

SYDNEY-HOBART RACE



SOUVENIR PROGRAMME

9TH EVENT

21.



"Ingrid"

WINNER of the 1952-53
SYDNEY - HOBART
YACHT RACE!

was protected with

'KOPLASTIK' ANTI-FOULING FOR WOODEN VESSELS

Hundreds of owners report 6 and 9 months in the water and then slipping to find no traces of teredo, weed, shell or growth!

'KOPLASTIK' solves the bugbears of bottom fouling and deadly teredo attack. It reduces repainting to a minimum.

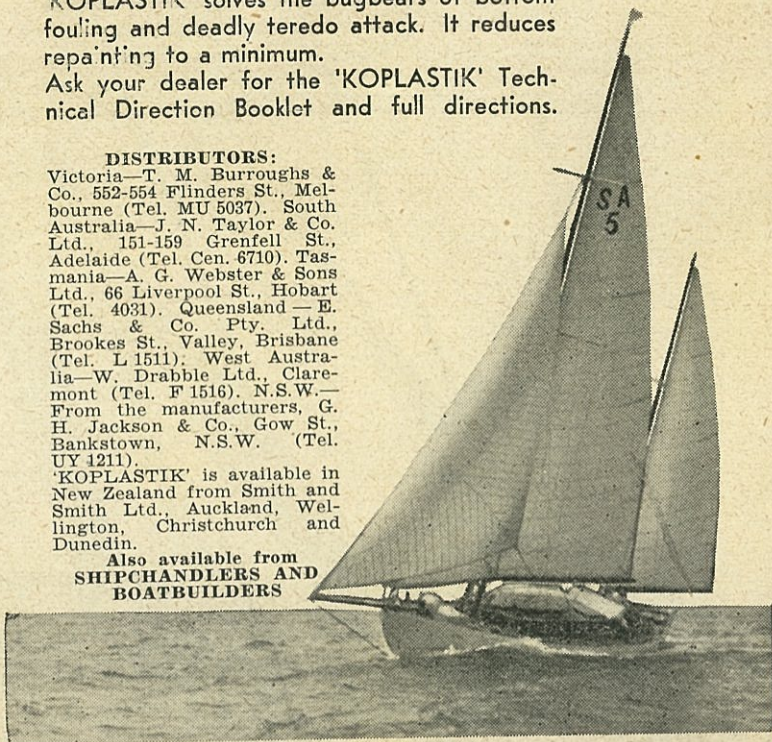
Ask your dealer for the 'KOPLASTIK' Technical Direction Booklet and full directions.

DISTRIBUTORS:

Victoria—T. M. Burroughs & Co., 552-554 Flinders St., Melbourne (Tel. MU 5037). South Australia—J. N. Taylor & Co. Ltd., 151-159 Grenfell St., Adelaide (Tel. Cen. 6710). Tasmania—A. G. Webster & Sons Ltd., 66 Liverpool St., Hobart (Tel. 4031). Queensland—E. Sachs & Co. Pty. Ltd., Brookes St., Valley, Brisbane (Tel. L 1511). West Australia—W. Drabble Ltd., Claremont (Tel. F 1516). N.S.W.—From the manufacturers, G. H. Jackson & Co., Gow St., Bankstown, N.S.W. (Tel. UY 1211).

'KOPLASTIK' is available in New Zealand from Smith and Smith Ltd., Auckland, Wellington, Christchurch and Dunedin.

Also available from
SHIPCHANDLERS AND
BOATBUILDERS



OFFICIAL PROGRAMME

NINTH HOBART RACE

1953

ORGANISED BY
**THE CRUISING YACHT CLUB
OF AUSTRALIA**

with which is affiliated
THE ROYAL SOUTH AUSTRALIAN YACHT SQUADRON
THE ROYAL YACHT CLUB OF VICTORIA
THE ROYAL FRESHWATER BAY YACHT CLUB (W.A.)
THE ROYAL YACHT CLUB OF TASMANIA
QUEENSLAND CRUISING YACHT CLUB

OFFICE BEARERS

Commodore:

SVERRE BERG

Vice-Commodore:

A. B. WILSON

Rear-Commodore:

T. HALVORSEN

Honorary Treasurer:

E. LE BRUN

Committee:

G. BARTON

D. D. GORDON

A. L. COHEN

G. NEAVE

M. E. DAVEY

Lt.-Col. A. E. SAALFELD

H. WATKISS

Sailing Committee:

G. BARTON

A. B. WILSON

H. H. GREEN

A. L. COHEN

K. CORNWELL

M. YORK

D. McD. BROWN

Measurers:

A. B. WILSON, M. E. DAVEY

Secretary:

DAVID A. ALLWORTH

Club House: Beach Road, Rushcutters Bay

Telephone: FB 2128

COVER: The South Australian ketch "Ingrid", winner
of last Hobart Race, departing Sydney Heads.

— Photo by John Snow.

This Official Programme is published by HUDSON PUBLICATIONS,
SYDNEY and AUCKLAND, and wholly set up and printed by CITY
PRINTERS, 796 George Street, Sydney. Authorised by the Cruising
Yacht Club of Australia.

Welcome . . . to Visiting Yachts

Best of luck to all competitors
in the 1953 Sydney Hobart Race
from **JOE PEARCE and STAFF**

9 Alexander Street, Crows Nest, Sydney

SAILMAKER AND RIGGER

::

'Phone: XA 1554

THE FULL STORY WILL BE TOLD

in ***SEACRAFT***

Order your monthly copy now of Australia's leading
yachting magazine.

ORDER

To Subscription Dept., "Seacraft", P.O. Box 4103, G.P.O., Sydney.

Please send me "SEACRAFT", Australia's top magazine of
boating for years. I enclose cheque/postal note/money order
for £

NAME

ADDRESS

Rates: 3 years, 69/-; 2 years, 49/-; 1 year, 26/-.

HOBART RACE IS RUGGED

★

By SVERRE BERG

★

Commodore of the Cruising Yacht Club of Australia.



AT eleven o'clock on Boxing Day, twenty-four yachts will start off for Hobart in the annual Ocean Yacht race from Sydney. On board these small craft will be some 150 yachtsmen, most of whom have already done a good deal of ocean racing and cruising, but to many this 670 miles race will be their first experience of that hard and exhausting, but always fascinating, sport of Ocean Racing.

Racing small yachts over long sea distances is an exacting sport that demands from its devotees considerable physical and mental stamina. The routine of life on board a sailing yacht at sea is not easy to get used to, the constant motion of the vessel, the cramped space in which the crew live, the comforts and minor luxuries one takes for granted ashore, are missing, and the food more than likely very scratchy. But in spite of these drawbacks, deepsea yacht racing is a sport with a great appeal, and maintains a firm hold over those who have experienced the joy of sailing over the horizon, who have thrilled to their first landfall, or who, after a miserable graveyard watch, has gazed in wonder as the dawn came over the ocean's rim in the east and his majesty, the sun, appeared in all its splendour.

Because ocean racing, with all its hardships, offers many compensations, not the least being the satisfying feeling that one is doing something worth while, something that demands the best one is capable of.

Going to sea in small ships is not just a twentieth century fashion, or a recent innovation. When Columbus set off in search of new lands, his "Santa Maria" was only 90 feet long by 20 feet beam, his other two vessels "Pinta" and "Nina" only half that size. Drake's ship "Marigold", which rounded the Horn, was only 30 tons. When Abel Janszoon Tasman came to these waters it was in the "Heemskerck", described as a "yacht" of 60 tons. Long sea voyages have been successfully accomplished in small open boats, from Captain Bligh's well known voyage from Tahiti to Timor, Shackleton's incredible open-boat voyage in the Antarctic, to the two 26 ft. lifeboats of the steamer "Trevesa" foundered in the Indian Ocean, who sailed 1700 miles to reach Elephant Island.

These voyages prove that size is not in itself a requisite for safety at sea — and it has become an axiom with ocean-going yachtsmen that it is not the craft that founders, it is the crew.

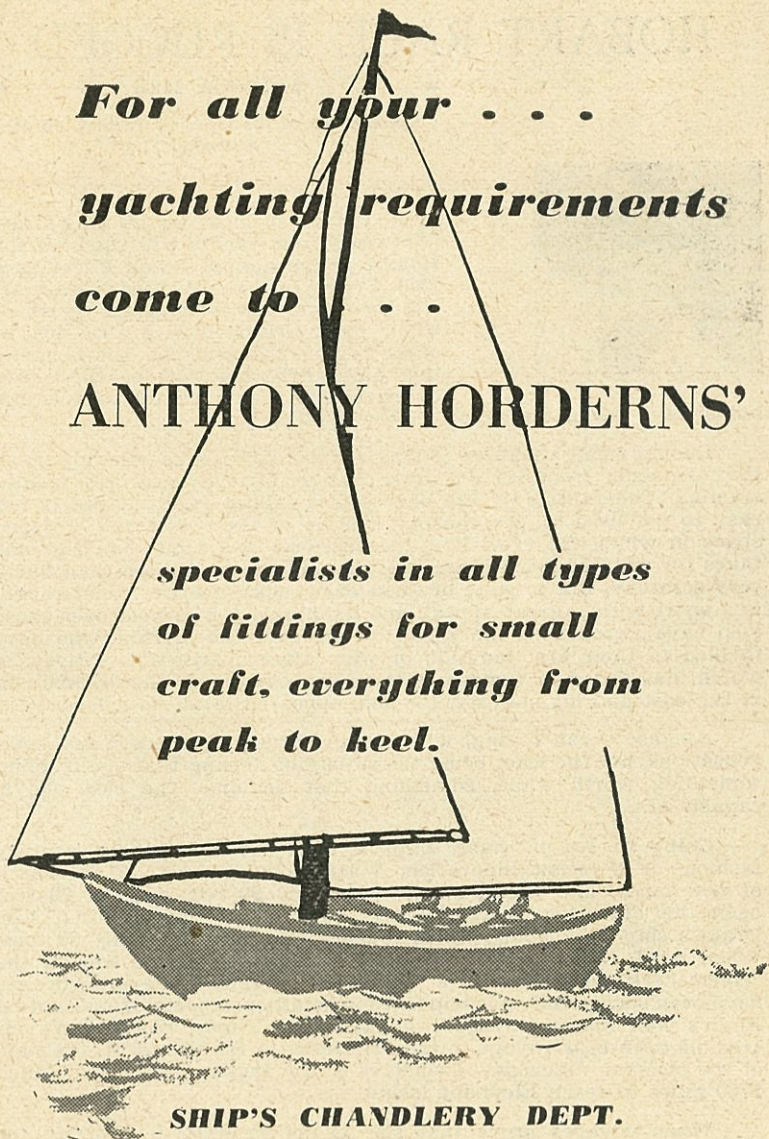
Seamanship, courage and sea-sense are the requisites for successful voyaging in small yachts. Ocean racing men must possess these qualities, they must be able to take whatever the elements choose to send along, they must be resourceful and quick to form judgment.

