THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA DEC/JAN 2000

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Special Feature

Heavy Weather Sailing Fleet for the 55th

Sydney Hobart 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



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.

he 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

onal linee 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 be 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, stormswept race.

"The Sydney contingent is well down, with many regular competitors not entering, but we have strong nominates 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 a 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 recordholder 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.



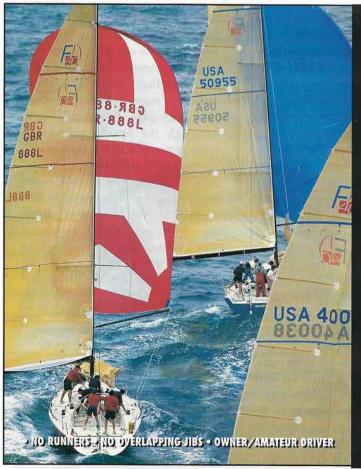
In addition to Telstra fitting each yacht with a Telstra Satcom C satellite tracking and communication system, overall race communications have been upgraded following the recommendations of the CYCA's 1998 Sydney to Hobart Review Committee's report:

- 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



Major upgrade in Communications





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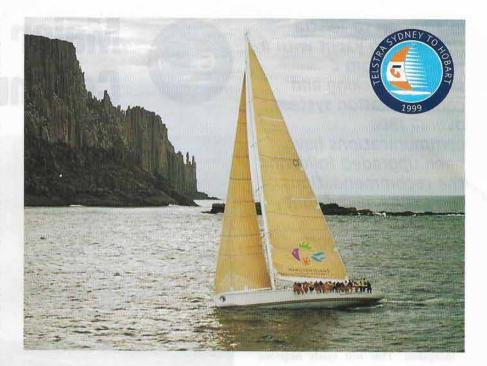
Website: www.Farr40.org

Enquiries

Shane Tyrrell 0412 569 654 Jason Rowed 0414 332 255 CK

DIAN KREATIF SDN. BHD. 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."

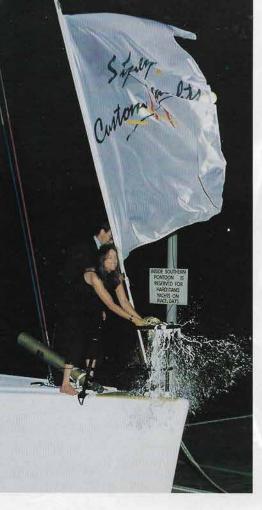


Short Tacks...

- 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 Eng-

land.

- 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.



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;
- The yacht and crew are in a satisfactory condition to continue;
- 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.



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.



units, Electrotech general manager Stephen Renkert, CYCA Vice Commodore Hans Sommer and Telstra Global Satellite's Colin Williams.

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



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,





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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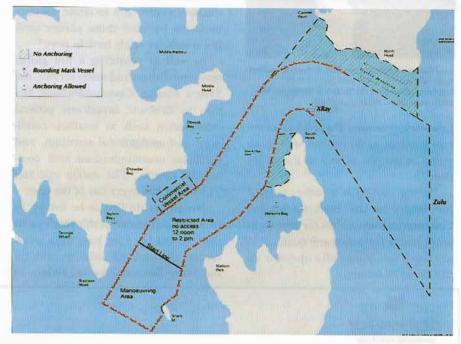
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Telstra Sydney to Hobart

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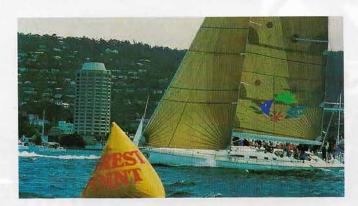
To mark the 55th annual ocean race from Sydney to Hobart, there will be a festive finish to the 1999 Telstra Sydney to Hobart, giving the event an atmosphere similar to finish of the Volvo Ocean Race or a Grand Prix car race.

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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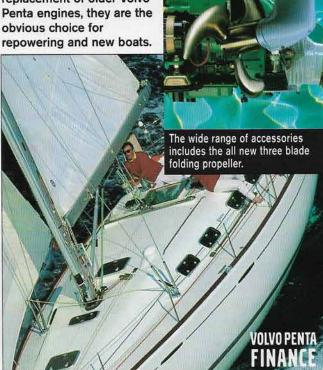
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All aboard "The BUS" for Hobari

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 coowner, wrote this

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

delightful story about a

great old yacht.

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.

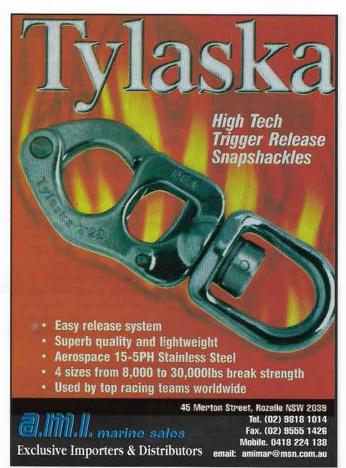
After last year's tragic Sydney-Hobart, I remember asking GA if he'd go again: hadn't he had enough and couldn't we have a normal Christmas next year? Maybe, I thought, he'd sit the day out at the Boxing Day Test? (It was a joke, GA!)

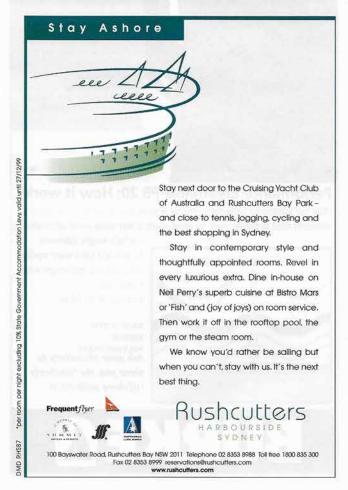
But no, this year is different; it's for the Bus.

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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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 wellknown Melbourne yachtsman Bernie Case as principal helmsman and tactician, sailing in his 36th Hobart.

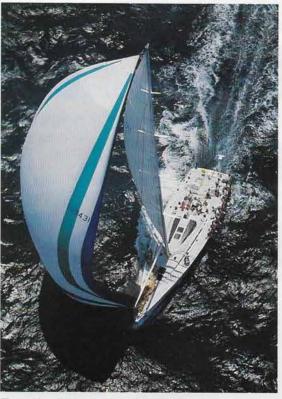
However, the four owners Des Kennedy, Michael Cranitch, John Markos and Stephen Smart, understanding not only the CYCA's new requirements on yacht stability, safety equipment and crew experience and knowledge, realised they too had a "duty of care" to ensure that the boat and its crew met all requirements 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, *Mar*-

chioness 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

Atara

South.

Atara is a David Lyons-designed IMS 43footer 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.

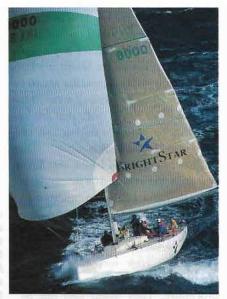
In the Royal Australian Navy, these drills are carried out on regular occasions in addition to the many other drills that they need to perform in such a highly active environment. In the boating world, there are very clearly laid down requirements by the AYF Blue Book that includes all the equipment 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 accord-

ing 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 housekeeping. 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.

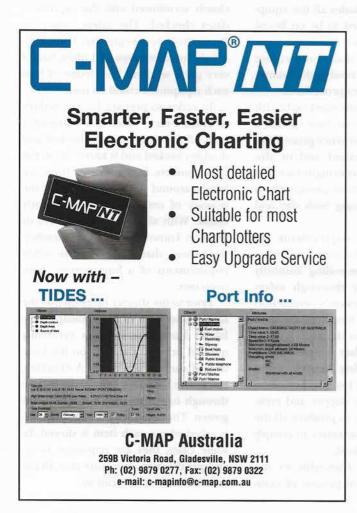
On Atara, every crewmember is made fully aware that it is their responsibility and their responsibility alone to remain on board, to ensure that their harness and life jacket is worn at the appropriate times, and that they are aware of the various strong points around the vessel, and the use of the jackstays.

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



40

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

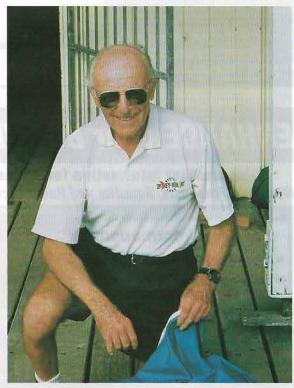
he or she wishes, wakes the next below-deck crewmember to change, climbs into the bunk and secures themselves, prior to that person getting out of the bunk.

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.



All marine radios must

ensures that marine and

distress frequencies are

and your vessel can be

kept interference free

identified in an emergency.

be licensed. This

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.

Marine Radio



If your radio operates in MF/HF or VHF you must also hold a Certificate of Proficiency. Operators of marine radios operating exclusively in the 27 MHz band are exempt from this requirement. However, to ensure that operators know how to handle emergencies, the Australian Communications Authority recommends that they obtain a Certificate of Proficiency.

Northern NSW Area Office Phone (02) 4960 5777, Fax (02) 4960 5700 Email: nnao@aca.gov.au

Sydney Area Office Phone (02) 9245 4000, Fax (02) 9245 4099 Email: syao@aca.gov.au

Southern NSW Area Office Phone (02) 6256 5577, Fax (02) 6256 5566 Email: snao@aca.gov.au

ACA website: www.aca.gov.au



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Cost is 75c/minute for phone services, more for mobile and public phones and 60c/minute for fax services.





Heavy Weather Sailing to Hobart

Ed Psaltis,
owner/skipper of the
Australian Financial
Review-sponsored 35footer, 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 there-of).

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 then 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 my be useful in heavy weather sailing:

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

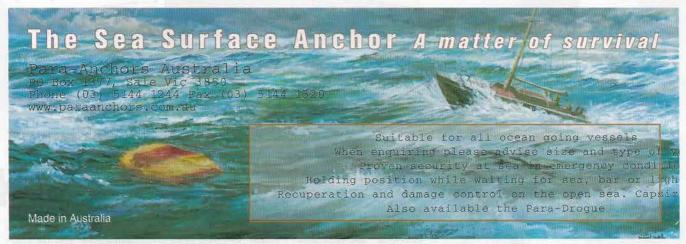


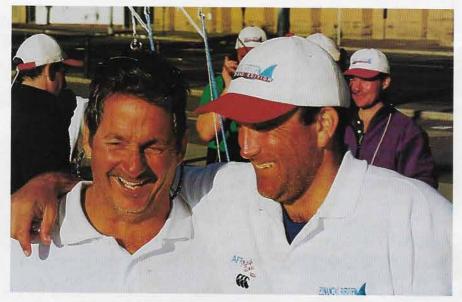
AFR Midnight Rambler sailing under storm-sail only at the height of the Bass Strait storm in the 1998 Telstra Sydney to Hobart Race. This dramatic picture, used on the cover of Offshore in our first issue of 1999 and subsequently published around the world, was taken by young Hobart photographer Alice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





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

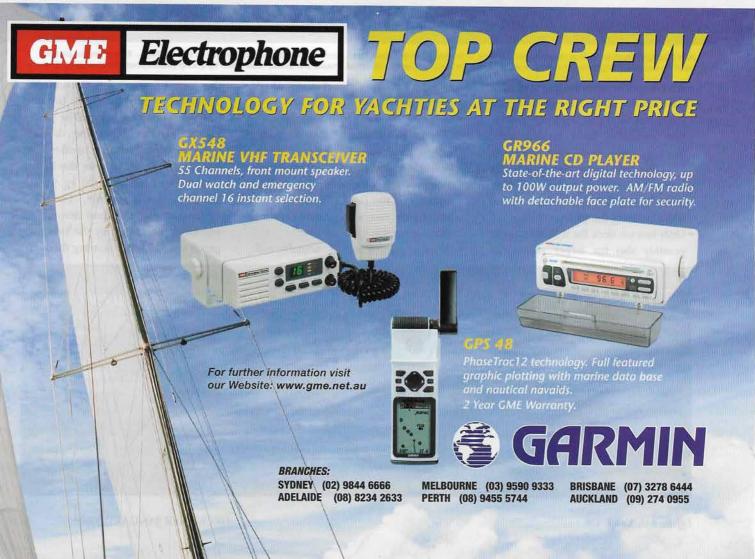
blow came in too hard and fast; we were hanging on by our life lines before we knew it! But normally, I try to get the mainsail below.

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



"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 personal 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.

EPIRBs - Safety Via Satellite

HOW THE SYSTEM WORKS

Once activated, an EPIRB (121.5 or 406 MHz) transmits a distress signal on the international aviation distress frequency of 121.5MHz or the COSPAS-SARSAT frequency of 406MHz. These radio frequencies are constantly monitored by a series of earth-orbiting satellites which form part of an international search and rescue system known as COSPAS/SARSAT. As these satellites orbit the earth, they constantly "listen" for any activated EPIRBs.

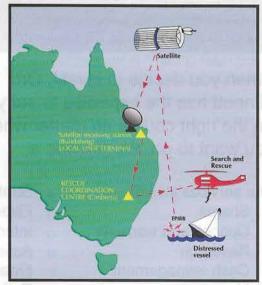
If a satellite detects an activated EPIRB, it relays the EPIRB's distress signal to satellite receiving stations (known as Local User Terminals, or "LUTs") located in Albany, Bundaberg and Wellington NZ. Once the satellite has passed overhead, computers in the receiving stations analyse the EPIRB's signal and calculate it's position. An EPIRB location can generally be calculated to within radius of about 20 kilometres for a 121.5 MHz beacon and about 5 kilometres for a 406 MHz beacon.

The processed information from the satellite receiving stations is then automatically relayed by landline to Australia's Rescue Coordination

Centre (RCC), part of the Australian Maritime Safety Authority (AMSA), in Canberra. Here, further computerised verification checks are performed and details of the EPIRB's position areused to coordinate a search and rescue operation. Specially equipped aircraft and/or rescue boats are then used to home in on the EPIRB signal and effect a rescue.

AusSAR's 24 hour maritime emergency contact phone number is 1800 641 792.

Carry an EPIRB - it could save your life!



Further information on search and rescue can be obtained from:

www.amsa.gov.au

Telephone: 02 6279 5972

email: david.cummins@amsa.gov.au AusSAR Policy, GPO Box 2181,

Canberra ACT 2601



The Fleet for Hobart



ABN AMRO CHALLENGE DESIGNER: Murray Burns & Dovell (AUS) TYPE: Sydney 46 OWNER/SKIPPER: Ray Roberts

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

CLUB: Cruising Yacht Club of Australia, NSW CREW: R. Roberts (5), J. Wilmot (10), J. Beaver (5)

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 Rav's crew at the recent Royal Hong Kong Yacht Club's Hawaiian series puts this yacht in serious contention for a top



ADAGIO SAIL NO: 588 LOA: 10.82m CLASS: PHS Sparkman & Stephens (USA) DESIGNER-YEAR BUILT: 1989

TYPE: S&S 36

NO. OF HOBARTS: 2

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. Picot (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.



AFR MIDNIGHT RAMBLER SAIL NO: 8338 LOA: 10.5m CLASS: IMS DESIGNER: Robert Hick (AUS) YEAR BUILT: 1994 NO. OF HOBARTS: 5 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. Whitfeld (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.



ALASKA EAGLE SAIL NO: LOA: 20m CLASS: PHS DESIGNER: Sparkman & Stephens YEAR BUILT: 1977 TYPE: \$&\$ 65 NO. OF HOBARTS: 0

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. Maccnia, J. Woolf-Willis, R. Angus, M. Dwyer, G.

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.



ALIEN SAIL NO: SM880 LOA: 20.9m CLASS: PHS DESIGNER: Lidgard YEAR BUILT: 1996 NO. OF HOBARTS: 0 TYPE: Lidgard 35 OWNER/SKPPER: 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.



ALLUSIVE LOA-CLASS: PHS DESIGNER: David Lyons (AUS) TYPE: Lyons 48 OWNER/SKIPPER: John Smith CLUB: Belierive Yacht Club, TAS

NO. OF HOBARTS: 1

SAIL NO: 407

YEAR BUILT: 1998

14.3m

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: M2 LOA: 15.3m CLASS: PHS DESIGNER: Adams YEAR BUILT: 1985 TYPE: Adams 50 NO. OF HOBARTS: 1 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.



AMAYA SAIL NO: B247 LOA: 12 04m CLASS: PHS YEAR BUILT: 1979 DESIGNER: Bruce Farr (NZL/USA) TYPE: Farr 40 NO. OF HOBARTS: 0 OWNER/SKIPPER: David Bingham

CLUB: Royal Brighton Yacht Club, VIC

CREW: D. Bingham, D. Brown, D. Allen, P. Costello, J. Harrap, 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: 4168 CLASS: PHS LOA: 11.2m DESIGNER: Ed Dubois (GBR) YEAR BUILT: 1981 TYPE: Dubois 37 ex-IOR one tonner NO. OF HOBARTS: 7 OWNER/SKIPPER: Jeff Cordell

CLUB: Derwent Sailing Squadron, TAS CREW: J Cordell (3), G. Eiszele (10), A. Davidson (1), B. Anderson, R. Webb (1), D. White

Racing as Tassie Wins in last year's Telstra Sydney to Hobart Race, Vice Commodore of the Derwent Sailing Squadron Jeff Cordell picked up a 3rd place in PHS Division 2, the vacht'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: WS91 ANTIIKA CLASS: PHS LOA: 13m DESIGNER! Joe Adams (AUS) YEAR BUILT: 1983 TYPE: Adams 13 NO. OF HOBARTS: 1

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".

ASPECT COMPUTING

SAIL NO: 4826



I OA: 16 6m DESIGNER: Graham Radford (AUS) TYPE: Radford 54 OWNER/SKIPPER: David Pescud

CLASS: PHS YEAR BUILT: 1989 NO. OF HOBARTS: 4

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-Airlie Beach race.



ATARA LOA: 13m DESIGNER: David Lyons (AUS) TYPE: I yons 43 OWNER/SKIPPER: Roger Hickman

SAIL NO: IRL 8000 CLASS: IMS YEAR BUILT: 1994 NO. OF HOBARTS: 5

CLUB: Cruising Yacht Club of Australia, NSW

CREW: R. Hickman (20), M. Slinn (5), S. Green (13), V. Storev (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. Skippered 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



AURORA LOA: 12.3 DESIGNER: Bruce Farr (NZL/USA) TYPE: Farr 40

SAII NO: 4057 CLASS: IMS YEAR BUILT: 1984 NO, OF HOBARTS: 5

OWNER/SKIPPER: Jim Holley CLUB: Lake Macquarie Yacht Club, NSW

CREW: J. Holley (11), R. Carlier (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 Teistra Sydney to Hobart race, her best result so far.



AUSMAID LOA: 14.472m DESIGNER: Bruce Farr (NZL/USA) TYPE: Farr 47 OWNER/SKIPPER- Keyan Pearce

BACARDI

the nose.

LOA: 13.37m

SAIL NO: YC1000 CLASS: IMS YEAR BUILT: 1994 NO. OF HOBARTS: 4

SAIL NO: SM377

CLASS: IMS

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.



DESIGNER: Doug Peterson (USA) YEAR BUILT: 1978 TYPE: Peterson 42 NO. OF HOBARTS: 16 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



BERRIMILLA SAIL NO: 371 LOA 10.1m CLASS: PHS DESIGNER: Peter Joubert (AUS) YEAR BUILT: 1977 TYPE: Brolga 33 NO. OF HOBARTS: 8 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 1ast year's gruelling Hobart race when Berrimilla placed 1st in PHS Division B.



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

BIG WEDNESDAY

DESIGNER: Bruce Farr (NZ) /LISA)

OWNER/SKIPPER: Big Wednesday syndicate

(2), C. Sloan (2), N. Gibson (1), M. Harris (9), J. Lewis (5)

CLUB: Royal Yacht Club of Victoria, VIC

I OA: 11 78m

TYPF: Farr 38

BOOMAROO MORSE FANS SAIL NO: RO23 LOA: 10.3m CLASS: IMS DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1971 TYPE: S&S 34 NO. OF HOBARTS: 11 OWNER/SKIPPER: John Mointoch

CREW: M. Vanderwarker (4), C. Rattray (1), A. Hatherley (4), A. Latta

Under new owner Andrew Hatherley, Big Wednesday has had a busy

year competing in the Portsea-Hastings and Melbourne-Stanley races

SAIL NO: R1210

YEAR BUILT: 1994

SAIL NO: SM596

YEAR RUILT: 1968

SAIL NO: 1987

YEAR BUILT: 1985

NO. OF HOBARTS: 7

CLASS: PHS

SAIL NO: C1

CLASS: IMS

YEAR BUILT: 1994

NO. OF HOBARTS: 3

CLASS: IMS

NO. OF HOBARTS: 0

CLASS: IMS

CLUB: Royal Queensland Yacht Squadron, QLD

CREW: J. MoIntosh (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.



BREAKAWAY I OA: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.



BRIGHT MORNING STAR LOA: 15.5m DESIGNER: Doug Peterson (AUS) TYPE: Cruiser/Racer OWNER/SKIPPER: Hugh Trehame CLUB: Cruising Yacht Club of Australia, NSW

CREW: H. Trehame (24), I. Trehame (14), K. Goudge (9), V. Strachan (2), J. Gillott (2), J. Smith, T. Chesseus, K. Hogan

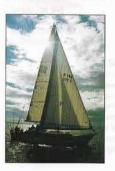
Skipper Kerry Goudge, President of Women on Water (WOW) will use this beautiful Peterson 51 to celebrate the program's 10th year and her 10th Sydney-Hobart, the most completed by a woman. Hugh Trehame, along with his brother Ian 'Bomber' Trehame will accompany the 10 female crew members.



BRINDARFI I A LOA: 22.85m DESIGNER: Scott Jutson (AUS) TYPE: Maxi OWNER/SKIPPER: George Snow

NO. OF HOBARTS: 5 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.



BRINDABELLA II SAIL NO: S110 I OA: 11 07m CLASS: IMS DESIGNER: Joe Adams (AUS) YEAR BUILT: 1983 TYPE: Adams 11 NO. OF HOBARTS: 3 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 Doublehanded 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

SAIL NO: 7441 CLASS: IMS YEAR BUILT: 1999 NO. OF HOBARTS: 0

CLUB: Cruising Yacht Club of Australia, NSW

CREW: I. Murray (8), M. Coxon (18), J. Kahlbetzer (2), M. Kahlbetzer, H. van Kretcshmar (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 62footer including America's Cup (AC) helmsman/skipper lain Murray.



BY ORDER OF THE SECRETARY SAIL NO: B370 LOA: 11.2 CLASS: IRC DESIGNER: Davidson YEAR BUILT: 1983 TYPE: Davidson 36 NO. OF HOBARTS: 1. 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.



CHALLENGE AGAIN SAIL NO: SM2 LOA: 12.47m CLASS: IRC DESIGNER: lain Murray (AUS) YEAR BUILT: 1995 TYPE: Sydney 41 NO. OF HOBARTS: 2 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.



CHUTZPAH SAIL NO: R33 LOA: 10.99m CLASS: IMS DESIGNER: Murray, Burns & Dovell (AUS) YEAR BUILT: 1998 TYPE: MBD 36 NO. OF HOBARTS: 3 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.

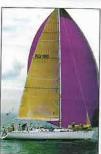
CRUZ CONTROL

DOCTEL RAGER

DESIGNER: Greg Elliott (NZL)

LOA: 17.1m

TYPE: Elliott 56



SAIL NO: RQ160 LOA: 16.19m CLASS: PHS DESIGNER: Bob Smith YEAR BUILT: 1998 TYPE: cruiser/racer NO. OF HOBARTS: 0 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.

SAIL NO: YC560

YEAR BUILT: 1987

CLASS: PHS



NO. OF HOBARTS: 9 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.











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. Matuscha (5), D. Maddern (2), R. Miller, N. Hawkin, G. Magowan, K. Glover, P. Cahill, H. Dalton

SAIL NO: R67

YEAR BUILT: 1981

SAIL NO: SA998

YEAR BUILT: 1999

SAIL NO: 6814

YEAR BUILT: 1990

NO. OF HOBARTS: 0

CLASS: IMS

NO. OF HOBARTS: 0

CLASS: IMS

NO. OF HOBARTS: 1

CLASS:

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

EPSILON LOA: 11.5m DESIGNER: van de Stadt (HOL) TYPE: Forna 37 OWNER/SKIPPER: Michael Tromp CLUB: Royal South Australian Yacht Squadron

CREW: M. Tromp, J. Tromp, F. Tromp, P. Bailey, A. Jordon, 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-Kingscore and Neptune Island races and a 3rd in the Tapley Shoal race and Kingscore Cup. Michael is lining up for his first Telstra Sydney to Hobart Race.

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.

FALCON 2000 SAIL NO: TBA LOA: 23.919m CLASS: IMS DESIGNER: Nelson/Marek (USA) YEAR BUILT: 1996 TYPF: Maxi NO. OF HOBARTS: 0 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.

FUN & GAMES SAIL NO: SM600 LOA: 10.05m CLASS: PHS DESIGNER: Lidgard (NZ) YEAR BUILT: 1992 OWNER/SKIPPER: Alan Edwards NO. OF HOBARTS: 1 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.

GRAND CHANCELLOR LOA: 11.62m DESIGNER: Hank Kaufman (AUS) TYPE: Northshore 38 OWNER/SKIPPER: Mark Rallard CLUB: Derwent 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.

SAIL NO: 3846

YEAR BUILT: 1984

NO. OF HOBARTS: 1

CLASS: PHS



HELSAL II LOA: 20.04m DESIGNER: Joe Adams (AUS) TYPE: Pocket maxi OWNER/SKIPPER: Bill Rawson CLUB: Royal Yacht Club Victoria, VIC

SAIL NO: SA93 CLASS: PHS YEAR BUILT: 1979 NO. OF HOBARTS: 17

CREW: B. Rawson (6), A. Roberts 7), T. Crespin (5), B. Walpole (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.



HI FLYER LOA: 12.39m DESIGNER: Bruce Farr (NZL/USA) TYPE: First 40.7 OWNER/SKIPPER: Carol Tumbull

SAIL NO: PNG1888 CLASS: IRC YEAR BUILT: 1993 NO OF HOBARTS: 1

CLUB: Royal Papua Yacht Club, PNG CREW: C. Tumbull (1), P. Roberts (2), S. Smith, W. Pitcher, C. Hather, D. Belbin, 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 Airlie Beach Race Week (with an all female crew) and the QLD NORC series, where she took out 1st over the line



HOGSBREATH WITCHDOCTOR LOA: 12m DESIGNER: Laurie Davidson (NZL) TYPE: ex-IOR one tonner OWNER/SKIPPER: The Rum Consortium CLUB: Cruising Yacht Club of Australia NSW

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

SAIL NO: NZL609

YEAR BUILT: 1997/98

NO OF HOBARTS: 0

SAIL NO: IR1990

CLASS: IRC

CLASS: IMS

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



HURRICANE LOA: 10.975m DESIGNER: Jim Young/David Lyons TYPE: Young Lyons 36 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.



DESIGNER: Ron Holland (IRE) YEAR BUILT: 1976 TYPE: Holland 40 NO. OF HOBARTS: 0 OWNER/SKIPPER: George Radley CLUB: Kinsak Yacht Club, IRELAND CREW: G. Radley, B. Joyce, F. Clarke, C. Dunne Imp won the 1977 Fastnet Race racing for the USA Admirals's 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.



IMPECCABLE SAIL NO: MH106 LOA: 10.2m CLASS: IRC DESIGNER: Doug Peterson (USA) YEAR BUILT: 1980 TYPE: ex-IOR 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.













IMPULSE LOA: 10.44m DESIGNER: Holman & Pve (UK) TYPE: Holman & Pve 34 OWNER/SKIPPER: Lance Woods

CLASS: IMS YEAR RUILT: 1982 NO OF HOBARTS: 0

SAIL NO: RF132

CLASS: PHS

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

INNKEEPER SAIL NO: 5462 LOA: 20m 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)

Fremantle to avoid the summer sou'easters.

Innkeeper reveiled 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.

INTERUM SAIL NO: 558 LOA: 12.16m CLASS: IMS DESIGNER: David Lyons YEAR BUILT: 1993 TYPE: Lyons 41 NO. OF HOBARTS: 4 OWNER/SKIPPER: Craig King YACHT CLUB: Bellerive Yacht Club, TAS CREW: C. King (2), R. Howlett (27), P. Graften (9), W. Aird (8), P. Strong (3), R. Bucannon (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 Rapscallion). She was designed and built specifically for the Hobart Race and for reaching and running conditions.

KOMATSU BLUE LADY SAIL NO: 5891 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 Naw Salling Association, NSW

CREW: S. Keams (3), J. Begbie (2), I. Freeman (1), P. Duncan (2) Komastu 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 Kearns 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.

LADY PENRHYN SAIL NO: 3809 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

LEBOY BROWN SAIL NO: 933 I OA: 12 41m CLASS: IRC DESIGNER: Bruce Farr YEAR BUILT: 1999 TYPE: Fart 40 OD 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.

IMP

LOA: 11 2m



LOA: 13.40m DESIGNER: German Frers (ARG) TYPE: Swan 44 OWNER/SKIPPER: Stephen Ainsworth

YEAR BUILT: 1997 NO. OF HOBARTS: 1 CLUB: Cruising Yacht Club of Australia, NSW

SAIL NO: 3144

CLASS: IRC

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 vear'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.



LONGSHOT SAIL NO: 5145 LOA: 13.49m CLASS: PHS DESIGNER: Adams YEAR BUILT: 1991 TYPE: Calina 44 NO. OF HOBARTS: 0 OWNER/SKIPPER: Troy White

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.

CLUB: Western Port Marina, VIC



SAIL NO: SM616 MAGIC LOA: 11.768m CLASS: PHS DESIGNER: Sparkman & Stephens (USA) YEAR RUILT: 1982 TYPE: \$8\$.36 NO. OF HOBARTS: 3 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.



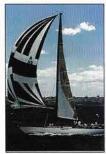
MARCHIONESS SAIL NO: 9431 LOA: 22.8m CLASS: PHS DESIGNER: A. Lavranos (ITA) YEAR BUILT: 1992 TYPE: Maxi sloop NO. OF HOBARTS: 2 OWNER/SKIPPER: Cranitch/Kennedy/Markos/Smart CLUB: Cruising Yacht Club of Australia, NSW

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-theline 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.



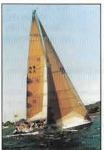
MARI-CHA III SAIL NO: GBR22 LOA: 44.5m CLASS: Demonstration DESIGNER: Briand (FRA) YEAR BUILT: 1998 TYPE: Super Yacht NO. OF HOBARTS: 0 OWNER/SKIPPER: Jean-François D'Etiveaud

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 monohuls 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.



MARK TWAIN SAIL NO: A 113 LOA: 11.8m CLASS: IMS DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1971 TYPE: S&S 39 NO. OF HOBARTS: 21 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.













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

SAIL NO: S4440

YEAR BUILT: 1985

NO. OF HOBARTS: 7

CLASS: PHS

SAIL NO: A8

CLASS: IMS

YEAR BUILT: 1987

NO. OF HOBARTS: 12

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.

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. Soloman (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 vachtsman 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.

NAVY ALEXANDER SAIL NO: 3807 LOA: 11.156m CLASS: PHS DESIGNER: Kim Swarbrick (AUS) YEAR BUILT: 1984 TYPE: \$111 NO. OF HOBARTS: 14 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.

NINETY SEVEN SAIL NO: 9797 LOA: 14.32m CLASS: IMS DESIGNER: Bruce Farr (NZL/USA) YEAR BUILT: 1993 TYPE: Farr 46 NO. OF HOBARTS: 6 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 galeswept 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.

NOKIA SAIL NO: DEN2001 LOA: 18.46m CLASS: V60 DESIGNER: Coomson YEAR BUILT: 1997 NO. OF HOBARTS: 0 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. Haastrup, L. Olrik, 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 vachtsman and 18-foot skiff champion Michael Spies has teamed up with a largely international crew.

NOT NEGOTIABLE SAIL NO: 5521 I OA: 10.46m DESIGNER: Holman & Pve (GBR) YEAR BUILT: 1985 TYPE: Holman & Pve 35 NO OF HOBARTS: 1 OWNER/SKIPPER: Michael Dolphin

CLUB: Royal Melbourne Yacht Squadron, VIC

CREW: M. Dolphin (1), M. Lawrence (1), M. Keusgen, D. Fiddler (2), G.

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.

CLASS: IMS



PHILLIPS FOOTE LOA: 11.95m DESIGNER: Greg Elliott (NZL) TYPE: Elliott 36 OWNER/SKIPPER: Liz Wardley CLUB: Royal Papua Yacht Club. PNG

SAIL NO: PNGR CLASS: PHS YEAR BUILT: 1993. NO. OF HOBARTS: 3

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 Airlie Beach Race Week and winning the double of line and handicap honours in the 1998 two-handed Sydney to Lord Howe



RASPA LOA: 10.84 DESIGNER: Dick Koopmans (NED) TYPE: Koopman 36 OWNER/SKIPPER: Jan Valstar CLUB: Scheveningen Yacht Club, NED CREW: J. Valstar

DESIGNER: Graham Radford (AUS)

OWNER/SKIPPER: Ron Lally

RED JACKET

LOA: 12.2m

SAIL NO: NED28 CLASS: IMS YEAR BUILT: 1973 NO. OF HOBARTS: 0

SAIL NO: HY1220

YEAR BUILT: 1995

NO. OF HOBARTS: 1

CLASS: IMS

SAIL NO: S91

SAIL NO: SA3300

YEAR BUILT: 1996

NO. OF HOBARTS: 3

CLASS: IMS

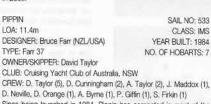
Raspa is well-known in the Netherlands having completed many ocean racing miles. She has contested the Azores race (2 times) the Round Ireland and Britain (double-handed), the Fastnet (5 times) and the Netherlands-Portugal race (3 times). Skipper Jan Valstar and his crew, four of whom are Dutch, will take a break from the 1998-2001 Round the World Rally to compete in their first Telstra Sydney to Hobart Yacht Race



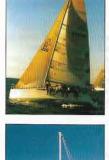
PIPE DREAM IX SAIL NO: USA50999 LOA: 16.2m CLASS: PHS DESIGNER: Johnstone (USA) YEAR BUILT: 1966 TYPE: J160 NO. OF HOBARTS: 0 OWNER/SKIPPER: Scott Piper CLUB: Biscayne Bay Yacht Club, USA CREW: S. Piper, C. Bensabat, N. Cates, C. Middleton, S. Duttenhofer,

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 Teistra Sydney to Hobart Yacht Race, will continue on and plans to round Cape Horn late

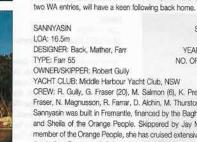




D. Neville, D. Orange (1), A. Byrne (1), P. Giffin (1), S. Firkin (1) Since being launched in 1984, Pippin has competed in most of the CYCA's Short Ocean Pointscore series and this year she took out IMS and PHS Division B honours. Pippin achieved her best result in the 1996 Hobart Race when she placed 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.



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



SEA EAGLE

SECRET MENS BUSINESS

DESIGNER: lain Murray (AUS)

OWNER/SKIPPER: Geoff Boettcher

CLUB: Cruising Yacht Club of South Australia, SA

LOA: 12.75m

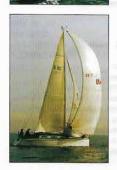
TYPE: Murray 42

SANNYASIN SAIL NO: 5913 LOA: 16.5m CLASS: PHS DESIGNER: Back, Mather, Farr YEAR BUILT: 1986 TYPE: Farr 55 NO. OF HOBARTS: 0 OWNER/SKIPPER: Robert Gully

Champion/winner of the Bluewater Series, Red Jacket, one of only

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. Alchin, 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 SAIL NO: S85 LOA: 10.6m CLASS: PHS DESIGNER: John Saver YEAR BUILT: 1986 TYPE: Cruiser/racer NO. OF HOBARTS: 1 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.



LOA: 10.511m CLASS: IMS DESIGNER: Greg Elliott (NZ) YEAR BUILT: 1992 TYPE: Elliott 1050 NO. OF HOBARTS: 1 OWNER/SKIPPER: Kevin Curtis YACHT CLUB: Royal Melbourne Yacht Squadron, VIC

CREW: K. Curlis (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 SAIL NO: AUS 70 CLASS: IMS DESIGNER: Bruce Farr (NZL/USA) YEAR BUILT: 1995 TYPE: Farr 50 NO. OF HOBARTS: 4 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. Eadle, 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.



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 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 SAIL NO: 5588 LOA: 12.1m CLASS: IRC DESIGNER: David Lyons (AUS) YEAR BUILT: 1993 TYPE: Lyons 40 NO. OF HOBARTS: 5 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 SAIL NO: 5959 LOA: 13.8m CLASS: PHS DESIGNER: Laurie Davidson (NZL) YEAR RUILT- 1985 TYPE: Davidson 46 NO. OF HOBARTS: 0 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 Airlie 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

SAIL NO: B400 CLASS: IRC YEAR BUILT: 1987 NO. OF HOBARTS: 6

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 ORCV 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.



SOUTHERLY SAIL NO: 38 LOA: 10.575m CLASS: IMS DESIGNER: Charles Peel (AUS) YEAR BUILT: 1939 TYPE: Peel 35 NO. OF HOBARTS: 13 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.



SAIL NO: NZL69 SOWS EAR LOA: 10.66m CLASS: IMS DESIGNER: Robert Hick (NZL) YEAR BUILT: 1997 TYPE: Hick 35 NO. OF HOBARTS: 1 OWNER/SKIPPER: Mark Beauchamp

YACHT CLUB: Kerikeri Cruising Club, NZL CREW: M. Beauchamp (1), R. Ayton (2)

aunched 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-Airlie Beach Race and 1st in the Fiji Presidents Cup

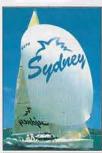


SWORD OF ORION SAIL NO: 2006 LOA: 12.47m CLASS: IMS DESIGNER:Murray Burns & Dovell (AUS) YEAR BUILT: 1998 TYPE: Sydney AC 40 NO. OF HOBARTS: 1 OWNER/SKIPPER: Rob Kothe

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.



SAIL NO: 6070 LOA: 18.15m CLASS: IRC DESIGNER: lain Murray (AUS) YEAR BUILT: 1996 TYPE: Sydney 60 NO. OF HOBARTS: 2 OWNER/SKIPPER: Charles Curran CLUB: Cruising Yacht Club of Australia

CREW: D. Kellett (24), J. Harris (20), C. Wildman (31), A. Brown (2), C. Cleary (3), K. Groves, W. Miller (5), A. Owen (4), C. Ryan (1), M. Wheeler (3), J. Woodford (16), D. Johnson (19), C. Tipney (17), D. Williams (7) 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



SAIL NO: 881 LOA: 18.18 CLASS: PHS DESIGNER: Andy Dovell (AUS) YEAR BUILT: 1997 NO. OF HOBARTS: 0 TYPE: Open 60 OWNER/SKIPPER: Sean Langman

during the Sydney-Mooloolaba Race.

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.













LOA: 9.1m CLASS: PHS DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1979 TYPE: Defiance 30 NO. OF HOBARTS: 1 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

Selywn's first attempt. While the boat prefers upwind sailing, Selwyn

SAIL NO: 2919

SAIL NO: 4100

CLASS: IMS

TENACIOUS

TERRA FIRMA LOA: 12.45m DESIGNER: Iain Murray (AUS) YEAR BUILT: 1995 TYPE: Murray IMS 41 NO. OF HOBARTS: 3 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

would prefer light reaching conditions.

TERRANOVA SAIL NO: SM409 I OA: 12.41m CLASS: IMS DESIGNER: Bruce Farr (NZL/USA) YEAR BUILT: 1999 TYPE: Farr 40 NO. OF HOBARTS: 0

are looking forward to a competitive summer of racing. Other

successes for this lain Murray designed 41-footer include a 1st at

Geelong Week and a 2nd at the 1998 Hayman Island Big Boat Series.

OWNER/SKIPPER: Shane Tyrrell & Dean Wilson CLUB: Sandringham Yacht Club, VIC

CREW: S. Tyrrel, D. Wilson (1), R. Lloyd (9), R. Carlisle (3), S. Cunningham (4), N. Drennan (4), P. Doriean (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.

TILTING AT WINDMILLS SAIL NO: SM117 LOA: 12.825m CLASS: IRC DESIGNER: Peter Joubert (AUS) YEAR BUILT: 1994 TYPE: John Dory 42 NO. OF HOBARTS: 2 OWNER/SKIPPER: Thorry Gunnersen CLUB: Sandringham Yacht Club, VIC CREW: T. Gunnersen (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 CHS 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.

TUMBLEWEED SAIL NO: G164 LOA: 10.99m CLASS: IMS DESIGNER: Ron Swanson YEAR BUILT: 1975 TYPE: Swanson 36 NO. OF HOBARTS: 0 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.

VALHERU SAIL NO: 1195 I OA: 13m CLASS: IMS DESIGNER: Greg Elliott (NZ) YEAR BUILT: 1994 TYPE: IMS Racer, Elliott 43 NO. OF HOBARTS: 4 OWNER/SKIPPER: Anthony Lyali 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. Hookins (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

SAIL NO: 125 CLASS: PHS YEAR BUILT: 1989 NO, OF HOBARTS: 2

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 SAIL NO: A16 LOA: 12.19m CLASS: PHS DESIGNER! Kim Swarbrick (AUS) YEAR BUILT: 1993 TYPE: Swarbrick 40 NO. OF HOBARTS: 5

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 SAIL NO: M10 LOA: 21.3m CLASS: IMS DESIGNER: Murray, Burns & Dovell (AUS) YEAR BUILT: 1998 TYPE: ILC 70 NO. OF HOBARTS: 1 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 oneAustralia'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 SAIL NO: PD8 LOA: 14m CLASS: PHS DESIGNER: Radford YEAR BUILT: 1994 TYPE: Cruiser/racer NO. OF HOBARTS: 1 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. Brugeaud

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 SAIL NO: 1993 LOA: 15.07m CLASS: IMS DESIGNER: Bruce Farr (NZL/USA) YEAR BUILT: 1999 TYPE: Farr 49 NO. OF HOBARTS: 0 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). Salling 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)

SAIL NO: SM401

YEAR BUILT: 1998

NO. OF HOBARTS: 0

CLASS: IMS

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. Laune 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 SAIL NO: 327 1 OA- 9m CLASS: IMS DESIGNER: Peter Joubert (AUS) YEAR BUILT: 1979 TYPE: Currawong 30 NO. OF HOBARTS: 12 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 vachts

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 vacht 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
- Bumblebee brand new MBD 62, crew includes lain 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

3	ADM AMDO		Owner	State	Туре	LOA	DIV
- T	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 1	EZ Street	NZL 6814	Bruce Lund	NZ	Warwick 45	13.6	IMS
32	Falcon 2000	USA2000	ТВА	USA	Maxi	23.91	IMS
34 I	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 woodworking 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 yachties 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, Pryority, 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 in1998. (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, Skylark, 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, Ilina, 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, Pryority, 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).

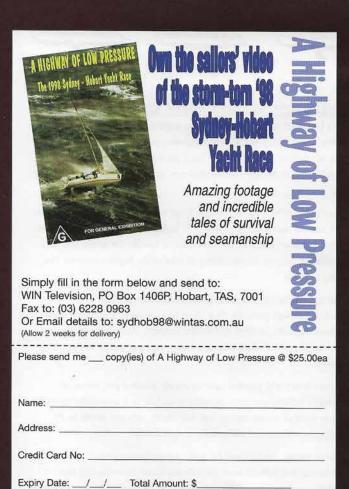
Fraser Johnston (NSW)

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, Heavan 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.





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

Last Raced: 1994 (Freight Train).

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, Wolftam 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.

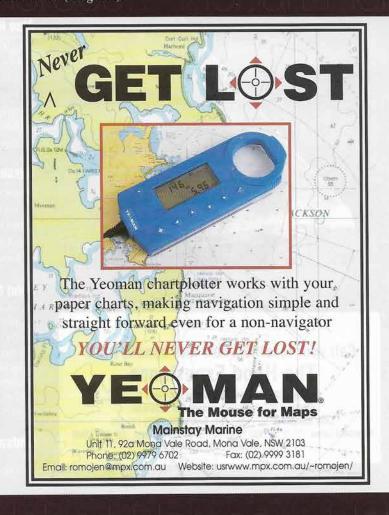
Last raced: 1998 (Relish IV).

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).



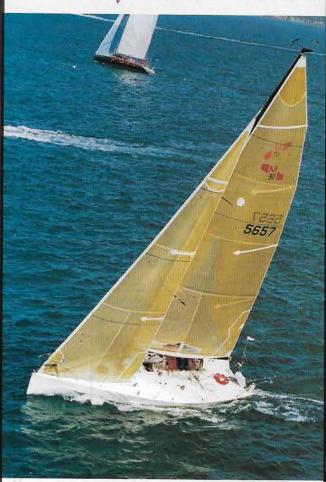
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Email: sails@hoodaustralia.com.au

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, Helsal II, Alstar.

Last raced: 1994 (Alstar).

Alan Butler (Vic)

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

Yachts raced since 1946: Christina (2), Gymea, Solo (3), Metung (2), Maris (2), Thekla, Odin (4), Gumblossom (2), Billabong (8), Kingurra.

Last raced: 1989 (Kingurra).

Russell Evans (Vic)

26 races.

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

Final race: 1985 (Mandrake).

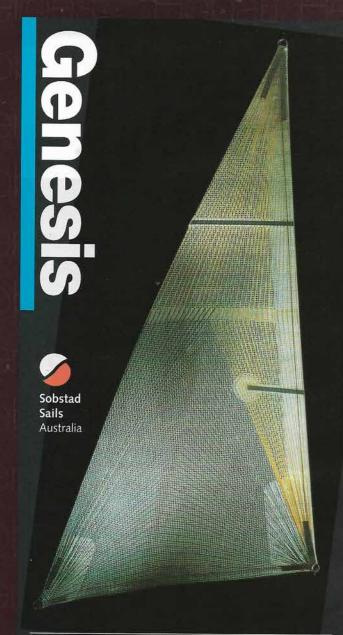
John Mooney (Vic)

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.

Tremp & Assoc 5G99/839



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

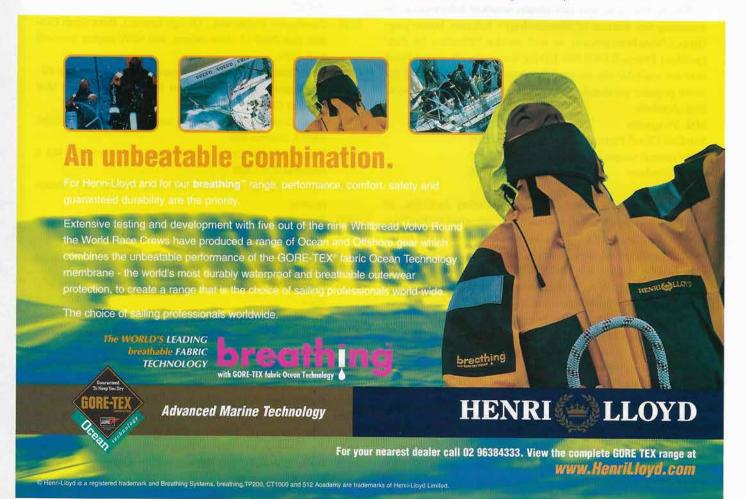
by an * you would deduct an hour from the time shown below if you wish to use the information during non-Daylight Saving periods.

- 0048 Melbourne Radio*(SE High Seas forecast)
- 0130 Aus. Weatherfax* MSL Analysis valid 1200(Universal Coordinated 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



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 Mallacoota - 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.



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.

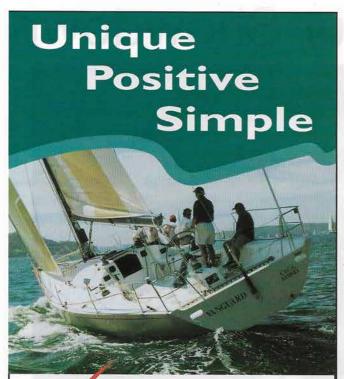
Tattersalls, which donated the George Adams Trophy in 1945 as the trophy for the Overall Winner, will again strike a special medallion for each of the crew members aboard the winning yacht. This year they responded enthusiastically to a request from the two organising clubs and have donated money towards 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 heliciptor 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++ purposebuilt Search and Rescue helicopter, is the most sophisticated SAR helicopter in Australia, equipped for all-weather, day/night, overwater operation.

This Sikorsy 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" 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.



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.



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



FREICE 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 – lan 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.



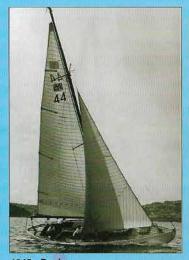
Australia's sail training vessel STV Young Endeavour under full sail..the brigantine will be making her 10th trip south with the Telstra Sydney to Hobart fleet this year.

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.

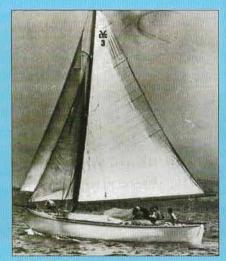
LCDR Rourke is no newcomer to the Young Endeavour and the challenges of square-rigged sailing. He was aboard the ship as a Lieutenant in 1988 before rejoining the "grey line".



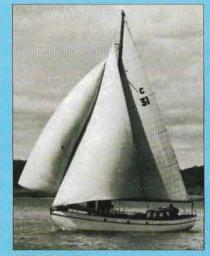
SYDNEY - HOBART RESULTS 1945-1998







1946 - Christina



1947 & 1948 - Westward

1945 - 9 similars			
PI Yacht	ELAPSED TM	TCF	CORR TM
1.Rani- Capt J Illingworth, RN	6-14-22	.6670	4-09-38
2. Ambermerle- J Colguhoun, C Kie	el 8-08-18	.6722	5-14-39
3. Winston Churchill- P.Coverdale	7-07-38	.7706	5-15-20
4.Kathleen - J.Earl	8-06-20	.6858	5-15-59
5.Horizon - J.R.Bartlett	8-07-47	.6977	5-19-23
6.Saltair - R.M.Walker	8-13-48	.6859	5-21-09
7.Mistral II - R.F.Evans	8-12-55	.9063	7-17-13
8.Wayfarer - P.M.Luke	11-06-20	.6912	7-19-43
Fastest time: Rani - 6-14-22-00			
2.Ambermerle- J Colquhoun, C Kir 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	el 8-08-18 7-07-38 8-06-20 8-07-47 8-13-48 8-12-55	.6722 .7706 .6858 .6977 .6859 .9063	5-14-39 5-15-20 5-15-59 5-19-20 5-21-09 7-17-10

Retired: Archina 1945 Weather: Strong SSW gale on the second day out of Sydney scattered the fleet and all except Hani hove to or sought shelter. Calms later.

1946 - 12 starters			
PI Yacht	ELAPSED TM	TCF	CORR TM
1.Christina - J.R.Bull	6-18-51-15	.6625	4-11-53-27
2.Saga - B.J.Halvorsen	6-09-52-00	.7161	4-11-53-27
3.Morna - C.Plowman	5-02-53-33	.9104	4-15-52-53
4.Defiance - F.A.Bullock	5-19-19-25	.8180	4-17-58-00
5.Matthews Flinders - A.Palfreyman	5-22-05-20	.8071	4-18-40-48
6.Trade Winds - M.E.Davey	7-01-00-45	.6960	4-21-37-58
7. Southern Maid- C. Philp	6-06-44-45	.7910	4-23-14-24
8.Active - H.M.Tate	6-0-08-47	.7980	5-00-36-53
9.Mistral II - R.F Evans	5-18-51-40	.8855	5-02-57-41
10.Wayfarer - P.M.Luke	7-12-21-15	.6980	5-05-53-14

1947 - 23 starters			
PI Yacht	ELAPSED TM	TCF	CORR TM
1.Westward - G.D.Gibson	5-13-19-04	.7232	4-00-24-56
2.Moonbi - H.S.Evans	5-22-46-02	.6807	4-01-10-54
3.Peer Gynt - T.Halvorsen	6-01-18-15	.6853	4-03-34-37
4.Kintail - D.Macrae	5-20-00-56	.7359	4-07-02-15
5.Fortuna - Dr R.Wishaw	6-05-13-09	.6965	4-07-55-52
6.Trade Winds - M.E.Davey	5-23-15-01	.7342	4-09-10-28
7.Saltair - A.E.Walker	6-06-23-70	.7024	4-09-37-57
8.Gymea - G.L.Carter	6-13-53-51	.6785	4-11-08-00
9.Morna - C.Plowman	5-03-03-54	.8986	4-14-35-10
10.Winston Churchill - P.Coverdale	5-22-02-55	.7791	4-14-40-12
11.Eolo - T.A.Guiffre	5-22-12-54	.7863	4-15-49-25
12.Southern Maid - C.Philp	5-22-31-50	.7910	4-16-44-30
13.Benecia - F.A.Harris	6-13-21-12	.7211	4-17-28-03
14.Matthew Flinders - A.Palfreyman	5-22-35-06	.8071	4-14-04-49
15.Sirius - J.S.Booth	6-02-51-07	.7900	4-20-00-47
16.Josephine - B.C.Penton	5-20-33-37	8340	4-21-13-38
17.Kurrewa III - F Livingston	6-01-19-26	.8140	4-22-17-37
18.Horizon - S.Berg	6-23-46-36	.7199	5-00-46-57
19.Mistral II - R.F.Evans	5-10-58-45	.8848	5-03-51-13
20.Aloah - J.A.Clark	8-03-19-48	.6343	5-03-53-52
21.Stormbird - J.H.A.Herford	7-11-16-40	6938	5-04-22-59
Retired: Christina (J.R.Bull), Defiance (F.A.	A.Bullock)		
Fastest Time: Morna 5-03-03-54	entertaine (Marie Control		
1947 Weather: Fleet subjected to hard 40	-50 mph northerly a	cross the	Bass Strait.
Some yachts trailed sea anchors or hove			
	99	VITVICOLEGIC	

1948 - 18 starters Pl Yacht	ELAPSED TM	TCF	CORR TM
1.Westward - G.D.Gibson	4-14-17-32	.7232	3-07-45-48
2.Seevogel - W.Harris	4-14-24-03	.7597	3-11-52-17
3.Archina - P.G.Goldstein	4-11-28-10	.7900	3-12-54-03

4.Moonbi - H.S.Evans	5-05-01-53	.6807	3-13-06-32
5.Nerida - C.P.Haselgrove	4-09-45-10	.7415	3-13-48-20
6.Sandra - M.M.Creese	4-08-58-25	.8278	3-14-53-50
7.Peer Gynt - T.Halvorsen	5-11-52-21	.6853	3-18-22-20
8.Mistral II - R.F.Evans	4-08-20-13	.8945	3-21-19-46
9.Morna - C.Plowman	4-05-01-21	.9243	3-21-22-30
10.Merlan - W.L.Curtis	5-04-11-58	.7560	3-21-53-41
11. Southern Maid - W. Trautwein	5-04-11-48	.7964	4-02-41-12
12.Gymea - G.Carter	6-03-31-00	.6721	4-03-08-45
13.Alice - J.Callahan	8-00-10-15	.8327	6-16-01-14
Fastest time: Morna 4-05-01-21	S12591/2 (22)		DEVIEWER INV
Defined Aleks (LA Obst) Less Office	(10-1-4	-1 W (O) W	Charles Martin

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	star	ters
Pl Yach	t		

Pl Yacht	ELAPSED TM	TCF	CORR TM
1.Trade Winds - M.E.Davey	5-11-15-34	.7288	3-23-39-43
2.Waltzing Matilda - P.Davenport	5-10-33-10	.7406	4-00-41-15
3.Ellida - P.Halliday	6-05-26-10	.6603	4-02-40-22
4.Margaret Rintoul - A.Edwards	5-10-35-01	.7652	4-03-55-21
5.Fortuna - W.Fesq	6-02-05-07	.6948	4-05-30-00
6.Seasalter - D.H.Jarvis	6-04-50-30	.6831	4-05-41-06
7.Lass O'Luss - J.Colguhoun	6-02-07-35	6982	4-06-01-32
8.Gipsy Queen - A.C.Eden	6-00-45-24	7056	4-06-08-25
9.Peer Gynt - M. & T.Halvorsen	6-05-26-35	6849	4-06-21-13
10.Nocturne - J.R.Bull	6-02-08-02	.7364	4-11-36-47
11.Horizon - S.Berg	6-06-12-43	7199	4-12-06-15
12.Independent - E.Messenger	6-00-05-13	8274	4-23-13-03
13.Mistral II - R.F.Evans	6-02-00-54	.8945	5-10-44-31
Francis Time - 10/2/14- 5 40 00 40			

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.

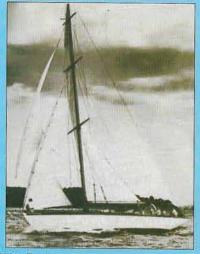
50	4	16	sta	rte	ers
Ya					

19

Pl Yacht	ELAPSED TI	TCF	
CORR TM			
1.Nerida - C.P.Haselgrove	5-06-15-49	.7597	3-20-17-13
2.Margaret Rintoul - A.W.Edwards	5-05-28-35	.7606	3-23-26-14
3.Mistral V - G.W.Rex	5-05-47-01	.7704	4-01-21-23
4.Fortuna - W.Fesq	6-02-50-26	.6923	4-05-39-28
5. Solveig - T. & M. Halvorsen	6-01-41-29	.7149	4-08-08-25
6.Kintail - D.Macrae	6-04-02-23	.7048	4-08-20-35
7.Gipsy Queen - A.C.Eden	6-06-52-20	.7056	4-10-28-02
8.Jasnar - A.E.Saalfield	6-16-16-10	.6676	4-10-59-45
9.Seevogel - W.Harris	6-06-00-26	.7597	4-17-57-39
10.Benecia - F.A.Harris	6-21-46-29	.7159	4-22-40-41
11.Mistral II - R.F.Evans	5-17-00-54	.8829	5-00-58-14
12.Wanderer - E.Massey	7-02-08-38	.7505	5-07-41-33
13.Bachelor's Wife - B.Tanner	8-14-10-00	.6455	5-13-05-00
14.Seaward - P.Benson	9-07-30-20	.6359	5-22-07-38
Fastest Time: Margaret Rintoul 5-05-28-35			

Retired: Ellida (J.Halliday), Wayfarer (P.Luke)
1950 Weather: Started in the teeth of a Southerly gale which blew for two and a half days.
Another blow off Tasmania made it four days to windward out of five for the leaders.

