

Offshore

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

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Hugo van Kretschmar,
Commodore,
Cruising Yacht
Club of Australia



Safe sailing south

Welcome aboard the 1999 Telstra Sydney to Hobart Yacht Race, the 55th event 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 Great Race South. There will be sailors and their boats from Great Britain, Denmark, France, New Zealand, The Netherlands, Papua New Guinea, Hong Kong and America, as well as from all States of Australia.

Visitors will see many changes at our Rushcutters Bay headquarters. We have a new floating marina and half a new clubhouse, with the older section about to be demolished. Enjoy the new facilities completed so far, but come back in 2000 to see an all-new, modern clubhouse at the CYCA.

This 1999 Sydney to Hobart is a significant event in the history of this Club and Australian ocean racing. Not only is it important as the 55th race we have conducted since 1945, but it is the final long ocean race of the millennium anywhere in the world.

More significant is the fact that this is the first Sydney to Hobart to follow the tragic, dramatic and heroic events of last year's race. They were events unprecedented in the long and proud history of this great race.

Many lesser events could well have crumbled under those same circumstances, but the Sydney to Hobart has, if anything, grown in stature as a result of last year's circumstances. The world at large recognises the challenge of this great race and admires the quest for adventure that compels sailors from all over the world to take up the challenge of the Tasman Sea year after year.

The CYCA, in conjunction with the

RYCT and countless volunteers from many sectors of our community, has worked tirelessly over the past year to learn everything we possibly could from last year's event. While it will never be possible to eliminate all risk from an ocean yacht race such as the Sydney to Hobart, we have strived to ensure that all boats and their equipment and all organisational processes are of the highest possible standard.

More importantly, we wanted to ensure that all competitors are fully cognisant of the inherent risks associated with this race so that they are better prepared to avoid unacceptable risks should they arise and competently deal with those that cannot be avoided. The response from owners and their crews has been most rewarding and I am supremely confident that the boats and crews that compete in the Telstra 55th Sydney to Hobart will be better prepared than ever before!

Good sailing to each and every one of you heading to Hobart on Boxing Day. I'm 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

Warm welcome to Hobart

On behalf of The Royal Yacht Club of Tasmania, it is my pleasure to extend a warm welcome to all competitors and visitors when you arrive in Hobart for the finish of the 1999 Telstra Sydney to Hobart Yacht Race. The 55th and last race of the millennium.

Despite the tragedy of the 1998 race, which saw the sad loss of six lives at sea, enthusiasm is still very strong in Tasmania to support this year's race and to welcome the yachts to Hobart.

We have received unqualified support from the Premier of Tasmania, The Hon Jim Bacon, the Lord Mayor of Hobart, Alderman Rob Valentine, and the Hobart Ports Corporation to make



John Sharman,
Commodore,
The Royal Yacht
Club of Tasmania

the City of Hobart's welcome for the 55th fleet bigger and better.

Come and join us to celebrate the Hobart Summer Festival, the Taste of Tasmania and the biggest New Year's Eve party ever held in Hobart.

The finish of the Telstra Sydney to Hobart is always very exciting due to conditions in the estuary of the Derwent River and competitors are assured of a great welcome from the local boating fraternity as they sail up the river, whatever time of day or night.

This year the finish will include the firing of a canon for the first yacht to finish, with the first three yachts cutting a ribbon stretched across the entrance to the Elizabeth Street marina complex, where they will be moored.

Telstra medallions will be presented to the crew of the Line Honours winner shortly after the yacht berths alongside the Telstra Barge moored outside Constitution Dock.

The Prizegiving will be held as usual at The Royal Yacht Club of Tasmania and our Club at Marieville Esplanade, Sandy Bay, welcomes all visiting yachtsmen and their families during their stay in Hobart.

There will be a free ferry service provided by Wrest Point running from the dock area to the Wrest Point Casino via the RYCT approximately every 20 minutes and this is available to all visitors.

This year the King of the Derwent will be the final point scoring race for the Bass & Flinders Trophy and some exciting harbour racing has been forecast.

In conclusion, I wish to thank the Cruising Yacht Club of Australia and Telstra for their continued support. We look forward to welcoming you all to Hobart in the Christmas-New Year period. Happy, safe sailing to all skippers and crews.

John Sharman
Commodore
The Royal Yacht Club of Tasmania



Internati up for th

The 1999 Telstra Sydney to Hobart, the 55th annual ocean race to Tasmania conducted by the Cruising Yacht Club of Australia in association with the Royal Yacht Club of Tasmania, has attracted yachts from around the world for what will be the final long ocean race of the 20th century. Editor Peter Campbell previews the Great Race South.

The Cruising Yacht of Australia will mark 55 years of successfully conducting the Sydney to Hobart Yacht Race when an international fleet sets sail from Sydney Harbour on the 630 nautical mile race down the East Coast of Australia, across Bass Strait to the island State of Tasmania.

As the fleet heads into the Tasman Sea, the Club can say with certainty that it has done everything feasible to exercise its duty of care in preparing for the 1999 Hobart Race in the wake of last year's tragic Bass Strait storm which saw six yachtsmen lost at sea and 55 others rescued from seven severely damaged or foundering yachts.

All the mandatory recommendations of the CYCA 1998 Sydney Hobart Review Committee covering yacht and crew safety equipment and procedures have been implemented in the Notice of Race for the 1999 race, along with all changes in administrative procedures.

The CYCA received 94 applications

Crossing tacks on Sydney Harbour during last year's Telstra Cup in the lead-up to the Telstra Sydney to Hobart Race. The Telstra Cup will again draw a big fleet for its nine race regatta.
(Pic - Ian Mainsbridge)

onal line- e 55th



to enter the 1999 Telstra 55th Sydney to Hobart Race when nominations closed on November 1, and race officials expected that most yachts would be formally entered at the final closing date of November 26.

Apart from entries from every Australian State, the fleet includes a dozen yachts from the United States, Hong Kong, The Netherlands, Great Britain, Denmark, Ireland, New Zealand and Papua New Guinea.

Heading the fleet was to have been the US maxi, *Falcon 2000*, a Nelson/Marek 78, but sailing as a demonstration entry will be the superyacht *Mari-Cha III*, a 146-footer owned by a Frenchman, registered with Britain's elite Royal Yacht Squadron and based in the United States. Her appearance will give the thousands of spectators on or around the Harbour a preview of the Superyacht Division to be included in the 2000 Telstra Sydney to Hobart.

Mari-Cha III will not be eligible for any trophies and will start on the 5 minute gun. The battle for line honours is set to be a hard contest between *Falcon 2000* and the Australian maxis, George Snow's *Brindabella* and *Marchioness*, owned by Sydney barristers Michael Cranitch, Des Kennedy, John Markos and Steve Smart, and Grant Wharington's *Wild Thing* from Melbourne.

However, while the CYCA received a formal application to enter *Falcon 2000*, the name of the owner of the 23.91 metre LOA sloop was being kept confidential. When the date for final entries closed, *Falcon 2000* was not amongst the fleet, negotiations between the owner and a potential buyer having apparently broken down. Built by Cookson in New Zealand for American Donald M Smith, *Falcon* made her racing debut in the 1996

Kenwood Cup in Hawaii and has since raced in maxi world championships and US long offshore races.

Also coming is a Volvo 60 round-the-world racer, *Nokia*, the former *Sweden Match* now owned by a Danish syndicate but racing with a joint Danish-Australian crews and co-skippers, Stefan Myralf and Michael Spies. *Nokia* will compete under Volvo 60 class rules, which includes using water ballast.

The IMS grand prix handicap lineup will include two new Australian-built state of the art yachts, John Kahlbetzer's 62-footer *Bumblebee 5* designed by Murray, Burns, Dovell and a Farr 49, *Yendys* for Hong Kong-based CYCA member Geoffrey Ross.

Other new boats heading to Hobart will be three Australian-built Farr 40 One Designs, Warren Wieckmann's *Leroy Brown*, Laurie Shannon's *Young Australia* and *Terranova*, newly launched for Shane Tyrrell and Dean Wilson, who was co-owner of *Terra Firma*, winner of the 1995 Telstra Sydney to Hobart.

The fleet will be 25 to 30 boats fewer than last year's 115 starters. However, CYCA officials believe the major reason is the huge attraction of being on Sydney Harbour with friends and families for the spectacular New Year's Eve Millennium festivities rather than a reaction to last year's tragic, storm-swept race.

"The Sydney contingent is well down, with many regular competitors not entering, but we have strong nominees from other States, in particular from Victoria," CYCA Race Director Phil Thompson told OFFSHORE. "However, what we have lost in numbers we have gained in quality...it is the best in some years," he added.

Applications to enter the 1999 Sydney to Hobart closed with the CYCA on

"The Sydney to Hobart Yacht Race has, if anything, grown in stature as a result of last year's circumstances. The world at large recognises the challenge associated with this great race to Hobart and admires the quest for adventure that compels sailors from all over the globe to compete year after year.

"As was so tragically demonstrated last year, there are clearly risks associated with this adventure - but then some risk is an essential ingredient for any adventure.

"Many lesser competitions could well have crumbled under the ..tragic, dramatic and heroic events...of last year's race.

"Yet I can stand here today with the utmost confidence that the 55th Sydney to Hobart Race will be at least as big and successful an event as those before."

...Commodore Hugo van Kretschmar launching the Cruising Yacht Club of Australia's 1999 Telstra Sydney to Hobart at the club's Rushcutters Bay headquarters on Sydney Harbour in early October.

November 1, with the final date for entries being November 26. No late entries are being received this year and all yachts and crews must have completed a specified qualifying race in the six months leading up to the Sydney to Hobart.

Two other US yachts have entered - the Seattle-based *Alaskan Eagle*, a Sparkman & Stephens-designed 65-footer



which raced in an early Whitbread Around the World Race as *Flyer*, and the J160 cruising yacht *Pipe Dream*, owned by W.Scott Piper III.

Other overseas entrants include the famous *Imp*, a Ron Holland-designed 40-footer that won the 1977 Fastnet Race for the US Admiral's Cup team, now owned by George Radley from Kinsak Yacht Club in Ireland. Three yachts are coming from New Zealand – *EZ Street*, a Warwick 45 owned by Bruce Lund and the firstever Hobart race entrant from the Timaru Yacht Club, *Sows Ear*, a Hick 35 owned by Mark Beauchamp from Kerikeri Cruising Club, and *Hurricane*, a Young 36 skippered by Tony Ray, also from Kerikeri Cruising Club.

For the first time in many years there is an entry from The Netherlands, the little sloop *Raspa*, a Knoopman 36 which has raced in many international events, including the Round Ireland Britain and Fastnet Races. Owner Jan Valstar and his crew are taking a break from the 1998–2001 Round the World Rally to compete in their first Sydney to Hobart.

Two boats will be sailing for the Royal Papua Yacht Club in Port Moresby, both owned and skippered by women who sailed in the 1998 race. Carol Turnbull is returning with her Beneteau First 40.7, *Hi Flyer*, while 20-year-old Liz Wardley returns with her Elliott 36, *Phillips Foote*. Liz was one of the heroes of the 1998 Telstra Sydney to Hobart Race, turning around to stand-by another yacht in distress and later escorting the boat to safety in port.

Women on Water will be back this year, celebrating the group's 10th year of inshore and offshore sailing programs. WOW president Kerry Goudge will head 10 female crew members in what will be her personal 10th Hobart, the most ever sailed by a woman, aboard Hugh Treharne's 50-footer,



AFR *Midnight Rambler*, IMS overall winner of the 1998 Telstra Sydney to Hobart, on her way to victory in the 1995 Lord Howe Island Race (Pic - Peter Campbell).

Bright Morning Star.

The first three IMS overall placegetters in the 1998 Race are fronting up again – Ed Psaltis and Bob Thomas' Hick 35, *AFR Midnight Rambler*, Kevan Pearce's Farr 47, *Ausmaid*, and Syd Fischer's Farr 50, *Ragamuffin*. The first entry for the 1999 race was another winning little yacht from the 1998 race, Alex Whitworth's Brolga 33, *Berrimilla*, which also battled through the storm to win PHS Division 2 last year.

Both *AFR Midnight Rambler* and *Berrimilla* continued their form by winning their divisions of the recent Leasecorp Australia Gosford to Lord Howe Island Race, also a tough ocean race.

Also entered are the classic Sparkman & Stephens-designed veterans *Margaret Rintoul II* and *Mark Twain* (each has sailed in 22 Hobarts) and the Victorian yacht *Bacardi* which will celebrate its 21st birthday in Hobart on New Year's Day.

Rob Kothe, who lost his boat and one crew member in the 1998 storm, is competing again with a new *Sword of Orion*, a Sydney 40. So too is David Pescud and Sailors with *disAbilities* with the Radford 52, *Aspect Computing*, after their PHS Division 1 win last year.

Victorian support is the strongest

for years with 25 entries, headed by Grant Wharington's maxi *Wild Thing* and Bruce Taylor's little 35-footer, *Chutzpah*, both boats the creation of the Murray, Burns, Dovell design group. VYC president Graeme Ainley and John Williams are back with the Peterson 42, *Bacardi*, with plans for a big 21st party for the yacht at Constitution Dock on New Year's Eve.

Interestingly, the Victorian contingent includes many owners and/or their yachts contesting the Sydney to Hobart for the first time, underling the growth of the sport out of Melbourne.

Two of the five new Farr 40 One Designs are owned by Melbourne yachtsmen, *Young Australia* by Lawrie Shannon and the newly launched *Terranova* by Shane Tyrrell, the head of Farr International in Australia, and Dean Wilson, who was co-owner of the 1999 Telstra Sydney to Hobart winner, *Terra Firma*.

The Royal Yacht Club of Tasmania had hoped for a larger contingent heading north for "Sydney Race" as they call it, but in the end only eight Tasmanian boats applied to enter. That great veteran John Bennetto will be skippering his Frers 47, *Mirrabooka*, in its 13th race back to Hobart and coming up for his personal 39th race

since 1947 – only two behind record-holder Richard “Sightie” Hammond who sailed his 40th race last year.

The Lyons 41 which won the galeswept 1993 race, *Cuckoos Nest*, is returning under another name and with a new owner. From *Cuckoos Nest* to *Rapscallion*, the yacht is now called *Interum* (spell check keeps changing it to the more staid Interim) and owned by Craig King from Bellerive Sailing Club. Sponsorship has also come the way of Mark Ballard from the Derwent Sailing Squadron and his Northshore 38, *Tartan*, which will race as *Grand Chancellor*, that fine hotel that faces Constitution Dock and houses the Telstra Media Information Centre during the Sydney to Hobart.

South Australians returning again are Kevan Pearce with his Farr 47, *Ausmaid*, whose Sydney to Hobart record is a remarkable 2-9-1-3-2, Gary Shanks with *Doctel Rager* and Geoff Boettcher with *Secret Mens Business* which scored an impressive win the recent Haystack Island Race, a qualifier for the Sydney to Hobart.



The new Sword of Orion powering its way downwind.

From Queensland, the little S&S 34, *Boomaroo Morse Fans*, owned by John McIntosh from the Royal Queensland Yacht Squadron, will be making its 12th race to Hobart. Fellow RQYS member Maynard Smith and his wife Vicki are bringing their powerful 16 metre cruiser/racer *Cruz Control* south for its first Hobart Race.

State & Nation: New South Wales 39, Victoria 25, Tasmania 8, South Australia 4, Queensland 3, Western Australia 3, USA 3, New Zealand 3, Papua New Guinea 2, Hong Kong, Ireland, The Netherlands, Denmark, Great Britain/France, Ireland 1 each. Total applications to enter received at November 1, 1999 – 93.



Are you coming?

In the year 2000, Sydney will welcome visitors from all over the world as we play host to the first Olympic Games of the new Millennium. Most Games' events will be held on or near Sydney Harbour – and a series of cultural, festival and maritime events will be staged leading up to the Games.

The New South Wales Waterways Authority manages the recreational and commercial vessels in Sydney Harbour. Visit our website on www.waterways.nsw.gov.au/olympics for more information if you're planning to visit Sydney during the Sydney 2000 Olympic Games.

Please note: anchoring will not be permitted anywhere in Sydney Harbour during the Olympic Games' period, and therefore berthing and mooring should be prearranged.

Waterways

We're with you on the water

In addition to Telstra fitting each yacht with a Telstra Satcom C satellite tracking and communication system, overall race communications have been upgraded following the recommendations of the CYCA's 1998 Sydney to Hobart Review Committee's report:



Major upgrade in Communications

- A new Hobart Radio antennae farm is being established for the Royal Yacht Club of Tasmania, with a financial grant from Tattersall's, who have been supporters of the race since its inception. This will vastly improve direct radio communications between Race Headquarters, the Radio Relay Vessel and directly with the fleet.
- The Sail Training Ship *Young Endeavour* will be the Radio Relay Vessel for



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the seventh year in succession, with the brigantine this year having aboard two CYCA radio teams. HF and VHF radio and satellite telephone communication equipment is being upgraded.

- The Australian Communications Authority has granted the CYCA an exclusive marine radio frequency for use in the Telstra Sydney to Hobart. The new race frequency will be 4603.6 kHz, for position reports and race traffic schedules, replacing 4483 KHz, with 6227 KHz continuing as the secondary frequency.
- Each yacht must upgrade at least one of its EPIRBs (Emergency Position Indicating Radio Beacons) to the more sophisticated and accurate 406 Mhz unit that allows search and rescue authorities to identify the yacht immediately from its distress signal and access vital information, including the number of crew on board.
- Each competing yacht will also have to carry a water-proof, hand-held VHF radio in addition to its fixed SSB/HF and VHF radio sets.
- There will be four radio 'skeds' with the fleet each day on 4603.6 kHz – position reports at 0300 hours and 1400 hours and special weather forecasts at 0830 and 2230 hours.
- The Bureau of Meteorology's experienced forecaster Kenn Batt will be part of the CYCA's race management team, upgrading specific forecasts and weather reports for the fleet at much more regular intervals.
- When each yacht reaches Latitude 37° 15' S (Green Cape, south of Eden) yacht owner/skippers have to make a mandatory assessment of the condition of their boat, its equipment and their crew before continuing to race across Bass Strait. They must report their status and decision by radio to Telstra Control aboard *Young Endeavour*.
- In the end, of course, the onus is still on the owner/skipper of each yacht as to how they handle any situation. The Notice of Race for the Telstra 55th Sydney to Hobart makes the point several times: "A boat is solely responsible for deciding whether or not to start or to continue racing."



Short Tacks...

- Telstra, in renewing its sponsorship for a further two years, has undertaken to provide each yacht in the race with a Satcom C satellite tracking and communication system as part of a significant contribution to upgrading race safety and communications. (Full story, page 16)
- The biennial Southern Cross Cup international series, the Telstra Cup series, the inaugural Farr 40 One Design Nationals, and the Canon Big Boat Challenge, promise to provide outstanding lead-up racing to the Telstra Sydney to Hobart. There will be racing on the Harbour or offshore every day from December 15-20. (Full story, page 50)
- The Ord Minnett Regatta on December 4-5 will be the major selection series for the Australian, New South Wales and Club teams for the Southern Cross Cup.
- The Farr 40 OD class will have something to celebrate at the Ord Minnett Regatta and the Telstra Cup – they will be the first regattas in the world for the Farr 40 class since it's selection as the new one design boat for the 2001 Admiral's Cup in England.
- A purpose-built, long-range Sikorsky S76 helicopter, provided by Lloyd Helicopters from South Australia and fitted with the latest search and rescue equipment, including thermal imaging, will take on a "guardian angel" role over the fleet. (Full story, page 186)
- Although the mandatory requirement to attend CYCA approved safety training days and seminars was set at 30% of the crew of each yacht, race officials estimate that up to 80% of the crews will have taken part by the end of December.
- The JH Illingworth Trophy for Line Honours will be presented to the owner/skipper of the winning yacht when it berths at the Telstra Barge outside Constitution Dock. Telstra medallions will be presented to the crew in a champagne celebration of their victory. Trophies will also be presented to the second and third yachts to finish.
- All other trophies will be presented at The Royal Yacht Club of Tasmania, Sandy Bay, at 11am on Sunday, January 2.



Extra Safety for Hobart

Following the 1998 Sydney – Hobart Review Committee's report, the Cruising Yacht Club of Australia has introduced many significant safety changes for yachts competing in the 1999 Telstra Sydney to Hobart Race, including the following:

- Upgrading to have at least one 406 Mhz EPIRB on each boat.
- Telstra Satcom-C to be installed on each yacht for tracking and communication.
- Handheld, waterproof VHF radio.
- Four white parachute flares.
- At least one of the ship's batteries must be gel or closed cell for the purpose of starting the engine and radio operation.
- Personal safety equipment to include high density lights or strobes and dye markers.
- Safety harness "use by date" of seven years.
- Qualifying races of at least 150 nautical miles for each yacht and crew.

- Crew experience of offshore racing increased to 50% with a lower age limit of 18 years.
- At least 30% of crew must attend a CYCA-approved safety demonstration and seminar.
- At least one crewmember to have first aid certificate.
- At least one crewmember to hold HF radio operator's certificate of proficiency.
- At least four crewmembers to attend compulsory race briefing on December 24.
- New dedicated race frequency of 4603.6 kHz in addition to existing mandatory frequencies.
- Four "skeds" each day on 4603.6 kHz – position reports starting at 0305 hours and 1405 hours (no weather), specific weather "skeds" at 0835 hours and 2235 hours.
- Yachts must maintain a 24-hour listening watch for the duration of the Race on VHF Channel 16.

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Yachts to report in at Green Cape

Each yacht in the race must report its status to Telstra Control (aboard Radio Relay Vessel) when abeam of Green Cape (latitude 37° 15' S) confirming:

1. The HF radio is operational;
2. Liferaft(s) are on board;
3. Engine and batteries are operational;
4. The yacht and crew are in a satisfactory condition to continue;
5. The skipper has comprehensively considered the most current weather forecast and that the yacht and crew are fully prepared for the conditions forecast.

Yachts which are not recorded by Telstra Control as having met the reporting requirements will be scored as DNF (did not finish)



Race information on Telstra web site

Telstra has again established an official internet web site for the 1999 Telstra Sydney to Hobart Yacht Race, expanding on the popular site that has now operated for the previous four races. Last year there were a remarkable 5.8 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 web site for this year's race has a number of distinct new features.

More than 80% of the fleet will be tracked on the web site, as a result of the equipment put in place by Telstra, enabling users to follow yachts on a more "real time" basis.

In addition, individuals will be able to personalise the site using "My Race Page" - where they can select what information they want to track, whether it is about a specific yacht or getting their own copy of the official "skeds" published by the

Cruising Yacht Club of Australia.

Dynamic information, photo's and the latest news information will be made available in real time to all the users of the site. The CYCA official race weather will also be available on the site, allowing users to have a better perspective on the potential conditions as they are sent to the fleet.

The Telstra web site will carry news reports, results and pictures from the Telstra Cup lead-up regatta and the Canon Big Boat Challenge right through to the start of the Race.

Once the Telstra Sydney to Hobart has started the Telstra web site will carry official progressive fleet positions and computer assessments of IMS, IRC and PHS handicap positions following each of the twice-daily scheduled position reports ("skeds") between the yachts and the radio relay vessel Young Endeavour, at 0305 and 1405 hours on radio frequency 4603.6 kHz, the new dedicated race fre-

quency.

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".

Personalised information on overall and individual yacht positions will also be available from the Hobart Race Centre at the RYCT, by telephoning:

(03) 6224 1441

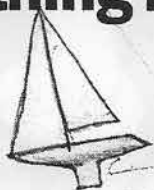
(03) 6234 5853

(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.

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Telstra Satcom C to enhance race communications

Telstra has developed a comprehensive communications system for this year's Telstra Sydney to Hobart Yacht Race, utilising the Satcom C satellite service for race communications and vessel tracking of participating yachts.

The Telstra Satcom C service will provide regular positioning reports for tracking the progress of yachts in the 1999 Telstra Sydney to Hobart and can also be used in conjunction with a laptop computer for sending and receiving text messages to and from vessels.

The Satcom C service will complement the existing CYCA mandatory safety equipment aboard each yacht, which includes a 406 satellite linked EPIRB, HF and VHF Radio apparatus, as it has the capacity to send a distress alert in the event of an emergency.

Satcom C terminals will be installed on participating yachts for the duration of the race. Telstra will fund the purchase and installation of the terminals and will arrange training for crew members and race organisers to use the satellite communications service.

The Satcom C terminals, which weigh about 2kgs, can be integrated with a wide variety of navigation systems to provide highly reliable round-the-clock global position reporting. This information, combined with Telstra's interactive mapping technology, will provide unprecedented coverage of the race, with dynamic maps providing regular and frequent updates of the boat's progress on the Sydney to Hobart website.



Whilst Telstra had originally considered utilising a new maritime tracking device in conjunction with the MiniSat satellite communications service for this year's race, after careful consideration Satcom C has been selected as a more appropriate service for the Sydney to Hobart Yacht Race.

General Manager of Telstra Global Satellite, Michael P Smith, said the original tracking system proposed for this year's race had not been extensively tested with the MiniSat service in a marine environment.

"The maritime environment can be fairly unforgiving on electronic systems," he said. "Satcom C has been tried and tested for vessel monitoring and maritime communications throughout the world and we believe this represents a more reliable solution for meeting the requirements of the Sydney to Hobart Yacht Race.

"Individual yacht owners may choose to install MiniSat terminals for voice calling and this will serve particularly useful for media interviews," Mr Smith said.

The MiniSat personal digital mobile

satellite service is capable of transmitting fax, voice and compressed video from competing boats to almost anywhere in the world. Comprising a small transceiver and handset, the MiniSat terminal can be mounted in the yacht's cabin with a lightweight tracking dome antenna installed above deck.

In its fifth year of sponsorship, Telstra is committed to providing a high

Checking out the size of the Telstra Satcom C units, Electrotech general manager Stephen Renkert, CYCA Vice Commodore Hans Sommer and Telstra Global Satellite's Colin Williams.



Close-up of a Satcom C terminal, small and weighing less than 2kg.

quality, communications solution to meet the needs of participants, organisers and spectators of the Sydney to Hobart race.

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.

Volunteer radio operators to start the 55th



The vital role of the race communications team

aboard the Radio Relay Vessel will be recognised at the start of the 1999 Telstra Sydney to Hobart.

Lew Carter and Janine Hansen will officially start the Telstra 55th Sydney to Hobart Yacht Race at 1pm on Boxing Day, December 26.

Lew Carter has participated in 25 Sydney to Hobart Yacht Races and has been a volunteer radio operator for the

Sydney to Hobart Yacht Race for the past ten years. Lew was awarded the Australian Yachting Federation's Services to Yachting Award for his heroic actions during last year's race.

Janine Hansen is employed by Telstra as a Maritime Communications Officer at the Brisbane Radio Station and has volunteered to work as a radio operator aboard the Young Endeavour during the race this year.

The Sydney to Hobart commences each year with the spectacular roar of a cannon, a replica of one of the cannons aboard Captain Cook's Endeavour made especially for the Cruising Yacht Club of Australia. Lew Carter and Janine Hansen will send the fleet rac-

ing on its way to Hobart this year by firing the gun from aboard the starting vessel Aussie One.

After starting the race, Lew and Janine will be transported to the Radio Relay Vessel, the *Young Endeavour*, where they will assume their posts monitoring the High Frequency (HF) radio for messages from yachts participating in the race. Each yacht is required to report its position on HF radio twice a day and the *Young Endeavour* will also broadcast weather reports and other information. Audrey and Michael Brown are the recorders for the race, also for the 10th time.

Lew sailed his first Hobart in 1973 as crew aboard the yacht Lady Jane and continued in this role until 1988 when the CYCA asked him to take on the role of radio operator aboard the radio relay vessel *Achilles*. He has continued since aboard *Mia Mia* (twice) and *Young Endeavour*, six times.

According to Lieutenant Commander Neil Galletly RAN, captain of the *Young Endeavour* during the 1998 race,

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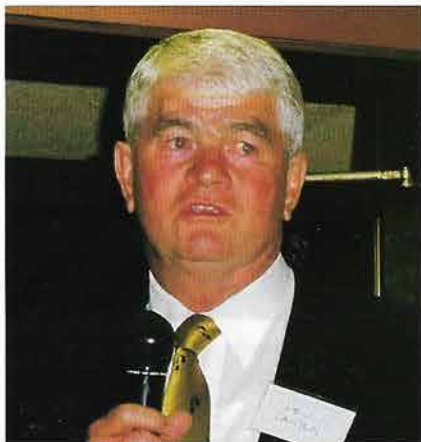


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Lew Carter completed his 25th Sydney to Hobart Race last year and this year will be radio operator aboard the Radio Relay Vessel for the tenth year. (Pic - Peter Campbell)

Lew worked around the clock to maintain constant radio contact with those yachts in distress as well as the entire fleet.

Having worked as a radio operator for Telstra at the Brisbane Marine Communications Station for over eight years, Janine Hansen is well qualified to work as a volunteer radio operator on the *Young Endeavour*.

Janine's typical work day involves monitoring HF radio throughout the world for distress signals or other messages from recreational and commercial marine vessels.

"I have received calls from yachts which have been dismasted or have injured crew and need assistance to get back to shore safely," she said.

"Our role is to alert the rescue coordination centre and facilitate communications between these parties until the vessels are safely back in port."

As well as providing a full global maritime distress and safety service, the Telstra Marine Communications Station in Brisbane broadcasts general information such as weather conditions and navigational warnings, and facilitates communications with commercial vessels. The station operates 24 hours a day, every day of the year.

Janine was thrilled to be invited to be an official starter of this year's yacht race. "It has been my long term ambition to volunteer as a radio operator on the *Young Endeavour* for the Sydney to

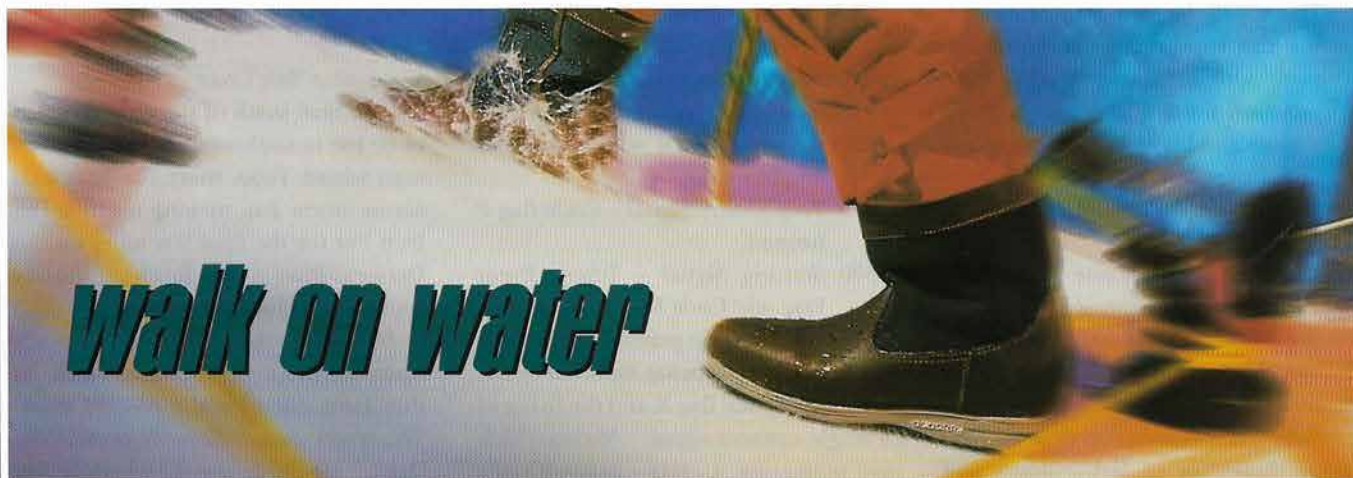


Janine Hansen, a Maritime Communications Officer at Brisbane Radio Station, who will join Lew Carter as a volunteer radio operator aboard *Young Endeavour* in the 1999 Telstra 55th Sydney to Hobart Yacht Race. Before joining *Young Endeavour*, she and Lew will officially start the Race from aboard *Aussie One*.

Hobart Yacht Race," she said. "I lived in Sydney for many years and have always revered the Sydney to Hobart Yacht Race as a national institution.

"I feel extremely honoured to have been invited to start this famous race on December 26."


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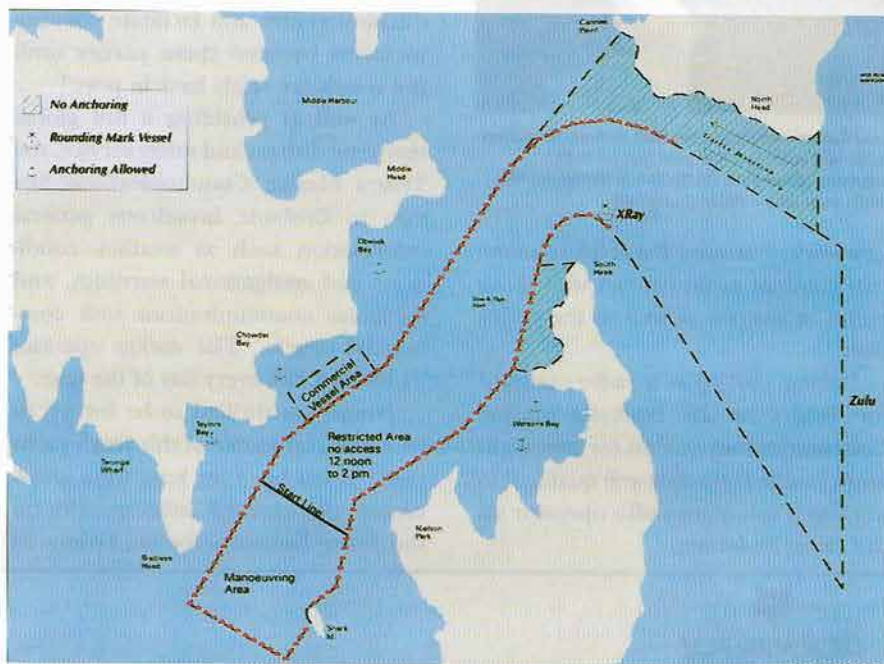


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Telstra Sydney to Hobart

Boxing Day *bonanza!*



1999 Telstra Sydney to Hobart Yacht Race

The start of the 1999 Telstra Sydney to Hobart Yacht Race is unique – it is the only annual long ocean race in the world to start within an enclosed harbour. As has been the custom since 1945, the entire fleet in this 55th annual event - the Cruising Yacht Club of Australia has received 94 nominations - will set sail together at the same time, at 1300 hours (1pm) on Sunday, December 26, 1999

There will be one exception this year – the superyacht demonstration entrant, the 146-footer *Mari Cha III*, will start on the 5 minute gun, giving spectators an idea of the craft they will see in the Year 2000 race when the CYCA includes a special Superyacht Division.

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 starting line will be set about 400 metres north of Shark Island in an east-west direction across the Harbour, from the Committee Boat on station east of Steel Point to a large leeward mark off Taylor's Bay.

As the countdown to the start begins, 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.

From the starting line, the fleet heads down Sydney Harbour, leaving to starboard a turning mark (X) north of South Head and a sea mark (Y) some one nautical east of the Heads, before turning south on their 630 nautical mile voyage down the Australian East Coast, across Bass Strait and down the

Tasmanian East Coast.

The final mark of the course, again to be left to starboard, is towering Tasman Island. From there the fleet sails across Storm Bay, turning north at the Iron Pot 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 54 years. The larger yachts will berth outside the Dock, alongside the Elizabeth Street Pier and the King Street marina.

The first maxi yachts should arrive on the evening of Tuesday, December 28, or from the early hours onwards on Wednesday, 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 Wednesday morning.

Network Ten's *two hour live coverage*

Network Ten will again be the official television network for the Telstra 55th Sydney to Hobart, planning another major coverage of the event, including live reports of the start on Sydney Harbour and the finish on the Derwent River.

