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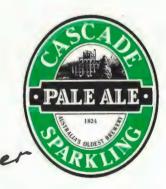




Spars groaned ominously as the spanker unfurled, flapping wildly in the force ten breeze.

"She'll no' take another inch o' canvas Skipper!", Angus screeched over the deafening maelstrom.

"Hoist the flying jib Mr Mate," Captain Richardson soberly replied. "We'll not slacken off till I can feel a cold Pale Ale sliding down my throat." Not your average been





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Offshore

The Magazine of The Cruising Yacht Club of Australia



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DOWN THE RHUMBLINE





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COVER - Ultimate Challenge, overall winner of the IOR division of 1989 NorTel Sydney Hobart Yacht Race, in action off Hawaii where Lou Abrahams also won the long Kaula Rock Race. (Pic -Sally Samins)



ffshore

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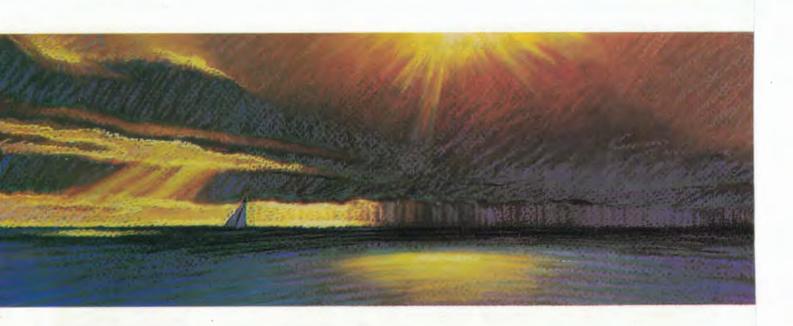
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EVEN AIDED B

LEADING TELECOMM IT CAN STILL TAK GET THROUGH TO HO





With a good wind and the assistance of 1989-90 sponsor, NorTel, it still takes more than three days to complete the Sydney to Hobart Yacht Race.

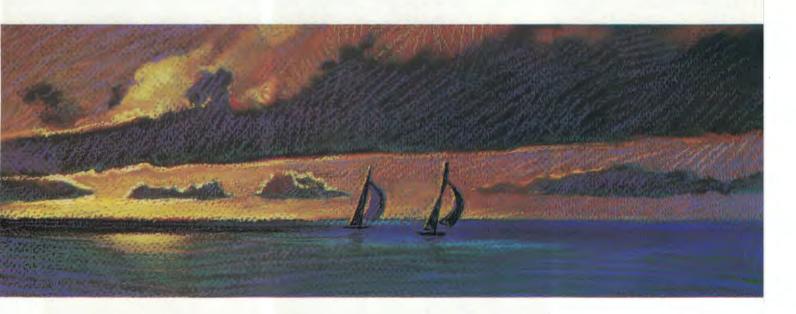
NorTel (Northern Telecom) is no stranger to long distances and remote connections. As the world's leading global supplier of fully digital telecommuni-

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central exchange switching systems already in service - in more than 70 countries, in some of the most populated as well as the most remote parts of the world.

Now NorTel is proud to be associated with an event of even greater magnitude: the assault on two of the world's greatest frontiers, the





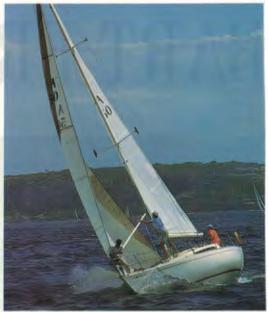
ECONOMIC recession or not, the NorTel Sydney Hobart is still THE RACE, the bluewater classic that each year brings yachtsmen and women from every corner of Australia and from many overseas countries to Sydney in late December. Despite gloomy forecasts, the Great Race has again attracted a superb fleet of ocean racing yachts, certainly one of the best international line-ups ever in a non-Southern Cross Cup year.

The fleet includes many yachts which have represented Australia in international competition, four past overall winners of the ocean classic and two past

line honours winners.

When entries closed on October 31 the fleet had reached exactly 100 - by the time late entries had been received by November 15 they had risen to 120. In the last non-Southern Cross Cup year, 1988, there were 119 starters with virtually no international entries.

The Premier of New South Wales, Nick Greiner, will officially start the 1990 NorTel 46th Sydney Hobart Yacht Race at 1pm on Boxing Day, December 26. For the first time ever, the start will



EARLY morning sun rays spread over the deck as an ocean racer heads south, bringing promise of good winds in the dash to Hobart. This year's NorTel fleet of 119 entries has already produced keen competition in pre-Hobart races as crews prepare themselves and their yachts for the hard race. David Clare pictured these boats racing off Sydney, right, John Bleakley's Matangi; far right, Colin Wilson's Never a Dull Moment; and top right, Bob Lawler's Firetel.







It's still THE RACE

be from onshore — the Premier will fire a replica of an 18th cannon on Shark Island where sponsors NorTel will be entertaining some 500 guests in a carnival atmosphere.

The starting line has also been moved

up-harbour with the front line between the north-west tip of Shark Island and Bradley's Head. The second line will be laid 400m behind, with the Sail Training Ship, Young Endeavour, as the Official Committee Boat. In addition to Young Endeavour, the Royal Australian Navy's patrol vessel, HMAS Fremantle, will lead the fleet down harbour after the starting gun.

Every Australian State and Territory is represented in this year's fleet with

BELOW: The 1990 NorTel Sydney Hobart race is expected to see a repeat of last year's remarkable duel between the One Tonners Ultimate Challenge (Lou Abrahams, KA Sm 2) from Melbourne and Sagacious V (Gary Appleby, KA 4000) from Sydney. Ultimate Challenge narrowly won last year's race from Sagacious V. RIGHT: Hobart's Constitution Dock will again be haven for yachts at the end of the hard race from Sydney. (Pics — David Clare, Carlo Borlenghi).





international yachts or crews from Britain, Hong Kong, France, Singapore, the Soviet Union and, significantly, several from yachts from New Zealand, reviving transTasman competition.

An incentive to international competition this year has come with the Cruising Yacht Club of Australia's innovative decision to introduce the NorTel Asia Pacific ocean racing championships for IOR and IMS rated yachts. In addition, Australian level rating championships have been revived for One Tonners and Three-quarter Tonners as part of this four-race regatta starting December 14 and including the NorTel Sydney-Hobart. More than half the fleet has entered for the series, including all the international entries.

This year, the fleet will be divided into three Classes for handicapping purposes, with all yachts able to enter either IOR or IMS or both handicapping categories. The three handicap categories are:

Class I: "Grand Prix" category - to

be raced under IOR MkIIIA TCFs as previously:

Class II: "Cruiser/Racer category — for yachts which comply fully with the "spirit and intent" of IMS, and using IMS handicapping.

Class III: The "Racer/Cruiser" or "Minimal Accommodation Requirement" (MAR) category, for yachts which do not fully comply with the "cruiser/racer" description, but whose owners wish to race under IMS handicapping.

Heading the 1990 NorTel Sydney-Hobart fleet is the British maxi yacht Rothmans, which competed in the 1989-90 Whitbread Round-the-World race, finishing fourth overall and second placed sloop in the gruelling circumnavigation. She will be skippered by her Whitbread captain, former America's Cup helmsman Lawrie Smith, with most of the same crew aboard, including several expat Australians now based in the UK.

The other two maxi yachts in the fleet are the veteran, former line honours winners, Condor, owned by grazier Tony Paola and skippered by David Kellett, and Ragamuffin, owned and skippered by America's Cup challenger Syd Fischer.

Condor, then owned by Bob Bell, took line honours in 1986, while Fischer sailed Ragamuffin to victory in the 1988 race. Last year Ragamuffin finished second to the new Drumbeat while Con-



dor had gear problems to finish fifth in the fleet. Drumbeat has been sold by Alan Bond to a member of the New York Yacht Club following her success in Hawaii.

All three maxis will be racing in the Asia Pacific Championships as a work-up for the duel to Hobart — a big-boat spectacle to the lead-up racing.

There is, as usual, a strong line-up of the 60-foot "maxi chasers", including Arthur Bloore's Hammer of Queensland from Brisbane (again with a French crew from Paris), Damien Parkes' Freight Train, which has had wins this year in the Caltex Sydney-Mooloolaba (IOR), East-West Sydney-Whitsunday (line) and Chickadee Gosford-Lord Howe Island (line) ocean races, and the famous Helsal II, now owned in Adelaide by Keith Flint and line honours winner of last year's Melbourne-Hobart race.

Also in with a new mast, is the fast Farr 65, Brindabella, owned by George Snow of Canberra. However, the most interesting of the "maxi chasers" is the 66-footer Bobsled, Geoff Bush and Nick Feros' ultra-light displacement boat or "sled". Designed by Kell Steinman of Melbourne, Bobsled has achieved remarkably sustained planing speeds off the wind in fresh breezes and since her

launching in December 1989 has taken line honours in the Pittwater-Coffs Harbour, Australian Airlines Brisbane-Gladstone and Jupiters Sydney-Gold Coast races.

Given hard northerly winds, Bobsled could outpace the maxis heading south under spinnaker. Her race skipper will be Andrew Short and the yacht has been specially measured for the IMS handi-

capping category.

Past IOR overall winners lining up again are Lou Abrahams' Dubois/Jutson One Tonner Ultimate Challenge (1989), Gino and Nick Knezic's Davidsion 34 Illusion (1987), Tony Dunn's Ex-Tension (1986), Indian Pacific (1984) now owned by Victorian Stuart McDonald, and Jim Dunston's Currawong 30, Zeus II, which won back in 1981. Apart *from these owners, other winning owner/skippers sailing again this year in their latest boats include Peter Kurts (Madeline's Daughter), Gary Appleby (Sagacious V) and John Eyles (Fujitsu Dealers).

A repeat of last year's racelong duel between Ultimate Challenge and Sagacious, which saw them finish only minutes apart after 630 nautical miles, is certain to again be a highlight of the IOR division racing. So, too, will be the close competition between the strong line-up of Davidson 36s, such as Fujitsu Dealers, Singapore Girl and Kings Cross, and the Davidson 34s, Chutzpah, Illusion, Harbinger and the Steinmandesigned 34-footer, Larrikin.

Singapore Girl is being sponsored by

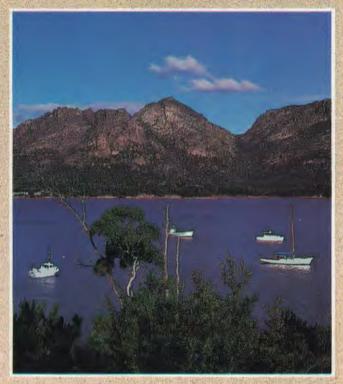
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Winner.

mecca of Australian Yachting,
Competitors in the three great
ocean races gather with those
who have just come to be part
of this mighty Tasmanian
maritime meeting.
When the celebration's over
there's so much more to see and
do. Cruise the craggy coast line.

Tasmania in January is the

Rest in secluded bays, relax and enjoy the natural beauty and unspoilt lifestyle of this, the most hospitable of hide-aways. Whether you cross the line first or just cruise down for a relaxing break, you'll be the winner. For further information contact your Travel Agent or nearest Tasmanian Travel Centre now.



Singapore Airlines and owner Peter Steigrad will have in his crew four of Singapore's top dinghy and keelboat sailors selected by the Singapore Yach-

ting Association.

Apart from Rothmans, Britain will be represented by the Spangle Luscious Syndicate headed by Peter Wheeler which has chartered Warren John Johns' Davidson One Tonner, Beyond Thunderdome, which last year was a member of the winning British team in the Southern Cross Cup, sailing as Canon Express. Sailing as helmsman under the British flag for the second time will be Beyond Thunderdome's regular steerer, Jamie Wilmot. Jamie steered Heaven Can Wait which was also a member of the UK team last year.

Expat Australian Stephen Ellis has shipped the former Australian yacht Sweet Caroline back to Australia for the Hobart after commissioning an extensive optimising programme for the Dubois 44, a sistership to the topscoring British yacht of the 1973 Admiral's Cup. Sweet Caroline has a new Proctor fourspreader rig and a new elliptical keel with a big bulb. All the internal hydraulics were removed, the number of winches reduced from 12 to six with the use of jammers. "We saved 2000lb in weight," said Ellis.

Sweet Caroline will compete in the

IMS division and will certainly be one of the favourites for the Class III IMS

The Soviets are back again for the third year running, this time with the Leningrad-based Ariel which will be skippered in the Asia Pacific series and the Sydney-Hobart by Anatolij Komovalov. The Peterson-designed 43-footer has won all USSR offshore championships since its launching in 1982.

New Zealand is back into the Sydney-Hobart in strength with four entries -Hijacker (Ray and Janice Lodge), La Monique (Barry Brooks), Vendetta (Charles Reid) and Woolly Jumper

(Graeme Wood).

Vendetta, a Laurant Giles-designed 44footer is a fast cruiser/racer which has raced and cruised extensively from New Zealand to the South-West Pacific. La Monique, a Holland-designed 12.8m sloop, was designed and built for the 1981 Admiral's Cup team trials in New Zealand but was badly damaged in the first ocean race when it hit a rock north of Auckland. Since then La Monique has been used mostly for cruising.

Hijacker is one of the excellent fast cruiser/racers designed by John Lidgard and should do well in the IMS division. She won the 1988 TransTasman Cup race from Auckland to Mooloolaba.

Woolly Jumper, another Kiwi entry in the IMS category, is a brand new custom-designed Holland 48 whose owner Jim Wood has had extensive international experience, including contesting the Hawaiian series.

New South Wales has the biggest entry with 55 yachts, Victoria has 22, Tasmania 17, South Australia seven, Queensland four, Western Australia



BACK again for the 1990 NorTel Sydney Hobart Yacht Race is the little Victorian sloop Illusion, winner of the race in 1988 and an IOR division winner again last year. Hobart photographer Richard Bennett took this great picture of Illusion sailing past Cape Raoul in Storm Bay, Tasmania.

three, the ACT two and the Northern Territory one entry.

The Victorians will be looking for their third successive IOR victory in the Hobart, with the two past winners Ultimate Challenge (1989) and Illusion (1988) joined by a strong line-up, including Peter Grant's Western Port Venture, skippered by international sailor Ross Lloyd, and the other Davidson 34s, Chutzpah (Bruce Taylor) and Harbinger (Barry Dean) and the recently launched fast lightweight Steinman 34, Larrikin (Bob Story).

Two-times Hobart race winner Lou Abrahams, incidentally, will be notching up his 28th race, 25 of those races being as skipper of his own yacht.

Another veteran sailing again this year will be Tasmanian John Bennetto in

NEW South Wales Premier Nick Greiner who will start the NorTel Sydney Hobart Yacht Race, firing a cannon on Shark Island.



Mirrabooka. John has sailed in 29 Sydney-Hobarts, the first back in 1947 aboard the Hobart cutter Kintail.

A much younger Tasmanian, Craig Escott, is back again with the S&S 34, Solandra, which he owns in partnership with his father. Solandra, won its divisions under the IMS category and the Illingworth category handicaps and earlier this year won both the IOR and IMS divisions of the inaugural 960-nauticalmile East West Airlines Sydney-Whitsundays Race.

Back again also from Hobart is the top-performing IOR yacht last year, Ian Smith's Farr 40. Sheraton Hobart which finished 15th overall and seventh in the highly competitive Division B.

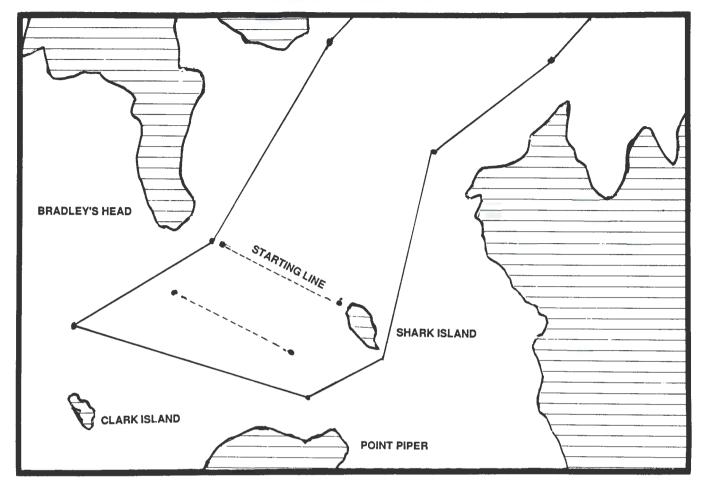
Veteran Adelaide yachtsman Josko Grubic has again entered his 84-foot ketch Anaconda II, with seven entries from South Australia - the strongest for some years. Keith Flint elected to sail in the West Coaster last year with Helsal II and took line honours from Melbourne to Hobart, but this year is bringing the well performed 66-footer back to Sydney, with Fred Neill as sailing master.