AJJA - AT Stolk tolks				
Pl Yacht	ELAPSED TM	TCF	CORR TM	
1.Struen Marie - T.Williamson	4-03-38-35	.6805	2-19-48-26	
2.Lahara - D.Ashton	4-07-24-59	.6652	2-20-47-33	
3.Lass O'Luss - J.Colquhoun	4-03-12-05	.7059	2-22-01-35	
4.Fortuna - W.Fesq	4-05-54-38	.6923	2-22-33-10	
5.Ellida - J.Halliday	4-14-51-58	6603	3-01-12-18	
6.Solveig - T. & M.Halvorsen	4-07-24-25	.7081	3-01-12-18	
7.Nocturne - J.R.Bull	4-05-33-34	.7337	3-02-30-51	
8.Margaret Rintoul - A.W.Edwards	4-02-29-01	.7606	3-02-54-24	



1949 - Tradewinds



1950 - Nerida



1951 - Stuen Marie

9.Irene - H.Hughes	4-10-46-10	.7106	3-03-51-35
10.Nimbus - A.T.Cohen 11.Wanderer - E.Massey	5-03-25-10 4-10-46-35	.6564	3-09-00-45
12.Pavana - G.Mavnew	4-07-43-01	.8166	3-09-59-37 3-12-41-43
Fastest Time: Margaret Rintoul 4-02-29-01	WEN 19784	.07.00	9, 15, 31, 30

Retired: Katwinchar (E.J.Mossop), Wayfarer (P.M.Luke)

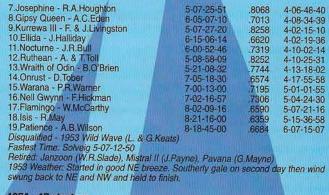
1951 Weather: Virtually a run from start to finish. All records to that date broken and Struen Marie's Corrected Time of 2-19-48-26, a record until 1962.

1952 - 17 starters			
PI Yacht	ELAPSED TM	TCF	CORR TM
1.Ingrid - J.S.Taylor	6-17-07-22	.6575	4-09-56-18
2.Moonbi - H.S.Evans	6-17-10-23	6654	4-11-14-40
3.Noctume - 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.

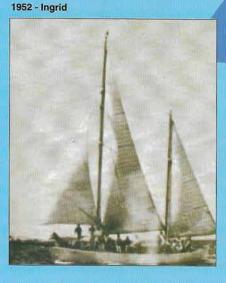
1953 - 23 starters			A. Oliv
Pl Yacht	ELADOCO TIA	TOF A	0000 711
	ELAPSED TM	TCF /	CORR TM
1.Ripple - R.C.Hobson	5-12-58-36	.6633	3-16-12-12
2.Solveig - T. & M.Halvorsen	5-07-12-50	.7048	3-17-39-37
3.Horizon - S.Berg	5-10-41-46	.7016	3-19-41-47
4.Kurura - J.A.Clarke	6-06-25-06	6426	4-00-39-32
5.Nimbus - 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

1953 - Hippie



Pl Yacht	ELAPSED TM	TCF	CORR TM
1.Solveig - T. & M.Halvorsen	5-07-38-56	7048	3-17-58-01
2.Gipsy Queen - A.C.Eden	5-09-26-33	.7006	3-18-41-15
3.Carol J - J.Halliday	5-07-37-37	.7112	3-18-46-06
4.Kintail - D.Macrae	5-07-23-34	7290	3-20-52-10
5.Southern Myth - N.Howard	5-07-47-53	7363	3-22-05-52
6.White Cloud - G.Brenac	5-07-42-29	7689	4-02-11-41
7.Tam O'Shanter - R.A.N.College	6-00-16-07	6861	4-02-58-58
8.Lauribada - I.Holm	5-19-49-18	7104	4-03-19-43
9.Wraith of Odin - Dr B.O'Brien	5-09-36-36	7744	4-04-22-12
10.Niripa - G.Peacock	6-06-50-34	7058	4-10-27-53
11.Defiance - N.D.Rundle	5-08-09-51	8320	4-10-37-57
12.Brilliant - M.Forster	6-07-38-48	7130	4-12-07-27
13.Patience - A.B.Wilson	6-18-09-00	6684	4-12-22-52
14.Kurrewa IV - F. & J.Livingston	5-06-09-47	9187	4-19-54-22
15.Wanderer - E.Massev	7-23-34-15	.7236	5-18-37-14
Fastest Time: Kurrewa 1V 5-06-09-		1111111111	11 (12.63)

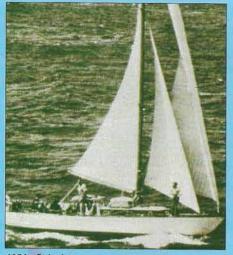
1954 Weather: Blustering southerly at the start, moderating on the following days. Squally conditions from the North in Bass Strait. Fickle airs at the finish.





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			
. 1	Pl Yacht	ELAPSED TM	TCF	CORR TM
	1.Moonbi - H.S.Evans	5-01-28-24	.6697	3-09-21-05
H	2.Cooroyba - C.Haselgrove	5-00-14-52	6782	3-09-33-01
- 1	3.Janzoon - W.R.Slade	5-02-41-21	6939	3-13-08-02
П	4.Nell Gwynn - R.Hickman	4-21-57-05	.7306	3-14-10-31
1	5.Fantasy - D.Burridge	5-08-59-37	.6768	3-15-18-10
П	6.Carol J - J.Halliday	5-03-50-53	7086	3-15-45-31
	7.Lass O'Luss - J.Colguhoun	5-05-52-29	.6991	3-15-59-57
1	B.Patience - A.B.Wilson	5-13-10-00	.6684	3-16-57-54
- 8	9.Southern Myth - N.Howard	5-03-11-08	7274	3-17-36-19
	10.Trade Winds - M.E.Davey	5-06-58-42	7139	3-18-39-00
	11.Solo - V.Meyer	4-23-10-31	.7801	3-20-58-07
1	12.Winston Churchill - A.G.Warner	5-04-57-17	.7795	4-01-24-08
	13.Tam O'Shanter - R.A.N. College	5-05-58-00	6672	4-04-03-15
	14.Even - F.J.Palmer	4-18-13-14	.8836	4-04-55-31
	15.Kurrewa IV - F. & J.Livingston	4-18-33-42	9185	4-09-13-30
	16.Defiance - N.D. Rundle	5-06-44-12	8320	4-09-26-42
	Fastest Time: Even 4-18-13-14	Salata M. Mari	1920 918	Was the same

Retired: Wanderer (E.Massey)

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

1956 - 28 starters			
PI YACHT	ELAPSED TM	TCF	CORR TM
1.Solo - V.Meyer	4-05-03-33	.7927	3-08-33-52
2.Anitra V - T. & M.Halvorsen	4-16-43-34	.7164	3-08-45-25
3.Carol J - J.Halliday	4-20-31-58	.7069	3-10-22-37
4.Janzoon - W.R.Slade	4-21-53-06	.7148	3-12-14-40
5.Siandra - G.P.Newland	5-07-38-09	.6638	3-12-43-29
6.Ingrid - J.S.Taylor	5-06-08-11	.6858	3-14-30-16
7.Southern Myth - N.C.Howard	5-00-28-46	.7252	3-15-22-18
8.Ripple - R.C.Hobson	5-13-29-55	.6621	3-16-23-22
9.Catriona - D.M.Brown	4-20-39-07	.7656	3-17-18-32
10.Kurrewa IV - J. & F.Livingston	4-04-31-14	.9114	3-19-36-52
11.Fantasy - D.Burridge	5-17-47-05	.6701	3-20-19-46
12.Samuel Pepys - R.N.S.A.	5-17-17-41	.6779	3-21-04-20
13.Lahara - D.N.Ashton	6-04-55-48	.6556	4-01-37-24
14.Winston Churchill - Sir Arthur Warner	5-05-49-49	7942	4-03-56-04
15.Romava - R.J.Mercer	6-16-01-06	.6616	4-09-53-01
16.Tarni - G.Wignall	6-15-04-03	.6722	4-10-55-29
17.Kurura - J.A.Clark	6-17-46-10	.6642	4-11-26-48
18.Lorraine - D.G.Nicholls	6-12-21-00	.6798	4-12-45-21
19.Tam O'Shanter - R.A.N.College	6-22-38-27	.6808	4-17-26-55
20.Niripa - G.E.Peacock	6-21-04-24	.7048	4-20-19-37
21.Pha'ar Re - R.Cottee	7-09-03-10	.6753	4-23-33-48
22.Four Winds - R.A.N.College	8-10-18-00	.6359	5-08-37-20
23.Vailima - J.McLaren	7-22-03-00	.6881	5-10-45-15
24.Nirvana - Dr K.Lewis	6-19-27-33	.8173	5-13-42-44
25.Serenade - L.Esdaile	7-18-27-40	7291	5-15-58-00
26.Renene - P.S.Parry	9-20-57-00	6630	6-13-05-52
Fastest Time: Kurrewa IV 4-04-31-14			Park State
Retired: Ranston (A.Roper), Wraith of Odin	(Dr B.O'Brien)		
1956 Weather: Hard southerly blow on first	night out followed I	by light n	orth east
breeze to Bass Strait. A 50 mph sou'wester	rly across the Strait	to the le	e of
Tasmania and a southerly gale off Storm Ba	ay reaching a recor	d 86 mp	h
	S. Harriston	BREINS	12 P. C. L.

	The state of the s	d do mp	
1957 - 20 starters			
PI YACHT	ELAPSED TM	TCF	CORR TM
1.Anitra V - T. & M.Halvorsen	4-06-38-30	.7105	3-00-55-37
2.Solo - V.Meyer	3-20-19-16	7973	3-01-36-37
3.Catriona - D.M.Brown	4-07-42-45	.7596	3-06-46-48
4.Kurrewa IV - F. & J.Livingston	3-18-30-39	.9114	3-10-29-31
5.Metung - Dr T.Beatty	4-19-01-40	.7264	3-11-33-22
6.Kismet - K.Gourlay	5-08-21-25	.6683	3-13-46-51
7.Four Winds - S.W.Gibson	5-14-18-43	.6389	3-13-48-43
8.Patience - A.B.Wilson	5-09-44-51	.6667	3-14-30-09
9.Lolita - J.Leahy	5-09-29-52	6732	3-15-10-40

10.Samuel Pepys - R.N.S.A.	5-08-38-23	.6779	3-15-12-18
11.Eos - T.Fowler	5-10-18-31	.6730	3-15-41-52
12.Southern Myth - N.C.Howard	5-02-58-10	.7250	3-17-09-10
13.Janzoon - W.R.Slade	5-07-20-07	.7064	3-17-59-59
14.Tahuna - H.Wilckens	5-07-06-53	.7384	3-21-51-47
15. Winston Churchill - Sir Arthur Wa	mer 5-01-28-54	7925	4-00-16-27
16.Defiance - N.D.Rundel	4-20-24-13	.8273	4-00-18-08
17.Nirvana - Dr K.Laws	4-22-54-56	.8500	4-05-04-40
18.Bintang-Terang - M.Hill-Willis	7-05-13-12	7800	5-15-06-41
Fastest Time: Kurrewa IV 3-18-30-3.			
Delivery Construction of the Attitude of			

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	ELAPSED TM	TCF	CORR TM
1.Siandra - G.P.Newlands	5-10-02-37	.6596	3-13-46-35
2.Anitra V - T. & M.Halvorsen	5-04-08-57	.7037	3-15-21-50
3.Southern Myth - N.C.Howard	5-04-00-06	.7250	3-17-54-04
4.Caprice of Huon - W.H.Northam	5-03-32-00	.7302	3-18-12-15
5.Uomie - G.Pattinson	5-03-43-05	.7405	3-19-36-27
6.Tarni - G.C.Wignall	5-20-54-46	.6672	3-22-01-00
7.Samuel Pepys - R.N.S.A.	5-20-55-52	.6779	3-23-32-15
8.Solo - V.Meyer	5-02-32-52	.7973	4-01-42-26
9.Romava - R.J.Mercer	6-08-36-47	.6643	4-05-22-51
10.Winston Churchill - Sir Arthur Warner	5-02-46-30	.8082	4-08-13-37
11.Metung - T.O.Beatty	6-02-34-41	.7235	4-10-02-57
12.Westward - A.A.Robilliard	7-02-39-19	.7276	5-04-10-07
13.Archina - J.S.Howie	6-14-13-34	7860	5-04-21-56
14.Boongown - Dr J. Molesworth	8-05-02-17	.6390	5-05-54-26
15.Fortuna - J.B.Grifin	7-18-50-35	.6952	5-09-53-35
16.Four Winds - S.W.Gibson	8-14-11-13	.6372	5-11-22-57
17.Restless - C.H.Hill-Willis	8-14-10-43	.6616	5-16-24-32
18.Terra Nova- M.D.Greeves	8-04-42-57	.7120	5-20-03-40
19.Sailmaker - A.Raisback	8-19-00-00	.6722	5-21-50-03
Fastest Time: Solo 5-02-32-52			
Retired: Kurrewa IV (J. & F.Livingston),	Ruthean (A.	& T.To	II), Southerly

Hetired: 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.

PI YACHT	ELAPSED TM	TCF	CORR TM
1.Cherana - R.T.Williams	5-02-13-53	.6590	3-08-33-02
2.Anitra V - T. & M.Halvorsen	4-18-01-47	7094	3-08-53-34
3.Southerly - D.E.Mickleborough	5-02-59-11	.6612	3-09-58-47
4.Malohi - N.H.McEnally	5-04-43-42	6615	3-10-30-28
5.Kaleena - H.E.Godden	5-06-06-39	.6565	3-10-47-30
6.Janzoon - W.R.Slade	5-00-55-23	.6993	3-12-33-41
7.Pegasus - N.F.Brooker	5-06-35-15	.6697	3-12-46-32
8.Southern Myth - N.C.Howard	4-21-56-35	.7250	3-13-30-31
9.Ailsa - J.Marion	5-19-38-02	.6181	3-14-18-28
10.Lass O'Luss - J.Colquhoun	5-02-04-03	.7080	3-14-32-23
11.Solo - V.Meyer	4-13-33-12	.7973	3-15-20-49
12.Sylvena - S.H.Moray	5-05-47-11	.6981	3-15-48-41
13.Lolita - J.Leahy	5-10-42-33	.6722	3-15-51-46
14.Metung - Dr T.O.Beatty	5-01-52-22	.7270	3-16-36-05
15.Lorraine - R.F.Rusk	5-12-08-28	.6846	3-18-44-30
16.Catriona - D.M.Brown	5-00-56-30	.7617	3-20-07-17
17.Birrahlee - J. & T.Savage	5-20-23-00	.6595	3-20-34-58
18.Kurrewa IV - F. & J.Livingston	4-15-13-29	.8651	4-00-13-14
19.Winston Churchill - Sir Arthur Warner	4-23-27-47	.8084	4-00-34-26
20.Archina - J.S.Howie	5-00-55-29	.7995	4-00-40-46
21.Ruthean - A. & T.Toll	4-23-04-53	.8336	4-03-15-58
22.Tam O'Shanter - R.A.N. College	6-09-45-00	.6673	4-06-35-41
23.Solano - G.Glenn-Carr	6-09-23-30	.6786	4-08-05-30

24. Four Winds - S.W. Gibson 7-01-39-05 .6376 4-12-10-11

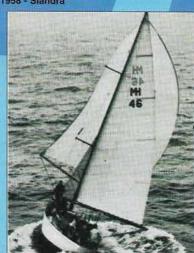
24.Four Winds - S.W.Gibson 7-01-39-05 .6376 4-12-10-11
Fastest Time: Solo 4-13-33-12
Retired: Alcyone (W.H.Burke), Boongown (Dr J.Molesworth), Glenshiel
(H.F.Garnham) Jindivik (J.G.Walsh), Lamtami (W.Wakefield), Patience (A.B.Wilson)
1959 Weather: Nor'easterly breeze at the start, followed by a vicious SW squall, moderating over the next four days. SW wind at 20 knots across Bass Strait, the SE breeze and calms along the Tasmanlan coast. Nor'easter for the leaders to the finish, then a flat calm on the Derwent River. Next morning a SE breeze carried a large group to the finish.

1960 - 32 starters PI YACHT	ELAPSED 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.Norla - T. & M.Halvorsen	4-19-57-03	7177	3-11-13-04
6.Joanne Brodie - R.C.Hobson	5-09-19-41	6501	3-12-03-48
7.Janzoon - W.R.Slade	5-00-21-03	6993	3-12-09-41
8.Solo - V.Meyer	4-10-23-42	7973	3-12-49-43
9.Patience - A.B.Wilson	5-08-30-47	6665	3-13-38-28
10.Ramava - R.J.Mercer	5-11-22-20	.6565	3-14-13-57
11.Carol J - J.Halliday	5-01-56-27	7077	3-14-17-51
12.Ailsa - J.Marion	5-19-49-42	6176	3-14-20-38
13.Zarabanda - G.Pattinson	5-02-40-46	.7044	3-14-24-55
14.Metung - T.O.Beatty	5-00-44-40	.7265	3-15-43-15
15.Maris - J.Earl	5-12-49-40	.6636	3-16-04-41
16.Kurrewa IV - F. & J.Livingston	4-08-11-15	.8578	3-17-22-19
17.Lass O'Luss - J.Colguhoun	5-06-56-10	.7080	3-17-52-14
18.Ingrid - J.S.Taylor	5-13-11-15	.6840	3-19-05-13
19.Wild Wave - J.Cockle	5-02-50-36	.7484	3-19-56-09
20.Astor - P.R.Warner	4-12-29-47	.8480	3-20-00-18
21.Southerly - D.Mickleborough	5-20-28-12	.6611	3-20-51-53
22.Archina - J.Howie	4-22-58-28	.7853	3-21-25-50
23.Tam O'Shanter - R.A.N.College	5-20-32-41	.6673	3-21-46-16
24.Southern Myth - N.C.Howard	5-10-15-04	.7252	3-22-28-17
25.Southerly Buster - K.R.Gourlay	6-03-58-34	.6387	3-22-30-34
26.Eos - M.T.Flower	5-23-33-42	.6742	4-01-03-43
27.Winston Churchill - G.A.Warner	5-00-13-14	.8082	4-01-09-44
28.Brilliant - M.C.Forster	5-20-26-18	.7194	4-05-01-53
29.Kintail - G.A.Horniman	5-20-26-27	.7274	4-06-10-14
OO Carry Miles In O MI Office	7 00 40 55	0.000	The second second

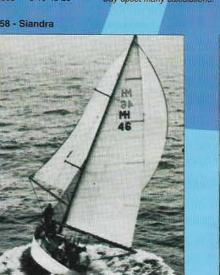
29. Nitfall - G.A. Forminal 3-20-20-21 37214 4-00-10-14 30. Four Winds - S.W. Gibson 7-03-13-55 6376 4-12-32-24 Fastest Time: Kurrewa IV 4-08-11-15 Retired: Ile-Ola (G.Wood), Thurloo (E.Merrington) 1960 Weather: Light nor easter at the start and light favourable breezes for several days. Breezes turned south off Tasmanian coast and continued until finish.

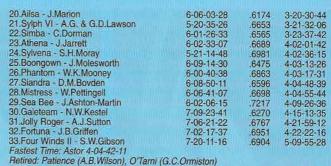
1961 - 34 starters			
PI YACHT	ELAPSED TM	TCF	CORR TM
1.Rival - A.Burgin & N.Rundle	4-17-28-21	.6694	3-03-57-31
2.Janzoon II - W.R.Slade	4-16-25-35	.6803	3-04-29-01
3.Joanne Brodie - R.C.Hobson	5-00-05-39	.6501	3-06-04-24
4.Anitra V - J.S.Samson	4-15-58-59	.6989	3-06-15-54
5.Maris - J.Earl	4-22-51-06	.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.Psaltis	4-20-43-16	.7085	3-10-41-49
10.Kintail - G.A.Horniman	4-18-37-40	.7282	3-11-28-19
11.Tahuna - E.A.Hales	4-19-25-40	.7282	3-13-02-50
12.Silhouette - R.Swanson	5-02-39-53	.7040	3-14-21-21
13.Southern Myth - N.C.Howard	4-23-38-57	.7252	3-14-46-10
14.Lolita - J.Leahy	5-10-20-58	.6722	3-15-37-15
15.Astor - P.R.Warner	4-04-42-11	.8671	3-15-52-31
16.Winston Churchill - G.A.Warner	4-13-09-40	.8132	3-16-46-21
17.Ilina - R.Murdoch	4-18-18-11	.7985	3-19-16-16
18.Carol J - J.Halliday	5-09-06-00	.7077	3-19-21-51
19 Southerly - D Micklehorough	5-18-56-05	6608	2.10.48.20

1958 - Siandra



1959 - Cherana





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.Birrahlee - C.V.Jones	4-05-36-06	.6628	2-19-20-30
17.Christina - A.Berns	4-05-36-05	.6628	2-19-20-30
18.Salacia - R.F.Rusk	4-00-18-46	.7046	2-19-51-43
19.Du-Ma-Lee - L.V.Reilly	4-04-27-32	.6809	2-20-24-09
20.Anitra V - J.S.Samson	4-02-29-54	.6999	2-20-53-20
21.Norla - J.S.Howie	4-02-34-49	7060	2-21-35-52
22.Seaman - J.Leahy	4-07-16-00	.6743	2-21-37-58
23.Mistral - J.C.Dowd	4-06-46-52	6779	2-21-40-37
24.Moana - R.H.G.Lamplough	4-09-30-05	6622	2-21-51-47
25.Mercedes II - H.T.Kaufman	4-02-32-38	.7130	2-22-15-42
26.Caprice - G.W.Ingate	4-01-06-39	.7278	2-22-40-38
27. Winston Churchill - G.A. Warner	3-11-17-19	.8498	2-22-26-43
28.Carol J - J.Halliday	4-04-07-08	7077	2-22-51-15
29.Sea Bee - J.Ashton-Martin	4-02-57-53	.7217	2-23-25-22
30.Tahuna - E.A.Hales	4-01-08-21	.7368	2-23-34-20
31.Southern Myth - N.C.Howard	4-02-43-14	.7260	2-23-40-16
32 Four Winds II - S.Gibson	4-08-12-42	.6968	3-00-36-53
33.Southern Maid - P.Deaton	3-20-00-14	.7977	3-01-23-29
34.Mistress May - W.W.Pettingell	4-15-13-08	.6695	3-02-27-40
35.Metung - T.Beatty	4-07-38-09	7265	3-03-17-29
36 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.llina - K.R.Murdoch	4-03-31-37	7985	3-07-28-20
Fastest Time: Ondine 3-03-49-16	(MODELLE)		
Retired: Athena (J.Jarrett), Menabilly (J.J			
1962 Weather: A moderate south-east wi	ing at the start backet	east the	en north-east



1957 - Anitra

14" 700







1961 - Rival



1962 - Solo

1963 - 44 starters			
PI YACHT	ELAPSED TM	TCF	CORR TM
1.Freya - T. & M.Halvorsen	4-15-17-03	.7014	3-06-03-17
2.Cavalier - I.E.McDonnell	5-04-36-12	.6428	3-08-05-22
3.Lorita Marie - N.B.Rydge Jr	4-22-36-21	.6855	3-09-18-15
4.Sea Wind - N.F.Brooker	4-17-02-54	.7194	3-09-19-37
5.Carmen - R.Swanson	5-08-11-57	.6362	3-09-33-37
6.Mouse of Malham -			
N.J.Wright & D.Belcher	5-07-41-23	.6441	3-10-14-42
7.Cadence - H.S.Mason	5-09-11-41	.6371	3-10-18-42
8.Mercedes II - H.T.Kaufman	4-23-56-07	.7096	3-13-06-22
9.Caprice of Huon - G.Ingate	4-21-06-10	.7278	3-13-13-39
10.Gip - I.A.R.Polson	5-11-56-57	.6493	3-13-40-29
11.Anitra V - J.S.Samson	5-03-42-00	.6999	3-14-34-39
12.Norla - J.Bennetto	5-03-25-22	.7060	3-15-08-11
13.Carol J - J.Halliday	5-04-20-13	.7065	3-15-50-39
14.Salacia - R.F.Rusk	5-05-08-58	.7033	3-16-01-03
15.Tahuna - E.A.Hales	5-01-18-25	.7363	3-17-19-06
16.Ronita - R.Cottee	5-16-19-01	.6563	3-17-27-53
17.Malohi - S.Fischer	5-17-07-40	.6555	3-17-53-14
18.Lass O'Luss - B.C.Psaltis	5-07-08-47	.7072	3-17-55-05
19.Sea Bee - J.Ashton-Martin	5-08-03-14	.7158	3-19-39-40
20.Joy Too - J. & J. McLaren	5-22-25-44	.6575	3-21-38-49
21 Sylphide - W.Boetcher	5-23-35-12	.6557	3-22-08-59
22.Astor - P.R.Warner	4-10-53-00	.8836	3-22-26-32
23.Kaleena - H.E.Godden	5-21-08-41	.6746	3-23-12-58
24.Southerly - D.Mickleborough	5-23-56-33	.6672	4-00-02-18
25.Palana - R.Shield	6-02-12-01	.6613	4-00-40-56
26.Struen Marie - A.J.Wildman	6-01-16-44	.6655	4-00-40-59
27.Ruthean - A.V. & I.J.Toll	5-01-05-40	.8065	4-01-39-46
28.Winston Churchill - G.Warner	5-03-53-37	.8213	4-05-45-11
29.Niripa - J.W.While	6-02-31-30	.7024	4-06-55-08
30.Trident - A.B.Wilson	6-13-59-07	.6838	4-12-01-49
31.Southern Myth - N.C.Howard	6-06-51-11	.7260	4-13-31-10
32.Narani - A.Williams	7-13-26-15	.6587	4-23-30-46
33.Zilvergeest - A.J.Murray & A.Hunter	7-21-27-04	.6480	5-02-45-53
34.Sylph VI - Lawson Brothers	7-17-13-02	.6653	5-03-13-30
Fastest Time: Astor 4-10-53-00			
Retired: Aotea II (R.K.Hunt), Aqua I	Bleu (J.F.Parson), I	Birrahlee	(C.V.Jones),

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.Farren-Price), Siandra (D.M.Boyden). 1963 Weather: Light northerly winds and calm patches for the first few days upset many calculations. Then a fresh south-westerly down Tasmania way, which reached 70 knots in Storm Bay, caused many retirements.

1964 - 38 starters			
PI YACHT	ELAPSED TM	TCF	CORR TM
1.Freya - T. & M.Halvorsen	4-01-17-45	.8014	3-05-58-14
2.Camille - R.Swanson	4-04-09-22	.7901	3-07-08-00
3.Janzoon II - W.R.Slade	4-05-13-34	.7823	3-07-11-21
4.Cadence - H.S.Mason	4-11-58-09	.7371	3-07-35-03
5.Salacia - A.W.Byrne	4-04-08-38	.8035	3-08-27-56
6.Lorita Maria - N.B.Rydge Jr.	4-07-16-47	.7852	3-09-05-43
7.Cavalier - Dr L.E.McDonnell	4-13-25-13	7418	3-09-10-04
8.Norla - J.Bennetto	4-05-07-34	.8051	3-09-25-00
9.Kareelah - R.H.Fidock	4-09-00-44	.7781	3-09-42-36
10.Seawind - N.F.Brooker	4-04-16-50	.8194	3-10-10-12
11. Yample - I.A.R.Polsen	4-14-06-32	.7513	3-10-43-29
12.Struen Marie - A.J.Wildman	4-12-26-22	.7655	3-11-00-37
13.Saracen II - R.Crichton-Brown	4-11-59-18	.7754	3-11-44-03
14.Mercedes II - H.T.Kaufman	4-07-58-05	.8102	3-12-14-06
15.Kaleena - H.E.Godden	4-12-59-16	.7739	3-12-20-44
16.Ilina - K.R.Murdoch	3-22-33-51	.9097	3-14-01-30
17.Ronita - R.A.Cottee	4-18-19-14	.7563	3-14-27-38
18.Tui Manu - M.York	4-16-57-21	.7655	3-14-28-03
19.Phyllis Graham - R.Roxburgh	4-04-51-40	.8617	3-14-54-43
20.Poitrel - J.R.Robson-Scott	4-17-48-40	.7641	3-14-57-47

21.Astor - P.R.Warner	3-20-05-05	.9564	3-16-04-11
22.Akala - J.Bleaklev	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.Jov 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	0.00.10.10	.0202	7 00 00 77
Retired: Ailsa (J.Marion), Astelot (A.G.C	roft) Bacchus D (PF	Destant	Rindarea
(G.G.Blackwood), Lolita (N.G.Cassim),			
1964 Weather: Sunny start in light NE w			
later backing light SE and NE. Fresh no			
down the Tasmanian Coast followed by			
the Derwent River.	loice / Sw III Stollin	Day. Call	i paterios iri
THE DEMENTATION.			
1965 - 53 starters			
PI YACHT	ELAPSED TM	TCF	CORR TM
1 Fraya - T & M Halvorson	4.06.02.20	0014	2 10 02 26

1965 - 53 starters			
PI YACHT	ELAPSED TM	TCF	CORR TM
1.Freya - T. & M.Halvorsen	4-06-23-32	.8014	3-10-03-26
2.Camelot - J.G.Borrow	4-10-07-31	7943	3-12-17-43
3.Cadence - H.S.Mason	4-20-37-32	.7372	3-13-58-34
4.Balandra - R.Crichton-Brown	4-05-35-25	.8524	3-14-35-43
5.Sequana - J.H.Tilley	4-21-25-16	7475	3-15-46-20
6.Naranda - I.A.R.Poison	4-21-25-12	7522	3-16-19-24
7.Zilvergeest- A.Murray & A.Hunter	4-23-13-52	7413	3-16-23-10
8.Norla - J.Bennetto	4-12-33-37	.8150	3-16-28-36
9.Ronita - R.A.Cottee	4-21-01-08	.7563	3-16-30-06
10.Kurura - N.F.Milne	4-21-00-08	.7582	3-16-42-40
11.Sarda of Burnham - D.L.Gilling	4-21-21-58	.7562	3-16-45-09
12.Fanfare - G.P.Patterson	4-08-05-23	.8536	3-16-51-03
13.Tamboo - R.J.Green	4-21-30-53	7566	3-16-54-52
14.Poitrel - J.Robson-Scott	4-20-57-20	7607	3-16-58-04
15.Palana - R.J.Shield	4-20-54-27	7613	3-17-00-06
16.Bindaree - G.G.Blackwood	4-20-58-18	7617	3-17-05-50
17.Odin - L.Abrahams	4-16-17-52	7940	3-17-09-51
18.Athena - J.Jarrett	4-22-05-04	7553	3-17-11-21
19.Tam O'Shanter - K.MacGregor	4-20-58-10	7626	3-17-12-03
20.Janzoon II- W.Russell-Slade	4-18-09-09	.7823	3-17-18-05
21.Carousel - L.E.Gabriel	4-21-27-28	.7639	3-17-43-33
22.Rival - A.G.Burgin	4-20-57-27	7681	3-17-50-06
23.Mister Christian - P.Kurts	4-18-13-59	7955	3-18-52-20
24.Karingal - A.Berns	4-18-11-25	7966	3-18-57-50
25.Southerly - D.Mickleborough	4-22-04-06	.7710	3-19-01-51
26.Valhalia - A. & P.Hankin	4-20-44-56	.7805	3-19-07-21
27.Astelot - A.G.Croft	4-20-45-55	7804	3-19-07-25
28.Akala - J.H.Bleakley	4-21-31-04	7792	3-19-34-10
29.Seawind - N.F.Brooker	4-16-06-50	8184	3-19-45-15
30.Fare-The-Well - R.T.Williams	4-20-46-51	7874	3-19-57-11
31.Theme - K.Bridgestocke	5-00-45-10	.7625	3-20-04-26
32. Tairere - A. Adams	4-20-46-38	7893	3-20-10-20
33.Salacia - A.Byrne	4-19-57-46	.8035	3-20-22-21
34.Bacchus D - P.E. Deaton	4-14-23-32	.8458	3-21-22-10
35.Corroboree - K.A.Gray	4-20-37-11	.8036	3-21-42-55
36.Franklin - R.A.N.	4-19-01-42	.8189	3-22-11-48
37.Carina - R.L.Holford	4-22-49-38	7981	3-22-50-11
38.Southern Myth - N.C.Howard	4-20-59-43	.8250	4-00-31-16
39.Tahuna - E.A.Hales	4-20-36-52	.8134	4-00-57-12
40.Sea Bee - J.Ashton-Martin	4-22-43-52	.8248	4-01-55-45
41.Stormvogel - C.Brynzeel	3-20-30-09	1.0645	4-02-28-28
42.Alcheringa - J.N.Bridgeland	5-01-48-13	.8226	4-04-11-45
43.Ingrid - C.M.Earl	5-08-42-41	.7840	4-04-54-35
44.Baranne - J.Wedd	5-13-25-00	7654	4-06-07-03
45.Ilina - K.R.Murdoch	4-18-27-15	9097	4-08-07-06
46.Enid - J.Cockle	4-12-48-05	9577	4-08-11-56
TOTAL OF COUNTY			100 11 00

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			
Data I Division I Control of the Con	A 1 A 1		O DELLES

Jones), Menabilly (J.Keelty), Saga (L.Little), Thekla (E.E. 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.Tamboo - R.J.Green	5-12-16-22	.7566	4-04-04-40
4.Mister Christian - P.Kurts	5-06-54-55	.7892	4-04-09-25
5.Malohi - S.Fischer	5-13-25-34	.7555	4-04-48-13
6.Serifa - B.J.Case	5-14-03-13	.7532	4-04-58-09
7.Marie van Diemen - P.Hill	5-13-42-03	.7573	4-05-15-07
8.Huon Lass - H.D.Calvert	5-07-44-21	.7951	4-05-33-56
9. Valhalla - P.Hankin	5-11-21-50	.7805	4-06-31-47
10.Astelot - A.G.Croft	5-11-31-32	7804	4-06-38-34
11.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.Rvdge 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	0.10.01.10	.0000	9 10-00 10
Retired: Antigua (F.A.Hogart), Zilvergeest (A	J. Murray)		many -
The state of the s	THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO		The second secon

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.

PLYACHT	ELAPSED TM	TCF	CORR TM
1.Rainbow II - C.Bouzaid	4-19-59-38	.7653	3-16-39-15
2.Pen Duick III - E.Tabarly	4-04-10-31	8946	3-17-37-00
3.Matika - N.Long	4-22-04-33	7722	3-19-10-40

1963, 1964 & 1965 - Freya



1966 - Cadence



4.Salacia - A.Byrne 5.Mercedes III - H.Kaufman 6.Huon Lass - H.D.Calvert 4-18-21-24 4-18-41-05 3-20-02-19 3-20-08-56 .8035 4-20-09-51 7949 3-20-20-19 7.Mister Christian - P.Kurts 4-22-03-47 3-21-10-31 8.Castanet - L.Carmichael 9.Corroboree - K.A.Gray 10.Wathara II - B.Cameron 5-08-49-03 7315 3-22-13-47 4-23-20-44 3-23-19-17 4-00-12-13 7987 5-05-28-39 .7667 .7323 11.Calliope - K.Middleton 5-11-53-08 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 15.Satanita - D.H.R.Wilkie 16.Malohi - S.Fischer 7378 4-02-16-28 5-01-38-39 8083 4-02-19-39 5-10-36-26 .7550 4-02-36-31 17.Lorita Maria - N.B.Rydge Jr. 5-06-16-58 7820 4-02-45-11 18.Fare-The-Well - R.Williams 5-06-22-22 7859 4-03-18-59 19.Adria - J.Grubic 4-23-04-31 8360 4-03-32-50 20.Sarina - E.J.Jones 21.Catriona - D.M.Brown 22.Fidelis - J.D.Davern 5-05-55-03 7917 4-03-41-19 5-05-04-57 7982 4-03-50-28 4-06-36-48 9823 4-04-47-49 23.Weatherly - J.Gilliam 24.Poitrel - J.Robson-Scott 5-08-04-47 7894 4-05-06-22 5-13-55-46 7564 4-05-18-16 4-06-56-28 25.Norla - J.Bennetto 5-06-24-44 7550 27. Astelot - A.G. Croft 28. Myth of Arran - D.Reid 29. Lass O'Luss - P.C. Psaltis 30. Nell Gwynn - R.S. Hickman 21. Scutherly - D. Mickelsharman 7789 4-07-07-43 8769 4-07-28-56 5-08-12-33 8072 4-07-29-18 5-08-48-28 4-07-33-41 4-07-42-11 8040 31.Southerly - D.Mickleborough 32.Anitra V - Sir Garfield Barwick 5-13-56-57 5-10-24-09 .7742 .7963 4-07-50-23 33.Tamboo - R.J.Green 34.Shimaal - C.M.Earl 5-17-18-24 7567 4-07-53-50 .8102 4-08-00-32 35. Camelot - J.Borrow 36. Phantom of Brighton - G.Maxted 37. Bacchus D - P.E. Deaton 5-13-28-59 7889 4-09-18-17 5-16-18-13 7792 4-10-12-28 8473 7549 7406 5-05-37-12 5-21-56-45 4-10-26-17 38.Joy Too - J.J.McLaren 4-11-09-17 39.Zilvergeest - A.J Murray 40.Franklin - R.A.N.C.S.C 6-01-12-21 4-11-32-22 5-13-18-47 4-11-59-01 41.Sarda of Burnham - G.L.Fox 42.Carinya - V.J.Burnes 43.Carmen - J.Edmunds 44.Enid - J.C.A.Cockle 4-12-30-38 6-03-39-26 7424 4-13-37-15 6-06-09-40 4-19-00-17 4-14-04-58 4-14-08-24 7331 1.0577 .9711 45.Kahurangi - L.D.Nathan 46.Saracen II - R.Crichton-Brown 4-17-32-41 4-14-15-48 5-22-09-42 7757 4-14-16-29 47.Malveena - R.Masters 48.Sequana - M.J.Tilley 49.Moana - J.R.Easdon 50.September Song - T.Palmer 51.Mald Rosalind - B.C.Finch 4-14-49-50 6-04-34-37 4-15-03-41 5-23-26-51 4-15-20-38 6-00-55-19 7690 4-15-26-43 6-02-48-29 7598 4-15-32-42 52.Rivoli - F.F.Varcoe 7619 4-17-39-34 53.Sylphide - J.Beaumont & C.Sullivan 4-17-53-53 54. Rovama - R.J. Mercer 55. Southern Myth - N.C. Howard 56. Sea Bee - J. Ashton-Martin 57. Carol Anne - P.Battersby 58. Sea Witch - C.R. Forbes 4-19-09-48 5-20-51-09 8250 4-20-12-06 4-21-09-05 6-03-23-25 8016 4-22-08-52 5-23-32-31 4-22-43-24 59.Lolita - N.G.Cassim 6-18-40-45 5-05-00-09 60.Ataman - E.A.Brodie Division Winners Division 1: Pen Duick III 5-11-09-33 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

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			
PLYACHT	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	3-14-40-02
4.Balandra - R.Crichton-Brown	4-08-57-33	.8419	
5.Moonbird - N.Brooker	4-19-04-34	.7682	3-16-21-54
6.Veninde II - G.Jorgensen	4-19-12-08	.7701	3-16-24-05
7.Matika - N.Long	4-19-07-35	.7707	3-16-43-02
8.Kimwanda - D.Wauchope			3-16-43-40
9.Wathara II - B.Cameron	4-14-50-35 4-23-35-25	.8222	3-19-08-07
10.Sundowner - R.Swanson	4-14-10-45	.8330	3-19-41-23
11.Tina of Melbourne - E.Scott	5-01-55-36	CONTRACTOR AND ADDRESS OF THE PARTY OF THE P	3-19-46-45
12.Rebel - B.Wilson	5-02-00-29	.7661	3-21-25-14
13.Nell Gwyn - F.Hickman	4-22-35-42		3-21-39-56
14.Saracen II - J.Morris	5-04-22-55	.7913	3-21-50-39
15.Ophir - D.Jones		.7654	3-23-12-06
16.Starfire of Perth - N.McAllister	5-02-56-45	.7691	3-23-19-37
17.Huon Lass - H.Calvert	4-10-45-22	.9007	4-00-09-18
18.Salome - K.Pix	5-02-08-49	.7954	4-01-09-20
	5-08-51-36	.7468	4-01-31-16
19.Salacia - A.Byrne	5-01-57-10	.7945	4-01-53-29
20 Weatherly - J.Gilliam	5-04-06-09	7894	4-01-57-59
21.Calliope - C.Middleton	5-15-18-36	.7323	4-03-05-15
22. Jupiter - P. Yates	5-02-04-20	.8120	4-03-07-21
23.Adria - J.Grubic	4-23-32-57	.8360	4-03-56-35
24.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.Friee	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

Division Winners: Division 1: Koomooloo. Division 2: Moonbird

Fastest Time: Ondine II 4-03-20-02

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),
Sylvena (S.Moray), Thunderbolt (G.Shields),
1968 Weather: NE at start and down the coast with thunderstorms and a fresh SW
second night out. SW increased to force 9 with heavy seas across Bass Strait,
moderating down the Tasmanian coast and later turning northerly. Calms around
Tasman Island and the Derwent.

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 11.Cavalier Seul - D.P.Cavalier	4-06-45-34 4-07-05-03	7690	3-07-01-18
12.Warri - W.Hart	4-07-20-01	.7672	3-07-05-10
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 25. Odin - L. Abrahams	4-11-13-05	.7690	3-10-27-02
26.Balandra - R.Crichton-Brown	4-07-36-23	.7959	3-10-27-36
27.Melite - I.Brodziak	4-02-19-39 4-11-44-23	.8414 .7690	3-10-43-50 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.While	4-08-07-40	.8010	3-11-24-22
32.Duet - P.Hopwood	4-12-29-03	.7690	3-11-25-27
33.Nell Gwyn - F.Hickman	4-09-30-03	.7913	3-11-28-58
34.Wathara II - R.Jackman	4-12-33-48	.7690	3-11-29-07
35.Ophir - D.Jones	4-12-39-05	.7690	3-11-33-10
36.Jisuma - L.Scott	4-13-25-29	.7714	3-12-24-37
37. Cicily June - P.Dixon	4-16-24-33	.7541	3-12-46-03
38.Roulette II - F.Andrews 39.Salty Tiger - J.Powell	4-07-58-26	.8171	3-12-57-24
40.Salome - K.Pix	4-01-11-27	.8794 .7559	3-13-28-10 3-13-54-29
41.Akala - J.Bleakley	4-17-39-40 4-15-27-57	.7736	3-13-34-29
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 52.Sancho - G.Evans	4-07-58-46	.8655	3-17-59-38
53.Samia - R.Langman	5-03-44-40	.7307	3-18-25-12
54. Winston Churchill - G. Warner	4-23-53-45 4-08-24-33	.7548 .8801	3-18-29-50 3-19-53-26
55. Weatherly - J. Gilliam	4-20-18-9	.7948	3-20-26-13
56.Phantom of Brighton -	THE NO.	NAME .	0 20 20 10
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

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 Melbou	rne.			
Division 1: Prospect of Whitby. Division 2: I	Morning Cloud			
Fastest Time: Crusade 3-15-07-40				

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.

S. W.			
1970 - 63 starters	Table 1 V Delegration and Co.	CHANGE	
PI YACHT	ELAPSED TM	TCF	CORR TM
1.Pacha - R.Crichton-Brown	3-17-41-18	.9157	3-10-07-39
2.Ragamuffin - S.Fischer	3-20-42-28	.8869	3-10-13-20
3. Salacia II - A.W.Byrne	3-22-09-23	.8893	3-11-43-59
4.Koomooloo - N.B.Rydge Jr.	4-11-35-40	.8150	3-15-41-21
5.Vittoria - L.Abrahams	4-11-58-48	.8168	3-16-11-52
6. Taurus - A.G.Lee	4-10-29-31	.8301	3-16-29-40
7.Matika - N.Long	4-19-31-17	.7844	3-18-36-53
8.Morning Mischief - R.R.Cavill	4-23-46-08	7590	3-18-54-16
9.Cadence - D.Jones	5-04-28-38	.7383	3-19-54-06
10.Bacardi - P.Cole	4-14-59-31	.8292	3-20-02-04
11.Buccaneer - T.E.Clark	3-14-06-12	1.0730	3-20-23-19
12.Tamboo - R.Green	5-04-15-22	.7524	3-21-29-24
13.Tina of Melbourne - B.R.Scott	5-00-30-15	.7767	3-21-35-44
14.Boomerang VIII - P.Joubert	5-03-25-27	.7620	3-22-02-56
15.Capucine - R.Brenac	5-05-53-05	.7504	3-22-27-50
16.Loma - W.Burrows	5-05-34-25	.7524	3-22-28-53
17.Prospector - R.Lloyd	5-06-42-33	.7489	3-22-53-32
18.Cherana - J.Keelty	5-08-10-58	.7455	3-23-33-36
19. Veninde II - G.E. Jorgensen	5-02-43-43	.7815	3-23-54-44
20.Sarlena - C.McGarry	5-05-39-43	7709	4-00-52-22
21.Maria - D.A.Cooper	5-02-42-45	.7844	4-01-02-16
22.Mistress - W.Pettingell	5-04-18-38	.7844	4-01-30-33
23.Duet - J.Diamond	5-04-09-48	.7854	4-01-31-04
24. Tampico II - A.McKenzie-Smith	5-13-24-56	.7312	4-01-33-12
25.Camelot - M.Clarke	5-02-32-27	.8024	4-02-19-35
26.Fare-The-Well - J.Easdon	5-05-07-30	.7896	4-02-47-55
27.Patsy of Island Bay - F.R.Duffield	5-00-31-37	.8200	4-02-49-55
28.Calypso - G.G.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.Ilina - J.Court	5-04-21-54	.8937	4-15-08-42
45.Alcheringa - J.Bridgland	5-12-28-39	.8481	4-16-21-15

46.Anaconda - J.Grubic	5-01-37-14	.8805	4-20-46-20
47. Southern Myth - N.C. Howard	6-04-28-29	.8255	5-02-33-57
One Ton Division: Matika. Division 1: Pac	cha. Division 2: Mon	ning Misch	ief
Fastest Time: Buccaneer 3-14-06-12		and the same of	

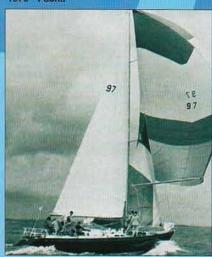
Fastest Time: Buccaneer 3-14-06-12
Retired: Apollo (A.Bond), Boambillee (V.Walsh), Carina (P.Daniel), Cavalier (J.Roche),
Jisuma (L.Scott), Markaretu (N.Gosson), Mercedes III (H.Kaufman), Rival (A.Burgin),
Rum Runner (G.Nock), Spirit (G.Kiskaddon), Stadire of Perth (N.McAllister), Stormy
Petrel (C.Curran), 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	TOF	CODD TM
1.Pathfinder - B.Wilson	4-00-02-04	TCF	CORR TM
2.Runaway - J.Lidgard	4-01-00-50	.7835	3-03-14-34
3.Wai-Aniwa - R.H.Walker	4-01-15-07	.7844	3-04-05-51
4.Morning Cloud - E.Heath	3-21-58-57	.7844	3-04-17-03
5. Taurus - A.G.Lee	3-21-05-48	.8266	3-04-30-40
6.Cervantes IV - R.C.Watson	3-23-55-11		3-04-57-13
7.Prospect of Whitby - A.Slater	3-20-54-02	,8077	3-05-28-26
8.Koomooloo - J.Gilliam		.8362	3-05-41-00
9.Vittoria - L.Abrahams	3-23-41-21 4-00-00-01	8150	3-05-59-11
10.Polaris - L.H.Savage	3-23-44-51	.8159	3-06-19-35
11.Ragamuffin - S.Fischer	3-17-37-54	.8292 .8861	3-07-23-37
12.Bacardi - P.Cole	3-23-36-37	.8336	3-07-25-21
13.Stormy Petrel - C.Curran	4-06-15-41	.7844	
14.Meltemi - B.C.Psaltis	3-23-29-25	8422	3-08-12-50
15.Satanita II - D.H.R.Wilkie	3-23-46-09	8482	3-08-25-18
16.Plum Crazy - G.Thomas & Partners		The second second	3-09-13-52
17.Pilgrim - G.Evans	4-16-33-23 4-08-01-30	.7226 .7835	3-09-19-59
18.Huon Lass - H.Calvert	4-08-03-00	100000000000000000000000000000000000000	3-09-30-13
19.Pacha - R.Crichton-Brown	CONTRACTOR	7841	3-09-35-08
20.Mark Twain - R.J.Langman	3-17-37-41	9157	3-10-04-20
21.Whispers II - G.Stagg	4-08-50-38	7844	3-10-14-22
22.Tina of Melbourne - B.R.Scott	3-21-19-11	.8813	3-10-14-33
23.Anaconda - J.Grubic	4-10-51-13	7758	3-10-53-49
24.Morning Hustler - R.H.Fidock	3-23-50-48	.8789	3-12-14-22
25.Mercedes III - K.Fartor	4-15-03-25	7590	3-12-17-31
26.Morning Mischief - R.R.Cavill	4-09-08-27	8077	3-12-55-19
	4-16-46-27	7590	3-13-35-43
27.Boomaroo III - H.Findlay 28.Binda - J.S.Vickery	4-16-40-55 4-14-14-01	7610	3-13-45-02
29.Thunderbolt - G.Needham		7796	3-13-56-16
30.Morning Matilda - R.P.MoIntyre	4-16-37-29	7660	3-14-16-13
31.Pimpernel - J.Beaumont & Partners	4-17-35-37	7620	3-14-33-29
32.Wild Goose - I.D.Russell	4-16-31-54 4-15-10-00	.7709 .7844	3-14-45-02
33.Patrice - J.Kirby			3-15-11-56
34.Duet - J.Diamond	4-12-04-55 4-15-56-50	.8068 .7796	3-15-12-01
35.Stormy - C.Bruynzeel	3-22-06-33	9301	
36.Vago II - H Takeda	4-09-00-39	8397	3-15-31-51
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	
39.Kialoa II - J.Kilroy	3-12-46-21	1.0413	3-16-13-08
40.Salacia - F.W.Thomas	4-15-24-55	7924	3-16-16-24
41.Cavalier - J.Roche			3-16-17-07
42.Mary Blair - P.Riddle	4-23-54-42	7374	3-16-25-22
43.Patsy of Island Bay - E.J.Muir	4-09-08-14	8448	3-16-49-12
	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

1969 - Morning Cloud

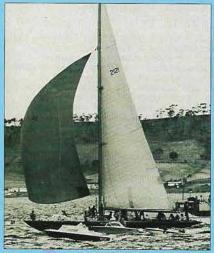


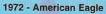
1970 - Pacha

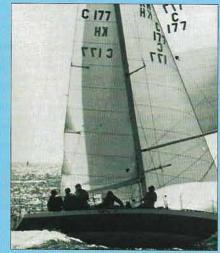


1971 - Pathfinder

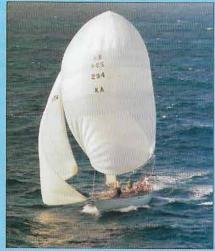








1973 - Ceil III



1974 - Love & War

54.Callipyge - A.Streichenberger	5-07-09-31	.7258	3-20-17-29	
55.Tawarri - J.D.Lewis	4-15-47-40	.8262	3-20-21-52	
56.Carina - P.Daniel	5-02-32-50	.7560	3-20-38-44	
57.Balandra - Army Eastern Command	4-14-10-35	.8431	3-20-53-22	
58.Lowana II - K.Anderson & Partners	4-23-49-26	.7806	3-21-32-04	
59.Sylph VI - I.North & Partners	5-03-06-11	.7671	3-22-25-56	
60.Alcheringa - J.N.Bridgland	4-15-46-47	.8481	3-22-48-00	
61.Makaretu - N.Gosson	4-17-13-39	.8406	3-23-10-44	
62.Skinflint - J.K.Henley	5-01-57-33	.7844	3-23-39-53	
63.Ondine - S.A.Long	3-15-32-17	1.0931	3-23-41-15	
64.Winston Churchill - G.Warner	4-12-06-46	.8851	3-23-41-25	
65.Buccaneer - T.Clark	3-15-27-19	1.0967	3-23-54-44	
66.Franklin - R.A.N.	4-23-20-03	.8060	4-00-10-59	
67.Dorado - J.I.Lake	5-08-22-24	7534	4-00-42-59	
68.Skylark - J.L.Ward	5-14-03-37	.7248	4-01-10-00	
69.Sarlena - C.McGarry	5-10-40-19	.7767	4-05-29-34	
70.Song of Solveig - I.Forsyth-Grant	5-12-38-52	7699	4-06-07-31	
71.Didgeridoo - T.Simmat	5-17-59-26	7905	4-13-04-53	
72.Patience - N.J.Bowden	6-02-33-20	7544	4-14-33-40	
73.Cassandra - E.H.Howe	6-07-29-48	.7434	4-16-37-20	
74.Capucine - C.Durrough	6-06-38-06	7504	4-17-02-11	
75. Jasnar - P.Kinsella & I.Millar	6-13-13-58	7249	4-17-58-40	
76.Four Winds - S.W.Gibson	6-04-01-22	.7951	4-17-56-40	
TO TOUR TRINGS OF THE COLUMN	0-04-01-22	.1.331	4-61-41-04	

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 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 fleich.

