee - N.J. Guy	6-15-35-15	.8660	4-13-28-37
125. Adria Australis - A. Harry	5-17-35-09	.8017	4-14-18-09
126. Borsalino - D.J. Herlihy & J.H. Hughes	5-12-00-12	.8363	4-14-23-39
127. Nand III - R.O. Chapman	5-09-42-20	.8563	4-15-04-00
128. White Elephant - H.W. & J.M. Elliffe	5-11-50-48	.8425	4-15-04-50
129. Dancing Lady - M.M. Grigg	5-11-52-46	.8443	4-15-20-44
130. Bancroft Bay - D.H. Byrne	5-17-38-27	.8119	4-15-45-02
131. Helsal II - F. Williams	4-08-45-30	1.0691	4-15-59-49
132. Expectation - D.M. Renner	5-09-43-33	.8638	4-16-03-25
133. Santervea - T. Veale	5-00-52-27	.9277	4-16-08-05
134. Eagle - R. Winspear	5-11-24-26	.8554	4-16-24-20
135. Imogene - T. Haskett & J. Edwards	5-12-21-58	.8678	4-18-52-02
136. Casablanca - P. Bush	5-02-57-26	.9350	4-18-57-54
137. Helmi - J.H. Pursi Helmo	5-17-00-05	.8410	4-19-13-05
138. Energy of RORC - K.R. Byers	5-12-05-20	.9153	5-00-54-03
139. Longnose - P. Stransky	5-10-47-53	.9308	5-01-44-48
140. Scallywag - R.E. Johnston	5-13-45-14	.9239	5-03-34-30
141. Destiny - T.A. Taylor	6-06-58-25	.8289	5-05-08-31
142. Anaconda II - J. Grubic	5-07-10-15	1.0331	5-11-22-48
143. Parmelia* - A. Chandler	5-12-20-19	.8401	4-15-10-39

*Parmelia 20% penalty

Disqualified: Jimmy Blacksmith

Fastest Time: Vengeance 3-22-30-00

Maxi Division: Vengeance

Division A: Apollo V. Division B: Szechwan. Division C: Smuggler. Division D: Zeus II

Retired: 2001, Apollo, Apollo III, Farr Out, Hasta Leuga, Idle Vice, Mercedes V, Onya,

Police Car, Screw Loose, Southern Raider, Ultraviolet, Vanguard, Wy-Ar-Gine III, Zig Zag.

1981 Weather: Strong southerly winds at the start provided a spectacular and fast spinnaker run to 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-easters down the east coast of Tasmania and across Storm Bay to the finish, making it one of the slowest Hobarts on record. The medium raters look 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 TM	TCF	CORR TM
1. Scallywag - R.E. Johnston	3-13-56-44	.7833	2-19-19-16
2. Audacity - N.W. Marr	3-18-13-14	.7465	2-19-20-59
3. Police Car - Sir James Hardy	3-11-14-52	.8147	2-19-49-19
4. Szechwan - J.W. Whitty	3-13-33-31	.7978	2-20-15-31
5. Adrenalin - B.C. Ryan	3-13-44-14	.8018	2-20-44-39
6. The Roperunner - L. Green	3-13-51-14	.8027	2-20-54-54
7. Once More Dear Friends - P.P. Kurts	3-13-49-06	.8047	2-21-54-54
8. Bondi Tram - D.J. O'Neill & Partners	3-12-01-12	.8227	2-21-07-24
9. Black Magic - R.J. Layton	3-13-29-05	.8095	2-21-12-00
10. Sweet Caroline - M.W.D. Phillips	3-10-28-39	.8408	2-21-20-49
11. Challenge - L. Abrahams	3-11-31-40	.8307	2-21-23-11
12. Satin Sheets - A.A. Strachan	3-13-27-50	.8129	2-21-28-25
13. Margaret Rintoul III - S.R. Edwards	3-05-50-23	.8931	2-21-31-07
14. Piccolo - J. Pickles	3-18-00-46	.7763	2-21-52-37
15. Marloo - N.S. Girdis	3-13-30-43	.8183	2-21-58-28
16. Hitchhiker - P. Briggs	3-13-45-41	.8171	2-22-04-32
17. Seaquest - A.G. Neate	3-13-39-28	.8181	2-22-04-36
18. Pirra - C.P. Robinson	3-23-16-16	.7376	2-22-16-19
19. Chaos - S. Lockley	3-19-10-24	.7711	2-22-18-14
20. Polaris - L.H. Savage	3-16-55-03	.7921	2-22-25-54
21. Shenandoah - J.R. Charody	4-06-45-09	.6873	2-22-37-18
22. Meltemi - B.C. Psaltis & CYCOD Syndicate	3-16-43-56	.7960	2-22-37-51
23. Farr Out - C.A. Troup	3-19-19-14	.7752	2-22-47-30
24. Impeccable - J.O. Walker	3-23-16-33	.7431	2-22-47-58
25. Aquila - B.W. Edmunds	4-03-12-45	.7140	2-22-50-16
26. Saga - A.J. Reid	4-01-36-57	.7260	2-22-52-09
27. Billabong - P.N. Joubert	4-01-16-56	.7295	2-22-58-03
28. Golden Prospects - R.C. Peat	3-15-34-10	.8105	2-22-58-30
29. Nadia - R.E.J. Clarke	3-21-12-50	.7617	2-23-00-04
30. Rager - M.A. Clements	3-19-20-54	.7773	2-23-00-18
31. Tashtego - C. Franklin	4-05-28-01	.7003	2-23-03-26
32. Natelle II - D. Leitch & J. Soloman	3-16-30-34	.8036	2-23-07-34
33. Saltpetra - P. Hinton	4-08-09-49	.6833	2-23-10-30
34. Jisuma - W.H. Rockcliffe	4-01-04-41	.7341	2-23-15-54
35. Thunderbolt - L.P. Harding	4-05-30-55	.7028	2-23-20-42
36. Taurus II - A.G. Lee	3-13-48-44	.8319	2-23-23-14
37. Demonstrator - A.S. Aston	4-01-05-14	.7353	2-23-23-18
38. Pippin - W.E. Sweetapple	4-06-45-05	.6952	2-23-25-58
39. Apollo II - A.J. Becher	3-13-25-29	.8367	2-23-28-30
40. Margaret Rintoul II - R.W. Jackman	3-13-49-37	.8341	2-23-35-18
41. Myuna - J.H. Bleakley	3-13-54-07	.8341	2-23-39-03
42. Dancing Lady - M.M. Grigg	3-13-54-28	.8341	2-23-39-20
43. Firetel - R. Lawler & K. Taylor	4-01-38-13	.7341	2-23-40-31
44. Mary Blair - G. & S. Strachan	3-19-18-16	.7853	2-23-42-05
45. Wy-Ar-Gine IV - R.I. Oatley	3-13-32-22	.8384	2-23-42-59
46. Scorpio II - J.T. Fuglsang	4-03-43-49	.7201	2-23-48-57
47. Sunburst - B.G. Weston	3-16-37-02	.8110	2-23-52-07
48. Mark Twain - P. Rowsthorn	3-23-01-51	.7575	2-23-59-09
49. Mystic Seven - N.D. Chidgey	4-01-19-56	.7410	3-00-07-23
50. Siska - R. Tasker	3-02-28-00	.9689	3-00-09-03
51. Pimpinel - H. Holland	4-04-59-16	.7165	3-00-21-28
52. Pacha - J. de la Vega	3-10-26-40	.8779	3-00-22-41
53. Nynja Go - R.C. Axe	3-20-25-14	.7843	3-00-29-08
54. Mary Muffin - I. Ross	3-13-31-52	.8485	3-00-34-23
55. Faidrinkum Two - S. Collakides & R. Weber	4-03-59-19	.7260	3-00-35-30
56. Aphrodite - G.S. Girdis	4-00-22-02	.7542	3-00-40-49
57. Vanessa III - B.K. & K.A. Jaggard	3-23-26-40	.7617	3-00-42-00

58. Matika III - P. Graves	3-19-26-26	.7960	3-00-47-12
59. Sangaree - R.K. Birtles	3-13-23-43	.8537	3-00-54-07
60. Revenge - J. Sproule	4-04-01-35	.7295	3-00-58-09
61. Chance - L.O'Connor	4-04-43-29	.7248	3-01-00-19
62. Much Ado - J.A. Rickard	3-23-16-13	.7667	3-01-02-37
63. Inch By Winch - J. Goddard	3-15-40-57	.8355	3-01-15-31
64. Morning Tide - J. Davern	4-07-00-30	.7116	3-01-18-03
65. Di Hard - B. Tardrew	3-16-43-23	.8264	3-01-19-15
66. Eagle - R.A. Winspear	3-13-31-28	.8596	3-01-31-01
67. The Sting - P.H. Green	4-00-06-00	.7659	3-01-36-11
68. Witchdoctor - P. Woodruff & C. Furnival	3-19-10-31	.8110	3-01-56-35
69. Sunseeker - P.C. & V.C. Thomas	3-23-35-46	.7783	3-02-24-09
70. Encore - W. & V. Anderson	3-19-17-10	.8152	3-02-24-59
71. Parmelia - S.O. Stevenson	3-16-35-45	.8401	3-02-25-46
72. Centrefold - B.C. Folbigg	3-16-28-14	.8427	3-02-33-15
73. Saltshaker 2 - J.B. Livingston	3-16-30-42	.8427	3-02-35-20
74. Phyllise - H.R. Hodgkinson	4-03-01-27	.7553	3-02-47-35
75. Centurion - Centurion Syndicate	4-01-30-07	.7680	3-02-52-53
76. Sunrise - R.G. Clennett	3-23-07-29	.7872	3-02-52-56
77. Mollymook Maid - R. Kelly	4-07-18-22	.7260	3-03-00-01
78. Isle of Luig - R.M. Gill	3-13-35-17	.8794	3-03-15-58
79. Patineur - R.P. Flannigan	4-14-48-56	.6793	3-03-16-37
80. Runaway - J. Cannon	4-00-13-51	.7823	3-03-16-53
81. Rogis Too - R.J. Brown	3-19-12-13	.8289	3-03-35-55
82. Noeleen III - K.A.W. King	4-01-25-38	.7763	3-03-37-58
83. The Newcastle Flyer - P. Rundle	3-12-03-05	.9044	3-04-00-58
84. Sagacious (Tas) - P.A. Newman	3-21-14-23	.8162	3-04-06-08
85. Borsalino - D.J. Herlihy & J.H. Hughes	3-19-27-51	.8363	3-04-29-29
86. Hercules - C. Payn	4-04-23-51	.7628	3-04-35-55
87. Ariadne of Melbourne - L. Bram	4-01-15-05	.7882	3-04-39-13
88. Vengeance - B. Lewis	3-01-16-09	1.0476	3-04-45-24
89. Mululu - C. Montgomery	3-23-05-06	.8086	3-04-53-09
90. Rebecca - C. Ward & V.H. O'Neill	4-07-20-44	.7466	3-05-09-28
91. Styx - J. Abraham	3-13-45-22	.8999	3-05-10-19
92. Helsal II - A. Fisher	3-01-04-08	1.0563	3-05-10-58
93. Apollo - J. Roodyn	3-00-59-24	1.0628	3-05-34-26
94. Casablanca - P.H. Bush	3-11-09-48	.9350	3-05-45-28
95. Concorde of Bermuda - R.A. Bell	3-00-59-17	1.0701	3-06-06-16
96. Moonraker Again - T.N.K. Welfare	3-23-06-19	.8254	3-06-30-00
97. Piet Hein - T.M. Gourlay	4-14-25-47	.7128	3-06-42-52
98. Rampant II - A. Tucker & D. Vanrenen	3-01-47-24	1.0688	3-06-51-07
99. Longnose - P. Stransky	3-15-00-39	.9072	3-06-56-10
100. Spanker - B. Griffiths	4-09-35-35	.7499	3-07-11-03
101. Aztec - J.P. Kent	4-02-19-05	.8101	3-07-38-51
102. Teruma - T.C. Bower	4-08-28-51	.7638	3-07-48-09
103. Benanthra - P. King	4-03-17-14	.8095	3-08-22-23
104. Fidelis - P.A. Williams	3-12-03-05	.9579	3-08-30-46
105. Adria Australis - A. Harry	4-07-35-46	.8017	3-11-03-11
106. Destiny - T.A. Taylor	4-05-08-40	.8289	3-11-50-19
107. Sapphire - J. Shipton	5-00-42-03	.7165	3-14-28-56
108. Metung - W.C. Woodward	5-21-03-25	.7742	4-13-12-23

Fastest Time: Condor of Bermuda 3-00-59-17

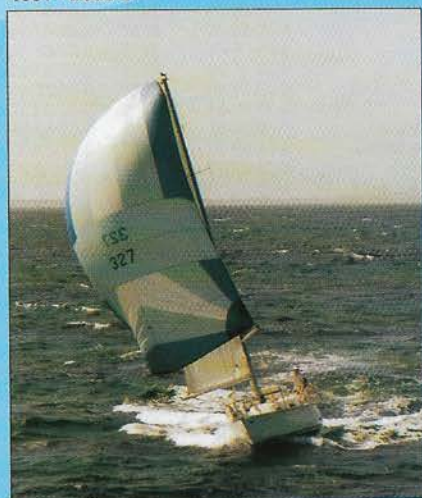
Division A: Sweet Caroline. Division B: Police Car. Division C: Scallywag.

Division D: Pirra. Classic Division: Polaris

Retired: Chloe, Conquistador, Diamond Cutter, Evelyn, Idle Vice, Invincible, Scheherazade, Thirlmere, Tucana, Vicious.

1982 Weather: A light air start, ENE, which remained throughout the first day and evening. Throughout the second day the breeze backed to the NE and freshened for a fast and thrilling 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 toppling 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 in the River, resulting in the closest ever line.

1981 - Zeus II



1982 - Scallywag



FACT FILE

A glitch in the rules prevented first place being awarded in 1985 after the provisional first placed yacht, Drake's Prayer, was penalised 30% of placings.

FACT FILE

Kialoa held the race record from 1975 to 1996 when the German maxi Morning Glory finished in 2 days 14 hours 07 minutes 10 seconds - 29 minutes inside the record.



1983 - Challenge



1984 - Indian Pacific

honours battle with only seconds separating first and second place. The bulk of the fleet had light but steady winds to the finish.

1983 - 173 starters

PI YACHT

	ELAPSED TM	TCF	CORR TM
1.Challenge - L.Abrahams	3-13-37-28	.8307	2-23-07-42
2.Once More Dear Friends - P.P.Kurts	3-18-09-20	.8015	3-00-15-35
3.Szechwan - J.S.Whitty	3-19-12-18	.7931	3-00-20-05
4.Pacific Sundance - D.G.Hogg & B.C.Morris	3-17-34-21	.8076	3-00-20-20
5.Indian Pacific - J.Eyles	3-18-00-16	.8057	3-00-31-00
6.Geronimo - O.Champaloup	3-18-02-28	.8057	3-00-32-46
7.Exador - T. & R.McCall	3-18-04-30	.8076	3-00-44-40
8.Di Hard - M.Carter, J.Woodward & B.Tardrew	3-17-20-32	.8181	3-01-05-27
9.Scallywag II - R.E.Johnston	3-19-01-19	.8047	3-01-14-43
10.Seaquest - A.G.Neate	3-18-11-21	.8134	3-01-21-26
11.Black Magic - R.Layton	3-19-27-52	.8024	3-01-23-28
12.Police Car - Sir James Hardy	3-18-12-34	.8156	3-01-34-29
13.Bondi Tram - D.J.O'Neill & Partners	3-18-00-10	.8181	3-01-37-53
14.Hitchhiker - P.Briggs	3-18-04-51	.8181	3-01-41-42
15.The Roperunner - L.Green	3-20-57-02	.7931	3-01-43-09
16.Inch By Winch - J.Goddard	3-18-08-43	.8192	3-01-44-16
17.Satin Sheets - A.A.Strachan	3-19-20-27	.8073	3-01-44-22
18.Marloo - G.S.Girdis	3-18-00-13	.8210	3-01-53-35
19.Seaulater - P.V.Goulay & P.Williams	3-19-54-57	.8040	3-01-54-01
20.Highland Fling - I.A.S.Laidlaw	3-19-30-56	.8114	3-02-15-21
21.Sagacious II - C.Lockley	3-19-33-04	.8115	3-02-17-37
22.Indulgence - G.Walker	3-17-56-17	.8273	3-02-24-21
23.Big Schott - A.Pearson	5-20-55-00	.8008	3-02-24-28
24.Vicious - W.Hodder	3-18-00-03	.8279	3-02-30-42
25.Taurus II - A.R.Gear	3-18-25-55	.8243	3-02-32-35
26.Sure Foot - B.Tardrew	3-21-36-01	.7973	3-02-37-39
27.Bacardi - J.H.Howell	3-18-47-24	.8237	3-02-47-01
28.Lot's Wife - I.Smith	4-14-33-01	.6766	3-02-47-54
29.Wy-Ar-Gine IV - R.I.Oatley	3-17-14-55	.8384	3-02-49-34
30.Bandido Bandido III - P.Jolly & A.Soriano	3-17-16-22	.8390	3-02-53-59
31.Apollo II - A.J.Becher	3-17-55-26	.8333	3-02-56-01
32.Shockwave - N.Crichton & G.Jones	3-17-14-20	.8399	3-02-57-06
33.Moonlighter - K.S.Wood	4-06-07-24	.7341	3-02-58-07
34.The Frumious Bandersnatch - A.J.S.Burge	3-18-02-18	.8328	3-02-59-02
35.Piccolo - J.Pickles	4-01-30-48	.7701	3-03-05-42
36.Isle of Luig - M.Gill & J.Davies	3-13-34-43	.8779	3-03-07-46
37.Sweet Caroline - M.W.D.Phillips	3-18-01-57	.8365	3-03-18-44
38.Impeccable - J.O.Walker	4-06-43-02	.7341	3-03-27-17
39.Adrenalin - B.C.Ryan	3-23-02-03	.7941	3-03-28-00
40.Lawless - R.A.Green	4-10-32-41	.7098	3-03-37-32
41.Pigrim - J.H.Ratten	4-05-43-52	.7443	3-03-43-06
42.Impatience - H.A.Lang	3-18-02-49	.8417	3-03-47-33
43.Pirra - P.Robinson	4-07-17-19	.7353	3-03-56-53
44.Marara - A.E.Ratcliff	4-10-26-32	.7140	3-03-59-59
45.Double of Nothing - I.Kenny	3-20-19-12	.8237	3-04-02-38
46.Thylacine - J.W.Burton	4-10-27-35	.7165	3-04-16-42
47.Hot August Night - R.J.Robertson	4-02-16-44	.7774	3-04-24-07
48.Hullabaloo - R.Tierney & A.G.Clinton	4-04-29-23	.7603	3-04-24-08
49.Much Ado - J.A.Rickard	4-05-04-27	.7564	3-04-27-09
50.Revelation - B.Moore	3-23-07-59	.8037	3-04-27-30
51.Mark Twain - P.Rowsthorn	4-04-40-22	.7596	3-04-28-16
52.Outrageous - L.Scholtes	4-02-03-41	.7805	3-04-32-13
53.Renegade - R.E.Francis	4-00-20-11	.7950	3-04-35-15
54.Shenandoah - J.R.Charody	4-15-30-14	.6873	3-04-38-12
55.Maid Rosalinde - J.H.Quinn	4-12-52-55	.7041	3-04-39-50
56.Derwent Lass - D.H.Colbourn	4-14-19-00	.6952	3-04-41-32
57.Firetel - R.H.Lawler & K.A.Taylor	4-09-31-39	.7272	3-04-44-23
58.Fly By Night - I.Barron	4-04-58-55	.7601	3-04-45-23
59.Freight Train - R.Williams	3-06-53-27	.9744	3-04-52-16
60.Zero - S.Tsumura	3-13-34-45	.8984	3-04-53-04
61.Phoenix - E.Vidor	4-04-18-59	.7670	3-04-56-34

62.Chinese Fire Drill - D.Herlihy & J.Hughes	4-05-13-56	.7603	3-04-58-01
63.Pronto - T.B.Roach	3-21-22-31	.8254	3-05-04-19
64.Knuckleduster - P.Cush	4-14-42-49	.6965	3-05-06-43
65.Natelle II - A.J.Cole-Cook & J.Solomon	3-23-52-11	.8045	3-05-07-38
66.Streaker - M.Drent	4-05-28-21	.7607	3-05-11-24
67.Sulphur - A.R.Newnham	4-10-30-09	.7248	3-05-11-35
68.Condor - R.A.Bell	3-00-50-29	1.0615	3-05-19-16
69.Ghost Too - G.D.Ford	4-10-31-06	.7660	3-05-19-56
70.Kamehameha - Kamehameha Syndicate	4-13-22-02	.7079	3-05-25-16
71.Vanessa III - B.K. & K.A.Jaggar	4-06-07-05	.7585	3-05-27-24
72.Lock On Wood - R.Laughlin	4-12-25-13	.7148	3-05-29-56
73.Impetuous - V.Locke	3-23-57-42	.8082	3-05-33-22
74.Just James - J.P. & J.B.King	3-19-58-59	.8444	3-05-40-14
75.Predator - D.J.Millikan	4-04-52-29	.7700	3-05-40-25
76.Jisuma - W.Rockcliffe	4-10-20-14	.7307	3-05-42-02
77.Mululu - C.R.L.Montgomery	4-00-41-31	.8044	3-05-46-44
78.Parmelia - S.Rowland & S.O.Stevenson	3-02-34-15	.8410	3-05-51-07
79.Roller Coaster - J.T.Fuglsang	4-05-40-51	.7658	3-05-52-02
80.Andromeda - G.Mieli	4-06-06-33	.7636	3-05-58-14
81.Chaos - D.Norman	5-04-27-20	.7711	3-06-13-43
82.Croweater - G.L. & S.A.Finlay	4-07-57-48	.7531	3-06-17-41
83.Noelen III - K.A.W.King	4-06-07-08	.7670	3-06-19-31
84.Idle Vice - R.W.Tresidder & S.R.Williams	4-05-36-37	.7711	3-06-21-06
85.Muloka - P.R.Jacka	4-14-21-13	.7103	3-06-23-03
86.Breadfruit - R.Sill	4-11-59-51	.7260	3-06-24-22
87.Fiona - D.J. & R.W.Coulter	3-23-20-45	.8228	3-06-27-02
88.Nynja-Go - R.C.Axe	4-04-10-55	.7833	3-06-28-21
89.Siska - R.L.Tasker	3-09-25-45	.9637	3-06-28-24
90.Ultraviolet - J.H.Violet	4-03-00-35	.7931	3-06-31-29
91.Blue Moves - D.Long	4-12-04-35	.7272	3-06-35-35
92.Morning After - C.McMillan	4-06-23-29	.7691	3-06-44-57
93.Madame Defarge - M.Leschkau & T.Stephenson	3-10-39-09	.9529	3-06-45-34
94.Reverie II - G.F.Scott	4-12-18-26	.7272	3-06-45-40
95.Taurus - E.P.Taylor	4-05-04-28	.7793	3-06-46-02
96.Apollo - J.Rooklyn	3-01-52-10	1.0667	3-06-47-48
97.Time Machine 2 - R.D.Elliott	4-04-43-56	.7823	3-06-48-10
98.Ruffian - P.M.Pinder	4-15-51-40	.7054	3-06-54-25
99.Rager I - M.A.Clements	4-05-38-44	.7736	3-06-54-27
100.Myfawny - P.D. & S.M.Cerutti	4-10-30-27	.7410	3-06-55-19
101.Patrice III - P.King	3-22-37-26	.8341	3-06-55-33
102.Christa-Farr - J.D. & C.A.Pomfret	4-04-46-17	.7833	3-06-56-03
103.Maria - M.Preston & D.Kelly	4-10-24-28	.7432	3-07-04-56
104.Jade - L.Wooddell	4-02-12-21	.8057	3-07-07-28
105.Shanti - A.Conan	4-04-00-51	.7912	3-07-07-52
106.Huon Chief - B.Morton	4-08-11-22	.7607	3-07-15-25
107.Hotshot - L.L. B.A. & G.L.Prescott	4-19-19-49	.6887	3-07-25-41
108.Vanquish - D.F.Van	4-17-36-04	.7003	3-07-33-17
109.Centurion - Centurion Syndicate	4-08-04-17	.7649	3-07-36-15
110.The Manly Ferry - M.C.Blackmore	4-01-59-34	.8129	3-07-39-30
111.Sunburst - B.G.Weston	4-02-23-37	.8101	3-07-42-31
112.Onya of Gosford - HMAS Creswell	4-08-42-59	.7628	3-07-52-40
113.Halcyon - D.Saul	4-17-32-56	.7041	3-07-56-59
114.Spider - R.H.Purssell	4-13-05-56	.7330	3-07-58-10
115.Mollymook Maid - R.Kelly	4-15-00-59	.7213	3-08-04-34
116.Iniquity - S.G.Morgan	3-20-08-28	.8725	3-08-23-35
117.Mystic Seven - N.C.Chidgey	4-12-58-14	.7387	3-08-29-48
118.Enigma - H.G.Davis	3-23-46-39	.8435	3-08-47-18
119.Mandrake - P.Smith	3-19-58-51	.8784	3-08-47-45
120.St Jude - H.House	4-16-14-15	.7201	3-08-49-20
121.Southern Spirit - D.J.Smith	4-14-03-37	.7353	3-08-55-38
122.Vengeance - B.Lewis	3-05-22-09	1.0461	3-08-56-09
123.Shogun - J.E.Low	4-03-51-19	.8110	3-08-58-78
124.Myuna - J.H.Bleakley	4-02-26-59	.8228	3-09-00-16
125.Caprice II - J.H.P.Boucaut & J.A.Powell	4-22-00-19	.6887	3-09-16-40
126.Rimfire - E.W.Wall-Smith	4-02-13-27	.8298	3-09-30-23
127.Punch - B.Lewis	4-17-37-11	.7177	3-09-32-42

128. Rebecca II - V.H.O'Neill & C.Ward	4-13-46-20	.7432	3-09-34-58
129. Saltpetra - P.Hinton	4-23-58-11	.6807	3-09-39-48
130. Conquistador of Andies - D.J.Strange	4-09-10-20	.7793	3-09-57-39
131. Encore - W. & V.Anderson	4-05-43-01	.8073	3-10-06-58
132. Thirlmere - S.C.W.Green	4-09-16-50	.7823	3-10-21-40
133. Jipcho - C.B.Gow	4-01-40-13	.8443	3-10-27-47
134. Wathara II - E.J.C. & R.E.C. Stopp	4-17-02-44	.7307	3-10-36-09
135. Thumbs Up (The Flyer) - A.Rowland	3-19-32-43	.9037	3-10-43-46
136. Ruthless - B.R.Bramwell	4-05-07-25	.8183	3-10-44-58
137. Cascade - G.A.Watchorn	3-18-38-28	.9145	3-10-53-29
138. Sequel - G. & D.Coutts	4-17-47-23	.7307	3-11-08-46
139. Odin - I.S.Pullar	4-12-13-07	.7691	3-11-13-51
140. Chloe - D.Rourke	5-00-51-47	.6900	3-11-23-44
141. Tania - R.S.Robinson	4-12-11-27	.7753	3-11-52-49
142. Gib an Inch - W.D.Ferris	3-07-38-04	1.0563	3-12-07-04
143. Sgian Dubh - R.W.Lean	5-00-51-23	.7003	3-12-38-09
144. Alona - P.J.Allen	4-13-32-58	.7763	3-13-02-36
145. Boom Boom - J.Watkins	4-05-29-18	.8384	3-13-05-16
146. Zig Zag - P.P.Kelly	4-05-37-45	.8393	3-13-17-50
147. Pintado - I.Backwell	5-00-58-30	.7054	3-13-20-09
148. Obsession - K.G.Donaldson	4-06-53-16	.8307	3-13-28-08
149. Anaconda -			
G.Friend, R.Smith & M.Bellingham	4-06-04-10	.8376	3-13-29-36
150. Saltshaker 2 - J.B.Levingston	4-06-08-39	.8427	3-14-04-37
151. Tucana - L.C.Dean	5-04-45-23	.6939	3-14-41-03
152. Jager - B.C.Hayden	4-22-01-57	.7353	3-14-47-21
153. Anaconda II - J.Grubic	3-13-43-35	1.0311	3-16-23-33
154. Tasman Lass - W.H.Ward	5-09-45-37	.6900	3-17-32-05
155. Renegade II - I.D.Ritchie	4-10-17-17	.8477	3-18-06-01
156. Teruma - T.C. & R.Bower	5-00-22-22	.7575	3-19-10-57
157. Buccaneer - J.H.Mace	3-19-45-16	1.0306	3-22-33-44
158. Destiny - T.A.Taylor	5-00-49-00	.8263	4-03-49-51

Disqualified: Nirvana, Panda

Fastest Time: Condor 3-00-50-29

Maxi Division: Freight Train. Division A: Challenge. Division B: Once More Dear Friends. Division C: Moonlighter. Division D: Lot's Wife

Retired: Audacity, Billabong, Casablanca, Fanny Adams, Ghost, Jimmy Blacksmith, Lady Ann, Margaret Rintoul II, Mercedes IV, Petrosina II, Puss 'n Boots, Solquest, Too Impetuous.