In fact, the race between the "maxi chasers" could be one of the highlights of the dash southwards, with Helsal II, lining up against Arthur Bloore's Hammer of Queensland, the downwind flyer Bobsled (Geoff Bush) from Sydney, Australian Maid (Jon Wardill) from Darwin, Damien Parkes' Freight Train from Sydney and George Snow's Brindabella, racing for the ACT, with that famous sailor Graeme ("Frizzle") Freeman back from Italy and aboard especially for the

The NSW TAB will be running a Trifecta on line honours in the NorTel Sydney Hobart this year - so here are my selections:

Rothmans - Condor - Bobsled.





Cannon Start From Shark Island

THE Premier of NSW, Nick Greiner, will start the 1990 NorTel Sydney-Hobart Race by firing a replica of an 18th century cannon on Shark Island.

The two-line starting area will thus move up Sydney Harbour to between Shark Island and Bradley's Head from the Steel Point to Taylors Bay area used for many years. The two lines will be 400m apart, with ample manoeuvring room behind the lines towards Point Piper and Clark Island.

More than 500 invited guests of the sponsors, NorTel, along with NorTel clients and staff, will enjoy a carnival

Nortel Sydney Hobart Race Information

THE phone numbers for public information on the 1990 NorTel Sydney Hobart Yacht Race are:
SYDNEY — Cruising Yacht Club of Australia: (02) 362 3280.

HOBART — Royal Yacht Club of Tasmania: (002) 245 583.

atmosphere on Shark Island and watch the Premier fire the gun to send the fleet on its way to Hobart.

This will be the first time in its 46-year history that the ocean classic has been started from the land rather than a boat, with the Royal Australian Navy traditionally providing a vessel as the official starter's boat.

While not firing the start gun, the Navy will continue its role, with the Sail Training Ship, Young Endeavour, on station as the second-line mark vessel, while HMAS Fremantle will lie ahead of the lines and lead the fleet down harbour to the Heads once the start gun is fired. Fremantle will also be in a position to fire the recall gun if necessary.

Once again the Water Police and Maritime Services Board, with assistance from the Australian volunteer Coast Guard, will strictly enforce spectator control, with a restricted area for racing yachts only extending from an area between Shark Island, Point Piper to the south, Shark Island in the West 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 between the restricted areas and Point Piper and Bradley's Head to move down harbour but will be contained behind clearly designated lines.

From their starting lines, the yachts will race down harbour to round two separate marks laid to the north of South Head. The frontline yachts will sail around the northernmost mark to enable the backline yachts to make up for the 400m difference between the front and backline yachts. After turning these marks, the entire fleet will turn east to round a seamark two miles off the Heads before turning south towards Tasmania.

Once again, the CYCA will make only individual recalls, with normal flag and sound signals. However, the recalled yachts will not be announced by radio 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 cleared the mark.





The Cruising Yacht Club of Australia

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Jury:

Sydney: Neville Whitty (Chairman), Lee Killingworth, John Kirkjian.

Hobart: Neville Whitty (Chairman), David Burton, Ray Batt.



THIS year marks the Cruising Yacht Club of Australia's 46th annual Sydney-Hobart and our second year of association with race sponsor NorTel Australia Pty Limited. This December also sees the start of the NorTel Asia Pacific Championships (to include the National Level Rating Championships) which we expect will become a major international regatta.

The advent of IMS handicapping has provided more opportunities for yachts to compete and encouraged the CYCA to start this biennial regatta for both IOR and IMS yachts. The fourth and final race of the

NorTel Asia Pacific Championships will be the NorTel classic, so yachts racing to Hobart can enjoy a challenging series leading up to Boxing Day.

The NorTel Sydney-Hobart is recognised as one of the world's great racing classics, but an event of such magnitude would not be possible without sponsorship and assistance from a great number of people. The CYCA is indebted to NorTel for their sponsorship and the personal support of the NorTel directors and staff as well as the encouragement we receive from Northern Telecom executives who travel to Australia to enjoy race festivities.

This year Geoff Hammond is returning to the fleet with his 75 ketch *Mia Mia* which will be the radio relay vessel for the seventh time. Fuel is again being provided by Caltex Oil (Australia) Pty Ltd.

The club is also grateful to Digital Equipment Corporation for providing computer hardware and backup support for calculation of race reports and results and Australian Airlines for their support as official carrier.

To the Royal Yacht Club of Tasmanià and Commodore Picton Hay, thank you for your most enthusiastic assistance and we look forward to your fantastic welcome in Hobart.

We are very grateful to our race starter this year, the Hon Nick Greiner MP, Premier of NSW, who will fire the cannon from Shark Island.

May I also thank all sailing committees, staff and volunteers for the tireless effort they have made to make this ocean race the success it is and to all participating owners, skippers and crew, for the dedication and skills they have devoted to the NorTel Sydney-Hobart.

Les McClean, Commodore



The 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: Rohan Johnston

Officer-Of-The-Day: Brian Donaldson

Press Centre: John Honeysett

Information Liaison Centre
— Dockside:
Bob Laing

Patrol Launch Officer: Michael Hocking

Secretary/Manager: John Gard THE 1990 NorTel Sydney to Hobart Race will be a race to remember, not only for those competing in this blue water classic but for their legion of supporters as well.

In addition to the great work of Commodore Les McClean and Race Committee Chairman David Kellett in Sydney, Race Director Rowan Johnston and his team have pulled out all stops to ensure the "Hobart End" more than compensates for the many disappointments caused by the pilots' dispute last year.

The Marine Board of Hobart is constructing special walkways to give easier and safer access to the yachts. Hobart City Council has made available offices overlooking Constitution Dock for our Sponsors, NorTel, and the Media Centre.

NorTel has generously arranged additional space at Wrest Point Casino which will accommodate all who wish to view Prize Night, and a wide range of public and private and entertainment and activities are planned.

Members of The Royal Yacht Club of Tasmania of course extend their usual warm welcome and will provide that army of volunteers who contribute so much to this great event. Special recognition is given to them and also their hardworking counterparts at the Cruising Yacht Club of Australia.

To the owners and crews who are participating in this, the world's greatest and most testing yacht race, I wish good luck and fair winds.

Picton K. Hay, Commodore

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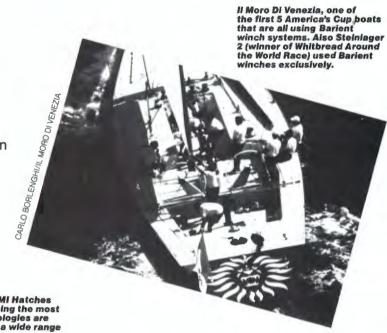
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NorTel Sponsorship Aids Professional Organisation

By Peter Campbell



Commodore Les McClean of the Cruising Yacht Club of Australia, right, and John Tucker, Director, Public Relations, NorTel Australia Pty Ltd, hoist the NorTel Sydney Hobart official race flag at the CYCA in Sydney. (Pi: — Peter Campbell).

66HOW much do you yachties get for winning the Sydney-Hobart Race?" is a question often raised by the general public and uninformed media as their interest in the Great Ocean Race and its traditional Boxing Day start from Sydney increases each December.

In newspapers, magazines, on radio and television they learn of the race sponsorship and promotion, of the big fleet, the maxi yachts entered, the overseas crews flying in from Britain, America and Japan just to compete in Australia's ocean classic.

There is no prizemoney for the Nor-Tel Sydney-Hobart Yacht Race — every dollar received in sponsorship and in entries goes back into maintaining the status of "The Hobart" as the most professionally organised, best promoted and most efficiently and safely conducted long ocean yacht race in the world.

The NorTel Sydney-Hobart is an event that has been organised and run successfully by a yacht club for yachtsmen for the past 45 years. That is the key factor — the competitors come first in every decision.

Of course, every owner competing in this year's NorTel Sydney-Hobart race will be out-of-pocket to the tune of thousands of dollars by the time he reaches Tasmania, and that is without the initial cost of the yacht.

You budget for that when you enter

updated navigation equipment, the best of safety gear, then a refurbishing of the boat, not to mention the cost of flying the family or friends to Hobart for the apré-race fun.

So what do you get if you win line honours, or first place overall under one of the handicapping categories, the grand prix IOR or the new IMS? The owner/skipper's name and that of his yacht engraved on a fine silver trophy—and he can't even take it home!

Unlike the Melbourne Cup, the major trophies for the NorTel Sydney-Hobart are perpetual trophies (magnificent ones at that) and the best the winning owners get to take home is a replica to place in their trophy cabinet. There is no prizemoney for winning the Sydney-

SY) HY-IIII

Hobart, nor for any of the traditional ocean races of the world, the Bermuda Race in the United States, the Fastnet in England.

In these days of highly professional sports and sports promotion, with bigmoney prizes and huge appearance money lures for the stars, the sport of ocean yacht racing remains still truly amateur for the yacht owner. A handful of yachts may race this year under sponsored names, but with the exception of the British-owned Rothmans, the money they might get is negligible and it all goes back into the boat, into new sails, deck gear and so.

Yet sponsorship is vital to the Cruising Yacht Club of Australia to maintain the professional organisation, promotion and safe conduct of one of the world's greatest ocean races. Over the years since TAA (now Australian Airlines) became the first "name" sponsor of ocean yacht racing in Australia (and still is) the CYCA has been fortunate to have excellent ongoing sponsors of the

Sydney-Hobart.

NorTel this year is in its second year of being the major sponsor of The Great Ocean Race, a link with bluewater yachting that has been of great benefit not only to the CYCA and yachtsmen who sail to Hobart, but certainly to NorTel.

Through the company's global network, the NorTel Sydney-Hobart has received unprecedented overseas promotion, creating interest throughout the world in the race.

Of particular significance this year has been the international promotion of the inaugural NorTel Asia Pacific Offshore Championships which, despite trying economic times, have attracted boats and crews from Singapore, Hong Kong, Japan, the Soviet Union, Great Britain and New Zealand, as well as all Australian States and Territories.

The NorTel Sydney-Hobart Race is the major sponsorship undertaken outside North America by the world communications giant, Northern Telecom.

Going into its second race, NorTel, the wholly owned subsidiary of the US\$6.1 billion corporation Northern Telecom, says the sponsorship is already reaping the benefits expected when the company announced the four-year sponsorship deal in July 1989.

"We are more than happy with the name recognition that the NorTel Sydney Hobart has given the company here and internationally," Group Vice President of NorTel Pacific, Brian Baynes

"It has given the company an identity in this country associated with prestige,

tradition and performance. It is an association that will help lift NorTel to its rightful place as a major supplier to the Australian market," Mr Baynes added.

NorTel gets maximum advantage from its sponsorship. Not only does the company set up and man the NorTel media centres in both Sydney and Hobart to supply race information to local and international media, it also takes the opportunity to involve its customers in the NorTel Sydney-Hobart activities.

The major client activity planned around this year's race is a gala picnic day on Shark Island, at the southern end of the start line.

More than 500 invitation-only guests, clients and staff will take advantage of Shark Island's carnival atmosphere to watch the Premier of NSW, the Hon Nick Greiner, fire the start gun and send the NorTel fleet on its way to Hobart.

"The NorTel Sydney-Hobart is certainly a tradition in Australia and the fact that more than 300,000 spectators turn out on the harbour foreshores and many hundreds of thousands of others watch it live on television ranks it among the premier sporting events in this country.

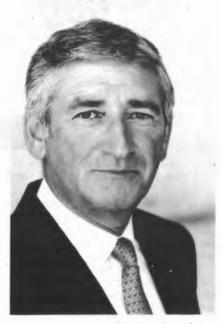
"NorTel is proud to be the sponsor of such a prestigious event, and I look forward to continuing what has proved to be a truly beneficial relationship with the Cruising Yacht Club," Mr Baynes said

Profile of NorTel Australia Pty Ltd

NORTHERN Telecom, the parent company of NorTel Australia Pty Limited, is the leading global supplier of fully digital telecommunications switching systems, with more than 50 million lines of its Meridian business communicatins systems and DMS switching systems in service in more than 80 countries.

NorTel Australia Pty Limited, the sponsor of the Sydney Hobart yacht race, is headquartered in Lane Cove in Sydney. It is the corporation's subsidiary responsible for product development, manufacturing, marketing, sales, and service in Australia and New Zealand. The company markets the Meridian 1 business communications system, data packet switching equipment, international gateway and other exchanges, telephones and other Northern Telecom products.

The corporation employs more than 48,000 people throughout the world. It operates 40 manufacturing plants in Canada, the United States, Malaysia, the Republic of Ireland, France, the People's Republic of China, and Australia. Research and development is con-



Brian Baynes, Group Vice-President of Nor-Tel Pacific.

Bell-Northern Research Ltd, a subsidiary which operates R&D facilities in six locations: two in Canada, three in the United States, one in the United Kingdom, and one in Australia on Wollon-

Northern Telecom manufactures a wide range of telecommunications equipment for telephone companies, private corporations, educational institutions, government agencies, hospitals, offices, and residences. Its products include telecommunications switching and transmission systems, data communications networks, fibre optic cable and equipment, wire and cable, telephones, outside plant hardware, and other equipment for public and private communications networks.

To maintain its competitive advantage as a leader in the development and application of digital and optoelectronic technologies, Northern Telecom invested US\$730 million, or 12 per cent of revenues, in research and development in 1989.

Northern Telecom Limited is 53 percent owned by BCE Inc., a management holding corporation whose subsidiaries and associated companies include Bell Canada, TransCanada PipeLines, Encor Inc., BCE Mobile Communications, Montreal Trustco, and Bell Canada International.

Northern Telecom common shares are listed on the Montreal, New York, Toronto, Vancouver, London and Tokyo stock exchanges. Consolidated 1989 revenues were US\$6.1 billion. Over two-thirds of Northern Telecom's 1989 consolidated revenues were earned

Innovative Regatta Attracts Big Fleet



SINGAPORE GIRL, the well-performed Three-quarter Tonner which will be sailed by a joint Singaporean and Australian crew in the inaugural Nor Tel Asia Pacific offshore championship and in the NorTel Sydney Hobart ocean race. The yacht and the four Singaporeans are being sponsored by Singapore Airlines. This picture by Richard Bennett was taken during an earlier Sydney Hobart race as the Davidson 34 dashed down the East Coast of Tasmania.

THE Cruising Yacht Club of Australia's innovative move to introduce the NorTel Asia Pacific ocean racing championship as part of the Sydney-Hobart build-up in the years between the Southern Cross Cup has proved an outstanding success event before the first of the four-race regatta.

Of the 107 yachts entered for the NorTel Sydney-Hobart by the official close of entries on October 31 (late entries were being accepted until November 15), more than 50 were also entered in the NorTel Asia Pacific championships.

representing Great Britain, Singapore, Hong Kong, Japan, the Soviet Union and Japan as well as all Australian States.

The original concept has been extended to also include a revival of level rating championships for One Tone and Three-quarter Ton rated yachts. Overall the Asia Pacific series has both IOR and IMS categories.

For example, in the One Ton Cup class entries include last year's NorTel Sydney-Hobart winner, Lou Abrahams' Ultimate Challenge from Melbourne's Sandringham Yacht Club and Beyond Thunderdome which was a member of

NorTel Southern Cross Cup. She has again been chartered by a British team, headed by Peter Wheeler.

Also entered is Gary Appleby's Admiral's Cup yacht, Sagacious, which was a close runner-up to Ultimate Challenge in last year's Hobart race after a remarkable downwind duel along the east coast of Tasmania. Venture 1 has been entered by Max Ryan, who campaiged his 50-footer Cyclone so well in this year's Kenwood Cup in Hawaii.

Other One Ton Cup championship entries are Bob Brady's well-performed Farr 40, Prime Factor from Sydney, Once



FOUR Singaporians will sail aboard Singapore Girl in the NorTel Asia Pacific championship and Sydney Hobart races. Pictured here with Singapore Yachting Association's S.H. Tan are, left to right, Siew Shaw Her (skipper), Ivan Tan and David Lee. Absent is Lincoln Chee. Their trip to Australia and Singapore Girl's entry is being sponsored by Singapore Airlines.

Alan Breirty, and Western Port Venture, owned by Peter Grant and skippered by Ross Lloyd. Lloyd, one of Victoria's most talented sailors, was aboard Illusion when she won the 1988 Hobart and recently skippered the Japanese One Tonner Blue Note to victory in the Japan.