It is a sport to be encouraged, and because of the training it imparts, of great National importance.

*For all your . . .
yachting requirements
come to . . .*

ANTHONY HORDERNS'

*specialists in all types
of fittings for small
craft, everything from
peak to keel.*



SHIP'S CHANDLERY DEPT.

FOURTH FLOOR

ANTHONY HORDERNS'

TRUTH IN ADVERTISING

BOX 2712, G.P.O., SYDNEY TELEPHONE: M 2401

How It All Began . . .

Many stories have circulated regarding the origin of the Hobart yacht race. In the absence of official records, the following account is published as being the most authentic version available of the events which led up to the first race.



CAPT. ILLINGWORTH

ONE evening in the year 1944 a bunch of cruising yacht enthusiasts gathered for a dinner and pow-wow at a famed city hotel. The buzz had gone the rounds that one of them had a bee in his bonnet — the organisation of cruises up and down the N.S.W. coast.

The meeting was initiated by Peter Luke, owner of *Wayfarer*, and Charlie Cooper, owner of *Asgard*. The yachtsmen came from Pittwater and different points round the harbor, and at the end of the meeting they announced the formation of the Cruising Club.

Both in Australia and New Zealand, one or two attempts had been made to stage ocean races, but it was not until the year after the formation of the Cruising Club that a definite step was taken.

At this stage the Cruising Club was lucky enough to have Captain J. H. Illingworth, R.N., as an honorary member. He was the engineer in charge at Woolloomooloo during the war. Illingworth, an authority on every aspect of blue-water racing and a Committee Member of the Royal Ocean Racing Club of Great Britain, gave a lecture to the club one night after their usual dinner.

At the end of his talk, Peter Luke said: "Walker, Earl and I are going to cruise down to Hobart. Why don't you come along?"

Illingworth replied: "Why don't we have a race?"

Said Luke: "Okay, we'll make it a race."

And thus the Sydney-Hobart Race was born.

The Royal Yacht Club of Tasmania co-operated and offered to handle the finish at the other end and selected the cutter *Winston Churchill*, designed and built by Percy Coverdale, for their entry in the first race.

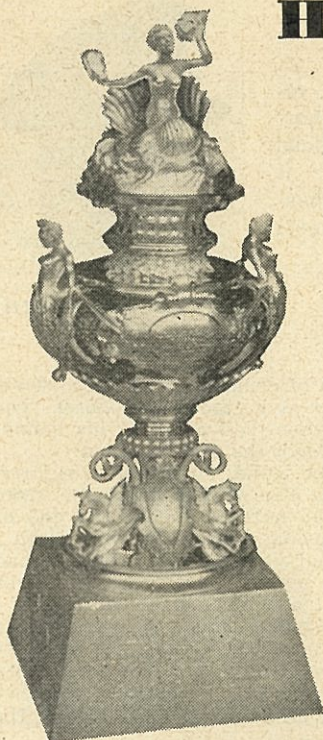
Entries closed on December 1st, 1945, and the race was open to any yacht on the register of a recognised yacht club. Illingworth introduced the R.O.R.C. and the race was started on a good footing.

Today the club boasts a register of 85 yachts and a membership approaching 300, and stages the greatest blue-water race in the Southern Hemisphere. Others who took a prominent part in the formation of the club which eventually was named the Cruising Yacht Club then later the Cruising Yacht Club of Australia, were A. E. Walker, S. R. Dickinson, J. Rosendale, Vernon Hart, Bruce Tart and P. G. Goldstein, S. B. Hall, Norman O. Hudson and Jack Earl. First Commodore was Bert Walker, first Secretary Peter Luke.

Although ocean racing in small yachts overseas goes back to the beginning of this century, very little interest was taken in deep-water racing here until the formation of the C.Y.C.A.

A number of offshore and passage races had been sailed around the coast in the past, and a number of notable matches sailed over considerable distances between two vessels, but no full-scale long distance race had been run before the Sydney-Hobart race of 1945.

HOBART RACE TROPHIES



Tattersall's Cup

NO other sporting event of the Christmas holiday scene stirs the imagination of Australians in the same way as does the start of the Sydney-Hobart race, a distance of 680 miles.

Valuable trophies are at stake in this blue-water classic of the Southern Hemisphere. They have been presented by clubs and followers of the great sport of ocean racing.

Luck plays her part in the race, as she does whenever man battles the elements; danger will be there too in this dour test of man's sailing knowledge and the qualities of yachts, small and large.

Records show race crews must possess endurance above average; if necessary working round the clock. The title of winner is not one that is easily won.

The following special trophies have been presented:

R.O.R.C. Trophy: Presented by the Royal Ocean Racing Club of England. To be held by the winner on corrected time for twelve months.

Tattersall's Cup: Presented by the Executors of the Estate of the late George Adams. To be held for twelve months by the club nominating the winning yacht on corrected time. A replica of the Derwent light is presented annually to the owner of the winning yacht.

J. H. Illingworth Cup: Presented by Captain John H. Illingworth, R.N. To be held for twelve months by the first yacht across the line. A replica is presented to the owner.

£200: Presented by the Government of Tasmania for winner on corrected time.

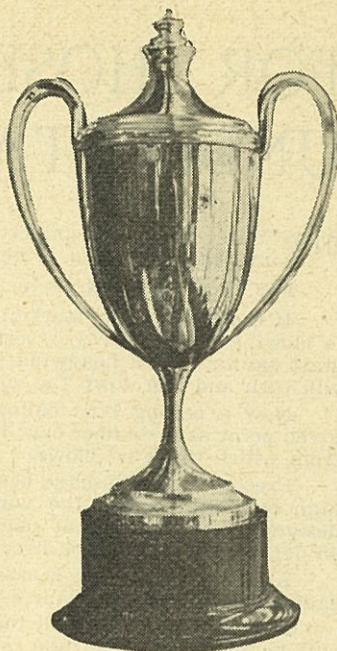


R.O.R.C. Trophy

£50: Presented by the Hobart Municipal Council for the yacht placed second on corrected time.

Richardson Trophy: A special trophy has been donated by Mr. Don Richardson for the yacht first to pass Tasman Light. For the purpose of this trophy navigators will be required to note in the yacht's log the time at which Tasman Light first bears 0 deg. true.

The Royal Tasmanian Yacht Club has arranged for the presentation of prizes to take place in Hobart on Monday evening, January 4th, 1954.



Illingworth Cup

FERRY TO FOLLOW START

The Showboat leaves No. 2 Jetty, Circular Quay, at 10.15 a.m., Boxing Day, to follow start of race.

Tickets: Adults 5/-; Children 2/6.

WINNERS AND FASTEST TIMES FROM 1945

Sydney-Hobart Race

- 1945-46—*Rani* (Capt. J. Illingworth, R.N.). 1st across the line and 1st on handicap. Elapsed time 6 days 14 hours 22 mins.
- 1946-47—*Christina* (J. R. Bull), El. time 6 days 18 hours 51 mins. 49 secs. 1st across line. *Morna* (C. Plowman), 5 days 2 hours 53 mins. 33 secs.
- 1947-48—*Westward* (George Gibson). El. time, 5 days 13 hours 19 mins. 4 secs. 1st across line *Morna* (C. Plowman). El. time, 5 days 3 hours 3 mins. 54 secs.
- 1948-49—*Westward* (G. Gibson). El. time, 4 days, 14 hours 17 mins. 32 secs. 1st across line *Morna* (C. Plowman). El. time, 4 days 5 hours 1 min. 21 secs.
- 1949-50—*Trade Winds* (M. Davey). El. time, 5 days 11 hours 15 mins. 34 secs. 1st across line *Waltzing Matilda* (P. Davenport). El. time 5 days 10 hours 33 mins. 10 secs.
- 1950-51—*Nerida* (C. P. Haselgrove). El. time, 5 days 6 hours 13 mins. 49 secs. 1st across line *Margaret Rintoul* (A. W. Edwards). El. time, 5 days 5 hours 28 mins. 35 secs.
- 1951-52—*Struen Marie* (T. Williamson). El. time, 4 days 3 hours 38 mins. 35 secs. 1st across line *Margaet Rintoul* 4 days 2 hours 29 mins. 1 sec.
- 1952-53—*Ingrid* (J. S. Taylor). El. time, 6 days 17 hours 7 mins. 22 secs. 1st across line *Nocturne* (J. R. Bull), 6 days, 2 hours 34 mins. 47 secs.

FOR THOSE WHO DON'T UNDERSTAND SAILING

MANY of the general public viewing the start of the race are not conversant with the principles of sailing.

For them here are some pointers:

If the wind at the start of the Hobart Race is a nor'easter (that is blowing from the N.E.), as it usually is, the yachts will leave the start sailing into a headwind until they reach the Heads, when they will turn and run down the coast with the wind.