1983 Weather: A moderate easterly provided good close-reaching conditions to the Heads and out to the new sea mark. Thereafter the breeze swung to southeast and freshened, reaching 30 knots at times during the first 36 hours, taking its toll 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 TM	TCF	CORR TM
1. Indian Pacific - J.Eyles & G.Heuchmer	4-04-03-49	.7970	3-07-45-03
2. Lawless - R.Green	4-18-39-38	.7028	3-08-35-00
3. Perie Banou - J.Sanders	4-19-39-09	.7165	3-10-51-54
4. Prime Suspect - J.Milne	4-11-33-31	.7960	3-13-37-00
5. Mirrabooka - J.Bennetto & J.Lucas	4-09-10-09	.8192	3-14-09-16
6. Mercedes IV - Canberra OSC	4-10-23-34	.8101	3-14-11-20
7. Newcastle Flyer - P.Rundle	4-11-33-17	.8026	3-14-19-24
8. City Limits - H.Knoop	4-19-08-40	.7542	3-14-50-31
9. Shogun - J.Low	4-11-34-17	.8110	3-15-14-25
10. Revelation - B.Moore	4-13-46-16	.7950	3-15-16-05
11. New Zealand - NZIYRT	3-11-31-21	1.0456	3-15-19-52
12. Jisuma - W.Rockliff	5-00-02-24	.7307	3-15-42-48
13. Huon Spirit - H.Calvert	4-14-34-17	.7970	3-16-07-31
14. Scallywag II - R.Johnston	4-15-13-04	.7960	3-16-31-46
15. Police Car - M.Purtell	4-13-39-15	.8156	3-17-26-02
16. Natelle II - A.Cole-Cook	4-15-30-08	.8026	3-17-29-30
17. Patrice III - P.King	4-11-29-09	.8341	3-17-39-14
18. Myuna - J.Bleakley	4-14-36-51	.8219	3-18-54-50
19. Billabong - P.Joubert	5-06-44-26	.7318	3-20-44-55
20. Apollo III - A.Fox	4-09-22-41	.8809	3-20-49-39
21. Bewinched - W.Ferris & S.Gazal	4-02-31-36	.9579	3-22-22-43
22. Predator - D.Millikan	5-04-09-45	.7638	3-22-50-07
23. Marara - A.Ratcliff	5-12-52-10	.7140	3-22-52-08
24. Sodisal - F.Leonard	5-05-54-37	.7892	4-03-22-06
25. Vengeance - B.Lewis	3-23-58-58	1.0476	4-04-33-06
26. Roller Coaster - J.Fuglsang	5-12-50-53	.7575	4-04-37-57
27. Padam - K.Quinert	6-02-51-22	.7165	4-09-13-21
28. Pacha - Capt.P.Ross	5-03-19-13	.8771	4-12-09-51
29. Parmelia - B.Woods	5-09-42-19	.8391	4-12-51-42
30. Mystic Seven - N.D.Chidgey	6-04-13-33	.7376	4-13-19-53
31. Moonlighter - K.Wood	6-06-34-53	.7330	4-14-22-34
32. Justine II - B.van Driel	6-06-01-26	.7364	4-14-28-39
33. Anaconda II - J.Grubic	4-11-27-35	1.0291	4-14-35-12
34. After U - D.Black	6-11-30-55	.7284	4-17-16-38
35. Lot's Wife - I.Smith	7-01-05-15	.6738	4-17-55-52
36. Chinese Fire Drill - J.Hughes & D.Herlihy	6-14-03-20	.7542	4-23-12-20
37. Leven - B.Cunneen	7-02-21-34	.7140	5-01-38-12
38. Morning Swan - B.Arthur	7-04-57-15	.7128	5-03-16-54
39. Scallywag - G.Meyer	6-21-51-47	.7833	5-09-55-14
40. Huon Chief - B.Morton	7-04-16-57	.7596	5-10-51-57
41. Triad - P.Coombs & J.Vickery	6-07-42-33	.8869	5-14-33-03
42. Ramaqua - J.Batten	8-00-43-44	.8017	6-10-30-48

43. The Roperunner - P.Robinson	6-11-23-30	.7931	5-03-14-28
44. Galaxy III* - D.Langford	6-18-38-35	.7607	5-03-43-21
45. Margaret Rintoul II* - R.Jackman	6-17-38-30	.8324	5-14-33-03
46. Chaos* - C.Lockley	6-19-03-05	.7701	5-05-33-57
The Roperunner penalised 10%			
Galaxy III penalised 10%			
Margaret Rintoul II penalised 20%			
Chaos penalised 40%			

Fastest Time: New Zealand 3-11-31-21

Maxi Division: New Zealand. Division A: Patrice III. Division B: Indian Pacific. Division C: City Limits. Division D: Lawless

Retired: Adria, Amaro, Andromeda, Aphrodite, Apollo, Apollo II, Aquila, Audacity, Caprice of Huon, Centrefold, Challenge II, Challenge III, Christa-Farr, Cobweb, Condor, Crusader of Brighton, Cybele, Dancing Mouse, Derwent Lass, Destiny, Di Hard, Diamond Cutter, Dr Dan, Drake's Prayer, Dry White, Dynamite, Encore, Endless Advice, Enigma, Eureka, Evelyn, Fanny Adams, Farr Fetched, Farr Out, Firetel, Fly By Night, Freight Train, Groundsfor, Halcyon, Hullabaloo, Impatience, Impeccable, Inca, Inch By Winch, Intrigue, Isle of Luing, Jorja, Kia Teri, Lady Ann, Lady Penrhyn, Larikin, Mandala, Mandrake, Margaret Rintoul IV, Marloo, Mary Muffin, Morning Tide, Much Ado, Nadia, Nynja-Go, Once More Dear Friends, Osprey III, Out of Sight Out of Mind, Outrageous, Overdraft, Patrol, Phyllis, Piccolo, Piet Hein, Pippin, Public Nuisance, Punch, Quetzal, Ragamuffin, Rebecca II, Red Faces, Restless IV, Ruff 'n Tumble, Runaway, Sagar Rani, Sangaree, Seaquest, Shenandoah III, Solandra, Southern Cross, Spider, Spirit of Queensland, Sunburst, Sunseeker, The Gambler, The Office, The Swagman, Thirlmere, Too Farr Out, Too Impetuous, Topaz, Tradition, Uptown Girl, Vanessa III, Water Frontier, Witchcraft, Witchdoctor, Wy-Ar-Gine IV, Yahoo II, Zap.

1984 Weather: A low pressure system near Melbourne on Christmas Day brought windy weather to Bass Strait and Tasmania. This system slowed up east of Bass Strait about mid-day on Boxing Day, creating two different swell patterns that combined off the NSW coast to make very treacherous seas. There 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 27th the leaders were only as far as the south coast of NSW. As the fleet approached Bass Strait the wind moved SSE but still with uncomfortable seas and winds at 30 knots making life aboard wet and uncomfortable. On the third day the breeze moved from SSE to E and after some 50 hours of windward work the fleet was able to spring sheets for a hard reach across The Strait, the breeze moderating to 20-25 knots. As the leaders approached Tasman Island the breeze had freshened from the NE to give the smaller yachts a hard run down the Tasmanian coast. The first half of the fleet had a quick trip across Storm Bay, but some of the little boats which appeared poised to win handicap honours were once again frustrated by the calms of Storm Bay and the Derwent River.

1985 - 179 starters

PI YACHT	ELAPSED TM	TCF	CORR TM
1. No 1st Place awarded			
2. Sagacious - G.Appleby	4-00-19-23	.7950	3-04-34-37
3. Hummingbird - E.Blackadder	4-02-59-09	.7752	3-04-44-02
4. Silver Minx - G.Player	4-03-59-09	.7723	3-04-58-20
5. Diamond Cutter - A.Sweeney	4-04-30-59	.7659	3-04-59-08
6. Hullabaloo - K.Tierney	4-06-18-09	.7531	3-05-02-38
7. Once More Dear Friends - W.Currie	4-01-09-43	.7931	3-05-03-33
8. Indian Pacific - J.Eyles	4-01-06-15	.7950	3-05-11-52
9. Intrigue - D.Calvert	4-01-02-10	.7960	3-05-14-27
10. Exador - M.Clark	4-01-07-24	.7950	3-05-22-23
11. Paladin - C.Franklin	4-01-07-24	.7970	3-05-24-26
12. Highland Fling - I.Laidlaw	4-01-08-00	.7979	3-05-30-10
13. Another Concubine - J.L. & P.E.Parker	4-01-25-31	.7960	3-05-33-02
14. Cifraline 3 - C.Griffiths	4-01-15-50	.7979	3-05-36-25
15. Mad Max -			
Beckett/Canning/Dent & McCarthy	4-01-20-59	.7989	3-05-46-22
16. The Gambler - I.Kenny	4-01-24-26	.7989	3-05-49-07
17. Joint Venture - R.Elliott	4-01-19-15	.7998	3-05-50-14
18. Prime Times - J.Milner	4-01-19-25	.8008	3-05-56-12
19. Christa Farr - J.D. & C.A.Pomfret	4-04-08-09	.7813	3-06-14-10
20. East of Lizard - P.Carney/Adsail	4-01-08-32	.8064	3-06-20-08
21. Nike - J.Hunt	4-13-49-42	.7140	3-06-25-03
22. Predator - D.Millikan	4-07-23-12	.7607	3-06-38-04
23. Nadia IV - Canberra Ocean Racing Club	4-03-34-19	.7931	3-06-58-14
25. Thunderbird - Sea Craft Ltd	4-00-08-33	.8228	3-07-06-22
26. Black Magic - R.Sill	4-03-32-50	.7950	3-07-08-24
27. Witchcraft - Y.Boadin	4-03-22-50	.7970	3-07-12-23
28. Newcastle Flyer - P.Gough	4-03-34-23	.7960	3-07-15-37
29. Turkey Shoot - S.McDonald / B.Bowden	4-03-40-11	.7960	3-07-20-14
31. Challenge III - L.Abrahams	4-01-02-29	.8219	3-07-45-30
32. Bimblegumbie - K.Jacobs	4-03-53-51	.7998	3-07-53-53
33. Encore II - W. & V.Anderson	4-03-36-13	.8027	3-07-57-07
34. Wild Oats - R.Oatley	4-00-58-41	.8254	3-08-02-44
35. Too Impetuous - P.Jolly	4-03-21-05	.8064	3-08-07-01
36. Switchblade - T. & R.McCall	4-01-10-43	.8245	3-08-07-26
37. Auspicious - N.Marr	4-13-07-07	.7364	3-08-21-18
38. Drake's Prayer* - P.Kurts	3-20-07-24	.8281	3-08-21-18
38. Caroline - D.Hales	4-01-07-14	.8281	3-08-25-32
39. Witchdoctor - C.Troop & Partners	4-03-38-47	.8073	3-08-26-40
40. Apollo - J.Rooklyn	3-04-32-28	1.0520	3-08-31-16
41. Inca - B.Ryan	4-00-55-26	.8316	3-08-36-07
42. Stormy Petrel - A.Pearson	4-12-41-32	.7432	3-08-46-48
43. Impetuous - R.Roberts	4-04-26-04	.8045	3-08-47-58
44. Southern Cross - W.Gilbert	4-08-38-12	.7722	3-08-48-02
45. Police Car - M.Purtell	4-03-29-03	.8129	3-08-52-14



1985 - Sagacious



1986 - Extention

FACT FILE

**Closest finish
was in 1982
when Condor
of Bermuda
beat Apollo by
just seven
seconds.**

P.Steigrad / D.Greenlaw
OVERALL PLACE

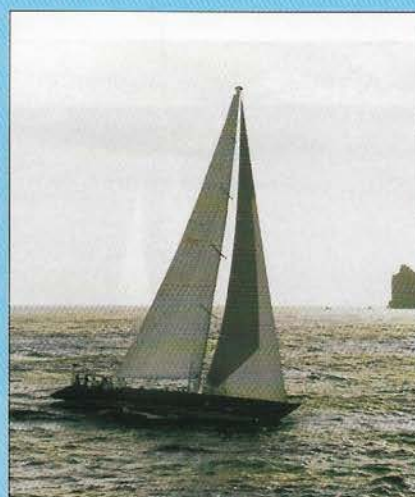
YACHT	PLACE	LINE DIVISIONS					ELAP. TM	TCF	CORR TM	TCF	CORR TM	M	A	B	C	D
15.Windward Passage - W.Muir	2	2					2-23-47-54	1.0563	3-03-50-26	1.0088	3-00-25-49	1				
16.Nadia IV - Canberra ORC	32			6			3-23-50-34	0.7931	3-04-00-46	0.7872	3-03-26-51			8		
17.Thirlmere - S.Green	39			7			4-01-10-47	0.7823	3-04-01-25	0.7725	3-03-04-17			7		
18.Demo - B.Brady	44				6		4-02-39-09	0.7711	3-04-04-15							
19.Turkey Shoot -																
S.McDonald / B.Bowden	31			8			3-23-44-44	0.7950	3-04-07-04	0.7890	3-03-32-36			9		
20.Thumbs Up - A.Rundle	30			9			3-23-28-52	0.7979	3-04-11-04							
21.Prime Suspect - R.Abikhair	34			10			4-00-11-09	0.7931	3-04-17-06	0.7872	3-03-43-03			10		
22.Morning Tide - J.Lawler	69				4		4-10-41-36	0.7165	3-04-26-45	0.6843	3-01-00-37					3
23.Padam - K.Quinert	74				5		4-11-08-03	0.7140	3-04-29-38	0.6926	3-02-12-04					5
24.Challenge III - L.Abrahams	11		1				3-20-58-55	0.8237	3-04-35-21							
25.Middle Harbour Express -																
R.Stone/ G.Challoner	53				7		4-03-59-05	0.7670	3-04-41-18	0.7574	3-03-43-42				3	
26.Good News - J.Calvert-Jones	48				8		4-03-19-22	0.7722	3-04-41-49							
27.Uptown Girl - R.Winton	27		2				3-23-09-26	0.8073	3-04-49-14	0.7912	3-03-17-18		2			
28.Gumblossom (1) - J.Gleeson	88				6		4-17-55-40	0.6752	3-04-55-27	0.6448	3-01-27-38					4
29.Pippin - W.Sweetapple	57				9		4-03-36-33	0.7732	3-05-01-04							
30.Knuckleduster (2) - P.Cush	81				7		4-14-48-21	0.6952	3-05-01-56	0.6743	3-02-42-59					8
31.Wild Oats - R.Oatley	15		3				3-21-38-56	0.8245	3-05-12-49							
32.Inch By Winch - J.Goddard	24		4				3-22-50-30	0.8165	3-05-26-18	0.8104	3-04-51-35		4			
33.Challenge II - R.Rowsthorn	13		5				3-21-32-00	0.8281	3-05-27-18	0.8177	3-04-28-56		3			
34.Contractor - J.McL.Taylor	9		6				3-20-24-03	0.8384	3-05-28-08							
35.Roller Coaster - J.Fuglsang	61				10		4-06-22-52	0.7575	3-05-33-13	0.7518	3-04-58-12				4	
36.Mark Twain -																
V.O'Neill / C.Ward / B.White	19				11		4-06-32-56	0.7575	3-05-40-51	0.7234	3-02-11-02				2	
37.Solandra - R.W.Escott	79				8		4-13-06-11	0.7140	3-05-53-58	0.6819	3-02-23-51					6
38.Margaret Rintoul II - R.Jackman	18		7				3-21-58-05	0.8298	3-05-58-29	0.7925	3-02-28-11		1			
39.Too Impetuous - G.Lambert	36		8				4-00-56-29	0.8064	3-06-10-25	0.8004	3-05-35-31		6			
40.Leven - B.Cunneen	82				9		4-14-52-53	0.7054	3-06-12-57	0.6737	3-02-42-03					7
41.Polar Bear - A.Martin	41				11		4-02-10-46	0.7969	3-06-14-21	0.7610	3-02-42-52			5		
42.War Games - D.Urry	42				12		4-02-11-44	0.7970	3-06-15-43							
43.Vanguard - R.Cawse	16		9				3-21-43-46	0.8359	3-06-20-54	0.8255	3-05-22-25		5			
44.Polaris - L.Savage	50				13		4-03-29-11	0.7882	3-06-24-55	0.7527	3-02-53-00			6		
45.Manly Ferry - M.Blackmore	26		10				3-22-55-16	0.8272	3-06-31-07							
46.Christa-Farr - J.D. & C.A.Pomfret	58				14		4-04-54-31	0.7803	3-06-44-20	0.7569	3-04-22-40			11		
47.Parmelia - B.Woods	20		11				3-22-11-56	0.8367	3-06-48-58	0.8262	3-05-49-38		7			
48.Bacardi - Bacardi Syndicate	33		12				4-00-00-45	0.8210	3-06-49-35	0.8107	3-05-50-14		8			
49.Newcastle Flyer - P.Rundle	45				15		4-03-06-21	0.7960	3-06-53-18							
50.Pacific Phoenix - E.Long	55				16		4-04-15-33	0.7872	3-06-55-26							
51.Inca - B.Ryan	23		13				3-20-50-21	0.8324	3-06-56-39	0.8262	3-06-21-22		9			
52.Marara - A.Ratcliff	83				10		4-14-58-41	0.7116	3-06-58-19	0.6796	3-03-25-14					9
53.*Groundsfor - B. & N.Hines	71				14		4-03-22-55	0.7732	3-04-50-32							
(20% PENALTY Before penalty 28 o'all)																
54.Auspicious - N.Marr	75				11		4-11-15-09	0.7364	3-06-58-51	0.7309	3-06-23-27					11
55.Castaway Enterprise - D.Taylor	3	3					3-02-55-08	1.0573	3-07-12-42							
56.The Roperunner - P.Robinson	52				17		4-03-54-12	0.7941	3-07-20-00	0.7842	3-06-20-39			13		
57.Privateer -																
Around The World Yachts	4	4					3-03-35-43	1.0524	3-07-33-23							
58.Warlord - I.Scott	47				18		4-03-18-27	0.8017	3-07-36-53							
59.Lawless - J.Green	91				12		4-18-24-25	0.6990	3-07-58-14	0.6938	3-07-22-32					12
60.Low Profile - A.Zanelli	62				19		4-06-32-23	0.7803	3-08-00-42	0.7569	3-05-36-44			12		
61.Muloka - P.Jacka	87				13		4-17-18-26	0.7066	3-08-03-46	0.6748	3-04-27-35					10
62.Dubious - G.J.Thompson	70				12		4-10-43-20	0.7521	3-08-15-57	0.7465	3-07-40-05				6	
63.Ned Kelly - S.J.Clarke	84				14		4-16-16-02	0.7152	3-08-17-37							
64.Infra Red - R.T.Southwood	72				13		4-10-52-09	0.7531	3-08-28-59	0.7475	3-07-53-05				7	
65.Spider - R.Purssell	85				15		4-16-53-55	0.7260	3-09-57-52	0.7115	3-08-19-39					14
66.Changabang - B.van Driel	60		14				4-05-34-48	0.8092	3-10-11-55	0.7991	3-09-10-21		10			
67.Trump Card - A.Budd	17		15				3-21-53-29	0.8786	3-10-29-35							
68.Firetel - R.Lawler	90				16		4-18-14-51	0.7236	3-10-40-10	0.7019	3-08-11-25					13
69.*Invincible -	86				20		4-04-52-40	0.7783	3-06-30-47	0.7550	3-04-09-46			15		
(20% PENALTY Before penalty 46 o'all)																
70.Sunseeker - P. & V.Thomas	77				15		4-12-08-33	0.7711	3-11-23-19	0.7364	3-07-38-10				5	
71.Derwent Lass - D.H.Colbourn	94				17		5-01-01-00	0.6900	3-11-30-05	0.6693	3-08-59-47					15

FACT FILE

Gales frequently batter the Sydney to Hobart fleet - in 1984 there were 104 retirements from 150 starters, in 1993 only 38 yachts finished out of 110 starters.



1987 - Illusion



1988 - Sovereign

72. Moonraker Again - N. Welfare 57
OVERALL PLACE

YACHT	PLACE	LINE DIVISIONS				D	ELAP. TM	TCF	CORR TM	TCF	CORR TM	DIVISIONS				
		M	A	B	C							M	A	B	C	D
73.Iniquity - S.Morgan	35		17				4-00-24-17	0.8678	3-11-39-36	0.8613	3-11-02-00		12			
74.Spirit - J.W.Miller	59		18				4-05-08-19	0.8281	3-11-45-10							
75.Otella - C.Montgomery	12		19				3-20-59-53	0.9022	3-11-54-10							
76.Panache - E.Stokans / N.Fyfe	92				18		4-18-34-50	0.7330	3-11-59-15	0.7238	3-10-56-00					16
77.**Encore II - W.Anderson	73			23			4-05-18-34	0.8017	3-09-13-11	0.7917	3-08-12-24			17		
(10% PENALTY Before penalty 67 o'all)																
78.Bewinched - W.Ferris	7	5					3-17-16-45	0.9554	3-13-17-50	0.9482	3-12-39-16	2				
79.Nimrod II - I.S.Watson	65		21				4-07-34-06	0.8237	3-13-18-33	0.8134	3-12-14-33		13			
80.Alexander of Creswell (3) - Royal Australian Navy	66		22				4-08-55-55	0.8165	3-13-40-37	0.8063	3-12-36-24		14			
81.Nadia - J.R.Oakley	89				16		4-18-08-11	0.7521	3-13-50-31	0.7465	3-13-12-10				8	
82.Triad - Coombs / Vickery	40		24				4-01-58-38	0.8779	3-14-00-51	0.8713	3-13-22-03		15			
81.Dreamtime (4) - N.F.McDonald	68		25				4-09-45-23	0.8156	3-14-15-18	0.8095	3-13-36-35		17			
82.Rampant II - A.Tucker	5	6					3-10-05-17	1.0524	3-14-23-22	1.0392	3-13-18-21	3				
83.Madmen's Woodyard - Bowling / Bonallo / Terrell	98					19	5-03-24-43	0.7079	3-15-21-48	0.7026	3-14-42-33					17
84.Icarus - A.Ridley	67		26				4-09-15-54	0.8307	3-15-26-37	0.8245	3-14-47-28		20			
85.Evelyn - J.Fraser	10		27				3-20-41-44	0.9453	3-15-37-30	0.9335	3-14-31-53		19			
86.Lady Ann - J. & A.Kirkjian	96					20	5-02-44-49	0.7165	3-15-56-53	0.7075	3-14-50-36					18
87.*Witchdoctor - C.A.Troup & Partners	53		20				4-03-41-03	0.8073	3-08-28-30	0.7912	3-06-52-12		16			
(20% PENALTY Before penalty 65 o'all)																
88.City Limits - M.Carr	93				17		4-22-18-34	0.7521	3-16-58-50	0.7465	3-16-19-05				9	
89.Mystique - C.Wilson	97					21	5-03-23-55	0.7260	3-17-35-15	0.7115	3-15-47-53					19
90.Helsal II - A.Kelso	6	7					3-15-46-05	1.0461	3-19-48-51	1.0330	3-18-39-52	4				
91.Casablanca - G.McDonald	49		28				4-03-26-55	0.9237	3-19-51-38	0.9052	3-18-01-15		21			
92.Quasimodo - M. & V.Innes	8	8					3-20-20-31	1.0326	3-23-21-08	1.0249	3-22-38-29	5				
93.*Dynamite - I.French	78		23				4-03-44-19	0.8254	3-10-19-27	0.8089	3-08-40-43		18			
(20% PENALTY Before penalty 74 o'all)																
94.Balandra - G.Hennicke	95			21			5-01-37-18	0.7912	4-00-13-37	0.7556	3-19-53-50			14		
95.Ecstasy V - R.K.Harris	100				18		5-08-42-32	0.7488	4-00-22-38	0.7263	3-21-28-53				10	
96.Jasmin - M.A.O'Keefe	99			22			5-04-14-26	0.7950	4-02-46-16	0.7890	4-02-01-33			16		
97.*Just Jones (5) - C.Denny	101			25			4-10-52-29	0.7803	3-11-23-40	0.7744	3-10-45-50			19		
(20% PENALTY Before penalty 74 o'all)																
98.Lassiters Reef - J.R.Carroll	46	9					4-03-15-39	1.0047	4-03-43-38							
99.Sequin - M.Quine	102					22	6-08-19-00	0.6873	4-08-41-14	0.6667	4-05-32-58					20
100.Sunbird - J.Smith	104				19		7-00-00-38	0.7410	5-04-29-45	0.7354	5-03-33-18				11	
101.Roama - D.Jenkin	103		29				6-13-50-58	0.8219	5-09-44-11	0.7849	5-03-53-46		22			
102.*Too Farr Out - P.Smith / K.Horne	105			24			5-10-06-41	0.7793	4-05-23-45	0.7559	4-02-21-04			18		
(10% PENALTY Before penalty 02 o'all)																
103.**Destiny - T.Taylor	106		30				6-07-37-27	0.8237	5-04-53-34	0.7990	5-01-08-52		23			
(10% PENALTY Before penalty 05 o'all)																
104.*Anaconda II - J.Grubic	37	10					3-20-49-42	1.0285	3-23-28-26	0.9976	3-20-36-20	6				
(20% PENALTY Before penalty 97 o'all)																

Fastest Time: Condor 2-23-26-25

IOR Divisions: IOR Maxi Division: Condor. IOR Division A: Challenge II. IOR Division B: Paladin. IOR Division C: Ex Tension. IOR Division D: Impeccable

Illingworth Division: Maxi Division: Windward Passage. Division A: Margaret Rintoul II. Division B: Szechwan. Division C: Vanessa III. Division D: Impeccable

Retired: Amaro III, Chutzpah, Dancing Mouse, Eastern Morning, Galaxy III, Heart, Kanga, Kings Cross, Much Ado, Saltpeta, Bushfire, Drakes Prayer, Great Expectations, Joint Venture, Madelaine's Daughter, Sovereign, Stormy Petrel.

Allowances:

1) Elap. reduced by 30 mins redress under IYRU "Rendering assistance"

2) Elap. reduced by 40 mins redress under IYRU "Rendering assistance"

3) Elap. reduced by 6 hrs redress under IYRU "Rendering assistance"

4) Elap. reduced by 6 hrs redress under IYRU "Rendering assistance"

5) Elap. reduced by 24 mins redress under IYRU "Rendering assistance"

Penalties: *20% penalty applied - failure to lodge declaration in accordance with sailing instruction 25.a **10% penalty applied - breach of sailing instruction 36

1986 Weather: Light nor'easter at start freshening to 25 knots. A fresh SW change went through the fleet at about 2000 hrs on the first night. This slowly backed to the south for 24 hours freshening to 35 knots, subsequently easing back through SW to West over the next 24 hours. Light conditions prevailed at Tasman 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

OVERALL PLACE

OVERALL PLACE		LINE DIVISIONS										DIVISIONS				
YACHT	PLACE	M	A	B	C	D	ELAP. TM	TCF	CORR TM	TCF	CORR TM	M	A	B	C	D
1.Sovereign - B.Lewis	1	1					2-21-58-08	1.0573	3-01-58-41	1.0360	3-00-29-16	3				
2.Apollo - V.d'Emilio / J.Rooklyn	3	2					2-22-55-03	1.0488	3-02-22-42	1.0067	2-23-23-34	1				
3.Gazebo - S.Fischer	2	3					2-22-33-47	1.0573	3-02-36-23	1.0150	2-23-37-17	2				
4.Jubilation - J.S.James	9		1				3-11-33-42	0.9018	3-03-21-21	0.8901	3-02-22-42		1			
5.Madeline's Daughter - P.Kurts	11		2				3-18-47-24	0.8325	3-03-34-58							
6.Chutzpah - Schilte / Taylor	80					1	4-07-29-01	0.7327	3-03-49-21	0.7322	3-03-46-15					5
7.Mad Max - M.Canning	15			1			3-22-59-15	0.7988	3-03-52-34							
8.Sagacious V - G.Appleby	17			2			3-23-05-37	0.7980	3-03-53-05	0.7980	3-03-53-05				1	
9.Switchblade - P.Whyte	13		3				3-19-50-15	0.8284	3-04-04-41	0.8280	3-04-02-29		2			
10.Bimblegumbie - K.Jacobs	12		4				3-19-11-16	0.8346	3-04-06-19	0.8345	3-04-05-46		3			
11.Chris' Choice - M.Walker	84					2	4-07-47-40	0.7343	3-04-12-59	0.7341	3-04-11-44					7
12.Beyond Thunderdome - W.Johns	18			3			3-23-19-17	0.7999	3-04-14-51	0.7999	3-04-14-51			2		
13.Fair Share -																
Hogg / O'Neill / Ross / Benton	19			4			3-23-48-29	0.7989	3-04-32-28							
14.Witchcraft II - B.Staples	27			5			4-00-21-52	0.7954	3-04-38-54	0.7939	3-04-30-13				3	
15.Ronstan Challenge - L.Abrahams	22			6			4-00-05-50	0.7984	3-04-43-26	0.7984	3-04-43-26				6	
16.Joint Venture - R.Elliott	25			7			4-00-09-28	0.7979	3-04-43-27	0.7979	3-04-43-27				7	
17.Prime Minister - L.Klopper	24			8			4-00-06-21	0.7987	3-04-45-35	0.7978	3-04-40-24				4	
18.Starlight Express - C.W.Reynolds	6	4					3-06-51-54	0.9735	3-04-46-30	0.9330	3-01-34-52	4				
19.Another Concubine - J.P.Parker	21			9			4-00-04-36	0.7996	3-04-49-22	0.7981	3-04-40-44				5	
20.Blue Max II - G.Sargent	26			10			4-00-11-20	0.7995	3-04-54-11	0.7995	3-04-54-11				8	
21.Singapore Girl - Steigrad / Greenlaw	97					3	4-08-58-18	0.7341	3-05-03-35	0.7334	3-04-59-10					9
22.Prime Factor - J.P.Milner	28				11		4-01-15-42	0.7992	3-05-43-53	0.7993	3-05-44-29				9	
23.Drake's Prayer - D.Cawse / M.Drent	14		5				3-22-07-03	0.8279	3-05-55-12	0.8270	3-05-50-07		4			
24.Marara - A.E.Ratcliff	121					4	4-14-09-04	0.7092	3-06-07-09	0.6743	3-02-16-30					1
25.Alpha Crucis - R.Graham	142					5	4-20-03-38	0.6775	3-06-37-52	0.6433	3-02-39-42					2
26.Pemberton I - J.Eyles	60					1	4-06-02-38	0.7706	3-06-38-06	0.7707	3-06-38-43				6	
27.Pemberton II - J.King	65					2	4-06-23-24	0.7682	3-06-39-22	0.7678	3-06-36-54				5	
28.Helsal II - A.M.Kelso	4	5					3-03-22-12	1.0440	3-06-41-11	1.0216	3-04-59-53	5				
29.Middle Harbour Express -																
R.Stone / G.Challoner	73					3	4-06-53-21	0.7651	3-06-43-14	0.7593	3-06-07-25				3	
30.Rampant - R.M.Cassidy	68					4	4-06-37-35	0.7672	3-06-44-06	0.7612	3-06-07-09				2	
31.Swuzzlebubble Six - I.Gibbs	30			12			4-03-03-57	0.7951	3-06-46-02	0.7943	3-06-41-17			13		
32.Stormy Petrel - T.Pearson	102					6	4-10-16-44	0.7425	3-06-54-43	0.7069	3-03-07-43					3
33.Sellars Old Maid - R.Robertson	29			13			4-02-40-41	0.8009	3-07-01-53	0.7995	3-06-53-35			14		
34.Morning Tide - J.M.Lawler	127					7	4-14-53-41	0.7145	3-07-14-03	0.6794	3-03-20-31					4
35.Wild Oats - B.Oatley	20		6				3-23-49-23	0.8272	3-07-15-53	0.8268	3-07-13-35		6			
36.Once A Jolly Swagman - C.Jacobsen	31			14			4-03-24-19	0.7980	3-07-19-31	0.7980	3-07-19-31				16	
37.Sweet Lauraine - J.Flachs	99					8	4-09-38-16	0.7519	3-07-25-45	0.7248	3-04-33-59					8
38.Planet X - EastSail Sailing School	130					9	4-15-11-14	0.7151	3-07-30-36	0.7151	3-07-30-36					1
39.Dictator - D.Fidock	66					5	4-06-29-06	0.7763	3-07-33-33	0.7762	3-07-32-56					11
40.Mistress Again - D.Senogles	78					6	4-07-11-58	0.7714	3-07-36-29	0.7583	3-06-15-22				4	
41.Shenandoah III - J.Chardy	132					10	4-15-25-03	0.7165	3-07-49-50	0.6813	3-03-54-31					6
42.Intrigue - D.Calvert	36			15			4-04-30-28	0.7945	3-07-51-12	0.7936	3-07-45-47			18		
43.Phoenix Contractors - Hundt / Dale	49					7	4-05-30-45	0.7868	3-07-52-12	0.7809	3-07-16-16				9	
44.Raucous - D.Rourke	90					8	4-07-59-14	0.7689	3-07-57-21	0.7684	3-07-54-14					14
45.Pippin - B.Sweetapple	79					9	4-07-28-32	0.7731	3-07-59-49	0.7697	3-07-38-42					12
46.Striproll-Geelong - R.Abikhair	32					16	4-04-17-02	0.7981	3-08-02-12	0.7967	3-07-53-46			19		
47.Paladin - C.Franklin	35					17	4-04-29-36	0.7966	3-08-03-11	0.7952	3-07-54-44			20		
48.Sunseeker - P.V.Thomas / J.Quinn	96					10	4-08-33-55	0.7658	3-08-04-34	0.7297	3-04-18-05					1
49.Freight Train - D.Parkes	10	6					3-11-36-29	0.9579	3-08-05-17	0.9481	3-07-16-08	6				
50.Silver Minx - G.Player	85					11	4-07-49-13	0.7724	3-08-11-27	0.7696	3-07-54-00					13
51.More War Games - D.Urry	38					18	4-04-42-43	0.7969	3-08-15-26	0.7964	3-08-12-25			22		
52.Southern Cross - B.Gilbert	91					12	4-08-03-15	0.7719	3-08-19-10	0.7639	3-07-29-13					10
53.Nynja Go - R.C.Axe	82					13	4-07-37-14	0.7756	3-08-22-05	0.7624	3-07-00-01					7
54.Demo - R.J.Brady	94					14	4-08-08-24	0.7718	3-08-22-31	0.7680	3-07-58-46					16
55.Once More Dear Friends - D.Currie	52					15	4-05-34-07	0.7918	3-08-25-19	0.7874	3-07-58-30					15
56.Short Circuit - G.Finlay	43					19	4-05-14-59	0.7956	3-08-33-15	0.7956	3-08-33-15				27	
57.Nadia IV - Canberra Ocean RC	53					16	4-05-36-11	0.7930	3-08-34-16	0.7916	3-08-25-44					18
58.Sagacious IV - G.Appleby	48					20	4-05-24-43	0.7947	3-08-35-31	0.7939	3-08-30-39				26	
59.Otago (1) - A.Nicholas	23		7				4-00-06-16	0.8387	3-08-36-10	0.8254	3-07-19-29			7		
60.Black Magic - R.Sill	54					17	4-05-40-03	0.7936	3-08-41-00	0.7867	3-07-58-55					17
61.Nadia - J.Oakley	113					11	4-11-35-48	0.7505	3-08-45-05	0.7257	3-06-04-58					15
62.Rager - M.Clements	5	7					3-04-26-37	1.0564	3-08-45-18	1.0550	3-08-38-53	7				
63.Venture One - M.Ryan	45					21	4-05-15-51	0.7984	3-08-50-58	0.7980	3-08-48-32				29	
64.Mark Twain - H.O'Neill / C.Ward	111					12	4-10-55-53	0.7561	3-08-51-03	0.7201	3-05-00-05					10
65.United Transport - C.McMillan	51					22	4-05-33-26	0.7964	3-08-52-49	0.7960	3-08-50-22				30	
66.Di Hard - J.Woodward	37					23	4-04-30-49	0.8055	3-08-57-49	0.8002	3-08-25-52				25	
67.Wrinkles - B.Story	135					13	4-16-40-56	0.7186	3-08-58-24	0.6835	3-05-01-06					11
68.Anduril - D.Kennedy	98					18	4-09-37-07	0.7667	3-08-58-40	0.7616	3-08-26-21					19
69.Renegade - B.Francis	59					24	4-06-01-58	0.7947	3-09-05-08	0.7707	3-06-38-12				12	
70.Dry White - D.Leitch	65					25	4-05-42-09	0.7978	3-09-08-18	0.7964	3-08-59-45				32	
71.Padam II - K.Quinert	108					14	4-10-39-46	0.7607	3-09-08-10							