Tasmania will be represented in the One Ton Cup championship by Sheraton Hobart, skippered by Ian Smith.

However, the most intense competition is expected in the Three-quarter Ton Cup group, which includes the Davidson 34 sisterships, Singapore Girl (Peter Steigrad/Singapore

Team), Chutzpah (Bruce Taylor, Vic), Illusion (Gino and Nick Knezic, Vic), Harbinger (Barry Dean, Vic) Relentless (John O'Brien, NSW) and the Steinmann-designed Larrikin/ Bob Storey, Vic).

The three maxis, Rothmans from Britain and the two Sydney 80-footers Condor and Ragamuffin, have also entered the NorTel Asia Pacific championships, to provide a spectacular round-the-cans preview of their three-way duel for line honours in the race to Hobart.

So have several of the "pocket maxis" or maxi chasers, including George Snow's Brindabella, sailing for the ACT, and Geoffrey Bush's Bobsled, * line honours winner of the last Jupiters Gold Coast race.

One of the strong contenders for overall IOR honours in the Asia Pacific champion will be Peter Kurts' Farr 43, *Madeline's Daughter*, with Kurts preparing for yet another strong bid to win his third Hobart classic.

Racing for the NorTel Asia Pacific championship will start with a 75 nautical-mile offshore race on Friday, December 14, followed by two offshore trianges over 25 nautical miles on December 16 and 22. Final event of the championship will be the NorTel Sydney-Hobart starting on December 26. In the first three races, the level rating yachts will start five minutes before two other IOR and IMS entries.

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66 THE Sydney Hobart yacht race is easy. There's a start, a middle and an end. So long as you do all the bits you finish in the race," so said Leo. Leo was a necessary evil on a boat because without calling on him you can't change direction.

"Yeah, but there must be some special rules or something because this is a pretty special race," Long Tack put in. Long Tack wasn't. He knocked up easily as a grinder. Hence his non-deplume referred to his preferred point of

"I heard that once a crew kicked another boat and his boat was disqualified," sipped Long Tack over his frac-

tured seagull.

"Oh that one," Leo lifted his mutton bird, gulped and looked far away. "An involuntary knee jerk it was; ligaments still a bit dicky.

"Get away." Long Tack and Leo were warming to their reminiscences of the race. As I say by the bar and listened, I realised that the race although having a long history has also had a history of disappointments for some well placed yachts, all brought about by those pesky but necessary rules.

A competitor is most at risk in the race at the start. Being over anxious and racing tough at night can also bring about a rules demise. And then of course you can use the Declaration Form to great advantage to stay out of the jury room. So Leo is right. There is just a start, a middle and an end. And that's it.

Well not quite Leo.

Apart from the sailing instructions there is really nothing special about the racing rules as they apply to this race. Nothing more than any Saturday afternoon race. The only difference is the understanding of making the rules work for you. After a long slog and it's time for scallop pies and a QLD is not the time to reconstruct what happened 600 miles back.

As I ventured into my first fractured seagull and listened to Leo wax on about his adventures I began to think of the race and how an appreciation of some of the basics particularly at the start can obviate the need for 20/20 hindsight.

How many protest flags does a yacht carry? That's right how many? A protest flag must be displayed until the yacht finishes. If the red duster blows away or disintegrates an otherwise valid protest may not be heard. Shame to cut up the cook's tea towels.

It's Nothing Special!

by As If You Couldn't Guess

My mind started to draft an article that I must write one day. The Bundy in the gull was working its wonderful

If nothing else, the start and the fleet control in Sydney Harbour is unique in this race. Not only the spectacular media coverage is different, but the use of two start lines simultaneously and differential turning marks. I wonder if this is done any where else?

can be used if an infringement occurs. How many "I" flags does a boat carry? To get the benefit of this rule the international code flag I (yellow with a black spot) must be displayed until that yacht finishes. Looks pretty off the backstay, but its not just decoration.

"Remember the year one boat started in the wrong direction and claimed room against the whole fleet?", said Leo. "After all, Hobart was the first mark of the course even though it was 600 miles away."

"Did he get away with it, Leo?", Long Tack asked. "Well after that they established tug boats at the Heads as marks of the course to stop it happening

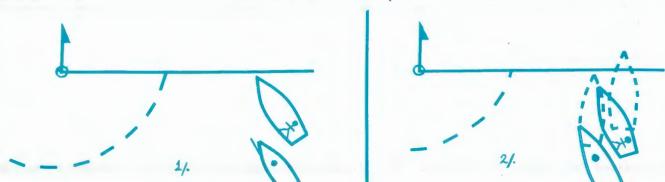
There is the special combination of the 720g turns and alternative penalties. Two complete circles by a yacht exonerates a breach of the basic rules if they occur in the Harbour. The organisers, mindful of the congestion, have set aside a special area of the course in which these turns can be carried out. That explains what appears to be some extraordinary tactics by the yachts just after clearing the heads. Don't worry, Leo has not gone berserk at the helm, it is the competitors making the rules work for them.

Once at sea the alternative penalties

again. At least it gets everyone going in the same direction," Leo responded.

Leo was right. It actually did happen in a Sydney-Hobart race many years ago. Which highlights the point that the most exciting part of the race is the first frenetic burst down the Harbour to the Heads. The rest of it really is an excuse to get to the party in Hobart.

The start is, in fact, the tactical heart of the race. The balance of the course is the tactical use of navigation. The start is the most closely televised part of the event yet the start tactics are not understood by the viewers, let alone some of



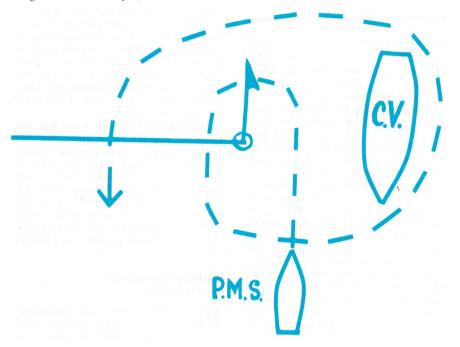
the competitors. For example, in a brisk nor'easter will they be aware that rule 42 now allows the leeward boat to claim room to pass the leeward start-line mark. The mouse in my head drew a diagram.

This was particularly interesting as if the boats had not reached a position two boat lengths from the mark then it was not rule 42 but rather 40 which determined how the leeward boat can luff. Even under this rule there are two distinct steps in using the tactic it permits. Yet all of this is to be carried out with fifty or more boats all manouevring to start and "play" tactics them-

each start mark with a number of observers all of whom are in radio contact there is little chance of escaping. It is easy to misjudge in the melee of the start as a competitor.

But here is the rub; the Committee won't identify the premature starters until 20 minutes after the start. Which brings us back to Leo's comment.

The yacht broke the start but only by a little. Nevertheless she infringed. 20 minutes later her name was announced over the radio. By this time she was through the Heads. She turned back. As she approached the line another boat was re-rounding as in the diagram.



selves. The little mouse kept drawing. In 1, L can't luff any higher than her proper course at that time because W's helmsman is ahead of L's mast. But in 2, L can luff because the helmsman of W is now behind that line. W must respond even if that would cause her to break the start line. After all, that's part of the reason to use that tactic. The manoeuvre is further complicated if, as there always is, boats to weather of the boat that is being luffed. That's part of the aggressive fun of the Sydney Hobart start.

You see, if you can force the other boat over the line just before the start gun the breaking boat is not permitted to dip back over the start line. Instead she must sail to either end of the start line and sail around the end mark.

Who cares, you may think, but the race has been won and lost after 600 miles of sailing by mere minutes. Every second in ocean racing is important as the boats time is multiplied by its handicap.

Leo said, "I remember a race where one boat started three times," Long Tack looked dubious. But Leo, as ever, was right. It happened in 1989. It showed the importance of reading the unique features of the instructions of the race. Any boat that breaks the line before the start must go around the end

But what was right? So she rounded and restarted around the same track but thought better of it and made another start with an englobo turn around the mark boat and the mark. By this time there were only the officials watching.

There is still a lot of fun and action behind the fleet. Pity of it was that she was correct in her first re-round.

Leo's dicky knee reminded me of another incident that highlights what are collisions? Yes, it really did happen that Leo, in the anxiety of a Hobart start actually stuck out his leg and made contact with a boat to windward at the start in Sydney.

It's a long story, actually 600 miles long, for though Leo's boat would have won the race that little knee jerk was a collision within the rules. The boat was penalised and lost the prestige of claiming first place. In fact, second was first, who was on first and what was on second.

In the hurly burly of the start there are rules to protect and penalise. Leo forgot to use rule 68.9 and ask the jury to dismiss the protest. Leo did confide in me some time later that he didn't know the rule was there as it was the first year it was in the book. No matter how slight the contact a yacht must retire. This they rarely do as they don't know

bread. Or lodge a protest. Some can't be bothered and Leo's the result. Penalised; not the dicky knee.

Some lodge bodgie protests, but this is not a protection as the jury can use the facts as self incrimination and still penalise. So the moral is no matter how slight the contact and no matter whether the hull, sails, equipment or in Leo's case, the crew, and any of the other bits connect the boat must exonerate or lodge a protest and face the jury.

Another feature of the race, for that matter any sailing race at night, is that the right to defend is not able to be used between sunset and sunrise. This arises because the International Regulations for Preventing Collisions at Sea apply to the racing yachts. During day light hours a yacht may luff, that is alter its course toward the wind, as she pleases. Suddenly and without warning. It is a formidable tactic.

But at night, this is not the case. Often on the first night at sea the yachts are still in close contact. The Col regs, as they are called, require a yacht which is being overtaken to hold its course. The overtaking yacht must keep clear. These little night rules can be the cause of a rude awakening for some.

Just then T'alls walked in. "G'day T'alls," "'lo Leo".
"Long Tack hi there, I do declare you

look the worse for wear." T'alls tended to talk like that. The

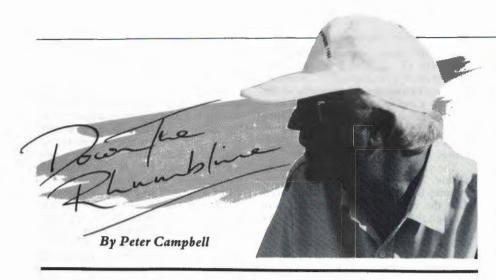
sight of T'alls reminded me of another unique feature of the sailing documents as they apply to this race. Leo, who had suffered at the hands of T'alls many times, said "Jeez, you're tough on your percentage penalties".

"Ah, Leo don't be bum, tougher than others, better than some." He was right. In the Sydney-Hobart race the Declaration Form has a special advantage for those competitors that have an aversion to jury service. The sailing kind, not the Sheriff kind.

A competitor may state on the Declaration any breach of the rules. Under the special regulations that apply to the race such a breach so disclosed can be dealt with by the race committee and not the jury. This Leo did not know in his celebrated case. The race committee will invariably impose a percentage penalty instead of disqualification. After all, the competitors come a long way to compete. A DSQ can ruin an entire QLD. Yet this little rule is not understood by most competitors as self protection. And this all is dealt with without a hearing.

I listened to my mates talk about the race. The aggressive competitiveness where a mate gives no quarter whether friend or foe. There are rarely foes in sailing. The adversity of wave, wind and weather. Being wet. Being cold. Winning. Losing. Will the rules give them the prize or take it away. Perceiving that special bond that only a race such as this builds in those who have competed. Whether friend or foe.

Yet, if you asked any of them what they thought of the race they would



THE NorTel 46th annual Sydney to Hobart ocean race represents another major sea-milestone in the history of the Cruising Yacht Club of Australia in Sydney and the Royal Yacht Club of Tasmania in Hobart. Without question, the bluewater classic ranks as one of the great sporting fixtures on the Australian calendar, an event that captures the attention of the nation as some 1200 yachtsmen, and a growing number of yachtswomen, compete against each other and the ever-changing Tasman Sea to win that dash down the rhumbline.

As that doyen of ocean racing Syd Fischer once remarked, "What else would you do on Boxing Day." And Syd is back with the fleet once again, notching up his 22nd Hobart, at the helm of his veteran maxi, Ragamuffin.

As we sail into the 1990s, I've estimated that some 25,000 men and women have "Done a Hobart" as they say around the yacht clubs. Most have been adults, but there have been crew as young as 14 sailing with their fathers aboard family yachts. Over the 45 years since nine yachts set sail from Sydney to Hobart in 1945, some 2,600 yachts have taken part, ranging in size from tiny 9.0-metre sloops such as Zeus II with a crew of five to the massive maxis like Drumbeat which last year had 26 aboard.

Looking back a decade, to the 1980 race, one finds that the winner was a young New Zealander named Peter Blake, sailing the first of his maxis in preparation for the Whitbread Race. Blake took out the double of line and handicap honours but didn't win the Whitbread. Since then, Blake has won the Bicentennial race around Australia in a trimaran named Steinlager and the 1989-90 Whitbread with the maxi ketch also named Steinlager.

While many of 103-boat fleet of 1980 have gone to calmer seas, there are still a few of veterans line up again this year — Challenge II, Helsal II, Anaconda II, Big Schott, "Mercedes" IV and Mercedes V, Zeus II, Bacardi, and Evelyn (now Australian Maid). But many of the well known yachties of the 1980s are still

sailing into the 1990s.

Lou Abrahams, who placed third overall that year and has since won two Hobarts with Challenge II and Ultimate Challenge is back again as is David

the converted 12-metre, Gretel, in her remarkable second place overall in 1980. With him again, aboard Condor in this year's race, are Gretel crewmates Tony Cable and Bruce Gould.

Syd Fischer had a 10th that year with a former and smaller Ragamuffin, Peter Rysdyk is back with yet another boat called Onya, and Peter Kurts is looking for that elusive third overall win, again skippering Madeline's Daughter.

Tasmanian John Bennetto had one of his few retirements in 1980; this year he will be 30th race — his first was back in 1947 with Kintail. Also on the list again as skipper is Jim Dunstan with his little Currawong 30, Zeus II, which was overall winner in 1981. That colourful ocean racing skipper from Adelaide, Josko Grubic, is back with his maxi ketch Anaconda II for his 20th race.

Other crew from the race of 1980 sailing south again include Richard Hammond (Condor), Alby Mitchell (Oz Fire), Bernie Case (Illusion), Bill Ratcliffe (Mercedes 'IV), Don Lang (Mark Twain) and Col Betts (Condor) and no doubt there are many more who will be heading for Hobart again on Boxing day 1990.



Tassie Night Cocktails

SYDNEY skippers, and a few of us nautical scribes, got a pre-taste of the good fare that Hobart will be offering the yachties when they reach Constitution Dock and the waterfront pubs of Hobart, when Tourism Tasmania hosted a Tassie Night Cocktail Party at the CYCA.

We enjoyed excellent Tasmanian wines from Heemskerk and Moorilla Estates as well as the yachties' favourite beer — Cascade. And as a special treat National Pies man and Hobart yachtsman David Gough sent up some of his famous scallop pies for the night.

At the end of the rhumbline it's a tradition to feast on National Pies at Constitution Dock, washing them down with some fine Cascade. But's well worth trying some of the fine Tassie wines, not to mention the magnificent cheeses and smoked trout and salmon. Great noch!

Incidently, Tourism Tasmania has donated a prize to a crew member competing in this year's NorTel Sydney Hobart — a holiday for two back in Tassie, flying Australia Airlines and staying at Village Resorts Northside Manor. The catch is that to be eligible for the prize drew, your yacht's entry form and preliminary crew list had to be in the CYCA sailing office by October 31.

Sailing Norseman Northwards

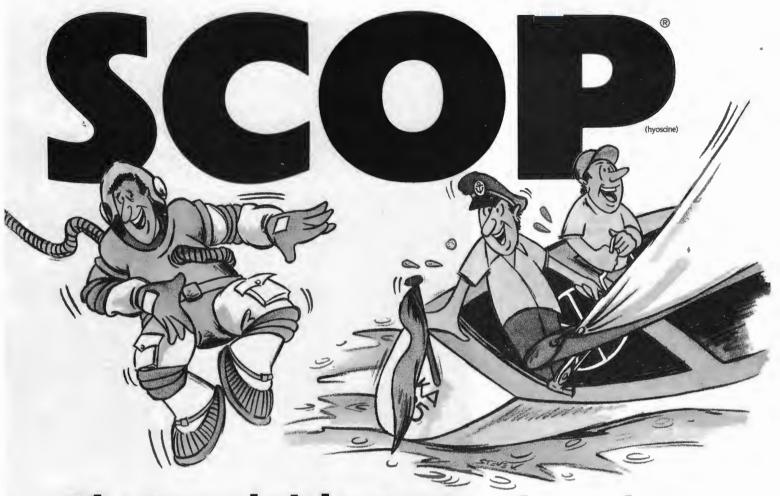
PORMER Queensland yachtsman Peter Howes dropped into my office recently carrying under his arm a fine painting he had done of a yacht called Norseman. Our man in Brisbane, Ian Grant, wrote of Norseman in OFFSHORE's April/May issue, which attracted Peter's interest, as he sailed aboard the 39-footer for eight years.