Network Ten's coverage will start with an extensive preview in the week leading up to the race, highlighting many of the interesting yachts and their crews, and looking at Telstra's Satcom C communication system being fitted to all yachts in the fleet.

On Boxing Day, December 26, Network Ten will provide the only live coverage of the start, 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.

Before the start there will be a memorial segment paying tribute to the sailors who were lost at sea in the stormswept 1998 race and also to those who participated in the heroic rescue of some 55 crew members from sinking yachts.

Producer John Palmer says there will be four cameras shooting the start on Sydney Harbour while six cameras will be on yachts competing the race, uploading daily footage for the pool feed throughout the race.

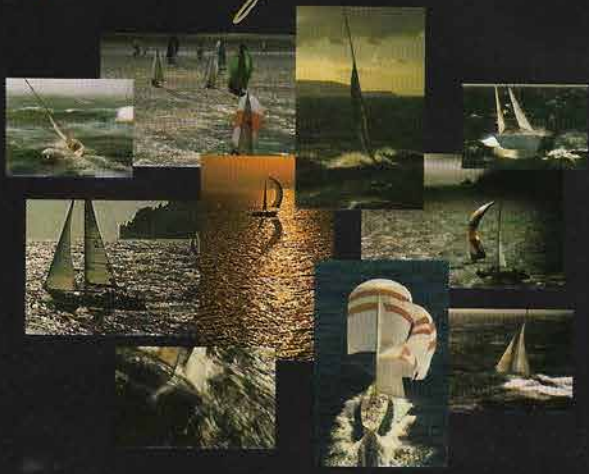
As the fleet heads south, Ten's

Sports Tonight will bring a comprehensive report each night, while Ten News will also carry graphic reports throughout the race. 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.

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 and WIN Television are planning previews 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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Festive finish for the 55th

To mark the 55th annual ocean race from Sydney to Hobart, there will be a festive finish to the 1999 Telstra Sydney to Hobart, giving the event an atmosphere similar to finish of the Volvo Ocean Race or a Grand Prix car race.

An Army cannon will be fired as the winning yacht crosses the finish line on the Derwent River off Castray Esplanade, Battery Point. Then, as she proceeds to her berth outside Constitution Dock, the yacht will cut a ribbon at the Kings Pier marina entrance - heralded by a jazz band and fire works - and thousands of Tasmanians and visitors.

The line honours winner, together with the second and third yachts to finish, will berth alongside the Telstra Barge moored outside Constitution Dock where, for the first time in the history of the bluewater classic, the line honours trophy, the JH Illingworth Trophy, will be presented immediately after the yacht has berthed. Specially struck Telstra medallions also will be presented to each crew member of the winning yacht.

Another first will be the presentation of trophies to the second and third yachts to finish the 630 nautical mile course. This will also take place alongside the Telstra Barge.

The winning skippers and the crews, in between their celebrations, will be able to tell the public and the media



through a public address system of their experiences.

The official Trophy Presentation will be held at The Royal Yacht Club of Tasmania at Sandy Bay at 11am on January 2. Among the famous trophies to be presented at the RYCT will be the George Adams (Tattersall's) Cup for the overall winner of the Telstra Sydney to Hobart.

In addition, each crew member of the winning IMS yacht will receive a personal medallion - a gift from Tattersall's to recognise their achievement in Australia's most testing ocean yacht race.

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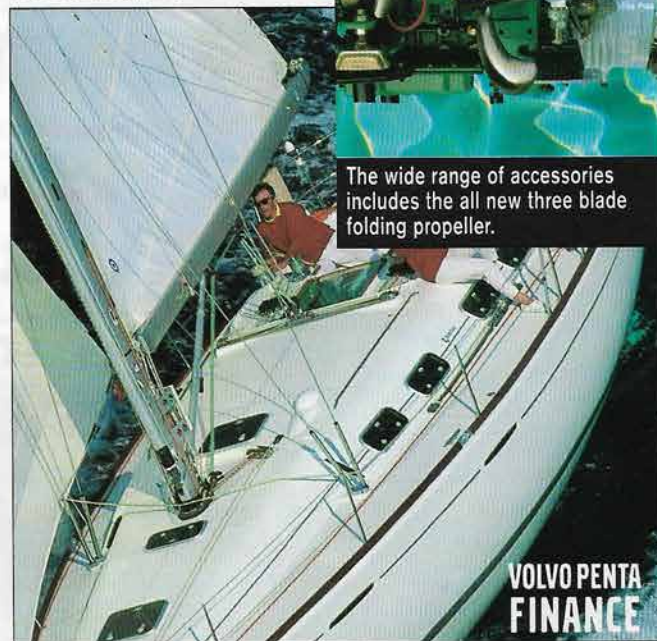
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All aboard "The Bus" for Hobart

A huge party is planned for Constitution Dock on December 31 aboard the Melbourne yacht *Bacardi*. Not to celebrate New Year's Eve but to toast the 21st birthday of "The Bus". Michelle Ainley, whose father Graeme is co-owner, wrote this delightful story about a great old yacht.

Bacardi, better known by many as The Bus, was lowered into the water at the Sandringham Yacht Club in December of 1978. And duly, once the waves had rocked some sense into her, she was

measured for IOR handicap on the last day of December that same year.

It's a day that takes on new significance in this, her 21st year, and her owners, Graeme Ainley (GA) and John Williams (Willo), plan to celebrate the occasion in style. And, if you know *Bacardi* and the post-race exploits of her crew, it will be in a style perhaps best not described, suffice to say it tests the limits of many and raises the stakes for the amount of fun that can be had drinking copious amounts of rum.

Of course, the crew also hopes to celebrate *Bacardi's* 17th successful Sydney-Hobart, success being measured in terms of getting to the line - to the Dock - in time for the post-race festivities.

Bacardi never gets to Hobart fast - she's heavy, an old design, an average

size - but she certainly knows how to get there. Due to a combination of strength, smart sailing, a skilled crew and a touch of good fortune, she was one of only a handful of yachts to escape the carnage last year, and previously, the race of 1993.

Over the years, she has often finished first or second or third in her division - IMS cruiser class, but no one's really counting the trophies. Getting there in one piece in time for the Quiet Little Drink is reward enough for the crew. What is worth counting though, is the number of happy faces who have scuffed across her deck in those 21 years.

If only her hull could talk, what a tale this would be.

Born a Peterson 44 from the plans of designer Doug Peterson, and built by John Gould, she weighed in at 11 tonnes with a length of 13.4 metres. Her proud owner/builder, better known as Gouldie, thought she had the makings of a sturdy vessel. Little did he know how sturdy she would prove to be, thumbing her nose at Mother Nature's wrath time and time again.

I don't know much of *Bacardi* before 1985, but the last 15 years make up for that.

Funny what you remember from childhood, but I reckon I can still remember mum's reaction when dad returned, triumphant, from a trip to Adelaide to find out about buying her. Willo had originally helped to build *Bacardi* so you could say he had a good reason for wanting to return her to her place of birth; a justifiable yearning to sail her again. As for my father, well I



Dry dock time for hull cleaning at Sandringham Yacht Club.



Graeme Ainley in action mode aboard Bacardi, Di Schmidt in the background.

wonder about the dollars and sense of it all!

All jokes aside, there was no doubting that *Bacardi's* new 'parents' did great things for the girl.

You could say they've led her astray; they'd certainly have a hard time arguing otherwise as I'm sure most OFFSHORE readers who get down to Hobart around New Year have seen the pair in action at the Customs House pub. But you could also say with conviction that they love her dearly and they're not alone on this count.

Among those to have sailed on *Bacardi* - we're talking hundreds - many have stuck like chamois shorts to a slippery deck. It would be pointless - and fraught with danger - to start naming names. Likewise it would be futile to list the many ocean races she has contested.

After last year's tragic Sydney-Hobart, I remember asking GA if he'd go again: hadn't he had enough and couldn't we have a normal Christmas next year? Maybe, I thought, he'd sit the day out at the Boxing Day Test? (It was a joke, GA!)

But no, this year is different; it's for the Bus.

GA and Willo, who share the skipper duties and an endur-

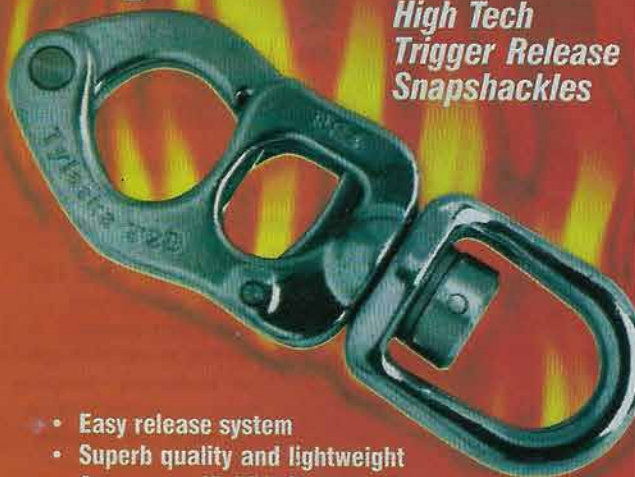


Bacardi on the Derwent... "Willo" on the helm, "GA" in the foreground.

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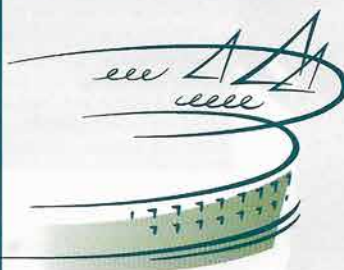
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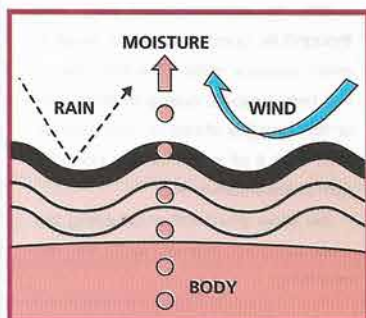
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Graeme Ainley, co-owner of Bacardi and president of the Victorian Yachting Council.

ing friendship on and off the sea, have tallied up 17 and 18 Hobarts respectively.

Also on board this year for her eighth Hobart is Di Schmidt, the sole voice of female reason, and after contributing to her construction, Hugh Halliburton is making a comeback.

Youthful exuberance will flow from Pete Williams, who has proved himself a fine sailor and a worthy future skipper, and his mates Magnus Cormack and Ben Calder. Rounding out the crew of 11 are Bruce Caldwell, David Guynan, Shane Charles and one to be named when OFFSHORE went to press.

It goes without saying that *Bacardi* wouldn't get to Hobart without such a hardy and experienced bunch on board. She wouldn't make it out of the heads of Port Phillip Bay and up the east coast without a skeleton delivery crew. And then there's the frantic rush early December to get her back into ship-shape condition. Put simply, if not for the help of others, GA or Willo would have given up the game years ago.

I'm no sailor - haven't ventured out past the heads, never been sea sick - but I know what makes *Bacardi* special: everyone who has climbed aboard!

If there was a visitor's book it went overboard years ago, but for arguments sake, factor in 10 social sailors for each yachtie and we're talking high hundreds if not thousands in total. Suffice to say that *The Bus* rivals that fun ship, the *Fairstar*, for cruising value. And consumption of alcohol per capita!

Thanks to a rogue gene and a clever designer, *Bacardi* is well equipped downstairs with a fridge big enough for 24 cold slabs of Victorian Bitter!

And it will be on tap down at Constitution Dock on December 31, 1999, when GA and Willo host her 21st birthday bash.

Drop by if you're lucky enough to get to Hobart.

It will be fun; you'll have a ball, problem is you might forget it all. But then there's always next year!

Preparing for the Hobart



As yachts from around Australia and overseas began their preparations for the 1999 Telstra Sydney to Hobart Race, OFFSHORE invited the owner/skippers of three yachts – the maxi *Marchioness*, the IMS 43-footer *Atara* and the little 34-footer, *Impeccable* – to tell how they have approached the safety at sea issue in the wake of last year's tragedy.

How the yachts have prepared:

Marchioness

Marchioness is a Lavranis designed 22.8m maxi sloop, subsequently, and successfully, optimised by Australian naval architect Kell Steinmann with a new keel (based on his successful keel for *Amazon*), and a new single rudder (the boat originally had twin rudders).

As a result of that work, the boat has not only maintained its spectacular downwind speed characteristics but developed a much improved all-round performance.

This was demonstrated when she took the lead from *Sayonara* and *Brindabella* as the fleet roared south before the fresh nor'easter on the first afternoon and evening of the 1998 Sydney to Hobart and by her first major line honours victory in the 1998 Sydney to Mooloolaba race earlier in the year.

Spectacular, too, was her spinnaker

start to this year's Sydney – Gold Coast Race where she and *Brindabella* powered boat-for-boat through the Heads. *Brindabella* subsequently took line honours in record time, with *Wild Thing* and *Marchioness* also slashing the race record. Onwards to Hamilton Island Race Week, where she scored three firsts, two seconds and a third, plus four guns, in the new PHS Big Boat Division, finishing second overall.

Now to the 1999 Telstra Sydney to Hobart and all its additional safety requirements for owners and crews. The yacht's crew will include well-known Melbourne yachtsman Bernie Case as principal helmsman and tactician, sailing in his 36th Hobart.

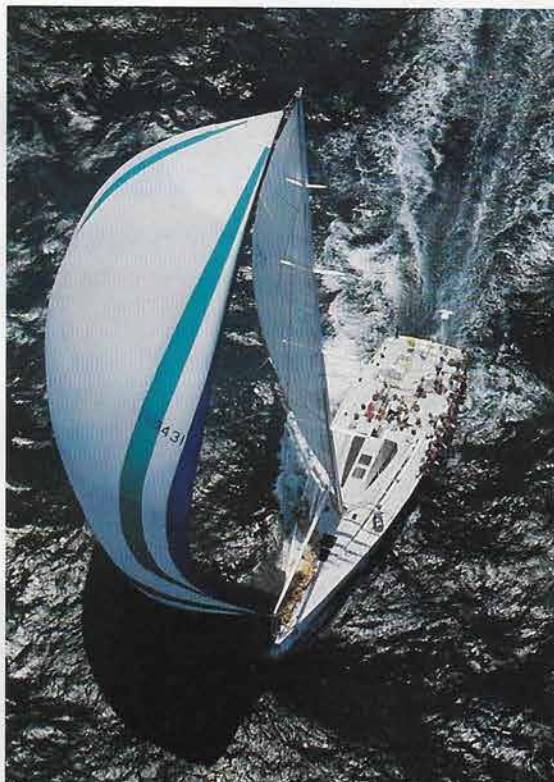
However, the four owners Des Kennedy, Michael Cranitch, John

Markos and Stephen Smart, understanding not only the CYCA's new requirements on yacht stability, safety equipment and crew experience and knowledge, realised they too had a "duty of care" to ensure that the boat and its crew met all requirements and more.

As one of the owners, Des Kennedy, said:

"The events of the 1998 Sydney to Hobart Yacht Race have had a profound effect upon myself and my fellow owners, Michael Cranitch and John Markos. *Marchioness* was leading the race and was knocked down when it hit the south-westerly front under full spinnaker and travelling at approximately 20 knots. It then 'Chinese gybed'. As a result of the damage sustained, *Marchioness* was ultimately forced to retire from the race at seven o'clock the following morning. As we sailed back to Sydney the crew were able to experience first hand over the communication network on the boat the tragedy that was occurring in the race. We, as owners, were determined to ensure the preparation of *Marchioness* for the 1999 Sydney to Hobart Yacht Race in relation to sea safety and survival would be second to none."

In addition to urging many of the crew to attend the CYCA seminars, the owners organised *Marchioness*' own Marine Safety and Survival course on board the 75-footer at the CYCA and offshore at the end of October, conducted by Teki Dalton, an Australian



The maxi yacht *Marchioness* surfs downwind under her huge spinnaker during last year's Telstra Sydney to Hobart. (Pic – Ian Mainsbridge)

Yachting Federation accredited Yachtmaster Offshore Instructor who runs the Adventure Sailing School.

The day long course began with a safety preamble at the marina that included a lecture and discussion headed by Dalton on:

- What if? scenarios; stowage and inspection of survival equipment, fire safety and drill; demonstration of safety equipment; causes of marine accidents.
- Heavy weather preparation, covering storm jib and tri-sail arrangements, "battening down", installing storm board, preparation of food and hot drinks in large capacity thermos, wearing harnesses below; the use of a sea anchor or drogue, lifejackets and safety harnesses.

Marchioness then sailed offshore where, under the direction of Dalton, the crew carried out practical exercises in:

- Storm jib and tri-sail setting;
- A crew overboard situation, in which a dummy and then a crew member were successfully recovered;
- Flare drill and activation;
- Distress communications – radio distress frequencies, EPIRBs, flares and smoke signals and other distress signals;
- Search and rescue procedures;
- Abandoning a vessel and liferaft deployment – fundamental rule: step up into a liferaft;
- Survival at sea – the physiology of survival and the psychology of survival;
- Simulated rescue by helicopter

Marchioness and her crew will start in the 1999 Telstra Sydney to Hobart Race well prepared for any eventuality at sea, but looking forward to a Great Race South.

Atara

Atara is a David Lyons-designed IMS 43-footer that has competed in five Sydney to Hobarts under the command of CYCA Rear Commodore Roger Hickman, a former Merchant Navy officer with vast offshore sailing experience. The yacht's record includes winning the CYCA's 1996-97 Blue Water Pointscore and a third overall in the

Sydney to Hobart.

Atara placed sixth overall and fourth in IMS Division B of last year's stormy Hobart Race. Roger has been one of the highly experienced lecturers on heavy weather sailing at the CYCA's Safety Seminars.

In this article he discusses the preparation of a boat and its crew for a major ocean race.

Where do you start to prepare a boat and the boat's crew for a major ocean race?

In the Merchant Navy, there are very strict guidelines and requirements laid down by the Dept of Transport in Australia. These include having the whole crew involved in fire drills, lifeboat and liferaft drills, which are scheduled in predefined time intervals.

In the Royal Australian Navy, these drills are carried out on regular occasions in addition to the many other drills that they need to perform in such a highly active environment. In the boating world, there are very clearly laid down requirements by the AYF Blue Book that includes all the equipment that is required to be on board the vessel. It does not, however, stipulate the crew drills that would ensure the crew is well practised in the relative safety and emergency procedures.

On *Atara*, a medium-sized yacht with a crew of 10 people, we have created a list of drills and emergency procedures that must be practised and/or discussed prior to any overnight race and prior to a race or ocean passage which takes us to sea during both day and night.

The equipment requirements are very clearly laid down for each category of race. The controlling authority carries out a very thorough safety inspection at the season's commencement and prior to a longer race such as the Telstra Sydney to Hobart.

It is important that as many of the crew attend this safety inspection and endeavour to learn from it, as it is an opportunity for the skipper and crew, in a formal manner, to produce all the equipment that is necessary to comply with the AYF Blue Book.

This inspection highlights to the crew that the formal process of com-



Atara, the Lyons 43 skippered by Roger Hickman, is a prime example of a yacht and crew always well prepared for short and long ocean yacht races. (Pic – Ian Mainsbridge)

plying with the regulations is quite detailed. All the items such as storm jib and storm trisail have to be flown, man overboard equipment presented for inspection, and flares, fire extinguishers and medical equipment must all be closely scrutinised with the expiration dates checked. The safety inspectors themselves are people that have studied the requirements and often have a very good working knowledge of how such equipment could be used.

In order to prepare for the Sydney to Hobart race, which is a Category 1 race, all the equipment is checked and double-checked and is known to all the crewmembers. In many cases, there are labels around the boat making the stowage of certain equipment clearly visible. With all the equipment and its location known to every crewmember, we believe that Part I of the safety requirements of a long passage have been met.

Prior to the shorter races such as the Bird Island Race or the Cabbage Tree Island Race, the crew is randomly quizzed prior to the start on the location of each of the items. A checklist, not unlike the safety certificate, is gone through to ensure that no item is forgotten. The crew, at a pre-race briefing, is asked where each item is stowed. In some cases, they are requested to go and get the item, to ensure that all the crew is aware of its location.

The next big issue is how to use the equipment. Again, once the yacht has left the dock, half an hour is put aside to establish that all on board are fully aware of the procedures that are to be undertaken. These theory sessions act as a reminder of the drills that are carried out periodically during the pre-Sydney to Hobart season.

One of the main issues that is discussed is the selected man overboard procedure that will be embraced during that particular race. On *Atara*, the man overboard procedure does not vary, however there are often cases where new crew members are not familiar with the man overboard procedure. They might also not be familiar with the spinnaker drops in heavy weather, nor the procedure of removing the mainsail and putting the trisail on.

At some stage prior to the Sydney to Hobart race, the crew carries out a series of pre-race drills. These drills may often need to be performed more than once in order to ensure that all

crewmembers are familiar with what may happen.

For example, in the case of taking the mainsail down, whether a halyard is to be used as a topping lift, and how all crew, other than the helmsman, mastman and mainsheet trimmer, who are used to control the front and back of the sail, line the windward rail with harnesses on, during the rolling and subsequent lifting of the main onto the

On Atara, every crewmember is made fully aware that it is their responsibility and their responsibility alone to remain on board, to ensure that their harness and life jacket is worn at the appropriate times, and that they are aware of the various strong points around the vessel, and the use of the jackstays.

boom. Unfortunately, it is hard to recreate the 35 - 40 knot sea conditions that would be incurred during this procedure. However, a fine weather drill certainly makes the procedures clear.

Another pre-race procedure is that each crewmember is numbered according to the number on their harness. Also, well before each long race and usually prior to an overnight race, there is a formal discussion on board regarding individual crew safety. It is important that an open forum be held of the dangers that can bestow a crewmember, both below deck and on deck.

Below deck is an area that many crewmembers consider themselves safe, whereas they can often be most vulnerable. The crew has various aspects of the boat highlighted to them, including the

handholds and general ship's house-keeping. It is important during these sessions to stress that each crewmember is responsible for their own clothing and the general tidiness of the boat below deck.

Prior to every race, and especially on the longer races, the crew is advised of their enormous responsibility to stay on board the vessel at all times.

On *Atara*, every crewmember is made fully aware that it is their responsibility and their responsibility alone to remain on board, to ensure that their harness and life jacket is worn at the appropriate times, and that they are aware of the various strong points around the vessel, and the use of the jackstays.

A drill is carried out with each crewmember clipping and unclipping from the hatchway strong points onto the jackstays and changing from one tether to another, always clipping onto the new one first. We believe it is important that each crew member is well versed in the clipping and unclipping procedure, so they can perform it while cold, miserable, wet and in the dark, and sometimes with one hand.


A couple of sessions reefing and unreefing the mainsail are practised. This includes the marking of the mainsail halyard, and location of safeties that can be used around the tack and clew once the reef is in place. This drill includes the securing of the sail so it doesn't flog relentlessly off the boom.

Another essential item of safety and general comfort on a long race is clothing. Crew discussions are held in an open forum to ensure that the more experienced crew members enlighten others on the type of clothing that is desirable and also ensure that quality wet weather gear is taken. It is at this time that the skipper can evaluate each crew member's wet weather clothing to ensure that it is satisfactory for the prevailing or potential conditions of the race.

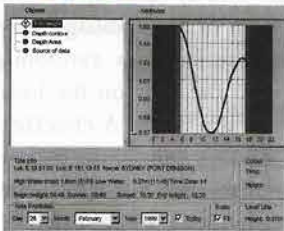
Other important procedures such as lighting the stove should be practised. It is vital that all crewmembers be versed on how to operate the cooking equipment. Similarly, the battery switching procedure and the starting of

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the engine should be explained and practised.

Procedures such as sending a man aloft in less than suitable conditions should be discussed. The relative crew members who may be selected to go aloft must understand the use of the harness used and the necessary safety lines that prevent them from being swept away from the mast by a heaving sea.

Safety education is also carried out in the operation of the GPS, the HF and VHF radios, and basic discussions on the differences between calling a Securite, Pan Pan and May Day. Discussions are carried out on the responsibilities of each and every crew member with regard to the sighting of flares or vessels that are perceived to be in difficulty.

Another important safety procedure we discuss, for which a drill cannot be held, is the case in which the vessel is upside down. In the Australian Navy, they use a technique called visualisation, which is a good tool to establish procedures when a yacht is rolled. While this situation is extremely difficult to create in a drill environment, it is important that all crewmembers try to visualise the environment they will find themselves in.

This visualisation procedure is also a valuable aid in the unfortunate circumstance where a person's responsibility to stay on board has failed them and they find themselves in the ocean. This places an unfair and unprecedented responsibility on those remaining on board to not only maintain a location of them in the water but endeavour to retrieve them back on board the vessel. On *Atara* we believe that if a person can visualise themselves in the water with the boat skating away down a wave at 20 knots, they will certainly take their responsibility of staying on board more seriously.

Another safety procedure that is discussed is the change of watch. A clear procedure is followed to ensure that in heavy weather especially, only one person at any one time is out of their bunk and moving around below deck. Prior to the race, the management team selects the crew members on each



Roger Hickman, skipper of *Atara* and Rear-Commodore of the CYCA. (Pic - Ian Mainsbridge)

watch and will also nominate their watch buddy. By this we mean the person they will exchange the bunk with.

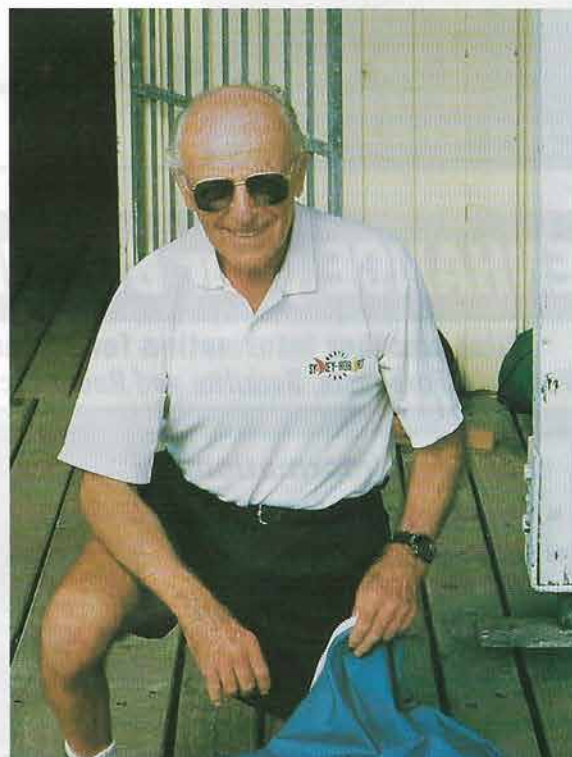
A crewmember is selected to wake the first change. When that crewmember is safely secured on deck and a handover has taken place to his watch buddy, that buddy then goes below, carries out any personal administration that he or she wishes, wakes the next below-deck crewmember to change, climbs into the bunk and secures themselves, prior to that person getting out of the bunk.

The safety procedures and drills mentioned above could not all be carried out satisfactorily on the way to the start of the Telstra Sydney to Hobart Yacht Race. It is therefore vital that skippers and crew make the time to cover these items well prior to the event.

On *Atara* we have a checklist of items that must be discussed, items that must be drilled, and we draw a program of when these shall be performed, either before or after some of the shorter races. Each crew member

has the opportunity to initial the checklist and it is only when each crew member has been involved in at least two sessions of each item, that we consider the crew as a whole will function satisfactorily when the need arises.

While it is recognised that the safety of the vessel and the crew on board is the sole responsibility of the master of



John Walker, owner/skipper of *Impeccable*, checks out the new 406 Hz EPIRB at one of the CYCA safety demonstrations. (Pic - Peter Campbell)

the vessel, each and every crew member should take a very active role in ensuring that as much information transfer and boat knowledge can be obtained prior to any race.

Good luck and stay safe.

Roger and the Atara Crew.

Impeccable

Impeccable again will be one of the smaller yachts in the 1999 Telstra Sydney to Hobart Yacht Race, as she has been for the past 16 years. Designed by Doug Peterson and owned since her

launching in 1980 by Middle Harbour Yacht Club member John Walker, this 34-footer's Hobart record includes a second overall and a first in division in 1986 and a second in division in 1997.

More recently, Walker, now aged 77 and a veteran of 16 Hobarts himself, sailed *Impeccable* to an IRC victory in the CYCA's Bird Islet Race and a third in IMS in the Gosford to Lord Howe Island Race.

In this article for OFFSHORE, John Walker explains how he is preparing *Impeccable*, himself and his crew for the 1999 Telstra Sydney to Hobart.

Firstly, it is extremely important that all crew members attend

the three Safety at Sea Modules that are currently being held by the CYCA. These are essential criteria for each crew member who will sail to Hobart.

We have a very regular crew of seven. The total number of Hobarts by all crew members is 52, of which 48 have been on *Impeccable*. Six of our crew have participated in the 1993 Hobart race and also the 1998 race. Consequently, the crew know the yacht inside out and this is a very important factor.

The yacht is thoroughly checked over before the race. The mast is taken out and inspected. It is sandblasted to check for weaknesses, and then repainted. We check and/or replace the standard rigging, ensure the radio antenna and electrical wiring is intact and that the navigation lights work.

Prior to the race, we spend time on the water practicing man overboard procedures and setting storm sails. Each crew member is capable of working every position and, particularly in heavy weather, we ensure that everyone is aware of the procedures involved in each position.

Each member of our crew is a capable helmsman, and each is given practice steering in a race before the Hobart race. Positions are rotated occasionally, so even though some crew are more proficient than others in a certain position, everyone is capable in every position.

Although we have one particular navigator and radio operator, at least three people can operate the radio and are experienced in navigation.

Our safety equipment is thoroughly inspected before the race. We check that the lifejackets and harnesses totally comply with regulations and have not become damaged or in danger of breaking at any point. The life raft and emergency equipment is inspected, and our raft now includes an EPIRB. On board we always carry spare navigation lights, batteries, emergency antenna and sail repair equipment.

— John Walker, *Impeccable*.

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BUREAU OF METEOROLOGY



Heavy Weather Sailing to Hobart

Ed Psaltis, owner/skipper of the Australian Financial Review-sponsored 35-footer, AFR Midnight Rambler, Overall Winner of the 1998 Telstra Sydney to Hobart Yacht Race, gives his practical advice on heavy weather sailing.

I certainly don't know everything there is to know about heavy weather sailing. I think it is fair to say that no one on this planet knows all there is to know about this most dangerous sailing part of our sport.

However, what I can do is to relate the experiences that myself and my crew have had over numerous Sydney to Hobarts. This experience includes several races in small boats (30-footers) and last year in *AFR Midnight Rambler* (a 35-footer). Over these years we have faced some particularly nasty conditions in Bass Strait, last year being no exception!

The following observations relate especially to smaller yachts, although I believe the theory applies to larger yachts. It's just that the seas and wind need to be higher and stronger before big boats suffer problems.

From my point of view, the three most crucial factors in successfully completing a heavy weather race (or cruise) are the following points. These have been learnt the hard way over the years, but relate especially to our experience in last year's race.

SPEED: During the storm of 1998 we had 7.5 knots consistently in *AFR Midnight Rambler* throughout the blow.

With just a storm-sail set we "comfortably" maintained that speed. Any more and we would have had to try to slow down the boat, but any less and we would have been too slow to be able to react in avoiding bad waves. On larger yachts this is a problem. They simply go too fast and shoot off waves, placing unbearable pressure on the hull and rig (and the crew!) from slamming into the next waves.

ACCELERATION: Sometimes we didn't get it right and we were flattened to 90° and beyond by big breaking waves. On these occasions the boat quickly jumped up and recovered to hull speed before the next big wave with our name on it had the chance to take us out.

MANOEUVERABILITY: The previous two factors provide the third. Speed and acceleration allowed *AFR Midnight Rambler* to be steered up or down, sometimes with violent changes in direction, to find "the path of least destruction" through the wave pattern (or lack thereof).

The "SAM" approach allowed us to "sign our name on the course", normally an absolute "no-no" for a racing helmsman. In normal conditions, the straight line course with minimum use of rudder is absolutely the way to go. But in extreme bad weather we throw such a theory out the window.

In 1998 especially, we steered all over the ocean. Our average course was about 185° magnetic but varied significantly, depending on the sea coming at us. Being on the yacht was something like being in a "dodgem" car. As nasty waves approached, we would use our speed/ acceleration/maneuverability to steer high or low, or simply straight through them.

This method is not infallible. How-

ever, in my opinion, it is the least risky way of surviving severe weather, especially in a small, light displacement yacht. What we constantly battled to avoid was being a "sitting duck", dead in the water, waiting for a huge wave to hammer us into submission. We didn't avoid all waves coming our way in the 1998 Hobart, but we managed to lessen the impact of most of them through using this approach.

I accept that this may conflict with traditional theory and I confess that I haven't tried sea anchors, etc, so I don't know how they would work on a boat like *AFR Midnight Rambler*. I do know, however, that the above technique enabled myself and my crew to safely weather last year's storm. If our boat had been crippled, then the sea anchors would have come into play.

While our course did vary, we tried to stay on an apparent wind angle of between 80° and 40°, it was around 60° most of the time.

We have learnt from a previous bitter experience, in the 1993 Hobart, that you should never present beam (or aft beam) to really severe weather. In the 1993 race we were rolled to about 160° on Nuzulu, and stayed down for a while through taking a sea at about 100° from the bow. These experiences normally stick in your mind!

My view is that if we had turned and reached back to Eden in last year's race we would have increased our chances of being rolled and losing our rig.

So much for our approach to a big blow. I have listed hereunder, in no particular order, other observations that may be useful in heavy weather sailing:

- A short period at the helm is essential for the principal heavy weather helmsman – a one hour maximum.



AFR Midnight Rambler sailing under storm-sail only at the height of the Bass Strait storm in the 1998 Telstra Sydney to Hobart Race. This dramatic picture, used on the cover of *Offshore* in our first issue of 1999 and subsequently published around the world, was taken by young Hobart photographer Alice Bennett.

- A wave spotter is very important. Our wave spotter sat on the rail facing the waves and wind, wearing eye protection, and called "wave" to warn when the big, angry ones were approaching. His position on the rail gave the helmsman, who sat behind him, some protection from the weather while steering the yacht.
- Only two on deck for a 35-foot yacht, possibly also for larger yachts. This

reduces the risk of crew being washed overboard.

- Don't lie on the cabin floor due to exhaustion or sea sickness, or both. Always get into a bunk when down below. We were careful that all moveable objects were tied down. But humans on the floor can become flying objects, too, with potentially devastating results.
- When setting a tri-sail, actually roll

the main up, don't just flake it. We normally put the main in its bag and put the whole lot below. For larger yachts this could become difficult and dangerous, but in a smaller boat like *AFR Midnight Rambler*, the Kevlar main weighs less than 20 kg, hence the procedure is possible. The theory here is that the least amount of resistance presented by the boom to green walls of water coming through,

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Co-owners Ed Psaltis (right) and Bob Thomas, after their arrival at Constitution Dock at the end of the stormswept 1998 Telstra Sydney to Hobart Race. (Pic - Lisa Ratcliff).

the better. A bare boom offers less resistance to a boom with a neatly rolled main lashed to it, which in turn offers less resistance to a main flaked over the boom. In the 1998 Hobart we actually kept the main on the boom, but rolled, not flaked. The

blow came in too hard and fast; we were hanging on by our life lines before we knew it! But normally, I try to get the mainsail below.

- Some say that the storm-sail on its own won't work. The argument here is that the power is too far forward in

the sail plan and the bow keeps being knocked away, so you can't generate weather helm. We used just the storm-sail for the very hard eight hours that we experienced during the 1998 race's blow. This sail plan presented none of the above problems, with *AFR Midnight Rambler* having good steering with just the right amount of weather helm. However, this is our boat, and I stress here that every yacht will react differently in these conditions. The point is, you need to determine what is the best for your yacht. Unfortunately, you won't really know this until you are in 70 knots and this is not a good time to be learning! I suppose your best guestimate, based on weather/lee helm patterns and behaviour of your yacht in lesser winds, is all that you can go on here.