Now a sailing boat cannot always set a straight course for a given point as a steamer can; her course is dependent on the direction from which the wind blows.

Present-day sails have been designed so that a yacht can sail as high as possible into the wind; in fact they are aerodynamically designed, but the highest point at which any boat can sail is still 45 degrees from the true direction of the wind.

And so, if the wind is northerly, the yachts will harden in their sails and make zig-zag course (known as tacks) down the harbour.

At the Heads they will turn into the Tasman Ocean, where sails will be eased so that they may catch as much as possible of the following wind and run before it.

If, however, the wind is southerly at the start, the yachts will reverse the above procedure, running down to the Heads and tacking into the wind when they get to sea.

When the wind is blowing from astern (or abaft the beam as a true dyed-in-the-wool yachtsman will say), then it is time to set the spinnaker. The spinnaker is a great bulging sail which sets either from the top (or nearly the top) of the mast and is carried in front of the mast; its foot is held away from the mast by a pole on the opposite side of the mainsail, so that it will fill with wind. The mainsail, of course, is the biggest sail, which the boat carries all the time, affixed to the back of the mast.

In extra strong or gale force winds the mainsail is reduced in size by "reefing" or reducing its area at the foot of the sail.

The headsails, or sails in front of the mast, are replaced by ones of smaller size in very strong winds.

In light winds the big sails are hoisted; but if the wind builds up to a certain strength, these sails are reduced gradually or hastily, as the occasion may demand.

As the whole idea of racing is to keep the boat travelling at its maximum speed as often and as long as possible, the greatest possible amount of sail is carried within the bounds of safety. The skipper must judge carefully just how much sail his craft can carry in a certain weight of wind, as otherwise the boat might be dismasted.

The whole art of sailing, is in the correct setting of the sails to suit the angle of wind, and it takes years of experience to understand the finer points.

If the wind is blowing across the direction of the boat's travel or "abeam" as it is termed, then larger headsails, known as "genoa jibs" are employed. These big sails overlap the mast.

"Sheets" are not sails but the ropes used to haul the sails on or off.

The foregoing are the simpler operations and terms used in sailing, but of course there are all sorts of sail-setting combinations used in winds blowing from various angles, which are so complex that it would take quite a large textbook to explain them.

It is not easy for the layman to identify any one boat from an illustrated profile, as she may look completely disguised when she has various sails set, which may be replaced by others of an entirely different shape and size, at a moment's notice.

Every Hobart racing yacht, however, carries a distinguishing number on each side of her mainsail. These numbers are listed in this programme, to help you identify the boats.

RADIO ROUTINE FOR YACHTS

It is to be noted that all "Ship to Shore" messages through O.T.C. stations will be charged for at the recognised wireless telegraph rates unless such messages are prefixed with "for station 2SM". The normal routine for yacht race information will be for the yachts to communicate with the radio Mother Ship *Kurrewa III* (V.J.L.J.) who will pass on all news of positions, etc., to O.T.C. during the special schedule times laid down.

Yachts wishing to contact any O.T.C. Station should listen at these Stations' scheduled Small Ship traffic times and wait until the O.T.C. Station has finished its routine traffic with Small Ships and then call the Station.

SPECIAL NOTE: It must be remembered that competing yachts are not permitted to ask for weather reports. It is, therefore, most important a radio watch be kept at the time indicated for "WEATHER FORECASTS" from the A.B.C. Stations and from O.T.C. Stations during their normal Small Ships schedule.

RADIO MOTHER SHIPS

Kurrewa III (call sign V.J.L.J.) will be the official Radio Mother Ship and yachts will endeavour to contact her direct. Should this not be possible *Solveig* will be standing by and will receive any messages. *Solveig* will pass on any information to O.T.C. Stations immediately after *Kurrewa III* at each scheduled time.

Ruthean will also act as an emergency RADIO MOTHER SHIP and may be contacted by yachts if they are unable to get through to either *Kurrewa III* or *Solveig*.

U.R.G.E.N.T.

Yachts shall call the Mother Ship in the following order at the routine daily schedule times:—

ELLIDA
GIPSY QUEEN
JOSEPHINE
MISTRAL II
PAVANA
RUTHEAN
SOLVEIG
WARANA
WRAITH OF ODIN
BRILLIANT

TRANSMISSION

Yachts call OTHER YACHTS & MOTHER SHIPS on 2524 KC/s.
Yachts may call O.T.C. Stations in an emergency (or for private messages to the shore if they are licensed to do so), on 2182 KC/s or 6280 KC/s.

(See below for normal O.T.C. Stations' Small Ship traffic times.)

RECEPTION

Yachts receive from OTHER YACHTS and MOTHER SHIP on 2524 KC/c.

Yachts may receive messages from O.T.C. Stations during these stations' normal Small Ship traffic times as follows:—

V.I.S. on 6410 KC/c at 0800 hours and 1700 hours.

V.I.M. on 6405 KC/s at 0930 hours and 1730 hours.

V.I.H. on 6225 KC/c at 0818 hours and 1718 hours.

N.B. All times mentioned in this Schedule are Eastern Australian Standard Times.

DAILY ROUTINE

ALL YACHTS EQUIPPED WITH TRANSMITTERS MUST communicate with the Mother Ship daily at the following times:—

0900 hours

2100 hours

Yachts may join in an inter-yacht GAM daily at 1400 hours. The Mother Ship will also stand by daily for the receipt of any news yachts may wish to pass on, at the following times:—

1100 hours

1700 hours

The MOTHER SHIP communicates with O.T.C. Stations daily at the undermentioned times and passes on information collected from the yachts:—

1000 hours

1500 hours

1800 hours

2200 hours

WEATHER FORECASTS

Special Weather Forecasts will be broadcast by the under-mentioned A.B.C. Broadcasting Stations for the benefit of competitors at the following times:

0800 hours 2FC (610 KC/s)

VL1 (6090 KC/s)

(Sunday 0843 hours)

(Sunday 0843 hours)

1858 hours 2FC

VL1

(Saturday 1855 hours)

(Saturday 1855 hours)

(Sunday 1758 hours)

(Sunday 1758 hours)

MONDAY, 28th DECEMBER TO MONDAY, 4th JANUARY

7ZL (600 KC/s)

7NT (710 KC/s)

BROADCASTS OF RACE NEWS BY STATION 2SM

Station 2SM will make frequent broadcasts of the progress of the race. Station 2SM operates on 1270 KC/s.

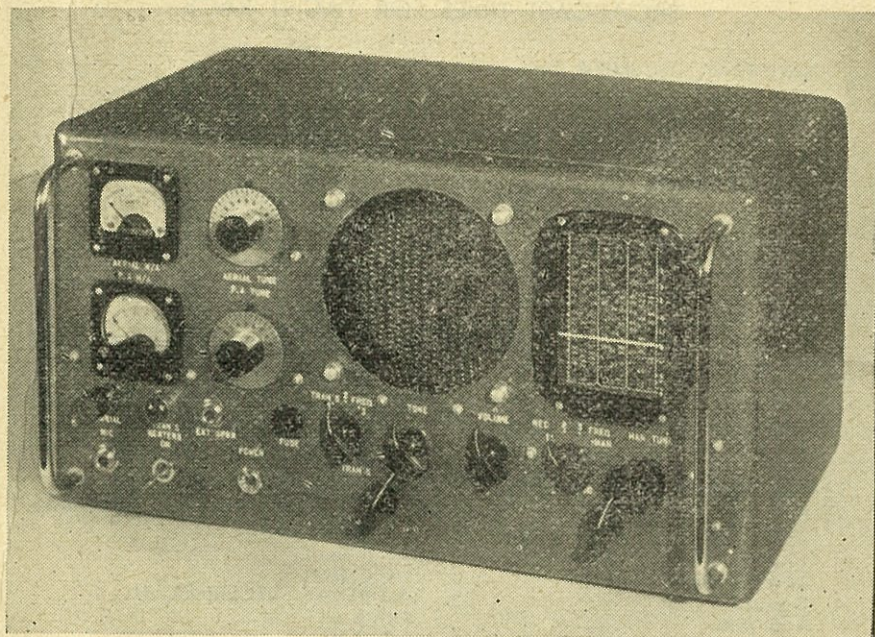
Direct Broadcasts from yachts *Kurrewa III* and *Solveig* (for recording by control).

BOXING DAY, SATURDAY DEC. 26: SUNDAY, 27, AND EACH DAY UNTIL 10.50 a.m. to 11.15 a.m. (direct to END OF RACE:

air and relayed to 7HT Hobart) 10 a.m., 3 p.m., 6 p.m., 10 p.m.
1 p.m. (direct to air). (To be aired at discretion of

3 p.m. (to air at 4.30). Control and T. Jacobs and T.

6 p.m. (to air at 7.45 p.m.). Simmons).



MARINE RADIOPHONE Type MRT-12

CABINET: Steel, finished in Bronze or Blue Hammertone "Baked enamel". 16½" long, 9" high, 9½" deep. Total weight: 36 lb. Two large equipment handles are fitted to front panel of case facilitate handling and transportation.

SPECIFICATION: Basically a dual-wave receiver with manual tuning on both B/C and S/W bands, readily converted to a very stable crystal-locked radio-phone, by simply switching from MANUAL to either of 3 CRYSTAL-LOCKED frequencies when operating on the S/W band.

FREQUENCY RANGES, covered by manual tuning are B/C band and 2 to 6.5 MC's, and on S/W band 2700 K/C to 7200 K/C.

VALVES are of the latest high gain "INOVAL" miniature series.

THIS IS A TRANSCIVER THAT WILL GIVE YOU SAFETY, SECURITY, CONTACT and LONG, TROUBLE-FREE SERVICE.

Manufactured by J. W. Snider, 33 Picadilly Street, Oakleigh, Victoria.