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	3-10-25-35
21.Escapade - Mr & Mrs G.P.Hedges	4-09-59-03	.7786	3-10-31-09
22.Chantal - Marshall Bros.	4-10-40-29	.7752	3-10-41-39
23.Matika - A.Pearson	4-14-04-35	.7556	3-11-10-25
24.Sunbird II - T.Yamasaki	4-11-32-23	.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.Trevassa - F.R.Duffield	4-06-52-24	.8255	3-12-55-18

29.Starfire of Perth - M.NcAllister	4-03-51-06	.8584	3-13-42-45
30.Mercedes III - K.Farfor	4-13-20-27	.7882	3-14-10-56
31.Salacia - F.W.Thomas	4-17-51-43	.7657	3-15-11-03
32.Unicorn - R.G.Graham	5-04-34-50	.7004	3-15-15-22
33. Granny Smith - W. Anderson & C. Shaffran	5-04-35-44	7034	3-15-38-25
34.Mokoiá - J.M.Tattersall	5-04-38-03	.7034	3-15-40-03
35.Endeavour III - G.H.Gardner	5-05-10-21	7034	3-16-02-46
36.Onya of Gosford - P.Rysdyk	4-13-20-45	8072	3-16-15-50
37.Seguana - M.J.Tilley	5-06-32-57	7003	3-16-37-20
38.Saracen II - J.H.Morris	5-04-21-53	.7138	3-16-46-17
39.Evolution - J.Diacopoulos	5-07-09-58	.7019	3-17-15-28
40 Zilvergeest II - A.J.Murray	5-04-28-15	7270	3-18-29-24
41 Lolita - N.G.Cassim	5-06-20-24	7233	3-19-22-54
42.Thunderbolt - G.Needham	5-02-20-49	7480	3-19-30-55
43.Tina of Melbourne - B.R.Scott	5-01-51-24	.7516	3-19-35-14
44.Diamond Cutter - A.J.Sweeney	5-02-11-43	7502	3-19-40-14
45.Maria - D.A.Cooper	5-00-07-05	.7662	3-20-02-05
46.Boomaroo III - H.W.Findlay	5-04-36-44	7399	3-20-12-02
47.Carina - P.Daniel	5-06-25-25	.7309	3-20-24-10
48.Warri - J.H.Bleaklev	5-00-37-50	7673	3-20-33-35
49. Vago II - H. Takeda	4-14-55-29	.8356	3-20-33-33
50.Nellie Zander - J.J.Cumming	5-01-25-15	.7647	3-20-51-02
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	4-00-17-43
63.Quando - J.O'Neill	5-06-24-02	.7658	4-00-30-40
64.Solent - P.J. & R.S.Robinson	5-21-30-55	.6938	4-02-11-00
65. Trilby II - K.W.Hinrichsen	5-23-13-50	.6861	4-02-16-14
66.Tawarri - J.D.Lewis	5-04-25-49	.8055	4-04-13-43
67.Alcheringa - J.N.Bridgland	5-04-29-23	.8166	4-05-39-30
68.Makaretu - N.Gosson	5-04-29-23	.8171	4-05-39-30
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	
72.Even - W.J.Gibson	5-04-18-00	.8813	4-11-34-24
73.Svlph VI - I.A.North	6-19-28-00	.7240	4-15-18-03 4-22-20-59
74.Nirimba - Royal Australian Navy	6-20-34-48	.7276	4-22-20-59
75 Sirocco - S.B.Guy	5-08-21-09	.9409	5-00-46-00
TO OHOUGO - O.D. Cuty	0-00-21-03	.5405	3-00-40-00
EL COLUMN TO THE PARTY OF THE P			

One Ton Division: Mark Twain. Half Ton Division: Unicorn. Division A: American

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 spirinaker 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 frustations as they sailed a "stop-go" course up the Derwent. The race was a long drawn out affair, as the smaller yachts had to battle headwinds

down the east coast, round Tasman Island and then across Storm Bay; most of them also encountering the fickle winds of the Derwent.

also encountering the fickle wind
1973 - 92 starters
PI YACHT
1.Ceil III - W.Tumbull
2.Prospect of Whitby - A.Slater
3.Rampage - P.Packer
4.Taurus - A.G.Lee
5.Improbable - D.W.Allen
6.Superstar - E.A.Graham
7.Love and War - P.Kurts
8.Ragamuffin - S.Fischer
9.Quailo III - D.Parr
10.Mary Blair - P.Riddle
11.Queequeg - M.Dowling
12.Barnacle Bill - D.Johnstone
13.Callipyge II - A.Steichenberge ELAPSED TM TCF CORR TM 3-12-05-34 .7786 2-17-28-28 3-07-49-47 8471 2-19-29-48 3-12-44-57 .8031 2-20-03-43 .8147 .8666 2-20-19-54 2-20-36-17 3-07-09-56 3-09-35-10 8410 2-20-36-50 3-08-27-31 8547 2-20-46-05 3-07-47-16 2-21-02-54 8674 3-06-06-22 8853 2-21-08-50 3-13-04-25 .8175 2-21-32-51 3-09-16-34 .8564 .8237 2-21-36-17 3-12-33-45 2-21-39-14 13. Callipyge II - A. Steichenberger 14. Polaris - L.H. Savage 15. Matika - A. Pearson 16. Pacha - Sir R. Crichton-Brown 3-11-57-35 .8311 2-21-46-44 3-13-19-25 8205 2-22-00-29 3-21-07-49 7538 2-22-12-05 3-06-41-56 8957 2-22-29-25 17.Apollo - P.Jolly 18.Skylark - J.L.Ward .9541 3-02-12-06 2-22-47-44 4-05-17-01 .7034 .8025 2-23-14-34 19.Papillon - J.Wrightson 3-17-01-24 2-23-26-28 20. Tequila - D'Arcy Whiting 21. Siska II - Rolly Tasker 22. Quicksilver - B. Wilson 23. Onya of Gosford - P. Rysdyk 24. Pilgrim - G. Evans .8613 3-11-09-02 2-23-37-03 3-03-38-14 .9614 3-00-43-03 3-19-01-53 .7990 3-00-44-03 3-19-23-46 .7972 3-00-51-39 3-21-34-57 .7786 3-00-51-47 25.Morning Hustler - R.Fidock 26.Variag - M.Henrion 4-04-14-30 .7305 .7540 3-01-13-35 3-01-15-36 4-01-09-43 27. Bushwacker - F.D. Spencer 28. Runaway - I. Gibbs 29. Morning Mischief - R.C. Halliday 30. Granny Smith - W. Anderson 31. Marara - K.H. Flehr 3-22-08-55 7786 3-01-18-14 3-23-43-14 7696 3-01-39-59 4-06-16-08 3-01-45-59 4-09-16-22 7004 3-01-46-54 4-04-20-06 3-18-33-33 7357 3-01-48-59 32.Trevassa - F.R.Duffield 8192 3-02-11-09 33. Vittoria - L.J. Abrahams 3-12-32-12 8099 2-20-27-58 34.Lowana II - K.R. & P.Anderson 35.Lady Jane - L.W.Grant 36.Kishmul - J.C.Welson .7775 .7763 3-02-28-13 3-23-46-55 4-01-05-58 3-03-22-42 4-02-13-09 .7741 3-04-01-52 37.Patrice - R.J.Kirby 38.Mark Twain - R.J.Langman 39.Helsal - A.Fisher 3-23-52-21 4-01-41-56 7932 3-04-02-45 7786 3-04-04-06 3-04-48-03 3-05-15-19 3-01-32-09 1.0444 40.Gumblossom - P.Joubert 4-14-18-06 7004 40. Gumbiosson - P. Joubert 41. Boomaroo III - H.W. Findlay 42. Suraya - K. Steinman 43. Koomooloo - R.K. Young 44. Maggie - J. Duncanson 45. Anaconda - J. Grubic 46. Ruffian - J. Kinsella 4-10-02-25 7305 3-05-27-44 4-07-00-14 .7526 3-05-31-14 4-01-27-37 7961 3-05-35-17 4-06-49-29 7600 3-06-08-47 3-19-06-19 .8611 3-06-27-03 3-06-45-19 3-06-48-42 4-00-13-51 .8184 47.Makaretu - N.Gosson 48.Mercedes III - K.R.Farfor 4-01-20-05 8097 4-04-44-18 3-06-53-17 7831 49.Poitrel II - J.Robson-Scott 4-10-29-33 .7412 3-06-55-55 50.Aquila - J.Park 51.Kingurra - G.A.Warner 52.Duet - J.P.Diamond 4-13-23-27 7318 3-08-03-07 3-23-44-09 .8410 3-08-30-50 4-11-22-47 7538 3-08-56-33 53.Hellfire - K.L.Turner 54.Aquarius - R.E.Francis 4-14-04-19 .7357 .7752 3-09-10-40 3-09-39-41 4-09-20-33 55.Zilvergeest II - A.Murray 3-10-11-33 3-10-28-19 4-17-23-05 7249 55.Zinvergeest in - A.Murray
56.Franklin - Royal Australian Navy
57.Sirocco - T. & P.Firmstone
58.Assegai - E.R.Rooms
59.Carol J - J.Oliver
60.Binda - A.M.Rundle
61.Sundowner - B.Price
62.Cording Br. # B.P. B. B. B. 4-11-21-28 .7682 4-11-01-13 .7710 3-10-30-45 4-19-16-20 7189 4-12-27-39 4-13-43-26 7681 3-11-18-30 3-11-20-59 3-11-28-58 .7595 .8719 3-23-44-54 62.Cardinal Puff - P.D.Rundle 5-01-52-55 6881 3-11-52-00 63.Inca - E.Julian 64.Wild Goose - I.D.Russell 65.Ali Baba - B.P.Walpole 66.Astrolabe - A.R.Gear 67.Morning Mist - A.Neate 4-03-32-12 8427 4-12-22-28 4-16-04-04 3-12-37-20 5-02-17-20 4-22-52-27 7034 3-14-01-04 .7279 .8239 .6973 3-14-31-42 68.Balandra - Army Eastern Command 4-10-10-42 3-15-28-48 68.Balandra - Army Eastern Comma 69.Sequana - M.J. Tilley 70.Solent - P.J. & R.Robinson 71.Banjo Paterson - J.Jarrett 72.Nirimba - Royal Australian Navy 73.Nudumsky - L.Fallshaw 74.Hustler - P.Bates & B.Climo 5-05-33-10 3-15-32-52 6974 3-23-41-34 5-01-58-40 5-05-43-25 7246 3-16-23-06 .7079 3-16-59-59 4-05-50-36 .8742 .7331 3-17-01-53 74. Hustler - P.Bates & B.Climo 75. Olympia - C. & J.McDermid 76. Astelot - J. P.Walker 77. Renegade - D.G. Hogg 78. Milluna - T.Stokoe 79. Sou'wester - N. Holman 80. Boomerang VIII - A.M. Kelso 81. Nike - C.Davies 5-02-59-00 3-18-09-32 5-03-12-33 7390 3-19-03-05 5-01-49-45 7521 3-19-37-40 4-23-29-25 7706 3-20-04-45 5-11-28-15 7034 3-20-28-36 .7335 .7489 .7387 5-06-15-44 3-20-36-47 5-03-59-50 3-20-51-41 3-20-53-35 82. Diamond Cutter - A. Sweeney 5-05-45-09 83.Janzoon II - W.Cavill 5-05-11-40 7437 3-21-06-25 84.Pisces - H.Lewis 4-19-45-51 .8230 3-23-16-26 85. Tawarri - J. Lewis 4-22-53-15 8025 3-23-24-26 86.Makulu - H.Blug 87.Warana - I.Edwards & P.Sturgess 5-22-42-33 .6874 4-02-05-53 5-12-24-32 .7661 4-05-26-18 88.Korumburra - K.Boston 89.Saracen II - J.H.Jamison 5-22-56-51 6-02-26-07 .7274 .7108 4-07-58-48 4-08-05-10 90. Valhalla - D. Vanderbent 5-07-41-07 .8899 4-17-37-37

Disqualified: Alcheringa, Ruthean. Division A: Prospect of Whitby Division B: Rampage. Division C: Ceil III. Division D: Skylark Fastest Time: Helsal 3-01-32-09

1973 Weather: The key to success in the 1973 Sydney to Hobart Race was to keep well to the east of the rhumbline and boats that did this had good breezes all the way. Generally, it was an easy race with running or fast reaching conditions throughout and the only gear-busting conditions came near the finish for the smaller yachts. The race started in a light nor easter, swinging to the north-west and increasing to 20 knots during the night then veering to the east and southeast on the second day. Finally it backed again to the north on the third and fourth days with gusts of up to 50 knots, which hit the smaller boats with some severity, although none suffered serious damage. The fast reaching conditions enabled Helsal, Apollo and Siska all to better Ondine's previous best elapsed time.

1974 - 63 starters			
PI YACHT	ELAPSED TM	TCF	CODD THE
1.Love and War - P.Kurts	4-04-27-20	.8503	CORR TM 3-13-25-02
2.Bumblebee 3 - J.D.Kahlbetzer	4-01-03-51	9044	3-15-23-02
3.Granny Smith - W.Anderson	5-06-47-59	.7016	3-16-57-46
4.Mercedes IV - H.T.Kaufman	4-12-19-13	8236	3-17-12-46
5.Fantasy Rag - J.Musgrove	4-08-53-02	.8604	3-18-14-32
6.Apollo III - A.Bond	4-02-58-56	.9125	3-18-19-16
7.Vittoria - L.J.Abrahams	4-16-36-36	.8064	3-18-48-31
8.Patrice III - R.J.Kirby	4-09-30-22	.8613	3-18-52-21
9. Taurus - A.M.Kelso	4-16-34-59	.8078	3-18-56-40
10.Koomooloo - R.K.Young	4-18-42-19	.7931	3-18-58-22
11.Nudumsky - L.Fallshaw	5-08-08-07	.7101	3-18-59-21
12.Ondine III - S.A.Long	3-13-51-56	1.0642	3-19-22-41
13.Polaris - L.H.Savage	4-17-01-41	.8087	3-19-24-20
14.Poitrel II - J.Robson-Scott	5-04-58-57	7353	3-19-53-59
15.Apollo - W.Rooklyn	4-00-52-48	.9521	3-20-14-22
16.Ballyhoo - J.Rooklyn 17.Appaloosa - R.T.Spence	3-16-52-21	1.0426	3-20-39-31
18.Bacardi - R.J.Gould & W.H.Rockliffe	5-07-33-34	7265	3-20-40-19
19.Nike - C.E.Davies	4-18-37-33	8095	3-20-47-23
20.Gumblossom - P.N.Joubert	5-04-52-19 5-12-59-54	7431	3-20-47-32
21.Zilvergeest III - A.J.Murray	5-08-05-38	6990 7263	3-20-57-57
22.Matika II - A.Pearson	5-04-55-07	7488	3-21-02-04 3-21-32-21
23.Ali Baba - B.P.Walpole	5-04-05-45	7556	3-21-46-01
24.Superstar - K.Farfor	4-16-59-20	8328	3-22-05-50
25.Duet - J.P.Diamond	5-05-50-28	7484	3-22-10-46
26.Dorothy II - E.W.Wall-Smith	5-09-13-29	7308	3-22-26-14
27.Balandra - Army Eastern Command	4-19-56-14	8147	3-22-27-14
28.Brutta Faccia - G.Fornaro	5-02-16-15	7742	3-22-39-43
29.Huon Chief - H.D.Calvert	5-02-04-24	.7763	3-22-45-56
30.Mark Twain - R.J.Langman	5-03-35-40	.7681	3-22-55-59
31.Binda - A.M.Rundle	5-05-49-16	.7546	3-22-56-41
32 Lollipop - P.W.Kline & I.T.Millar	5-15-30-11	-7016	3-23-04-08
33.Pandora - H.James	5-01-01-29	7866	3-23-11-53
34.Wild Goose - I.D.Russell	5-05-55-44	.7638	4-00-11-04
35.Pintado - E.H.Wilson	5-13-31-12	7224	4-00-27-17
36.Brumby - P.J. & R.S.Robinson	5-15-30-11	.7127	4-00-43-13
37.Antagonist - R.F.Hickman	5-02-36-57	7898	4-00-50-31
38.Bushwacker - F.Spencer 39.Onya of Gosford - P.Rysdyk	5-04-56-00	7774	4-01-07-23
40. Willi Willi - J. Hawley	5-16-50-25 4-18-05-18	.7101 .8529	4-01-10-13
41.Pegasus - G.R.W.Snow	5-06-43-49	.7688	4-01-18-22 4-01-25-49
42.Ruffian - J.Kinsella	5-01-03-50	.8085	4-01-23-49
43.Corroboree - G.Hutchinson	5-07-33-43	.7703	4-02-15-40
44.Anaconda - G.R.Ellis	4-19-32-44	8540	4-02-40-33
45.Savant - K.L.Cox	4-22-37-00	.8325	4-02-44-54
46.Cavelieri - J.P.Partridge	5-21-35-35	6987	4-02-55-52
47.Hustler - P.Bates & B.Climo	4-18-37-25	8665	4-03-19-17
48,Avalon - E.J.Slight	5-06-28-58	.7969	4-04-47-38
49.Buccaneer - T.E.Clark	4-00-24-54	1.0477	4-05-00-50
50.Conquista - J.P.Rochfort	5-22-23-07	.7101	4-05-06-47
51.Cordon Bleu - J.Violet	5-10-51-49	.7742	4-05-18-52
52.Saracen II - J.H.Jamison	6-00-19-51	.7096	4-06-25-02
53.Helsal - A.Fisher	4-00-50-43	1.0672	4-07-21-12
54.Trevassa - F.R.Duffield	5-10-19-55	.8063	4-09-05-12
55. Catriona M - B.C. Folbigg	5-20-01-01	.7564	4-09-54-31
56.Volante - N.H.Price	4-17-04-57	.9419	4-10-30-44
57.Red Boomer II - W.T.McNeill 58.Honeywind - T.H.Bragg	5-11-14-24	.8047	4-20-06-29
Comoneywing - Intellagy	6-01-42-00	.8162	4-22-55-13

Division A: Love and War. Division B: Vittoria. Division A: Love and War. Division B: Vittoria.
Division C: Poitrel II. Division D: Granny Smith
Fastest Time: Ondine III 3-13-51-56
Retired: Come By Chance, Pania II, Ragamuffin, Sirocco, Warri
1974 Weather: For the first 24 hours the breezes were light and variable NE - SE.
On the second afternoon and night the fleet managed to cover useful ground running
with a nor easter up to 20 knots. The morning of the 28th was SSE 15-25 knots,
which faded in the afternoon. On the fourth day the fleet sailed in W and NW winds
35 to 40 knots, with some experiencing puffs of 50-60 knots and fairly high seas.
Over the nost, with days conditions were a little easier with 10-30 knots WSW. Over the next two days conditions were a little easier with 10-30 knots WSW, although some yachts experienced much stronger breezes down the Tasmanian coast and around Tasman Island.

1975 - 102 starters PI YACHT ELAPSED TM	TCF	CORR TM
1.Rampage - P.Packer 3-04-43-03	7988	2-13-16-56
	CONTRACTOR OF THE PARTY OF THE	
2.Fair Dinkum - P.Robson-Scott 3-10-35-23	.7442	2-13-27-47
3.Superstar - K.Farfor 3-03-13-00	.8228	2-13-53-18
4.Pied Piper - B.F.Geissler 3-07-38-58	.7774	2-13-55-10
5.Prospect of Ponsonby - N.R.Angus 3-07-59-06	.7752	2-14-00-16









1977 - Kialoa

1975 - Rampage		1976 - Piccolo		
6.Brer Fox - Marshall Bros	3-07-41-40	.7784	2-14-02-03	
7.Noryema - R.Amey	3-00-52-39	.8529	2-14-09-26	
8.Polaris - L.H.Savage	3-05-30-58	.8052	2-14-24-58	
9.Duet - J.P.Diamond	3-12-56-04	.7453	2-14-26-07	
10.Dragonfyre - R.C.Genders	3-12-56-04	.7355	2-14-28-10	
11. Hornet - J. Duncanson	3-12-22-08	.7442	2-14-47-14	
12.Pilgrim - J.H.Ratten 13.Dancing Mouse - C.McGarry	3-10-23-16	.7650	2-15-01-36	
14.Huon Lass - M.Champion	3-12-59-04 3-11-38-37	.7454 .7583	2-15-20-51 2-15-25-37	
15.Blue Poles - J.A.Harris	3-13-24-45	.7431	2-15-28-12	
16.Love and War - P.Kurts	3-02-38-46	.8503	2-15-28-18	
17.Warri - J.H.Bleakley	3-11-45-13	.7587	2-15-32-38	
18.Corinthian - D.R.Hooper	3-01-35-03	.8646	2-15-37-15	
19.Nike - C.E.Davies	3-13-29-24	.7442	2-15-37-18	
20.Fantasy Rag - J.Musgrove	3-02-00-42	.8604	2-15-40-47	
21.Apollo II - R. & I.Thurson	3-03-12-07	.8477	2-15-44-55	
22.Meltemi - B.C.Psaltis	3-05-33-18	.8220	2-15-45-06	
23.Patrice III - R.Kirby 24.Kailua - J.B.Senior	3-02-14-48	.8596 .8554	2-15-49-21	
25.Brutta Faccia - G.Fornaro	3-02-37-49 3-10-23-01	.7752	2-15-50-20 2-15-51-50	
26.Moonbird - S.G.Kuhn	3-12-14-50	7586	2-15-54-35	
27.Huon Chief - H.D.Calvert	3-10-30-06	.7763	2-16-02-46	
28.Natelle Two - K.Wright	3-06-18-07	.8181	2-16-03-32	
29.The Fox - Anderson Bros	3-10-23-44	.7805	2-16-18-35	
30.Tempo - C.Johnson & N.Vitali	3-10-45-00	.7774	2-16-19-47	
31.Diamond Cutter - A.Sweeney	3-11-39-30	.7720	2-16-34-30	
32.Hustler - B.Climo & P.Bates	3-03-00-33	.8629	2-16-43-31	
33.Bedouin - T.Michilis 34.Quickstep - H.L.Smith	3-15-12-05	.7431	2-16-47-58	
35.Apollo III - A.Bond	3-11-26-22 2-23-54-01	.9029	2-16-51-57 2-16-55-07	
36. Vittoria - L.J. Abrahams	3-08-34-17	.8064	2-16-58-22	
37.Mercedes III - A.T.Clutton	3-11-50-25	.7757	2-17-02-06	
38.Sunbird V - T.Yamasaki	3-01-31-50	.8847	2-17-03-09	
39.Koomooloo - R.K.Young	3-10-23-09	.7931	2-17-20-25	
40.Whispers of Wellington - G.Stagg	3-08-28-06	.8124	2-17-22-21	
41.Thunderbolt - L.P.Harding	3-19-01-27	.7182	2-17-22-25	
42.Pintado - E.H.Wilson	3-19-07-13	.7183	2-17-27-06	
43.Windward Passage - R.M.Johnson 44.Geronimo - A.G.Lee	2-14-59-52 3-04-16-09	1.0401	2-17-31-26 2-17-33-40	
45.Quicksilver - R.Wilson	3-10-23-39	.7968	2-17-39-06	
46.Ruthless - P.Hill	3-12-27-19	.7774	2-17-39-20	
47.Siska - R.L.Tasker	3-02-43-13	.8792	2-17-41-39	
48.Mary Blair - J.Savage & F.Short	3-10-01-08	.8026	2-17-49-42	
49.Mercedes IV - H.T.Kaufman	3-08-01-25	.8236	2-17-54-27	
50.Thundercloud - D.Hogg & A.Stewart	3-12-48-59	.7774	2-17-56-10	
51.Quando - J.D.Edmonds	3-02-39-20	.8854	2-18-06-00	
52.Bacardi - R.Gould & W.Rockliffe 53.Leda - N.E.Gosson	3-10-22-47	.8026	2-18-07-05	
54.Vago - H.Takeda	3-00-01-13 3-06-19-02	.9189 .8452	2-18-10-46 2-18-11-37	
55.Kialoa - J.B.Kilroy	2-14-36-56	1.0573	2-18-12-12	
56.Anticipation - S.Brown Syndicate	3-01-58-06	.8954	2-18-13-52	
57.Tawarri - J.D.Lewis	3-10-35-12	.8038	2-18-22-59	
58.Anduril - R.E.Carter	3-11-23-43	.7978	2-18-31-58	
59.Westwind - K. & R.Findlay	3-14-17-58	.7710	2-18-32-13	
60.Pegasus - G.Snow	3-15-45-36	.7595	2-18-39-13	
61.Apollo - S.Barrett	2-22-12-19	.9482	2-18-34-07	
62.Balandra - Army Eastern Command	3-10-23-50	.8113	2-18-50-56	
63.Binda - A.M.Hundle 64.Rebel - R.E.Francis	3-17-14-04 3-18-34-36	.7515	2-19-03-35	
65. Tuppence - T.Barrenger	3-18-41-01	.7430	2-19-11-56 2-19-22-41	
66.Gidgee - D.Ingall	3-07-59-25	.8446	2-19-33-35	
67.Taurus - A.M.Kelso	3-12-23-12	7999	2-19-30-03	
68.Brumby - R. & R.Robinson	3-23-30-30	.7088	2-19-41-47	
69.Ballyhoo - J.Rooklyn	2-16-41-05	1.0493	2-19-52-25	
70.Plum Crazy - M.Bowen & G.Thomas	4-01-18-16	.6987	2-19-59-12	
71.Morning Star - Swarbrick Bros	3-21-04-25	.7263	2-20-02-07	
72.Pacha - Sir Robert Crichton-Brown	3-05-08-51	.8856	2-20-19-19	

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73.Willi Willi - J.Goddard	3-10-25-04	.8324	2-20-36-17
74.Lollipop - I.Millar & P.Kline	4-02-05-21	.7016	2-20-49-10
75.Buccaneer - T.E.Clark	2-18-28-06	1.0434	2-21-21-11
76.Tina of Melbourne - A.Tsakamakis	3-21-41-25	.7400	2-21-20-07
77.Appaloosa - R.T.Spence	4-01-11-10	.7135	2-21-20-32
78.Anaconda - G.R.Ellis	3-09-50-10	.8505	2-21-36-14
79.Skylark - J.L.Ward	4-03-40-04	6987	2-21-38-16
80.Sir Henry Merkin - T.S.Martin	3-04-35-33	.9095	2-21-39-39
81.Miyakadori III - H.Okazaki	3-05-36-13	.8992	2-21-46-52
82.Pandora - H.James	3-17-15-35	7834	2-21-55-34
83.Aquila - M.E.Braham	4-01-17-11	.7195	2-21-59-51
84.Imogene - B.Bowden	3-10-23-19	.8646	2-23-13-59
85.Saracen II - J.H.Jamison	4-05-37-31	.7067	2-23-49-07
86.Ali Baba - J.E.Crisp	4-00-18-17	.7465	2-23-53-29
87.Gretel - Gretel Syndicate	3-02-31-42	.9651	2-23-55-38
88.Shioji Too - Y.Ikeda	3-21-19-20	.7805	3-00-50-17
89.Rough Red - K. Le Compte	4-04-05-30	.7320	3-01-16-02
90.Marsude - P.H.Menere	4-01-15-15	.7617	3-02-04-43
91.Tanglefoot - D.R.Hart	4-01-01-35	.7355	3-03-46-33
92.Barbarian - V.Wilman, Chrtr.	4-03-54-19		
	00000000000000000000000000000000000000	.7669	3-04-37-02
93.Bravura - R.Myler	4-14-17-09	.6962	3-04-47-05
94.Sea Jade - L.W.Grant	4-16-02-05	.7075	3-07-15-52
95.Excalibur - R.T.MacDonald	4-12-33-43	.7407	3-08-24-43
96.Myuna II - E.N.Kindred	4-10-20-29	.7567	3-08-28-07
97.Silhouette - J.K.Rae	5-03-03-45	.7956	3-21-28-42
98.Antagonist - R.F.Hickman	3-16-54-11	.7826	2-21-34-32
99.Boomerang of Belmont - A.G.Burgin	3-08-26-20	.8533	2-20-38-19

Division A: Corinthian. Division B: Rampage.
Division C: Pied Piper. Division D: Fair Dinkum
Fastest Time: Kialoa 2-14-36-56
Retired: Matika II, Savant, Zilvergeest III
1975 Weather: The fleet started on the last day of a SE pattern with winds ranging from 10-20 knots. A good clip was maintained in reaching conditions. On the first night the breeze swung NE, moving to NNE at 15 to 20 knots on the 27th. This remained until the evening of the 28th, when for a few hours it shifted to WNW 15-25 knots. On the 29th it was N 20-30 knots which held through the 30th when the tail-enders experienced moderate SE conditions. Thus, conditions were virtually ideal for a fast run. No less than nine yachts lifted their skirts and beat Helsal's previous record.

1976 - 85 starters			
PI YACHT	ELAPSED TM	TCF	CORR TM
1.Piccolo - J.Pickles	4-05-30-15	.7857	3-07-45-07
2.Rockie - P. & R.Kingston	4-07-30-12	-7774	3-08-27-49
3.Ragamuffin - S.Fischer	3-21-49-58	.8638	3-09-03-10
4.Love and War - P.Kurts	3-23-54-39	.8469	3-09-13-37
5.Bacardi - R.Gould & W.Rockliffe	4-06-10-44	.7966	3-09-23-45
6.Natelle Two - N.S.Girdis	4-03-28-25	.8190	3-09-28-08
7.Patrice III - R.J.Kirby	3-23-45-16	.8537	3-09-44-44
8.Dynamite - P.Smith	4-05-18-03	.8114	3-10-11-44
9.Apollo II - R.I.Thurston	4-01-15-25	.8468	3-10-21-26
10.Ruffian - J.Kinsella	4-07-06-32	.8021	3-10-42-13
11.Chauvinist - J.Wareham	4-23-12-07	.6975	3-11-08-36
12.Queequeg - P.Beildeding	4-03-31-31	.8401	3-11-36-40
13.Ghost - K. & R.Barry-Cotter	4-16-35-40	.7442	3-11-47-34
14.Mulloka - C.J.Wilkinson	4-20-40-39	.7223	3-12-16-34
15.Apollo - W.Rooklyn	3-17-16-40	.9468	3-12-31-42
16.Ballyhoo - J.Rooklyn	3-07-59-26	1.0573	3-12-34-26
17.Diamond Cutter - A.Sweeney	4-13-42-48	.7710	3-12-35-20
18.Hot Prospect II -			
Heuchmar Everitt Moran & Partners	4-13-01-20	.7763	3-12-38-02
19.Lots Wife - R.Montgomery	5-01-57-47	.6962	3-12-54-38
20.Taurus - A.M.Kelso	4-10-48-57	.7966	3-13-05-22
21.Rampage - E.N.Fuller	4-11-30-14	.7924	3-13-11-10
22.Antagonist - R.G.Hickman	4-14-38-30	.7701	3-13-12-19
23.Matika III - A.Pearson	4-13-40-03	.7774	3-13-15-20
24.Geronimo - A.G.Lee	4-03-58-40	.8529	3-13-16-16

25.Wainunu IV - R.A.Lee	4-09-44-10	8074	3-13-22-17	
26.Invincible - R.H.Cawse	4-13-51-49	.7774	3-13-24-29	
27.Mercedes III - A.T.Clutton	4-14-02-25	.7763	3-13-25-27	
28.Kestrel - R.H.Fidock	4-14-12-40	.7752	3-13-26-08	
29.Farr Out - P.H.Winkless	4-14-05-01	.7774	3-13-34-44	
30.Huon Chief - H.D.Calvert	4-14-40-20	7752	3-13-47-35	
31.Brer Fox - R.W.Jackman	4-14-14-18	7795	3-13-55-51	
32.Ricochet II - G.L.Finlay	5-00-12-47	7199	3-14-32-29	
33.Zilvergeest III - A.J.Murray	5-00-21-38	.7234	3-15-04-08	
34.Matika II - Roxburgh Partners	4-20-59-54	.7442	3-15-04-13	
35.Brumby - R. & R.Robinson	5-02-58-52	.7088	3-15-10-08	
36. Vittoria - L.J. Abrahams	4-12-32-57	.8064	3-15-32-03	
37.Saracen II - J.H.Jamison	5-04-39-25	7036	3-15-42-31	
38.Dancing Mouse - G.McGarry	4-22-32-34	7442	3-16-13-10	
39.Leda - N.E.Gosson	3-23-40-29	.9232	3-16-19-37	
40.Ruthless - P.Hill	4-17-29-03	.7784	3-16-20-10	
41.Chaos - R.T.Spence	4-17-41-02	7774	3-16-22-40	
42.Balandra - W.R.Carpenter	4-13-45-50	.8079	3-16-40-42	
43.Thunderbolt - L.P.Harding	5-04-27-58	.7152	3-17-01-05	
44.Pintado - E.Wilson	5-04-36-27	.7154	3-17-01-05	
45. Vanessa - B.K. Jagger	5-08-18-42	6962		
46.Mercedes IV - M.E.Braham	4-13-33-57	.8236	3-17-19-50 3-18-14-18	
47.Sundance - D.Smith	5-10-57-29	6987		
48.Banjo Paterson - J.Jarret	4-05-42-25		3-19-30-01	
49.Binda - I.D.Ritchie	5-03-09-21	.7494	3-20-11-14	
50.Sarnia - P.Rae		1878.04 (1976.050)	3-20-17-36	
51 Artemis - D.J.Millikan	5-08-16-51	.7240	3-20-52-31	
52.Landfall - K.Elliott	5-12-23-15	.7075	3-21-39-51	
53.Hi-Jacque - J.Violet	5-02-44-50	.7699	3-22-30-11	
54.lcthus - R.P.Delbridge	5-02-11-22	.7752	3-22-43-17	
55.Anitra May - R.Walters	5-10-27-49	.7290	3-23-06-29	
56.Wild Goose - I.D.Russel	4-23-54-25	.7955	3-23-23-10	
57.Freedom - C.T.Martin	5-06-21-30	.7576	3-23-43-45	
58.Quasar - B.J.Sutherland	5-08-21-21	.7461	3-23-45-59	
59. Anaconda II - J. Grubic	4-13-38-54	.8908	4-01-40-29	
60.Obsession - B.Tardrew	3-22-29-37	1.0421	4-02-28-18	
61.Nirimba - Royal Australian Navy	4-21-09-33	.8477	4-03-18-57	
	5-18-45-03	.7176	4-03-34-03	
62.Carmen - K.Bourke 63.Nand II - R.O.Chapman	6-00-26-00	.6920	4-03-56-52	
	5-13-55-53	.7514	4-04-38-10	
64.Willi Willi - J.Goddard	5-03-41-35	.8290	4-06-32-30	
65.Scarlet - L.J.Job	5-21-51-49	.7236	4-06-39-09	
66.Anna Drie - J.Krop	5-06-24-40	.8162	4-07-10-36	
67.Quest - R.Cruikshank	5-07-02-17	.8152	4-07-33-41	
68.Adria Australis - A.Harry	5-04-05-18	.8375	4-07-55-26	
69.Jindivik - H.Bohill	6-00-25-26	.7308	4-09-32-42	
70.Nijumi - R.B.Grenda	5-09-25-49	.7171	3-20-48-52	
Two Ton Division: Natelle Two				
One Ton Division: Rockie				

One for Division: Hockie
Three quarter Ton Division: Ghost
Half Ton Division: Chauvinist
Half Ton Division: Chauvinist
Division A: Ragamuffin. Division B: Piccolo. Division C: Ghost. Division D: Chauvinist
Fastest Time: Ballyhoo 3-07-59-26
Retired: Aztec, Betula, Cordon Bleu, Kintama, Lollipop, Lyndal, Meltemi, Polaris,
Providence, Rogue, Shenandoah, Smille, Storm Bay, Trevassa, Woftam IV.
1976 Weather: The start was in light NE winds of about 8 knots which freshened in 1976 Weather: The start was in light NE winds of about 8 knots which freshened in the afternoon. By early evening it had turned to a 25 knot southerly which reached 40 knots during the night. On the 27th it was NE again with 5-10 knots most of the day turning to SW 5-10 knots during the night. By the next morning it was blowing 35 knots and later W 30 gusting 40 knots. By morning of the 29th 8 boats had retired and breeze was still W at 30 knots. Later in the day some boats finished, while the wind shifted to the south at 25 knots. Early on the 30th the breeze had moderated to 10 knots W while in the afternoon it moved to the SE at 15 knots. By the morning on the 31st there were 37 yachts in with the others experiencing light and variable winds. In all a record 15 boats retired in this toughest race since 1970.

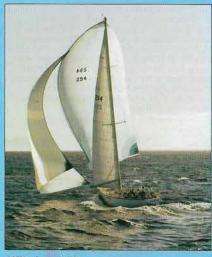
1977 - 131 starters		nily di	
PI YACHT	ELAPSED TM	TCF	CORR TM
1.Kialoa - J.B.Kilroy	3-10-14-09	1.0454	3-13-58-10
2.Ragamuffin - S.Fischer	4-06-29-42	8596	3-16-09-17
3.Windward Passage - F.Johnson	3-12-39-00	1.0435	3-16-19-56
4.Lollipop - P.Kline & I.Millar	5-15-39-10	6931	3-22-01-15
5.Natelle II - N.S.Girdis	4-19-26-52	.8162	3-22-13-43
6.Brer Fox - R.W.Jackman	5-02-35-06	.7711	3-22-31-31
7.Jenny H - Jenny H Syndicate	5-01-48-48	7774	3-22-41-52
8.Antagonist - R.F.Hickman	5-02-40-47	.7732	3-22-51-21
9 Piccolo - J.Pickles	5-02-06-18	.7774	3-22-55-28
10.Apollo - J.Rooklyn	4-05-33-04	.9391	3-23-22-00
11.Pinta - W.Illbruck	4-20-17-54	.8218	3-23-34-27
12.Zilvergeest III - A.J.Murray	5-13-06-04	.7193	3-23-44-23
13.Dynamite 2 - P.S.Smith	4-20-32-05	.8236	3-23-45-30
14.Damel - W.A.Currie	5-02-21-29	.7846	4-00-00-08
15.Rampage - E.N.Fuller	5-02-11-47	.7860	4-00-02-47
16.Winsome 77 - D.D.May	4-20-54-25	.8218	4-00-04-27
17.Farrawa - B.G.Campbell	4-20-31-21	.8246	4-00-05-04
18.Aquila - B.Edmunds & J.Aitken	5-14-39-02	.7136	4-00-05-12
19.Sweeney Todd - D.W.Blainey	5-16-58-58	.7016	4-00-06-26
20.Nyamba - J.G.Hardy	4-21-35-45	.8181	4-00-12-19
21.Nitro - G. & R. Edgerton	4-21-04-12	.8236	4-00-25-08
22.Love and War - P.Kurts	4-20-02-10	.8333	4-00-41-34
23. Vittoria - L.J. Abrahams	5-02-22-23	.7933	4-01-04-43
24.Humdinger - W.B.Northam	5-20-06-31	.6933	4-01-08-14
25.Barnacle Bill - J. & D.Dirksen	5-01-05-52	.8045	4-01-25-23
26.Apollo II - R. & I.Thurston	4-20-29-29	.8375	4-01-33-42
27.Dynamite - R.E.Walters	5-00-29-16	.8114	4-01-45-50
28.Perie Banou - J. & C.Sanders	5-14-43-33	.7281	4-02-05-38

29.Whispers of Wellington - G.R.Stagg	5-02-13-19	.8027	4-02-06-27
30.Dancing Mouse - C.McGarry	5-13-19-37	.7353	4-02-07-09
31.Bacardi - J.Gould	5-03-55-21	.7933	4-02-18-28
32.Golden Eagle - J.W.Granger	5-06-28-35	.7774	4-02-19-22
33.Kestrel - R.H.Fidock	5-07-03-27	7752	4-02-29-42
34. Concubine - J.McTaylor		7442	4-02-37-30
35.Merinda - A.G.Taylor	5-21-47-23	.6962	4-02-42-50
36.Mercedes III - A.T.Clutton	5-07-57-27	.7730	4-02-54-40
37.Martine - P.K.Gourlay	5-23-49-55	.6877	4-02-54-47
38.Farr Out - E.Vidor	5-07-30-51	.7763	4-02-59-21
39.Knockout - Sir Max Aitken	5-01-19-04	.8181	4-03-15-00
40.Brumby - P. & R.Robinson	5-22-48-43	6990	4-03-49-31
41.Pandora II - M.W.D.Phillips	5-02-19-01	.8179	4-04-02-35
42.Variag - M.Herion	5-16-24-18	.7380	4-04-40-01
43.Billabong - P.N.Joubert	5-14-55-21	7465	4-04-43-10
44.Blue Moon - W.Anderson	5-12-32-47	.7628	4-05-06-23
45.Bravura - I.Loube	4-19-20-03	.8768	4-05-07-30
46.Patrice III - R.J.Kirby	4-16-22-29	8554	4-00-07-31
47.Mulberry - M.Lovett	6-04-53-02	.6987	4-05-40-22
48.Streaker - R.H.Cawse	5-12-23-45	.7681	4-05-41-36
49.Wainunu IV - J.Garner & D.Strong	5-07-00-13	.8041	4-06-07-25
50.Polaris - L.H.Savage	5-06-27-55	.8086	4-06-15-35
51.Miko - D.Burfitt	6-03-14-59	.6959	4-06-28-16
52.Thundercloud - D.Hogg & A.Stewart	5-13-10-32	.7731	4-06-57-29
53.Chaos - R.T.Spence	5-12-27-55	.7774	4-06-58-43
54.Shenandoah - J.R.Charody	6-05-10-30	.6959	4-07-48-39
55.Bang Bang - D.W.Baxter	5-13-09-51	.7815	4-08-04-04
56.Apollo III - A.Bond	4-20-26-58	.8965	4-08-23-49
57.Lots Wife - R.S.Montgomery	6-08-45-15	6933	4-09-54-16
58.Leda - N.Gosson	4-20-59-00	.9121	4-10-42-02
59.Manu Kai - J.W.B.Barry	5-20-08-32	7628	4-10-54-02
60.Rogue - V.D'Emilio	5-20-24-15	7681	4-11-50-40
61.Anna Drie - H.J.Kropp	5-15-37-01	.8031	4-12-54-50
62.Anaconda II -			
Australian Army Sailing Association	4-10-03-27	1.0291	4-13-08-38
63.Meltemi - B.C.Psaltis	5-17-46-55	.8154	4-16-20-51
64:Thylacine - J.W.Burton	6-08-36-00	7364	4-16-22-29
65.Second Lady - G.Scherwinski	6-08-44-25	.7477	4-18-12-14
66.Fireball II - M.Bayliss	5-17-43-35	8537	4-21-34-37
67.Freanda - J.A.Carr	5-15-13-57	9051	5-02-23-56
68.Breadfruit - R.Sill	5-14-42-38	7442	5-04-15-06
69.Nirimba - Royal Australian Navy	7-23-05-09	.7186	5-17-18-51
70:Queequeg - G.R.Young	5-01-19-04	8375	4-05-27-51
Disqualified: Cordon Bleu, Vanessa			V 100
Fastest Time: Kialoa 3-10-14-09			
Division A. Kialoa, Division B: Brer Fox, Divis	sion C: Zilvergee:	st III. Divisi	on D. Lollipop
Retired: Apalle, Aphrodite, Aries, Assegaal,	Avaion, Aztec, B.	one-nine-i	ive. Bellman.
Betula, Binda, Casablanca, Chauvinist, Dora	dor, Fair Dinkum	, Farr Feto	hed,
Geronimo Gidago Gumbloccom Harata H	plant Haraulaa	Hi lawyes I	Secretary Control of the Control of

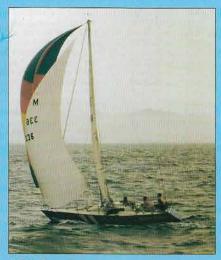
Betula, Binda, Casablanca, Chauvinist, Dorador, Fair Dinkum, Fair Fetched, Geronimo, Gidgee, Gumblossom, Hecate, Helsal, Hercules, Hi-Jaque, Imogene, Jisuma, Lowana II, Margaret Riintoul II, Matika II, Mekim Säve, Mercedes V, Meriki, Moonbird, Mulloka, Mystic Seven, Nudumsky, Nire Lowa, Pandora Two, Penando, Phantom, Quest, Rhythm, Rum Runner, Ruthless, Silver Shamrock III, Smirnoffagen, Southern Comfort II, Spanker, Sunburst, Superstar, Swuzzlebubble, Taurus, The Hum, The Sting, Thunderbolt, Wainunu V, White Pointer, Willi Willi, Wimaway, Winston Churchill, Xaviera.

1977 Weather: the race started in light E at 5 knots turning later to NE 10 knots fading to a very light SSE overnight. On the second morning the fleet had W 20 knots with some yachts experiencing NE. It turned in the afternoon to SE 30-40 knots with some yachts experiencing NE. It turned in the afternoon to SE 30-40 knots for Varying periods. By the evening 18 boats had retired. By early on 28th a further 15 were out. The wind was SE 20 knots later going back to 30-40 knots, seas rough. At night it swung to SW 25-35 knots. On the 28th the wind eased to S 12 knots SE turning to a light NE. Calm-to-light conditions plagued the tail-enders although some struck a short 85 knot squall on January 1.

1978 - 97 starters PI YACHT	ELAPSED TM	TCF	CORR TM
1.Love and War - P.Kurts	4-04-45-43	8358	3-12-13-00
2.Margaret Rintoul II - S.R.Edwards	4-03-34-39	8499	3-12-37-51
3.Constellation - J.W.Garner	4-04-08-15	8613	3-14-14-54
4.Streaker - B.C.Ryan	4-22-42-34	7660	3-18-55-53
5.Matika II - A.Pearson	5-06-32-00	.7335	3-20-48-43
6.Apollo - J.Rooklyn	4-02-23-24	.9458	3-21-03-26
7.Peacock - K.W. & R.M.H.Adams	5-10-52-00	7127	3-21-16-07
8.Deception - D.Hankin	4-22-39-34	.7877	3-21-28-04
9.Sinnerman - G.D.Finchett	5-10-33-00	7174	3-21-39-23
10.Billabong - P.N.Joubert	5-07-49-00	7454	3-23-15-42
11.Casablanca - K.Page	4-04-26-52	.9503	3-23-27-19
12.Huon Chief - H.D.Calvert	5-05-26-00	.7628	3-23-40-49
13.Diamond Cutter - A.Sweeney	5-06-04-00	7597	3-23-46-22
14.Vittoria - L.J.Abrahams	5-01-23-13	.7910	4-00-01-01
15.Antagonist - R.F.Hickman	5-05-45-00	.7638	4-00-02-52
16.Cordon Bleu - K.Dorrell	5-09-15-00	.7449	4-00-16-41
17. Vanguard - R.H.Cawse	5-01-26-40	.7928	4-00-16-52
18. Western Morning -			
D.W.Blainey & P.R.Stockfeld	5-14-56-00	.7163	4-00-39-09
19.Thunderbolt - L.P.Harding	5-15-04-00	.7167	4-00-48-08
20.Brer Fox - R.W.Jackman	5-06-38-00	.7649	4-00-51-42
21.White Pointer - K.R.Le Compte	5-05-09-00	7795	4-01-33-15
22.Pilgrim - J.H.Ratten	5-09-18-00	.7556	4-01-41-56
23.Sweet Caroline - M.W.D. Phillips	4-22-55-54	.8218	4-01-44-16
24.Pryority - D.J.Pryor	5-05-44-00	.7795	4-02-00-32
25.Rampage - E.N.Fuller	5-05-44-00	.7838	4-02-32-59
26.Relentless - P.Hankin	5-05-26-00	.7887	4-02-55-45
27.Zilvergeest III - A.J.Murray	5-18-14-00	.7163	4-03-00-59







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.Mirrabooka - 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	
50.Helsal - H.A.Fisher			4-07-23-53
51.Anaconda II - J.Grubic	4-03-02-09	1.0468	4-07-40-43
	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. Jaggar	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.Utiekah IV - G.Hennicke	5-22-42-18	.7730	4-14-18-39
76.Morning Matilda - R.P.McIntyre	6-09-11-24	.7208	4-14-25-09
77.Humbug - R.L.Bugg	6-12-30-34	.7075	4-14-43-49
78.Tolten - D.A.Job	6-01-33-22	.7619	4-14-53-57
79.Genghis Khan - R.Huntley	5-07-20-00	.8711	4-14-55-12
80.Freanda - J.A.Carr	5-06-46-00	.8834	4-15-59-08
81.Willi Willi - J.Goddard	5-05-58-00	.8914	4-16-17-12
82.Odin - W.L.Gilbert	6-01-44-09	.7728	4-16-37-28
83.Sundance - P.W.Daniel	6-22-35-04	.6956	4-19-52-34
84.Gretel - B.Lewis	5-04-45-00	.9395	4-21-12-09
85.Touchwood - D.P. & V.A.Brooker	6-00-29-34	.8171	4-22-03-54
86.Klinger - T.N.Cassidy	8-04-48-42	.7211	5-21-55-15
87.Rimfire - E.W.Wall-Smith	5-07-56-00	.8372	4-11-06-20
Fastest Time: Apollo 4-02-23-24			

Fastest Time: Apollo 4-02-23-24
Division A: Love and War. Division B: Deception.
Division C: Streaker. Division D: Peacock
Retired: Acrux, Apollo II, Apollo IV, Clicquot, Farr Out, Moonshadow, Nimmitabel,
Nirimba, Piccolo, Superstar.
1978 Weather: The race started in 12-15 knots NE with rain. The wind gradually
freshened the first afternoon to 30 knots to give the yachts a fast passage past

Jervis Bay. The hard running conditions were taking toll of spinnakers and gear and two boats broke booms and retired. A light sou-westerly change passed over the fleet at 2400 hrs and turned SE 10-15 knots later in the day leaving the yachts close hauled towards Gabo Island. Overnight the seven leaders put more than 80 miles on the rest of the fleet. The light westerly (5-10 knots) then took the bulk of the fleet across Bass Strait with many calm patches. The leaders confinued 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		السيا	District Hill
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 -		7000	
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. Helleren	4-17-08-37	.7222	3-09-42-44

53.Shenandoah - R.A.White	4-12-19-20	.7546	3-09-44-23
54.Solandra - R.W.Escott	4-22-32-59	6911	3-09-55-46
55.The Sting - A.M.Rundle	4-10-48-07	.7680	3-10-01-26
56.Lowana II - D.Millikan	4-13-00-58	.7525	3-10-02-04
57.Garlic Prawn - P.E.Glynn & R.W.Steel	4-15-37-22	7353	3-10-04-34
58.Impetuous - G.R.Lambert & J.Crisp	4-04-34-46	.8171	3-10-11-00
59.Christina - P.W.H.Woodruff	4-12-51-05	.7555	
60.Callala - R.K.Birtles	4-12-45-38	.7579	3-10-14-14
61.Pryority - J.Pryor	4-10-23-57		3-10-25-46
62.Marionette - C.A.F.Dunning		.7763	3-10-35-51
63.White Pointer - K.Le Compte	4-00-32-37	.8580	3-10-50-03
64.Mercedes III - A.T.Clutton	4-10-50-45	.7763	3-10-56-39
65.Mark Twain - K. Jones	4-12-16-15	.7665	3-10-59-22
	4-13-00-19	.7615	3-11-00-27
66.New Beach Road - D.C.Booth	4-11-32-30	.7728	3-11-06-29
67.Ragamuffin - S.Fischer	4-01-46-12	.8503	3-11-08-01
68.Chaos - D.Leitch	4-10-26-12	.7831	3-11-21-01
69.Kaiulani - S.C.Lovell	4-18-49-29	.7264	3-11-24-31
70.Mercedes V - H.Janes	4-05-57-28	.8181	3-11-24-41
71.Quest - R.Cruickshank	4-13-15-43	.7636	3-11-25-56
72.Chautauqua - A.C.Rowett	4-11-36-01	.7757	3-11-27-95
73.Nirimba - Royal Australian Navy	4-19-12-35	.7247	3-11-29-32
74.Piccolo - J.Pickles	4-10-13-56	.7867	3-11-34-22
75.Flight - G.B.Lamble	4-18-08-30	.7323	3-11-35-09
76.Nyamba - J.G.Hardy	4-05-44-53	.8218	3-11-36-57
77. Diamond Cutter - A. Sweeney	4-12-02-02	.7742	3-11-38-23
78.Farr Out - E.Vidor	4-10-22-55	7870	
79.Woftam IV - B.Jamison	4-13-19-14	.7659	3-11-43-21
80.Koamaru - B.A.Millar			3-11-43-43
81.Patrice III - D.MacWilliam	4-11-22-17	.7799	3-11-44-20
82.Apollo II - R. & I. Thurston	4-03-49-05	.8392	3-11-46-02
83.Quicksilver - P.D.Lamont	4-03-20-09	.8436	3-11-47-58
84.Lupus - W.A.Schifferli	4-11-45-34	.7777	3-11-48-16
85. Yeoman XXI - R.A.Aisher	4-17-37-46	.7380	3-11-51-30
	4-01-46-14	.8580	3-11-53-13
86.Furiabo - Y.Sasamoto & T.Tomioka	4-05-13-09	.8291	3-11-55-14
87.Bacardi - J.Gould	4-03-45-05	.8425	3-12-02-25
88.Sunburst - R.K.Young	4-06-05-56	.8246	3-12-11-26
89.Star Wars - B.R.Button	4-11-22-48	.7844	3-12-13-43
90.Mardi Gras - Farmyard Syndicate	4-11-22-52	.7860	3-12-24-05
91.Farrawa - B.G.Campbell	4-05-08-53	.8346	3-12-25-05
92.Chick Chack - M.L.Dykes	4-12-50-06	.7781	3-12-41-04
93.Salacia II - A.W.Byrne	4-03-15-17	.8536	3-12-43-25
94.Challenge - L.J.Abrahams	4-04-24-31	.8443	3-12-46-29
95.Invincible - D.Bienefelt	4-12-24-25	.7821	3-12-47-06
96.Damel - W.A.J.Currie	4-12-21-49	.7831	3-12-51-34
97.Pirra - S.Shield	4-18-16-42	.7431	3-12-55-12
98.Born Free - J.H & C.D.Howell	4-12-18-35	.7844	3-12-57-29
99.Superstar - K.Farfor	4-03-18-24	.8563	3-13-02-10
100.Blizzard - E.Juer	4-00-24-52	.8831	3-13-08-36
101.Rival - T.Seccombe	4-23-03-19	.7155	3-13-11-02
102.New Morning - T.Hewison	4-11-53-36	.7901	3-13-14-47
103.Condor of Bermuda - R.Bell	3-08-02-58	1.0667	
104.Siska - R.Tasker	3-08-56-53		3-13-23-19
105.Polaris - L.H.Savage	4-11-23-16	1.0563	3-13-30-19
106.Tarquin - J.A.Stanford		.7977	3-13-39-47
107.Granny Apple - Whispers Syndicate	4-22-44-42	.7241	3-13-58-59
108.Goondooloo - P. & B.Young	4-11-31-57	.7998	3-14-00-16
109.Rimfire - E.W.Wall-Smith	4-18-32-10	.7510	3-14-00-59
	4-07-09-06	.8363	3-14-15-56
110.Natelle II - A.G.Lee	4-10-22-06	.8114	3-14-18-26
111.Meltemi -			Charles Annual (1)
Canberra Yacht Club Syndicate	4-11-27-13	.8087	3-14-53-51
112.Manu Kai - J.W.B.Barry	4-18-53-08	.7566	3-14-55-20
113.Helsal II - A.Fisher	3-09-56-16	1.0643	3-15-12-22
114.Utiekah IV - G.Hennicke	4-17-20-46	.7698	3-15-15-13
115.Police Car - P.R.Cantwell	4-10-48-07	.8199	3-15-34-00
116.Satin Sheets - M.O'Leary	4-11-22-43	.8156	3-15-34-40
117.Mirrabooka - J.Bennetto	4-11-31-27	.8147	3-15-35-59
118.Apollo - W.Rooklyn	3-22-15-03	.9301	3-15-39-45
119.Anticipation - D.St C.Brown	4-03-38-04	.8804	3-15-43-05
120.Obsession - W.C.R.Bale & K.D.Monro	4-11-24-03	8209	3-16-09-55
121.Dynamite - R.E.Walters	4-10-09-24	8310	3-16-12-58
122.Adria - A.Harry	4-12-23-57	8144	3-16-16-49
123.Breakaway - K.McDonald	4-11-41-00	8218	
124.Scorpion - R.W.Clemens	4-10-28-23		3-16-29-38
125.Sequoiah II - J.M.Clark		.8319	3-16-34-29
126.Jemima - K.L.Bell	4-12-16-33 4-10-14-04	.8197	3-16-45-13
127.Rogis Too - R.J.Brown		.8434	3-17-35-53
128.Ali Baba - J. & T.Michilis	4-22-15-09	.7586	3-17-42-22
129 Sorgeny - LD Wood	4-10-11-23	.8520	3-18-28-25
129.Sorcery - J.D.Wood 130.Destiny - T.A.Taylor	3-22-02-34	.9629	3-18-33-13
131.Fiona - J.Sturrock & E.Lawrence	4-13-00-10	.8333	3-18-49-55
132 Many Muffin, G.A. Plak	4-13-01-54	.8346	3-18-59-52
132.Mary Muffin - G.A.Blok	4-10-12-49	.8613	3-19-28-54
133.Banjo Paterson - J.Jarrett	4-06-51-15	.8952	3-20-05-07
134.Savant - K.L.Cox	4-13-13-54	.8437	3-20-09-31
135.Shearwater - J.M. & A.R.Cooper	4-21-00-75	.7910	3-20-33-10
136.Gaulois 3 - P.Facque	4-00-48-52	.9594	3-20-53-01
137.Gretel - B.Lewis	4-03-01-45	.9395	3-21-02-16
138.Congere - B.D.Koeppel	4-11-27-34	.8870	3-23-18-59
139.Anaconda II - J.Grubic	3-21-55-23	1.0496	4-02-34-53
140.Casablanca - J.Goddard	4-10-11-21	.9503	4-04-54-41
141.Seltrust Endeavour -			
J.P.Callow & M.J.Dunham	4-12-46-04	.9707	4-09-34-51
142.Imogene - L.L. & D.I.Haskett	4-12-11-17	.8385	3-18-42-56
Fastest Time: Bumblebee 4 3-01-45-52			
Maxi Division: Bumblebee 4. Division A: Big	Schott, Division E	B: Relentle	SS

Division C: Zilvergeest III. Division D: Screw Loose.
Retired: Hi-Jacque, Moonshadow, Onya of Gosford, Regardless, Salamander II.
1979 Weather: First spinnaker start since 1967 to give all yachts a fast passage to
the Heads before a 12 knot sou'easter. Outside the Heads, all yachts were close
hauled and the breeze backed to the east for two hours. Late on the first afternoon a
line squall passed over the fleet gusting to 35 knots. It eased during the night. After
a brief calm patch the breeze filled in from the nor'east to give a quick skid across
Bass Strait before a 30 knot breeze. Dawn on the third day saw yachts light running
before a 10 knot nor'wester, light breezes and thick fog down the Tasmanian coast
prevented the big boats taking top honours, but a freshening sea breeze brought all
the little boats home to dominate the major placings.