With our tri-sail up, we found ourselves rounding up too often. The boat was not as easy to handle as it was with the storm-sail up.

- Without getting too much into the

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“feel good” moments, I must say that positive re-enforcement played an important part in our approach to the storm of 1998. Even when the storm was at its worst, all crew remained positive, assisting and supporting the helmsman. Any negative thoughts about our chances of getting through the storm were kept to ourselves. When you are very tired, a positive frame of mind helps get you through.

- This may be stating the obvious, but in really extreme weather it is important to avoid slamming the boat over waves. Pull away hard at the tops of waves and slide down the other side, rather than shooting into thin air. Even if your yacht is strong enough to withstand hard, prolonged slamming, it is doubtful that your crew will be able to do so.
- Drink plenty of water. During the 1998 storm some of our crew became quite dehydrated, especially the helmsmen who were working hard. Although it is cold you still sweat a lot



The pocket maxi Bobsled chose to battle her way across Bass Strait under storm tri-sail and no jib, in contrast to AFR Midnight Rambler. (Pic – Richard Bennett)

inside your gear and dehydration drains energy more than any other factor, as well as throwing in painful headaches for good measure. You can get by without food for a while, but you must keep drinking plenty of water.

- Keep the boat tidy below. All gear must be stowed and tied down. Personal gear must be stowed in person-

al crew bags, whether or not it is wet. Life on board during a big blow is hard enough without living in a mess down below..

I hope these comments are useful for those caught in really heavy weather. They are by no means a complete account of how to take on a storm, but at least provide one view of survival in extreme conditions.

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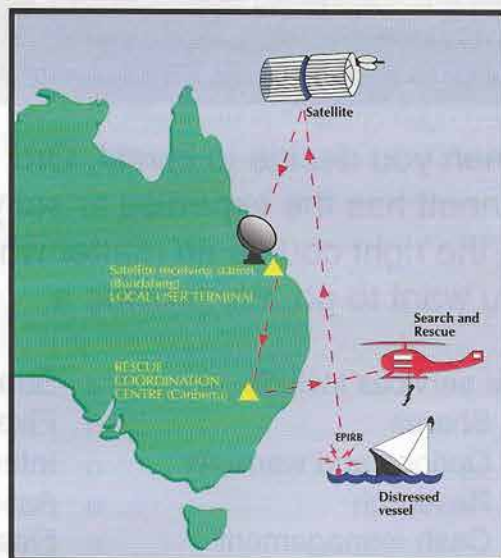
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The Fleet for Hobart



ABN AMRO CHALLENGE
 LOA: 13.9m
 DESIGNER: Murray Burns & Dovell (AUS)
 TYPE: Sydney 46
 OWNER/SKIPPER: Ray Roberts
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: R. Roberts (5), J. Wilmot (10), J. Beaver (6)
 Ray 'Hollywood' Roberts' Sydney 46, ABN AMRO Challenge competed at last year's Kenwood Cup as part of the Australian team which finished second overall, and was IMS overall winner of the 1998 Sydney-Mooloolaba Race. A new keel and sail plan and the winning performance of Ray's crew at the recent Royal Hong Kong Yacht Club's Hawaiian series puts this yacht in serious contention for a top IMS result.

SAIL NO: 8887
 CLASS: IMS
 YEAR BUILT: 1997
 NO. OF HOBARTS: 2



ADAGIO
 LOA: 10.82m
 DESIGNER: Sparkman & Stephens (USA)
 YEAR BUILT: 1989
 TYPE: S&S 36
 OWNER/SKIPPER: Peter Williams
 CLUB: Derwent Sailing Squadron, TAS
 CREW: P. Williams (3), A. Harradine (3), D. Williams (2), W. Dyas (2), T. Curtain (1), J. Pilot (1)
 Pretty much the same crew are lining up for this race as they did in the 1996 and 1998 Sydney to Hobart. Best results for this S&S 36 include winning the PHS division of the 1992 Melbourne to Devonport while the owner's best result was winning the PHS division of the 1992 Hobart Race on his previous boat Allegro.

SAIL NO: 588
 CLASS: PHS
 YEAR BUILT: 1985
 NO. OF HOBARTS: 2



AFR MIDNIGHT RAMBLER
 LOA: 10.5m
 DESIGNER: Robert Hick (AUS)
 YEAR BUILT: 1994
 TYPE: Hick 35
 OWNER/SKIPPER: Ed Psaltis and Bob Thomas
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: E. Psaltis (18), B. Thomas (11), J. Whitfield (9), M. Bencsik (6), C. Rockell (2), G. Livingstone (3), S. Dickson (2).
 In a remarkable effort, this 35-footer, Bruce Taylor's former Chutzpah, became the smallest yacht in a decade to be the overall IMS winner of last year's tough Hobart Race. AFR Midnight Rambler is only the second yacht in history to win the Sydney to Hobart and then the Gosford to Lord Howe Island race double.

SAIL NO: 8338
 CLASS: IMS
 YEAR BUILT: 1994
 NO. OF HOBARTS: 5



ALASKA EAGLE
 LOA: 20m
 DESIGNER: Sparkman & Stephens
 TYPE: S&S 65
 OWNER/SKIPPER: Brad Avery
 YACHT CLUB: Newport Harbour Yacht Club, USA
 CREW: B. Avery, R. Crowe, B. Tice, I. Fetter, S. Crowe, D. Grant, G. Richardson (8), V. Maccinia, J. Woolf-Willis, R. Angus, M. Dwyer, G. Berndt, J. Berndt
 Alaska Eagle is the ex Flyer, winner of the 1978 Whitbread Round the World Race. She is now owned and operated by Orange Coast College as a sail training vessel for what has become the largest public sail training program in the US.

SAIL NO:
 CLASS: PHS
 YEAR BUILT: 1977
 NO. OF HOBARTS: 0



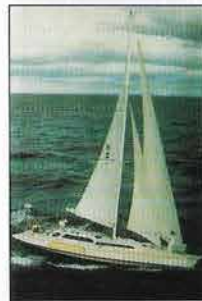
ALIEN
 LOA: 20.9m
 DESIGNER: Lidgard
 TYPE: Lidgard 35
 OWNER/SKIPPER: Michael Welsh
 CLUB: Sandringham Yacht Club, VIC
 CREW: M. Welsh (1), M. Welsh (3), G. Anderson
 This father and son team, who have raced together for many years, will be contesting their first Hobart race together on board their latest yacht Alien, bought in March this year. Preparations for this year's Telstra Sydney to Hobart commenced immediately after purchase, including taking some lead out of the keel and reducing the ballast. Between the vast experience on boat and the modifications made to Alien, owner Michael Welsh is confident of picking up a divisional placing.

SAIL NO: SM890
 CLASS: PHS
 YEAR BUILT: 1996
 NO. OF HOBARTS: 0



ALLUSIVE
 LOA:
 CLASS: PHS
 DESIGNER: David Lyons (AUS)
 TYPE: Lyons 48
 OWNER/SKIPPER: John Smith
 CLUB: Bellevue Yacht Club, TAS
 CREW: J. Smith (3), D. Smith (3), S. Clarke (4), I. Stewart (4), J. Grant (2), D. Follows, A. Reynolds, S. Boxhall
 This Lyons 48 races year-round in the summer and winter pennant series run out of the three Hobart yacht clubs. Allusive weathered the storm in last year's Telstra Sydney to Hobart Race to be one of the 44 finishers out of a fleet of 115. With 11.5 tonnes of weight and all the mod cons on board.

SAIL NO: 407
 CLASS: PHS
 YEAR BUILT: 1998
 NO. OF HOBARTS: 1



ALSTAR
 LOA: 15.3m
 DESIGNER: Adams
 TYPE: Adams 50
 OWNER/SKIPPER: Alby Burgin
 YACHT CLUB: Lake Macquarie Yacht Club, NSW
 CREW: A. Burgin (30), S. Lamb (15), N. Wilson (2), C. Davidson
 Alstar was built and launched in 1985 by owner/skipper Alby Burgin, to coincide with his 70th birthday, and has sailed over 150,000 sea miles in many solo and two-handed yacht races. At 84, Alby is the oldest competitor in this year's Telstra Sydney to Hobart, some say he is the oldest owner/skipper/navigator in the world still ocean racing. This will be Alby's 31st Hobart Race, his best result coming in 1961 when he campaigned his yacht Rival to an overall victory.

SAIL NO: M2
 CLASS: PHS
 YEAR BUILT: 1985
 NO. OF HOBARTS: 1



AMAYA
 LOA: 12.04m
 DESIGNER: Bruce Farr (NZL/USA)
 TYPE: Farr 40
 OWNER/SKIPPER: David Bingham
 CLUB: Royal Brighton Yacht Club, VIC
 CREW: D. Bingham, D. Brown, D. Allen, P. Costello, J. Herrap, W. Cass, C. Beste, B. Parry
 This yacht was raced out of Sydney by the previous owner and is now a regular competitor in ocean races run by the Ocean Racing Club of Victoria, including the Melbourne-Hobart, Melbourne-Devonport and the Telstra Sydney to Hobart qualifier, the recent Melbourne-Stanley race where she placed 1st in PHD Division A.

SAIL NO: B247
 CLASS: PHS
 YEAR BUILT: 1979
 NO. OF HOBARTS: 0



ANDURIL
 LOA: 11.2m
 DESIGNER: Ed Dubois (GBR)
 TYPE: Dubois 37 ex-IOR one tonner
 OWNER/SKIPPER: Jeff Cordell
 CLUB: Derwent Sailing Squadron, TAS
 CREW: J. Cordell (3), G. Eisele (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 place in PHS Division 2, the yacht's best result so far in a Hobart race. Better known as Anduril, this Dubois 37 competes year-round. In the past she has picked up a first in PHS in the Maria Island Race and a 4th in this year's Three Peaks Race.

SAIL NO: 4168
 CLASS: PHS
 YEAR BUILT: 1981
 NO. OF HOBARTS: 7



ANTUKA
 LOA: 13m
 DESIGNER:
 YEAR BUILT: 1983
 TYPE: Adams 13
 OWNER/SKIPPER: Raymond Semmens
 CLUB: Western Port Marina Squadron, VIC
 CREW: R. Semmens (1), P. Howard (1), C. Griffen (1), M. Powell (1), K. Moore (1), H. Williams, J. Theuma
 Antuka has competed in many of the southern races including the Melbourne-Hobart, Melbourne-Devonport and Melbourne-Port Fairy. Owner Ray Semmens attempted his first Hobart last year and was forced to retire due to the extreme weather. He is back again this year to try and "finish a Hobart Race".

SAIL NO: WS91
 CLASS: PHS
 YEAR BUILT: 1983
 NO. OF HOBARTS: 1

ASPECT COMPUTING

SAIL NO: 4826



LOA: 16.6m
DESIGNER: Graham Radford (AUS)
TYPE: Radford 54
OWNER/SKIPPER: David Pescud
CLUB: Cruising Yacht Club of Australia, NSW
CREW: D. Pescud (4), G. Frost (6), S. Bond (2), K. Jagger (20), C. Tuckwell, C. Josling (5), G. Clare (1), A. Grundy (4), S. Collins (1), D. Kane (2), S. Hudson (3)
 Aspect Computing is the vehicle for the Sailors with disabilities program, headed up by skipper David Pescud, and is a regular competitor in just about every ocean race and regatta on the east coast. Aspect Computing has achieved some excellent results, including a heroic PHS win in last year's stormy Telstra Sydney to Hobart race, followed up by a line honours win in the Mooloolaba-Airle Beach race.



CLASS: PHS
YEAR BUILT: 1989
NO. OF HOBARTS: 4
SAIL NO: R1210
CLASS: IMS
YEAR BUILT: 1994
NO. OF HOBARTS: 0
BIG WEDNESDAY
LOA: 11.78m
DESIGNER: Bruce Farr (NZL/USA)
TYPE: Farr 38
OWNER/SKIPPER: Big Wednesday syndicate
CLUB: Royal Yacht Club of Victoria, VIC
CREW: M. Vanderwarker (4), C. Rattray (1), A. Hatherley (4), A. Latta (2), C. Sloan (2), N. Gibson (1), M. Harris (9), J. Lewis (5)
 Under new owner Andrew Hatherley, Big Wednesday has had a busy year competing in the Portsea-Hastings and Melbourne-Stanley races as well as the ORCV's Winter Series and the VYC's Range series. The crew should have a pretty comfortable ride to Hobart in this cruiser/racer.



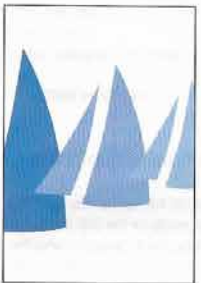
ATARA
LOA: 13m
DESIGNER: David Lyons (AUS)
TYPE: Lyons 43
OWNER/SKIPPER: Roger Hickman
CLUB: Cruising Yacht Club of Australia, NSW
CREW: R. Hickman (20), M. Slinn (5), S. Green (13), V. Storey (5), S. Gordon (5), M. Sabey (4), D. Davies (3), J. Cowling (4), P. Gardner (22), R. Holstein (2)
 One of only 44 finishers out of last year's 115-strong fleet, Atara is often referred to as the 'evergreen' (Irish green) of Australian IMS ocean racing. Skipped by former Ocean Racer of the Year and current Rear Commodore of the CYCA, Roger Hickman, Atara has competed in all East Coast yachting events since its launch in 1994 and consistently performs well.



SAIL NO: IRL8000
CLASS: IMS
YEAR BUILT: 1994
NO. OF HOBARTS: 5
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 (9), P. Abraham (2), A. Cowan (2), R. Webb (2), A. McIntosh (6)
 Major highlights of this yacht's career include a 1st on IMS in the 1992 and 1993 Mooloolaba-Hamilton Island race, a 3rd overall in the 1995 Brisbane-Gladstone and a 2nd in division in the 1997 Sydney to Hobart Race. One of the casualties of the 1998 Hobart race, this yacht is one of many that has unfinished business in Bass Strait.



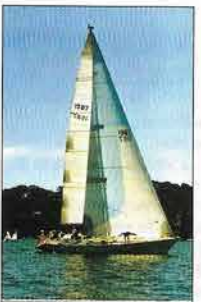
AURORA
LOA: 12.3
DESIGNER: Bruce Farr (NZL/USA)
TYPE: Farr 40
OWNER/SKIPPER: Jim Holley
CLUB: Lake Macquarie Yacht Club, NSW
CREW: J. Holley (11), R. Carier (20), I. Holden (6), M. Holley (2), R. Stubbs (2), D. Bevan (1)
 Previously named Witchcraft, this Lake Macquarie yacht has contested many ocean races including Sydney-Gold Coast, Sydney-Mooloolaba and Sydney-Hobart races and has achieved numerous divisional wins. Aurora finished an impressive 12th overall on IMS handicap in last year's galeswept Telstra Sydney to Hobart race, her best result so far.



BREAKAWAY
LOA: 12m
DESIGNER: Swanson Bros (AUS)
TYPE: Swanson 36
OWNER/SKIPPER: Martin Power
CLUB: Sandringham Yacht Club, VIC
CREW: M. Power (3), A. Sharples (2), Q. Tuxen (6), R. Eason (4), W. Neil (2), P. Sandy (3), R. Graham (3)
 Although now more than 30 years old, Breakaway has an excellent racing record including winning the Melbourne-Devonport race, and twice finishing in the top three of the Ocean Racing Club of Victoria's winter series. She finished 2nd in IMS Division D of last year's tough Hobart race and 2nd overall in the 1998 Melbourne to Stanley race, proving that she is in top form for her age.



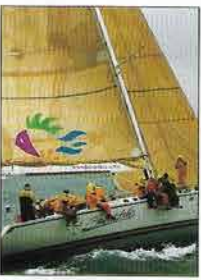
AUSMAID
LOA: 14.472m
DESIGNER: Bruce Farr (NZL/USA)
TYPE: Farr 47
OWNER/SKIPPER: Kevan Pearce
CLUB: Cruising Yacht Club of South Australia, SA
CREW: K. Pearce (4), C. Evans (4), C. Gordon (5), P. Stevens (5), R. Human (8), P. Bellingham (4), E. Guttermenson (1)
 Kevan Pearce optimised his IMS champion before last year's Telstra Sydney to Hobart Race and cleaned up with a 3rd over the line and a 2nd IMS overall placing. Ausmaid won 1996 Telstra Sydney to Hobart, and was part of the victorious Australian Kenwood Cup team in 1996.



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 (24), I. Treharne (14), K. Goudge (9), V. Strachan (2), J. Gillott (2), J. Smith, T. Chesseus, K. Hogan
 Skipper Kerry Goudge, President of Women on Water (WOW) will use this beautiful Peterson 51 to celebrate the program's 10th year and her 10th Sydney-Hobart, the most completed by a woman. Hugh Treharne, along with his brother Ian 'Bomber' Treharne will accompany the 10 female crew members.



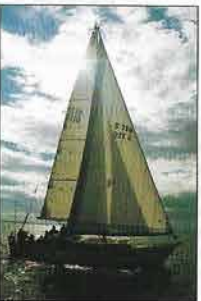
BACARDI
LOA: 13.37m
DESIGNER: Doug Peterson (USA)
TYPE: Peterson 42
OWNER/SKIPPER: Graeme Ainley & John Williams
CLUB: Sandringham Yacht Club, VIC
CREW: J. Williams (18), G. Ainley (17), P. Williams, H. Halliburton, S. Charles, D. Schmidt, B. Calder, B. Caldwell, M. Cormack, D. Guinan
 Bacardi has rarely missed a Hobart race over the years. Her best result came in 1993 when she was declared 1st in IMS Division B after being granted redress for assisting another yacht. Other good results include a 2nd in division in last year's storm ravaged Telstra Sydney to Hobart Yacht Race. This much-sailed Peterson 42 likes a light breeze right on the nose.



BRINDABELLA
LOA: 22.85m
DESIGNER: Scott Jutson (AUS)
TYPE: Maxi
OWNER/SKIPPER: George Snow
CLUB: Cruising Yacht Club of Australia, NSW
CREW: G. Snow (16), L. May (26), B. Fraser (17), G. Cropley, A. Jackson, J. Mitchell, C. Ward, T. Johnson, S. Byron
 In the 1997 Telstra Sydney to Hobart Race, after two previous attempts, the line honours victory finally belonged to George Snow. Since then, the maxi has taken line honours in the Sydney-Mooloolaba race and added to her impressive tally of ocean racing records by smashing this year's Sydney-Gold Coast Race record.



BERRIMILLA
LOA: 10.1m
CLASS: PHS
DESIGNER: Peter Joubert (AUS)
TYPE: Brogla 33
OWNER/SKIPPER: Alex Whitworth
CLUB: Royal Australian Navy Sailing Association, NSW
CREW: A. Whitworth (7)
 Owner/skipper Alex Whitworth 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 once again became addicted and hasn't missed a Sydney to Hobart Race since. His best result came in last year's grueling Hobart race when Berrimilla placed 1st in PHS Division B.



BRINDABELLA II
LOA: 11.07m
DESIGNER: Joe Adams (AUS)
TYPE: Adams 11
OWNER/SKIPPER: Roger Sayers
CLUB: Royal Melbourne Yacht Squadron, VIC
CREW: R. Sayers (3), M. Jacob (4), C. Holiday (2), I. Pizzey, D. Mair, J. Yarra, D. Sayers
 This yacht's best result came in this year's 5500 nautical mile Melbourne to Osaka race when she took out first place in Double-handed Cruising Division C and set a new race record in the process. Brindabella II is a regular competitor in the Portsea-Hastings race and the Bass Strait Challenge and prefers sailing in heavy weather.



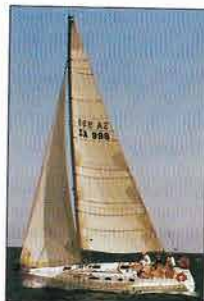
BUMBLEBEE V
 LOA: 19m
 DESIGNER: Murray, Burns & Dovell (AUS)
 TYPE: MBD 62
 OWNER/SKIPPER: John Kahlbetzer
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: I. Murray (8), M. Coxon (18), J. Kahlbetzer (2), M. Kahlbetzer, H. van Kretschmar (19), P. Messenger (14), S. Runow (12), M. Shirvington (5), R. Cook (9), T. Bellingham (1), M. Ritchie (7), M. Coleman (6), T. Braidwood (7), A. Cahalan (8), I. Smith (5), D. Sampson (1), A. Pratt (9)
 Owner John Kahlbetzer, who won line honours with his maxi yacht Bumblebee IV in the 1979 Sydney to Hobart Race, has put together the dream team of Australian yachting to campaign his brand new 62-footer including America's Cup (AC) helmsman/skipper Iain Murray.



EMIRATES-ENESEAY
 LOA: 13.021m
 DESIGNER: Peterson
 TYPE: IOR 2-tonner
 OWNER/SKIPPER: John Duffin
 CLUB: Royal Yacht Club of Victoria, VIC
 CREW: P. Forbes (2), J. Duffin (3), D. Maluscha (5), D. Maddem (2), R. Miller, N. Hawkin, G. Magowan, K. Glover, P. Cahill, H. Dalton
 Peter Forbes, a captain with Emirates, the international airline of the United Arab Emirates, will be joined by six other flying staff from the airline for this yacht's first ocean race in 10 years. Previously called Taurus II, she competed in the 1982 Sydney-Hobart, finishing 36th over the line out of a fleet of 118. The crew has their sights set on a good performance.



BY ORDER OF THE SECRETARY
 LOA: 11.2
 DESIGNER: Davidson
 TYPE: Davidson 36
 OWNER/SKIPPER: Rex Billing & John Porter
 CLUB: Royal Brighton Yacht Club, VIC
 CREW: R. Billing (5), J. Porter (3), J. Gould (21), L. Plate (2), C. Martin (7), C. Stanton (2), P. Greenwood (3), S. Dermot, S. Makin
 In their 12 years of co-ownership, Rex and John have extensively raced their yacht both inshore and offshore achieving excellent results in the Melbourne-Hobart (3 overall wins), Sydney-Noumea (3rd) and a divisional place in the 1994 Sydney to Hobart Race. Plenty of experience on board.



EPSILON
 LOA: 11.5m
 DESIGNER: van de Stadt (HOL)
 TYPE: Foma 37
 OWNER/SKIPPER: Michael Tromp
 CLUB: Royal South Australian Yacht Squadron
 CREW: M. Tromp, J. Tromp, F. Tromp, P. Bailey, A. Jordan, J. Veenstra, L. Bartlett, L. Brown (2)
 Launched in January this year, Epsilon, built by 28-year-old skipper Michael Tromp in his spare time, has already made her mark on the South Australian racing scene with numerous divisional placings including a 2nd in the Adelaide-Kingscote and Neptune Island races and a 3rd in the Tapley Shoal race and Kingscote Cup. Michael is lining up for his first Telstra Sydney to Hobart Race.



CHALLENGE AGAIN
 LOA: 12.47m
 DESIGNER: Iain Murray (AUS)
 TYPE: Sydney 41
 OWNER/SKIPPER: Lou Abrahams
 CLUB: Sandringham Yacht Club, VIC
 CREW: L. Abrahams (36), R. Simpson (17), G. Schipper (18), F. Johnson (29), C. Anderson (24), I. Taylor, C. Schmidt (4), R. Bath (7), A. Telford (3), J. Goldsmith (2)
 Lou Abrahams, a two-times Sydney to Hobart winner, finished 24th over the line and 4th in CHS Division in last year's Race. He narrowly missed out on a win at this year's Hamilton and Hayman Island regattas, placing 2nd to the Greek yacht Aera.



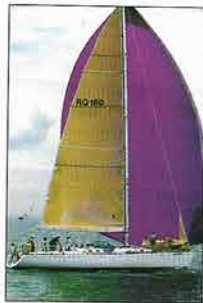
EZ STREET
 LOA: 13.6m
 DESIGNER: A. Warwick
 TYPE: Warwick 45
 OWNER/SKIPPER: Bruce Lund
 CLUB: Timaru Yacht Club, NZ
 CREW: C. Smith (3), N. McGregor (1)
 This is the first time a yacht from Timaru Yacht Club, a small dinghy club half way down the eastern coast of NZ's South Island, has entered the Sydney to Hobart Race. Back in her home waters, EZ Street has competed in numerous offshore races with her best result coming in last year's Wellington-Gisborne Race when she placed 3rd over the line and 2nd in PHRF Division. One of three New Zealand entries in this year's race and one of 11 international entries, a big increase on last year.



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 (18), G. Courley (14), J. Permezel (10), A. Taylor (9), L. Smith (6), K. Piesse
 Chutzpah was leading overall on IMS handicap until prudent seamanship saw Bruce Taylor and his crew retire from last year's Hobart race, amazingly with no damage. This year Chutzpah, Taylor's fourth since 1985, has notched up some very credible results including 1st in Division B of the Sydney to Gold Coast race and top point scorer in the Australia Day regatta sailed at Geelong.



FALCON 2000
 LOA: 23.919m
 DESIGNER: Nelson/Marek (USA)
 TYPE: Maxi
 OWNER/SKIPPER: TBA
 CREW: B. Anson (4), C. Coates, B. Northcote (5), B. Anson (3), S. Lawson (8), N. Kingmill (6), S. Madzian (3), A. Bell (1), M. Hughes (3), D. Janson (5), A. Brown (8), D. Lightfoot, J. Coates (8)
 This Nelson/Marek 78 is expected to be a major line honours rival for Australian maxis Brindabella, Marchioness and Wild Thing. Built in New Zealand for American Donald M. Smith, Falcon 2000 contested the '96 Kenwood Cup as a member of the USA Red Team which placed 2nd to the Australian team. The new owner is planning to contest most Australian offshore races.



CRUZ CONTROL
 LOA: 16.19m
 DESIGNER: Bob Smith
 TYPE: cruiser/racer
 OWNER/SKIPPER: Maynard Smith
 YACHT CLUB: Royal Queensland Yacht Squadron, QLD
 CREW: M. Smith, V. Smith, K. Piesse (16), P. Hildyard (5), P. Brady (1), L. Beecham (1), J. van Roon, R. Leitch, R. Wassell, P. Newsome, S. Davis, M. Caddy
 This Queensland yacht has enjoyed good results this year including a 2nd over-the-line in the Brisbane-Gladstone and 2nd in PHS division of the Hayman Island Big Boat Series. Owner/skipper Maynard Smith and his wife Vicki are looking forward to some colder water sailing for their first Hobart Race. This yacht is fully fitted out for cruising with all the mod cons including air conditioning & water maker.



FUN & GAMES
 LOA: 10.05m
 DESIGNER: Lidgard (NZ)
 OWNER/SKIPPER: Alan Edwards
 TYPE: Lidgard 35
 CLUB: Sandringham Yacht Club, VIC
 CREW: A. Edwards, L. Connelly (3), M. McKenna, R. Feigan (3), C. Shiels, C. Hayes, G. Wooten
 This will be owner Alan Edwards first Hobart race although his yacht Fun & Games, previously called Devil Woman, is no stranger to long ocean races having contested the Sydney-Mooloolaba race (3rd in 1994) and the Mooloolaba-Hamilton Is race (2nd in 1993) as well as her local SYC summer series. This yacht's one and only Sydney to Hobart race in 1993 ended abruptly in Eden.



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. Snoad (3), G. Otto (3), M. Wilson (2), G. Sinton (3), C. Williams (2), D. Ottaway (2), T. Wharton (2), J. Osborn (1)
 Under the current owner, Doctel Rager won the 1998 Plympton Cup, South Australia's oldest sailing trophy, on corrected time as well as taking line honours and more recently, finished 4th over the line in the Adelaide-Lincoln race and 1st over the line in the Sydney to Hobart Race qualifier, the recent Haystack Island Race.



GRAND CHANCELLOR
 LOA: 11.62m
 DESIGNER: Hank Kaufman (AUS)
 TYPE: Northshore 38
 OWNER/SKIPPER: Mark Ballard
 CLUB: Denwent Sailing Squadron, TAS
 CREW: M. Ballard (1), J. Leigh (3), G. Kleeman (1), V. Anderson (1), S. Karpiniec (1), P. Karpiniec (1), A. Howald (1), S. Steven (0)
 Grand Chancellor (previously called Tartan) entered last year's Telstra Sydney to Hobart Race as a practice run for this year. It proved quite an initiation for the yacht and most of the crew who made the decision to retire because of the treacherous conditions. Tartan has raced well both in club series and offshore races including a 1st in the PHS division of this year's Bruny Island race.



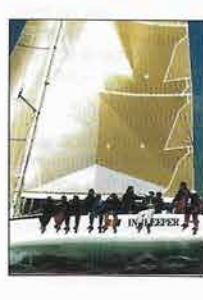
HELSEAL II
 LOA: 20.04m CLASS: PHS
 DESIGNER: Joe Adams (AUS) YEAR BUILT: 1979
 TYPE: Pocket maxi NO. OF HOBARTS: 17
 OWNER/SKIPPER: Bill Rawson
 CLUB: Royal Yacht Club Victoria, VIC
 CREW: B. Rawson (6), A. Roberts (7), T. Crespin (5), B. Waipole (5), S. Dryden
 Bill Rawson only took delivery of Helsal II from South Australian Keith Flint in early November and will head-up the campaign for the boat's 18th Sydney to Hobart. Previous wins for this yacht include line honours in the 1989 Melbourne-Hobart and the 1991 Adelaide-Port Lincoln race, as well as a first in her division for the 50th anniversary Sydney to Hobart Race in 1994. Bill has completed 40,000 miles in the last 18 months in his former yacht Sweet Caroline.



IMPULSE
 LOA: 10.44m CLASS: IMS
 DESIGNER: Holman & Pye (UK) YEAR BUILT: 1982
 TYPE: Holman & Pye 34 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Lance Woods
 CLUB: Royal Freshwater Bay Yacht Club, WA
 CREW: A. Wilson, I. Mackay, J. Hutton, G. Hudson, M. Bascombe
 Launched in 1982, Impulse has competed in most of the major offshore races conducted from Fremantle. She has been crowned Division B Blue Water Champion for the past four years and is one of only two yachts to be sailing from Fremantle to Sydney for this year's Telstra 55th Sydney to Hobart Yacht Race. Impulse's journey to Sydney for the Boxing Day start began in October when she left Fremantle to avoid the summer sou'easters.



HI FLYER
 LOA: 12.39m CLASS: IRC
 DESIGNER: Bruce Farr (NZL/USA) YEAR BUILT: 1993
 TYPE: First 40.7 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Carol Turnbull
 CLUB: Royal Papua Yacht Club, PNG
 CREW: C. Turnbull (1), P. Roberts (2), S. Smith, W. Pitcher, C. Hather, D. Beblin, S. Kilfoy
 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 raced regularly in the Queensland regattas and offshore races including this year's Brisbane-Gladstone, Hogsbreath Airie Beach Race Week (with an all female crew) and the QLD NORC series, where she took out 1st over the line.



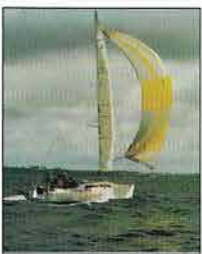
INNKEEPER
 LOA: 20m CLASS: PHS
 DESIGNER: Kell Steinmann (AUS) YEAR BUILT: 1987
 TYPE: Pocket maxi NO. OF HOBARTS: 4
 OWNER/SKIPPER: Innkeeper syndicate
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: P. Shultes (4), J. Spear (6)
 Innkeeper revelled in the heavy running conditions of this year's Sydney-Gold Coast Race to finish 1st in PHS division. Other notable results include a 1st in PHS division of the 50th Brisbane-Gladstone race, a 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 owners are hoping for reaching and running conditions to finish in the top ten over the line.



HOGSBREATH WITCHDOCTOR
 LOA: 12m CLASS: PHS
 DESIGNER: Laurie Davidson (NZL) YEAR BUILT: 1979
 TYPE: ex-10R one tonner NO. OF HOBARTS: 19
 OWNER/SKIPPER: The Rum Consortium
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: M. Cameron (24), G. Barter (23), I. Manley (9), J. Dodd (8), P. Reuter (8), K. Reuter (3), T. Craven (13), M. Rafferty (3), L. Meyer (6), P. Sainsbury (13)
 This syndicate of owners, known as the Rum Consortium, have plenty of experience between them (110 Hobarts), led by Maurie Cameron, veteran of 24 Sydney to Hobart Races. While not expecting a top result, the crew plan to have a good time getting to Hobart. The yacht itself has sailed in 19 Hobarts, only missing one race since it was launched in 1979.



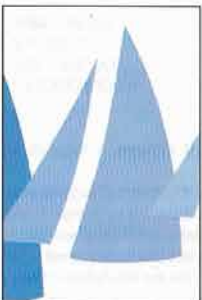
INTERUM
 LOA: 12.16m CLASS: IMS
 DESIGNER: David Lyons YEAR BUILT: 1993
 TYPE: Lyons 41 NO. OF HOBARTS: 4
 OWNER/SKIPPER: Craig King
 YACHT CLUB: Bellevue Yacht Club, TAS
 CREW: C. King (2), R. Howlett (27), P. Graften (9), W. Aird (8), P. Strong (3), R. Buccanorn (2), D. Menkie (4), P. Aird (2), S. Wilcox (2), T. Roberts (2)
 Overall winner and 2nd over the line in the 1993 Sydney-Hobart as Cuckoos Nest, this yacht has been through a number of name changes and is now called Interum (previous name Rapsallion). She was designed and built specifically for the Hobart Race and for reaching and running conditions.



HURRICANE
 LOA: 10.975m CLASS: IMS
 DESIGNER: Jim Young/David Lyons YEAR BUILT: 1997/98
 TYPE: Young Lyons 36 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Anthony Ray
 CLUB: Kerikeri Cruising Club, NZL
 CREW: T. Ray (3), M. McCormick (12), S. Willis (3), B. Gordon (1), C. Gurnell (2), P. Sinclair, L. Stubbs
 This year's Telstra Sydney to Hobart Race will be Hurricane's first ocean race. On board will be Mike McCormick, one of New Zealand's best-known navigators, and Simon Willis, sail maker and well-known New Zealand ocean racer. Owner Tony Ray sailed on board Hijacker in the 1990 & 1992 Hobart races and then again in 1994 on board Sagitta.



KOMATSU BLUE LADY
 LOA: 11.74m CLASS: IMS
 DESIGNER: Challenger Yachts (AUS) YEAR BUILT: 1989
 TYPE: Masthead Sloop NO. OF HOBARTS: 2
 OWNER/SKIPPER: Shane Keams
 CLUB: Royal Australian Navy Sailing Association, NSW
 CREW: S. Keams (3), J. Begbie (2), I. Freeman (1), P. Duncan (2)
 Komatsu Blue Lady is a sail training vessel owned by 'Getaway Sailing Adventures'. She was one of only 44 finishers in last year's Telstra Sydney to Hobart Yacht Race, finishing 16th on IMS handicap. While owner Shane Keams doesn't expect such a good result this year, he will be happy to finish mid-fleet. This year's crew is largely made up of stand-out rookies who have completed learn to sail courses and ocean races with Getaway Sailing Adventures.



IMP
 LOA: 11.2m CLASS: IRC
 DESIGNER: Ron Holland (IRE) YEAR BUILT: 1976
 TYPE: Holland 40 NO. OF HOBARTS: 0
 OWNER/SKIPPER: George Radley
 CLUB: Kinsack Yacht Club, IRELAND
 CREW: G. Radley, B. Joyce, F. Clarke, C. Dunne
 Imp won the 1977 Fastnet Race racing for the USA Admirals' Cup team and in the tragic Fastnet Race of 1979, Imp finished 4th. More recently, she won her class in the Round Ireland races of 1990, '92, '96 & '98. The crew has plenty of experience racing in the northern oceans but will line up as Hobart virgins on Boxing Day this year.



