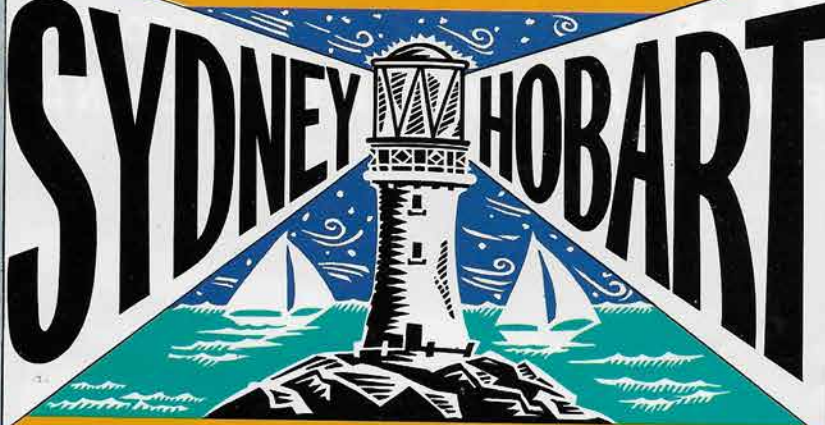


OFFSHORE'S

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Kodak



SYDNEY HOBART

1991

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RACE ISSUE**

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WITH THE CO-OPERATION OF THE ROYAL YACHT CLUB OF TASMANIA

Offshore's Official 1991 Kodak Sydney-Hobart Yacht race Issue



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Kodak 47th Sydney to Hobart Yacht Race



KODAK COLOUR AND A 100-BOAT FLEET — The 47th Sydney-Hobart Race starts with an enthusiastic new sponsor adding even greater colour to the event and despite the prophets of doom and cash carrots to compete in coastal races, the real bluewater sailors are off the Hobart again, with the fleet cracking the 100 mark8

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- Latest America's Cup developments.
- Australia's Olympic aspirations.



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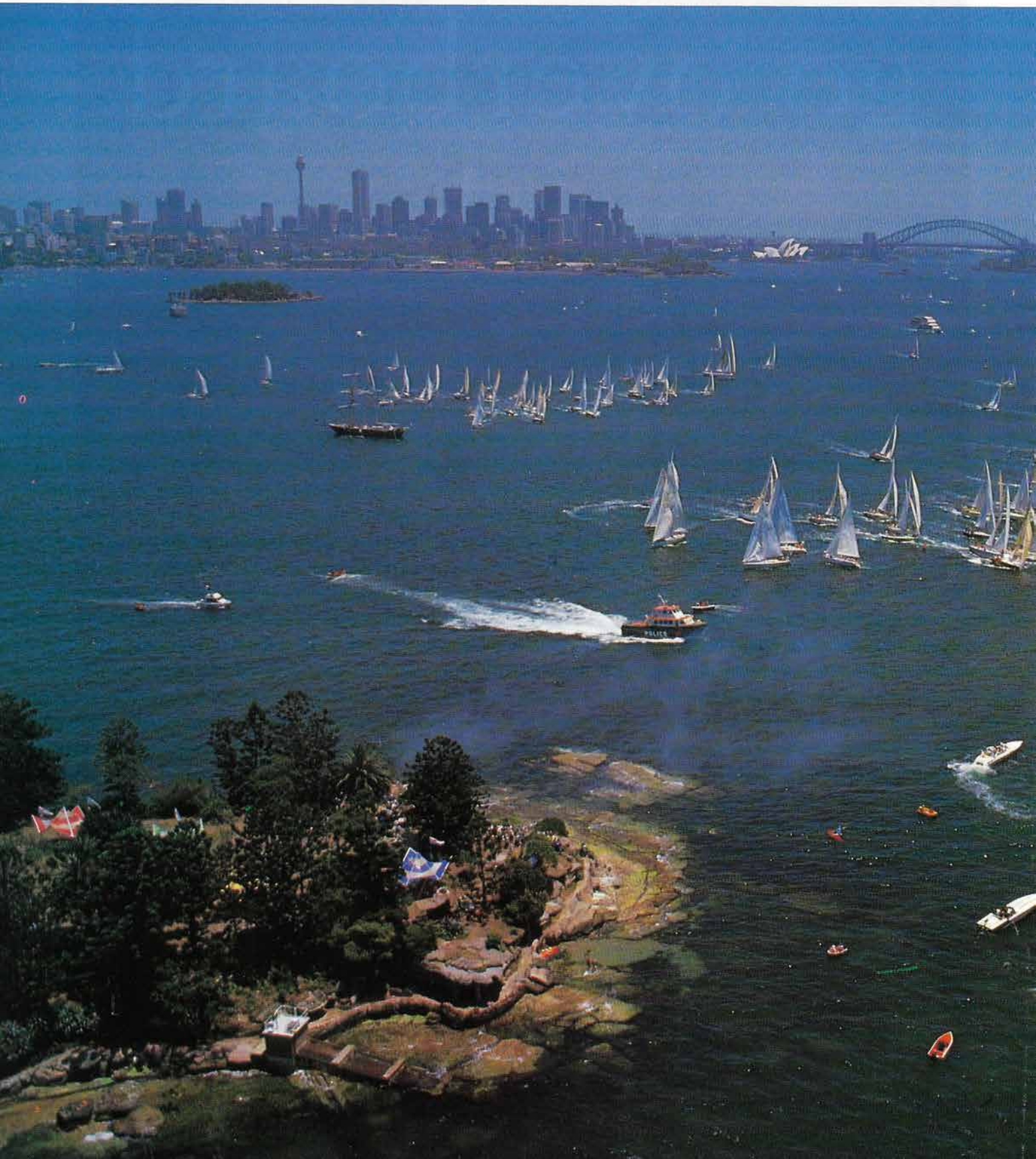
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Fleet hits 100 despite recession!





KODAK
Sydney-Hobart Race for 1991 will again see the fleet start from Shark Island with two lines stretching across the Harbour to Bradley's Head. David Clare took this magnificent panorama of the start of last year's race as the fleet powered towards the Heads and the rugged Tasman Sea, where Geoff Dews captured the action aboard Hammer of Queensland as the big Brisbane sloop drove southward into heavy seas in Bass Strait.



BIG BOAT battle to Hobart saw Syd Fischer's Ragamuffin (above) slugging it out to windward with Tony Paola's Condor (left). Ragamuffin went on to take line honours for the second successive year following the penalising of the first boat to finish the race Rothmans. (Pics - David Clare)



A dynamic new sponsor in Kodak for the 47th annual Sydney-Hobart Yacht Race, international competition for the Southern Cross Cup and Asia Pacific Championship – first scoring regattas for the 1992 Champagne Mumm World Cup – and a final entry list that exceeds the hundred in the face of the recession have set the pattern for the world's greatest ocean yacht race in 1991.

At a time when the Cruising Yacht Club of Australia thought it would be lucky to see 90 boats, late nominations brought the fleet up to 100 for the traditional Boxing Day start from Sydney Harbour.

To sail to Hobart is obviously still the ultimate objective of every true ocean racing yacht owner and crew – to win overall the penultimate achievement.

There are no maxi yachts heading south this year – *Drumbeat* has been sold overseas, *Condor* is in New Zealand and *Ragamuffin's* owner Syd Fischer is in San Diego aiming at the America's Cup.

Instead, the yachts that each year make up the backbone of the big-boats heading south, the 60 to 70-footers, the so-called "pocket maxis" or "maxi-chasers", will have their chance for line honours in the Kodak 47th Sydney-Hobart Yacht Race.

Kodak has been caught up with the enthusiasm that grips ocean racing yachtsmen and women at this time of the year, their marketing and promotion people swinging behind the bluewater classic aimed at giving the "Hobart" colourful national and international exposure leading up to, during and after the event.



KODAK Sydney-Hobart Yacht Race will have all the colour and spectacle of past great races, with the new sponsors setting the style with the launch of the new sponsorship at the Cruising Yacht Club in Sydney, with this large replica of a Kodak film box rising out of the water in front of the clubhouse. With a fleet of more than 100 boats entered, the event as usual, will attract thousands to the CYCA on Boxing Day morning to farewell the crews (top) and the traditional escort up the Derwent for the line honours winner (centre).



Striking colour posters have been displayed at Kodak Colour Express centres throughout Australia, at TAB agencies in Sydney (the TAB will again be running a trifecta on the race) and on Boxing Day Sydney Harbour will see some spectacular events to mark the Great Race – including the Kodak hot air balloon hovering over Shark Island and the spectacular Kodak Gold box as the marker at the leeward end of the starting line, off Bradley's Head.

In fact, the launching of the race with Kodak as sponsor was the most spectacular ever seen at the CYCA, with a specially made steel box, painted as a Kodak Gold film box rising out of the harbour in front of the clubhouse, amid fireworks and music, to the command of Commodore Les McClean. Then as it was lifted onto the hardstand, the box swung around to reveal the striking lighthouse logo of the Kodak Sydney-Hobart Yacht Race, complete with a flashing light.

Television stations carried the launching throughout Australia, as they have since done in their coverage of media announcements of the 1991 race fleet.

The Kodak Sydney-Hobart race logo has been used on television and in the print media, drawing public awareness to the race and the new sponsor. The public will have a greater part of the Race too, with competitions carrying outstanding prizes and give-away film to spectator craft on Boxing Day – just to make sure that the public captures the spectacle of 100 yachts powering down Sydney Harbour to the Heads, turning right to Tasmania.

In Hobart too, there will be added colour to what is always a grand finale to the Race, with the Kodak hot air balloon hovering, but tethered, over Constitution Dock, and even taking the public for rides in the basket for the unforgettable view looking down on the fleet moored in the Dock and alongside Elizabeth Street Pier.

The Governor of New South Wales, Rear-Admiral Peter Sinclair, will start the Kodak 47th Sydney-Hobart Yacht Race at 1300 hours on Boxing Day by firing one of two specially-built cannons, mounted on the north-west tip of Shark Island. These cannons are three-quarter scale models of the 18th century guns carried aboard the *Endeavour* and were commissioned for the CYCA with funds raised by the Club's Breakfast Club.

The starting area will be between Shark Island and Bradley's Head, with race officials again setting two lines 400m apart. The bigger yachts and Southern Cross Cup team boats will start from the front line, the smaller and slower yachts from the back line – both groups starting simultaneously on the fall of the flag on Shark Island and accompanying cannon fire.

At the Heads the second line yachts will round a marker north of Hornby Light before heading through the Heads



to the Sea Mark two nautical miles offshore, but the front line yachts will have to sail around a second mark 400m further north before changing course to sea.

This year will certainly be the year of the 60-footers, the maxi-chasers, yachts which have proven themselves outstanding boats in all conditions but which in most cases have had to play Cinderella to the high flyers and their maxi yachts.

An exception is the unbeaten 69-footer *Amazon*, the remarkable Kell Steinman-designed ULDB, which has proved that not only is she a downwind flyer but she can sail exceptionally well to windward.

Amazon, owned and skippered by Peter Walker, goes in the Kodak Sydney-Hobart Race unbeaten for line honours since her launching just on a year ago. She didn't make last year's race to Hobart but went on to take line honours in the coastal dash to Coff's Harbour and followed this with line honours in the Caltex Sydney-Mooloolaba, the Jupiters Yacht Classic to the Gold Coast and the Gosford to Lord Howe Island Race, a slug to windward all the way.

Amazon and another downwind flyer *Bobsled*, chartered by former 18-footer world champion Peter Sorensen and a group of skiff sailors, along with George Snow's Pacific record-breaker *Brindabella*, will be slugging it out down the NSW South Coast, across Bass Strait and down Tasmania's rugged East Coast, with Damien Parkes'-built *Freight Train*, Keith Flint's *Helsal II* from Adelaide, Arthur Bloore's *Hammer Of Queensland* from Brisbane and Roger Jackman's *Dr Who* from Hobart.

Freight Train, rebuilt after hitting a reef during the race to Mooloolaba earlier this year, is back with a new keel and a considerably lower rating and in with a good chance.

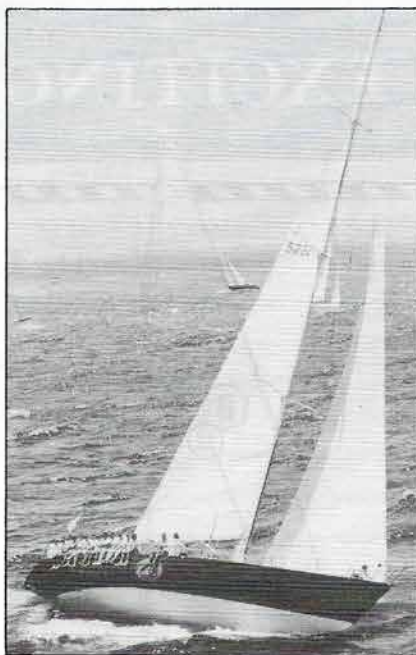
The US entry is the fast cruising 60-footer *Final Approach* (Dan Johnson) while the New Zealand entries include the fast IMS rater *Icelfire* (Peter Taylor) and *Rockie* (Bryce Woods), which finished second in the 1976 Sydney-Hobart.

Among several past winners of the bluewater race competing again this year is the classic sloop *Struen Marie*, which is heading to Hobart exactly 40 years since she became just the seventh overall winner of the race in 1951.

Then owned and skippered by Tom Williamson, *Struen Marie* is being sailed this year by her present owners, Brian and Lynette Wherry, of Balmain.

Several major changes have been introduced for this year's Kodak Sydney-Hobart Race, including a new Performance Handicap Division in addition to the IOR (International Offshore Rule) and IMS (International Measurement System) handicapping, and the relaxing of rules to allow yachts to carry sponsors' advertising logos on spinnakers.

While the overall winner of this year's race will be the first yacht on corrected times under IOR handicapping, this



FREIGHT TRAIN, Damien Parkes' 62-footer which is returning to the action in the Kodak Sydney-Hobart after an extensive refit, including a new keel and a considerably lower IOR rating. (Pic - David Clare)

year's fleet shows a marked swing away from the traditional grand prix IOR to the recently introduced IMS handicap system for cruiser/racer yachts.

This year yachts may enter only one handicap division, with 48 boats in IMS and 33 sailing under IOR, the remainder entering the new PHS division or undecided when OFFSHORE went to press.

Competition will not only be intense for line honours but for overall victory on corrected times under IOR and IMS handicaps. The major handicap category is still IOR, but with the trend to IMS the CYCA can be expected to look at this situation next year.

Under IOR the stage is set for hard racing between the Farr 43s *Atara* and *Wild Oats*, and between the One Tonners *Beyond Thunderdome*, *Salamanca Inn*, *Ultimate Challenge*, *Sheraton Hobart*, *Intrigue* and *Once A Jolly Swagman*, several of which will also be in Southern Cross Cup teams.

Atara is the former Admiral's Cup yacht *Madeline's Daughter*, now skippered by Bill Sykes, and along with Warren Johns' Davidson 40 *Beyond Thunderdome* has been chartered by the Irish team for the Southern Cross Cup.

Wild Oats, winner of the IOR division of this year's Jupiters Yacht Classic, is another yacht seeking Southern Cross Cup team selection. Owned by Bruce Foye, Roger Hickman and Lance Peckman, the 43-footer will be sailed, as it was to the Gold Coast, by a crew of men and women with the experienced Hickman the skipper.

Salamanca Inn is last year's overall IOR winner *Sagacious V*, the Farr 40 now owned in Hobart by John Fuglsang, who has also entered the yacht for the Australian team trials for the Southern Cross Cup. Lou Abrahams, back for his 29th Hobart race, will be sailing *Ultimate Challenge* in the strong Victorian Southern Cross Cup team, and must always rank as a strong contender in the 630 nautical mile Sydney-Hobart.

Once A Jolly Swagman, now owned in Perth by Alan Briety, is also seeking a berth in the Australian Southern Cross Cup team while two other One Tonners from Tasmania are Ian Smith's *Sheraton Hobart* and RYCT Vice-Commodore Don Calvert's former Admiral's Cupper *Intrigue*.

A win by a Half Tonner is long overdue, with Three-quarter Tonners and One Tonners dominating recent overall IOR results. However, this year could see a 30-footer throwing down the gauntlet with the proven *Nuzulu* from Sydney, which Ed Psaltis sailed to victory in this year's Caltex Sydney-Mooloolaba race, and the two light displacement boats from Melbourne, *Zumdish* (Harry Hertzberg) and the Purcell brothers' *Denso Einstein*, which have been duelling on Port Phillip throughout the winter.

With more than 50 yachts expected to sail under IMS handicaps, competition will be extremely tough, headed by George Snow's *Brindabella* (if she sails under IMS rather than IOR), last year's IMS overall winner *Dr Who*, sailed by Roger Jackman from Hobart, and the powerful 44-footer from Queensland, *Phoenix* (Stephen and Cyndy Everett).

An interesting late entry is *Buttercup*, the 50-footer which Don McIntyre sailed successfully in the BOC Challenge solo around-the-world race, finishing second in his division after surviving gales, massive seas and icebergs.

This year's Kodak Sydney-Hobart Race will also be the sixth and final race in the biennial Southern Cross Cup international teams racing series and the annual Asia Pacific Offshore Championship, which start on December 15.

These two regattas are the first scoring series for nations contesting the 1992 Champagne Mumm World Cup of ocean racing, centred this coming year on regattas in the Pacific Basin.

Kodak, the new sponsor of the Sydney-Hobart, is Australia's largest photographic and electronic imaging company, as well as a major supplier to health and chemical markets.

While Kodak has been a major supporter of Australian and international sporting and cultural activities, this is the first time in Australia that the company has taken up naming rights of an event.

Kodak has chosen an event that is not only one of the world's premier ocean racing events, but one that always becomes a household name between Christmas and New Year - the Kodak Sydney-Hobart Race 1991.



The Cruising Yacht Club of Australia

Commodore:
Les McClean

Vice-Commodore:
Leigh Minehan

Rear-Commodores:
Ross Marr
Gordon Marshall

Directors:
Bill Ratcliff
Fraser Johnston
David Fuller
Maurice Cameron
John Kirkjian
Donald Graham

Secretary/Manager:
Peter Macmorran

Sailing Secretary:
Bob Brenac

Kodak Sydney-Hobart Event Management Committee:

Leigh Minehan (Chairman), Les McClean, Peter Macmorran, Picton Hay (RYCT), Tony Dowling, Greg Halls, Bob Brenac, Lyall Rowe (Kodak), Noel Stone (Kodak), Phil Thompson, Peter Campbell.

Kodak Sydney-Hobart Race Committee:

Leigh Minehan (Chairman), Greg Halls (Race Director), Mike Fletcher, Rowan Johnston, Bill Cooper, Bob Brenac (Secretary).



AUSTRALIAN yachting, and especially the Cruising Yacht Club of Australia, is indeed fortunate to have attracted the sponsorship of one of Australia's major corporations, Kodak, for Australia's premier ocean yacht race, the Sydney-Hobart.

With such support, the 1991 Kodak Sydney-Hobart Yacht Race will not only continue to be the great race it is, but the professional marketing and promotional expertise of Kodak will create a new image for yachting throughout Australia and overseas.

In fact, the CYCA looks forward to an ongoing relationship with Kodak leading to 1995, the year we will celebrate the golden jubilee of the founding of the Club and the inaugural Sydney-Hobart race.

Our long-standing supporters of the Sydney-Hobart - Caltex Oil, Australian Airlines and Digital computer systems - are joined this year by Club Marine as official insurers for the Kodak Sydney-Hobart and as race sponsors for the Southern Cross Cup series, along with Champagne Mumm, Corum and Kenwood.

It must be remembered that the Kodak Sydney-Hobart Race is a joint effort between the CYCA and our sister club in Hobart, the Royal Yacht Club of Tasmania, and to Commodore Picton Hay and his many hard workers we extend our thanks for being part of the Great Race Team.

Most important of all has been the on-going support for the Kodak Sydney-Hobart Yacht Race from yacht owners and their crews throughout Australia. In a time of economic recession more than 100 yacht owners from all States, together with yachts from the United States, New Zealand and New Caledonia, and crews from Ireland and France, will set sail on Boxing Day in the world's greatest and most demanding annual ocean yacht race.

To all visitors to the CYCA, competitors, sponsors, race officials, friends and families, may I extend to you the warmest of welcomes from our Club, and for those turning south on Boxing Day, fair winds and fine competition all the way to Hobart.

Les McClean,
Commodore, Cruising Yacht Club of Australia

The Royal Yacht Club of Tasmania



WHEN the fleet turns south after the spectacular start in Sydney Harbour, its course takes it 630 nautical miles from the more gentle latitudes of New South Wales across the notorious waters of turbulent Bass Strait and into the "Roaring Forties" of Tasmania - where the marvellous landfall of the 300 metre high cliffs of Tasman Island is matched by the incredible finish, where thousands of spectators gather to cheer the yachts across the finishing line and welcome them to the safe haven of historic Constitution Dock in the heart of Hobart.

The 1991 Sydney-Hobart race sees the advent of our new major sponsor, Kodak (Australasia) Pty Ltd. Kodak has been a household name ever since its originator, George Eastman, invented and marketed the famous 'Brownie' Box camera in 1900. As a worldwide company marketing a large range of photographic products and services to all age groups Kodak brings a fresh image to the race and we look forward to a long and mutually rewarding association.

1991 is the first time for many years that a maxi yacht has not been favourite for line honours. With a much wider group of yachts having the potential to be the first to Hobart there will be great interest in the competition for line honours.

In Sydney, Commodore Les McClean, Vice-Commodore Leigh Minehan and Sailing Secretary Bob Brenac, assisted by the CYCA's enthusiastic staff and members, have all the usual pre-race entertainment and events in hand, plus of course the extensive arrangements and logistics necessary for the start of this great race.

At the Hobart end, the Royal Yacht Club of Tasmania's Sydney-Hobart Committee with Vice-Commodore Don Calvert, Race Director Rowan Johnston and their seasoned group of patrol boat skippers, liaison officers and members have some pleasant surprises in store for the intrepid yachties who make it to Constitution Dock.

The most obvious of these will be visible from the finishing line, namely the ex-Sydney ferry *North Head*. The *North Head* has been undergoing restoration in Hobart for several years by a member of the Royal Yacht Club of Tasmania, Jim Hickman, who has offered her for use as a breakwater for yachts and Annex of the Royal Yacht Club. In this role *North Head* will provide yachties a quiet retreat from the sometimes hectic pace of the dockside.

I wish all competitors safe, exciting sailing plus just that little bit of luck which can help so much. It will also help if you do not place faith in forecasts, do not arrive in the Derwent at night and, most important of all, know where the finishing line is!

I look forward to extending a warm welcome and friendly hospitality on your arrival in Hobart.

Picton K. Hay,
Commodore, Royal Yacht Club of Tasmania

Commodore-In-Chief:
His Excellency The Governor,
General Sir Phillip Bennett, AC,
KBE, DSO.

Commodore:
Picton Hay

Vice-Commodore:
Don Calvert

Rear-Commodore:
Robert Badenach

Race Director:
Rowan Johnston

Officer-Of-The-Day:
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**Information Liaison Centre -
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Bob Laing

Patrol Launch Officer:
Michael Hocking

Secretary/Manager:
John Gard



Kodak

Colourful sponsor for '91

THE spectacular and novel announcement by Kodak (Australia) Pty Ltd to sponsor the 1991 Sydney-Hobart Yacht Race has set the pattern for a new level of colourful exposure and interest in this annual world-renowned blue-water classic.

The Deputy Managing Director of Kodak and General Manager of the Kodak Photographic Products Group, Dr Gerry Johnston, commenting on Kodak's recent sponsorship announcement, said:

"Given the teamwork already developed by the race controllers, the Cruising Yacht Club of Australia, and the public interest and involvement we hope to generate, the 1991 Sydney-Hobart race will certainly be one for the photo album.

"And the tens of thousands of people who flock to vantage points on the foreshores on both sides of Sydney Harbour to watch the race start on Boxing Day (December 26) guarantee

KODACOLOR Gold 100 box rises out of the basin in front of the Cruising Yacht Club of Australia at the spectacular launch of the new sponsorship for the 1991 Sydney-Hobart Yacht Race. The box swung round to reveal the spectacular Kodak race logo amid a fanfare of music and pyrotechnics. (Pic - David Clare)



the classic to be one of the most colourful photographed spectacles of the year."

Kodak, Australia's premier photographic and electronic company, announced its sponsorship at a recent media launch at the Cruising Yacht Club of Australia, Darling Point, Sydney.

A "giant" box inscribed with the Kodak logo and race sponsorship details rose from the harbour floor.

It informed media launch guests that Kodacolor Gold 100, the most popular colour film in the world, would be the flagship of the company's race sponsorship.

The sponsorship continues Kodak's long association with Australian sport and its support for yachting.

Kodak had a successful involvement with the 12-Metre World Yachting Championships in Fremantle in 1986 and the America's Cup Challenge and Defence series in 1986/87.

Dr Johnston said: "We made a success of our involvement with the America's Cup Defence, not just as a high-profile sponsor but in the facilities we provided for the world media and photo journalists.

"Kodak technology played an important role in Fremantle with our state-of-the-art sail imaging systems and electronics contributing to optimum sailing performance."

Both Australian challengers for the 1992 America's Cup series in San Diego will have Kodak support as will the yachtsmen and other Australian Olympic Games competitors at Barcelona in 1992.

Commodore Les McClean, of the CYCA, said the Kodak sponsorship "means that the CYCA is not only able to maintain and improve all the facilities that go with one of the world's great ocean yacht races but with Kodak's support the race will be promoted and publicised world-wide, creating a new image for Australian yachting."

Dr Johnston said Kodak shared the hopes of Commodore McClean that the CYCA and Kodak will enjoy a relationship going forward to 1995 - the year the CYCA celebrates the golden jubilee of the founding of the club and the inaugural Sydney-Hobart Yacht Race.

When the Governor of New South Wales, Rear Admiral Peter Sinclair, starts the 1991 race by firing a specially built replica of an 18th century cannon, each yacht will be carrying a Kodak banner on its backstay.

Kodak has been a household name in Australia since the 1890s - meeting the commercial and personal imaging needs of the nation.

Strong bonds late in the 19th century between a Melbourne based photographic pioneer, Thomas Baker, and the Eastman Kodak Company in America led to the creation in 1908 of the company now known as Kodak (Australia) Pty Ltd.

Kodak today is more than the country's premier photographic company. As well as its broad marketing and service activities the company is a high technology manufacturer and exporter



committed to excellence in product quality and customer service.

Kodak's race flagship, Kodacolor Gold 100, is the main product manufactured at Kodak's plant in the Melbourne suburb of Coburg.

Kodacolor Gold 100 captures memories, heritage and events not only for Australians, but also for people in the Asian/Pacific region – 70 per cent of the film is exported to that area.

tions and expectations, will always be a trademark of Kodak's dedication to developing Australia's future.

Kodak's support of the Sydney-Hobart yacht race is a further commit-

1986 – World 12-Metre Yachting Championship and America's Cup Challenge (Fremantle), Formula One Grand Prix (Adelaide);

1987 – America's Cup Defence (Fremantle), Pan Pacific Swimming Championship (Brisbane), Formula One Grand Prix (Adelaide);

1988 – Bicentenary Tall Ships (Hobart and Sydney), Masters Golf (Melbourne), Opening Parliament House (Canberra), Bicentenary Naval Salute (Sydney), Bicentenary Air Show (Richmond), Formula One Grand Prix (Adelaide), Sandown 500 (Melbourne), Federation Cup Tennis (Melbourne), Super Bikes Championship (Oran Park);

1989 – Australian Open Tennis (Melbourne), Women's Ski Championship (Thredbo), Women's Rally Championship (Perth), Formula One Grand Prix (Adelaide), Whitbread Yacht Race (Fremantle);

1990 – Australian Open Tennis (Melbourne), Motor Cycle Grand Prix (Phillip Island), National Balloon Championship (Benalla), World Rowing Championships (Lake Barrington), Formula One Grand Prix (Adelaide), Women's World Cup Hockey (Sydney);

1991 – World Swimming Championship (Perth), Australian Open Tennis (Melbourne), Indy Grand Prix (Gold Coast), Motor Cycle Grand Prix (Eastern Creek), Gymnastics Grand Prix (Brisbane), Formula One Grand Prix (Adelaide), Sydney-Hobart Yacht Race.

Dr Johnston said that adding Kodak's sponsorship of the 1991 Sydney-Hobart Yacht Race to this impressive list of sporting events "fits in with Kodak's strategic efforts to boost photographic activity at the height of the summer holiday season."

"Kodak is proud to be involved," he said.



COMMODORES Picton Hay (RYCT) and Les McClean (CYCA) with Kodak representatives Barry Gentle and Dennis Ellis alongside the Kodacolor Gold 100 box which was made specially for the launching of the 1991 Kodak Sydney-Hobart Yacht Race. As it rose from the waters the lighthouse was actually blinking. (Pic – David Clare)

ment to create a new level of exposure to cultural and sporting events.

In recent years events sponsored or supported by Kodak include:

1985 – Australia Games (Melbourne), World Cup Athletics (Canberra), Formula One Grand Prix (Adelaide);

Through its Consumer Imaging Division, which is the largest business for Kodak in Australia, amateur photographers are offered a wide selection of reversal and print films.

For many years Kodak film and technology has been used by the world's media photographers.

At the 12-Metre World Championships and America's Cup races in Fremantle Kodak provided professional photographers with the technology and film to assist them in their continual quest to capture prize-winning pictures.

Kodak's export performance, particularly with Kodacolor Gold 100 film, has earned the company an 'Exporter of the Year' award and on two occasions Kodak has won Australia's highest recognition for quality achievement.

Kodak's investments in the fields of education, in organisations providing human support and self-help, youthful endeavour, scholarship and efforts to improve the quality of Australian life and the environment, feature in broad and deliberately managed corporate contributions and support programmes that match the growth of the company.

Having created Australia's first private sector industrial research and development facility more than 60 years ago, Kodak well understands the necessity of long-term planning and commitment both to its business and to its customers.