Norseman was designed by Alex Wilson after his return from flying in World 2 and built for him, not his brother Alan, who later built a similar yacht, Viking. Norseman was designed by halfmodel, and was the first yacht built in Brisbane after the war.

"Norseman was not only an outstanding ocean racer, but the topscorer with the QCYC and RQYS around the buoys," Peter recalled as I admired his painting. His real admiration, however, was for Alex Wilson. "He was a true seaman, who sailed with quiet professionalist, inspiring confidence and dedication in his then young crew," said Peter.

"Although he would have had just cause many times during years of close racing, he never once raised his voice. Instead, he would give fatherly advice and always with a smile."

Norseman, as shown in our reproduction of Peter Howes' painting, was 39 feet in LOA, had a beam of 12 feet, a draft of 4 feet but 8 feet with the centreboard down, was gaff rigged with a bowsprit of 9 feet long. She carried sail



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Just one SCOP adhesive patch applied behind your ear helps prevent sea sickness – for up to three days, if necessary.

The SCOP patch releases medication into your system through the skin, and you can forget about the worry of taking anti-nausea tablets – and then perhaps losing the dose through vomiting.

Like most effective products, SCOP may cause some minor side

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SCOP should not be used by expectant or nursing mothers, by children under 10 or by people over 65. After handling the patch, wash your hands thoroughly or you may get hyoscine

in your eyes, causing temporary blurred vision.

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The Sponsor and Supporters

THE planning, organisation, conducting and promotion of international events such as the NorTel Sydney Hobart Yacht Race and the new NorTel Asia Pacific Championships are expensive undertakings for a club of amateur sportsmen and women who sail for the love of the sport. Such a major event would not be possible without the efforts and excellence of the competitors and the many club members who give their time to make the race such a success.

Nor would the race be possible in its current form without race sponsor Nor-Tel. NorTel Australia Pty Limited was sponsor for the first time last year and brought great enthusiasm and energy to their vital role.

The race also attracts support from other major companies and this year Digital Equipment Corporation (sponsor of the CYCA's winter racing) will supply all the computer hardware for processing race position reports and results.

Australian Airlines continues to support the club and the NorTel Sydney Hobart by assisting with air fares for race personnel, flying trophies from Sydney to Hobart and moving a mountain of crew baggage to Hobart.

Caltex will once again supply the fuel for the radio relay vessel and committee vessels for the NorTel Asia Pacific Championships and Geoff Hammond will supply this boat *Mia Mia* to act as the Hobart fleet's radio relay vessel.

The CYCA would also like to thank: The Hon Nick Greiner MP, Premier of NSW for attending on Boxing Day to fire the starting cannon.

The Commmodore, members and staff of the Royal Yacht Club of Tasmania

Codan, the supplier of radios for the Race Centre and the radio relay vessel.

Nashua for supplying fax machines for the Race Centre and Media Centre and Rank Xerox for supplying two photocopiers for the Media Centre.

OTC, the supplier of Yacht Coms phone line for the Race Centre.

Hugh Burns who spends many long hours working on the computer program and who also operates the computer during racing.

Penta Comstat for assistance with the radio skeds and monitoring movements of the yachts on pre and post race delivery

ABC Television which will broadcast the start of the race and follow the entire



The fleet heads for Hobart . . . the now proven two-line starting line reduces congestion tacking down Sydney Harbour, gives the smaller boats clearer wind. Boxing Day, 1990, will see the start line moved up-harbour to between Shark Island (top left hand corner of pic) and Bradley's Head (nearest headland across the harbour).

race by helicopter to produce nightly news bulletins.

MSB for assistance with the various necessary approvals and control of the Port of Sydney.

For control of spectators at the race start, we thank the Australian Volunteer Coast Guard and the Royal Volunteer Coastal Patrol and the NSW Water Police while the Tasmanian Water Police assist with spectator control in Hobart.

The State Transit Authority reschedules ferries to work around the race

The Royal Australian Navy makes the Fremantle and Young Endeavour available for the start.

The Sydney Maritime Museum provides the *Boomerang* for the start line and John David provides his yacht *Four Seasons* for the South Head mark.

Dr George Creswell of the CSIRO

Marine Laboratories provides assistance with Current Charts.

The NorTel Media Team of Helen Tribe, Cate Anderson, Sue Blood and Jim Gale ensures the race gains maximum media exposure.

Woollahra Municipal Council opens Rushcutter Bay Park for cars.

The Corporation of the City of Hobart will host a Lord Mayor's reception. The Marine Board of Hobart gives assistance with docks and this year the Master Warden will host a reception.

The CYCA receives invaluable assistance from the Governments of NSW and Tasmania and Tourism Tasmania, which hosted a Tassie Night Cocktail Party in October for race competitors.

Peter Campbell, Offshore editor, puts in a great effort to produce this special race program issue of Offshore.

There are hundreds of volunteers from the CYCA and the RYCT who



work tirelessly supporting the NorTel Sydney Hobart. These include the Race Management Committee, Rowan Johnston in Hobart, the starting, finishing and race officials, the plotting team led by Don Walker-Smith and Hamish Greive in Sydney and John Honeysett in Hobart.

In Sydney Jenny May organises a team to handle the thousands of phone enquiries and Kendi Kellett has a highly efficient clothing sales team selling race souvenir clothes.

Safety Inspectors inspect the yachts prior to the event and many CYCA members kindly move their boats from the marina to accommodate visiting race yachts. The Liaison Officers assist with attending the Information Centre and in Hobart Bob Laing runs the Liaison Centre at Constitution Dock.

And finally, the CYCA and office and yard staff work tirelessly to promote the smooth running of the NorTel Sydney

Australian Airlines

A USTRALIAN Airlines, as the official carrier for the NorTel Sydney-Hobart Yacht Race, is no stranger to the world of yachting. As TAA, Australian Airlines was the first commercial sponsor of the Sydney-Hobart Yacht Race and has since had a long and close association with The Cruising Yacht Club of Australia and its various Yachting Events.

Prior to and on race day, crew, back-up teams, family, friends and supporters will be able to arrange transport down to Hobart through our temporary office which will be erected at the Cruising Yacht Club of Australia.

Australian can provide you with baggage and equipment transport, not to mention our instant confirmation of bookings through our computer linked reservations systems. You may wish to make alterations to your booking, purchase or alter a ticket or perhaps you may wish to book a post-race Australian

Made Holiday. Australian staff will only be happy to assist you at our temporary office.

The Airlines will also provide an baggage collection service to transport gear to the Royal Yacht Club of Tasmania where it will be available for collection.

Australian Airlines is proud of its association with the NorTel Sydney-Hobart Yacht Race 1990 and looks forward to maintaining its high standards of service to all race participants in this true-blue ocean classic. As Official Carrier Australian Airlines wishes all entrants smooth sailing.

Prize for First to Heads

PART of the excitement of the Boxing Day start of the Sydney Hobart is the dash-down the spectator-lined harbour and the wait to see which is the first boat to clear the Heads.

First to the Heads is not a prize category, but has always been an unofficial race within the race, so to acknowledge the tactical excellence of the first yacht to the heads, race sponsor NorTel will present a special prize — a case of French Champagne.

Brian Baynes, Managing Director and Group Vice President of NorTel Pacific Pty Ltd, will present the winning skipper and crew with the prize once the yacht ties up at Constitution Dock.

TAB Betting On Sydney-Hobart

THE winner of the great Sydney Hobart Yacht Race has always been a matter for great speculation between competitors and race followers and, for the first time, the public will be able to legally bet on this year's NorTel Sydney Hobart.

The NSW Minister for Sport, Recreation and Racing, Mr Bob Rowland Smith, has approved the TAB extending its coverage to include this year's great ocean classic.

A full TAB betting service will be available at the Cruising Yacht Club on Monday December 24 and Wednesday December 26 so competitors, members and guests can have a nautical "flutter".

The TAB will conduct a trifecta pool, known as "SportsTAB", on the race for Line Honours. To be successful, it will be necessary to select the first three yachts across the line in correct finishing order. Cost of a wager will be \$1.00 (or more of course) and it is likely a good divident will be paid.

Announcing the TAB's involvement with race, the Minister said, "This move to allow betting on the NorTel Sydney Hobart falls into line with betting which already takes place on other major sporting events."

"We anticipate total wagers of about \$100,000 on the race."

The 1990 NorTel Sydney Hobart is the first occasion the TAB has operated on a yachting event and it has done so because of the huge public interest in the bluewater classic.

THE START - LIVE ACROSS AUSTRALIA

BC television will cover the start of Athe 1990 NorTel Sydney-Hobart Race live across Australia as part of an ongoing coverage of the ocean classic.

The telecast times on Boxing Day, December 26, will be:

Capital cities — 12.30-1.45pm. Country areas - 12.55-1.40pm (dur-

ing cricket lunch break).

Throughout the race there will be nightly news reports on ABC TV news with race updates around 9.30pm on December 26, 27, 28 and 29, with a coverage from Hobart of the finish.

Gordon Bray, who sailed to Hobart several times aboard the Sydney-Hobart radio relay vessel, will host the coverage of the start along with Glenn Bourke, the three-time world Laser champion, and helmsman last year of Madelaine's Daughter in the NorTel Southern Cross

regatta. Steve Rolilliard will present the race

updates each evening

The ABC has established a tradition of having a camera on a competing yacht and this year Willie Brewer sets sail on his seventh race for ABC Sport, and his second aboard the maxi yacht, Condor of Curabubula. The shots from Condor and from the ABC helicopter will feature in the start coverage as well as the News reports and Race Updates as the yachts head towards Hobart.

For a comprehensive coverage of the start the ABC will use 10 cameras, placed on Shark Island, around South

Head and on the water.

The ABC camera team will also be out on the water during the lead-up races to shoot profiles of yachts, skippers and crews competing in the NorTel Sydney-Hobart.

ABC Radio Race Coverage

BOXING Day Breakfast program: The ABC is considering repeating the highly successful breakfast program broadcast live from the CYCA.

The start: the lead up to and start of the NorTel Sydney Hobart will be covered by a four-man on-air team of Peter Longman, Peter. Wilkins, Jim Maxwell and Steve Adams.

Steve Adams will cover the race from Sydney then from Hobart with regular news updates, sport reports and race stories throughout general program-

On the Grandstand sports program on Sunday December 30, two ABC radio reporters will file from Constitution Dock with stories and interviews and news of end of race celebrations.



Mia Mia Returns as Radio Relay Ship

MONG the many and rather varied craft that have accompanied the Sydney-Hobart fleet on their 630 nautical miles as Radio Relay Ship, one of the more famous has been the auxiliary steel ketch Mia Mia, owned and skippered by veteran cruising yachtsman Geoff Hammond.

By Peter Campbell

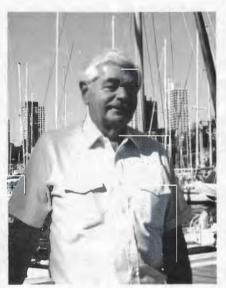
Mia Mia, which first did duty as RRS in 1965, is back again this year as the Caltex Radio Relay Ship for the NorTel Sydney Hobart. In all, Geoff has skippered the yacht six times as RRS 1965, 1966, 1973, 1976 and 1977 and has once again made the 75-footer available to the Cruising Yacht Club of Australia.

In her time as RRS, and during her extensive cruises, Mia Mia and Geoff Hammond have figured in a number of dramas at sea, including the rescue of a group of marooned seamen from a coral island.

In between and since then, Mia Mia has logged well over 200,000 sea miles, taking her to almost every part of the Western Pacific, across the Indian Ocean to the West Coast of Africa, to South Asia and Japan. She has even actually started (albeit slowly) as a competitor in a yacht race - this year's inaugural East West Airlines race from Sydney to the Whitsundays. Unfortunately, sail damage forced Hammond to retire from that race, but she motored northwards to complete the course.

Mia Mia (Aboriginal for dwelling) was built in Melbourne for long-range cruising under sail and motor by Hammond to pursue his interest in marine biology. Her designer was Ted Slater, who had been a leading yachtsman in Victoria for many years and had designed a number of marine research vessels for the CSIRO.

Originally, Hammond had planned a motor vessel for his long-range cruising, marine biology and game fishing plans. That is, until he met yachtsman Don



GEOFF Hammond, owner/skipper of the Radio Relay Vessel, Mia Mia, returns to a role which he last fulfilled in 1977. (Pic - Peter Campbell).

Mickleborough in his Tasmanian sloop Southerly, who happened to pull into Eden, where Geoff had been fishing. "Over a few rums in Southerly's saloon, he convinced me the new boat had to have sails — so Mia Mia became an auxiliary ketch," Hammond recalled recently at the CYCA.

The result was the launching in 1965 of the Steel Auxiliary Ketch Mia Mia, 75ft in LOA, a beam of 18ft, drawing 7.5ft with a displacement of about 80 tonnes. Her power was, and still is, a single L3B 6-cylinder Gardner Diesel which has since then logged 16,000 hours.

Mia Mia is comfortably set up with an enclosed wheelhouse, with navigation and radio equipment, and a semienclosed second wheelhouse, with a helmsman's hatch opening above the wheel. For'ard of the main wheelhouse is the main saloon and galley, with five sleeping cabins fore and aft below.

She is completely set-up with the latest satellite navigation, including a GPS system, and with radio. For the Sydney Hobart, the CYCA will add a powerful back-up Codan.

In a fresh breeze on beam reach, Mia Mia can really tramp along — on one voyage back from Middleton Reef to Newcastle she logged an average 10 knots — an average 240 miles a day — under full sail. Cruising speed under power is 8 knots. "Under full sails — they were cut by Keith Brown — she carries genoa, staysail, mainsail and mizzen," said Hammond.

For the NorTel Sydney Hobart race, Mia Mia will have a crew of six plus four CYCA representatives, including the CYCA chief radio operator Lew Carter. After last year's race, Carter received the inaugural TWT Thompson Memorial Award for Seamanship for his search and rescue co-ordinating role in the Flying Colours dismasting incident and the death of crewman Peter Taylor.

At the CYCA, preparing for the 1990 Sydney Hobart, Hammond recalled the enjoyment and excitement he has had out of owning and sailing Mia Mia over

a quarter of a century.

Âpart from being skipper and a skilfull navigator, he has cooked every meal aboard Mia Mia since it was launched—"That's why they call me Captain Cook," he quipped. "No-one has complained— or been game to!"

Game fishing has always been one of Geoff's great pastimes. Under Game Fishing Association of Australia rules he has landed a 1200 pounds shark, in the Bay of Pines in New Caledonia, and an 800 pounds marlin off Cairns. "I've fished all through the Pacific and the Indian Ocean and in Australian coastal waters, but now I catch only enough to eat that day," he stressed.

Mia Mia and Geoff Hammond have figured in a number of sea dramas, including several incidents when the big ketch was RRS for the Hobart race. "We



put the body ashore and later continued in the race — the last event of the Southern Cross Cup that year."



The Auxiliary Steel Ketch Mia Mia, owned by Geoff Hammond from Bermagui on the NSW South Coast, which returns this year as Radio Relay Ship for the NorTel Sydney Hobart Race. (Pic — Peter Campbell).

co-ordinated the search when a crew member of the Italian Navy yacht Corsarp was flicked overboard just after the morning sked," he recalled. "We had just plotted the positions of the fleet and were able to immediately order the nearest yachts into a search pattern. He was found and picked up after an hour in the water and finished the race on another yacht."

In another race, Hammond made a hazardous midnight transfer in rough seas of a doctor from *Mia Mia* to the New Zealand yacht, *Inca*, to treat a young crew member who had collapsed with a suspected heart attack. "The doctor called us back within 15 minutes to say the man was dead and we later escorted *Inca* into Jervis Bay where they

Once again Mia Mia, as Radio Relay Ship, is being fuelled with diesel by Caltex, continuing a long tradition of support by Caltex for the Sydney-Hobart.