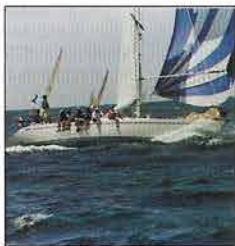
LADY PENRHYN
 LOA: 11.156m CLASS: PHS
 DESIGNER: Kim Swarbrick (AUS) YEAR BUILT: 1985
 TYPE: Swarbrick 36 NO. OF HOBARTS: 11
 OWNER/SKIPPER: Greg Stewart
 CLUB: Royal Australian Navy Sailing Association, NSW
 CREW: G. Stewart (5)
 Lady Penrhyn has a long history of ocean racing having been a regular 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. A number of Sydney-based Defence Force personnel will join the crew, gaining valuable experience and adding some important ocean miles to their sailing résumés. Best result so far is a mid-fleet finish.



IMPECCABLE
 LOA: 10.2m CLASS: IRC
 DESIGNER: Doug Peterson (USA) YEAR BUILT: 1990
 TYPE: ex-10R three quarter tonner NO. OF HOBARTS: 16
 OWNER/SKIPPER: John Walker
 CLUB: Middle Harbour Yacht Club, NSW
 CREW: J. Walker (16), J. Nixon (7), M. Doherty (4), D. McRae (3), R. Moore (12), A. Tarplee, G. Christofilakis (2)
 Impeccable has a long list of achievements behind her including a 2nd overall and 1st in division in the 1986 Sydney to Hobart, second in division in the 1997 race and more recently, a 3rd in the IMS category of this year's Leasecorp Australia Gosford to Lord Howe Island Yacht Race. She also finished in the top three in the CYCA's prestigious Bluewater pointscore from 1991-96. John, now aged 75, has completed 16 Hobarts.



LEROY BROWN
 LOA: 12.41m CLASS: IRC
 DESIGNER: Bruce Farr YEAR BUILT: 1999
 TYPE: Farr 40 CD NO. OF HOBARTS: 0
 OWNER/SKIPPER: Warren Wieckmann
 CLUB: Royal Prince Alfred Yacht Club, NSW
 CREW: W. Wieckmann (3), S. McCOnaghy (1), A. Gordon (3), R. Walton (17), J. Morris (10), S. Fitzmorris
 This brand new Farr 40 made quite a splash on the ocean racing scene during this year's 386 nautical mile Sydney-Gold Coast Race when the grand prix racer sliced 11 hours off the previous record for yachts 12.5 metres or less and took out 1st place overall in IRC Division. Olympic soling sailor Stephen McCOnaghy will be adding his valuable knowledge to this yacht's first Hobart campaign, along with veteran ocean racer Rod Walton.



LOKI
 LOA: 13.40m
 DESIGNER: German Frers (ARG)
 TYPE: Swan 44
 OWNER/SKIPPER: Stephen Ainsworth
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: S. Ainsworth (2), A. Kirby (15), M. Bell (13), P. Beales (7), A. Foster (7), J. Cole (2), L. Down, R. Hall (1)
 Loki was imported from Finland by Stephen Ainsworth in 1998 and enjoyed great success in her first six months of racing winning the PHS division of the Mooloolaba Race and finishing 3rd in PHS at last year's prestigious Hayman Island Big Boat Series. More recently, Loki finished 2nd in CHS in the Sydney - Mooloolaba Race and 3rd in the IRC2000 division of the Hamilton Island Series.

SAIL NO: 3144
 CLASS: IRC
 YEAR BUILT: 1997
 NO. OF HOBARTS: 1



MIDNIGHT RAMBLER
 LOA: 12.239m
 DESIGNER: Bruce Farr (NZL/USA)
 TYPE: Farr 40
 OWNER/SKIPPER: Dennis Millikan
 CLUB: Royal Melbourne Yacht Squadron, VIC
 CREW: D. Millikan (14), P. Inchbold (13), R. Hiam (12), R. Allom (10), J. Rea (2), G. Scarfe (1), G. Mascar, J. Hutter
 Known as Another Concubine under original owner John Parker, Midnight Rambler was renamed by previous owner Ed Psaltis who went on to win last year's Telstra Sydney to Hobart with his newest Midnight Rambler, a Hick 35. Current owner Dennis Millikan and his experienced crew will be hoping for a good headwind in this year's race. Best result in a Hobart was a 5th overall in 1991.

SAIL NO: S4440
 CLASS: PHS
 YEAR BUILT: 1985
 NO. OF HOBARTS: 7



LONGSHOT
 LOA: 13.49m
 DESIGNER: Adams
 TYPE: Calina 44
 OWNER/SKIPPER: Troy White
 CLUB: Western Port Marina, VIC
 CREW: P. Madigan (2), D. McPherson (6), C. Dynes (1), B. Millman (2), D. Shave (1), R. Adams (1), T. White, C. Cairns, J. Prochazka
 The 55th Telstra Sydney to Hobart Race signals a return to ocean racing for Troy White after more than 10 years of cruising. To fine-tune the yacht, the crew has undertaken a couple of local offshore races including the Queenscliff-Hasting and Queenscliff-Stanley, finishing 9th overall in both races. The yacht was built by well-known Sydney boat-builder Stewart Cogle.

SAIL NO: 5145
 CLASS: PHS
 YEAR BUILT: 1991
 NO. OF HOBARTS: 0



MIRRABOOKA
 LOA: 13.4m
 DESIGNER: German Frers (ARG)
 TYPE: Frers 47
 OWNER/SKIPPER: John Bennetto
 CLUB: Royal Yacht Club of Tasmania, TAS
 CREW: J. Bennetto (38), L. Nibbs (28), J. Solomon (26), R. Jackman (24), S. Firth (25), H. Morris (7), M. Bernwick (1), M. Williams (4), D. Watson (3), P. Foster (12)
 Plenty of experience between this crew with 168 Hobarts between them. Tasmanian yachtsman John Bennetto, who sailed his first Sydney to Hobart Race back in 1947, is only two races behind Richard Hammond, the record holder for the most races, who isn't sailing this year. Mirrabooka has competed in every Sydney to Hobart Race since being launched in 1987 and she regularly finishes mid-fleet.

SAIL NO: A8
 CLASS: IMS
 YEAR BUILT: 1987
 NO. OF HOBARTS: 12



MAGIC
 LOA: 11.768m
 DESIGNER: Sparkman & Stephens (USA)
 TYPE: S&S 36
 OWNER/SKIPPER: Philip Spry-Bailey
 CLUB: Sandringham Yacht Club, VIC
 CREW: P. Spry-Bailey (1), A. Cousens (4), M. Haller (5), L. Higgins (7), I. Howarth (2), L. Rawson (2), K. Shimmin, P. Spry-Bailey (1)
 A regular competitor in the Ocean Racing Club of Victoria's Bass Strait events over the past seven years. Under the current owner of five years, Magic has completed two Sydney-Hobart races and numerous events on Sandringham Yacht Club's sailing calendar. Best results include a 1st in IMS division in the 1997 Melbourne-Stanley race.

SAIL NO: SM616
 CLASS: PHS
 YEAR BUILT: 1982
 NO. OF HOBARTS: 3



NAVY ALEXANDER
 LOA: 11.156m
 DESIGNER: Kim Swarbrick (AUS)
 TYPE: S111
 OWNER/SKIPPER: Lieutenant Commander Ian Kelly
 CLUB: Royal Australian Navy Sailing Association, NSW
 CREW: I. Kelly (7), P. O'Donnell (1), M. Stephens (1)
 This is the sistership to Lady Penrhyn and the second sail training yacht used by the Department of Defence. This yacht has a long history of training junior officers for the RAN. Originally based out of HMAS Creswell, Navy Alexander has competed with very few exceptions in every major east coast yacht race, logging over 80,000 miles and training over 1,200 trainees.

SAIL NO: 3907
 CLASS: PHS
 YEAR BUILT: 1984
 NO. OF HOBARTS: 14



MARCHIONESS
 LOA: 22.8m
 DESIGNER: A. Lavranos (ITA)
 TYPE: Maxi sloop
 OWNER/SKIPPER: Cranitch/Kennedy/Markos/Smart
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: M. Cranitch (5), D. Kennedy (5), S. Smart, B. Smith (8), W. Shephard (5), B. Case (35), R. Case (14), P. McAdam (15), J. Markos (2)
 Marchioness has had an impressive season this year with a line honours win in the Sydney to Mooloolaba Race and a 3rd over-the-line in the Sydney-Gold Coast Race, one of three yachts to break the previous race record. Purpose-built for the 1993 Cape Town to Rio Race, the owners made major modifications, including a new keel and single rudder, before the 1997 Hobart Race which saw them place 4th across the line. Marchioness suffered rig damage.

SAIL NO: 9431
 CLASS: PHS
 YEAR BUILT: 1992
 NO. OF HOBARTS: 2



NINETY SEVEN
 LOA: 14.32m
 DESIGNER: Bruce Farr (NZL/USA)
 TYPE: Farr 46
 OWNER/SKIPPER: Graham Gibson
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: G. Gibson (7), B. Munns (10), B. Anson (5)
 Ninety Seven's best result in a Sydney-Hobart was taking line honours in the galesweep race of 1993. After a full optimisation and a good performance at Hamilton Island this year, owner Graham Gibson and crew are confident of maintaining the yacht's record of finishing in the top across the line across the line in all her Sydney-Hobart races, with the exception of last year when she retired with sail damage. Ninety Seven sails well in all conditions.

SAIL NO: 9797
 CLASS: IMS
 YEAR BUILT: 1993
 NO. OF HOBARTS: 6



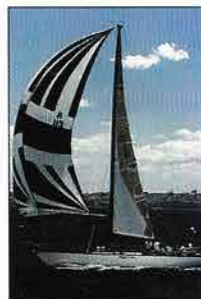
MARI-CHA III
 LOA: 44.5m
 DESIGNER: Briand (FRA)
 TYPE: Super Yacht
 OWNER/SKIPPER: Jean-Francois D'Etiveaud
 CLUB: Royal Yacht Squadron, GBR
 CREW: R. Miller, J. D'Etiveaud, A. Luthy, V. Foquenoy, S. De Laurentis, M. Chaverot, E. Gaudriault, T. Dodson, M. Sanderson, R. Meacham, M. Quilter, K. Shoebridge, R. Naismith, R. Dodson, M. Mason, B. McKay, C. Ward, M. Hauser, T. Gillespie, T. Coulle, H. Jan
 This classic 145-footer set the trans-Atlantic record for monohulls in '98 and is being raced in this year's Telstra Sydney to Hobart as a demonstration yacht in the lead up to the Super Yacht Division of next year's race. Crewed by America's Cup, Whitbread and Admiral's cup sailors.

SAIL NO: GBR22
 CLASS: Demonstration
 YEAR BUILT: 1998
 NO. OF HOBARTS: 0



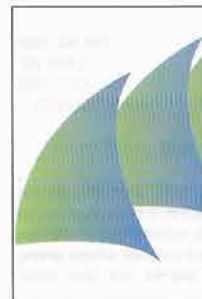
NOKIA
 LOA: 18.46m
 DESIGNER: Coomson
 TYPE: Volvo 60
 OWNER/SKIPPER: Stefan Myralf & Michael Spies
 CLUB: Royal Danish Yacht Club/Cruising Yacht Club of Australia
 CREW: S. Myralf, M. Spies (22), V. Geake (2), T. Hansen, H. Sorensen, T. Hastrup, L. Olnik, L. Knudsen, D. Senogles (14), I. Walker (14), C. Malouf (5) S. Jarvin (13)
 This is the first Volvo 60 (previously Whitbread 60) to enter the Telstra Sydney to Hobart Yacht Race. Formerly Swedish Match, she finished 3rd in the 1997-98 Whitbread Race and 1st in this year's Round Denmark race. In a joint venture, local yachtsman and 18-foot skiff champion Michael Spies has teamed up with a largely international crew.

SAIL NO: DEN2001
 CLASS: V60
 YEAR BUILT: 1997
 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 (18), B. Kenyon (12), S. Glellis (7), R. Wilson (5), D. Buckley (2), R. Ambuhl, C. Gassman
 Mark Twain holds the record for the most number of Sydney to Hobart Yacht Races (21) along with Margaret Rintoul II, which is also entered in this year's race. Over the years, Mark Twain has had three second places and two thirds in division and she successfully completed last year's gruelling Telstra Sydney-Hobart Race finishing 17th overall on IMS handicap. Mark Twain is also a veteran of 13 Lord Howe Island Races.

SAIL NO: A 113
 CLASS: IMS
 YEAR BUILT: 1971
 NO. OF HOBARTS: 21

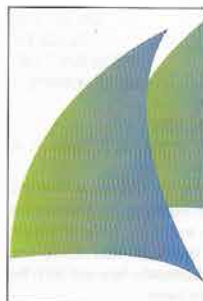


NOT NEGOTIABLE
 LOA: 10.46m
 DESIGNER: Holman & Pye (GBR)
 TYPE: Holman & Pye 35
 OWNER/SKIPPER: Michael Dolphin
 CLUB: Royal Melbourne Yacht Squadron, VIC
 CREW: M. Dolphin (1), M. Lawrence (1), M. Keusgen, D. Fiddler (2), G. Tobin (2)
 Not Negotiable is a consistent competitor in Bass Strait racing and has successfully completed all events entered with the Ocean Racing Club of Victoria. These include the Melbourne-Hobart, Melbourne-Stanley and Melbourne-Devonport races, where she has finished in the top five regularly. Not Negotiable was one of the casualties of last year's bad weather but is back again this year to try her luck once more.

SAIL NO: 5521
 CLASS: IMS
 YEAR BUILT: 1985
 NO. OF HOBARTS: 1



PHILLIPS FOOTE
 LOA: 11.95m
 DESIGNER: Greg Elliott (NZL)
 TYPE: Elliott 36
 OWNER/SKIPPER: Liz Wardley
 CLUB: Royal Papua Yacht Club, PNG
 CREW: L. Wardley (2), B. Ruthenburg (2), M. Morris (1), S. Murray
 Twenty-year-old Hobie 16 champion Liz Wardley and her father purchased this yacht (previously known as Dixie Chicken) for Liz to compete in this year's two-handed Melbourne to Osaka Race. This Elliott 36 has proved extremely competitive, twice taking line honours in the Airfie Beach Race Week and winning the double of line and handicap honours in the 1998 two-handed Sydney to Lord Howe Race.



RASPA
 LOA: 10.84
 DESIGNER: Dick Koopmans (NED)
 TYPE: Koopman 36
 OWNER/SKIPPER: Jan Valstar
 CLUB: Scheveningen Yacht Club, NED
 CREW: J. Valstar
 Raspa is well-known in the Netherlands having completed many ocean racing miles. She has contested the Azores race (2 times) the Round Ireland and Britain (double-handed), the Fastnet (5 times) and the Netherlands-Portugal race (3 times). Skipper Jan Valstar and his crew, four of whom are Dutch, will take a break from the 1998-2001 Round the World Rally to compete in their first Telstra Sydney to Hobart Yacht Race.



PIPE DREAM IX
 LOA: 16.2m
 DESIGNER: Johnstone (USA)
 TYPE: J160
 OWNER/SKIPPER: Scott Piper
 CLUB: Biscayne Bay Yacht Club, USA
 CREW: S. Piper, C. Bensabat, N. Cates, C. Middleton, S. Dutterhofer, M. Maylar, P. Staff, G. Henry (1)
 Pipe Dream IX completed her first circumnavigation in the Round the World Rally in 1997 through 1998. She is currently engaged in her second circumnavigation and after competing in the Telstra Sydney to Hobart Yacht Race, will continue on and plans to round Cape Horn late in 2000.



RED JACKET
 LOA: 12.2m
 DESIGNER: Graham Radford (AUS)
 OWNER/SKIPPER: Ron Lally
 TYPE: Radford 40
 CLUB: Hillary's Yacht Club, WA
 CREW: R. Lally (1), M. Dickman (1), G. Bishop (4), M. Hughes (4), T. Strickland (2), A. Campbell (1), F. Allaz (1), N. James (1), C. Carroll (1)
 Since 1995, this Western Australian entry has competed successfully in most of the west coast races including the Fremantle-Geraldton, Fremantle-Mandurah and Fremantle-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-Albany race. Past WA Offshore Champion/Winner of the Bluewater Series, Red Jacket, one of only two WA entries, will have a keen following back home.



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 (5), D. Cunningham (2), A. Taylor (2), J. Maddox (1), D. Neville, D. Orange (1), A. Byrne (1), P. Giffin (1), S. Firkin (1)
 Since being launched in 1984, Pippin has competed in most of the CYCA's Short Ocean Pointscore series and this year she took out IMS and PHS Division B honours. Pippin achieved her best result in the 1998 Hobart Race when she placed second in division. Pippin was forced out of last year's Hobart race when a knockdown caused radio failure. Celebrity crew member Shane Firkin has been conducting RAN helicopter rescue seminars for crews leading up to this race.



SANNYASIN
 LOA: 16.5m
 DESIGNER: Back, Mather, Farr
 TYPE: Farr 55
 OWNER/SKIPPER: Robert Gully
 YACHT CLUB: Middle Harbour Yacht Club, NSW
 CREW: R. Gully, G. Fraser (20), M. Salmon (6), K. Preussner (2), W. Fraser, N. Magnusson, R. Farrar, D. Alohini, M. Thurston
 Sannyasin was built in Fremantle, financed by the Baghwan Rajneesh and Sheila of the Orange People. Skippered by Jay Marmin, also a member of the Orange People, she has cruised extensively throughout the Indian Ocean and Asia and has been featured twice on Sixty Minutes. This will be Sannyasin's first ocean race since Robert Gully purchased her four years ago.



RAFFLES
 LOA: 10.6m
 DESIGNER: John Sayer
 TYPE: Cruiser/racer
 OWNER/SKIPPER: Paul Roberts
 YACHT CLUB: Royal Melbourne Yacht Squadron, VIC
 CREW: P. Roberts, A. Johnson (1), B. Murphy (2), S. Phillips, G. Cheyne, B. Edwards, P. Postle
 Raffles has completed all the Ocean Racing Club of Victoria's events from Melbourne including Hobart, Devonport, Apollo Bay, Hastings, Burnie, Stanley and King Island races. In the 1997 Coffs Harbour Series, she achieved her best result - a 1st in division and 3rd overall - and more recently, she placed 3rd in PHS in the ORCV's winter series. In her first Hobart race in 1994, Raffles finished 6th overall on PHS.



SEA EAGLE
 LOA: 10.511m
 DESIGNER: Greg Elliott (NZ)
 TYPE: Elliott 1050
 OWNER/SKIPPER: Kevin Curtis
 YACHT CLUB: Royal Melbourne Yacht Squadron, VIC
 CREW: K. Curtis (1), S. Burns (1), J. Oosterweghel (1), M. Green, A. Macleod, J. Arundale, A. Bartle
 In her first Sydney to Hobart Race in 1996, Sea Eagle finished 8th overall on PHS. Since then, she has clocked up some good results including a 1st on PHD and 2nd on AMS of this year's Melbourne-King Island race. Skipper Kevin Curtis is hopeful for running conditions and that he will make it to Hobart to celebrate New Year's Eve on Constitution Dock.



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 (30), A. Ellis (32), H. Brodie (15), T. Powell (5), L. Jamieson (15), G. Johnstone, A. Crowe (12), P. Eadie, S. Kirkjean, P. Gardener, J. Spithill (1)
 It has been a quiet year for Ragamuffin due to Syd's America's Cup commitments. Depending on the final draw of the AC round-robin, Syd and his core crew, including 19-year-old skipper James Spithill, hope to be back to contest the Telstra regatta. All eyes will be on the impending battle between Ragamuffin and the yacht built specifically to beat her - the new Farr 49 Yendys.



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 (10), R. Fidock (5), P. Boettcher (4), B. Perry (3), S. Magnusson (3), S. Harris (6), R. Scott (5), S. Nattrass (3), P. Bolton (4), T. Shaw (1)
 This two-times South Australian IMS champion (1996-97 & 1997-98) has entered three Sydney-Hobart races but has only finished once, that was in 1997 when she placed 18th overall on IMS. The lure of a Hobart race is too strong and they have fronted up again this year for another crack at the big one.



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 (3)
 This yacht holds an excellent race history. As Cuckoo's Nest she was 2nd over the line in the gruelling 1993 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 the 1998 Short Ocean Pointscore.



SHALA V
 LOA: 13.8m
 DESIGNER: Laurie Davidson (NZL)
 TYPE: Davidson 46
 OWNER/SKIPPER: Graham Roberts
 CLUB: Mooloolaba Yacht Club, QLD
 CREW: G. Roberts (7), N. Henderson (5), D. Kininmonth (3), M. Hol (2), A. Collins, M. Roberts, K. Lord, D. McKean
 Shala V has competed in all nine Airfie Beach-Mooloolaba races, placing 1st on PHRF in the '97 race, and has crossed the Tasman to New Zealand twice. She has logged over 50,000 cruising and racing miles over the years, however this will be Shala V's first Telstra Sydney to Hobart Race.



SIMPLY RED
 LOA: 12.245m
 DESIGNER: Bruce Farr (NZL/USA)
 TYPE: Farr 40
 OWNER/SKIPPER: Chris Bradbury
 YACHT CLUB: Royal Brighton Yacht Club, VIC
 CREW: T. Campbell (2), N. Claringbold (1), C. Murphy (1)
 Simply Red, a Farr 40 raced out of Brisbane under the name Queensland Maid until it moved to Victoria. The boat is now owned and campaigned by Chris Bradbury who has competed in numerous ORC offshore events in Bass Strait as well as the Melbourne-Hobart Race. This yacht has sailed in six Sydney Hobarts, with her best result a 3rd place overall in 1991. As Simply Red is strong to windward, the crew will be hoping for predominantly moderate southerly conditions.



TENACIOUS
 LOA: 9.1m
 DESIGNER: Sparkman & Stephens (USA)
 TYPE: Defiance 30
 OWNER/SKIPPER: Selwyn Enoch
 CLUB: Woollahra Sailing Club, NSW
 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. Tenacious retired from last year's Telstra Sydney to Hobart Race with engine failure, a disappointing finish for owner Selwyn's first attempt. While the boat prefers upwind sailing, Selwyn would prefer light reaching conditions.



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 (34), T. Cable (35), C. Blundell (9), D. Reid (12), G. Walch (5), J. Sheridan (16)
 Southerly is the oldest yacht in the fleet and did her first Hobart race in 1958 under the current owner, 75-year-old skipper Don Mickleborough. She won the Veterans Division in the 1994 and 1995 race. The six crew members - who refer to themselves as "the most experienced crew of geriatric larikins" - have completed an amazing 111 Hobart Races between them.



TERRA FIRMA
 LOA: 12.45m
 DESIGNER: Iain Murray (AUS)
 TYPE: Murray IMS 41
 OWNER/SKIPPER: Stewart Niemann & Peter Bartels
 CLUB: Cruising Yacht Club of Australia, (AUS)
 CREW: S. Niemann (5), P. Bartels (6), M. Phillips (1), W. Gordon (2), F. McRossin, J. Cook (1), S. Williams (2), T. Greenhill (2)
 Former Sydney to Hobart winner Terra Firma is back for another race. Terra Firma has had a quiet season while undergoing a major rating optimisation. With a fresh crew on board, owners Peter and Stewart are looking forward to a competitive summer of racing. Other successes for this Iain Murray designed 41-footer include a 1st at Geelong Week and a 2nd at the 1998 Hayman Island Big Boat Series.



SOWS EAR
 LOA: 10.66m
 DESIGNER: Robert Hick (NZL)
 TYPE: Hick 35
 OWNER/SKIPPER: Mark Beauchamp
 YACHT CLUB: Kerikeri Cruising Club, NZL
 CREW: M. Beauchamp (1), R. Ayton (2)
 Launched in 1997, Sows Ear was sailed to Australia to race with the New Zealand team in the Southern Cross Cup and Telstra Sydney to Hobart Race in that year. She then returned home to compete in local and coastal races including the Auckland-Fiji race where she notched up a 2nd place. Other good results for this Hick 35 include a 1st in this year's Mooloolaba-Airle Beach Race and 1st in the Fiji Presidents Cup regatta.



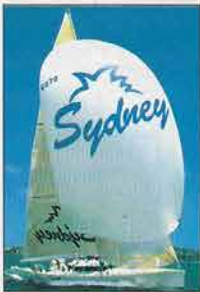
TERRANOVA
 LOA: 12.41m
 DESIGNER: Bruce Farr (NZL/USA)
 TYPE: Farr 40
 OWNER/SKIPPER: Shane Tyrrell & Dean Wilson
 CLUB: Sandringham Yacht Club, VIC
 CREW: S. Tyrrell, D. Wilson (1), R. Lloyd (9), R. Carlisle (3), S. Cunningham (4), N. Drennan (4), P. Dorlean (8), M. Blair (4), S. Carlisle (3)
 Terranova, the 9th Farr 40 to come off the production line was launched late November, just in time to contest the Ord Minnett, the qualifier for a place on a Southern Cross Cup team. Co-owner Dean Wilson was one of the winning crew on board the MBD41 Terra Firma when she took out IMS overall honours in the '95 Telstra Sydney to Hobart Race. Co-owner Shane Tyrrell is confident that the boat will perform well in all races



SWORD OF ORION
 LOA: 12.47m
 DESIGNER: Murray Burns & Dovell (AUS)
 TYPE: Sydney AC 40
 OWNER/SKIPPER: Rob Kothe
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: R. Kothe (2), A. Brown (10), C. Watson (17), D. Brennan (1), S. Bowman (2), M. Green (21)
 Rob Kothe, who lost his boat and a crew member in last year's galeswept Telstra Sydney to Hobart Race returned almost immediately to ocean racing with his latest Sword of Orion, a Sydney 40, and has enjoyed a top first season, finishing 2nd on IMS in the Sydney-Gold Coast race, 3rd on IMS at the Hayman Island Big Boat Series and 4th on IMS at Hamilton Island Race Week.



TILTING AT WINDMILLS
 LOA: 12.825m
 DESIGNER: Peter Joubert (AUS)
 TYPE: John Dory 42
 OWNER/SKIPPER: Thorny Gunnensen
 CLUB: Sandringham Yacht Club, VIC
 CREW: T. Gunnensen (10), R. Lindberg (4), I. Hudson (3), A. Lambert (3), P. Briggs (3), J. Alexander
 This Victorian entry competed in last year's Telstra Sydney to Hobart and weathered the storm to take out 2nd overall in CHS1 category. She is a regular competitor in long offshore races including the 1997 Melbourne-Davenport (PHS winner) and 1996 Melbourne to Hobart (PHS winner). Tilting at Windmills was awarded the title of Best Modern Wooden Boat at the 1995 National Maritime Wooden Boat Festival.



SYDNEY
 LOA: 18.15m
 DESIGNER: Iain Murray (AUS)
 TYPE: Sydney 60
 OWNER/SKIPPER: Charles Curran
 CLUB: Cruising Yacht Club of Australia
 CREW: D. Kellott (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)
 After taking out the prestigious double of line and handicap honours in the 1998 Sydney to Gold Coast Race, Sydney had a run of bad luck including suffering rudder damage during last year's Telstra Sydney to Hobart race. Then in March this year, Sydney collided with a rock during the Sydney-Mooloolaba Race.



TUMBLEWEED
 LOA: 10.99m
 DESIGNER: Ron Swanson
 TYPE: Swanson 36
 OWNER/SKIPPER: Tony Minchin & David Williams
 YACHT CLUB: Royal Geelong Yacht Club, VIC
 CREW: S. Minchin (1), A. Minchin, M. Minchin, H. Farnell, D. Williams, P. Kenneday
 Under the previous owner, Tumbleweed has completed numerous Bass Strait races including the Melbourne-Devonport and Melbourne-Hobart races. Anthony's best result so far is that he has consistently managed to avoid the wooden spoon trophy while the yacht's best result is winning the '90 Portsea-Hastings race.



TBA
 LOA: 18.18
 DESIGNER: Andy Dovell (AUS)
 TYPE: Open 60
 OWNER/SKIPPER: Sean Langman
 CLUB: Sydney Amateur Sailing Club, NSW
 CREW: S. Langman (10), K. Birtles (6), I. Potter (24), J. Westacott (1), A. Smith (6), J. Crawford (4), D. Sudano (10)
 Controversial entry TBA, chartered by former Australian Star Champion and 49er World Bronze Fleet champion Sean Langman, was built for the last Vendee Globe Challenge race by Kanga Birtles but failed to make the start line. In October this year, the Open 60 set a new Australian circumnavigation record with Kanga on board. According to Sean, even racing without water ballast the Open 60 could be a line honours contender.



VALHERU
 LOA: 13m
 DESIGNER: Greg Elliott (NZ)
 TYPE: IMS Racer, Elliott 43
 OWNER/SKIPPER: Anthony Lyall
 CLUB: Royal Yacht Club of Tasmania, TAS
 CREW: A. Lyall (4), I. Ross (11), P. Fletcher (12), R. Cohen (11), P. Brasington (12), B. Gadd (3), T. Grafton (3), P. Hopkins (17), A. Smith (10)
 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.



VENDETTA
LOA: 14.54m
DESIGNER: Jim Inglis (AUS)
TYPE: Inglis 48
OWNER/SKIPPER: Geoff Ford
YACHT CLUB: Royal Prince Alfred Yacht Club, NSW
CREW: G. Ford (4), W. Helwig (4), P. Helwig
Racing in last year's tough Hobart race as Computerland, this Inglis 48 finished 15th over the line and 4th on PHS handicap under previous owner John Saul. New owner Geoff Ford only took delivery of Vendetta mid-November, leaving little time to become acquainted with his new yacht. Vendetta has had a quiet year but did manage a win in this year's Three Peaks Race in Tasmania. Warren and Peter Helwig, who are father and son, will form part of the crew.



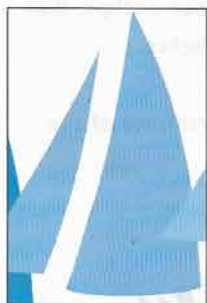
WIDE LOAD
LOA: 12.19m
DESIGNER:
YEAR BUILT: 1993
TYPE: Swarbrick 40
OWNER/SKIPPER: Warren Anderson
CLUB: Sydney Amateur Sailing Club, NSW
CREW: W. Anderson (25), R. Burns (19), B. Douglas (2), K. Ryan (4), C. Simmonds (4), I. Simpson (6)
This will be owner/skipper Warren Anderson's 26th Sydney to Hobart Race. He hasn't finished a long ocean race for a while, retiring from last year's Sydney-Hobart after broken windows led to water damage, and retiring from the recent Sydney to Gold Coast Race with a broken mast.



WILD THING
LOA: 21.3m
DESIGNER: Murray, Burns & Dovel (AUS)
YEAR BUILT: 1998
TYPE: ILC 70
OWNER/SKIPPER: Grant Wharington
CLUB: Mornington Yacht Club, VIC
CREW: G. Wharington (12), R. Gilbert (3), M. Mark (7), G. Kemp (8), C. Smith, P. Atkins (7), J. Rae (6), G. Taylor (5), A. Cudding
This boat was designed to be raced in the Sydney to Hobart under the ILC70 speed limit using a hull that could go under an existing America's Cup rig - in particular one Australia's spare mast. Prior to last year's storm, Wild Thing suffered mast damage and was forced to retire from the Sydney to Hobart race. Since then, Grant has re-built and shortened the mast, optimised the boat and purchased new sails to make sure Wild Thing puts in a serious challenge for line honours.



WILDCARD
LOA: 14m
DESIGNER: Radford
TYPE: Cruiser/racer
OWNER/SKIPPER: Richard Edmunds
YACHT CLUB: Port Dalrymple Yacht Club, TAS
CREW: R. Edmunds (1), L. Van Zetten (2), D. Stephenson (2), A. Graham (1), D. Milne (1), J. Probert, A. Graham (1), P. O'Sign (1), C. Brugaud
Wildcard is the current record holder for the Tasmanian Three Peaks race, an event she has competed in for the past three years. Richard has also skippered his yacht to success in the '97 Melbourne-Hobart Race, finishing 3rd over the line. He is back for his second Sydney to Hobart Race and is hoping for heavy conditions to push his weighty vessel southward.

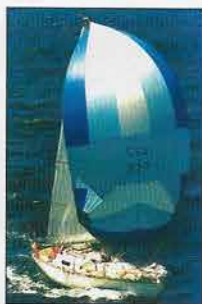


YENDYS
LOA: 15.07m
DESIGNER: Bruce Farr (NZL/USA)
TYPE: Farr 49
OWNER/SKIPPER: Geoff Ross
CLUB: Cruising Yacht Club of Australia, NSW
CREW: G. Ross (4), D. McConville (6), C. Simpson (6), P. Seary (5), S. Hodson (5), P. Robinson, A. Preter, D. Jones (15), G. Johnstone, G. Prescott, A. Prior (2), G. Prescott (15)
The latest design out of the Farr camp, this state-of-the-art IMS racer will be launched late November, hopefully in time to qualify for the a Telstra Southern Cross Cup team. In his five races to Hobart, Geoff Ross has achieved a 1st, 2nd and 3rd in division and last year, another 1st in IMS Division C with his previous Yendys (Sydney spelt backwards). Sailing master Grant Simmer will head up the campaign for an IMS win over leading opposition Bumblebee, the brand new MBD-designed 62-footer, Syd Fischer's proven performer Ragamuffin and Kevan Pearce's IMS champion Ausmaid.



YOUNG AUSTRALIA
LOA: 12.41m
DESIGNER: Bruce Farr (NZL/USA)
TYPE: Farr 40 One-design
OWNER/SKIPPER: Laurie Shannon
CLUB: Sandringham Yacht Club, VIC
CREW: T. Richardson (22), G. Jamieson (9), G. Ferguson (17), A. Coutts (3), L. Shannon (3)

This Farr 40 One-Design missed the start of last year's race due to its late launch but will definitely be in the starting line up this year. Laurie will use this Hobart race to continue his Kids at Sea programme, taking three young people who have gone through drug rehabilitation. While Young Australia has contested a couple of events this year, a top result has eluded her so far but with the Telstra Cup, Farr 40 Championships and Telstra Sydney to Hobart marked on the racing calendar, there should be a good result for Young Australia amongst all that!



ZEUS II
LOA: 9m
DESIGNER: Peter Joubert (AUS)
TYPE: Currawong 30
OWNER/SKIPPER: James Dunstan
CLUB: Royal Sydney Yacht Squadron, NSW
CREW: J. Dunstan (21), C. Thornton (6), P. Colvin (9), D. Turnbull (3), E. Saalfeld (2), R. Dickson (1)
Zeus II was launched in 1979 and has competed in numerous ocean races including 12 Sydney to Hobarts, three Montague Island, Sydney-Mooloolaba and Sydney-Gold Coast races. One of the smallest yachts in the fleet, this yacht proved that size is no handicap when she won the '81 Sydney to Hobart Race. Other wins include the 1980 Janzoon Trophy, the 1990 Cabbage Tree Island Race and both the 1994 and 1995 Morna Cup races. Owner/skipper Jim Dunstan, Commodore of the Royal Sydney Yacht Squadron, will be clocking up his 22nd Sydney to Hobart race.