That commitment, and the continuing fulfilment of community obliga-



COMMODORE Les McClean announcing the sponsorship of Kodak for the 1991 Sydney-Hobart Yacht Race at a spectacular launching at the CYCA. (Pic – David Clare)



Cannon Start from Shark Island

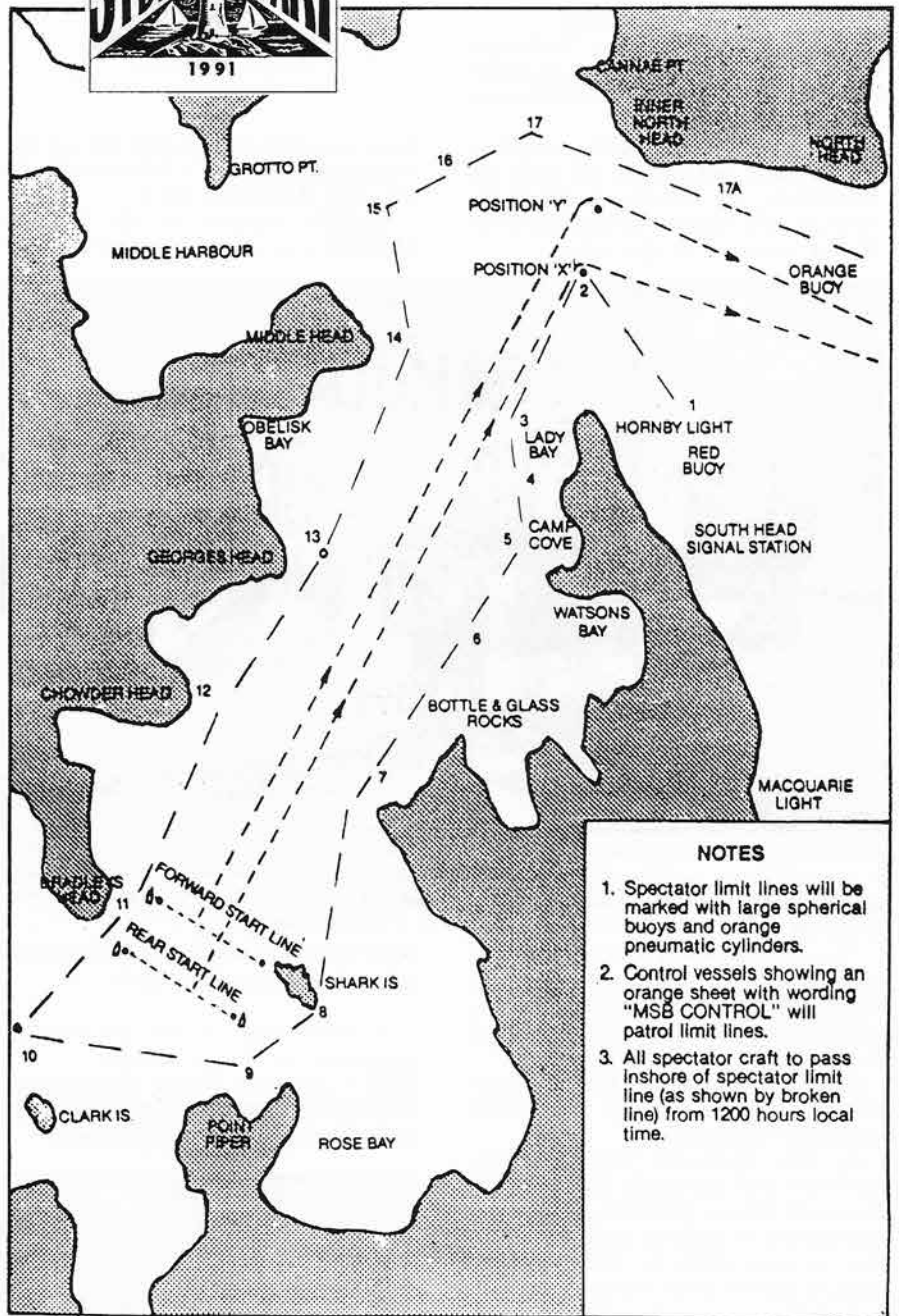
THE Governor of New South Wales, Rear-Admiral Peter Sinclair, AO, will start the 1991 Kodak Sydney-Hobart Yacht Race by firing a specially made replica of an 18th century cannon from Shark Island.

The cannon is one of two bought by Cruising Yacht Club of Australia from funds raised by the CYCA's Sunday Breakfast Club (the second will be on standby in the case of recalls) for starting the Club's major ocean races.

The two-line starting area on Sydney Harbour will be the same as last year, the front line for the bigger and faster yachts being set across the harbour between Shark Island and Bradley's Head and the second line 400-metres behind, with ample manoeuvring room for the yachts behind the lines towards Point Piper and Shark Island.

The leeward end of the front starting line will be marked by a huge Kodak Gold 100 Box on a barge moored off Bradley's Head.

Guests of the CYCA and the major sponsor Kodak, will enjoy a carnival atmosphere on Shark Island and watch the Governor, assisted by gunnery experts wearing 18th century military uniforms, fire and send the big fleet on its way to Tasmania.



NOTES

1. Spectator limit lines will be marked with large spherical buoys and orange pneumatic cylinders.
2. Control vessels showing an orange sheet with wording "MSB CONTROL" will patrol limit lines.
3. All spectator craft to pass inshore of spectator limit line (as shown by broken line) from 1200 hours local time.

TAB Trifecta Betting on Kodak Sydney-Hobart

WAGERING on the outcome of the yacht races goes back to the earliest days of the sport in England and it is on record that the owner and crew of the US schooner *America* wagered and won some sizeable sums from the English aristocracy when they took *America* to Cowes Week in 1851.

In Australia, the earliest regattas in the colony also saw wagers between owners and crews and until recent years the bookies (albeit illegal) were always to be found aboard the ferries which followed the 18-footer races on Sydney Harbour.

Until some years ago a well known man around the waterfront used to run a

Calcutta on the eve of the Sydney-Hobart and it was traditional for owners to "buy" their own yacht. If they won, they collected a sizeable sum which offset the cost of "the winner's shout" at the Quiet Little Drink in Hobart at the end of the race.

This year, for the second time, skippers, crews, their supporters and the public will be able to bet legally on the Kodak Sydney-Hobart Yacht Race, with the New South Wales TAB extending its coverage to include Australia's great bluewater classic.

A complete TAB betting service will be available at the Cruising Yacht Club

at Rushcutters Bay on Tuesday, December 24, and again on Boxing Day, December 26, so competitors, members and guests can have a nautical "flutter".

The TAB will conduct a trifecta pool, known as Sports TAB, on the race for line honours. To win, nautical punters will need to select the first three yachts to cross the line in Hobart in correct finishing order.

Cost of a wager will be \$1.00 (or more of course) and it's likely that a sizeable dividend will be paid on the result as the race for line honours this year is wide open between the big boats.



The two cannons are authentic three-quarter scale, modified 18th century cannons, modelled on the cannons dumped by the *Endeavour* when she ran aground inside the Great Barrier Reef.

The cannons were built by Ken Luker, a 62-year-old retired toolmaker who has made a hobby of making authentic replicas of historical guns and cannons.

The two made for the CYCA took him six months to complete, involving 350 man hours, including research and development. Luker estimates their value at \$14,000 each.

The cannons are cartridge loading, as muzzle loading is too dangerous for amateurs. Unlike the originals, the barrel is made from high quality steel, then cast in aluminium, with the carriage built of wood with metal wheels.

When Rear-Admiral Sinclair gives the order for the guns to be fired on Boxing Day, they will be using 10oz black powder charges, sufficient for a "bang" that every yachting on the Harbour will not miss.

If there are any individual recalls, there will be a second cannon fired, along with the normal flag signals. As usual, the CYCA will make only individual recalls and while there will be flag and sound signals, the recalled yachts will not be named over the marine radio bands until 30 minutes after their start.

As in recent years, yachts which are involved in minor infringements of the racing rules will be able to exonerate themselves by making 720 degree penalty turns once they have cleared the sea mark.

Once again the CYCA has received the support of the Water Police and the Waterways Authority of the Maritime Services Board, the Australian Volunteer Coast Guard and Royal Volunteer Coastal Patrol, who will work together in strictly enforcing spectator control.

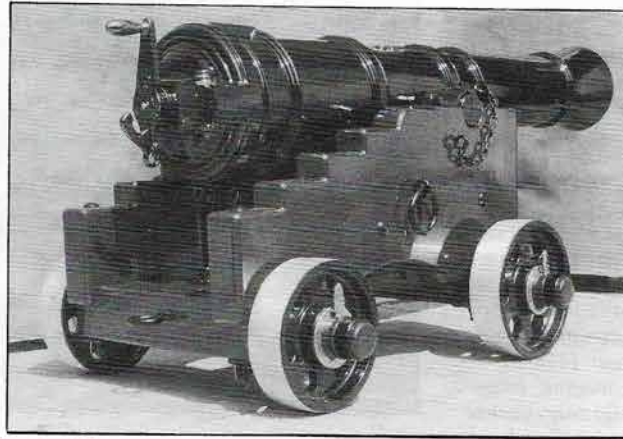
The restricted area for racing yachts only will extend from an area between

between the restricted areas and Point Piper and Bradley's Head to move down Harbour but will be contained behind clearly designated lines. Patrol vessels will take particular care in preventing spectator craft encroaching on the starting line area and near the rounding marks inside the Heads.

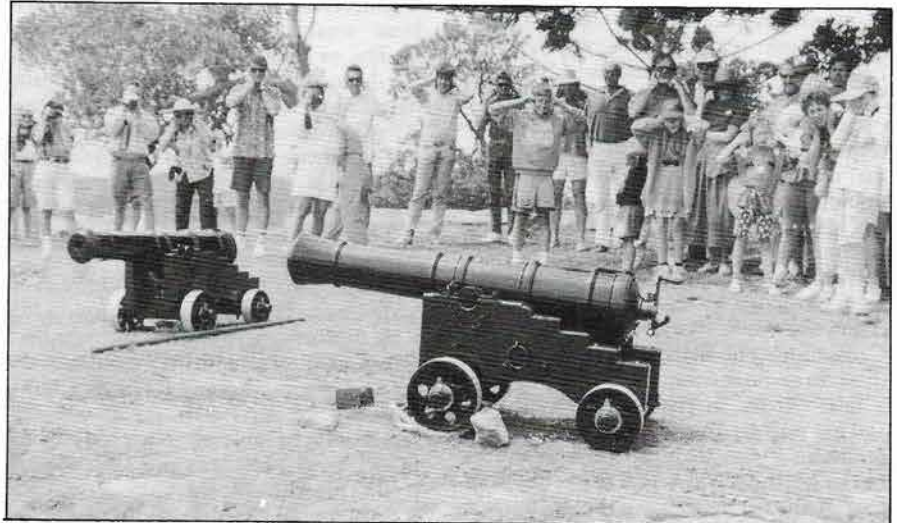
They will also make random checks of safety equipment and numbers of people aboard spectator craft.

Shark Island, Point Piper to the south, Clark Island and Bradley's Head in the west, right down the Harbour and for two nautical miles to seaward.

Spectator craft will be able to pass



REPLICAS of 18th century cannons which will be used to start the Kodak Sydney-Hobart Race, get their first public firing at the CYCA picnic day on Shark Island. Close-up shows the fine work of the cannons, scale replicas of those carried aboard Cook's Endeavour. (Pics - Annette Brennan, David Clare)



RYCT Radio Communication Unit

THE Royal Yacht Club of Tasmania maintains an active Radio Communications unit providing position reporting and safety skeds for all offshore races and other events conducted by the senior yacht clubs in Southern Tasmania together with twice daily position reporting skeds with cruising yachts throughout the year. The listening watch outside sked times is not continuous but is extended according to need.

Two Limited Coast Stations are licensed to the RYCT. VH7AM is located in the Race Centre at the Club House at Sandy Bay and is operational during Club events. VH7TC located at Midway Point on the Pittwater some 16km east of Hobart provides the ex-

tended service to yachts on passage, both racing and cruising.

The Service is identified by the station call-sign and "TasCoast Radio" or when working yacht racing fleets "Hobart Race Check".

The twice daily position reporting skeds are conducted on 2524kHz at 0735 and 1835. Special skeds on 4483kHz for yachts on passage to Sydney and Melbourne as race competitors or returning to home ports are conducted at 0645 and 1850.

At other times of the year skeds on 4MHz and 6MHz frequencies are offered "by appointment". The stations also listen on VHF Channels 16, 73 and 81, the last named being via a talk-through repeater (licensed by the RYCT) located on Tasman Peninsula. Weather forecasts are available on request.

The RYCT makes available a simplified Sailing and Passage Plan through its own Club office and those of the Belle-rive Yacht Club and the Derwent Sailing Squadron and yachts departing from Hobart are urged to lodge a completed form with the nearest club, which will circulate the information to the appropriate authorities.

Tasmanian Coastal Weather forecasts are broadcast regularly from Melbourne Radio (VIM) at 0603, 1403 and 1803 (EST) on 2201, 4426, 6507 and 8176kHz and from Tasmair Radio on 2524, VHF ch.67 and 27.86MHz at 0745, 1345 and 1903, repeated at 2145 (local times).

Bass Strait Weather information is broadcast by Coastguard Loch Sport (VH7LAG) on 2524kHz at 0710 (repeated 0825), 1500 and 1810 (local times).

RYCT Radio Service Telephone Numbers: Sandy Bay - 234599 and Midway Point - 652543.



THE 1991 Kodak Sydney-Hobart Yacht Race will be run under three handicap systems for the first time in the 47 years of the race's existence.

Handicapping by the International Offshore Rule (IOR) will apply to the traditional trophies, whereas the International Measurement System (IMS) will have its own set of trophies and, for the first time, a Performance Handicap System (PHS) will apply to one small division in the race.

The IOR has been the sole handicapping system since its introduction to ocean racing 25 years ago. However, in 1989, with a diminishing popularity of the IOR for club racing and the introduction of the IMS to Australia, the IMS was introduced to the race as an alternative handicapping system for the first time.

For this year's race, a PHS division has been included for the benefit of those owners who feel that neither the IOR nor IMS handicapping system suits their yacht.

At close of entries the breakdown of numbers in the fleet over the three systems was: 60% of entries opted for IMS; 30% of entries opted for IOR; and 10% of entries opted for PHS.

In the light of this breakdown of entries, the allocation of the traditional trophies for future Sydney-Hobart races will no doubt be reviewed by the two conducting Clubs, the CYCA and the RYCT.

An explanation of the three systems:

The International Offshore Rule (IOR)

The IOR is a development rule in which designers are given the opportunity to create faster yachts without increasing ratings. The rating is the measure of the "size" of the yacht and is necessary since yachts of differing size

will wish to race together yet it is an inescapable fact that large yachts must be faster than small yachts (all other things being equal). The "rating" is converted into a Time Correction Factor (TCF), which is used as a multiplier of elapsed time to give a corrected time. The formula used in Australia to convert rating into TCF is:

$$\text{TCF} = (\text{6th Root of Rating} - .96) \times .988$$

(rounded to four decimal places)

After the application of the TCF, the yacht with the lowest corrected time wins the race, or division, or trophy, as the case may be.

This general method of calculation is often referred to as "Time on Time" handicapping, since the time correction varies as the duration of the time of the race varies. (Distinct from "Time on Distance", which operates on the fixed mileage of the race.)

This "Time on Time" method is common in Australia, the United Kingdom and most European countries whilst "Time on Distance" is universally used in the USA.

Exhaustive studies of the two systems, in which numerous major races

have been recalculated and the results compared, have shown that "Time on Time" (the Australian method) has a small bias towards large yachts in fast races, whereas in "Time on Distance" there is a significant bias towards large yachts in slow races. The "compression" of the fleets (the closeness of the placegetters) was in all cases always much better under "Time on Time".

The IMS Handicapping System

The IMS is a handicapping rule rather than a development rule. It aims at finding the normal speed of a yacht on various points of sailing and under various wind speeds. Its success depends on a velocity prediction program developed in the USA by the Massachusetts Institute of Technology. It requires detailed hull lines of the yacht, which are generated by an advanced measurement technique, using a specially designed instrument in combination with a computer. The data so gathered is fed into a mainframe computer at the AYF and a certificate results. (Rig, sails and in-water measurements are the same as IOR.)

This certificate gives details of the speed, in seconds per mile, that could be expected of the yacht under six different wind strength ranges and six different course configurations (points of sailing).

The Race Committee has to nominate the course configuration for each race,

HANDICAPPING

for the Hobart



THE fleet heads for Hobart - but the handicapping task has already been programmed into the Digital computer and within hours of the start it will start telling the public the distance each yacht has to sail to the finish, its position in the fleet and its handicap position under either IOR, IMS or PHS handicapping. (Pic - David Clare)



viz, "Olympic 6 Leg" for an Olympic triangular course, or "Windward/Lee-ward" for a simple there-and-back course, etc. It also has to nominate the wind strength for the race. It may take these actions of notification either before or after the race, that is, pre-race handicapping, or post-race handicapping.

In the Sydney-Hobart Race the result of these decisions will be nominated at the pre-race briefing from meteorological predictions and studies of many previous races. (It might be of interest to quote that whilst wind strengths may vary from zero to 60 knots at different times of a given race, studies have shown that the average wind strength [over the whole time] in a "light" race is about 10 knots, whereas in a "heavy" race it is about 17 knots.)

The conversion of each yacht's elapsed time into a corrected time under IMS is initially not so easily understood by yachtsmen who have raced in Australia for the last 25 years using TCF's with the IOR.

In its simplistic form for an IMS result, a yacht's course allowance (Time Allowance \times Course Length) is subtracted from its elapsed time. The resulting corrected times for the whole fleet are then examined, and the lowest time wins. This corrected time, however, may seem ridiculously low, say, only 1 hour 25 minutes for a 680 mile race, and thus is not ideally suitable. The solution

to this problem is generally achieved by opting for the "scratch method", using the time allowance for the fastest yacht (the yacht with the smallest time allowance), which is subtracted from the time allowance of each other entry.

Thus, if a maxi yacht which may have a time allowance of say 480 secs/mile is used, a Half-Tonner which may rate at say 750 secs/mile has a difference of 270 secs/mile. This difference is multiplied by the course length and subtracted from the Half-Tonner's elapsed time. Thus her elapsed time of say six days would become about four days, a seemingly more realistic corrected time. This method does not affect the accuracy of the results: it merely converts them into numbers which we more easily understand and recognise.

Thus, in this year's race, the "scratch" allowance for the particular course configuration will be announced at the pre-race briefing together with the wind speed chosen for the race. There is one final thing which should be understood in relation to IMS handicapping. Since it has emanated from the USA, it is predicated on "Time on Distance" philosophy, and thus has those dis-

advantages which were discussed earlier in the IOR explanation.

Performance Handicapping (PHS)

The PHS handicapping system has been included this year on the assumption that some entrants would be attracted who may have otherwise opted to give the race a "pass". It was never anticipated that the number would be large, and with only 10% of the total entries this anticipation has proven to be correct. Whether or not it will be offered again in future years is something the committee will need to ponder.

Its implementation is achieved by nominating a Time Correction Factor (TCF) for each yacht and, since they may individually come from other States or from fleets with which we have had no experience, this is not easy to do with any degree of accuracy. PHS can be quite successful when it operates within a Club which has had the opportunity to gather data on individual performances over a reasonable span of time.

This is, of course, not the case on this occasion, and the most that can be said in its favour is that it offers the chance for three of the yachts in the division of eight or so to achieve a placing of first, second or third, which they had no earthly chance of achieving otherwise, and they thus don't go down "just for the ride".

GO JUTSON IN '92

JUTSON 50 IMS

LOA	15.22m
BEAM	4.36m
DRAFT	2.8m
DSPL	7234kg
SA	121m ²



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The Sponsors and Supporters

THE planning, organisation, conducting and promotion of international ocean racing events such as the Kodak Sydney-Hobart Yacht Race, the Southern Cross Cup, and the Asia Pacific Offshore Championships are expensive undertakings for club or amateur yachtsmen and women who sail for the love of the sport.

While much of the planning, conduct and promotion of the race is undertaken by professionals, such a major event would not be possible without the efforts and excellence of the competitors and the many members of both the Cruising Yacht Club of Australia in Sydney and the Royal Yacht Club of Tasmania in Hobart who give their time so freely to make this the greatest ocean racing regatta in the world.

Nor would the race be possible in its present professional form without race sponsor Kodak (Australasia) Pty Ltd, who have joined the CYCA this year for the first time, bringing not only great marketing and promotional expertise but also remarkable enthusiasm and energy from those Kodak executives closely involved in the Sydney-Hobart.

This year's great ocean racing regatta, spread over three weeks of intensive activity in Sydney and Hobart, has again received excellent support from the CYCA's traditional sub-sponsors Australian Airlines, Caltex and Digital, which are joined this year by Club Marine. Champagne Mumm, the sponsors of the World Cup of ocean racing and the Admiral's Cup in England, are not only supporting the Media Centre for the Southern Cross Cup and Asia Pacific Championships, but are also sponsoring one of the races of the Southern Cross Cup.

Other Southern Cross Cup race sponsors also include Kenwood and Corum, who also will sponsor major regattas in the Pacific Basin which will make up the 1992 Champagne Mumm World Cup along with the Southern Cross/Asia Pacific regatta. They have been joined by Club Marine, which will sponsor races one and five of the Southern Cross Cup.

The CYCA has once again received outstanding support from Digital (sponsors of the CYCA winter racing) in providing the computer hardware and complex software needed to produce the progressive and final results of each race, climaxing with the Kodak Sydney-Hobart Race.

Australian Airlines continues to support the club and the Kodak Sydney-Hobart Race by assisting with air travel

for race personnel, flying the vast array of trophies from Sydney to Hobart, and moving a mountain of crew baggage to Hobart.

Caltex once again will be supplying fuel for the Radio Relay Vessel for the Sydney-Hobart race, with Geoff Hammond again making available his ketch *Mia Mia* for this demanding role.

The CYCA has also received excellent support from National Parks and Wildlife in making available Shark Island for the official start of the Kodak Sydney-Hobart.

Computer company Solution 6 has assisted the Media Centre with personal computers, while Fujitsu has supplied facsimile machines and Dataproducts has assisted with a laser printer.

The Cruising Yacht Club of Australia would also like to thank the following for their role in making the event a great success:

His Excellency Rear-Admiral Peter Sinclair AO, Governor of New South Wales, for being the Official Starter of the Kodak 47th Sydney-Hobart Yacht Race on Boxing Day, December 26, 1991.

The Commodore, Flag Officers, Members and Staff of the Royal Yacht Club of Tasmania.

The entire Staff of the Cruising Yacht Club of Australia.

Geoff Hammond, for again making *Mia Mia* available at no cost to the CYCA for the Radio Relay Vessel, and to the CYCA representatives and crew who will be aboard on the voyage to Hobart.

Codan, the suppliers of radios for the Race Centre and the Radio Relay Vessel.

Fujitsu for supplying facsimiles to the Race Centre and the Media Centre.

Hugh Burns, who spends many long hours working out complex computer programmes - this year progressive information and final results will be produced for the Southern Cross Cup, Asia Pacific Championships, Champagne Mumm World Cup as well as for overall and divisions within the IOR, IMS and PHS handicap categories of the Kodak Sydney-Hobart Race.

Penta Comstat for assistance with radio skeds during the Kodak Sydney-Hobart Race and in monitoring movements of yachts to and from their home ports before and after the Hobart Race.

The Waterways Authority of the Maritime Services Board for their co-operation in providing the necessary approvals and control of the Port of Sydney on Boxing Day, and their on-the-water assistance in "crowd control,"

along with the Water Police, the Royal Volunteer Coastal Patrol and the Australian Volunteer Coast Guard. Also the Tasmanian Water Police for their efforts on the Derwent and the RVCP at Eden for the sterling efforts in always coping with retirements from the race.

The Hobart Marine Board for its traditional support for the Sydney-Hobart Race, including making available Constitution Dock for the finished yachts - and to the owners of craft which have to move out of the dock during this time.

The State Transit Authority for re-scheduling Sydney Harbour ferries to work around the race start on Boxing Day.

The National Parks and Wildlife Service for making Shark Island available for the official start on Boxing Day.

The Sydney Maritime Museum for providing the historic yacht *Boomerang* for the start line and John Ball for again bringing that fine veteran yacht of the first Sydney-Hobart Race, *Winston Churchill*, to the Harbour for the start.

The Department of Meteorology and the CYCA's weather consultant, Vic Bahr, for their race forecasts, and the CSIRO Marine Laboratories for their Current Charts of the Australian East Coast.

Woollahra Municipal Council for opening Rushcutters Bay Park.

The Media Team of Peter Campbell, Di Pearson, Lyall Rowe (Kodak) and Malcolm and Sue McKeag (Champagne Mumm) for ensuring the Southern Cross Cup, Asia Pacific Championships and the Kodak Sydney-Hobart Race gain maximum promotion and publicity.

The print, television and radio media representatives who cover the Kodak Sydney-Hobart Race and always give credit to the sponsors.

Editor Peter Campbell and the staff of OFFSHORE in again producing an outstanding special race programme for the Kodak Sydney-Hobart Race.

Noel Stone and other executives of Kodak for their enthusiasm in promoting their first-ever involvement in the Sydney-Hobart Race.

The Governor of Tasmania, the Corporation of the City of Hobart and the Marine Board of Hobart for their hospitality and their overall assistance.

There are many hundreds of volunteers from the CYCA and the RYCT who work tirelessly supporting the Kodak Sydney-Hobart Race and the lead-up events. They include the Race

Continued on page 50

First Sydney-Hobart Racer Returns

ON Boxing Day, 1945, a double-ended ketch listed in the records as just *Kathleen* joined eight other yachts as they sailed down Sydney Harbour, setting course southwards to become part of the historic fleet contesting the inaugural Sydney to Hobart Yacht Race.

The 630 nautical mile voyage, originally planned as a cruise by her then owner, marine artist Jack Earl, and his friends who had earlier that year formed the Cruising Yacht Club of Australia, has since become one of the greatest ocean races in the world.

Kathleen Gillett, to give the ketch her full name, will be back on Sydney Harbour this Boxing Day, not as a competitor but as one of the thousands of spectator craft farewelling the fleet on the 47th annual Sydney-Hobart.

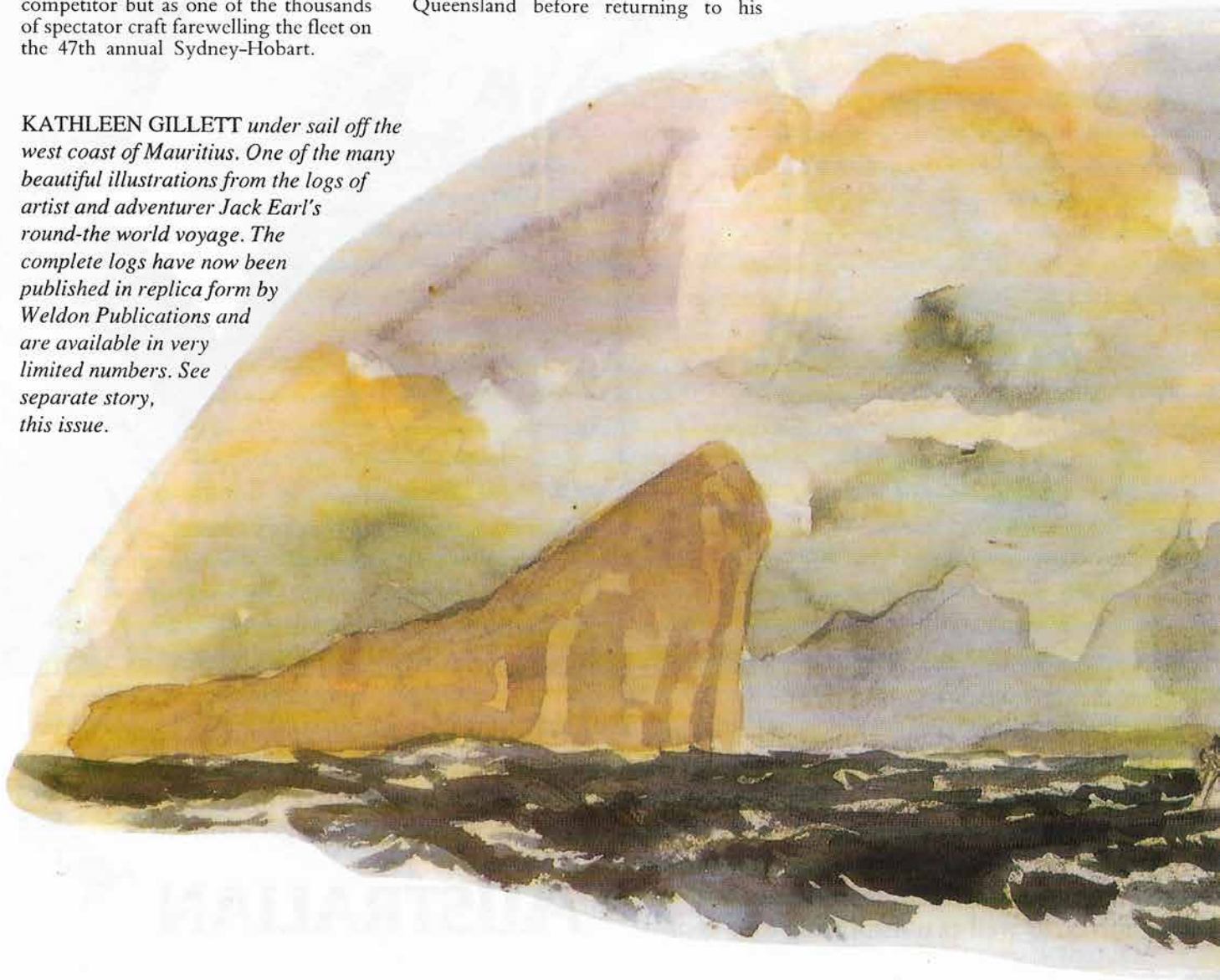
Kathleen Gillett has returned to Sydney after a long and remarkably varied career which included circumnavigating the world and being used as a trading vessel in the South Pacific. From a run-down state, she has been restored as Norway's official Bicentennial Gift to Australia, and in mid-November was presented by Norway to the newly opened Australian Maritime Museum at Darling Harbour, Sydney.

Kathleen Gillett, although built and sailed for many years out of Australian waters, represents a fascinating link between two great seafaring nations. Last century Colin Archer, a Norwegian of Scottish descent, was a pioneer farmer in Queensland before returning to his

hometown in 1861 to become Norway's best-known naval architect. Archer was renowned for his seaworthy fishing, rescue and pilot boats as well as his yachts, with their double-ended hull shape.