SOLE N.S.W. DISTRIBUTORS:

WILLIAM E. REED

145 George Street, Circular Quay, Sydney. BU 3505

(Continuous Service)

BROADCAST TIMES FOR YACHT RACE

SATURDAY, DECEMBER 26:

10.50 a.m. to 11.15 a.m.

12.30: News.

1 p.m. to 1.15 p.m.

4.30 p.m. to 4.45 p.m.

7 p.m.: News.

7.45 p.m. (F. Barlow's commentary).

MONDAY, DECEMBER 28:

6.18 a.m.

7.55 a.m.

10.30 a.m.

12.40 p.m.

3 p.m.

4.15 p.m.

7.8 p.m.

9 to 9.15 p.m. F. Barlow's commentary).

10.30 p.m.

WEDNESDAY, DECEMBER 30:

6.18 a.m.

7.55 a.m.

10.30 a.m.

12.40 p.m.

3 p.m.

4.15 p.m.

6.30 to 6.40 p.m. (F. Barlow's commentary).

7.8 p.m.

10.30 p.m.

FRIDAY, JANUARY 1:

6.18 a.m.

7.55 a.m.

10.30 a.m.

12.40 p.m.

3 p.m.

4.15 p.m.

7.8 p.m.

7.15 to 7.30 p.m. (F. Barlow's commentary).

10.30 p.m.

SUNDAY, DECEMBER 27:

8.20 a.m. to 8.25 a.m.

10.45 a.m. to 10.50 a.m.

5.45 p.m. to 5.50 p.m.

6.15 p.m. to 6.25 p.m. (Barlow's commentary).

10.55 p.m. to 11 p.m.

TUESDAY, DECEMBER 29:

6.18 a.m.

7.55 a.m.

10.30 a.m.

12.40 p.m.

3 p.m.

4.15 p.m.

6.45 to 6.55 p.m. (F. Barlow's commentary).

7.8 p.m.

10.30 p.m.

THURSDAY, DECEMBER 31:

6.18 a.m.

7.55 a.m.

10.30 a.m.

12.40 p.m.

3 p.m.

4.15 p.m.

7.8 p.m.

7.15 to 7.30 p.m. (F. Barlow's commentary).

10.30 p.m.

SAILING INSTRUCTIONS

SIGNALS

A Blue Peter must be shown in the starboard and port rigging from the preparatory gun at 10.50 a.m. and until after clearing the Heads.

START

- 10.50 a.m. CY.C. official flag will be broken out and a gun fired.
- 10.55 a.m. Three flags hoisted and a gun fired.
- 10.58 a.m. First flag falls.
- 10.59 a.m. Second flag falls.
- 11.00 a.m. Starting gun. Third flag falls.

STARTING LINE

The starting line will be off Double Bay between Club red and yellow Flag Mark, 500 yards N.W. of Point Piper, and the Starter's Boat (R.A.N. launch with mast, which will be moored approximately 300 yards to the eastward.

COURSE

Across the starting line to the northward thence direct to Hobart, Tasmania.

Note.—The Dunally Canal, Tasmania, must not be used.

FINISH

Between the Judges' Box situated on Castray Esplanade and Ocean Pier. Ocean Pier can be distinguished at night by two horizontal GREEN lights at the end of the pier. The Judges' Box is situated approximately 80 yards south of Princess Pier, which can be distinguished at night by a single RED light.

Upon rounding "Blinking Billy" Light (One Tree Point), the finishing line bears N.W. Magnetic two miles. This light is an occulting light and should be passed not less than half mile off. In clear weather it is visible from the Derwent Light ("Iron Pot"), bearing N. 20 W. Magnetic nine miles.

Times will be taken by the watchkeeper at the Judge's Box. When finishing at night a white flare should be burned, making sure the sail number is illuminated while crossing the line and the yacht's name and sail number reported to the watchkeeper.

Yachts must also take their own finishing times and report these to the Secretary, Royal Yacht Club of Tasmania, Hobart.

AFTER THE FINISH

Yachts are invited to bring up in Constitution Dock. Skippers are requested to moor their craft by bow anchor and stern lines to the dock. Boarding planks will be provided.

RULES

The Race will be sailed under Y.R.A. Rules, subject to modifications imposed by C.Y.C.A. Special Regulations.

SPECIAL REGULATIONS

Head sails, etc., may be sheeted to booms, but twin spinnakers are not allowed.

5 gallons of fresh water per man must be carried, not more than 2/3rds in any one container.

SAIL NUMBER

Sails must bear the Sail No. of a size prescribed by Y.R.A. Rules as allotted by the S.Y.R.A., C.Y.C.A., or National Authority.

WEATHER FORECASTS

Arrangements have been made with the Weather Bureau for special weather forecasts to be issued during the race, and these will be broadcast as follows:—

	Mon./Fri.	Sat.	Sun.
2FC	0800 & 1858	0800 & 1855	0800 & 1758
VLI	" " "	" " "	0800 & 1728
7ZL	0807 & 1858	0807 & 1855	0843 & 1758
7NT	" " "	" " "	" " 1728

DECLARATION

Declarations must be made within 48 hours of arrival to the Secretary, C.Y.C.A. at the Royal Yacht Club of Tasmania. If no declaration is made a yacht may be treated as having failed to complete the course.

PROTESTS

Protests arising out of the race must be made in writing to the Secretary, C.Y.C.A. at the Royal Yacht Club of Tasmania within 12 hours of the finish of the protesting yacht.

SIGNALS

Competing yachts are to signal their sail number and prefix, if any, to the signal master at Mount Nelson Signal Station when in the vicinity of the Roul.

ANY YACHT GIVING UP THE RACE MUST NOTIFY THE C.Y.C.A.
C/- THE ROYAL YACHT CLUB OF TASMANIA IMMEDIATELY BY
URGENT TELEGRAM.

WHEN IN HOBART

FACILITIES AVAILABLE TO CONTESTANTS

MOORINGS

The Hobart Marine Board has again kindly made Constitution Dock available for the mooring of yachts. A continuous river patrol will be maintained by the R.Y.C.T. Patrol Boat, *Robert Nettlefold*, skippered by Roy Gibson, and Mr. A. G. Tuckett's *Verna*, skippered by A. G. Tuckett, who will tow contestants into dock on their arrival.

FOOD SUPPLIES

The Club has arranged for daily deliveries of provisions to be made to the yachts moored in Constitution Dock. Mr. C. Sharp ('phone B 1906) will deliver all orders.

Any yachtsman experiencing difficulty with the above is asked to contact the Club Secretary, Mr. C. M. Elliott, who will supply information.



REPAIRS TO SAILS AND GEAR

Hobart sailmakers will carry out any repairs required.

SHOWERS — BATHS — CONVENIENCES

These are available at Howard's Hotel (opposite Dock), Water-side Workers' Hall (side of Dock), and at Gibson's Ltd., Flour Mill, Morrison Street. Yachtsmen are requested to arrange their visits to these establishments to suit the domestic arrangements of the proprietors. Smoking is not allowed in Gibson's Flour Mill and the co-operation of crews in this regard is requested.

DAILY NEWSPAPER

Each morning (with the compliments of the proprietors, Messrs. Davies Bros.), the "Mercury" will be delivered to yachts moored in the Dock.

LAUNDRY

A laundry service will be in operation. Yachtsmen wishing to avail themselves of this service are requested to *mark their articles effectively* and leave them at Franklin Hotel, which will be used as a central depot. A separate laundry bag for each ship is required.

SLIPPING FACILITIES

Slippings may be arranged on application to the Secretary. Slipping plans of yachts to be slipped are essential.

INWARD MAIL

Visiting yachtsmen may have their correspondence addressed to them c/o The R.Y.C.T., 57 Harrington Street, Hobart. All mail will be delivered to yachts each day.

IDENTIFICATION OF YACHTS

So great is the local interest in this race that the Club is again having nameplates made of all competing yachts. These will be presented to owners on arrival, and it is sincerely requested that they be prominently displayed on the yachts for the information of the public.

HONORARY MEMBERSHIP

Helmsmen, members of crews and inter-State visitors, associated with the race are invited to accept honorary membership of the R.Y.C.T. and are cordially invited to avail themselves of the Club facilities and to regard the Club House as their Headquarters whilst in Hobart.

GARBAGE REMOVAL

Containers for garbage will be placed at the side of the Dock and crews are particularly requested to place all garbage in the receptacles provided. Messrs. T. Dalco and Son will make daily clearances.

George Adams
(Tattersall) Hobart
... send Xmas greetings
to the yachting fraternity
of N.S.W
A warm welcome awaits
Sydney crews in
Hobart town.

GEORGE ADAMS
(Tattersalls) Hobart

ENGINE OVERHAULS, BATTERY CHARGING, ETC.

City Motors (1933) Pty. Ltd., 'phone B 7471, will attend to any work required to be done in connection with engines or batteries.

AIR TRIPS

By the co-operation of the Aero Club of Southern Tasmania, flights over Hobart and Southern Tasmania may be arranged at nominal charges. Mr. Lloyd Jones, Chief Instructor of the Club will be pleased to advise full particulars on flights and charges. 'Phone: Cambridge 13.

INFORMATION

Visitors who require any further information whatsoever, are asked to contact the Club Secretary, Mr. C. M. Elliott, at the Club House, 'phone B 3896, who will gladly assist in every way possible.

RECEPTION and PRIZEGIVING

MONDAY, 4th JANUARY, 1954

Morning, 11 a.m. — Civic Reception at Hobart Town Hall.

Evening, 8 p.m. — Presentation of Trophies at Hobart Town Hall, Macquarie Street.

9 p.m. — At Home at Club House, and Dance at Continental Ballroom.

A late licence has been secured for the 2nd and 4th January and the Club House will remain open until midnight.

ENTRANTS IN 1953

HOBART RACE

THE following is a summary of entrants showing in brief their records and those of their sailing crews.