Which prompted Geoff Hammond to recall that when he launched Mia Mia he could buy diesel fuel for the equivalent of 4.5 cents a litre and later, after cruising to Singapore, bought it for 2.5c a litre. The current price is around 80c a litre.

Digital Network For Race Communications

NGOING race results for the 1990 NorTel Sydney-Hobart Race will be calculated this year with technology that is at least twice as fast as any system previously used by the race organisers.

Digital Equipment Corporation has extended its involvement in the CYCA's Winter Series by providing a completely new computer hardware platform and communications network for the NorTel Sydney-Hobart Race and Asia Pacific Championships.

The new system offers faster response times to enquiries, a 24-hour, seven days a week support program, 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.

During negotiations, Digital proposed that a powerful computer be centrally located at its Computer Management Centre at Chatswood (NSW) since the Centre's 24-hour seven days a week support would ensure race organiser continual access to information. In the event of any computer hardware problems, the Centre can switch operation of the race software on to another computer and do it with continued access to race information.

The CYCA, RYCT, and NorTel Media Centre at Constitution Dock in Hobart will all be linked into the communications network being run by a Digital System 5400 Supermini compu-

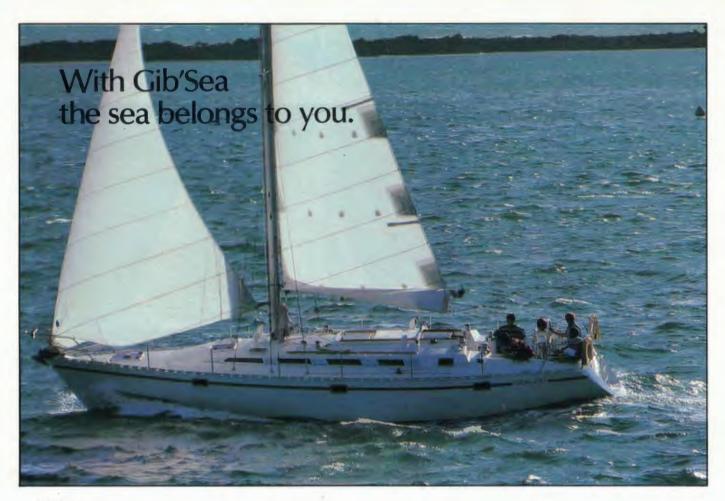
ter using the latest RISC technology (Reduced Instruction Set Computing).

Dedicated telephone lines go from the Centre to the CYCA and RYCT, with a local telephone link between the RYCT and Constitution Dock. This allows information to flow via the computer to all sites.

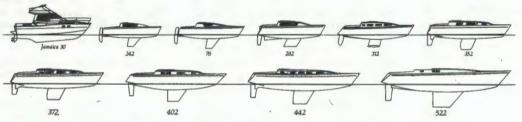
At each of the three locations, a number of computer terminals and printers are placed for a variety of functions—to provide race results (which can also be printed out), for the media to make their own enquiries, and to access software for support.

At the CYCA, three terminals are also dedicated to operators answering telephone enquiries from the public regarding yachts' positions in the NorTel Sydney-Hobart.

The new communications system will be available for the NorTel Asia Pacific Ocean Racing Championships held on December 14, 16, 22, and culminating in one of the great international contests for ocean racers, the NorTel Sydney-Hobart Race on December 26.



442 Master





Fully imported from one of the largest boatbuilders in France, the GIB'SEA range represents the latest from the design boards of Rob Humphreys and Joubert/Nivelt.

Having stylish lines with plenty of flair, these tough bluewater yachts will appeal to the discerning buyer who appreciates quality, sailing performance, technical innovation, and above all, a competitive price.

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Agents & charterers enquiries welcome.



WE'RE INTO YACHTING. BOOTS AND ALL.



We like to think of ourselves as more than just a sponsor of the AWA Sydney Hobart Yacht Race.

This year as always, we'll be providing a comprehensive travel service to competing yachtsmen, their friends and relatives, as well as transporting tonnes of extra sails and other

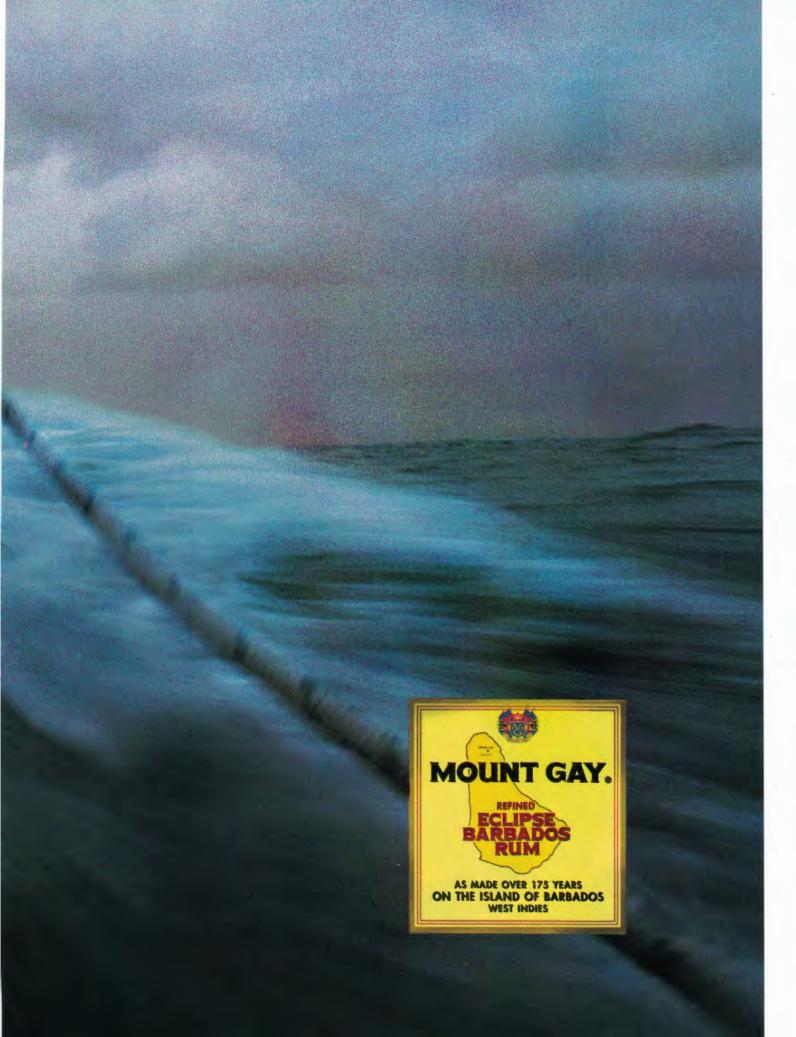
equipment necessary for one of the world's true ocean racing classics.

Good luck to all competitors from the airline that really likes to get involved.





THE CALL





Rothmans Brings New Technology to Maxis

By Peter Campbell

THREE maxi yachts have entered for the 1990 NorTel Sydney-Hobart Race — Sydney-based past line honours winners Condor and Ragamuffin and the British entry Rothmans — but interest will certainly centre this year on Rothmans.

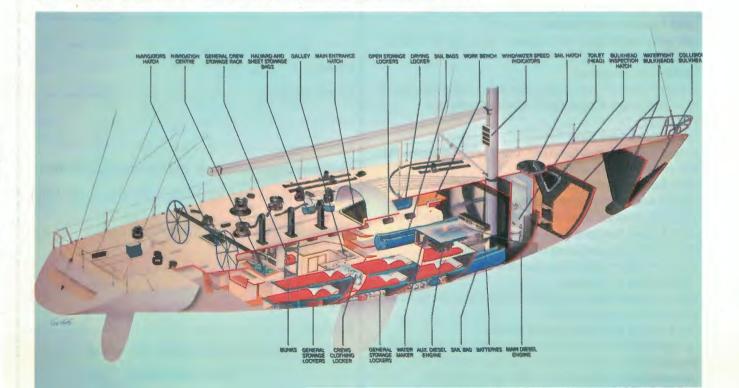
The 1989-90 Whitbread round-theworld race competitor is a firm favourite for line honours, representing the latest state-of-the-art in maxi yacht design and construction.

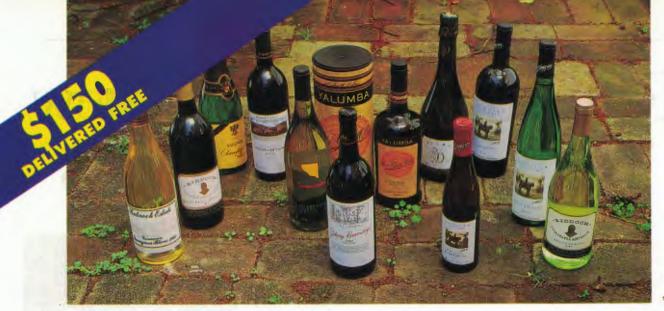
While the rugged 630 nautical miles of the Sydney-Hobart have certainly proved a match for past high-tech maxi entrants, Condor in 1984 and Windward Passage II in 1988, Rothmans came through 33,000 nautical miles of boat





MAXI yacht Rothmans sails through spectator fleet at start of one of the Whitbread round the world legs and, above, a more relaxed moment at the helm far from the maddening crowds. Below, cutaway shows deck layout and accommodation below of Rothmans, built specially for the Whitbread round-the-world race, in which she finished fourth. (Pics — Rothmans Yachting).





THE CAMPERDOWN CELLARS-YALUMBA SYDNEY TO HOBART CELEBRATORY DOZEN

As supporters of David Adams' BOC Round the World Challenge, Yajumba have a keen interest in the yachting world. To celebrate the Sydney to Hobart Race, Camperdown Cellars has chosen a special selection from their excellent portfolio. A toast to summer and the open seas. For \$150 you can have this carefully chosen dozen delivered anywhere in Australia (even a boat mooring)

The wines we have selected cover a wide range of varieties, including the fantastic Yalumba D Champagne.

The dozen consists of one each of the following:

1989 Heggies Rhine Riesling

The older classic style riesling. Intense floral aroma with limey citrus flavours. Good potential to age.

1988 Heggies Botrytis Riesling 375ml

Rich medium weight sticky with apricot and almond flavours.

1987 Pewsey Vale Cabernet Sauvignon

A light aromatic cabernet sauvignon with leafy mint overtones.

1988 Yalumba Galway Hermitage

Soft medium bodied shiraz with fine tannin. A great wine for drinking with red meats.

Yalumba Brut Champagne

A special bottling for Camperdown Cellars, this sparkling wine received 17/20 in the Sydney Morning Herald's own-brand champagne comparison.

1989 Riddoch Fume Blanc

A clean, crisp Coonawarra fume bianc, without being over-wooded. The oak gives it a smokey aromatic flavour.

1987 Riddoch Cabernet Shiraz

This is a wonderful, fresh medium-bodied red with an intense aroma redolent of violets and fresh coffee. The wine shows good berry flavours.

1989 Katnook Sauvignon Blanc

This is probably the most famous of the Katnook range. Spicy gooseberry flavours without the harsh acid of many sauvignon blancs.

1989 Yalumba D Champagne

This is Yalumba's premium champagne. Yalumba D has that full toasty flavour of a top quality champagne.

1988 Hanging Rock Wood Matured Semillon

In a short space of time John Eilis from Hanging Rock has gained the respect of the wine drinking world. The wood aged semillon is an outstanding wine. Full bodied white with a honey spice finish.

1987 Heggles Cabernet Sauvignon

This is a medium to full bodied cabernet for early drinking. Bags of ripe fruit with a silky smooth finish.

Yalumba 10 Year Old Tawny Port

This is a real Tawny Port in the traditional sense. Great balance of spirit and fruit without the cloying sweetness of many so called Tawny Ports.

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Delivery within 21 days.

and body-breaking weather in the Whitbread with relatively little damage.

She finished fourth overall and second sloop in the fleet and since then has notched a record-breaking line and IOR win in the Round Ireland Race followed by wins in maxi yacht regattas in the Mediterranean.

Rothmans will be skippered by her Whitbread Race captain, former America's Cup helmsman, Olympian and World champion Lawrie smith. Most of the members of the racing crew will be those who sailed with him in the Whit-

In addition to contesting the 630nautical-mile Sydney-hobart classic, Rothmans will race in the lead-up inaugural Asia Pacific offshore championship in Sydney in December.

With Alan Bond's Drumbeat, line honours winner last year, sold to an American owner, Rothmans' only rivals for the gun will be the veteran Australian-owned maxis, Tony Paola's Condor and

Syd. Fischer's Ragamuffin.

The last time a British-registered yacht took line honours in the Sydney-Hobart was in 1969 when Max Aitken's 62-footer Crusade led the 75-boat fleet to Hobart. That was a vintage year for the British — Ted Heath won the race on corrected time with his S&S 34, Morning Cloud, and the British team won the Southern Cross Cup.

While Rothmans will be sailed by a largely British crew, several key roles aboard will be filled by expatriate Australians living in the UK, including former Adelaide yachtsman Kym ("Shag") Morton, David Powys, formerly from Lake Macquarie and Neil

Graham from Sydney.

All three were members of the Whitbread crew and for the Australian campaign Morton will skipper the yacht in non-racing events and be first mate in the racing. Morton is one of the great "characters" of yachting but apart from his international sailing he has hitchhiked around Africa, lived in a tree house in Mombasa and has been involved in a project in the Antarctic.

For Powys the race represents his second chance to be on a Hobart winner - he was aboard the Newcastle One Tonner Piccolo when it took IOR handicap honours in 1976. Graham was part of the design team of Rothmans as well as a key member of the Whitbread crew. He has also competed in four Admiral's

Designed by English naval architect Rob Humphreys in conjunction with SP Systems, Rothmans' hull/deck structure of monocoque construction was developed specifically to withstand the gruelling Whitbread Race.

SP Systems' chief structural engineer, Giovanni Belgrano, was responsible for calculating the complex loadings expected in such a demanding race, including laminate design and general structural integrity.

The result was a hull of minimum weight, immensely stiff, and with a sufficiently large safety margin to



BRITISH yachtsman Lawrie Smith who will skipper Rothmans in the NorTel Sydney Hobart. Smith is a former world champion, Olympic sailor and America's Cup helmsman, and skippered the maxi in the Whitbread round-the-world race.

weather the very worst in the Whitbread.

Monocoque construction incorporates the stiffening matrix within the hull laminate rather than incorporating large numbers of bulky ring frames and structural bulkheads which more conventional designs employ.

To achieve the designed strength, Rothmans hull laminate features a 50mm thick foam core which is covered inside and out with exotic high-tech laminates, a mixture of carbon fibre and Kevlar, as well as conventional glass

The deck is a Nomex laminate. The unidirectional loadings that are inflicted on the deck structure, together with the lack of flexural and impact loadings, made this light material particularly viable for the design concept of Roth-

The builders were Paragon Composites of Totnes, England and Rothmans has a Sparcraft mast and boom, with sails by North sails UK.

With the two New Zealand ketches, Steinlager II and Fisher and Paykel, dominating the Whitbread Race from the start at Southampton on September 2, 1989, Rothmans battled for nine months with her closest rival, the Swiss sloop Merit, for third place.

On the first leg to Punta del Este, Uruguay, Rothmans lost a day to Merit due to a tactical error. The British crew was determined to regain the lead from Swiss skipper Pierre Fehlmann and had their chance at the end of the second leg. Arriving off Fremantle, Rothmans and Merit were neck and neck in a matchracing duel to the finish, with Rothmans crossing seconds ahead and treating early morning spectators to a demonstration of Lawrie Smith's America's Cup racing skills.

At the end of the third leg, Rothmans and Merit were once again match-racing to the finish when a sudden squall damaged Rothmans headboard car and the crew were forced to drop the mainsail, giving Merit the advantage across

the line.

Returning to Punta del Este on the fourth leg, Rothmans proved her super-iority in Southern Ocean conditions, keeping up with the ketches and ahead of Merit. It was only on the approach to Fort Lauderdale that the ketches regained the lead.

Rothmans developed rig problems on the second day out on the sixth and final leg back to Southampton. After going into South Caroline for repairs, Rothmans set sail in pursuit of the fleet, climbing back to fourth place at the finish of the great race around the

Rothmans' programme in Australia is to race in the NorTel Asia Pacific championships, the NorTel Sydney-Hobart and the King of the Derwent before returning to Sydney for promotional sailing. She will then go to Hong Kong to compete in a series there before returning to England with the crew using her as a promotional and training yacht until the new Rothmans II for the 1994-95 Whitbread Race is launched.