The beamy, 43-foot ketch *Kathleen Gillett* was built in the 1930s for Jack Earl and his wife Kathleen by Charles Larsen, who worked from Colin Archer drawings to develop a world cruising yacht worthy of the Norwegian designer. While the double-ended hull had been a Scandinavian boat-building tradition since Viking times, Archer applied

KATHLEEN GILLETT under sail off the west coast of Mauritius. One of the many beautiful illustrations from the logs of artist and adventurer Jack Earl's round-the-world voyage. The complete logs have now been published in replica form by Weldon Publications and are available in very limited numbers. See separate story, this issue.



his own theories of hydrodynamics to this form to produce sailing craft which became known for their seaworthiness.

Built over six years from Huon pine planking over spotted gum frames as funds became available, *Kathleen Gillett* was launched in March 1939 and named after Jack's wife. Rigged in 1941, the ketch became home to the Earl family in the War years, including being used for NSW coastal patrol work during this period.

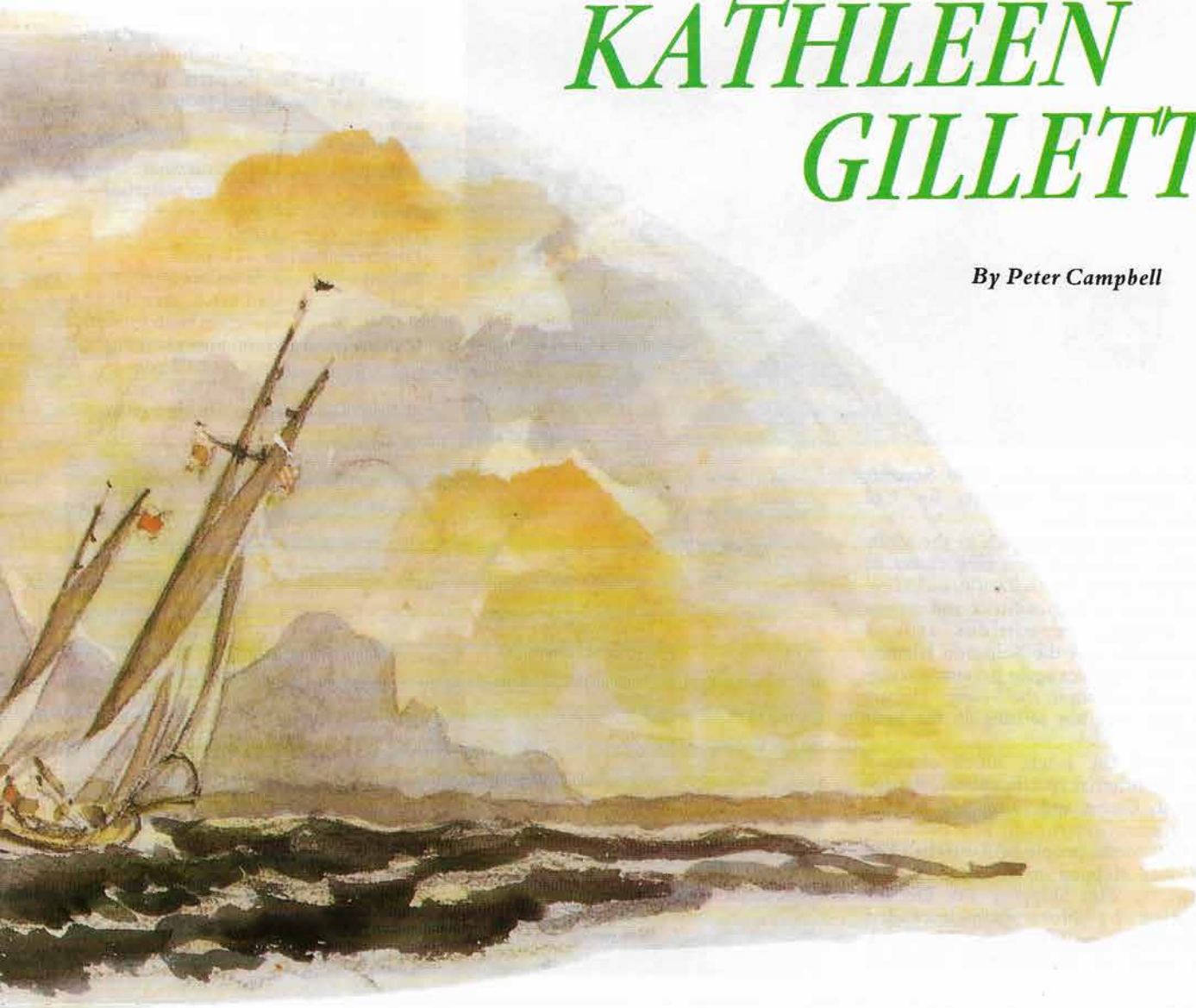
On Boxing Day, December 26, 1945, Jack and his crew set sail in the first Sydney-Hobart Race, encountering a strong SSW gale on the second day, but finally reaching Hobart after eight days six hours 20 minutes, but third in the fleet to place fourth on handicap.

Jack Earl is expected to be an honoured guest aboard *Kathleen Gillett* on Boxing Day this year as the fine old timber ketch salutes the modern racers as they head towards Hobart.



The Restoration of **KATHLEEN GILLETT**

By Peter Campbell



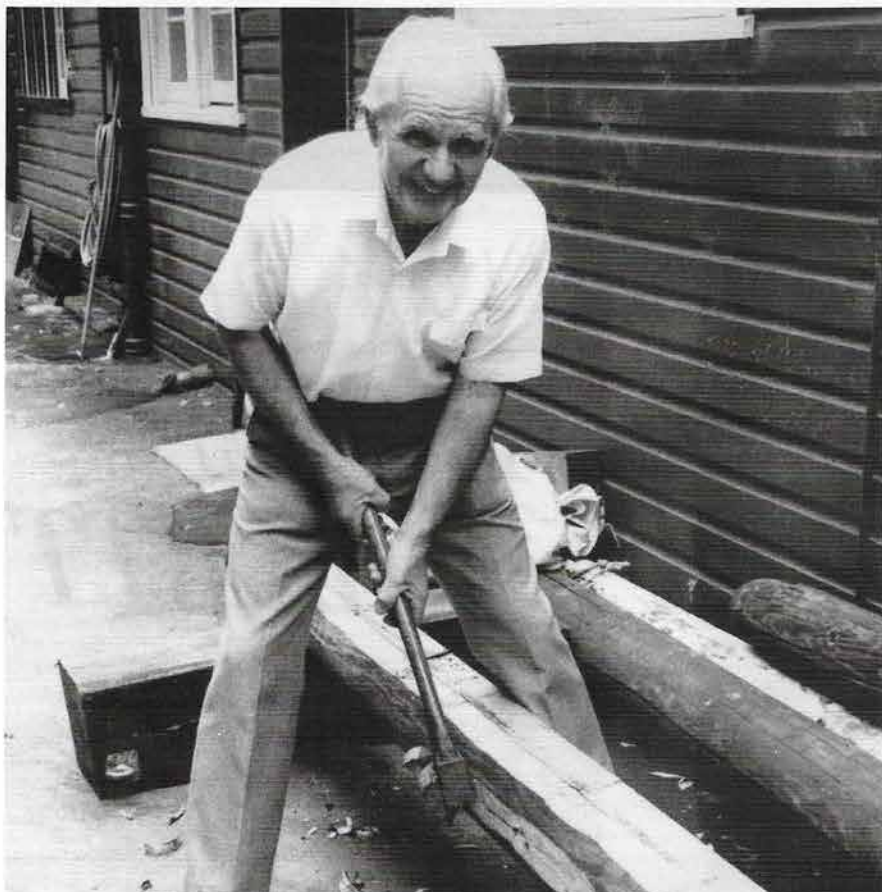
Kathleen Gillett's fame as an ocean racing yacht was short-lived but she was to become one of Australia's best known cruising ketches. In 1947 Earl and his crew set sail on a round-the-world cruise. It was an 18-month adventure and with it *Kathleen* became the second Australian yacht to complete a circumnavigation.

Accounts written by mate Mick Morris and illustrated by Jack were published in *Seacraft* magazine under the headings "Round the World with Kathleen" as they rounded the Cape of Good Hope to South America, sailed through the Panama Canal and crossed the Pacific to New Zealand. When they returned

and conversations with Jack Earl and plans drawn up by Alan Payne and Partners.

On November 15, 1991, *Kathleen Gillett* began a new life when she was

RIGHT: *Colin Archer, Norway's most famous naval architect. Kathleen Gillett was built to Colin Archer's drawings.* **BELOW:** *Carl Halvorsen working on the masts for Kathleen Gillett. Kathleen Gillett under full sail. The famous double ended ketch is Norway's bicentennial gift to Australia and will be displayed at the National Maritime Museum.*



handed over to the Australian Maritime Museum and the People of Australia by the Ambassador for Norway, Mr Per Haugestad.'

The fine old ketch will be on regular display at the Museum wharves at Darling Harbour, but will make regular sails on Sydney Harbour – including Boxing Day, 1991 – for the start of the great ocean race she helped pioneer 47 years ago.

Kathleen Gillett

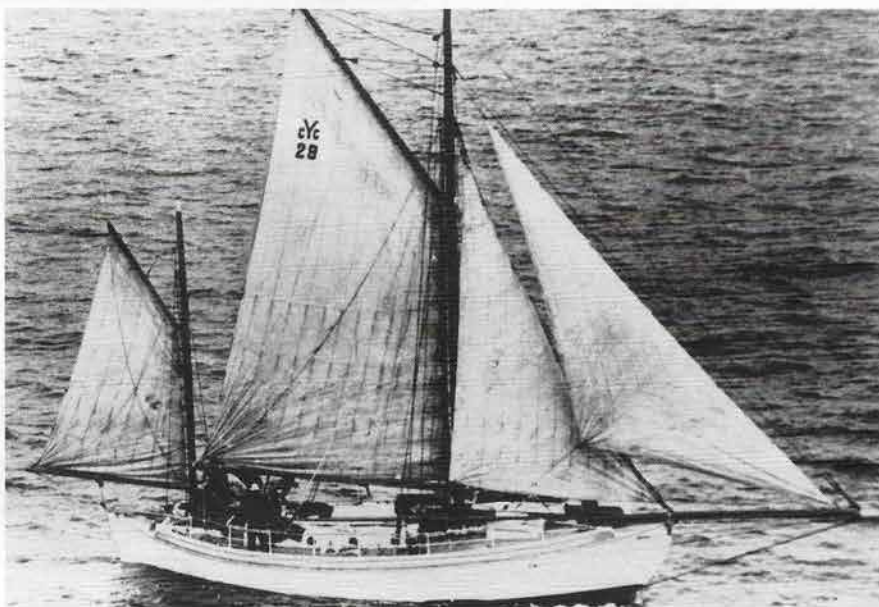
Length	13.18m on deck 11.55m on waterline
Beam	4.54m
Draft	2.09m
Displacement	23.44 tonnes
Ballast	3.75 tonnes
Sail	Gaff ketch, area 101.01 sq metres with topsails
Construction	Huon pine planking over spotted gum frames, Baltic pine spars, Duadon sails.

to Australia in December, 1948, *Seacraft* was flooded with requests for Col Archer design lines.

After being sold by Jack in the 1950s *Kathleen* embarked on a new career of adventure in the South Pacific, including island trade in Torres Strait and crocodile-hunting expeditions around Bougainville and the Solomon Islands.

In 1967 *Kathleen* again became a cruising yacht, sailing in the Sydney-Hobart race that year but retiring in the light winds.


In 1987 the ketch, much changed from its original specifications, was located in Guam and purchased by the Norwegian Government as a Bicentennial Gift to the people of Australia. The hull was shipped to Sydney free of charge by Zim Shipping Pty Ltd for restoring by Norwegian-descended boatbuilder Carl Halvorsen. The work was based on photographs, paintings





WHO'S HEADED FOR HOBART?





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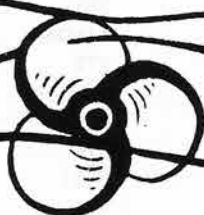
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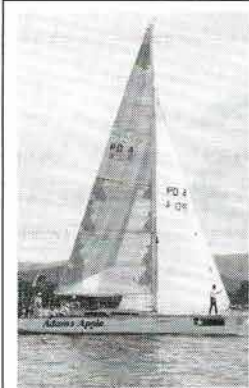
LIST OF

Sail No	Yacht Name	LOA Metres	State	Launch	Owner	Designer
C1	Brindabella	19.6	NSW	1989	G.Snow	FARR
B2	Zumdish	9.0	VIC	1990	H.Hertzberg	HICK
KASM2	Ultimate Challenge	12.1	VIC	1987	L.Abrahams	DUBOIS
R2	Denso Einstein	9.0	VIC	1990	S.C.&M.Purtell	ANDRIEU
PD4	Adams Apple	13.5	TAS	1985	D.Wivell	ADAMS
7	Hammer of Queensland	20.5	QLD	1987	A.Bloore	STEINMAN
A8	Mirrabooka	14.3	TAS	1987	J.&P.Bennetto	FRERS
SM8	Jacobina	9.5	VIC	1991	R.Green	JUTSON
MH9	Fujitsu Dealers	10.9	NSW	1986	J.Eyles	DAVIDSON
PD13	Allegro	11.9	TAS	1981	P.Williams	ADAMS
B14	Morning Breeze	10.1	VIC	1972	Lalor,Manger & Godfrey	S&S
M16	Oz Fire	13.7	NSW	1990	D.Coulter	MUMMERY
B23	Kingurra	13.1	VIC	1972	P.Joubert	JOUBERT
RQ23	Boomaroo	33.1	QLD	1972	J.McIntosh	S&S
PR27	The Sidewalk Cafe	10.7	WA	1986	J.Baxter	LEXCEN
S29	Surefoot	11.6	VIC	1981	D.Millikan	NORLIN
H30	Thermopylae of Eden	10.0	NSW	1977	G.Alexander	ADAMS
R33	Chutzpah	10.2	VIC	1988	B.Taylor	DAVIDSON
A40	Intrigue	12.2	TAS	1984	D.Calvert	CASTRO
SA41	Tradition	10.2	SA	1983	W.Strangways	DUNCANSON
KA48	Anaconda	25.0	SA	1975	J.Grubic	BUCHANAN
MH48	Lady Hawk	10.5	NSW	1988	J.Millar	MILLAR
A50	Firetel	9.9	NSW	1982	R.&M.Lawler	CARTER
M53	Nynja Go	11.0	NSW	1982	Nynja Go Synd.	FARR
MH68	Star Ferry	10.2	NSW	1987	J.Conroy	DAVIDSON
SA93	Helsal II	20.0	SA	1979	K.Flint	ADAMS
A94	Morning Tide	10.0	NSW	1975	J.Lawler	S&S
C100	Bird on A Wire	12.1	WA	1985	J.Gaunt	FARR
MH106	Impeccable	10.2	NSW	1980	J.Walker	PETERSON
A111	Chaos	11.0	TAS	1975	Excalibur Synd.	FARR
A113	Mark Twain	11.7	NSW	1971	H.O'Neill	S&S
117	Struen Marie	11.6	NSW	1950	B.Wherry	CLARK
B133	Fly By Night	10.1	VIC	1982	J.Drake	HUMPHREYS
RQ144	Phoenix	13.7	QLD	1990	S.&C.Everett	JOHNSTONE
SA169	Rimfire II	12.9	SA	1978	J.Moffatt	FARR
F209	Ivanhoe	15.3	QLD	1982	H.Vaisanen	CURRENT
SA221	Gambol	12.2	SA	1984	W.Gryst	DUNCANSON
B233	Gumblossom	9.2	VIC	1973	T.Gunnersen	JOUBERT
M250	Morning Mist II	14.0	VIC	1988	A.Neate	FARR
262	Helsal III	20.0	NSW	1984	J.Yonge	ADAMS
MH267	Group Therapy	14.6	NSW	1980	A.Chalk	HOLLAND
272	Terence J	13.8	TAS	1983	K.Ratcliffe	RATCLIFFE
MH310	Buttercup	15.2	NSW	1985	D.McIntyre	ADAMS
315	Double or Nothing	12.1	QLD	1983	J.Bush	ADAMS
316	Anthanta VI	12.1	NSW	1980	A.Gruzman	ADAMS
S321	Aggro	12.0	VIC	1984	S.Collis	ADAMS
327	Zeus II	9.0	NSW	1979	J.Dunstan	JOUBERT
331	Silver Minx	11.4	NSW	1984	G.Player	FARR
SM377	Bacardi	13.3	VIC	1978	Ainley/Williams	PETERSON
393	Inch By Winch	10.2	NSW	1980	J.Goddard (Snr)	PETERSON
400	Sanctury Cove Qld Maid	12.2	QLD	1987	R.Robertson	FARR
F611	Once A Jolly Swagman	12.1	WA	1987	A.Brierty	DAVIDSON
621	Kings Cross-Sydney	10.9	NSW	1985	R.Stone	DAVIDSON



ENTRIES

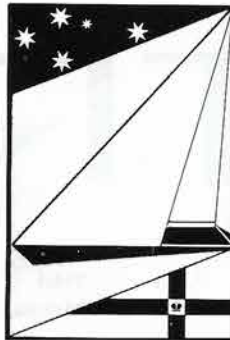
Sail No	Yacht Name	LOA	State	Launch	Owner	Designer
			Metres			
1124	Hot Property	11.1	TAS	1986	B.Turnbull	FARR
1137	Fascination III	12.1	TAS	1981	A.Blakney	DUBOIS
TYC1147	Turkey Shoot	12.2	TAS	1982	A.Hutton	HOLLAND
F1194	Escapade Nouvelle -Caledonie	10.9	New Cal.	1970	M.Lavigne	S&S
R1197	Santana	13.0	VIC	1986	L.Wings	HOLLAND
1224	Mercedes IV	12.7	NSW	1974	P.Stronach	KAUFFMAN
S1313	Morning Noon and Night	15.2	VIC	1991	K.French	JUTSON
KA1400	Apollo	24.0	QLD	1982	V.Demilio	MILLER
1515	Tara II	12.9	NSW	1985	C.Gorman	ADAMS
1979	Vendetta	13.4	NZ	1976	C.Reid	GILES
2277	Public Nuisance	9.1	NSW	1983	Grout,Wilton	DUBOIS
2299	Knuckleduster	9.0	NSW	1977	P.Cush	HOLLAND
SM2418	Scorpio 2	10.3	VIC	1976	M.Haller	BLACKBURN
2557	Witchdoctor	12.7	NSW	1979	Rum Consortium	DAVIDSON
2900	Rockie	11.1	NZ	1976	B.Woods	FARR
3105	Doctor Who	15.7	TAS	1984	R.Jackman	DAVIDSON
3485	Onawa	12.3	ACT	1984	L.Hackett	CLIFFORD
3663	Northwest Airlines	12.8	NSW	1983	R.Steel	HOLLAND
3767	Mistress Mercy	11.0	NSW	1991	D.Senogles	SENOGLES
3774	Icarus	11.5	NSW	1984	A.Ridley	KAUFMANN
3807	Alexander of Creswell	11.1	NSW	1984	Dept.Defence	SWARBRICK
3809	Lady Penrhyn of Nirimba	11.0	NSW	1984	Dept.of Defence	SWARBRICK
3946	Hummingbird	11.3	NSW	1985	J.Quinn	FARR
3990	Catriona McDonald	13.4	NSW	1956	P.Lhuede	GILES
KA4000	Salamanca Inn	12.0	TAS	1987	J.Fuglsang	FARR
SM4000	Sagacious II	13.0	VIC	1981	P.Jacka	COLE
B4070	Paladin	12.2	VIC	1985	C.Mehrmann	FARR
4117	Sheraton Hobart	12.2	TAS	1984	L.Smith	FARR
4208	2SM	11.4	NSW	1988	M.Spies	FARR
4214	Ex-tension	10.2	NSW	1986	T.Dunn	DAVIDSON
4343	Wild Oats	13.1	NSW	1985	Foye/Hickman/ Peckman	FARR
4440	Another Concubine	12.2	NSW	1985	J.Parker	FARR
4490	Hyperdrive	13.4	NSW	1986	J.Clark	ADAMS
4527	She's Apples II	12.7	NSW	1991	D.Strong	KING
4682	Emerald City	14.0	NSW	1989	R.Breadman	KAUFMANN
4715	Never a Dull Moment	12.5	NSW	1989	C.Wilson	BIRTLES
4782	Relentless	10.1	NSW	1989	J.O'Brien	DAVIDSON
4803	The Millennium Falcon	9.4	NSW	1982	J.Messenger	DUBOIS
4918	Nuzulu	9.6	NSW	1985	E.Psaltis	STEINMAN
5091	Pilgrim	13.9	NSW	1990	D.Quirk	FARR
5222	Freight Train	18.8	NSW	1983	D.Parkes	FRERS
KA5300	Raw Talent	13.1	NSW	1984	J.Simpson	FARR
5444	Bobsled	20.2	NSW	1989	P.Sorensen	STEINMAN
KA5500	Beyond Thunderdome	12.2	NSW	1987	W.Johns	DAVIDSON
5600	Rager	17.0	NSW	1987	W.Knobelspies	ELLIOTT
5991	Blind Panic	15.9	NSW	1988	P.Bush	ADAMS
KZ6572	Icefire	13.8	NZ	1988	P.Taylor	MUMMERY
IR8000	Atara	13.1	NSW	1986	J.Storey	FARR
8888	Amazon	20.7	NSW	1990	P.Walker	STEINMAN
US29209	Final Approach	18.2	Hawaii	1986	D.Johnson	LIDGARD

**ADAMS APPLE — PD4**

LOA: 13.5m; **Class:** PHS; **No of Hobarts:** 1
Designer: Joe Adams (Aust)
Type: Adams 13.5. **Year Built:** 1985
Owner/Skipper: Dennis Wivell
Club: Port Dalrymple Yacht Club, Tas

This will be the second Sydney-Hobart for this Adams 13.5. Owner Wivell has raced her in the last four Melbourne-Hobart races, and the 1988 Tall Ships Race. Her best results were 4th line honours and 4th on handicap in the 1986 Westcoaster, and 2nd overall in the 1990 Australian Three Peaks Race.

Crew: D. Wivell (1), S. Wivell (1), A. Van Asch (2).

**ANACONDA II — KA 48**

LOA: 25.4m; **Class:** IOR; **No of Hobarts:** 14
Designer: Alan Buchanan (UK)
Type: Maxi Ketch. **Year Built:** 1975
Owner/Skipper: Josco Grubic
Club: Cruising Yacht Club of Australia, NSW

Owner Grubic has sailed *Anaconda II* in long ocean races including Sydney to Dover (UK), Plymouth (UK) to Perth, Sydney to Rio, 14 Sydney-Hobarts, and many others, while this will be the 66-year-old Grubic's 26th Hobart. Although one of the largest yachts in the fleet, it is unlikely she will be first yacht in Hobart.

Crew: J. Grubic (25), D. Hagen (10), R. Campbell (6), N. Brundle (6), I. Gray (5), R. Pfaff (1), K. Lehmann (5), S. Gray (1), D. Gillies, S. Winking, B. Drissel, B. McCall (2).

**AGGRO — S 321**

LOA: 12.9m; **Class:** PHS; **No of Hobarts:** 7
Designer: Joe Adams (Aust)
Type: Cruiser/Racer. **Year Built:** 1984
Owner/Skipper: Stephen Collis
Club: Royal Melbourne Yacht Squadron, Vic

Built at Warrnambool on the south coast of Victoria, this fast Joe Adams 40-footer has raced in four Melbourne-Hobart races, winning under Performance Handicap in 1988. Steve Collis brought the yacht up for the 1990 Sydney-Hobart, racing under IMS and placing 30th overall and 11th in her division. Collis has reverted to the new PHS Class for this year's event, which should suit *Aggro* better.

Crew: S. Collis (1), J. Holroyd (3), M. Thompson (1), J. Donati (1), D. Rizzoli (1), C. Clapp (1), D. Biers (1), J. Hooper (2).

**ANOTHER CONCUBINE — 4440**

LOA: 12.22m; **Class:** IOR; **No of Hobarts:** 3
Designer: Bruce Farr (NZ)
Type: One Tonner. **Year Built:** 1985
Owner/Skipper: John Parker
Club: Cruising Yacht Club of Australia, NSW

Another of Bruce Farr's famous one tonners, *Another Concubine* contested the 1985, 86 and 87 Sydney-Hobart Race, her best result being 6th overall and 3rd in Division B in 1986. She also represented NSW in two Southern Cross Cups in 1985 and 1987, was 2nd overall in the 1986 Sydney-Southport race, 1st in the 1987 King of the Derwent Race, and was the 1986-87 CYCA Blue Water champion, and is making a comeback.

Crew: J. Parker, M. Condon (2), P. Parker (2), J. Morgan (2).

**ALEXANDER OF CRESWELL — 3807**

LOA: 11.1m; **Class:** IMS; **No of Hobarts:** 6
Designer: Kim Swarbrick (Aust)
Type: S111. **Year Built:** 1984
Owner/Skipper: Dept. of Defence
Club: Royal Australian Navy Sailing Association, NSW

One of five S111 sloops used by the Navy to train junior personnel in basic sailing and sea awareness skills. This yacht is named after one of the First Fleet's ships used to transport convicts to Australia. She finished 47th overall in last year's Sydney-Hobart, and will be looking for a better place this year.

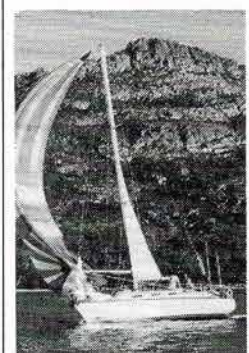
Crew: C. Shute (1), R. Warren-Smith, Mr Dickenberg, Mr Walker, I. Kelly, Peter Crowley, G. Swinden.

**ANTHANTA VI — 316**

LOA: 12.1m; **Class:** IMS; **No of Hobarts:** 1
Designer: Joe Adams (Aust)
Type: Naut 40. **Year Built:** 1980
Owner/Skipper: Adrian Gruzman
Club: Royal Australian Naval Sailing Association, NSW

Although having had no spectacular results to date, *Anthanta* has competed in the 1987 Sydney-Hobart, 1989 Sydney-Coffs Harbour race, and the 1988 and 1989 Sydney-Lord Howe Island races. The yacht will be raced by very keen competitors whose numbers mainly consist of lawyers, and after finishing 43rd overall in her previous Hobart race will be looking to better that result.

Crew: A. Gruzman (1), R. Coolahan (1), A. Reed (1), G. Rundle (1), H. Hurst (1), N. Davies, J. Gibbon, J. Gruzman.

**ALLEGRO — PD 13**

LOA: 10.05m; **Class:** PHS; **No of Hobarts:** 1
Designer: Joe Adams (Aust)
Type: Mottle 33. **Year Built:** 1981
Owner/Skipper: Peter F. Williams
Club: Derwent Sailing Squadron, Tas

A 10-year-old Joe Adams designed timber yacht which has competed in many offshore races including one Sydney-Hobart, Two Melbourne-Hobart's, a Melbourne-Devonport, and this year's Three Peaks race. Although she hasn't raced to Hobart since 1981, owner Peter Williams has sailed many ocean races and competes regularly in Tasmanian waters.

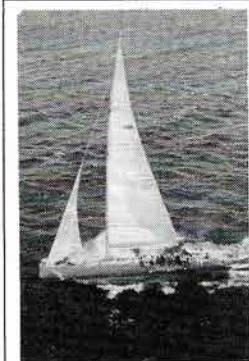
Crew: P. Williams, R. Moyer, M. Williams, I. Williams, A. Harrading, M. Temple-Smith, G. Yaxley.

**APOLLO — KA 1400**

LOA: 24.0m; **Class:** IOR; **No of Hobarts:** 6
Designer: Ben Lexcen (Aust)
Type: Maxi Yacht. **Year Built:** 1981
Owner/Skipper: Vincent D'Emilio
Club: Whitsunday Sailing Club, Qld

Known as the "Green Gherkin" this famous maxi yacht was previously owned by Jack Rooklyn and is competing in her 7th Sydney-Hobart. Best places to date are 2nd on line in '82 — only 7 seconds behind line honours victor *Condor of Bermuda*, 3rd on line in '83, line honours in '85 and 3rd on line, 2nd overall and 2nd in the Maxi Division in '87, which was her last major yacht race. Vincent D'Emilio currently uses her for charter work in the Whitsundays.

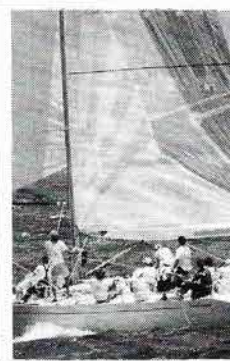
Crew: V. D'Emilio, D. Bearman, P. Firmstone.

**AMAZON — 8888**

LOA: 20.7m; **Class:** TBA; **No of Hobarts:** 0
Designer: Kell Steinman (Aust)
Type: Pocket maxi. **Year Built:** 1990
Owner/Skipper: Peter Walker
Club: Cruising Yacht Club of Australia, NSW

Amazon has competed in all major offshore events since her launch. She took line honours in the 1990 Sydney-Coffs Harbour race, while still bolting fittings on the deck, and this year has taken line honours in the Sydney-Mooloolaba, Jupiters Yacht Class to the Gold Coast, MMI 3 Ports race, with a disabled crew aboard, and the Gosford-Lord Howe Island race. This will be her first Hobart and Walker will be out for another victory.

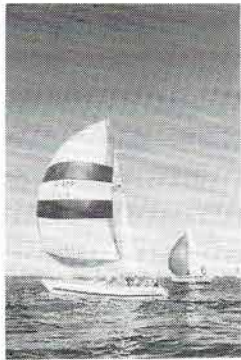
Crew: P. Walker, L. Killingworth, M. Fountain.

**ATARA — KA 8000**

LOA: 13.17m; **Class:** IOR; **No of Hobarts:** 5
Designer: Bruce Farr (NZ)
Type: Farr 43. **Year Built:** 1986
Owner/Skipper: John Storey/Bill Sykes/Harold Cudmore
Club: Cruising Yacht Club of Australia, NSW

Representing Ireland in the Southern Cross this year, this is the ex-*Madeline's Daughter*, which twice represented Australia in the Admiral's Cup, and was in the winning Australian team in the 1987 Southern Cross, and won Division A of the 1989 Sydney-Hobart. Harold Cudmore, world champion sailor from Ireland, will be at the helm and could well win the Kodak Sydney-Hobart on corrected time.

Crew: Bill Sykes, Harold Cudmore, Keith Rawlings.