89. Midnight Magic - E. Barron	63		33	4-06-16-23	0.8095	3-10-47-24	0.7845	3-08-14-00	24
90. Indigo - Sail PNG P/L	40	10		4-05-07-17	0.8188	3-10-47-53			
91. Big Schott - P. Bush	88		34	4-07-55-10	0.7977	3-10-53-48	0.7609	3-07-04-48	15
92. Sunburst - J.H./C.D. Howell	76		35	4-07-07-26	0.8041	3-10-55-19	0.7833	3-08-46-37	28
93. Mercedes IV - P. Stronach	67		36	4-06-34-19	0.8090	3-10-58-51	0.7820	3-08-12-41	23
94. Christa-Farr - J.D./C.A. Pomfret	105		21	4-10-35-10	0.7796	3-11-05-40	0.7764	3-09-41-15	21
95. Fiddler's Green - L. Savage	81		37	4-07-30-36	0.8049	3-11-18-55	0.7834	3-09-05-23	33
96. Bacardi - Barcardi Syndicate	56	11		4-05-42-50	0.8205	3-11-27-22	0.7833	3-07-40-21	8
97. Kingurra - P. Joubert	93		38	4-08-07-59	0.8024	3-11-33-23	0.7688	3-08-03-27	21
98. Spanish Fly - J. Corner	92		39	4-08-03-28	0.8047	3-11-44-07	0.7948	3-10-42-18	37
99. Scorpion - R. Hopcraft	61	12		4-06-03-28	0.8220	3-11-53-29	0.7993	3-09-34-29	12
100. Dynamite - I. French	58	13		4-05-58-08	0.8243	3-12-03-11	0.8120	3-10-47-55	18
101. Witchdoctor - Rum Consortium	86		40	4-07-51-44	0.8093	3-12-03-21	0.8004	3-11-07-53	38
102. Computerland S'Ins - M. Boulos	44	14		4-05-15-18	0.8325	3-12-17-41	0.8262	3-11-39-25	23
103. Amigo Diablo - N. Drage	141		21	4-19-42-09	0.7294	3-12-23-36	0.6977	3-08-43-32	20
104. Spirit - J.W. Miller	62	15		4-06-08-02	0.8272	3-12-29-07	0.7897	3-08-39-18	9
105. Margaret Rintoul II - R. Jackman	64	16		4-06-18-09	0.8267	3-12-34-25	0.7893	3-08-44-51	10
106. Parnelia - B. Woods	50	17		4-05-33-04	0.8349	3-12-47-06	0.7974	3-08-58-37	11
107. Pacific Phoenix - E. Long	114		22	4-11-48-18	0.7872	3-12-51-51	0.7601	3-09-56-33	22
108. Sangaree - M. Pryke	41	19		4-05-11-35	0.8404	3-13-02-34	0.8204	3-11-01-08	21
109. Invincible - R. Behrens	120		23	4-13-51-21	0.7760	3-13-14-53	0.7628	3-11-47-53	26
110. Friction - C. Laker	74	20		4-07-04-07	0.8301	3-13-33-26	0.7986	3-10-18-38	13
111. Otella - C. Montgomery	16	21		3-23-40-18	0.9012	3-13-40-43	0.8690	3-10-37-02	16
112. Bushranger - K. Miller	140		22	4-19-13-38	0.7453	3-13-52-44	0.7096	3-09-45-55	22
113. Farrago - S.A. Shaw	83	22		4-07-40-37	0.8298	3-14-01-52	0.8052	3-11-28-50	22
114. Never Satisfied - N. Allen	129		24	4-15-05-28	0.7755	3-14-09-04	0.7457	3-10-50-26	23
115. Patrice III - P.L. King	89	23		4-07-57-18	0.8299	3-14-16-20	0.7924	3-10-22-26	14
116. Double Image - G.W. Jarrett	95	24		4-08-15-48	0.8276	3-14-17-18	0.7902	3-10-23-20	15
117. Mirrabooka - G. Jensen-Muir	34	25		4-04-28-52	0.8592	3-14-20-00	0.8544	3-13-51-04	27
118. Fiona (2) - D. Coulter	87	18		4-06-41-11	0.8206	3-12-15-52	0.8022	3-10-22-30	19
(10% PENALTY. Before penalty 102 o'all)									
119. Alexander of Creswell - RAN	104	26		4-10-31-39	0.8129	3-14-35-46	0.7758	3-10-38-39	17
120. Patience - B. Sherman	103	27		4-10-24-55	0.8160	3-14-50-06	0.7789	3-10-53-13	20
121. Balandra - G. Hennicke	123		25	4-14-21-15	0.7875	3-14-54-14	0.7510	3-10-52-34	25
122. Fortlet - J. Maconochie	138		26	4-17-45-21	0.7645	3-14-57-59	0.7283	3-10-50-54	24
123. Hammer of Qld - A. Bloore	7	8		3-11-19-26	1.0511	3-15-34-54	1.0396	3-14-37-25	9
124. Aussie Rules - R.M. Ramsay	101	28		4-09-58-55	0.8267	3-15-36-55	0.7952	3-12-16-37	25
125. Nimrod II - I. Watson	109	29		4-10-41-02	0.8221	3-15-42-17	0.8091	3-14-19-05	29
126. Helsal III - Dr T. Fisher	8	9		3-11-32-54	1.0499	3-15-43-03	1.0096	3-12-21-01	8
127. Pacific Flyer - R.B. Hatherley	106	30		4-10-38-21	0.8230	3-15-45-51	0.7857	3-11-47-11	24
128. Insatiable - G.J. Wilson	118		41	4-13-32-04	0.8016	3-15-48-10	0.8002	3-15-38-58	41
129. Salty Lady - R. Scoble	122		42	4-14-18-40	0.7980	3-16-01-42	0.7612	3-11-58-08	39
130. Moonraker Again - N. Welfare	107	31		4-10-38-23	0.8278	3-16-16-35	0.8101	3-14-23-20	30
131. Group Therapy - P. Wheeler/Syndicate	46	32		4-05-21-18	0.8711	3-16-17-25	0.8492	3-14-04-14	28
132. Icarus - A. Ridley	110	33		4-10-42-51	0.8277	3-16-19-38	0.7996	3-13-19-43	26
133. Jasmin - M.O. Keefe	131		27	4-15-23-00	0.7936	3-16-23-38	0.7832	3-15-14-08	27
134. Anthanta VI - A. Gruzman	126		43	4-14-45-46	0.7993	3-16-31-58	0.7625	3-12-27-24	40
135. Why Not - Robertson / Rowsell	112	34		4-11-33-16	0.8303	3-17-18-09	0.8178	3-15-57-29	32
136. Nefertiti - R. Nyman	128	35		4-15-01-03	0.8218	3-19-14-03	0.7845	3-15-05-36	31
137. Mirrabooka VI - G. Jensen-Muir	144		23	5-17-05-31	0.6698	3-19-49-27	0.6357	3-15-08-58	23
138. Larikin - N. Jordan	124	36		4-14-34-20	0.8348	3-20-18-20	0.8267	3-19-24-36	35
139. Lady Penrhyn of Nimba - RAN	139	37		4-18-02-16	0.8127	3-20-40-43	0.7755	3-16-26-11	33
140. Phoenix (NSW) - J. Munshower III	136	38		4-17-04-18	0.8408	3-23-04-14	0.8031	3-18-48-28	34
141. Staffitiano - V. Opperman	143		28	5-04-23-56	0.7698	3-23-45-44	0.7336	3-19-15-32	28
142. Wooloomooloo - P. Geddes	125	39		4-14-36-49	0.8800	4-01-20-24	0.8451	3-21-28-46	37
143. Evergreen - W.J. Gibson	134	40		4-16-19-31	0.8672	3-01-24-31	0.8289	3-21-06-23	36
144. Mulberry - W. Wright	145		24	6-02-33-30	0.6857	4-04-29-42	0.6558	4-00-06-47	24
145. Anaconda II - J. Grubic	39	10		4-04-55-48	1.0278	4-07-44-09	0.9862	4-03-32-14	10
146. Affair (3) - D. Livingstone	146		25	5-23-51-18	0.7227	4-07-57-50	0.6879	4-02-57-28	25
(10% PENALTY. Before penalty 146 o'all)									

Fastest Time: Sovereign 2-21-58-08

IOR Divisions: Maxi Division: Sovereign. Division A: Jubilation. Division B: Mad Max. Division C: Pemberton I. Division D: Chutzpah

Illingworth Divisions: Maxi Division: Apollo. Division A: Jubilation. Division B: Blue Max II. Division C: Sunseeker. Division D: Marara

Retired: Highland Fling, Innisfree, Madmen's Woodyard, Russell Dean II, Sea Eagle, Sidewinder, The Roperunner, Tickle My Fancy.

Penalties:

1) 5 min. Time penalty in lieu of 720 turn

2) Radio schedule breach

3) Radio schedule breach

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

OVERALL PLACE

YACHT	PLACE	LINE DIVISIONS				IOR RESULTS				ILLINGWORTH RESULTS			
		M	A	B	C	D	ELAP. TM	TCF	CORR TM	TCF	CORR TM	DIVISIONS	D
1. Illusion - G. Knezic	13					1	5-03-12-03	0.7333	3-18-20-35				
2. Southern Cross - W. Gilbert	4			1			4-18-30-12	0.7989	3-19-28-36				
3. Ragamuffin - S. Fischer	1	1					3-15-29-07	1.0559	3-20-22-33	1.0136	3-16-40-30	1	
4. Great News - D. Forbes / J. Calvert-Jones	2		1				4-09-14-12	0.8789	3-20-29-33				
5. Middle Harbour Express - R. Stone / G. Challoner	20						5-04-38-55	0.7638	3-23-12-24	0.7548	3-22-05-05		1
6. Dictator - R. Fidock	22				2		5-05-13-15	0.7770	4-01-17-48				
7. Nadia IV - T. Dalton	12						5-03-03-40	0.7917	4-01-25-39	0.7901	4-01-13-50		3
8. Sheraton Hobart - I. Smith	9			2			5-02-31-55	0.7955	4-01-28-27	0.7947	4-01-22-34		4
9. Prime Factor - R. J. Brady	10			4			5-02-33-11	0.7982	4-01-49-19				
10. Indian Pacific (VIC) - G. Durran	14			5			5-03-29-00	0.7932	4-01-56-49	0.7918	4-01-46-27		5
11. Ferris Audio - D. Coulter	15			6			5-03-42-02	0.7943	4-02-15-19	0.7942	4-02-14-35		6
12. Harbinger - B. Dean	42					2	5-14-19-54	0.7346	4-02-40-48				
13. Scallywag - R. Corrie	26				3		5-06-32-56	0.7807	4-02-47-48	0.7677	4-01-09-06		3
14. Ocean Blue Resorts - G. Lambert	11		7				5-02-35-06	0.8069	4-02-54-50	0.7869	4-00-27-44		1
15. Solandra - R.W. & C.A. Escott	52					3	5-20-17-33	0.7114	4-03-48-15	0.6764	3-22-53-38		

16. Moonshine - R. St J. Cross	31				4	5-09-20-26	0.7773	4-04-32-11	0.7641	4-02-49-45		5				
OVERALL PLACE						IOR RESULTS				ILLINGWORTH RESULTS						
YACHT	PLACE	LINE DIVISIONS				ELAP. TM	TCF	CORR TM	TCF	CORR TM	DIVISIONS					
		M	A	B	C	D					M	A	B	C	D	
17. Intrigue - D. Calvert	29			8			5-07-14-04	0.7929	4-04-53-03	0.7920	4-04-46-11			7		
18. Madmen's Woodyard - J. Messenger	60					4	5-23-02-56	0.7061	4-05-00-25	0.7020	4-04-25-13					4
19. Mark Twain - H.O'Neill / C. Ward	41					5	5-14-18-21	0.7555	4-05-28-05	0.7196	4-00-38-47				2	
20. Kingurra - P. Joubert	28					9	5-06-44-06	0.8016	4-05-35-27	0.7659	4-01-03-59			2		
21. Spirit - W. Miller	18		2				5-04-17-02	0.8263	4-06-41-45	0.7889	4-02-02-51		1			
22. Challenge II - J. Dacey	19		3				5-04-21-32	0.8271	4-06-51-26	0.8181	4-05-44-17		6			
23. Kings Cross - B. Edmunds / R. Green	40					6	5-14-08-14	0.7669	4-06-52-11							
24. Hummingbird - P. Nicholson	32					7	5-13-07-58	0.7747	4-07-08-17	0.7738	4-07-01-05				8	
25. Centurion - I. Twentyman	48					8	5-16-13-49	0.7575	4-07-11-40	0.7215	4-02-17-25				4	
26. Outrageous - J. Partridge	43					9	5-14-27-35	0.7684	4-07-19-08	0.7641	4-06-44-26				7	
27. Planet X - J. Goddard Jr	68					5	6-04-09-42	0.6976	4-07-21-27							
28. Friction - C. Lake	24		4				5-06-10-45	0.8220	4-07-43-09	0.7869	4-03-17-25		2			
29. Impeccable - J. Walker	55					6	5-22-09-45	0.7301	4-07-47-34	0.7198	4-06-19-43					6
30. Farout - R. J. Pattison	45					10	5-15-46-56	0.7678	4-08-15-13	0.7547	4-06-28-29				6	
31. Parmelia - B. Woods	21		5				5-05-00-44	0.8343	4-08-17-52	0.7968	4-03-36-35		3			
32. Morning Tide - J. M. Lawler	65					7	6-02-44-59	0.7138	4-08-45-00	0.6788	4-03-36-49					2
33. Mirrabooka - J. & P. Benetto	8		6				5-02-29-33	0.8553	4-08-46-04							3
34. Firetel - R. Lawler / K. Taylor	64					8	6-01-16-00	0.7213	4-08-46-51	0.6861	4-03-40-03					
35. Computerland Solutions - NSW Police Sailing Assoc.	23		7				5-06-09-43	0.8310	4-08-50-26	0.8223	4-07-44-35			8		
36. Veler - Farr Eastern Shipping Co YC	27		8				5-06-40-17	0.8293	4-09-02-55	0.7963	4-04-52-06			5		
37. Bacardi - Bacardi Syndicate	30		9				5-08-16-51	0.8207	4-09-16-48	0.7838	4-04-32-47			4		
38. Hornet - The Sting Syndicate	56					9	5-22-12-09	0.7424	4-09-34-16	0.7067	4-04-29-40					5
39. Surefoot - D. Millikan	38					10	5-13-55-03	0.7909	4-09-54-55	0.7810	4-08-35-22				9	
40. Dry White - D. Leitch	35					11	5-13-43-20	0.7966	4-10-31-23	0.7940	4-10-10-32				11	
41. Sweet Lauraine - J. Flachs	62					10	5-23-14-09	0.7501	4-11-26-28	0.7221	4-07-25-50					7
42. Longhorn - W. Beavers	16		10				5-03-54-13	0.8677	4-11-30-40	0.8295	4-06-46-41		7			
43. Changabang - B. Van Driel	39					12	5-13-55-19	0.8046	4-11-45-13	0.7692	4-07-00-46				8	
44. Fiddlers Green - L. Savage	36					13	5-13-51-49	0.8067	4-11-59-16	0.7848	4-09-03-22				10	
45. Nynja Go - R. Axe	54					11	5-21-28-00	0.7740	4-13-29-43	0.7609	4-11-38-31				9	
46. Witchdoctor - The Rum Consortium	46					14	5-15-54-35	0.8082	4-13-50-32	0.7993	4-12-37-58				14	
47. Seahawk - J. Davern	33					11	5-13-17-38	0.8260	4-14-06-03	0.8088	4-11-48-29			10		
48. Doctor Who - G. Snow	6		2				4-23-06-56	0.9255	4-14-14-29	0.8860	4-09-32-11		2			
49. Ruthless - P. Hill	44					12	5-15-43-11	0.8190	4-15-09-16	0.8035	4-13-03-03			11		
50. White Swan - A. Flecknoe-Brown	25					13	5-06-14-08	0.8872	4-15-59-46	0.8485	4-11-06-39				9	
51. Sangaree - G. Cresse	34					14	5-13-38-59	0.8382	4-16-01-31	0.8167	4-13-09-06				12	
52. Mercedes IV - P. Stronach	50					15	5-18-58-06	0.8083	4-16-19-41	0.7787	4-12-12-53				13	
53. Mulberry - W. Wright	78					11	6-19-20-52	0.6889	4-16-31-49	0.6549	4-10-58-35					8
54. Lady Penrhyn of Nimba - Dept of Defence (HMAS Nimba)	49					16	5-18-50-58	0.8106	4-16-33-05	0.7736	4-11-24-50				12	
55. Pacific Breeze - B. Hitchman	47					15	5-15-55-22	0.8345	4-17-25-39	0.8247	4-16-05-44				14	
56. Salty Lady - R. Scoble	61					17	5-23-14-00	0.7964	4-18-04-16	0.7596	4-12-48-00				15	
57. Nellie Zander - J. Dayman	70					12	6-13-10-47	0.7268	4-18-14-18	0.6915	4-12-41-23					9
58. Overdraft - D. Smith	53					16	5-20-28-32	0.8153	4-18-31-47	0.8084	4-17-33-38				17	
59. Pacific Flyer - R. B. Hatherley	51					17	5-19-35-57	0.8205	4-18-32-28	0.7832	4-13-20-03				13	
60. East of the Lizard - P. S. Gibson	59					18	5-22-33-26	0.8038	4-18-35-15							
61. Billabong - L. Wings	71					13	6-13-24-12	0.7282	4-18-37-16	0.6929	4-13-03-53					10
62. Buggbear - R. L. Bugg	67					12	6-04-03-31	0.7781	4-19-12-16							
63. Group Therapy - Group Therapy Syndicate	37					18	5-13-53-44	0.8702	4-20-30-57	0.8463	4-17-18-57				16	
64. Strand By Strand - R. P. Ham	74					14	6-16-03-20	0.7322	4-21-11-34	0.6968	4-15-31-36					11
65. Helsal II - A. M. Kelso	3		3				4-16-12-13	1.0463	4-21-23-55	1.0222	4-18-41-40			3		
66. La Vida - J. Amos	75					15	6-16-54-49	0.7296	4-21-24-09	0.6943	4-15-43-20					12
67. Icarus - A. Ridley	57					19	5-22-16-09	0.8256	4-21-27-27	0.7959	4-17-13-55				15	
68. Ecstasy V - R. Harris	73					16	6-14-19-25	0.7470	4-22-16-04	0.7113	4-16-36-56					13
69. Galaxy III - D. Kitchener	72					13	6-13-26-59	0.7543	4-22-45-52	0.7185	4-17-07-39					10
70. Sirocco - R. Robinson	63					20	6-01-05-42	0.8211	4-23-08-15	0.7866	4-18-07-54				18	
71. Alexander of Creswell - Dept of Defence (HMAS Creswell)	66					19	6-03-20-10	0.8109	4-23-28-29	0.7738	4-18-00-31				16	
72. Derwent Lass - D. Colburn	80					17	7-06-42-36	0.6908	5-00-41-23	0.6562	4-18-38-41					14
73. Hyperdrive - J. Clark	17		4				5-04-10-24	0.9784	5-01-29-28							
74. Christine - D. Pfleumbaum	69					20	6-06-34-33	0.8074	5-01-34-30							
75. Don Pedro - R. Marks	76					14	6-17-01-00	0.7678	5-03-37-43	0.7316	4-21-47-59					11
76. Southern Venture - A. Grice	77					15	6-19-09-11	0.7593	5-03-52-56	0.7293	4-22-59-15					12
77. ANZ McCaughans Helsal - H.A. Fisher	5		5				4-22-30-33	1.0474	5-04-07-35	1.0053	4-23-08-14		4			
78. Montano Realty's Animal Farm - A. & M. Beilby	7		6				5-02-28-16	1.0202	5-04-56-42							
79. Anaconda II - J. Grubic	58		7				5-22-16-10	1.0268	6-02-04-56	0.9851	5-20-08-59		5			
80. Sir Thomas Sopwith - Ocean Youth Club of Australia	79		8				7-01-27-35	0.9318	6-13-54-09	0.8922	6-07-11-31		6			
81. Fiona - D. Walsh (1)	81					21	6-05-56-01	0.8189	5-02-46-50	0.7992	4-23-49-37				19	
(10% PENALTY. Before penalty 75 o'all)																
Fastest Time: Ragamuffin 3-15-29-07																
Retired: All That Jazz, Apollo Batteries, Big Schott, Carina, Casablanca, Chutzpah, City Limits, Fly By Night, Franklin, Half Hour, Hammer of Queensland, Indian Pacific, Insatiable, Madeline's Daughter, Mistress Again, Mr Bojangles, Nantucket, Night Raider, Northern Territory Spirit, Ocean Road, Otella, Padam II, Pemberton IV, Rager, Raucous, Revelation, Ronstan Ultimate Challenge, Singapore Girl, St Jude, Stormy Petrel, Tradition, Turkey Shoot, Uptown Girl, Ventura Highway, Venture One, Westerly, Wild Oats, Windward Passage II.																
1988 Weather: The race underlined the toughness of the 630 n 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.																
IOR Divisions: Maxi Division: Ragamuffin. Division A: Great News. Division B: Southern Cross. Division C: Middle Harbour Express. Division D: Illusion																
Illingworth Divisions: Maxi Division: Ragamuffin. Division A: Spirit. Division B: Ocean Resorts. Division C: Middle Harbour Express																
Division D: Solandra																

1989 - 126 starters

O'ALL	LINE	DIVISIONAL	ELAPSED TIME	CORRECTED TIME
YACHT NAME	PLACE	A B C	D	H'CAP
1. Ultimate Challenge - L. Abrahams	12	1	3-21-07-24	0.7980

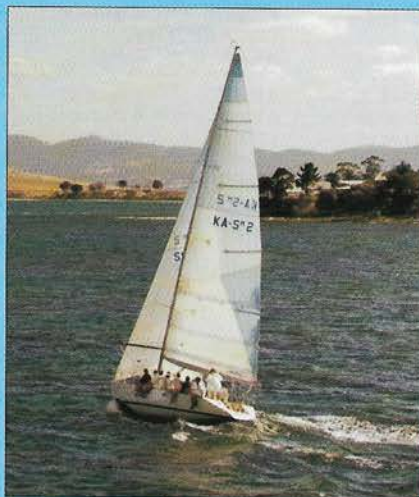
2.Sagacious - G.Appleby	11							3-21-04-20	0.7995	3-02-24-40
O'ALL	LINE									
YACHT NAME	PLACE	M	A	B	C	D	D-H-M-S	H-CAP	D-H-M-S	
3.True Blue - L.Klopper	14			3			3-21-35-25	0.7979	3-02-40-32	
4.Canon Express (1) - N.Statis / E.Owen	15			4			3-22-06-16	0.7999	3-03-16-27	
5.Madeline's Daughter - P.Kurts	10		1				3-19-09-50	0.8325	3-03-53-38	
6.Illusion - G.Knezeic	48					1	4-07-45-44	0.7321	3-03-57-52	
7.Heaven Can Wait - H.Cudmore	3		2				3-14-16-25	0.8815	3-04-03-01	
8.Venture One (2) - J.Goddard	17			5			4-00-11-39	0.7970	3-04-40-00	
9.Cyclone - M.Ryan	7		3				3-15-19-54	0.8794	3-04-47-58	
10.Foo 2 - W.Miller	6		4				3-15-18-14	0.8814	3-04-56-59	
11.Prime Factor - B.Brady	19			6			4-00-39-18	0.7986	3-05-11-19	
12.Intrigue - D.Calvert	20				1		4-01-45-22	0.7926	3-05-28-53	
13.Middle Harbour Express - R.Stone	37				2		4-05-28-49	0.7638	3-05-30-38	
14.Nadia IV (3) - T.Dalton	24				3		4-02-09-05	0.7908	3-05-37-05	
15.Sheraton Hobart - I.Smith	21			7			4-01-47-52	0.7938	3-05-37-55	
16.Fujitsu Dealers - J.Eyles	38				4		4-06-00-28	0.7648	3-06-00-56	
17.Hills Antennas - D.Coulter	27			8			4-02-26-22	0.7942	3-06-10-50	
18.Once A Jolly Swagman - C.Jacobsen	25			9			4-02-09-18	0.7966	3-06-11-25	
19.Prime Minister - K.Court	23			10			4-01-58-46	0.7984	3-06-13-36	
20.Blue Max II - J.King	28			11			4-02-27-22	0.7986	3-06-37-37	
21.Sundance (4) - W.Steele	30			12			4-02-46-07	0.8002	3-07-02-05	
22.Switzerland Insurance - H.Isela	32			13			4-03-14-43	0.7978	3-07-10-40	
23.Indian Pacific - S.McDonald & L.Shannon	36			14			4-04-27-44	0.7932	3-07-41-12	
24.Mini Jumbuk - J.Howell	34			15			4-03-45-27	0.8031	3-08-06-55	
25.Chutzpah - B.Taylor	54					2	4-13-47-11	0.7315	3-08-18-31	
26.Half Hour - J.Hancock	75					3	4-18-38-11	0.7096	3-09-20-46	
27.Challenge II - J.Daley	26		5				4-02-24-01	0.8271	3-09-23-13	
28.Prime Suspect - P.Nicholson	39			16			4-06-19-28	0.7959	3-09-26-24	
29.Revelation - D.Curchod	45				5		4-07-11-19	0.7916	3-09-41-03	
30.Haupia - T.Johnstone	41			17			4-06-22-28	0.8041	3-10-19-09	
31.Mercedes IV - P.Stronach	42		6				4-06-27-06	0.8082	3-10-48-05	
32.Uptown Girl - R.Winton / USSR Team	43		7				4-06-31-06	0.8079	3-10-49-28	
33.Dafra Screens - H.Hertsberg	88					4	4-22-20-22	0.7001	3-10-50-58	
34.Drumbeat - A.Bond	1	1					3-06-21-34	1.0574	3-10-51-26	
35.Computer Solutions -										
NSW Police Sailing Assoc	35		8				4-04-06-01	0.8310	3-11-11-00	
36.Inch By Winch - J.Goddard Snr	40		9				4-06-19-52	0.8143	3-11-19-42	
37.Mirraboona - J.Bennetto	22		10				4-01-55-26	0.8537	3-11-35-51	
38.Singapore Girl - P.Steigrad	69					5	4-18-04-44	0.7338	3-11-42-40	
39.Arabesque - N.Marr	44						4-07-05-23	0.8133	3-11-50-34	
40.Impeccable - J.Walker	78		11				4-18-59-29	0.7301	3-11-57-19	
41.Solandra - R.W. & C.A.Escott	86					6	4-22-03-37	0.7114	3-11-59-17	
42.Stormy Petrel - A.Pearson	66				6		4-17-13-12	0.7419	3-11-59-53	
43.Fuels Paradise - J.Messenger	91					8	4-23-20-05	0.7061	3-12-15-44	
44.Kings Cross - R.Green & B.Edmunds	58				7		4-15-05-59	0.7637	3-12-50-49	
45.Gumblossom - T.H.Gunnerson	100					9	5-05-04-37	0.6794	3-12-58-38	
46.Zeus II - J.Dunston	103					10	5-06-17-14	0.6768	3-13-28-16	
47.Sunseeker - V.C.Thomas & J.H.Quinn	62				8		4-15-55-55	0.7648	3-13-36-20	
48.Stratus Computer - D.Parsons	104					11	5-07-07-54	0.6744	3-13-44-15	
49.Turkey Shoot - A. & M.Hutton	51				9		4-12-24-42	0.7924	3-13-54-19	
50.Big Schott - P.Bush	52			18			4-12-26-22	0.7965	3-14-22-19	
51.Kamehameha - A.Townley	95					12	5-02-41-27	0.7044	3-14-25-24	
52.Audacity - R.Latham	84					13	4-21-37-00	0.7352	3-14-28-18	
53.Great News - J.Calvert-Jones & D.Forbes(5)	8		13				3-17-08-40	0.8798	3-06-25-45	
(Penalty 30% - unpenalised positions 20 o'all, 5 in division)										
54.Roller Coaster - J.Fuglsang	72					10	4-18-21-20	0.7562	3-14-28-32	
55.Recooperator - W.Cooper	99					14	5-04-58-47	0.6923	3-14-31-24	
56.Freight Train - D.Parkes	9	2					3-18-31-59	0.9559	3-14-32-26	
57.Advisor Research (6) - B.Woods	49		12				4-07-47-29	0.8343	3-14-35-35	
58.Doctor Who - R.Jackman	13	3					3-21-31-06	0.9262	3-14-37-00	
59.The Sting - G.Sherwinski	71					11	4-18-18-59	0.7581	3-14-39-48	
60.Perie Banou II - J.Sanders	85					12	4-22-00-32	0.7424	3-15-36-35	
61.Ragamuffin - S.Fischer	2	4					3-11-06-33	1.0559	3-15-45-18	
62.Mark Twain - H.O'Neill	80					13	4-20-36-20	0.7537	3-15-53-08	
63.Padam II - K.Quinert	79					14	4-20-09-48	0.7566	3-15-53-21	
64.Derwent Lass - D.H.Coulbourn	106					15	5-07-23-06	0.6908	3-15-59-51	
65.Buggbear - R.L.Bugg	70					15	4-18-17-26	0.7735	3-16-24-13	
66.Mistress Again - D.Senogles	77					16	4-18-48-22	0.7712	3-16-32-19	
67.Kingurra (7) - P.Joubert	56			19			4-14-41-12	0.8016	3-16-43-35	
68.Patrice III (8) - P.King	50		14				4-11-20-21	0.8289	3-16-58-24	
69.Otella - C.Montgomery	29		15				4-02-41-08	0.9016	3-16-58-30	
70.Australian Maid (9) - J.Wardill	16	5					3-23-17-13	0.9392	3-17-29-37	
71.Morning Breeze -										
P.Lalor, P.Manger & P.Godfree	107					16	5-07-25-21	0.7041	3-17-43-05	
72.Seaquest - P.Nicholson	63			20			4-15-56-29	0.8026	3-17-50-39	
73.Witchdoctor - The Rum Consortium	60		16				4-15-17-30	0.8082	3-17-56-45	
74.Hammer of Queensland - A.Bloore	4	6					3-14-17-59	1.0455	3-18-13-35	
75.Salty Lady - R.Scoble	67			21			4-17-36-43	0.7964	3-18-28-50	
76.St Jude - H.House	102					17	5-06-01-03	0.7192	3-18-37-54	
77.Nynja Go - R.Axe	83						4-21-25-19	0.7740	3-18-53-05	
78.Condor - A.Paola	5	7					3-15-04-08	1.0538	3-19-45-12	
79.Apollo II - J.Duffin	61		17				4-15-21-11	0.8272	3-20-06-40	
80.Balandra (10) - G.Hennicke	82					18	4-21-20-20	0.7872	3-20-22-09	
81.Centrefold - B.Folbigg	59		18				4-15-13-45	0.8323	3-20-34-34	
82.Insatisfiable - G. & J.Wilson	81			22			4-21-19-04	0.7946	3-21-13-15	
83.Rager - M.Clement	8	8					3-17-14-22	1.0538	3-22-02-26	
84.Icarus - A.Ridley	76		19				4-18-38-53	0.8256	3-22-39-12	
85.Komander Nevelskoy - V.Gamanov	68		20				4-17-55-57	0.8352	3-23-09-23	
86.Admiral Nevelskoy - L.Lysenko	73		21				4-18-30-29	0.8358	3-23-42-21	
87.Midnight Magic - I.Ritchie	89		22				4-22-33-06	0.8079	3-23-46-40	