Unfortunately some of the data could not be obtained in time for publication and so these lists are incomplete in many respects. However this is the first attempt to collate such information for a Hobart Race programme.

KEY TO ABBREVIATIONS

CLUBS:

C.Y.C.A., Cruising Yacht Club of Australia; R.S.Y.S., Royal Sydney Yacht Squadron; R.P.A.Y.C., Royal Prince Alfred Yacht Club; M.H.Y.C., Middle Harbour Yacht Club; S.A.S.C., Sydney Amateur Sailing Club; R.Y.C.V., Royal Yacht Club Victoria; R.Y.C.T., Royal Yacht Club Tasmania; R.B.Y.C., Royal Brighton Yacht Club; R.O.R.C., Royal Ocean Racing Club; P.L.Y.C., Port Lincoln Yacht Club; R.A.Y.C., Royal Akarana Yacht Club.

RACES:

H.R., Hobart Race (680 miles); T.T., Trans-Tasman Race (1150 miles); B.R., Bermuda Race; Nou. Noumea Race (1100 miles); E.S., England-Spain; B.S., Bass Strait Race (192 miles); M.I., Montagu Island (352 miles); F.I., Five Islands (85 miles); HON. Honolulu (2225 miles); N.I., Neptune Islands (250 miles); F.B., Fremantle-Bunbury (200 miles); P.L., Port Lincoln (200 miles); J.B., Jervis Bay (87 miles); L.I., Lion Island (50 miles); P.H., Port Hacking (40 miles); B.I., Bird Island (70 miles); B.-G., Brisbane-Gladstone (320 miles); Q.-A., Queenscliffe-Appollo Bay (52 miles); Mar., Maria Island; Nav., Navigator.

VICTORIA

KURREWA III

Sail Identity No. R. 44

REPRESENTING: Royal Yacht Club of Victoria.

L.O.A.: 57ft.

RIG: Ketch.

BUILDERS: Searle of Adelaide.

OWNERS: F. and J. Livingston.

TWO-WAY RADIO: Yes.

RECORD: Sailed 10,000 miles in 1949 in which she competed in 2,200 mile Honolulu Race. Holds T.T. race record for fastest time (Auckland-Sydney). Has sailed 6 times across Tasman Ocean. Competitor in 4 Hobart races. *Kurrewa* played an important part in World War II when based at Thursday Island in the Allies' Transport Service she operated under sail in enemy-held territory in New Guinea and islands. It is interesting to know that her sailing master of this race, Ron. Robertson, was skipper of this vessel for three years during the war.

CREW & EXPERIENCE: F. LIVINGSTON (Skipper). Member C.Y.C.A., R.Y.C.V. Has sailed with *Kurrewa III* in all her exploits since purchased from the Navy after the war.

JOHN LIVINGSTON. Ditto.

R. ROBERTSON. (Sailing Master.) Member C.Y.C.A., R.P.A.Y.C. Has sailed in 6 H.R. Was sailing master of *Kurrewa III* in 1951 T.T. race. Regular crew member of M.I. races and N.S.W. coastal events.

R. KELLAWAY. Member C.Y.C.A., R.P.A.Y.C. and S.A.S.C. Sailing master of *Morna*. Has competed in 6 H.R., 1 B.G. race, Noumea race, M.I. races, and a host of N.S.W. coastal events.

G. WRIGHT, R.A.N. (Commander). Noumea race in *Kurrewa III*.

H. KERSLAKE. 2 H.R., 2 M.I. races, Noumea race and N.S.W. coastal events.

W. VOUT. Noumea race in *Kurrewa III*.

P. PRICE. H.R. in *Kurrewa III*.

G. PIKE. Cruised to Lord Howe Island.

J. HILL. Crew member of harbour racer *Ada*.

J. HEMPLE. 1 H.R.

WARANA

Sail Identity No. R. 3

REPRESENTING: Royal Yacht Club of Victoria.

DIMENSIONS: 40ft. 6in. x 36ft. L.W.L. x 11ft. 6in.

RIG: Cutter.

DESIGNER: Baines, Sydney. **BUILDERS:** Wilson, Cygnet, Tasmania.

OWNER: P. R. Warner.

TWO-WAY RADIO: Yes.

RECORD: Sister-ship to *Horizon*. Three times entrant B.S. race; 40 miles Queenscliff-Appollo Bay (Vic.) Race.

CREW & EXPERIENCE: P. R. WARNER (Nav.). Member C.Y.C.V., R.Y.C.V., R.B.Y.C., 3 B.S.

A. G. WARNER (Skipper). R.Y.C.V., C.Y.C.V., R.B.Y.C., 3 B.S. S. PARKIN. 5 B.S.

M. CRAWFORD. Sailed in Swedish offshore races, 1 B.S. race.

K. CALDICOTT. 2 B.S. races.

B. MATHEWMAN. 1 B.S. race in *Larntarni*.

R. DOBBIE. (Cook). 1 H.R.

ISIS

Sail Identity No. R. 41

REPRESENTING: Royal Yacht Club of Victoria.**DIMENSIONS:** 32ft. x 28 ft. x 10 ft. 4in. x 4ft.**RIG:** Gaff Cutter.**DESIGNER:** Norman Wright, Brisbane. **BUILDER:** Norman Wright.**OWNER:** R. May.**TWO-WAY RADIO:** No.**RECORD:** 1st Race Offshore. Won 100-miles Around Port Phillip (Livingston Trophy), 1953.**CREW & EXPERIENCE:** R. MAY (Skipper, Nav.), Member R.Y.C.V., C.Y.C.A. Has sailed in English Isle of Wight Race. Offshore cruising experience in Australia.

N. GILLANDERS (Mate). Steamship bosun.

B. LEWIS, member R.Y.C.V. A yacht owner.

J. HUSTWIT. Sailing experience in England.

MARGARET MAY. Skipper's wife — will act as cook.

NEW SOUTH WALES

NOCTURNE

Sail Identity No. 126

REPRESENTING: Royal Sydney Yacht Squadron.**DIMENSIONS:** 35ft. x 33ft. x 7ft. 6in. x 6ft.**RIG:** Cutter.**DESIGNER:** Payne. **BUILDER:** C. F. Haddock, Sydney.**OWNER:** J. R. Bull.**TWO-WAY RADIO:** No.**RECORD:** Has sailed in 3 Hobart races, 1st across line 1952 race; won C.Y.C.A. point score 1951; won 3 Bird Island races; won Founders and Campbell Cups; won 2 Jervis Bay races; holds record time for Port Stephens Race (200 miles).**CREW & EXPERIENCE:** J. R. BULL (Skipper). Won 2nd Hobart Race in *Christina*, has sailed in 7 Hobart races; coastal races.

R. SLOMAN (Mate). 4 H.R. coastal races.

M. EARL. 1 H.R. coastal races.

R. RABBAGE. 1 M.I.

JANZOOM

Sail Identity No. 40

REPRESENTING: Royal Sydney Yacht Squadron.**DIMENSIONS:** 41ft. 6in. x 28ft. 6in. x 9ft. 6in. x 6ft. 6in.**RIG:** Sloop.**DESIGNER:** Rob Clark, England. **BUILDER:** C. F. Haddock, Sydney.**OWNER:** W. R. Slade.**TWO-WAY RADIO:** Yes.**RECORD:** Previously known as *Creole*. Has won 2 Island races, 1 Bird Island race, and 1 Port Hacking race; competitor Montagu Island Race, 1953. Launched 1950.**CREW & EXPERIENCE:** W. R. SLADE (Skipper). Coastal races; well-known 16 ft. skiff skipper.

D. J. BROWNE (Mate & Nav.). 1 M.I., coastal events.

A. DENOON. Coastal races.

BRIAN GALE. Skiff sailing experience.

G. PEARSE. 1 H.R., coastal races.

J. LYONS. An Australian 16 ft. skiff champion.

PATIENCE

Sail Identity No. C.Y.C. 9

REPRESENTING: Cruising Yacht Club of Australia.

DIMENSIONS: 35ft. x 28ft. 6in. x 9ft. x 5ft. 8in.

RIG: Cutter-Sloop.

DESIGNER: A. B. Wilson. **BUILDER:** A. B. Wilson.

OWNER: A. B. Wilson.

TWO-WAY RADIO:

RECORD: Launched August, 1952. Has had success in minor coastal races with C.Y.C.A. Running 2nd in C.Y.C.A. point score this season.

CREW: A. B. WILSON (Skipper). Has owned and sailed well-known cruising yacht *Moana Lua* for 11 years.

J. BLUNT (Mate). Crewed in 3 H.R. and numerous C.Y.C.A. coastal events.

K. WARD (NAV.). Yacht sailing in England.

G. S. HOSKINS. Has sailed two seasons with A. B. Wilson.

J. BURLEY. Member M.H.Y.C. Has sailed this season with A. B. Wilson.

NIMBUS

Sail Identity No. 122

REPRESENTING: Cruising Yacht Club of Australia.

DIMENSIONS: 34ft. x 25ft. 6in. x 8ft. 6in. x 5ft. 6in.

RIG: Cutter.

BUILDER: Eric Johnson, Sydney.

OWNER: A. L. Cohen.

TWO-WAY RADIO: ———

RECORD: 10th in Hobart Race, 1951; competitor, 2 M.I. races; has won P.H. and L.I. races; competed in 2 F.I. races. Launched 1951.

CREW & EXPERIENCE: A. L. COHEN (skipper). Member C.Y.C.A., R.S.Y.S., R.P.A.Y.C. Crewed in 5 Hobart races. Has sailed NIMBUS since built.