1980 - 102 starters			
PI YACHT	ELAPSED TM	TCF	CORR TM
New Zealand - NZ Round the World Committee	2-18-45-41	1.0369	2-21-13-29
2.Gretel - B.Lewis	3-02-03-55	.9380	2-21-28-23
3.Challenge - L.Abrahams 4.Evelyn - J.Cassidy	3-10-31-21 3-01-12-00	.8434	2-21-35-58 2-22-24-39
5.Nefertiti - F.B.Ryan 6.Helsal II - A.Fisher	3-05-09-21	.9294	2-23-42-29
7.Margaret Rintoul II - S.R.Edwards	2-20-34-32 3-15-18-46	1.0603	3-00-42-38 3-00-45-27
8.Police Car - J.G.Hardy 9.Inch By Winch - D.J.O'Neill & Partners	3-16-58-47	.8199	3-00-57-16
10.Ragamuffin - S.Fischer	3-15-20-25 3-15-21-03	.8399 .8486	3-01-21-25 3-02-07-33
11.Apollo II - A.J.Becher 12.Anaconda II - J.Grubic	3-16-36-28	.8401	3-02-26-21
13.Patrice III - R.J.Kirby	3-00-38-33 3-17-38-48	1.0290	3-02-44-56 3-02-51-17
14.Pacha - J.de la Vega 15.Once More Dear Friends - P.P.Kurts	3-13-54-47	8733	3-03-01-40
16.Matika II - L.Green	3-20-55-25 4-08-14-53	8105 .7254	3-03-18-52 3-03-37-17
17.Mary Muffin - G.A.Blok 18.Adrenalin - B.C.Ryan	3-17-08-36 3-23-34-56	8501	3-03-46-50
19.Wheelbarrow - I.C.Tringham	4-15-13-36	.9827	3-04-43-25 3-04-43-26
20.Big Schott - A.Pearson 21.Phoenix - E.Vidor	3-23-41-25 4-03-23-20	.9822	3-04-45-45
22.Piccolo - J.Pickles	4-03-09-29	.7774 .7793	3-05-15-53 3-05-16-25
23.Screw Loose - R.J.Cumming 24.Mercedes IV - D.L. & M.E.Braham	4-15-14-43	.6949	3-05-18-15
25.Diamond Cutter - A.J.Sweeney	3-23-42-44 4-03-50-36	.8086 7763	3-05-23-34 3-05-30-30
26.Hercules - M.H., C.M. & S.P.Will	4-06-07-34	7597	3-05-35-06
27.Pryority - J.Pryor 28.Zeus II - J.R.Dunstan	4-05-50-24 4-17-17-56	.7659 .6886	3-05-59-57 3-06-01-03
29. Impetuous - J. Lambert & J. Crisp	3-23-35-35	.8162	3-06-01-22
30.Kestrel - R.H.Fidock 31.Sagacious - G.J.Appleby	4-06-31-06 3-23-43-41	.7628 .8181	3-06-12-03 3-06-18-54
32.Natelle II - A.G.Lee	4-01-22-20	.8045	3-06-20-09
33.Billabong - P.N.Joubert 34.Star Wars - B.Button	4-11-33-47 4-05-13-52	.7300 .7834	3-06-31-15 3-07-18-16
35.Hot Prospect - E.O.Grendon	4-06-22-17	7763	3-07-28-15
36.Ghost Too - K.Roxburgh, C.Graham & W.Hoare	4-13-46-34	.7277	3-07-53-02
37.Mercedes V - I.Lewis	4-03-20-20	.8073	3-08-11-46
38. White Pointer - K.Le Compte 39. Breadfruit - R.Sill	4-08-48-01 4-14-45-14	.7659	3-08-15-59
40.Meltemi - J.Belf & B.C.Psaltis	4-04-48-34	.7284 .8010	3-08-40-23
41.Bacardi - J.Gould 42.Lowana II - D.Millikan	3-23-44-04	.8451	3-08-54-22
43. Vivacious - J.A. Brown	4-12-40-34 4-03-05-20	.7462 8199	3-09-05-41 3-09-14-34
44.Wimaway - A.Barry	4-15-13-28	.7331	3-09-32-19
45.Lollipop - I.T.Millar 46.Revenge - P.H.Green	4-23-09-39 4-15-40-28	.7312	3-09-34-39 3-09-39-22
47. Onya of Gosford - P.Rysdyk	4-07-58-32	.7873	3-09-51-35
48.Hotshot - L.L., B.A. & G.L.Prescott 49.Battlestar - H.Janes	4-22-23-19 4-01-25-07	8443	3-09-58-20 3-10-15-01
50.Brumby - P. & R.Robinson	4-23-26-04	.6898	3-10-23-09
51.Balandra - R.H.Piggott & A.D.Hurburgh 52.Noeleen III - K.King & G.Warner	4-08-48-00 4-11-20-37	7931	3-11-07-00 3-11-19-51
53.Ruthless - P.Hill	4-13-49-42	7697	3-11-26-11
54.Legend - R.B.Keily 55.Cathy Lee - N.J.Guy	5-01-32-09 5-00-43-55	.6926	3-11-31-53 3-11-37-08
56.Nand III - R.O.Chapman	4-01-45-52	.8563	3-11-42-56
57. Thunderbolt - L.P.Harding 58. Borsalino - D.J.Herlihy & J.H.Hughes	4-22-01-16 4-04-45-12	.7094 .8310	3-11-43-27 3-11-42-33
59.Chloe - D.Rourke	5-00-08-20	.6987	3-11-56-16
60.Pintado - I.Blackwell 61.The Newcastle Flyer - P.Rundle	4-22-27-07 3-16-58-30	.7111	3-12-13-52 3-12-16-30
62.Maria - M.Preston & D.Kelly	4-17-27-16	.7431	3-12-18-28
63.Pimpernel - H.Holland 64.Rogis Too - R.J.Brown	4-22-11-07 4-05-30-48	.8333	3-12-26-36 3-12-35-27
65.Mystic Seven - N.D.Chidgey	4-17-50-42	.7444	3-12-44-46
66.Thylacine - J.W.Burton 67.Dancing Lady - M.M.Grigg	4-21-50-41 4-04-47-00	.7195 .8443	3-12-47-21 3-13-05-28
68.Morandoo - C.McMillan		.7145	3-13-19-42
69.Quo Vadis II - H.L.Marks 70.Giant - W.Saunders & C.Hatfield	4-04-19-46 4-21-04-09	.8520 .7312	3-13-28-50 3-13-36-03
71.Pipe Dream - D.W.Bonouvrie	4-05-40-25	.8434	3-13-45-05
72.Amon-Re - D.Smith 73.Waggers II - G.Radford		.7346 .8477	3-13-55-11
74.Rager I - M.A.Clements	4-14-03-04	.7825	3-14-01-37 3-14-06-53
75.Plaba IV - B.Gambacorti 76.Pawpaw - F.Snape	5-03-33-22	.7000	3-14-29-21
77.Second Lady - G.Scherwinski		.7341 .7353	3-14-37-24 3-15-03-29
78.Willi Willi - J.Goddard 79.Maria van Diemen - D.B.Bowman	4-01-30-07	.8936	3-15-07-39
J. D. Downard	5-03-49-21	.7046	3-15-14-43

4-04-34-04		3-15-16-38	
4-04-34-04	.8703	3-15-31-26	
4-23-31-17	.7335	3-15-40-08	
4-08-36-48	.8401	3-15-53-08	
4-08-37-13	.8417	3-16-03-31	
4-19-52-59	.7670	3-16-52-56	
4-23-26-05	.7466	3-17-10-11	
4-03-13-58	.9308	3-20-21-57	
4-15-13-55	.8375	3-21-09-24	
4-04-19-32	.9410	3-22-24-22	
5-02-35-40	.7864	4-00-24-29	
4-23-30-24	.8228	4-02-19-48	
4-21-16-04	.8408	4-02-35-55	
6-00-29-00	.7510	4-12-30-25	
	4-08-36-48 4-08-37-13 4-19-52-59 4-23-26-05 4-03-13-58 4-15-13-55 4-04-19-32 5-02-35-40 4-23-30-24 4-21-16-04	4-08-36-48 .8401 4-08-37-13 .8417 4-19-52-59 .7670 4-23-26-05 .7466 4-03-13-58 .9308 4-15-13-55 .8375 4-04-19-32 .9410 5-02-35-40 .7864 4-23-30-24 .8228 4-21-16-04 .8408	4-08-36-48 8401 3-15-53-08 4-08-37-13 8417 3-16-03-31 4-19-52-59 7670 3-16-52-56 4-23-26-05 7466 3-17-10-11 4-03-13-58 9308 3-20-21-57 4-15-13-55 8375 3-21-09-24 4-04-19-32 9410 3-22-24-22 5-02-35-40 7864 4-00-24-29 4-23-30-24 8228 4-02-19-48 4-21-16-04 8408 4-02-35-55

Fastest Time: New Zealand 2-18-45-41 Division A: New Zealand. Division B: Police Car.
Division C: Matika II. Division D: Wheelbarrow
Retired: Gun, Mirrabooka, Noelani, Puss 'n Boots, Rimfire, Salamander II,
Shenandoah, Sweet Caroline, Tucana.

1980 Weather: The start was in light easterlies which remained throughout the first afternoon. The influence of spectator craft outside Sydney Heads was the worst for years. Easterlies stayed light all the first night but slowly freshened the second day to 15-18 knots to give a fast reach down the NSW coast in overcast conditions. The wind slowly backed to the NE and freshened to 25 knots during the second night to give a fast slide across Bass Strait. Down the Tasmanian coast on the third day the wind stayed northeast at 20 knots and a new record appeared imminent for the leaders. The wind (and hopes for a record) faded on the third night with light and variable winds with heavy rain. On the morning of the fourth day the wind slowly freshened from the south to 20-30 knots which pushed the leaders home. The breeze slowly faded and left the smaller boats in light and variable conditions down the Tasmanian coast and across Storm Bay and in the Derwent.

1981 - 159 starters			
PI YACHT	ELAPSED TM	TCF	CORR TM
1.Zeus II - J.R.Dunstan	5-13-48-41	.6883	3-19-25-59
2.Solandra - R.W.Escott	5-13-48-46	.6913	3-20-30-17
3.Scallywag SS - R.J.Winton	5-19-13-53	.6766	3-22-12-14
4.Morning Miss - R.G & C.A. Purcell	5-14-54-38	.7016	3-22-39-11
5.Beach Inspector - G.Jones & R.Hudson	5-11-57-48	.7202	3-23-02-23
6.Shenandoah - J.R.Charody	5-19-06-49	.6833	3-23-03-17
7.Hotshot - L.L., B.A. & G.L. Prescott	5-17-41-41	.6926	3-23-22-02
8.Saltpeta - P.Hinton	5-18-54-56	.6873	3-23-28-35
9.Merinda - A.G.Taylor	5-17-42-48	.6939	3-23-33-33
10.Szechwan - J.S.Whitty	5-00-27-29	.7938	3-23-37-10
11.Wheelbarrow - I.C.Tringham	5-18-57-31	.6900	3-23-52-53
12.Aquila - B.W.Edmunds	5-13-46-55	.7177	4-00-00-53
13.Mulloka - P.J.Jacka	5-14-36-54	.7152	4-00-16-35
14.Smuggler - T.Simpson	5-04-07-58	.7763	4-00-21-51
15.Cherry Cheer - P.Attrill	5-19-10-03	.6926	4-00-23-14
16.Billabong - P.N.Joubert	5-12-19-07	.7295	4-00-31-35
17.Thylacine - J.W.Burton	5-13-50-05	.7225	4-00-41-44
18.Chelinda - J.W.Keown	5-13-31-52	.7260	4-00-56-36
19.Thunderbolt - L.P.Harding	5-17-59-13	.7028	4-00-58-38
20.Quintal - H.C.Knoop	5-19-07-15	.6978	4-01-04-42
21.Flight - G.B.Lamble	5-13-41-51	.7272	4-01-13-29
22.Once More Dear Friends - P.P.Kurts	5-00-41-46	.8066	4-01-21-12
23.Bimblegumbie - K.Jacobs	5-04-07-51	.7846	4-01-23-34
24.Maid Rosalinde - J.H.Quinn	5-17-30-38	.7091	4-01-30-31
25.Pilgrim - J.H.Ratten	5-10-55-49	.7455	4-01-36-30
26.Morning Hustler - J.H.Cowell	5-17-58-19	.7079	4-01-40-13
27.Blue Moves - B.Moore	5-13-42-14	.7307	4-01-41-50
28.Revenge - J.Sproule	5-13-56-58	.7295	4-01-42-58
29.Breadfruit - R.Sill	5-14-10-23	.7284	4-01-43-53
30.Hornet - N.Georgeson	5-14-47-27	.7260	4-01-51-29
31.Hitchhiker - P.Briggs	5-00-00-33	.8162	4-01-57-05
32.Sgian Dubh - R.W.Lean	5-19-18-50	.7041	4-02-05-27
33.Vengeance - B.Lewis	3-22-30-00	1.0422	4-02-29-16
34.Deception - W.K.Norlin 35.Impetuous - P.McTavish	5-07-18-31	.7742 .8055	4-02-33-44
36.The Liquidator -G.Meyer & A.J.MacDonald	5-02-24-16		4-02-35-48
37.Impeccable - J.O.Walker	5-12-33-05	.7165 .7442	4-02-38-38 4-02-38-41
38.Phoenix - E.Vidor	5-07-06-27	7763	4-02-30-41
39.Kate Kelly - D.W. & J.Blainey	5-12-19-31	7466	4-02-40-24
40.Pimpernel - H.Holland & D.Blumentals	5-17-55-24	.7165	4-02-47-38
41.Tucana - L.C.Dean	5-20-07-55	.7054	4-02-50-56
42. Relentless - A.J. Elsworthy	5-07-13-33	.7774	4-02-54-19
43.Morning Tide - J.Davern	5-19-00-04	7116	4-02-54-47
44.Wee Willie Winkie - S.Gallagher	5-02-47-42	.8507	4-02-56-09
45.Mayhem - D.O.May	5-03-04-04	.8507	4-03-09-20
46.Seaulater - J.Mcl.Taylor	5-02-12-54	.8105	4-03-03-18
47.Nike - J.A.Hunt	5-16-49-18	.7248	4-03-10-06
48.Scorpio II - J.T.Fuglsang	5-17-50-38	.7201	4-03-15-40
49.Orani - W.G.P.Read	5-13-49-32	.7421	4-03-18-43
50.Black Magic - R.Layton	5-02-53-39	.8105	4-03-36-20
51.Infra Red - P.L.Mander	5-09-43-21	.7691	4-03-46-10
52.Ghost Too - J.R.Nankervis	5-16-50-08	.5292	4-03-49-17
53.The Roperunner - L.Green & G.Thorpe	5-04-13-35	.8037	4-03-50-26
54.Moonlighter - K.W.Wood	5-14-03-14	.7454	4-03-55-25
55.Apollo V - A.Bond	5-00-39-26	.8301	4-04-09-27
56.Mystic Seven - N.D.Chidgey	5-14-46-54	.7443	4-04-19-04
57.Wrinkles - R.C.Parkin	5-18-07-21	.7272	4-04-26-33
58.Yeoman XXIII - R.A.Aisher	4-23-57-56	.8381	4-04-32-35
59.Envy - G.M.Hewitt	5-04-13-51	.8101	4-04-38-21
60.Chowringhee - J.Birtles	5-16-10-37	.7398	4-04-44-37

61.Margaret Rintoul III - S.R.Edward	s 4-16-11-44	.8984	4-04-47-47
62.Dragonfyre - R.C.Genders	5-16-58-05	.7364	4-04-51-47
63.Binda - I.D.Ritchie 64.Salamander II - K.White	5-16-46-43	.7376	4-04-53-16
65.Sequel - G.S.Coutts	5-09-50-42 5-17-31-45	.7773 .7341	4-04-55-42 4-04-57-36
66.Sweet Caroline - M.W.D.Phillips	5-02-59-33	.8209	4-04-57-52
67.Aphrodite - G.S.Girdis	5-13-59-20	.7542	4-05-03-15
68.Farr Fetched - D.C.Calvert	5-10-49-23	.7732	4-05-09-08
69. Vanessa III - B.L. & K.A. Jaggar	5-13-06-07	.7617	4-05-23-01
70.Sagacious - G.J.Appleby	5-02-27-25	.8282	4-05-25-07
71.Piccolo - R.Schroder 72.Josephine - W.Gram	5-10-03-20 5-17-29-21	.7803 .7398	4-05-28-56 4-05-42-52
73.Jisuma - W.H.Rockcliffe	5-18-31-40	.7353	4-05-51-34
74.Carry On - C.Brown	5-13-50-15	.7617	4-05-56-38
75.Invincible - W.Bienefelt	5-10-59-28	.7783	4-05-57-01
76.Challenge - L.Abrahams	5-01-21-53	.8408	4-06-02-36
77.Ragamuffin - S.Fischer 78.Taurus II - A.G.Lee	5-02-57-52	.8310	4-06-11-00
79.Morning After - C.McMillan	5-02-15-28 5-12-55-08	.8372 .7701	4-06-21-15 4-06-21-39
80.Damel - D.W.Currie	5-11-59-57	.7763	4-06-28-15
81.Renegade - R.E.Francis	5-06-39-37	.8095	4-06-31-53
82.Meltemi - CYCOD Syndicate	5-08-53-30	.7960	4-06-35-51
83.Big Schott - A.Pearson	5-07-43-45	.8036	4-06-38-35
84.Golden Prospects - J.W.Granger 85.Hot Prospect II - R.J.Robertson	5-06-45-37 5-12-52-48	.8105 .7732	4-06-44-21 4-06-44-34
86.Seawind - W.J. & B.E.Clay	5-13-58-29	.7680	4-06-53-33
87.Patrice III - R.J.Kirby	5-03-09-49	.8359	4-06-57-08
88.Inch By Winch - J.Goddard	5-03-00-31	.8372	4-06-58-58
89.Mary Muffin - G.A.Blok	5-01-47-23	.8485	4-07-20-18
90.Rager I - M.A.Clements	5-12-59-18	.7773	4-07-22-18
91.Satin Sheets - A.A.Strachan 92.Margaret Rintoul II - R.W.Jackma	5-07-10-40 n 5-04-09-02	.8129	4-07-22-58
93.X-Ragamuffin - B.Tardrew	5-02-11-07	.8341 .8486	4-07-33-14 4-07-41-11
94. Vivacious - J. A. Brown	5-06-41-24	.8199	4-07-52-23
95.Adrenalin - B.C.Ryan	5-09-31-33	.8027	4-07-58-13
96.Seaquesta - A.G.Neate	5-07-01-22	.8190	4-08-01-53
97.Sunburst - R.K.Young 98.Natelle II - D.Leitch & J.Soloman	5-06-49-03	.8209	4-08-06-16
99.Condor of Bermuda - R.A.Bell	5-09-39-59 4-02-41-21	.8036 1.0563	4-08-11-59 4-08-14-43
100.Minna - H.A.Handley	5-13-50-52	7793	4-08-18-27
101.Mirrabooka - J.Bennetto & J.M.L		.8201	4-08-22-30
102.Patrol - Australian Army	5-18-49-20	.7542	4-08-41-58
103.Breakaway - K.J.McDonald 104.Battlestar - W.Steele	5-09-01-55	.8119	4-08-45-39
105. Taurus - E.P. Taylor	5-04-05-15 5-13-56-32	.8443 .7823	4-08-46-01 4-08-46-58
106.Matika III - P.S.Graves	5-12-08-13	.7960	4-09-10-51
107.Spotlight - M.Page	5-06-32-51	.8324	4-09-20-17
108.Sunbird V - T.Yamasaki	5-00-22-11	.8771	4-09-34-34
109.Petrosina - G.Capone 110.Humdinger II - W.B.Northam	5-13-57-39 5-09-46-24	.7918 .8218	4-10-04-12
111.Rogis Too - R.J.Brown	5-08-51-53	.8289	4-10-38-51 4-10-48-57
112.Allegro - R.Myler	5-18-32-26	7722	4-10-58-51
113.Aztec - P.Wenham	5-12-59-20	.8101	4-11-44-03
114.Red Herring II - R.W.Bridge	5-10-49-35	.8246	4-11-52-45
115.Dami-Doo - J.E.Low 116.Aetos - K.R.Tierney	5-18-02-06 5-06-43-01	.7833 .8546	4-12-07-22 4-12-17-32
117.Castille - G.J.Rodoreda	5-01-12-45	.8962	4-12-17-52
118.Ngarurub - A.Millar & M.J.Muir	5-08-53-25	.8443	4-12-49-19
119.Rebecca - V.H.O'Neill	6-01-51-53	.7466	4-12-54-09
120.Pacha - J.de la Vega	5-04-11-02	.8779	4-13-01-15
121.Jacqui - I.N.Melville 122.Evelyn - J.Cassidy	5-11-59-45	.8264	4-13-04-52 4-13-17-23
123.Battle - J.P.Kent	4-17-59-53 5-13-09-31	.9587 .8210	4-13-17-23
124.Cathy Lee - N.J.Guy	6-15-35-15	.6860	4-13-28-37
125.Adria Australis - A.Harry	5-17-35-09	.8017	4-14-18-09
126.Borsalino - D.J.Herlihy & J.H.Hu	Manager 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	.8363	4-14-23-39
127.Nand III - R.O.Chapman	5-09-42-20	.8563	4-15-04-00
128.White Elephant - H.W. & J.M.Ell 129.Dancing Lady - M.M.Grigg	ffe 5-11-50-48 5-11-52-46	.8425 .8443	4-15-04-50 4-15-20-44
130.Bancroft Bay - D.H.Byrne	5-17-38-27	.8119	4-15-45-02
131.Helsal II - F.Williams	4-08-45-30	1.0691	4-15-59-49
132.Expectation - D.M.Renner	5-09-43-33	.8638	4-16-03-25
133.Santervea - T.Veale	5-00-52-27	.9277	4-16-08-05
134.Eagle - R.Winspear 135.Imogene - T.Haskett & J.Edward	5-11-24-26 ls 5-12-21-58	.8554	4-16-24-20
136.Casablanca - P.Bush	5-12-21-38 5-02-57-26	.8678 .9350	4-18-52-02 4-18-57-54
137.Helmi - J.H.Pursi Helmo	5-17-00-05	.8410	4-19-13-05
138.Energy of RORC - K.R.Byers	5-12-05-20	.9153	5-00-54-03
139.Longnose - P.Stransky	5-10-47-53	.9308	5-01-44-48
140.Scallywag - R.E.Johnston	5-13-45-14	.9239	5-03-34-30
141.Destiny - T.A.Taylor 142.Anaconda II - J.Grubic	6-06-58-25 5-07-10-15	.8289 1.0331	5-05-08-31 5-11-22-48
143.Parmelia* - A.Chandler	5-12-20-19	.8401	4-15-10-39
*Parmelia 20% penalty			
Disgualified: limmy Plantamith			
Disqualified: Jimmy Blacksmith			

4-16-11-44

.8984

4-04-47-47

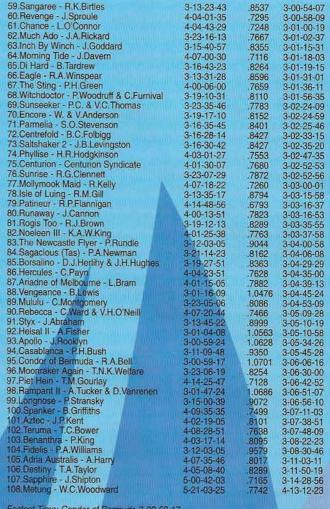
Disqualified: Jimmy Blacksmith

61.Margaret Rintoul III - S.R.Edwards

Disqualified: Jurinity Biacksmith
Fastest Time: Vengeance 3-22-30-00
Maxi Division: Vengeance
Division A: Apollo V. Division B: Szechwan. Division C: Smuggler. Division D: Zeus II
Retired: 2001, Apollo, Apollo III, Farr Out, Hasta Leuga, Idle Vice, Mercedes V, Onya,
Police Car, Screw Loose, Southern Raider, Ultraviolet, Vanguard, Wy-Ar-Gine III, Zig Zag. 1981 Weather: Strong southerly winds at the start provided a spectacular and fast spinnaker run to the Heads. The southerly increased on the first night to about 35 knots with a rough sea, which caused the majority of the retirements. The breeze moderated to ten knots over the second day and night, still from the south. Dawn the

third day provided the first of many calms that plagued the fleet from Bass Strait to the finish. Most crossed Bass Strait in a 25 knot westerly that lasted only 8 hours during the night of the 28th. The leaders fought calms and light south-easters down the east coast of Tasmania and across Storm Bay to the finish, making if 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	hand and the		
PLYACHT	ELAPSED TM	TCF	CORR TM
1.Scallywag - R.E.Johnston	3-13-56-44	.7833	2-19-19-16
2. Audacity - N.W.Marr	3-18-13-14	.7465	2-19-20-59
3. Police Car - Sir James Hardy	3-11-14-52	.8147	2-19-49-19
4.Szechwan - J.W.Whitty	3-13-33-31	.7978	2-20-15-31
5.Adrenalin - B.C.Ryan	3-13-44-14	.8018	2-20-44-39
6.The Roperunner - L.Green	3-13-51-14	.8027	2-20-54-54
7. Once More Dear Friends - P.P.Kurts	3-13-49-06	.8047	2-21-54-54
8.Bondi Tram - D.J.O'Neill & Partners	3-12-01-12	.8227	2-21-07-24
9.Black Magic - R.J.Layton	3-13-29-05	.8095	2-21-12-00
10.Sweet Caroline - M.W.D.Phillips	3-10-28-39	.8408	2-21-20-49
11. Challenge - L. Abrahams	3-11-31-40	.8307	2-21-23-11
12.Satin Sheets - A.A.Strachan	3-13-27-50	.8129	2-21-28-25
13.Margaret Rintoul III - S.R.Edwards	3-05-50-23	.8931	2-21-31-07
14.Piccolo - J.Pickles	3-18-00-46	.7763	2-21-52-37
15.Marloo - N.S.Girdis	3-13-30-43	.8183	2-21-58-28
16.Hitchhiker - P.Briggs	3-13-45-41	.8171	2-22-04-32
17.Seaquesta - A.G.Neate	3-13-39-28	.8181	2-22-04-36
18.Pirra - C.P.Robinson	3-23-16-16	.7376	2-22-16-19
19.Chaos - S.Lockley	3-19-10-24	.7711	2-22-18-14
20.Polaris - L.H.Savage	3-16-55-03	.7921	2-22-25-54
21.Shenandoah - J.R.Charody	4-06-45-09	.6873	2-22-37-18
22 Meltemi - B.C. Psaltis & CYCOD Syndicate		.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.Saltpeta - P.Hinton	4-08-09-49	.6833	2-23-10-30
34.Jisuma - W.H.Rockcliffe	4-01-04-41	7341	2-23-15-54
35. Thunderbolt - L.P.Harding	4-05-30-55	.7028	2-23-20-42
36.Taurus II - A.G.Lee	3-13-48-44	.8319	2-23-23-14
37.Demonstrator - A.S.Aston	4-01-05-14	.7353	2-23-23-18
38.Pippin - W.E.Sweetapple	4-06-45-05	.6952	2-23-25-58
39.Apollo II - A.J.Becher	3-13-25-29	.8367	2-23-28-30
40.Margaret Rintoul II - R.W.Jackman	3-13-49-37	.8341	2-23-35-18
41.Myuna - J.H.Bleakley	3-13-54-07	.8341	2-23-39-03
42.Dancing Lady - M.M.Grigg	3-13-54-28	.8341	2-23-39-20
43.Firetel - R.Lawler & K.Taylor	4-01-38-13	.7341	2-23-40-31
44.Mary Blair - G. & S.Strachan	3-19-18-16	.7853	2-23-42-05
45.Wy-Ar-Gine IV - R.I.Oatley	3-13-32-22	.8384	2-23-42-59
46.Scorpio II - J.T.Fuglsang	4-03-43-49	.7201	2-23-48-57
47.Sunburst - B.G.Weston	3-16-37-02	8110	2-23-52-07
48.Mark Twain - P.Rowsthorn	3-23-01-51	7575	2-23-59-09
49.Mystic Seven - N.D.Chidgey	4-01-19-56	.7410	3-00-07-23
50.Siska - R.Tasker	3-02-28-00	.9689	3-00-09-03
51.Pimpernel - 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	A STATE OF THE PARTY OF THE PAR	1982 - 5	Scallywag



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, 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

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 linish.





FACT FILE

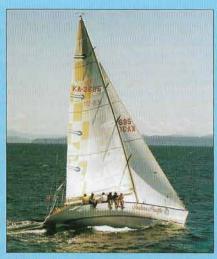
A glitch in the rules prevented first place being awarded in 1985 after the provisional first placed yacht, Drake's Prayer, was penalised 30% of placings.

FACT FILE

Kialoa held the race record from 1975 to 1996 when the German maxi **Morning Glory** finished in 2 days 14 hours 07 minutes 10 seconds - 29 minutes inside the record.



1983 - Challenge



1984 - Indian Pacific

1983 - 173 starters				64.Knuckleduster - P.Cush	4-14-42-49	.6965	3-05-06-43
PI YACHT	ELAPSED TM	TCE	CORR TM	65.Natelle II - A.J.Cole-Cook & J.Solomon	3-23-52-11	.8045	3-05-06-43
1.Challenge - L.Abrahams	3-13-37-28	.8307	2-23-07-42	66.Streaker - M.Drent	4-05-28-21	.7607	3-05-11-24
2.Once More Dear Friends - P.P.Kurts	3-18-09-20	8015	3-00-15-35	67.Sulphur - A.R.Newnham	4-10-30-09	.7248	3-05-11-24
3.Szechwan - J.S.Whitty	3-19-12-18	7931	3-00-20-05	68.Condor - R.A.Bell	3-00-50-29	1.0615	3-05-19-16
4.Pacific Sundance -	9,10,12,19			69.Ghost Too - G.D.Ford	4-10-31-06	.7660	3-05-19-56
D.G.Hogg & B.C.Morris	3-17-34-21	.8076	3-00-20-20	70.Kamehameha - Kamehameha Syndicate	4-13-22-02	.7079	3-05-25-16
5.Indian Pacific - J.Eyles	3-18-00-16	.8057	3-00-31-00	71. Vanessa III - B.K. & K.A.Jaggar	4-06-07-05	.7585	3-05-27-24
6.Geronimo - O.Champtaloup	3-18-02-28	.8057	3-00-32-46	72.Lock On Wood - R.Laughlin	4-12-25-13	.7148	3-05-29-56
7.Exador - T. & R.McCall	3-18-04-30	8076	3-00-44-40	73.Impetuous - V.Locke	3-23-57-42	.8082	3-05-33-22
8.Di Hard- M.Carter, J.Woodward & B.Tardrev		.8181	3-01-05-27	74.Just James - J.P. & J.B.King	3-19-58-59	.8444	3-05-40-14
9.Scallywag II - R.E.Johnston	3-19-01-19	.8047	3-01-14-43	75.Predator - D.J.Millikan	4-04-52-29	7700	3-05-40-25
10.Seaguesta - A.G.Neate	3-18-11-21	.8134	3-01-21-26	76.Jisuma - W.Rockcliffe	4-10-20-14	.7307	3-05-42-02
11.Black Magic - R.Layton	3-19-27-52	.8024	3-01-23-28	77.Mululu - C.R.L.Montgomery	4-00-41-31	.8044	3-05-46-44
12.Police Car - Sir James Hardy	3-18-12-34	.8156	3-01-34-29	78.Parmelia - S.Rowland & S.O.Stevenson	3-02-34-15	.8410	3-05-51-07
13.Bondi Tram - D.J.O'Neill & Partners	3-18-00-10	.8181	3-01-37-53	79.Roller Coaster - J.T.Fuglsang	4-05-40-51	.7658	3-05-52-02
14.Hitchhiker - P.Briggs	3-18-04-51	.8181	3-01-41-42	80.Andromeda - G.Mieli	4-06-06-33	.7636	3-05-58-14
15.The Roperunner - L.Green	3-20-57-02	.7931	3-01-43-09	81.Chaos - D.Norman	5-04-27-20	.7711	3-06-13-43
16.Inch By Winch - J.Goddard	3-18-08-43	.8192	3-01-44-16	82.Croweater - G.L. & S.A.Finlay	4-07-57-48	.7531	3-06-17-41
17.Satin Sheets - A.A.Strachan	3-19-20-27	.8073	3-01-44-22	83.Noeleen III - K.A.W.King	4-06-07-08	.7670	3-06-19-31
18.Marloo - G.S.Girdis	3-18-00-13	.8210	3-01-53-35	84.ldle Vice - R.W.Tresidder & S.R.Williams	4-05-36-37	.7711	3-06-21-06
19.Seaulater - P.V.Goulay & P.Williams	3-19-54-57	.8040	3-01-54-01	85.Mulloka - P.R.Jacka	4-14-21-13	.7103	3-06-23-03
20.Highland Fling - I.A.S.Laidlaw	3-19-30-56	.8114	3-02-15-21	86.Breadfruit - R.Sill	4-11-59-51	.7260	3-06-24-22
21.Sagacious II - C.Lockley	3-19-33-04	.8115	3-02-17-37	87.Fiona - D.J. & R.W.Coulter	3-23-20-45	.8228	3-06-27-02
22.Indulgence - G.Walker	3-17-56-17	.8273	3-02-24-21	88.Nynja-Go - R.C.Axe	4-04-10-55	.7833	3-06-28-21
23.Big Schott - A.Pearson	5-20-55-00	.8008	3-02-24-28	89.Siska - R.L.Tasker	3-09-25-45	.9637	3-06-28-24
24.Vicious - W.Hodder	3-18-00-03	.8279	3-02-30-42	90.Ultraviolet - J.H.Violet	4-03-00-35	.7931	3-06-31-29
25.Taurus II - A.R.Gear	3-18-25-55	.8243	3-02-32-35	91.Blue Moves - D.Long	4-12-04-35	.7272	3-06-35-35
26.Sure Foot - B.Tardrew	3-21-36-01	.7973	3-02-37-39	92.Morning After - C.McMillan	4-06-23-29	.7691	3-06-44-57
27.Bacardi - J.H.Howell	3-18-47-24	.8237	3-02-47-01	93.Madame Defarge -	A STATE OF THE STATE OF	all and	Challen Variable
28.Lot's Wife - I.Smith	4-14-33-01	.6766	3-02-47-54	M.Leschkau & T.Stephenson	3-10-39-09	.9529	3-06-45-34
29.Wy-Ar-Gine IV - R.I.Oatley	3-17-14-55	.8384	3-02-49-34	94.Reverie II - G.F.Scott	4-12-18-26	.7272	3-06-45-40
30.Bandido Bandido III -	0.47.40.00	0000	0.00.50.50	95.Taurus - E.P.Taylor	4-05-04-28	.7793	3-06-46-02
P.Jolly & A.Soriano	3-17-16-22	.8390	3-02-53-59	96.Apollo - J.Rooklyn	3-01-52-10	1.0667	3-06-47-48
31.Apollo II - A.J.Becher	3-17-55-26	.8333	3-02-56-01	97.Time Machine 2 - R.D.Elliott	4-04-43-56	.7823	3-06-48-10
32.Shockwave - N.Crichton & G.Jones	3-17-14-20	.8399	3-02-57-06	98.Ruffian - P.M.Pinder	4-15-51-40	.7054	3-06-54-25
33.Moonlighter - K.S.Wood	4-06-07-24	.8328	3-02-58-07	99.Rager I - M.A.Clements	4-05-38-44	.7736	3-06-54-27
34.The Frumious Bandersnatch - A.J.S.Burge 35.Piccolo - J.Pickles	4-01-30-48	7701	3-02-59-02 3-03-05-42	100.Myfawny - P.D. & S.M.Cerutty	4-10-30-27	.7410	3-06-55-19
36.Isle of Luing - M.Gill & J.Davies	3-13-34-43	.8779	3-03-07-46	101.Patrice III - P.King 102.Christa-Farr - J.D. & C.A.Pomfret	3-22-37-26 4-04-46-17	.8341 .7833	3-06-55-33 3-06-56-03
37.Sweet Caroline - M.W.D.Phillips	3-18-01-57	.8365	3-03-18-44	103.Maria - M.Preston & D.Kelly	4-10-24-28	.7432	3-07-04-56
38.Impeccable - J.O.Walker	4-06-43-02	.7341	3-03-27-17	104.Jade - L.Wooddell	4-02-12-21	.8057	3-07-04-38
39.Adrenalin - B.C.Ryan	3-23-02-03	7941	3-03-28-00	105.Shanti - A.Conan	4-04-00-51	.7912	3-07-07-52
40.Lawless - R.A.Green	4-10-32-41	7098	3-03-37-32	106.Huon Chief - B.Morton	4-08-11-22	7607	3-07-15-25
41 Pigrim - J.H.Ratten	4-05-43-52	7443	3-03-43-06	107.Hotshot - L.L., B.A. & G.L.Prescott	4-19-19-49	.6887	3-07-25-41
42.Impatience - H.A.Lang	3-18-02-49	.8417	3-03-47-33	108.Vanquish - D.F.Van	4-17-36-04	.7003	3-07-33-17
43.Pirra - P.Robinson	4-07-17-19	7353	3-03-56-53	109.Centurion - Centurion Syndicate	4-08-04-17	.7649	3-07-36-15
44.Marara - A.E.Ratcliff	4-10-26-32	.7140	3-03-59-59	110.The Manly Ferry - M.C.Blackmore	4-01-59-34	.8129	3-07-39-30
45. Double of Nothing - I. Kenny	3-20-19-12	.8237	3-04-02-38	111.Sunburst - B.G.Weston	4-02-23-37	.8101	3-07-42-31
46.Thylacine - J.W.Burton	4-10-27-35	.7165	3-04-16-42	112.Onya of Gosford - HMAS Creswell	4-08-42-59	.7628	3-07-52-40
47.Hot August Night - R.J.Robertson	4-02-16-44	.7774	3-04-24-07	113.Halcyon - D.Saul	4-17-32-56	.7041	3-07-56-59
48.Hullabaloo - R.Tierney & A.G.Clinton	4-04-29-23	.7603	3-04-24-08	114.Spider - R.H.Purssell	4-13-05-56	.7330	3-07-58-10
49.Much Ado - J.A.Rickard	4-05-04-27	.7564	3-04-27-09	115.Mollymook Maid - R.Kelly	4-15-00-59	.7213	3-08-04-34
50.Revelation - B.Moore	3-23-07-59	.8037	3-04-27-30	116.Iniquity - S.G.Morgan	3-20-08-28	.8725	3-08-23-35
51.Mark Twain - P.Rowsthorn	4-04-40-22	.7596	3-04-28-16	117.Mystic Seven - N.C.Chidgey	4-12-58-14	.7387	3-08-29-48
52.Outrageous - L.Scholtes	4-02-03-41	.7805	3-04-32-13	118.Enigma - H.G.Davis	3-23-46-39	.8435	3-08-47-18
53.Renegade - R.E.Francis	4-00-20-11	.7950	3-04-35-15	119.Mandrake - P.Smith	3-19-58-51	.8784	3-08-47-45
54.Shenandoah - J.R.Charody	4-15-30-14	.6873	3-04-38-12	120.St Jude - H.House	4-16-14-15	.7201	3-08-49-20
55.Maid Rosalinde - J.H.Quinn	4-12-52-55	.7041	3-04-39-50	121.Southern Spirit - D.J.Smith	4-14-03-37	.7353	3-08-55-38
56.Derwent Lass - D.H.Colbourn	4-14-19-00	.6952	3-04-41-32	122.Vengeance - B.Lewis	3-05-22-09	1.0461	3-08-56-09
57 Firetel - R.H.Lawler & K.A.Taylor	4-09-31-39	.7272	3-04-44-23	123.Shogun - J.E.Low	4-03-51-19	.8110	3-08-58-78
58 Fly By Night - I.Barron	4-04-58-55	.7601	3-04-45-23	124.Myuna - J.H.Bleakley	4-02-26-59	.8228	3-09-00-16
59.Freight Train - R.Williams	3-06-53-27	.9744	3-04-52-16	125.Caprice II - J.H.P.Boucaut & J.A.Powell	4-22-00-19	.6887	3-09-16-40
60.Zero - S.Tsumura	3-13-34-45	.8984	3-04-53-04	126.Rimfire - E.W.Wall-Smith	4-02-13-27	.8298	3-09-30-23
61. Phoenix - E. Vidor	4-04-18-59	.7670	3-04-56-34	127.Punch - B.Lewis	4-17-37-11	.7177	3-09-32-42
62.Chinese Fire Drill - D.Herlihy & J.Hughes		.7603	3-04-58-01	128.Rebecca II - V.H.O'Neill & C.Ward	4-13-46-20	.7432	3-09-34-58
63.Pronto - T.B.Roach	3-21-22-31	.8254	3-05-04-19	129.Saltpeta - P.Hinton	4-23-58-11	.6807	3-09-39-48

100 Congristed and Andrew D. LOV			
130.Conquistador of Andies - D.J.Strange	4-09-10-20	.7793	3-09-57-39
131.Encore - W. & V.Anderson	4-05-43-01	.8073	3-10-06-58
132.Thirlmere - S.C.W.Green	4-09-16-50	.7823	3-10-21-40
133.Jipcho - C.B.Gow	4-01-40-13	.8443	3-10-27-47
134.Wathara II - E.J.C. & R.E.C. Stopp	4-17-02-44	.7307	3-10-36-09
135.Thumbs Up (The Flyer) - A.Rowland	3-19-32-43	.9037	3-10-43-46
136.Ruthless - B.R.Bramwell	4-05-07-25	.8183	3-10-44-58
137.Cascade - G.A.Watchorn	3-18-38-28	.9145	3-10-53-29
138.Sequel - G. & D.Coutts	4-17-47-23	.7307	3-11-08-46
139.Odin - I.S.Pullar	4-12-13-07	.7691	3-11-13-51
140.Chloe - D.Rourke	5-00-51-47	.6900	3-11-23-44
141.Tania - R.S.Robinson	4-12-11-27	7753	3-11-52-49
142.Gib an Inch - W.D.Ferris	3-07-38-04	1.0563	3-12-07-04
143.Sgian Dubh - R.W.Lean	5-00-51-23	7003	3-12-38-09
144.Alona - P.J.Allen	4-13-32-58	.7763	3-13-02-36
145.Boom Boom - J.Watkins	4-05-29-18	.8384	3-13-05-16
146.Zig Zag - P.P.Kelly	4-05-37-45	.8393	3-13-17-50
147.Pintado - I.Backwell	5-00-58-30	.7054	3-13-20-09
148.Obsession - K.G.Donaldson	4-06-53-16	8307	3-13-28-08
149.Anaconda -	A VALUE OF THE STATE OF THE STA		0 10 20 00
G.Friend, R.Smith & M.Bellingham	4-06-04-10	.8376	3-13-29-36
150.Saltshaker 2 - J.B.Levingston	4-06-08-39	8427	3-14-04-37
151.Tucana - L.C.Dean	5-04-55-23	.6939	3-14-41-03
152.Jager - B.C.Hayden	4-22-01-57	7353	3-14-47-21
153.Anaconda II - J.Grubic	3-13-43-35	1.0311	3-16-23-33
154.Tasman Lass - W.H.Ward	5-09-45-37	.6900	3-17-32-05
155.Renegade II - I.D.Ritchie	4-10-17-17	.8477	3-18-06-01
156.Teruma - T.C. & R.Bower	5-00-22-22	.7575	3-19-10-57
157.Buccaneer - J.H.Mace	3-19-45-16	1.0306	3-22-33-44
158.Destiny - T.A.Taylor	5-00-49-00	.8263	4-03-49-51
too.booming taranagion	3-00-49-00	.0203	4-03-49-51

Disqualified: Nirvana, Panda Fastest Time: Condor 3-00-50-29

Maxi Division: Freight Train. Division A: Challenge. Division B: Once More Dear Friends. Division C: Moonlighter. Division D: Lot's Wife Retired: Audacity, Billabong, Casablanca, Fanny Adams, Ghost, Jimmy Blacksmith, Lady Ann, Margaret Rintoul II, Mercedes IV, Petrosina II, Puss 'n Boots, Solquest,

1983 Weather: A moderate easterly provided good close-reaching conditions to the Heads and out to the new sea mark. Thereafter the breeze swung to southeast and reshened, reaching 30 knots at times during the first 36 hours, taking its toll in retirements. With moderate seas the bulk of the fleet enjoyed hard working down to Green Cape. The breeze then freed to give fast reaching conditions across Bass Strait and becoming northerly to provide a fast run down the Tasmanian coast. At Cape Raoul, the wind went light from the south and dropped right out close inshore, which saw a number of yachts becamed between Tasman Island and the Cape. Light conditions prevailed for the reach across the Bay and made for slow and

tedious work for most yachts down the River to the finish.

1984 - 150 starters PI YACHT	EL ADOED TM	TOF	CODD TH
1.Indian Pacific - J.Eyles & G.Heuchmer	4-04-03-49	TCF .7970	CORR TM
2.Lawless - R.Green	4-18-39-38	7028	3-07-45-03
3.Perie Banou - J.Sanders	4-19-39-09	7165	3-10-51-54
4.Prime Suspect - J.Milne	4-11-33-31	.7960	3-13-37-00
5.Mirrabooka - J.Bennetto & J.Lucas	4-09-10-09	.8192	3-14-09-16
6.Mercedes IV - Canberra OSC	4-10-23-34	.8101	3-14-11-20
7.Newcastle Flyer - P.Rundle	4-11-33-17	.8026	3-14-19-24
8.City Limits - H.Knoop	4-19-08-40	.7542	3-14-50-31
9.Shogun - J.Low	4-11-34-17	.8110	3-15-14-25
10.Revelation - B.Moore	4-13-46-16	.7950	3-15-16-05
11.New Zealand - NZIYRT	3-11-31-21	1.0456	3-15-19-52
12.Jisuma - W.Rockliff	5-00-02-24	.7307	3-15-42-48
13.Huon Spirit - H.Calvert	4-14-34-17	.7970	3-16-07-31
14.Scallywag II - R.Johnston	4-15-13-04	.7960	3-16-31-46
15.Police Car - M.Purtell	4-13-39-15	.8156	3-17-26-02
16.Natelle II - A.Cole-Cook	4-15-30-08	.8026	3-17-29-30
17.Patrice III - P.King	4-11-29-09	.8341	3-17-39-14
18.Myuna - J.Bleakley	4-14-36-51	.8219	3-18-54-50
19.Billabong - P.Joubert	5-06-44-26	.7318	3-20-44-55
20.Apollo III - A.Fox	4-09-22-41	8809	3-20-49-39
21.Bewinched - W.Ferris & S.Gazal	4-02-31-36	.9579	3-22-22-43
22.Predator - D.Millikan	5-04-09-45	7638	3-22-50-07
23.Marara - A.Ratcliff	5-12-52-10	7140	3-22-52-08
24.Sodisal - F.Leonard	5-05-54-37	.7892	4-03-22-06
25. Vengeance - B.Lewis	3-23-58-58	1.0476	4-04-33-06
26 Roller Coaster - J.Fuglsang	5-12-50-53	.7575	4-04-37-57
27.Padam - K.Quinert	6-02-51-22	.7165	4-09-13-21
28.Pacha - Capt.P.Ross	5-03-19-13	.8771	4-12-09-51
29.Parmelia - B.Woods	5-09-42-19	.8391	4-12-51-42
30.Mystic Seven - N.D.Chidgey	6-04-13-33	.7376	4-13-19-53
31.Moonlighter - K.Wood 32.Justine II - B.van Driel	6-06-34-53	.7330	4-14-22-34
	6-06-01-26	.7364	4-14-28-39
33.Anaconda II - J.Grubic 34.After U - D.Black	4-11-27-35	1.0291	4-14-35-12
35.Lot's Wife - I.Smith	6-11-30-55	.7284	4-17-16-38
36.Chinese Fire Drill - J.Hughes & D.Herlihy	7-01-05-15	.6738	4-17-55-52
37.Leven - B.Cunneen	6-14-03-20	.7542	4-23-12-20
38.Morning Swan - B.Arthur	7-02-21-34	.7140	5-01-38-12
39.Scallywag - G.Mever	7-04-57-15	.7128	5-03-16-54
40.Huon Chief - B.Morton	6-21-51-47 7-04-16-57	.7833 .7596	5-09-55-14
41. Triad - P.Coombs & J.Vickery	6-07-42-33	.8869	5-10-51-57 5-14-33-03
42.Ramagua - J.Batten	8-00-43-44	.8017	6-10-30-48
43.The Roperunner - P.Robinson	6-11-23-30	.7931	5-03-14-28
44.Galaxy III* - D.Langford	6-18-38-35	.7607	5-03-43-21
and the second of the second o	0 10 00 00	1001	0.00-40-21

45.Margaret Rintoul II* - R.Jackman 46.Chaos* - C.Lockley The Roperunner penalised 10% Galaxy III penalised 10%	6-17-38-30 6-19-03-05	.8324 .7701	5-14-33-03 5-05-33-57
Margaret Rintoul II penalised 20% Chaos penalised 40%			

Fastest Time: New Zealand 3-11-31-21 Maxi Division: New Zealand. Division A: Patrice III. Division B: Indian Pacific Division C: City Limits. Division D: Lawless

Division C: City Limits. Division D: Lawless
Retired: Adria, Amaroo, Andromeda, Aphrodite, Apollo, Apollo II, Aquila, Audacity,
Caprice of Huon, Centrefold, Challenge II, Challenge III, Christa-Farr, Cobweb,
Condor, Crusader of Brighton, Cybele, Dancing Mouse, Derwent Lass, Destiny, Di
Hard, Diamond Cutter, Dr Dan, Drake's Prayer, Dry White, Dynamite, Encore,
Endless Advice, Enigma, Eureka, Evelyn, Fanny Adams, Farr Fetched, Farr Out,
Firetel, Fly By Night, Freight Train, Groundsfor, Halcyon, Hullabaloo, Impatience,
Impeccable, Inca, Inch By Winch, Intrigue, Isle of Luing, Jorja, Kia Teri, Lady Ann,
Lady Penrhyn, Larrikin, Mandala, Mandrake, Margaret Rintoul IV, Marloo, Mary
Muffin, Moming Tide, Much Ado, Nadia, Nyrija-Go, Once More Dear Friends, Osprey
III, Out of Sight Out of Mind, Outrageous, Overdraft, Patrol, Phyllise, Piccolo, Piet
Hein, Pippin, Public Nuisance, Punch, Ouetzal, Baagmuffin, Bebecca II, Bad Faces

III, Out of Sight Out of Mind, Outrageous, Overdraft, Patrol, Phyllise, Piccolo, Piet Hein, Pippin, Public Nuisance, Punch, Quetzal, Ragamuffin, Rebecca II, Red Faces, Restless IV, Ruft 'n Tumble, Runaway, Sagar Rani, Sangaree, Seaquesta, Shenandoah III, Solandra, Southern Cross, Spider, Spirit of Queensland, Sunburst, Sunseeker, The Gambler, The Office, The Swagman, Thirlmere, Too Farr Out, Too Impetuous, Topaz, Tradition, Uptown Girl, Vanessa III, Water Frontier, Witchdoctor, Wy-Ar-Gine IV, Yahoo II, Zap.
1984 Weather: A low pressure system near Melbourne on Christmas Day brought windy weather to Bass Strait and Tasmania. This system slowed up east of Bass Strait about mid-day on Boxing Day, creating two different swell patterns that combined off the NSW coast to make very treacherous seas. There race featured a spectacular spinnaker start before a 25 knot southerly that slowly strengthened throughout the first afternoon. During the first night the breeze touched 40 knots from the south and retirements came thick and fast. A strong 36 knot southerly remained during the second day with punishing seas and there were more from the south and retirements came thick and fast. A strong 35 knot southerly remained during the second day with punishing seas and there were more retirements. Late on December 27th the leaders were only as far as the south coast of NSW. As the fleet approached Bass Strait the wind moved SSE but still with uncomfortable seas and winds at 30 knots making life aboard wet and uncomfortable. On the third day the breeze moved from SSE to E and after some 50 hours of windward work the fleet was able to spring sheets for a hard reach across The Strait, the breeze moderating to 20-25 knots. As the leaders approached Tasman Island the breeze had freshened from the NE to give the smaller yachts a hard run down the Tasmanian coast. The first half of the fleet had a quick trip across Storm Bay, but some of the little boats which appeared poised to win handicap honours were once again frustrated by the calms of Storm Bay and the Derwent River. River.

1985 - 179 starters			
PLYACHT	ELAPSED TM	TCF	CORR TM
No 1st Place awarded	CLAIGLD IM		COBR IN
2.Sagacious - G.Appleby	4-00-19-23	7950	3-04-34-37
3.Hummingbird - E.Blackadder	4-02-59-09	7752	3-04-44-02
4. Silver Minx - G. Player	4-03-59-09	7723	3-04-58-20
5. Diamond Cutter - A. Sweeney	4-04-30-59	7659	3-04-59-08
6.Hullabaloo - K.Tierney	4-06-18-09	7531	3-05-02-38
7.Once More Dear Friends - W.Currie	4-01-09-43	7931	3-05-03-33
8.Indian Pacific - J.Eyles	4-01-06-15	.7950	3-05-11-52
9.Intrigue - D.Calvert	4-01-02-10	7960	3-05-14-27
10.Exador - M.Clark	4-01-07-24	.7950	3-05-22-23
11.Paladin - C.Franklin	4-01-07-24	7970	3-05-24-26
12.Highland Fling - I.Laidlaw	4-01-08-00	7979	3-05-30-10
13.Another Concubine - J.L & P.E.Parker	4-01-25-31	7960	3-05-33-02
14.Cifraline 3 - C.Griffiths	4-01-15-50	7979	3-05-36-25
15.Mad Max -	1 01 10 00	11313	3-03-30-23
Beckett/Canning/Dent & McCarthy	4-01-20-59	7989	3-05-46-22
16.The Gambler - I.Kenny	4-01-24-26	7989	3-05-49-07
17.Joint Venture - R.Elliott	4-01-19-15	7998	3-05-50-14
18.Prime Times - J.Milner	4-01-19-25	.8008	3-05-56-12
19.Christa Farr - J.D. & C.A.Pomfret	4-04-08-09	7813	3-06-14-10
20.East of Lizard - P.Carney/Adsail	4-01-08-32	.8064	3-06-20-08
21.Nike - J.Hunt	4-13-49-42	.7140	3-06-25-03
22.Predator - D.Millikan	4-07-23-12	7607	3-06-38-04
23.Nadia IV - Canberra Ocean Racing Club	4-03-34-19	7931	3-06-58-14
25.Thunderbird - Sea Craft Ltd	4-00-08-33	8228	3-07-06-22
26.Black Magic - R.Sill	4-03-32-50	7950	3-07-08-24
27.Witchcraft - Y.Boadin	4-03-22-50	7970	3-07-12-23
28.Newcastle Flyer - P.Gough	4-03-34-23	7960	3-07-15-37
29.Turkey Shoot - S.McDonald / B.Bowden	4-03-40-11	7960	3-07-20-14
31.Challenge III - L.Abrahams	4-01-02-29	8219	3-07-45-30
32.Bimblegumble - K.Jacobs	4-03-53-51	7998	3-07-53-53
33.Encore II - W. & V.Anderson	4-03-36-13	.8027	3-07-57-07
34. Wild Oats - R.Oatley	4-00-58-41	.8254	3-08-02-44
35.Too Impetuous - P.Jolly	4-03-21-05	.8064	3-08-07-01
36.Switchblade - T. & R.McCall	4-01-10-43	8245	3-08-07-26
37.Auspicious - N.Marr	4-13-07-07	7364	3-08-21-18
37.Drake's Prayer* - P.Kurts	3-20-07-24	8281	3-08-21-18
38.Caroline - D.Hales	4-01-07-14	.8281	3-08-25-32
39.Witchdoctor - C.Troop & Partners	4-03-38-47	8073	3-08-26-40
40.Apollo - J.Rooklyn	3-04-32-28	1.0520	3-08-31-16
41.Inca - B.Ryan	4-00-55-26	8316	3-08-36-07
42.Stormy Petrel - A.Pearson	4-12-41-32	7432	3-08-46-48
43.Impetuous - R.Roberts	4-04-26-04	8045	3-08-47-58
44.Southern Cross - W.Gilbert	4-08-38-12	.7722	3-08-48-02
45.Police Car - M.Purtell	4-03-29-03	8129	3-08-52-14
46.Apollo II - A.J.Becher	4-01-15-55	.8316	3-08-53-09
47.Mercedes IV - R.Clark	4-04-04-53	.8110	3-09-09-58
	AND VICTORIAL STREET	Park U.S.	1992-1903-1903-1903

48.Kings Cross - J.B. & J.P.King	4-09-49-24	.7691	3-09-23-19
49.Nynja-Go - R.Axe	4-08-38-20	.7803	3-09-38-59
50.Out of Sight Out of Mind -			
M.Epstein / S.Hickford / D.Hume	4-09-53-34	.7752	3-10-05-17
51.Waterfrontier - M.Minuzzo	4-07-12-06	.7960	3-10-08-55
52.Dynamite - I.French	4-03-41-48	.8254	3-10-17-23
53.Impatience - H.Lang	4-02-35-49	.8359	3-10-25-02
54.Challenge II - P.Rowsthorn	4-03-28-44	.8289	3-10-27-29
55.Overdraft - D.Smith	4-04-41-53	8201	3-10-34-57
56.Bad Habits - C.Colson / D.Pullman 57.Chaos - J.Blackwood	4-03-05-27	.8350	3-10-44-27
58.Parmelia - B.Woods	4-11-21-51 4-03-19-18	.7711	3-10-47-19
59.Thirlmere - S.Green	4-09-38-23	.8367 .7882	3-11-06-09 3-11-15-55
60.Marara - A.E.Ratcliff	4-21-01-45	.7116	3-11-16-41
61.Enigma - H.Davis	4-03-35-12	.8384	3-11-29-36
62.Windward Passage - R.Muir	3-07-32-19	1.0534	3-11-47-10
63.Raucous - D.Rourke	4-12-58-42	.7691	3-11-48-55
64.Swuzzlebubble - I.Gibbs	3-09-18-35	.7960	3-11-49-36
65.Billabong - P.Joubert	4-19-30-21	.7295	3-12-15-41
66.Pippin - W.Sweetapple	4-12-58-58	.7732	3-12-15-56
67.Defiance - M.Phillips	4-01-02-37	.8701	3-12-31-30
68.Freight Train - R.Williams	3-16-06-40	.9597	3-12-33-37
69.Groundsfor - B. & N.Hines	4-13-32-21	.7732	3-12-41-44
70.Hitchhiker - P.Briggs 71.The Syndicate - Canterbury Syndicate	4-09-06-39 4-10-05-58	.8064	3-12-45-41
73.Revelation - B.Moore	4-11-11-46	.7998 .7941	3-12-51-30 3-13-07-28
75.Sagacious (Tas) - P.Newman	4-10-10-15	.8027	3-13-13-24
76.Bacardi - Bacardi Syndicate	4-07-49-07	8219	3-13-19-43
77.Barn Storm - J.Hall	4-08-38-12	.8156	3-13-20-30
78.Apollo III - A.Fox / J.Harrison	4-01-07-12	.8794	3-13-24-26
79.Margaret Rintoul II - R.Jackman	4-06-57-39	.8307	3-13-31-46
80.Jacqui - T.Melville	4-11-33-50	.7998	3-14-01-47
81.Bewinched - W.Ferris / S.Gazal	3-18-29-09	.9554	3-14-27-01
82.Lock on Wood - R.Laughlin	5-02-39-25	.7054	3-14-31-20
83.The Swagman - R.Birtles / A.Chalk	4-21-31-24	.7387	3-14-48-52
84.Uptown Girl - R.Winton	4-11-53-07	.8064	3-14-59-55
85.Marloo - G.Girdis 86.Sidewinder - D.Rumble	4-10-22-46	.8183	3-15-03-01
87. Witchdoctor NZ - N. Wills	4-03-10-15 4-00-53-58	.8802	3-15-17-25
88.Vanessa III - B. & K.Jaggar	4-19-26-17	.7596	3-15-34-05 3-15-41-12
89.Lawless - R.Green	5-05-30-35	.7003	3-15-53-40
90.Polaris - L.Savage	4-16-01-50	.7882	3-16-18-09
91.Fiona - D. & R.Coulter	4-11-41-39	.8219	3-16-30-50
91.War Games* - D.Urry	4-10-34-45	.7970	3-16-30-50
92.Dancing Mouse - D.Hundt	5-03-36-03	.7177	3-16-42-30
93.Padam - K.Quinert	5-04-33-57	.7152	3-17-05-22
94.In The Navy - W.Saunders & Partners	4-18-24-37	.7803	3-17-16-28
95.Dr Dan - R.Muir	4-00-11-24	.9284	3-17-18-10
96.Starlight Express - C.Reynolds	3-19-20-38	.9777	3-17-18-25
97.Alexander of Creswell - Royal Australian Navy	4-13-31-24	0174	4 47 04 00
98.Shenandoah III - J.Charody	5-04-45-12	.8174	4-17-31-28 3-17-32-08
99.Spirit of Queensland - A.Kelso	3-13-26-22	1.0491	3-17-38-04
100.Rangatira - R.Mercer	4-16-09-23	7998	3-17-42-10
101.Thylacine - J.Burton	5-06-04-20	.7140	3-18-00-56
102.Derwent Lass - D.Colbourn	5-10-15-47	.6913	3-18-03-03
103.Di Hard* - J.Woodward	4-02-48-20	.8055	3-18-09-42
103.Firetel - R.Lawler / K.Taylor	5-04-35-04	.7237	3-18-09-42
104.Aquila - B.Edmunds	5-07-11-58	.7091	3-18-11-50
105.Patrice III - P.King	4-12-40-52	.8316	3-18-22-45
106.Restless IV - D.Holloway	4-19-24-40	.7863	3-18-44-52
107.Yahoo II - J.Elgar 108.Night Raider - N.Bunting	4-14-46-50	.8272	3-19-38-16
109.Breadfruit - I.Sloan	4-01-02-11 5-08-05-47	.9498 .7225	3-20-08-55
110.Black Sheep - K.Coppel	4-09-47-24	.8756	3-20-32-59 3-20-37-47
111.Mystic Seven - N.D.Chidgey	5-05-57-41	.7364	3-20-45-29
111.Ragamuffin - S.Fischer	3-08-39-22	1.0563	3-20-45-29
112.Insatiable - G.Wilson / H.Kuhn	4-19-34-47	.8073	3-21-18-27
113.Bang Bang - D.Baxter / I.Lemon	4-21-12-18	.8008	3-21-51-28
114.Saltpeta - P.Hinton	5-19-54-01	.6793	3-23-02-03
115.Willy - D.Clark	4-18-46-21	.8359	3-23-56-18
116.Sagitta - K.Hughes	5-14-13-37	.7177	4-00-20-05
117.Never Satisfied - N. & B.Holt	5-03-37-53	.7793	4-00-20-45
118.Reverie II - G.Scott	5-13-30-23	.7248	4-00-45-56

119.Pacific Flyer - R.B.Heatherey	4-21-25-27	.8245	4-00-48-58
120.Quetzal - R.Robson	5-19-58-30	6926	4-00-56-48
121.Pendulum - W.Dargan	5-18-50-14	6990	4-01-02-50
122.Leven - B.Cunneen	5-18-02-45	.7054	4-01-22-39
123.Turbo - L.Clough	4-12-25-29	8994	4-01-31-02
124.Mandala - K.Gladman	5-14-20-07	.7284	4-01-50-59
125.Roller Coaster - J.Fuglsang	5-11-08-37	.7542	4-02-54-31
126.Punch - B. & R.Lewis	5-18-19-20	.7152	4-02-55-41
127.Mark Twain -			
H.O'Neill / C.Ward / B.White	5-10-48-31	.7575	4-03-05-15
128.Nuzulu - W.Dodds	5-21-14-38	.7016	4-03-05-48
129.Goldfinger - R.Triplow	5-08-14-09	.7833	4-04-26-50
131.Triad - Coombs / Vicery	4-20-33-40	.7833	4-06-19-44
132.Lady Penrhyn of Nirimba -			
Royal Australian Navy	5-05-29-29	.8165	4-06-27-49
133.Anaconda - J.Grubic	4-03-46-16	1.0291	4-06-40-28
134.Crusader - J.Nadorp	5-05-42-20	.8183	4-06-51-53
135.Casablanca - G.McDonald	4-16-14-48	.9237	4-07-40-56
138.Mirrabooka - G.Jensen-Muir	6-10-39-08	.6724	4-07-59-17
139.Nimrod II - I.Watson	5-10-15-42	.8237	4-11-17-48
140.Amaroo III - L.Hamilton / L.Noonan	6-00-15-04	.7499	4-12-10-26
141.Balandra - G.Hennicke	5-18-17-46	.7912	4-13-25-12
142.Cybele - A.Ridley	6-14-13-04	.7066	4-15-47-48
143.Odin - M.Small	6-02-53-57	.7649	4-16-21-47
144.Sagittarius - D.Rowe	6-07-10-12	.7510	4-17-31-43
145.Titanic - A.Boyd Munro	6-12-16-28	.7585	4-22-32-03
146.Destiny - T.Taylor	6-10-21-08	.8245	5-07-15-48
150.Prime Suspect* - R.Abikhair	4-03-32-51	.7941	5-07-15-49
165.Invader* - P.Meguyer	6-09-49-17	.6752	5-07-15-50
179.Rampant II* - A.Tucker	4-00-18-59	1.0529	5-07-15-51
Drake's Prayer (37th) 20% penalty			
War Games (91st) 10% penalty			
Di Hard (103rd) 40% penalty			
Prime Suspect (150th) 70% penalty			

Invader (155th) 10% penalty Rampant II (179th) 30% penalty

Fastest Time: Apollo 3-04-32-28

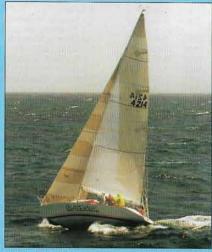
NOTE: The rules that year did not provide for a first place to be awarded following the penalising of Drake's Prayer, which had been provisionally first prior to a protest. Nor did it allow for lower placed yachts to move up a place when other yachts were penalised. Because there was no first place, Sagacious was officially recorded 2nd overall. Further down the results yachts were recorded with an equal place and some places were not filled. The last placed yacht had a 30% of placings penalty which in fact placed her 179th, equal to the number of starters when there were only

Illingworth Divisions Maxi Division: Windward Passage IOR Division: Apollo
IOR Division A: Thunderbird
IOR Division B: Sagacious
IOR Division C: Hummingbird Division A: Apollo II
Division B: Once More Dear Friends Division C: Diamond Cutter IOR Division D: Nike Division D: Nike 10H Division D. Nike
Division D. Nike
146 finishers. This anomaly was rectified for future races.
Retired: Andromeda, Argus, Belinda, Bushwhacker, Contractor, Dry White, Dubious, First Light, Fortlet, Good News, Hera of Hobart, Hindsight II, Impeccable, Kamehameha, Mandrake, Marloo II, Moonlighter, Nadia, Outrageous, Panda, Quasimodo, Scampi A, Singapore Girl, Skedaddle, Stormy Petrel, Struth, Styx, Supertramp, The Roperunner, The Sting, Thumbs Up, Too Farr Out, Zap.
1985 Weather: The record fleet of 179 had one of the most chaotic starts on record with numerous minor and pear collisions in a 15-18 kgpt por poregister. record with numerous minor and near collisions in a 15-18 knot nor noreaster. The first afternoon was a run before a fresh 20-25 knot nor easter until a southerly front passed through the fleet around 9.00 pm. The southerly remained for almost 48 hours. Again it was a two-day punch into a strong southerly, much of the time in 25-30 knots, with a punishing sea (although not as severe as 1984). Retirements were many. All yachts had strong windward work from Jervis Bay to well into Bass Strait, and there was no let-up for 48 hours. As the leaders approached the NE tip of Tasmania, strong WSW winds were encountered, allowing the yachts to spring sheets. On the night of the 28th WSW winds were replaced by a pleasant 10 knot sou easterly for the leaders, while the tailenders had strong westerlies across the Strait. The next day saw light and fitful airs down the east coast of Tasmania which were replaced by weak NE sea breezes of no more than 15 knots. All yachts had fickle airs in Storm Bay and the Derwent, with placings changing continuously and boats making agonising progress from Tasman Island to the finish.