**BACARDI—SM 377**

LOA: 13.34m; **Class:** IOR; **No of Hobarts:** 10
Designer: Doug Peterson (Aust)
Type: Peterson 44. **Year Built:** 1978
Owner/Skipper: Graeme Ainley/John Williams
Club: Sandringham Yacht Club, Vic

This will be the 10th Sydney-Hobart for the Melbourne based *Bacardi*, which placed 2nd in Division A in last year's race. *Bacardi* has also won a Melbourne-Hobart, won the Channel Division of the ORCV winter series, and placed 3rd in division of the 1989 Sydney-Gladstone Race. This is an older style yacht crewed by a young, experienced and very enthusiastic crew.

Crew: J. Williams (9), G. Ainley (9), I. Court (5), T. Crespin (7), A. Creck (5), R. Blasse, R. Ford, D. Schmidt (1), C. Disney (1), S. Telford, S. Charles (1).

**BRINDABELLA—C 1**

LOA: 19.62m; **Class:** IOR; **No of Hobarts:** 1
Designer: Bruce Farr (NZ)
Type: Pocket Maxi. **Year Built:** 1989
Owner/Skipper: George Snow
Club: Canberra Ocean Racing Club, ACT

Representing Australia in the China Sea Series in Hong Kong, and the Kenwood Cup in Hawaii, this is the second race south for *Brindabella*, which was 2nd on line in the '91 Gosford-Lord Howe race, 1st overall and 1st in Division A under IMS in the '91 Jupiters Yacht Classic, 3rd on line, 3rd overall, and 1st in the Maxi Division in the '90 Hobart. Owner Snow is very competitive, and will be going for line honours.

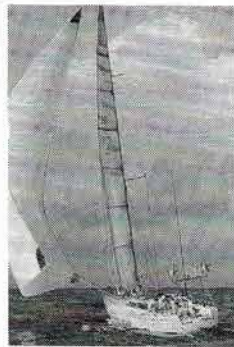
Crew: G. Snow (8), I. Potter (14), S. Flitcroft (8), Bob Fraser (12), P. Shipway (20), Tony Herder (12), H. Von Kretschmar (9), G. Rogers (7), J. Henderson (3), W. Rawlinson (2), J. Morris (2), S. Byron (2), E. Adriaanse (5), P. Jenkinson (1), J. Harness (1), D. Holford (8).

**BEYOND THUNDERDOME—KA 5500**

LOA: 12.20m; **Class:** IOR; **No of Hobarts:** 2
Designer: Laurie Davidson (NZ)
Type: One Tonner. **Year Built:** 1987
Owner/Skipper: Warren Johns/Gordon McGuire
Club: Middle Harbour Yacht Club, NSW

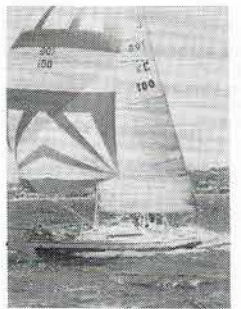
This well-performed yacht has been chartered by the Irish to contest the Southern Cross Cup, and will be a yacht to watch with Olympic sailor Jamie Wilmot and experienced Irishman Gordon McGuire co-helming. As *Canon Express*, this yacht was a member of the winning UK team in the 1989 Southern Cross Cup, finishing 4th in the Sydney-Hobart, and also a member of the winning Australian team at the 1988 Kenwood Cup.

Crew: W. Johns, G. McGuire, J. Wilmot.

**BUTTERCUP—MH 310**

LOA: 15.2m; **Class:** PHS; **No of Hobarts:** 0
Designer: Joe Adams/Radford (Aust)
Type: Adams 15.2. **Year Built:** 1985
Owner/Skipper: Donald McIntyre
Club: Middle Harbour Yacht Club, NSW

Organiser of the Bicentenary Round Australia Race, Don McIntyre is originally from South Australia and came to Sydney to work with the other entrants in the BOC Challenge Solo Round the World Race. He sold his house and mortgaged his business to build his yacht, originally named *No Sponsor*, and managed to get sponsorship from Buttercup on the Sydney leg of the race, in which he finished 2nd in his class, and this will be his first Sydney-Hobart.

**BIRD ON A WIRE—C-100**

LOA: 12.02m; **Class:** IMS; **No of Hobarts:** 0
Designer: Bruce Farr (NZ)
Type: One Tonner. **Year Built:** 1985
Owner/Skipper: John L. Gaunt
Club: Claremont Yacht Club, WA

Purchased by John Gaunt in 1990, this fast one tonner was 1st in the Perth-Bali race, 1st in the Geraldton-Perth race, and has won numerous major races on the west coast. The yacht has been completely re-fitted and rated to the IMS Rule under the guidance of Kim Swarbrick, sailing master aboard for this trip. Crew have been training together for 18 months and will be looking for a good result.

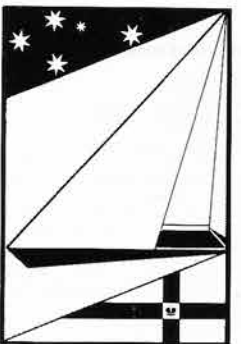
Crew: J. Gaunt (2), K. Swarbrick (11), M. Gaunt, A. Grant, M. Spargo, W. Perry, G. Stanley, M. Beek, A. Orford.

**CATRIONA McDONALD—3990**

LOA: 13.04m; **Class:** IOR; **No of Hobarts:** 5
Designer: J. Laurent Giles (UK)
Type: Yawl. **Year Built:** 1956
Owner/Skipper: Peter Lhuede
Club: Woody Point Yacht Club, NSW

Built in 1956, this timber hulled two-masted yawl first raced to Hobart in 1956. Her best result was a 3rd overall in 1957 when owned by David Brown. Peter Lhuede purchased the yacht 18 months ago, and has done extensive work to her. Her last major race was the 1988 Tall Ships race, and Lhuede and his crew are looking for fun and a comfortable trip to Hobart. This will be Lhuede's first offshore race.

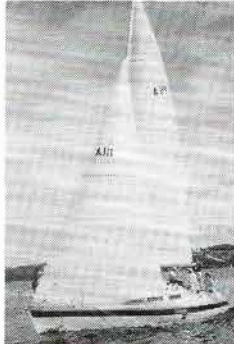
Crew: P. Lhuede, P. O'Connell, V. Sherriff, N. Green, W. Byrnes, R. Price.

**BLIND PANIC—5991**

LOA: 15.99m; **Class:** IOR; **No of Hobarts:** 0
Designer: Joe Adams (Aust)
Type: Sloop. **Year Built:** 1988
Owner/Skipper: Peter Bush
Club: Cruising Yacht Club of Australia, NSW

Built for the Around Australia Race and short-handed racing, Peter Bush purchased *Blind Panic* in November this year as a 40th birthday present to himself, hopes to be in the first 10 finishers and wants comfortable race. The yacht is very fast downhill and on a reach, and will have onboard celebrated ocean racing cook Peter McAdam, who thinks nothing of preparing a three-course meal in 30 knots or more.

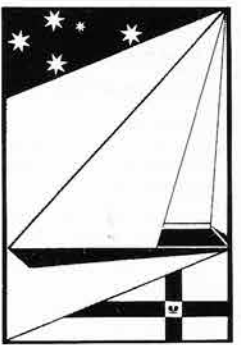
Crew: P. Bush (10), P. McAdam (8), J. Wardell (7), A. Lang (4), P. Grainger (5), N. Roberts (2), P. Taylor (5), W. Collins, G. Holt (6).

**CHAOS—A 111**

LOA: 11.04m; **Class:** IMS; **No of Hobarts:** 7
Designer: Bruce Farr (NZ)
Type: Farr 39. **Year Built:** 1976
Owner/Skipper: Excalibur Syndicate
Club: Royal Yacht Club of Tasmania, Tas

Winner of the Samuel Pepys Trophy in the 1982 Sydney-Hobart, this will be the 8th trip south for the 15-year-old yacht. Welch and Souter have chartered *Chaos* for the race as their own boat is too small. Both have raced extensively offshore, including a couple of Hobarts, and the Sydney-Southport race in '91. This will be the first race south for the majority of the crew.

Crew: Mike Welch, P. Souter (2), M. Souter (2), L. Hills, D. Yule, D. Hughes, C. Bird, D. Bird.

**BOOMAROO—RQ 23**

LOA: 33.12m; **Class:** IMS; **No of Hobarts:** 2
Designer: Sparkman & Stephens (USA)
Type: S&S 34. **Year Built:** 1972
Owner/Skipper: John McIntosh
Club: Royal Queensland Yacht Squadron, Qld

Last raced to Hobart in 1973, John McIntosh purchased *Boomaroo* 12 months ago from Tasmania. McIntosh has competed in one Hobart and six Melbourne-Hobarts, but has not raced the yacht extensively, competing in only two or three offshore races a year, and use the yacht for pleasure. He will have three Tasmanian and three Queensland crew, hopes to finish at least mid-field, and is looking for a comfortable race.

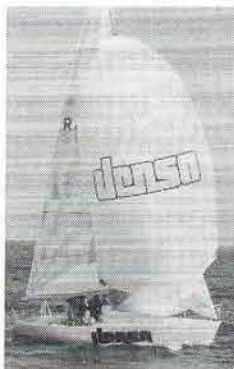
Crew: J. McIntosh (1), K. Woodward, S. Baxter (1), D. Baxter, M. Downe (1).

**CHUTZPAH—R 33**

LOA: 10.2m; **Class:** IOR; **No of Hobarts:** 3
Designer: Laurie Davidson (NZ)
Type: Davidson 34. **Year Built:** 1988
Owner/Skipper: Bruce Taylor
Club: Royal Yacht Club of Victoria, Vic

This is the second Davidson 34 for Bruce Taylor. He won his division in 1987 in the previous *Chutzpah*, which is now racing as *LeRoy Brown*. His current yacht is a sistership to *Illusion* winner of the 1988 race from which he had to retire due to rigging failure. In last year's race *Chutzpah* finished first in her division and second overall. *Chutzpah* should remain extremely competitive in the right conditions and Taylor's experienced crew remains essentially unchanged from that which has competed over the past six years.

Crew: B. Taylor (9), G. Evans (1), K. Piesse (8), G. Goulay (3), G. Logan (2), P. Edwards (2), J. Permezel (3), D. Taylor (5).



DENSO EINSTEIN — R 2
LOA: 9.01m; Class: IOR; No of Hobarts: 11
Designer: Daniel Andrieu (France)
Type: Half Tonner. Year Built: 1990
Owner/Skipper: Stephen, Clive & Michael Purtell
Club: Royal Yacht Club of Victoria, Vic

With 13 Sydney-Hobarts, four Southern Cross Cups and an Admiral's Cup between them, the Purtell brothers have a wealth of experience. *Denso Einstein* was 2nd overall in the Petersville Regatta, top point-scorer in The Geelong Advertiser Cup, Association cup, NEC IOR Cup and the NEC JOG Cup. The owners are presently spending two months full-time preparing the yacht for the race south.

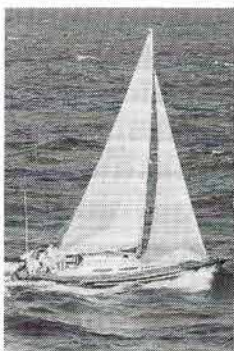
Crew: C. Purtell (13), S. Purtell (7), M. Purtell (2), R. Hartnett (1), M. Harris (1), R. Pyne, S. White.



EX-TENSION — 4214
LOA: 10.29m; Class: IOR; No of Hobarts: 2
Designer: Laurie Davidson (NZ)
Type: Davidson 36. Year Built: 1986
Owner/Skipper: Tony Dunn/Joe English
Club: Middle Harbour Yacht Club, NSW

Third member of the Irish Southern Cross team, this yacht will be co-steered by Irishman Joe English, who has competed in many international events including Admiral's Cups, Sydney-Hobart races and the Whitbread Round the World race. She won the 1986 Sydney-Hobart on corrected time and recently broke her mast while leading on corrected time in the Gosford-Lord Howe race. Definitely a boat to watch.

Crew: J. English, T. Dunn, T. Poole.



DOCTOR WHO — 105
LOA: 15.79m; Class: IMS; No of Hobarts: 3
Designer: Laurie Davidson (NZ)
Type: Davidson 51. Year Built: 1984
Owner/Skipper: Roger W. Jackman.
Club: Royal Yacht Club of Tasmania, Tas

Previously sailed by Rod Muir and then George Snow, this yacht has taken line honours in the Brisbane-Noumea, Brisbane-Cairns, Gosford-Lord Howe Island (race record), and Adelaide-Port Lincoln, as well as winning several races under IOR. Jackman sailed her to 1st overall under IMS in last year's Sydney-Hobart, and will be sailing with his experienced regular crew in this year's race.

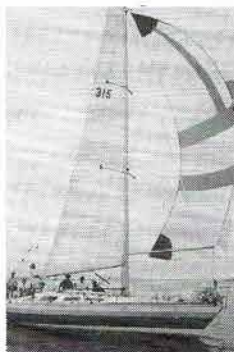
Crew: R.W. Jackman (14), R.J. Jackman (15), A. Masters (13), L. Cox (10), J. Solomon (20), J. McGuaig (4), S. Muir (8), B. Evans (3), W. Watson (16), D. Lockley (10).



FASCINATION III — 1137
LOA: 12.14m; Class: IMS; No of Hobarts: 2
Designer: Ed Dubois (UK)
Type: One Tonner. Year Built: 1981
Owner/Skipper: Andrew Blakney
Club: Royal Yacht Club of Tasmania, Tas

Previously raced as *Black Magic*, this yacht competed in two Sydney-Hobart races. Present owner Andrew Blakney had a 2nd under IOR in the 1989 Bruny Island race, and has recently had the yacht optimised by Scott Jutson with keel and rudder modifications carried out. Initial results in Hobart to date indicate the boat should be capable of success under IMS.

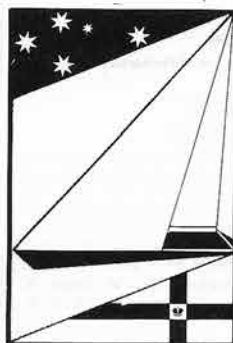
Crew: A. Blakney, C. Lockley (5), P. Angus, M. Ball (5), W. McNeice (2), A. Bayles, B. Smith, H. Posch.



DOUBLE OR NOTHING — 315
LOA: 12.02m; Class: IMS; No of Hobarts: 1
Designer: Joe Adams (Aust)
Type: Adams 40. Year Built: 1983
Owner/Skipper: Jon Bush
Club: Royal Queensland Yacht Squadron, Qld

One of the few fractional rig Adams 40's, *Double Or Nothing*, which previously raced out of Adelaide, was purchased by Jon Bush a year ago, and has had a complete refit. She has raced in one Sydney-Hobart, three Brisbane-Gladstone races, including this year in which she finished 6th under IMS, and is currently racing in club events in preparation for the Hobart.

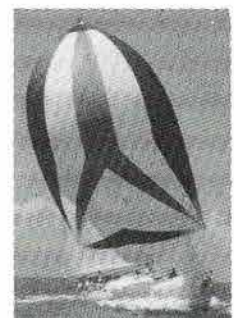
Crew: J. Bush, P. Reeve, P. Shaw (1).



FINAL APPROACH — 29029 US
LOA: 18.28m; Class: IMS; No of Hobarts: 0
Designer: John Lidgard (NZ)
Type: Sloop. Year Built: 1986
Owner/Skipper: D.J. Johnson
Club: Waikiki Yacht Club, Hawaii

Designed and built in New Zealand, this timber-hulled yacht has competed in four Clipper Cups in Hawaii, two Transpac Races from San Francisco to Hawaii, and nine Around the State races in Hawaii, placing 3rd in Class A in her last attempt. Owner D.J. Johnson has 25 years of long distance racing under his belt and is looking forward to racing to Hobart.

Crew: D. Johnson, J. Hundhammer.



EMERALD CITY — 4682
LOA: 14.00m; Class: IMS; No of Hobarts: 1
Designer: Hank Kauffman (Aust)
Type: North Shore 46. Year Built: 1989
Owner/Skipper: Ross Breadman
Club: Royal Prince Alfred Yacht Club, NSW

The largest production yacht built in Australia, *Emerald City* finished 35th under IMS and 10th in Division A in the 1990 Sydney-Hobart race. Owner Ross Breadman has done extensive cruising and more recently competed in the Jupiters Yacht Classic from Sydney to Southport, and was placed 11th in the 1991 CYCA Winter Series in division A.

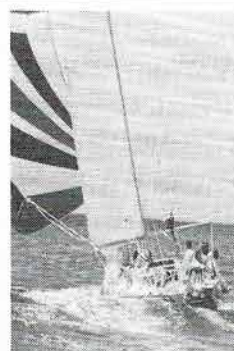
Crew: R. Breadman (2), G. Thornton (3), K. Hoffman (4), P. Heinenon (1), N. Osborne (2), I. Mason (1), M. Capon (3), L. Elder (1), R. Young.



FIRETEL — A 50
LOA: 9.987m; Class: IMS; No of Hobarts: 7
Designer: Dick Carter (US)
Type: Carter 33. Year Built: 1982
Owner/Skipper: Robert & Michael Lawler
Club: Sydney Amateur Sailing Club, NSW

This will be Bob Lawler's eighth Sydney-Hobart aboard the well-raced *Firetel*, which has competed in four Sydney-Gold Coast races, two Sydney-Mooloolaba races and finished 2nd in Division 3 of the 1989 CYC's Blue Water Point Score and 2nd in the IMS Short Ocean pointscore. Lawler will be carrying a very experienced crew with him, and will be looking to do well in the IMS class.

Crew: R. Lawler (12), K. Radford (6), P. Slocombe (7), W. Furness (1), D. Janson (1), R. Fitzgerald (1), D. Hart (1).



ESCAPADE NOUVELLE-CALEDONIE — F 1194
LOA: 11.00m; Class: IMS; No of Hobarts: 1
Designer: Sparkman & Stephens (USA)
Type: One Tonner. Year Built: 1970
Owner/Skipper: Marc Lavigne
Club: CNC, New Caledonia

Formerly *Escapade*, this yacht won the World One Ton Cup for New Zealand in 1971, was 1st overall in the 1973 Auckland-Suva and 1st overall in the 1974 Auckland-Lyttelton race. She has competed in numerous Whangarei-Noumea and Sydney-Noumea races, and will be sailed by a very experienced offshore crew including owner Marc Lavigne, who has been long distance ocean racing for the past 10 years.

Crew: A. Ledunois, M. Ollier De Marichard, A. Derolez.



FLY BY NIGHT — B 133
LOA: 10.146m; Class: IOR; No of Hobarts: 3
Designer: Rob Humphreys (UK)
Type: Three-Quarter Tonner. Year Built: 1982
Owner/Skipper: John Drake
Club: Royal Brighton Yacht Club, Vic

Formerly West Australian-owned, this well-raced yacht is coming up for her 4th Sydney-Hobart race, and has successfully competed in most offshore races on the west coast, and also contested the 1990 Sydney-Mooloolaba race. Owner John Drake has competed in all the major offshore races in Melbourne waters, including three Melbourne-Hobarts and three Melbourne-Devonport races.

Crew: J. Drake (1), J. Mooney (20), R. Case (6), C. McLean (2), M. Critchley, C. Martin, G. Higgins, K. Luck.



FREIGHT TRAIN — 5222
LOA: 18.82m; Class: IOR; No of Hobarts: 6
Designer: German Frers (Arg)
Type: Pocket Maxi. Year Built: 1983
Owner/Skipper: Damien Parkes
Club: Cruising Yacht Club of Australia, NSW

This yacht has a very impressive record, having finished 2nd in Division A of the '89 Sydney-Hobart, winning overall in the '90 Sydney-Mooloolaba race, line honours in the '90 Gosford-Lord Howe race, and many others. The crew have sailed over 185 Sydney-Hobarts between them and have the added bonus of David "Lawso" Lawson as navigator, who is notching up his 28th Sydney-Hobart.

Crew: D. Parkes (15), D. Lawson (27), C. Betts (28), J. Burke (20), P. Thompson (16), C. O'Connor (15), I. Broad (12), D. Ellis (11), P. Turner (10), J. Messenger (9), R. Kirkby (8), P. Wills (6), J. Cheesman (10), I. Grimwood (3), P. McEneaney (2), S. Donaghue (1), P. Johnson (1), B. Morris.



HAMMER OF QUEENSLAND — 7
LOA: 20.51m; Class: IMS; No of Hobarts: 8
Designer: Kell Steinman (Aust)
Type: Pocket Maxi. Year Built: 1987
Owner/Skipper: Arthur Bloore
Club: Royal Queensland Yacht Squadron, Qld

In last year's race south, this fast boat held the lead for part of the race and finished 5th on line, and 5th overall in Class III under IMS. *Hammer Of Queensland* still holds the race record for the Sydney-Gold Coast race, and normally a line honours chaser, she is after a win under IMS, and will again carry 50% Australian and 50% French crew from Ecole Polytechnique, the most famous French military school.

Crew: A. Bloore (6), M. Blackmore (8), S. Chapman (7), R. Ramsay (10), S. Corrigan (5), P. Moore, S. Watson (3), B. Denholme (10), M. McInnery (2), R. Galliot (2), B. Barra (1), C. Gallineau, L. Manduit, P. Doopier, A. Sautoire, M. Pinot, P. Knoche, B. Jourdain, T. Chapuis, P. Jean.



FUJITSU DEALERS — MH 9
LOA: 10.93m; Class: IOR; No of Hobarts: 3
Designer: Laurie Davidson (NZ)
Type: Davidson 36. Year Built: 1986
Owner/Skipper: John Eyles
Club: Cruising Yacht Club of Australia, NSW

Fractional-rigged sloop with an impressive past including wins with the Jupiters Gold Coast race and Hamilton Island Race Week, a close 2nd in the '89 Gosford-Lord Howe race, and 2nd under IOR in the '91 Gosford-Lord Howe race. John Eyles is very competitive in offshore events, and was overall winner of the rough '84 Sydney-Hobart Yacht Race, where over half the fleet retired.

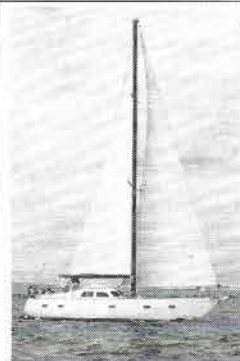
Crew: J. Eyles.



HELSAL II — SA 93
LOA: 20.032m; Class: IOR; No of Hobarts: 11
Designer: Joe Adams (Aust)
Type: Pocket Maxi. Year Built: 1979
Owner/Skipper: Keith Flint
Club: Royal South Australian Yacht Squadron, SA

Based in Adelaide for the past two years, *Helsing II* took line honours in the '89 Westcoaster race from Melbourne to Hobart and this year broke the record for the Adelaide-Port Lincoln race — a record that stood for 17 years. Keith Flint will celebrate his 70th birthday on Boxing Day and is praying for plenty of running and reaching conditions for a line honours win, which would be a great birthday present.

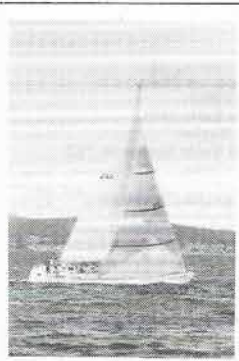
Crew: K. Flint (3), J. Howell (15), I. Flint (1), R. Francis (9), B. Wetherall (8), T. Milne (2), P. Stevens (2), I. Declandes (2), R. Human (5), B. Briggs (1), T. Cudmore (1), J. Butler (1), W. Doohan (1), N. Smylie (1), J. Champ (4), B. Tiss.



GAMBOL — SA 221
LOA: 12.2m; Class: IMS; No of Hobarts: 0
Designer: John Duncanson (Aust)
Type: Duncanson 40. Year Built: 1984
Owner/Skipper: William Gryst/Harry Davis
Club: Royal South Australian Yacht Squadron, SA

Gambol is used for offshore sail training by Sail-Tech, an AYF accredited Sailing School operating in Adelaide. Bill Gryst and Harry Davis are both Directors of Sail Tech. The crew will be advanced students from the sailing school, with experienced leaders including Harry Davis as skipper and navigator.

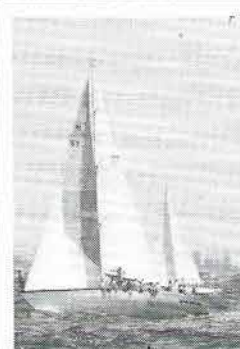
Crew: R. Davis (4), D. Pendrill, D. Coats.



HELSAL III — 262
LOA: 20m; Class: IMS; No of Hobarts: 4
Designer: Joe Adams (Aust)
Type: Pocket Maxi. Year Built: 1984
Owner/Skipper: James Yonge
Club: Cruising Yacht Club of Australia, NSW

Originally named *The Office*, this yacht took line honours in a Pittwater-Coffs Harbour race and a Sydney-Lord Howe Island race. *Helsing III* has been chartered by James Yonge to contest the Kodak Sydney-Hobart, and sailing aboard will be Robbie Fisher, who is doing his 13th race south. *Helsing III* finished 7th on line, and 7th overall in Class III under IMS in last year's race.

Crew: D. O'Neil, R. Fisher (12), J. Yonge, M. Yonge, W. Yonge, M. Hurley, B. Reilly.



GROUP THERAPY — MH 267
LOA: 14.52m; Class: IMS; No of Hobarts: 3
Designer: Ron Holland (Ire)
Type: Holland 48. Year Built: 1980
Owner/Skipper: Allan Chalk
Club: Middle Harbour Yacht Club, NSW

Finished 10th overall in Class III under IMS in the '90 Hobart, this large and comfortable cruiser/racer has sailed many sea miles without any major success, other than a second on arbitrary handicaps in a Sydney-Gold Coast and a Gosford-Lord Howe Island race. Allan Chalk has competed in many long distance races including five Sydney-Hobarts, 6 Sydney-Mooloolabas, a Sydney-Suva and a Sydney-Noumea.

Crew: A. Chalk, J. Fisher, R. Baker, K. Anderson, M. Van Den Blink, M. Konopka, G. Taylor, G. Thomas, M. Wilmont, D. Simmons, G. Yerrill.



HOT PROPERTY — 1124
LOA: 11.17m; Class: IMS; No of Hobarts: 0
Designer: Bruce Farr (NZ)
Type: Farr 37. Year Built: 1986
Owner/Skipper: Bob Turnbull
Club: Port Dalrymple Yacht Club, Tas

Tasmanian Bob Turnbull purchased the Farr 37 last year and entered her in the 1990 Westcoaster race from Melbourne to Hobart, finishing 1st under IMS. He was 3rd in the World Dinghies Titles in 1968 sailing a Cherub, represented Tasmania in the Moths Australian Titles in the 1960's and with his brother holds seven Tasmanian Dinghy Titles from 1966 to 1971, and has competed in all the major west coast races.

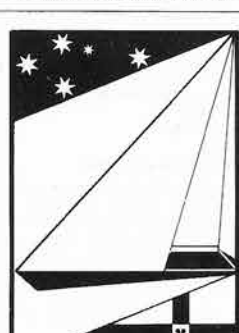
Crew: B. Turnbull, J. Wells (1), G. White (1).



GUMBLOSSOM — B 233
LOA: 9.226m; Class: IMS; No of Hobarts: 6
Designer: Peter Joubert (Aust)
Type: Currawong. Year Built: 1973
Owner/Skipper: Thorry Gunnensen
Club: Royal Brighton Yacht Club, Vic

The 18-year-old *Gumblossom* is still racing competitively in Victorian waters, and has had two 2nd's recently out of four club races. She finished 42nd overall and 7th under IOR in Division D in the 1990 Sydney-Hobart, and this year will be sailing in the IMS Class. Owner Thorry Gunnensen has had plenty of ocean racing experience and this will be his eighth trip to Hobart.

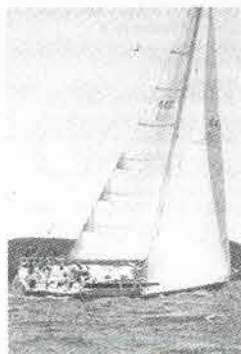
Crew: T. Gunnensen (8), E. Montgomery (6), P. Barry (2), D. Hammon (3), R. Lindberg (1).



HUMMINGBIRD — 3946
LOA: 11.3m; Class: IMS; No of Hobarts: 1
Designer: Bruce Farr (NZ)
Type: Farr 37. Year Built: 1985
Owner/Skipper: John Quinn
Club: Royal Prince Alfred Yacht Club, NSW

Only the second Sydney-Hobart race for this modified Farr 37, which last saw Tasmanian waters in 1985. The yacht contested the '89 West Coaster and the '90 Sydney-Southport Race. Owner John Quinn is coming up for his 11th race south, and has also sailed three South Solitary Island races, three Sydney-Mooloolaba races and six Montagu Island races. Given his experience, Quinn will be looking for a win.

Crew: J. Quinn (10), D. Speyer (4), R. McDonald (3), J. Marwood (7), N. Hughes (1), P. Rothwell, M. Warner.



HYPERDRIVE — 4490
LOA: 13.42m; Class: IMS; No of Hobarts: 3
Designer: Joe Adams (Aust)
Type: Adams 44. Year Built: 1986
Owner/Skipper: John Clark
Club: Royal Prince Alfred Yacht Club, NSW

Joe Adams designed racer/cruiser which John Clark ocean races frequently. This will be her 4th Hobart and has competed in almost all the east coast Blue Water races, and has placed in two or three. The yacht has also sailed in many short-handed races and won, or had division wins in most. *Hyperdrive* finished 26th on line, 16th overall under IMS, and 6th in Division A in last year's race.

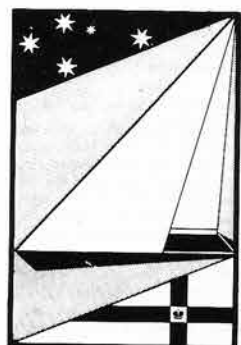
Crew: J. Clark (3), S. Skujins (1), S. Catchpool (3), S. Grellis (4), T. Redmond (1), M. Hayward (2), N. Clark (3), W. Maloney (1), I. Holder.



INTRIGUE — A 40
LOA: 12.02m; Class: IOR; No of Hobarts: 6
Designer: Tony Castro (UK)
Type: One Tonner. Year Built: 1984
Owner/Skipper: Donald Calvert
Club: Royal Yacht Club of Tasmania, Tas

First Tasmanian yacht to represent Australia at Admiral's Cup, top-scoring Australian yacht, and 10th overall in a fleet of 54 at that series. *Intrigue* was 1st in Division C under IOR in the 1989 Sydney-Hobart and is entering her 7th Hobart race. Don Calvert was the inaugural winner of the Australian Ocean Racing Yachtsman of the Year award, and has won many Maria and Bruny Island races in Tasmanian waters.