M. YORK (Mate). Member C.Y.C.A., R.P.A.Y.C. Has sailed in 5 H.R. races, M.I. races and coastal events.

D. M. BROWN. 3 H.R., M.I. race.

R. PHILLIPS. Sailing his first season offshore; a 12 ft. skiff skipper.

R. MACKAY. Has sailed in Western Australia's Perth-Bunbury races, N.S.W. coastal events.

M. CLARK. C.Y.C.A. member. Extensive offshore racing experience. 5 H.R., English Fastnet and La Rochelle races.

GIpsy QUEEN

Sail Identity No. C.Y.C. 95

REPRESENTING: Royal Prince Alfred Yacht Club.

DIMENSIONS: 42ft. x

RIG: Cutter.

BUILDERS: Jack of Launceston. Launched 1948.

OWNER: A. C. Eden.

TWO-WAY RADIO: Yes.

RECORD: Has sailed in 3 Hobart Races, 1 Brisbane-Gladstone, Montagu Island race, 1953.

CREW & EXPERIENCE: J. CALLAHAN (Skipper). 1 H.R., 1 T.T., 2 B-G, 3 M.I. races.

M. McFORSTER. 2 H.R., 1 T.T., 1 B-G.

B. PERRY. 1 H.R., 2 B-G, 3 M.I. races.

J. NORTH. 1 T.T., 2 B-G, 3 M.I.

H. JOHNSTON. 1 H.R., 2 B-G.

D. BRYDEN. 3 H.R., 1 Noumea.

T. BALL. 2 H.R., 3 M.I.

SOLVEIG

Sail Identity No. C.Y.C. 54

REPRESENTING: Cruising Yacht Club of Australia.**DIMENSIONS:** 36ft. x 28ft. x 8ft. 9in. x 5ft. 6in.**RIG:** Cutter.**DESIGNER & BUILDERS:** Lars Halvorsen & Son Pty. Ltd., Sydney.**OWNERS:** T. and M. Halvorsen.**TWO-WAY RADIO:** Yes.**RECORD:** Launched October, 1950. Has won Trans-Tasman race; competed in 3 Hobart races, a Honolulu race, Noumea race and coastal events. Conversion from sloop to cutter rig may improve her performance.**CREW & EXPERIENCE:** T. HALVORSEN. 7 H.R.; 3 T.T.; 1 Hon., and 1 Noumea.

M. HALVORSEN. Ditto.

S. DARLING (Commander R.A.N.). 6 H.R.; 3 T.T.; 1 Hon.; 1 Noumea.

T. GOWLAND. 2 H.R.; 1 Noumea; 1 M.I.; Coastal races.

W. MADDIGAN. No experience offshore.

RIPPLE

Sail Identity No. CY.C. 35

REPRESENTING: Cruising Yacht Club of Australia.**DIMENSIONS:** 35ft. x 25ft. x 8ft. 8in. x 5ft. 7in.**RIG:** Sloop.**DESIGNER:** A. C. Barber, Sydney.**BUILDERS:** Riddell Bros., Sydney.**OWNER:** R. Hobson.**TWO-WAY RADIO:** No.**RECORD:** Launched December, 1937. 1 H.R.; coastal races; 2nd in C.Y.C.A. point score, 1952.**CREW & EXPERIENCE:** R. HOBSON (Skipper), 3 H.R.; coastal events.

M. BRYDEN-BROWN (mate). 1 M.I.; 3 H.R.

J. JENKINS. 1 H.R.; 1 M.I.; coastal sailing.

C. VAUGHAN. Coastal sailing.

L. COOPER (Nav.). 1 H.R.

JOSEPHINE

Sail Identity No. 62

REPRESENTING: Royal Prince Alfred Yacht Club.**DIMENSIONS:** 48ft. x 24ft. x 11 ft. 8in. x 6ft. 9in.**RIG:** Sloop.**DESIGNER:** Fife. **BUILDERS:** Hayes, Sydney.**OWNER:** R. A. Houghton.**TWO-WAY RADIO:** Yes.**RECORD:** Holds record for fastest time Montagu Island Race; has competed in 1 Hobart Race. This craft has fine harbour sailing record and has won many trophies including the Albert Cup (Sydney).**CREW & EXPERIENCE:** R. A. HOUGHTON (Skipper). Member C.Y.C.A., R.P.A.Y.C. and Palm Beach Sailing Club. Previously owned yachts *Corsair* and *Cyclone*. Has sailed in 2 M.I. and other coastal races.

L. ESDALE (mate). 2 H.R.; 1 T.T.

J. TIERNAN. 6 H.R.; 3 M.I.; 1 T.T.; 1 Noumea.

R. WILLIAMS. 1 M.I.

N. BROWNBILL. Coastal sailing.

H. SHEPHERD. 6 H.R.; 1 M.I.

J. MANLEY (Nav.). 2 H.R.

KURURA

Sail Identity No. 51.

REPRESENTING: Cruising Yacht Club of Australia.

DIMENSIONS: 35ft. x 31ft. 6in. x 10ft. x 4ft. 6in.

RIG: Cutter-Sloop.

DESIGNED AND BUILT: Tyson Bros., Lake Macquarie, N.S.W.

OWNER: J. A. CLARK.

TWO-WAY RADIO: No.

RECORD: Launched 1950. Competed in Hobart race, 1952; winner Montagu Island race, 1953, and third 1952; winner Queen's Birthday Cup, 1953; third in Jervis Bay race, 1952.

CREW & EXPERIENCE: J. A. CLARK (Skipper). Member C.Y.C.A. and R.P.A.Y.C. Previous owner of *Aloha*, in which he competed in 1947 and 1948 Hobart races, also sailed aboard *Tradewinds* in 1946 H.R.

N. O. HUDSON (Mate). Member C.Y.C.A., R.P.A.Y.C., R.S.Y.S., S.A.S.C., and R.O.R.C.; 7 H.R.; 3 M.I.; 1 B.G.; 1 B.R.; 1. E.S.; English and American offshore races; coastal events, N.S.W.

B. POTTER. Member R.P.A.Y.C. Cruised from Singapore to Darwin in *Fram*.

J. CALDWELL. Member Seven Seas Cruising Association, California, U.S.A. Sailed his own boat from Panama to Fiji where wrecked; sailed from Los Angeles to Sydney this year in own ketch.

J. LLOYD. 1 M.I.; coastal events.

K. HARPER. Naval architect. Has sailed all offshore races in *Kurura*.

A. YOUNG. Member L.M.Y.C., has cruised extensively offshore and competed in L.M.Y.C. coastal events.

HORIZON

Sail Identity No. CYC32

REPRESENTING: Cruising Yacht Club of Australia.

DIMENSIONS: 40ft. x 35 ft. x 11ft. x 6ft.

RIG: Ketch.

DESIGNER: W. D. Bailey. **BUILDER:** N. Southey.

OWNER: S. Berg.

TWO-WAY RADIO: Yes.

RECORD: Launched 1939. Has competed in 3 Hobart races, cruised extensively and is holder of 1953 C.Y.C.A. Cruising Trophy. Has also competed in 5 Jervis Bay races and Noumea race.

CREW & EXPERIENCE: S. BERG (Skipper), Commodore of C.Y.C.A.; has sailed extensively in the East and Europe. Has competed in 4 H.R.; 1 Noumea; 5 J.B.

B. GIBBONS. 1 H.R.; 1 M.I.; 1 Noumea and coastal.

I. HORDERN. Offshore cruising experience.

J. PATTERSON. Has cruised from Brisbane to Sydney.

T. HUDSON. Offshore cruising experience.

K. FLETCHER. 1 Honolulu; has cruised from Tahiti to Auckland.

ELLIDA

Sail Identity No. C.Y.C. 43

REPRESENTING: C.Y.C.A.

DIMENSIONS: 33ft. 9in. x 28ft. 6in. x 9ft. 3in. x 5ft. 8in.

RIG: Sloop.

DESIGNER: A. C. Barber, Sydney. **BUILDER:** Fisher, Sydney.

OWNER: J. Halliday.

TWO-WAY RADIO: Yes.

SAILING RECORD: Has competed in 3 Hobart races; 3rd place, 1949; 3 Montagu Island races, and coastal events.

Launched 1938.

CREW & EXPERIENCE: J. HALLIDAY (Skipper). Member C.Y.C.A.
 S.A.S.C. 4 H.R.; 3 M.I., and coastal races.
 P. WELCH. 2 M.I.; 1 H.R.; coastal races.
 C. CAMAMILLE. 1 M.I., coastal.
 R. WORRALL. 1 M.I.; coastal.
 V. Davies. 1 Noumea; 1 H.R.; coastal.
 M. HALLIDAY. 2 H.R.; 2 M.I.; coastal.

RUTHEAN

Sail Identity No. MI

REPRESENTING: Lake Macquarie Yacht Club.

L.O.A.: 54 ft.

RIG: Yawl.

DESIGNER: Laurent Giles and Partners, England.

OWNER: A. V. and I. Toll.

TWO-WAY RADIO: Yes.

RECORD: Launched 1951. Competitor last Hobart Race.

CREW: A. V. TOLL (Skipper). C.Y.C.A., R.P.A.Y.C., L.M.Y.C.
 Experienced offshore skipper.

I. T. TOLL.

W. TURNBULL.

D. WOOD.

L. LONG.

DR. ENGLAND.

W. CARROL.

L. LEAVE.

B. SKINNER.

N. ALEXANDER.

J. SHIELDS.

WRAITH OF ODIN

Sail Identity No. C.Y.C. 55

REPRESENTING: Cruising Yacht Club of Australia.

L.O.A.: 57 ft.

RIG: Ketch.

OWNER: B. R. O'Brien. Member C.Y.C.A.

RECORD: Sailed in last Hobart Race.

CREW: B. R. O'Brien (Skipper).

G. CRICHTON.

C. MECHAM.

D. STYLES.

W. E. SMYTHE.

O. LANGMARK.

D. M. O'BRIEN.

TASMANIA

MISTRAL II

Sail Identity No. A.I

REPRESENTING: Royal Yacht Club of Tasmania.