25th Hobart this year

Hugh Treharne – Bright Morning Star
Col Anderson – Challenge Again
Maurie Cameron – Hogsbreath Witchdoctor

New yachts

Bumblebee Bee, Yendys, Leroy Brown, Terranova

News Leads

- Alby Burgin (Alstar) – oldest competitor at 84
- Ed Psaltis/Bob Thomas – overall winners of last year's stormy Telstra Sydney to Hobart Yacht Race with their tiny 35-footer AFR Midnight Rambler
- Liz Wardley (Phillips Foote) – youngest skipper at 20, sailing for PNG
- Carol Turnbull (Hi Flyer) – woman skipper, sailing for PNG
- Lou Abrahams (Challenge Again) – holds the record for the skippering his own yacht to Hobart 34 times
- John Bennetto (Mirrabooka) – John sailed his first Sydney to Hobart race back in 1947 and is lining up this year for his 39th race, two races behind the record holder Richard Hammond who isn't sailing this year.
- Southerly – oldest yacht in the fleet, built in 1939
- Michael Tromp (Epsilon) – 28-year-old Michael built this yacht in his spare time
- Stan Zamanek (Foxtel 2UE Titan Ford) – radio personality
- Mark Twain & Margaret Rintoul – most Hobarts completed by a yacht - 21
- Woman on Water campaign on Bright Morning Star – 10th year of the program and President Kerry Goudge's 10th race. This will be WOW's 6th campaign to Hobart.
- Bumblebee – brand new MBD 62, crew includes Iain Murray, Michael Coxon, Adrienne Cahalan
- Yendys – Geoff Ross' latest Farr 49, built specifically to beat Syd Fischer's IMS champion Ragamuffin
- Open 60 – controversial entry skippered by Sean Langman
- Volvo 60 – first Volvo allowed to enter the Telstra Sydney to Hobart in the race's 54 year history, racing with water ballast with a crew of Australian and international sailors
- Mari-Cha III – demonstration super yacht highlighting the super yacht division of next year's race, crew includes America's Cup sailors. Will start at the 5 minutes gun – not eligible for any trophies. Biggest yacht in the fleet.
- Zeus II – smallest yacht in the fleet.
- Falcon 2000 – former Kenwood Cup team member & line honours contender for this year's Telstra Sydney to Hobart Race
- Emirates-Eneseay – crewed by a captain with Emirates and six other flying staff from the airline.
- Alaska Eagle – 65-foot US sail training vessel who will contest its first Telstra Sydney to Hobart Race with a crew of professionals and students on board.



Sail Number

Guide to the Fleet

no.	Yacht Name	Sail No	Owner	State	Type	LOA	DIV
1	ABN AMRO	8887	Ray Roberts	NSW	Sydney 46	14.24	IMS
2	Adagio	588	Peter Williams	TAS	S&S 36	10.82	PHS
3	AFR Midnight Rambler	8338	Psaltis / Thomas	NSW	Hick 35	10.53	IMS
4	Alaska Eagle		Brad Avery	USA	S & S 65	19.69	PHS
5	Alien	Sm880	Michael Welsh	VIC	Lidgard 35	10.9	PHS
6	Allusive	407	John Smith	TAS	Lyons 43	14.3	PHS
7	Alstar	M2	Alby Burgin	NSW	Adams 50	15.15	PHS
8	Amaya	B247	David Bingham	VIC	Farr 40	12.04	PHS
9	Anduril	4168	Jeff Cordell	TAS	Dubois 37	11.2	PHS
10	Antuka	Ws91	Raymond Semmens	VIC	Adams 13	13	PHS
11	Aspect Computing	4826	David Pescud	NSW	Radford 54	16.36	PHS
12	Atara	IRL800	Roger Hickman	NSW	Lyons 43	13	IMS
13	Aurora	4057	Jim Holley	NSW	Farr 40	12.12	IMS
14	Ausmaid	YC1000	Kevan Pearce	SA	Farr 47	14.24	IMS
15	Bacardi	Sm377	Ainley/Williams	VIC	Peterson 42	13.4	IMS
16	Berrimilla	371	Alex Whitworth	NSW	Joubert 34	10.16	PHS
17	Big Wednesday	R1210	Andrew Hatherley	VIC	Farr38	11.78	IMS
18	Boomaroo Morse Fans	RQ23	John McIntosh	QLD	S & S 34	10.3	IMS
19	Breakaway	Sm596	Martin Power	VIC	Swanson 36	10.9	IMS
20	Bright Morning Star	1987	Hugh Treharne	NSW	Peterson	15.5	PHS
21	Brindabella	C1	George Snow	NSW	Maxi	22.85	IMS
22	Brindabella II	S110	Roger Sayers	VIC	Adams36	11.07	IMS
23	Bumblebee V	7441	John Kahlbetzer	NSW	Sydney 60	18.78	IMS
24	By Order of the Secretary	B370	Billing / Porter	VIC	Davidson 36	11.2	IRC
25	Challenge Again	Sm2	Lou Abrahams	VIC	BH41	12.47	IRC
26	Chutzpah	R33	Bruce Taylor	VIC	MBD 36	11	IMS
27	Cruz Control	RQ 160	Maynard Smith	QLD	Smith 56	16.19	PHS
28	Doctel Rager	YC560	Gary Shanks	SA	Elliott 56	16.96	PHS
29	Emirates	R67	John Duffin	VIC	Peterson 42	13.02	IMS
30	Epsilon	SA998	Michael Tromp	SA	Van de Stadt 38	11.5	IMS
31	EZ Street	NZL 6814	Bruce Lund	NZ	Warwick 45	13.6	IMS
32	Falcon 2000	USA2000	TBA	USA	Maxi	23.91	IMS
34	Fun & Games	Sm600	Alan Edwards	VIC	Lidgard 35	10.85	PHS

Sail Number Guide to the Fleet

35	Grand Chancellor	3846	Mark Ballard	TAS	Northshore 38	11.58	PHS
36	Helsal II	SA93	Bill Rawson	VIC	Adams 66	20.04	PHS
37	Hi Flyer	PNG1888	Carol Turnbull	PNG	Beneteau 40.7	12.4	IRC
38	Hogsbreath W'Doctor	2557	Maurie Cameron	NSW	Davidson 40	12	PHS
39	Hurricane	NZL 609	Tony Ray	NZ	Young 36	10.97	IMS
40	Imp	IR 1990	George Radley	IRL	Holland 40	12	IRC
41	Impeccable	MH106	John Walker	NSW	Peterson 34	10.22	IRC
42	Impulse	RF132	Lance Woods	WA	Holman Pye34	10.44	IMS
43	Innkeeper	5462	Peter Schultes	NSW	Steinman 66	20	PHS
44	Interum	558	Craig King	TAS	Lyons 41	12.16	IMS
45	Komatsu Blue Lady	5891	Shane Kearns	NSW	Challenger 39	11.81	IMS
46	Lady Penrhyn	3809	Greg Stewart	NSW	Swarbrick 36	11.1	PHS
47	Leroy Brown	933	Warren Wieckmann	NSW	Farr 40 OD	12.41	IRC
48	Loki	3144	Stephen Ainsworth	NSW	Swan 44	13.4	IRC
49	Longshot	5145	Troy White	VIC	Adams 44	13.49	PHS
50	Magic	Sm 616	Philip Spry Bailey	VIC	S & S 36	11.76	PHS
51	Marchioness	9431	Michael Cranitch	NSW	Maxi	22.8	PHS
53	Mari Cha III	GBR 22	Jean Francois D'Etiveaud	USA	Superyacht	44.5	Demo
54	Mark Twain	A113	Hugh O'Neill	NSW	S & S 38	11.77	IMS
55	Midnight Rambler	S4440	Dennis Millikan	VIC	Farr 40	12.23	PHS
56	Mirrabooka	A8	John Bennetto	TAS	Frers 47		IMS
57	Navy Alexander	3807	Ian Kelly	NSW	Swarbrick 36	11.11	PHS
58	Ninety Seven	9797	Graham Gibson	NSW	Farr 46	13.93	IMS
59	Nokia	DEN2001	Myralf / Spies	DEN	V60	19.39	V60
60	Not Negotiable	S521	Michael Dolphin	VIC	Holman Pye35	10.46	IMS
62	Phillips Foote	PNG 6	Liz Wardley	PNG	Elliott 36	10.97	PHS
63	Pipe Dream IX	50999	Scott Piper	USA	J160	16	PHS
64	Pippin	533	David Taylor	NSW	Farr 37	11.4	IMS
65	Raffles	585	Paul Roberts	VIC	Sayer 35	10.6	PHS
66	Ragamuffin	AUS 70	Syd Fischer	NSW	Farr 50	15.5	IMS
67	Rapcallion	5588	Dick Voorderhake	NSW	Farr 40 OD	12.41	IRC
68	Raspa	NED28	Ian Valstar	NED	Koopman 36	10.84	IMS
69	Red Jacket	HY1220	Ron Lally	WA	Radford 40	12	IMS
70	Sannyasin	5913	Robert Gulley	NSW	Farr 55	16.5	PHS
71	Sea Eagle	S91	Kevin Curtis	VIC	Elliott 1050	10.51	IMS
72	Secret Mens Business	SA3300	Geoff Boettcher	SA	Murray 40	12.75	IMS
73	Shala V	5959	Graham Roberts	QLD	Davidson 46	13.78	PHS

HOBART HEROES - 25 RACES PLUS

Four more reach 25+ Hobarts

The map of Tasmania, crafted from a slab of Huon Pine, that holds pride of place in the Members' Bar at the Cruising Yacht of Austalia, has almost reached its capacity.

This fine piece of Tasmanian wood-working records for posterity those yachtsmen who have sailed in the CYCA's great ocean race, the Sydney to Hobart, 25 times and more.

The 1998 Sydney to Hobart saw a further five yachtsmen achieve their 25th Hobart, although admittedly not all made it to the finish in that storm swept ocean classic.

The total is now 44, and will almost certainly pass the 50 mark over the next two races.

The five yachtsmen who have had their names added to Roll of Honour since the 1998 Telstra Sydney to Hobart are: Warren Anderson (NSW), Lew Carter (NSW), Simon Firth (Tasmania), Graeme Freeman (Tas/NSW) and David Kellett (NSW). Simon Firth has competed in almost 25 races straight – missing just one when he got married in England on a New Year's Eve.

The 25 year honour roll is administered by the Quiet Little Drink committee and in September those who have reached the prestigious mark were honoured at the Q.L.D. Cocktail Party at the CYCA.

Warren Anderson, Lew Carter and Simon Firth were there to be toasted this year. David Kellett was overseas in his role as Vice President of the International Sailing Federation, and "Frizzle" Freeman was in the south of England. He called the CYCA on his mobile phone to hear his peers extolling his virtues, with his wife accepting a special plaque to note 25 Hobarts. Young Brad Kellett collected his father's before heading off to New Zealand with the Young Australia 2000

crew.

A special plaque – and a 40 year tie – was presented to Richard "Sightie" Hammond to mark his 40th Hobart last year, sailing south aboard Canon Maris.

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, just to name a few.

Here are those 43 yachtsmen who, following the 1998 race, had have recorded by the CYCA their 25 or more Sydney-Hobarts and the yachts they sailed aboard:

Richard Hammond (NSW)

40 races, including line honours winner Crusade (1969), line and handicap double winner Sovereign (1987) and overall winner Koomooloo (1968).

Race yachts since 1953: Wanderer (3), Janzoon (5), Uomie, Janzoon II (5), Koomooloo, Crusade, Prospect of Whitby, Gingko, Apollo III (3), Apollo IV (2), B-195, Ragamuffin (2), Inch by Winch, Bondi Tram, Vengeance, Sovereign (2), Condor (2), Final Approach, Maxi Ragamuffin, Canon Maris (4), Margaret Rintoul II.

Last raced: 1998 – Canon Maris.

John Bennetto (Tas)

38 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), Wathara II, Mercedes II, Norla (4), Renegade, Wathara II, Maria, Brer Fox, Mirrabooka (5), Fortlet, Vanguard, Mirrabooka II (12).

Last raced: 1998 (Mirrabooka II).

Lou Abrahams (Vic)

36 races, 34 of them as owner/skipper (a record), including overall wins with



Three of the five yachtsmen who joined the Sydney to Hobart 25 Race Honour Roll after the 1998 race, left to right, Simon Firth (Tas), Lew Carter (NSW) and Warren Anderson (NSW) with record-holder Richard "Sightie" Hammond who sailed in his 40th Sydney to Hobart last year. Others to reach 25 Hobarts in the 1998 race were David Kellett and Graeme "Frizzle" Freeman who were both overseas. (Pic – Peter Campbell).

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 (4).

Last Raced: 1998 (Seaview Challenge Again).

Peter Green (NSW)

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

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

Final Voyage 1989: (Margaret Rintoul)

Richard Norman (NSW)

35 races, including overall winners Koomooloo (1968) and Love & War (1974).

Race yachts since 1955: Janzoon (5), Uomie, Janzoon II (5), Kaleena, Mr. Christian, Koomooloo (2),

Boomerang VII, Apollo, Stormy Petrel, Love & War (4), Ragamuffin, Superstar, Patrice III (2), Vengeance (2), Ragamuffin (2), Haupia (2), Tandelayo, Margaret Rintoul II (2).

Last raced: 1998 (Margaret Rintoul II).

Bernie Case (Vic)

35 races including line honours aboard Condor (1986).

Yachts raced since 1962: Lantarni, Four Winds II, Athena (2), Serifa, Sarina, Tina (2), Vittoria (3), Banjo Patterson (2), Fantasy Rags (2), B-195, Challenge II (2), Apollo V, Bondi Tram (2), Once More Dear Friends, Mandrake, Condor, Ultimate Challenge (3) Great News (2), Illusion, Phoenix, Sword of Orion, Morning Mist III, Valtair, Marchioness.

Last raced: 1998 (Marchioness),

Tony Cable (NSW)

35 races, including line honours aboard Vengeance (1981), line and handicap double winner Sovereign (1987) and 1st, 30 Year Veteran Division, aboard Southerly (1994).

Yachts raced since 1961: Tarni, Sylph VI (3), Fare-Thee-Well (3), Adria (2), Boomerang VII, Taurus (2), Pacha, Apollo (2), Gretel (2), Vengeance (4), Rampant II, Sovereign (2), Hammer of Queensland, Condor (3), Final Approach, She's Apples II, Southerly (5).

Last raced: 1998 (Southerly).

Colin Betts (NSW)

34 races, including overall wins aboard Freya (1965), Koomooloo (1968), line and handicap winner Sovereign (1987) and line honours winner Crusade (1969).

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

Last raced: 1998 (Margaret Rintoul II)

Don Lang (Vic)

32 races, including overall winner,



Sydney to Hobart Race record-holder Richard "Sightie" Hammond with the special plaque and tie presented to him at the Quiet Little Drink Cocktail Party to mark his 40th race in 1998. (Pic - Peter Campbell)

Challenge II (1983).

Race yachts since 1952: Landfall, Julie, Winston Churchill, Marco Polo, Odin (5), Vittoria (9), Challenge II (5), Rebecca II, Challenge III, Mark Twain (7).

Last raced: 1994 (Mark Twain).

Bill Ratcliff (NSW)

33 races, 10 as owner/skipper, with 3rd IMS in the rugged race of 1993.

Yachts raced since 1963: Southerly, Ronita (2), Maria Van Dieman (2), Boambillee, Cavalier (3), Minna, Sky-lark, Ruthless (2), Margaret Rintoul II, Relentless, Shogun, Pacha (2), Once More Dear Friends, Marara (8), Icefire, Mercedes IV (3).

Last raced: 1998 (Mercedes IV).

Tony Ellis (NSW)

32 races since 1963, including IOR first overall on Ragamuffin VII in 1992 and line honours on Ragamuffin VI in 1988 and 1990.

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

Last raced: 1998 (Ragamuffin IX).

Don Mickleborough (NSW)

31 races, including line honours aboard Ballyhoo in 1976 and first in the 30-Year Veteran Division with his own yacht, Southerly, in the 50th Race in 1994.

Yachts raced since 1958: Norla, Ili-na, Ropawe, Apollo (2), Ballyhoo (2), Mirrabooka (5), Mirrabooka II, Fortlet, Vanguard, Radio Relay Vessel (2), Southerly (13).

Last sailed: 1998 (Southerly).

Bruce Gould (NSW)

31 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), Winston Churchill.

Last raced: 1998 (Winston Churchill).

Colin Wildman (NSW)

31 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, Sydney.

Last raced: 1998 (Mirrabooka II).

Albert Mitchell (NSW)

30 races, including overall wins aboard Rival (1961) and Piccolo (1976).

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

Last raced: 1994 (Highland Fling).

Magnus Halvorsen

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

Race yachts since 1946: Saga, Peer Gynt (3), Solveig (3), Anitra V (4), Norla (3), Freya (3), Rapture, Odin, Apollo, Kialoa II, Koomooloo, Prospect

of Whitby, Love & War, Kialoa III, Storm Bay, Windward Passage, Scorpion, Siska IV, Vicious.

Last raced: 1982 (Vicious).

Max Crafoord (NSW)

30 races, including 3 line honours victories aboard Astor (1961, 1963, 1964), Crusade (1969).

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

Last raced: 1993 (Cassiopeia).

Syd Fischer (NSW)

30 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 (4).

Last raced: 1998 (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)

29 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), Marchioness.

Last raced: 1998 (Marchioness).

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, Mer-



Quiet Little Drink organiser Tony Cable at the Q.L.D. Cocktail Party at the CYCA. Tony himself has sailed in 35 Sydney to Hobarts. (Pic - Peter Campbell)

cedes 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).

Fraser Johnston (NSW)

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

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

Last raced: 1998 (Challenge Again).

Lester Nibbs (Tas) 28 races since 1960.



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Brad Kellett collected the 25 Sydney to Hobart plaque on behalf of his father, ISAF Vice President David Kellett who was overseas. Brad is currently in the crew of Young Australia 2000 contesting the Louis Vuitton Cup in Auckland. (Pic - Peter Campbell)

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 (10). Last raced: 1998 (Mirrabooka II)

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, Quequeg, 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).

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, Wolfam 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).

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).

Richard Bearman (NSW)

27 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, Relish IV.

Last raced: 1998 (Relish IV).

Peter Joubert (Vic)

27 races since 1968.

Yachts raced aboard since 1968: Boomerang VII, Boomerang VIII, Wild Goose, Kingurra (13), 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: 1998 (Kingurra).

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John Solomon (Tas)

27 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 (4), Parmelia, Dr Who (3).

Last raced: 1998 (Mirrabooka II)

Roger Howlett (Tas)

27 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), Cyclone.

Last raced: 1998 (Cyclone).

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).

Alby Burgin (NSW)

26 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 (5), Valhalla, Polaris, Piccolo (2), Spirit, The Newcastle Flyer (2), Boomerang of Belmont, Hel-sal II, Alstar.

Last raced: 1994 (Alstar).

Alan Butler (Vic)

26 races, including overall win aboard Christina in 1946 and Solo when it took line honours in 1959 and overall first place in 1962.

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).

John Mooney (Vic)

26 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, Avanti. Last raced: 1998 (Avanti).

Lindsay May (NSW)

26 races since 1973, including overall winners Indian Pacific

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(1984) and Atara (1991) and line honours winner Brindabella (1997).

Yachts raced aboard since 1973: Onya of Gosford (2), 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 (5).

Last raced: 1998 (Brindabella).

Graeme Freeman (Tas/NSW)

25 races since 1970, including three line honours winners - Bumblebee 4 (1979), Tasmania (1994 50th race) and Sayonara (1998).

Yachts raced aboard since 1971: Maria, Koomooloo, Queequeg, Bumblebee 3, Apollo (3), Margaret Rintoul II (3), Margaret Rintoul III (2), Bumblebee 4, Freight Train, Margaret Rintoul IV, Contractor, Windward Passage II, Cyclone, Brindabella, Amazon, Tasmania, Maglieri Wines, Exile (2), Sayonara.

Last raced: 1998 (Sayonara).

Warren Anderson (NSW)

25 races since 1970.

Yachts raced aboard since 1970: Didgeridoo, Granny Smith (3), Morning Star, Apollo, Blue Moon (2), Billabong (3), Encore II (5), Kingurra (5), Zulu Chief, Wide Load (3).

Last raced: 1998 (Wide Load).

Lew Carter (NSW)

25 races since 1973, including nine as CYCA chief radio operator of Radio Relay Vessel.

Yachts and ships sailed aboard since 1973: Lady Jane, Sirocco, Ruthless, Rogue (2), Margaret Rintoul II (4), Shogun, Szechwan, Wyargine IV, Wild Oats (4), Radio Relay Vessel Young Endeavour (9).

Last sailed: 1998 (Radio Relay Vessel, Young Endeavour).

Simon Firth (Tas)

25 races since 1973.

Yachts raced aboard since 1973: Warana, Hustler (2), Lot's Wife (2), Southern Comfort II, Meltemi, Mirrabooka (3), Sangaree, Sagacious II, Parmelia, Quasimodo, Otago, Mirrabooka II (8), She Apples II (2).

Last raced: 1998 (Mirrabooka II).

...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 - 21 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 and have entered for the 1999 Telstra Sydney to Hobart. Winston Churchill, which contested the inaugural race in 1945, sailed in 18 Hobarts, but sadly sank with loss of life in the 1998 race.

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



Where to get Weather Information

Kenn Batt, Bureau of Meteorology, Sydney, reiterates the sources for weather information and forecasts leading up to and during the 1999 Telstra Sydney to Hobart.

The Telstra 55th Sydney to Hobart Yacht Race is fast approaching, bringing with it the need to consider once again where sources of weather and oceanographic information are to be found. A number of useful articles on the weather and forecasting are to be found in past editions of the Race Program, other sailing magazines, courses and books, along with some tips on how to apply this information to your race strategies.

This year (as last 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, 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" (pollfax) Freepoll 1800 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 5201
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. But note that satellite communication can be expensive and you should obtain the actual costs from your communication carrier.

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 before the start of the race.

Where do I get my weather information from whilst at sea, especially if I'm relying totally on radio sources?

The listing below is a fairly comprehensive list (not an exhaustive listing by any means) of sources of broadcast weather information. 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-ordinated Time, UTC)
- 0200 - Race Sked (weather information, including warnings, can be broadcast if necessary)
- 0603 - Sydney Radio* (NSW weather with station reports and SE High Seas warnings)
- 0648 - Melbourne Radio* (Vic/Tas/SA weather)
- 0655 - Coastguard Lochsport (Oil rigs forecast) VHF Channel 67
- 0715 - Aus. Weatherfax* MSL Analysis valid 1800 UTC
- 0710 - Coastguard Lochsport (Oil rigs forecast plus others) SSB 2524
- 0710 - Coastguard Mallacoota (Oil rigs forecast, Bass Strait forecast plus 0600 LT observations, and NSW coastal forecast) VHF 67
- 0720 - Coastguard Mallacoota (Oil rigs forecast, Bass Strait forecast plus 0600 LT observations, and NSW coastal forecast) SSB 2524
- 0720 - Eden Coastal Patrol (Oil rigs forecast, etc) VHF Channel 67
- 0720 - Coastguard Lochsport (Eastern Bass Strait forecast) VHF Channel 67
- 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)
- 0800 - Race sked (Special race weather forecast, including warnings if necessary)
- 0810 - Tascoast VHF 81 (Tas. weather)
- 0820 - Tascoast SSB 4483 (Tas. weather)
- 0825 - Coastguard Lochsport (repeat of 0710 transmission) SSB 2524
- 0835 - Tascoast SSB 2524 (Tas. Weather)
- 0848 - Melbourne Radio* (Vic / SA / Tas. weather with station reports)
- 0920 - Eden Coastal Patrol (Oil rigs forecast, etc) VHF 67
- 0925 - Penta Comstat (NSW weather 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 (Bass Strait and Vic. coastal waters forecast) SSB 2524
- 1245 - Coastguard Lochsport (Eastern Bass Strait) VHF Channel 67
- 1248 - Melbourne Radio* (SE High Seas forecast)
- 1250 - Eden Coastal Patrol (Oil rigs forecast, etc) 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 (Tas. Weather)
- 1400 - Race Sked (Weather information, including warnings, can be broadcast if necessary)
- 1448 - Melbourne Radio* (Vic/Tas/SA weather)
- 1510 - Coastguard Lochsport (Bass Strait oil rig forecast) SSB 2524
- 1520 - Eden Coastal Patrol (Oil rigs forecast, etc) VHF 67
- 1520 - Coastguard Lochsport (Oil rigs forecast) VHF 67
- 1610 - Coastguard Lochsport (Bass Strait coastal reports) SSB 2524
- 1620 - Coastguard Lochsport (Bass Strait coastal reports) VHF 67
- 1625 - Penta Comstat (NSW coastal forecasts) SSB 2524, 4483 & channel 608
- 1705 - Penta Comstat (Bass Strait weather) SSB 4483 & channels 608 / 836
- 1710 - Coastguard Mallacoota (Oil rigs forecast, Bass Strait forecast plus 1500 LT observations, and NSW coastal forecast)

- VHF 67
 - 1720 - Coastguard Mallacoota (Oil rigs forecast, Bass Strait forecast plus 1500 LT observations, and NSW coastal forecast) SSB 2524
 - 1720 - Eden Coastal Patrol (Oil rigs forecast, etc) VHF 67
 - 1803 - Sydney Radio* (NSW forecast and station reports and SE High Seas warnings)
 - 1810 - Coastguard Lochsport (Bass Strait and Vic. coastal waters forecasts) SSB 2524
 - 1810 - Tascoast VHF 81 (Tas weather)
 - 1820 - Coastguard Lochsport (Eastern Bass Strait forecast) VHF 67
 - 1820 - Tascoast SSB 4483 (Tas weather)
 - 1835 - Tascoast SSB 2254 (Tas weather)
 - 1848 - Melbourne Radio* (Vic/Tas/SA weather)
 - 1903 - Tasmar VHF 67 and SSB 2524 (Tas weather)
 - 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* (Vic/Tas/SA weather)
 - 2120 - Eden Coastal Patrol VHF 67 (Oil rigs forecast, etc)
 - 2200 - Race Sked (Special race weather forecast, including warnings if necessary)
 - 2300 - Aus. Weatherfax* MSL 36 hr Prognosis
- Melbourne Radio (VIM) and Sydney Radio (VIS) are coastal radio stations operated by Telstra Marine. Weather



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information (Warnings, forecasts and observations) 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).

Coastguard Mollacoona - broadcasts weather daily, including the Bass Strait oil rigs forecast. They broadcast on (and monitor) the following frequencies:

VHF 67 AND SSB 2524

Eden Coastal Patrol - VMR201 broadcasts weather daily, including the Bass Strait oil rigs forecast. They broadcast on (and monitor) the following frequencies:

VHF channels 16 and 67 and monitor HF (SSB) 2182, 2424 and 4620 kHz

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 and VHF 67.

Tasmar Radio - VMT232 is situated in Hobart. It simultaneously broadcasts Tasmanian weather on the following frequencies:

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 Tasmania. 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 web-site or switch on their HF fax at 1115 or 2315 EDST to obtain a full listing of products.

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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 volunteer officials, in making the Telstra Sydney to Hobart Yacht Race the great success it is. The Club says "thank you" to all.

Telstra has signed up as principal sponsor of the Sydney to Hobart Race for at least another two years and has worked very closely with the CYCA to bring their communications expertise to this year's race to enhance safety. A strong and friendly relationship has developed between the Club and Telstra over the years and we look forward to further strengthening this relationship during the Telstra 55th Sydney to Hobart Yacht Race.

For the first time in the race's 54-year history, all competitors will enjoy having direct communications with the race centre via Telstra's Satcom C units. Telstra, our partner of five years, continues to bring new technology to the event to aid our competitors and improve safety conditions for all sailors making the crossing. A special thanks to the sponsorship project manager Suzie Powell and her professional team.

Behind the scenes, there is an enormous amount of work carried out by CYCA staff and volunteers in running an event of this magnitude. Last year's

race created a tremendous amount of additional work for CYCA staff and volunteers. Since then they have all worked tirelessly throughout the year implementing the recommendations from the Sydney to Hobart Review Committee's report. Our thanks to all those people and in particular, the staff in the CYCA sailing office, Lieutenant Commander Shane Firkin from RAN Helicopter Rescue and John Ferris at RFD for conducting the many safety demonstrations which were so well-attended. Thanks also to Ronstan for supplying flares for the flare days.

The Young Endeavour plays a special role in the event as the official Radio Relay Vessel and this year we welcome the ship's new captain, Lieutenant Commander Andrew Rourke, who will lead the ship and her crew to Hobart. This will be the 10th year on board the Radio Relay Vessel for CYCA radio volunteers, Lew Carter and Michael and Audrey Brown. Each year these three give up their Christmas holidays to ensure the radio communications side of the event runs smoothly and professionally.

Network TEN is again the official television broadcaster and a key supporter of the event. Their producers, reporters and presenters will be working hard to bring an exciting and broad coverage to the live telecast of the race start, right through to the finish in Hobart.

Traveland and Ansett, our official travel company and official carrier, are once again offering discounted fares to competitors as well as transporting crew bags and sails to Hobart. Musto

Line 7 will supply a quality and diverse range of official race merchandise to suit all sailing and non-sailing types.

Audemars Piguet is the official timekeeper for the event and have generously supported us this year by donating a \$16,000 watch which is currently being raffled to raise money for the Sydney to Hobart Safety of Life at Sea Trust.

Tattersalls, which donated the George Adams Trophy in 1945 as the trophy for the Overall Winner, will again strike a special medallion for each of the crew members aboard the winning yacht. This year they responded enthusiastically to a request from the two organising clubs and have donated money towards a brand new radio antennae farm in Hobart. This will provide a valuable safety net for all who go to sea in Tasmanian waters.

Waterways continue to assist us to manage the event professionally and Chris Bolton and his team do a terrific job of guiding enthusiastic spectators on Boxing Day to ensure the fleet clears the harbour safely. Waterways is assisted in this huge exercise by Volunteer Coastal Patrol, coast guard volunteers and Water Police.

The CYCA is comforted by the fact that those sailors who retire from the race will be looked after by the coastal communities of NSW, particularly the people of Eden. Our Eden liaison officer, Robyn Malcolm, has spent a good part of this year co-ordinating with local services and authorities to prepare for this year's Telstra Sydney Hobart Race.

Our partners in Hobart, The Royal Yacht Club of Tasmania, are very special to the event and to the CYCA. The event could not be run successfully without their tremendous support and the team of volunteers who work around the clock to ensure all the boats finish safely and are berthed correctly. The Hobart Ports Authority, Hobart Water Police and the Hobart City Council also play an important role in welcoming the fleet and providing the facilities to make their stay memorable.

Hugo van Kretschmar and Lisa Ratcliff
Commodore, CYCA and PR, CYCA

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1999 Telstra Sydney to Hobart Race

A fully equipped and specialised Search and Rescue helicopter and crew will fly south with the fleet in the Telstra Sydney to Hobart Yacht as part of an extended safety coverage of the 1999 race. The sophisticated machine will be positioned to ensure a rapid response to any emergency situation, 24 hours a day throughout the five to six day race.

The Lloyd Helicopter Group, Australia's largest provider of SAR helicopter services, is making the helicopter and its

S&R helico follow flee

crew available at no cost to the Cruising Yacht Club of Australia, but as a service to the Australian yachting community.

The Lloyd helicopter will follow the fleet from the start by staging the aircraft at various locations between Sydney and Hobart to enable a rapid response to any emergency situation requirement that may eventuate during the course of the race, whether that be a search, a rescue or a medivac.

The helicopter, an auto-hover Sikorsky S-76 A++ purpose-built Search and Rescue helicopter, is the most sophisticated SAR helicopter in Australia, equipped for all-weather, day/night, overwater operation.

This Sikorsky S-76 A++ is a state of the art machine complete with auto-hover systems, latest technology homing system, thermal imaging device (ideal for searching for a person(s) in the water), high-speed rescue hoist, and all associated rescue and survival equipment.

The crew will comprise two qualified and experienced SAR pilots, a qualified and experience hoist/FLIR operator and a rescue (down the wire) crewman. Two highly qualified paramedics may accompany the helicopter.

Throughout the race, the Lloyd helicopter crew will liaise closely with AusSAR who will monitor the aircraft's progress and have the ability to call on their services at short notice.

Lloyd, a company with more than 30 years experience in the Australian aviation industry, currently operates a fleet of 33 helicopters from 14 fixed bases throughout Australia and South East Asia.



Helicopter to Watch over Hobart

The Sikorsky S76A++, a purpose-built search and rescue helicopter which the Lloyd Helicopter Group will make available at no cost to the CYCA to watch over the fleet in the 1999 Telstra Sydney to Hobart Race.



Some of the rescue equipment that will be carried aboard Lloyd's Sikorsky S76A++ helicopter during the 1999 Sydney to Hobart.

"It's going to be like having a guardian angel in the sky watching over the fleet," Race Director Phil Thompson said in expressing the CYCA's gratitude to the Lloyd Helicopter Group.



Race Communications



The CYCA team aboard the Radio Relay Vessel, *Young Endeavour*, for the 1999 Telstra Sydney to Hobart Race will again be Lew Carter (left) and Audrey and Michael Brown, pictured here at the launch of the 55th – and their 10th – as the radio team, (Pic – Ian Mainsbridge)

Yachts in this year's Telstra 55th Sydney to Hobart will again appreciate the efforts of the crew of the *Young Endeavour* and the Telstra Control radio communication team, with the brigantine and the radio team heading south once more.

Radio team lines up once more

The Cruising Yacht Club of Australia's team aboard the Radio Relay Vessel, *Young Endeavour*, are back again after ten years of extraordinary efforts in maintaining communication with the fleet. Courtney Robson spoke to them.

"Yachties are yachties, they love a challenge, and there's no greater challenge than the Sydney to Hobart."

Indeed there is no greater challenge for the Radio Relay Vessel team for the Telstra 55th Sydney to Hobart Yacht race.

Lew Carter, along with Audrey and Michael Brown, have been working as a team on the RRV for the race for the past ten years and have signed up again for the eleventh time, again aboard the Sailing Training ship, *Young Endeavour*.

Yachting veterans Michael and Audrey have always been around boats and refer to themselves as much "yachties" as the race competitors. Residents of Mooloolaba, Queensland, and former Sydneysiders, the Browns originally became involved with the Sydney to Hobart when Michael was a consultant for Caltex which then sponsored the RRV for the "Great Race South."

Having raced their East Coast 31 to Hobart in 1987, the Brown's will contest their 12th Hobart this year, while for veteran Lew Carter it will be his 25th race as both a competitor and radio operator. The three hope to be involved for many years to come even though they already deem themselves "Grey Power"!!

They admit that last year's Telstra Sydney to Hobart was an horrendous and emotional time for all involved. Audrey commented that being aboard *Young Endeavour* was very difficult, "being yachties and knowing most of those involved."

Nevertheless, she is convinced that last year's storm conditions will not deter competitors and the general following of this year's race. "Yachties do it for the love of it, and they love a challenge." and even as the RRV radio team, they all remarked on the tremendous feeling of crossing the finish line after the 630 nautical mile journey - **Courtney Robson.**

Young Endeavour again the RRV

Under the command of Lieutenant Commander Andrew Rourke, RAN, Australia's sailing training ship, *STS Young Endeavour*, will again be the Radio Relay Vessel for the 1999 Telstra Sydney to Hobart – her 10th voyage south with the fleet.



Australia's sail training vessel *STV Young Endeavour* under full sail..the brigantine will be making her 10th trip south with the Telstra Sydney to Hobart fleet this year.

The brigantine, Great Britain's gift to the Government and people of Australia to mark the Bicentenary in 1988, is operated by the Royal Australian Navy on behalf of the *Young Endeavour* Youth Scheme. *Young Endeavour* has played a key role in search and rescue operations in two galeswept Sydney to Hobarts, in 1993 and 1998, and will again have a highly experienced Navy crew aboard under the command of LCDR Rourke. As well as a Navy crew, there will be 24 young trainees aboard during the 1999 Sydney to Hobart.

LCDR Rourke is no newcomer to the *Young Endeavour* and the challenges of square-rigged sailing. He was aboard the ship as a Lieutenant in 1988 before rejoining the "grey line".

A photograph of several sailboats racing on a blue ocean. The foreground shows a boat with a large purple sail and a white hull. Other boats with white and yellow sails are visible in the background. The water is choppy with whitecaps.