ROTHMANS **SPECIFICATIONS**

Designer: Robert Humphreys Yacht Design Ltd., Lymington, England.

Builder: Paragon Composites Ltd, Totnes, England.

Dimensions: Length 80', Width/beam 19', Draft 13', Mast Height 110'. IOR Rating: 70ft.

Hull: Composite sandwich comprised mainly of carbon fibre Kevlar epoxy resin, Nomex and Divinycel foam.

Keel: Lead keel made by Irons Brothers, Wadebridge, England. Engine: Perkins 135hp.

Generator: Yanmar 2GM20 FW gener-

Sails: Mainsail 2,000 sq. ft., Genoa 1,800 sq.ft., Spinnaker 4,000 sq.ft. Sail wardrobe of approximately 20 sails for each

Sailmaker: North Sails UK Ltd Fare-

ham, England.

navigation systems.

Rig: Aluminium mast and boom by Sparcraft (Europe) Ltd, Lymington, England, Cobalt rigging by Riggarna Rigging Ltd Lymington, England. Electronics: Communications equipment, SSB radio and portable back up VHF radio, Emergency receiver, Navigation, Radar, Weather Fax, Brookes & Gatehouse Hercules Instru-

ment system GPS, transit, Loran, Decca

1990 NORTEL SYDNEY-Fleet Sail

Sail No	Yacht Name	State/	LOA	Launch	Owner	Designer
Sall No	Tacht Name	Country	Metres	Date	OWING	Designer
KAC1	BRINDABELLA	ACT	19.6	1990	G. SNOW	FARR *
SM2	ULTIMATE CHALLENGE	VIC	12.2	1987	L. ABRAHAMS	DUBOIS
B2	ZUMDISH	VIC	9.02	1990	H. HERTZBERG	HICK
R2	EINSTEIN	VIC	9.08	1990	S. & C. PURTELL	ANDRIEU
OYC6	SIR THOMAS SOPWITH	NSW	22.0	1974	OCEAN YOUTH CLUB	CLARK
C7	BYZANCE	NSW	12.2	1971	D. SAUNDERS	S&S
7	HAMMER OF QUEENSLAND	QLD	20.4	1987	A. BLOORE	STEINMAN
A8	MIRRABOOKA	TAS	14.3	1987	J. & P. BENNETTO	FRERS
MH9	FUJITSU DEALERS	NSW	10.9	1986	J. EYLES	DAVIDSON
B10	ARIANE	VIC	13.1	1986	G. GJERGJA	COLE
WP10	WESTERN PORT VENTURE	VIC	12.1	1987	P. GRANT	DUBOIS
RQ12	LIGHTWAVE	QLD	11.9	1990	B. ASHENDEN	SCHAUMACHER
M16	OZ FIRE	NSW	13.7	1990	D. COULTER	MUMMERY
B23	KINGURRA	VIC	13.1	1972	P. JOUBERT	JOUBERT
S29	SUREFOOT	VIC	11.6	1981	D. MILLIKAN	NORLIN
B32	HARBINGER	VIC	10.2	1988	B. DEAN	DAVIDSON
R33	CHUTZPAH	VIC	10.2	1988	B. TAYLOR	DAVIDSON
L41	SUELAN	SA	12.3	1985	J. BUCKLAND	LEXCEN
KA48	ANACONDA II	SA	25.0	1975	J. GRUBIC	BUCHANAN
A50	FIRETEL	NSW	9.9	1982	R. LAWLER	CARTER
A55	SOLANDRA	TAS	10.1	1984	R. & C. ESCOTT	S&S
63	ONYA	NSW	12.2	1986	P. RYSDYK	FRERS
MH68	STAR FERRY	NSW	11.3	1980	J. CONROY	DAVIDSON
KA70	RAGAMUFFIN	NSW	24.1	1969	S. FISCHER	FRERS
S75	ARIADNE II	TAS	12.0	1974	R. MICHELL	RICHARDS
PR77	TURKEY CONNECTION	WA	11.9	1986	D. FROST	S&S
B78	LARRIKIN	VIC	10.3	1989	R. STORY	STEINMAN
S79	INSATIABLE	VIC	12.1	1985	G. & J. WILSON	VAN DE STADT
KB80	CONDOR	NSW	24.5	1981	A. PAOLA	HOLLAND
SM80	ILLUSION	VIC	10.2	1988	G. KNEZIC	DAVIDSON
MH80	RUFF N TUMBLE	NSW	13.2	1982	L. ROSE	COLE
SA93	HELSAL II	SA	20.0	1979	K. FLINT	ADAMS
A94	MORNING TIDE	NSW	10.0	1975	J. LAWLER	S&S
SA98	RENEGADE	SA	12.2	1981	R. FRANCIS	HOLLAND
K100	ROTHMANS	UK	24.3	1989	L. SMITH	HUMPHREYS
101	OVERDRAFT	QLD	12.4	1984	D. SMITH	GREEN
MH106	IMPECCABLE	NSW	10.2	1980	J. WALKER	PETERSON
R106	NORTHERN SECURITIES	TAS	10.1	1982	R. LATHAM	VAN DE STADT
A113	MARKTWAIN	NSW	11.8	1971	V. O'NEILL	S&S
B126	NUZULU	NSW	9.6	1985	E. PSALTIS	STEINMAN
169	YARRINDI III	TAS	10.0	1983	F. BINNS	ADAMS
A194	EMMA	NSW	11.2	1977	M. DE BURCA	DUNCANSON
SA221	GAMBOL	SA	12.2	1984	W. GRYST	DUNCANSON
B233	GUMBLOSSOM	VIC	9.23	1971	T. GUNNERSEN	JOUBERT
M236	NEW HORIZONS	NSW	11.2	1985	M. KELAHER	DAVIDSON
262	HELSAL III	TAS	20.1	1984	J. WETHEIMER	ADAMS
MH267	GROUP THERAPY	NSW	14.5	1980	A. CHALK	HOLLAND
272	TERENCEJ	TAS	13.8	1983	K. RATCLIFFE	RATCLIFFE
G300	NIMROD II	VIC	11.6	1979	I. WATSON	FARR
S321	AGGRO	VIC	12.0	1984	S. COLLIS	ADAMS
327	ZEUS II	NSW	9.2	1979	J. DUNSTAN	JOUBERT
SM377	BACARDI	VIC	13.4	1979	G. AINLEY & J. WILLIAMS	PETERSON
393	INCH BY WINCH	NSW	13.4	1980	J. GODDARD	PETERSON
481	WILDHONEY	QLD	12.1	1989	I. GRIFFITHS	SAYER
SA500	THUNDER	SA	14.3	1987	B. STEVENS	STEVENS
550	DRY WHITE	TAS	12.2	1984	D. LEITCH	VAN DER STADT
R551	CASHFLOW	VIC	10.9	1987	G. ROWLAND	WHITING
F611	ONCE A JOLLY SWAGMAN	WA NSW	12.1 10.9	1987 1985	A. BRIERTY R. STONE	DAVIDSON
621	KINGS CROSS SYDNEY	MOM	10.9	1903	H. STONE	DAVIDOON



HOBART YACHT RACE

Number Guide

Sail No	Yacht Name	State/	LOA	Launch	Owner	Designer
		Country	Metres	Date		
630	SOUTHERN VENTURE	TAS	9.9	1981	A. GRICE	KAUFMAN
777	TRADITION	TAS	12.1	1984	D. GOUGH	CREESE
933	LE ROY BROWN	NSW	10.2	1985	W. WIECKMANN	DAVIDSON
KA950	VENTURE ONE	NSW	11.9	1985	M. RYAN	FRERS
1030	TREVASSA	NSW	14.6	1971	F. DUFFIELD	MUIR
TYC1147	TURKEY SHOOT	TAS	12.2	1982	A. HUTTON	HOLLAND
KH1180	SWEET CAROLINE	HK	13.3	1982	R. ELLIS	DUBOIS
		NSW	12.7	1974	P. STRONACH	KAUFMAN
1224	MERCEDES IV			1972		S&S
1317	MARARA	NSW	10.3		A. RATCLIFF	PETERSON
1957	ARIEL	USSR	13.1	1981	SERGES GANICHEV	
1979	VENDETTA	NZ	13.4	1976	C. REID	LAURENT GILES
2111	BIG SCHOTT	NSW	12.4	1976	P. BUSH	PETERSON
2140	MERCEDES V	NSW	12.6	1977	G. BARKER	KAUFMAN
2354	VENINDE III	NSW	10.2	1982	F. WALKER	DUBOIS
SM2418	SCORPIO II	VIC	10.4	1976	M. HALLER	BLACKBURN
2557	WITCHDOCTOR	NSW	12.8	1979	THE RUM CONSORTIUM	DAVIDSON
KA3000	MADELINE'S DAUGHTER	NSW	13.2	1986	P. KURTS	FARR
3060	THIRLMERE	NSW	11.2	1978	S. GREEN	PETERSON
3075	WESTERLY	TAS	10.0	1980	W. MILLS	COMPASS
3105	DOCTOR WHO	TAS	15.2	1983	R. JACKMAN	DAVIDSON
3325	LA MONIQUE	NZ	12.8	1980	B. BROOKS	HOLLAND
3663	TOO IMPETUOUS	NSW	12.8	1983	R. STEEL	HOLLAND
BKA3695	INDIAN PACIFIC	VIC	12.2	1983	S. McDONALD	FARR
3807	ALEXANDER OF CRESWELL	NSW	10.9	1984	DEPT OF DEFENCE	SWARBRICK
		NSW	10.9	1984	DEPT OF DEFENCE (NAVY)	SWARBRICK
3809	LADY PENRHYN OF NIRIMBA			1984		KAUFFMAN
3838	JACK GUY	NSW	11.6		G. KETELBEY	FARR
YC3880	MORE IMAGINATION	SA	9.4	1982	T. NICHOLAS	
KA4000	SAGACIOUS	NSW	12.0	1987	G. APPLEBY	FARR
SM4000	SAGACIOUS II	VIC	13.0	1981	P. JACKA	COLE
4040	NADIA IV	ACT	12.1	1983	T. DALTON	FARR
4048	SINGAPORE GIRL	S'PORE	10.2	1985	P. STEIGRAD	DAVIDSON
4100	AUSTRALIAN MAID	NT	16.7	1980	J. WARDILL	CASSIDY
4117	SHERATON HOBART	TAS	12.2	1985	I. SMITH	FARR
4168	ANDURIL	NSW	11.1	1981	D. KENNEDY	DUBOIS
4182	UPTOWN GIRL	NSW	12.5	1977	R. WINTON	PETERSON
4208	DOW AIR	NSW	11.4	1988	FARR LAP SYNDICATE	FARR
4214	EXTENSION	NSW	10.9	1986	T, DUNN	DAVIDSON
B4233	COTTON BLOSSOM II	VIC	16.7	1980	E. BARRON	FARR
4490	HYPERDRIVE	NSW	13.4	1986	J. CLARK	ADAMS
4499	THE ROPERUNNER	TAS	12.1	1979	M. WARD	FARR
4525	CONTINENTAL	NSW	12.8	1988	M. CHAMPION	JARKAN
4682	EMERALD CITY	NSW	14.0	1989	R. BREADMAN	KAUFFMAN
4715	NEVER A DULL MOMENT	NSW	12.5	1989	C. WILSON	JARKAN
4715	EAGLE	NSW	13.8	1981	J. BOYS	COLE
		NSW	10.1	1989	J. O'BRIEN	DAVIDSON
4782	RELENTLESS					DUBOIS
4803	ITSAHIT	NSW	9.4	1982	J. MESSENGER	
4860	FIRST LIGHT	NSW	11.8	1985	B. MOUNTFORD	NELSON MAREK
4862	STAND ASIDE	NSW	12.2	1990	B. CONROY	YOUNG
4988	PRIME FACTOR	NSW	12.2	1987	R. BRADY	FARR
5222	FREIGHT TRAIN	NSW	18.8	1983	D. PARKES	FRERS
5339	CHALLENGE II	NSW	13.9	1979	J. DALEY	S&S
5350	MATANGI	NSW	11.5	1989	J. BLEAKLEY	FRERS
5444	BOBSLED	NSW	20.2	1990	G. BUSH/N. FEROS	STEINMAN
KA5500	BEYOND THUNDERDOME	UK	12.2	1987	P. WHEELER & I. HORNSBY	DAVIDSON
5508	HIJACKER	NZ	13.5	1984	J. LODGE	LIDGARD
5850	HAUPIA	NSW	10.6	1983	T. JOHNSTON	JOHNSTONE
6383	WOOLY JUMPTER	NZ	13.5	1988	G. WOOD	HOLLAND
6705	RATTLE AND HUM	JAPAN	12.0	1989	N. KISHIMOTO	MUIR
KZ6717	FUTURE SHOCK	NZ	17.0	1988	I. MARGAN	ELLIOTT
8888	AMAZON	NSW	20.7	1990	P. WALKER	STEINMAN
0000	AIVIAZOIN	14044	20.7	1990	TALINET	O I EI IIII/III



FLEET FOR THE

HOBART 1990



AGGRO (0) - S 321 LOA 12.0m; IMS RATING Designer: Joe Adams (Aust) Type: Adams 12. Year Built: 1984 Owner/Skipper: Stephen Collis Club: Royal Melbourne Yacht Squadron, Vic.

After competing in four Melbourne to Hobart West Coaster races, Stephen Collis is bringing Aggro around the coast for the NorTel Sydney Hobart. She won the 1988 Melbourne-Hobart race under Performance handicaps but for the Sydney Hobart this year has been measured for an IMS handicap. Her performance could influence the development of IMS in Victoria, which has been the slowest State to measure its yachts to this handicap

CREW: S. Collis (Skipper), Holroyd, J. (Navigator) (2), S. Collis, J. Holroyd (2), D. Biers, C. Clapp, J. Donati (2), D. Rizzoli, J. Schiavro, M. Thompson, M. Wol-



ARIADNE II (1) — S 75 LOA 11.96m; IMS RATING Designer: Ray Richards (US)
Type: Offshore 39. Year Built: 1974
Owner/Skipper: Robin Michell
Club: Royal Yacht Club of Tasmania, Tas.

This cruiser/racer sailed in a Sydney Hobart race as an Army entry in 1982 and the 39-footer's only other major long ocean race was the Melbourne-Hobart in 1976. Her present owner has used this Hong Kong-built yacht for extensive local racing and cruising out of Hobart.

Crew: R. Michell (Skipper), G. Turner (Navigator), R. Michell, G. Turner, B. Cooley, P. Hulme (2), P. Read (Sailing Master), (3), J. Savage, I. Stewart, L. Watts.



ALEXANDER OF CRESWELL (5) - 3807 LOA 11.1m; IOR RATING Downer, Kim Swarbrick (Aust)
Type: S 111. Year Built: 1984
Owner/Skipper: Royal Australian Navy
Club: Royal Australian Navy Sailing Association,

One of five S111 sloops used by the Navy to train junior personnel in basic sailing and sea awareness skills, Alexander is named after one of the First Fleet ships used to transport convicts to Austraia. She retired from last year's Sydney Hobart.

Crew: R. Shelverton, C. Shute, I. Wheeler.



ARIANE (0) - B 10 LOA 13.25m; IMS RATING LOA 13.25m; IMS RATING
Designer: Peter Cole (Aust)
Type: Cole 43. Year Built: 1986
Owner/Skipper: Giorgio Gjergja
Club: Royal Brighton Yacht Club, Vic.

First Sydney Hobart for this little-raced Cole 43 from Melbourne. Designed 17 years ago, this fast cruiser/racer design continues to do well, with yachts like Fowl Play from Gosford being placed under IOR in the recent race to Lord Howe Island.

Crew: G. Gjergja (Skipper), A. Pulton (Navigator) (3), A. Comite, P. Dakeshott (4), B. Faggetter, E. Gjergja, K. Halstead (7) (Co-skipper), R. Kenery.



AMAZON (0) - 8888 LOA 20.7m; IMS RATING
Designer: Kell Steinman (Aust)
Type: Pocket maxi. Year Built: 1990
Owner/Skipper: Peter Walker
Club: Cruising Yacht Club of Australia, NSW.

Owner Peter Walker is confident that Amazon will be Owner Peter Waiker is Connoent that Amazon wil be launchd in mid-December in time for a late preparation for the NorTel Sydney Hobart. Amazon is a ULDB similar to the proven flyer, Bobsled, but slightly bigger, heaviker and carrying more sail area. She has a Whalespar mast, Hood sails and is being completed by top boatbuilder John McConaghy at Mona Vale, NSW.