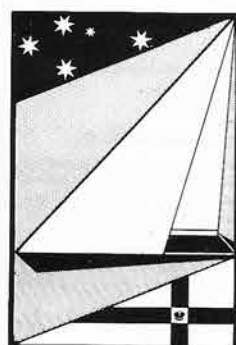
Crew: D. Calvert (8), B. Calvert (6), J. Cole-Cook (7), E. Kiddle (7), C. Escott (9), R. Horne (10), S. Graves (10), D. Ashwood, J. Wertheimer (1), C. Burrows.



ICARUS — 3774
LOA: 11.05m; Class: IMS; No of Hobarts: 4
Designer: Hank Kauffman (Aust)
Type: North Shore 38. Year Built: 1984
Owner/Skipper: Alan Ridley
Club: Middle Harbour Yacht Club, NSW

Sydney-Hobart number five for the seven-year-old *Icarus*. She is at present competing in the Middle Harbour Summer Series and last year won the Middle Harbour pointscore. Sailing aboard *Icarus* this year will be Paul Kelly, builder of the famous maxi yacht *Sovereign*. Owner Alan Ridley is hoping for "that lovely long run south" after over 2,500 miles hard on a wind.

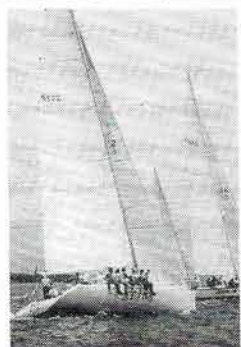
Crew: A. Ridley (6), P. Kelly (7), J. Smith (6), B. Shillard (1), P. Tracey (5), D. Tracey (6), D. Macegachic (4).



IVANHOE — F 209
LOA: 15.336m; Class: IOR; No of Hobarts: 0
Designer: Phil Curran (NSW)
Type: Masthead Sloop. Year Built: 1982
Owner/Skipper: Heikki Vaisanen
Club: Southport Yacht Club, Qld

Purchased two years ago by Heikki Vaisanen, *Ivanhoe* has an impressive past, having won the 1986 Perth-Bali Race, took line honours and broke the race record, and also won several short ocean races in the 1980's in Western Australia. More recently she was 9th overall under IOR in the 1991 Brisbane-Gladstone race and 8th on Arbitrary in the 1991 Sydney-Noumea race. This will be her first Sydney-Hobart.

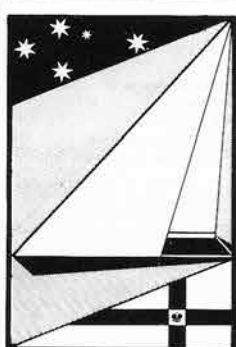
Crew: H. Vaisanen, J. Bennett, I. Darrough.



ICEFIRE — KZ 6572
LOA: 13.81m; Class: IMS; No of Hobarts: 0
Designer: Alan Mummery (NZ)
Type: Mummery 45. Year Built: 1988
Owner/Skipper: Peter B. Taylor
Club: Royal New Zealand Yacht Squadron, NZ

Proven downwind flyer built in New Zealand, *Icefire* won the 1990 Sydney-Mooloolaba race on handicap and went on to Hamilton Island, where she won all the races in the PHS class. The 1991 Kodak Sydney-Hobart will be her first race under IMS. With a very experienced crew aboard, and should a northerly breeze prevail, she could well be first yacht to Hobart.

Crew: P. Taylor (1), O. Burn (1), A. Ball (3), C. Brodie (1), B. Paul, M. Miles, K. Holt-Peterson, J. Jones, J. Stone, G. Pilkington, R. Vincent.



JACOBINA — SM 8
LOA: 9.5m; Class: IMS; No of Hobarts: 0
Designer: Scott Jutson (Aust)
Type: Jutson 950. Year Built: 1991
Owner/Skipper: Robert Green
Club: Sandringham Yacht Club, Vic

Launched in August this year, *Jacobina* is a sistership to *Chesapeake*, which has been purpose-built for IMS racing and cruising by innovative designer Scott Jutson. The 9.5m sloop represents the first new purpose-design in Australia for the IMS rule, appears to suit heavier conditions, and has excellent stability and handling qualities. Given the right conditions she should do well in her class.

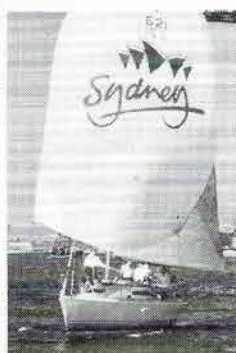
Crew: R. Green (14), A. Danks, T. Grogan (3), R. Moore (9), D. Pedder (5), D. Vickers (13).



IMPECCABLE — MH 106
LOA: 10.22m; Class: IOR; No of Hobarts: 9
Designer: Doug Peterson (USA)
Type: Three-Quarter Tonner. Year Built: 1980
Owner/Skipper: John Walker
Club: Middle Harbour Yacht Club, NSW

Impeccable has competed in all the CYC's long ocean point score races since 1981, including the Sydney-Hobart. She was 1st in the '84, '86 and '90 Middle Harbour long ocean race point score, 2nd overall Division 1 under IOR in the '86 Sydney-Hobart, and 2nd in the 1990 CYC Blue Water Championship. *Impeccable* finished 40th on line and 6th in Division C under IOR in last year's race south.

Crew: J. Walker (9), A. Moncrieff (13), R. Moore (4), T. Tarplee (4), C. Simpson (1), P. Beales (1), B. Munns (1), G. Cramb (4).



KINGS CROSS, SYDNEY — 621
LOA: 10.939; Class: IOR; No of Hobarts: 3
Designer: Laurie Davidson (NZ)
Type: Davidson 36. Year Built: 1985
Owner/Skipper: Ray Stone
Club: Middle Harbour Yacht Club, NSW

Trialling for a place in the Australian Southern Cross Team, this Davidson 36 has competed in the last three Sydney-Hobart races, finishing 8th in Division B under IOR in her last attempt. Winner of the '90-'91 CYC Blue Water Championship, member of the winning team for the Commodore's Trophy and many others, this well campaigned yacht is sponsored by the Sydney Convention & Visitors Bureau.

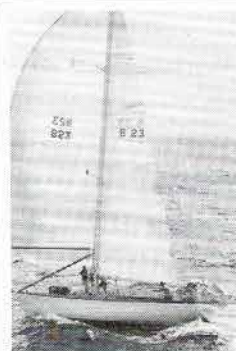
Crew: R. Stone (6), G. Stone (7), N. Tavener (6), S. Walker (4), P. Barter (1), R. Van Egdom (5), D. Grice (4), B. Reynolds.



INCH BY WINCH — 393
LOA: 13.41m; Class: IMS; No of Hobarts: 9
Designer: Doug Peterson (USA)
Type: Petersen 44. Year Built: 1981
Owner/Skipper: Joe Goddard
Club: Cruising Yacht Club of Australia, NSW

Joe Goddard's 10-year-old *Inch By Winch* has contested almost every race on the east coast, harbour and ocean, and is coming up for her 10th Sydney-Hobart. She was originally built as an Admiral's Cup contender and has contested several Gosford-Lord Howe Island races, in which she finished 6th on line, 4th under IOR and 8th under IMS this year.

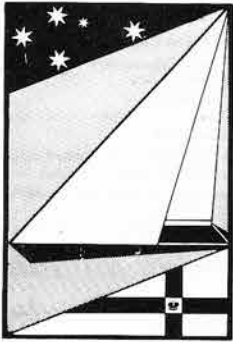
Crew: J. Goddard (16), R. Noldart (3), P. Hay (1), T. Colville (1), P. Fletcher (4), J. Griggs (12).



KINGURRA — B 23
LOA: 13.01m; Class: IOR; No of Hobarts: 7
Designer: Peter Joubert (Aust)
Type: Cruiser/Racer. Year Built: 1972
Owner/Skipper: Peter Joubert
Club: Royal Brighton Yacht Club, Vic

Nearly 20 years old, this lovely timber cruiser/racer is competing in her 8th Sydney-Hobart. Owner and designer Peter Joubert is hoping for fresh hard-on-the-nose breezes to do well this year. His best performances to date are an 18th in 1972 and 20th in 1988, this being his 20th trip south, and his crew have been there many times before.

Crew: P. Joubert (19), I. Plum, T. Vautin (14), C. Oldfield (12), W. Anderson (19), D. Rout (4), A. Barnes (4), L. Henry (1), Russell Broomhall, D. Parish.

**KNUCKLEDUSTER — 2299**

LOA: 9.09m; Class: IOR; No of Hobarts: 2
 Designer: Ron Holland (Ire)
 Type: Half Tonner. Year Built: 1977
 Owner/Skipper: Peter Cush
 Club: Botany Bay Yacht Club, NSW

A Holland 30 which has not raced for several years, *Knuckleduster* last sailed to Hobart in 1986, finishing 30th on line and 7th in Division D. Other races contested by this yacht include two Sydney-Mooloolaba's and four Montague Island races. Peter Cush has gathered his old crew from round Australia to try one more time.

Crew: P. Cush (2), P. Adams (5), D. Guest (3), J. Bennet (3), D. Martin (3).

**MISTRESS MERCY — 3767**

LOA: 11.0m; Class: IMS; No of Hobarts: 0
 Designer: Dave Senogles (Aust)
 Type: Senogles 36. Year Built: 1991
 Owner/Skipper: Dave Senogles
 Club: Gosford Sailing Club, NSW

Owner Dave Senogles designed and built this fast downhill racer and completed building her just in time to do the '91 Sydney-Mooloolaba yacht race but retired with hull problems. He finished 5th overall in the '91 Sydney-Southport race, equal 2nd overall in the Southport XXXX Series, and 4th under IMS in the '91 Gosford-Lord Howe Race. Senogles is confident he can do well in the IMS class.

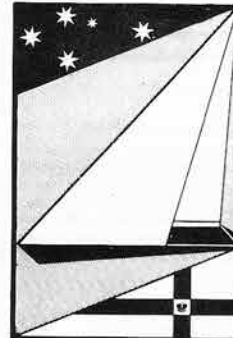
Crew: Dave Senogles (3), Darren Senogles (3), S. Lamb (17), S. Walker, R. Topping (1), D. Holt (1), G. Robson.

**LADY PENRHYN OF NIRIMBA — 3809**

LOA: 11m; Class: IMS; No of Hobarts: 5
 Designer: Kim Swarbrick (Aust)
 Type: Swarbrick S111. Year Built: 1984
 Owner/Skipper: Dept. of Defence
 Club: Royal Australian Navy Sailing Association, NSW

Placed 1st in the Defence Forces Division of the 1990 Three Peaks Yacht Race in Tasmania, *Lady Penrhyn of Nirimba* is one of the five yachts owned by the Department of Defence and used for training Navy personnel in sea-safety and awareness. She is based at HMAS Nirimba and has competed in numerous local and offshore races, and this year will be skippered by Lt. Warren Reynolds.

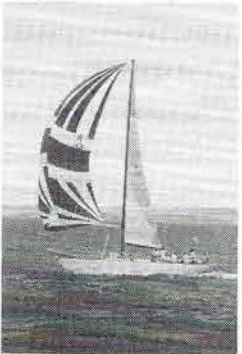
Crew: W. Reynolds (1), B. Rose (4), B. Vanbohecmen, R. Rees, D. Faulstich, M. Starrit, S. Dawson, G. Christie.

**MORNING BREEZE — B 14**

LOA: 10.1m; Class: IMS; No of Hobarts: 2
 Designer: Sparkman & Stephens (USA)
 Type: S&S 34. Year Built: 1972
 Owner/Skipper: P. Lalor/P. Manger/D. Godfree
 Club: Royal Brighton Yacht Club, Vic

Originally named *Morning Star*, and owned and built by the Swarbrick brothers, *Morning Breeze* now has three Melbourne owners. This will be her third Sydney-Hobart, and best results so far are 4th in division in the 1985 Melbourne-Devonport, and 3rd in Division 2 in the 1986 Melbourne-Hobart, and is presently competing in club races in preparation for this year's race.

Crew: P. Lalor, P. Manger, D. Godfree, G. Arthur.

**MARK TWAIN — A 113**

LOA: 11.77m; Class: IMS; No of Hobarts: 6
 Designer: Sparkman & Stephens (USA)
 Type: S&S 39. Year Built: 1971
 Owner/Skipper: Hugh O'Neill
 Club: Sydney Amateur Sailing Club, NSW

The 20-year-old *Mark Twain* was built to the old one ton rule and is still ocean racing competitively. Having sailed in six Sydney-Hobart races and five Gosford-Lord Howe Island races, her best performances to date were a 2nd in Division C, and a 2nd under IMS in Division D of the 1989 and 1990 Sydney-Hobart race.

Crew: Don Lang (29), B. Mills (9), B. Kennon (5).

**MORNING MIST II — M 250**

LOA: 14.00m; Class: PHS; No of Hobarts: 6
 Designer: Bruce Farr (NZ)
 Type: Sloop. Year Built: 1988
 Owner/Skipper: Alfred Neate
 Club: Mornington Yacht Club, Vic

The well raced *Morning Mist II* is coming up for her 7th Sydney-Hobart, and has also raced in two Melbourne-Hobarts, 10 Melbourne-Devonport races, which she won in 1990 under PHS, the Sydney-Suva race in 1982 and the Clipper Cup Series in Hawaii in 1982 and 1984. Owner Alfred Neate is keen to take out the PHS prize this year and will be sailing with a very experienced ocean-racing crew.

Crew: A. Neate (6), T. Neate (3), M. Allen (7), D. Roberts (4), N. Roberts, P. Carroll (3), H. Proctor (3), C. Mason (4), W. Neate, M. Tonkin, D. Pickford, C. Vance, A. Parker.

**MERCEDES IV — 1224**

LOA: 12.78m; Class: IMS; No of Hobarts: 12
 Designer: Ted Kaufman (Aust)
 Type: Two Tonner. Year Built: 1974
 Owner/Skipper: Peter Stronach
 Club: Cruising Yacht Club of Australia, NSW

Well raced yacht coming up for her 13th Sydney-Hobart, *Mercedes IV* was 4th under IOR in 1975, 6th under IOR in 1984, was 1st in Division A in the 1989 Sydney-Mooloolaba race and 1st in Division A in the 1989 CYCA Winter Series. *Mercedes IV* also represented Australia in the 1975 Admiral's Cup in England, and this year will be sailing in the IMS class.

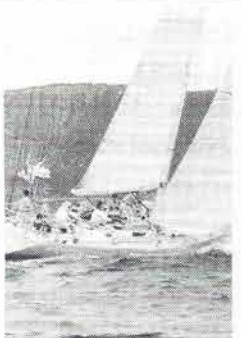
Crew: P. Stronach (4), D. Aubrey (8), A. Parker (8).

**MORNING NOON AND NIGHT — S 1313**

LOA: 15.25m; Class: IMS; No of Hobarts: 0
 Designer: Scott Jutson (Aust)
 Type: Jutson 50. Year Built: 1991
 Owner/Skipper: Kenneth French
 Club: Royal Melbourne Yacht Squadron, Vic

Designed by the innovative Scott Jutson, this yacht was originally built to compete in the 1991 Melbourne-Osaka race, but was not completed in time. Since its launch in March, *Morning Noon and Night* has undergone sea trials, crew training and limited club and offshore races in Victoria. The Kodak Sydney-Hobart Yacht Race will be its first major ocean race.

Crew: K. French, R. Lock, R. McGaw (2).

**MIRRABOOKA — A 8**

LOA: 14.27m; Class: IMS; No of Hobarts: 4
 Designer: German Frers (Arg)
 Type: Cruiser/Racer. Year Built: 1987
 Owner/Skipper: John & Peter Bennetto
 Club: Royal Yacht Club of Tasmania, Tas.

Sailing with his son Peter, this will be veteran Tasmanian yachtsman John Bennetto's 31st trip to Hobart. He has contested several ocean races, including English Channel, Mewstone Rock, Bruny Island and numerous Maria Island races. *Mirrabooka* will be sailing her 5th Hobart, and last year finished 1st in Division A under IOR, and 8th overall under IMS.

Crew: J. Bennetto (30), D. Cudmore (4), T. Nicholas (8), P. Foster (4), H. Bain (3), P. Weatherhead (7), J. Gifford (8), S. Wilson (5), G. O'May (5), L. Nibbs (21).

**MORNING TIDE — A 94**

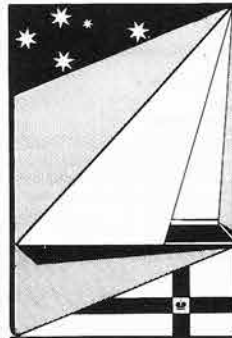
LOA: 10.33m; Class: IMS; No of Hobarts: 6
 Designer: Sparkman & Stephens (USA)
 Type: S&S 34. Year Built: 1974
 Owner/Skipper: Jim Lawler
 Club: Sydney Amateur Sailing Club, NSW

Finishing 9th in Division D under IMS in last year's Sydney-Hobart Race, *Morning Tide* won IMS Division 3 of the CYCA short ocean pointscore in 1989, has competed in three Sydney-Gold Coast races, being the overall winner under IMS in 1990, and is a regular good performer under IMS. This will be Hobart number six for Jim Lawler, and will be sailing with his regular crew, who have done this race a few times before.

Crew: J. Lawler (7), P. Robinson (9), W. Loudon (3), T. Cosh (4), J. Lawler Jur (9), L. Van Veelan.

**NEVER A DULL MOMENT — 4715**

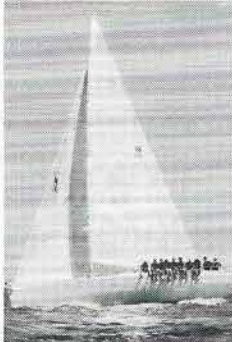
LOA: 12.50m; Class: IMS; No of Hobarts: 2
 Designer: John King (Aust)
 Type: Jarkan. Year Built: 1989
 Owner/Skipper: Colin Wilson
 Club: Cruising Yacht Club of Australia, NSW
 Designed for IMS racing and built by BOC sailor Kanga Birtles, *Never A Dull Moment* has sailed consistently well, finishing 3rd overall and 3rd in Division A under IMS in the 1990 Sydney-Hobart race, 1st under IMS in the 1990 Asia Pacific Series, 1st under IMS in the 1990 King of the Derwent, and 2nd overall in Division A in the 1991 Sydney-Mooloolaba Yacht Race.
 Crew: C. Wilson (4), B. Lay (4), A. Payne (3), D. Blanch (2).

**ONCE A JOLLY SWAGMAN — F 611**

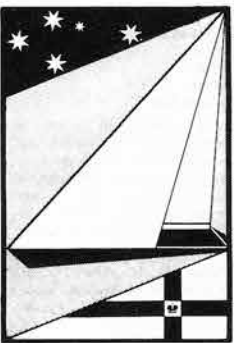
LOA: 12.12m; Class: IOR; No of Hobarts: 4
 Designer: Laurie Davidson (NZ)
 Type: One Tonner. Year Built: 1987
 Owner/Skipper: Alan Brierty
 Club: Fremantle Sailing Club, WA
 One of the contenders for the Australian Southern Cross team, *Once A Jolly Swagman* will be going to Hobart for the 2nd time under the ownership of Alan Brierty, and finished 18th overall and 9th in Division B last year. She had considerable success last year winning the IOR Class of the Fremantle-Albany ocean classic, the Indian Ocean race, the Halls Head race and the Grand Prix IOR series off Fremantle.
 Crew: A. Brierty.

**NORTHWEST AIRLINES — 3663**

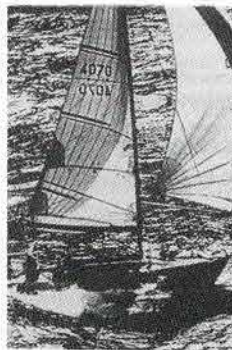
LOA: 12.8m; Class: IMS; No of Hobarts: 6
 Designer: Ron Holland (Ire)
 Type: Two Tonner. Year Built: 1983
 Owner/Skipper: Robert Steel
 Club: Cruising Yacht Club of Australia, NSW
 This will be the 1st race south under the ownership of Robert Steel for this old-rating IOR two tonner, which previously raced as *Too Impetuous*, and has recently had a complete re-fit and new sails in an attempt to take out the IMS Class of the Kodak Sydney-Hobart Race. She won Class III under IMS in the 1990 Jupiter's Sydney-Gold Coast Race, and with help from Northwest Airlines should do well.
 Crew: R. Steel (9), P. Wiley (2), P. Glynn (9), R. Oatley (2), N. Newton (2), G. Williams (2), J. Gardener (3), C. Knox (4), A. Pearson (8), R. Wynne.

**OZ FIRE — M 16**

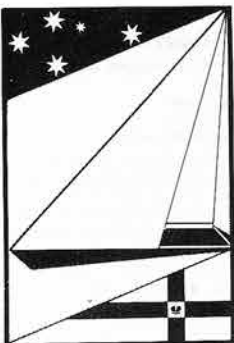
LOA: 13.77m; Class: IMS; No of Hobarts: 1
 Designer: Alan Mummery (NZ)
 Type: Mummery 45. Year Built: 1990
 Owner/Skipper: Doug Coulter
 Club: Lake Macquarie Yacht Club, NSW
 Launched in 1990, and sistership to *Icfire*, *Oz Fire* has had a series of mishaps, retiring from the '90 Sydney-Hobart with a bent mast, and from the '91 Sydney-Mooloolaba, while leading her class, with a broken mast. This season has been devoted to detail and fine-tuning, and she recently took out IMS handicap in the Middle Harbour Bruce & Walsh series. Crew member Albert Mitchell will be sailing his 30th race to Hobart.
 Crew: D. Coulter (8), B. Snape (19), A. Mitchell (29), T. Mowbray (10), R. Carlier (13), C. Freeman (8), G. Telford (4), M. Hamonet (12), M. Smith (7), P. Antill (6).

**NUZULU — 4918**

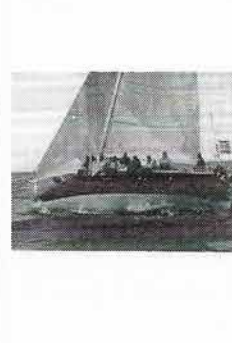
LOA: 9.66m; Class: IOR; No of Hobarts: 2
 Designer: Kell Steinman (Aust)
 Type: Half Tonner. Year Built: 1985
 Owner/Skipper: Ed Psaltis/Peter Ward
 Club: Cruising Yacht Club of Australia, NSW
 A very quick Steinman-designed half tonner, *Nuzulu* won the 1986 Sydney-Mooloolaba race with well-known yachting journo's Bob Ross and Rob Mundle in command, won again in 1991 under the present owners, and was 15th overall and 3rd in Division C under IOR in the '90 Sydney-Hobart. Ed Psaltis sailed in the '82 and '84 Sardinia Cup, and will be sailing with his winning crew again.
 Crew: E. Psaltis (9), B. Thomas (3), P. Ward (2), N. Kavanagh (2), J. Whitfield (1), I. Lanze (2), A. Taylor.

**PALADIN — B 4070**

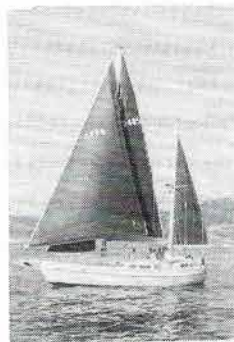
LOA: 12.26m; Class: IOR; No of Hobarts: 3
 Designer: Bruce Farr (NZ)
 Type: Sloop. Year Built: 1985
 Owner/Skipper: P.C. Sajet/Charles Mehrmann
 Club: Royal Brighton Yacht Club, Vic
 This Bruce Farr designed yacht has been well campaigned, placing well under IOR including 6th in division in the '85 Sydney-Hobart, 4th overall and 1st in division in '86, 2nd overall in the '89 Melbourne-Hobart, 1st overall in the '90 Melbourne-Hobart and 1st overall in the '90 Association Cup sailed on Port Phillip Bay in Melbourne. Without a doubt, owners Sajet and Mehrmann will be out to win.
 Crew: P. Sajet, C. Mehrmann, N. Jones, W. Folk, S. Dean, G. Nicholson, W. Mehrmann, J. Petrovsek (2), P. Hall, J. Thurling, C. McKenzie.

**NYNJA GO — M 53**

LOA: 11.04m; Class: IMS; No of Hobarts: 7
 Designer: Bruce Farr (NZ)
 Type: Farr 1104. Year Built: 1982
 Owner/Skipper: Nynja Go Syndicate
 Club: Lake Macquarie Yacht Club, NSW
Nynja Go has been given as a "friendly" charter by owner Ron Axe, who is unable to sail in this event, to members of the crew and former members of the sistership to *Christa Farr*. She has raced in seven Sydney-Hobarts, finishing 83rd overall and 17th in Division C in the 1989 race, and has contested three Sydney-Mooloolaba, four Sydney-Southport and six Gosford-Lord Howe Island races.
 Crew: D. Pomfret (9), J. Eckford (7), R. Howard (5), J. Howard (5), B. Charge (2), G. Allan, G. Marsden, J. Moore.

**PHOENIX — RQ 144**

LOA: 13.7m; Class: IMS; No of Hobarts: 0
 Designer: Johnstone (USA)
 Type: J44. Year Built: 1990
 Owner/Skipper: Stephen & Cyndy Everett
 Club: Royal Queensland Yacht Squadron, Qld
 Very successful J44 built in the USA, and last year shipped to Australia. *Phoenix* is a purpose-built IMS yacht, and took out the IMS Division of the 1990 Kenwood Cup in Hawaii, won its class in the 1990 Sydney-Melbourne Yacht Race, and recently placed 3rd overall in the Jupiters Yacht Classic from Sydney to Southport. Stephen and Cyndy Everett hope to see more of this class sailing in Australia.
 Crew: S. Everett (1), R. Jones (11), C. Everett, R. Roberts (3), M. Snowden, J. Byrne (5), A. Scott, C. Vorbach (9), D. Johnstone, M. Snowden (2).

**ONAWA — 3485**

LOA: 12.35m; Class: IMS; No of Hobarts: 0
 Designer: Clifford & Fairweather (Aust)
 Type: Sloop. Year Built: 1984
 Owner/Skipper: Lindsay Hackett
 Club: Canberra Yacht Club, ACT
 One-off design by Clifford & Fairweather, *Onawa* is being crewed by officer cadets from the Australian Defence Force Academy in Canberra. Skipper Lindsay Hackett is a retired officer of the RAAF and competed in the 1985 Sydney-Hobart, and navigator Steven Cornish is a serving officer of the RAN. *Onawa* sails year round training officer cadets in seamanship and safety.
 Crew: L. Hackett (1), S. Cornish (2), J. Hackett, J. Burgess, R. Buckley, C. Kniter, P. Ruhl, M. Finnerty.

**PILGRIM — 5091**

LOA: 13.9m; Class: IMS; No of Hobarts: 0
 Designer: Bruce Farr (NZ)
 Type: Beneteau. Year Built: 1990
 Owner/Skipper: Desmond Quirk
 Club: Royal Prince Alfred Yacht Club, NSW
 Bruce Farr designed Beneteau built in France, *Pilgrim* contested the 1991 Gosford-Lord Howe Island Yacht Race, where she placed fifth on line, and 5th overall under IMS. This will be her first Sydney-Hobart race, and owner Desmond Quirk has raced in many offshore races, including his first Sydney-Hobart in 1954. Sydney-Coffs Harbour, Sydney-Southport and Montague Island races.
 Crew: D. Quirk (1), C. Ford (1), P. Garland (1).



RAGER — 5600
 LOA: 17.00m; Class: IMS; No of Hobarts: 3
 Designer: Greg Elliott (NZ)
 Type: Pocket Maxi. Year Built: 1987
 Owner/Skipper: Willi Knobelspies
 Club: Cruising Yacht Club of Australia, NSW

First trip to Hobart on the Greg Elliott designed downwind flyer *Rager* for charterer Willi Knobelspies. *Rager* finished 5th on line in the 1987 Hobart, 1st in the IOR division of the 1988 Tall Ships Race, and line honours in the 1990 Brisbane-Gladstone race and the Sydney-Southport race. Not raced recently, Knobelspies will nevertheless be racing for a first across the line.

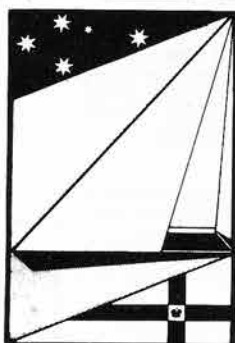
Crew: W. Knobelspies, M. Clements (9), W. Anderson (3), R. Mische.



SALAMANCA INN — KA 4000
 LOA: 12.088m; Class: IOR; No of Hobarts: 1
 Designer: Bruce Farr (NZ)
 Type: One Tonner. Year Built: 1987
 Owner/Skipper: John Fuglsang
 Club: Royal Yacht Club of Tasmania, Tas

As *Sagacious V* and owned by Gary Appleby, this Farr One Tonner has notched up a 2nd and a 1st overall in the 1989 and 1990 Sydney-Hobart races. She has also represented Australia in the 1987 Southern Cross Cup, the 1988 Kenwood Cup, 1987 and 1989 Admiral's Cup, and the 1988 One Ton Cup. Recently purchased and raced by Tasmanian John Fuglsang, the yacht has lived up to his expectations, and he has hopes of winning his first Sydney-Hobart.

Crew: J. Fuglsang, I. Freeman (33).



RAW TALENT — KA 5300
 LOA: 13.134m; Class: IOR; No of Hobarts: 4
 Designer: Bruce Farr (NZ)
 Type: Farr 43. Year Built: 1984
 Owner/Skipper: John Simpson
 Club: Middle Harbour Yacht Club, NSW

Previously named *Drake's Prayer* when owned by veteran international yachtsman Peter Kurts, this Farr 43 has represented Australia at international events, has contested the Sydney-Hobart four times, and lost 1st place overall in the 1985 Sydney-Hobart over a controversial protest with *Sagacious*. New owner John Simpson will be vying for a place in the Australian Southern Cross team.

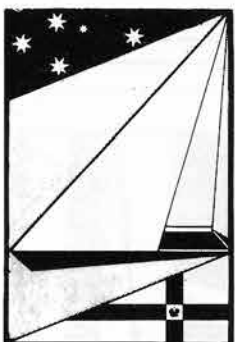
Crew: J. Simpson.