SYDNEY - HOBART
RESULTS 1945-1998



1945 - Rani

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: Rani - 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.Plowman
 4.Defiance - F.A.Bullock
 5.Matthews Flinders - A.Palfreyman
 6.Trade Winds - M.E.Davey
 7.Southern Maid- C.Phipp
 8.Active - H.M.Tate
 9.Mistral II - R.F.Evans
 10.Wayfarer - P.M.Luke
 11.Kurrewa III - F & J Livingston

Fastest Time : Morna 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.Plowman
 10.Winston Churchill - P.Coverdale
 11.Eolo - T.A.Guiffre
 12.Southern Maid - C.Phipp
 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: Morna 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



1946 - Christina

- 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.Plowman
 10.Merlan - W.L.Curtis
 11.Southern Maid - W.Trautwein
 12.Gynea - G.Carter
 13.Alice - J.Callahan

Fastest time: Morna 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.Ellida - 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**
CORR TM
 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.Saalfield
 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: Ellida (J.Halliday), Wayfarer (P.Luke)

1950 Weather: Started in the teeth of a Southerly gale which blew for two and a half days. Another blow off Tasmania made it four days to windward out of five for the leaders.

1951 - 14 starters

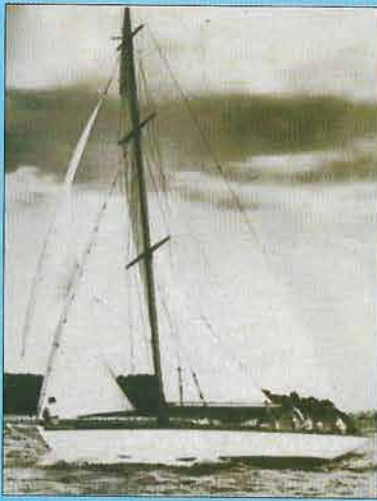
- PI Yacht**
 1.Struen Marie - T.Williamson
 2.Lahara - D.Ashton
 3.Lass O'Luss - J.Colquhoun
 4.Fortuna - W.Fesq
 5.Ellida - J.Halliday
 6.Solveig - T. & M.Halvorsen
 7.Nocturne - J.R.Bull
 8.Margaret Rintoul - A.W.Edwards

ELAPSED TIME	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
4-14-17-32	.7232	3-07-45-48
4-14-24-03	.7597	3-11-52-17
4-11-28-10	.7900	3-12-54-03



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.



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

1951 - Stuen Marie



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. Clarke	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

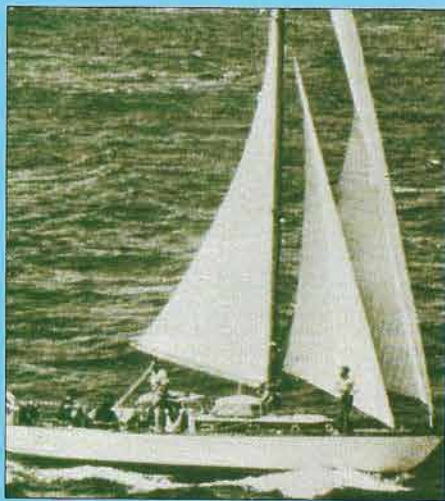


1953 - Hippie

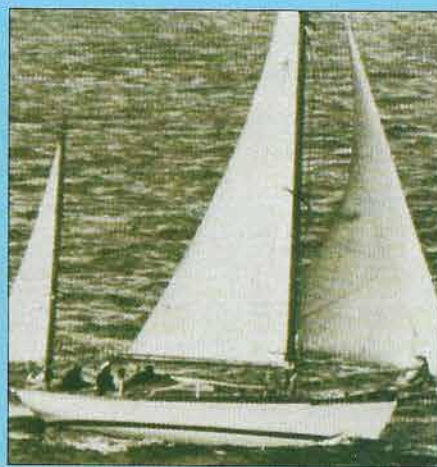


FACT FILE

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. Haseigrove
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

ELAPSED TM	TCF	CORR TM
5-01-28-24 .6697		
5-00-14-52 .6782		
5-02-41-21 .6939		
4-21-57-05 .7306		
5-08-59-37 .6768		
5-03-50-53 .7086		
5-05-52-29 .6991		
5-13-10-00 .6684		
5-03-11-08 .7274		
5-06-58-42 .7139		
4-23-10-31 .7801		
5-04-57-17 .7795		
5-05-58-00 .6672		
4-18-13-14 .8836		
4-18-33-42 .9185		
5-06-44-12 .8320		

Fastest Time: Even 4-18-13-14

Retired: Wanderer (E. Massey)

1955 Weather: Light fickle breezes throughout the race, except for a northerly blow on the fourth day. Drifting conditions in the Derwent River.

1956 - 28 starters

PI YACHT

1. Solo - V. Meyer
2. Anitra V - T. & M. Halvorsen
3. Carol J - J. Halliday
4. Janzoon - W.R. Slade
5. Siandra - G.P. Newland
6. Ingrid - J.S. Taylor
7. Southern Myth - N.C. Howard
8. Ripple - R.C. Hobson
9. Catriona - D.M. Brown
10. Kurrewa IV - J. & F. Livingston
11. Fantasy - D. Burridge
12. Samuel Pepys - R.N.S.A.
13. Lahara - D.N. Ashton
14. Winston Churchill - Sir Arthur Warner
15. Romava - R.J. Mercer
16. Tarni - G. Wignall
17. Kurura - J.A. Clark
18. Lorraine - D.G. Nicholls
19. Tam O'Shanter - R.A.N. College
20. Nirpa - G.E. Peacock
21. Pha'ar Re - R. Cottee
22. Four Winds - R.A.N. College
23. Valima - J. McLaren
24. Nirvana - Dr K. Lewis
25. Serenade - L. Esdaile
26. Renene - P.S. Parry

ELAPSED TM	TCF	CORR TM
4-05-03-33 .7927		
4-16-43-34 .7164		
4-20-31-58 .7069		
4-21-53-06 .7148		
5-07-38-09 .6638		
5-06-08-11 .6858		
5-00-28-46 .7252		
5-13-29-55 .6621		
4-20-39-07 .7656		
4-04-31-14 .9114		
5-17-47-05 .6701		
5-17-17-41 .6779		
6-04-55-48 .6556		
5-05-49-49 .7942		
6-16-01-06 .6616		
6-15-04-03 .6722		
6-17-46-10 .6642		
6-12-21-00 .6798		
6-22-38-27 .6808		
6-21-04-24 .7048		
7-09-03-10 .6753		
8-10-18-00 .6359		
7-22-03-00 .6881		
6-19-27-33 .8173		
7-18-27-40 .7291		
9-20-57-00 .6630		

Fastest Time: Kurrewa IV 4-04-31-14

Retired: Ranston (A. Roper), Wraith of Odin (Dr B. O'Brien)

1956 Weather: Hard southerly blow on first night out followed by light north east breeze to Bass Strait. A 50 mph sou'westerly across the Strait to the lee of Tasmania and a southerly gale off Storm Bay reaching a record 86 mph.

1957 - 20 starters

PI YACHT

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.O. Beatty
6. Kismet - K. Gourlay
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		
3-20-19-16 .7973		
4-07-42-45 .7596		
3-18-30-39 .9114		
4-19-01-40 .7264		
5-08-21-25 .6683		
5-14-18-43 .6389		
5-09-44-51 .6667		
5-09-29-52 .6732		

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. Wilckens
15. Winston Churchill - Sir Arthur Warner
16. Defiance - N.D. Rundel
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.

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. Tarni - 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

ELAPSED TM	TCF	CORR TM
5-10-02-37 .6596		
5-04-08-57 .7037		
5-04-00-06 .7250		
5-03-32-00 .7302		
5-03-43-05 .7405		
5-20-54-46 .6672		
5-20-55-52 .6779		
5-02-32-52 .7973		
6-08-36-47 .6643		
5-02-46-30 .8082		
6-02-34-41 .7235		
7-02-39-19 .7276		
6-14-13-34 .7860		
8-05-02-17 .6390		
7-18-50-35 .6952		
8-14-11-13 .6372		
8-14-10-43 .6616		
8-04-42-57 .7120		
8-19-00-00 .6722		

Fastest Time: Solo 5-02-32-52

Retired: Kurrewa IV (J. & F. Livingston), Ruthean (A. & T. Toll), Southerly (D.E. Mickleborough)

1958 Weather: Light SE breeze at the start, varying during the day, fresh nor'easter on the second day, hard SW gale across Bass Strait. Vague winds and calms along Tasman Coast, but fair wind out to sea. Fickle conditions in the Derwent River.

1959 - 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. Birralee - 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		
4-18-01-47 .7094		
5-02-59-11 .6612		
5-04-43-42 .6615		
5-06-06-39 .6565		
5-00-55-23 .6993		
5-06-35-15 .6697		
4-21-56-35 .7250		
5-19-38-02 .6181		
5-02-04-03 .7080		
4-13-33-12 .7973		
5-05-47-11 .6981		
5-10-42-33 .6722		
5-01-52-22 .7270		
5-12-08-28 .6846		
5-00-56-30 .7617		
5-20-23-00 .6595		
4-15-13-29 .8651		
4-23-27-47 .8084		
5-00-55-29 .7995		
4-23-04-53 .8336		
6-09-45-00 .6673		
6-09-23-30 .6786		

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), Glensiel (H.F.Garnham), Jindivik (J.G.Walsh), Lamtami (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 Denwent River. Next morning a SE breeze carried a large group to the finish.

1960 - 32 starters

PI YACHT	ELAPSED TM	TCF	CORR TM
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. Nora - T. & M.Halvorsen	4-19-57-03	7177	3-11-13-04
6. Joanne Brodie - R.C.Hobson	5-09-19-41	6501	3-12-03-48
7. Janzoon - W.R.Slade	5-00-21-03	6993	3-12-09-41
8. Solo - V.Meyer	4-10-23-42	7973	3-12-49-43
9. Patience - A.B.Wilson	5-08-30-47	6665	3-13-38-28
10. Ramava - R.J.Mercer	5-11-22-20	6565	3-14-13-57
11. Carol J - J.Halliday	5-01-56-27	7077	3-14-17-51
12. Ailsa - J.Marion	5-19-49-42	6176	3-14-20-38
13. Zarabanda - G.Pattinson	5-02-40-46	7044	3-14-24-55
14. Metung - T.O.Beatty	5-00-44-40	7265	3-15-43-15
15. Maris - J.Earl	5-12-49-40	6636	3-16-04-41
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.Flowler	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	ELAPSED TM	TCF	CORR TM
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.Psatis	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

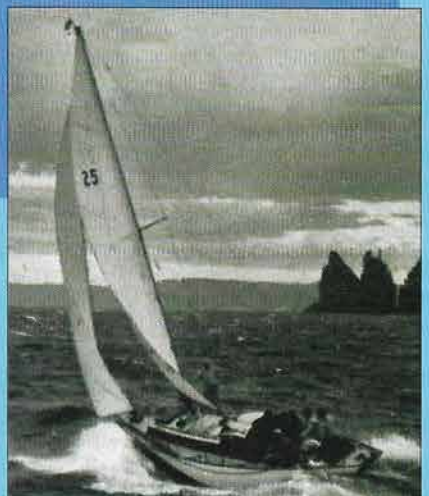
1957 - Anitra



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.Bovden	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	8-02-06-15	.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	ELAPSED TM	TCF	CORR TM
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. Galatea 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. Nora - 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.Lampough	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. Lamtami - 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), Menabily (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 - Slandra



1961 - Rival



1962 - Solo

1963 - 44 starters

PI YACHT

1. Freya - T. & M. Halvorsen
2. Cavalier - I.E. McDonnell
3. Lorita Marie - N.B. Rydge Jr
4. Sea Wind - N.F. Brooker
5. Carmen - R. Swanson
6. Mouse of Malham - N.J. Wright & D. Belcher
7. Cadence - H.S. Mason
8. Mercedes II - H.T. Kaufman
9. Caprice of Huon - G. Ingate
10. Gip - I.A.R. Polson
11. Anitra V - J.S. Samson
12. Norla - J. Bennetto
13. Carol J - J. Halliday
14. Salacia - R.F. Rusk
15. Tahuna - E.A. Hales
16. Ronita - R. Cottee
17. Malohi - S. Fischer
18. Lass O'Luss - B.C. Psaltis
19. Sea Bee - J. Ashton-Martin
20. Joy Too - J. & J. McLaren
21. Sylphide - W. Boetcher
22. Astor - P.R. Warner
23. Kaleena - H.E. Godden
24. Southerly - D. Mickleborough
25. Palana - R. Shield
26. Struen Marie - A.J. Wildman
27. Ruthen - A.V. & I.J. Toll
28. Winston Churchill - G. Warner
29. Niripa - J.W. While
30. Trident - A.B. Wilson
31. Southern Myth - N.C. Howard
32. Narani - A. Williams
33. Zilvergeest - A.J. Murray & A. Hunter
34. Sylph VI - Lawson Brothers

ELAPSED TM	TCF	CORR TM
4-15-17-03	.7014	3-06-03-17
5-04-36-12	.6428	3-08-05-22
4-22-36-21	.6855	3-09-18-15
4-17-02-54	.7194	3-09-19-37
5-08-11-57	.6362	3-09-33-37
5-07-41-23	.6441	3-10-14-42
5-09-11-41	.6371	3-10-18-42
4-23-56-07	.7096	3-13-06-22
4-21-06-10	.7278	3-13-13-39
5-11-56-57	.6493	3-13-40-29
5-03-42-00	.6999	3-14-34-39
5-03-25-22	.7060	3-15-08-11
5-04-20-13	.7065	3-15-50-39
5-05-08-58	.7033	3-16-01-03
5-01-18-25	.7363	3-17-19-06
5-16-19-01	.6563	3-17-27-53
5-17-07-40	.6555	3-17-53-14
5-07-08-47	.7072	3-17-55-05
5-08-03-14	.7158	3-19-39-40
5-22-25-44	.6575	3-21-38-49
5-23-35-12	.6557	3-22-08-59
4-10-53-00	.8836	3-22-26-32
5-21-08-41	.6746	3-23-12-58
5-23-56-33	.6672	4-00-02-18
6-02-12-01	.6613	4-00-40-56
6-01-16-44	.6655	4-00-40-59
5-01-05-40	.8065	4-01-39-46
5-03-53-37	.8213	4-05-45-11
6-02-31-30	.7024	4-06-55-08
6-13-59-07	.6838	4-12-01-49
6-06-51-11	.7260	4-13-31-10
7-13-26-15	.6587	4-23-30-46
7-21-27-04	.6480	5-02-45-53
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), Birrahlee (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. Faren-Price), Slandra (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
2. Camille - R. Swanson
3. Janzoon II - W.R. Slade
4. Cadence - H.S. Mason
5. Salacia - A.W. Byrne
6. Lorita Marie - N.B. Rydge Jr
7. Cavalier - Dr L.E. McDonnell
8. Norla - J. Bennetto
9. Kareelah - R.H. Fidock
10. Seawind - N.F. Brooker
11. Yample - I.A.R. Polson
12. Struen Marie - A.J. Wildman
13. Saracen II - R. Crichton-Brown
14. Mercedes II - H.T. Kaufman
15. Kaleena - H.E. Godden
16. Ilina - K.R. Murdoch
17. Ronita - R.A. Cottee
18. Tui Manu - M. York
19. Phyllis Graham - R. Roxburgh
20. Poitrel - J.R. Robson-Scott

ELAPSED TM	TCF	CORR TM
4-01-17-45	.8014	3-05-58-14
4-04-09-22	.7901	3-07-08-00
4-05-13-34	.7823	3-07-11-21
4-11-58-09	.7371	3-07-35-03
4-04-08-38	.8035	3-08-27-56
4-07-16-47	.7852	3-09-05-43
4-13-25-13	.7418	3-09-10-04
4-05-07-34	.8051	3-09-25-00
4-09-00-44	.7781	3-09-42-36
4-04-16-50	.8194	3-10-10-12
4-14-06-32	.7513	3-10-43-29
4-12-26-22	.7655	3-11-00-37
4-11-59-18	.7754	3-11-44-03
4-07-58-05	.8102	3-12-14-06
4-12-59-16	.7739	3-12-20-44
3-22-33-51	.9097	3-14-01-30
4-18-19-14	.7563	3-14-27-38
4-16-57-21	.7655	3-14-28-03
4-04-51-40	.8617	3-14-54-43
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
2. Camelot - J.G. Borrow
3. Cadence - H.S. Mason
4. Balandra - R. Crichton-Brown
5. Sequana - J.H. Tilley
6. Naranda - I.A.R. Polson
7. Zilvergeest - A. Murray & A. Hunter
8. Norla - J. Bennetto
9. Ronita - R.A. Cottee
10. Kurura - N.F. Milne
11. Sarda of Burnham - D.L. Gilling
12. Fanfare - G.P. Patterson
13. Bamboo - R.J. Green
14. Poitrel - J.R. Robson-Scott
15. Palana - R.J. Shield
16. Bindaree - G.G. Blackwood
17. Odin - L. Abrahams
18. Athena - J. Jarrett
19. Tam O'Shanter - K. MacGregor
20. Janzoon II - W. Russell-Slade
21. Caroussel - L.E. Gabriel
22. Rival - A.G. Burgin
23. Mister Christian - P. Kurts
24. Karinal - A. Berns
25. Southerly - D. Mickleborough
26. Valhalla - A. & P. Hankin
27. Astelot - A.G. Croft
28. Akala - J.H. Bleakley
29. Seawind - N.F. Brooker
30. Fare-The-Well - R.T. Williams
31. Theme - K. Bridgestocke
32. Tairere - A. Adams
33. Salacia - A. Byrne
34. Bacchus D - P.E. Deaton
35. Corroboree - K.A. Gray
36. Franklin - R.A.N.
37. Carina - R.L. Holford
38. Southern Myth - N.C. Howard
39. Tahuna - E.A. Hales
40. Sea Bee - J. Ashton-Martin
41. Stormvogel - C. Brynzeel
42. Aicheringa - J.N. Bridgeland
43. Ingrid - C.M. Earl
44. Baranne - J. Wedd
45. Ilina - K.R. Murdoch
46. Enid - J. Cockle

ELAPSED TM	TCF	CORR TM
4-06-23-32	.8014	3-10-03-26
4-10-07-31	.7943	3-12-17-43
4-20-37-32	.7372	3-13-58-34
4-05-35-25	.8524	3-14-35-43
4-21-25-16	.7475	3-15-46-20
4-21-25-12	.7522	3-16-19-24
4-23-13-52	.7413	3-16-23-10
4-12-33-37	.8150	3-16-28-36
4-21-01-08	.7563	3-16-30-06
4-21-00-08	.7582	3-16-42-40
4-21-21-58	.7562	3-16-45-09
4-08-05-23	.8536	3-16-51-03
4-21-30-53	.7566	3-16-54-52
4-20-57-20	.7607	3-16-58-04
4-20-54-27	.7613	3-17-00-06
4-20-58-18	.7617	3-17-05-50
4-16-17-52	.7940	3-17-09-51
4-22-05-04	.7553	3-17-11-21
4-20-58-10	.7626	3-17-12-03
4-18-09-09	.7823	3-17-18-05
4-21-27-28	.7639	3-17-43-33
4-20-57-27	.7681	3-17-50-06
4-18-13-59	.7955	3-18-52-20
4-18-11-25	.7966	3-18-57-50
4-22-04-06	.7710	3-19-01-51
4-20-44-56	.7805	3-19-07-21
4-20-45-55	.7804	3-19-07-25
4-21-31-04	.7792	3-19-34-10
4-16-06-50	.8184	3-19-45-15
4-20-46-51	.7874	3-19-57-11
5-00-45-10	.7625	3-20-04-26
4-20-46-38	.7893	3-20-10-20
4-19-57-46	.8035	3-20-22-21
4-14-23-32	.8458	3-21-22-10
4-20-37-11	.8036	3-21-42-55
4-19-01-42	.8189	3-22-11-48
4-22-49-38	.7981	3-22-50-11
4-20-59-43	.8250	4-00-31-16
4-20-36-52	.8134	4-00-57-12
4-22-43-52	.8248	4-01-55-45
3-20-30-09	1.0645	4-02-28-28
5-01-48-13	.8226	4-04-11-45
5-08-42-41	.7840	4-04-54-35
5-13-25-00	.7654	4-06-07-03
4-18-27-15	.9097	4-08-07-06
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: Birrahee (C. Jones), Menability (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 accross 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. Bamboo - 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. Rydger 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. Tabary	4-04-10-31	.8946	3-17-37-00
3. Matika - N. Long	4-22-04-33	.7722	3-19-10-40

1963, 1964 & 1965 - Freya



1966 - Cadence



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. Rydger 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	4-07-29-16
30. Neil 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. Bamboo - 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 of Burnham - G.L. Fox	5-23-31-57	.7560	4-12-30-38
42. Carinya - V.J. Burnes	6-03-39-26	.7424	4-13-37-15
43. Carmen - J. Edmunds	6-06-09-40	.7331	4-14-04-58
44. Enid - J.C.A. Cockle	4-19-00-17	1.0577	4-14-08-24
45. Kahurangi - L.D. Nathan	4-17-32-41	.9711	4-14-15-48
46. Saracen II - R. Crichton-Brown	5-22-09-42	.7757	4-14-16-29
47. Malveena - R. Masters	6-03-05-17	.7535	4-14-49-50
48. Sequana - M.J. Tilley	6-04-34-37	.7475	4-15-03-41
49. Moana - J.R. Easdon	5-23-26-51	.7762	4-15-20-38
50. September Song - T. Palmer	6-00-55-19	.7690	4-15-26-43
51. Maid Rosalind - B.C. Finch	6-02-48-29	.7598	4-15-32-42
52. Rivoli - F.F. Varcoe	6-05-10-45	.7619	4-17-39-34
53. Sylphide - J. Beaumont & C. Sullivan	6-06-43-06	.7557	4-17-53-53
54. Rovama - R.J. Mercer	6-03-29-38	.7808	4-19-09-48
55. Southern Myth - N.C. Howard	5-20-51-09	.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 Winners

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.

FACT FILE

Mark Twain and Margaret Rintoul II have each sailed in 21 Sydney to Hobart Races.

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	ELAPSED TM	TCF	CORR TM
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. Kirmwanda - D.Wauchope	4-14-50-35	.8222	3-19-08-07
9. Wathara II - B.Cameron	4-23-35-25	.7667	3-19-41-23
10. Sundowner - R.Swanson	4-14-10-45	.8330	3-19-46-45
11. Tina of Melbourne - E.Scott	5-01-55-36	.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. Salome - K.Pix	5-08-51-36	.7468	4-01-31-16
19. Saiaia - A.Byrne	5-01-57-10	.7945	4-01-53-29
20. Weatherly - J.Gilliam	5-04-06-09	.7894	4-01-57-59
21. Calliope - C.Middleton	5-15-18-36	.7323	4-03-05-15
22. Jupiter - P.Yates	5-02-04-20	.8120	4-03-07-21
23. Adria - J.Grubic	4-23-32-57	.8360	4-03-56-35
24. Boambillee - V.Walsh	5-11-07-07	.7650	4-04-18-20
25. Odin - L.Abrahams	5-07-13-30	.7959	4-05-15-30
26. Lorita Maria - N.Rydge	5-11-26-55	.7791	4-06-24-41
27. Renegade - J.Lidgard	5-14-30-48	.7654	4-06-57-23
28. Sarnia - R.Langman	5-20-11-02	.7548	4-09-48-38
29. Cavalier - J.Roche	5-23-42-55	.7378	4-10-01-59
30. Gabrielle III - P.Sandwell	5-01-53-55	.8708	4-10-08-57
31. Ondine II - S.Long	4-03-20-02	1.0761	4-10-53-35
32. Cedalion - R.Fidock	5-23-40-45	.7474	4-11-23-08
33. Gillawa - A.Wildman	5-02-50-11	.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. Alcheringa - 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.Frize	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	ELAPSED TM	TCF	CORR TM
1. Morning Cloud - E.Heath	4-05-57-53	.7496	3-04-25-57
2. Prospect of Whitby - A.Slater	4-00-19-19	.8024	3-05-17-19
3. Salacia - A.Byrne	4-02-40-57	.7945	3-06-24-11
4. Thunderbolt - G.Shields & F.Thomas	4-06-35-05	.7644	3-06-24-56
5. Tina of Melbourne - B.Scott	4-06-07-44	.7690	3-06-32-13
6. Mercedes III - H.Kaufman	4-02-47-55	.7972	3-06-45-44
7. Boambillee - V.Walsh	4-06-31-03	.7690	3-06-50-09
8. Morning After - R.Hill	4-08-40-39	.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	3-13-28-20
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.Denius), Roiaata (N.Gillad), Ronita (R.Cottee), Sylvana (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. Matka - N.Long	4-19-31-17	.7844	3-18-36-53
8. Morning Mischief - R.R.Cavill	4-23-46-08	.7590	3-18-54-16
9. Cadence - D.Jones	5-04-28-38	.7383	3-19-54-06
10. Bacardi - P.Cole	4-14-59-31	.8292	3-20-02-04
11. Buccaneer - T.E.Clark	3-14-06-12	1.0730	3-20-23-19
12. Tamboo - R.Green	5-04-15-22	.7524	3-21-29-24
13. Tina of Melbourne - B.R.Scott	5-00-30-15	.7767	3-21-35-44
14. Boomerang VIII - P.Joubert	5-03-25-27	.7620	3-22-02-56
15. Capucine - R.Brenac	5-05-53-05	.7504	3-22-27-50
16. Loma - W.Burrows	5-05-34-25	.7524	3-22-28-53
17. Prospector - R.Lloyd	5-06-42-33	.7489	3-22-53-32
18. Cherana - J.Keelty	5-08-10-58	.7455	3-23-33-36
19. Veninde II - G.E.Jorgensen	5-02-43-43	.7815	3-23-54-44
20. Sarlena - C.McGarry	5-05-39-43	.7709	3-20-52-22
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.Clark	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.Wignal	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. Didgeridoo - T.Simmat	5-05-51-43	.7961	4-04-11-55
33. Southerly - D.Mickleborough	5-12-33-48	.7564	4-04-16-15
34. Four Winds II - S.W.Gibson	5-07-07-21	.7961	4-05-12-07
35. Patrice - R.Kirby	5-05-36-41	.8068	4-05-20-35
36. Anitra V - Sir Garfield Barwick	5-07-50-35	.7942	4-05-31-59
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. Illina - 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



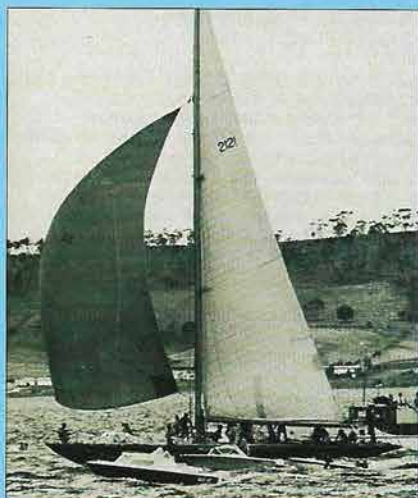
1971 - Pathfinder



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: Matka. 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. Metemi - B.C.Psallis	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. Pimpemel - 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. Kiaoa 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	.7258	3-20-17-29	29. Starfire of Perth - M. McAllister	4-03-51-06	.8584	3-13-42-45
55. Tawarri - J.D. Lewis	4-15-47-40	.8262	3-20-21-52	30. Mercedes III - K. Farfor	4-13-20-27	.7882	3-14-10-56
56. Carina - P. Daniel	5-02-32-50	.7560	3-20-38-44	31. Salacia - F.W. Thomas	4-17-51-43	.7657	3-15-11-03
57. Balandra - Army Eastern Command	4-14-10-35	.8431	3-20-53-22	32. Unicorn - R.G. Graham	5-04-34-50	.7004	3-15-15-22
58. Lowana II - K. Anderson & Partners	4-23-49-26	.7806	3-21-32-04	33. Granny Smith - W. Anderson & C. Shaffran	5-04-35-44	.7034	3-15-38-25
59. Sylph VI - I. North & Partners	5-03-06-11	.7671	3-22-25-56	34. Mokoia - J.M. Tattersall	5-04-38-03	.7034	3-15-40-03
60. Alcheringa - J.N. Bridgland	4-15-46-47	.8481	3-22-48-00	35. Endeavour III - G.H. Gardner	5-05-10-21	.7034	3-16-02-46
61. Makaretu - N. Gosson	4-17-13-39	.8406	3-23-10-44	36. Onya of Gosford - P. Rysdyk	4-13-20-45	.8072	3-16-15-50
62. Skinflint - J.K. Henley	5-01-57-33	.7844	3-23-39-53	37. Sequana - M.J. Tilley	5-06-32-57	.7003	3-16-37-20
63. Ondine - S.A. Long	3-15-32-17	1.0931	3-23-41-15	38. Saracen II - J.H. Morris	5-04-21-53	.7138	3-16-46-17
64. Winston Churchill - G. Warner	4-12-06-46	.8851	3-23-41-25	39. Evolution - J. Diacopoulos	5-07-09-58	.7019	3-17-15-28
65. Buccaneer - T. Clark	3-15-27-19	1.0967	3-23-54-44	40. Zilvergeest II - A.J. Murray	5-04-28-15	.7270	3-18-29-24
66. Franklin - R.A.N.	4-23-20-03	.8060	4-00-10-59	41. Lolita - N.G. Cassim	5-06-20-24	.7233	3-19-22-54
67. Dorado - J.I. Lake	5-08-22-24	.7534	4-00-42-59	42. Thunderbolt - G. Needham	5-02-20-49	.7480	3-19-30-55
68. Skylark - J.L. Ward	5-14-03-37	.7248	4-01-10-00	43. Tina of Melbourne - B.R. Scott	5-01-51-24	.7516	3-19-35-14
69. Sarlena - C. McGarry	4-10-40-19	.7767	4-05-29-34	44. Diamond Cutter - A.J. Sweeney	5-02-11-43	.7502	3-19-40-14
70. Song of Solveig - I. Forsyth-Grant	5-12-38-52	.7699	4-06-07-31	45. Maria - D.A. Cooper	5-00-07-05	.7662	3-20-02-05
71. Didgeridoo - T. Simmat	5-17-59-26	.7905	4-13-04-53	46. Boomer III - H.W. Findlay	5-04-36-44	.7399	3-20-12-02
72. Patience - N.J. Bowden	6-02-33-20	.7544	4-14-33-40	47. Carina - P. Daniel	5-06-25-25	.7309	3-20-24-10
73. Cassandra - E.H. Howe	6-07-29-48	.7434	4-16-37-20	48. Warri - J.H. Bleakley	5-00-37-50	.7673	3-20-33-35
74. Capucine - C. Durrough	6-06-38-06	.7504	4-17-02-11	49. Vago II - H. Takeda	4-14-55-29	.8356	3-20-41-19
75. Jasnar - P. Kinsella & I. Millar	6-13-13-58	.7249	4-17-58-40	50. Nellie Zander - J.J. Cumming	5-01-25-15	.7647	3-20-51-02
76. Four Winds - S.W. Gibson	6-04-01-22	.7951	4-21-41-34	51. Dorothy II - E.W. Wall-Smith	5-04-35-50	.7477	3-21-09-41
				52. Sarlena - C. McGarry	5-05-19-00	.7468	3-21-35-11
				53. Moonbird - G.J. Semple	5-01-57-17	.7702	3-21-55-46
				54. Anitra V - Sir Garfield Barwick	5-04-58-10	.7551	3-22-21-52
				55. Pimpernel - J. Beaumont	5-05-40-31	.7514	3-22-25-56
				56. Osprey - C.W. Johnson	5-05-54-34	.7502	3-22-27-25
				57. Janzoon II - W. Cavill	5-06-24-03	.7500	3-22-48-02
				58. Song of Solveig - I. Forsyth-Grant	5-05-59-40	.7527	3-22-50-10
				59. Franklin - R.A.N.S.A	5-04-34-36	.7702	3-23-56-56
				60. Satyricon - A.T. Cotton	5-04-32-36	.7706	3-23-58-22
				61. Wild Goose - I.D. Russell	5-04-23-47	.7741	4-00-17-43
				62. Kintama - R. George	5-04-25-19	.7765	4-00-36-40
				63. Quando - J.O'Neill	5-06-24-02	.7658	4-00-47-51
				64. Solent - P.J. & R.S. Robinson	5-21-30-55	.6938	4-02-11-00
				65. Trily II - K.W. Hinrichsen	5-23-13-50	.6861	4-02-16-14
				66. Tawarri - J.D. Lewis	5-04-25-49	.8055	4-04-13-43
				67. Alcheringa - J.N. Bridgland	5-04-29-23	.8166	4-05-39-30
				68. Makaretu - N. Gosson	5-04-50-31	.8171	4-06-00-29
				69. Uteikah IV - Mr & Mrs P.C. Fowler	5-07-58-15	.8040	4-06-53-19
				70. Skylark - J.L. Ward	6-08-56-01	.7034	4-11-34-24
				71. Hustler - P.J. Bates	5-04-18-00	.7034	4-11-34-24
				72. Even - W.J. Gibson	5-06-17-31	.8813	4-15-18-03
				73. Sylph VI - I.A. North	6-19-28-00	.7240	4-22-20-59
				74. Nirimba - Royal Australian Navy	6-20-34-48	.7276	4-23-44-54
				75. Sirocco - S.B. Guy	5-08-21-09	.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 sou'west. Finally as the bulk of the fleet approached the Tasmanian coast the wind swung round to the nor'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

	ELAPSED TM	TCF	CORR TM
1. American Eagle - R.E. Turner	3-04-42-39	.9681	3-02-15-49
2. Caprice of Huon - G. Ingate	4-00-31-29	.7730	3-02-36-49
3. Ginkgo - G. Bogard	3-15-16-35	.8621	3-03-14-27
4. Apollo II - A. Bond	3-15-17-22	.8662	3-03-36-36
5. Ragamuffin - S. Fischer	3-15-42-49	.8666	3-04-00-45
6. Koomooloo - J.A.W. Gilliam	3-23-13-01	.7991	3-04-05-16
7. Minna - D.J. Isles	3-20-48-45	.8237	3-04-26-59
8. Apollo - J. Rooklyn	3-08-06-00	.9564	3-04-36-27
9. Meltimi - B.C. Psaltis	3-20-19-11	.8392	3-05-28-29
10. Queequeg - M.R.L. Dowling	3-19-27-37	.8471	3-05-28-33
11. Polaris - L.H. Savage	3-22-34-27	.8246	3-05-59-09
12. Vittoria - L.J. Abrahams	4-00-16-23	.8180	3-06-45-04
13. Taurus - A.G. Lee	4-00-11-55	.8237	3-07-14-19
14. Graybeard - L.H. Killam	3-04-57-54	1.0512	3-08-54-20
15. Mark Twain - R.J. Langman	4-08-00-31	.7786	3-08-58-51
16. Runaway - I. Gibbs	4-08-17-14	.7786	3-09-11-52
17. Pacha - R. Crichton-Brown	3-18-38-52	.8980	3-09-24-05
18. Kingurra - G.A. Warner	4-00-40-47	.8436	3-09-33-32
19. Balandra - Army Eastern Command	4-02-54-45	.8269	3-00-47-26
20. Callipyge - A. Steichenberger	4-03-04-13	.8320	3-01-25-35
21. Escapade - Mr & Mrs G.P. Hedges	4-09-59-03	.7786	3-10-31-09
22. Chantal - Marshall Bros.	4-10-40-29	.7752	3-10-41-39
23. Matika - A. Pearson	4-14-04-35	.7556	3-11-10-25
24. Sunbird II - T. Yamasaki	4-11-32-23	.7786	3-11-43-49
25. Boomerang VII - J. De Vere	4-01-14-52	.8628	3-11-54-19
26. Wathara II - R.W. Jackman	4-14-54-39	.7636	3-12-41-29
27. Patrice - R.J. Kirby	4-10-30-22	.7962	3-12-48-01
28. Trevasa - F.R. Duffield	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

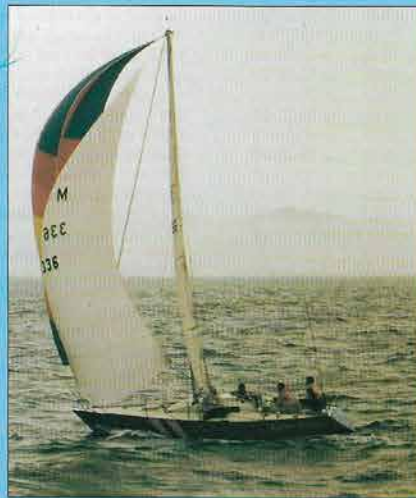
Fastest Time: American Eagle 3-04-42-39

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



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. Bennetto	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. Halsal - 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. Hornet - 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. Quadrille - 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. Utekah IV - G. Hennicke	5-22-42-18	.7730	4-14-18-39
76. Morning Matilda - R.P. McIntrye	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, Clitquot, Farr Out, Moonshadow, Nimitabel, 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. Zilvergeest 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

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. Johnson	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.Psalties & 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. Saltpea - 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. Myruna - 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. Pimpemel - 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. Fairdinkum 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.Jaggar	3-23-26-40	.7617	3-00-42-00
58. Matika III - P.Graves	3-19-26-26	.7960	3-00-47-12

1981 - Zeus II

1982 - Scallywag

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. Pamela - 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.Levingston	3-16-30-42	.8427	3-02-35-20
74. Phyllis - 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.Clelland	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 Luong - 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.Rundie	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	3-19-17-51	.8363	3-04-29-29
86. Hercules - C.Payn	4-04-23-51	.7628	3-04-35-00
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.Rooklyn	3-00-59-24	1.0628	3-05-34-26
94. Casablanca - R.H.Bush	3-11-09-48	.9350	3-05-45-28
95. Concor 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	1.0686	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. Melting - 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, Thirmere, 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 honours battle with only seconds separating first and second place. The bulk of the fleet had light but steady winds to the finish.