88.Can Can - G.Carlyle-Clarke	101				19	5-05-54-27	0.7685	4-00-45-36
O'ALL	LINE		DIVISIONAL			ELAPSED TIME	CORRECTED TIME	
YACHT NAME	PLACE	M	A	B	C	D-H-M-S	H'CAP	D-H-M-S
89.Belles Long Ranger -								
Women on Water Syndicate	90		23			4-22-44-26	0.8382	4-03-31-42
90.Hyperdrive - J.Clarke	46	9				4-07-32-26	0.9789	4-05-21-21
91.Entrepreneurial Spirit - B.Ashenden	96		24			5-03-08-05	0.8500	4-08-39-52
92.Anaconda II - J.Grubic	64	10				4-16-44-31	1.0268	4-19-45-48
Retired: Alexander of Creswell, Bimblegumbie, BP Flying Colours, Dow Air, Harbinger, Juno IV, Le Roy Brown, Marishiten Outrageous, Shenandoah III, Sir Thomas Sopwith, Southern Cross, Venindee III, Western Port Express.								
Redress and Penalties:								
1) 3 hrs 34 mins redress								
2) 3 hrs 24 mins redress								
3) 45 mins redress								
4) 5 hrs redress								
5) Infringement of Rule 60 - penalty 30% - unpenalised positions - 20 overall (5 in division)								
6) 1 hr redress								
7) 10 min time penalty (S.I.27.2(b))								
8) 4 hrs redress								
9) 2 hrs 30 mins redress								
10) 10 min time penalty (S.I.27.2(b))								
Fastest Time: Drumbeat (A.Bond) 3-06-21-34								
IOR Divisions:								
Maxi Division: Drumbeat								
Division A: Madeline's Daughter								
Division B: Ultimate Challenge								
Division C: Intrigue								
Division D: Illusion								
Illingworth Divisions:								
Maxi Division: Doctor Two								
Division A: Uptown Girl								
Division B: Sheraton Hobart								
Division C: Middle Harbour Express								
Division D: Solandra								

IMS RESULTS

Handicap linear random 14; course length 630.4nm; Scratch value 377.8

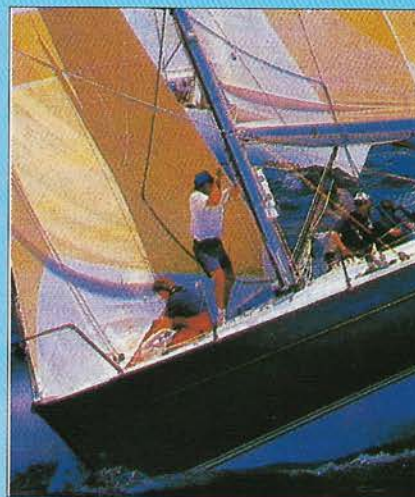
O'ALL	LINE		DIVISIONAL			ELAPSED TIME	CORRECTED TIME	
YACHT NAME	PLACE	M	A	B	C	D-H-M-S	H'CAP	D-H-M-S
1.Challenge II - J.Daley	26		1			4-02-24-01	488.5	3-07-00-56
2.Mini Jumbuk - J.Howell	34			1		4-03-45-27	495.0	3-07-14-04
3.Haupia - T.Johnstone	41			2		4-06-22-28	509.8	3-07-15-35
4.Continental - M.Champion	18		2			4-00-38-43	474.7	3-07-40-37
5.Mirrabooka - J.Bennetto	22		3			4-01-55-26	472.1	3-09-24-39
6.Uptown Girl - R.Winton / USSR Team	43			3		4-06-31-06	498.0	3-09-28-12
7.Never A Dull Moment - C.Wilson	33		4			4-03-36-09	480.9	3-09-32-55
8.Doctor Who - R.Jackman	13		5			3-21-31-06	444.1	3-09-54-30
9.Mercedes IV - P.Stronach	42			4		4-06-27-06	494.9	3-09-56-46
10.Inch By Winch - J.Goddard Snr	40		6			4-06-19-52	488.2	3-10-59-56
11.Arabesque - N.Marr	44			5		4-07-05-23	490.9	3-11-17-05
12.Solandra - R.W. & C.A.Escott	86				1	4-22-03-37	568.8	3-12-36-51
13.White Swan - A.Flecknoe-Brown	31		7			4-02-49-40	455.1	3-13-17-30
14.Stormy Petrel - A.Pearson	66				2	4-17-13-12	534.3	3-13-48-54
15.Australian Maid I - J.Wardill	16			8		3-23-17-13	431.0	3-13-58-16
16.Turkey Shoot - A & M.Hutton	51			6		4-12-24-42	505.3	3-14-05-06
17.Hyperdrive - J.Clark	46		9			4-07-32-26	476.8	3-14-12-16
18.Hammer of Queensland - A.Bloore	4		10			3-14-17-59	377.8	3-14-17-59
19.Sunseeker - V.C.Thomas & J.H.Quinn	62			7		4-15-55-55	522.3	3-14-37-42
20.Advisor Research II - B.Woods	49		11			4-07-47-29	474.8	3-14-48-20
21.Otella - C.Montgomery	29		12			4-02-41-08	443.7	3-15-08-45
22.Roller Coaster - J.Fuglsang	72			8		4-18-21-20	532.6	3-15-14-54
23.Buggbear - R.L.Bugg	70			9		4-18-17-26	528.5	3-15-54-05
24.Gumblossom - T.H.Gunnersen	100				3	5-05-04-37	586.8	3-16-28-43
25.Patrice III - P.King	50		13			4-11-20-21	485.5	3-16-28-47
26.Kingurra (4) - P.Joubert	56			10		4-14-41-12	496.6	3-17-53-00
27.Recooperator - W.Cooper	99				4	5-04-58-47	578.0	3-17-55-21
28.Audacity - R.Latham	84				5	4-21-37-00	535.5	3-18-00-06
29.Kamehameha - A.Townley	95				6	5-02-41-27	562.7	3-18-18-46
30.Zeus II - J.Dunston	103				7	5-06-17-14	583.1	3-18-20-13
31.Mark Twain - H.O'Neill	80			11		4-20-36-20	526.9	3-18-29-47
32.Perie Banou II - J.Sanders	85				8	4-22-00-32	534.0	3-18-39-24
33.Witchdoctor - The Rum Consortium	60			12		4-15-17-30	495.6	3-18-39-49
34.Mistress Again - D.Senogles	77			13		4-18-48-22	512.3	3-19-15-13
35.Padam II - K.Quinert	79			14		4-20-09-48	519.6	3-19-19-57
36.Salty Lady - R.Scoble	67			15		4-17-36-43	504.4	3-19-26-34
37.Apollo Batteries - R.Nyman	53		14			4-13-19-00	478.1	3-19-45-11
38.Derwent Lass - D.H.Coulbourn	106				9	5-07-23-06	577.0	3-20-30-10
39.Centrefold - B.Folbigg	59		15			4-15-13-45	482.6	3-20-52-39
40.Ruff 'N Tumble - L.Rose	74			16		4-18-37-48	500.2	3-21-11-47
41.Icarus - A.Ridley	76			17		4-18-38-53	497.9	3-21-37-02
42.Adriane - J.Davern	57		16			4-14-53-49	475.8	3-21-44-10
43.Morning Breeze -								
P.Lalor, P.Manger & P.Godfree	107				10	5-07-25-21	569.8	3-21-48-04
44.Balandra (5) - G.Hennicke	82			18		4-21-20-20	511.9	3-21-51-23
45.Outlaw - B.McKay	55		17			4-14-24-54	470.4	3-22-11-59
46.The Goodies - C. & L.Andrews	94				11	5-01-55-51	531.2	3-23-04-08
47.Emma - M. De Burca	93			19		5-01-53-44	529.1	3-23-24-04
48.Margaret Rintoul - B.Gould	92			20		5-00-58-56	522.4	3-23-39-40
49.Bush Ranger - K.Miller	97				12	5-04-19-09	539.5	4-00-00-13
50.St Jude - H.House	102				13	5-06-01-03	545.7	4-00-36-59
51.Entrepreneurial Spirit - B.Ashenden	96				14	5-03-08-05	529.1	4-00-38-25
52.Adams Apple - D.Wivell	65		18			4-17-07-36	460.3	4-02-40-48
53.Terence J - R.Ratcliffe & Sons	98				15	5-04-21-02	523.4	4-02-51-16
54.More Imagination - T.Nicholas	105				16	5-07-19-44	540.0	4-02-55-33
55.Gusto - H.Denison	108				17	5-10-33-43	547.1	4-04-54-56
56.Belles Long Ranger -								
Women On Water Syndicate	90		19			4-22-44-26	476.0	4-05-32-41
57.China Bear - A.G.Clubb	87		20			4-22-05-11	469.8	4-05-58-34
58.Innisfree - L.Anderson	109				18	6-06-08-40	568.7	4-20-42-57



1989 - Ultimate Challenge



1990 - Sagacious V



1991 IOR - Ragamuffin

59. Golden Seagull - N. Hunter 110
IMS Retirements: Dow Air, Shenandoah III, Tanglefoot, Terra Nova, Venindee III

Redress and Penalties:

- 1) 2 hrs 30 mins redress
- 2) 1 hr redress
- 3) 4 hrs redress
- 4) 10 min penalty (S.I.27.2(b))
- 5) 10 min penalty (S.I.27.2(b))
- 6) Calculated finish time after time limit

IMS Division Winners: Division A: Challenge II, Division B: Mini Jumbuk, Division C: Solandra

1989 Race and the Weather: The 1989 Nortel Sydney - Hobart Race saw the introduction of the new 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 starting on port hand but as the leaders cleared the sea mark outside Sydney Heads, the breeze kicked in to a 20 knot nor'wester, giving the fleet a spinnaker run down the coast with a gale warning issued for strong nor'westers. By the time the Drumbeat had passed Port Kembla it had backed 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 southwesterlies of between 30 and 40 knots. Strong to gale force south-westers 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 leaders off the Tasmanian east coast a fresh nor'easter powered in again for the one-tonners, giving Ultimate Challenge and Sagacious a boat-for-boat surfing ride to take the top honours on corrected time. On an historic note, the overall winner of the inaugural IMS division was Challenge II, which in 1983 had been overall winner under IOR ratings. Yachts were able to enter both IOR and IMS categories.

1990 - 105 starters

Class I - (IOR)

O'ALL

PLACE YACHT	STATE/ C'TRY	LINE PLACE	M	DIVISIONAL A B	ELAPSED TIME C D	CORRECTED TIME D-H-M-S TCF	D-H-M-S
1. Sagacious V - G. Appleby	NSW	11		1		3-13-01-43 0.7967	2-19-44-32
2. Chutzpah - B. Taylor	VIC	34			1	4-01-21-32 0.7324	2-23-18-20
3. Illusion - G. Knezic	VIC	33			2	4-01-05-14 0.7345	2-23-18-38
4. Anduril - D. Kennedy	NSW	27		2		3-21-45-09 0.7625	2-23-29-11
5. Western Port Venture - P. Grant	VIC	14		3		3-17-43-49 0.7968	2-23-29-50
6. Fujitsu Dealers - J. Eyles	NSW	24		4		3-21-31-26 0.7648	2-23-31-37
7. Beyond Thunderdome - P. Wheeler	UK	15		5		3-18-03-14 0.7983	2-23-53-24
8. Brindabella - G. Snow	ACT	3	1			2-22-33-07 1.0213	3-00-03-17
9. Rothmans - L. Smith (1)	UK	12	3			2-19-07-02 1.0567	2-22-55-22
(PENALTY 10% - was o'all 2, Div 1)							
10. Ragamuffin - S. Fischer	NSW	1	2			2-21-05-33 1.0559	3-00-57-17
11. Doctor Who - R. Jackman	TAS	10	4			3-07-23-02 0.9261	3-01-31-03
12. Sheraton Hobart - J. Smith	TAS	22		6		3-20-42-42 0.7958	3-01-46-48
13. Once A Jolly Swagman - A. Brierty	WA	21		7		3-20-41-15 0.7966	3-01-50-06
14. Condor - A. Paola	NSW	2	5			2-21-53-08 1.0574	3-01-53-49
15. Nuzulu - E. Psaltis & P. Ward	NSW	58			3	4-10-11-30 0.7001	3-02-20-41
16. Freight Train - D. Parkes	NSW	9	6			3-06-02-02 0.9559	3-02-35-33
17. Kings Cross Sydney - R. Stone	NSW	40		8		4-02-37-59 0.7627	3-03-13-39
18. Big Schott - P. Bush	NSW	29		9		4-00-07-50 0.7965	3-04-34-05
19. Nadia IV - T. Dalton	ACT	32		10		4-01-05-13 0.7908	3-04-46-35
20. Mirrabooka - J. Bennetto	TAS	17		1		3-19-05-04 0.8537	3-05-45-32
21. The Roperunner - M. Ward	TAS	37		11		4-02-22-44 0.7909	3-05-48-28
22. Surefoot - D. Millikan	VIC	38		12		4-02-26-01 0.7909	3-05-51-04
23. Indian Pacific - S. McDonald	VIC	36		13		4-02-20-48 0.7922	3-05-54-37
24. Halsal II - K. Flint	SA	6	7			3-03-27-50 1.0353	3-06-07-40
25. Hammer of Queensland - A. Bloore	QLD	5	8			3-02-46-12 1.0455	3-06-10-19
26. Mark Twain - H. O'Neill	NSW	57		14		4-07-45-22 0.7555	3-06-23-16
27. Turkey Shoot - A. Hutton	TAS	47		15		4-03-13-11 0.7928	3-06-39-41
28. Dry White - D. Leitch	TAS	43		16		4-03-06-38 0.7966	3-06-57-05
29. First Light - W. Mountford	NSW	51		17		4-03-20-01 0.7951	3-06-58-49
30. Bacardi - G. Ainley / J. Williams	VIC	31		2		4-00-40-28 0.8192	3-07-11-45
31. Witchdoctor - The Rum Consortium	NSW	39		3		4-02-26-20 0.8056	3-07-18-09
32. Sagacious II - P. Jacka	VIC	41		4		4-02-41-24 0.8036	3-07-18-26
33. Kingurra - P. Joubert	VIC	49		5		4-03-15-36 0.8016	3-07-34-01
34. Suelan - J. Buckland	SA	50		6		4-03-19-10 0.8063	3-08-04-53
35. Mercedes IV - P. Stronach	NSW	45		7		4-03-06-59 0.8082	3-08-06-21
36. Zeus II - J. Dunston	NSW	74			4	4-22-37-50 0.6768	3-08-17-21
37. Solandra - C. Escott	TAS	62			5	4-17-20-12 0.7114	3-08-37-40
38. Singapore Girl - P. Steigrad & S.W. Her (2)	SP	86			11	4-03-19-11 0.7338	3-00-52-51
(PENALTY 40%; was o'all 10, division 3)							
39. La Monique - B. Brooks	NZ	52		8		4-03-22-54 0.8121	3-08-42-28

40. Impeccable - J. Walker	NSW	61				6	4-15-45-34	0.7301	3-09-35-44
PLACE	STATE/	LINE			DIVISIONAL	ELAPSED TIME	CORRECTED TIME		
YACHT	C'TRY	PLACE	M	A	B	C	D	D-H-M-S	D-H-M-S
41. Aggro - S. Collis	VIC	42		9				4-02-44-58	0.8330
42. Gumblossom - T. Gunnensen	VIC	79				7		5-02-03-33	0.6794
43. Star Ferry - J. Conroy	NSW	60			18			4-13-21-49	0.7608
44. It's A Hit - J. Messenger	NSW	77				8		5-00-43-28	0.7061
45. Venindee III - F. Walker	NSW	70				9		4-20-17-19	0.7480
46. Westerly - W. Mills	TAS	78				10		5-01-21-22	0.7274
47. Alexander of Creswell - RAN	NSW	69		10				4-19-07-45	0.8109
48. Sir Thomas Sopwith - OYCA	NSW	82	9					6-16-30-36	0.9318
49. Anaconda II - J. Grubic (3)	SA	85	10					4-21-52-16	1.0268

(PENALTY 10%; was o'all 48, division 9)

Class I retirements: Ariel (USSR), Einstein (VIC), Firetel (NSW), Harbinger (VIC), Inch By Winch (NSW), Insatiable (VIC), Larrikin (VIC), Le Roy Brown (NSW), Madeline's Daughter (NSW), Nimrod II (VIC), Northern Securities (TAS), On The Beat (NSW), Onya (NSW), Oz Fire (NSW), Prime Factor (NSW), Ultimate Challenge (VIC), Zumlish (VIC).

1) Subject to 10% penalty imposed under Sailing Instruction 29.3

2) IYRU Rule 37.3 and 38.2a

3) IYRU Rule 54

CLASS II - (IMS)

PLACE	STATE/	LINE			DIVISIONAL	ELAPSED TIME	CORRECTED TIME		
YACHT	C'TRY	PLACE	M	A	B	C	D	D-H-M-S	D-H-M-S
1. Doctor Who - R. Jackman	TAS	10	1					3-07-23-02	0-21-16-34
2. Cotton Blossom II - E. Barren	VIC	8	2					3-05-42-21	0-14-58-19
3. Never A Dull Moment - C. Wilson	NSW	19	3					3-20-13-19	1-03-20-05
4. Light Wave - R. Lavett	QLD	23		1				3-21-18-09	1-04-24-11
5. Dow Air - Farrlap Syndicate	NSW	54			1			4-03-35-15	1-10-24-34
6. Big Schott - P. Bush	NSW	29		2				4-00-07-50	1-05-57-41
7. Renegade - R. Francis	SA	44			2			4-03-06-42	1-08-40-33
8. Mirrabooka - J. Benetto	TAS	17	4					3-19-05-04	1-00-20-26
9. Suelan - J. Buckland	SA	50			3			4-03-19-10	1-08-12-11
10. Turkey Shoot - A. Hutton	TAS	47			4			4-03-13-11	1-08-02-43
11. Solandra - C. Escott	TAS	62				1		4-17-20-12	1-21-47-30
12. Mark Twain - H. O'Neill	NSW	57				2		4-07-45-22	1-12-07-32
13. Haupia - T. Johnston	NSW	48			5			4-03-13-15	1-07-27-00
14. Woolly Jumper - G. Wood	NZ	20	5					3-20-26-41	1-00-38-17
15. Ariane - R. Mitchell	VIC	56			6			4-04-44-17	1-08-55-15
16. Kingurra - P. Joubert	VIC	49			7			4-03-15-36	1-07-21-45
17. Hyperdrive - J. Clark	NSW	26	6					3-21-41-16	1-01-17-10
18. Surefoot - D. Millikan	VIC	38		3				4-02-26-01	1-06-01-54
19. Matangi - J. Bleakley	NSW	46			8			4-03-09-18	1-06-39-43
20. Indian Pacific - S. McDonald	VIC	36		4				4-02-20-48	1-05-42-59
21. Witchdoctor - Rum Consortium	NSW	39		5				4-02-26-20	1-05-37-44
22. Continental - M. Champion	NSW	25	7					3-21-34-07	1-00-43-32
23. Sagacious II - P. Jacka	VIC	41		6				4-02-41-24	1-05-40-53
24. Marara - W. Ratcliffe	NSW	66				3		4-18-38-28	1-21-29-38
25. Overdraft - D. Smith (1)	QLD	53		7				4-03-29-23	1-06-15-33
26. Zeus II - J. Dunston	NSW	74				4		4-22-37-50	2-01-08-10
27. Dry White - D. Leitch	TAS	43		8				4-03-06-38	1-05-23-01
28. La Monique - B. Brooks	NZ	52		9				4-03-22-54	1-05-34-35
29. Mercedes IV - P. Stronach	NSW	45		10				4-03-06-59	1-04-59-54
30. Aggro - S. Collis	VIC	42		11				4-02-44-58	1-03-43-12
31. Wild Honey - I. Griffiths	QLD	35	8					4-01-21-57	1-02-18-06
32. Hijacker - R. & J. Lodge	NZ	30	9					4-00-36-16	1-01-17-10
33. Gumblossom - T. Gunnensen	VIC	79				5		5-02-03-33	2-01-51-15
34. Westerly - W. Mills	TAS	78				6		5-01-21-22	2-00-25-06
35. Terence J - K. Ratcliffe	TAS	73				7		4-22-35-22	1-20-30-48
36. Australian Maid - J. Wardill	NT	18	10					3-19-41-55	0-17-24-22
37. Mahogany -	NSW	59			9			4-10-33-29	1-08-07-58
38. More Imagination - T. Nicholas	SA	67				8		4-18-50-44	1-16-16-32
39. Morning Tide - J. Lawler	NSW	76				9		5-00-11-11	1-20-50-45
40. Emma - M. De Burca	NSW	65				10		4-17-48-36	1-13-46-17
41. Turkey Connection - A. Hutton	WA	64				11		4-17-39-53	1-12-35-54
42. Venindee III - F. Walker	NSW	70				12		4-20-17-19	1-13-56-48
43. New Horizons - M. Kelaher	NSW	68			10			4-19-07-14	1-09-53-02
44. Southern Venture - A. Grice	TAS	75				13		4-23-59-17	1-14-14-39
45. Tradition - D. Gould	TAS	72				14		4-21-43-04	1-11-29-42
46. Cash Flow - G. Rowland	VIC	63			11			4-17-34-23	1-06-19-45
47. Emerald City - R. Breadman (2)	NSW	55	11					4-04-07-33	1-02-39-07
(PENALTY 20%; was o'all 35, division 10)									
48. Scorpio II - M. Haller	VIC	81				15		5-08-57-55	1-20-58-07
49. Vendetta - C. Reid	NZ	80				16		5-07-05-45	1-15-26-06
50. Eagle - J. Boys (3)	NSW	71			12			4-11-02-58	1-04-36-47
(PENALTY 10%; was o'all 44, division 12)									
51. Ariadne II - R. Mitchell	TAS	82				17		6-16-30-36	1-15-27-09
52. Yarindi III - F. Binns	TAS	84				18		7-14-00-00	2-01-13-25

Class II retirements: Firetel (NSW), Inch By Winch (NSW), Insatiable (VIC), Jack Guy (NSW), Nimrod II (VIC), Northern Securities (TAS), Onya (NSW), Trevassa (NSW).

1) Redress 40 mins

2) Sailing Instruction 37

3) IYRU Rule 54

CLASS III - (IMS)

PLACE	STATE/	LINE			DIVISIONAL	ELAPSED TIME	CORRECTED TIME		
YACHT	C'TRY	PLACE	M	A	B	C	D	D-H-M-S	D-H-M-S
1. Fujitsu Dealers - J. Eyles	NSW	24	1					3-21-31-26	1-09-16-16
2. Sweet Caroline - S. Ellis	HK	13	2					3-17-34-41	1-03-45-18
3. Brindabella - G. Snow	ACT	3	3					2-22-03-37	0-07-07-37
4. Rattle And Hum - N. Kishimoto	JAP	16	4					3-18-58-47	1-01-03-30
5. Hammer of Queensland - A. Bloore	QLD	5	5					3-02-46-12	0-08-48-29
6. Nadia IV - T. Dalton	ACT	32	6					4-01-05-13	1-04-39-56
7. Helsal III - J. Wertheimer	TAS	7	7					3-04-29-58	0-07-50-42
8. First Light - W. Mountford	NSW	51	8					4-03-20-01	1-05-03-03
9. Bobsled - G. Bush & N. Feros	NSW	4	9					2-23-12-01	0-00-00-00
10. Group Therapy - Syndicate A. Chalk	NSW	28	10					3-23-56-12	0-22-17-30

Class III retirements: Ariel (USSR), On The Beat (NSW), Oz Fire (NSW)

Fastest Time: Ragamuffin 2-21-05-33

IOR Divisions

Maxi division: Brindabella

Division A: Mirrabooka

Division B: Sagacious V

Division C: Chutzpah

IMS Divisions

Division A: Doctor Who

Division B: Lightwave

Division C: Dow Air

Division D: Solandra

1990 Race and Weather: High winds, fast reachers, exhausting windward work, controversy on the dock and a brilliant IOR win by Sagacious V - the 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 that made a fast start down the 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 down wind under spinnakers, as the wind swung to the nor'east, freshening to more than 30 knots, with some yachts reporting gusts of 50 knots. In Bass Strait the maxi 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 and 2 seconds, the third fastest time in 46 years. However, Rothman's line honours position, nor 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 - 99 starters

IOR RESULTS

O'ALL PLACE YACHT	STATE/ C'TRY	LINE PLACE	DIVISIONAL			ELAPSED TIME		CORRECTED TIME
			A	B	C	D-H-M-S	TCF	D-H-M-S
1. Atara - H.Cudmore / J.Storey	IRE	11	1			3-09-50-04	0.8320	2-20-05-11
2. Ultimate Challenge - L.Abrahams	VIC	16		1		3-13-21-35	0.7980	2-20-07-01
3. Sanctuary Cove QLD Maid - R.Robertson	NSW	18		2		3-13-55-07	0.7945	2-20-15-44
4. Salamanca Inn - J.Fuglsang	AUS	19		3		3-14-49-28	0.7967	2-21-10-23
5. Another Concubine - J.Parker	AUS	20		4		3-14-58-24	0.7965	2-21-16-27
6. Sheraton Hobart - I.Smith	TAS	22		5		3-15-51-46	0.7940	2-21-45-47
7. Intrigue - D.Calvert	TAS	23		6		3-15-52-32	0.7939	2-21-45-52
8. Nuzulu - G.Psalitis & P.Ward	NSW	61			1	4-04-28-56	0.7001	2-22-20-51
9. Wild Oats - B.Foye, R.Hickman & L.Peckman	NSW	15	2			3-13-10-34	0.8268	2-22-25-25
10. EmecoOnce A J Swagman - A.Brierty	AUS	24		7		3-16-33-03	0.7966	2-22-32-23
11. Ex-Tension - T.Dunn & J.English	IRE	31		8		3-21-05-30	0.7613	2-22-52-14
12. Star Ferry - J.Conroy	NSW	49			2	4-00-43-59	0.7340	2-23-00-07
13. Kings Cross - R.Stone	NSW	34		9		3-21-15-38	0.7627	2-23-07-47
14. Fujitsu Dealers - J.Eyles	NSW	36		10		3-21-33-30	0.7634	2-23-25-21
15. First Light - W.Mountford	NSW	27		11		3-20-15-56	0.7915	3-01-01-41
16. Western Port Venture - P.Grant	VIC	25		12		3-19-59-09	0.7964	3-01-15-27
17. Silver Minx - G.Player	NSW	43		13		3-23-08-01	0.7720	3-01-26-35
18. Impeccable - J.Walker	NSW	64			3	4-04-54-53	0.7285	3-01-30-59
19. Paladin - P.Saget & C.Mehrmann	VIC	32		14		3-21-06-04	0.7960	3-02-06-31
20. Escapade Nou-Caledonie - M.Lavigne	NCA	63			4	4-04-51-56	0.7397	3-02-36-37
21. Knuckleduster - P.Cush	NSW	75		5		4-11-46-50	0.6927	3-02-39-35
22. Fly By Night - J.Drake	VIC	70		6		4-05-45-24	0.7345	3-02-44-25
23. Hot Property - R.Turnbull	TAS	47		15		4-00-38-49	0.7738	3-02-47-07
24. Brindabella - G.Snow	ACT	1	3			3-01-14-09	1.0240	3-02-59-37
25. Bacardi - G.Ainsley & J.Williams	VIC	26	4			3-20-10-01	0.8192	3-03-30-11
26. Denso Einstein - Purtell Bros.	VIC	76			7	4-12-17-31	0.7035	3-04-11-00
27. Zumdish - H.Hertzberg	VIC	78			8	4-12-48-25	0.7007	3-04-14-28
28. The Millennium Falcon - J.Messenger	NSW	79			9	4-13-46-50	0.7061	3-05-30-58
29. Freight Train - D.Parkes	NSW	10	5			3-09-29-00	0.9552	3-05-49-58
30. Zeus II - J.Dunstan	NSW	88			10	4-22-00-43	0.6768	3-07-52-14
31. Apollo - V d'Emilio	QLD	3	6			3-04-51-00	1.0469	3-08-27-15
32. Helsal II - K.Flint	SA	32	7			3-05-32-23	1.0389	3-08-33-22
33. Ivanhoe - H.Vaisanen	QLD	57	8			4-04-13-34	0.8609	3-14-17-05
34. Anaconda II - J.Grubic	SA	37	9			3-21-46-56	1.0268	4-00-17-44