ARIEL (0) - SR 1957 LOA 13.25m; IOR RATING DOA 15.25m; IOR RATING
Designer: Doug Peterson (USA)
Type: Two Tonner. Year Built: 1981
Owner/Skipper: Oleg Kiaer and Serges Ganichev.
Club: Kirovskii Zavod, Leningrad, USSR.

Club: Kirovskii Zavod, Leningrad, ÜSSR.

For the third year, the Sydney Hobart has attracted an entry from the USSR, the previous yachts coming from Vladivostok. This is the first entry from Leningrad and is well-performed Peterson designed sloop which has won all offshore races in the USSR championships since being launched in 1982. Her crew are well experienced in offshore racing and the entry marks the USSR's expanding interest in yachting outside of the Olympic classes. Crew: S. Ganichev (Skipper), A. Konovalov (Skipper), V. Boev, S. Geraskin, M. Iudin, N. Kargopolov, O. Kiaer, G. Stepanov, A. Tarenenlo, S. Volgin, V. Zajcev.



ANACONDA II (13) - KA 48 LOA 25.4m; IOR RATING LOA 25.4m; IOR RATING
Designer: Alan Buchanan (UK)
Type: Maxi kitch. Year Built: 1975
Owner/Skipper: Josko Grubic
Club: Cruising Yacht Club of Australia, NSW.

The largest yacht in the fleet, but certainly not the fastest, Anaconda II has been sailed owner Grubic in long ocean races from Sydney to Dover (UK), Plymouth (UK) to Perth in the Parmella Race, Sydney to Rio, Sydney-Piji, Sydney-Noumea and in 13 Sydney-Hobarts while the 65-year-old Grubic has sailed in 23 Hobarts. Although SA-based, Anaconda II is racing under the burgee of the CYCA this year. Crew: J. Grubic (Skipper), C. C'Anne, D. Haen.



AUSTRALIAN MAID (6) - 4100 LOA 16.79m; IMS/IOR RATING Designer: Jack Cassidy (Aust)
Type: Pocket maxi. Year Built: 1980
Owner/Skipper: John Wardill
Club: Darwin Sailing Club, NT.

Contesting her 7th Sydney Hobart, Australian Maid (formerly Evelyn), achieved her best result with a fourth under IOR in her inaugural race back in 1980. Last year owner John Wardill sailed her into 15th place and since then has continued his extensive campaigning in bluewater events around th coast of Australian, into the Pacific and in races to Indonesia. In all, 25,000 nautical miles have passed under her keel in 18 months, at the same time teach some 70 crew to sail a pocket maxi. Crew: J. Wardill (Skipper), W. Cluff, M. Rijkuris.



ANDURIL (2) -- 4186 LOA 11.27m; IOR RATING DOA 11.2/m; IOR KATING Designer: Ed Dubois (UK) Type: Older one tonner. Year Built: 1981 Owner/Skipper: David Kennedy Club: Royal Prince Alfred Yacht Club, NSW.

Club: Royal Prince Altred Yacht Club, NSW.

Designed to the previous One Ton rule and originally named Bimblegumbie, Anduril has been extensively modified over the winter of 1990, with Scott Jutson designing a new keel, rudder, rig and deck layout in association with sailing master Ron Jacobs. Her performances so far this season have encouraged owner/skipper David Kennedy to head south on Boxing Day.

Crew: D. Kennedy (Skipper), P. Gale (4), M.Green (10), R.Jacobs (8), S. Kennedy, B. Smith (1), J. Starling.



BACARDI (9) — Sm 377 LOA 13.39m; IOR RATING Designer: Doug Peterson (USA) Type: Peterson 44. Year Built: 1979 Owner/Skipper: Graeme Ainley/John Williams Club: Sandringham Yacht Club, Vic.

Club: Sandringham Yacht Club, Vic.

Batardi has contested nine Sydney Hobart races since 1980, also winning a Melbourne-Hobart and continues to win races. So far in 1990 she has won the Channel division of the ORCV winter series and the Sandringham Yacht Club's winter pursuit series. In the 1990 Petersville Regatra, the veteran sloop won race five and placed 3rd in the series on Channel handicaps. Batardi also placed third division of 1989 Brisbane-Cladstone race.

Craws G. Anlew (Skinper/Navigator) (9) 1. Williams (9)

Crew: G. Ainley (Skipper/Navigator) (9), J. Williams (9), A. Barker, S. Charles, I. Court (8), T. Crispen (5), C. Disney, D. Guinan (4), J. Sammon, D. Schmidt, A. Tindall (8).



THE FLEET FOR

HOBART 1990



BEYOND THUNDERDOME(1) - KA 5500 LOA 12.2m; IOR RATING Designer: Laurie Davidson (NZ) Type: One Tonner. Year Built: 1987 Owner/Skipper: Peter Wheeler/Ian Hornsby Club: Middle Harbour Yacht Club, NSW.

Club: Middle Harbour Yacht Club, NSW.

This well-performed yacht has been chartered by the Spangle Luscious Syndicate, organised in the UK by Mark Beeson, who is bringing the bulk of the crew to Australia for a months preparation and to contest the Australian One Ton series. As Canon Express, this yacht was a member of the winning UK team in last year's NorTel Southern Cross Cup, finishing fourth in the Sydney-Hobart. Helmsman Jamie Wilmot stays with the boat, which was also a member of the winning 1988 Kenwood Cun team. Cup team.



CASH FLOW (0) - R 551 LOA 10.97m; IMS RATING Designer: Paul Whiting (NZ)
Type: Whiting 36. Year Built: 1987
Owner/Skipper: Greg Rowland
Club: Royal Yacht Club of Victoria, Vic.

Owned by a syndicate, Cashflow was designed by the late Owned by a syndicate, Cashflow was designed by the late Paul Whiting who was lost in a return voyage to New Zealand after a Sydney-Hobart, but his boats live on. Cashflow will be sailing its first Hobart race with an experienced crew headed by Greg Rowland, Andrew Sharp and Alan Latta, all veterans of many long ocean races.

Crew: G. Rowland (Skipper), A. Sharp (Navigator), R. Adair, A. Eagle, A. Latta, M. Peters, J. Staples.



BIG SCHOTT (8) - 2111 LOA 12.53m; IOR/IMS RATING Designer: Doug Peterson (USA)
Type: Older Two Tonner. Year Built: 1976 Owner/Skipper: Peter Bush Club: Cruising Yacht Club of Australia, NSW.

Built in the US 14 years ago, Big Schott raced in the Clipper Cup in Hawaii and is still a strong contender in any race — particularly in fresh conditions. Best recent performance was winning the Illingworth Division B of the 1989 Sydney to Mooloolaba race. Now also rated

the 1899 Sydney to Modifolda Tace. 1909 also also under IMS.

Crew: P. Bush (Skipper) (9), P. Hopwood (Navigator) (10), M. Eaton (2), P. Grainger (5), A. Lang (3), N. Roberts (1), P. Taylor (5), J. Wardell (5), P. Williams (1).



CHALLENGE II (5) — **5339** LOA: 14.02m) Class: IMS Designer: Sparkman & Stephens (USA) Type: S&S 46. Year built: 1979 Owner/Skipper: Jim Daley Club: Cruising Yacht Club of Australia, NSW.

Club: Cruising Yacht Club of Australia, NSW. Winner of the 1983 Sydney Hobart under IOR ratings, Challenge II last year made a great comeback to win the inaugural race using the new IMS handicapping category. IMS has been introduced by the CYCA to encourage older and out-designed IOR boats such as Challenge II and purpose-built cruisers/racers back into offshore racing. In Sydney alone the 100th ocean racer will be measured by Christmas. Challenge II has not raced since last summer.



BOBSLED (0) --- 5444 LOA 20.12m; IMS RATING LOA 20.12m; 1835 KATING Designer: Kell Steinman (Aust) Type: ULDB "Sled". Year Built: 1989 Owner/Skipper: Geoffrey Bush & Nick Feros Club: Cruising Yacht Club of Australia, NSW.

First Sydney-Hobart race for this spectacularly fast down-wind flyer which in just one year of racing has taken line honours in the Sydney-Gold Coast, Brisbane-Gladstone and Pittwater to Coffs Harbour races. This will be the first race southward for Bobsled, with the owners having the boat specially measured to compete under the IMS handfcapping category. Her chance could come in a hard downwind race when she should surf her way to Hobbat. Crew: A. Short (Skipper) (4), G. Bush (Navigator) (1), P. Barber, P. Donelley (6), M. Felberg (1), N. Feros, G. Johnston (5), P. Lawson (3), S. Mason, P. Moller (2), I. Short (5), M. Short (4), G. Vaughan (2), B. Wadie (3), J.



CHUTZPAH (2) — R33 LOA 10.2m; IOR RATING Donigner: Laurie Davidson (NZ)
Type: Davidson 34. Year Built: 1988
Owner/Skipper: Bruce Taylor
Club: Royal Yacht Club of Victoria, Victoria.

This is the second Davidson 34 owned by Bruce Taylor—he won his division in 1987 with the previous Chulzpah, now racing as Leroy Brown. The new Chulzpah is a sistership to Illusion, winner of the 1988 Sydney-Hobart— Chutzpah had to retire that year withrigging problems.

Illusion and Chutzpah continue to race closely together, last year finishing first first and second in their divisions.

Also contesting Australian Threequarter Ton cham-

Clarke (2), G. Gourlay (4), J. Permezel (1), K. Piesse (5), D. Rees (3), D. Taylor (4).



BRINDABELLA (0) - KA C 1 LOA 19.61m; IOR/IMS RATING DOA 19.01m; 10K/1M3 KATING
Designer: Bruce Farr (NZ)
Type: Pocket maxi. Year Built: 1989
Owner/Skipper: George Snow
Club: Canberra Ocean Racing Club, ACT.

While this is the first Hobart for Brindabella, this custom designed Farr 62 has represented Australia in the China Sea Series in Hong and sailed in the Kenwood Cup in Hawaii, unfortunately losing her mast in the third race. Although Brindabella is still vritually untried, she has shown good turns of speed and will be one of the front-runners to Hobart. Owner George Snow previously raced Dator Who with success.

Who with success.

Crew: G. Snow (Skipper) (7), I. Potter Navigator (12), S. Byron (1), R. Dalgleish (6), R. Denning, S. Flitcroft (7), G. Freeman (15), J. Gillott (1), T. Hearder (11), J. Henderson (1), N. Kearney (1), A. Parks (4), G. Rogers (5), H. Van Kretschmar (8).



CONDOR (4) - KB 80 LOA 24.5m; IOR RATING Designer: Ron Holland (Ireland) Owner/Skipper: Tony Paola Club: Cruising Yacht Club of Australia, NSW.

Condor took line honours in the 1986 Sydney-Hobart for her previous owner, making a comeback last year whichsaw her 5th across the line after sail problems. Since then, sailing master David Kellett has sailed her to line honours in the 1990 Sydney-Mooloolaba race.

Crew: T. Paola (Skipper) (1), R. Hammond (Navigator) (31), J. Akacich (1), C. Betts (28), T. Cable (25), B. Caroll, L. Davidson (10), D. Ellis (10), J. Gibson, B. Gould (25), D. Johnson (14), D. Kellett (sailing master) (17), J. Maguire (10), T. Paola, S. Runow (4), M. Shillington (1), G. Simmer (5), P. Smith, C. Strauss (15), C. Tipney (10), N. Vidal (7), C. Wildman (23), T. Wildman, J. Woodford (12).



BYZANCE (0) - C7 LOA 12.20m; IMS RATING Designer: Sparkman & Stephens (USA)
Type: Swan 40, Year Built: 1971
Owner/Skipper: David Saunders
Club: Royal Sydney Yacth Squadron, NSW.

The Swan cruiser/racers built in Finland by Nautor are recognised as among the world's finest production fast cruising yachts and Byzance is no exception although she is

now 19 years old.

Crew: D. Saunders (Skipper), J. Walton (Navigator), J.

Walton, R. Hill, J. Lowenstein, C. Matthews, J. Reed, W.
Simmonds, G. Williams.



CONTINENTAL (1) -- 4525 LOA 12.73m; IMS RATING Designer: John King (Aust)
Type: Jarkan 12.25. Year Built: 1988
Owner/Skipper: Mike Champion
Club: Cruising Yacht Club of Australia, NSW.

Continental was designed as a fast cruiser/racer by Australian John King and built by Kanga Birtles who is currently sailing King-designed 60-footer in the BOC Challenge solo around the world race. He skippered this yacht, as Apple Endeavour, in the 1988 Bicentennial Around Australia Race, placing second in the fully crewed division. Since being raced by Mike Champion, Continental has achieved excellent results under IMS handicaps and was second in IMS Division 1 of the transfer Market Handis.

IMS Division 1 of last year's Sydney Hobart.

Crew: M. Champion (Skipper) (3), G. Boxall, R. Burns

(11) I. Drolz, D. Elliott (2), C. Loure, M. chamberd (1), R.





COTTOM BLOSSOM (0) - B 4233 LOA 16.71m; IMS RATING Designer: Bruce Farr (NZ)
Type: Farr 55. Year Built: 1980
Owner/Skipper: Eddie Barron
Club: Royal Brighton Yacht Club, Vic.

Fast former New Zealand one-off ocean racer designed by Bruce Farr, Cotton Blossom sailed in two Hamilton Island Race Weeks before being bought by Victorian yachtsman Race Weeks before being bought by Victorian yachtsman Eddie Barron. She has performed consistently in Victorian waters, including taking line honours and first on CHS handicaps in this year's Melbourne-Portland race. A good prospect under IMS handicaps in what will be the first Hobart race for the Cotton Blossom II.

Crew: E. Barron (Skipper) (3), C.Macsorly (Navigator) (9), B. Barron (1), M. Blare (1), P. Cocks (2), D. Currie (6), B. Duiring (2), T. Grogan (2), A. Harriott, T. Harriott (1), J. McQuet (1), J. Moonee (19), J. Rose (10), P. Walsh (6).



EMERALD CITY (0) — 4682 LOA 14.02m; IMS RATING
Designer: Hank Kauffman (Aust)
Type: Northsore 46. Year Built: 1989
Owner/Skipper: Ross Breadman
Club: Royal Prince Alfred Yacht Club, NSW.

Owner Breadman has done extensive cruising and also sailed in the 1988 Sydney Hobart race, but at this stage has

done only limited racing with this 46-footer, the largest production yacht built in Australia.

Crew: R. Breadman (Skipper) (1), G. Thornton (Navigator) (3), P. Heinonen, K. Hofman (2), M. Kapon (2), I. Mason, A. Nooran (5), N. Osborne (1), S. Refford (2), P.



DOCTOR WHO (2) - 3105 LOA 15.79m; IOR/IMS RATING Designer: Laurie Davidson (NZ)
Type: Davidson 51. Year Built: 1983
Owner/Skipper: Roger Jackman.
Club: Royal Yacht Club of Tasmania, Tas.

Originally named Doctor Dan and raced by Rod Muir and then by Canberra yachtsman George Snow, this fast cruiser/racer has taken line honours in races from Brisbane cruser/racer has taken line honours in races from Brisbane to Noumea, Brisbane to Cairns, Gossfort to Lord Howe Island (race record) and Adelaide to Port Lincoln, as well as winning several races under IOR. Tasmanian yachtsman Roger Jackman sailed her to sixth over the line and first in the Illingworth Maxi division of last year's Sydney Hobert roce. Hobart race.

Crew: R. Jackman (Skipper) (13), A. Masters (Navigator) (12), 2 TBA, C. Batchelor (10), R. Coombe (6), L. Cox (9), B. Evans (2), R.J. Jackman (14), J. McGuaig (3), S. Muir (7), J. Solomon (19).

90

EINSTEIN (10 - R 2 LOA 9.08m; IOR RATING Designer: Daniel Andreieu (France). Type: Half Tomer. Year Built: 1990 Owner/Skipper: Stephen and Clive Purtell Club: Royal Yacht Club of Victoria, Vic.

Newly launched Half Tonner whose French designer has Newly launched Half Tonner whose French designer has finished no worse than second in the world Half Ton Cup over the past 10 years, winning four of the last five events. Will be sailed by an experienced crew with Clive Purtell having sailed in the Admiral's Cup, 10 Sydney-Hobarts and two Melbourne-Hobarts, his brother Stephen in the Clipper Cup, six Sydney-Hobarts while a third brother, Michael, has sailed in two Sydney-Hobarts.

Crew: C. Purtell (Co-skipper) (1), S. Purtell (Co-skipper)

(6), M. Purtell (2).