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.





1985 - Sagacious



1986 - Extention

FACT FILE

Closest finish was in 1982 when Condor of Bermuda beat Apollo by just seven seconds.

OVERALL PLACE

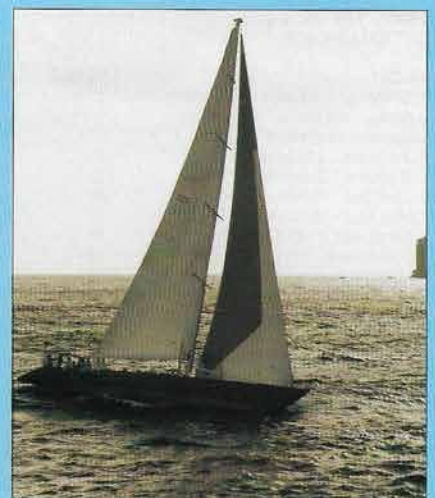
YACHT	PLACE	LINE DIVISIONS				IOR RESULTS				ILLINGWORTH RESULTS							
		M	A	B	C	D	ELAP. TM	TCF	CORR TM	TCF	CORR TM	TCF	M	A	B	C	D
15.Windward Passage - W.Muir	2	2					2-23-47-54	1.0563	3-03-50-26	1.0088	3-00-25-49	1					
16.Nadia IV - Canberra ORC	32			6			3-23-50-34	0.7931	3-04-00-46	0.7872	3-03-26-51			8			
17.Thirumere - 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.Contractoor - 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.Pomret	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.Mulloka - P.Jacka	87				13		4-17-18-26	0.7066	3-08-03-46	0.6748	3-04-27-35						10
62.Dubious - G.J.Thompson	70				12		4-10-43-20	0.7521	3-08-15-57	0.7465	3-07-40-05			6			
63.Ned Kelly - S.J.Clarke	84				14		4-16-16-02	0.7152	3-08-17-37								
64.Infra Red - R.T.Southwood	72				13		4-10-52-09	0.7531	3-08-28-59	0.7475	3-07-53-05			7			
65.Spider - R.Purssell	85				15		4-16-53-55	0.7260	3-09-57-52	0.7115	3-08-19-39						14
66.Changabang - B.van Driel	60		14				4-05-34-48	0.8092	3-10-11-55	0.7991	3-09-10-21			10			
67.Trump Card - A.Budd	17		15				3-21-53-29	0.8786	3-10-29-35								
68.Firetel - R.Lawler	90				16		4-18-14-51	0.7236	3-10-40-10	0.7019	3-08-11-25						13
69.*Invincible -	86				20		4-04-52-40	0.7783	3-06-30-47	0.7550	3-04-09-46				15		
(20% PENALTY Before penalty 46 o'all)																	
70.Sunseeker - P. & V.Thomas	77				15		4-12-08-33	0.7711	3-11-23-19	0.7364	3-07-38-10				5		
71.Derwent Lass - D.H.Colbourn	94					17	5-01-01-00	0.6900	3-11-30-05	0.6693	3-08-59-47						15
72.Moonraker Again - N.Welfare	57		16				4-04-45-07	0.8289	3-11-30-48	0.8185	3-10-27-56			11			

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 and in 1998 only 44 boats out of 115 starters finished.



1987 - Illusion



1988 - Sovereign

OVERALL PLACE

YACHT

YACHT	PLACE	LINE DIVISIONS				IOR RESULTS				ILLINGWORTH RESULTS DIVISIONS						
		M	A	B	C	D	ELAP. TM	TCF	CORR TM	TCF	CORR TM	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, Saltpetra, 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.

O'ALL YACHT NAME	LINE PLACE	M	DIVISIONAL			ELAPSED TIME		CORRECTED TIME	
			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.Knezc	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.Curhod	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 Sunscreens - 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.Mirrabooka - 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		11				4-07-05-23	0.8133	3-11-50-34
40.Impeccable - J.Walker	78					6	4-18-59-29	0.7301	3-11-57-19
41.Solandra - R.W. & C.A.Escott	86					7	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.Gunnersen	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.Fugisang	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				17		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.Insatiable - 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 YACHT NAME	LINE PLACE	M	DIVISIONAL			ELAPSED TIME		CORRECTED TIME	
			A	B	C	D	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.Clark	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

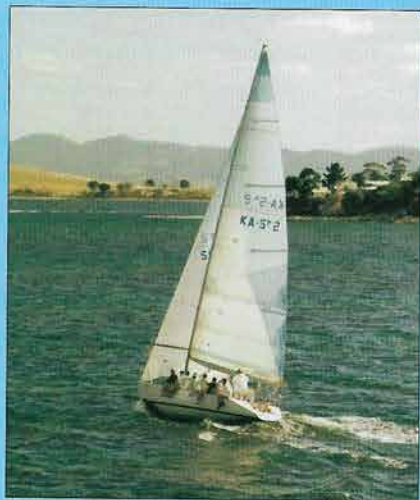
Illingworth Divisions:

- 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

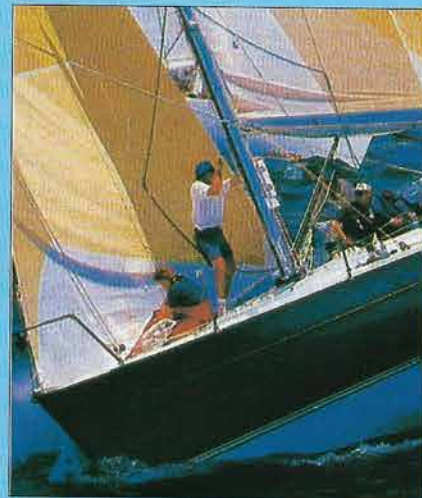
O'ALL YACHT NAME	LINE PLACE	M	DIVISIONAL			ELAPSED TIME		CORRECTED TIME	
			A	B	C	D	D-H-M-S	H'CAP	D-H-M-S
1.Challenge II - J.Daley	26		1				4-02-24-01	488.5	3-07-00-56
2.Mini Jumbuk - J.Howell	34			1			4-03-45-27	495.0	3-07-14-04
3.Haupia - T.Johnstone	41			2			4-06-22-28	509.8	3-07-15-35
4.Continental - 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.Fugisang	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'Neil	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
59.Golden Seagull - N.Hunter	110				19		7-01-48-18	589.0	5-12-49-18



1989 - Ultimate Challenge



1990 - Sagacious V



1991 IOR - Ragamuffin

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 Nörtel 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

PLACE YACHT	STATE/ C'TRY	LINE PLACE	M	DIVISIONAL		ELAPSED TIME		CORRECTED TIME		D-H-M-S
				A	B	C	D	D-H-M-S	TCF	
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.Psalties & 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.Helsal 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 YACHT	STATE/ C'TRY	LINE PLACE	M	DIVISIONAL		ELAPSED TIME		CORRECTED TIME		D-H-M-S
				A	B	C	D	D-H-M-S	TCF	
41. Aggro - S.Collis	VIC	42		9				4-02-44-58	0.8330	3-10-15-30
42. Gumblossom - T.Gunnersen	VIC	79					7	5-02-03-33	0.6794	3-10-55-37
43. Star Ferry - J.Conroy	NSW	60			18			4-13-21-49	0.7608	3-11-12-14
44. It's A Hit - J.Messenger	NSW	77					8	5-00-43-28	0.7061	3-13-14-37
45. Venindee III - F.Walker	NSW	70					9	4-20-17-19	0.7480	3-14-59-02
46. Westerly - W.Mills	TAS	78					10	5-01-21-22	0.7274	3-16-16-28
47. Alexander of Creswell - RAN	NSW	69		10				4-19-07-45	0.8109	3-21-21-30
48. Sir Thomas Sopwith - OYCA	NSW	82	9					6-16-30-36	0.9318	6-05-33-48
49. Anaconda II - J.Grubic (3)	SA	85	10					4-21-52-16	1.0268	5-01-01-48

(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), Zumdish (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 YACHT	STATE/ C'TRY	LINE PLACE	M	DIVISIONAL		ELAPSED TIME		CORRECTED TIME		D-H-M-S
				A	B	C	D	D-H-M-S	TCF	
1. Doctor Who - R.Jackman	TAS	10	1					3-07-23-02	0-21-16-34	2-10-06-28
2. Cotton Blossom II - E.Barren	VIC	8	2					3-05-42-21	0-14-58-19	2-14-44-02
3. Never A Dull Moment - C.Wilson	NSW	19	3					3-20-13-19	1-03-20-05	2-16-53-14
4. Light Wave - R.Lavett	QLD	23		1				3-21-18-09	1-04-24-11	2-16-53-58
5. Dow Air - Farrlap Syndicate	NSW	54			1			4-03-35-15	1-10-24-34	2-17-10-41
6. Big Schott - P.Bush	NSW	29		2				4-00-07-50	1-05-57-41	2-18-10-09
7. Renegade - R.Francis	SA	44			2			4-03-06-42	1-08-40-33	2-18-26-09
8. Mirrabooka - J.Bennetto	TAS	17	4					3-19-05-04	1-00-20-26	2-18-44-38
9. Suelan - J.Buckland	SA	50			3			4-03-19-10	1-08-12-11	2-19-06-59
10. Turkey Shoot - A.Hutton	TAS	47			4			4-03-13-11	1-08-02-43	2-19-10-28
11. Solandra - C.Escott	TAS	62				1		4-17-20-12	1-21-47-30	2-19-32-42
12. Mark Twain - H.O'Neill	NSW	57				2		4-07-45-22	1-12-07-32	2-19-37-50
13. Haupia - T.Johnston	NSW	48			5			4-03-13-15	1-07-27-00	2-19-46-15
14. Woolly Jumper - G.Wood	NZ	20	5					3-20-26-41	1-00-38-17	2-19-48-24
15. Ariane - R.Mitchell	VIC	56			6			4-04-44-17	1-08-55-15	2-19-42-02
16. Kingurra - P.Joubert	VIC	49			7			4-03-15-36	1-07-21-45	2-19-53-51
17. Hyperdrive - J.Clark	NSW	26	6					3-21-41-16	1-01-17-10	2-20-24-06
18. Surefoot - D.Millikan	VIC	38		3				4-02-26-01	1-06-01-54	2-20-24-07
19. Matangi - J.Bleakley	NSW	46			8			4-03-09-18	1-06-39-43	2-20-29-35
20. Indian Pacific - S.McDonald	VIC	36		4				4-02-20-48	1-05-42-59	2-20-37-49
21. Witchdoctor - Rum Consortium	NSW	39			5			4-02-26-20	1-05-37-44	2-20-48-36
22. Continental - M.Champion	NSW	25	7					3-21-34-07	1-00-43-32	2-20-50-35
23. Sagacious II - P.Jacka	VIC	41		6				4-02-41-24	1-05-40-53	2-21-00-31
24. Marara - W.Ratcliffe	NSW	66				3		4-18-38-28	1-21-29-38	2-21-08-50
25. Overdraft - D.Smith (1)	QLD	53		7				4-03-29-23	1-06-15-33	2-21-13-50
26. Zeus II - J.Dunston	NSW	74				4		4-22-37-50	2-01-08-10	2-21-29-40
27. Dry White - D.Leitch	TAS	43			8			4-03-06-38	1-05-23-01	2-21-43-37
28. La Monique - B.Brooks	NZ	52			9			4-03-22-54	1-05-34-35	2-21-48-19
29. Mercedes IV - P.Stronach	NSW	45			10			4-03-06-59	1-04-59-54	2-22-07-05
30. Aggro - S.Collis	VIC	42			11			4-02-44-58	1-03-43-12	2-23-01-46
31. Wild Honey - I.Griffiths	QLD	35	8					4-01-21-57	1-02-18-06	2-23-03-51
32. Hijacker - R. & J.Lodge	NZ	30	9					4-00-36-16	1-01-17-10	2-23-19-06
33. Gumblossom - T.Gunnersen	VIC	79				5		5-02-03-33	2-01-51-15	3-00-12-18
34. Westerly - W.Mills	TAS	78				6		5-01-21-22	2-00-25-06	3-00-56-16
35. Terence J - K.Ratcliffe	TAS	73				7		4-22-35-22	1-20-30-48	3-02-04-34
36. Australian Maid - J.Wardill	NT	18	10					3-19-41-55	0-17-24-22	3-02-17-33
37. Mahogany -	NSW	59			9			4-10-33-29	1-08-07-58	3-02-25-31
38. More Imagination - T.Nicholas	SA	67				8		4-18-50-44	1-16-16-32	3-02-34-12
39. Morning Tide - J.Lawler	NSW	76				9		5-00-11-11	1-20-50-45	3-03-20-26
40. Emma - M. De Burca	NSW	65				10		4-17-48-36	1-13-46-17	3-04-02-19
41. Turkey Connection - A.Hutton	WA	64				11		4-17-39-53	1-12-35-54	3-05-03-59
42. Venindee III - F.Walker	NSW	70				12		4-20-17-19	1-13-56-48	3-06-20-31
43. New Horizons - M.Kelagher	NSW	68			10			4-19-07-14	1-09-53-02	3-09-14-12
44. Southern Venture - A.Grice	TAS	75				13		4-23-59-17	1-14-14-39	3-09-44-38
45. Tradition - D.Gould	TAS	72				14		4-21-43-04	1-11-29-42	3-10-13-22
46. Cash Flow - G.Rowland	VIC	63			11			4-17-34-23	1-06-19-45	3-11-14-38
47. Emerald City - R.Breadman (2)	NSW	55	11					4-04-07-33	1-02-39-07	3-01-28-26
(PENALTY 20%; was o'all 35, division 10)										
48. Scorpio II - M.Haller	VIC	81				15		5-08-57-55	1-20-58-07	3-11-59-48
49. Vendetta - C.Reid	NZ	80				16		5-07-05-45	1-15-26-06	3-15-39-39
50. Eagle - J.Boys (3)	NSW	71			12			4-11-02-58	1-04-36-47	3-06-26-11
(PENALTY 10%; was o'all 44, division 12)										
51. Ariadne II - R.Mitchell	TAS	82				17		6-16-30-36	1-15-27-09	5-01-03-27
52. Yarindi III - F.Binns	TAS	84				18		7-14-00-00	2-01-13-25	5-12-46-35

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 YACHT	STATE/ C'TRY	LINE PLACE	M	DIVISIONAL		ELAPSED TIME		CORRECTED TIME		D-H-M-S
				A	B	C	D	D-H-M-S	TCF	
1. Fujitsu Dealers - J.Eyles	NSW	24	1					3-21-31-26	1-09-16-16	2-12-15-10
2. Sweet Caroline - S.Ellis	HK	13	2					3-17-34-41	1-03-45-18	2-13-49-23
3. Brindabella - G.Snow	ACT	3	3					2-22-03-37	0-07-07-37	2-15-25-30
4. Rattle And Hum - N.Kishimoto	JAP	16	4					3-18-58-47	1-01-03-30	2-17-55-17
5. Hammer of Queensland - A.Bloore	QLD	5	5					3-02-46-12	0-08-48-29	2-17-57-43
6. Nadia IV - T.Dalton	ACT	32	6					4-01-05-13	1-04-39-56	2-20-25-17
7. Helsal III - J.Wertheimer	TAS	7	7					3-04-29-58	0-07-50-42	2-20-39-16
8. First Light - W.Mountford	NSW	51	8					4-03-20-01	1-05-03-03	2-22-16-58
9. Bobsled - G.Bush & N.Feros	NSW	4	9					2-23-12-01	0-00-00-00	2-23-12-01
10. Group Therapy - Syndicate A.Chalk	NSW	28	10					3-23-56-12	0-22-17-30	3-01-38-42

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 D-H-M-S
			A	B	C	D-H-M-S	TCF	
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.Psalties & 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 Millenium 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. Heisal 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: JLV Chutzpah (VIC), Raw Talent (NSW),

IMS RESULTS

O'ALL

PLACE YACHT	STATE/ C'TRY	LINE PLACE	DIVISIONAL				ELAPSED TIME D-H-M-S	SEC/ MIN	CORRECTED TIME D-H-M-S
			A	B	C	D			
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. Heisal 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 Nimba - RAN	NSW	68				6	4-05-25-22	533.9	3-05-40-43
31. Anthanta VI - A.Gruzman	NSW	73				6	4-06-12-32	537.2	3-05-54-12

PLACE YACHT	STATE/ C'TRY	LINE PLACE	DIVISIONAL				ELAPSED TIME D-H-M-S	SEC/ MIN	CORRECTED TIME D-H-M-S
			A	B	C	D			
32.Morning Breeze - P.Lalor, P.Manger & P.Godfree	VIC	73				7	4-16-55-19	597.4	3-06-04-29
33.Alexander of Creswell - RAN	NSW	71			7		4-05-50-59	533.9	3-06-07-20
34.Tara II - C.Gorman	NSW	66				8	4-05-08-19	528.9	3-06-17-12
35.Hyperdrive - J.Clark	NSW	45		8			3-23-46-33	496.1	3-06-40-03
36.Gumblossom - T.Gunnersen	VIC	87				9	4-20-52-38	616.3	3-06-43-14
37.Santana Baby Lock - L.Wings	VIC	54		9			4-03-59-53	518.3	3-07-00-08
38.Struen Marie - B. & L.Wherry	NSW	85				10	4-18-21-40	598.7	3-07-17-11
39.Icarus - A.Ridley	NSW	65			8		4-05-07-45	521.6	3-07-33-20
40.Double Or Nothing - J.Bush	QLD			10			4-03-57-44	514.6	3-07-36-52
41.Rimfire II - J.Moffatt	SA	58	13				4-04-15-47	511.0	3-08-32-44
42.Inch By Winch - J.Goddard	NSW	56	14				4-04-09-44	510.1	3-08-36-08
43.Terence J - K.Ratcliffe	TAS	80				11	4-14-05-32	559.5	3-09-52-55
44.Emerald City - R.Breadman	NSW	72		11			4-06-08-24	491.0	3-13-55-29
45.Gamboi - W.Gryst & H.Davis	SA	86				9	4-20-49-18	545.2	3-19-06-35
46.Chaos - Excalibur Syndicate (PENALTY 40%; was o'all 24, division 5)	TAS	91				10	4-04-48-41	542.2	3-03-37-49
47.Catriona McDonald - P.LhuedeNSW	89				12	4-23-59-52	536.4	3-23-49-57	

IMS Retirements: Mirrabooka (TAS), Boomaroo (QLD), Jacobina (VIC), Mistress Mercy (NSW), Onawa (ACT).

PHS RESULTS

PLACE YACHT	STATE/ C'TRY	LINE PLACE	ELAPSED TIME		CORRECTED TIME D-H-M-S
			D-H-M-S	TCF	
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 "latching 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

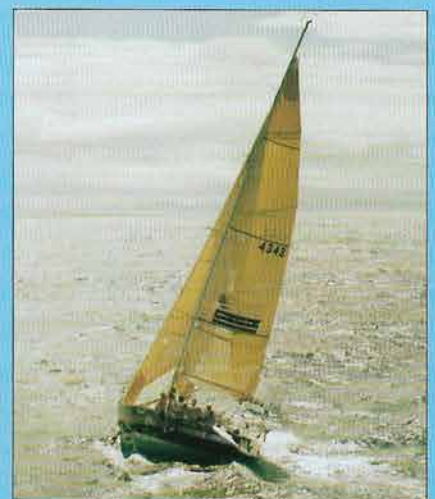
PLACE YACHT	STATE/ C'TRY	LINE PLACE	DIVISIONAL				ELAPSED TIME D-H-M-S	TCF	CORRECTED TIME D-H-M-S
			A	B	C	D			
1.Ragamuffin - S.Fischer	NSW	8	1				3-06-35-37	0.8824	2-21-21-04
2.New Zealand Endeavour - G.Dalton	NZ	1	2				2-19-19-18	1.0574	2-23-11-09
3.Atara - W.Sykes	IRE	16	3				3-15-16-30	0.8272	3-00-11-38
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.Psalts	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
32.Low Profile - W.Jones	SA	86		15			4-19-24-30	0.7719	3-17-05-01
33.Anaconda II - J.Grubic	SA	24	18				3-21-20-13	1.0065	3-21-56-37



1992 IMS - Assassin



1993 IMS - Micropay Cuckoos Nest



1993 IOR - Solbourne Wild Oats

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. Boomaroo 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 Farrst - 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 YACHT	STATE/ C'TRY	LINE PLACE	ELAPSED TIME OR AV. SPEED	TCF	CORRECTED TIME OR CORR SPEED
6.Hijacker - R. & J.Lodge	NZ	37	4-02-28-40	0.868	3-13-28-43
7.Mistress Mercy - D.Sengles	NSW	41	4-02-41-04	0.868	3-13-39-29
8.Bright Morning Star - I.Trehanne	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.Jeffreson	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.Kelaher	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 Nimba - 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 YACHT	STATE/ C'TRY	LINE PLACE	DIVISIONAL				ELAPSED TIME OR AV. SPEED	SEC/ MIN	CORRECTED TIME OR CORR SPEED
			A	B	C	D			
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.Mulkearns & 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 YACHT	STATE/ C'TRY	LINE PLACE	DIVISIONAL				ELAPSED TIME OR AV. SPEED	SEC/ MIN	CORRECTED TIME OR CORR SPEED
			A	B	C	D			
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.Seaulater - 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

PLACE	STATE/ C'TRY	LINE PLACE	ELAPSED TIME OR AV. SPEED	TCF	CORRECTED TIME OR CORR SPEED	
1.	Charisma - J.Lawler	NSW	29	6-02-59-34	0.7680	4-16-53-26
2.	Bright Morning Star - I.Trehanne	NSW	14	5-00-22-46	0.9390	4-17-02-11
3.	Wild Thing - G.Wharington	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: *Advantage, 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 A: *Solbourne Wild Oats*

Division B: *Bacardi* Division B: *Impeccable*

Division C: *Micropay Cuckoo's Nest*

Division D: *Marara*

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 EDST 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

YACHT	STATE/ C'TRY	LINE PLACE	ELAPSED TIME			CORRECTED TIME			
			H	M	S	H	M	S	
1.	Southerty - D.Mickleborough	NSW	240	119	58	03	68	06	52
2.	Canon Maris - I.Kiernan	NSW	255	123	53	50	68	13	34
3.	Cherana - 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

YACHT	STATE/ C'TRY	LINE PLACE	ELAPSED TIME			CORRECTED TIME			
			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.	Booamaroo Morse Fans - J.McIntosh	QLD	249	123	38	30	72	21	06
15.	Herman Miller-Mercedes - P.Strtonach	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

YACHT	STATE/ C'TRY	LINE PLACE	ELAPSED TIME			CORRECTED TIME			
			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.Wharington	VIC	13	75	16	44	65	40	43
7.	Epson Broomstick - A.Belby	NSW	5	69	00	31	65	46	02
8.	Sorcery - J.Wood	USA	4	67	59	35	65	51	31

DIV PLACE YACHT	STATE/ C'TRY	LINE PLACE	ELAPSED TIME			CORRECTED TIME		
			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.Koeppel	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.Edmunds	TAS	69	93	12	37	81	06	56

1% reduction applied on elapsed time of cruisers

IMS Division B

DIV PLACE YACHT	STATE/ C'TRY	LINE PLACE	ELAPSED TIME			CORRECTED TIME		
			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.Dresdner 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.Weich	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 YACHT	STATE/ C'TRY	LINE PLACE	ELAPSED TIME			CORRECTED TIME		
			H	M	S	H	M	S
1.Atria - G.Ford	VIC	161	103	52	54	63	00	38
2.JLW 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 Shenval - 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 YACHT	STATE/ C'TRY	LINE PLACE	ELAPSED TIME			CORRECTED TIME		
			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.Phillips 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 YACHT	STATE/ C'TRY	LINE PLACE	ELAPSED TIME			CORRECTED TIME		
			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.Thorn	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/ C'TRY	LINE PLACE	ELAPSED TIME			CORRECTED TIME		
			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.Gunnersen	VIC	121	100	11	16	76	58	25
13.Turkey Shoot - P.Jenkins	NSW	171	103	42	32	76	58	54
14.Rising Farrster - 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/ C'TRY	LINE PLACE	ELAPSED TIME			CORRECTED TIME		
			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.Vooderhake	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.Treleaven	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.NichollsNSW	268	127	37	59	118	53	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/ C'TRY	LINE PLACE	ELAPSED TIME			CORRECTED TIME		
			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.Flav-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/ C'TRY	LINE PLACE	ELAPSED TIME			CORRECTED TIME		
YACHT			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.Homet - 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.Mathews	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/ C'TRY	LINE PLACE	ELAPSED TIME			CORRECTED TIME		
YACHT			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.Recooperator - 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
19.Niambri - D.Seaton	SA	305	141	42	18	122	1	23

1% reduction applied on elapsed time of cruisers

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. J.LW 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)

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 Sullivans 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/ CTRY	LINE PLACE	ELAPSED TIME D-H-M-S	TCF	CORRECTED TIME 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	NSW	158	4-07-42-16	1.0180	4-09-34-16

PI YACHT NAME & SKIPPER

PI YACHT NAME & SKIPPER	STATE / CTRY	LINE PLACE	ELAPSED TIME D-H-M-S	TCF	CORRECTED TIME D-H-M-S
15.Com Tech - D.Pescud	NSW	130	4-05-51-27	1.0380	4-09-43-41
16.Drake's Prayer - B.Thompson	VIC	93	4-00-24-38	1.1100	4-11-00-57
17.Atalanta - R.Hedreen	USA	32	3-15-04-08	1.2320	4-11-16-08
18.Volkswagen Sailability - R.McKenzie	VIC	8	2-23-38-42	1.5200	4-12-54-01
19.Pentarch Volante - K.Bell	VIC	137	4-06-16-59	1.0650	4-12-55-53
20.Cotton Blossom (VIC) - D.Greenlaw	NSW	51	3-18-20-24	1.2100	4-13-18-41
21.Decimator - W.Millar	QLD	45	3-17-09-37	1.2300	4-13-40-02
22.Margarita - H.Bakewell	NSW	61	3-19-09-41	1.2360	4-16-40-32
23.Qantas New Zealand - G.Melrose	NZ	90	4-00-22-31	1.1890	4-18-35-25
24.Millennium - J.Clayton	NSW	82	3-23-32-32	1.2240	4-20-56-37
25.Advantage - B.Egerton	SA	88	4-00-20-28	1.2230	4-21-49-31
26.Pains Wessex - J.Kint	VIC	84	3-23-55-57	1.2360	4-22-34-21
27.Beyond The Fringe - A.Noseda	QLD	147	4-06-41-46	1.1580	4-22-55-20
28.Nina Q1 - G.Humphrey	QLD	178	4-09-43-46	1.1610	5-02-45-07
29.Scavenger - P.Barwick	SA	195	4-14-07-13	1.2160	5-13-54-23

TPHS Division B

PI YACHT NAME & SKIPPER

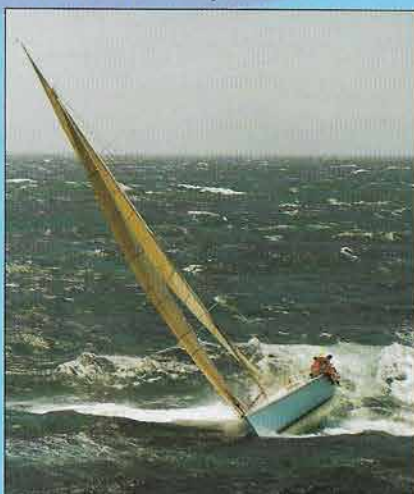
PI YACHT NAME & SKIPPER	STATE / CTRY	LINE PLACE	ELAPSED TIME D-H-M-S	TCF	CORRECTED TIME D-H-M-S
1.Aggro - S.Collis	VIC	103	4-01-10-10	0.9520	3-20-30-19
2.Eclipse - D.Gough	TAS	143	4-08-30-04	0.9160	3-21-53-28
3.Musket Cove Resort, Fiji - L Tortuga - B.Messenger	NSW	104	4-01-27-21	0.9780	3-23-18-42
4.Prime Number - B.Fitzgibbon	VIC	150	4-06-50-09	0.9280	3-23-25-54
5.Galaxy III - B.Luxton	VIC	174	4-08-46-43	0.9200	4-00-23-47
6.Raffles - M.Welsh	VIC	122	4-05-13-57	0.9690	4-02-05-39
7.Jack Guy - G.Ketelbey	NSW	173	4-08-46-31	0.9390	4-02-23-02
8.Rangatira - K.Williams	VIC	144	4-06-35-00	0.9650	4-02-59-35
9.Henry Kendall Akubra - P.Wilde	NSW	166	4-08-04-54	0.9670	4-04-38-49
10.Charisma - J.Lawler	NSW	239	5-00-25-00	0.8610	4-07-40-44
11.Hyperdrive - J.Clark	NSW	146	4-06-37-29	1.0110	4-07-45-13
12.Sangaree - D.Creese	TAS	124	4-05-22-45	1.0240	4-07-48-44
13.Booze Bus - R.Benson	NSW	204	4-16-32-40	0.9250	4-08-06-13
14.Relish III - B.Bailey	NSW	200	4-15-16-13	0.9430	4-08-55-40
15.More War Games - G.Walker	VIC	131	4-05-52-15	1.0420	4-10-08-58
16.Starferry - J.Conroy	NSW	213	4-19-54-39	0.9260	4-11-20-00
17.AcruX - H.Webb	NSW	198	4-15-00-15	0.9710	4-11-47-06
18.First Lady - T.Collins	VIC	217	4-20-20-48	0.9410	4-13-28-56
19.HiTimeWeWent - R.Belmont	VIC	176	4-08-47-51	1.0470	4-13-43-23
20.All That Jazz - J.Davern	NSW	228	4-23-04-22	0.9410	4-16-02-51
21.Aussie Rules - J.Edwards	NSW	238	5-00-18-04	0.9520	4-18-31-36
22.New Morning II - Heritage Chocolates -R.New	VIC	244	5-01-44-23	0.9480	4-19-24-33
23.French Pine Natelle II - G. & J.Roper	TAS	223	4-21-57-12	0.9790	4-19-28-35
24.Barcoo - G.Johnston	NSW	230	4-23-24-04	0.9690	4-19-41-59
25.Seaulater - J.Mawer	QLD	210	4-19-37-16	1.0020	4-19-51-08
26.Shining Star - J.Anthony	NSW	216	4-20-14-36	1.0080	4-21-10-24
27.Sapphire Saga - R.Husband	NSW	209	4-18-47-55	1.0310	4-22-21-27
28.Paycheque - P.Williams	NSW	283	5-16-22-44	0.8910	5-01-30-49
29.Captain Bligh - R.Spence	VIC	276	5-10-12-29	0.9410	5-02-31-33
30.Anaconda - B.Fischer	NSW	292	5-19-51-01	0.9340	5-10-37-12

TPHS Division C

PI YACHT NAME & SKIPPER

PI YACHT NAME & SKIPPER	STATE / CTRY	LINE PLACE	ELAPSED TIME D-H-M-S	TCF	CORRECTED TIME D-H-M-S
1.Coromandel 3 - D.Burton	VIC	197	4-14-18-47	0.9460	4-08-21-22
2.Shenandoah III - J.Charody	NSW	256	5-04-53-10	0.8550	4-10-46-39
3.Katinka - D.O'Connell	NSW	296	5-20-20-27	0.7690	4-11-55-20
4.Tradelink Conundrum - T.Cowdery	NSW	273	5-09-59-37	0.8620	4-16-03-16
5.Scorpio 2 - M.Haller	VIC	274	5-10-00-28	0.8620	4-16-04-00
6.Samia - P.Rae	TAS	290	5-18-53-50	0.8170	4-17-28-44
7.Sunseeker - J.Smith	TAS	293	5-19-39-18	0.8240	4-19-04-33
8.Metro Busy Bee - J.Cordell	TAS	259	5-06-54-04	0.9070	4-19-05-58
9.Up River - N.Wyzenbeek	NSW	306	6-02-47-25	0.7870	4-19-31-26
10.City Limits - M.Carr	NSW	262	5-07-31-43	0.9130	4-20-26-01
11.Waterwynch - T.Noar	TAS	298	5-20-30-27	0.8420	4-22-18-26
12.Bravado (VIC) - C.Cowley	TAS	295	5-20-20-27	0.8620	5-00-58-26
13.Yemanja - H.Bender	NSW	308	7-04-27-57	0.7970	5-17-27-19

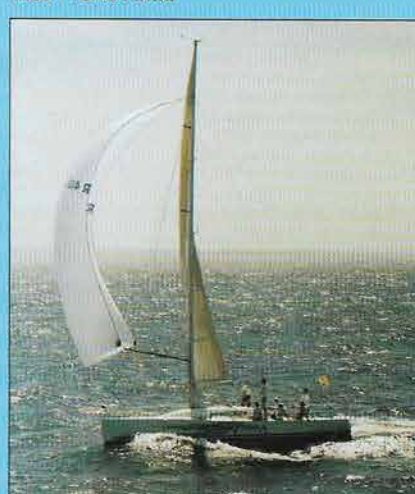
1994 IMS DIV B - Ninety Seven



1994 IMS DIV D - Raptor



1995 - Terra Firma



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, Inkeeper Petaluma Wines, Joyride, Jupiter, Kodak Express, Lahara, Macbess, Madrigal, Manitou Matilda Cruises, Margaret Rintoul, Maui, Moby Dick, Moneyspinner III, Monitor Top Cat, Muir Windlasses, Mulberry, Nerida, Noeleen III, Nynya Go, Phantom, Pyewackett, Raven, Ron of Argyll, Saqitta (VIC), Sea-D, Second Lady, Special Effects, The Alice, Tibia, Tiercel, Tondelayo, Trevassa, Utiekah 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.Starling 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.Flnt 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	
13.Atara - J.Storey IRE	3-15-09-34	8
14.Terra Firma - Carlile / Wilson VIC	3-15-10-24	1
15.Stewart Toyota - Roberts NSW	3-15-30-14	4
16.Maglieri Wines - G.Vercoe 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.Storatek Yendys - G.Ross NZ	4-01-13-08	24
27.Bright Morning Star - H.Trehome NSW	4-01-20-22	53
28.Liberator - D.Curlewis VIC	4-01-21-50	23
29.Breakaway Café Who - W.Banks-Smith TAS	4-01-53-47	26
30.Mirraooka - 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
80.Southerly - D.Mickleborough NSW	4-23-25-49	3
81.Avenger - H.Leggett VIC	5-00-22-58	TPHS
82.Lady Penrhyn of Nirimba - 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), Boomaroo 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		Real Scratch Bt Ave Off
18.0% Boat	25.0% 52R 0.0% 60R	10.0% 75R 3.0% 90R
8.0% 110R	8.0% 120R 4.0% 135R	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		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 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		Real Scratch Bt Ave Off
17.2% Beat	31.3% 52R 0.0% 60R	8.1% 75R 2.0% 90R
7.1% 110R	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
Storatek 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
Mirraooka	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		Real Scratch Bt Ave Off
18.2% Beat	32.3% 52R 1.0% 60R	8.1% 75R 6.1% 90R
7.1% 110R	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	Henry K Akubra	0.9891	4-11-47-12	4-10-36-42
Lady Penrhyn of Nirimba	120-46-31	114-08-48	Bartercard Morning Mist	1.2828	3-11-36-21	4-11-14-48
Charlotte of C.	119-07-19	114-50-31	Hogsbreath Witchdoctor	0.9760	4-16-02-05	4-13-20-45
<i>Calculation System is Implied Wind Real Scratch Bt Ave Off</i>						
18.4% Beat	34.7% 52R 1.0% 60R	8.2% 75R	2.0% 90R	Surefoot	1.0300	4-10-50-28
7.1% 110R	7.1% 120R 3.1% 135R	3.1% 150R	15.3% Run	Magic	0.9250	4-23-08-07
				Rager	1.2801	3-14-14-50
				Adam's Apple	1.0412	4-10-34-18
				9-11 Bottleshops	0.9900	4-16-29-41
				Foxtel Amazon	1.4788	3-04-54-39
				Adrenalin	1.000	4-17-49-04
				Phantom	0.7540	6-08-36-50
				Sweet Caroline	1.0985	4-09-16-24
				Helsal II	1.3631	3-14-04-09
				Avenger	1.000	4-14-22-58
				Interlude	1.2900	4-08-55-37
						5-15-21-21

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
<i>Calculation System is Implied Wind Real Scratch Bt Ave Off</i>		
14.1% Beat	36.4% 52R 1.0% 60R	6.1% 75R
5.1% 110R	5.1% 120R 5.1% 135R	7.1% 150R

TASMAN PERFORMANCE HANDICAP SYSTEM

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

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.Veroe	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.Psalties / 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.Pompret & 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	Grandee 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: 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 flukey. 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 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.