SANCTUARY COVE QUEENSLAND MAID — 400
 LOA: 12.2m; Class: IOR; No of Hobarts: 1
 Designer: Bruce Farr (NZ)
 Type: One Tonner. Year Built: 1987
 Owner/Skipper: Robert J. Robertson
 Club: Royal Queensland Yacht Squadron, Qld

Previously sailed as *Queensland Maid*, this yacht contested the 1987 Sydney-Hobart, where she was placed 33rd overall and 13th in Division B under IOR. "Robbo" Robertson has spent the past year campaigning his yacht, including being placed 3rd in IOR in Division 1 for the 1990 Pitwater-Coffs Harbour race, and 3rd in Division A under IOR in the 1991 Jupiters Yacht Classic from Sydney to Southport.

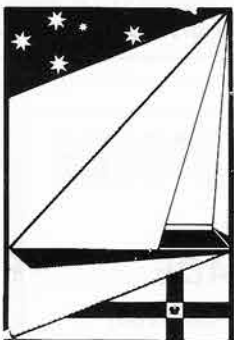
Crew: R. Robertson (4), M. White, K. Brown.



RIMFIRE II — SA 169
 LOA: 12.947m; Class: IMS; No of Hobarts: 4
 Designer: Bruce Farr (NZ)
 Type: Two Tonner. Year Built: 1978
 Owner/Skipper: John M. Moffatt
 Club: Royal South Australian Yacht Squadron, SA

Farr-designed two tonner *Rimfire II* has competed in most major east coast races under both previous owners, and the last year has been the first full season raced under new owner John Moffatt, who has had a successful season winning the RSAYS offshore championship on Arbitrary Handicap. The yacht has been recently refitted and measured for competitive IMS racing.

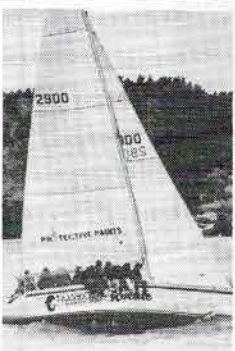
Crew: J. Moffatt, A. Moffatt (2), A. Ferguson, P. Moffatt, P. Kulesza, J. Yandell, G. Panton, P. Crooks.



SANTANA — R 1197
 LOA: 13.09m; Class: IMS; No of Hobarts: 0
 Designer: Ron Holland (Ire)
 Type: Sloop. Year Built: 1986
 Owner/Skipper: Leo H. Wings
 Club: Royal Yacht Club of Victoria, Vic

Ron Holland-designed sloop built in Finland, *Santana* sailed from Denmark to Australia in 1989-90, and this is her first big race in Australia, having been successfully raced in Denmark, Sweden and Finland. Owner Leo Wings previously owned *Billabong*, which he sailed in the 1988 Sydney-Hobart, finishing 61st overall and 13th in Division D, and hopes to improve on that result.

Crew: A. Knox (1), P. Meickle, A. Waters (3), L. Wings (1), T. Martin, J. Last (1), A. Gibbs, J. Hawkings, W. Waters, A. Walker, I. McFarlane.



ROCKIE — 2900
 LOA: 11.17m; Class: TBA; No of Hobarts: 2
 Designer: Bruce Farr (NZ)
 Type: Farr 1104. Year Built: 1976
 Owner/Skipper: Bryce Woods
 Club: Royal Akarana Yacht Club, NZ

First production Farr 1104 to be launched, *Rockie* was 2nd overall in the 1976 Sydney-Hobart, and has gone on to place well over the years, including 2nd under IOR and 3rd under PHRF in the 1989 Auckland-Suva race, 2nd under PHRF and 2nd under General Handicap in the 1990 Auckland-Noumea race, 3rd under IMS and 3rd under PHRF in the 1991 Auckland-Suva race. Owner Bryce Woods has raced offshore for 10 years.

Crew: B. Woods, P. Vandersloot, M. Ford, J. Murray.



SCORPIO 2 — SM 2418
 LOA: 10.44m; Class: PHS; No of Hobarts: 3
 Designer: Allan Blackburn (Aust)
 Type: Duncanson 34. Year Built: 1976
 Owner/Skipper: Michael Haller
 Club: Sandringham Yacht Club, Vic

Although 15-year-old, *Scorpio 2* has had only three races to Hobart, finishing 81st overall and 15th in Division D under IMS in the '90 Sydney-Hobart, and had previously not raced to Hobart since 1982. Owner Michael Haller races her locally and also competed in a 1989 Pitwater-Coffs Harbour race, and has hopes of a good race this year.

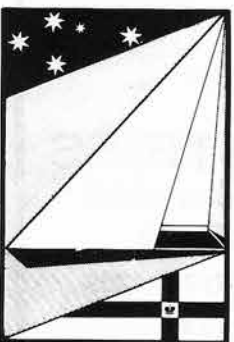
Crew: M. Haller (1), R. Warren (6), K. Shimmin (6), L. Higgins (1), D. Bradley (1), C. Higgins (1).



SAGACIOUS II — SM 4000
 LOA: 13.082m; Class: IMS; No of Hobarts: 3
 Designer: Peter Cole (Aust)
 Type: Nantucket 43. Year Built: 1981
 Owner/Skipper: Paul Jacka
 Club: Sandringham Yacht Club, Vic

Finishing 4th in Division A under IOR and 6th in Division B under IMS in the 1990 Sydney-Hobart, this cruiser/racer is the current club champion in PHS, and this will be her 4th race south. This year the yacht will be contesting the IMS class, and owner Paul Jacka is the immediate past Commodore of the Sandringham Yacht Club.

Crew: P. Jacka (4), C. Costenoble (3), G. Henderson (4), R. Kenny (1), G. McColl-Jones (3), A. Monahan (1), I. Holding (1), M. Houghton, F. Verinder (10), J. Fletcher (12).



SHERATON HOBART — 4117
 LOA: 12.20m; Class: IOR; No of Hobarts: 5
 Designer: Bruce Farr (NZ)
 Type: One Tonner. Year Built: 1984
 Owner/Skipper: Ian Smith
 Club: Derwent Sailing Squadron, Tas

Well supported by the Sheraton Hotel, this seven-year-old Farr one tonner is on its 6th Sydney-Hobart, finishing a credible 22nd overall and 6th in Division B under IOR in last year's race. She was also top-placed Tasmanian yacht in the 1989 Sydney-Hobart. Previously named *Sagacious IV*, she was another of Gary Appleby's successful yachts of that name, winning the 1985 Sydney-Hobart after a controversial protest.

Crew: I. Smith (18), S. Geeves (5), K. Newstead (10), P. Jones (10), A. Edwards (9), A. Smith (4), P. Hopkins (9), R. Howlett (20), R. Cohen (5), R. Ashlin (14).



SHE'S APPLES II — 4527
LOA: 12.730m; Class: IMS; No of Hobarts: 0
Designer: John King (Aust)
Type: Jarkan 12.5. Year Built: 1991
Owner/Skipper: David Strong
Club: Cruising Yacht Club of Australia, NSW

Brand new Jarkan 41, this yacht has been beating much larger yachts on line in the few races she has contested, was 2nd overall in the Bird Island Race, 1st under IMS in the Cabbage Tree Island Race, 3rd overall Lion Island-Botany Bay Race, is presently leading the IMS Division OPS and SOPS at the CYCA. She replaces *She's Apples*, which was lost at sea last May whilst returning from Mooloolaba to Sydney.

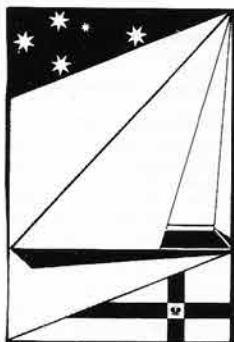
Crew: D. Strong (2), R. Burns (12), S. Firth (18), B. Smith (5), J. Cordell (3), D. Randall (1), J. Drolz (1), P. Launders, N. Strong.



TARA II — 1515
LOA: 12.96m; Class: IMS; No of Hobarts: 0
Designer: Joe Adams (Aust)
Type: Zeston 40. Year Built: 1985
Owner/Skipper: Christopher Gorman
Club: Royal Prince Alfred Yacht Club, NSW

Joe Adams one-off design contested the 1989 Pittwater-Coffs Harbour race, the 1990 Gosford-Lord Howe Island race, was 2nd overall in the Arbitrary division in the RPAYC 1989/90 LOPS series and 3rd in the Arbitrary division in the 1990/91 LOPS series. Christopher Gorman has done many races including Sydney-Lord Howe, Sydney-Hobart, Coffs Harbour-Pittwater and is sailing with an experienced crew.

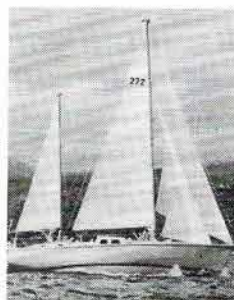
Crew: Chris Gorman (1), J. Murchison, D. McNeill, J. Gibson, D. Murchison, P. Love, M. Sheaffe, S. Loxton, R. Skellett.



SILVER MINX — 331
LOA: 11.43m; Class: IOR; No of Hobarts: 3
Designer: Bruce Farr (NZ)
Type: Farr 37. Year Built: 1984
Owner/Skipper: Geoffrey Player
Club: Cruising Yacht Club of Australia, NSW

This Farr 37 has not been racing for some time but was 4th overall 1985, and 7th overall 1986, in the Sydney-Hobart race, and 2nd overall in the 1985, 1986 and 1987 CYCA Blue Water Championship. She has competed in many other races including the 1986 Hamilton Island Race Week, the 1986 Sydney-Mooloolaba race and the Montague Island race in 1985 and '86. This will be owner Geoff Player's 25th Hobart race.

Crew: G. Player (4), D. Doyle (6), G. Rouvray (24), D. Ellis (9), M. Green (10), N. Vidal (10), G. O'Shea (two to be announced).



TERENCE J — 272
LOA: 13.7m; Class: IMS; No of Hobarts: 2
Designer: Keith Ratcliffe (Aust)
Type: Ketch. Year Built: 1983
Owner/Skipper: Keith Ratcliffe
Club: Royal Yacht Club of Tasmania, Tas

Designed and built by her owner, veteran yachtsman Keith Ratcliffe, *Terence J* finished 7th in Division D under IMS in the 1990 Sydney-Hobart, won the Arbitrary Division of the 1984 Sydney-Port Vila race, and was 2nd in the 1990 Maria Island race. Ratcliffe is celebrating 44 years in ocean racing, and is hoping for a good stiff breeze this year.

Crew: K. Ratcliffe (11), J. Foale (3), G. Foale (3), G. Ratcliffe (1), W. Aird (4), P. Stubbs (2), L. Cadzow (2), M. White.



STAR FERRY — MH 68
LOA: 10.243m; Class: IOR; No of Hobarts: 6
Designer: Laurie Davidson (NZ)
Type: Davidson 34. Year Built: 1987
Owner/Skipper: John Conroy
Club: Middle Harbour Yacht Club, NSW

Originally the famous *Gold Coast Express*, *Star Ferry* won every race of her class at the 1987 Clipper Cup in Hawaii. More recently she was placed 2nd under IOR in Division C in the 1989 Sydney-Hobart, following alterations to her keel and rudder by Scott Jutson. She was in the winning MHYC team in the Commodore's Trophy for the 1990 season, and more recently finished 2nd in Division B under IOR in the Sydney-Gold Coast race.

Crew: J. Conroy (6), M. Henderson (7), D. Buckley, P. Gardiner (17), I. Pagett (1), T. Bright (1), D. Swales (1), R. Pagett.



THE MILLENNIUM FALCON — 4803
LOA: 9.47m; Class: IOR; No of Hobarts: 5
Designer: Ed Dubois (UK)
Type: Half Tonner. Year Built: 1982
Owner/Skipper: John Messenger
Club: Middle Harbour Yacht Club, NSW

Previously sailed as *It's A Hit*, *Fuels Paradise* and *Madman's Woodyard*, by John Messenger, this will be Hobart number six for *The Millennium Falcon*, which contested the last three years CYCA Blue Water Series with 4th-3rd-4th results overall, and winner of Division 3 the past three years. Messenger, who will keep trying to win the Hobart until the boat falls apart, is currently National President of the JOG Association.

Crew: J. Messenger (4), S. Howland (1), S. Hobson (3), K. Wallis, L. Craig, M. Foss.



STRUEN MARIE — 117
LOA: 11.6m; Class: IMS; No of Hobarts: 3
Designer: Robert Clark (Aust)
Type: Vintage Sloop. Year Built: 1950
Owner/Skipper: Brian & Lynette Wherry
Club: Sydney Amateur Sailing Club, NSW

Beautifully maintained vintage sloop, *Struen Marie* contested her first Sydney-Hobart in 1951, which she won under the ownership of Tom Williamson. She also competed in the 1951 Montague Island Race, and 1963 and 1964 Sydney-Hobart races, finishing 26th and 12th respectively. Brian & Lynette Wherry purchased her five years ago, and although mainly used for cruising she recently won the CYCA Lion Island-Botany Bay Race in her class.

Crew: B. Wherry, A. Reid (1), P. Wherry, K. Lark, S. Burt, J. Marshall.



THE SIDEWALK CAFE — PR 27
LOA: 10.74m; Class: IMS; No of Hobarts: 0
Designer: Ben Lexcen (Aust)
Type: Lexcen 35. Year Built: 1986
Owner/Skipper: Jack Baxter/Terry Bridge
Club: Princess Royal Sailing Club, WA

Competing in the Kodak Sydney-Hobart for the first time and designed by the late Ben Lexcen, *The Sidewalk Cafe* is four-times winner of the Fremantle-Albany race, and regular top performer in West Australian south coast events. Co-owner Jack Baxter has done 12 Sydney-Hobart races, a Sardinia Cup, Admiral's Cup and two Clipper Cups and was involved with the South Australian Syndicate for the 1986-87 America's Cup.

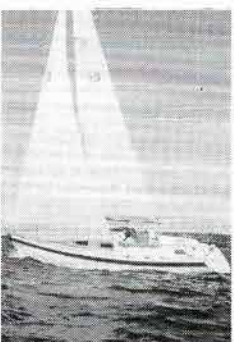
Crew: J. Baxter (10), T. Bridge (6), M. Giuntolli (1), J. Tevake, C. Walker, A. Phillips.



SUREFOOT — S 29
LOA: 11.65m; Class: IMS; No of Hobarts: 3
Designer: Peter Norlin (Swed)
Type: One Tonner. Year Built: 1981
Owner/Skipper: Dennis Millikan
Club: Royal Melbourne Yacht Squadron, Vic

Originally from Sweden, this one tonner has an impressive past, representing Sweden at the 1982 Sardinia Cup, New Guinea in the Admiral's Cup and Southern Cross Cup 1983, has contested the Sydney-Hobart race three times, finishing 3rd in division under IMS in 1990, 2nd in CHS division 1989 Melbourne-Hobart, 1st in CHS division Melbourne-Portland and 2nd in 1990 Melbourne-Grassy King Island race. Crew includes a Kodak employee from Melbourne on his 7th race to Hobart.

Crew: D. Millikan (10), A. McKenzie (7), R. Hiam (7), P. Inchbold (7), R. Pleydell (5), D. Stevens (3), A. Weber (4).



THERMOPYLAE OF EDEN — H 30
LOA: 10.05m; Class: PHS; No of Hobarts: 0
Designer: Joe Adams (Aust)
Type: Mottle 33. Year Built: 1977
Owner/Skipper: Graham Alexander
Club: Twofold Bay Yacht Club, NSW

First entry ever from the 30-member Twofold Bay Yacht Club, this will be the first Hobart race for *Thermopylae of Eden*, named after the fastest China Tea clipper ever sailed. She has contested nine Melbourne-Hobart races, Sydney-Suva, Sydney-Mooloolaba and numerous Melbourne-Portland races. Graham Alexander has done one Sydney-Hobart, has been ocean racing for 30 years and says he has "an old boat with old crew".

Crew: G. Alexander, C. Helmore, W. Lawless, I. Whiter.

**TRADITION — SA 41**

LOA: 10.29m; **Class:** IMS; **No of Hobarts:** 0
Designer: John Duncanson (Aust)
Type: Duncanson 34. **Year Built:** 1983
Owner/Skipper: William Strangways
Club: Royal South Australian Yacht Squadron, SA

Owner Bill Strangways turned 50 two months before the race, and that was just the excuse to do his first Sydney-Hobart, which he believes is the pinnacle of yachting. He is hoping for a win for his 50th birthday present, has won several offshore division 2 events on *Tradition* in South Australian waters, and will have son Mark sailing aboard.

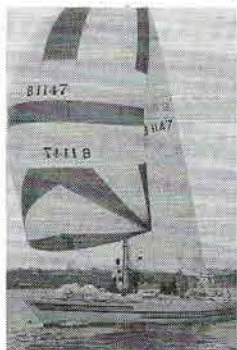
Crew: W. Strangways, J. Souter, M. Hall (1), E. Hall, T. Bannigan (1), S. Keneally, D. Sayers.

**VENDETTA — 1979**

LOA: 13.04m; **Class:** IMS; **No of Hobarts:** 1
Designer: J. Laurent Giles (UK)
Type: Moody 44. **Year Built:** 1976
Owner/Skipper: Charles W. Reid
Club: Royal New Zealand Yacht Squadron, NZ

Returning for her second trip to Hobart is the 10-year-old cruiser/racer *Vendetta*, which finished 49th overall and 16th in Division D last year, and has competed in two races from Tauranga in New Zealand to Port Vila. Charles Reid will again have his sons aboard, and while out for a comfortable trip south they will be trying to better last year's result.

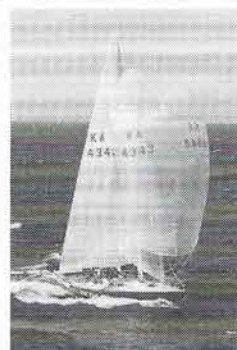
Crew: M. Hope (1), R. Dillon, A. Shanks, A. Reid (1), T. Reid (1), R. Reid (1), G. Clarke, B. Mickell.

**TURKEY SHOOT — TYC 1147**

LOA: 12.225m; **Class:** IMS; **No of Hobarts:** 8
Designer: Ron Holland (Ire)
Type: One Tonner. **Year Built:** 1982
Owner/Skipper: Alfred B. Hutton
Club: Tamar Yacht Club, Tas.

Regular competitor in the Sydney-Hobart, Ron Holland designed one tonner *Turkey Shoot* is coming up for her 9th race to Hobart, placing 10th overall and 4th in Division C under IMS in 1990, and sails in at least one major ocean race a year, as well as being a regular competitor in club events. Owner Alf Hutton will again sail with crew from last year, including his son.

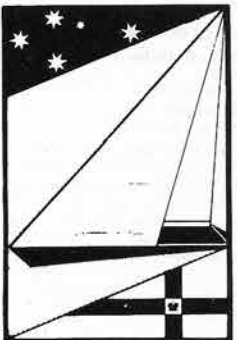
Crew: A. Hutton (5), R. Jaggar (14), J. Hutton (5), G. Alway (6), P. Turner (7), D. Jack (2), R. Hart (2), M. Blaxall (7).

**WILD OATS — 4343**

LOA: 13.10m; **Class:** IOR; **No of Hobarts:** 4
Designer: Bruce Farr (NZ)
Type: Farr 43. **Year Built:** 1985
Owner/Skipper: Bruce Foye/Roger Hickman/Lance Peckman
Club: Cruising Yacht Club of Australia, NSW

Purchased recently by Bruce Foye and partners, the six-year-old yacht is still quick, taking out 1st overall in the 1991 Jupiters Yacht Classic from Sydney to Southport. Their next aim is to take out the double with an IOR win in the Kodak Sydney-Hobart, with her previous best being 3rd in Division A in 1986. With the previous owner, *Wild Oats* was also a contender for the Australian Admiral's Cup team.

Crew: R. Hickman (13), J. Canfield (3), B. Foye (2), L. Peckman (1), T. Jarecki, R. Sangster (2), A. Smith (2), D. Johnston (2), H. Johnston (1), G. West (1), M. Gordon (5), K. Hansford.

**2SM — 4208**

LOA: 11.41m; **Class:** IMS; **No of Hobarts:** 1
Designer: Bruce Farr (NZ)
Type: Farr 37. **Year Built:** 1988
Owner/Skipper: Michael Spies
Club: NSW 18-ft Sailing League, NSW

Sailed previously as *Farr Lap* and *Dow Air*, this Farr 37 will be sailed to Hobart by prominent 18' skiff sailor Michael Spies, who has done the race 14 times and has notched up over 100,000 ocean racing miles worldwide. As *Dow Air*, the yacht finished 5th overall and 1st in Division C under IMS in last year's Sydney-Hobart, and Spies will be out to better that result.

Crew: I. Spies (14), V. Geck (1), S. Benson (1), A. Roxburgh, N. MacDonald.

**WITCHDOCTOR — 2557**

LOA: 12.71m; **Class:** TBA; **No of Hobarts:** 7
Designer: Laurie Davidson (NZ)
Type: Davidson 40. **Year Built:** 1979
Owner/Skipper: The Rum Consortium
Club: Cruising Yacht Club of Australia, NSW

Now 12 years old, *Witchdoctor* has won many offshore races, sailed for Australia in the Clipper Cup in Hawaii, and has sailed the CYCA programme for the past eight years. Best places to date for the year include: 3rd under IOR in Division A, Sydney-Hobart; 3rd under IMS, Sydney-Southport; and 3rd under IOR in the CYCA Blue Water Point Score. Hobart no. 18 for head of Consortium and CYCA Director, Maurice Cameron.

Crew: M. Cameron (16), G. Barter (15), P. Butler (4), A. Cameron (6), T. Craven (7), P. Franks (1), I. Manley (6), J. Marshall (1), R. Morgan (4), C. Troup (11), J. Wuhrer.

**ZUE — 5444**

LOA: 20.12m; **Class:** PHS; **No of Hobarts:** 1
Designer: Kell Steinman (Aust)
Type: Pocket Maxi. **Year Built:** 1989
Owner/Skipper: Peter Sorensen
Club: Cruising Yacht Club of Australia, NSW.

Similar in design to *Amazon*, as *Bobbed* this yacht has taken line honours in the Sydney-Gold Coast, Brisbane-Gladstone and Pittwater-Coffs Harbour races and was 4th on line in the 1990 Sydney-Hobart race. This is her second trip to Hobart, and under the guidance of well-known 18ft skiff champion Peter Sorensen, who has chartered her for this year's race, she should perform well, and will expect exciting racing against the other ULDB yachts.

Crew: P. Sorensen, G. Bush (4), A. Buckland (5), P. Donnelly (10), C. Nicholls (2), P. Brenner (6).

**ZEUS II — 327**

LOA: 9.0m; **Class:** IOR; **No of Hobarts:** 5
Designer: Peter Joubert (Aust)
Type: Currawong. **Year Built:** 1979
Owner/Skipper: James Dunstan
Club: Royal Sydney Yacht Squadron, NSW

Winner of the 1981 Sydney-Hobart under IOR (only the 2nd half tonner to take 1st place on corrected time), the 1981 Janszoon Trophy under IOR, and 1990 Sydney-Cabbage Tree Island race under IMS, the tiny *Zeus II* is about to race her 6th Sydney-Hobart for owner Jim Dunstan, Rear-Commodore of the Royal Sydney Yacht Squadron. She finished 36th overall, and 4th in Division C under IOR in last year's race, and is still racing competitively.

Crew: J. Dunstan (13), C. Irwin (2), R. McConnell (5), C. Thornton (1), P. Colvin (2), F. Murray.

**ULTIMATE CHALLENGE — KA SM 2**

LOA: 12.170m; **Class:** IOR; **No of Hobarts:** 3
Designer: Ed Dubois (UK)
Type: One Tonner. **Year Built:** 1987
Owner/Skipper: Lou Abrahams
Club: Sandringham Yacht Club, Vic

Winner of the 1989 Sydney-Hobart, *Ultimate Challenge* and its owner have an impressive past. This will be 29th Hobart for Lou Abrahams, the only Victorian to have won the race twice; he also represented Australia at the 1987 Admiral's Cup, at which he was 5th overall in the gruelling Fastnet Race, the World One Ton Cup in San Francisco, the 1988 Kenwood Cup, and was winner of the Kaula ocean race at the Kenwood Cup 1990.

Crew: L. Abrahams (28), G. Simmons (11), C. Anderson (12), G. Ferguson (10), R. Simpson (9), J. Gash (2), G. Schipper (9), G. Jamieson (3), M. Willer (3), F. Johnson (24).

**ZUMDISH — B2**

LOA: 9.07m; **Class:** IOR; **No of Hobarts:** 1
Designer: Robert Hick (Aust)
Type: Half Tonner. **Year Built:** 1990
Owner/Skipper: Harry Hertzberg
Club: Royal Brighton Yacht Club, Vic

Disasted in her first Sydney-Hobart, *Zumdish* is a very quick half tonner designed and built in Victoria by Robert Hick, who also designed the smaller version quarter tonner *Dry Reach*, which last year won the Petersville Regatta, the Western Port Marina Classic, and the NEC winter series on Port Phillip Bay. Along with owner Harry Hertzberg, Hick, who has also made the sails, will steer the yacht.

Sponsors & Supporters

Continued from page 26

Management Committee, Rowan Johnstone in Hobart, the starting and finishing race officials, the plotting team led by Don Walker-Smith in Sydney and John Honeysett in Hobart.

In Sydney, Jenny May organises a team to handle the thousands of phone enquiries while the CYCA Associates give assistance with information for visiting boats.



Safety inspectors always have a demanding task in ensuring that every yacht sailing to Hobart fully complies with the rigid Category 1 safety rules of the Australian Yacht Federation and the CYCA. Many CYCA members also move their yachts from the marinas to allow berthing of visiting yachts.

Both the CYCA and the RYCT have liaison teams who organise information

centres at the CYCA and at Constitution Dock.

And finally, the smooth operation of the entire event depends on the CYCA office, marina and yard staff who work long, long hours throughout December – often beyond the call of duty.

★ The Editor of OFFSHORE in particular would like to express his personal thanks to Di Pearson in the Media Centre, Bob Brenac, Elaine Gazzard and Christina Del Conte in the Sailing Office, for their great assistance in providing information for the contents of this issue.

DIGITAL NETWORK AIDS RACE COMMUNICATIONS

ONGOING race results for the 1991 Kodak Sydney-Hobart Race again will be calculated with technology made available for the first time last year that is at least twice as fast as any system previously used by the CYCA.

Digital Equipment Corporation has extended its involvement beyond sponsoring the CYCA's popular Winter Series by providing a highly sophisticated computer hardware platform and communications network for the Kodak Sydney-Hobart Race and the Southern Cross Cup/Asia Pacific Offshore Championship Regatta in December.

The new system, introduced for last year's event, offers faster response times to enquiries, a 24-hour, seven-days-a-week support programme, as well as an ability to switch to a range of support computers if necessary.

The System

Previously, race organisers had a small computer located at the CYCA and linked to the Royal Yacht Club of Tasmania (RYCT) by dedicated telephone lines.

For the 1990 Sydney-Hobart Race, Digital proposed to the CYCA that by using its powerful computer centrally located at its Computer Management Centre in Sydney, its 24-hour, seven-days-a-week access would ensure the race organisers of continual information.

Of vital importance was that in the event of any computer problems, the Centre could switch operation of the race software to another computer and do it with continued access to race information. In fact, there were no problems and the new Digital Race Communications system was an outstanding success in providing fast information on the progress of the fleet to club officials in Sydney and Hobart, to the media and to the general public.

This year the CYCA, RYCT and the Media Centres in both Sydney and Hobart will all be linked into the communications network being run by a Digital System 5400 Supermini computer using the latest RISC technology (Reduced Instruction Set Computing).

Dedicated telephone lines go from the Centre to the CYCA and RYCT, with a local telephone link between the RYCT and Constitution Dock and also to the special Kodak Sydney-Hobart Race display centre at Myers Store in Hobart. Race information will be disseminated to these outlets within less than an hour of the fleet radioing in positions, in latitude and longitude, three times a day.

At each of the locations a number of computer terminals and printers will be played for a variety of functions – to provide race results (which can also be printed out), for the media to make their own enquiries, and to access software for support.

At the CYCA three Digital terminals will also be dedicated to operators answering telephone enquiries from the public regarding yachts' positions. Similar terminals will operate at the RYCT and Myers store.

The Digital communications system will also be used for the Southern Cross Cup and Asia Pacific Offshore Championship, both six-race series that start on December 15 and end with the Kodak Sydney-Hobart Race, starting on December 26.

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HOBART HEROES

Here are profiles of some of the sailors who will be heading for Hobart again this year, several notching up an impressive list of races to Tasmania, others relative newcomers to what we all believe is the world's greatest ocean yacht race. The profiles have been put together by Jon Parrington, Ed Featherston and Peter Campbell. Pictures by David Clare and others.

DON CALVERT

Yacht: *Intrigue*

Position aboard:

Owner/skipper/helmsman

How many Hobarts: 5

VICE-COMMODORE of the Royal Yacht Club of Tasmania, Don Calvert is one of Tasmania's best known and successful yachtsmen, although he has sailed in only five Sydney-Hobarts. One of a family of prominent Huon Valley apple growers, Don achieved fame when he and his crew of the One Tonner *Intrigue* became the first Tasmanians to represent Australia in the Admiral's Cup in England.

Intrigue went on to be the topscoring Australian yacht at Cowes, and Don's efforts earned him selection as the inaugural Australian Ocean Racer of the Year in 1985.

Although a relative newcomer to ocean racing, Don has been a successful



yachtsman in his home State for most of his 55 years. His championships have included the Stonehaven Cup for Cadet dinghies in 1952 and the Prince Philip Cup in Dragon keelboats.

Don has continued to race the timber-hulled *Intrigue* with success and in his last Sydney-Hobart the Tony Castro-designed One Tonner finished first in IOR Division C. The boat is comfortably fitted out for weekend cruising by Don and his family but is still a most competitive racer, having recently undergone some extensive refurbishing under the direction of designer Tony Castro.

Unfortunately for Tasmania, *Intrigue* is not available to represent that State in the Southern Cross Cup because of Don's heavy business commitments. But Don Calvert and *Intrigue* will be most competitive in the Kodak Sydney-Hobart race.