DIMENSIONS: 63ft. x 49ft. 6in. x 14 ft. 9in. x 8ft. 6in.

RIG: Staysail Schooner.

DESIGNER: John Alden, U.S.A. **BUILDER:** Ford, Sydney, 1922.

OWNER: John Payne.

SAILING RECORD: Competed in first 6 Hobart races and N.S.W. coastal events. Has been refitted by new owner for proposed cruise around world.

CREW & EXPERIENCE: JOHN PAYNE (Skipper). Member R.Y.C.T., previously owned ketch *Ariki* which he sailed in Bass Strait Race.

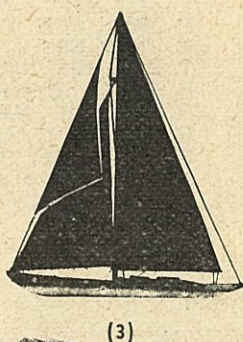
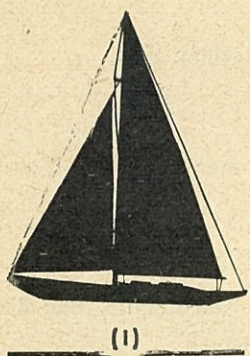
N. FOSTER (Mate). Cruising experience.

H. DUFF. No offshore experience.

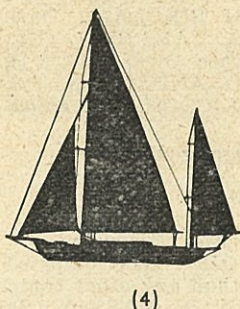
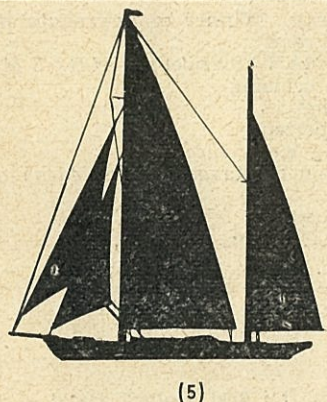
B. CANNOCK. Sea Scout, deepsea cruising.

B. SIMPSON.

N. BATT (Sea Scout), cruising experience.



ONE RIG FROM ANOTHER



1. SLOOP. One mast. One headsail.

2. CUTTER: One mast. Two or more headsails — this requires mast to be stepped further aft than in a sloop.

3. CUTTER-SLOOP: Same as sloop with addition of sail set on topmast forestay.

4. YAWL. Two masts. Main (forward) mast being taller than the mizzen, or jigger, which is stepped aft of the waterline.

5. KETCH. Similar to a yawl except the post.

6. SCHOONER: Two masts, of which the larger (mainmast) is stepped a distance of at least 55 per cent. of the waterline aft from the bow. STAYSAIL SCHOONER: Two masts as schooner. Difference is in sail between masts, which is carried on a stay.



P. MOUNSEN (Nav.).
 M. BURGESS (Carpenter). 3rd time in a sailing boat.
 T. SEARLE. Naval architect.
 R. BEWS. Experienced offshore sailing.
 N. MILLAR. New Zealand yachtsman.
 P. MINCK. No experience.
 M. CUMMING. Representative "Mercury" newspaper; small boat sailing experience.
 J. BURKE. (Cook.)
 C. LAWSON.
 M. GRAHAM. University student, no experience.

NELL GWYN

Sail Identity No. B39

REPRESENTING: Royal Yacht Club of Tasmania.
DIMENSIONS: 41ft. 10in. x 30ft. x 11ft. x 6ft.
RIG: Cutter.
DESIGNER: Colin Philp (Hobart). *BUILDER:* F. Hickman, Hobart.
OWNER: F. Hickman.
TWO-WAY RADIO: No.
RECORD: Sailed in 1948 Hobart race. Winner of aggregate points over 3 years for Maria Island race.
CREW & EXPERIENCE: F. HICKMAN (Skipper). 1 H.R.; 3 Mar.
 J. BOYLE. Extensive offshore cruising.
 J. HICKMAN. Offshore cruising.
 T. WATT. Harbour sailing experience.
 H. SINCLAIR. Harbour sailing experience.
 A. CAMPBELL (Nav.). England to Maastrand (Sweden) ocean race. Owns H28; 3 H.R.
 D. ANDERSON. Offshore cruising.
 J. COOK. Has sailed in R.O.R.C. races, England.

WANDERER

Sail Identity No. B 18

L.O.A.: 46 ft.
RIG: Staysail Schooner.
OWNER: E. Massey.
RECORD: Has competed in all but the first Hobart Race — more than any other competitor to date.
CREW: E. MASSEY (Skipper).
 G. MASSEY.
 K. UNDERHAYES.
 A. BRIGDEN.
 P. HAGUE.
 J. FITZELL.
 K. HAMMOND.
 G. DUNN.

WILD WAVE

Sail Identity No. B4

REPRESENTING: Royal Yacht Club of Tasmania.
DIMENSIONS: 46ft. x 35 ft. x 12 ft. x 6 ft. 8in.
RIG: Cutter.
DESIGNER: J. Muir (Hobart). *BUILDERS:* L. & G. Keats.
OWNERS: L. and G. Keats.
TWO-WAY RADIO: No.
RECORD: Launched March, 1953. A sister ship to *Waltzing Matilda*. Line honours Maria Island race, 1953.
CREW & EXPERIENCE: E. J. MUIR (Skipper). Member R.Y.C.T. 6 H.R.; 3 Mar.; extensively sailed Tasmanian coast and Bass Strait.
 L. KEATS. Member R.Y.C.T. 1 Mar. and extensive offshore cruising.

G. KEATS. Member R.Y.C.T. 1 Mar. and extensive offshore cruising.

J. BENNETTO. 3 H.R.; 2 Mar. Member R.Y.C.T.

K. RATCLIFFE. 1 H.R. Sailed schooner to Singapore, Durban, Capetown, thence to Brisbane.

P. ATTRIL. Australia's representative for Monotype Class, Olympic Games, 1952.

B. CHIPMAN: Has cruised to Melbourne, Sydney and Hobart.

P. CRAWFORD (cook). Has sailed Sharpies.

D. BURRIDGE. 4 H.R.; 3 Mar.

SOUTH AUSTRALIA

PAVANA

Sail Identity No. SA.4

REPRESENTING: Port Lincoln Yacht Club.

DIMENSIONS: 52ft. x 14 ft. x 7ft. 6in.

RIG: Schooner.

BUILDERS: Clausen, Adelaide.

OWNER: G. Mayne.

TWO-WAY RADIO: Yes.

RECORD: Launched 1932, has competed in 2 Hobart races; 1 Neptune Islands race, and 3 Port Lincoln races. Holds fastest time for Port Lincoln race (170 miles); competed in Noumea race, 1953.

CREW & EXPERIENCE: G. MAYNE (Skipper). Member P.L.Y.C., R.S.A.Y.S. 2 H.R.; 1 N.I.; 3 P.L.; 1 Noumea.

W. BOURKE (Nav.). Member M.H.Y.C., C.Y.C.A. 1 Noumea; N.S.W. coastal events.

J. GAMBLING. Sharpie sailing experience.

W. SMART. 1 Noumea. Experienced sailing pearling luggers; Barrier Reef and deepsea fishing.

D. SUSTENANCE. 1 H.R.; 1 Noumea.

D. MacPHERSON. 2 H.R.; 1 P.L.

— MacPHERSON. —

G. RICHARDSON. 2 H.R.

R. THOMAS. 2 H.R.

P. WARRINGTON. 2 H.R.

BRILLIANT

Sail Identity No. P.A. 4

REPRESENTING: Port Adelaide Yacht Club.

DIMENSIONS: 43ft. x 10 ft. x 6ft.

RIG: Schooner.

BUILDERS: Built in Hobart.

DESIGNERS: Sparkman & Stephens. *BUILDERS:* Taylor Bros., Hobart.

OWNER: B. Warming.

TWO-WAY RADIO: Yes.

RECORD: Not previously raced offshore.

CREW % EXPERIENCE: B. WARMING (Skipper). Sailing and cruising experience.

A. CAMPBELL. Member C.Y.C.A. English Fastnet Race, 1951, and other English coastal races; Honolulu race; Tahiti race.

C. HOOPER. Shipwright and seaman.

A. KARLSSON. Professional seaman.

W. BOLD. 5 H.R.

NEW ZEALAND

FLAMINGO

Sail Identity No. F. 84

Launched 1952 (Nov.)

REPRESENTING: Royal Akarana Yacht Club.

DIMENSIONS: 30ft. 10in. x 7ft. 6in. x 5ft. 10in.

RIG: Sloop.

DESIGNER: J. Taylor, Auckland. *BUILDERS*: J. Taylor, Auckland.
OWNER: W. McCarthy.
TWO-WAY RADIO: No.
RECORD: Sailed in Balokovic Cup, N.Z.
CREW & EXPERIENCE: W. McCARTHY (Skipper). Sailed in 100 miles Balokovic Cup. 14 ft. Sanders Cup Dinghies.
B. HEERDEGEN. N.Z. small boat harbour racing.
W. PLEDGER. No racing experience.
A. PETRIE. No racing experience.

HOLLAND

ONRUST

Sail Identity No. H 4

REPRESENTING: Royal Netherland Navy Yacht Club.
DIMENSIONS: 37ft. x 28ft. 6in. x 10ft. x 5ft. 8in.
RIG: Ketch.
DESIGNER: Baron Van Hoevell. *BUILT*: Amsterdam, 1949.
OWNER: D. Tober.
TWO-WAY RADIO: No.
RECORD: Cruised to Australia from Holland. An all-steel yacht.
CREW & EXPERIENCE: D. TOBER. North Sea Race, 280 miles, 3 times. 100 miles race in Holland and inshore races.
ALF. HANCOCK. Sailing experience in 30 sq. metre and H28 yachts.
BARRY GLOSS. Harbour race experience.
NEVILLE PRATT. 16 ft. skiffs.
J. BRIERLY. 12 ft. skiffs and 18 ft. skiffs.
MISS M. ALDERS (Cook).