1986 - 123 starters OVERALL PLACE	IOR RESULTS									ILLINGWORTH RESULTS						
YACHT PLA			CONTRACTOR OF THE PARTY OF THE	ж д.		ELAD TH	TOF	CODD TH	705			SIONS	_	Milli	4	
1.Ex Tension - A.Dunn 28 2.Impeccable - J.Walker 56	ACE	M /	В	C	D	ELAP. TM 3-23-22-00	TCF 0.7680	3-01-14-30	TCF	CORR TM	M	A	В	C	D	
2.Impeccable - J.Walker 56 3.Southern Cross - W.Gilbert 29				2	(intil)	4-04-16-30 3-23-26-07	0.7318 0.7722	3-01-22-52	0.7227	3-00-28-07					1	
4.Paladin - C.Franklin 14				2		3-23-26-07	0.7722	3-01-41-42 3-02-27-38	0.7900	3-01-53-57			2			
5.Szechwan - W.Johns 22			2			3-22-49-20	0.7863	3-02-33-31	0.7765	3-01-37-46			1			
6.Another Concubine - J.Parker 19			3			3-22-00-28	0.7950	3-02-44-10	0.7890	3-02-10-20			3			
7.Silver Minx - G.Player 38				3		4-00-57-29	0.7722	3-02-52-16								
8.Hindsight II - R.G.Griffin 80					2	4-13-36-58	0.6860	3-03-11-48	0.6654	3-00-56-19					2	
9.Indian Pacific - C.Jacobsen 21			4			3-22-46-58	0.7941	3-03-16-01	0.7881	3-02-41-54			4		nii) iii	
10.Intrigue - D.Calvert 25			5			3-22-51-40	0.7941	3-03-19-45								
11.Indian Pacific V - J.Eyles 43				4		4-02-31-34	0.7659	3-03-27-40								
12.Condor - R.Bell 1		1				2-23-26-25	1.0573	3-03-32-02								
13.Vanessa III - K.Jaggar 54 14.Singapore Girl -				5		4-04-02-25	0.7564	3-03-40-14	0.7337	3-01-23-58				1		
P.Steigrad / D.Greenlaw 64					3	4-07-07-07	0.7353	3-03-49-23								

417

1985 - Sagacious



1986 - Extention

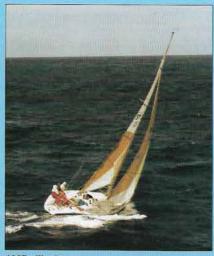
FACT FILE

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

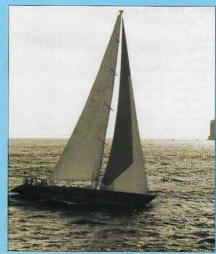
OVERALL PLACE		Two S	WOO			IOR RESUL	TS	1		ILLINGWOF	TH RESULT			
YACHT	PLACE	M A		C	D	ELAP. TM	TCF	CODD TH	TOF	CORD THE	DIVISIONS		~	1000
15.Windward Passage - W.Muir	2	2		•		2-23-47-54	1.0563	3-03-50-26	TCF 1.0088	CORR TM 3-00-25-49	M A	В	C	D
16.Nadia IV - Canberra ORC	32		6			3-23-50-34	0.7931	3-04-00-46	0.7872	3-00-25-49		8		
17.Thirlmere - S.Green	39		7			4-01-10-47	0.7823	3-04-01-25	0.7725	3-03-04-17	- Anna Amari	7		
18.Demo - B.Brady	44			6		4-02-39-09	0.7711	3-04-04-15		A STATE OF THE STA		2500.00		
19.Turkey Shoot -							THE WAY IN	THE REAL PROPERTY.				VIII.		
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		unia.		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 25.Middle Harbour Express -	11	- 1				3-20-58-55	0.8237	3-04-35-21	THE WAY					
R.Stone/ G.Challoner	53			7		4-03-59-05	0.7070	0.01.11.10		PATER NAME OF			4	
26.Good News - J.Calvert-Jones	48			7		4-03-59-05	0.7670	3-04-41-18 3-04-41-49	0.7574	3-03-43-42			3	
27.Uptown Girl - R.Winton	27	2		0		3-23-09-26	0.7722 0.8073	3-04-41-49	0.7912	3-03-17-18			m year	
28.Gumblossom (1) - J.Gleeson	88	Million F			6	4-17-55-40	0.6752	3-04-55-27	0.6448	3-01-27-38	2		MAV	4
29.Pippin - W.Sweetapple	57			9		4-03-36-33	0.7732	3-05-01-04	0.0440	Gruntzir-ou				Minney.
30.Knuckleduster (2) - P.Cush	81			1116	7	4-14-48-21	0.6952	3-05-01-56	0.6743	3-02-42-59			MINA.	8
31.Wild Oats - R.Oatley	15					3-21-38-56	0.8245	3-05-12-49						Micun
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			STATE
33.Challenge II - R.Rowsthorn	13	5				3-21-32-00	0.8281	3-05-27-18	0.8177	3-04-28-56	3			A STATE OF
34.Contractor - J.McL.Taylor	9	6				3-20-24-03	0.8384	3-05-28-08	The same of					A STATE
35.Roller Coaster - J.Fuglsang	61			10		4-06-22-52	0.7575	3-05-33-13	0.7518	3-04-58-12			4	III HAWK
36.Mark Twain -	n) ghhann			miggi	mility,									
V.O'Neill / C.Ward / B.White	19			111	ЩИ	4-06-32-56	0.7575	3-05-40-51	0.7234	3-02-11-02			2	(illining)
37.Solandra - R.W.Escott 38.Margaret Rintoul II - R.Jackman	79 18	7			8	4-13-06-11	0.7140	3-05-53-58	0.6819	3-02-23-51	III III			6
39.Too Impetuous - G.Lambert	36	8			1/4	3-21-58-05 4-00-56-29	0.8298 0.8064	3-05-58-29	0.7925	3-02-28-11	1			
40.Leven - B.Cunneen	82	0			9	4-14-52-53	0.7054	3-06-10-25 3-06-12-57	0.8004	3-05-35-31 3-02-42-03	6			S4311111
41.Polar Bear - A.Martin	41		11	шу		4-02-10-46	0.7969	3-06-12-37	0.7610	3-02-42-52		E		
42.War Games - D.Urry	42		12			4-02-11-44	0.7970	3-06-15-43	0.7010	0-02-42-02		3		
43. Vanguard - R.Cawse	16	9		A ^C		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		STATIONS TO AN		250		
46.Christa-Farr - J.D. & C.A.Pomfret	58		14			4-04-54-31	0.7803	3-06-44-20	0.7569	3-04-22-40		11		
47.Parmelia - B.Woods	20	Ť				3-22-11-56	0.8367	3-06-48-58	0.8262	3-05-49-38	7			
48.Bacardi - Bacardi Syndicate	33	1/4				4-00-00-45	0.8210	3-06-49-35	0.8107	3-05-50-14	8			ALTERNATION OF
49.Newcastle Flyer - P.Rundle	45		15			4-03-06-21	0.7960	3-06-53-18						WALLEY
50.Pacific Phoenix - E.Long	55 23	nn, ydan g	16			4-04-15-33	0.7872	3-06-55-26	DECEMBER 1	A SECURIOR SECTION	22			
51.Inca - B.Ryan 52.Marara - A.Ratcliff	83	1	5		40	3-20-50-21	0.8324	3-06-56-39	0.8262	3-06-21-22	9			(4)
53.*Groundsfor - B. & N.Hines	71			14	10	4-14-58-41 4-03-22-55	0.7116	3-06-58-19 3-04-50-32	0.6796	3-03-25-14				9
(20% PENALTY Before penalty 28 o'all)	1900			100		4-00-22-00	0.7732	3-04-50-32						
54. Auspicious - N. Marr	75				11	4-11-15-09	0.7364	3-06-58-51	0.7309	3-06-23-27				44
55.Castaway Enterprise - D.Taylor	3	3				3-02-55-08	1.0573	3-07-12-42	0.7305	0.00.20.21				ministr
56.The Roperunner - P.Robinson	52	anifaans	17			4-03-54-12	0.7941	3-07-20-00	0.7842	3-06-20-39		Hall		
57.Privateer -									0.7072	0.00.20.00		10		
Around The World Yachts	4	4				3-03-35-43	1.0524	3-07-33-23						A STATE OF THE PARTY OF
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	18th	4-10-43-20	0.7521	3-08-15-57	0.7465	3-07-40-05			6	
63.Ned Kelly - S.J.Clarke	84			Haari	14	4-16-16-02	0.7152	3-08-17-37	NAME OF TAXABLE PARTY.	(00200000000000000000000000000000000000				
64.Infra Red - R.T.Southwood 65.Spider - R.Purssell	72 85			13	26	4-10-52-09	0.7531	3-08-28-59	0.7475	3-07-53-05			7	TAX.
66.Changabang - B.van Driel	60	14	1		15	4-16-53-55	0.7260	3-09-57-52	0.7115	3-08-19-39	28			14
67.Trump Card - A.Budd	17	15				4-05-34-48 3-21-53-29	0.8092	3-10-11-55	0.7991	3-09-10-21	10			
68.Firetel - R.Lawler	90				16	4-18-14-51	0.8786 0.7236	3-10-29-35 3-10-40-10	0.7019	3-08-11-25				10
69.*Invincible -	86		20		10	4-04-52-40	0.7236	3-10-40-10	0.7550	3-08-11-25		15		13
(20% PENALTY Before penalty 46 o'all)	Mindle					37 32 10	0.7703	0-00-00-47	0.7300	0 04-03-40		13		
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			u iiii	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	3			4-04-45-07	0.8289	3-11-30-48	0.8185	3-10-27-56	11			William

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		LINE DIVISIONS					IOR RESUL	TS			ILLINGWOF		SULT			
YACHT	PLACE	M	Α	В	C	D	ELAP. TM	TCF	CORR TM	TCF	CORR TM	M	A	В	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	n in		
74.Spirit - J.W.Miller	59		18				4-05-08-19	0.8281	3-11-45-10				milio.			
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
(10% PENALTY Before penalty 67 o'all)							+ 00-10-04	0.0011	0.03.10.11	0.7317	3-00-12-24					
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	3-13-17-30	0.8134	3-12-39-10	4	10			
80.Alexander of Creswell (3) -			nifili .				4-07-34-00	0.0237	3-13-10-33	0.0134	3-12-14-33		13			
Royal Australian Navy	66		22				4-08-55-55	0.8165	0 40 40 07	0.0000	0.40.00.04					
81.Nadia - J.R.Oaklev	89		22		40				3-13-40-37	0.8063	3-12-36-24		14		4	
					16		4-18-08-11	0.7521	3-13-50-31	0.7465	3-13-12-10		100		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)									Ministra .		0 00 02 12		III III			
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				15	19
90.Helsal II - A.Kelso	6	7				uli lu	3-15-46-05	1.0461	3-19-48-51	1.0330	3-18-39-52	4				10
91.Casablanca - G.McDonald	49		28				4-03-26-55	0.9237	3-19-51-38	0.9052	3-18-01-15	1	21			
92.Quasimodo - M. & V.Innes	8	8	20				3-20-20-31	1.0326	3-23-21-08	1.0249	3-16-01-15	5	21			
93.*Dynamite - I.French	78	0	23				4-03-44-19	0.8254				5				
(20% PENALTY Before penalty 74 o'all)	10		20				4-03-44-19	0.8254	3-10-19-27	0.8089	3-08-40-43		18			
94.Balandra - G.Hennicke	95			04			T 04 07 40	0.7040	4 00 10 00							
				21			5-01-37-18	0.7912	4-00-13-37	0.7556	3-19-53-50			14	щи	
95.Ecstacy 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)									SEES IN	東川県園舎	DESCRIPTION OF THE PROPERTY OF			ASS		
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)			niilim							3000	0 0 00 02		-			
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)	1200	100					9 50 70 76	1.02.00	0 20 20 20	0.0010	0.20-00-20	U				

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: Amaroo III, Chutzpah, Dancing Mouse, Eastern Morning, Galaxy III, Heart, Kanga, Kings Cross, Much Ado, Saltpeta, Bushfire, Drakes Prayer, Great Expectations, Joint
Venture, Madelaine's Daughter, Sovereign, Stormy Petrel.

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 nex 24 hours. Light conditions prevailed at Tasman Island and up to the Derwent River.
Later yachts finished with fresh sea breezes during the day which tended to die through the night.

1987 - 154 starters OVERALL PLACE		2.081	E DIV	ICIONIO			IOR RESU	LTS			ILLINGWOF				
YACHT	PLACE	M	E DIV	ISIONS B	С	D	ELAP. TM	TCF	CORR TM	TCF	CORR TM	DIVISION M A	SB	C	D
1.Sovereign - B.Lewis 2.Apollo - V.d'Emilio / J.Rooklyn	3	1 2					2-21-58-08	1.0573	3-01-58-41	1.0360	3-00-29-16	3		niñn.	
3.Gazebo - S.Fischer	2	3					2-22-55-03 2-22-33-47	1.0488	3-02-22-42 3-02-36-23	1.0067 1.0150	2-23-23-34 2-23-37-17	1 2			
4.Jubilation - J.S.James 5.Madeline's Daughter - P.Kurts	9		1 2				3-11-33-42	0.9018	3-03-21-21	0.8901	3-02-22-42	1			
6.Chutzpah - Schilte / Taylor	80		-			1	3-18-47-24 4-07-29-01	0.8325 0.7327	3-03-34-58 3-03-49-21	0.7322	3-03-46-15				5
7.Mad Max - M.Canning 8.Sagacious V - G.Appleby	15 17			1			3-22-59-15	0.7988	3-03-52-34						ĕ
9.Switchblade - P.Whyte	13		3	2			3-23-05-37 3-19-50-15	0.7980 0.8284	3-03-53-05 3-04-04-41	0.7980 0.8280	3-03-53-05	2	11		
10.Bimblegumbie - K.Jacobs 11.Chris' Choice - M.Walker	12 84		4				3-19-11-16	0.8346	3-04-06-19	0.8345	3-04-05-46	3			
12.Beyond Thunderdome - W.Johns	18			3		2	4-07-47-40 3-23-19-17	0.7343	3-04-12-59 3-04-14-51	0.7341 0.7999	3-04-11-44 3-04-14-51		2		7
13.Fair Share -	40									0.7000	0011101		•		
Hogg / O'Neill / Ross / Benton 14. Witchcraft II - B. Staples	19 27			4 5			3-23-48-29 4-00-21-52	0.7989 0.7954	3-04-32-28 3-04-38-54	0.7939	3-04-30-13				
15.Ronstan Challenge - L.Abrahams	22			6			4-00-05-50	0.7984	3-04-43-26	0.7984	3-04-43-26		6		
16.Joint Venture - R.Elliot 17.Prime Minister - L.Klopper	25 24			8			4-00-09-28 4-00-06-21	0.7979 0.7987	3-04-43-27 3-04-45-35	0.7979 0.7978	3-04-43-27 3-04-40-24		7		
18.Starlight Express - C.W.Reynolds	6	4					3-06-51-54	0.9735	3-04-46-30	0.9330	3-01-34-52	4	4		
19.Another Concubine - J.P.Parker 20.Blue Max II - G.Sargent	21 26			9			4-00-04-36 4-00-11-20	0.7996	3-04-49-22	0.7981	3-04-40-44		5		
21. Singapore Girl - Steigrad / Greenlaw	97					3	4-08-58-18	0.7995 0.7341	3-04-54-11 3-05-03-35	0.7995 0.7334	3-04-54-11 3-04-59-10	(Anny)	8		9
22.Prime Factor - J.P.Milner 23.Drake's Prayer - D.Cawse / M.Drent	28 14		5	11			4-01-15-42	0.7992	3-05-43-53	0.7993	3-05-44-29		9		
24.Marara - A.É.Ratcliff	121					4	3-22-07-03 4-14-09-04	0.8279 0.7092	3-05-55-12 3-06-07-09	0.8270 0.6743	3-05-50-07 3-02-16-30	4			i i
25.Alpha Crucis - R.Graham 26.Pemberton I - J.Eyles	142 60					5	4-20-03-38	0.6775	3-06-37-52	0.6433	3-02-39-42				2
27.Pemberton II - J.King	65				1 2		4-06-02-38 4-06-23-24	0.7706 0.7682	3-06-38-06 3-06-39-22	0.7707 0.7678	3-06-38-43			6 5	
28.Helsal II - A.M.Kelso 29.Middle Harbour Express -	4	5					3-03-22-12	1.0440	3-06-41-11	1.0216	3-04-59-53	5		1100	
R.Stone / G.Challoner	73				3		4-06-53-21	0.7651	3-06-43-14	0.7593	3-06-07-25		VIII	3	
30.Rampant - R.M.Cassidy	68			III.	4		4-06-37-35	0.7672	3-06-44-06	0.7612	3-06-07-09		All III	2	
31.Swuzzlebubble Six - I.Gibbs 32.Stormy Petrel - T.Pearson	30 102			12		6	4-03-03-57 4-10-16-44	0.7951 0.7425	3-06-46-02 3-06-54-43	0.7943 0.7069	3-06-41-17 3-03-07-43		13		2
33.Sellars Qld Maid - R.Robertson	29			13			4-02-40-41	0.8009	3-07-01-53	0.7995	3-06-53-35		14		3
34.Morning Tide - J.M.Lawler 35.Wild Oats - B.Oatley	127 20		6			7	4-14-53-41 3-23-49-23	0.7145	3-07-14-03	0.6794	3-03-20-31				4
36.Once A Jolly Swagman - C.Jacobsen	31		•	14			4-03-24-19	0.8272 0.7980	3-07-15-53 3-07-19-31	0.8268 0.7980	3-07-13-35 3-07-19-31	p	16		
37.Sweet Lauraine - J.Flachs 38.Planet X - EastSail Sailing School	99 130					8	4-09-38-16	0.7519	3-07-25-45	0.7248	3-04-33-59			\mili	8
39.Dictator - D.Fidock	66				5	9	4-15-11-14 4-06-29-06	0.7151 0.7763	3-07-30-36 3-07-33-33	0.7151	3-07-30-36 3-07-32-56			11	17
40.Mistress Again - D.Senogles	78				6	-10	4-07-11-58	0.7714	3-07-36-29	0.7583	3-06-15-22			4	
41.Shenandoah III - J.Charody 42.Intrigue - D.Calvert	132 36			15		10	4-15-25-03 4-04-30-28	0.7165 0.7945	3-07-49-50 3-07-51-12	0.6813	3-03-54-31 3-07-45-47		18	The second	6
43.Phoenix Contractors - Hundt / Dale	49				7		4-05-30-45	0.7868	3-07-52-12	0.7809	3-07-16-16			9	
44.Raucous - D.Rourke 45.Pippin - B.Sweetapple	90 79				8		4-07-59-14 4-07-28-32	0.7689 0.7731	3-07-57-21 3-07-59-49	0,7684	3-07-54-14 3-07-38-42			14 12	
46.Striproll-Geelong - R.Abikhair	32			16	ı		4-04-17-02	0.7981	3-08-02-12	0.7967	3-07-53-46		19	10.00	
47.Paladin - C.Franklin 48.Sunseeker - P./V.Thomas / J.Quinn	35 96			17	10		4-04-29-36	0.7966 0.7658	3-08-03-11 3-08-04-34	0.7952 0.7297	3-07-54-44 3-04-18-05		20		1000
49.Freight Train - D.Parkes	10	6					3-11-36-29	0.9579	3-08-05-17	0.9481	3-07-16-08	6			
50.Silver Minx - G.Player 51.More War Games - D.Urry	85 38			18	11		4-07-49-13 4-04-42-43	0.7724	3-08-11-27	0.7696	3-07-54-00		200	13	
52.Southern Cross - B.Gilbert	91			10	12	y din	4-08-03-15	0.7969	3-08-15-26 3-08-19-10	0.7964 0.7639	3-08-12-25 3-07-29-13		22	10	
53.Nynja Go - R.C.Axe 54.Demo - R.J.Brady	82 94				13		4-07-37-14	0.7756	3-08-22-05	0.7624	3-07-00-01			7	
55.Once More Dear Friends - D.Currie	52				14		4-08-08-24 4-05-34-07	0.7718 0.7918	3-08-22-31 3-08-25-19	0.7680 0.7874	3-07-58-46 3-07-58-30			16 15	
56.Short Circuit - G.Finlay 57.Nadia IV - Canberra Ocean RC	43 53			19	4.0		4-05-14-59	0.7956	3-08-33-15	0.7956	3-08-33-15		27		
58.Sagacious IV - G.Appleby	48			20	16		4-05-36-11 4-05-24-43	0.7930 0.7947	3-08-34-16 3-08-35-31	0.7916	3-08-25-44 3-08-30-39		26	18	
59.Otago (1) - A.Nicholas 60.Black Magic - R.Sill	23		7	VALUE OF THE PARTY			4-00-06-16	0.8387	3-08-36-10	0.8254	3-07-19-29	7	Wille		
61.Nadia - J.Oakley	54 113		italiy		17	4	4-05-40-03 4-11-35-48	0.7936 0.7505	3-08-41-00 3-08-45-05	0.7867	3-07-58-55 3-06-04-58			17	15
62.Rager - M.Clements	5	7	/	144			3-04-26-37	1.0564	3-08-45-18	1.0550	3-08-38-53	7			10:
63. Venture One - M.Ryan 64. Mark Twain - H.O'Neill / C.Ward	45 111	N. W.		21		12	4-05-15-51 4-10-55-53	0.7984 0.7561	3-08-50-58 3-08-51-03	0.7980 0.7201	3-08-48-32 3-05-00-05		29		
65.United Transport - C.McMillan	51			22			4-05-33-26	0.7964	3-08-52-49	0.7960	3-08-50-22		30		10
66.Di Hard - J.Woodward 67.Wrinkles - B.Story	37 135	,4111111111111111111111111111111111111		23		13	4-04-30-49 4-16-40-56	0.8055 0.7186	3-08-57-49 3-08-58-24	0.8002 0.6835	3-08-25-52 3-05-01-06		25		mumil.
68.Anduril - D.Kennedy	98				18	10	4-09-37-07	0.7667	3-08-58-40	0.7616	3-08-26-21			19	1
69.Renegade - B.Francis 70.Dry White - D.Leitch	59 65			24 25			4-06-01-58 4-05-42-09	0.7947	3-09-05-08	0.7707	3-06-38-12		12		
71.Padam II - K.Quinert	108			20		14	4-10-39-46	0.7978 0.7607	3-09-08-18 3-09-08-18	0.7964 0.7556	3-08-59-45 3-08-35-40		32		19
72.Seaquesta - P.Nicholson 73.Hornet - Sting Syndicate	42 119			26			4-05-13-45	0.8045	3-09-26-20	0.7994	3-08-55-21		31		
74.Turkey Shoot - A.B/M.C.Hutton	69				19	15	4-13-35-13 4-06-38-15	0.7434	3-09-28-01 3-09-30-16	0.7077	3-05-33-17 3-07-14-10	We rough the	I Was now	8	12
75.Much Ado - J.Corrie	117					16	4-12-29-46	0.7514	3-09-31-26	0.7443	3-08-45-13				21
76.City Limits - M.Carr 77.Bamstom - J.H.Hall	100 33		8		20		4-09-49-12 4-04-27-03	0.7716 0.8135	3-09-39-03 3-09-43-00	0.7621	3-08-38-44			20	
78.Roller Coaster - J.Fuglsang	116		9283	200		17	4-12-04-04	0.7574	3-09-51-02	0.7438	3-08-22-51				18
79.Thumbs Up - T.Rowland 80.Centurion - I.Twentyman	72 115			27		18	4-06-44-01 4-11-57-14	0.7969 0.7585	3-09-52-06 3-09-52-59	0.7960 0.7225	3-09-46-33 3-05-59-48		36		14
81.Midnight Express - S.Chapman	70			28			4-06-40-24	0.7978	3-09-54-46	0.7963	3-09-45-32		35		
82.Sailmaker III - Dr R.P.Ham 83.McCaughans Bank Bills - R.Williams	133 75			29		19	4-15-40-44 4-07-06-28	0.7335	3-09-54-59	0.6981	3-05-57-47				13
84.Uptown Girl - R.Winton	57			30			4-05-56-22	0.7955 0.8072	3-10-01-20 3-10-17-08	0.7919 0.7702	3-09-39-04 3-06-30-50		34 10		
85.L.J.Hooker - Cole / Cook Syndicate 86.Mystique - C.Wilson	77 137			31		20	4-07-10-52	0.7978	3-10-19-04	0.7610	3-06-31-15		11		Name of the
87.Norske - B.Dickson	71			32		20	4-17-39-13 4-06-41-35	0.7262 0.8041	3-10-32-07 3-10-34-32	0.6909 0.7748	3-06-31-24 3-07-34-00		17		16
88.Inch By Winch - J.Goddard	47		9				4-05-22-36	0.8159	3-10-42-48	0.7807	3-07-08-41	5			
89.Midnight Magic - E.Barron	63			33			4-06-16-23	0.8095	3-10-47-24	0.7845	3-08-14-00		24		

	90. Indigo - Sail PNG P/L 91. Big Schott - P.Bush 92. Sunburst - J.H./C.D. Howell 93. Mercedes IV - P.Stronach 94. Christa-Farr - J.D./C.A. Pomfret 95. Fiddler's Green - L. Savage 96. Bacardi - Barcardi Syndicate 97. Kingurra - P. Joubert 98. Spanish Fly - J. Corner 99. Scorpion - R. Hopcraft 100. Dynamite - I. French 101. Witchdoctor - Rum Consortium 102. Computerland S'lns - M. Boulos 103. Amigo Diablo - N. Drage 104. Spirit - J.W. Miller 105. Margaret Rintoul II - R. Jackman 106. Parmella - B. Woods 107. Pacific Phoenix - E. Long 108. Sangaree - M. Pryke 109. Invincible - R. Behrens 110. Friction - C. Laker 111. Oftella - C. Montgomery 112. Bushranger - K. Miller 113. Farrago - S. /A. Shaw 114. Never Satisfied - N. Allen 115. Patrice III - P.L. King 116. Double Image - G. W. Jarrett 117. Mirrabooka - G. Jensen-Muir 118. Fiona (2) - D. Coulter (10% PENALTY. Before penalty 102 o'all) 119. Alexander of Creswell - RAN 120. Patience - B. Sherman 121. Balandra - G. Hennicke 122. Fortlet - J. Maconochie 123. Hammer of Old - A. Bloore 124. Aussie Rules - R. M. Ramsay 125. Nimrod III - I. Watson 126. Helsal III - Dr. T. Fisher 127. Pacific Flyer - R.B. Hatherley 128. Insatiable - G. /J. Wilson 129. Salty Lady - R. Scoble	40 88 76 76 67 105 81 56 93 92 61 58 86 44 141 62 64 50 114 41 120 74 16 140 83 129 89 95 34 87 101 109 8 109 109 109 109 109 109 109 109 109 109	8 9	10 11 12 13 14 15 16 17 19 20 21 22 23 24 25 18 26 27	34 35 36 37 38 39 40	21 22 23 24	21	4-05-07-17 4-07-55-10 4-07-07-26 4-06-34-19 4-10-35-10 4-07-30-36 4-05-42-50 4-08-07-59 4-08-03-28 4-06-03-28 4-05-515-18 4-19-42-09 4-05-38-04 4-06-08-02 4-06-18-09 4-05-33-04 4-11-48-18 4-19-42-09 4-11-35 4-13-51-21 4-07-04-07 3-23-04-18 4-19-13-38 4-07-57-18 4-08-15-28 4-04-28-52 4-06-41-11 4-10-31-39 4-10-24-55 4-10-41-02 3-11-32-54 4-10-38-21 4-11-38-20 4-11-32-54	0.8188 0.7977 0.8041 0.8090 0.8095 0.8024 0.8047 0.8205 0.8024 0.8047 0.8220 0.8047 0.8220 0.8267 0.8267 0.8267 0.8404 0.7760 0.8301 0.9012 0.7453 0.8298 0.7755 0.8266 0.8266 0.8266 0.8266 0.8266 0.8266 0.8267 0.8267 0.8267 0.8267 0.8267 0.8267 0.8267 0.8267 0.8267 0.8267 0.8267 0.8267 0.8267	3-10-47-53 3-10-53-48 3-10-55-19 3-10-58-51 3-11-05-40 3-11-18-55 3-11-27-22 3-11-33-23 3-11-44-07 3-11-53-29 3-12-03-11 3-12-03-11 3-12-03-21 3-12-17-41 3-12-23-36 3-12-29-07 3-12-34-25 3-12-47-06 3-12-51-51 3-13-02-34 3-13-14-50-06 3-14-51-52 3-14-09-04 3-14-17-18 3-14-20-00 3-12-15-52 3-14-50-06 3-14-51-40 3-14-50-06 3-14-50-06 3-14-50-06 3-14-50-40 3-14-50-06 3-14-50-06 3-14-50-06 3-14-50-06 3-14-50-06 3-14-50-06 3-14-50-06 3-14-50-06 3-14-50-06 3-14-50-06 3-14-50-06 3-14-50-06 3-14-50-06 3-14-50-06 3-14-50-06 3-14-50-10 3-15-36-55 3-15-36-55 3-15-36-55 3-15-36-55 3-15-48-10 3-15-48-10 3-15-48-10 3-15-48-10	0.7609 0.7833 0.7820 0.7764 0.7834 0.7834 0.7983 0.7948 0.7993 0.8102 0.8004 0.8262 0.6977 0.7893 0.7974 0.7601 0.8204 0.7628 0.7966 0.8052 0.7457 0.7924 0.7902 0.8544 0.7902 0.8544 0.7902 0.8544 0.7902 0.7510 0.7510 0.7283 1.0396 0.7952 0.	3-07-04-48 3-08-46-37 3-08-12-41 3-09-41-15 3-09-05-23 3-07-40-21 3-08-03-27 3-10-42-18 3-09-34-29 3-11-07-53 3-11-07-53 3-11-39-25 3-08-43-32 3-08-48-51 3-08-56-33 3-11-01-08 3-11-47-53 3-11-01-08 3-11-28-50 3-10-22-20 3-10-23-20 3-10-50-26 3-10-22-30 3-10-53-13 3-10-53-13 3-10-53-13 3-10-53-13 3-10-53-13 3-10-53-13 3-10-53-31 3-11-53-38-38	9	8 12 18 23 9 10 11 21 13 16 22 14 15 27 19 17 20 25 29 24	15 28 23 33 21 37 38	21 22 26 23	20
	130.Moonraker Again - N.Welfare 131.Group Therapy -	107		31				4-10-38-23	0.8278	3-16-16-35	0.8101	3-14-23-20		30			
ш	P.Wheeler/Syndicate 132.Icarus - A.Ridley	46 110		32 33				4-05-21-18 4-10-42-51	0.8711	3-16-17-25	0.8492	3-14-04-14		28			
1	133.Jasmin - M.O'Keefe	131		00		27		4-15-23-00	0.8277 0.7936	3-16-19-38 3-16-23-38	0.7996 0.7832	3-13-19-43 3-15-14-08		26		27	
	134.Anthanta VI - A.Gruzman 135.Why Not - Robertson / Rowsell	126 112		34	43			4-14-45-46 4-11-33-16	0.7993	3-16-31-58 3-17-18-09	0.7625 0.8178	3-12-27-24 3-15-57-29		32	40		
	136.Nefertiti - R.Nyman	128		35			1	4-15-01-03	0.8218	3-19-14-03	0.7845	3-15-05-36		31			
	137.Mirrabooka VI - G.Jensen-Muir 138.Larrikin - N.Jordan	144 124		36			23	5-17-05-31 4-14-34-20	0.6698 0.8348	3-19-49-27 3-20-18-20	0.6357	3-15-08-58		OF			23
	139.Lady Penrhyn of Nirimba - RAN	139		37				4-18-02-16	0.8348	3-20-18-20	0.8267	3-19-24-36 3-16-26-11		35 33			
1	140.Phoenix (NSW) - J.Munshower III	136		38				4-17-04-18	0.8408	3-23-04-14	0.8031	3-18-48-28		34			
	141.Staftifano - V.Opperman	143				28		5-04-23-56	0.7698	3-23-45-44	0.7336	3-19-15-32				28	
	142.Wooloomooloo - P.Geddes 143.Evergreen - W.J.Gibson	125 134		39 40				4-14-36-49	0.8800	4-01-20-24	0.8451	3-21-28-46		37			
	144.Mulberry - W.Wright	145		40			24	4-16-19-31 6-02-33-30	0.8672 0.6857	3-01-24-31 4-04-29-42	0.8289	3-21-06-23 4-00-06-47		36			24
	145. Anaconda II - J. Grubic	39	10				1000	4-04-55-48	1.0278	4-07-44-09	0.0556	4-00-00-47	10				24
11 3	146.Affair (3) - D.Livingstone	146	0.01				25	5-23-51-18	0.7227	4-07-57-50	0.6879	4-02-57-28	10				25
	(10% PENALTY. Before penalty 146 o'ail)																

(10% PENALTY. Before penalty 146 o'all)

Fastest Time: Sovereign 2-21-58-08

IOR Divisions: Maxi Division: Sovereign Division A: Jubilation. Division B: Mad Max. Division C: Pemberton I. Division D: Chutzpah

Illingworth Divisions: Maxi Division: Apollo. Division A: Jubilation. Division B: Blue Max II. Division C: Sunseeker, Division D: Marara

Retired: Highland Fling, Innisfree, Madmen's Woodyard, Russell Dean II, Sea Eagle, Sidewinder, The Roperunner, Tickle My Fancy.

Penalties:
1) 5 min. Time penalty in lieu of 720 turn
2) Radio schedule breach
3) Radio schedule breach
1987 Weather: A history-making race, with the maxi Sovereign becoming the first Australian yacht to take out the double of line honours and first on corrected time overall. The race began with a magnificent nor'easter filling in to 25 knots before a 30 knot southerly hit the fleet in Bass Strait on the second morning at sea. At that stage Sovereign had averaged 10.3 knots and was ahead of Kialoa's record. However, as the southerly eased away the leaders were becalmed off the Tasmanian East Coast for five hours, before they picked up a light breeze to carry them around Tasman Island, across Bass Strait and up the Derwent. Sovereign's time was seven hours outside the race record.

1988 - 119 starters OVERALL PLACE		IOR RESUL	TS			ILLINGWOF		SION								
YACHT	PLACE	M	Α	В	C	D	ELAP. TM	TCF	CORR TM	TCF	CORR TM	M	Α	В	C	D
Illusion - G.Knezic Southern Cross - W.Gilbert	13			mymi		114	5-03-12-03	0.7333	3-18-20-35							
3.Ragamuffin - S.Fischer	- P			31			4-18-30-12 3-15-29-07	0.7989 1.0559	3-19-28-36 3-20-22-33	1.0100	0.40.40.00					
4.Great News -	- Montinetti	H. May					3-13-29-07	1.0559	3-20-22-33	1.0136	3-16-40-30	m Fili				
D.Forbes / J.Calvert-Jones	2		1				4-09-14-12	0.8789	3-20-29-33							
5.Middle Harbour Express -																
R,Stone / G.Challoner	20				1		5-04-38-55	0.7638	3-23-12-24	0.7548	3-22-05-05				4	
6.Dictator - R.Fidock	22				2		5-05-13-15	0.7770	4-01-17-48							
7.Nadia IV - T.Dalton	12			2			5-03-03-40	0.7917	4-01-25-39	0.7901	4-01-13-50			3		
8.Sheraton Hobart - I.Smith	9			3			5-02-31-55	0.7955	4-01-28-27	0.7947	4-01-22-34			4		
9.Prime Factor - R.J.Brady	10			4			5-02-33-11	0.7982	4-01-49-19							
10.Indian Pacific (VIC) - G.Durran	14			5			5-03-29-00	0.7932	4-01-56-49	0.7918	4-01-46-27			5		
11.Ferris Audio - D.Coulter	15 42			6			5-03-42-02	0.7943	4-02-15-19	0.7942	4-02-14-35			6		
12.Harbinger - B.Dean	42					2	5-14-19-54	0.7346	4-02-40-48							
13.Scallywag - R.Corrie	26			3//	3		5-06-32-56	0.7807	4-02-47-48	0.7677	4-01-09-06				3	
14.Ocean Blue Resorts - G.Lambert	11			7		L UN	5-02-35-06	0.8069	4-02-54-50	0.7869	4-00-27-44			. 1		
15.Solandra - R.W. & C.A.Escott	52					3	5-20-17-33	0.7114	4-03-48-15	0.6764	3-22-53-38					4
16.Moonshine - R. St J.Cross	31				4		5-09-20-26	0.7773	4-04-32-11	0.7641	4-02-49-45				5	

OVERALL PLACE		LIMI	E DIVIS	NONE			IOR RESUL	TS			ILLINGWOF					
YACHT	PLACE	M	A	B	C	D	ELAP. TM	TCF	CORR TM	TCF	CORR TM		SIONS			
17.Intrigue - D.Calvert	29	110	, Z.	8			5-07-14-04	0.7929	4-04-53-03	0.7920	4-04-46-11	M	A	B 7	С	D
18.Madmen's Woodyard - J.Messenger	60					4	5-23-02-56	0.7061	4-05-00-25	0.7020	4-04-25-13					4
19.Mark Twain - H.O'Neill / C.Ward	41				5		5-14-18-21	0.7555	4-05-28-05	0.7196	4-00-38-47				2	
20.Kingurra - P.Joubert	28			9			5-06-44-06	0.8016	4-05-35-27	0.7659	4-01-03-59			2	Wille	
21.Spirit - W.Miller	18		2				5-04-17-02	0.8263	4-06-41-45	0.7889	4-02-02-51		1			
22.Challenge II - J.Dacey	19		3				5-04-21-32	0.8271	4-06-51-26	0.8181	4-05-44-17		6			
23.Kings Cross - B.Edmunds / R.Green	40				6		5-14-08-14	0.7669	4-06-52-11	No. of London						
24.Hummingbird - P.Nicholson 25.Centurion - I.Twentyman	32 48				0		5-13-07-58	0.7747	4-07-08-17	0.7738	4-07-01-05				8	
26.Outrageous - J.Partridge	43				8		5-16-13-49 5-14-27-35	0.7575 0.7684	4-07-11-40	0.7215	4-02-17-25				4	
27.Planet X - J.Goddard Jr	68					5	6-04-09-42	0.7664	4-07-19-08 4-07-21-27	0.7641	4-06-44-26				1	
28.Friction - C.Lake	24		4			100	5-06-10-45	0.8220	4-07-43-09	0.7869	4-03-17-25		2			
29.Impeccable - J.Walker	55					6	5-22-09-45	0.7301	4-07-47-34	0.7198	4-06-19-43		-			6
30.Farrout - R.J.Pattison	45				10		5-15-46-56	0.7678	4-08-15-13	0.7547	4-06-28-29				6	
31.Parmelia - B.Woods	21		5	W-Mil			5-05-00-44	0.8343	4-08-17-52	0.7968	4-03-36-35		3			
32 Morning Tide - J.M.Lawler	65		uğ un			7	6-02-44-59	0.7138	4-08-45-00	0.6788	4-03-36-49					2
33.Mirrabooka - J. & P.Bennetto	8		6			1	5-02-29-33	0.8553	4-08-46-04		m - Ximmin					
34.Firetel - R.Lawler / K.Taylor 35.Computerland Solutions -	64					8	6-01-16-00	0.7213	4-08-46-51	0.6861	4-03-40-03					3
NSW Police Sailing Assoc.	23		÷				E 00 00 40	0.0040	4 00 50 00	0.0000			щи			
36.Veter - Farr Eastern Shipping Co YC	27		8				5-06-09-43 5-06-40-17	0.8310 0.8293	4-08-50-26 4-09-02-55	0.8223	4-07-44-35		8			
37.Bacardi - Bacardi Syndicate	30		9				5-08-16-51	0.8293	4-09-02-33	0.7963 0.7838	4-04-52-06 4-04-32-47		5			
38.Hornet - The Sting Syndicate	56		ar mi			9	5-22-12-09	0.7424	4-09-34-16	0.7067	4-04-29-40		4			5
39.Surefoot - D.Millikan	38			10			5-13-55-03	0.7909	4-09-54-55	0.7810	4-08-35-22			9		9
40.Dry White - D.Leitch	35			11			5-13-43-20	0.7966	4-10-31-23	0.7940	4-10-10-32	THE REAL PROPERTY.		11		
41.Sweet Lauraine - J.Flachs	62					10	5-23-14-09	0.7501	4-11-26-28	0.7221	4-07-25-50	Value		nlYiu		7
42 Longhorn - W.Beavers	16		10				5-03-54-13	0.8677	4-11-30-40	0.8295	4-06-46-41	10	7			
43.Changabang - B. Van Driel	39			12			5-13-55-19	0.8046	4-11-45-13	0.7692	4-07-00-46	\		8		
44.Fiddlers Green - L.Savage 45.Nynja Go - R.Axe	36			13	200		5-13-51-49	0.8067	4-11-59-16	0.7848	4-09-03-22			10		
46.Witchdoctor -	54				11		5-21-28-00	0.7740	4-13-29-43	0.7609	4-11-38-31	The N			9	
The Rum Consortium	46			14			5-15-54-35	0.8082	4-13-50-32	0.7993	4-12-37-58		VIII.	300		
47.Seahawk - J.Davern	33		11	militu			5-13-17-38	0.8260	4-14-06-03	0.7993	4-11-48-29		10	14		
48.Doctor Who - G.Snow	6	2	, Year				4-23-06-56	0.9255	4-14-14-29	0.8860	4-09-32-11	2	10			
49.Ruthless - P.Hill	44		12				5-15-43-11	0.8190	4-15-09-16	0.8035	4-13-03-03	-	11			
50.White Swan - A.Flecknoe-Brown	25		13				5-06-14-08	0.8872	4-15-59-46	0.8485	4-11-06-39		9			
51.Sangaree - G.Cresse	34		14				5-13-38-59	0.8382	4-16-01-31	0.8167	4-13-09-06		12			
52 Mercedes IV - P.Stronach	50			15			5-18-58-06	0.8083	4-16-19-41	0.7787	4-12-12-53			13		
53.Mulberry - W.Wright	78					11	6-19-20-52	0.6889	4-16-31-49	0.6549	4-10-58-35			VIII.		8
54.Lady Penrhyn of Nirimba - Dept of Defence (HMAS Nirimba)	40			10			C 40 C0 C0	0.0400								
55. Pacific Breeze - B.Hitchman	49 47		15	16			5-18-50-58 5-15-55-22	0.8106 0.8345	4-16-33-05	0.7736	4-11-24-50		1000	12		
56.Salty Lady - R.Scoble	61		10	17			5-23-14-00	0.7964	4-17-25-39 4-18-04-16	0.8247 0.7596	4-16-05-44		14	MA ₂₁		
57.Nellie Zander - J.Dayman	70			100		12	6-13-10-47	0.7268	4-18-14-18	0.6915	4-12-48-00 4-12-41-23			15		9
58.Overdraft - D.Smith	53		16			1.00	5-20-28-32	0.8153	4-18-31-47	0.8084	4-17-33-38		17			9
59.Pacific Flyer - R.B.Hatherley	51		17				5-19-35-57	0.8205	4-18-32-28	0.7832	4-13-20-03		13	111117		
60.East of the Lizard - P.S.Gibson	59			18			5-22-33-26	0.8038	4-18-35-15							
61.Billabong - L.Wings	71					13	6-13-24-12	0.7282	4-18-37-16	0.6929	4-13-03-53				THE RES	10
62.Buggbear - R.L.Bugg	67				12		6-04-03-31	0.7781	4-19-12-16							
63.Group Therapy - Group Therapy Syndicate	37		10			Witt.	C 40 CO 44	0.0700	100 00	0.000					D u.i	
64.Strand By Strand - R.P.Ham	74		16			14	5-13-53-44 6-16-03-20	0.8702	4-20-30-57	0.8463	4-17-18-57		16			
65.Helsal II - A.M.Kelso	3	3			m V	440	4-16-12-13	0.7322 1.0463	4-21-11-34	0.6968	4-15-31-36	0			4	11
66.La Vida - J.Amos	75				All	15	6-16-54-49	0.7296	4-21-23-55 4-21-24-09	1.0222	4-18-41-40 4-15-43-20	9				12
67.Icarus - A.Ridley	57		19		7	111(50)	5-22-16-09	0.8256	4-21-27-27	0.7959	4-17-13-55		15			12
68.Ecstacy V - R.Harris	73		HIREALI	1		16	6-14-19-25	0.7470	4-22-16-04	0.7113	4-16-36-56		. Medical	J.		13
69.Galaxy III - D.Kitchener	72				13		6-13-26-59	0.7543	4-22-45-52	0.7185	4-17-07-39				10	III MAC
70.Sirocco - R.Robinson	63		20	y/ann			6-01-05-42	0.8211	4-23-08-15	0.7866	4-18-07-54		18		1770X	
71.Alexander of Creswell -	U_U_		u wy						A PARTIES							
Dept of Defence (HMAS Creswell)	66		- A	19			6-03-20-10	0.8109	4-23-28-29	0.7738	4-18-00-31			16		
72.Derwent Lass - D.Colburn 73.Hyperdrive - J.Clark	80 17	4	1			17	7-06-42-36 5-04-10-24	0.6908	5-00-41-23	0.6562	4-18-38-41					14
74.Christine - D.Pflaumbaum	69	#		20			6-06-34-33	0.9784	5-01-29-28							
75.Don Pedro - R.Marks	76				14		6-17-01-00	0.8074 0.7678	5-01-34-30 5-03-37-43	0.7316	4-21-47-59				154	
76.Southern Venture - A.Grice	77				15		6-19-09-11	0.7593	5-03-52-56	0.7293	4-22-59-15					- Junior
77.ANZ McCaughans Helsal -		Aunt			DAMILI.		Allowate (U.S.)	0., 000	2 00 05:00	9.16.00					12	
H.A.Fisher	5	5					4-22-30-33	1.0474	5-04-07-35	1.0053	4-23-08-14	4				
78.Montano Realty's Animal Farm -							A CONTRACTOR									
A. & M.Beilby	7	6					5-02-28-16	1.0202	5-04-56-42							III TOTAL
79.Anaconda II - J.Grubic	58	7					5-22-16-10	1.0268	6-02-04-56	0.9851	5-20-08-59	5				
80.Sir Thomas Sopwith -	70	ЩШ					To a little way		Will Milding	ES SES SES	ALL THE PARTY OF T					
Ocean Youth Club of Australia	79 81	8	04				7-01-27-35	0.9318	6-13-54-09	0.8922	6-07-11-31	6	цеш			11111
81.Fiona - D.Walsh (1) (10% PENALTY, Before penalty 75 o'all)	01		21				6-05-56-01	0.8189	5-02-46-50	0.7992	4-23-49-37		19			
Factort Time Regamuffin 3-15-20-07								4								MA

(10% PENALTY. Before penalty 75 o'all)

Fastest Time. Ragamuffin 3-15-29-07

Retired: All That Jazz, Apollo Batteries, Big Schott, Carina, Casablanca, Chutzpah, City Limits, Fly By Night, Franklin, Half Hour, Hammer of Queensland, Indian Pacific, Insaliable, Madeline's Daughter, Mistress Again, Mr Bojangles, Nantucket, Night Raider, Northern Territory Spirit, Ocean Road, Otella, Padam II, Pemberton IV, Rager, Raucous, Revelation, Ronstan Ultimate Challenge, Singapore Girl, St Jude, Stormy Petrel, Tradition, Turkey Shoot, Uptown Girl, Ventura Highway, Venture One, Westerly, Wild Oats, Windward Passage II.

1988 Weather: The race underlined the toughness of the 630 n mile bash race southwards, a race that brings back every yacht and yachtsman to the common denominator of sound seamanship and stout craft in big seas and strong winds. Of the 119 starters, 38 retired, nearly half of them with broken masts or damaged rigging. The race started in a light northerly, but 12 hours after the start a 30-40 knot southerly hit the fleet and against a 3-4 knot south-running current it kicked up boat and body-breaking seas which continued for two days and two nights. The wind died away on the third night at sea, giving the fleet light winds for the final 200 miles, with Ragamuffin's elapsed time almost 24 hours outside the record.