BRUCE TAYLOR

Yacht: *Chutzpah*

Position aboard: Skipper/helmsman

How many Hobarts: 10

LIKE many of our best yachtsmen, Bruce Taylor got his start in dinghies. He began sailing as a seven-year-old in P-class dinghies in Wellington, New Zealand, moving up in Melbourne through Javelins to the Holland Three-quarter Tonner, *Pirra*, which he owned with Steve Shields.

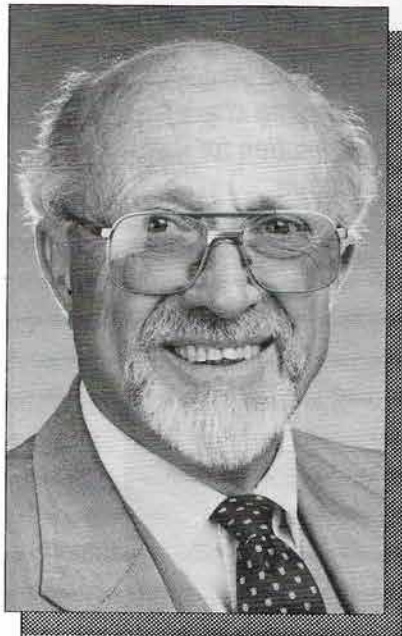
His racing experience in keelboats covers Barry Weston's *Sunburst*, Hank Schilte's *Obsession* and *Rafferty's Rules*, Peter Rosethorn's *Challenge 2*, and a Clipper Cup in Hawaii with Chas Jacobsen's *Once A Jolly Swagman* before building with partner Hanke Schilte the first *Chutzpah* (now *Le Roy Brown*) in 1985.



The present *Chutzpah* followed in 1988, and Bruce recalls one of the "great low lights" of the past few years was sitting in the CYCA bar drowning his sorrows after leading *Illusion* by several miles, but losing his mast, then seeing *Illusion* go on to win the 1988 Hobart Race while *Le Roy Brown* led the fleet to Coffs Harbour!

Chutzpah was runner-up in last year's Sydney-Hobart, but Bruce still has nightmares about the '87 race, when *Sovereign* got the double. *Chutzpah* sat for six hours becalmed off Maria Island, then fell victim to the fickle Derwent breezes, despite having to average only 1.5 knots to snatch victory.

Bruce says it's essential to sail for fun . . . and he'll keep racing while it's still fun!



PETER JOUBERT

Yacht: *Kingurra*

Position aboard: Owner/skipper

How many Hobarts: 19

RETIRED Professor of Mechanical Engineering and part-time yacht designer, Peter Joubert has played a significant role in the development of ocean racing in Australia, particularly in the design-

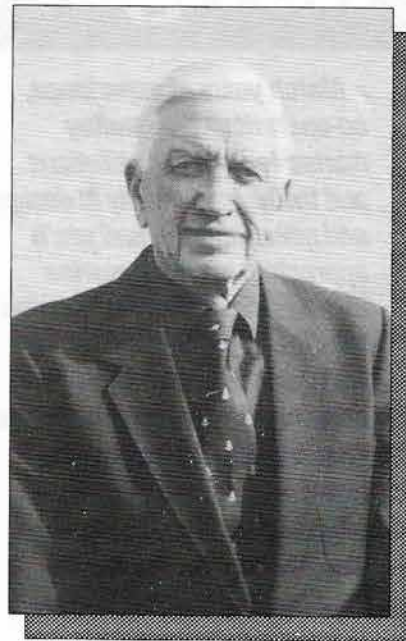
ing of wholesome ocean racers. His long sailing career goes back to VJs in Sydney as a 10-year-old, then on to VSs and 12ft skiffs. He built a Payne-Mortlock canoe and a few other yachts, then started to design his own boats.

Platypus, his 30ft plywood centre-board planing yacht, was first home twice in a row in Melbourne's 91-mile Lady Nelson overnight round-the-bay race in the '60s. But his main claim to fame is designing 1981 Sydney-Hobart winner *Zeus II*, one of his popular Currawong 30s, which is competing again this year. Two other Currawongs did well, *Granny Smith* with a third overall in 1974 and *Lollipop* with a fourth in 1977.

His previous self-designed yacht *Gumblossom* won the Lady Nelson this year.

His present boat *Kingurra* was built for Graham Warner in 1972, a 43ft version of Joubert's Black Swan design, and bought by him several years ago.

Peter cruised *Kingurra* to New Zealand's Bay of Islands last year and he holds no fears for Bass Strait's traditional welcome to the Hobart fleet. "The harder it blows the better she sails," he says of the oregon-planked *Kingurra*. "I don't like light boats any more. They're too bloody dangerous," the retired "Prof" added.



KEITH FLINT

Yacht: *Helsal II*

Position aboard: Owner/skipper

How many Hobarts: 4

KEITH Flint has been around boats and the Royal South Australian Yacht Squadron for most of his life and has absolutely no regrets.

His sailing relationship began indirectly, unlike most others. He and his older brother, Tom, were introduced to boats when their late father, William, returned from a trip to England with two model yachts for his sons.

Keith was soon skipping his own 12-foot dinghy with the RSAYS junior fleet, later moving on to keelboats – and he's stayed there ever since. While he has sailed many times in every race around the South Australian coast, Keith's heavy involvement in the family tool and hardware business for 45 years has prevented him sailing in many Sydney-Hobart races.

"I probably would have done nine or 10 more Hobarts if I'd been able to get away from work," Flint said.

Without any doubt *Helsal II* is the biggest and fastest racing yacht he has owned and as the largest Division One boat in Adelaide she has not been beaten in local offshore events since Flint bought her in July, 1987.

Flint has certainly made the most of her, winning this year's annual Adelaide to Port Lincoln Race in record time, along with victories in the prestigious Cock of the Bay and Melbourne to Hobart in 1989.

Keith Flint estimates he's owned 20 boats during his career, including the Adams 50 *Volante*, a Spencer design, *Scimitar*, and *Vivid*, a 45-foot Damen design. "And I've had fun in all of them," he added.

PETER GRANT

Yacht: *Western Port Venture*

Position aboard: Owner/runners, trimming

How many Hobarts: 3

VICTORIAN Peter Grant is a relative latecomer to yachting, but he's dived in at the deep end as owner of the former international One Tonner *Joint Venture*. It has been a fast learning curve for Peter, who went from a trailer-sailer to the former Lake Macquarie Farr 40 *Western Port Express*, bought by the Hastings marina he manages.

That boat launched him into the Victorian offshore racing scene and his efforts as team manager and dynamic driver of the boat saw it in Victoria's 1989 Southern Cross Cup team. *Western Port Express*, one of the older designs in the fleet, was well placed in the point-score and looking good in the Hobart race until a broken boom forced its retirement.

Express was a stepping stone to *Western Port Venture*, which was less than 1.5 points behind Gary Appleby's *Sagacious V* in the NorTel Asia Pacific Championships going into last year's Hobart race. *Sagacious V* and *Western Port Venture* raced to Hobart, but *Sagacious* got the break and went on to win.



Peter's ambition is to be a sportsman at the highest level and he wants ultimately to sail for Australia in major overseas yachting events. This year he will be representing Victoria in a very strong State team for the Southern Cross Cup.



WARREN JOHNS

Yacht: *Beyond Thunderdome*
Position aboard: Owner/skipper

WARREN Johns is one of yachting's great supporters, not just as the owner of two top-performing ocean racers but in the backing he has given many young yachtsmen to gain international experience. He is always one of the first to put his hand in his pocket to support yachting foundation funds for Olympic and other international teams.

While owning the highly competitive One Tonner *Beyond Thunderdome*, and the International 50-footer *Heaven Can Wait*, Warren has steadfastly refused to nominate for selection in Australia's teams for the Admiral's Cup.

He believes the Pacific basin is the place for Australian racing and both *Beyond Thunderdome* and *Heaven Can Wait* have represented Australia at the Kenwood Cup in Hawaii, the One Tonner being a member of the winning Australian team in 1988.

Nor has he sought a place in teams to represent Australia in the Southern Cross Cup here in Sydney, rather making his yachts available for charter to overseas teams. "The important thing is to get the top international crews to Australia if we can't get their yachts," says Warren.

In 1989 his two boats were members of the winning British team in the Southern Cross Cup and this year he has chartered *Beyond Thunderdome* to the Irish team. "I'll be wearing my green shirt to Hobart as Warren O'Johns," he says with a grin.

More importantly, he hopes to repeat his victory at the Kenwood Cup in Hawaii last year when as skipper of the winning yacht in the Champagne Mumm Race he received his weight in champers - arriving wearing full diving gear, full of water for the weigh-in! Champagne Mumm are offering the same trophy for one of the races of this year's Southern Cross Cup.

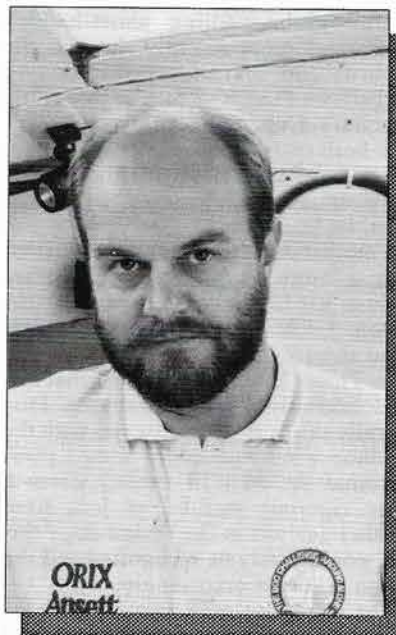
DON McINTYRE

Yacht: *Buttercup*
Position aboard: Owner/skipper

DON McIntyre was one of three Australians who contested the 1990-91 BOC Challenge solo around-the-world race, sailing his 50-footer *Buttercup*, which he has now entered in the Kodak Sydney-Hobart Race.

The BOC Challenge was the ultimate ambition for the South Australian-born McIntyre, who came to Sydney to work on yachts competing in an earlier solo circumnavigation race. He got caught up with the spirit and challenge of short-handed racing and became heavily involved in the Short-Handed Sailing Association of Australia, acting as race director for the Bicentennial Around Australia Race.

Without any sponsorship, McIntyre sold his home, mortgaged his business and with the help of friends set about his campaign to contest the BOC Challenge. He set sail across the Pacific heavily in debt, his yacht named *Sponsor Wanted* and it was not until he sailed *Buttercup* into Sydney halfway through the race that he gained the sponsorship



from *Buttercup*. With funds for new sails, McIntyre and *Buttercup* went on to finish second overall in their division of the BOC Challenge.

Now he's off to Hobart, gradually adapting to the concept of sailing with a crew.

CYNDY EVERETT

Yacht: *Phoenix*
Position aboard: Co-owner/mainsheet trimmer

AS co-owner with her husband Stephen, of the US-built J44 *Phoenix*, Cyndy Everett has become well known on the ocean racing scene off the East Coast over the past year. This will be her first Hobart race but the attractive mother of two teenage daughters has competed in every race aboard *Phoenix* since the Brisbane couple took delivery late last year.

Cyndy plays a very active role aboard the big boat, normally working the mainsheet, a demanding position in heavy breezes such as the Hamilton Island Race Week in which *Phoenix* finished second in the IMS division to the crack New Zealand sloop *Starlight Express*. After Race Week Cyndy and one crewman sailed the 44-footer back to Brisbane.

Apart from being the event organiser for *Phoenix*, Cyndy is very active in promoting the J44 in Australia, as she is the agent here for the J44, J35 and newly



launched J39. She is confident that *Phoenix* will be a strong contender for IMS honours in the big fleet racing in the Kodak Sydney-Hobart Race.



THE 1990 WINNER

Sagacious V

By Peter Campbell

VICTORY in the 1990 NorTel Sydney-Hobart Race had a deep philosophical meaning for Gary Appleby. It was a REAL win in Australia's greatest ocean race, a victory achieved by pure sailing ability by a crew which extracted the very best out of their yacht, *Sagacious V*.

Not only was it his first place in the ocean classic, but it was a very deserved win for a yachtsman who had put so much into the sport, contributing much to Australia's standing in international yacht racing as a competitor in the Kenwood Cup, the Admiral's Cup and the One Ton Cup as well as a regular participant in Sydney-Hobart races.

Without dwelling on the subject too long, Appleby's previous victory (not first place in the record books) with *Sagacious IV* in the 1986 race to Hobart was one surrounded by controversy, but not of the making of the bearded epitome of an old-time sailing sea captain. Then, in 1989, a race-long, boat-for-boat duel to Hobart saw *Sagacious V* beat *Ultimate Challenge* across the finish line but lost the race to the Victorian One Tonner on corrected time by a mere three minutes.

Enough of that and back to that glorious victory of 1990 in what has turned out to be the final race to Hobart

for Gary Appleby with *Sagacious V*, the Farr One Tonner he affectionately called "Little Blackie". Since the 1990 NorTel Sydney-Hobart Appleby has sold the 40-footer, appropriately to well-known Hobart yachtsman John Fuglsang, who will race the yacht in this year's race as *Salamanca Inn*.

"Little Blackie" made up for it in 1990 with what was certainly a popular victory among all who battled the strong winds and heavy seas that yet again marked "The Hobart".

It was a victory not just for the boat, however. The victory was the culmination of a brilliantly sailed race in the One Tonner under heavy weather conditions which took a considerable toll of the fleet. Among the retirements was rival One Tonner *Ultimate Challenge*, which had so narrowly beaten *Sagacious V* in 1989 – not the result of the heavy weather but of hitting a huge sunfish basking just below the surface as the yacht surfed downwind.

This time *Sagacious V* and Appleby's outstanding crew made no mistake about winning – in fact, they were in front on handicap on the second day of the 630 nautical mile race as they sailed on "the razor's edge", as Steven Kulmar described hurtling downwind before a 45-50 "black" nor'easter.

Appleby summed up the race as "the hardest and, of course, the best" of his eight races to Tasmania. Kulmar agreed – and he has sailed in 10 Hobarts and has now been aboard three winners.

The main opposition fell by the wayside, first to go being Peter Kurts' 44-footer, *Madeline's Daughter*, then rival One Tonners *Prime Factor* and *Ultimate Challenge* – the first two resulting from spectacular "Chinese gybes", the third that luckless sunfish, which must have had a severe scar on its back from the rudder of the 40-footer.

The second and third days of the race saw the near galeforce nor'easter send the fleet charging down the NSW South Coast towards Bass Strait into a wild west-sou'wester which hit the maxis with winds of up to 60 knots. Appleby described the conditions as those where "survival of the yacht and the people aboard was certainly at risk."

"We were sailing on a razor's edge all day, carrying a spinnaker before a 45-50 knot nor'easter," said Kulmar, a former world 18-footer champion. "One mistake in the steering or sail trimming we could have been history. In fact, for the first time ever with this boat we did a 'Chinese gybe' as we were peeling a spinnaker and laid the boat float."





Kulmar steered *Indian Pacific* to victory in the galeswept 1984 race, which saw three-quarters of the fleet retire, but has sailed with Appleby since 1985. "It was much harder sailing downwind before 40 to 50 knots than it was beating to windward in 50 knots, as we did to win with *Indian Pacific*," he added.

Running before that nor'easter, *Sagacious V* made extraordinary times in the first 36 hours and at midnight on December 28 was 60 miles into Bass Strait and only 18-20 miles east of the rhumb-line, with all the competition astern and to leeward.

Kulmar believes that the tactics from dawn to midday on the 28th really consolidated *Sagacious*' lead and ultimate victory. "This, I believe, was done by firstly choosing to sail close to the rhumbline and by rigging the boat for minimum leeway in the 35 knot west-sou'-west breeze with corresponding sea pattern.

"We sailed with seven to eight crew on deck and a reduced rig of storm

headsail and two reefs in the main. Our objective was to sail the boat as upright as possible with minimum loading on the rigging. This made it easy to sail through the huge swell."

Although the winds lightened as the fleet neared Tasman Island, *Sagacious V* crossed the line just after 2am on December 29 to record 3 days 13 hours for the 630 nautical miles – a remarkable time for a 40-footer. The next 40-footer came in four and a half hours later.

Sagacious V's eventual winning margin over the Three-quarter Tonner *Chutzpah* was some four hours (or three hours from the maxi yacht *Rothmans* before her penalty).

Although Appleby now lives at Buderim on the Sunshine Coast of Queensland, he still sails from the Cruising

Yacht Club of Australia in Sydney. Most members of his crew were Sydneysiders, comprising Steve Kulmar (principal helmsman), Fraser Johnson (tactician and helmsman), Carl Crawford (navigator), Brad Stephens, Toby Richardson, Jan Scholten, Peter Messenger, Kevin Bloxall and Chris Jones.

Stephens, chief sail designer with Fraser Sails in Sydney, was the 1988 Australian Ocean Racing Crewman of the Year, while Messenger, a yacht rigger and optimiser, received the same award on the eve of the 1990 Sydney-Hobart.

Steve Kulmar summarised *Sagacious V*'s victory in the 1990 Sydney-Hobart Race as firstly because the crew sailed to finish the race. "Then you would have to say that we used weather forecasts and the briefing to a greater advantage than any of our competitors," he said.

"So it gets down to having the boat, the crew, the correct preparation and knowledge of how to use the prevailing and forecast weather to your advantage," Kulmar added.

Gary Appleby and the *Sagacious* crew celebrate their win in Hobart. (Pic by David Clare).





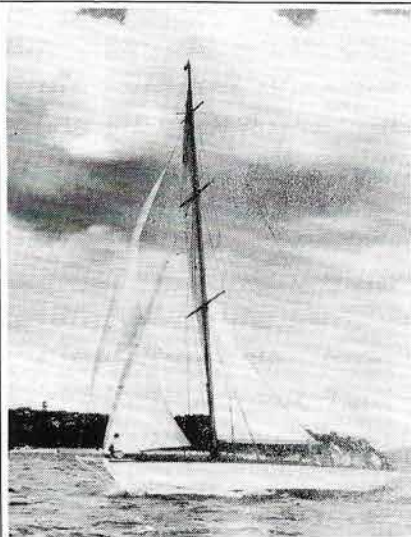
1945 – Rani



1946 – Christina



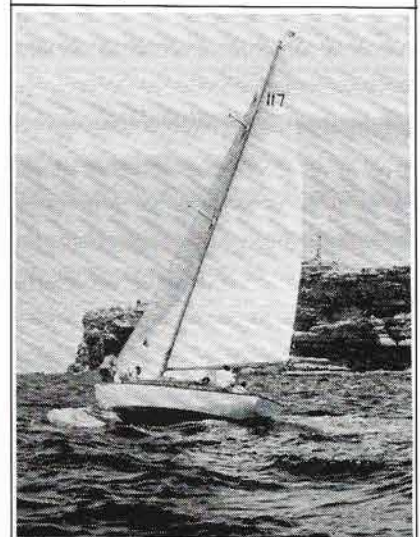
1947, 1948 – Westward



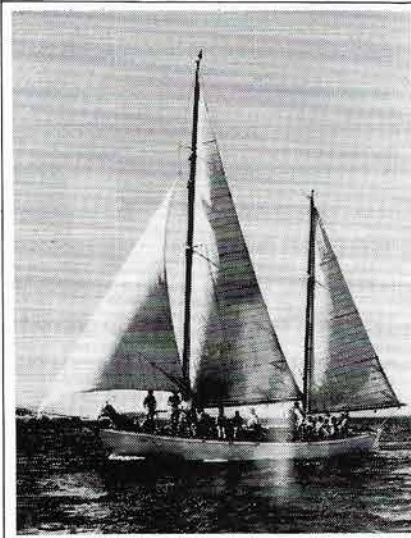
1949 – Tradwinds



1950 – Nerida



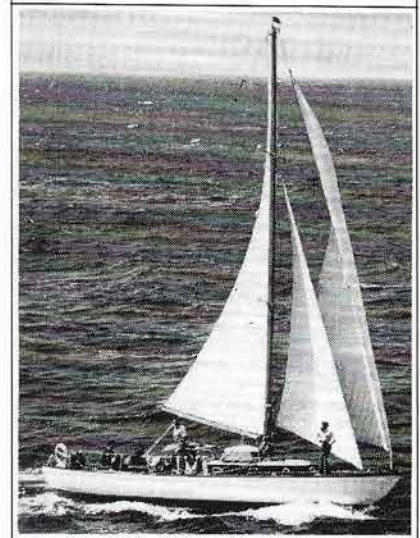
1951 – Struen Marie



1952 – Ingrid



1953 – Ripple



1954 – Solveig



Table with columns: Name, Race, Elapsed Time, TCF, Corrected Time. Rows include PALANA, STRUEN MARIE, TRUTHEAN, WINSTON CHURCHILL G, NIRIPA, TRIDENT, SOUTHERN MYTH, NARANI, ZILVERGEEST, SYLPH VI.

FASTEST TIME: ASTOR 4-10-53-00

RETIRED: AOTEA II (R.K. Hunt), AQUA BLEU (J.F. Parson), BIR-RAHLEE (C.V. Jones), BOONGOWN (Dr. J. Molesworth), ENID (J.C.A. Cottle), 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 upst many calculations. Then a fresh south-westerly down Tasmania way, which reached 70 knots in Storm Bay, caused many retirements.

1964

Table with columns: Name, Race, Elapsed Time, TCF, Corrected Time. Rows include FREYA, CAMELLO, JANZON II, CADENCE, SALACIA, LORITA MARIA, CAVALIER, NORLA, KARELAH, SEAWIND, YAMPLE, STRUEN MARIE, SARACEN II, MERCEDES II, KALEENA, ILINA, RONITA, TU MANU, PHYLLIS GRAHAM, POITREL, ASTOR, AKALA, AWAY, ATHENA, SYLPH VI, SEAMAN, JOY TOO, CHERANA, MARCO POLO, ROVAMA, METUNG.

FASTEST TIME: ASTOR 3-20-05-05

RETIRED: AILSA (J. Marion), ASTELOT (A.G. Croft), BACCHUS D (P.E. Deaton), BINDAREE (G.G. Blackwood), LOLITA (N.G. Cassim), SAGA (L. Little), SEA BEE (J. Ashton-Martin).

1964 WEATHER: Sunny start in light NE with a force 6 southerly change first night, later backing light SE and NE. Fresh northerly across Bass Strait backing to NW down the Tasmanian coast, followed by force 7 SW in Storm Bay. Calm patches in the Derwent River.

1965

Table with columns: Name, Race, Elapsed Time, TCF, Corrected Time. Rows include FREYA, CAMELOT, CADENCE, BALANDRA, SEQUANA, NARANDA, ZILVERGEEST, NORLA, RONITA, SARDA OF BURNHAM D., LANFARE, TAMBOO, POITREL, PALANA, BINDAREE, ODIN, ATHENA, TAM O'SHANTER, JANZON II, CAROUSEL, RIVAL, MISTER CHRISTIAN, KARINGAL, SOUTHERLY, VALHALLA, ASTELOT, AKALA, SEAWIND, FARE-THE-WELL, THEME, LAIREE, SALACIA, BACCHUS D., CORROBOREE, FRANKLIN, CARINA, SOUTHERN MYTH, TAHUNA, SEA BEE, STORMVOGEL.

Table with columns: Name, Race, Elapsed Time, TCF, Corrected Time. Rows include ALCHERINGA, INGRID, BARANNE, ILINA, ENID, CUTTY SARK, CORSARO II, ARUNTA PRINCESS.

FASTEST TIME: STORMVOGEL 3-20-30-09

RETIRED: BIRRAHLEE (C. Jones), MENABILLY (J. Keelty), SAGA (L. Little), THEKLA (E. Eggers).

1965 WEATHER: Starting with a 10-15 knot southeast breeze, this increased to 30 knots during the afternoon. Calms and variable sea breezes followed along the NSW coast. A good 20 knot northerly helped the yachts across Bass Strait and down to Tasman Island. Variable winds and calm patches were the order to the finish.

1966

Table with columns: Name, Race, Elapsed Time, TCF, Corrected Time. Rows include CADENCE, SALOME, TAMBOO, MISTER CHRISTIAN, MALOHI, SERIFA, MARIE VAN DIEMEN, HUON LASS, VALHALLA, ASTELOT, CANOPIUS, FIDELIS, JANZON II, AKALA, KALEENA, ODIN, BALLANDRA, LORITA MARIA, POITREL, TAONLI, SALACIA, POSEIDON, CATRIONA, FRANKLIN, SATANITA, KARINGAL, SEAWIND, WATERRE, ROPAWA, BACCHUS D., SHIMAA, CARMEN, CAROUSEL, SYLPHIDE, THEKLA, RIVOLI, CAROUSEL, CARINA, NAM SANG, ALCHERINGA, ALTAIR.

FASTEST TIME: FIDELIS 4-08-39-43

RETIRED: ANTIGUA (F.A. Hogart), ZILVERGEEST (A.J. Murray).

1966 WEATHER: Light nor'easter at the start with southerly change first night out. Light and variable winds with a fresh westerly across Bass Strait. Light and variable down Tasmanian coast.

1967

Table with columns: Name, Race, Elapsed Time, TCF, Corrected Time. Rows include RAINBOW II, PEN DUICK III, MATIKA, SALACIA, MERCEDES III, HUON LASS, MISTER CHRISTIAN, CASTANET, CORROBOREE, WATHARA II, CALLOPE, MOONBIRD, SEAWIND, CAVALIER, MALOHI, LORITA MARIA, FARE-THE-WELL, ADRIA, SARINA, CATRIONA, FIDELIS, WATERHERY, POITREL, NORLA, ASTELOT, MYTH OF ARRAN, LASS O LUSS, NELL GWYN, SOUTHERLY, ANITRA, TAMBOO, SHIMAA, CAMELOT.

Table with columns: Name, Race, Elapsed Time, TCF, Corrected Time. Rows include PHANTOM OF BRIGHTON, BACCHUS D., JOY TOO, ZILVERGEEST, FRANKLIN, SARDA OF BURNHAM, CARINA, CARMEN, ENID, KAHURANGI, SARACEN II, MALVEENA, SEQUANA, MOANA, SEPTEMBER SONG, MAID ROSALIND, RIVOLI, SYLPHIDE, ROVAMA, SOUTHERN MYTH, SEA BEE, CAROL ANNE, SEA WITCH, LOUITA, ATAMAN.

Table with columns: Name, Race, Elapsed Time, TCF, Corrected Time. Rows include FREYA, CAMELOT, JANZON II, CADENCE, SALACIA, LORITA MARIA, CAVALIER, NORLA, KARELAH, SEAWIND, YAMPLE, STRUEN MARIE, SARACEN II, MERCEDES II, KALEENA, ILINA, RONITA, TU MANU, PHYLLIS GRAHAM, POITREL, ASTOR, AKALA, AWAY, ATHENA, SYLPH VI, SEAMAN, JOY TOO, CHERANA, MARCO POLO, ROVAMA, METUNG.

DIVISION WINNERS

DIVISION 1: PEN DUICK III

DIVISION 2: RAINBOW J

FASTEST TIME: PEN DUICK III 4-04-10-31

RETIRED: AKALA (J.H. Bleakley), KATHLEEN GILLET (R.R. Stephenson), MARIA VAN DIEMEN (P. Hill), ODIN (L. Abrahams), ROPAWA (R.K. Brown), SIANDRA STAR (R. Harold), THEKLA (E. Eggers).

1967 WEATHER: Light SE at start, fading the first night, then NE. Freshening line squall from south of Gabo Island and E to SE down the Tasmanian coast. Leaders were backed 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.

1968

Table with columns: Name, Race, Elapsed Time, TCF, Corrected Time. Rows include KOOMOLOO, BOOMERANG VII, RAGAMUFFIN, BALANDRA, MOONBIRD, VENINDE II, MATIKA, KIMWANDA, WATHARA II, SUNDOWNER, TINA OF MELBOURNE, REBEL, NELL GWYN, SARACEN II, OPHIR, STAFFIRE OF PERTH, HUON LASS, SALOME, SALACIA, WATERHERY, CALLOPE, JUPITER, ADRIA, BOAMBILLEE, ODIN, LORITA MARIA, RENEGADE, SARNIA, CAVALIER, GABRIELLE III, ONDINE II, CEDALION, GILLAWA, RIVAL, SHU-BI-HIMMANY, KALEENA, ZILVERGEEST, PORTIA, OPTIMIST, ALCHERINGA, RAPTURE, FOUR WINDS II, CALYPSO, NATANI, ATHENA, SHIMAA, SEA WITCH, SIRIUS, BACCHUS D., TEMERAIRE, ARAPAWA, DORADO, SAGA, METUNG.

DIVISION WINNERS

DIVISION 1: KOOMOLOO

DIVISION 2: MOONBIRD

FASTEST TIME: ONDINE II 4-03-20-02

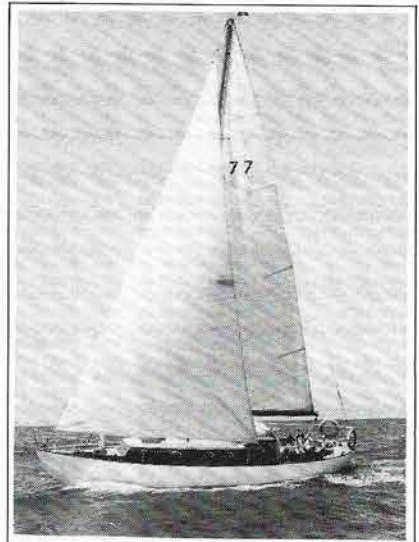
RETIRED: ANITRA (Sir Garfield Barwick), CAMELOT (J. Barrow), CAROUSEL (M. Brakell), CORROBOREE (J. White), FRANKLIN (R.A.N.S.A.), KARAWA (L. Kloster), MARIA VAN DIEMEN (P. Hill), PATSY (F. Duffield), RAGE (H. Dennis), ROIAATA (N. Gillard), RONITA (R. Cottle), SYLVENA (S. Moray), THUNDERBOLT (G. Shields).