IOR retirements: JLW Chutzpah (VIC), Raw Talent (NSW),

IMS RESULTS

O'ALL PLACE YACHT	STATE/ C'TRY	LINE PLACE	DIVISIONAL			ELAPSED TIME		SEC/ MIN	CORRECTED TIME
			A	B	C	D	D-H-M-S		D-H-M-S
1. She's Apples II - D.Strong	NSW	21		1			3-15-19-20	501.6	2-21-15-03
2. Phoenix - S.Everett	QLD	14	1				3-11-44-14	478.3	2-21-44-55
3. Oz Fire - D.Coulter	NSW	9	2				3-07-46-38	448.9	2-22-56-03
4. Ice Fire - P.Taylor	NZ	8	3				3-06-57-35	443.1	2-23-07-56
5. Doctor Who - R.Jackman	TAS	12	4				3-11-00-31	464.2	2-23-29-11
6. North West Airlines - R.Steel	NSW	29	5				3-20-23-34	509.9	3-00-52-04
7. Kingurra - P.Joubert	VIC	40	6				3-22-47-53	521.2	3-01-17-40
8. Fascination III - A.Blakney	TAS	39	7				3-22-46-13	520.0	3-01-28-36
9. Never A Dull Moment - C.Wilson	NSW	28		2			3-20-17-16	504.6	3-01-41-28
10. Vendetta - C.Reid	NZ	59				1	4-04-19-13	549.8	3-01-48-30
11. Aggro - S.Collis	VIC	35		3			3-21-16-10	508.5	3-01-59-23
12. Final Approach - D.Johnson	USA	13		4			3-11-29-11	452.0	3-02-06-02
13. Bird On A Wire - J.Gaunt	WA	42	8				3-22-58-28	517.5	3-02-07-07
14. Turkey Shoot - A.Hutton	TAS	50			1		4-01-08-00	529.3	3-02-12-41
15. Humming Bird - J.Quinn	NSW	52			2		4-02-21-14	536.2	3-02-13-25
16. Mark Twain - H.O'Neill	NSW	67			3		4-05-23-17	552.6	3-02-23-09
17. The Sidewalk Café - J.Baxter	WA	62				2	4-04-48-36	549.2	3-02-24-12
18. Hammer of Queensland - A.Bloore	QLD	2	9				3-02-30-56	398.4	3-02-30-56
19. Surefoot - D.Millikan	VIC	48		5			4-00-39-22	523.7	3-02-42-53
20. Mercedes IV - P.Stronach	NSW	44	10				3-23-27-16	516.3	3-02-48-32
21. Helsal III - J.Yonge	NSW	7	11				3-06-49-24	420.7	3-02-55-06
22. Tradition - W.Strangways	SA	74				3	4-11-15-21	582.7	3-02-58-58
23. Rockie - B.Woods	NZ	60			4		4-04-28-05	542.1	3-03-18-17
24. Rager - W.Knobelspies	NSW	6	12				3-06-09-51	408.9	3-04-19-32
25. Morning Tide - J.Lawler	NSW	81				4	4-14-33-12	593.7	3-04-21-15
26. Firetel - R. & M.Lawler	NSW	77				5	4-12-21-21	581.1	3-04-21-47
27. Nynja Go - D.Pomfret	NSW	55			5		4-04-01-32	531.9	3-04-38-54
28. Pilgrim - D.Quirk	NSW	41		6			3-22-49-27	501.4	3-04-47-16
29. Sagacious II - P.Jacka	VIC	51		7			4-02-00-55	517.9	3-05-05-22

30.Lady Penrhyn of Nirimba - RAN	NSW	68			6		4-05-25-22	533.9	3-05-40-43
31.Antharta VI - A.Gruzman	NSW	73				6	4-06-12-32	537.2	3-05-54-12
PLACE	STATE/	LINE	DIVISIONAL				ELAPSED TIME	SEC/	CORRECTED TIME
YACHT	C'TRY	PLACE	A	B	C	D	D-H-M-S	MIN	D-H-M-S
32.Morning Breeze -	VIC	73				7	4-16-55-19	597.4	3-06-04-29
P.Lalor, P.Manger & P.Godfree	NSW	71			7		4-05-50-59	533.9	3-06-07-20
33.Alexander of Creswell - RAN	NSW	66				8	4-05-08-19	528.9	3-06-17-12
34.Tara II - C.Gorman	NSW	45		8			3-23-46-33	496.1	3-06-40-03
35.Hyperdrive - J.Clark	VIC	87				9	4-20-52-38	616.3	3-06-43-14
36.Gumblossom - T.Gunnersen	VIC	54		9			4-03-59-53	518.3	3-07-00-08
37.Santana Baby Lock - L.Wings	NSW	85				10	4-18-21-40	598.7	3-07-17-11
38.Struen Marie - B. & L.Wherry	NSW	65			8		4-05-07-45	521.6	3-07-33-20
39.Icarus - A.Ridley	QLD			10			4-03-57-44	514.6	3-07-36-52
40.Double Or Nothing - J.Bush	SA	58	13				4-04-15-47	511.0	3-08-32-44
41.Rimfire II - J.Moffatt	NSW	56	14				4-04-09-44	510.1	3-08-36-08
42.Inch By Winch - J.Goddard	TAS	80				11	4-14-05-32	559.5	3-09-52-55
43.Terence J - K.Ratcliffe	NSW	72		11			4-06-08-24	491.0	3-13-55-29
44.Emerald City - R.Breadman	SA	86			9		4-20-49-18	545.2	3-19-06-35
45.Gambol - W.Gryst & H.Davis	TAS	91			10		4-04-48-41	542.2	3-03-37-49
46.Chaos - Excalibur Syndicate									
(PENALTY 40%; was o'all 24, division 5)									
47.Catriona McDonald - P.LhuedeNSW	89				12	4-23-59-52	536.4	3-23-49-57	

IMS Retirements: Mirrabooka (TAS), Boamaroo (QLD), Jacobina (VIC), Mistress Mercy (NSW), Onawa (ACT).

PHS RESULTS

O'ALL									
PLACE	STATE/	LINE	ELAPSED TIME				CORRECTED TIME		
YACHT	C'TRY	PLACE	D-H-M-S	TCF			D-H-M-S		
1.Allegro - P.Williams	TAS	84	4-18-10-46	0.686			3-06-19-38		
2.Thermopylae of Eden - G.Alexander	NSW	90	5-00-06-23	0.686			3-10-23-35		
3.Scorpio II - M.Haller	VIC	82	4-15-13-26	0.787			3-15-32-00		
4.Adam's Apple - D.Wivell	TAS	38	3-22-45-39	0.960			3-18-58-13		
5.Blind Panic - P.Bush	NSW	17	3-13-38-32	1.079			3-20-24-29		
6.Morning Mist II - A.Neate	VIC	30	3-21-05-20	1.000			3-21-05-20		
7.Witchdoctor - Rum Consortium	NSW	46	4-00-12-47	0.980			3-22-17-20		
8.Group Therapy - A.Chalk	NSW	33	3-21-13-16	1.021			3-23-10-44		
9.Veter - Vladivostok Syndicate	USSR	69	4-05-25-30	0.967			4-02-04-41		
10.2UE / Mitre 10 - P.Sorenson	NSW	4	3-05-01-25	1.391			4-11-08-23		

Fastest Time: Brindabella 3-01-14-09

PHS retirement: Amazon (NSW)

IOR Divisions:

Division A: Atara

Division B: Ultimate Challenge

Division C: Nuzulu

Division D: Vendetta

IMS Divisions:

Division A: Phoenix

Division B: She's Apples II

Division C: Turkey Shoot

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 came back again from the nor'east on the morning of the second day at 15 knots and built up during the day to 25 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 and most yachts found themselves "fetching up" on the east coast of Tasmania after a fresh work across Bass Strait. Three of the potential place getters damaged their rigs in the crossing and retired. The leading yachts rounded Tasman Island at around 0800 hrs on Sunday 29th with the rest of the fleet back along the Tasmanian coast, sailing into a fresh south - sou'easter 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 continuation 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 come 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 amongst the lowest experienced in the past 15 years.

1992 - 110 starters

IOR OVERALL RESULTS

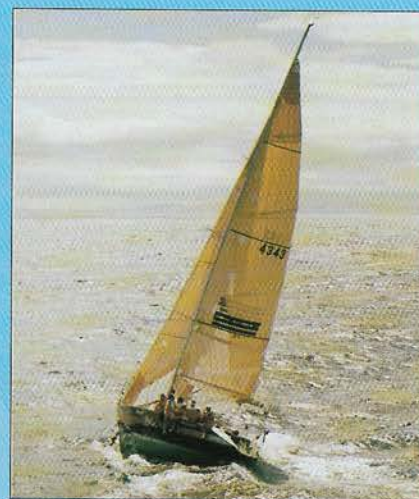
O'ALL									
PLACE	STATE/	LINE	DIVISIONAL				ELAPSED TIME	TCF	CORRECTED TIME
YACHT	C'TRY	PLACE	A	B	C	D	D-H-M-S		D-H-M-S
1.Ragamuffin - S.Fischer	NSW	8	1				3-06-35-37	0.8824	2-21-21-04
2.New Zealand Endeavour - G.Dalton	NZ	1	2				2-19-19-18	1.0574	2-23-11-09
3.Atara - W.Sykes	IRE	16	3				3-15-16-30	0.8272	3-00-11-38
4.Salamanca Inn - J.Fuglsang	TAS	20	4				3-18-32-28	0.7999	3-00-25-26
5.JLW Chutzpah - B.Taylor	VIC	55		1			4-05-13-08	0.7292	3-01-48-32
6.Intrigue - D.Calvert	TAS	27	5				3-22-09-54	0.7869	3-02-03-54
7.Sheraton Hobart - I.Smith	TAS	30	6				3-22-16-17	0.7869	3-02-10-56
8.Wild Oats - B.Foye, R.Hickman, L.Peckman	NSW	22	7				3-18-35-38	0.8201	3-02-17-46
9.Kings Cross - R.Stone	NSW	44		2			4-02-58-08	0.7566	3-02-52-48
10.Penfold's Ultimate Challenge - L.Abrahams	VIC	31	8				3-22-19-03	0.7945	3-02-56-07
11.Freight Train - D.Parkes	NSW	10	9				3-08-30-39	0.9475	3-04-17-02
12.Belfast Venture - D.Morrow	VIC	35	10				4-00-23-04	0.7929	3-04-25-24
13.Bacardi - Bacardi Syndicate	VIC	32	11				3-23-41-01	0.8048	3-05-00-22
14.Paladin - C.Mehrmann	VIC	36		3			4-02-13-25	0.7891	3-05-30-30
15.Condor - A.Paola	NSW	6	12				3-01-49-39	1.0507	3-05-34-14
16.Hall Chadwick Nuzulu - E.Psaltis	NSW	74		4			4-16-14-47	0.6945	3-05-57-18
17.Simply Red -									
M.Buckley & G.Hutchins	VIC	48	13				4-03-12-41	0.7911	3-06-29-10
18.Maglieri Wines Adelaide - G.Vercoe	SA	43	14				4-02-49-34	0.7948	3-06-32-49
19.GAO Australia Raw Talent - J.Simpson	NSW	34	15				4-00-04-40	0.8190	3-06-41-16
20.Nadia IV - K.Goudge	ACT	53		5			4-04-34-39	0.7838	3-06-49-58
21.Indigo - K.McLaren	PNG	42	16				4-02-42-40	0.8096	3-07-54-59
22.Impeccable - J.Walker	NSW	70		6			4-15-32-07	0.7171	3-07-58-55
23.Relentless - J.O'Brien / J.Hearne	NSW	69		7			4-15-19-51	0.7223	3-08-24-51
24.Polycom Stormy Petrel - A.Pearson	NSW	75		8			4-16-18-30	0.7185	3-08-41-37
25.Zeus II - J.Dunston	NSW	95		9			5-01-44-43	0.6647	3-08-55-28
26.Star Ferry - J.Conroy	NSW	65		10			4-15-06-35	0.7307	3-09-11-16
27.Fly By Night - J.Drake	VIC	73		11			4-15-59-28	0.7284	3-09-14-18
28.Legend - A.Hill	NSW	79		12			4-16-42-09	0.7281	3-10-03-31
29.Royal Tasmanian Salmon - A.Townley	TAS	93		13			4-23-03-23	0.6951	3-10-45-22
30.Ella Baché - A.Cahalan	NSW	57	17				4-08-08-34	0.7947	3-10-45-44
31.Natelle II - G.Roper	TAS	63		14			4-13-53-45	0.7762	3-13-31-15



1992 IMS - Assassin



1993 IMS - Micropay Cuckoos Nest



1993 IOR - Solbourne Wild Oats

32. Low Profile - W. Jones
33. Anaconda II - J. Grubic
IMS OVERALL RESULTS

O'ALL

PLACE YACHT	STATE/ C'TRY	LINE PLACE	A	B	C	D	ELAPSED TIME OR AV. SPEED	SEC/ MIN	CORRECTED TIME OR CORR SPEED
1. Assassin - R. Crawford	NSW	13		1			3-10-50-11	530.3	2-15-44-57
2. Morning Mist III - A. Neate	VIC	7	1				3-03-30-26	482.5	2-16-47-26
3. Zero III - S. Tsumura	JAP	14		2			3-10-53-46	517.1	2-18-07-14
4. Oz Fire - D. Coulter	NSW	9	2				3-07-29-07	497.5	2-18-08-31
5. Invincible - H. & J. Clark	TAS	46			1		4-03-02-34	608.6	2-18-14-40
6. Ryobi - R. Jacobs	NSW	23		3			3-18-48-39	560.5	2-18-26-07
7. Ice Fire - P. Taylor	NZ	12	3				3-10-16-30	501.1	2-20-18-04
8. Adria - G. Gjergja	VIC	17	4				3-15-56-55	531.2	2-20-42-14
9. Doctor Who - R. Jackman	TAS	15	5				3-13-29-18	516.7	2-20-46-58
10. Mobile Net Cotton Blossom - E. Barron	VIC	11	6				3-09-14-36	491.0	2-21-02-17
11. Brindabella - G. Snow	ACT	5	7				3-01-40-03	446.3	2-21-17-23
12. North West Airlines - R. Steel	NSW	26		4			3-22-05-55	560.1	2-21-47-35
13. Mirrabooka - J. & P. Bennetto	TAS	18	8				3-18-14-46	532.4	2-22-47-29
14. Elusive - G. Lavis	NSW	25		5			3-21-51-53	547.7	2-23-43-50
15. Pilgrim - D. Quirk	NSW	28		6			3-22-10-56	547.7	3-00-02-53
16. Kingurra - P. Joubert	VIC	45			2		4-03-01-28	572.6	3-00-31-48
17. Marara - A. E. Ratcliff	NSW	81				1	4-17-23-08	653.5	3-00-43-29
18. Surefoot - D. Millikan	VIC	51		7			4-03-31-47	573.0	3-00-57-55
19. Kodak Express - I. Margan	NZ	3	9				3-01-11-52	421.3	3-01-11-52
20. Solandra - R. Escott	TAS	82				2	4-17-28-48	650.8	3-01-17-31
21. Sweet Caroline - R. Mulkearns	NSW	29		8			3-22-14-57	538.8	3-01-40-25
22. Uptown Girl - R. Winton	NSW	54		9			4-04-47-25	568.8	3-02-57-41
23. Aggro - S. Collis	VIC	49		10			4-03-21-17	559.2	3-03-12-25
24. Tele-rent - M. Spies	NSW	89				3	4-22-47-41	668.0	3-03-35-41
25. Double Or Nothing - J. Bush	QLD	56			3		4-05-30-21	568.7	3-03-41-40
26. She's Apples II - D. Strong	NSW	50		11			4-03-30-22	553.6	3-04-20-20
27. Thrifty Link Jacobina - R. Green	VIC	64			4		4-14-51-13	616.0	3-04-45-34
28. Hyperdrive - S. Grellis	NSW	40		12			4-02-40-33	543.2	3-05-19-47
29. Boamaroo Prudential - J. McIntosh	QLD	97				4	5-02-22-59	678.5	3-05-20-40
30. Mark Twain - H. O'Neill	NSW	62			5		4-13-23-19	604.0	3-05-23-45
31. Let's Go - A. Ovenden	NSW	19	10				3-18-30-35	491.5	3-06-13-01
32. Iceberg - G. Gibson	NSW	33	11				3-23-45-09	516.7	3-07-02-49
33. Tradition - W. Strangways	SA	88				5	4-21-25-21	638.7	3-07-21-12
34. Nynja Go - D. Pomfret	NSW	61			6		4-12-38-44	586.3	3-07-45-08
35. Seahorse - G. Quigley	NSW	68			7		4-15-17-03	595.7	3-08-44-41
36. I'm A Mess - A. Brierty	WA	71		13			4-09-24-25	555.6	3-09-53-22
37. Rising Farst - D. Baker	NSW	78			8		4-16-40-59	591.4	3-10-53-48
38. Alexander of Creswell - Dept of Defence	NSW	83			9		4-17-29-40	590.9	3-11-47-44
39. The Old Lion - W. Gryst	SA	85			10		4-18-41-25	596.8	3-11-57-30
40. Take Time - G. Smith	NSW	101				6	5-04-13-04	651.1	3-11-58-38
41. Southern Venture - A. Grice	TAS	91				7	4-22-54-34	619.6	3-12-11-06
42. Suelan - J. Buckland	SA	72			11		4-15-41-13	578.1	3-12-13-46
43. Charisma - J. Lawler	NSW	90				8	4-22-53-12	618.3	3-12-23-23
44. Silhouette - G. Hogarth	TAS	87				9	4-21-20-22	605.9	3-13-00-50
45. Anitra V - Sir G. Barwick	NSW	96				10	5-02-19-42	626.2	3-14-26-53
46. Icarus - A. Ridley	NSW	80			12		4-17-06-09	573.4	3-14-28-05
47. Marina Mirage Challenge - D. Ryan & J. Peters	QLD	60	12				4-12-23-58	546.4	3-14-29-35
48. Portobello - U. Tuisk	ACT	94				11	5-01-02-12	611.0	3-15-49-05
49. Lady Hawk - J. Miller	NSW	99			13		5-02-31-58	612.0	3-17-08-21
50. Hi Fidelity - K. Gladman	NSW	76		14			4-16-23-32	547.8	3-18-14-26

Retired: Hammer of Queensland (QLD), Breakaway (WA), Buggbear (TAS), Hummingbird (NSW), Tardis (VIC).

TPHS OVERALL RESULTS

O'ALL

PLACE YACHT	STATE/ C'TRY	LINE PLACE	ELAPSED TIME OR AV. SPEED	TCF	CORRECTED TIME OR CORR SPEED
1. Amazon - P. Walker	NSW	2	2-22-41-22	1.144	3-08-52-07
2. Bobsled-Société Générale - K. Spencer	QLD	4	3-01-21-37	1.138	3-11-29-02
3. Katinka - D. O'Connell	NSW	100	5-03-49-35	0.680	3-12-12-07

4.Doris VI - J.Sleigh	VIC	52	4-04-33-10	0.845	3-12-58-02
5.Blind Panic - P.Bush	NSW	21	3-18-33-14	0.942	3-13-18-06
PLACE	STATE/	LINE	ELAPSED TIME	TCF	CORRECTED TIME
YACHT	C'TRY	PLACE	OR AV. SPEED		OR CORR SPEED
6.Hijacker - R. & J.Lodge	NZ	37	4-02-28-40	0.868	3-13-28-43
7.Mistress Mercy - D.Senogles	NSW	41	4-02-41-04	0.868	3-13-39-29
8.Bright Morning Star - I.Treharne	NSW	47	4-03-03-26	0.872	3-14-22-40
9.Ventura Highway - P.Shaw	QLD	84	4-17-30-50	0.772	3-15-37-58
10.Apollo II - J.Duffin	VIC	39	4-02-36-42	0.890	3-15-45-52
11.Adam's Apple - D.Wivell	TAS	38	4-02-31-36	0.896	3-16-16-48
12.Witchdoctor - Rum Consortium	NSW	58	4-08-12-51	0.854	3-16-59-56
13.Scorpio II - M.Haller	VIC	92	4-22-55-24	0.750	3-17-11-33
14.Second Lady - B.Jefferson	VIC	98	5-02-23-09	0.740	3-18-13-56
15.Pacesetter - J.Cameron	NSW	59	4-08-18-33	0.872	3-18-57-27
16.New Horizons - M.Kelagher	NSW	77	4-16-36-18	0.810	3-19-12-36
17.Midnight Magic - S.Keal	TAS	67	4-15-13-12	0.850	3-22-32-13
18.Lady Penrhyn of Nirimba - RAN	NSW	102	4-21-23-41	0.808	3-22-51-18
19.Emerald City - R.Breadman	NSW	66	4-15-11-14	0.872	4-00-57-19

Retired: Fast Forward (VIC), Ronstan Wild Thing (VIC), Sir Thomas Sopwith (NSW).

Fastest Time: New Zealand Endeavour 2-19-19-18

IOR Division Winners:

Division A: Ragamuffin

Division B: JLW Chutzpah

IMS Division Winners:

Division A: Morning Mist III

Division B: Assassin

Division C: Invincible

Division D: Marara

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 southeast 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 2-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 flogs, regarded as common for this race. Instead, the fleet experienced one-leg "works" with the fresh sou'westers and hard reachers 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 5 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 6 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 RESULTS

PLACE	STATE/	LINE	DIVISIONAL				ELAPSED TIME	SEC/	CORRECTED TIME
YACHT	C'TRY	PLACE	A	B	C	D	OR AV. SPEED	MIN	OR CORR SPEED
1.Micropay Cuckoos Nest - N.Holman	NSW	2			1		4-02-54-59	600.0	3-18-45-10
2.Ninety Seven - A.Strachan	NSW	1	1				4-00-54-11	570.6	3-21-52-50
3.Marara (1) - W.Ratcliff	NSW	20				1	5-17-38-58	765.2	4-04-33-08
4.Liberator - D.Curlewis	SA	8			2		4-16-58-55	622.2	4-04-55-13
5.Bacardi (2) - G.Ainley/J.Williams	VIC	5		1			4-22-19-17	650.1	4-05-22-14
6.Hartz Mineral Water -									
R.Mulkeams & M.Spies	NSW	7		2			4-16-56-34	619.0	4-05-26-36
7.Mirrabooka - J.Bennetto	TAS	9		3			4-17-15-34	615.9	4-06-18-22
8.Sword of Orion - P.Sajet & C.Mehrmann	VIC	8	2				4-10-17-02	569.1	4-07-31-08
9.Zeus II - J.Dunstan	NSW	28				2	6-01-58-32	794.3	4-07-46-45
10.Pilgrim - D.Quirk	NSW	15		4			5-01-34-17	636.3	4-11-02-07
11.Mark Twain (3) - H.O'Neill	NSW	21				3	5-17-46-25	709.9	4-14-21-48
12.Nynja Go (4) - D.Pomfret	NSW	22				4	5-19-04-35	705.6	4-16-24-38
13.Boomaroo Morse Fans - J.McIntosh	QLD	36				5	6-20-25-39	840.8	4-18-05-05
14.Collex Onyx - A.Ovendyn	NSW	10	3				4-18-46-34	553.3	4-18-46-34
15.Tiercel - J.Copeland	TAS	35				6	6-20-10-07	834.4	4-18-57-13
16.Iceberg - G.Gibson	NSW	16		5			5-06-40-50	618.2	4-19-19-16
17.Katinka - D.O'Connell	NSW	34				7	6-17-26-02	813.5	4-19-53-02
18.Take Time - G.Smith	NSW	31				8	6-07-53-23	758.6	4-19-56-22
19.All That Jazz (5) - J.Davern	NSW	26				9	5-23-28-10	702.3	4-21-23-06
20.She II - P.Rodgers	NSW	25		6			5-21-16-43	685.7	4-22-05-57
21.Courtesan - G.Williams	SA	24		7			5-20-52-48	681.6	4-22-25-00
22.Witchdoctor - Rum Consortium	NSW	23		8			5-20-48-30	672.8	4-23-53-48
23.The Old Lion - W.Gryst	SA	33				10	6-14-05-00	734.4	5-06-22-33
24.Kingurra (6) - W.Joubert	VIC	38		9			7-05-05-54	716.6	6-00-30-16

Redress in accordance with Rule 69(b), elapsed time reduced by the following:

- 1) 5 hrs 34 mins
- 2) 8 hrs 30 mins
- 3) 3 hrs 30 mins
- 4) 5 hrs 40 mins
- 5) 1 hr 11 mins
- 6) 28 hrs 53 mins

IMS retirements: Adjuster, Adria, Alexander of Creswell, Amazon, Anitra V, Assassin, Brindabella, Cadibarra 7, Cassiopeia, Clwyd, Cougar, Cub Sangaree, Devil Woman, Dictator NSW, Double Or Nothing, Easy Touch, Elusive, Georgia Express, Hammer of Queensland, Herman Miller, Icarus, Maxi Ragamuffin, Mem, Morning Mist III, Myuna, Never A Dull Moment, Once More Dear Friends, Oz Fire, Phillips Lightning, Rapaz, Raptor, Second Term, She's Apples II, Silhouette, Surefoot, The Alice, The Regency Heights Gambler, Toxi Waste, Transocean Rockie III, Wang.

IOR OVERALL RESULTS

PLACE	STATE/	LINE	DIVISIONAL				ELAPSED TIME	SEC/	CORRECTED TIME
YACHT	C'TRY	PLACE	A	B	C	D	OR AV. SPEED	MIN	OR CORR SPEED
1.Solbourne Wild Oats - B.Foye / R.Hickman	NSW	6	1				4-16-48-48	0.8209	3-20-36-30
2.Team Fujitsu - S.Gunns / T.Zanelli	NSW	11	2				4-21-04-26	0.8272	4-00-50-37
3.Impeccable - J.Walker	NSW	19		1			5-15-55-32	0.7169	4-01-26-42
4.Sheraton Hobart (1) - I.Smith	TAS	17		2			5-07-13-43	0.7868	4-04-06-12
5.Fly By Night (2) - J.Drake	VIC	27		3			6-01-03-28	0.7254	4-09-13-30
6.Telecom Mobilenet (3) -									
K.Goudge	NSW	18		4			5-14-31-54	0.7838	4-09-26-45
7.Helsal II - K.Flint	SA	12	3				4-21-43-46	1.0240	5-00-33-18
8.Sealater - J.Mawer	QLD	37		5			7-03-39-01	0.7864	5-14-59-09

Redress in accordance with Rule 69(b) elapsed time reduced by the following:

- 1) 25 mins
- 2) 60 mins
- 3) 6 hrs 45 mins

IOR retirements: Amacon Raw Talent, Atara, City Limits, Freight Train, Hall Chadwick Nuzulu, JLW Chutzpah, Kings Cross Sydney, Lindeman's Ultimate Challenge, Maglieri Wines Prime Factor, Ragamuffin, Salamanca Inn, Savage, Star Ferry, Swuzzlebubble VIII.

TPHS OVERALL RESULTS

O'ALL	STATE/ C'TRY	LINE PLACE	ELAPSED TIME OR AV. SPEED	TCF	CORRECTED TIME OR CORR SPEED
PLACE YACHT					
1.Charisma - J.Lawler	NSW	29	6-02-59-34	0.7680	4-16-53-26
2.Bright Morning Star - I.Treharne	NSW	14	5-00-22-46	0.9390	4-17-02-11
3.Wild Thing - G.Wharrington	NSW	3	4-07-44-30	1.1030	4-18-25-37
4.Scorpio II - M.Haller	VIC	32	6-10-52-28	0.7480	4-19-50-46
5.Bobsled Société Générale - Y.Pajot	FRAN	5	4-14-33-45	1.1770	5-10-07-55
6.Utopia - J.Fletcher	QLD	30	6-05-06-54	1.0000	6-05-06-54

TPHS retirements: Advantedge, Alona, Apollo II, Fast Forward, Flying Colours, Innkeeper Petaluma Wines, Magic, Rager, Rising Sun, Shenandoah III, Sir Thomas Sopwith, Telecom Flexi Plans.

Fastest Time: Ninety Seven 4-00-54-11

IMS Division Winners

Division A & Kodak Gold Cup: Ninety Seven

Division B: Bacardi

Division C: Micropay Cuckoo's Nest

Division D: Marara

IOR Division Winners

Division A: Solbourne Wild Oats

Division B: Impeccable

1993 Race and Weather: The 49th Kodak 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 gale force 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 of the race (December 27th), 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 10 m were created as the winds blew against the southward-moving East Australia Current. At 2300 hours EDT Monday, December 27th, the low pressure complex had become dominated by one low pressure centre with a central pressure of 986hPa, the lowest over the whole event. This was the last Sydney to Hobart to have an IOR handicap category.