IOR Divisions: Maxi Division: Ragamuffin. Division A: Great News. Division B: Southern Cross. Division C: Middle Harbour Express. Division D: Illusion Illingworth Divisions: Maxi Division: Ragamuffin. Division A: Spirit. Division B: Ocean Resorts. Division C: Middle Harbour Express
Division D: Solandra

1989 - 126 starters O'ALL	LINE		DIVIS	SIONAL		ELAPSE	ED TIME	CORRECTE	D TIME
YACHT NAME	PLACE	M	Α	В	C	D	D-H-M-S	H'CAP	D-H-M-S
Ultimate Challenge - L.Abrahams	12			7			3-21-07-24	0.7980	3-02-18-45
2.Sagacious - G.Appleby	11			2			3-21-04-20	0.7995	3-02-24-40

O'ALL	LINE		DIVIGIO	BLAT		EL ADCED TIA		CORPECTED TI	ME
YACHT NAME	PLACE	M	DIVISIO	B	C	ELAPSED TIN	D-H-M-S	CORRECTED TI	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 6.Illusion - G.Knezic	10 48					31	3-19-09-50 4-07-45-44	0.8325 0.7321	3-03-53-38 3-03-57-52
7.Heaven Can Wait - H.Cudmore	3		2			of Tourism	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 10.Foo 2 - W.Miller	6		3 4				3-15-19-54 3-15-18-14	0.8794 0.8814	3-04-47-58 3-04-56-59
11.Prime Factor - B.Brady	19		1000	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 14.Nadia IV (3) - T.Dalton	37 24				2		4-05-28-49 4-02-09-05	0.7638 0.7908	3-05-30-38 3-05-37-05
15.Sheraton Hobart - I.Smith	21			7	, o		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 25			8			4-02-26-22	0.7942	3-06-10-50 3-06-11-25
18.Once A Jolly Swagman - C.Jacobsen 19.Prime Minister - K.Court	23			10			4-02-09-18 4-01-58-46	0.7966 0.7984	3-06-11-25
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 23.Indian Pacific - S.McDonald & L.Shannon	32 36			13 14			4-03-14-43 4-04-27-44	0.7978 0.7932	3-07-10-40
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 27.Challenge II - J.Daley	75 26		-			3	4-18-38-11 4-02-24-01	0.7096 0.8271	3-09-20-46 3-09-23-13
28.Prime Suspect - P.Nicholson	39		5	16			4-06-19-28	0.7959	3-09-26-24
29.Revelation - D.Curchod	45				5		4-07-11-19	0.7916	3-09-41-03
30.Haupia - T.Johnstone	41		0	17			4-06-22-28	0.8041	3-10-19-09
31,Mercedes IV - P.Stronach 32,Uptown Girl - R.Winton / USSR Team	42 43		7				4-06-27-06 4-06-31-06	0.8082 0.8079	3-10-48-05 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 -	35		8				4-04-06-01	0.8310	3-11-11-00
NSW Police Sailing Assoc 36.Inch By Winch - J.Goddard Snr	40		9				4-06-19-52	0.8143	3-11-11-00
37.Mirrabooka - J.Bennetto	22		10				4-01-55-26	0.8537	3-11-35-51
38.Singapore Girl - P.Steigrad	69		lius III			5	4-18-04-44	0.7338	3-11-42-40
39.Arabesque - N.Marr 40.Impeccable - J.Walker	44 78		uffikanan			6	4-07-05-23 4-18-59-29	0.8133 0.7301	3-11-50-34 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 44.Kings Cross - R.Green & B.Edmunds	91 58				7	8	4-23-20-05 4-15-05-59	0.7061 0.7637	3-12-15-44 3-12-50-49
45.Gumblossom - T.H.Gunnersen	100				16	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	2112	4-15-55-55	0.7648 0.6744	3-13-36-20 3-13-44-15
48.Stratus Computer - D.Parsons 49.Turkey Shoot - A.& M.Hutton	104 51				9		5-07-07-54 4-12-24-42	0.7924	3-13-54-19
50.Big Schott - P.Bush	52			18	150		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 53.Great News - J.Calvert-Jones & D.Forbes(5)	84		13			13	4-21-37-00 3-17-08-40	0.7352 0.8798	3-14-28-18 3-06-25-45
(Penalty 30% - unpenalised positions 20 o'all, 5			19:				0.17.90.10	0.0760	
54.Roller Coaster - J.Fuglsang	72				10		4-18-21-20	0.7562	3-14-28-32
55.Recooperator - W.Cooper	99	2				14	5-04-58-47 3-18-31-59	0.6923 0.9559	3-14-31-24 3-14-32-26
56.Freight Train - D.Parkes 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 4-22-00-32	0.7581	3-14-39-48 3-15-36-35
60.Perie Banou II - J.Sanders 61.Ragamuffin - S.Fischer	85 2	4			12		3-11-06-33	0.7424 1.0559	3-15-36-33
62.Mark Twain - H.O'Neill	80	11			13		4-20-36-20	0.7537	3-15-53-08
63.Padam II - K.Quinert	79				14	digga miena	4-20-09-48	0.7566	3-15-53-21
64.Derwent Lass - D.H.Coulbourn 65.Buggbear - R.L.Bugg	106 70				15	15	5-07-23-06 4-18-17-26	0.6908 0.7735	3-15-59-51 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 29		14 15				4-11-20-21 4-02-41-08	0.8289 0.9016	3-16-58-24 3-16-58-30
69.Otella - C.Montgomery 70.Australian Maid (9) - J.Wardill	16	5	10				3-23-17-13	0.9392	3-17-29-37
71.Morning Breeze -		un u							
P.Lalor, P.Manger & P.Godfree	107			00	16		5-07-25-21	0.7041	3-17-43-05
72. Seaquesta - P.Nicholson 73. Witchdoctor - The Rum Consortium	63 60		16	20			4-15-56-29 4-15-17-30	0.8026 0.8082	3-17-50-39 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	17	5-06-01-03 4-21-25-19	0.7192 0.7740	3-18-37-54 3-18-53-05
77.Nynja Go - R.Axe 78.Condor - A.Paola	83 5	7			1160		3-15-04-08	1.0538	3-19-45-12
79.Apollo II - J.Duffin	61	guithagan	17				4-15-21-11	0.8272	3-20-06-40
80.Balandra (10) - G.Hennicke	82		10		18		4-21-20-20	0.7872 0.8323	3-20-22-09 3-20-34-34
81.Centrefold - B.Folbigg 82.Insatiable - G. & J.Wilson	59 81		18	22			4-15-13-45 4-21-19-04	0.7946	3-20-34-34
83.Rager - M.Clement	8	8		THE STREET			3-17-14-22	1.0538	3-22-02-26
84.Icarus - A.Ridley	76		19				4-18-38-53 4-17-55-57	0.8256	3-22-39-12
85.Komander Nevelskoy - V.Gamanov 86.Admiral Nevelskoy - L.Lysenko	68 73		20 21				4-17-55-57 4-18-30-29	0.8352 0.8358	3-23-09-23 3-23-42-21
87.Midnight Magic - I.Ritchie	89		22				4-22-33-06	0.8079	3-23-46-40
88.Can Can - G.Carlyle-Clarke	101				19		5-05-54-27	0.7685	4-00-45-36

O'ALL	LINE		DIVIS	IONAL		ELAPSE	D TIME	CORRECTED	TIME
YACHT NAME	PLACE	M	Α	В	C	D	D-H-M-S	H'CAP	D-H-M-S
89.Belles Long Ranger -				unili in	analia in a	action and the	anna and a little a	III CAL	
Women on Water Syndicate	90		23				4-22-44-26	0.0000	
90.Hyperdrive - J.Clarke	46	0	20				The second state of the se	0.8382	4-03-31-42
	The state of the s	9	200				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 10 45 40
Retired: Alexander of Creswell, Bimblegumbi	e, BP Flying C	Colours, Do	w Air. Ha	arbinaer.	Juno IV I	e Boy Brown	n Marishiten Outrageous	Shenandoah II	Sir Thomas Sonwith
Southern Cross Venindee III Western Port F	vornec	CONTRACTOR OF THE PARTY OF THE		30.,	distribution of the little	o log blow	, mariormer Outrageous	. Onenanuoan II	i, on Thomas Sopwith,

Retired: Alexander of Creswell, Bimblegumbie, BP Flying Colours, Dow Air, Harbinger, Ju. 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.1.27.2(b))

8) 4 hrs redress

10) 10 min time penalty (S.1.27.2(b))

Fastest Time: Drumbeat (A.Bond) 3-06-21-34

IOR Divisions:

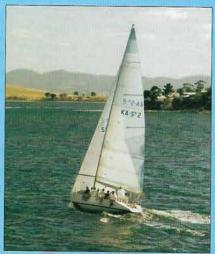
Maxi Division: Doctor Two
Division A: Madeline's Daughter
Division C: Intrigue
Division D: Illusion

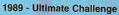
Millingworth Divisions:

Maxi Division: Doctor Two
Division A: Uptown Girl
Division C: Middle Harbour Express
Division D: Illusion

MILLINGUES COLORS

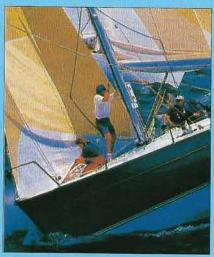
Handicap linear random 14; course lengt O'ALL		atch value		والزيادات			attento / Rob attenuent	Account of the	
YACHT NAME	LINE			SIONAL		ELAPSE		CORREC	TED TIME
	PLACE	M	Α	В	C	D	D-H-M-S	H'CAP	D-H-M-S
1.Challenge II - J.Daley	26		1				4-02-24-01	488.5	3-07-00-56
2.Mini Jumbuk - J.Howell	34						4-03-45-27	495.0	3-07-14-04
3.Haupia - T.Johnstone	41		ii Take iiii	2			4-06-22-28	509.8	3-07-15-35
4.Continental - M.Champion	18		2 3			and the same	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			and the second	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			CHING THE	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						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	A		4-12-24-42	505.3	3-14-05-06
17.Hyperdrive - J.Clark	46		9		A HILLIAN		4-07-32-26	476.8	3-14-12-16
18.Hammer of Queensland - A.Bloore	4		10	ninini), j		million but	3-14-17-59	377.8	3-14-17-59
19.Sunseeker - V.C.Thomas & J.H.Quinn	62			7		100000	4-15-55-55	522.3	3-14-37-42
20.Advisor Research II - B.Woods	49		11				4-07-47-29	474.8	3-14-48-20
21.Otella - C.Montgomery	29		12				4-02-41-08	443.7	3-15-08-45
22.Roller Coaster - J.Fuglsang	72			8			4-18-21-20	532.6	3-15-14-54
23.Buggbear - R.L.Bugg	70			9			4-18-17-26	528.5	3-15-54-05
24.Gumblossom - T.H.Gunnersen	100				3		5-05-04-37	586.8	3-16-28-43
25.Patrice III - P.King	50		13				4-11-20-21	485.5	3-16-28-47
26.Kingurra (4) - P.Joubert	56			10		WHILE THE PARTY OF	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		A		5	AMMINIS	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				1	··· AWHOM	5-06-17-14	583.1	3-18-20-13
31.Mark Twain - H.O'Neil	80	and the second		11		AUGUMEN	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		Control of the	4-15-17-30	495.6	3-18-39-49
34.Mistress Again - D.Senogles	77			13	A		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		y	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	шин шу	5-07-23-06	577.0	3-20-30-10
39.Centrefold - B.Folbigg	59		15		and the same	namanay W	4-15-13-45	482.6	3-20-52-39
40.Ruff 'N Tumble - L.Rose	74		0.8	16	W.		4-18-37-48	500.2	3-21-11-47
41.lcarus - A.Ridley	76			17			4-18-38-53	497.9	3-21-37-02
42.Adriane - J.Davern	57		16	The state of the s		Albi	4-14-53-49	475.8	3-21-44-10
43.Morning Breeze -								HY	OLD LONGIO
P.Lalor, P.Manger & P.Godfree	107				10	1	5-07-25-21	569.8	3-21-48-04
44.Balandra (5) - G.Hennicke	82			18	MIN AND	Mary Control	4-21-20-20	511.9	3-21-51-23
45.Outlaw - B.McKay	55		17	million		The same	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	uuiiiiu		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		HITEKMANIN		4-17-07-36	460.3	
53.Terence J - R.Ratcliffe & Sons	98		IIII Me		15		5-04-21-02	523.4	4-02-40-48 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 -							0-10-00-40		4-04-54-56
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	
58.Innisfree - L.Anderson	109				18		6-06-08-40		4-05-58-34
59.Golden Seagull - N.Hunter	110				10		0-00-00-40	568.7 589.0	4-20-42-57 5-12-49-18







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

2) 1 hr redress
3) 4 hrs redress
4) 10 min penalty (S.I.27.2(b))
5) 10 min penalty (S.I.27.2(b))
6) Calculated finish time after time limit
IMS Division Winners: Division A: Challenge II. Division B: Mini Jumbuk. Division C: Solandra
1989 Race and the Weather: The 1989 Nortel Sydney - Hobart Race saw the introduction of the new IMS handicap category with yachts able to enter both categories if eligible.
The race began in a fading 10 knot westerly with the entire fleet starting on port hand but as the leaders cleared the sea mark outside Sydney Heads, the breeze kicked in to a 20 knot nor'wester, giving the fleet a spinnaker run down the coast with a gale warning issued for strong nor westers. By the time the Drumbeat had passed Port Kembla if 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 westeriles and southwesteriles 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, PeterTaylor, 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.

1990 - 105 starters

Class I - (IOR)								
PLACE	STATE/	LINE		200000000000000000000000000000000000000				
YACHT	C'TRY	PLACE		DIVISIONAL	CONTRACTOR OF THE PARTY OF THE	CORRECTED		
1.Sagacious V - G.Appleby	NSW	TI	M	A B	C D	D-H-M-S	TCF	D-H-M-S
2.Chutzpah - B.Taylor	VIC			1	No.	3-13-01-43	0.7967	2-19-44-32
3.Illusion - G.Knezic	VIC	34				4-01-21-32	0.7324	2-23-18-20
4.Anduril - D.Kennedy	NSW	33			2	4-01-05-14	0.7345	2-23-18-38
5. Western Port Venture - P.Grant		27		2		3-21-45-09	0.7625	2-23-29-11
6.Fujitsu Dealers - J.Eyles	VIC	14		3		3-17-43-49	0.7968	2-23-29-50
7 Poyond Thundaydoma DIMbrales	NSW	24		4		3-21-31-26	0.7648	2-23-31-37
7.Beyond Thunderdome - P.Wheeler 8.Brindabella - G.Snow	UK	15		5		3-18-03-14	0.7983	2-23-53-24
	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)	VICEOUS I							
10.Ragamuffin - S.Fischer	NSW	1	2			2-21-05-33	1.0559	3-00-57-17
11.Doctor Who - R.Jackman	TAS	10	4			3-07-23-02	0.9261	3-01-31-03
12.Sheraton Hobart - J.Smith	TAS	22		6		3-20-42-42	0.7958	3-01-46-48
13.Once A Jolly Swagman - A.Brierty	WA	21		7		3-20-41-15	0.7966	3-01-50-06
14.Condor - A.Paola	NSW	2	5			2-21-53-08	1.0574	3-01-53-49
15.Nuzulu - E.Psaltis & P.Ward	NSW	58			3	4-10-11-30	0.7001	3-02-20-41
16.Freight Train - D.Parkes	NSW	9	6			3-06-02-02	0.9559	3-02-35-33
17.Kings Cross Sydney - R.Stone	NSW	40		8 9		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		ner E		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		iii 141		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				4-02-41-24	0.8036	
33.Kingurra - P.Joubert	VIC	49				4-03-15-36	0.8016	3-07-18-26
34.Suelan - J.Buckland	SA	50		illi 🧸		4-03-19-10	0.8063	3-07-34-01
35.Mercedes IV - P.Stronach	NSW	45		7		4-03-06-59	0.8082	3-08-04-53
36.Zeus II - J.Dunston	NSW	74			4	4-22-37-50		3-08-06-21
37.Solandra - C.Escott	TAS	62			5	4-17-20-12	0.6768 0.7114	3-08-17-21
38.Singapore Girl - P.Steigrad & S.W.Her (2)	SP	86			11	4-03-19-11	0.7114	3-08-37-40
(PENALTY 40%; was o'all 10, division 3)	Sec				THE PARTY OF THE P	4-00-19-11	0.7338	3-00-52-51
39.La Monique - B.Brooks	NZ	52		8		4.00.00.54	0.0404	0.00 10.00
40.Impeccable - J.Walker	NSW	61		٥	6	4-03-22-54	0.8121	3-08-42-28
	Herear.	TOTAL TOTAL			.0	4-15-45-34	0.7301	3-09-35-44

PLACE	STATE/	LINE		DIVISIONAL	ELAPSED TIME	CORRECTED	ГІМЕ	
YACHT	C'TRY	PLACE	M	A B	C D	D-H-M-S	TCF	D-H-M-S
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		19	8	5-00-43-28		TAX 1200 275 0 24
45. Venindee III - F. Walker	NSW	70			, in the second second	4-20-17-19	0.7061	3-13-14-37
46.Westerly - W.Mills	TAS	78			40		0.7480	3-14-59-02
47.Alexander of Creswell - RAN	NSW				10	5-01-21-22	0.7274	3-16-16-28
48.Sir Thomas Sopwith - OYCA		69		10		4-19-07-45	0.8109	3-21-21-30
	NSW	82 85	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

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CLASS	

O'ALL PLACE	STATE/	LINE		DIVISIONAL	ELAPSED TIME	CORRECTED TIME		
YACHT	C'TRY	PLACE	M	A B	C D	D-H-M-S TCF		-H-M-S
1.Doctor Who - R.Jackman	TAS	10	1			A STATE OF THE PARTY OF THE PAR	THE RESERVE AND THE PARTY OF TH	-10-06-28
2.Cotton Blossom II - E.Barren	VIC	8	2					-14-44-02
3.Never A Dull Moment - C.Wilson	NSW	19	3					-16-53-14
4.Light Wave - R.Lavett	QLD	23	*	1				-16-53-14
5.Dow Air - Farrlap Syndicate	NSW	54		*				-17-10-41
6.Big Schott - P.Bush	NSW	29		2				
7.Renegade - R.Francis	SA	44		2				-18-10-09
8.Mirrabooka - J.Bennetto	TAS	17	4					-18-26-09
9.Suelan - J.Buckland	SA	50		3				-18-44-38
10.Turkey Shoot - A.Hutton	TAS	47		4		THE RESIDENCE OF THE PARTY OF T		-19-06-59
11.Solandra - C.Escott	TAS	62		uudhaa Tark	1 4 TO CO. CO. CO.			-19-10-28
12.Mark Twain - H.O'Neill	NSW	57			2	THE RESERVE THE PARTY OF THE PA		-19-32-42
13.Haupia - T.Johnston	NSW	48		5	2			-19-37-50
14.Woolly Jumper - G.Wood	NZ	20	5					19-46-15
15.Ariane - R.Mitchell	VIC	56		6				19-48-24
16.Kingurra - P.Joubert	VIC	49		7		THE RESIDENCE OF THE PARTY OF T		19-42-02
17.Hyperdrive - J.Clark	NSW	26	6	aanaanii ii aan	THE PARTY NAMED IN			19-53-51
18.Surefoot - D.Millikan	VIC	38	1111099	3	The American			20-24-06
19.Matangi - J.Bleakley	NSW	46		8				-20-24-07
20.Indian Pacific - S.McDonald	VIC	36		4				20-29-35
21.Witchdoctor - Rum Consortium	NSW	39		5	All the second s			-20-37-49
22.Continental - M.Champion	NSW	25	7					20-48-36
23.Sagacious II - P.Jacka	VIC	41		6				-20-50-35
24.Marara - W.Ratcliffe	NSW	66			3			-21-00-31
25.Overdraft - D.Smith (1)	QLD	53		7				-21-08-50
26.Zeus II - J.Dunston	NSW	74						21-13-50
27.Dry White - D.Leitch	TAS	43		8	Marine America			
28.La Monique - B.Brooks	NZ	52		9				21-43-37
29.Mercedes IV - P.Stronach	NSW	45		10/				21-48-19
30.Aggro - S.Collis	VIC	42		11				22-07-05 -23-01-46
31.Wild Honey - I.Griffiths	QLD	35	8		Alleman	221 AND VENTON BOARD BOARDS		23-01-46
32.Hijacker - Ř. & J.Lodge	NZ	30	9	ATTACH TO THE OWNER.	A PROPERTY OF			23-19-06
33.Gumblossom - T.Gunnersen	VIC	79			5	LONG TRANSPORT TO THE PROPERTY OF THE PROPERTY		00-12-18
34.Westerly - W.Mills	TAS	78			6			00-12-16
35.Terence J - K.Ratcliffe	TAS	73			7			02-04-34
36.Australian Maid - J.Wardill	NT	18	10					02-17-33
37.Mahogany -	NSW	59	11111	9				02-25-31
38.More Imagination - T.Nicholas	SA	67	n Kirkkinii		8 (1000000000000000000000000000000000000			02-34-12
39.Moming Tide - J.Lawler	NSW	76	(0)		9			03-20-26
40.Emma - M. De Burca	NSW	65			10			04-02-19
41.Turkey Connection - A.Hutton	WA	64			11			05-03-59
42.Venindee III - F.Walker	NSW	70			12			06-20-31
43.New Horizons - M.Kelaher	NSW	68		10	/ Samuel A			09-14-12
44.Southern Venture - A.Grice	TAS	75			13			09-44-38
45.Tradition - D.Gould	TAS	72			14			10-13-22
46.Cash Flow - G.Rowland	VIC	63		11	The second second			11-14-38
47.Emerald City - R.Breadman (2)	NSW	55	11		THE RESERVE OF THE PERSON NAMED IN			01-28-26
(PENALTY 20%; was o'all 35, division 10)							an All Millia	THE REAL PROPERTY.
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		MIN III	16			15-39-39
50.Eagle - J.Boys (3)	NSW	71		12				06-26-11
(PENALTY 10%; was o'all 44, division 12)	And the second							20 11
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	12.05 6	10 46 05
Class II retirements: Firetel (NSW), Inch By	Winch (NSW),	Insatiable (VIC), Jack Gu	y (NSW), Nimrod	II (VIC), Northern Se	ecurities (TAS), Onva (NS	WI Trevassa	(NSW)
1) Redress 40 mins								

2) Sailing Instruction 37 3) IYRU Rule 54

OLAGO III /III	100
CLASS III - (IN	4 - 1

O'ALL PLACE	STATE/	LINE		DIVISIONAL	ELAPSED TIME	CORRECTED	TIME	
YACHT	C'TRY	PLACE	M	A B	C D	D-H-M-S	TCF	D-H-M-S
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

IMS Divisions

IMS Divisions
Maxi division: Brindabella
Division A: Mirrabooka
Division A: Mirrabooka
Division B: Sagacious V
Division B: Sagacious V
Division C: Chutzpah
Division C: Chutzpah
Division D: Solandra
Division B: Sagacious V
Division C: Chutzpah
Division B: Sagacious V
Division B: Division B: Division D: Down Air
Division B: Division B: Division B: Division D: Down Air
Division B: Division randour under spillinakers. The lirst casualities came within hours of the start, when two new half-tonners were dismasted 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 hin Bass hin 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 Sanacious V. Sagacious V.

199	1 -	99	sta	rters
IOR	RE	SU	LTS	

O'ALL								
PLACE	STATE/	LINE	DIVIS	SIONAL		ELAPSED TIME		CORRECTED TIM
YACHT	CTRY	PLACE	A	В	C	D-H-M-S	TCF	D-H-M-S
1.Atara - H.Cudmore / J.Storey	IRE	11				3-09-50-04	0.8320	2-20-05-11
2.Ultimate Challenge - L.Abrahams	VIC	16		4		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		minginii		3-15-51-46	0.7940	2-21-45-47
7.Intrique - D.Calvert	TAS	23		6		3-15-52-32	0.7939	2-21-45-52
8.Nuzulu - G.Psaltis & P.Ward	NSW	61			4	4-04-28-56	0.7001	2-22-20-51
9. Wild Oats - B. Foye, R. Hickman & L. Peckman		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		0.	2	4-00-43-59	0.7340	2-23-00-07
13.Kings Cross - R.Stone	NSW	34		9	ut Tunn	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		10	3	4-04-54-53	0.7285	3-01-30-59
19.Paladin - P.Saget & C.Mehrmann	VIC	32		14	, 9	3-21-06-04	0.7263	3-02-06-31
20.Escapade Nou-Caledonie - M.Lavigne	NCA	63		0.00	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			15	2	4-00-38-49	0.7738	3-02-47-07
24.Brindabella - G.Snow	ACT	47	3	10		3-01-14-09	1.0240	3-02-59-37
25.Bacardi - G.Ainsley & J.Williams	VIC		1			3-20-10-01	0.8192	3-03-30-11
26.Denso Einstein - Purtell Bros.	VIC	26 76	min bil		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		9	3-09-29-00	0.9552	
30.Zeus II - J.Dunstan	NSW	88	9		10			3-05-49-58
31.Apollo - V d'Emilio	QLD	3			10	4-22-00-43	0.6768	3-07-52-14
32.Helsal II - K.Flint	SA	32	6			3-04-51-00	1.0469	3-08-27-15
33.Ivanhoe - H.Vaisanen		57	0			3-05-32-23	1.0389	3-08-33-22
	QLD	37	8			4-04-13-34	0.8609	3-14-17-05
34. Anaconda II - J. Grubic	SA	37	9			3-21-46-56	1.0268	4-00-17-44
IOR retirements: JLW Chutzpah (VIC), Raw Tai	ent (NSVV).							

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O'ALL	and the same of								
PLACE	STATE/	LINE		IONAL			ELAPSED TIME	SEC/	CORRECTED TIME
YACHT	C'TRY	PLACE	A	В	C	D	D-H-M-S	MIN	D-H-M-S
1.She's Apples II - D.Strong	NSW	21		11.1			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
3.0z Fire - D.Coulter	NSW	9	2				3-07-46-38	448.9	2-22-56-03
4.lce 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				all all the	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			4		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			milian	2	4-04-48-36	549.2	3-02-24-12
18.Hammer of Queensland - A.Bloore	QLD		9			-	3-02-30-56	398.4	3-02-30-56
19.Surefoot - D.Millikan	VIC	2 48	M	5			4-00-39-22	523.7	3-02-42-53
20.Mercedes IV - P.Stronach	NSW	44	10	1.00			3-23-27-16	516.3	3-02-48-32
21.Helsal III - J.Yonge	NSW	7	11				3-06-49-24	420.7	3-02-55-06
22. Tradition - W.Strangways	SA	74	-00 17 .00			3	4-11-15-21	582.7	3-02-58-58
23.Rockie - B.Woods	NZ	60			A		4-04-28-05	542.1	3-03-18-17
24.Rager - W.Knobelspies	NSW		12		militari		3-06-09-51	408.9	3-04-19-32
25.Morning Tide - J.Lawler	NSW	6 81	100			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	77 55			5	m S	4-04-01-32	531.9	3-04-38-54
28.Pilgrim - D.Quirk	NSW	41		6	8		3-22-49-27	501.4	3-04-47-16
29 Sagacious II - P.Jacka	VIC	51		6			4-02-00-55	517.9	3-05-05-22
30.Lady Penrhyn of Nirimba - RAN	NSW	68		THE WITH	6		4-05-25-22		
	NSW	73			O	C		533.9	3-05-40-43
31.Anthanta VI - A.Gruzman	INOVA	73				6	4-06-12-32	537.2	3-05-54-12

ИE

PLACE	STATE/	LINE	DIVISIONAL	H		ELAPSED TIME	SEC/	CORRECTED TIME
32.Morning Breeze -	C'TRY	PLACE	A B	С	D	D-H-M-S	MIN	D-H-M-S
P.Lalor, P.Manger & P.Godfree	VIC	73			÷.	A 10 EE 10	F07.4	0.00.04.00
33.Alexander of Creswell - RAN	NSW	71		-	nii X	4-16-55-19	597.4	3-06-04-29
34.Tara II - C.Gorman	NSW				(4) Y	4-05-50-59	533.9	3-06-07-20
	10.00 miles (10.00	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	militari in a		4-03-57-44	514.6	3-07-36-52
41.Rimfire II - J.Moffatt	SA	58	13			4-04-15-47	511.0	
42.Inch By Winch - J.Goddard	NSW	56	13 14					3-08-32-44
43.Terence J - K.Ratcliffe	TAS	80				4-04-09-44	510.1	3-08-36-08
44.Emerald City - R.Breadman	NSW	72				4-14-05-32	559.5	3-09-52-55
45. Gambol - W. Gryst & H. Davis			managara da	11911111		4-06-08-24	491.0	3-13-55-29
	SA	86		9		4-20-49-18	545.2	3-19-06-35
46.Chaos - Excalibur Syndicate	TAS	91		10		4-04-48-41	542.2	3-03-37-49
(PENALTY 40%; was o'all 24, division 5)								OTOTOTOTO ME
47. Catriona McDonald - P.LhuedeNSW IMS Retirements: Mirrabooka (TAS), Rooma	89			12	4-23-59-52	536.4	3-23-49-57	

PHS RESULTS O'ALL

O'ALL PLACE YACHT 1.Allegro - P.Williams 2.Thermopylae of Eden - G.Alexander 3.Scorpio II - M.Hailer 4.Adam's Apple - D.Wivell 5.Blind Panic - P.Bush 6.Morning Mist II - A.Neate	STATE/ C'TRY TAS NSW VIC TAS NSW VIC	LINE PLACE 84 90 82 38 17 30	ELAPSED TIME D-H-M-S 4-18-10-46 5-00-06-23 4-15-13-26 3-22-45-39 3-13-38-32 3-21-05-20	TCF 0.686 0.686 0.787 0.960 1.079 1.000	CORRECTED TIME D-H-M-S 3-06-19-38 3-10-23-35 3-15-32-00 3-18-58-13 3-20-24-29 3-21-05-20
6.Morning Mist II - A.Neate 7.Witchdoctor - Rum Consortium			3-21-05-20	1.000	3-21-05-20
8.Group Therapy - A.Chalk	NSW NSW	46 33	4-00-12-47 3-21-13-16	0.980 1.021	3-22-17-20 3-23-10-44
9. Veter - Vladivostok Syndicate 10.2UE / Mitre 10 - P.Sorenson	USSR	69	4-05-25-30	0.967	4-02-04-41
Fastest Time: Brindabella 3-01-14-09 PHS retirement: Amazon (NSW)	NSW	#€s	3-05-01-25	1.391	4-11-08-23

PHS retirement: Amazon (NSW)
IOR Divisions:
Division A: Atara
Division B: Ultimate Challenge
Division C: Nuzulu
Division D: Vendetta

IMS Divisions:
Divisions:
Division A: Phoenix
Division B: She's Apples II
Division C: Turkey Shoot

Division D: Vendetta
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 southertify 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 vachts found themselves
"fetching up" on the east coast of Tasmania after a fresh work across Bass Strait. Three of the potential place getters damaged their rigs in the crossing and retired. The leading
yachts rounded Tasman Island at around 0800 hrs on Sunday 29th with the rest of the fleet back along the Tasmanian coast, sailing into a fresh south—sou east breeze. A
fading sou easterly carried the front runners across Storm Bay and slowly up the Derwent River in the mid afternoon of Sunday 29th. Menday, 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.

	40.00	Contract Con
		starters

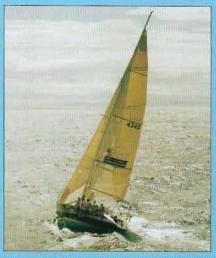
IOR OVERALL RESULTS						Attached	A CONTRACTOR		A CONTRACTOR OF THE PARTY OF TH
O'ALL									
PLACE	STATE/	LINE	DIVIS	IONAL			ELAPSED TIME	TCF	CORRECTED TIME
YACHT	C'TRY	PLACE	Δ	В	C	D	D-H-M-S		D-H-M-S
1.Ragamuffin - S.Fischer	NSW	8					3-06-35-37	0.8824	2-21-21-04
2.New Zealand Endeavour -G.Dalton	NZ	A American	9				2-19-19-18	1.0574	
3.Atara - W.Sykes	IRE	16	9				3-15-16-30	0.8272	2-23-11-09
4.Salamanca inn - J.Fuglsang	TAS	20	Ã				3-18-32-28	0.7999	3-00-11-38
5.JLW Chutzpah - B.Taylor	VIC	20 55	11 (2011)	a gunu		mmanny			3-00-25-26
6.Intrigue - D.Calvert	TAS	27	5	iii Zintri			4-05-13-08	0.7292	3-01-48-32
7.Sheraton Hobart - I.Smith	TAS	30	9 6		Allen		3-22-09-54	0.7869	3-02-03-54
8. Wild Oats - B. Foye, R. Hickman, L. Peckman	NSW	22	7				3-22-16-17	0.7869	3-02-10-56
9.Kings Cross - R.Stone	NSW	44	580	2	8		3-18-35-38	0.8201	3-02-17-46
10.Penfold's Ultimate Challenge - L.Abrahams	VIC	31		2			4-02-58-08	0.7566	3-02-52-48
11. Freight Train - D.Parkes	NSW	10	8	4			3-22-19-03	0.7945	3-02-56-07
12.Belfast Venture - D.Morrow	VIC	85				and the same	3-08-30-39	0.9475	3-04-17-02
13.Bacardi - Bacardi Syndicate	VIC	95	10				4-00-23-04	0.7929	3-04-25-24
14.Paladin - C.Mehrmann		32	11	and the same		Automi	3-23-41-01	0.8048	3-05-00-22
15.Condor - A.Paola	VIC	36		3		Mark The Control	4-02-13-25	0.7891	3-05-30-30
	NSW	6	12			win and	3-01-49-39	1.0507	3-05-34-14
16.Hall Chadwick Nuzulu - E.Psaltis	NSW	74		4		V	4-16-14-47	0.6945	3-05-57-18
17.Simply Red -		10 NE							
M.Buckley & G.Hutchins	VIC	48	13		mmmax	alimininini	4-03-12-41	0.7911	3-06-29-10
18 Maglieri Wines Adelaide - G. Vercoe	SA	43	14			III Tomas	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	0.8			3-21-20-13	1.0065	
	15 14	10,726	100				0-21-20-13	1.0000	3-21-56-37



1992 IMS - Assassin



1993 IMS - Micropay Cuckoos Nest



1993 IOR - Solbourne Wild Oats

O'ALL PLACE	STATE/	LINE		DIVIG	SIONAL		ELAPSED TIME	SEC/	CORRECTED TIME
YACHT	C'TRY	PLACE	Α	B	C	D	OR AV. SPEED	MIN	
1.Assassin - R.Crawford	NSW	13	IIII NA	4		U			OR CORR SPEED
2.Morning Mist III - A.Neate	VIC	7	i i i i q				3-10-50-11	530.3	2-15-44-57
3.Zero III - S.Tsumura	JAP	14		2			3-03-30-26	482.5	2-16-47-26
4.Oz Fire - D.Coulter	NSW	9	0	2			3-10-53-46	517.1	2-18-07-14
			2				3-07-29-07	497.5	2-18-08-31
5.Invincible - H. & J.Clark	TAS	46			un Muin		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.lce Fire - P.Taylor	NZ	12	3 4				3-10-16-30	501.1	2-20-18-04
8.Adria - G.Gjergja	VIC	17					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 28		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			- I Carrie	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		0		4			
22.Uptown Girl - R.Winton	NSW	54		8			3-22-14-57	538.8	3-01-40-25
23.Aggro - S.Collis	VIC	49					4-04-47-25	568.8	3-02-57-41
				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		44	3		4-05-30-21	568.7	3-03-41-40
26.She's Apples II - D.Strong	NSW	50		11	237		4-03-30-22	553.6	3-04-20-20
27.Thrifty Link Jacobina - R.Green	VIC	64		1000	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			1000	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	and the same	4-15-41-13	578.1	3-12-13-46
43.Charisma - J.Lawler	NSW	90			40	8			
44.Silhouette - G.Hogarth	TAS	87					4-22-53-12	618.3	3-12-23-23
45.Anitra V - Sir G.Barwick	NSW	96				9	4-21-20-22	605.9	3-13-00-50
					1840	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	01.0								
- 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), Brea									

TPHS OVERALL RESULTS

PLACE YACHT	STATE/ C'TRY	LINE PLACE	ELAPSED TIME OR AV. SPEED	TCF	OR CORR SPEED
1.Amazon - P.Walker	NSW	2	2-22-41-22	1.144	3-08-52-07
2.Bobsled-Societé 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.Senogles	NSW	41	4-02-41-04	0.868	3-13-39-29
8.Bright Morning Star - I.Trehame	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 Nirimba - RAN	NSW	102	4-21-23-41	0.808	3-22-51-18
19.Emerald City - R.Breadman	NSW	66	4-15-11-14	0.872	4-00-57-19
Retired: Fast Forward (VIC), Ronstan Wild	Thing (VIC), Si	Thomas Sopwi	ith (NSW).		1.2001 105
Fastest Time: New Zealand Endeavour 2-	19-19-18		manni di mandana mana		
IOR Division Winners:		on Winners:			
Division A: Ragamuffin		Morning Mist II	1		
Division B: JLW Chutzpah	Division B:				

Division C: Invincible

Division D: Marara 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 sout 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 dioested the fleet performance and came up with an overall average windspeed of 12 knots. 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

DIACE		anily gyperdiana		TO THE REAL PROPERTY.			
PLACE YACHT	STATE/	LINE	DIVISIONAL		ELAPSED TIME	SEC/	CORRECTED TIME
	C'TRY	PLACE	A B	C D	OR AV. SPEED	MIN	OR CORR SPEED
1.Micropay Cuckoos Nest - N.Holman	NSW	nu Zimani n			4-02-54-59	600.0	3-18-45-10
2.Ninety Seven - A.Strachan	NSW				4-00-54-11	570.6	3-21-52-50
3.Marara (1) - W.Ratcliff	NSW	20		angun Zindais	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	Manning Tana	Maria Company	4-22-19-17	650.1	4-05-22-14
6.Hartz Mineral Water -				my			
R.Mulkearns & M.Spies	NSW	7	2 3	2 0 mm	4-16-56-34	619.0	4-05-26-36
7.Mirrabooka - J.Bennetto	TAS	9			4-17-15-34	615.9	4-06-18-22
8.Sword of Orion - P.Sajet & C.Mehrmann	VIC	8 28	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	Y	4-18-46-34	553.3	4-18-46-34
15.Tiercel - J.Copeland	TAS	35	MILLION TO THE PARTY OF THE PAR	6	6-20-10-07	834.4	4-18-57-13
16.lceberg - G.Gibson	NSW	16	5	min myn	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 25 24 23		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	(11)	5-20-52-48	681.6	4-22-25-00
22.Witchdoctor - Rum Consortium	NSW	23	8	A COLUMN	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), elap	sed time redu	ced by the follo	wina:	The second second	TO STATE OF THE ST		VALUE OF THE STATE
1) E hm 24 mino		HEREN TO BE TAKEN					

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, Morming Mist III, Myuna, Never A Dull Moment, Once More Dear Friends, Oz Fire, Philips Lightning, Rapaz, Raptor, Second Term, She's Apples II, Silhouette; Suretoot, The Alice, The Regency Heights Gambler, Toxi Waste, Transocean Rockie III, Wang.

IOR OVERALL RESULTS

O'ALL PLACE YACHT	STATE/ C'TRY	LINE PLACE	DIVISION	NAL B	c	D	ELAPSED TIME OR AV. SPEED	SEC/ MIN	CORRECTED TIME
1. Solbourne Wild Oats - B.Foye / R.Hickman	NSW	6					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(h) planse	d time reduc	end by the follow	vina						AND THE RESERVE OF THE PARTY OF

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

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

6.Utopia - J.Fletcher

OLD 30 6-05-06-54 1.0000 6-05-06-54

TPHS retirements: Advantedge, Alona, Apollo II, Fast Forward, Flying Colours, Innkeeper Petaluma Wines,
Magic, Rager, Rising Sun, Shenandoah III, Sir Thomas Sopwith, Telecom Flexi Plans.
Fastest Time: Nineity Seven 4-00-54-11

IMS Division Winners
Division A & Kodak Gold Cup: Nineity Seven
Division B: Bacardi
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	starte	rs

STATE/	LINE	ELAPSE	D TIME		CORREC	CTED TIME	
C'TRY	PLACE	H	M	S	H	M	S
NSW	240	119	58	03	68	06	52
NSW	255	123	53	50			34
NSW	252	123	20	14	70		10
NSW	225	118	05	44	74		
SA	288	136	14	21	75		13 21
NSW	289	136	35	23	76	28	37
QLD	243	120	39	57		55	57
SA	281	134		32			48
NSW	109	97					34
NSW	253	123	28	37			59
TAS	294	138		41			01
NZ	304	141	29	40		28	25
NSW	245	121	24	58		53	05
NSW	302	141		15			
NSW	280	133	54	10	87		16 31
SA	267	127		21	87		16
NSW	284	137	03	03	89	23	03
TAS	300	140	28	51	91	29	02
NSW	301	140	31	49	96	39	00
uisers							muli in
	NSW NSW NSW NSW SA NSW OLD SA NSW TAS NZ NSW	C'TRY PLACE NSW 240 NSW 255 NSW 255 NSW 252 NSW 225 SA 288 NSW 289 QLD 243 SA 281 NSW 109 NSW 109 NSW 253 TAS 294 NZ 304 NSW 245 NSW 302 NSW 280 SA 267 NSW 280 SA 267 NSW 284 TAS 300 NSW 301	C'TRY PLACE H NSW 240 119 NSW 255 123 NSW 255 123 NSW 252 123 NSW 252 123 NSW 225 118 SA 288 136 NSW 289 136 QLD 243 120 SA 281 134 NSW 109 97 NSW 253 123 TAS 294 138 NZ 304 141 NSW 245 121 NSW 245 121 NSW 302 141 NSW 302 141 NSW 302 147 NSW 280 133 SA 267 127 NSW 284 137 TAS 300 140 NSW 301 140	C'TRY PLACE H M NSW 240 119 58 NSW 255 123 53 NSW 252 123 20 NSW 225 118 05 SA 288 136 14 NSW 289 136 35 QLD 243 120 39 SA 281 134 43 NSW 109 97 24 NSW 253 123 28 TAS 294 138 49 NZ 304 141 29 NSW 245 121 24 NSW 302 141 28 NSW 280 133 54 SA 267 127 36 NSW 284 137 03 TAS 300 140 28 NSW 301 140 31	C'TRY PLACE H M S NSW 240 1119 58 03 NSW 255 123 53 50 NSW 255 123 53 50 NSW 252 123 20 14 NSW 252 138 05 44 SA 288 136 14 21 NSW 289 136 35 23 OLD 243 120 39 57 SA 281 134 43 32 NSW 109 97 24 04 NSW 253 123 28 37 TAS 294 138 49 41 NZ 304 141 29 40 NSW 245 121 24 58 NSW 302 141 28 15 NSW 302 141 28 15 NSW 302 141 28 15 NSW 280 133 54 10 SA 267 127 36 21 NSW 284 137 03 03 TAS 300 140 28 51 NSW 301 140 28 51 NSW 301 140 28 51	C'TRY PLACE H M S H NSW 240 119 58 03 68 NSW 255 123 53 50 68 NSW 252 123 20 14 70 NSW 225 118 05 44 74 SA 288 136 14 21 75 NSW 289 136 35 23 76 QLD 243 120 39 57 76 SA 281 134 43 32 79 NSW 109 97 24 04 80 NSW 253 123 28 37 80 TAS 294 138 49 41 80 NZ 304 141 29 40 81 NSW 245 121 24 58 85 NSW 302 <t< td=""><td>C'TRY PLACE H M S H M NSW 240 119 58 03 68 06 NSW 255 123 53 50 68 13 NSW 252 123 20 14 70 06 NSW 225 118 05 44 74 58 SA 288 136 14 21 75 49 NSW 289 136 35 23 76 28 QLD 243 120 39 57 76 55 SA 281 134 43 32 79 12 NSW 109 97 24 04 80 11 NSW 253 123 28 37 80 25 TAS 294 138 49 41 80 31 NZ 304 141 29 40</td></t<>	C'TRY PLACE H M S H M NSW 240 119 58 03 68 06 NSW 255 123 53 50 68 13 NSW 252 123 20 14 70 06 NSW 225 118 05 44 74 58 SA 288 136 14 21 75 49 NSW 289 136 35 23 76 28 QLD 243 120 39 57 76 55 SA 281 134 43 32 79 12 NSW 109 97 24 04 80 11 NSW 253 123 28 37 80 25 TAS 294 138 49 41 80 31 NZ 304 141 29 40

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DIV	PLACE	
Spinish		

DIV PLACE	STATE/	LINE	ELAPSE	D TIME		CORRE	CTED TIME	
YACHT	C'TRY	PLACE	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 37	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	
7.Mark Twain - H.O'Neill	NSW	183	106	28	42	69	18	55 27
8.Ruthless - P.Hill	NSW	190	107	55	15	69	25	44
9.Dragonfyre - R.Walton	NSW	220	116	11	58	69	42	23
10.Sky Channel Huon Chief - A.Hay	TAS	202	111	02	40	71	14	07
11.Kingurra - P.Joubert	VIC	119	100	17	38	71	16	14
12.Morning Hustler - J.Cowell	SA	248	122	17	38	72	13	04
13.Polaris - T.Mowbray	NSW	160	103	14	58	72	14	09
14.Boomaroo Morse Fans - J.McIntosh	QLD	249	123	38	30	72	21	06
15 Herman Miller-Mercedes - P.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 52 18
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	06 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	41

1% reduction applied on elapsed time of cruisers

IMS Division A DIV PLACE	STATE/	LINE	EI ADS	ED TIME		CORRE	CTED TIME	
YACHT	C'TRY	PLACE	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.Beilby	NSW	5	69	00	31	65	46	02
8.Sorcery - J.Wood	USA	4	67	59	35	65	51	31

DIV PLACE	STATE/	LINE	ELAPSE	TIME			CORRE	CTED TIME	
YACHT 9.Hammer of Queensland - A.Bloore	C'TRY QLD	PLACE 6	H 69	M 30	S 20		H 67	M 04	S 20
10.Rhino Roof Racks Infinity III - G.Cropley 11.Longobarda - D.Stephenson	NSW TAS	12 7	74 69	01 58	34 02		67 69	45	00
12.Rager - P.Bush 13.Condor of Currabubula - A.Paola	NSW NSW	20	78	55	46		69	30 51	36 24
14.Congere - B.Koeppel	USA	9	73 72	13 25	27 27		70 72	15 17	48 51
15.JTEC Finistere - S.Best 16.Animal Farm - R.Hopcraft	WA VIC	38 40	87 88	12 31	12 45		72 75	52 31	21 36
17.Condor of Bermuda - G.Miles 18.Wildcard - R.Edmonds	QLD TAS	49 57	90	19	34		77	47	13
19.Haphazard - N.Edmunds	TAS	69	91 93	06 12	08 37		78 81	36 06	51 56
1% reduction applied on elapsed time of cruis	ers								
IMS Division B DIV PLACE	STATE/	LINE	ELAPSED	TIME			COPPE	CTED THE	
YACHT	C'TRY	PLACE	H	M	S		Н	CTED TIME M	S
Ninety Seven - A.Strachan A.Strachan A.Strachan	NSW VIC	19 17	78 77	20 06	12 08		61 61	23	09 26
3.Assassin - R.Crawford 4.Atara - J.Storey	NSW NSW	31 26	84 82	05 31	10 48		63 63	26	25
5.AMP Wild Oats - B.Foye 6.Hartz Mineral Water - J.Fugisang	NSW	43	88	52	49		64	55 02	59 58
7.Dresdner Sword of Orion -	TAS	50	90	20	21		64	04	21
P.Sajet / C.Mehrmann 8.Ragamuffin - S.Fischer	VIC NSW	22 24	80 81	48 09	16 02		64 65	08 06	01 34
9.Bit O Fluff - W.Brooks 10.Liberator - D.Curlewis	QLD VIC	34 53	87 90	02 35	06		65	47	10
11.Rampant - R.Weich	NSW	71	93	37	38 35		66 66	27 51	00
12.Dictator - B.Mead 13.Rock 'N' Roll - K.Williams	NSW NSW	60 67	91 92	09 10	04 47		66 67	58 06	32 45
14.Breakaway Café Who - W.Banks-Smith	TAS	56	91	01	06				
15.Maglieri Wines - G.Vercoe	SA	59	91	07	40		68 69	02 25	33 29
16.Legal & General Cuckoo's Nest -N.Holman 17.Sundance II - G.Boettcher	NSW SA	48 78	90 94	07 32	53 07	nay katama	69 69	39 56	24 06
18.Man Of War - L.Kint 19.Second Term - K.Court	VIC WA	98 39	96 88	38 29	44 46		74 74	00	53
20.Di Hard - B.Weaver 21.Biltz - O.Laurikainen	NSW	117	100	13	35		75	30 00	10 24
22.Freemantle Doctor - R.Baker	QLD WA	77 73	94 94	29 05	18 15	100	77	31 48	17 50
IMS Division C						ALL DESIGNATION OF THE PERSON			
DIV PLACE YACHT	STATE/ C'TRY	LINE PLACE	ELAPSED H	TIME	6	h managan		CTED TIME	mallatera e
1.Atria - G.Ford	VIC	161	103	52	S 54		H 63	M 00	\$ 38 02
2.JLW Chutzpah - B.Taylor 3.2KY Racing Radio - R.Mulkearns	VIC NSW	94 66	96 92	28 02	34 44		63 63	07 14	02 23
4.Turong - I.Powrie 5.Bird On A Wire - J.Gaunt	VIC WA	72 64	93 91	37 54	54 23	anning the same	64	44	18
6.Kings Cross - R.Stone	NSW	112	99	07	17		65 66	20 03	29 43
7.Fly By Night - J.Drake 8.Impeccable - J.Walker	VIC NSW	172 170	104 104	45 19	43 45		66 66	18 37	17 47
9.Toxic Waste - H.Hertzberg 10.Norton Smith Wild Fire - A.Saunders	VIC NSW	125 129	101	28 50	58 45		67 68	36	31
11.Jacobina of Shenval -					AUTOR			12	35
R.Green/P.Newman 12.Impetuous - R.Roberts	VIC NSW	153 106	102 97	59 40	26 28		69 69	10 20	31 31
13.Cape Fear - A.Bristow 14.Raptor - B.Eddington	NSW VIC	102 134	97 101	07 58	58 54		70 70	05 09	29 26
15.Relentless - J.O'Brien / J.Hearne 16.Novell Simply Red -	NSW	193	109	25	42	7	73	08	21
M.Buckley/J.Hutchins	VIC	148	102	41	47		73	40	15
17.Paladin - N.Hunter 18.Soave II Vento - S.Niemann	VIC	157 164	103	30 55	34 59		75 76	13 13	31 19
19.Telecom Mobil Link - K.Goudge 20.Mistress Mercy - J.Murchison	NSW NSW	179 133	106	37	46		76	48	27
21.Silhouette - G.Hogarth	TAS	224	101 117	55 59	28 58		77	01 42	09 52
22.Hall Chadwick Nuzulu - E.Psaltis 23.Fiddler's Green - L.Savage	NSW NSW	234 219	119 116	40 42	18 48		78 83	40 12	44 51
24.Overdraft - D.Smith 1% reduction applied on elapsed time of cruise	QLD	251	123	56	54		88	24	42
IMS Division D	4		(S. Salan)		y				
DIV PLACE YACHT	STATE/	LINE	-			ED TIME		CTED TIME	
1.Raptor - A.Eichenauer	C'TRY GER	PLACE 27	H 81	M 42	S 44		H 59	M 41	S 00
2.Kyote French Line - P.Lionel 3.Ultimate Challenge - L.Abrahams	FRA VIC	21 62	79 91	56 26	18 47		63 65	42 07	20
4.Intrigue - D.Calvert	TAS	70	92	29	33		66	25	54 54
5.Local Hero IX - G.Howison 6.Never A Dull Moment - C.Wilson	NSW NSW	35 74	87 93	36 10	45 18		67 68	14 09	11 07
7.Elusive - G.Lavis 8.Azzurro - G.Lewis	NSW NZ	76 79	93 93	27 36	39 34		68 68	34	00
9.Doctor Who - R.Jackman	TAS	37	86	54	44		69	53 20	36 38
10.Mirrabooka - J. & P.Bennetto 11.Philips Lightning II - J.Veeneklaas	TAS NSW	68 55	91 90	31 04	07 59		69 69	35 52	31 09
12.Otago - R.Moore 13.Tower - B.Cardiff	NSW NZ	94 44	95 88	32 13	19 23		70 70	00 01	07
14.AFS Freight - D.Strong	NSW	87	95	20	11		70	12	15 36
15. Yendys - G.Ross 16. Sorbent Sweet Caroline - B.Rawson	NSW VIC	92 81	95 94	24 30	47 06		70 71	42 02	40 55
17.lceberg - G.Gibson 18.Darwin Evolution - J.Wardill	NSW NT	47 36	89 86	07 49	58 16		71 71 71	03 32	21 19
	100/2/01/11/11	IIKSETTII IIITIAAN TAA	THE SECOND PROPERTY.	Market College	29811111			UZ.	13