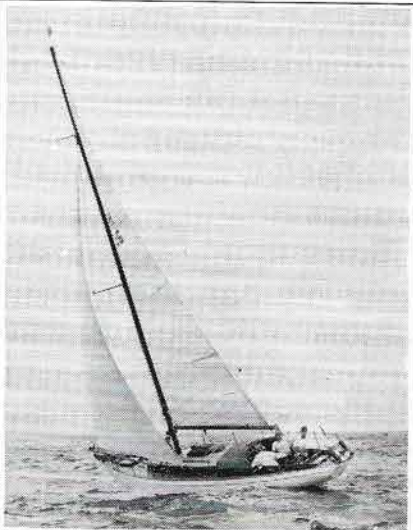
1955 – Moonbi



1956, 1962 – Solo



1957 – Anitra V



1958, 1960 – Siandra



1959 – Cherana



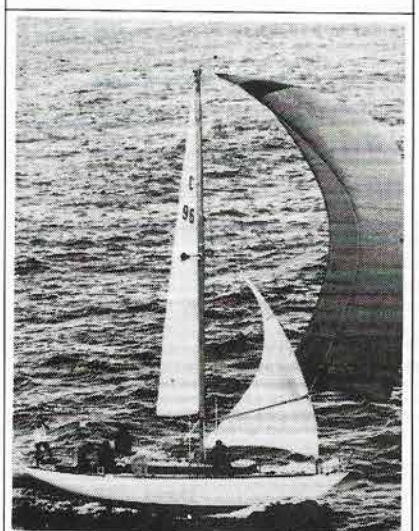
1961 – Rival



1963, 1964, 1965 – Freya



1966 – Cadence



1967 – Rainbow

T H E R A C E S T A T I S T I C S



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 then the Tasmanian coast and later turning northerly. Calms around Tasman Island and the Derwent.

1969

Table with columns: PI Yacht, Elapsed Time, TCF, Corrected Time. Lists yachts such as Morning Cloud, Prospect of Whitby, Salacia, Thunderbolt, Tina of Melbourne, Mercedes III, Boambillee, Morning After, Rebel, Bandit, Cavalier Seul, Warri, Renegade, Outrage, Hotspur, Gillawa, Ragamuffin, Caprice of Huon, Moonbird, Morandoo, Vago, Satanita II, Sundowner, Veninde II, Odin, Balandra, Melite, Maid Rosalinde, Saracen II, Crusade, Corroboroee, Duett, Nell Gwyn, Wathara II, Ophir, Jisuma, Cicily June, Roulette II, Sally Tiger, Salome, Akala, Myth of Arran, Carina, Patsy, Adria, Camelot, Cavalier, Karingal, Apollu, Sequana, Destiny II, Sancho, Sarnia, Winston Churchill G, Weatherly, Phantom of Brighton, Attwood, G Maxted & K. Harry, Capucine, Monzevon, Zilvergeest, Siska, Shi Bui, Anitra V, Mistress, End, Fourwinds II, Makaretu, Toreia, Fidelis, Dorado, Myra, Spylphide, Franklyn, Wraith of Odin, Even, Diva Jana.

DIVISION WINNERS
ONE TON: TINA OF MELBOURNE
DIVISION 1: PROSPECT OF WHITBY
DIVISION 2: MORNING CLOUD
FASTEST TIME: CRUSADE 3-15-07-40
RETIRED: BOOMERANG VII (P. Hill), CAMILLE (D. Ralph), JANZOON I (R. George), UTEIKAH IV (P. Fowler).

1969 WEATHER: Light winds from ENE at the start freshened to 10-15 knots during daytime and light at night, persisted for the first two days followed on the third day by a 20 knot southerly with rain. This helped the leaders to the finishing line but the second half of the fleet was beset by light and variable winds for their final 24 hours.

1970

Table with columns: PI Yacht, Elapsed Time, TCF, Corrected Time. Lists yachts such as Pacha, Ragamuffin, Salacia II, Koomooloo, Vittoria, Taurus, Matika.

Table with columns: PI Yacht, Elapsed Time, TCF, Corrected Time. Lists yachts such as Morning Mischieff, Cadence, Bacardi, Buccaneer, Tambo, Tina of Melbourne, Boomerang VIII, Capucine, Loma, Cherana, Veninde II, Sarlena, Maria, Mistress, Duett, Tampico II, Camelot, Fare-The-Well, Patsy of Island Bay, Calypso, Onya III, Balandra, Weatherly, Didgeridoo, Southernly, Four Winds II, Patricia, Anitra V, Astelot, Uteikah IV, Destiny II, Akala, Boomerang VII, Franklyn, Natani, Ilina, Alcheringa, Anaconda, Southern Myth.

ONE TON DIVISION: MATIKA
DIVISION 1: PACHA
DIVISION 2: MORNING MISCHIEFF
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. Kirkaddon), STARRIFE 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 caught 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

Table with columns: PI Yacht, Elapsed Time, TCF, Corrected Time. Lists yachts such as Pathfinder, Runaway, Wai Ania, Morning Cloud, Taurus, Cervantes IV, Prospect of Whitby, Koomooloo, Vittoria, Polaris, Ragamuffin, Bacardi, Stormy Petrel, Meltemi, Satanita II, Plum Crazy, Pilgrim, Huon Lass, Pacha, Mark Twain, Whispers II, Tina of Melbourne, Anaconda, Morning Hustler, Mercedes III, Morning Mischieff, Boomerang III, Binda, Thunderbolt, Morning Matilda.

Table with columns: PI Yacht, Elapsed Time, TCF, Corrected Time. Lists yachts such as Pimpernel, Wild Goose, Patrice, Duett, Stormy, Vago II, American Eagle, Jisuma, Kialoa II, Salacia, Cavalier, Mary Blair, Patsy of Island Bay, Kintama, Boomerang VII, Siska.

Table with columns: PI Yacht, Elapsed Time, TCF, Corrected Time. Lists yachts such as Barbarian, Zilvergeest II, Onya of Gosford, Cadence, Morning Mist, Rage, Callipyge, Tawarrri, Carina, Balandra, Lowana II, Sylph VI, Alcheringa, Makaretu, Skinflint, Ondine, Winston Churchill G, Buccaneer, Franklyn, Dorado, Skylark, Sarlena, Song of Solveig.

71 DIDGERIDOO J. Forsyth-Grant 5-12-38-52 7699 4-06-07-31
72 PATIENCE N.J. Bowden 6-02-33-20 7544 4-13-30-40
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 & Partners 6-13-13-58 7249 4-17-58-40
76 FOUR WINDS S.W. Gibson 6-04-01-22 7951 4-21-41-34

DIVISION 1: MORNING CLOUD
DIVISION 2: PLUM CRAZY
OTC DIVISION: PATHFINDER
FASTEST TIME: KIALOA II 3-12-46-21
RETIRED: MARIA, MISTRESS, VAN DIEMEN.

1971 WEATHER: The fleet had light to moderate north to nor'east winds for the first 24 hours giving them an easy run down the NSW coast. On the second day the wind came in at 20 knots from the south and as the leaders began to enter Bass Strait it began to veer to the south west. Finally as the bulk of the fleet approached the Tasmanian coast the wind swung round to the north west and freshened to 30 knots giving the middle-of-the-fleet boats a great spinaker reach down the coast bringing them right onto the heels of the leaders. Over the final two days, almost all the fleet encountered frustrating calms but the middle-sized yachts held their own right to the finish.

1972

Table with columns: PI Yacht, Elapsed Time, TCF, Corrected Time. Lists yachts such as American Eagle, Caprice of Huon, Ginkgo, Apollo II, Ragamuffin, Koomooloo, Apollo, Meltemi, Queuequeg, Polaris, Vittoria, Taurus, Graybeard, Mark Twain, Runaway, Pacha, Kingurra, Balandra, Callipyge, Escapade M & Mrs G. P. Hedges, Chantal, Matika, Sunbird II, Boomerang VII, Wathara II, Patrice, Trevasa, Starfire of Berth, Mercedes III, Salacia, Unicorin, Granny Smith.

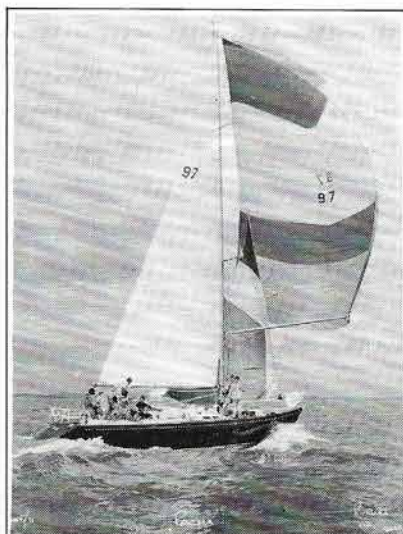
Table with columns: PI Yacht, Elapsed Time, TCF, Corrected Time. Lists yachts such as W. Anderson & C. Shaffran, Mokoia, Endeavour III, Onya of Gosford, Sequana, Saracen II, Evolution, Zilvergeest II, Lolita, Thunderbolt, Diamand Cutter A, Maria, Boomerang III, Carina, Warri, Vago II, Nellie Zander, Dorothy II, Sarlena, Moonbird, Anitra V, Pimpernel.



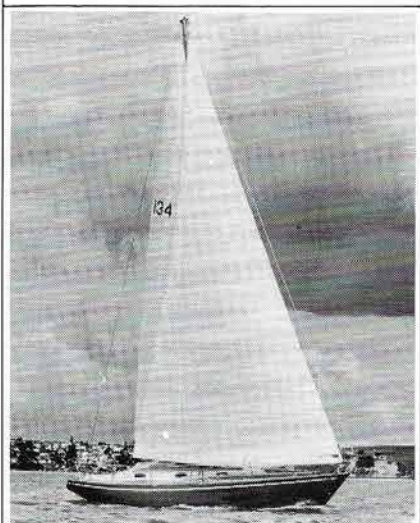
1968 – Koomooloo



1969 – Morning Cloud



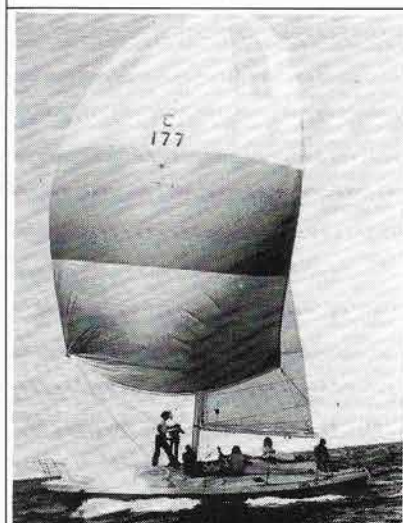
1970 – Pacha



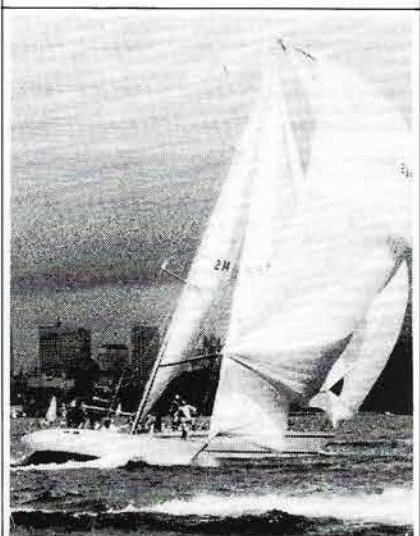
1971 – Pathfinder



1972 – American Eagle



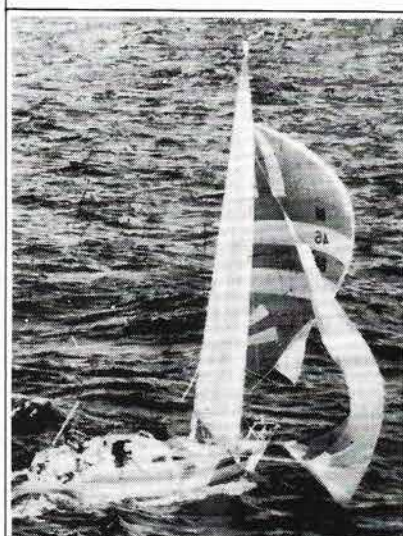
1973 – Ceil III



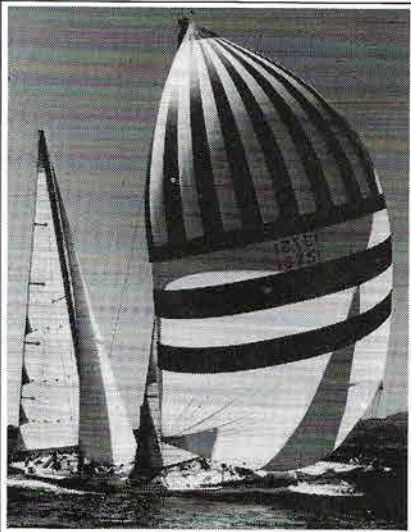
1974, 1978 – Love & War



1975 – Rampage



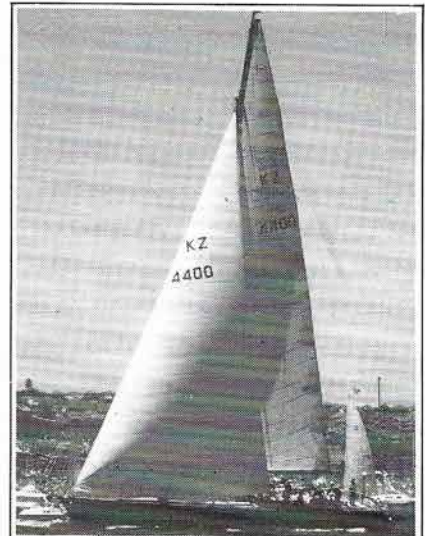
1976 – Piccolo



1977 – Kialoa



1979 – Screw Loose



1980 – New Zealand



1981 – Zeus II



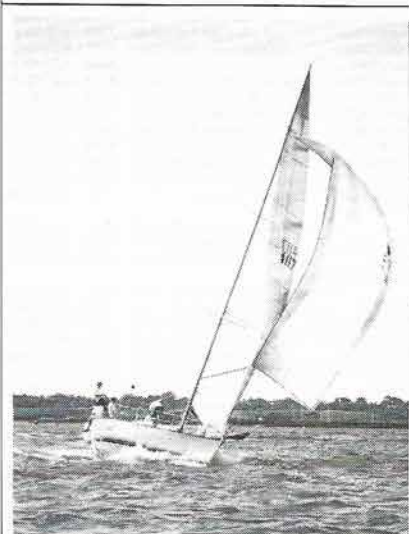
1982 – Scallywag



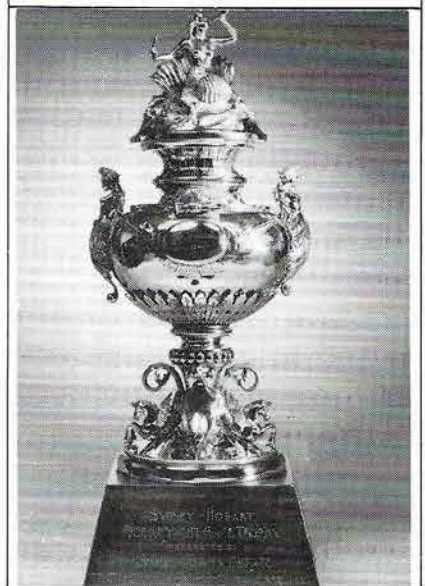
1983 – Challenge



1984 – Indian Pacific



1985 – Sagacious





THE RACE STATISTICS

Table with columns for race number, name, time, and other details. Includes entries like 77 APPALOOSA, 78 ANACONDA, 79 SKYLARK, etc.

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, SILVERGEEST III

1975 WEATHER: The fleet started on the last day of a SE pattern with winds ranging from 10-20 knots. A good clip was maintained in reaching conditions.

1976

Main table for 1976 race statistics, listing PI Yacht, Elapsed Time, TCF, and Corrected Time for numerous yachts.

Table for 68 ADRIA AUSTRALIS, 69 JINDIVIK, 70 NIJUMI with times and TCF values.

TWO TON DIVISION: NATELLE TWO

ONE TON DIVISION: ROCKIE

THREE QUARTER TON DIVISION: GHOST

HALF TON DIVISION: CHAUVINIST

DIVISION A: RAGAMUFFIN

DIVISION B: PICCOLO

DIVISION C: GHOST

DIVISION D: CHAUVINIST

FASTEST TIME: BALLYHOO 3-07-59-26

RETIRED: AZTEC, BETULA, CORDON BLEU, KINTAMA, LOLLIPOP, LYNDAL, MALTEMI, POLARIS, PROVIDENCE, ROGUE, SHENANDOA, SMILIE, STORM BAY, TREVASSA, WOFTAM IV.

1976 WEATHER: The start was in light NE winds of about 8 knots which freshened in the afternoon. By early evening it had turned to a 25 knot southerly which reached 40 knots during the night.

1977

Main table for 1977 race statistics, listing PI Yacht, Elapsed Time, TCF, and Corrected Time for numerous yachts.

DISQUALIFIED: CORDON BLEU, VANESSA

FASTEST TIME: KIALOA 3-10-14-09

DIVISION A: KIALOA

DIVISION B: BRER FOX

DIVISION C: ZILVERGEEST III

DIVISION D: LOLLIPOP

RETIRED: APALIE, APHRODITE, ARIES, ASSEGAAI, AVALON, AZTEC, B-ONE-NINE-FIVE, BELLMAN, BETULA, BINDA, CASABLANCA, CHAUVINIST, DORADOR, FAIR DINKUM, FARR FETCH-ED, GERONIMO, GIDGEE, GUMBLOSSOM, HECATE, HELSAL, HERCULES, HI-JACQUE, IMOGENE, JISUMA, LOWANA II, MARGARET RINTOUL II, MATIKA II, MEKIM SAV, MERCEDES V, MERIKI, MOONBIRD, MULLOKA, MYSTIC SEVEN, NDJMSKY, NIRE LOWA, PANDORA TWO, PENANADO, PHANTOM, QUEST, RHYTHM, RUM RUNNER, RUTHLESS, SILVER SHAMROCK III, SMIR-NOFF-AGAN, SOUTHERN COMFORT II, SPANKER, SUNBURST, SUPERSTAR, SWUZZLEBUBBLE, TAURUS, THE HUN, 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 yachts experiencing NE. It turned in the afternoon to SE 30-40 knots gusting with a short high cross sea. Some yachts experienced winds of up to 50 knots for varying periods.

1978

Main table for 1978 race statistics, listing PI Yacht, Elapsed Time, TCF, and Corrected Time for numerous yachts.

T H E R A C E S T A T I S T I C S



DIVISION D: WHEELBARROW

RETIREE: GUN, MIRRABOOKA, NOELANI, PUSS 'N BOOTS, RIME-FIRE, 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

Table with 5 columns: PI Yacht, Elapsed Time, TCF, Corrected Time. Lists yachts like ZEUS II, SOLANDRA, SCALLYWAG SS, MORNING MISS, BEACH INSPECTOR, SHENANDOAH, HOTSHOT, AQUILA, SALTPETA, MERINDA, SCHECHWAN, WHEEL BARROW I.C., etc.

Table with 5 columns: PI Yacht, Elapsed Time, TCF, Corrected Time. Lists yachts like MELTEM, BIG SCHOTT, GOLDEN PROSPECTS, HOPE PROSPECT II, SEAWIND, PATRICE III, INCH BY WINCH, RAGY MUFFIN, MARGER I, SATIN SHEETS, MARGARET RINTOUL II, X-RAGAMUFFIN, VIVACIOUS, ADRENALIN, SEQUESTA, SUNBURST, NATELLE II, CONDOR OF BERMUUDA, MINNA, MIRRABOOKA, PATROL, BREAKAWAY, BATTLESTAR, TAURUS, SPOTLIKA III, SALTPIETA, SUNBURD V, PETROSINA, HUMDINGER II, ROGIS TOO, ALLEGRO, AZTEC, RED HERRING II, DAMI-DOO, AETOS, CASTILE, NGARURUBA A. Millar & M.J. Muir, REBECCA, PACHA, JACQUI, EVELYN, BATTLE, ADRIA AUSTRALIS, BORSALINO, DANCING LADY, BANCROFT BAY, HELSAL II, EXPECTATION, SANTERVA, EAGLE, IOGENE, CASABLANCA, HELMI, ENERGY OF ROC, LONGNOSE, SCALLYWAG, DESTINY, ANCONDA II, PARMELIA.

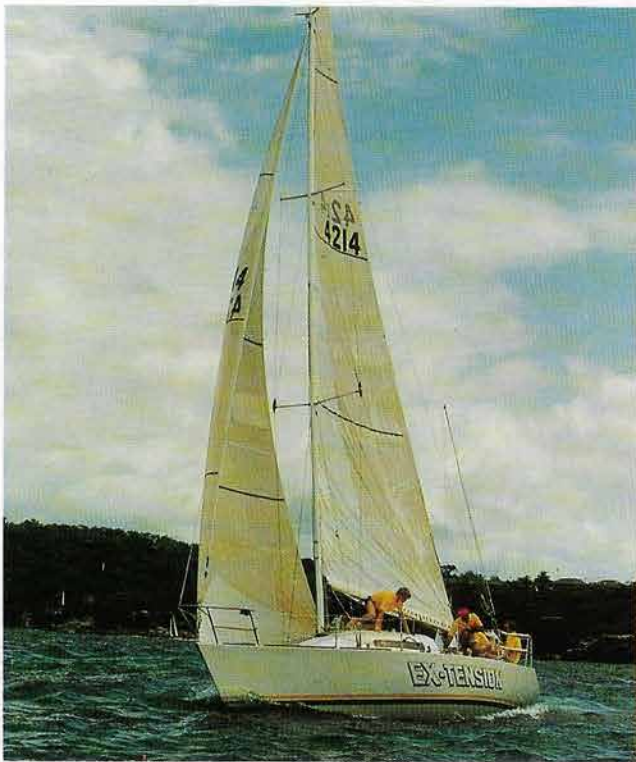
*PARMELIA 20% Penalty
DISQUALIFIED: JIMMY BLACKSMITH
FASTEST TIME: VENGEANCE 3-22-30.00
MAXI DIVISION: VENGEANCE
DIVISION A: APOLLO V
DIVISION B: SZECHWAN
DIVISION C: SMUGGLER
DIVISION D: ZEUS II
RETIREE: 2001, APOLLO, APOLLO III, FARR OUT, HASTA LEUGA, IDLE VICE, MERCEDES V, ONYA, POLICE CAR, SCREW LOOSE, SOUTHERN RAIDER, ULTRAVIOLET, VANGUARD, WY-AR-GINE III, ZIG ZAG.

1981 WEATHER: Strong southerly winds at the start provided a spectacular and fast spinaker run to Heads. The southerly increased on the first night to about 35 knots with a rough sea, which caused the majority of the retirements. The breeze moderated to ten knots over the second day and night, still from the south. Down the third day provided the first of many calm that plagued the fleet from Bass Strait to the finish. Most crossed Bass Strait in a 25 knot westerly that lasted only 8 hours during the night of the 28th. The leaders fought calms and light south-easterly down the east coast of Tasmania and across Storm Bay to the finish, making it one of the slowest Hobarts on record. The medium raters took 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

Table with 5 columns: PI Yacht, Elapsed Time, TCF, Corrected Time. Lists yachts like SCALLYWAG, AUDACITY, POLICE CAR, SZECHWAN, ADRENALIN, ROPERUNNER, ONCE MORE DEAR FRIENDS.

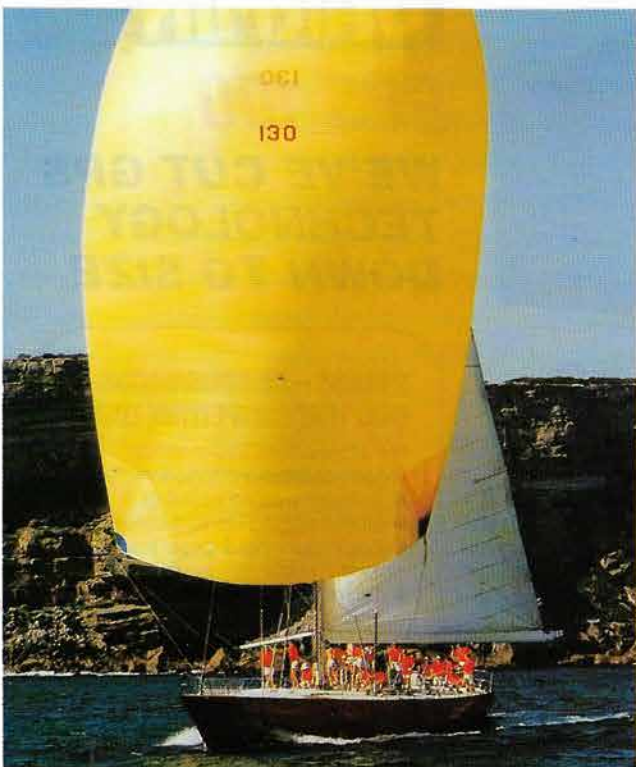
Table with 5 columns: PI Yacht, Elapsed Time, TCF, Corrected Time. Lists yachts like B BONDI TRAM, BLACK MAGIC, SWEET CAROLINE, CHALLENGE, SATIN SHEETS, MARGARET RINTOUL II, PICCOLO, MARLOO, HITCHHIKER, SEQUESTA, PIRRA, CHAOS, POLARIS, SHENANDOAH, MELTEM, FARR OUT, IMPECCABLE, AQUILA, SAGA, BILLABONG, NADIA, RAGER, TASHTOGO, NATELLE II, SALTPETA, JISUMA, THUNDERBOLT, TAURUS, DEMONSTRATOR, PIPPI, APOLLO II, MARGARET RINTOUL II, MYUNA, DANCING LADY, FIRETEL, MARY BLAIR, WY-AR-GINE IV, SCORPIO II, SUNBURST, MARK TWAIN, MYSTIC SEVEN, SISKI, PIPERNEL, PACHA, NYNJA GO, MARY MUFFIN, FAIRDINKUM TWO, APHRODITE, VANESSA III, MATIKA III, SANGAREE, REVENGE, CHANCE, MUCH ADDO, INCH BY WINCH, MORNING TIDE, ISLE OF HARD, EAGLE, THE STING, WITCHDOCTOR, SUNSEEKER, ENCORE, PARMELIA, CENTREFOLD, SALTSHAKER 2, PHYLLISE, CENTURION, SUNRISE, MOLLYMOOK MAID, ISLE OF LUNING, PATINEUR, RUNAWAY, ROGIS TOO, NOELEEN III, THE NEWCASTLE FLYER, SAGACIOUS (TAS), BORSALINO, HERCULES, ARIADNE OF MELBOURNE, VENGEANCE, MULULU, REBECCA C, STYX, HELSAL II, APOLLO, CASABLANCA, CONDOR OF BERMUUDA, MOONRAKER AGAIN, PIET HEIN, RAMPANT II, ZEUS II, LONGNOSE, SPANKER, AZTEC, TERUMA, BENANTHRA.



1986 — EXTENSION



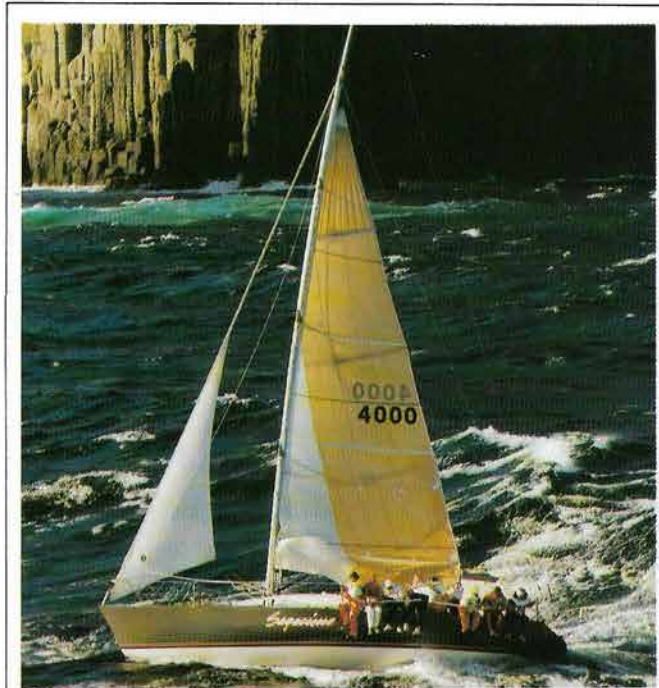
1988 — ILLUSION



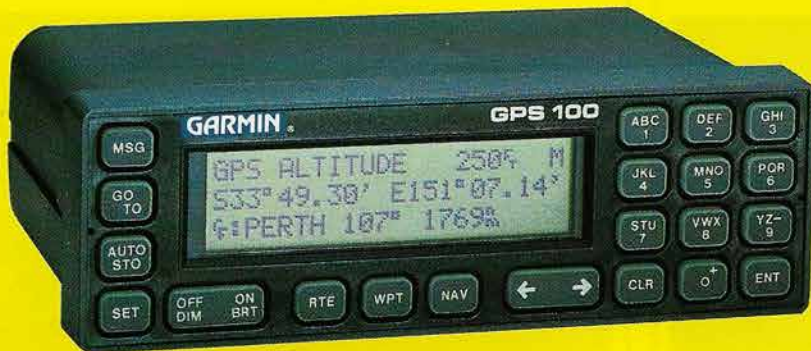
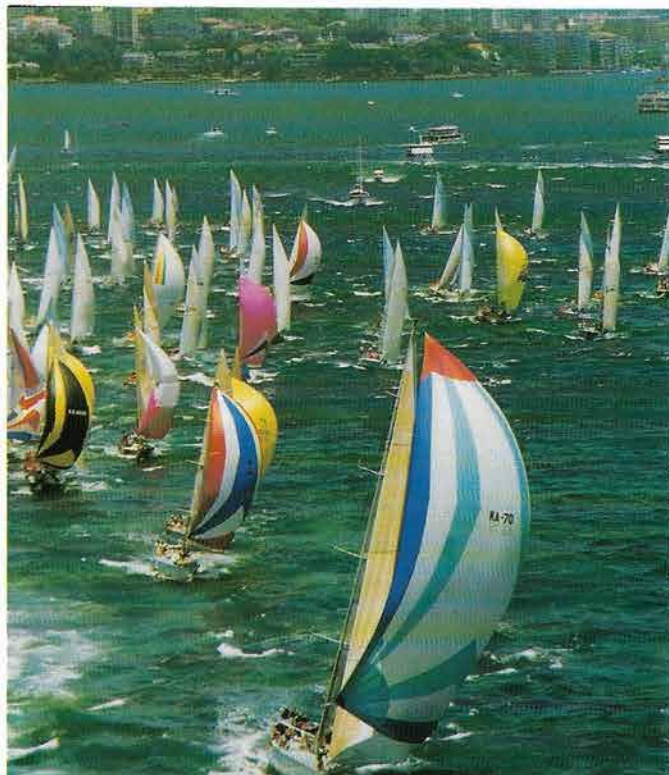
1987 — SOVEREIGN



1989 — ULTIMATE CHALLENGE



1990— SAGACIOUS V



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