1994 - 371 starters

30 YEAR VETERANS (IMS)

DIV PLACE	STATE/ C'TRY	LINE PLACE	ELAPSED TIME			CORRECTED TIME		
YACHT			H	M	S	H	M	S
1.Southerly - D.Mickleborough	NSW	240	119	58	03	68	06	52
2.Canon Maris - I.Kiernan	NSW	255	123	53	50	68	13	34
3.Cherrana - J.Keelty	NSW	252	123	20	14	70	06	10
4.Camille - P. G. & M.Docker	NSW	225	118	05	44	74	58	13
5.Reprieve - D.Barnfield	SA	288	136	14	21	75	49	21
6.QM Ronita - H.Rough	NSW	289	136	35	23	76	28	37
7.Nell Gwynn - J.Carney	QLD	243	120	39	57	76	55	57
8.Kareelah - S.Moody	SA	281	134	43	32	79	12	48
9.Fidelis - N.Stoke	NSW	109	97	24	04	80	11	34
10.Rising Sun - N.Sneddon	NSW	253	123	28	37	80	25	59
11.Camera World Kurura - W.Imms	TAS	294	138	49	41	80	31	01
12.Prospector - O.Stuart	NZ	304	141	29	40	81	28	25
13.Archina - J.Firth-Smith	NSW	245	121	24	58	85	53	05
14.Eos - B.Wilson	NSW	302	141	28	15	86	10	16
15.Anitra V - D.Stewart	NSW	280	133	54	10	87	01	31
16.Southern Myth - P.Riddell	SA	267	127	36	21	87	46	16
17.Nocturne - C.Stevens	NSW	284	137	03	03	89	23	03
18.Bushranger - K.Miller	TAS	300	140	28	51	91	29	02
19.Winston Churchill - M.Mothersdill	NSW	301	140	31	49	96	39	00

1% reduction applied on elapsed time of cruisers

20 YEAR VETERANS (IMS)

DIV PLACE	STATE/ C'TRY	LINE PLACE	ELAPSED TIME			CORRECTED TIME		
YACHT			H	M	S	H	M	S
1.Love & War - P.Kurts	NSW	63	91	06	25	62	05	27
2.Margaret Rintoul II - R.Purcell / J.Pope	NSW	75	93	51	05	67	01	24
3.Whispers II - L.England	NZ	58	90	37	37	67	05	39
4.Marara - A.E.Ratcliff	NSW	214	115	13	46	67	18	25
5.Brightstone - T.Borrell	NZ	110	97	40	41	68	03	02
6.Mercedes III - P.Hinrichsen	VIC	169	104	38	34	69	01	55
7.Mark Twain - H.O'Neill	NSW	183	106	28	42	69	18	27
8.Ruthless - P.Hill	NSW	190	107	55	15	69	25	44
9.Dragonfyre - R.Walton	NSW	220	116	11	58	69	42	23
10.Sky Channel Huon Chief - A.Hay	TAS	202	111	02	40	71	14	07
11.Kingurra - P.Joubert	VIC	119	100	17	38	71	16	14
12.Morning Hustler - J.Cowell	SA	248	122	17	38	72	13	04
13.Polaris - T.Mowbray	NSW	160	103	14	58	72	14	09
14.Boomaroo Morse Fans - J.McIntosh	QLD	249	123	38	30	72	21	06
15.Herman Miller-Mercedes - P.Stronach	NSW	152	102	21	55	73	22	56
16.Pacha - J. De La Vega	NSW	97	95	58	31	73	52	38
17.Suraya Mother of Pearl - C.Sriber	NSW	246	121	45	58	76	44	00
18.Arina 2000 - J.Sanders	WA	233	118	50	00	77	15	40
19.Derwent Lass - D.Coulbourn	TAS	260	127	33	54	78	11	26
20.Apollo II - J.Duffin	VIC	163	104	18	02	78	59	52
21.Morning Breeze - P.Lalor	VIC	275	130	34	05	80	24	18
22.Buy Tasmanian - R.Mitchell	TAS	270	128	21	45	81	59	06
23.Born Free - I.Thrift	VIC	215	116	33	46	82	14	51
24.Koamaru - R.Graham	NZ	286	135	40	42	92	07	58
25.Morning Tide - A.Fenwick	NSW	307	155	12	13	97	18	11

1% reduction applied on elapsed time of cruisers

IMS Division A

DIV PLACE	STATE/ C'TRY	LINE PLACE	ELAPSED TIME			CORRECTED TIME		
YACHT			H	M	S	H	M	S
1.Indec Prime Example - D.Gotze	VIC	15	74	51	01	61	38	49
2.Thai Airways International - C.Packer	NZ	16	75	16	16	62	01	58
3.Exile - W.Miller	HK	3	66	15	03	62	41	45
4.Bartercard Morning Mist - A.Neate	VIC	18	78	04	05	64	54	52
5.Brindabella - G.Snow	NSW	2	64	55	15	64	55	15
6.Wild Thing - G.Wharrington	VIC	13	75	16	44	65	40	43

7. Epton Broomstick - A. Beilby	NSW	5	69	00	31	65	46	02
8. Sorcery - J. Wood	USA	4	67	59	35	65	51	31
DIV PLACE	STATE/	LINE	ELAPSED TIME			CORRECTED TIME		
YACHT	C'TRY	PLACE	H	M	S	H	M	S
9. Hammer of Queensland - A. Bloore	QLD	6	69	30	20	67	04	20
10. Rhino Roof Racks Infinity III - G. Cropley	NSW	12	74	01	34	67	45	00
11. Longobarda - D. Stephenson	TAS	7	69	58	02	69	30	36
12. Rager - P. Bush	NSW	20	78	55	46	69	51	24
13. Condor of Currabubula - A. Paola	NSW	10	73	13	27	70	15	48
14. Congere - B. Koepfel	USA	9	72	25	27	72	17	51
15. JTEC Finistere - S. Best	WA	38	87	12	12	72	52	21
16. Animal Farm - R. Hopcraft	VIC	40	88	31	45	75	31	36
17. Condor of Bermuda - G. Miles	QLD	49	90	19	34	77	47	13
18. Wildcard - R. Edmonds	TAS	57	91	06	08	78	36	51
19. Haphazard - N. Edmonds	TAS	69	93	12	37	81	06	56

1% reduction applied on elapsed time of cruisers

IMS Division B

DIV PLACE	STATE/	LINE	ELAPSED TIME			CORRECTED TIME		
YACHT	C'TRY	PLACE	H	M	S	H	M	S
1. Ninety Seven - A. Strachan	NSW	19	78	20	12	61	23	09
2. Ausmaid - G. Gjergja	VIC	17	77	06	08	61	39	26
3. Assassin - R. Crawford	NSW	31	84	05	10	63	26	25
4. Atara - J. Storey	NSW	26	82	31	48	63	55	59
5. AMP Wild Oats - B. Foye	NSW	43	88	52	49	64	02	58
6. Hartz Mineral Water - J. Fuglsang	TAS	50	90	20	21	64	04	21
7. Dresden Sword of Orion - P. Sajet / C. Mehrmann	VIC	22	80	48	16	64	08	01
8. Ragamuffin - S. Fischer	NSW	24	81	09	02	65	06	34
9. Bit O' Fluff - W. Brooks	QLD	34	87	02	06	65	47	10
10. Liberator - D. Curlewis	VIC	53	90	35	38	66	27	00
11. Rampant - R. Welch	NSW	71	93	37	35	66	51	00
12. Dictator - B. Mead	NSW	60	91	09	04	66	58	32
13. Rock 'N' Roll - K. Williams	NSW	67	92	10	47	67	06	45
14. Breakaway Café Who - W. Banks-Smith	TAS	56	91	01	06	68	02	33
15. Maglieri Wines - G. Vercoe	SA	59	91	07	40	69	25	29
16. Legal & General Cuckoo's Nest - N. Holman	NSW	48	90	07	53	69	39	24
17. Sundance II - G. Boettcher	SA	78	94	32	07	69	56	06
18. Man Of War - L. Kint	VIC	98	96	38	44	74	00	53
19. Second Term - K. Court	WA	39	88	29	46	74	30	10
20. Di Hard - B. Weaver	NSW	117	100	13	35	75	00	24
21. Blitz - O. Laurikainen	QLD	77	94	29	18	77	31	17
22. Freemantle Doctor - R. Baker	WA	73	94	05	15	77	48	50

IMS Division C

DIV PLACE	STATE/	LINE	ELAPSED TIME			CORRECTED TIME		
YACHT	C'TRY	PLACE	H	M	S	H	M	S
1. Atria - G. Ford	VIC	161	103	52	54	63	00	38
2. JLV Chutzpah - B. Taylor	VIC	94	96	28	34	63	07	02
3. 2KY Racing Radio - R. Mulkearns	NSW	66	92	02	44	63	14	23
4. Turong - I. Powrie	VIC	72	93	37	54	64	44	18
5. Bird On A Wire - J. Gaunt	WA	64	91	54	23	65	20	29
6. Kings Cross - R. Stone	NSW	112	99	07	17	66	03	43
7. Fly By Night - J. Drake	VIC	172	104	45	43	66	18	17
8. Impeccable - J. Walker	NSW	170	104	19	45	66	37	47
9. Toxic Waste - H. Hertzberg	VIC	125	101	28	58	67	36	31
10. Norton Smith Wild Fire - A. Saunders	NSW	129	101	50	45	68	12	35
11. Jacobina of Sherval - R. Green/P. Newman	VIC	153	102	59	26	69	10	31
12. Impetuous - R. Roberts	NSW	106	97	40	28	69	20	31
13. Cape Fear - A. Bristow	NSW	102	97	07	58	70	05	29
14. Raptor - B. Eddington	VIC	134	101	58	54	70	09	26
15. Relentless - J. O'Brien / J. Hearne	NSW	193	109	25	42	73	08	21
16. Novell Simply Red - M. Buckley/J. Hutchins	VIC	148	102	41	47	73	40	15
17. Paladin - N. Hunter	VIC	157	103	30	34	75	13	31
18. Soave Il Vento - S. Niemann	VIC	164	103	55	59	76	13	19
19. Telecom Mobil Link - K. Goudge	NSW	179	106	37	46	76	48	27
20. Mistress Mercy - J. Murchison	NSW	133	101	55	28	77	01	09
21. Silhouette - G. Hogarth	TAS	224	117	59	58	77	42	52
22. Hall Chadwick Nuzulu - E. Psaltis	NSW	234	119	40	18	78	40	44
23. Fiddler's Green - L. Savage	NSW	219	116	42	48	83	12	51
24. Overdraft - D. Smith	QLD	251	123	56	54	88	24	42

1% reduction applied on elapsed time of cruisers

IMS Division D

DIV PLACE	STATE/	LINE	ELAPSED TIME			CORRECTED TIME		
YACHT	C'TRY	PLACE	H	M	S	H	M	S
1. Raptor - A. Eichenauer	GER	27	81	42	44	59	41	00
2. Kyote French Line - P. Lionel	FRA	21	79	56	18	63	42	20
3. Ultimate Challenge - L. Abrahams	VIC	62	91	26	47	65	07	54
4. Intrigue - D. Calvert	TAS	70	92	29	33	66	25	54
5. Local Hero IX - G. Howison	NSW	35	87	36	45	67	14	11
6. Never A Dull Moment - C. Wilson	NSW	74	93	10	18	68	09	07
7. Elusive - G. Lavis	NSW	76	93	27	39	68	34	00
8. Azzurro - G. Lewis	NZ	79	93	36	34	68	53	36
9. Doctor Who - R. Jackman	TAS	37	86	54	44	69	20	38
10. Mirrabooka - J. & P. Bennetto	TAS	68	91	31	07	69	35	31
11. Philips Lightning II - J. Veeneklaas	NSW	55	90	04	59	69	52	09
12. Otago - R. Moore	NSW	94	95	32	19	70	00	07
13. Tower - B. Cardiff	NZ	44	88	13	23	70	01	15
14. AFS Freight - D. Strong	NSW	87	95	20	11	70	12	36
15. Yendys - G. Ross	NSW	92	95	24	47	70	42	40
16. Sorbent Sweet Caroline - B. Rawson	VIC	81	94	30	06	71	02	55

17. Iceberg - G. Gibson	NSW	47	89	07	58	71	03	21
18. Darwin Evolution - J. Wardill	NT	36	86	49	16	71	32	19
DIV PLACE	STATE/	LINE	ELAPSED TIME			CORRECTED TIME		
YACHT	C'TRY	PLACE	H	M	S	H	M	S
19. Otella - C. Montgomery	NSW	52	89	26	15	71	55	53
20. Hijacker - R. & L. Lodge	NZ	89	95	24	20	72	28	07
21. Cosmic Cruise - C. Anastasiou	WEL	85	95	13	06	72	42	13
22. Pilgrim - D. Quirk	NSW	101	96	02	49	72	52	15
23. Alstar - A. Burgin	NSW	54	89	41	48	73	14	20
24. J44 Phoenix - R. Reynolds	NSW	99	95	42	37	74	47	55
25. Wild Rose - N. Stump	VIC	111	97	19	31	76	29	32
26. Free Spirit - I. Cook	HK	91	95	24	44	77	00	04
27. Dockside Fitness - B. Woods	TAS	155	102	10	03	77	20	18
28. Mustang Sally - J. Cameron	NSW	120	99	59	35	77	38	58
29. Highland Fling - K. Thom	NSW	83	94	35	15	78	29	18
30. Ivanhoe - H. Vaisanen	QLD	118	99	46	55	79	11	02
31. Tall Cotton - K. Jacobsen	NSW	188	107	28	41	82	48	29
32. Southpaw - R. Flockhart	QLD	231	118	15	25	98	45	11

1% reduction applied on elapsed time of cruisers

IMS Division E

DIV PLACE

YACHT	STATE/	LINE	ELAPSED TIME			CORRECTED TIME		
	C'TRY	PLACE	H	M	S	H	M	S
1. Sheraton Hobart - I. Smith	TAS	65	90	59	34	67	34	21
2. Canon Copiers - B. Staples	NSW	86	95	19	31	69	09	31
3. Bacardi - G. Ainley / J. Williams	VIC	100	95	45	27	71	54	45
4. North West Airlines - R. Wynne	NSW	105	96	30	28	73	00	12
5. Nips N Tux - H. de Torres	NSW	96	95	33	05	73	01	59
6. Uptown Girl - R. Winton	NSW	123	100	13	28	73	14	20
7. Police Car - M. Prendergast	VIC	126	100	28	28	75	56	27
8. Cougar - J. McCarthy	NSW	154	102	05	48	75	59	13
9. Plus 16 - C. Franklin / P. Taylor	NSW	127	100	33	41	76	10	33
10. Valhalla - D. Middleton	QLD	138	101	18	00	76	27	51
11. Excentric - F. Walker	NSW	116	99	01	40	76	44	00
12. Tilting At Windmills - T. Gunnensen	VIC	121	100	11	16	76	58	25
13. Turkey Shoot - P. Jenkins	NSW	171	103	42	32	76	58	54
14. Rising Farster - D. Baker	NSW	151	101	52	38	77	15	55
15. Australian Maritime Coll - G. Mansfield	TAS	175	103	44	15	77	48	42
16. Extasea - P. Buchholz	VIC	136	101	04	31	77	59	27
17. Silverado - P. Halliday	NSW	177	103	46	43	78	20	53
18. Marina Mirage Challenge - D. Ryan	QLD	140	101	24	12	78	44	16
19. Kerina - G. Skeggs	NZ	150	102	47	57	79	05	42
20. Foreshore - I. Young	TAS	141	102	26	59	80	05	09
21. Archon - R. Turner	NZ	181	106	01	34	80	59	43
22. Midnight Magic - S. Keal	TAS	185	106	41	35	81	41	34
23. Centrefold - B. Folbigg	NSW	184	107	17	03	82	33	03
24. Holidaymakers - P. Brandley	NZ	189	107	29	41	83	36	24
25. Hogsbreath Witchdoctor - Rum Consortium	NSW	205	111	32	42	85	26	31
26. Dry White - P. Ireland	NSW	206	112	06	16	87	39	26
27. Macquarie GSM Chiara - F. Mare	NSW	266	127	21	08	92	10	40
28. Comtech Pacific Star - B. Godfrey	ACT	229	118	11	16	92	52	29
29. Patience 5 - W. Sherman	NSW	226	117	40	03	93	56	01
30. China Bear - A. Clubb	NSW	279	133	23	49	105	12	42

1% reduction applied on elapsed time of cruisers

IMS Division F

DIV PLACE

YACHT	STATE/	LINE	ELAPSED TIME			CORRECTED TIME		
	C'TRY	PLACE	H	M	S	H	M	S
1. Southern Cross TV - G. Prescott	TAS	80	93	36	50	93	45	06
2. Once More Dear Friends - J. & M. Stephen	NSW	107	96	45	06	94	44	
3. Hummingbird - J. Oakley	TAS	115	98	18	15	95	09	25
4. King Billy - P. Bennett	NSW	113	98	11	38	96	17	50
5. J. Boat - D. Phillips	VIC	108	96	54	08	97	02	02
6. Renegade - R. Francis	SA	149	101	46	58	98	7	7
7. Hewlett-Packard Farr Lap - J. Carpenter	NSW	168	103	9	36	98	40	3
8. Dictator - R. Fidock	SA	165	102	53	38	98	59	14
9. Cavalier Express - D. Voederhake	NSW	156	102	14	18	100	5	8
10. Holiday Inn Haupia - D. Kennedy	NSW	128	100	48	0	100	13	39
11. Xerox Sagacious II - P. Jacka	VIC	135	101	4	14	100	33	38
12. Sagitta - S. Willis	NZ	145	101	34	4	100	40	14
13. Pippin - W. Sweetapple	NSW	182	106	3	30	101	12	27
14. Hot Property - R. Turnbull	TAS	142	101	27	0	101	27	0
15. Icarus - A. Ridley	NSW	167	103	8	52	102	13	25
16. Silver Mist - A. Sutherland	TAS	186	107	26	16	103	33	3
17. Downunder III - L. Ford	VIC	180	106	1	24	103	57	40
18. Daiichi-Hanamaru - S. Pickering	JAP	191	107	39	36	104	4	12
19. Sunsail Delmas - I. Treleven	NSW	207	112	25	50	108	25	23
20. Strathfield Car Radios-She II - A. Reed	NSW	208	112	37	32	109	48	44
21. Willyama - J. Runnegar	SA	212	114	41	8	111	23	43
22. Gone With The Wind - L. & A. Nicholls	NSW	268	127	37	59	113	26	
23. Nortas Salmon - A. Doedens	TAS	278	129	36	15	123	21	52
24. Burswood Breakaway - B. Greig	WA	299	139	9	28	131	4	5

1% reduction applied on elapsed time of cruisers

IMS Division G

DIV PLACE

YACHT	STATE/	LINE	ELAPSED TIME			CORRECTED TIME		
	C'TRY	PLACE	H	M	S	H	M	S
1. Invincible - H. & J. Clark	TAS	139	101	22	29	95	24	40
2. Forzado - G. Phillips	NSW	132	100	51	23	97	8	51
3. By Order Of The Secretary - R. Billing	VIC	162	102	50	35	98	55	36
4. Rav-4 Celeste - J. Westacott	NSW	201	110	39	41	99	33	38
5. Emma - M. De Burca	NSW	196	109	5	21	100	22	43

6. Anthanta VI - A. Gruzman	NSW	187	107	26	29	100	41	32
7. New Horizons - M. Kelaher	NSW	192	107	47	43	102	43	19
DIV PLACE	STATE/	LINE	ELAPSED TIME			CORRECTED TIME		
YACHT	C'TRY	PLACE	H	M	S	H	M	S
8. Son Of A Son - P. Nas/B. Dempsey	NSW	199	109	58	0	104	10	37
9. Doctor Syn - R. Pattison	NSW	203	110	58	18	104	56	18
10. Hornet - K. Hughes	TAS	211	114	36	2	105	21	38
11. The Goodies - C. & L. Andrews	TAS	218	115	11	54	106	25	36
12. Bundy Bear - D. Greenlaw	NSW	241	120	6	41	106	34	20
13. Portobello - M. Matthews	ACT	237	118	59	9	106	35	51
14. Miner's Rights Buggbear - R. Bugg	TAS	221	116	23	33	109	25	15
15. Sandpiper - J. Wheelhouse	NSW	232	118	23	17	111	45	49
16. Krondorf Wines - T. Nicholas	SA	263	126	16	5	114	45	41
17. Vanguard - S. Bennett	NSW	269	127	56	53	115	16	49
18. Gambol - J. Wicks	SA	258	125	4	56	115	42	56
19. Lady Penrhyn of Nirimba - RAN Sail Training	NSW	257	124	18	15	117	39	4
20. Chaos - C. Lockley	TAS	265	128	3	15	117	58	43
21. TGIO Tasmania - A. Grice	TAS	285	135	14	44	120	44	52
22. Alexander of Creswell - Dept of Defence Navy	NSW	272	128	13	31	121	23	27

1% reduction applied on elapsed time of cruisers

IMS Division H

DIV PLACE	STATE/	LINE	ELAPSED TIME			CORRECTED TIME		
YACHT	C'TRY	PLACE	H	M	S	H	M	S
1. C'wealth Bank Shenandoah - R. White	VIC	194	108	22	30	92	6	51
2. Misty - B. Clague	VIC	227	118	7	31	99	41	5
3. Zeus II - J. Dunstan	NSW	250	122	6	38	101	23	13
4. Firetel - R. Lawler	NSW	235	118	38	7	102	27	24
5. Lock On Wood - R. Laughlin	TAS	222	116	30	11	102	40	19
6. Celerity - D. Harris/D. Pellitt	SA	254	123	23	48	102	48	24
7. Tradition - W. Strangways	SA	236	118	45	41	103	41	27
8. Blue Moon - J. Colquhoun	NSW	242	120	4	31	104	18	45
9. Alarm Link Bambino - M. Souter	NSW	264	126	42	7	105	44	14
10. Toolka-T - D. Morton	SA	271	127	59	34	108	1	6
11. Terence J - K. Ratcliffe	TAS	247	121	35	26	108	3	27
12. Royal Tasmanian Salmon - Kamehameha Syndicate	TAS	261	126	1	49	109	28	12
13. Saint - J. Graham	VIC	277	129	4	10	111	15	32
14. Ard Righ - A. Foster	TAS	282	134	57	14	111	28	51
15. Youth - A. Quigley	TAS	303	141	24	20	111	35	49
16. Reccooperator - W. Cooper	TAS	291	138	59	12	114	9	35
17. Take Time - G. Smith	NSW	287	135	23	32	115	22	39
18. Tactical Response - J. Kealey	NSW	297	138	56	14	117	52	32

IMS OVERALL PLACINGS:

(Based on divisional results - top 30 only)

1. Raptor (GER)	11. Commonwealth Bank Shenandoah (VIC)	21. Ragamuffin (NSW)
2. Ninety Seven (NSW)	12. Atara (IRE)	22. Bartercard Morning Mist (VIC)
3. Indec Prime Example (VIC)	13. Dresdner Sword of Orion (VIC)	23. Wild Thing (VIC)
4. Ausmaid (VIC)	14. Sheraton Hobart (TAS)	24. Atria (VIC)
5. Thai Airways International (NZL)	15. 2KY Racing Radio (NSW)	25. Once More Dear Friends (NSW)
6. Exile (HKG)	16. AMP Wild Oats (NSW)	26. Ultimate Challenge (VIC)
7. Love & War (NSW)	17. JLW Chutzpah	27. Turong (VIC)
8. Assassin (NSW)	18. Southern Cross TV (TAS)	28. Bird On A Wire (WA)
9. Kyote French Line (FRA)	19. Sorcery (USA)	29. Canon Copiers (NSW)
10. Brindabella (NSW)	20. Hartz Mineral Water (TAS)	30. Hummingbird (TAS)

19. Niambri - D. Seaton	SA	305	141	42	18	122	1	23
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1% reduction applied on elapsed time of cruisers

Fastest Time: Tasmania (Bob Clifford, TAS) 2 days 16 hrs 48 mins 04 sec.

1994 Race and Weather: The 50th Kodak Sydney to Hobart attracted a massive fleet of 371 starters from around the world to mark the Golden Jubilee of the CYCA's inaugural race to Hobart in 1945. Among the Veteran Divisions fleet were two yachts, Archina and Winston Churchill, which had competed in the first race, along with several crew members who sailed back in 1945. To start the huge fleet required three lines on Sydney Harbour, with the Veteran Yachts starting earlier. "Hughie" the wind god looked kindly on Boxing Day, providing the 50th fleet with a spinnaker run down Sydney Harbour, without doubt the most spectacular sight ever seen for the start of a major ocean race anywhere in the world. From there, however, it was a hard slog almost all the way to Hobart. Once clear of the Heads, the fleet had to beat to windward down the NSW South Coast in a freshening sou'easter. However, by the next day the breeze had backed to the east and nor'east giving the maxis and the bulk of the fleet a fast spinnaker run into and, for the leaders, across Bass Strait at potentially record-breaking speeds. However, the second half of the fleet was battered by a galeforce SW 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 an initial gust of 35 knots, then a lull, followed by the second front...at times 50 knots plus," recorded 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. Some 40 yachts ran for shelter back to Eden. The SW gale continued as the leading maxis battled their way across Storm Bay, getting respite only in the Derwent, in the lee of Mt 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. Of the 371 starters, 308 boats made it to Hobart, filling Constitution Dock and Sullivan's Cove to capacity for a grand celebration of the 50th Sydney to Hobart. 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.

TPHS DIVISIONAL RESULTS

TPHS Division A

PI YACHT NAME & SKIPPER	STATE /	LINE	ELAPSED TIME	TCF	CORRECTED TIME
	CTRY	PLACE	D-H-M-S		D-H-M-S
1. Toll Express Helsal II - P. Rowsthorn	VIC	14	3-03-24-56	1.2880	4-01-08-07
2. Collex Onyx - A. Ovenden	NSW	29	3-10-55-52	1.1770	4-01-36-36
3. Tasmania - R. Clifford	TAS	1	2-16-48-04	1.5160	4-02-14-19
4. Colorado-Bobsled - K. Spencer	QLD	11	3-02-36-32	1.3310	4-03-18-16
5. Icefire - P. Taylor	NZ	23	3-09-00-00	1.2270	4-03-23-13
6. Freight Train - D. Parkes	QLD	25	3-10-09-11	1.2140	4-03-44-02
7. Addiction (VIC) - D. & M. Guest	VIC	46	3-17-27-49	1.1280	4-04-54-54
8. Adam's Apple - D. Wivell	TAS	114	4-03-16-04	1.0210	4-05-21-09
9. AHC Hospitals - J. Saul	TAS	28	3-10-54-02	1.2260	4-05-38-10
10. Taubmans Flying Colours - J. Fischer	NSW	30	3-11-16-40	1.2230	4-05-50-55
11. BT Global Challenge - K. French/R. Lock	NSW	41	3-16-32-20	1.1650	4-07-08-52
12. Cadibarra 7 - N. Jones	VIC	42	3-16-40-13	1.1660	4-07-23-22
13. Rockstar - R. Layton	VIC	33	3-14-54-20	1.2030	4-08-32-51

14.Fanny Adams - S.Chapman
PI YACHT NAME & SKIPPER

NSW	158	4-07-42-16	1.0180	4-09-34-16	
STATE /	LINE	ELAPSED TIME	TCF	CORRECTED TIME	
CTRY	PLACE	D-H-M-S		D-H-M-S	
NSW	130	4-05-51-27	1.0380	4-09-43-41	
VIC	93	4-00-24-38	1.1100	4-11-00-57	
USA	32	3-15-04-08	1.2320	4-11-16-08	
VIC	8	2-23-38-42	1.5200	4-12-54-01	
VIC	137	4-06-16-59	1.0650	4-12-55-53	
NSW	51	3-18-20-24	1.2100	4-13-18-41	
QLD	45	3-17-09-37	1.2300	4-13-40-02	
NSW	61	3-19-09-41	1.2360	4-16-40-32	
NZ	90	4-00-22-31	1.1890	4-18-35-25	
NSW	82	3-23-32-32	1.2240	4-20-56-37	
SA	88	4-00-20-28	1.2230	4-21-49-31	
VIC	84	3-23-55-57	1.2360	4-22-34-21	
QLD	147	4-06-41-46	1.1580	4-22-55-20	
QLD	178	4-09-43-46	1.1610	5-02-45-07	
SA	195	4-14-07-13	1.2160	5-13-54-23	

TPHS Division B

PI YACHT NAME & SKIPPER

STATE /	LINE	ELAPSED	TCF	CORRECTED TIME	
CTRY	PLACE	D-H-M-S		D-H-M-S	
VIC	103	4-01-10-10	0.9520	3-20-30-19	
TAS	143	4-06-30-04	0.9160	3-21-53-28	
NSW	104	4-01-27-21	0.9780	3-23-18-42	
VIC	150	4-06-50-09	0.9280	3-23-25-54	
VIC	174	4-08-46-43	0.9200	4-00-23-47	
VIC	122	4-05-13-57	0.9690	4-02-05-39	
NSW	173	4-08-46-31	0.9390	4-02-23-02	
VIC	144	4-06-35-00	0.9650	4-02-59-35	
NSW	166	4-08-04-54	0.9670	4-04-38-49	
NSW	239	5-00-25-00	0.8610	4-07-40-44	
NSW	146	4-06-37-29	1.0110	4-07-45-13	
TAS	124	4-05-22-45	1.0240	4-07-48-44	
NSW	204	4-16-32-40	0.9250	4-08-06-13	
NSW	200	4-15-16-13	0.9430	4-08-55-40	
VIC	131	4-05-52-15	1.0420	4-10-08-58	
NSW	213	4-19-54-39	0.9260	4-11-20-00	
NSW	198	4-15-00-15	0.9710	4-11-47-06	
VIC	217	4-20-20-48	0.9410	4-13-28-56	
VIC	176	4-08-47-51	1.0470	4-13-43-23	
NSW	228	4-23-04-22	0.9410	4-16-02-51	
NSW	238	5-00-18-04	0.9520	4-18-31-36	
VIC	244	5-01-44-23	0.9480	4-19-24-33	
TAS	223	4-21-57-12	0.9790	4-19-28-35	
NSW	230	4-23-24-04	0.9690	4-19-41-59	
QLD	210	4-19-37-16	1.0020	4-19-51-08	
NSW	216	4-20-14-36	1.0080	4-21-10-24	
NSW	209	4-18-47-55	1.0310	4-22-21-27	
NSW	283	5-16-22-44	0.8910	5-01-30-49	
VIC	276	5-10-12-29	0.9410	5-02-31-33	
NSW	292	5-19-51-01	0.9340	5-10-37-12	

TPHS Division C

PI YACHT NAME & SKIPPER

STATE /	LINE	ELAPSED	TCF	CORRECTED TIME	
CTRY	PLACE	D-H-M-S		D-H-M-S	
VIC	197	4-14-18-47	0.9460	4-08-21-22	
NSW	256	5-04-53-10	0.8550	4-10-46-39	
NSW	296	5-20-20-27	0.7690	4-11-55-20	
NSW	273	5-09-59-37	0.8620	4-16-03-16	
VIC	274	5-10-00-28	0.8620	4-16-04-00	
TAS	290	5-18-53-50	0.8170	4-17-28-44	
TAS	293	5-19-39-18	0.8240	4-19-04-33	
TAS	259	5-06-54-04	0.9070	4-19-05-58	
NSW	306	6-02-47-25	0.7870	4-19-31-26	
NSW	262	5-07-31-43	0.9130	4-20-26-01	
TAS	298	5-20-30-27	0.8420	4-22-18-26	
TAS	295	5-20-20-27	0.8620	5-00-58-26	

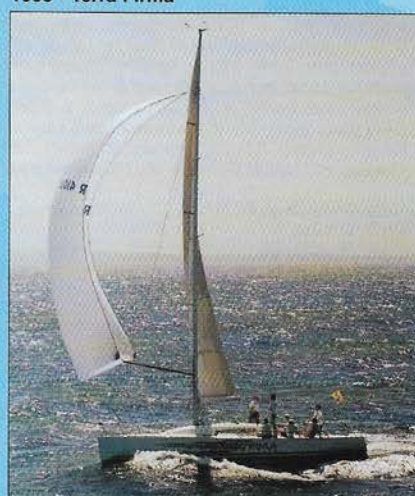
1994 IMS DIV B - Ninety Seven



1994 IMS DIV D - Raptor



1995 - Terra Firma



13.Yemanja - H.Bender
308
0.7970

Retired: Adelsa, Akuna, Asterix, Audacity, Auspicious, Berrimilla, Big Schott, Bluebottle, Blue Max, Blue Orchid, Boffin, Boomerang X, Bravado (TAS), Breville Easy Pie, C-Star, Cadence of Cooloola, Canimi, Capucine, Colonial Heritage, Condell Vann Sayonara, Destiny, Folio, Fortlet, Freedom, Gordon River Cruises, Gypsy, Inner Circle, Innkeeper Petaluma Wines, Joyride, Jupiter, Kodak Express, Lahara, Macbess, Madrigal, Manitou Matilda Cruises, Margaret Rintoul, Maui, Moby Dick, Moneyspinner III, Monier Top Cat, Muir Windlasses, Mulberry, Nerida, Noeleen III, Nynja Go, Phantom, Pyewackett, Raven, Ron of Argyll, Sagitta (VIC), Sea-D, Second Lady, Special Effects, The Alice, Tibia, Tiercel, Tondelayo, Trevassa, Utekah III, Weowna Winna, Wild Wave, Zulu Chief.