DIV PLACE	STATE/	LINE			ELAPSED TIME	CORRE	ECTED TIME	
YACHT 19.Otella - C.Montgomery	C'TRY NSW	PLACE 52	H 89	M	S	H	M	S
20.Hijacker - R. & L.Lodge	NZ	89	95	26 24	15 20	71 72	55 28	53 07
21.Cosmic Cruise - C.Anastasiou 22.Pilgrim - D.Quirk	WEL NSW	85 101	95 96	13 02	06 49	72 72	42 52	13
23.Alstar - A.Burgin 24.J44 Phoenix - R.Reynolds	NSW NSW	54 99	89	41	48	73	14	15 20
25.Wild Rose - N.Stump	VIC	111	95 97	42 19	37 31	74 76	47 29	55 32
26.Free Spirit - I.Cook 27.Dockside Fitness - B.Woods	HK TAS	91 155	95 102	24	44	77.	00	04
28.Mustang Sally - J.Cameron	NSW	120	99	10 59	03 35	77 77	20 38	18 58
29.Highland Fling - K.Thorn 30.Ivanhoe - H.Vaisanen	NSW QLD	83 118	94 99	35 46	15 55	78	29	18
31.Tall Cotton - K.Jacobsen 32.Southpaw - R.Flockhart	NSW	188	107	28	41	79 82	11 48	02 29
1% reduction applied on elapsed time of cr	QLD uisers	231	118	15	25	98	45	11
IMS Division E								
DIV PLACE YACHT	STATE/ C'TRY	LINE		VIII VALLAVII V	ELAPSED TIME		CTED TIME	
1.Sheraton Hobart - I.Smith	TAS	PLACE 65	90	M 59	S 34	H 67	M 34	S 21
2.Canon Copiers - B.Staples 3.Bacardi - G.Ainley / J.Williams	NSW VIC	86 100	95 95	19	31	69	09	31
4.North West Airlines - R.Wynne	NSW	105	96	45 30	27 28	71 73	54 00	45 12
5.Nips N Tux - H.de Torres 6.Uptown Girl - R.Winton	NSW NSW	96 123	95 100	33 13	05	73	01	59
7.Police Car - M.Prendergast 8.Cougar - J.McCarthy	VIC	126	100	28	28 28	73 75	14 56	20 27
9.Plus 16 - C.Franklin / P.Taylor	NSW NSW	154 127	102 100	05 33	48 41	75 76	59 10	13
10.Valhalla - D.Middleton 11.Excentric - F.Walker	QLD NSW	138	101	18	00	76	27	33 51
12.Tilting At Windmills - T.Gunnersen	VIC	116 121	99 100	01 11	40 16	76 76	44 58	00 25
13.Turkey Shoot - P.Jenkins 14.Rising Farrster - D.Baker	NSW NSW	171 151	103	42	32	76	58	54
15.Australian Maritime Coll -			101	52	38	77	15	55
G.Mansfield 16.Extasea - P.Buchholz	TAS VIC	175 136	103 101	44 04	15 31	77	48	42
17. Silverado - P. Halliday	NSW	177	103	46	43	77 78	59 20	27 53
18.Marina Mirage Challenge - D.Ryan 19.Kerina - G.Skeggs	QLD NZ	140 150	101 102	24 47	12 57	78 79	44 05	16 42
20.Foreshore - I.Young 21.Archon - R.Turner	TAS NZ	141	102	26	59	80	05	09
22.Midnight Magic - S.Keal	TAS	181 185	106 106	01 41	34 35	80 81	59 41	43 34
23.Centrefold - B.Folbigg 24.Holidaymakers - P.Brandley	NSW NZ	184 189	107 107	17	03	82	33	03
25.Hogsbreath Witchdoctor -				29	41	83	36	24
Rum Consortium 26.Dry White - P.Ireland	NSW NSW	205 206	111 112	32 06	42 16	85	26	31
27.Macquarie GSM Chiara - F.Mare	NSW	266				87	39	26
			127	21	08	92	10	40
28.Comtech Pacific Star - B.Godfrey 29.Patience 5 - W.Sherman	ACT NSW	229 226	118	THE RESERVE	16	92	52	40 29
28.Comtech Pacific Star - B.Godfrey 29.Patience 5 - W.Sherman 30.China Bear - A.Clubb	ACT NSW NSW	229						40 29 01 42
28.Comtech Pacific Star - B.Godfrey 29.Patience 5 - W.Sherman 30.China Bear - A.Clubb 1% reduction applied on elapsed time of cru	ACT NSW NSW	229 226	118 117	11 40	16 03	92 93	52 56	29 01
28.Comtech Pacific Star - B.Godfrey 29.Patience 5 - W.Sherman 30.China Bear - A.Clubb 1% reduction applied on elapsed time of cru IMS Division F DIV PLACE	ACT NSW NSW visers	229 226 279	118 117 133 ELAPSEI	11 40 23	16 03	92 93 105	52 56	29 01
28.Comtech Pacific Star - B.Godfrey 29.Patience 5 - W.Sherman 30.China Bear - A.Clubb 1% reduction applied on elapsed time of cru IMS Division F DIV PLACE YACHT 1.Southern Cross TV - G.Prescott	ACT NSW NSW visers	229 226 279 LINE PLACE	118 117 133 ELAPSEI H	11 40 23 D TIME M	16 03 49	92 93 105 CORREC	52 56 12 CTED TIME M	29 01 42 S
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28. Comtech Pacific Star - B. Godfrey 29. Patience 5 - W. Sherman 30. China Bear - A. Clubb 1% reduction applied on elapsed time of cru IMS Division F DIV PLACE YACHT 1. Southern Cross TV - G. Prescott 2. Once More Dear Friends - J. & M. Stephen 3. Hummingbird - J. Oakley	ACT NSW NSW visers STATE/ C'TRY TAS NSW TAS	229 226 279 LINE PLACE	118 117 133 ELAPSEI H	11 40 23 D TIME M 36 45	16 03 49 S 50 06	92 93 105 CORREC H 93	52 56 12 CTED TIME M 45	29 01 42 S 06
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28. Comtech Pacific Star - B. Godfrey 29. Patience 5 - W. Sherman 30. China Bear - A. Clubb 1% reduction applied on elapsed time of cro IMS Division F DIV PLACE YACHT 1. Southern Cross TV - G. Prescott 2. Once More Dear Friends J. & M. Stephen 3. Hummingbird - J. Oakley 4. King Billy - P. Bennett 5. J Boat - D. Phillips 6. Renegade - R. Francis 7. Hewlett-Packard Farr Lap - J. Carpenter 8. Dictator - R. Fidock 9. Cavalier Express - D. Vooderhake 10. Holiday Inn Haupia - D. Kennedy 11. Xerox Sagacious II - P. Jacka 12. Sagitta - S. Willis 13. Pippin - W. Sweetapple 14. Hot Property - R. Turmbull 15. Icarus - A. Ridley	ACT NSW NSW visers STATE/ C'TRY TAS NSW TAS NSW VIC SA NSW SA NSW VIC NZ NSW VIC NZ NSW NSW NSW NSW NSW NSW NSW NSW NSW	229 226 279 LINE PLACE 80 107 115 113 108 149 168 165 156 128 135 145 145 182 142 167	118 117 133 ELAPSET H 93 96 98 98 96 101 103 102 102 100 101 101 101 101 106 101	11 40 23 23 23 23 23 24 24 24 24 27 8	16 03 49 S 50 06 15 38 08 58 36 38 18 0 0 14 4 30 0 52	92 93 105 CORRECT H 93 94 95 96 97 98 98 100 100 100 100 101 101 101	52 56 12 CTED TIME M 45 44 09 17 02 7 40 59 5 13 33 40 12 27 13	29 01 42 S 06 25 50 02 7 3 14 8 39 38 14 27 0 25
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28. Comtech Pacific Star - B. Godfrey 29. Patience 5 - W. Sherman 30. China Bear - A. Clubb 1% reduction applied on elapsed time of cru IMS Division F DIV PLACE YACHT 1. Southern Cross TV - G. Prescott 2. Once More Dear Friends J. & M. Stephen 3. Hummingbird - J. Oakley 4. King Billy - P. Bennett 5. J. Boat - D. Phillips 6. Renegade - R. Francis 7. Hewlett-Packard Farr Lap - J. Carpenter 8. Dictator - R. Fidock 9. Cavalier Express - D. Vooderhake 10. Holiday Inn Haupia - D. Kennedy 11. Xerox Sagacious II - P. Jacka 12. Sagitta - S. Willis 13. Pippin - W. Sweetapple 14. Hot Property - R. Turnbull 15. Icarus - A. Ridley 16. Silver Mist - A. Sutherland 17. Downunder III - L. Ford 18. Daiichi-Hanamaru - S. Pickering 19. Sunsail Delmas - I. Treleaven 20. Strathfield Car Radios-She II - A. Reed 21. Willyama - J. Runnegar 22. Gone With The Wind - L. & A. NichollsNS	ACT NSW NSW visers STATE/ C'TRY TAS NSW TAS NSW VIC SA NSW VIC NZ NSW TAS NSW VIC NZ NSW TAS NSW TAS NSW VIC NSW NSW NSW NSW NSW NSW NSW NS	229 226 279 LINE PLACE 80 107 115 113 108 149 168 165 156 128 135 145 182 145 182 146 187 188 189 191 207	## 118	11 40 23 23 23 25 27 8 26 1 39 25 37 41	16 03 49 S 50 06 15 38 08 58 36 38 36 38 18 0 14 4 4 30 0 0 52 16 24 36 50 32 8	92 93 105 CORRECH H 93 94 95 96 97 98 98 98 100 100 100 100 101 101 102 103 103 104 108 109 111	52 56 12 CTED TIME M 45 44 09 17 02 7 40 59 5 13 33 40 12 27 13 33 57 4 4 25 48 23	29 01 42 S 06 25 50 02 7 3 14 8 39 38 14 27 0 25 3 40 12 23
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28. Comtech Pacific Star - B. Godfrey 29. Patience 5 - W. Sherman 30. China Bear - A. Clubb 1% reduction applied on elapsed time of cro IMS Division F DIV PLACE YACHT 1. Southern Cross TV - G. Prescott 2. Once More Dear Friends - J. & M. Stephen 3. Hummingbird - J. Oakley 4. King Billy - P. Bennett 5. J. Boat - D. Phillips 6. Renegade - R. Francis 7. Hewlett-Packard Farr Lap - J. Carpenter 8. Dictator - R. Fridock 9. Cavalier Express - D. Vooderhake 10. Holiday Inn Haupia - D. Kennedy 11. Xerox Sagacious II - P. Jacka 12. Sagitta - S. Willis 13. Pippin - W. Sweetapple 14. Hot Property - R. Turnbull 15. Icarus - A. Ridley 16. Silver Mist - A. Sutherland 17. Downunder III - L. Ford 18. Daicihi-Hanamaru - S. Pickering 19. Sunsail Delmas - I. Treleaven 20. Strathfield Car Radios-She II - A. Reed 21. Willyama - J. Runnegar 22. Gone With The Wind - L. & A. NichollsNS 23. Nortas Salmon - A. Doedens 24. Burswood Breakaway - B. Greig 1% reduction applied on elapsed time of cru IMS Division G DIV PLACE YACHT	ACT NSW NSW visers STATE/ C'TRY TAS NSW TAS NSW VIC SA NSW VIC SA NSW VIC NZ NSW TAS NSW VIC NZ NSW VIC NZ NSW TAS NSW VIC NZ NSW VIC NSW VIC NZ NSW VIC NSW VIC NZ NSW VIC NSW VIC NZ NSW VIC NSW	229 226 279 LINE PLACE 80 107 115 113 108 149 168 165 156 128 135 145 182 142 167 186 180 191 207 208 212 127 278 299	118 117 133 ELAPSET H 93 96 98 98 98 96 101 103 102 102 100 101 101 103 107 106 101 103 107 106 107 112 112 114 37 129 139	11 40 23 23 23 25 24 25 25 27 41 59 26 9 27 1ME	16 03 49 S 50 06 15 38 08 58 36 38 18 0 14 4 4 30 0 52 16 24 36 50 32 8 118 115 28	92 93 105 CORRECH 93 94 95 96 97 98 98 100 100 100 101 101 102 103 103 104 108 109 111 53 123 131	52 56 12 CTED TIME M 45 44 09 17 02 7 40 59 5 13 33 40 12 27 13 33 57 4 25 48 23 26 21 4	29 01 42 8 06 25 50 02 7 3 14 8 39 38 14 27 0 25 3 40 12 23 44 43 5 5 5
28. Comtech Pacific Star - B. Godfrey 29. Patience 5 - W. Sherman 30. China Bear - A. Clubb 1% reduction applied on elapsed time of cro IMS Division F DIV PLACE YACHT 1. Southern Cross TV - G. Prescott 2. Once More Dear Friends J. & M. Stephen 3. Hummingbird - J. Oakley 4. King Billy - P. Bennett 5. J Boat - D. Phillips 6. Renegade - R. Francis 7. Hewlett-Packard Farr Lap - J. Carpenter 8. Dictator - R. Fidock 9. Cavalier Express - D. Vooderhake 10. Holiday Inn Haupia - D. Kennedy 11. Xerox Sagacious II - P. Jacka 12. Sagitta - S. Willis 13. Pippin - W. Sweetapple 14. Hot Property - R. Turmbull 15. Icarus - A. Ridley 16. Silver Mist - A. Sutherland 17. Downunder III - L. Ford 18. Daiichi-Hanamaru - S. Pickering 19. Sunsail Delmas - I. Treleaven 20. Strathfield Car Radios-She II - A. Reed 21. Willyama - J. Runnegar 22. Gone With The Wind - L. & A. NichollsNS 23. Nortas Salmon - A. Doedens 24. Burswood Breakaway - B. Greig 1% reduction applied on elapsed time of cru IMS Division G DIV PLACE YACHT 1. Invincible - H. & J. Clark	ACT NSW NSW visers STATE/ C'TRY TAS NSW TAS NSW VIC SA NSW NSW VIC NZ NSW TAS NSW VIC JAP NSW TAS VIC JAP NSW TAS VIC JAP NSW TAS VIC JAP NSW TAS VIC JAP NSW NSW SA SA SSE VIC TAS	229 226 279 LINE PLACE 80 107 115 113 108 149 188 165 156 128 135 145 182 142 167 186 180 191 207 208 212 127 278 299	118 117 133 ELAPSET H 93 96 98 98 98 96 101 102 102 102 100 101 101 101 103 107 106 107 106 107 107 112 112 114 37 37 129 139	11 40 23 23 23 24 25 25 37 41 59 366 9 225 37 41 59 366 9	16 03 49 S 5 50 06 15 38 08 58 36 38 18 0 14 4 30 0 52 16 24 36 30 32 8 8 118 118 22 118 22 118 23 24 36 36 36 36 36 36 36 36 36 36 36 36 36	92 93 105 CORRECH 93 94 95 96 97 98 98 98 100 100 100 101 101 102 103 103 103 104 109 111 53 123 131	52 56 12 CTED TIME M 45 44 09 17 002 7 40 59 5 13 33 40 12 27 13 33 57 4 25 48 23 26 21 4	29 01 42 S 06 25 50 02 7 3 14 8 39 38 14 27 0 25 3 40 12 23 44 43 52
28. Comtech Pacific Star - B. Godfrey 29. Patience 5 - W. Sherman 30. China Bear - A. Clubb 1% reduction applied on elapsed time of cro IMS Division F DIV PLACE YACHT 1. Southern Cross TV - G. Prescott 2. Once More Dear Friends J. & M. Stephen 3. Hummingbird - J. Oakley 4. King Billy - P. Bennett 5. J. Boat - D. Phillips 6. Renegade - R. Francis 7. Hewlett-Packard Farr Lap - J. Carpenter 8. Dictator - R. Fidock 9. Cavalier Express - D. Vooderhake 10. Holiday Inn Haupia - D. Kennedy 11. Xerox Sagacious II - P. Jacka 12. Sagitta - S. Willis 13. Pippin - W. Sweetapple 14. Hot Property - R. Turnbull 15. Icarus - A. Riidley 16. Silver Mist - A. Sutherland 17. Downunder III - L. Ford 18. Daiichi-Hanamaru - S. Pickering 19. Sunsail Delmas - I. Treleaven 20. Strathfield Car Radios-She II - A. Reed 21. Willyama - J. Runnegar 22. Gone With The Wind - L. & A. NichollsNS 23. Nortas Salmon - A. Doedens 24. Burswood Breakaway - B. Greig 1% reduction applied on elapsed time of cru IMS Division G DIV PLACE YACHT 1. Invincible - H. & J. Clark 2. Forzado - G. Phillips 3. By Order Of The Secretary - R. Billing	ACT NSW NSW VISERS NSW TAS NSW VIC SA NSW VIC NZ NSW TAS NSW VIC NZ NSW TAS NSW VIC NZ NSW TAS TAS NSW TAS	229 226 279 LINE PLACE 80 107 115 113 108 149 168 165 156 128 135 145 182 142 167 186 180 191 207 208 212 127 278 299	118 117 133 ELAPSET H 93 96 98 98 98 96 101 103 102 102 100 101 101 103 107 106 101 103 107 106 107 112 112 112 114 37 129 139	11 40 23 23 23 25 25 26 1 39 25 37 41 59 36 9 25 17 ME M 2 25 51	16 03 49 S 5 50 06 15 38 08 58 36 38 18 0 0 14 4 4 30 0 52 16 24 36 50 32 8 118 15 22 8 118 15 22 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	92 93 105 CORRECH 93 94 95 96 97 98 98 98 100 100 100 101 101 102 103 103 104 108 109 111 53 123 131	52 56 12 CTED TIME M 45 44 09 17 002 7 40 59 5 13 33 40 12 27 13 33 57 4 25 48 23 26 21 4	29 01 42 8 06 25 50 02 7 3 14 8 8 39 38 14 27 0 25 3 40 12 23 44 43 5 5 5 5 8 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9
28. Comtech Pacific Star - B. Godfrey 29. Patience 5 - W. Sherman 30. China Bear - A. Clubb 1% reduction applied on elapsed time of cro IMS Division F DIV PLACE YACHT 1. Southern Cross TV - G. Prescott 2. Once More Dear Friends J. & M. Stephen 3. Hummingbird - J. Oakley 4. King Billy - P. Bennett 5. J Boat - D. Phillips 6. Renegade - R. Francis 7. Hewlett-Packard Farr Lap - J. Carpenter 8. Dictator - R. Fridock 9. Cavalier Express - D. Vooderhake 10. Holiday Inn Haupia - D. Kennedy 11. Xerox Sagacious II - P. Jacka 12. Sagitta - S. Willis 13. Pippin - W. Sweetapple 14. Hot Property - R. Turmbull 15. Icarus - A. Ridley 16. Silver Mist - A. Sutherland 17. Downunder III - L. Ford 18. Daiichi-Hanamaru - S. Pickering 19. Sunsail Delmas - I. Treleaven 20. Strathfield Car Radios-She II - A. Reed 21. Willyama - J. Runnegar 22. Gone With The Wind - L. & A. NichollsNS 23. Nortas Salmon - A. Doedens 24. Burswood Breakaway - B. Greig 1% reduction applied on elapsed time of cru IMS Division G DIV PLACE YACHT 1. Invincible - H. & J. Clark 2. Forzado - G. Phillips 3. By Order Of The Secretary - R. Billing 4. Rav-4 Celeste - J. Westacott	ACT NSW NSW visers STATE/ C'TRY TAS NSW TAS NSW VIC SA NSW NSW VIC NZ NSW TAS NSW VIC JAP NSW TAS NSW TAS VIC JAP NSW TAS NSW TAS VIC NSW	229 226 279 LINE PLACE 80 107 115 113 108 149 168 165 156 128 135 145 182 142 167 186 180 191 207 208 212 27 278 299	118 117 133 ELAPSET H 93 96 98 98 98 96 101 102 100 101 101 103 102 100 101 101 101 103 107 106 107 112 112 114 37 129 139	11 40 23 23 25 25 27 41 25 25 25 27 41 55 20 39 25 50 39	16 03 49 8 50 06 15 38 08 58 36 38 18 0 14 4 4 30 0 14 4 4 30 0 52 16 24 36 50 32 8 118 15 24 36 50 32 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	92 93 105 CORRECH 93 94 95 96 97 98 98 98 98 100 100 100 101 102 103 103 104 108 109 111 53 123 131 CORRECH 95 97 98	52 56 12 CTED TIME M 45 44 09 17 02 7 40 59 5 13 33 40 12 27 13 33 57 4 25 48 23 26 21 4	29 01 42 S 06 25 50 02 7 3 14 8 39 38 14 27 0 25 3 40 12 23 44 43 52 5 S S 5 6 7 7 8 8 8 8 9 8 9 8 9 8 8 9 8 8 8 8 8 8
28. Comtech Pacific Star - B. Godfrey 29. Patience 5 - W. Sherman 30. China Bear - A. Clubb 1% reduction applied on elapsed time of cro IMS Division F DIV PLACE YACHT 1. Southern Cross TV - G. Prescott 2. Once More Dear Friends 3. M. Stephen 3. Hummingbird - J. Oakley 4. King Billy - P. Bennett 5. J. Boat - D. Phillips 6. Renegade - R. Francis 7. Hewlett-Packard Farr Lap - J. Carpenter 8. Dictator - R. Fidock 9. Cavalier Express - D. Vooderhake 10. Holiday Inn Haupia - D. Kennedy 11. Xerox Sagacious II - P. Jacka 12. Sagitta - S. Willis 13. Pippin - W. Sweetapple 14. Hot Property - R. Tumbull 15. Icarus - A. Ridley 16. Silver Mist - A. Sutherland 17. Downunder III - L. Ford 18. Daiichi-Hanamaru - S. Pickering 19. Sunsail Delmas - I. Treleaven 20. Strathfield Car Radios-She II - A. Reed 21. Willyama - J. Runnegar 22. Gone With The Wind - L. & A. NichollsNS 23. Nortas Salmon - A. Doedens 24. Burswood Breakaway - B. Greig 1% reduction applied on elapsed time of cru IMS Division G DIV PLACE YACHT 1. Invincible - H. & J. Clark 2. Forzado - G. Phillips 3. By Order Of The Secretary - R. Billing 4. Rav-4 Celeste - J. Westacott 5. Emma - M. De Burca 6. Anthanta VI - A. Gruzman	ACT NSW NSW VISERS STATE/ C'TRY TAS NSW TAS NSW VIC SA NSW VIC NSW VIC NSW TAS NSW TAS NSW VIC NSW NSW SA WA VIC NSW	229 226 279 LINE PLACE 80 107 115 113 108 149 168 165 156 128 135 145 182 142 167 186 180 191 207 208 212 127 278 299 LINE PLACE 139 132 162 201 196 187	118 117 133 ELAPSET H 93 96 96 98 98 96 101 102 102 102 100 101 101 103 107 106 101 103 107 106 107 112 112 114 37 129 139	11 40 23 23 23 24 25 25 25 25 25 25 25 25 25 25 25 25 25	16 03 49 S 5 50 06 15 38 08 58 36 38 36 38 18 0 0 14 4 4 30 0 0 52 16 24 36 52 16 24 36 52 18 18 18 18 18 18 18 18 18 18 18 18 18	92 93 105 CORRECH 93 94 95 96 97 98 98 98 100 100 100 101 101 102 103 103 103 104 109 111 53 123 131 131 CORRECH 95 97 98	52 56 12 CTED TIME M 45 44 09 17 002 7 40 59 5 13 33 40 12 27 13 33 57 4 25 48 23 26 21 4	29 01 42 S S 06 25 50 02 7 3 14 8 39 38 14 27 0 25 3 40 12 23 44 43 52 5 5 5 5 7
28. Comtech Pacific Star - B.Godfrey 29. Patience 5 - W.Sherman 30. China Bear - A. Clubb 1% reduction applied on elapsed time of cro IMS Division F DIV PLACE YACHT 1. Southern Cross TV - G. Prescott 2. Once More Dear Friends J.& M.Stephen 3. Hummingbird - J.Oakley 4. King Billy - P.Bennett 5. J Boat - D. Phillips 6. Renegade - R. Francis 7. Hewlett-Packard Farr Lap - J. Carpenter 8. Dictator - R. Fidock 9. Cavalier Express - D. Vooderhake 10. Holiday Inn Haupia - D. Kennedy 11. Xerox Sagacious II - P.Jacka 12. Sagitta - S. Willis 13. Pippin - W. Sweetapple 14. Hot Property - R. Turnbull 15. Icarus - A. Ridley 16. Silver Mist - A. Sutherland 17. Downunder III - L. Ford 18. Daiichi-Hanamaru - S. Pickering 19. Sunsail Delmas - I. Treleaven 20. Strathfield Car Radios-She II - A. Reed 21. Willyama - J. Bunnegar 22. Gone With The Wind - L. & A. NichollsNS 23. Nortas Salmon - A. Doedens 24. Burswood Breakaway - B. Greig 1% reduction applied on elapsed time of cru IMS Division G DIV PLACE YACHT 1. Invincible - H. & J. Clark 2. Forzado - G. Phillips 3. By Order Of The Secretary - R. Billing 4. Rav-4 Celeste - J. Westacott 5. Emma - M.De Burca	ACT NSW NSW VISEIS STATE/ C'TRY TAS NSW TAS NSW VIC SA NSW NSW NSW VIC NZ NSW TAS NSW NSW NSW NSW NSW NSW NSW NSW NSW NS	229 226 279 LINE PLACE 80 107 115 113 108 149 168 165 156 128 135 145 182 142 167 186 180 191 207 208 212 127 278 299 LINE PLACE 139 132 162 201 196	118 117 133 ELAPSET H 93 96 98 98 98 96 101 102 102 102 100 101 101 103 107 106 101 103 107 106 107 112 112 114 37 129 139 139	11 40 23 23 23 25 25 26 1 39 25 37 41 59 36 9 25 51 50 39 5	16 03 49 S 5 50 06 15 38 08 58 36 38 18 0 14 4 4 30 0 52 16 24 36 36 32 8 118 15 22 16 24 36 36 32 8 8 18 18 24 36 36 36 36 36 36 36 36 36 36 36 36 36	92 93 105 CORRECH 93 94 95 96 97 98 98 98 98 100 100 100 101 102 103 103 104 108 109 111 53 123 131 CORRECH 95 97 98	52 56 12 CTED TIME M 45 44 09 17 02 7 40 59 5 13 33 40 12 27 13 33 57 4 25 48 23 26 21 4	29 01 42 S 06 25 50 02 7 3 14 8 39 38 14 27 0 25 3 40 12 23 44 43 52 5 5 5 5 6 6 7 7 8 8 8 8 9 8 9 8 9 8 9 8 9 8 8 9 8

YACHI	CIRY	PLACE	H	M	S	н	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.Matthews	ACT	237	118	59	9	106	35	51
14.Miner's Rights Buggbear - R.Bugg	TAS	221	116	23	9 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	
18.Gambol - J.Wicks	SA	258	125	4	5 53 56	115	42	49 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 -						A		
Dept of Defence Navy	NSW	272	128	13	31	121	23	27
1% reduction applied on elapsed time of cri	uisers							
IMS Division H								
DIV PLACE	STATE/	LINE	ELAPSE	D TIME		CORREC	TED TIME	
YACHT	C'TRY	PLACE	H	M	S	H	M	S
1.C'wealth Bank Shenandoah - R.White	VIC	194	108	22	S 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.Colguhoun	NSW	242	120	4	31	104	18	45

STATE/

NSW

SA

TAS

TAS

VIC

TAS

TAS

TAS

NSW

NSW

LINE

IMS OVERALL PLACINGS:

18. Tactical Response - J. Kealey

9. Alarm Link Bambino - M. Souter

10.Toolka-T - D.Morton

13.Saint - J.Graham

11.Terence J - K.Ratcliffe

12.Royal Tasmanian Salmon -Kamehameha Syndicate

14.Ard Righ - A.Foster 15.Youth - A.Quigley 16.Recooperator - W.Cooper

17. Take Time - G. Smith

19.Niambri - D.Seaton

(Based on divisional results - top 30 only)

1% reduction applied on elapsed time of cruisers

1. Raptor (GER)

DIV PLACE

2. Ninety Seven (NSW) 3. Indec Prime Example (VIC)

4. Ausmaid (VIC)

5. Thai Airways International (NZL)

6.Exile (HKG)

7. Love & War (NSW)

8. Assassin (NSW)

9. Kyote French Line (FRA)

10. Brindabella (NSW)

11. Commonwealth Bank Shenandoah (VIC)

42 59 35

34

26

49

10 14

126

127

121

126

129

134

141

138

135

138

141

12. Atara (IRE)

264

271 247

261

277

282

303

291

287

297

305

13. Dresdner Sword of Orion (VIC)

14. Sheraton Hobart (TAS)

15. 2KY Racing Radio (NSW)

16. AMP Wild Oats (NSW)

17. JLW Chutzpah

18. Southern Cross TV (TAS)

19. Sorcery (USA)

20. Hartz Mineral Water (TAS)

21, Ragamuffin (NSW)

22. Bartercard Morning Mist (VIC)

105 108

108

109

111 111

111

114

115

117

122

44

3

22

52

14

6 27

23. Wild Thing (VIC)

24. Atria (VIC)

ELAPSED TIME

CORRECTED TIME

25. Once More Dear Friends (NSW)

26. Ultimate Challenge (VIC)

27. Turong (VIC) 28. Bird On A Wire (WA)

29. Canon Copiers (NSW)

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, glving many crews a dramatic warning in the form of a "Bass Strait Boller", 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 last, with an initial gust of 35 knots, then a lull, followed by the second front. at times 50 knots plus," recorded one yachterman. 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 batted by the sou wester but there were only a couple more retirements in the latter st

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	11 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.Lavton	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
	255				

PI YACHT NAME & SKIPPER	
15.Com Tech - D.Pescud	
16.Drake's Prayer - B.Thompson	
17.Atalanta - R.Hedreen	
18. Volkswagen Sailability - R.McKenzi	е
19.Pentarch Volante - K.Bell	
20.Cotton Blossom (VIC) - D.Greenlaw	į.
21.Decimator - W.Millar	
22.Margarita - H.Bakewell	
23.Qantas New Zealand - G.Melrose	
24.Millenium - J.Clayton	
25.Advantedge - B.Egerton	
26.Pains Wessex - J.Kint	
27.Beyond The Fringe - A.Noseda	
28.Nina Q1 - G.Humphrey	
29.Scavenger - P.Barwick	

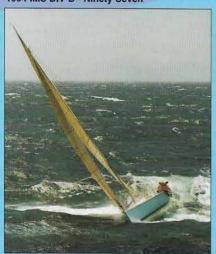
TPHS Division B PI YACHT NAME & SKIPPER

1.Aggro - S.Collis
2.Eclipse - D.Gough
3.Musket Cove Resort, Fiji - L Tortuga - B.Messenger
4.Prime Number - B.Fitzgibbon
5.Galaxy III - B.Luxton
6.Raffles - M.Welsh
7.Jack Guy - G.Ketelbey
8.Rangatira - K.Williams
9.Henry Kendall Akubra - P.Wilde
10.Charisma - J.Lawler
11. Hyperdrive - J. Clark
12.Sangaree - D.Creese
13.Booze Bus - R.Benson
14.Relish III - B.Bailey
15.More War Games - G.Walker
16.Starferry - J.Conrov
17.Acrux - H.Webb
18.First Lady - T.Collins
19.HiTimeWeWent - R.Belmont
20.All That Jazz - J.Davern
21.Aussie Rules - J.Edwards
22.New Morning II - Heritage Chocolates -R.New
23.French Pine Natelle II - G. & J.Roper
24 Barcoo - G.Johnston
25.Seaulater - J.Mawer
26.Shining Star - J.Anthony
27.Sapphire Saga - R.Husband
28.Paycheque - P.Williams
29.Captain Bligh - R.Spence
AU ADZEDBUZ - PERCORE

TPHS Division C PI YACHT NAME & SKIPPER

1.Coromandel 3 - D.Burton
2.Shenandoah III - J.Charody
3.Katinka - D.O'Connell
4.Tradelink Conundrum - T.Cowdery
5.Scorpio 2 - M.Haller
6.Samia - P.Rae
7.Sunseeker - J.Smith
8.Metro Busy Bee - J.Cordell
9.Up River - N.Wyzenbeek
10.City Limits - M.Carr
11.Waterwynch - T.Noar
12.Bravado (VIC) - C.Cowley
13.Yemanja - H.Bender

1994 IMS DIV B - Ninety Seven



1994 IMS DIV D - Raptor

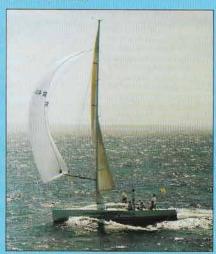


ELAPSED TIME D-H-M-S 4-05-51-27 4-00-24-38 3-15-04-08 2-23-38-42 4-06-16-59 LINE PLACE 130 CORRECTED TIME D-H-M-S 4-09-43-41 STATE / TCF CTRY NSW VIC USA 1.0380 4-11-00-57 4-11-16-08 4-12-54-01 4-12-55-53 4-13-18-41 93 32 8 1.2320 VIC 1.5200 1.0650 1.2100 137 NSW QLD NSW NZ 3-18-20-24 3-17-09-37 3-19-09-41 4-00-22-31 3-23-32-32 51 45 61 90 82 88 84 147 178 195 1.2300 1.2360 1.1890 1.2240 1.2230 4-13-18-41 4-13-40-02 4-16-40-32 4-18-35-25 4-20-56-37 4-21-49-31 NSW SA VIC QLD QLD QLD SA 4-00-20-28 3-23-55-57 4-06-41-46 4-09-43-46 4-14-07-13 1.2360 4-22-34-21 4-22-55-20 5-02-45-07 5-13-54-23 1.1580 1.1610 1.2160

STATE / CTRY	LINE	ELAPSED D-H-M-S	TCF	CORRECTED TIME D-H-M-S
VIC	103	4-01-10-10	0.9520	3-20-30-19
TAS	143	4-06-30-04	0.9160	3-21-53-28
NSW	104	4-01-27-21	0.9780	3-23-18-42
VIC	150	4-06-50-09	0.9280	3-23-25-54
VIC	174	4-08-46-43	0.9200	4-00-23-47
VIC	122	4-05-13-57	0.9690	4-02-05-39
NSW	173	4-08-46-31	0.9390	4-02-23-02
VIC	144	4-06-35-00	0.9650	4-02-59-35
NSW	166	4-08-04-54	0.9670	4-04-38-49
NSW	239	5-00-25-00	0.8610	4-07-40-44
NSW	146	4-06-37-29	1.0110	4-07-45-13
TAS	124	4-05-22-45	1.0240	4-07-48-44
NSW	204	4-16-32-40	0.9250	4-08-06-13
NSW	200	4-15-16-13	0.9430	4-08-55-40
VIC	131	4-05-52-15	1.0420	4-10-08-58
NSW	213	4-19-54-39	0.9260	4-11-20-00
NSW	198	4-15-00-15	0.9710	4-11-47-06
VIC	217	4-20-20-48	0.9410	4-13-28-56
VIC	176	4-08-47-51	1.0470	4-13-43-23
NSW	228	4-23-04-22	0.9410	4-16-02-51
NSW	238	5-00-18-04	0.9520	4-18-31-36
VIC	244	5-01-44-23	0.9480	4-19-24-33
TAS	223	4-21-57-12	0.9790	4-19-28-35
NSW	230	4-23-24-04	0.9690	4-19-41-59
QLD	210	4-19-37-16	1.0020	4-19-51-08
NSW	216	4-20-14-36	1.0080	4-21-10-24
NSW	209	4-18-47-55	1.0310	4-22-21-27
NSW	283	5-16-22-44	0.8910	5-01-30-49
VIC	276	5-10-12-29	0.9410	5-02-31-33
NSW	292	5-19-51-01	0.9340	5-10-37-12

STATE /	LINE	ELAPSED	TCF	CORRECTED TIME
CTRY	PLACE	D-H-M-S		D-H-M-S
VIC	197	4-14-18-47	0.9460	4-08-21-22
NSW	256	5-04-53-10	0.8550	4-10-46-39
NSW	296	5-20-20-27	0.7690	4-11-55-20
NSW	273	5-09-59-37	0.8620	4-16-03-16
VIC	274	5-10-00-28	0.8620	4-16-04-00
TAS	290	5-18-53-50	0.8170	4-17-28-44
TAS	293	5-19-39-18	0.8240	4-19-04-33
TAS	259	5-06-54-04	0.9070	4-19-05-58
NSW	306	6-02-47-25	0.7870	4-19-31-26
NSW	262	5-07-31-43	0.9130	4-20-26-01
TAS	298	5-20-30-27	0.8420	4-22-18-26
TAS	295	5-20-20-27	0.8620	5-00-58-26
NSW	308	7-04-27-57	0.7970	5-17-27-19

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, Innkeeper Petaluma Wines, Joyride, Jupiter, Kodak Express, Lahara, Macbess, Madrigal, Manitou Matilida Cruises, Margaret Rintoul, Maui, Moby Dick, Moneyspiner III, Monier Top Cat, Muir Windlasses, Mulberry, Nerida, Noeleen III, Nynja Go, Phantom, Pyewackett, Raven, Ron of Argyll, Sagitta (VIC), Sea-D, Second Lady, Special Effects, The Alice, Tibia, Tiercel, Tondelayo, Trevassa, Utiekah III, Weowna Winna, Wild Wave, Zulu Chief.

1995 - 98 starters		
LINE HONOURS AND OVERALL IMS PLACINGS YACHT	ELAPSED TIME	OVERAL
LINE	D-H-M-S	IMS
1.Sayonara - L.Ellison USA 2.Brindabella - G.Snow NSW	3-00-53-35 3-02-53-59	25 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 6. Bartercard Morning Mist III - A. Neate VIC	3-09-38-04 3-11-36-37	07 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 10. Helsal II - K.Flint SA	3-13-03-18 3-14-04-09	11 TPHS
11.Rager - P.Bush NSW	3-14-14-50	TPHS
12.Quest - B.Steel NSW	3-14-17-47	2
13.Atara - J.Storey IRE 14.Terra Firma - Carlile / Wilson VIC	3-15-09-34 3-15-10-24	8
15.Stewart Toyota - Roberts NSW	3-15-30-14	4
16.Maglieri Wines - G.Vercoe SA	3-15-54-48	5 6
17. Assassin - R.Crawford NSW 18. Seaview Challenge Again - L.Abrahams VIC	3-16-19-09 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 22.Valheru - T.Lyall TAS	3-20-27-38 3-20-48-18	20 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 26.Storatek Yendys - G.Ross NZ	4-01-12-34 4-01-13-08	16 24
27.Bright Morning Star - H.Trehame NSW	4-01-20-22	53
28.Liberator - D.Curlewis VIC	4-01-21-50	23
29.Breakaway Café Who - W.Banks-Smith TAS 30.Mirrabooka - J.Bennetto TAS	4-01-53-47 4-02-22-49	26 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 34.JLW Chutzpah - B.Taylor VIC	4-03-51-22 4-06-27-32	18 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 38.Margaret Rintoul II - R.Purcell NSW	4-06-55-27 4-06-55-54	TPHS 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 42.Pilgrim - D.Quirk NSW	4-07-11-23 4-07-51-29	50 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 46.Sweet Caroline - B.Rawson VIC	4-08-55-37 4-09-16-24	49 TPHS
47.Polaris - J.Quinn NSW	4-09-30-57	22
48.Adam's Apple - D.Wivell TAS	4-10-34-18	TPHS TPHS
49.Surefoot - D.Millikan VIC 50.King Billy - P.Bennett NSW	4-10-50-28 4-11-13-16	33
51.Xtatic - B.Gooley NSW	4-11-34-02	60
52.Henry Kendall Akubra - P.Wilde NSW 53.Inner Circle - D.Pomfret NSW	4-11-47-12 4-12-17-17	TPHS 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 57.Hogsbreath Witchdoctor - Rum Consortium NSW	4-13-49-32	38 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 61.Adrenalin - P.Davis NSW	4-16-29-41 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 65.Mark Twain - H.O'Neill NSW	4-18-39-00 4-18-45-10	67 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 69.Leda - T.McGrath SA	4-22-12-34 4-22-37-36	72 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 73.Magic - P.Spry-Bailey VIC	4-23-04-19 4-23-08-04	70 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 77.Breakaway - M.Power VIC	4-23-10-53 4-23-12-16	19 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 81.Avenger - H.Leggett VIC	4-23-25-49 5-00-22-58	3 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 Mors		V). PL Lease
Future Shock (VIC) Public Bar (QLD) Sou		

IMS Division A YACHT NAME	ELAPSED H-M-S	CORRECTED H-M-S
Sayonara Brindabella Fudge	72-53-35 74-53-59 77-48-56	73-37-43 74-54-59 78-23-47
Freight Train	91-52-38	80-16-02
Calculation System is Implied Wind 18.0% Boat 25.0% 52R 0.0% 60R	Real Scratch Bi 10.0% 75R	t Ave Off 3.0% 90R
8.0% 110R 8.0% 120R 4.0% 135R	3.0% 150R	21.0% Run
IMS Division B YACHT NAME	ELAPSED	CORRECTED
Stewart Toyota	H-M-S 87-30-14	H-M-S 87-36-12
Seaview Challenge	89-52-03	89-50-46
Local Hero Sycorax	96-58-26 91-43-23	90-41-34 91-34-39
Sancho Pansa	92-27-38	92-27-38
Calculation System is Implied Wind 18.4% Beat 34.7% 52R 1.0% 60I	Real Scratch B	
7.1% 110R 7.1% 120R 3.1% 138		5R 2.0% 90R 15.3% Run
IMS Division C YACHT NAME	ELAPSED	CORRECTED
	H-M-S	H-M-S
Terra Firma Quest	87-10-24 86-17-47	82-22-36 82-30-18
Maglieri Wines	87-54-48	83-43-18
Assassin	88-19-09	83-45-02
Ragamuffin Atara	81-38-04 87-09-34	84-11-52 84-23-06
AMP Wild Oats	92-58-26	84-24-48
Ninety Seven Ausmaid	85-00-35 85-03-18	84-32-11 85-03-18
JLW Chutzpah	102-27-32	86-40-18
Kings Cross	103-54-02 97-12-34	86-59-33
Hartz Mineral Water Skilled 2KY		87-14-33 87-32-32
Liberator	97-21-50	89-03-41
Breakaway Café Who Dixie Chicken	97-53-47 99-21-22	89-25-19 90-06-13
Valheru	92-48-18	91-14-33
Dictator Chy Ry Might	98-38-33	91-22-01
Fly By Night Mortgage Choice	114-24-08 104-55-37	92-58-27 93-02-26
Calculation System is Implied Wind	Real Scratch B	t Ave Off
	A 400 -	
17.2% Beat 31.3% 52R 0.0% 60I 7.1% 110R 7.1% 120R 3.0% 13		5R 2.0% 90R
	SR 8.1% 1	5R 2:0% 90R 50R 16:2% Run CORRECTED
7.1% 110R 7.1% 120R 3.0% 138 IMS Division D YACHT NAME	5R 8.1% 1 ELAPSED H-M-S	5R 2:0% 90R 50R 16:2% Run CORRECTED H-M-S
7.1% 110R 7.1% 120R 3.0% 133 IMS Division D YACHT NAME Margaret Rintoul Storatek Yendys	ELAPSED H-M-S 102-55-54 97-13-08	5R 2.0% 90R 50R 16.2% Run CORRECTED H-M-S 94-49-25 95-46-18
7.1% 110R 7.1% 120R 3.0% 130 IMS Division D YACHT NAME Margaret Rintoul Storatek Yendys Bacardi	ELAPSED H-M-S 102-55-54 97-13-08 102-35-30	5R 2.0% 90R 50R 16.2% Run CORRECTED H-M-S 94-49-25 95-46-18 96-58-01
7.1% 110R 7.1% 120R 3.0% 133 IMS Division D YACHT NAME Margaret Rintoul Storatek Yendys	ELAPSED H-M-S 102-55-54 97-13-08 102-35-30 102-41-37	5R 2.0% 90R 50R 16.2% Run CORRECTED H-M-S 94-49-25 95-46-18
7.1% 110R 7.1% 120R 3.0% 138 IMS Division D YACHT NAME Margaret Rintoul Storatek Yendys Bacardi Sheraton Foreshore Mirrabooka	5R 8.1% 1 ELAPSED H-M-S 102-55-54 97-13-08 102-35-30 102-41-37 103-10-51 98-22-49	5R 2.0% 90R 16.2% Run CORRECTED H-M-S 94-49-25 95-46-18 96-58-01 97-22-20 98-20-11 98-22-49
7.1% 110R 7.1% 120R 3.0% 130 IMS Division D YACHT NAME Margaret Rintoul Storatek Yendys Bacardi Sheraton Foreshore	ELAPSED H-M-S 102-55-54 97-13-08 102-35-30 102-41-37 103-10-51	5R 2.0% 90R 16.2% Run CORRECTED H-M-S 94-49-25 95-46-18 96-58-01 97-22-20 98-20-11
7.1% 110R 7.1% 120R 3.0% 138 IMS Division D YACHT NAME Margaret Rintoul Storatek Yendys Bacardi Sheraton Foreshore Mirrabooka Otago Bright Moming Star Infinity III	ELAPSED H-M-S 102-55-54 97-13-08 102-35-30 102-41-37 103-10-51 98-22-49 103-11-23 97-20-22 83-36-37	5R 2.0% 90R 16.2% Run CORRECTED H-M-S 94-49-25 95-46-18 96-58-01 97-22-20 98-20-11 98-22-49 99-57-50 100-40-24 100-58-20
7.1% 110R 7.1% 120R 3.0% 130 IMS Division D YACHT NAME Margaret Rintoul Storatek Yendys Bacardi Sheraton Foreshore Mirrabooka Otago Bright Morning Star Infinity III Pilgrim	ELAPSED H-M-S 102-55-54 97-13-08 102-35-30 102-41-37 103-10-51 103-10-51 98-22-49 103-11-23 97-20-22 83-36-37 103-51-29	5R 2.0% 90R 50R 16.2% Run CORRECTED H-M-S 94-49-25 95-46-18 96-58-01 97-22-20 98-20-11 98-22-49 99-57-50 100-40-24 100-58-20 101-46-35
7.1% 110R 7.1% 120R 3.0% 130 IMS Division D YACHT NAME Margaret Rintoul Storatek Yendys Bacardi Sheraton Foreshore Mirrabooka Otago Bright Morning Star Infinity III Pilgrim Inner Circle Xtatic	ELAPSED H-M-S 102-55-54 97-13-08 102-35-30 102-41-37 103-10-51 98-22-49 103-11-23 97-20-22 83-36-37 103-51-29 108-17-17 107-34-02	5R 2.0% 90R 16.2% Run CORRECTED H-M-S 94-49-25 95-46-18 96-58-01 97-22-20 98-20-11 98-22-49 99-57-50 100-40-24 100-58-20 101-46-35 102-37-01 102-57-20
7.1% 110R 7.1% 120R 3.0% 130 IMS Division D YACHT NAME Margaret Rintoul Storatek Yendys Bacardi Sheraton Foreshore Mirrabooka Otago Bright Moming Star Infinity III Pilgrim Inner Circle Xtatic Iceberg	5R 8.1% 1 ELAPSED H-M-S 102-55-54 97-13-08 102-35-30 102-41-37 103-10-51 98-22-49 103-11-23 97-20-22 83-36-37 103-51-29 108-17-17 107-34-02 102-56-52	5R 2.0% 90R 50R 16.2% Run CORRECTED H-M-S 94-49-25 95-46-18 96-58-01 97-22-20 98-20-11 98-22-49 99-57-50 100-40-24 100-58-20 101-46-35 102-37-01 102-57-20 104-15-30
7.1% 110R 7.1% 120R 3.0% 130 IMS Division D YACHT NAME Margaret Rintoul Storatek Yendys Bacardi Sheraton Foreshore Mirrabooka Otago Bright Morning Star Infinity III Pilgrim Inner Circle Xtatic	ELAPSED H-M-S 102-55-54 97-13-08 102-35-30 102-41-37 103-10-51 98-22-49 103-11-23 97-20-22 83-36-37 103-51-29 108-17-17 107-34-02	5R 2.0% 90R 16.2% Run CORRECTED H-M-S 94-49-25 95-46-18 96-58-01 97-22-20 98-20-11 98-22-49 99-57-50 100-40-24 100-58-20 101-46-35 102-37-01 102-57-20
7.1% 110R 7.1% 120R 3.0% 138 IMS Division D YACHT NAME Margaret Rintoul Storatek Yendys Bacardi Sheraton Foreshore Mirrabooka Otago Bright Morning Star Infinity III Pilgrim Inner Circle Xtatic Iceberg WOW Nortel Leda Soave II Vento	5R 8.1% 1 ELAPSED H-M-S 102-55-54 97-13-08 102-35-30 102-41-37 103-10-51 98-22-49 103-11-23 97-20-22 83-36-37 103-51-29 108-17-17 107-34-02 102-56-52 112-06-51 118-37-36 118-12-34	5R 2.0% 90R 50R 16.2% Run CORRECTED H-M-S 94-49-25 95-46-18 96-58-01 97-22-20 98-20-11 98-22-49 99-57-50 100-40-24 100-58-20 101-46-35 102-37-01 102-57-20 104-15-30 104-406 113-58-36
7.1% 110R 7.1% 120R 3.0% 130 IMS Division D YACHT NAME Margaret Rintoul Storatek Yendys Bacardi Sheraton Foreshore Mirrabooka Otago Bright Morning Star Infinity III Pilgrim Inner Circle Xtatic Iceberg WOW Nortel Leda Soave II Vento Calculation System is Implied Wind Real	ELAPSED H-M-S 102-55-54 97-13-08 102-35-30 102-41-37 103-10-51 98-22-49 103-11-23 97-20-22 83-36-37 103-51-29 108-17-17 107-34-02 102-56-52 112-06-51 118-37-36 118-12-34 Scretch Bt	5R 2.0% 90R 16.2% Run CORRECTED H-M-S 94-49-25 95-46-18 96-58-01 97-22-20 98-20-11 99-57-50 100-40-24 100-58-20 101-46-35 102-37-01 102-57-20 104-15-30 104-54-01 110-24-06 113-58-36 Ave Off
7.1% 110R 7.1% 120R 3.0% 138 IMS Division D YACHT NAME Margaret Rintoul Storatek Yendys Bacardi Sheraton Foreshore Mirrabooka Otago Bright Morning Star Infinity III Pilgrim Inner Circle Xtatic Iceberg WOW Nortel Leda Soave II Vento	ELAPSED H-M-S 102-55-54 97-13-08 102-35-30 102-41-37 103-10-51 98-22-49 103-11-23 97-20-22 83-36-37 103-51-29 108-17-17 107-34-02 102-56-52 112-06-51 118-37-36 118-12-34 Scratch Bt 9 8.1% 7	5R 2.0% 90R 16.2% Run CORRECTED H-M-S 94-49-25 95-46-18 96-58-01 97-22-20 98-20-11 98-22-49 99-57-50 100-40-24 100-58-20 101-46-35 102-37-01 102-57-20 104-15-30 104-54-01 110-24-06 113-58-36 Ave Off 5R 6.1% 90R
7.1% 110R 7.1% 120R 3.0% 133 IMS Division D YACHT NAME Margaret Rintoul Storatek Yendys Bacardi Sheraton Foreshore Mirrabooka Otago Bright Morning Star Infinity III Pilgrim Inner Circle Xtatic Iceberg WOW Nortel Leda Soave II. Vento Calculation System is Implied Wind Real. 18.2% Beat 32.3% 52R 1.0% 60I 7.1% 110R 7.1% 120R 3.0% 133 IMS Division E	ELAPSED H-M-S 102-55-54 97-13-08 102-55-54 97-13-08 102-35-30 102-41-37 103-10-51 98-22-49 103-11-23 97-20-22 83-36-37 103-51-29 108-17-17 107-34-02 102-56-52 112-06-51 118-37-36 118-12-34 56 2.0% 1	5R 2.0% 90R 16.2% Run CORRECTED H-M-S 94-49-25 95-46-18 96-58-01 97-22-20 98-20-11 98-22-49 99-57-50 100-40-24 100-58-20 101-46-35 102-37-01 102-57-20 104-15-30 104-53-102-37-01 110-24-06 113-58-36 Ave Off 50R 6.1% 90R 50R1 15.2% Run
7.1% 110R 7.1% 120R 3.0% 138 IMS Division D YACHT NAME Margaret Rintoul Storatek Yendys Bacardi Sheraton Foreshore Mirrabooka Otago Bright Moming Star Infinity III Pilgrim Inner Circle Xtatic Iceberg WOW Nortel Leda Soave II Vento Calculation System is Implied Wind Real 18.2% Beat 32.3% 52R 1.0% 601 7.1% 110R 7.1% 120R 3.0% 138	ELAPSED H-M-S 102-55-54 97-13-08 102-55-54 97-13-08 102-35-30 102-41-37 103-10-51 98-22-49 103-11-23 97-20-22 83-36-37 103-51-29 102-56-52 112-06-51 118-37-36 118-12-34 Scratch Bt R 8.1% 7 5R 2.0% 1	5R 2.0% 90R 16.2% Run CORRECTED H-M-S 94-49-25 95-46-18 96-58-01 97-22-20 98-20-11 98-22-49 99-57-50 100-40-24 100-58-20 101-46-35 102-37-01 102-57-20 104-15-30 104-54-01 110-24-06 113-58-36 Ave Off 5R 6.1% 90R
7.1% 110R 7.1% 120R 3.0% 138 IMS Division D YACHT NAME Margaret Rintoul Storatek Yendys Bacardi Sheraton Foreshore Mirrabooka Otago Bright Morning Star Infinity III Pilgrim Inner Circle Xtatic Iceberg WOW Nortel Leda Soave II Vento Calculation System is Implied Wind Real. 18.2% Beat 32.3% 52R 1.0% 60/ 7.1% 110R 7.1% 120R 3.0% 138 IMS Division E YACHT NAME Polaris	ELAPSED H-M-S 102-55-54 97-13-08 102-55-54 97-13-08 102-35-30 102-41-37 103-10-51 98-22-49 103-11-23 97-20-22 83-36-37 103-51-29 108-17-17 107-34-02 102-56-52 112-06-51 118-37-36 118-12-34 Scratch Bt P 8.1% 75R 2.0% 1	5R 2.0% 90R 16.2% Run CORRECTED H-M-S 94-49-25 95-46-18 96-58-01 97-22-20 98-20-11 99-57-50 100-40-24 100-58-20 101-46-35 102-37-01 102-57-20 104-15-30 104-58-36 Ave Off 5R 6.1% 90R 50R1 15.2% Run CORRECTED H-M-S 102-42-09
7.1% 110R 7.1% 120R 3.0% 138 IMS Division D YACHT NAME Margaret Rintoul Storatek Yendys Bacardi Sheraton Foreshore Mirrabooka Otago Bright Morning Star Infinity III Pilgrim Inner Circle Xtalic Iceberg WOW Nortel Leda Soave II Vento Calculation System is Implied Wind Real 18.2% Beat 32.3% 52R 1.0% 60 7.1% 110R 7.1% 120R 3.0% 138 IMS Division E YACHT NAME Polaris King Billy	ELAPSED H-M-S 102-55-54 97-13-08 102-55-54 97-13-08 102-41-37 103-10-51 98-22-49 103-11-23 97-20-22 83-36-37 103-51-29 108-17-17 107-34-02 102-56-52 118-12-34 Scratch Bt R 8.1% 75R 2.0% 1	5R 2.0% 90R 16.2% Run CORRECTED H-M-S 94-49-25 95-46-18 96-58-01 97-22-20 98-20-11 98-22-49 99-57-50 100-40-24 100-58-20 101-46-35 102-37-01 102-57-20 104-15-30 104-54-01 110-24-06 113-58-36 Ave Off 5R 6.1% 90R 50R1 15.2% Run CORRECTED H-M-S 102-42-09 104-57-53
7.1% 110R 7.1% 120R 3.0% 138 IMS Division D YACHT NAME Margaret Rintoul Storatek Yendys Bacardi Sheraton Foreshore Mirrabooka Otago Bright Morning Star Infinity III Pilgrim Inner Circle Xtatic Iceberg WOW Nortel Leda Soave II Vento Calculation System is Implied Wind 18.2% Beat 7.1% 120R 3.0% 138 IMS Division E YACHT NAME Polaris King Billy Mercedes III Huon Chief	ELAPSED H-M-S 102-55-54 97-13-08 102-55-54 97-13-08 102-35-30 102-41-37 103-10-51 98-22-49 103-11-23 97-20-22 83-36-37 103-51-29 108-17-17 107-34-02 102-56-52 112-06-51 118-37-36 118-12-34 Scratch Bt 98 118-12-34 Scratch Bt 98 118-12-34 Scratch Bt 98 118-12-34 Scratch Bt 98 118-12-34 Scratch Bt 118-37-36 118-12-34 Scratch Bt 112-34 Sc	5R 2.0% 90R 16.2% Run CORRECTED H-M-S 94-49-25 95-46-18 96-58-01 97-22-20 98-20-11 99-57-50 100-40-24 100-58-20 101-46-35 102-37-01 102-57-20 104-15-30 104-54-01 110-24-06 113-58-36 Ave Off 5R 6.1% 90R 50R1 15.2% Run CORRECTED H-M-S 102-42-09 104-57-53 105-03-58 105-03-58 11
7.1% 110R 7.1% 120R 3.0% 138 IMS Division D YACHT NAME Margaret Rintoul Storatek Yendys Bacardi Sheraton Foreshore Mirrabooka Otago Bright Morning Star Infinity III Pilgrim Inner Circle Xtatic Iceberg WOW Nortel Leda Soave II Vento Calculation System is Implied Wind Real 18.2% Beat 32.3% 52R 1.0% 60 7.1% 110R 7.1% 120R 3.0% 138 IMS Division E YACHT NAME Polaris King Billy Mercedes III Huon Chief Forzado	ELAPSED H-M-S 102-55-54 97-13-08 102-55-54 97-13-08 102-35-30 102-41-37 103-10-51 98-22-49 103-11-23 97-20-22 83-36-37 103-51-29 108-17-17 107-34-02 102-56-52 112-06-51 118-37-36 118-12-34 50-20-56-52 112-06-51 118-37-36 118-12-34 50-20-56-52 112-06-51 118-37-36 118-12-34 50-20-56-51 118-37-36 118-12-34 50-20-56-51 118-37-36 118-12-34 50-20-56-51 118-37-36 118-12-34 50-57 107-13-16 117-29-44 115-25-27 109-49-32	5R 2.0% 90R 16.2% Run CORRECTED H-M-S 94-49-25 95-46-18 96-58-01 97-22-20 98-20-11 98-22-49 99-57-50 100-40-24 100-58-20 101-46-35 102-37-01 102-57-20 104-15-30 104-54-01 110-24-06 113-58-36 Ave Off 50R1 15.2% Run CORRECTED H-M-S 102-42-09 104-57-53 105-03-58 105-08-11 105-29-04
7.1% 110R 7.1% 120R 3.0% 138 IMS Division D YACHT NAME Margaret Rintoul Storatek Yendys Bacardi Sheraton Foreshore Mirrabooka Otago Bright Morning Star Infinity III Pilgrim Inner Circle Xtatic Iceberg WOW Nortel Leda Soave II Vento Calculation System is Implied Wind Real 7.1% 120R 3.0% 138 IMS Division E YACHT NAME Polaris King Billy Mercedes III Huon Chief Forzado Nortas Salmon	ELAPSED H-M-S 102-55-54 97-13-08 102-55-54 97-13-08 102-35-30 102-41-37 103-10-51 98-22-49 103-11-23 97-20-22 83-36-37 103-51-29 108-17-17 107-34-02 102-56-52 112-06-51 118-37-36 118-12-34 Scratch Bt 87 8.1% 7 2.0% 1	5R 2.0% 90R 16.2% Run CORRECTED H-M-S 94-49-25 95-46-18 96-58-01 97-22-20 98-20-11 98-22-49 99-57-50 100-40-24 100-58-20 101-46-35 102-37-01 102-57-20 104-15-30 104-54-01 110-24-06 113-58-36 Ave Off 5R 6.1% 90R 50R1 15.2% Run CORRECTED H-M-S 102-42-09 104-57-53 105-03-58 105-08-11 105-29-04 105-48-47
7.1% 110R 7.1% 120R 3.0% 138 IMS Division D YACHT NAME Margaret Rintoul Storatek Yendys Bacardi Sheraton Foreshore Mirrabooka Otago Bright Morning Star Infinity III Pilgrim Inner Circle Xtatic Iceberg WOW Nortel Leda Soave II Vento Calculation System is Implied Wind Real- 18.2% Beat 32.3% 52R 1.0% 60 7.1% 110R 7.1% 120R 3.0% 138 IMS Division E YACHT NAME Polaris King Billy Mercedes III Huon Chief Forzado Nortas Salmon Mark Twain Kingurra	ELAPSED H-M-S 102-55-54 97-13-08 102-55-54 97-13-08 102-35-30 102-41-37 103-10-51 98-22-49 103-11-23 97-20-22 83-36-37 103-51-29 108-17-17 107-34-02 102-56-52 112-06-51 118-37-36 118-12-34 567 2.0% 1	5R 2.0% 90R 16.2% Run CORRECTED H-M-S 94-49-25 95-46-18 96-58-01 97-22-20 98-20-11 99-27-50 100-40-24 100-58-20 101-46-35 102-37-01 102-57-20 104-15-30 104-58-36 Ave Off 5R 6.1% 90R 50R1 15.2% Run CORRECTED H-M-S 102-409 104-57-53 105-03-58 105-08-11 105-29-04 105-48-47 106-35-22 108-51-39
7.1% 110R 7.1% 120R 3.0% 138 IMS Division D YACHT NAME Margaret Rintoul Storatek Yendys Bacardi Sheraton Foreshore Mirrabooka Otago Bright Morning Star Infinity III Pilgrim Inner Circle Xtatic Iceberg WOW Nortel Leda Soave II Vento Calculation System is Implied Wind Real 18.2% Beat 32.3% 52R 1.0% 60 7.1% 110R 7.1% 120R 3.0% 138 IMS Division E YACHT NAME Polaris King Billy Mercedes III Huon Chief Forzado Nortas Salmon Mark Twain Kingurra Boss Bluebottle	ELAPSED H-M-S 102-55-54 97-13-08 102-55-54 97-13-08 102-35-30 102-41-37 103-10-51 98-22-49 103-11-23 97-20-22 83-36-37 103-51-29 108-17-17 107-34-02 102-56-52 112-06-51 118-37-36 118-12-34 Secretch BR 8 105-30-57 107-13-16 117-29-44 115-25-27 109-49-32 109-36-24 119-07-08	5R 2.0% 90R 16.2% Run CORRECTED H-M-S 94-49-25 95-46-18 96-58-01 97-22-20 98-20-11 98-22-49 99-57-50 100-40-24 100-58-20 101-46-35 102-37-01 102-57-20 104-15-30 104-54-01 110-24-06 113-58-36 Ave Off 5R 6.1% 90R 50R1 15.2% Run CORRECTED H-M-S 102-42-09 104-57-53 105-03-58 10
7.1% 110R 7.1% 120R 3.0% 138 IMS Division D YACHT NAME Margaret Rintoul Storatek Yendys Bacardi Sheraton Foreshore Mirrabooka Otago Bright Morning Star Infinity III Pilgrim Inner Circle Xtatic Iceberg WOW Nortel Leda Soave II Vento Calculation System is Implied Wind Real- 18.2% Beat 32.3% 52R 1.0% 60 7.1% 110R 7.1% 120R 3.0% 138 IMS Division E YACHT NAME Polaris King Billy Mercedes III Huon Chief Forzado Nortas Salmon Mark Twain Kingurra	ELAPSED H-M-S 102-55-54 97-13-08 102-55-54 97-13-08 102-35-30 102-41-37 103-10-51 98-22-49 103-11-23 97-20-22 83-36-37 103-51-29 108-17-17 107-34-02 102-56-52 112-06-51 118-37-36 118-12-34 567 2.0% 1	5R 2.0% 90R 16.2% Run CORRECTED H-M-S 94-49-25 95-46-18 96-58-01 97-22-20 98-20-11 99-27-50 100-40-24 100-58-20 101-46-35 102-37-01 102-57-20 104-15-30 104-58-36 Ave Off 5R 6.1% 90R 50R1 15.2% Run CORRECTED H-M-S 102-409 104-57-53 105-03-58 105-08-11 105-29-04 105-48-47 106-35-22 108-51-39

Alexander of Creswell		10-06		-31
Lady Penrhyn of Nirimba	a 120-	46-31	114-08	-48
Charlotte of C.		07-19		
Calculation System is In	nplied Wind Real Scrate			
18.4% Beat 7.1% 110R	34.7% 52R 1.0% 60R	8.2%	75R	2.0% 90R
7.1% 110R	7.1% 120R 3.1% 135R	3.1%	150R	15.3% Run
IMS Division F				
YACHT NAME	ELA	PSED	CORRI	ECTED
	H-M		H-M-S	
Southerly		25-49	103-58	-28
Marara	119-	10-53	111-43-	
Breakaway		12-16	116-01	
Suraya		06-27	116-01-	
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		36-50	125-35	-16
Lahara		ected	153-36	
Tibia		ected	169-35	-36
	Implied Wind Real Scrate			
	36.4% 52R 1.0% 60R	6.1%	75R	5.1% 90R
5.1% 110R	5.1% 120R 5.1% 135R		150R	

TASMAN PERFORMANCI	E HANDICAP SYS	TEM	
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
Accord Commissions	4 0044	4 00 55 05	

0.9891	4-11-47-12	4-10-36-42
1,2828	3-11-36-21	4-11-14-48
		4-13-20-45
	A STATE OF THE PARTY OF THE PAR	4-14-03-47
	THE RESIDENCE AND ADDRESS OF THE PARTY OF TH	4-14-12-00
	The second secon	4-14-24-18
		4-14-57-45
A11.536713-745		4-15-22-11
	200 PATASTANA	4-17-44-09
100000000000000000000000000000000000000	LOCK COMMUNICATION AND RELEASE	A STATE OF THE PARTY OF THE PAR
W 175757000		4-17-49-04
1,444,435,335,335,335		4-19-04-15
		4-19-38-34
1.3631	3-14-04-09	4-21-19-15
1.000	4-14-22-58	5-00-22-58
1.2900	4-08-55-37	5-15-21-21
n		The state of the s
	1.2828 0.9760 1.0300 0.9250 1.2801 1.0412 0.9900 1.4788 1.000 0.7540 1.0985 1.3631 1.000 1.2900 p. Morse Fans, M.	1.2828 3-11-36-21 0.9760 4-16-02-05 1.0300 4-10-50-28 0.9250 4-23-08-07 1.2801 3-14-14-50 1.0412 4-10-34-18 0.9900 4-16-29-41 1.4788 3-04-54-39 1.000 4-17-49-04 0.7540 6-08-36-50 1.0985 4-09-16-24 1.3631 3-14-04-09 1.000 4-14-22-58 1.2900 4-08-55-37 D Morse Fans, Maui, PL Lease Fu

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 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.