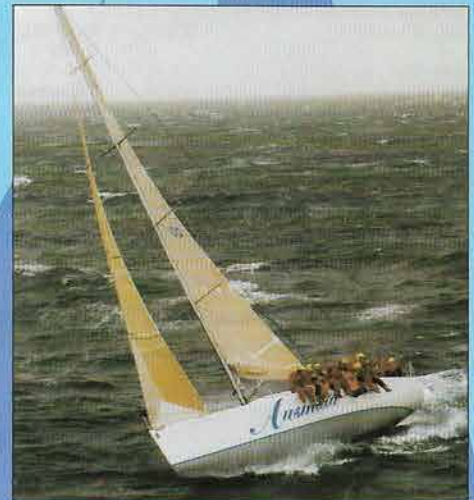
1996 - 95 starters
IMS OVERALL RESULTS

PHS DIVISIONAL RESULTS

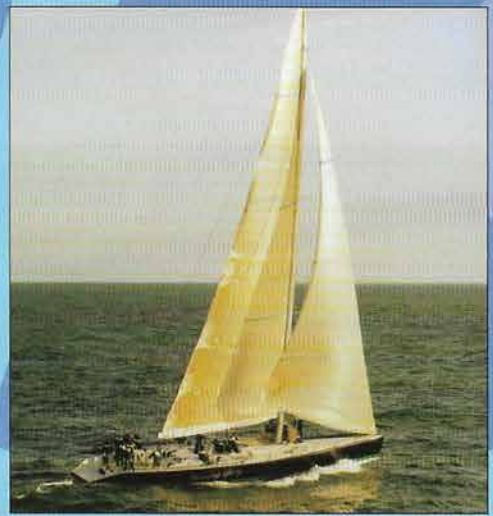
HCP POS	LINE	NAME	STATE /	ELAPSED	PHS TCF	PHS CORR
POS	C'TRY	TIME	TIME			
1	50	Barcoo - G.Johnston	NSW	4-06-30-40	0.9250	3-22-49-22
2	46	Pippin - D.Taylor	NSW	4-05-10-45	0.9675	4-01-53-27
3	73	Katinka - D.O'Connell	NSW	5-08-05-30	0.7654	4-02-02-29
4	66	Berrimilla - A.Whitworth	NSW	5-01-18-01	0.8140	4-02-44-18
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	HiTimeWeVent - 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.Trehanne	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
TIME	TIME				
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 Fear	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	2-20-49-20
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	Boomaroo 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 Sunday, December 29th 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-westerly 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 - 114 Starters

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
	11	Australian Challenge 2000	Ray Roberts, NSW	29-Dec	02 23 50	3 13 23 50
9797	12	Ninety Seven	Andrew Strachan, NSW	29-Dec	02 35 48	3 13 35 48
B2000	13	Brighton Star	David Gotze, VIC	29-Dec	03 31 22	3 14 31 22
IRL8000	14	Atara	Roger Hickman / John Storey, NSW	30-Dec	09 05 43	3 20 05 43
5444	15	Silentnight Beds	David Witt, NSW	30-Dec	10 46 19	3 21 46 19
1993	16	Yendys	Geoffrey Ross, NSW	30-Dec	11 57 12	3 22 57 12
4100	17	Terra Firma	Peter Bartels / Stewart Nieman, VIC	30-Dec	12 21 29	3 23 21 29
JPN3000	18	Summer Boy	Eiichiro Tatsui, Japan	30-Dec	12 22 50	3 23 22 50
HKG1888	19	Hi Fidelity	Neil Pryde, Hong Kong	30-Dec	12 29 35	3 23 29 35
NZ8455	20	White Cloud	Brett Neill, NZ30	30-Dec	14 46 50	4 01 46 50
SA999	21	Maglieri Wines	Geoffrey Vercoe, SA	30-Dec	14 49 57	4 01 49 57
1195	22	Valheru	Anthony Lyall, TAS	30-Dec	15 03 54	4 02 03 54
SM2	23	Seaview Challenge Again	Lou Abrahams, VIC	30-Dec	15 08 42	4 02 08 42
9090	24	Quest	Mike Broughton, Britain	30-Dec	15 15 09	4 02 15 09
5642	25	Christine Jay II	Ron Jones, NSW	30-Dec	15 20 56	4 02 20 56
SA3300	26	Secret Mens Business	Geoff Boettcher, SA	30-Dec	15 36 38	4 02 36 38
NZL5990	27	Andiamo	Andrew Taylor, NZ	30-Dec	16 17 15	4 03 17 15
4826	28	Aspect Computing	David Pescud, NSW	30-Dec	16 32 37	4 03 32 37
5600	29	Doctel Rager	Gary Shanks, SA	30-Dec	16 39 27	4 03 39 27
M4	30	Bob Jane T-Marts	Nigel Jones, VIC	30-Dec	17 25 08	4 04 25 08
6144	31	J44 Phoenix	Rob Reynolds, NSW	30-Dec	17 45 35	4 04 45 35
CR1	32	Neftenga	Trevor Taylor, WA	30-Dec	17 56 11	4 04 56 11
A8	33	Mirrabooka	John Bennetto, TAS	30-Dec	18 56 35	4 05 56 35
6107	34	Adria	Christopher Gorman, NSW	30-Dec	19 19 57	4 06 19 57
NZL6572	35	Icefire	R & P Goldstiver, NSW	30-Dec	19 45 58	4 06 45 58
5300	36	Drake's Prayer	Graham Gibson, NSW	30-Dec	20 04 40	4 07 04 40
Sm6	37	Dixie Chicken	Bruce Eddington, VIC	30-Dec	20 58 22	4 07 58 22
YC5572	38	Kingtide	Kevan Pearce, SA	30-Dec	23 50 18	4 10 50 18
R1000	39	Prima Donna	Barry Fitzgibbon, VIC	31-Dec	00 44 07	4 11 44 07
R33	40	Chutzpah	Bruce Taylor, VIC	31-Dec	00 49 07	4 11 49 07
A16	41	Wide Load	Warren Anderson, NSW	31-Dec	01 27 29	4 12 27 29
R5180	42	Sorbent Sweet Caroline	Bill Rawson, VIC	31-Dec	01 34 21	4 12 34 21
377	43	Bacardi	Graham Ainley / John Williams, VIC	31-Dec	02 27 14	4 13 27 14
4057	44	Tetra Marine Witchcraft II	Rob Kothe, NSW	31-Dec	03 11 01	4 14 11 01
G710	45	Hitimewewent	Robert Hampshire, VIC	31-Dec	03 57 20	4 14 57 20
105	46	Karakoram	Lachlan Murdoch, NSW	31-Dec	04 08 47	4 15 08 47
NZL69	47	Sows Ear	Richard Ayton, NZ	31-Dec	04 26 20	4 15 26 20
5995	48	Nips-N-Tux	Howard de Torres, NSW	31-Dec	04 36 01	4 15 36 01
R32747	49	Serenity II	David Burton, VIC	31-Dec	04 36 53	4 15 36 53
1987	50	Bright Morning Star	Hugh Treharne, NSW	31-Dec	05 07 57	4 16 07 57
4040	51	Nadia IV	Teki Dalton, ACT	31-Dec	05 22 35	4 16 22 35
6336	52	Loose Change	Clive Gilmour, NSW	31-Dec	05 27 28	4 16 27 28
4182	53	Uptown Girl	Rod Winton, NSW	31-Dec	05 50 36	4 16 50 36
RQ48	54	Valhalla	Doug Middleton, QLD	31-Dec	06 16 53	4 17 16 53
5426	55	Out Of The Blue	Kevan Johnston, QLD	31-Dec	06 18 57	4 17 18 57
3767	56	Mistress Mercy	James Murchison, NSW	31-Dec	06 20 44	4 17 20 44
4168	57	Tassie Wins	Jeff Cordell, TAS	31-Dec	06 24 00	4 17 24 00
M89	58	Storm Rider	John Elgar, NSW	31-Dec	06 24 32	4 17 24 32
M74	59	Highland Fling	Keith Thorn, NSW	31-Dec	06 31 43	4 17 31 43
5527	60	Polaris	John Quinn, NSW	31-Dec	06 33 22	4 17 33 22
B23	61	Kingurra	Peter Joubert, VIC	31-Dec	06 58 32	4 17 58 32
315	62	Double Or Nothing	Jon Bush, QLD	31-Dec	08 14 56	4 19 14 56
M762	63	Inner Circle	Dennis Pomfret, NSW	31-Dec	08 18 40	4 19 18 40
SM5240	64	Cavalcade	Peter Lloyd, VIC	31-Dec	08 23 51	4 19 23 51
2557	65	Hogs Breath Witch Doctor	Rum Consortium, NSW	31-Dec	08 24 40	4 19 24 40
SM8	66	Jacobina of Shenval	Robert Green & Peter Newman, NSW	31-Dec	08 27 22	4 19 27 22
MH471	67	Turkey Shoot	John Bradshaw, NSW	31-Dec	08 28 57	4 19 28 57
242	68	Sandpiper	John Wheelhouse, NSW	31-Dec	08 46 48	4 19 46 48
7633	69	Bin Rouge	Christopher Bowling, NSW	31-Dec	09 35 11	4 20 35 11
278	70	Galatea	John Laird, NSW	31-Dec	10 15 10	4 21 15 10
Mh106	71	Impeccable	John Walker, NSW	31-Dec	10 40 09	4 21 40 09
MH31	72	Son Of A Son	Pat Nash / Bob Dempsey, NSW	31-Dec	11 13 37	4 22 13 37
3946	73	Trust Bank Hummingbird	Errol Pyke, TAS	31-Dec	11 28 54	4 22 28 54
5505	74	Dry White	Gregory Quinn, NSW	31-Dec	13 36 00	5 00 36 00
1100	75	Huon Chief	Andrew Hay, TAS	31-Dec	13 53 58	5 00 53 58
3807	76	Alexander Of Creswell	Richard Timms, NSW	31-Dec	15 27 02	5 02 27 02
Sm616	77	Magic	Philip Spry-Bailey, VIC	31-Dec	15 53 09	5 02 53 09
A113	78	Mark Twain	Hugh O'Neill, NSW	31-Dec	15 29 43	5 02 29 43
27	79	Winston Churchill	Richard Winning, NSW	31-Dec	16 47 25	5 03 47 25
A94	80	Charisma	James Lawler, NSW	31-Dec	18 50 27	5 05 50 27
1295	81	Suraya	Carl Striber, NSW	31-Dec	19 14 45	5 06 14 45
5665	82	Globus Food Packaging	Nicholas Jones, NSW	31-Dec	19 18 52	5 06 18 52
H100	83	Lock On Wood	Drew Meincke, TAS	31-Dec	19 22 09	5 06 22 09
RQ23	84	Boomaroo Morse Fans	John McIntosh, QLD	31-Dec	19 34 53	5 06 34 53
5901	85	Spirit Of The Alice	Robert Barford, NT	31-Dec	20 30 38	5 07 30 38
114	86	Take Time	Graham Smith, NSW	31-Dec	21 34 53	5 08 34 53
327	87	Canon Maris	Ian Kiernan, NSW	31-Dec	23 09 19	5 10 09 19
5110	88	Zeus II	Jim Dunstan, NSW	31-Dec	23 47 56	5 10 47 56
F110	89	Brindabella II	Roger Sayers, VIC	31-Dec	23 58 09	5 10 58 09
H1141	90	Lowanna II	Leslie Kingston, TAS	01-Jan	01 46 33	5 12 46 33
4647	91	Portobello	David Thornton Taylor, ACT	01-Jan	01 55 57	5 12 55 57
265	92	Waitangi II	David Wearn, NSW	01-Jan	03 19 30	5 14 19 30
5488	93	Morning Tide	Allen Fenwick, NSW	01-Jan	12 51 19	5 23 51 19
122	94	Conquistador	Michael Cummins, TAS	01-Jan	13 46 45	6 00 46 45
5669	95	Blue Lady	Shane Kearns, NSW	01-Jan	14 52 00	6 01 52 00
R317	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

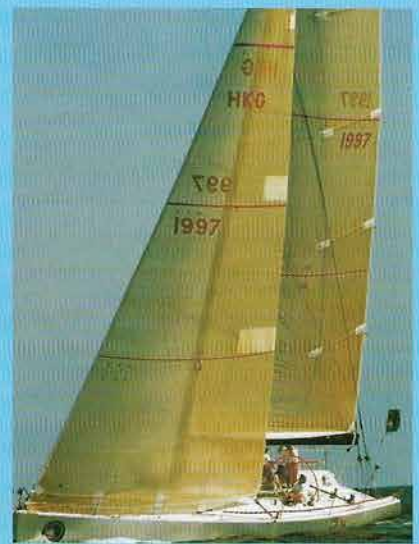
IMS OVERALL RESULTS

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 95
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	Neffenga	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	0.5831	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	

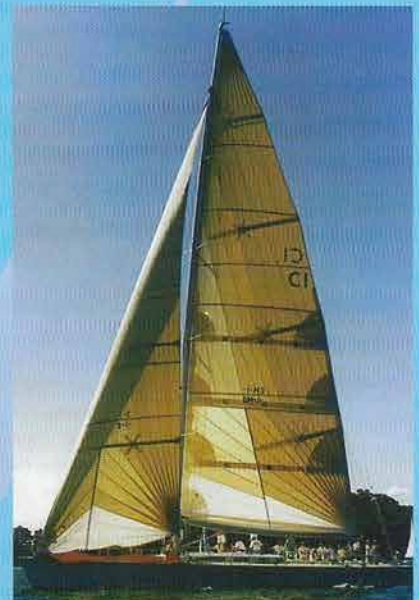
FINAL IMS DIVISIONAL RESULTS

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	Neftenga	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	Mirabooka	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.SM1616	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	5 23 51 19	0.6113	3 15 56 19
1.780	Canon Maris	F	5 10 09 19	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	5 10 47 56	0.5993	3 06 23 16
4.114	Take Time	F	5 08 34 53	0.6135	3 06 53 05
5.1295	Suraya	F	5 06 14 45	0.6282	3 07 18 27
6.S110	Brindabella II	F	5 10 58 09	0.6486	3 12 56 48
7.H122	Conquistador	F	6 00 46 45	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	6 09 37 25	0.5931	3 19 06 51
10.3624	Abacus	F	7 00 30 00	0.5776	4 01 19 32
11.5643	Veto	F	7 00 45 00	0.6348	4 11 07 21



1998 - OVERALL - Beau Geste



1998 - LINE HONOURS - Brindabella

FINAL PHS DIVISIONAL RESULTS

HCP POS & SAIL #	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	PL Lease Future Shock	1	1	3 04 59 56	1.3935	4 11 17 53
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	1	4 04 25 08	1.1650	4 20 59 17
7.R5180	Sorbent Sweet Caroline	1	1	4 12 34 21	1.0850	4 21 48 04
8.4826	Aspect	1	4 03 32 37	1.1860	4 22 03 31	
9.3767	Mistress Mercy	1	1	4 17 20 44	1.0438	4 22 18 36
10.M74	Highland Fling	1	1	4 17 31 43	1.0572	5 00 01 21
11.105	Karakoram	1	4 15 08 47	1.0820	5 00 15 37	
12.1987	Bright Morning Star	1	1	4 16 07 57	1.0833	5 01 28 23
13.A16	Wide Load	1	4 12 27 29	1.1296	5 02 30 51	
14.5444	Silentnight Beds	1	1	3 21 46 19	1.3577	5 07 18 51
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	2	5 02 27 02	0.9201	4 16 40 00
6.G710	Hitimewent	2	2	4 14 57 20	1.0181	4 16 57 50
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	2	5 06 18 52	0.9142	4 19 28 36
11.2557	Hogs Breath Witchdoctor	2	2	4 19 24 40	1.0006	4 19 28 49
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, Rapsallion, 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.

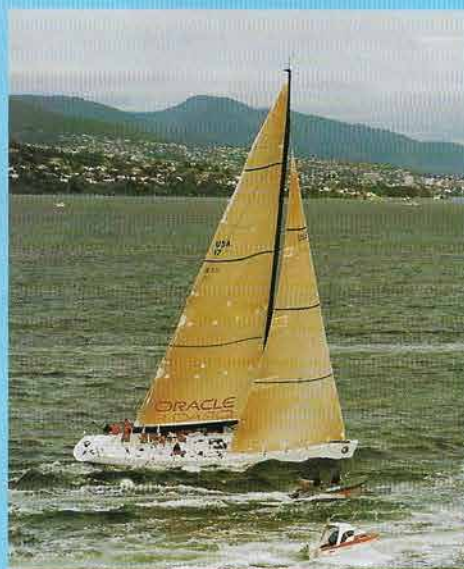
1998 Line Honours - 115 starters

PLACE	SAIL NO.	NAME	SKIPPER	DATE	FINISHING TIME	ELAPSED TIME
1	US17	Sayonara	Larry Ellison	29-Dec	08 03 32	02 19 03 32
2	C1	Brindabella	George Snow	29-Dec	10 55 06	02 21 55 06
3	YC1000	Ausmaid	Kevan Pearce	29-Dec	19 02 29	03 06 02 29
4	AUS70	Ragamuffin	Syd Fischer	29-Dec	19 11 29	03 06 11 29
5	COK1	Nokia	David Witt	29-Dec	22 19 00	03 09 19 00
6	SM1	Fudge	Peter Hansen	30-Dec	00 00 26	03 11 00 26
7	6606	Quest	Bob Steel	30-Dec	03 41 28	03 14 41 28
8	9090	Industrial Quest	Kevin Miller	30-Dec	03 58 45	03 14 58 45
9	4826	Aspect Computing	David Pescud	30-Dec	04 28 24	03 15 28 24
10	8338	AFR Midnight Rambler	Ed Psaltis/Bob Thomas	30-Dec	05 04 10	03 16 04 10
11	1993	Yendys	Geoff Ross	30-Dec	05 09 33	03 16 09 33
12	IRL8000	Atara	Roger Hickman	30-Dec	05 33 04	03 16 33 04
13	YC560	Doctel Rager	Gary Shanks	30-Dec	06 51 40	03 17 51 40
14	M250	Foxtel Titan Ford	Hodder/Zemanek/Sorenson	30-Dec	07 01 45	03 18 01 45
15	125	Computerland	John Saul	30-Dec	08 19 57	03 19 19 57
16	SA 93	Helsal II	Keith Flint	30-Dec	08 21 26	03 19 21 26
17	2170	Margaret Rintoul II	Richard Purcell	30-Dec	12 13 57	03 23 13 57
18	1195	Valheru	Anthony Lyall	30-Dec	12 44 54	03 23 44 54
19	SM377	Bacardi	Ainley/Williams	30-Dec	12 54 01	03 23 54 01
20	GRE49040	Aera	Nick Lykiardopulo	30-Dec	13 37 46	04 00 37 46
21	A8	Mirabooka	John Benetto	30-Dec	15 21 03	04 00 52 06
22	2006	Spirit of Downunder	Lawrence Ford	30-Dec	17 55 36	04 02 21 03
23	1224	Mercedes IV	Peter Stronach	30-Dec	20 34 35	04 04 55 36
24	SM2	Challenge Again	Lou Abrahams	30-Dec	22 35 46	04 07 34 35
25	4057	Aurora	Jim Holly	30-Dec	23 05 30	04 09 35 46
26	Sm 117	Tilting at Windmills	Thorj Gunnensen	30-Dec	23 07 04	04 10 05 30
27	B409	Avanti	Chris/John Mooney	31-Dec	00 18 33	04 10 07 04
28	5588	Rapsallion Team Syntegra	Dick Vooderhake	31-Dec	06 56 44	04 11 18 33
29	4527	She's Apples Two	Max Prentice	31-Dec	11 05 06	04 17 56 44
30	5527	Polaris	John Quinn	31-Dec	11 07 44	04 22 05 06
31	371	Berrimilla	Alex Whitworth	31-Dec	11 20 40	04 22 07 44
32	A113	Mark Twain	Hugh O'Neill	31-Dec	13 00 25	04 22 20 40
33	B116	Jubilation	David James	31-Dec	13 52 06	05 00 00 25
34	265	Waitangi II	David Wearne	31-Dec	13 53 11	05 00 53 11
35	Sm 1995	Wild One	Gary Walker	31-Dec	14 10 09	05 01 10 09
36	4168	Kendell	Jeff Cordell	31-Dec	16 30 57	05 03 30 57
37	N11	Noumea	Jean Luc Esplaas	31-Dec	16 48 09	05 03 48 09
38	5669	Komatsu Blue Lady	Shane Kearns	31-Dec	17 03 55	05 04 03 55
39	6074	Henry Kendall Akubra	Patrick Wilde	31-Dec	21 32 44	05 08 32 44
40	Sm596	Breakaway	Martin Power	31-Dec	23 57 00	05 10 57 00
41	5275	Unipro Ocean Road	Kenneth Simpson	1-Jan	04 58 47	05 14 58 47
42	D34	Liquid Asset	Maurice Contessi	1-Jan	05 53 31	05 15 53 31
43	407	Allusive	John Smith	1-Jan	08 37 16	05 18 37 16
44	M678	Misty	Bryan Clague	1-Jan	18 39 04	06 05 39 04
45	8887	ABN AMRO Challenge	Ray Roberts	-	Retired	-
46	9999	Assassin	van Kretschmar/Crawford	-	Retired	-
47	5785	Sledghammer	Ron Jones	-	Retired	-
48	6070	Sydney	Charles Curran	-	Retired	-
49	5462	Innkeeper	Innkeeper Syndicate	-	Retired	-
50	317	Kickatinalong	Mike De Berg	-	Retired	-
51	4966	King Billy	Phillip Bennett	-	Retired	-
52	SA999	Maglieri Wines	Brian Graves	-	Retired	-
53	9431	Marchioness	Marchioness Syndicate	-	Retired	-
54	HY1220	Red Jacket	Ron Lally	-	Retired	-
55	M180	Ruff N Tumble	Peter Hearnly	-	Retired	-
56	5474	Team Jaguar Infinity III	Martin James	-	Retired	-
57	YC4882	VC Offshore Stand Aside	James Hallion	-	Retired	-
58	A16	Wide Load	Warren Anderson	-	Retired	-
59	M10	Wild Thing	Grant Wharington	-	Retired	-
60	588	Adiago	Peter Williams	-	Retired	-
61	3807	Alexander of Creswell	Warren Hellwig	-	Retired	-
62	WS91	Antuka	Raymond Semmens	-	Retired	-
63	8889	B52	Wayne Miller	-	Retired	-
64	RQ23	Bobsled	Paul White	-	Retired	-
65	1987	Bright Morning Star	Hugh Treharne	-	Retired	-
66	5466	Business Post Naiad	Bruce Guy	-	Retired	-
67	780	Canon Maris	Ian Kiernan	-	Retired	-
68	5090	Cyclone	Stephen Keal	-	Retired	-
69	PNG6	Dixie Chicken	Liz Wardley	-	Retired	-

70	6812	Elysion Blue	Dominic Barbat	-	Retired	-
71	PNG 1888	Hi Flyer	Carol Turnbull	-	Retired	-
72	2557	Hogsbreath Witchdoctor	Rum Consortium	-	Retired	-
73	MH106	Impeccable	John Walker	-	Retired	-
74	M19	Indian Pacific	Wayne Reynolds	-	Retired	-
75	3838	Jack Guy	Gordon Ketelby	-	Retired	-
76	9000	Midnight Special	Peter Baynes	-	Retired	-
77	5838	Milintinta	Brian Emerson	-	Retired	-
78	9797	Ninety Seven	Graham Gibson	-	Retired	-
79	5521	Not Negotiable	Michael Dorphin	-	Retired	-
80	RQ2000	Ocean Designs	Stephen Bean	-	Retired	-
81	533	Pippin	David Taylor	-	Retired	-
82	4000	Sagacious V	Peter Davis/Hamilton	-	Retired	-
83	242	Sea Jay	Scott Wheelhouse	-	Retired	-
84	SA3300	Secret Mens Business	Geoff Boettcher	-	Retired	-
85	99	Siena	Iain Moray	-	Retired	-
86	M2000	Solo Globe Challenger	Tony Mowbray	-	Retired	-
87	38	Southerly	Don Mickelborough	-	Retired	-
88	2006	Sword of Orion	Rob Kothe	-	Retired	-
89	A55	T42 Solandra	Craig Escott	-	Retired	-
90	2919	Tenacious	Selwyn Enoch	-	Retired	-
91	3946	Trust Bank Hummingbird	Errol Pyke	-	Retired	-
92	27	Winston Churchill	Richard Winning	-	Retired	-
93	327	Zeus II	James Dunstan	-	Retired	-
94	5444	Boomaroo Morse Fans	John McIntosh	-	Retired	-
95	R33	Chutzpah	Bruce Taylor	-	Retired	-
96	7314	Forzado	Geoff Phillips	-	Retired	-
97	C2	Gundy Grey	Robert Green	-	Retired	-
98	GBR4640R	Sharp Hawk V	Nigel Bramwell	-	Retired	-
99	M762	Inner Circle	Dennis Pomfret	-	Retired	-
100	B23	Kingurra	Peter Joubert	-	Retired	-
101	3809	Lady Penryhn	Ian McPherson	-	Retired	-
102	3144	Loki	Stephen Ainsworth	-	Retired	-
103	5488	Morning Tide	Alan Fenwick	-	Retired	-
104	1999	Nattel Adrenalin	David Bennett	-	Retired	-
105	M236	New Horizons	Michael Kelaher	-	Retired	-
106	R17	Outlaw	Alan Quick	-	Retired	-
107	4337	Relish IV	Bill Bailey	-	Retired	-
108	SA98	Renegade	Robert Francis	-	Retired	-
109	4100	Terra Firma	Nieman/Bartels	-	Retired	-
110	R133	Vagrant	Arch Waters	-	Retired	-
111	5643	Veto	Graham Brown	-	Retired	-
112	5659	Antipodes Sydney	Geoff Hill	-	Retired	-
113	7633	Bin Rouge	Darryl Hodgkinson	-	Retired	-
114	4924	She II	Peter Rodgers	-	Retired	-
115	3846	Tartan	Mark Ballard	-	Retired	-



1999 - OVERALL - AFR Midnight Rambler



1999 - LINE HONOURS - Sayonara

IMS Over	Hcp Div	in Sail No	Name	IMS Div	PHS Div	CHS Div	Status	Date	Time	Elapsed Time	PHS TCF	PHS Corr Time	IMS TCF	IMS Corr Time	CHS TCF	CHS Corr Time
-all																
1	1	8338	AFR Midnight Rambler	D			FINISHED	30-Dec	5:04:40	3 16:04:40			0.6881	2 12:36:23		
2	1	YC1000	Ausmaid	B			FINISHED	29-Dec	19:02:29	3 06:02:29			0.8034	2 14:41:54		
3	2	AUS70	Ragamuffin	B			FINISHED	29-Dec	19:11:29	3 06:11:29			0.8224	2 16:18:17		
4	3	9090	Industrial Quest	B			FINISHED	30-Dec	3:58:45	3 14:58:45			0.7649	2 18:31:49		
5	1	US17	Sayonara	A			FINISHED	29-Dec	8:03:32	2 19:03:32			1.0000	2 19:03:32		
6	4	IRL8000	Atara	B			FINISHED	30-Dec	5:33:04	3 16:33:04			0.7628	2 19:32:48		
7	5	6606	Quest	B			FINISHED	30-Dec	3:41:28	3 14:41:28			0.7881	2 20:19:17		
8	1	2170	Margaret Rintoul II	E			FINISHED	30-Dec	12:13:57	3 23:13:57			0.7212	2 20:40:54		
9	2	C1	Brindabella	A			FINISHED	29-Dec	10:55:06	2 21:55:06			0.9882	2 21:05:36		
10	2	SM377	Bacardi	E			FINISHED	30-Dec	12:54:01	3 23:54:01			0.7243	2 21:27:38		
11	1	1993	Yendys	C			FINISHED	30-Dec	5:09:33	3 16:09:33			0.7957	2 22:08:54		
12	2	4057	Aurora	C			FINISHED	30-Dec	23:05:30	4 10:05:30			0.7012	3 02:23:29		
13	3	1224	Mercedes IV	E			FINISHED	30-Dec	20:34:35	4 07:34:35			0.7193	3 02:30:09		
14	4	A8	Mirrabooka	E			FINISHED	30-Dec	15:21:03	4 02:21:03			0.7631	3 03:03:05		
15	3	1195	Vaiheru	C			FINISHED	30-Dec	12:44:54	3 23:44:54			0.7871	3 03:21:49		
16	5	5669	Komatsu Blue Lady	E			FINISHED	31-Dec	17:03:55	5 04:03:55			0.6217	3 05:07:53		
17	6	A113	Mark Twain	E			FINISHED	31-Dec	13:00:25	5 00:00:25			0.6626	3 07:31:00		
18	7	5527	Polaris	E			FINISHED	31-Dec	11:07:44	4 22:07:44			0.6832	3 08:42:20		
19	2	Sm 596	Breakaway	D			FINISHED	31-Dec	23:57:00	5 10:57:00			0.6397	3 11:46:07		
20	6	5588	Rapsallion-Team Syntegra	B			FINISHED	31-Dec	6:56:44	4 17:56:44			0.7647	3 15:08:03		
21	4	4527	She's Apples Two	C			FINISHED	31-Dec	11:05:06	4 22:05:06			0.7380	3 15:08:48		
22	3	N11	Noumea	D			FINISHED	31-Dec	16:48:09	5 03:48:09			0.7283	3 18:09:55		
23	1	M678	Misty	F			FINISHED	1-Jan	18:39:04	6 05:39:04			0.6083	3 19:01:58		
1		4826	Aspect Computing		1		FINISHED	30-Dec	4:28:24	3 15:28:24	1.1728	4 06:35:19				
2		B409	Avanti		1		FINISHED	31-Dec	0:18:33	4 11:18:33	1.0300	4 14:31:42				
3		SM1	Fudge		1		FINISHED	30-Dec	0:00:26	3 11:00:26	1.4215	4 21:59:41				
4		125	Computerland		1		FINISHED	30-Dec	8:19:57	3 19:19:57	1.3000	4 22:43:56				
5		YC560	Doctel Rager		1		FINISHED	30-Dec	6:51:40	3 17:51:40	1.3264	4 23:11:30				
6		COK1	Nokia		1		FINISHED	29-Dec	22:19:00	3 09:19:00	1.4800	5 00:20:55				
7		SA 93	Heisal II		1		FINISHED	30-Dec	8:21:26	3 19:21:26	1.3388	5 02:18:33				
8		R1200	Spirit of Downunder		1		FINISHED	30-Dec	17:55:36	4 04:55:36	1.2200	5 03:07:50				
9		S275	Unipro Ocean Road		1		FINISHED	1-Jan	4:58:47	5 15:58:47	1.1500	6 12:22:36				
10		Sm 1995	Wild One		1		FINISHED	31-Dec	14:10:09	5 01:10:09	1.3000	6 13:31:12				
11		407	Allusive		1		FINISHED	1-Jan	8:37:16	5 19:37:16	1.2300	7 03:44:02				
1		371	Berrimilla		2		FINISHED	31-Dec	11:20:40	4 22:20:40	0.8376	4 03:07:31				
2		265	Waitangi II		2		FINISHED	31-Dec	13:53:11	5 00:53:11	0.8590	4 07:50:29				
3		B116	Jubilation		2		FINISHED	31-Dec	13:52:06	5 00:52:06	0.9900	4 23:39:35				
4		D34	Liquid Asset		2		FINISHED	1-Jan	5:53:31	5 16:53:31	0.8750	4 23:46:50				
5		4168	Kendell		2		FINISHED	31-Dec	11:30:57	4 22:30:57	1.0113	4 23:51:18				
6		6074	Henry Kendall Akubra		2		FINISHED	31-Dec	21:32:44	5 08:32:44	0.9913	5 07:25:38				
1		GRE49040	Aera			1	FINISHED	30-Dec	13:37:46	4 00:37:46				1.0660	4 07:00:25	
2		Sm 117	Tilting At Windmills			1	FINISHED	30-Dec	23:07:04	4 10:07:04				1.0840	4 19:01:54	
3		M250	Foxtel - Titan Ford			1	FINISHED	30-Dec	7:01:45	3 18:01:45				1.3150	4 22:23:18	
4		SM2	Challenge Again			1	FINISHED	30-Dec	22:35:46	4 09:35:46				1.1480	5 01:13:28	

FACT FILE

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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.

We'll be on board
every yacht in this year's race.



From Sydney Harbour on Boxing Day to Constitution Dock in Hobart, Telstra will be right there with the competitors in this year's Sydney to Hobart Yacht Race.

While we may not be winching or grinding, we are funding the purchase and installation of Satcom-C® satellite terminals on participating yachts for the duration of the race, as well as co-ordinating the training of crew members and race organisers in the use of the equipment.

This technology is just one component of a comprehensive communications solution that Telstra has developed for this year's race. We've called upon our extensive experience as a global provider of satellite and radio communications to the maritime industry in our

efforts to ensure that participants in this year's race have the benefit of reliable communications systems.

It's all part of Telstra's ongoing commitment to the Telstra Sydney to Hobart Yacht Race. We've been an active supporter of the race, the Cruising Yacht Club of Australia and the Royal Yacht Club of Tasmania since 1992, and we also sponsor the Telstra Cup, which runs during December each year.

At Telstra, our continuing association with the event has made us understand just how challenging the Sydney to Hobart Yacht Race can be. Which is why we're putting much more into it than just a name.

Telstra Global Satellite. We're in the same boat.

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