1995 - 98 starters

LINE HONOURS AND OVERALL IMS PLACINGS

YACHT LINE	ELAPSED TIME D-H-M-S	OVERALL IMS
1.Sayonara - L.Ellison USA	3-00-53-35	25
2.Brindabella - G.Snow NSW	3-02-53-59	30
3.Foxtel Amazon - P.Walker NSW	3-04-54-39	TPHS
4.Fudge - A.Stirling NSW	3-05-48-56	56
5.Ragamuffin - S.Fischer NSW	3-09-38-04	07
6.Bartercard Morning Mist III - A.Neate VIC	3-11-36-37	53
7.Infinity II - M.James NSW	3-11-36-37	54
8.Ninety Seven - A.Strachan NSW	3-13-00-35	10
9.Ausmaid - G.Gjergja VIC	3-13-03-18	11
10.Helsal II - K.Flint SA	3-14-04-09	TPHS
11.Rager - P.Bush NSW	3-14-14-50	TPHS
12.Quest - B.Steel NSW	3-14-17-47	2
13.Atara - J.Storey IRE	3-15-09-34	8
14.Terra Firma - Carille / Wilson VIC	3-15-10-24	1
15.Stewart Toyota - Roberts NSW	3-15-30-14	4
16.Maglieri Wines - G.Vercos SA	3-15-54-48	5
17.Assassin - R.Crawford NSW	3-16-19-09	6
18.Seaview Challenge Again - L.Abrahams VIC	3-17-52-03	12
19.Sycorax - M.Quinn NSW	3-19-43-23	17
20.Freight Train - D.Parkes VIC	3-19-52-38	63
21.Sancho Pansa - H.Hensel GER	3-20-27-38	20
22.Valheru - T.Lyall TAS	3-20-48-18	37
23.AMP Wild Oats - B.Foye NSW	3-20-53-26	9
24.Local Hero XII - G.Howison SCOT	4-00-58-26	14
25.Hartz Mineral Water - J.Fuglsang TAS	4-01-12-34	16
26.Storategk Yendys - G.Ross NZ	4-01-13-08	24
27.Bright Morning Star - H.Trehan NSW	4-01-20-22	53
28.Liberator - D.Curlew VIC	4-01-21-50	23
29.Breakaway Café Who - W.Banks-Smith TAS	4-01-53-47	26
30.Mirabooka - J.Bennetto TAS	4-02-22-49	43
31.Dictator - B.Mead NSW	4-02-38-33	39
32.Dixie Chicken - B.Eddington VIC	4-03-21-22	27
33.Skilled 2KY - B.Mulkearns NSW	4-03-51-22	18
34.JLW Chutzpah - B.Taylor VIC	4-06-27-32	13
35.Bacardi - G.Ainley VIC	4-06-35-30	28
36.Sheraton - I.Smith TAS	4-06-31-37	29
37.Aspect Computing - D.Pescud NSW	4-06-55-27	TPHS
38.Margaret Rintoul II - R.Purcell NSW	4-06-55-54	21
39.Iceberg - G.Gibson NSW	4-06-56-52	64
40.Foreshore - I.Young TAS	4-07-10-51	40
41.Otago - R.Moore NSW	4-07-11-23	50
42.Pilgrim - D.Quirk NSW	4-07-51-29	55
43.Kings Cross - R.Stone NSW	4-07-54-02	15
44.Interlude - D.Murphy USA	4-08-22-07	TPHS
45.Mortgage Choice - A.Wilmot NSW	4-08-55-37	49
46.Sweet Caroline - B.Rawson VIC	4-09-16-24	TPHS
47.Polaris - J.Quinn NSW	4-09-30-57	22
48.Adam's Apple - D.Wivell TAS	4-10-34-18	TPHS
49.Surefoot - D.Millikan VIC	4-10-50-28	TPHS
50.King Billy - P.Bennett NSW	4-11-13-16	33
51.Xtatic - B.Gooley NSW	4-11-34-02	60
52.Henry Kendall Akubra - P.Wilde NSW	4-11-47-12	TPHS
53.Inner Circle - D.Pomfret NSW	4-12-17-17	59
54.Kingurra - P.Joubert VIC	4-12-28-04	52
55.Nortas Salmon - A.Doedens TAS	4-13-36-24	42
56.Forzado - G.Phillips NSW	4-13-49-32	38
57.Hogsbreath Witchdoctor - Rum Consortium NSW	4-16-02-05	TPHS
58.WOW Nortel - K.Goudge NSW	4-16-06-51	66
59.Domino II - I.Davidson NZ	4-16-09-38	65
60.9-11 Bottleshops - J.Cordell TAS	4-16-29-41	TPHS
61.Adrenalin - P.Davis NSW	4-17-49-04	TPHS
62.Fly By Night - J.Drake VIC	4-18-24-08	47
63.Willyama - J.Runnegar SA	4-18-29-17	61
64.She II - P.Rodgers NSW	4-18-39-00	67
65.Mark Twain - H.O'Neill NSW	4-18-45-10	45
66.Huon Chief - A. Hay TAS	4-19-25-27	35
67.Mercedes III - P.Hinrichsen VIC	4-21-29-44	34
68.Soave II Vento - S.Niemann VIC	4-22-12-34	72
69.Leda - T.McGrath SA	4-22-37-36	71
70.Suraya - C.Sriber NSW	4-23-06-27	32
71.Boss Bluebottle - A.Allan NSW	4-23-04-08	57
72.Charlott of Cerberus - I.Rushton NSW	4-23-04-19	70
73.Magic - P.Spry-Bailey VIC	4-23-08-04	TPHS
74.Charisma - J.Lawler NSW	4-23-09-37	TPHS
75.Alexander of Creswell - B.Rose NSW	4-23-10-06	68
76.Marara - B.Ratcliff NSW	4-23-10-53	19
77.Breakaway - M.Power VIC	4-23-12-16	31
78.Adelsea - P.Kline NSW	4-23-13-55	46
79.Portobello - M.Matthews NSW	4-23-25-37	44

NSW
7-04-27-57
5-17-27-19

80.Southerly - D.Mickleborough NSW 4-23-25-49 3
81.Avenger - H.Leggett VIC 5-00-22-58 TPHS
82.Lady Penrhyn of Nimba - G.Stewart NSW 5-00-46-31 69
83.Shenandoah III - J.Charody NSW 5-01-38-53 38
84.Zeus II - J.Dunstan NSW 5-04-53-04 41
85.Brindabella II - R.Sayers VIC 5-04-57-27 58
86.Berrimilla - A.Whitworth NSW 5-05-33-07 48
87.Take Time - G.Smith NSW 5-05-39-55 TPHS
88.Hot Shot - M.Norman TAS 5-08-25-04 51
89.Cika - T. Hill NSW 5-13-36-50 62
90.Phantom - J. & L. Morris NSW 6-08-26-52 TPHS
91.Tibia - R.Wallis VIC 6-18-31-45 74
92.Lahara - P. Asche NSW 7-01-10-54 73
Retired: Bit O Fluff (QLD), Boamaroo Morse Fans (QLD), Maui (NSW), PL Lease Future Shock (VIC), Public Bar (QLD), Southern Cross Television (TAS).

IMS Division A YACHT NAME

ELAPSED H-M-S	CORRECTED H-M-S
Sayonara	72-53-35 73-37-43
Brindabella	74-53-59 74-54-59
Fudge	77-48-56 78-23-47
Freight Train	91-52-38 80-16-02
Calculation System is Implied Wind	
18.0% Boat	25.0% 52R 0.0% 60R
8.0% 110R	3.0% 150R 21.0% Run

IMS Division B YACHT NAME

ELAPSED H-M-S	CORRECTED H-M-S
Stewart Toyota	87-30-14 87-36-12
Seaview Challenge	89-52-03 89-50-46
Local Hero	96-58-26 90-41-34
Sycorax	91-43-23 91-34-39
Sancho Pansa	92-27-38 92-27-38
Calculation System is Implied Wind	
18.4% Boat	34.7% 52R 1.0% 60R
7.1% 110R	8.2% 75R 2.0% 90R
	7.1% 120R 3.1% 135R 3.1% 150R 15.3% Run

IMS Division C YACHT NAME

ELAPSED H-M-S	CORRECTED H-M-S
Terra Firma	87-10-24 82-22-36
Quest	86-17-47 82-30-18
Maglieri Wines	87-54-48 83-43-18
Assassin	88-19-09 83-45-02
Ragamuffin	81-38-04 84-11-52
Atara	87-09-34 84-23-06
AMP Wild Oats	92-58-26 84-24-48
Ninety Seven	85-00-35 84-32-11
Ausmaid	85-03-18 85-03-18
JLW Chutzpah	102-27-32 86-40-18
Kings Cross	103-54-02 86-59-33
Hartz Mineral Water	97-12-34 87-14-33
Skilled 2KY	99-51-22 87-32-32
Liberator	97-21-50 89-03-41
Breakaway Café Who	97-53-47 89-25-19
Dixie Chicken	99-21-22 90-06-13
Valheru	92-48-18 91-14-33
Dictator	98-38-33 91-22-01
Fly By Night	114-24-08 92-58-27
Mortgage Choice	104-55-37 93-02-26
Calculation System is Implied Wind	
17.2% Boat	31.3% 52R 0.0% 60R
7.1% 110R	8.1% 75R 2.0% 90R
	7.1% 120R 3.0% 135R 8.1% 150R 16.2% Run

IMS Division D YACHT NAME

ELAPSED H-M-S	CORRECTED H-M-S
Margaret Rintoul	102-55-54 94-49-25
Storategk Yendys	97-13-08 95-46-18
Bacardi	102-35-30 96-58-01
Sheraton	102-41-37 97-22-20
Foreshore	103-10-51 98-20-11
Mirabooka	98-22-49 98-22-49
Otago	103-11-23 99-57-50
Bright Morning Star	97-20-22 100-40-24
Infinity III	83-36-37 100-58-20
Pilgrim	103-51-29 101-46-35
Inner Circle	108-17-17 102-37-01
Xtatic	107-34-02 102-57-20
Iceberg	102-56-52 104-15-30
WOW Nortel	112-06-51 104-54-01
Leda	118-37-36 110-24-06
Soave II Vento	118-12-34 113-58-36
Calculation System is Implied Wind	
18.2% Boat	32.3% 52R 1.0% 60R
7.1% 110R	8.1% 75R 6.1% 90R
	7.1% 120R 3.0% 135R 2.0% 150R 15.2% Run

IMS Division E YACHT NAME

ELAPSED H-M-S	CORRECTED H-M-S
Polaris	105-30-57 102-42-09
King Billy	107-13-16 104-57-53
Mercedes III	117-29-44 105-03-58
Huon Chief	115-25-27 105-08-11
Forzado	109-49-32 105-29-04
Nortas Salmon	109-36-24 105-48-47
Mark Twain	114-45-10 106-35-22

Kingurra	109-36-24	108-51-39
Boss Bluebottle	119-07-08	109-15-08
Willyama	114-29-17	110-48-05
Domino II	112-09-38	112-09-38
She II	114-39-00	113-01-47
Alexander of Creswell	119-10-06	113-11-31
Lady Penrhyn of Nirimba	120-46-31	114-08-48
Charlotte of C.	119-07-19	114-50-31
Calculation System is Implied Wind	Real Scratch Bt	Ave Off
18.4% Beat	34.7% 52R 1.0% 60R	8.2% 75R 2.0% 90R
7.1% 110R	7.1% 120R 3.1% 135R	3.1% 150R 15.3% Run

IMS Division F

YACHT NAME	ELAPSED H-M-S	CORRECTED H-M-S
Southerly	119-25-49	103-58-28
Marara	119-10-53	111-43-08
Breakaway	119-12-16	116-01-15
Suraya	119-06-27	116-01-58
Shenandoah III	121-38-53	117-23-36
Zeus II	124-53-04	117-38-53
Portobello	119-25-37	117-45-26
Adelsa	119-13-55	119-13-55
Berrimilla	125-33-07	120-11-00
Hot Shot	128-25-04	120-43-49
Brindabella II	124-57-27	123-21-31
Cika	133-36-50	125-35-16
Lahara	Projected	153-36-56
Tibia	Projected	169-35-36
Calculation System is Implied Wind	Real Scratch Bt	Ave Off
14.1% Beat	36.4% 52R 1.0% 60R	6.1% 75R 5.1% 90R
5.1% 110R	5.1% 120R 5.1% 135R	7.1% 150R 15.2% Run

YACHT NAME	TCF	ELAPSED D-H-M-S	CORRECTED D-H-M-S
Take Time	0.8174	5-05-39-55	4-06-43-08
Charisma	0.8726	4-23-09-37	4-07-58-45
Aspect Computers	1.0341	4-06-55-27	4-10-26-02
Henry K Akubra	0.9891	4-11-47-12	4-10-36-42
Bartercard Morning Mist	1.2828	3-11-36-21	4-11-14-48
Hogsbreath Witchdoctor	0.9760	4-16-02-05	4-13-20-45
Surefoot	1.0300	4-10-50-28	4-14-03-47
Magic	0.9250	4-23-08-07	4-14-12-00
Rager	1.2801	3-14-14-50	4-14-24-18
Adam's Apple	1.0412	4-10-34-18	4-14-57-45
9-11 Bottleshops	0.9900	4-16-29-41	4-15-22-11
Foxtel Amazon	1.4788	3-04-54-39	4-17-44-09
Adrenalin	1.000	4-17-49-04	4-17-49-04
Phantom	0.7540	6-08-36-50	4-19-04-15
Sweet Caroline	1.0985	4-09-16-24	4-19-38-34
Helsal II	1.3631	3-14-04-09	4-21-19-15
Avenger	1.000	4-14-22-58	5-00-22-58
Interlude	1.2900	4-08-55-37	5-15-21-21

Retired: Bit O Fluff, Boomaroo Morse Fans, Maui, PL Lease Future Shock, Public Bar, Southern Cross Television.

Fastest Time: Sayonara (Larry Ellison, USA) 3 days 00 hours 53 minutes 35 seconds.
1995 Race and 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, 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 SW. There was some hard reaching in the south-westerly in Bass Strait, the strongest gusts reported being 43 knots. Once the fleet reached the lee of the Tasmanian east coast, the breezes were generally light and fluky. While the leaders had a record within their sights halfway across Bass Strait, their prospects died with the breeze north of Tasman Island, as did the corrected time chances of some of the grand prix

TASMAN PERFORMANCE HANDICAP SYSTEM

IMS boats: The overall win by Terra Firma was only the fourth by a Victorian yacht in the history of the race, while Sayonara was the first US yacht to take line honours since 1977.

1996 - 95 starters

IMS OVERALL RESULTS

HCP POS	LINE POS	NAME	STATE C'TRY	IMS DIV	ELAPSED TIME	IMS TCF	IMS CORR TIME
1	7	Ausmaid - G.Gjergja	VIC	B	3-02-31-45	0.8131	2-12-35-59
2	2	Exile - W.Miller	HK	A	2-16-53-15	0.9366	2-12-46-25
3	8	Atara - R.Hickman	NSW	B	3-05-08-47	0.7881	2-12-47-57
4	6	BZW Challenge - R.Roberts	NSW	B	3-01-58-25		
5	11	Bit O Fluff - W.Brooks	QLD	B	3-07-45-20	0.7748	2-13-47-41
6	1	Morning Glory - H.Plattner	GER	A	2-14-07-10	1.0000	2-14-07-10
7	10	Abracadabra - J.M.Anthony	NSW	D	3-07-13-32	0.8034	2-15-38-59
8	4	Sydney - C.Curran	NSW	A	2-22-56-35	0.8996	2-15-49-13
9	13	No Fear - C.Ramm	QLD	D	3-11-51-01	0.7654	2-16-10-44
10	9	Prime Example - G.Williams	SA	D	3-05-18-40	0.8435	2-17-12-43
11	14	Maglieri Wines - G.Vercos	SA	B	3-12-07-55	0.7836	2-17-55-33
12	45	Atria - G.Ford / R.Hick	VIC	C	4-05-10-06	0.6593	2-18-42-01
13	30	JLW Chutzpah - J.Taylor	VIC	C	4-00-24-38	0.6984	2-19-19-59
14	15	Cyclone - J.Keal	TAS	B	3-12-15-33	0.8016	2-19-32-32
15	51	Impeccable - J.Walker	NSW	C	4-06-31-31	0.6637	2-20-02-46
16	3	Foxtel Amazon - P.Walker	NSW	A	2-21-31-53	0.9874	2-20-39-19
17	16	Seaview Challenge Again - L.Abrahams	VIC	D	3-14-46-37	0.7929	2-20-48-20
18	5	Condor of Currabubula - A.Paola	NSW	A	3-01-10-29	0.9453	2-21-10-19
19	31	Midnight Rambler - E.Psaltis / W.Williams	NSW	D	4-00-35-10	0.7172	2-21-16-18
20	22	Bob Jane T-Marts 2KY - R.Mulkearn	NSW	C	4-00-16-02	0.7234	2-21-38-23
21	54	Huon Chief - A.Hay	TAS	E	4-07-22-57	0.6742	2-21-42-02
22	35	Inner Circle - D.Pomphret & Partners	NSW	D	4-02-45-49	0.7111	2-22-13-51
23	27	Southern Cross Television - G.Prescott	TAS	D	4-00-20-05	0.7323	2-22-32-45
24	29	Love And War - P.Kurts	NSW	E	4-00-20-08	0.7325	2-22-33-57
25	48	The Alice's Neata Glass - G.Owen	NT	F	4-06-01-27	0.6923	2-22-37-53
26	59	Suraya - C.Sriber	NSW	F	4-11-51-17	0.6553	2-22-40-38
27	19	Yendys - G.Ross	NSW	E	3-22-25-13	0.7488	2-22-42-11
28	40	Polaris - J.Quinn	NSW	E	4-04-58-03	0.7021	2-22-53-21
29	67	Canon Maris - I.Kiernan	NSW	F	5-02-10-05	0.5807	2-22-56-35
30	58	Interum - C.King	TAS	F	4-11-39-25	0.6621	2-23-16-47
31	52	Spirit of Rani - R.Williams	UK	F	4-07-01-10	0.6921	2-23-17-59
32	39	Indian Pacific - M.Walker	NZ	D	4-04-51-50	0.7096	2-23-34-23
33	20	AMP Wild Oats - B.Foye / L.Peckman	NSW	B	3-23-58-20	0.7461	2-23-36-18
34	47	EOAO Hummingbird - R.Naughton	TAS	E	4-05-49-35	0.7046	2-23-44-49
35	26	Local Hero - K.Wood	VIC	D	4-00-19-12	0.7468	2-23-55-54
36	53	New Horizons - M.Kelehar	NSW	F	4-07-20-37	0.7018	3-00-31-36
37	36	Nips N Tux - H.De Torres	NSW	D	4-04-03-24	0.7291	3-00-57-05
38	17	Zoe - I.Wheen	NSW	D	3-22-10-44	0.7755	3-01-02-09
39	69	Lahara - P.Asche	NSW	F	5-04-59-02	0.5847	3-01-04-41
40	43	Double Image - G.Williams	TAS	E	4-05-05-05	0.7257	3-01-21-26
41	56	Nortus Salmon - A.Doedens	TAS	E	4-08-34-09	0.7050	3-01-43-17
42	41	Kingurra - P.Joubert	VIC	E	4-05-00-33	0.7325	3-01-59-21
43	70	Southerly - D.Mickleborough	NSW	F	5-05-15-27	0.5952	3-02-33-12
44	52	Spirit of The Alice - P.Herrick	NT	F	4-11-55-19	0.6915	3-02-37-41
45	23	Mirrabooka - J.Bennetto	TAS	E	4-00-16-02	0.7760	3-02-42-12
46	28	Wide Load - W.Anderson	NSW	E	4-00-20-07	0.7769	3-02-50-34
47	18	Valheru - A.Lyall	TAS	B	3-22-16-13	0.7981	3-03-14-14
48	68	Boomaroo Morse Fans - J.McIntosh	QLD	F	5-04-46-16	0.6040	3-03-21-42
49	25	One Time Sidewinder - J.Needham	NSW	E	4-00-16-29	0.7935	3-04-23-38
50	32	Razors Edge - R.Stone	NSW	C	4-02-23-42	0.7771	3-04-27-46
51	33	Public Bar - J.Davies	QLD	D	4-02-27-57	0.7769	3-04-29-53
52	63	Breakaway - M.Power	VIC	F	4-21-32-54	0.6508	3-04-30-02
53	61	Adelsa - P.Kline	NSW	E	4-20-08-05	0.6679	3-05-35-59
54	34	Grande of Crabtree Lane - P.Broughton	UK	E	4-02-37-30	0.7870	3-05-37-04
55	65	Adagio - P.Williams	TAS	F	5-00-58-06	0.6502	3-06-39-13
56	75	Hobart Food Equipment - E.Frank	TAS	F	5-12-22-47	0.5989	3-07-16-56
57	72	Brindabella II - R.Sayers	VIC	F	5-06-42-46	0.6425	3-09-24-34
58	74	Panache - D.Kranchuk	NSW	F	5-08-27-42	0.6440	3-10-43-46

59 71 Veto - M.Crisp NSW E 5-06-05-07 0.6582 3-10-59-22
 Retired: Aspect Computing, Astroboy, Axicorp Long Distance Challenge, Brindabella, Conquistador, Delta Wing, Drake's Prayer, Dulux Innkeeper, Jacobina of Shenval, Liklik, Mineral Magic, Ninety Seven, Prowler, Quest, Ragamuffin, Secret Mens Business, Take Time, Terra Firma.
 Fastest Time: Morning Glory (H.Plattner, Germany) 2 days 14 hours 7 minutes 10 seconds (race record)

PHS DIVISIONAL RESULTS

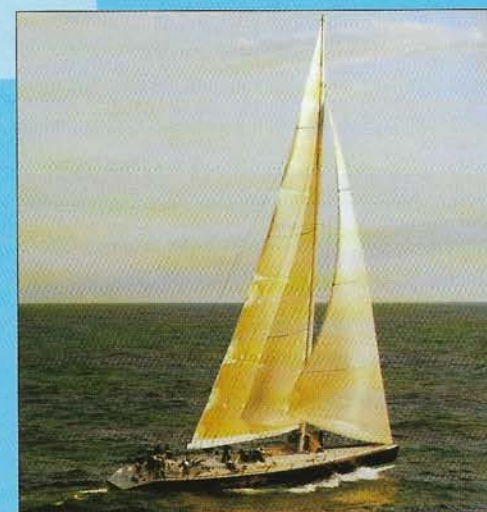
HCP POS	LINE CTRY	NAME TIME	STATE / TIME	ELAPSED	PHS TCF	PHS CORR
1	50	Barcoo - G.Johnston	NSW	4-06-30-40	0.9250	3-22-49-22
2	46	Pippin - D.Taylor	NSW	4-05-10-45	0.9675	4-01-53-27
3	73	Katinka - D.O'Connell	NSW	5-08-05-30	0.7654	4-02-02-29
4	66	Berrimilla - A.Whitworth	NSW	5-01-18-01	0.8140	4-02-44-18
5	37	Adrenalin - P.Davis / P.Hamilton	NSW	4-04-37-22	1.0085	4-05-28-41
6	44	Hogsbreath Witchdoctor - Rum Consortium	NSW	4-05-05-17	1.0048	4-05-34-24
7	42	YKK Di Hard - M.Madenwald	USA	4-05-01-50	1.0500	4-10-04-55
8	57	Sea Eagle - J.Curtis	VIC	4-10-41-42	1.0000	4-10-41-42
9	64	Charisma - J.Lawler	NSW	4-23-21-18	0.8949	4-10-48-39
10	38	HiTimeWeWent - R.Hampshire	VIC	4-04-51-27	1.0700	4-11-55-03
11	24	Rock N Roll - K.Williams	NSW	4-00-16-20	1.1262	4-12-25-18
12	21	Bright Morning Star - H.Treham	NSW	4-00-14-32	1.1293	4-12-41-11
13	12	Frenchpine Helsal II - G.Mansfield	TAS	3-08-43-27	1.3548	4-13-21-54
14	62	Mark Twain - H.O'Neill	NSW	4-20-29-20	0.9389	4-13-22-17
15	55	Lady Quaesio - R.Collard	UK	4-08-14-25	1.1650	5-01-26-24
16	49	Antipodes - G.Hill	NSW	4-06-17-56	1.1900	5-01-44-08
17	76	Redigo - M.Cooper	TAS	6-05-40-14	0.8250	5-03-28-42
18	77	David Hannah - V.Jones	SA	7-11-07-53	0.8300	6-04-40-45

IMS DIVISIONAL RESULTS

HCP POS	YACHT NAME	IMS DIV	ELAPSED	IMS TCF	IMS CORR
1	Exile	A	2-16-53-15	0.9366	2-12-46-25
2	Morning Glory	A	2-14-07-10	1.0000	2-14-07-10
3	Sydney	A	2-22-56-35	0.8996	2-15-49-13
4	Foxtel Amazon	A	2-21-31-53	0.9874	2-20-39-19
5	Condor of Currabubula	A	3-01-10-29	0.9453	2-21-10-19
1	Ausmaid	B	3-02-31-45	0.8131	2-12-35-59
2	Atara	B	3-05-08-47	0.7881	2-12-47-57
3	BZW Challenge	B	3-01-25-25	0.8283	2-12-49-00
4	Bit O Fluff	B	3-07-45-20	0.7748	2-13-47-41
5	Maglieri Wines	B	3-12-07-55	0.7836	2-17-55-33
6	Cyclone	B	3-12-15-33	0.8016	2-19-32-32
7	AMP Wild Oats	B	3-23-58-20	0.7461	2-23-36-18
8	Valheru	B	3-22-16-13	0.7981	3-03-14-14
1	Atria	C	4-05-10-06	0.6593	2-18-42-01
2	JLW Chutzpah	C	4-00-24-38	0.6984	2-19-19-59
3	Impeccable	C	4-06-31-31	0.6637	2-20-02-46
4	Bob Jane T-Marts 2KY	C	4-00-16-02	0.7234	2-21-38-23
5	Razors Edge	C	4-02-23-42	0.7771	3-04-27-46
1	Abracadabra	D	3-07-13-32	0.8034	2-15-38-59
2	No Fearr	D	3-11-51-01	0.7654	2-16-10-44
3	Prime Example	D	3-05-18-40	0.8435	2-17-12-43
4	Seaview Challenge Again	D	3-14-46-37	0.7929	2-20-48-20
5	Midnight Rambler	D	4-00-35-10	0.7172	2-21-16-18
6	Inner Circle	D	4-02-45-49	0.7111	2-22-13-51
7	Southern Cross Television	D	4-00-20-05	0.7323	2-22-32-45
8	Indian Pacific	D	4-04-51-50	0.7096	2-23-24-23
9	Local Hero	D	4-00-19-12	0.7468	2-23-55-54
10	Nips N Tux	D	4-04-03-24	0.7291	3-00-57-05
11	Zoe	D	3-22-10-44	0.7755	3-01-02-09
12	Public Bar	D	4-02-27-57	0.7769	3-04-29-53
1	Huon Chief	E	4-07-22-57	0.6742	2-21-42-02
2	Love And War	E	4-00-20-08	0.7325	2-22-33-57
3	Yendys	E	3-22-25-19	0.7488	2-22-42-11
4	Polaris	E	4-04-58-03	0.7021	2-22-53-21
5	EOAO Hummingbird	E	4-05-49-35	0.7046	2-23-44-49
6	Double Image	E	4-05-05-05	0.7257	3-01-21-26
7	Nortus Salmon	E	4-08-34-09	0.7050	3-01-43-17
8	Kingurra	E	4-05-00-33	0.7325	3-01-59-21
9	Mirrabooka	E	4-00-16-02	0.7760	3-02-42-12
10	Wide Load	E	4-00-20-07	0.7769	3-02-50-34
11	One Time Sidewinder	E	4-00-16-29	0.7935	3-04-23-38
12	Adelsa	E	4-20-08-05	0.6679	3-05-33-51
13	Grandee of Crabtree Lane	E	4-02-37-30	0.7870	3-05-37-04
14	Veto	E	5-06-05-07	0.6582	3-10-59-22
1	The Alice's Neata Glass	F	4-06-01-27	0.6923	2-22-37-53
2	Suraya	F	4-11-51-17	0.6553	2-22-40-38
3	Canon Maris	F	5-02-10-05	0.5807	2-22-56-35
4	Interum	F	4-11-39-25	0.6621	2-23-16-47
5	Spirit of Rani	F	4-07-01-10	0.6921	2-23-17-59
6	New Horizons	F	4-07-20-37	0.7018	3-00-31-36
7	Lahara	F	5-04-59-02	0.5847	3-01-04-41
8	Southerly	F	5-05-15-27	0.5952	3-02-33-12
9	Spirit of The Alice	F	4-11-55-19	0.6915	3-02-37-41
10	Boomerang Morse Fans	F	5-04-46-16	0.6040	3-03-21-42
11	Breakaway	F	4-21-32-54	0.6508	3-04-30-02
12	Adagio	F	5-00-58-06	0.6502	3-06-39-13
13	Hobart Food Equipment	F	5-12-22-47	0.5989	3-07-16-56
14	Brindabella II	F	5-06-42-26	0.6425	3-09-24-34
15	Panache	F	5-08-27-42	0.6440	3-10-43-46



1996 OVERALL - Ausmaid



1996 LINE HONOURS - Morning Glory

1996 Race and Weather: The Telstra Sydney to Hobart began in a light northerly breeze and a strong flowing ebb tide on Sydney Harbour which saw more than 25 yachts break the start, several not returning until almost an hour. Within a few hours the fleet was hit by a southerly buster and with the wind reaching 40 knots and a steep sea building up, it soon took its toll. Among the favourites forced out were the maxi yacht Brindabella with a broken mast and IMS champion Ragamuffin with a ripped mainsail. By next morning the southerly had abated and by early afternoon the fleet was enjoying a spinnaker sail down the NSW South Coast, with the nor-easter building as the leaders entered Bass Strait. At times Morning Glory was surfing at more than 30 knots before the northerly, her sights right on a race record. She ran into frustrating light winds and blanketing fog near Tasman Island. As she sailed slowly across Storm Bay, it was touch-and-go whether Kialoa's 21-year-old record of 2 days 14 hours 36 minutes 56 seconds would be broken. However, a south-wester built up late in the evening of December 28th and at 0230 hours on December 29th Morning Glory was in the River Derwent, 11 miles to sail. Two-sail reaching in the 15-20 knot breeze, Morning Glory swept up the river and crossed the finish line off Battery Point, Hobart, at the historic time of 03.07.10 on the morning of Sunday, December 29th. Her elapsed time broke Kialoa's record by a mere 29 minutes 46 seconds. Astern of the leaders, light winds and fog continued to frustrate the main bulk of the fleet, with the last yacht not finishing until the early hours of January 3rd. Morning Glory also collected Telstra's special prize of \$300,000 for breaking the long standing record.