since 1977. 1996 - 95 starters IMS OVERALL RESULTS

HCP POS	LINE POS	NAME	STATE C'TRY	IMS DIV	ELAPSED TIME	IMS TCF	IMS CORR
1	7	Ausmaid - G.Gjergja	VIC	В	3-02-31-45	0.8131	
2	7 2	Exile - W.Miller	HK	Ā	2-16-53-15	0.9366	2-12-35-59
3	8	Atara - R.Hickman	NSW	B	3-05-08-47	0.7881	2-12-46-25
4	6	BZW Challenge - R.Roberts	NSW	B	3-03-06-47	0.7001	2-12-47-57
5	11	Bit O Fluff - W.Brooks	QLD	B	3-07-45-20	0.7749	0.40.47.44
6	1		GER	Ā	2-14-07-10	0.7748 1.0000	2-13-47-41 2-14-07-10
7	10	Morning Glory - H.Plattner Abracadabra - J.M.Anthony	NSW	ĥ	3-07-13-32	0.8034	2-15-38-59
8	4	Sydney - C.Curran	NSW	Ă	2-22-56-35	0.8996	2-15-49-13
9	13	No Fearr - 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. Vercoe	SA	В	3-12-07-55	0.7836	2-17-55-33
12	45	Atria - G.Ford / R.Hick	VIC	ē	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	В	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 III	3-01-10-29	0.9453	2-21-10-19
19	31	Midnight Rambler - E.Psaltis / W.Williams	NSW	D	4-00-35-10	0.7172	2-21-16-18
20	22	Bob Jane T-Marts 2KY - R.Mulkearn	NSW	C	4-00-16-02	0.7234	2-21-38-23
21	54	Huon Chief - A.Hay	TAS	E	4-07-22-57	0.6742	2-21-42-02
22	35	Inner Circle - D.Pompfret & 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 28	19	Yendys - G.Ross	NSW	E	3-22-25-13	0.7488	2-22-42-11
28	40	Polaris - J.Quinn	NSW	unu to Emprounce	4-04-58-03	0.7021	2-22-53-21
29	67	Canon Maris - I.Kiernan	NSW	The state of the s	5-02-10-05	0.5807	2-22-56-35
30 31	58	Interum - C.King	TAS	E	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 33	39 20	Indian Pacific - M.Walker	NZ	D	4-04-51-50	0.7096	2-23-34-23
34	47	AMP Wild Oats - B.Foye / L.Peckman	NSW	В	3-23-58-20	0.7461	2-23-36-18
35	26	EOAO Hummingbird - R.Naughton	TAS	E .	4-05-49-35	0.7046	2-23-44-49
36	53	Local Hero - K.Wood	VIC	2	4-00-19-12	0.7468	2-23-55-54
37	36	New Horizons - M.Kelehar Nips N Tux - H.De Torres	NSW	。	4-07-20-37	0.7018	3-00-31-36
38	17	Zoe - I. Wheen	NSW	D	4-04-03-24	0.7291	3-00-57-05
39	69	Lahara - P.Asche	NSW	<u> </u>	3-22-10-44	0.7755	3-01-02-09
40	43	Double Image - G.Williams	NSW TAS		5-04-59-02	0.5847	3-01-04-41
41	56	Nortus Salmon - A.Doedens	TAS	- E	4-05-05-05	0.7257	3-01-21-26
42	41	Kingurra - P.Joubert	VIC		4-08-34-09	0.7050	3-01-43-17
43	70	Southerly - D.Mickleborough	NSW	Ė	4-05-00-33 5-05-15-27	0.7325	3-01-59-21
44	52	Spirit of The Alice - P.Herrick	NT	2	4-11-55-19	0.5952 0.6915	3-02-33-12
45	23	Mirrabooka - J.Bennetto	TAS	E	4-00-16-02	0.7760	3-02-37-41
46	28	Wide Load - W.Anderson	NSW	è	4-00-20-07	0.7769	3-02-42-12 3-02-50-34
47	18	Valheru - A.Lyall	TAS	B	3-22-16-13	0.7981	
48	68	Boomaroo Morse Fans - J.McIntosh	QLD	Ě	5-04-46-16	0.6040	3-03-14-14 3-03-21-42
49	25	One Time Sidewinder - J.Needham	NSW		4-00-16-29	0.7935	3-04-23-38
50	32	Razors Edge - R.Stone	NSW	č	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	Emma	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	Ē	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	produce Francisco	5-06-42-46	0.6425	3-09-24-34
58	74	Panache - D.Kranchuk	NSW	E	5-08-27-42	0.6440	3-10-43-46
59	71	Veto - M.Crisp	NSW	E	5-06-05-07	0.6582	3.10.50.00
Retired:	Aspect Comput	ling, Astroboy, Axicorp Long Distance Challenge, Br	indabella, Con	quistador, Delta Wing, Dr.	ake's Prayer, Dulux	Innkeeper, Jacobina	of Shenval, Liklik,

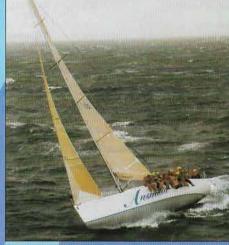
Mineral Magic, Ninety Seven, Prowler, Quest, Ragamuffin, Secret Mens Business, Take Time, Terra Firma. Fastest Time: Morning Glory (H.Plattner, Germany) 2 days 14 hours 7 minutes 10 seconds (race record)

HCP POS	LINE	NAME	STATE /	ELAPSED	PHS TCF	PHS CORR
POS	C'TRY	TIME	TIME			1210-00-00-00
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 37 44	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		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
8 9 10	64	Charisma - J.Lawler	NSW	4-23-21-18	0.8949	4-10-48-39
10	38	HiTimeWeWent - R.Hampshire	VIC	4-04-51-27	1.0700	4-11-55-03
11	24	Rock N Roll - K.Williams	NSW	4-00-16-20	1.1262	4-12-25-18
12	24 21 12	Bright Morning Star - H.Treharne	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
12 13 14 15 16	62 55 49 76 77	Mark Twain - H.O'Neill	NSW	4-20-29-20	0.9389	4-13-22-17
15	55	Lady Quaeso - 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
	/6	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 DIVIS	SIONAL RESULT	'S				
HCP POS	YACHT NAME	IMS DIV ELAPSED	IMS TCF	IMS CORR		

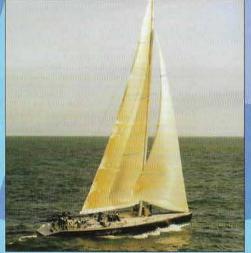
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TATO DIAL	SIUMML RESULTS				
HCP POS	YACHT NAME	IMS DIV	ELAPSED	IMS TCF	
TIME	TIME				
1	Exile	A	2-16-53-15	0.9366	
2	Morning Glory	A	2-14-07-10	1.0000	
3	Sydney	A	2-22-56-35	0.8996	

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
2 3 4	Sydney	Α	2-22-56-35	0.8996	2-15-49-13
4	Foxtel Amazon	A A	2-21-31-53	0.9874	2-20-39-19
5	Condor of Currabubula	A B	3-01-10-29	0.9453	2-21-10-19
1	Ausmaid	В	3-02-31-45	0.8131	2-12-35-59
2	Atara	В	3-05-08-47	0.7881	2-12-47-57
3	BZW Challenge	B B	3-01-25-25	0.8283	2-12-49-00
4	Bit O Fluff		3-07-45-20	0.7748	2-13-47-41
2 3 4 5 6 7	Maglieri Wines	8 8 8 8 C C C	3-12-07-55	0.7836	2-17-55-33
6	Cyclone	В	3-12-15-33	0.8016	2-19-32-32
7	AMP Wild Oats	В	3-23-58-20	0.7461	2-23-36-18
8	Valheru	B	3-22-16-13	0.7981	3-03-14-14
8	Atria	C	4-05-10-06	0.6593	2-18-42-01
2	JLW Chutzpah	č	4-00-24-38	0.6984	2-19-19-59
3	Impeccable	č	4-06-31-31	0.6637	2-20-02-46
4	Bob Jane T-Marts 2KY	ĕ	4-00-16-02	0.7234	2-21-38-23
2 3 4 5 1 2 3 4	Razors Edge	CCD	4-02-23-42	0.7771	3-04-27-46
1	Abracadabra	Ď	3-07-13-32	0.8034	2-15-38-59
2	No Fearr	Ď	3-11-51-01	0.7654	2-16-10-44
3	Prime Example	D D	3-05-18-40	0.8435	2-17-12-43
4	Seaview Challenge Again	Ď	3-14-46-37	0.7929	2-20-48-20
5	Midnight Rambler	D	4-00-35-10	0.7172	2-21-16-18
6	Inner Circle	Ď	4-02-45-49	0.7111	2-22-13-51
5 6 7 8	Southern Cross Television	Ď	4-00-20-05	0.7323	2-22-32-45
8	Indian Pacific	Ď	4-04-51-50	0.7096	2-23-24-23
à	Local Hero	D	4-00-19-12	0.7468	2-23-55-54
9	Nips N Tux	D	4-04-03-24	0.7291	3-00-57-05
11	Zoe	Ď	3-22-10-44	0.7755	3-01-02-09
12	Public Bar		4-02-27-57	0.7769	3-04-29-53
111	Huon Chief		4-07-22-57	0.6742	2-21-42-02
	Love And War	D III III III III III III III III III I	4-00-20-08	0.7325	2-22-33-57
3	Yendys	u 🛊 uu	3-22-25-19	0.7488	2-22-42-11
4	Polaris	Ē	4-04-58-03	0.7021	2-22-53-21
2 3 4 5 6 7	EOAO Hummingbird	Ē	4-05-49-35	0.7046	2-23-44-49
6	Double Image	=	4-05-05-05	0.7257	3-01-21-26
7	Nortus Salmon	Ē	4-08-34-09	0.7050	3-01-43-17
8	Kingurra	Ē	4-05-00-33	0.7325	3-01-59-21
8	Mirrabooka		4-00-16-02	0.7760	3-02-42-12
10	Wide Load	Ē	4-00-20-07	0.7769	3-02-50-34
11	One Time Sidewinder	Ē	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	Ě	4-02-37-30	0.7870	3-05-37-04
14	Veto Veto	Ē	5-06-05-07	0.6582	3-10-59-22
100	The Allerta Name Office	=	3-00-03-07	0.0002	0-10-05-22



1996 OVERALL - Ausmaid Polaris EOAO Hummingbird 4-05-49-35 0.7046 0.7257 0.7050 2-23-44-49 3-01-21-26 3-01-43-17 3-01-59-21 3-02-42-12 Double Image 4-05-05-05 Nortus Salmon 4-08-34-09 4-05-00-33 0.7325 Kingurra Mirrabooka 4-00-16-02 0.7760 Wide Load 3-02-50-34 4-00-20-07 0.7769 0.7935 4-00-16-29 One Time Sidewinder 4-20-08-05 0.6679 0.7870 0.6582 0.6923 0.6553 Grandee of Crabtree Lane 4-02-37-30 3-10-59-22 2-22-37-53 Veto 5-06-05-07 The Alice's Neata Glass 4-06-01-27 4-11-51-17 22-40-38 Suraya Canon Maris 5-02-10-05 0.5807 22-56-35 0.6621 0.6921 0.7018 0.5847 Interum Spirit of Rani New Horizons 4-11-39-25 2-23-16-47 2-23-17-59 3-00-31-36 4-07-01-10 4-07-20-37 Lahara -01-04-41 5-05-15-27 4-11-55-19 Southerly Spirit of The Alice 0.5952 3-02-33-12 0.6915 0.6040 3-02-37-41 3-03-21-42 Boomaroo Morse Fans 5-04-46-16 Breakaway 4-21-32-54 0.6508 3-04-30-02 3-06-39-13 3-07-16-56 3-09-24-34 Adagio 5-00-58-06 0.6502 Hobart Food Equipment Brindabella II 5-12-22-47 0.5989 0.6425 5-06-42-26 5-08-27-42 0.6440 3-10-43-46



15 Panache F 5-08-27-42 0.6440 3-10-43-46
1996 Race and Weather: The Telstra Sydney to Hobart began in a light northerly breeze and a strong flowing ebb tide of Sydney the Interpret Heaving 18 yachts break the start, several not returning until almost an hour. Within a few hours the fleet was hit by a southerly buster and with the wind reaching 40 knots and a steep sea building up, it soon took its toll. Among the favourites forced out were the maxi yacht Brindabella with a broken mast and IMS champion Ragamuffin with a ripped mainsail. By next morning the southerly had abated and by early afternoon the fleet was enjoying a spinnaker sail down the NSW South Coast, with the nor easter building as the leaders entered Bass Strait. At times Morning Glory was surfing at more than 30 knots before the northerly, her sights right on a race record. She ran into frustrating light winds and blanketing fog near Tasman Island. As she sailed slowly across Storm Bay, it was touch-and-go whether Kialoa's 21-year-old record of 2 days 14 hours 36 minutes 56 seconds would be broken. However, a south-wester built up late in the evening of December 28th and at 0230 hours on December 29th Morning Glory was in the River Derwent, 11 miles to sail. Two-sail reaching in the 15-20 knot breeze, Morning Glory swept up the river and crossed the finish line off Battery Point, Hobart, at the historic time of 03.07.10 on the morning of Sunday, December 29th. Her elapsed time broke Kialoa's record by a mere 29 minutes 46 seconds. Astern of the leaders, light winds and fog continued to frustrate the main bulk of the fleet, with the last yacht not finishing until the early hours of January 3rd. Morning Glory also collected Telstra's special prize of \$300,000 for breaking the long standing record.

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12 13 14

ACCESSED Color C	SAIL # DHMS	HONOURS - 1 PLACE	14 Starters NAME	SKIPPER	DATE	FINISHING TIME	ELAPSED TIME
Motorala Young Australian Lumimores Silamoni, WC 29 Dec 02 3 0 0 31 3 13 2	C1					12 37 12	2 23 37 12
Motorala Young Australian Lumimores Silamoni, WC 29 Dec 02 3 0 0 31 3 13 2		2		Warwick Miller, Hong Kong			2 23 46 40
Motorala Young Australian Lumimores Silamoni, WC 29 Dec 02 3 0 0 31 3 13 2		4					3 04 59 56
Motorala Young Australian Lumimores Silamoni, WC 29 Dec 02 3 0 0 31 3 13 2		5		Svd Fischer, NSW			
Motorala Young Australian Lumimores Silamoni, WC 29 Dec 02 3 0 0 31 3 13 2		6	Beau Geste	Karl C. Kwok, Hong Kong			3 07 42 44
Motorala Young Australian Lumimores Silamoni, WC 29 Dec 02 3 0 0 31 3 13 2		7		Ludde Ingvall, Sweden	29-Dec	20 59 22	3 07 59 22
Motorala Young Australian Lumimores Silamoni, WC 29 Dec 02 3 0 0 31 3 13 2		g		Adan Hicci, Italy Giorgio Giorgio VIC			3 09 12 10
Automation Challenge 2000		10		Lawrence Shannon, VIC			
## Add ##	224244	11	Australian Challenge 2000	Ray Roberts, NSW			3 13 23 50
Section Sect							3 13 35 48
1960 16 Yentys Geoffity Ross, NSW 100-ber 10 71 2 32 25 7		14					3 14 31 22
1960 16 Yentys Geoffity Ross, NSW 100-ber 10 71 2 32 25 7		15		David Witt. NSW			
Hern Friedley		16	Yendys	Geoffrey Ross, NSW	30-Dec		3 22 57 12
## 14 Property Pro		17		Peter Bartels / Stewart Nieman, VIC		12 21 29	3 23 21 29
Accepted Application App		19					3 23 22 50
SAG99	NZ8455	20		Brett Neill, NZ30			4 01 46 50
Seave Challenge Again Low Abrahams, VIC 30 - Doc 15 09 4/2 42 0.0		21		Geoffrey Vercoe, SA	30-Dec		4 01 49 57
Section Sect		22		Anthony Lyall, TAS			4 02 03 54
Section Sect		24	Quest				4 02 08 42
SASSO 26 Secret Mens Business Garlf Beatcher, S.A. 30-Dec 15 36 38 4 (20 38)	5642	25					
Age Aspect Computing David Pascunt, NSW 30-Dec 16 32 7 4 33 39		26		Geoff Boettcher, SA			4 02 36 38
Dotte Page Figure Page Figure Page Figure Page Figure Figu		27					4 03 17 15
6144 31		29	Doctel Bager				4 03 32 37
6144 31	M4	30	Bob Jane T-Marts				
AB 33		31		Rob Reynolds, NSW	30-Dec	17 45 35	4 04 45 35
### Addie Christopher Goman NSW 30-Dec 19 157 40 619 ### AZLESTS Leefer R. & Polosthere, NSW 30-Dec 20 44 0 4 0 4 0 4 0 5		32					4 04 56 11
No.		34					4 05 56 35
Section Sect	NZL6572	35		R & P Goldstiver, NSW			
VC5572 38		36		Graham Gibson, NSW	30-Dec		4 07 04 40
1833 40		3/					4 07 58 22
1833 40		39					4 10 50 18
Alf. Wide Load Waren Anderson, NSW 31-Dec 013 42 41 234 377 43 Bacard Alf. Bacard Bacard Alf. Bacard Alf. Bacard Alf. Bacard Alf. Bacard Alf. Bacard Alf. Alf	R33	40					
1977 49 Bacard Graham Anley / John Williams, VIC 31-Dec 02 27 14 41 31 12		41		Warren Anderson, NSW	31-Dec		4 12 27 29
Grif 46		42					4 12 34 21
Grif 46		44		Rob Kothe NSW			
No. Agrakoram		45	Hitimewewent	Robert Hampshire, VIC			4 14 57 20
15.995		46					4 15 08 47
182747		48					4 15 26 20
1987 50 Bright Morning Star Hugh Trehame, NSW 31-Dec 05 07 57 4 19 07 4040 51 Nadia IV Teil Dallon, ACT 31-Dec 05 22 35 418 22 6336 52 Loose Change Clive Gilmour, NSW 31-Dec 05 50 36 416 67 4182 53 Uptown Girl Rod Winton, NSW 31-Dec 05 10 36 416 67 4183 54 Valhalia Doug Middleton, OLD 31-Dec 06 16 57 417 18 5426 55 Cut O'T The Blue Kevan Johnston, QLD 31-Dec 06 16 57 417 18 5426 55 Cut O'T The Blue Kevan Johnston, NSW 31-Dec 06 20 44 417 20 4188 57 Tassie Wins Jeft Corolle, TAS 31-Dec 06 24 00 417 24 M89 58 Storm Rider John Elgar, NSW 31-Dec 06 24 42 417 24 M89 58 Storm Rider John Elgar, NSW 31-Dec 06 24 42 417 24 M89 58 Storm Rider John Elgar, NSW 31-Dec 06 31 43 417 31 557 60 Polaris John Quant, NSW 31-Dec 06 33 42 417 33 557 60 Polaris John Quant, NSW 31-Dec 06 53 32 417 33 M78 62 Double O'Nothing John Bush, QLD 31-Dec 06 56 32 417 33 M78 63 Cavalcade John Bush, QLD 31-Dec 08 14 46 419 14 M89 M84 M85	R32747	49					
1985 1985 1986		50		Hugh Treharne, NSW	31-Dec		4 16 07 57
Alt B. S. Uptown Girl Rod Winton, NSW 31-Dec 0.5 50 36 4 16 50.7		51					4 16 22 35
Flock Floc		53					
3767 56		54	Valhalla				4 17 16 53
4168 57 Tassis Wins Jeft Cordell, TAS 31-Dec 06 24 00 417 24 M89 58 Storm Rider John Elgar, NSW 31-Dec 06 24 32 417 34 M74 59 Highland Fling Keith Thorn, NSW 31-Dec 06 31 43 417 31 5527 60 Polaris John Quinn, NSW 31-Dec 06 33 22 417 33 B23 61 Kingure John Quinn, NSW 31-Dec 06 33 22 417 33 B23 61 Kingure John William John Bush, QLD 31-Dec 06 48 32 417 53 B25 Mr62 63 Inner Circle John Bush, QLD 31-Dec 08 14 66 419 14 M762 63 Inner Circle Dennis Ponfret, NSW 31-Dec 08 23 51 419 23 SM5240 64 Cavalcade Peter Lloyd, VIC 31-Dec 08 23 51 419 23 SM5240 64 Leachina of Shenval Robert Green & Peter Newman, NSW 31-Dec 08 24 40 419 24 SM8 66 Leachina of Shenval Robert Green & Peter Newman, NSW 31-Dec 08 24 72 419 27 MH471 67 Turkey Shoot John Bradshaw, NSW 31-Dec 08 26 77 419 28 Sandpiper John Wheelhouse, NSW 31-Dec 09 35 11 42 03 5 A7633 69 Bin Bouge Crinistopher Bowling, NSW 31-Dec 09 35 11 42 03 5 A7633 69 Bin Rouge Crinistopher Bowling, NSW 31-Dec 09 35 11 42 03 5 A7633 69 Bin Rouge Crinistopher Bowling, NSW 31-Dec 01 10 10 42 11 5 Mn106 71 Impeccable John Walkel, NSW 31-Dec 10 14 00 9 42 14 00 Mr131 72 Son Of A Son Fall Nath Flabot Dempsey, NSW 31-Dec 11 13 37 42 21 33 A784 A774							4 17 18 57
M89 58 Storm Filder John Elgar, NSW 31-Dec 06 24 32 4 17 24 M74 59 Highland Fling Keith Thom, NSW 31-Dec 06 31 43 4 17 31 552.7 60 Polaris John Quinn, NSW 31-Dec 06 33 22 4 17 33 B23 61 Kingura Peter Joubert, VIC 31-Dec 08 53 22 4 17 58 315 62 Double Or Nothing John Bush, QLD 31-Dec 08 14 46 4 19 14 MR52 63 Inner Circle Dennis Pomifet, NSW 31-Dec 08 14 40 4 19 14 MK5240 64 Cavalcade Peter Lloyd, VIC 31-Dec 08 23 51 4 19 23 2857 65 Hogs Breath Witch Doctor Rum Consortium, NSW 31-Dec 08 24 40 4 19 23 2848 66 Jacobina of Sherwal Robert Green & Peter Newman, NSW 31-Dec 08 27 22 4 19 23 M1471 67 Turkey Shoot John Bradshaw, NSW 31-Dec 08 26 57 4 19 28 242 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>4 17 20 44</td>							4 17 20 44
Section Polaris John Quinn, NSW 31-Dec 06 33 22 417 33	M89	58	Storm Rider				4 17 24 32
B23	M74	59		Keith Thorn, NSW	31-Dec	06 31 43	4 17 31 43
315 62 Double Or Nothing John Bush, QLD 31-Dec 08 14 56 4 19 14 6							4 17 33 22
M762 63 Inner Circle Dennis Pomfret, NSW 31-Dec 08 18 40 4 19 18 25 SMS240 64 Cavalcade Peter Lloyd, VIC 31-Dec 08 23 51 4 19 23 4 2557 65 Hogs Breath Witch Doctor Rum Consortium, NSW 31-Dec 08 24 40 4 19 24 4 SMB240 66 Jacobina of Sherval Robert Green & Feter Newman, NSW 31-Dec 08 27 22 4 19 27 4 424 68 Sandpiper John Bradshaw, NSW 31-Dec 08 46 48 4 19 46 - 7633 69 Bin Rouge Christopher Bowling, NSW 31-Dec 09 35 11 4 20 35 - 278 70 Galatea John Laird, NSW 31-Dec 10 15 10 4 21 15 - MH31 72 Son Of A Son And Malker, NSW 31-Dec 10 15 10 4 21 15 - MH31 72 Son Of A Son Parl Nash Pob Dempsey, NSW 31-Dec 11 13 37 4 22 13 15 - 3946 73 Trust Bank Huminingbird Errol Pyke, TAS 31-Dec 11 3 53 58 54 4 22 28 16 -	315	62					4 17 58 32
SMD-240 64	M762	63	Inner Circle	Dennis Pomfret, NSW			4 19 18 40
SMB 66							4 19 23 51
MH471 67 Turkey Shoot John Bradshaw, NSW 31-Dec 08 28 57 4 19 28 24 24 26 68 242 68 Sandpiper John Wheelhouse, NSW 31-Dec 08 46 48 4 19 46 47 25 27 27 27 27 27 27 27 27 27 27 27 27 27							4 19 24 40
242 68 Sandpiper John Wheelhouse, NSW 31-Dec 08 46 48 4 19 46 4763 7633 69 Bin Rouge Christopher Bowling, NSW 31-Dec 09 35 11 4 20 35 31 42 03 31		67		John Bradshaw, NSW			4 19 27 22
278		68	Sandpiper	John Wheelhouse, NSW	31-Dec	08 46 48	4 19 46 48
Mh106 71 Impeccable John Walker, NSW 31-Dec 10 40 09 4 21 40 0 MH31 72 Son Of A Son Pat Nash / Bob Dempsey, NSW 31-Dec 11 13 37 4 22 13 3 3946 3946 73 Trust Bank Hummingbird Errol Pyke, TAS 31-Dec 11 36 00 5 00 36 0 50 36							4 20 35 11
MH31 72 Son Of A Son Pat Nash / Bob Dempsey, NSW 31-Dec 11 13 37 4 22 13 3 3 4 2 2 13 3 3 4 2 2 13 3 3 4 2 2 13 3 3 4 2 2 13 3 3 3 4 2 2 13 3 4 2 2 13 4 2 2 13 3 4 2 2 13 3 4 2 2 13 3 4 2 2 13 3 4 2 2 13 3 4 2 2 13 4 2 2 13 3 4 2 2 13 3 4 2 2 13 3 4 2 2 13 3 4 2 2 13 3 4 2 2 13 4 2 2 13 3 4 2 2 13 3 4 2 2 13 3 4 2 2 13 4 2 2 13 4 2 2 13 3 4 2 2 13		71		John Walker NSW			4 21 15 10
3946 73	MH31	72					
1100 75	3946	73		Errol Pyke, TAS		11 28 54	4 22 28 54
3807 76		75		Gregory Quinn, NSW		13 36 00	5 00 36 00
Sm616 77 Magic Philip Spry-Bailey, VIC 31-Dec 15 53 09 5 02 53 0 A113 78 Mark Twain Hugh O'Neill, NSW 31-Dec 15 29 43 5 02 29 29 29 29 29 29 20 20 29 29 20 20 20 29 20 20 20 20 20 20 20 20 20 20 20 20 20		76					
1295 81 Suraya Carl Sriber, NSW 31-Dec 19 14 45 5 06 14 4 5665 82 Globus Food Packaging Nicholas Jones, NSW 31-Dec 19 18 52 5 06 18 6 H100 83 Lock On Wood Drew Meincke, TAS 31-Dec 19 22 09 5 06 22 0 RQ23 84 Boomaroo Morse Fans John Michlosh, QLD 31-Dec 19 34 53 5 06 34 5 5901 85 Spirit Of The Alice Robert Barford, NT 31-Dec 20 30 38 5 07 30 3 114 86 Take Time Graham Snith, NSW 31-Dec 21 34 53 5 08 34 5 327 87 Canon Maris Ian Kierran, NSW 31-Dec 23 09 19 5 10 09 1 5110 88 Zeus II Jim Dunstan, NSW 31-Dec 23 47 56 5 10 47 5 F110 89 Brindadbella II Roger Sayers, VIC 31-Dec 23 58 09 5 10 58 0 H1141 90 Lowanna II Leslie Kingston, TAS 01-Jan 01 46 33 5 12 55 6	Sm616	77	Magic	Philip Spry-Bailey, VIC			5 02 53 09
1295 81 Suraya Carl Sriber, NSW 31-Dec 19 14 45 5 06 14 4 5665 82 Globus Food Packaging Nicholas Jones, NSW 31-Dec 19 18 52 5 06 18 6 H100 83 Lock On Wood Drew Meincke, TAS 31-Dec 19 22 09 5 06 22 0 RQ23 84 Boomaroo Morse Fans John Michlosh, QLD 31-Dec 19 34 53 5 06 34 5 5901 85 Spirit Of The Alice Robert Barford, NT 31-Dec 20 30 38 5 07 30 3 114 86 Take Time Graham Snith, NSW 31-Dec 21 34 53 5 08 34 5 327 87 Canon Maris Ian Kierran, NSW 31-Dec 23 09 19 5 10 09 1 5110 88 Zeus II Jim Dunstan, NSW 31-Dec 23 47 56 5 10 47 5 F110 89 Brindadbella II Roger Sayers, VIC 31-Dec 23 58 09 5 10 58 0 H1141 90 Lowanna II Leslie Kingston, TAS 01-Jan 01 46 33 5 12 55 6	A113	78				15 29 43	5 02 29 43
1295 81 Suraya Carl Sriber, NSW 31-Dec 19 14 45 5 06 14 4 5665 82 Globus Food Packaging Nicholas Jones, NSW 31-Dec 19 18 52 5 06 18 6 H100 83 Lock On Wood Drew Meincke, TAS 31-Dec 19 22 09 5 06 22 0 RQ23 84 Boomaroo Morse Fans John Michlosh, QLD 31-Dec 19 34 53 5 06 34 5 5901 85 Spirit Of The Alice Robert Barford, NT 31-Dec 20 30 38 5 07 30 3 114 86 Take Time Graham Snith, NSW 31-Dec 21 34 53 5 08 34 5 327 87 Canon Maris Ian Kierran, NSW 31-Dec 23 09 19 5 10 09 1 5110 88 Zeus II Jim Dunstan, NSW 31-Dec 23 47 56 5 10 47 5 F110 89 Brindadbella II Roger Sayers, VIC 31-Dec 23 58 09 5 10 58 0 H1141 90 Lowanna II Leslie Kingston, TAS 01-Jan 01 46 33 5 12 55 6	Δ9Δ	80		Hichard Winning, NSW			5 03 47 25
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327 87 Canon Maris Ian Kiernan, NSW 31-Dec 23 09 19 5 10 09 1 5110 88 Zeus II Jim Dunstan, NSW 31-Dec 23 47 56 5 10 47 5 F110 89 Brindabella II Roger Sayers, VIC 31-Dec 23 58 09 5 10 58 0 H1141 90 Lowanna II Loslie Kingston, TAS 01-Jan 01 46 33 5 12 463 4647 91 Portobello David Thomton Taylor, ACT 01-Jan 01 55 57 5 12 55 5 265 92 Waitangi II David Wearn, NSW 01-Jan 03 19 30 5 14 19 3 5488 93 Morning Tide Allen Fenwick, NSW 01-Jan 12 51 19 5 23 51 1 122 94 Conquistador Michael Cummins, TAS 01-Jan 13 46 45 6 00 464 5669 95 Blue Lady Shane Kearns, NSW 01-Jan 14 52 00 6 01 52 0		85				19 34 53	5 06 34 53
327 87 Canon Maris Ian Kiernan, NSW 31-Dec 23 09 19 5 10 09 1 5110 88 Zeus II Jim Dunstan, NSW 31-Dec 23 47 56 5 10 47 5 F110 89 Brindabella II Roger Sayers, VIC 31-Dec 23 58 09 5 10 58 0 H1141 90 Lowanna II Loslie Kingston, TAS 01-Jan 01 46 33 5 12 463 4647 91 Portobello David Thomton Taylor, ACT 01-Jan 01 55 57 5 12 55 5 265 92 Waitangi II David Wearn, NSW 01-Jan 03 19 30 5 14 19 3 5488 93 Morning Tide Allen Fenwick, NSW 01-Jan 12 51 19 5 23 51 1 122 94 Conquistador Michael Cummins, TAS 01-Jan 13 46 45 6 00 464 5669 95 Blue Lady Shane Kearns, NSW 01-Jan 14 52 00 6 01 52 0		86					
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5669 95 Blue Lady Shane Kearns, NSW 01-Jan 14 52 00 6 01 52 0	4647	91	Portobello	David Thornton Taylor, ACT			5 12 46 33 5 12 55 57
5669 95 Blue Lady Shane Kearns, NSW 01-Jan 14 52 00 6 01 52 0	265	92	Waitangi II	David Wearn, NSW	01-Jan	03 19 30	5 14 19 30
5669 95 Blue Lady Shane Kearns, NSW 01-Jan 14 52 00 6 01 52 0		93					5 23 51 19
		95				13 46 45	
D017 00 D							6 09 37 25

3624 5643 35	97 98 99	Abacus Veto Topaz	Eric Frank, NSW Mike Crisp, NSW Robert Ferenzi, NSW	02-Jan 02-Jan 02-Jan	13 30 30 13 45 00 16 42 49	7 00 30 00 7 00 45 00 7 03 42 29
1997 IMS OVERAL	L RESULTS					
HCP POS & SAIL #	NAME	IMS DIV	ELAPSED TIME	IMS TCF	IMS CORR TIME	
1.HKG1997 2.AUS 70	Beau Geste Ragamuffin	B	3 07 42 50 3 07 42 44	0.8199 0.8244	2 17 21 27	
3.SM100 4.HKG88		B B A	3 09 36 14	0.8057	2 17 42 53 2 17 44 54	
5.B2000	Exile Brighton Star	B	2 23 46 40 3 14 31 22	0.9296 0.7940	2 18 43 29 2 20 41 57	
6.S4606 7.9797	Motorola You Ninety Seven	B	B 3 13 35 48	3 13 13 01 0.8050	0.8067 2 20 54 19	2 20 44 40
8.8887 9.C1	Australian Ch Brindabella	allenge 2000 A	B 2 23 37 12	3 13 23 50 0.9859	0.8077 2.22.36.37	2 20 58 31
10.IRL8000 11.780	Atara Canon Maris	B	3 20 05 43 5 10 09 19	0.7765 0.5566	2 23 35 43 3 00 26 40	
12.R4100 13.NZ8455	Terra Firma White Cloud	D	3 23 21 29 4 01 46 50	0.7674	3 01 10 40	
14.RQ23 15.R33	Boomaroo Me	orse Fans	F	0.7554 5 06 34 53	3 01 51 48 0 5852	3 02 04 32
16.R1000	Prima Donna		4 11 49 07 4 11 44 07	0.6889 0.7012	3 02 16 34 3 03 32 38	
17.SA999 18.SA3300	Maglieri Wine Secret Mens	Business	<i>B B</i>	4 01 49 57 4 02 36 38	0.7727 0.7690	3 03 40 43 3 03 49 53
19.SM2 20.5642	Seaview Cha Christine Jay	#	D D	4 02 08 42 4 02 20 56	0.7736 0.7753	3 03 55 30 3 04 15 00
21.SM6 22.JPN3000	Dixie Chicker Summer Boy		4 07 58 22 3 23 22 50	0.7335 0.7999	3 04 15 51 3 04 17 42	
23.9090 24.1993		B C	4 02 15 09 3 22 57 12	0.7766 0.8046	3 04 18 10 3 04 23 58	1
25.5527 26.5426	Polaris Out Of The B	E	4 17 33 22	0.6744	3 04 34 56	A Committee Annual Committee
27.HKG1888	Hi Fidelity	В	3 23 29 35	4 17 18 57 0.8037	0.6769 3 04 44 52	3 04 42 13
28.4057 29.YC5572	Tetra Marine Kingtide	D	C 4 10 50 18	4 14 11 01 0.7205	0.6977 3 04 58 37	3 04 52 30
30.1195	Valheru	C	4 02 03 54	0.7867	3 05 08 52	
31.6144 32.NZL69	J44 Phoenix Sows Ear	C	4 04 45 35 4 15 26 20	0.7688 0.6956	3 05 27 51 3 05 31 01	CONTRACTOR OF THE PARTY OF THE
33.KA5300 34.242	Drakes Praye Sandpiper	E	C 4 19 46 48	4 07 04 40 0.6702	0.7526 3 05 35 45	3 05 34 35
35.SM8 36.1100	Jacobina of S Huon Chief	Shenval	E 5 00 53 58	4 19 27 22 0.6441	0.6722 3 05 52 17	3 05 36 35
37.MH31 38.A8	Son Of A Sor Mirrabooka		E 4 05 56 35	4 22 13.37	0.6600	3 06 01 47
39.327 40.H100	Zeus II	F	5 10 47 56	0.7685 0.5993	3 06 20 36 3 06 23 16	1
41.7633		D	4 20 35 11	5 06 22 09 0.6746	0.6200 3 06 38 57	3 06 25 56
42.6107 43.114	Adria Take Time	C F	4 06 19 57 5 08 34 53	0.7705 0.6135	3 06 50 50 3 06 53 05	
44.SM377 45.1295	Bacardi Suraya	E F	4 13 27 14 5 06 14 45	0.7230 0.6282	3 07 08 07 3 07 18 27	
46.SM616 47.5995	Magic Nips-N-Tux	E.	5 02 53 09 4 15 36 01	0.6513 0.7186	3 08 02 08 3 08 11 45	
48.4040 49.6336	Nadia IV Loose Chang	C	4 16 22 35 D	0.7137 4 16 27 28	3 08 12 11 0.7143	3 08 19 43
50.RQ48 51.NZL5990	Valhalla Andiamo	C	4 17 16 53 4 03 17 15	0.7119	3 08 38 42	3 00 15 45
52.CR1	Neftenga	C	4 04 56 11	0.8137 0.8035	3 08 47 25 3 09 06 09	
53.SWE2001 54.3946	Trust Bank Hi		3 07 59 22 E	1.0000 4 22 28 54	3 09 06 10 0.6865	3 09 20 16
55.315 56.M762	Double Or No Inner Circle	C	4 19 18 40	4 19 14 56 0.7072	0.7065 3 09 32 53	3 09 25 24
57.NZL6572 58.S110	Icefire Brindabella II	C F	4 06 45 58 5 10 58 09	0.8148 0.6486	3 11 44 02 3 12 56 48	
59.5901 60.H122	Spirit Of The Conquistador	Alice	E 6 00 46 45	5 07 30 38 0.6065	0.6798	3 14 40 54
61.5488 62.27	Morning Tide Winston Chui	E	5 23 51 19	0.6113 5 03 47 25	3 15 48 31 3 15 56 19 0.7131	3 16 16 29
63.R317 64.3624	Redigo Abacus	Factorial Indiana Indiana	6 09 37 25 7 00 30 00	0.5931	3 19 06 51	0.10.10.20
65.5643	Veto	F	7 00 45 00	0.5776 0.6348	4 01 19 32 4 11 07 21	
FINAL INS DI	IVISIONAL RE NAME	SULTS IMS DIV	ELAPSED	IMS TCF	IMS CORR TIME	
& SAIL # 1.HKG88	Exile	A .	TIME 2 23 46 40	0.9296		
2.C1	Brindabella	Â	2 23 37 12	0.9859	2 18 43 29 2 22 36 37	
3.NZL5990 4.SWE2001	Andiamo Nicorette	A	4 03 17 15 3 07 59 22	0.8137 1.0000	3 08 47 25 3 09 06 10	
1.HKG1997 2.AUS 70		В	3 07 42 50 3 07 42 44	0.8199 0.8244	2 17 21 27 2 17 42 53	
3.SM 100 4.B2000	Ausmaid Brighton Star	B B	3 09 36 14 3 14 31 22	0.8057 0.7940	2 17 44 54 2 20 41 57	
5.S4606 6.9797	Motorola You Ninety Seven	ng Australia	B 3 13 35 48	3 13 13 01 0.8050	0.8067 2 20 54 19	2 20 44 40
7.8887 8.IRL8000	Australian Ch		B 3 20 05 43	3 13 23 50	0.8077	2 20 58 31
9.SA999	Maglieri Wine	es i u	3 20 05 43 B	0.7765 4 01 49 57	2 23 35 43 0.7727	3 03 40 43
10.SA3300 11.JPN3000	Secret Mens Summer Boy	В	3 23 22 50	4 02 36 38 0.7999	0.7690 3 04 17 42	3 03 49 53
12.9090 13.HKG1888		B B	4 02 15 09 3 23 29 35	0.7766 0.8037	3 04 18 10 3 04 44 52	
1.1993 2.4057	Yendys Tetra Marine		3 22 57 12 C	0.8046 4 14 11 01	3 04 23 58 0.6977	3 04 52 30
3.1195 4.6144	Valheru J44 Phoenix	C	4 02 03 54 4 04 45 35	0.7867 0.7688	3 05 08 52 3 05 27 51	
			- The state of the	ACTION STATE	COLUMN TOWNS TO SEE	

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		A STATE OF THE STA
9.RQ48	Valhalla C	4 17 16 53	0.7119	3 08 38 42		
10.CR1	Neftenga C Inner Circle C	4 04 56 11	0.8035	3 09 06 09		HKC A TEEL
11.M762		4 19 18 40	0.7072	3 09 32 53		
12.NZL6572	Icefire C	4 06 45 58	0.8148	3 11 44 02		1997
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		7.66
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		1997
5.SM2	Seaview Challenge Again	D	4 02 08 42	0.7736	3 03 55 30	1027
6.5642	Christine Jay II	D	4 02 20 56	0.7753	3 04 15 00	
7.SM6	Dixie ChickenD	4 07 58 22	0.7335	3 04 15 51		
8.YC5572	Kingtide D	4 10 50 18	0.7205	3 04 58 37		Company of the Compan
9.NZL69	Sows Ear D	4 15 26 20	0.6956	3 05 31 01		CONTRACTOR OF STREET
10.7633	Bin Rouge D	4 20 35 11	0.6746	3 06 38 57	The second second	
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 10 10 10	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	بالنبي إمريز ونج	
6.MH31	Son Of A Son	E	4 22 13 37	0.6600	3 06 01 47	17. VIII.
7.A8	Mirrabooka E	4 05 56 35	0.7685	3 06 20 36	MARKAGE BASI	
8.H100	Lock On Wood	E 38 22 33	5 06 22 09	0.6200	3 06 25 56	A CONTRACT OF THE PARTY OF THE
9.SM377	Bacardi E	4 13 27 14	0.7230	3 07 08 07		
10.SM616	Magic E	5 02 53 09	0.6513	3 08 02 08	Secretary and the second	
11.3946	Trust Bank Hummingbird	Ę	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	1998 - OVERALL - Beau Geste
13.5901	Spirit Of The Alice	500 54 40	5 07 30 38	0.6798	3 14 40 54	
14.5488	Morning Tide E Canon Maris F	5 23 51 19	0.6113	3 15 56 19		
1.780	Canon Mans F	5 10 09 19	0.5566	3 00 26 40	0.00.04.00	
2.RQ23 3.327	Boomaroo Morse Fans	F 40 47 50	5 06 34 53	0.5852	3 02 04 32	
4.114	Zeus II F	5 10 47 56	0.5993	3 06 23 16		
5.1295	Take Time F	5 08 34 53	0.6135	3 06 53 05		
6.S110	Suraya F	5 06 14 45	0.6282	3 07 18 27		The state of the s
7.H122	Brindabella II F	5 10 58 09	0.6486	3 12 56 48		
	Conquistador F	6 00 46 45	0.6065	3 15 48 31	0.40.40.00	
8.27 9.R317	Winston Churchill	C 00 07 05	5 03 47 25	0.7131	3 16 16 29	
10.3624	Redigo F Abacus F	6 09 37 25 7 00 30 00	0.5931	3 19 06 51		
11.5643	Veto F	7 00 35 00	0.5776	4 01 19 32		
11,3093	veio r	7 00 45 00	0.6348	4 11 07 21		
FINAL DUC	DIVISIONAL RESULTS					
HCP POS	NAME PHS DIV	ELAPSED	PHS TCF	PHS CORR TIM	AC.	
& SAIL#	IVANIL THO DIV	TIME	FIIO ICF	FIIS CONN TIII	//C	
1.M250	Seac Banche 1	3 09 12 10	1.2885	4 08 37 47		
2.SM1	P.L. Lease Future Shock	3 00 12 10	3 04 59 56	1.3935	4 11 17 53	
3.SA1431	Marchioness 1	3 05 15 58	1.4358	4 14 56 19	411 11 30	
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 10 30 30	4 04 25 08	1.1650	4 20 59 17	
7.R5180	Sorbent Sweet Caroline	7	4 12 34 21	1.0850	4 21 48 04	
8.4826	Aspect 1	4 03 32 37	1.1860	4 22 03 31	4 21 40 04	
9.3767	Mistress Mercy	1 00 02 07	4 17 20 44	1.0438	4 22 18 36	
10.M74	Highland Fling	4	4 17 31 43	1.0572	5 00 01 21	
11.105	Karakoram 1	4 15 08 47	1.0820	5 00 15 37	3000121	
12.1987	Bright Morning Star	1 10 00 47	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	0012020	
14.5444	Silentnight Beds	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	0.01	
16.R32747	Serenity II 1	4 15 36 53	1.2000	5 13 56 16		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1.278	Galatea 2	4 21 15 10	0.9143		HANNEL WATER OF THE PARTY OF TH	
2.MH106	Impeccable 2	4 21 40 09	0.9449			
3.4168	Tassie Wins 2	4 17 24 00	0.9850	4 15 41 56		
4.A94	Charisma 2	5 05 50 27	0.8910	4 16 07 27		
5.3807	Alexander of Creswell	2	5 02 27 02	0.9201	4 16 40 00	1998 - LINE HONOURS - Brindabella
6.G710	Hitimewewent	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	5 06 18 52	0.9142	4 19 28 36	
11.2557	Hogs Breath Witchdoctor	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		
	B	A SECURITION OF THE PARTY OF TH				

Portobello

Cavalcade

Dry White

Lowana II

Blue Lady Topaz

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:

5 12 55 57 4 19 23 51

0.8800 1.0200

1.0022

0.9200

Adrenalin, Assassin, Berrimilla, Grandee of Crabtree Lane, Midnight Rambler, Rapscallion, Sagacious V, She's Apples II, Southerly, Starlight Express, Team Jaguar Infinity III, Valtair, Weowna Winner, Windstopper, Portofino.

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.

4 20 58 50

4 21 42 20

5 00 51 55 5 02 09 14 5 14 55 36 6 02 46 34

The two leading yachts, Brindabella and Exile, had a titanic struggle for line honours, with the final accolades going to Brindabella. Any chance of a handicap win for Exile evaporated with a painfully slow trip up the Derwent. This enabled Beau Geste and Ragamuffin to save their corrected time on the larger boats after crossing the line just seconds apart.

1997 Race and Weather:

13.4647

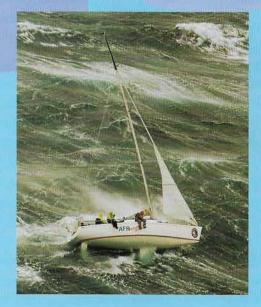
14.SM5240

15.5505 16.H1141 17.5669 18.35

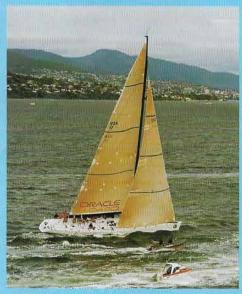
ć	000	I down	-		140 4	tartere
	100 (100)	DI LICE	Section 1981	114-60-20		Tartere

1998 Li	ne Honours - 115 starter					
PLACE	SAIL NO.	NAME	SKIPPER	DATE	FINISHING	ELAPSED
				DAIL		
HEADY III	US17	Sayonara	Long Ellion	00.7	TIME	TIME
2	C1.		Larry Ellison	29-Dec	08 03 32	02 19 03 32
		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		
7	6606	Quest	Bob Steel		00 00 26	03 11 00 26
8	9090			30-Dec	03 41 28	03 14 41 28
9		Industrial Quest	Kevin Miller	30-Dec	03 58 45	03 14 58 45
	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 40
111	1993	Yendys	Geoff Ross	30-Dec	05 09 33	03 16 09 33
12	IRL8000	Atara	Roger Hickman	30-Dec	05 33 04	
13	YC560	Doctel Rager		IMID-CO-1		03 16 33 04
14	M250	The state of the s	Gary Shanks	30-Dec	06 51 40	03 17 51 40
		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	
19	SM377	Bacardi				03 23 44 54
20	GRE49040		Ainley/Williams	30-Dec	12 54 01	03 23 54 01
		Aera	Nick Lykiardopulo	30-Dec	13 37 46	04 00 37 46
21	A8	Mirrabooka	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		
25	4057	Aurora			22 35 46	04 07 34 35
26			Jim Holly	30-Dec	23 05 30	04 09 35 46
	Sm 117	Tilting at Windmills	Thorry Gunnersen	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	Rapscallion 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	\$2000	
31	371	Berrimilla			11 07 44	04 22 05 06
32		A Company of the Comp		31-Dec	11 20 40	04 22 07 44
	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	HIEROSOPSKIA STATE	
37	N11	Noumea			16 30 57	05 03 30 57
			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		
43	407	Allusive			05 53 31	05 15 53 31
44			John Smith	t-Jan	08 37 16	05 18 37 16
	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	4
47	5785	Sledghammer	Ron Jones	THE STATE OF THE S	Retired	ustania di la
48	6070	Sydney	Charles Curran			
49	5462				Retired	1132
		Innkeeper	Innkeeper Syndicate		Retired	net a militari
50	317	Kickatinalong	Mike De Berg		Retired	roes minimum
51	4966	King Billy	Phillip Bennett		Retired	
52	SA999	Maglieri Wines	Brian Graves		Retired	
53	9431	Marchioness	Marchioness Syndicate	292	Retired	
54	HY1220	Red Jacket	A CONTRACTOR OF THE PARTY OF TH		1.00 (4	
55	M180		Ron Lally		Retired	
		Ruff N Tumble	Peter Heanly		Retired	in Skill in the
56	5474	Team Jaguar Infinity III	Martin James		Retired	-
57	YC4882	VC Offshore Stand Aside	James Hallion	4.1	Retired	
58	A16	Wide Load	Warren Anderson		Retired	
59	M10	Wild Thing	Grant Wharington	miji kanana manana		
60	588	Adiago			Retired	
			Peter Williams	of the same	Retired	till my Or man
61	3807	Alexander of Creswell	Warren Hellwig		Retired	uithm months
62	WS91	Antuka	Raymond Semmens		Retired	
63	8889	B52	Wayne Miller		Retired	The state of the s
64.	RQ23	Bobsled	Paul White		Retired	
65	1987	Bright Morning Star				
			Hugh Treharne		Retired	
66	5466	Business Post Naiad	Bruce Guy	La III	Retired	118
67	780	Canon Maris	lan Kiernan		Retired	
68	5090	Cyclone	Stephen Keal		Retired	113
69	PNG6	Dixie Chicken	Liz Wardley	migration and the second	Retired	mental manual
					palinini firangalang	

70	6812	Elysion Blue	Dominic Barbat		Retired	
71	PNG 1888	Hi Flyer	Carol Turnbuli	in constitution of the	Retired	
72	2557	Hogsbreath Witchdoctor	Rum Consortium		Retired	ndillingin
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	(M)
77	5838	Miintinta	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	0.0.0.00.0900.000	Retired	11,000,000
82	4000	Sagacious V	Peter Davis/Hamilton		Retired	maniga,
83	242	Sea Jay	Scott Wheelhouse		Retired	
84	SA3300	Secret Mens Business	Geoff Boettcher	Minney William	Retired	wellet Que
85	99	Siena	lain Moray		Retired	
86	M2000	Solo Globe Challenger	Tony Mowbray		Retired	-
87	38	Southerly	Don Mickelborough		Retired	manna ya
88	2006	Sword of Orion	Rob Kothe		Retired	HUNDY)
89	A55	T42 Solandra	Craig Escott		Retired	
90	2919	Tenacious	Selwyn Enoch		Retired	4
91	3946	Trust Bank Hummingbird	Errol Pyke		Retired	
92	27	Winston Churchill	Richard Winning		Retired	
93	327	Zeus II	James Dunstan	A BUILDING	Retired	
94	5444	Boomaroo Morse Fans	John McIntosh		Retired	
95	R33	Chutzpah	Bruce Taylor	i i	Retired	1115
96	7314	Forzado	Geoff Phillips	ugunum au maga	Retired	
97	C2	Gundy Grey	Robert Green		Retired	5
98	GBR4640R	Sharp Hawk V	Nigel Bramwell		Retired	
99	M762	Inner Circle	Dennis Pomfret		Retired	
100	B23	Kingurra	Peter Joubert	AUTO E TOTAL	Retired	11.8
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	Wallen Bar	Retired	Y.
108	SA98	Renegade	Robert Francis		Retired	u Uz
109	4100	Terra Firma	Nieman/Bartels	minimum i	Retired	man di
110	R133	Vagrant	Arch Waters		Retired	*
111	5643	Veto	Graham Brown	i comment	Retired	aaaaatia
112	5659	Antipodes Sydney	Geoff Hill		Retired	1
113	7633	Bin Rouge	Darryl Hodgkinson		Retired	1
114	4924	She II	Peter Rodgers		Retired	II III BIL
115	3846	Tartan	Mark Ballard		Retired	um atu



1999 - OVERALL - AFR Midnight Rambler



1999 - LINE HONOURS - Sayonara

	Hcp i	in Sail No	Name		PHS CHS Div Div	Status	Date	Time	Elapsed Time	PHS TCF	PHS Corr	IMS TCF	IMS Corr	CHS	CHS
-all											Time		Time		Time
mul m	ığını	8338	AFR Midnight Rambler	D		FINISHED		5:04:40	3 16:04:40			0.6881	2 12:36:23		
2	1	YC1000	Ausmaid	В		FINISHED		19:02:29	3 06:02:29			0.8034	2 14:41:54		
3	2	AUS70	Ragamuffin	В		FINISHED		19:11:29	3 06:11:29			0.8224	2 16:18:17		
4	3	9090	Industrial Quest	В		FINISHED		3:58:45	3 14:58:45			0.7649	2 18:31:49		
5	1	US17	Sayonara	Α		FINISHED		8:03:32	2 19:03:32			1.0000	2 19:03:32		
6	4	IRL8000	Atara	В		FINISHED		5:33:04	3 16:33:04			0.7628	2 19:32:48		
7	5	6606	Quest	В		FINISHED		3:41:28	3 14:41:28			0.7881	2 20:19:17		
8	1	2170	Margaret Rintoul II	E		FINISHED		12:13:57	3 23:13:57			0.7212	2 20:40:54		
9	2	C1	Brindabella	Α		FINISHED		10:55:06	2 21:55:06			0.9882	2 21:05:36		
10	2	SM377	Bacardi	E		FINISHED		12:54:01	3 23:54:01			0.7243	2 21:27:38		
11	1	1993	Yendys	C		FINISHED		5:09:33	3 16:09:33			0.7957	2 22:08:54		
12	2	4057	Aurora	C		FINISHED			4 10:05:30			0.7012	3 02:23:29		
13	3	1224	Mercedes IV	Ε		FINISHED			4 07:34:35			0.7193	3 02:30:09		
14	4	A8	Mirrabooka	E		FINISHED		15:21:03	4 02:21:03	Train A		0.7631	3 03:03:05		
15	3	1195	Valheru	С		FINISHED		12:44:54	3 23:44:54		VIIIII	0.7871	3 03:21:49		
16	5	5669	Komatsu Blue Lady	E		FINISHED		17:03:55	5 04:03:55			0.6217	3 05:07:53		
17	6	A113	Mark Twain	E		FINISHED		13:00:25	5 00:00:25			0.6626	3 07:31:00		
18	7	5527	Polaris	E		FINISHED		11:07:44	4 22:07:44			0.6832	3 08:42:20		
19	2	Sm 596	Breakaway	D		FINISHED		23:57:00	5 10:57:00		mulib.	0.6397	3 11:46:07		
20 21	4	5588	Rapscallion-Team Syntegra			FINISHED		6:56:44	4 17:56:44			0.7647	3 15:08:03		
22	3	4527	She's Apples Two	С		FINISHED		11:05:06	4 22:05:06			0.7380	3 15:08:48		
23	3	N11	Noumea	D		FINISHED		16:48:09	5 03:48:09			0.7283	3 18:09:55		
20	ığııın	M678	Misty	F		FINISHED		18:39:04	6 05:39:04			0.6083	3 19:01:58		
	2	4826	Aspect Computing		Jaminaa	FINISHED		4:28:24	3 15:28:24	1.1728	4 06:3	5:19			
	3	B409	Avanti		1	FINISHED	100	0:18:33	4 11:18:33	1.0300	4 14:3				
	4	SM1	Fudge			FINISHED		0:00:26	3 11:00:26	1.4215	4 21:59	The second secon			
	5	125 YC560	Computerland		9	FINISHED		8:19:57	3 19:19:57	1:3000	4 22:43	SECURE STREET			
	6		Doctel Rager			FINISHED		6:51:40	3 17:51:40	1.3264	4 23:1	WEETWIN			
	7	COK1	Nokia		9	FINISHED		22:19:00	3 09:19:00	1.4800	5 00:20				
	8	SA 93	Helsal II			FINISHED		8:21:26	3 19:21:26	1.3388	5 02:18	835 E21 11 (MILLIN)			
	9	R1200	Spirit of Downunder			FINISHED	STORY COLUMN	17:55:36	4.04:55:36	1.2200	5 03:07				
	10	S275 Sm 1995	Unipro Ocean Road			FINISHED		4:58:47	5 15:58:47	1.1500	6 12:22				
	11		Wild One			FINISHED	Section Section 2	14:10:09	5 01:10:09	1.3000	6 13:3		1		
	1	407 371	Allusive			FINISHED	- TO 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8:37:16	5 19:37:16	1.2300	7 03:44				
	2	265	Berrimilla Webser II			FINISHED	CONTRACTOR OF THE PARTY OF THE	11:20:40	4 22:20:40	0.8376	4 03:07				
	3		Waitangi II			FINISHED		13:53:11	5 00:53:11	0.8590	4 07:50				
	4	B116 D34	Jubilation	iliiii)		FINISHED		13:52:06	5 00:52:06	0.9900	4 23:39		The Later of the L		
	5		Liquid Asset			FINISHED	All the second second	5:53:31	5 16:53:31	0.8750	4 23:46				
	6	4168	Kendell			FINISHED		11:30:57	4 22:30:57	1.0113	4 23:51		A		
		6074 GRE49040	Henry Kendall Akubra			FINISHED		21:32:44	5 08:32:44	0.9913	5 07:25	:38	un est trium so		
			Aera			FINISHED		13:37:46	4 00:37:46					1.0660	4 07:00:25
	2	Sm 117	Tilting At Windmills			FINISHED		23:07:04	4 10:07:04					1.0840	4 19:01:54
	4	M250	Foxtel - Titan Ford			A STATE OF THE PARTY OF THE PAR	30-Dec	7:01:45	3 18:01:45					1.3150	4 22:23:18
	70	SM2	Challenge Again			FINISHED	30-Dec	22:35:46	4 09:35:46					1.1480	5 01:13:28

FACT FILE

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.

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.

www.syd-hob.telstra.com.au