To our Many Friends and Customers

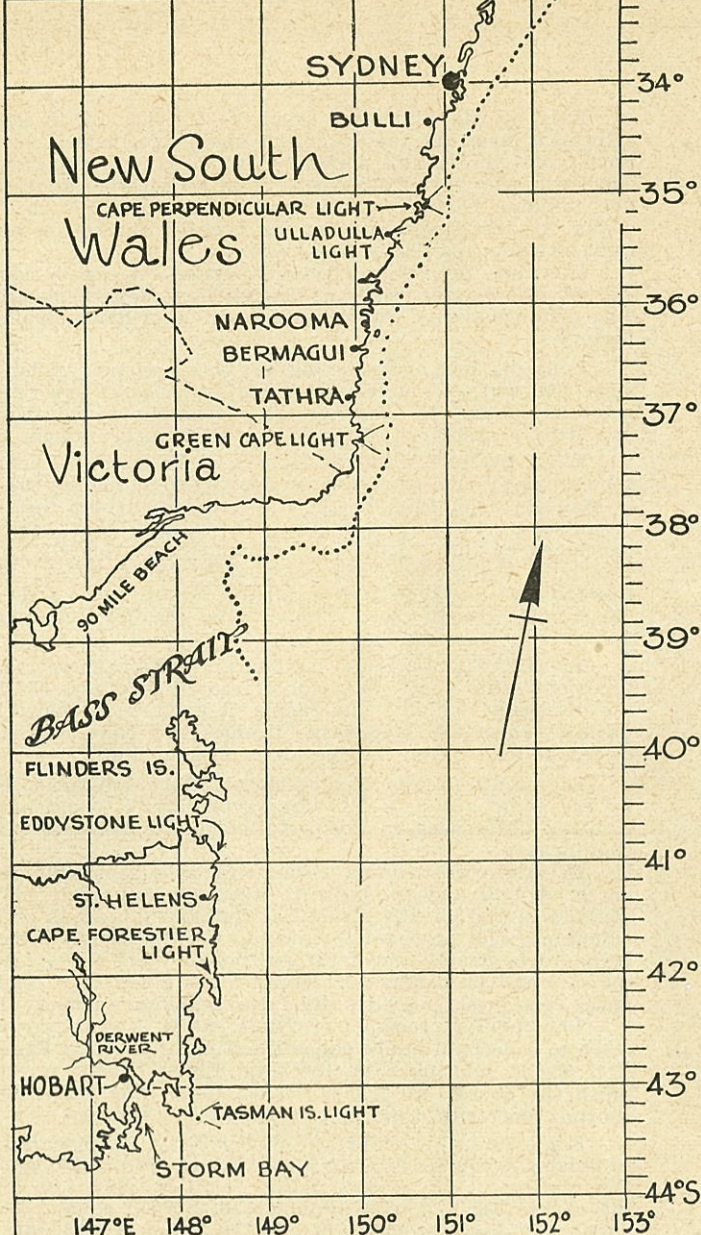
MERRY CHRISTMAS AND
A HAPPY NEW YEAR

from . . .

HARRY WEST PTY. LTD.

Australia's Leading Sailmakers
FOOT OF DUKE STREET, EAST BALMAIN, SYDNEY
"SAILS OF DISTINCTION"

RACE CHART



HOW YACHTS ARE HANDICAPPED

By M. E. DAVEY

MANY people ask "Why are the yachts handicapped, why is not the first yacht to finish the race the winner?"

The answer is that yachts vary considerably in their speed. This is no reflection on their design or quality. All other things, being equal, a large yacht is faster than a small one, but this is subject to many variable factors.

Even yachts which sail races of 2 or 3 hours in short Saturday afternoon races are handicapped. Their performance, however, is well known and yacht clubs nominate a man of wide experience to handicap them who says "this yacht shall be scratch, another shall have five minutes handicap, and another 25 minutes", etc. Even then, owing to differences in type, he usually varies the handicaps for light weather and heavy weather.

However, for races which may take a week to complete in all classes of weather, such as the Sydney-Hobart classic and other long-distance events, the arbitrary method of handicapping is unsatisfactory.

Long distance ocean racing has only become popular in Australia since the war, but in England and America it has been a popular sport for several decades, and the problems outlined above have been solved by a system of handicap based on measurement of yachts.

When the first Sydney to Hobart Yacht Race was being organised, the Cruising Yacht Club was very fortunate in having the co-operation of Captain John Illingworth, R.N., who is indeed the most famous ocean racing yachtsman to date. His suggestion of using the formula developed by the Royal Ocean Racing Club (R.O.R.C.), of which he was later Commodore, was adopted by the C.Y.C.A. Subsequently, this formula has been used in all the Hobart races and in more than one hundred ocean races conducted by the C.Y.C.A. and other Australian and New Zealand clubs.

The R.O.R.C. Formula has two purposes in view: (a) to give all types of yachts a fair chance of winning a race; and (b) to encourage the designing, building and racing of good, safe, seaworthy types of yachts, which are also fast. It does not take into account poor design or incompetent navigation or seamanship.

All yachts for the Sydney-Hobart Race are measured in Sydney by the same group of measurers who are in constant consultation to avoid differences in interpretation of the formula, which is fairly complicated.

In brief, the formula takes into account sailing length, beam, depth of hull and total draft, freeboards at each end, amidships, weights of the yacht's structural components, areas of sails, details of engines and propeller if carried. Right through the calculation a standard is struck, and if the particular yacht being measured is on the safe and seaworthy side, bonuses are given, or if tending towards unseaworthiness, penalties are taken which are usually doubled.

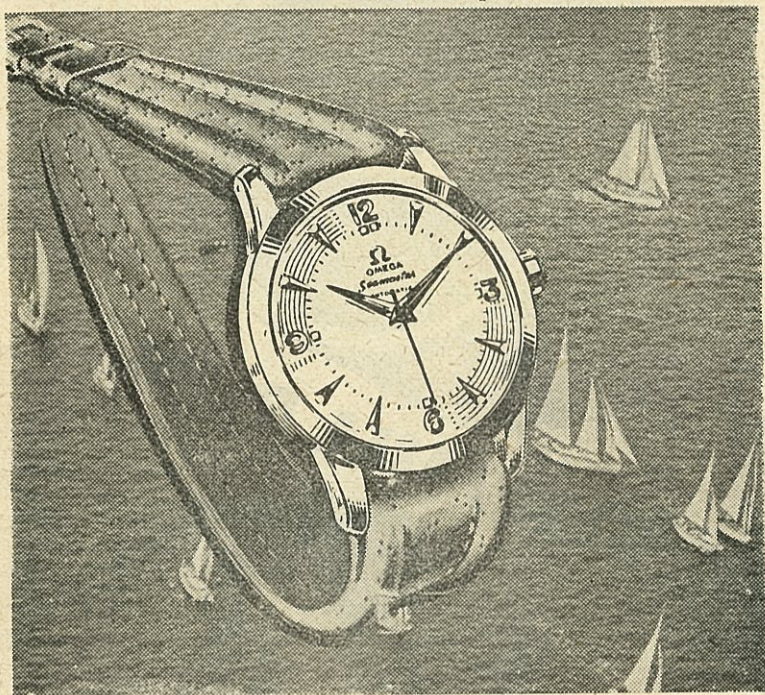
The R.O.R.C. formula or "Rule" as it is usually called, resolves down to a decimal figure called the Time Correction Factor, or T.C.F. This T.C.F. multiplied by the total Elapsed Time a yacht takes to finish the course, gives a corrected time. The yacht which has the shortest corrected time is proclaimed the winner.

For example, if yacht "A" with a T.C.F. of .8000 takes 100 hours to finish the course, her corrected time is $100 \times .8000$ equals 80 hours. Whereas yacht "B" with a T.C.F. of .7000 takes 110 hours to finish the course her corrected time is $110 \times .7000$ equals 77 hours. Thus yacht "B" has beaten yacht "A" by 3 hours although she finished 10 hours later.

The R.O.R.C. formula has proved very successful and sometimes in a Hobart Race of from 5 to 6 days as little as 12 hours has covered the corrected time of as many yachts.

However, the course from Sydney to Hobart is famed for weather conditions as variable as can be found, and luck, navigational skill and meteorological knowledge are sometimes just as important; twice in the short history of this race one of the smallest yachts has finished first across the line.

OMEGA "Seamaster" . . . the world's finest waterproof watch



OMEGA "Seamaster" has been proven to be 100% waterproof. It is dustproof, shockproof and actually winds itself! So join the world and trust Omega. Price, with 14-ct. front, is **£59/10/-**; stainless steel, **£46/10/-**.



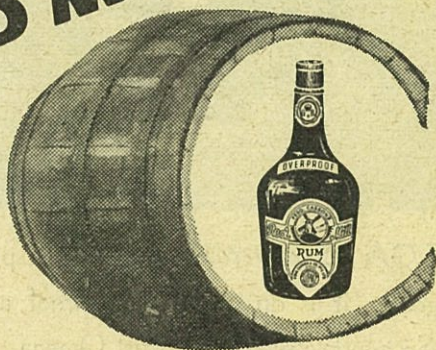
We are proud to display this sign which signifies Proud's as an Omega official agent. It distinguishes us as one of a select group chosen to display these precision masterpieces.

CNR. KING, PITT STS., SYDNEY
MELBOURNE • NEWCASTLE

 **Proud's**



RED MILL RUM



The mellow and distinct flavour
of Red Mill Rum is derived from
its long maturity in oak casks.

Distributors: Fesq & Company Pty. Ltd., Sydney