1997 LINE HONOURS

SAIL #	PLACE	NAME	SKIPPER	DATE	FINISHING TIME	ELAPSED TIME
DHMS						
C1	1	Brindabella	George Snow, NSW	29-Dec	12 37 12	2 23 37 12
HKG88	2	Exile	Warwick Miller, Hong Kong	29-Dec	12 46 40	2 23 46 40
SM1	3	P.L. Lease Future Shock	Peter Hansen, VIC	29-Dec	17 59 56	3 04 59 56
SA1431	4	Marchioness	Marchioness Syndicate, NSW	29-Dec	18 15 58	3 05 15 58
AUS70	5	Ragamuffin	Syd Fischer, NSW	29-Dec	20 42 44	3 07 42 44
HKG1997	6	Beau Geste	Karl C. Kwok, Hong Kong	29-Dec	20 42 50	3 07 42 50
SWE2001	7	Nicorette	Ludde Ingvall, Sweden	29-Dec	20 59 22	3 07 59 22
M250	8	Seac Banche	Adan Ricci, Italy	29-Dec	22 12 10	3 09 12 10
SM100	9	Ausmaid	Giorgio Gjergja, VIC	29-Dec	22 36 14	3 09 36 14
S4606	10	Motorola Young Australia	Lawrence Shannon, VIC	29-Dec	02 13 01	3 13 13 01
9797	11	Australian Challenge 2000	Ray Roberts, NSW	29-Dec	02 23 50	3 13 23 50
B2000	12	Ninety Seven	Peter Strachan, NSW	29-Dec	02 35 48	3 13 35 48
IRL8000	13	Brighton Star	David Gotze, VIC	29-Dec	03 31 22	3 14 31 22
5444	14	Atara	Roger Hickman / John Storey, NSW	30-Dec	09 05 43	3 20 05 43
1993	15	Silentnight Beds	David Witt, NSW	30-Dec	10 46 19	3 21 46 19
4100	16	Yendys	Geoffrey Ross, NSW	30-Dec	11 57 12	3 22 57 12
JPN3000	17	Terra Firma	Peter Bartels / Stewart Nieman, VIC	30-Dec	12 21 29	3 23 21 29
HKG1888	18	Summer Boy	Elchiro Tatsui, Japan	30-Dec	12 22 50	3 23 22 50
NZ8455	19	Hi Fidelity	Neil Pryde, Hong Kong	30-Dec	12 29 35	3 23 29 35
SA999	20	White Cloud	Brett Neill, NZ30	30-Dec	14 46 50	4 01 46 50
1195	21	Maglieri Wines	Geoffrey Vercoe, SA	30-Dec	14 49 57	4 01 49 57
SM2	22	Valheru	Anthony Lyall, TAS	30-Dec	15 03 54	4 02 03 54
9090	23	Seaview Challenge Again	Lou Abrahams, VIC	30-Dec	15 08 42	4 02 08 42
5642	24	Quest	Mike Broughton, Britain	30-Dec	15 15 09	4 02 15 09
SA3300	25	Christine Jay II	Ron Jones, NSW	30-Dec	15 20 56	4 02 20 56
NZL5990	26	Secret Mens Business	Geoff Boettcher, SA	30-Dec	15 36 38	4 02 36 38
4826	27	Andiamo	Andrew Taylor, NZ	30-Dec	16 17 15	4 03 17 15
5600	28	Aspect Computing	David Pescud, NSW	30-Dec	16 32 37	4 03 32 37
M4	29	Doctel Rager	Gary Shanks, SA	30-Dec	16 39 27	4 03 39 27
6144	30	Bob Jane T-Marts	Nigel Jones, VIC	30-Dec	17 25 08	4 04 25 08
CR1	31	J44 Phoenix	Rob Reynolds, NSW	30-Dec	17 45 35	4 04 45 35
A8	32	Neftenga	Trevor Taylor, WA	30-Dec	17 56 11	4 04 56 11
6107	33	Mirrabooka	John Bennetto, TAS	30-Dec	18 56 35	4 05 56 35
NZL6572	34	Adria	Christopher Gorman, NSW	30-Dec	19 19 57	4 06 19 57
5300	35	Icefire	R & P Goldstiver, NSW	30-Dec	19 45 58	4 06 45 58
Sm6	36	Drake's Prayer	Graham Gibson, NSW	30-Dec	20 04 40	4 07 04 40
YC5572	37	Dixie Chicken	Bruce Eddington, VIC	30-Dec	20 58 22	4 07 58 22
R1000	38	Kingtide	Kevan Pearce, SA	30-Dec	23 50 18	4 10 50 18
R33	39	Prima Donna	Barry Fitzgibbon, VIC	31-Dec	00 44 07	4 11 44 07
A16	40	Chutzpah	Bruce Taylor, VIC	31-Dec	00 49 07	4 11 49 07
R5180	41	Wide Load	Warren Anderson, NSW	31-Dec	01 27 29	4 12 27 29
377	42	Sorbent Sweet Caroline	Bill Rawson, VIC	31-Dec	01 34 21	4 12 34 21
4057	43	Bacardi	Graham Ainley / John Williams, VIC	31-Dec	02 27 14	4 13 27 14
G710	44	Tetra Marine Witchcraft II	Rob Kothe, NSW	31-Dec	03 11 01	4 14 11 01
105	45	Hitimewewent	Robert Hampshire, VIC	31-Dec	03 57 20	4 14 57 20
NZL69	46	Karakoram	Lachlan Murdoch, NSW	31-Dec	04 08 47	4 15 08 47
5995	47	Sows Ear	Richard Ayton, NZ	31-Dec	04 26 20	4 15 26 20
R32747	48	Nips-N-Tux	Howard de Torres, NSW	31-Dec	04 36 01	4 15 36 01
1987	49	Serenity II	David Burton, VIC	31-Dec	04 36 53	4 15 36 53
4040	50	Bright Morning Star	Hugh Treharne, NSW	31-Dec	05 07 57	4 16 07 57
6336	51	Nadia IV	Teki Dalton, ACT	31-Dec	05 22 35	4 16 22 35
4182	52	Loose Change	Clive Gilmour, NSW	31-Dec	05 27 28	4 16 27 28
RQ48	53	Uptown Girl	Rod Winton, NSW	31-Dec	05 50 36	4 16 50 36
5426	54	Valhalla	Doug Middleton, QLD	31-Dec	06 16 53	4 17 16 53
3767	55	Out Of The Blue	Kevan Johnston, QLD	31-Dec	06 18 57	4 17 18 57
4168	56	Mistress Mercy	James Murchison, NSW	31-Dec	06 20 44	4 17 20 44
M89	57	Tassie Wins	Jeff Cordell, TAS	31-Dec	06 24 00	4 17 24 00
M74	58	Storm Rider	John Elgar, NSW	31-Dec	06 24 32	4 17 24 32
5527	59	Highland Fling	Keith Thorn, NSW	31-Dec	06 31 43	4 17 31 43
B23	60	Polaris	John Quinn, NSW	31-Dec	06 33 22	4 17 33 22
315	61	Kingurra	Peter Joubert, VIC	31-Dec	06 58 32	4 17 58 32
M762	62	Double Or Nothing	Jon Bush, QLD	31-Dec	08 14 56	4 19 14 56
SM5240	63	Inner Circle	Dennis Pomfret, NSW	31-Dec	08 18 40	4 19 18 40
2557	64	Cavalcade	Peter Lloyd, VIC	31-Dec	08 23 51	4 19 23 51
SM8	65	Hogs Breath Witch Doctor	Rum Consortium, NSW	31-Dec	08 24 40	4 19 24 40
MH471	66	Jacobina of Shenval	Robert Green & Peter Newman, NSW	31-Dec	08 27 22	4 19 27 22
242	67	Turkey Shoot	John Bradshaw, NSW	31-Dec	08 28 57	4 19 28 57
7633	68	Sandpiper	John Wheelhouse, NSW	31-Dec	08 46 48	4 19 46 48
278	69	Bin Rouge	Christopher Bowling, NSW	31-Dec	09 35 11	4 20 35 11
Mh106	70	Galatea	John Laird, NSW	31-Dec	10 15 10	4 21 15 10
MH31	71	Impeccable	John Walker, NSW	31-Dec	10 40 09	4 21 40 09
3946	72	Son Of A Son	Pat Nash / Bob Dempsey, NSW	31-Dec	11 13 37	4 22 13 37
5505	73	Trust Bank Hummingbird	Errol Pyke, TAS	31-Dec	11 28 54	4 22 28 54
1100	74	Dry White	Gregory Quinn, NSW	31-Dec	13 36 00	5 00 36 00
3807	75	Huon Chief	Andrew Hay, TAS	31-Dec	13 53 58	5 00 53 58
Sm616	76	Alexander Of Creswell	Richard Timms, NSW	31-Dec	15 27 02	5 02 27 02
27	77	Magic	Philip Spry-Bailey, VIC	31-Dec	15 53 09	5 02 53 09
A94	78	Mark Twain	Hugh O'Neill, NSW	31-Dec	15 29 43	5 02 29 43
1295	79	Winston Churchill	Richard Winning, NSW	31-Dec	16 47 25	5 03 47 25
5665	80	Charisma	James Lawler, NSW	31-Dec	18 50 27	5 05 50 27
H100	81	Suraya	Carl Striber, NSW	31-Dec	19 14 45	5 06 14 45
RQ23	82	Globus Food Packaging	Nicholas Jones, NSW	31-Dec	19 18 52	5 06 18 52
5901	83	Lock On Wood	Drew Meincke, TAS	31-Dec	19 22 09	5 06 22 09
114	84	Boamaroo Morse Fans	John McIntosh, QLD	31-Dec	19 34 53	5 06 34 53
327	85	Spirit Of The Alice	Robert Barford, NT	31-Dec	20 30 38	5 07 30 38
5110	86	Take Time	Graham Smith, NSW	31-Dec	21 34 53	5 08 34 53
F110	87	Canon Maris	Ian Kiernan, NSW	31-Dec	23 09 19	5 10 09 19
H1141	88	Zeus II	Jim Dunstan, NSW	31-Dec	23 47 56	5 10 47 56
4647	89	Brindabella II	Roger Sayers, VIC	31-Dec	23 58 09	5 10 58 09
265	90	Lowanna II	Leslie Kingston, TAS	01-Jan	01 46 33	5 12 46 33
5488	91	Portobello	David Thornton Taylor, ACT	01-Jan	01 55 57	5 12 55 57
122	92	Waitangi II	David Wearn, NSW	01-Jan	03 19 30	5 14 19 30
5669	93	Morning Tide	Allen Fenwick, NSW	01-Jan	12 51 19	5 23 51 19
R317	94	Conquistador	Michael Cummins, TAS	01-Jan	13 46 45	6 00 46 45
	95	Blue Lady	Shane Kearns, NSW	01-Jan	14 52 00	6 01 52 00
	96	Redigo	Melvyn Cooper, TAS	01-Jan	22 37 25	6 09 37 25

3624	97	Abacus	Eric Frank, NSW	02-Jan	13 30 30	7 00 30 00
5643	98	Veto	Mike Crisp, NSW	02-Jan	13 45 00	7 00 45 00
35	99	Topaz	Robert Ferenzi, NSW	02-Jan	16 42 49	7 03 42 29

1997

IMS OVERALL RESULTS

HCP POS & SAIL #	NAME	IMS DIV	ELAPSED TIME	IMS TCF	IMS CORR TIME	
1.HKG1997	Beau Geste	B	3 07 42 50	0.8199	2 17 21 27	
2.AUS 70	Ragamuffin	B	3 07 42 44	0.8244	2 17 42 53	
3.SM100	Ausmaid	B	3 09 36 14	0.8057	2 17 44 54	
4.HKG88	Exile	A	2 23 46 40	0.9296	2 18 43 29	
5.B2000	Brighton Star	B	3 14 31 22	0.7940	2 20 41 57	
6.S4606	Motorola Young Australia	B		3 13 13 01	0.8067	2 20 44 40
7.9797	Ninety Seven	B	3 13 35 48	0.8050	2 20 54 19	
8.8887	Australian Challenge 2000	B		3 13 23 50	0.8077	2 20 58 31
9.C1	Brindabella	A	2 23 37 12	0.9859	2 22 36 37	
10.IRL8000	Atara	B	3 20 05 43	0.7765	2 23 35 43	
11.780	Canon Maris	F	5 10 09 19	0.5566	3 00 26 40	
12.R4100	Terra Firma	D	3 23 21 29	0.7674	3 01 10 40	
13.NZ8455	White Cloud	D	4 01 46 50	0.7554	3 01 51 48	
14.RQ23	Boomaroo Morse Fans	F		5 06 34 53	0.5852	3 02 04 32
15.R33	Chutzpah	D	4 11 49 07	0.6889	3 02 16 34	
16.R1000	Prima Donna	D	4 11 44 07	0.7012	3 03 32 38	
17.SA999	Maglieri Wines	B		4 01 49 57	0.7727	3 03 40 43
18.SA3300	Secret Mens Business	B		4 02 36 38	0.7690	3 03 49 53
19.SM2	Seaview Challenge Again	D		4 02 08 42	0.7736	3 03 55 30
20.5642	Christine Jay II	D		4 02 20 56	0.7753	3 04 15 00
21.SM6	Dixie Chicken	D	4 07 58 22	0.7335	3 04 15 51	
22.JPN3000	Summer Boy	B	3 23 22 50	0.7999	3 04 17 42	
23.9090	Quest	B	4 02 15 09	0.7766	3 04 18 10	
24.1993	Yendys	C	3 22 57 12	0.8046	3 04 23 58	
25.5527	Polaris	E	4 17 33 22	0.6744	3 04 34 56	
26.5426	Out Of The Blue	E		4 17 18 57	0.6769	3 04 42 13
27.HKG1888	Hi Fidelity	B	3 23 29 35	0.8037	3 04 44 52	
28.4057	Tetra Marine Witchcraft II	C		4 14 11 01	0.6977	3 04 52 30
29.YC5572	Kingtide	D	4 10 50 18	0.7205	3 04 58 37	
30.1195	Valheru	C	4 02 03 54	0.7867	3 05 08 52	
31.6144	J44 Phoenix	C	4 04 45 35	0.7688	3 05 27 51	
32.NZL69	Sows Ear	D	4 15 26 20	0.6956	3 05 31 01	
33.KA5300	Drakes Prayer	C		4 07 04 40	0.7526	3 05 34 35
34.242	Sandpiper	E	4 19 46 48	0.6702	3 05 35 45	
35.SM8	Jacobina of Shenval	E		4 19 27 22	0.6722	3 05 36 35
36.1100	Huon Chief	E	5 00 53 58	0.6441	3 05 52 17	
37.MH31	Son Of A Son	E		4 22 13 37	0.6600	3 06 01 47
38.A8	Mirrabooka	E	4 05 56 35	0.7685	3 06 20 36	
39.327	Zeus II	F	5 10 47 56	0.5993	3 06 23 16	
40.H100	Lock On Wood	E		5 06 22 09	0.6200	3 06 25 56
41.7633	Bin Rouge	D	4 20 35 11	0.6746	3 06 38 57	
42.6107	Adria	C	4 06 19 57	0.7705	3 06 50 50	
43.114	Take Time	F	5 08 34 53	0.6135	3 06 53 05	
44.SM377	Bacardi	E	4 13 27 14	0.7230	3 07 08 07	
45.1295	Suraya	F	5 06 14 45	0.6282	3 07 18 27	
46.SM616	Magic	E	5 02 53 09	0.6513	3 08 02 08	
47.5995	Nips-N-Tux	C	4 15 36 01	0.7186	3 08 11 45	
48.4040	Nadia IV	C	4 16 22 35	0.7137	3 08 12 11	
49.6336	Loose Change	D		4 16 27 28	0.7143	3 08 19 43
50.RQ48	Valhalla	C	4 17 16 53	0.7119	3 08 38 42	
51.NZL5990	Andiamo	A	4 03 17 15	0.8137	3 08 47 25	
52.CR1	Neftenga	C	4 04 56 11	0.8035	3 09 06 09	
53.SWE2001	Nicorette	A	3 07 59 22	1.0000	3 09 06 10	
54.3946	Trust Bank Hummingbird	E		4 22 28 54	0.6865	3 09 20 16
55.315	Double Or Nothing	E		4 19 14 56	0.7065	3 09 25 24
56.M762	Inner Circle	C	4 19 18 40	0.7072	3 09 32 53	
57.NZL6572	Icefire	C	4 06 45 58	0.8148	3 11 44 02	
58.S110	Brindabella II	F	5 10 58 09	0.6486	3 12 56 48	
59.5901	Spirit Of The Alice	E		5 07 30 38	0.6798	3 14 40 54
60.H122	Conquistador	F	6 00 46 45	0.6065	3 15 48 31	
61.5488	Morning Tide	E	5 23 51 19	0.6113	3 15 56 19	
62.27	Winston Churchill	F		5 03 47 25	0.7131	3 16 16 29
63.R317	Redigo	F	6 09 37 25	0.5931	3 19 06 51	
64.3624	Abacus	F	7 00 30 00	0.5776	4 01 19 32	
65.5643	Veto	F	7 00 45 00	0.6348	4 11 07 21	

FINAL IMS DIVISIONAL RESULTS

HCP POS & SAIL #	NAME	IMS DIV	ELAPSED TIME	IMS TCF	IMS CORR TIME	
1.HKG88	Exile	A	2 23 46 40	0.9296	2 18 43 29	
2.C1	Brindabella	A	2 23 37 12	0.9859	2 22 36 37	
3.NZL5990	Andiamo	A	4 03 17 15	0.8137	3 08 47 25	
4.SWE2001	Nicorette	A	3 07 59 22	1.0000	3 09 06 10	
1.HKG1997	Beau Geste	B	3 07 42 50	0.8199	2 17 21 27	
2.AUS 70	Ragamuffin	B	3 07 42 44	0.8244	2 17 42 53	
3.SM 100	Ausmaid	B	3 09 36 14	0.8057	2 17 44 54	
4.B2000	Brighton Star	B	3 14 31 22	0.7940	2 20 41 57	
5.S4606	Motorola Young Australia	B		3 13 13 01	0.8067	2 20 44 40
6.9797	Ninety Seven	B	3 13 35 48	0.8050	2 20 54 19	
7.8887	Australian Challenge 2000	B		3 13 23 50	0.8077	2 20 58 31
8.IRL8000	Atara	B	3 20 05 43	0.7765	2 23 35 43	
9.SA999	Maglieri Wines	B		4 01 49 57	0.7727	3 03 40 43
10.SA3300	Secret Mens Business	B		4 02 36 38	0.7690	3 03 49 53
11.JPN3000	Summer Boy	B	3 23 22 50	0.7999	3 04 17 42	
12.9090	Quest	B	4 02 15 09	0.7766	3 04 18 10	
13.HKG1888	Hi Fidelity	B	3 23 29 35	0.8037	3 04 44 52	
1.1993	Yendys	C	3 22 57 12	0.8046	3 04 23 58	
2.4057	Tetra Marine Witchcraft II	C		4 14 11 01	0.6977	3 04 52 30
3.1195	Valheru	C	4 02 03 54	0.7867	3 05 08 52	
4.6144	J44 Phoenix	C	4 04 45 35	0.7688	3 05 27 51	

5.KA5300	Drakes Prayer	C	4 07 04 40	0.7526	3 05 34 35
6.6107	Adria	C	4 06 19 57	0.7705	3 06 50 50
7.5995	Nips-N-Tux	C	4 15 36 01	0.7186	3 08 11 45
8.4040	Nadia IV	C	4 16 22 35	0.7137	3 08 12 11
9.RQ48	Valhalla	C	4 17 16 53	0.7119	3 08 38 42
10.CR1	Neffenga	C	4 04 56 11	0.8035	3 09 06 09
11.M762	Inner Circle	C	4 19 18 40	0.7072	3 09 32 53
12.NZL6572	Icefire	C	4 06 45 58	0.8148	3 11 44 02
1.R4100	Terra Firma	D	3 23 21 29	0.7674	3 01 10 40
2.NZ8455	White Cloud	D	4 01 46 50	0.7554	3 01 51 48
3.R33	Chutzpah	D	4 11 49 07	0.6889	3 02 16 34
4.R1000	Prima Donna	D	4 11 44 07	0.7012	3 03 32 38
5.SM2	Seaview Challenge Again	D	4 02 08 42	0.7736	3 03 55 30
6.5642	Christine Jay II	D	4 02 20 56	0.7753	3 04 15 00
7.SM6	Dixie Chicken	D	4 07 58 22	0.7335	3 04 15 51
8.YC5572	Kingtide	D	4 10 50 18	0.7205	3 04 58 37
9.NZL69	Sows Ear	D	4 15 26 20	0.6956	3 05 31 01
10.7633	Bin Rouge	D	4 20 35 11	0.6746	3 06 38 57
11.6336	Loose Change	D	4 16 27 28	0.7143	3 08 19 43
1.5527	Polaris	E	4 17 33 22	0.6744	3 04 34 56
2.5426	Out Of The Blue	E	4 17 18 57	0.6769	3 04 42 13
3.242	Sandpiper	E	4 19 46 48	0.6702	3 05 35 45
4.SM8	Jacobina Of Shenval	E	4 19 27 22	0.6722	3 05 36 35
5.1100	Huon Chief	E	5 00 53 58	0.6441	3 05 52 17
6.MH31	Son Of A Son	E	4 22 13 37	0.6600	3 06 01 47
7.A8	Mirraboona	E	4 05 56 35	0.7685	3 06 20 36
8.H100	Lock On Wood	E	5 06 22 09	0.6200	3 06 25 56
9.SM377	Bacardi	E	4 13 27 14	0.7230	3 07 08 07
10.SM616	Magic	E	5 02 53 09	0.6513	3 08 02 08
11.3946	Trust Bank Hummingbird	E	4 22 28 54	0.6865	3 09 20 16
12.315	Double Or Nothing	E	4 19 14 56	0.7065	3 09 25 24
13.5901	Spirit Of The Alice	E	5 07 30 38	0.6798	3 14 40 54
14.5488	Morning Tide E		0.6113	3 15 56 19	
1.780	Canon Maris F		0.5566	3 00 26 40	
2.RQ23	Boomaroo Morse Fans	F	5 06 34 53	0.5852	3 02 04 32
3.327	Zeus II F		0.5993	3 06 23 16	
4.114	Take Time F		0.6135	3 06 53 05	
5.1295	Suraya F		0.6282	3 07 18 27	
6.S110	Brindabella II F		0.6486	3 12 56 48	
7.H122	Conquistador F		0.6065	3 15 48 31	
8.27	Winston Churchill	F	5 03 47 25	0.7131	3 16 16 29
9.R317	Redigo F		0.5931	3 19 06 51	
10.3624	Abacus F		0.5776	4 01 19 32	
11.5643	Veto F		0.6348	4 11 07 21	

FINAL PHS DIVISIONAL RESULTS

HCP POS	NAME	PHS DIV	ELAPSED TIME	PHS TCF	PHS CORR TIME
1.M250	Seac Banche 1		3 09 12 10	1.2885	4 08 37 47
2.SM1	P.L. Lease Future Shock		1	3 04 59 56	1.3935
3.SA1431	Marchioness 1		3 05 15 58	1.4358	4 14 56 19
4.M89	Storm Rider 1		4 17 24 32	1.0212	4 19 48 47
5.4182	Uptown Girl 1		4 16 50 36	1.0290	4 20 06 57
6.M4	Bob Jane T-Marts		1	4 04 25 08	1.1650
7.R5180	Sorbent Sweet Caroline		1	4 12 34 21	1.0850
8.4826	Aspect 1		4 03 32 37	1.1860	4 22 03 31
9.3767	Mistress Mercy		1	4 17 20 44	1.0438
10.M74	Highland Fling		1	4 17 31 43	1.0572
11.105	Karakoram 1		4 15 08 47	1.0820	5 00 15 37
12.1987	Bright Morning Star		1	4 16 07 57	1.0833
13.A16	Wide Load 1		4 12 27 29	1.1296	5 02 30 51
14.5444	Silentnight Beds		1	3 21 46 19	1.3577
15.560	Doctel Rager 1		4 03 39 27	1.3095	5 10 30 05
16.R32747	Serenity II 1		4 15 36 53	1.2000	5 13 56 16
1.278	Galatea 2		4 21 15 10	0.9143	4 11 12 15
2.MH106	Impeccable 2		4 21 40 09	0.9449	4 15 11 08
3.4168	Tassie Wins 2		4 17 24 00	0.9850	4 15 41 56
4.A94	Charisma 2		5 05 50 27	0.8910	4 16 07 27
5.3807	Alexander of Creswell		2	5 02 27 02	0.9201
6.G710	Hittimewent		2	4 14 57 20	1.0181
7.265	Waitangi II 2		5 14 19 30	0.8536	4 18 39 35
8.MH471	Turkey Shoot 2		4 19 28 57	0.9945	4 18 50 50
9.A113	Mark Twain 2		5 02 29 43	0.9384	4 18 56 58
10.5665	Globus Food Packaging		2	5 06 18 52	0.9142
11.2557	Hogs Breath Witchdoctor		2	4 19 24 40	1.0006
12.B23	Kingurra 2		4 17 58 32	1.0174	4 19 57 31
13.4647	Portobello 2		5 12 55 57	0.8800	4 20 58 50
14.SM5240	Cavalcade 2		4 19 23 51	1.0200	4 21 42 20
15.5505	Dry White 2		5 00 36 00	1.0022	5 00 51 55
16.H1141	Lowana II 2		5 12 46 33	0.9200	5 02 09 14
17.5669	Blue Lady 2		6 01 52 00	0.9250	5 14 55 36
18.35	Topaz 2		7 03 42 29	0.8548	6 02 46 34

PENALTIES IMPOSED BY INTERNATIONAL JURY:

For starting line incidents: Atara: 5 minutes added to corrected time; Maglieri Wines: 5 minutes added to corrected time; Lock On Wood: 5 minutes added to corrected time. For outside assistance: Nicorette penalised 10% of placings.

RETIRED:

Adrenalin, Assassin, Berrimilla, Grandee of Crabtree Lane, Midnight Rambler, Rapscallion, Sagacious V, She's Apples II, Southerly, Starlight Express, Team Jaguar Infinity III, Valtair, Weowna Winner, Windstopper, Portofino.

1997 Race and Weather:

The 1997 race started in a north easterly breeze which quickly pushed the fleet down the NSW South Coast. The dream ride was short lived with a brisk southerly front greeting the fleet on the first night at sea. The 30 knot plus breeze abated on the second day and backed to the easterly quadrant. The second night saw another front, this time with winds up to 40 knots. The breeze once again lightened around daybreak as a high centred itself over the Northern Tasmanian coast. This made for light and variable conditions down the NSW coast and across Bass Strait.

The two leading yachts, Brindabella and Exile, had a titanic struggle for line honours, with the final accolades going to Brindabella. Any chance of a handicap win for Exile evaporated with a painfully slow trip up the Derwent. This enabled Beau Geste and Ragamuffin to save their corrected time on the larger boats after crossing the line just seconds apart.



1997 Line Honours Winner - Brindabella



1997 IMS Handicap Winner - Beau Geste



GEOFF TYERS P/L

CYCA Offshore Racing Calendar

MAJOR OFFSHORE & INSHORE EVENTS IN AUSTRALIA AND OVERSEAS

AUSTRALIA

NOVEMBER

28-29 Ord Minnett Regatta IMS/TPHS/CHS/JOG short ocean racing championship regatta, MHYC.

DECEMBER

- 5 39th Ron Robertson Memorial Trophy, 51st Kings Birthday Cup, Sydney-Lion Island-Botany Bay-Sydney offshore race, CYCA.
- 5 Shorthaul Harbour Races, 2 x 10nm, CYCA
- 11 David Burke Memorial Trophy, Telstra Cup invitation race - short ocean race, CYCA.
- 16 Telstra Cup, IMS/CHS/TPHS/JOG regatta, Races 1 & 2, CYCA (2 x 10nm offshore windward/leeward races)
- 17 Telstra Cup, Races 3 & 4, CYCA (2 x 10nm Harbour races)
- 18 Canon Big Boat Challenge, Sydney Harbour, CYCA.
- 19 Telstra Cup, Races 5 & 6, CYCA (2 x 10 nm offshore windward/leeward races)
- 20 Telstra Cup, Race 6, CYCA (20nm offshore windward/leeward race)
- 26 Telstra 54th Sydney to Hobart ocean race, 630 nm, CYCA.
- 24 Cock of the Bay Race, Port Phillip, ORCV.
- 27 Melbourne to Hobart "West Coaster", ORCV.
- 25 Melbourne to Devonport Bass Strait Race, ORCV.
- 27 Strathfield Car Radios Pittwater to Coffs Harbour Race, RPAYC.

JANUARY

- 2 Wreath Point King of the Derwent Race, Hobart, RYCT/DSS (final race of Bass & Flinders Trophy and ORCV Sovereign Series).
- 2-22 '99 World sailing championships, Port Phillip, Melbourne (Olympic and other classes).
- 3 163rd Australia Day Regatta, Sydney Harbour. City of Sydney Cup offshore race, Botany Bay & return, CYCA.
- 24-26 Australia Day Regatta weekend, Royal Geelong Yacht Club, Vic.
- 20-26 Australia Day Classic Challenge, match racing series in Sydney 40 AC One Design yachts, Sydney Harbour.
- 30 Short ocean pointscore, CYCA.

FEBRUARY

- 6 Milson Cup, short ocean race, RSYS.
- 12 Short ocean pointscore, CYCA.
- 13 Sail for Cancer Research, Leo & Jenny Leukaemia and Cancer Foundation/CYCA.
- 19 Sydney-Wollongong, 26th Trade Winds Trophy, 51st Flinders Trophy, CYCA.
- 20 Wollongong-Sydney, 52nd Founders Cup, 2nd Solo Trophy, CYCA.
- 26 LSA Maxi Boat Challenge, Leo & Jenny Leukaemia and Cancer Foundation/CYCA.
- 27 Short ocean race, MHYC.

INTERNATIONAL

1998

DECEMBER

- 16-20 Telstra Cup, Sydney Harbour and offshore, CYCA.
- 17 Canon Big Boat Challenge, Sydney Harbour, CYCA.
- 26 Telstra 54th Sydney to Hobart, 630 nm, CYCA/RVCT.

1999

JANUARY

- 2-22 1999 World Sailing Championships, Port Phillip, Melbourne. Olympic classes.

APRIL

- 15 Melbourne to Osaka double-handed race, Nippon Ocean Racing Club, Japan.

JULY

- 12-26 Champagne Mumm Admiral's Cup, Royal Ocean Racing Club, UK.

(Pic - Ian Mainsbridge)

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