DOW AIR (0) - 4208 LOA 11.41m; IMS
Designer: Bruce Farr (NZ)
Type: Farr 37. Year Built: 1988
Owner/Skipper: Farr Lapp Syndicate
Club: Cruising Yacht Club of Australia, NSW.

Previously named Farr Lap, this 37-footer now sails under the sponsorship name of Dow Air— and obviously enjoys a race with plentry of wind. She had to pull out of the last Sydney-Hobart with steering problems but showed her class earlier this year by finished second in IMS Division 2 of the Sydney-Mooloolaba race. Recently optimised by Scott Jutson with extensive modifications to keel, new rudder eat in

rudder and rig.

Crew: B. Foye (Skipper, D. Pomfret (Navigator) (8), F. Amber (6), I. Campbell (1), G. Carpenter, J. Carpenter (3), J. Eckford (6), L. Peckman.



EMMA (1) - A 194 LOA 11.27m; IMS RATING
Designer: John Duncanson (Aust)
Type: Duncanson 37. Year Built: 1977
Owner/Skipper: Mike de Burca
Club: Sydney Amateur Salling Club, NSW.

Over the past three seasons, Emma has been sailed in a number of long ocean races off the NSW coast, including the 1989 Sydney-Gold Coast race and the 1989 Sydney-Hobart in which she finished 47th in the IMS category. Crew: De Bruca (Skipper) (1), P. Coughlan (Navigator), I. Breitner (1), P. Coughlan, I. Breitner (1), J. Coleman, G. Fox (1), D. Larter, W. Reed (1).



DRY WHITE (4) - 550 LOA: 12.26m Class: IOR IMS Rating Designer: Van de Stadt (Holland)
Type: One Tonner. Year Built: 1984
Owner/Skipper: Dennis Leitch
Club: Derwent Sailing Squadron, Tas.

Built in Victoria as an Admiral's Cup contender, Dry White has been raced with consistency in offshore races out ofHobart by Dennis Leitch, a veteran of eight Sydney Hobarts. Placed 40th overall and 9th in division in 1988 race to Hobart.



EX-TENSION (1) — 4214 LOA 10.39m; IOR RATING Designer: Laurie Davidson (NZ) Type: Davidson 36. Year Built: 1986 Owner/Skipper: Tony Dunn. Club: Royal Prince Alfred Yahct Club, NSW.

This Laurie Davidson-designed 36-footer was launched just before the 1986 Sydney-Hobart, a race which she went on to win in fine style. Since then, owner Tony Dunn has campaigned her in northern races, but following optimising by Scott Jutson, he has decided to enter the Sydney Hobart once again. Could be a strong chance on IOR.



EAGLE (2) - 4727 LOA 13.89m; IMS RATING Downer: Peter Cole (Aust)
Type: Fleetwood 46. Year Built: 1981
Owner/Skipper: John Boys
Club: Cruising Yacht Club of Australia, NSW.

Eagle is an attractive-looking, Huon pine-built 46-footer from the drawing board of Peter Cole and built in Tasmania. Owner John Boys bught the yacht this year and knows little of her previous racing history, other than she sailed in two Hobarts back in 1981 and 1982. Boys' first long race with Eagle was in this year's Jupiters Gold Coast

Crew: J. Boys (Skipper), C. Alleck (1), C. Bracken (1), K. Goudge (3), M. Green (4), P. Griebel (1).



FIRETEL (6) - A 50 LOA 9.98m; IOR/IMS Rating LOA 7.98m; IOR/IMS Rating Designer: Dick Carter (US) Type: Carter 33. Year Built: 1982 Owner/Skipper: Bob Lawler Club: Sydney Amateur Sailing Club, NSW.

Extensively raced Carter 33, Firetell has competed in six Sydney-Hobart, three Sydney-Mooloolaba and the last four Sydney-Gold Coast races. Had an excellent season with the CYCA last summer, finishing 2nd in the Blue Water Pointscore, Division 3 and 2nd in the IMS Short Ocean pointscore.

(5), M. Tomaszweski (7), R. Hugal (4), W. Furness, P. Pangas (1), D. Janson.







FIRST LIGHT — 4860 LOA: 12.03m Class: IOR Rating Designer: Nelson/Marek (USA) Type: One Tonner. Year Built: 1985 Owner/Skipper: Bill Mountford Club: Sydney Amateur Sailing Club, NSW.

Former Melbourne yacht which raced in the Melbourne-Devonport and other Victorian offshore events with moderate success. Brought to Sydney earlier this year and will be used by owner Mountford for his first Sydney Hobart race. His other races have been to the Gold Coast and Coffs Harbour.

Hobart race. His other races have been to the Gold Coast and Coffs Harbour.

Crew: B. Mountford (Skipper), S. Taylor (Navigator) (5), L. Brown (3), G. Cockburn (4), M. De Casembroot, C. Hoskinson, D. Lang (8), H. Mountford, P. Sainsbury (5), L. Withoridge.



GROUP THERAPY (2) — MH 267 LOA 14.52m; IMS RATING Designer: Ron Holland (Ire) Type: Holland 48. Year Built: 1980 Owner/Skipper: Syndicate/Allan Chalk Club: Middle Harbour Yacht Club, NSW.

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 to Lord Howe Island race. Still owned by a syndicate of Middle Harbour yachtsmen, Group Therapy's nominated skipper this year is Allan Chalk.



FREIGHT TRAIN (5) — 5222 LOA 18.82m; IOR RATING Designer: German Frers (Argen) Type: Pocket maxi. Year Built: 1983 Owner/Skipper: Damien Parkes Club: Cruising Yacht Club of Australia, NSW.

Damien Parkes is enjoying a great year, finishing second in IOR Division A of the last NorTel Sydney-Hobart race, winning the IOR overall in the Caltex Sydney-Mooloolaba race, taking line honours in the East-West Airlines Sydney-Whitsundays race and more recently, line honours in the Gosford-Lord Howe race. Skipper Damien Parkes has an impressive record, including 12 Sydney-Hobarts, six Sydney-Gold Coast and eight Lord Howe Island race.



GUMBLOSSOM — B 233 LOA 9.23m; IMS RATING Designer: Peter Joubert (Aust) Type: Currawong 30. Year Built: 1973 Owner/Skipper: Thorry Gunnersen Club: Royal Brighton Yacht Club, Vic.

For a yacht of her age, Gumblossom did well in last year's Hobart, placing 45th overall and ninth in her division while in the IMS division she placed 24th overall and third in her division. Since then Gumblossom has been cruised to New Zealand and back to Brisbane. Skipper Gunnersen will compete in the St Helena Cup on Moreton Bay before heading south to Sydney for the race to Hobart.



FUJITSU DEALERS (2) — MH 9 LOA 10.93m; IOR RATING Designer: Laurie Davidson (NZ) Type: Davidson 36. Year Built: 1986 Owner/Skipper: John Eyles Club: Middle Harbour Yacht Club, NSW.

Formerly raced as Indian Pacific, this fractional rig sloop has had considerable success, including winning the Jupiters Gold Coast Race and Hamilton Island Race Week and finishing a close second in the 1989 Gosford-Lord Howe Island race. Recently sailed for Australian team in China Sea Series from Hong Kong to Manilla after a 16th overall in the last Hobart race.



HAMMER OF QUEENSLAND — 7

LOA: 20.51m Class: IOR/IMS RATING
Designer: Kell Steinman (Aust)
Type: Pocket maxi. Year Built: 1987

Owner/Skipper: Arthur Bloore
Club: Royal Queensland Yacht Squadron, Qld.

Record breaking line honours winner of the 1988 Sydney-Gold Coast race, Hammer of Queensland has also taken line honours in the Brisbane-Gladstone race, last year finishing fourth across the line in the Sydney-Hobart. She has recently been fitted with a new keel and rudder and the interior fitted out for IMS racing and cruising. Half the crew this year will again come from France.



FUTURE SHOCK (0) — KZ 6717 LOA 17.0m; IMS RATING Designer: Greg Elliott (NZ) Type: Elliott 17. Year Built: 1989 Owner/Skipper: Ian Margan Club: Royal New Zealand Yacht Squadron, NZ.

A late entry, Future Shock is set for another match-race to Hobart with the Sydney ultra-light displacement boat Bobsled. The two lightweights duelled all the way from Sydney to the Gold Coast in the 1990 Jupiters Race, finishing less than two minutes part with Bobsled catching Future Shock right on the line. Future Shock holds race records for races from Auckland to Suva, Auckland to Noumea, Noumea to Southport and Guam to Fukuoka, Japan.

Crew: I. Margan (Skipper), G. Cooke, J. McVeagh, J. Bethell and others to be named.



HARBINGER (2) — B 32 LOA 10.17m; IOR RATING Designer: Laurie Davidson (NZ) Type: Davidson 34. Year Built: 1988 Owner/Skipper: Barry Dean Club: Royal Brighton Yacht Club, Vic.

One of several Davidson 34s, built in Melbourne by Ken Jago, which will contest the Australian Three-quarter Ton level rating championship as a lead-up to the Nor-Tel Sydney Hobart race. Dismasted in last year's race, Harbinger won the 1988 ORCV winter series on Port Phillip and placed second in IOR Division D in the 1988 Sydney Hobart.



GAMBOL (0) — SA 221
LOA 12.2m; IMS RATING
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 the offshore training yacht used by Sail-Tech, South Australia's premier, AYF-accredited sailing school with William Gryst and Harry Davis the two partners in the Sail-Tech. The crew will be advanced students from the sailing school, with experienced leaders including Harry Davis as skipper/havigator, and yacht designer Allen Blackburne in the crew.



HAUPIA (1) — 5850
LOA 10.66m; IMS RATING
Designer: R. Johnston (USA)
Type: J-35. Year Built: 1987
Owner/Skipper: Tom Johnston
Club: Cruising Yahct Club of Australia, NSW.

Haupia, an American designed and built J-35, is one of the most successful yachts racing in Australia under IMS handicaps, since getting a new Scott Jutson-designed keel. In the 1989 Sydney-Hobart she finished third overall and second in her division of the IMS category and in April this year won the IMS division of the Sydney-Mooloolaba race, following this with a 2nd in the Sydney-Gold Coast Race. Skipper Tom Johnston's crew includes his two daughters.

Crew: R. Hickman (Skipper), J. Canfield (Navigator) (2), B. Chesterman (6), K. Hansford (2), D. Johnston (1), H. Johnston, R. Sangster (1), G. West.







HELSAL II (8) - SA 93 LOA 20.03m; IOR RATING Designer: Joe Adams (Aust)
Type: "Mini" maxi Year Built: 1979
Owner/Skipper: Keith Flint
Club: Royal South Australian Yacht Squadron, SA.

Helsal II has never finished lower than sixth in a Sydney Helsal II has never timished lower than sixth in a syntey Hobart fleet since 1879 and her present owner/skipper and his crew hope to maintain this record. Since being based in Adelaide, Helsal II has taken line honours in the 1989 West Coaster race from Melbourne to Hobart as well as in most major offshore races in SA waters. Sailing master will be one of SA's best known ocean racing yachtsmen, Fred Neill, who will be sharing the helm with Charles Wall-Smith and Ian Flint.



IMPECCABLE (8) -- MH 106 LOA 10.22m; IOR RATING Designer: Doug Peterson (USA)
Type: Three-quarter tonner. Year Built: 1980 Owner/Skipper: John Walker Club: Middle Harbour Yacht Club, NSW.

Club: Middle Harbour Yacht Club, NSW. Middle Harbour's John Walker is a most able and competitive ocean racing yachtsman who has competed with success in most of Australia's major long races. With the little Impectable he finished second overall and first in Division D of the 1986 Sydney-Hobart, in 1987 was 3rd overall in the Mooloolaba race, placing third in division in 1989 and second in division this year. This year Impectable has also won the prestige Janzoon Trophy. Crew: J. Walker (Skipper) (8), J. Walker (Navigator) (8), R. Anderson (2), T. Bright, R. Moore (3), M. Richter, A. Tarplee (3), D. Thomas (2).

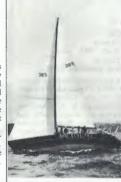


HELSAL III (3) - 262 LOA 20.00m; IOR/IMS RATING Designer: Joe Adams (Aust) Type: Pocket maxi. Year Built: 1984 Owner/Skipper: John Wertheimer Club: Royal Yacht Club of Tasmania, Tas.

Originally named The Office, this fast 66-footer was bought by Dr Tony Fisher after the boat was damaged by fire at her marina in Queensland. Refitted and named Helsall III, he raced her to Hobart in 1987, finishing well back in the fleet. Among her earlier successes as The Office was taking line honours in a Pittwater-Coffs Harbour race and a Lord Howe Island race. Now owned by Hobart vechturen. John Warthstoner.

and a Lord Flowe Island Face. Now owned by Flooart yachtsman John Wertheimer.

Crew: J. Wertheimer (Skipper) (3), R. Bearman (Navigator) (18), D. Bailey (1), R. Chandler (1), J. Clougher (4), J. Ford, J. Freeman (5), S. Graves (9), J. Hall (6), R. Horne (9), A. Johnston, C. Amprill (6), D.Morris (1), D. Robertson (2), C. Wells (2), M. Wertheimer (1).



INCH BY WINCH (8) - 393 LOA 13.41m; IMS RATING Designer: Doug Peterson (USA) Type: Peterson 44. Year Built: 1981 Owner/Skipper: Joe Goddard Club: Cruising Yacht Club of Australia, NSW.

Built as an Admiral's Cup team contender that didn't make it, this stoutly-built 44-footer has contested almost every race along the Australian East Coast as well as races into the Tasman, including several Lord Howe Island races. One of the older IOR designs recently measured to IMS. Finished 36th under IOR last year but 10th under

IMS handicapping. Crew: J. Goddard (Skipper) (14), P. Goddard (9), M. Damro (3), R. Noldart (2).



HIJACKER 0 - 5508 LOA 13.5m; IMS RATING Designer: John Lidgard (NZ) Type: Lindgard 48. Year Built: 1984 Owner/Skipper: Ray and Janice Lodge Club: Kerikeri Cruising Club, New Zealand.

This fast cruiser/racer designed by John Lidgard competed in and won the TransTasman Cup in the 1988 Auckland to Mooloolaba race and has competed extensively in New Zealand coastal races built by its owner, Hijacker's crew

includes family members.

R. Lodge (Skipper), B. Morris (Navigator), F. Ashby, R. Hindle, A. Lodge, J. Lodge, M. Lodge, T. Rae.



INDIAN PACIFIC (5) - B 3695 LOA 12.2m; IOR/IMS RATING Designer: Bruce Farr (NZ)
Type: Farr 40. Year Built: 1983
Owner/Skipper: Stuard McDonald
Club: Royal Brighton Yacht Club, Vic.

Winner of this race in the gales wept year of 1984 in which only 46 yachts out of 179 starters completed the course. Victorian yachtsman Stuart McDonald bought Indian Pacific last year and in his first Sydney Hobart with the boat, finished a creditable 23rd overall in the 129 boat fleet. Sailing master for the race is Brett Bowdens in SA



HYPERDRIVE 2 - 4490 LOA: 13.48m IMS RATING Designer: Adams/Radford (Aust)
Type: Adams 44. Year Built: 1987
Owner/Skipper: John Clark
Club: Royal Prince Alfred Yahct Club, NSW.

This boat is one of the fast cruiser/racers built by Paul This boat is one of the tast cruiser/racers built by Paul Kelly as Carina 44s and used by John Clark for long ocean racing, including short-handed events. Won the Arbitrary division of the 1989 Jupiters Gold Coast race and placed 3rd in Arbitrary division of 1989 Gosford-Lord Howe Island race, in last year's Hobart race, Hyperdrive placed 17th overall under IMS handicapping.



IT'S A HIT (2) - 4803 LOA 9.4m; IOR RATING Designer: Ed Dubois (US)
Type: Half Tonner. Year Built: 1982
Owner/Skipper: John Messenger
Club: Middle Harbour Yacht Club, NSW.

One of the remarkably successful Dubois Half Tonners One of the remarkably successful Doubs Frait Founds, which have done so well in races north from Sydney, It's A Hit finished third in the 1988 CYCA Blue Water pointscore and fourth in the 1989 series. In the 1988 Hobart she finished fourth in Div D and 18th overall. This year her wins include the Halvorsen Trophy. This will be the fourth Sydney Hobart for skipper Messenger on a Half

Crew: J. Messenger (Skipper (3), J. Poc (Navigator) (2), G. Cramp (3), P. Evans, S. Hodgson)2), R. Ovesen.



ILLUSION (2) - Sm 80 LOA 10.21m; IOR RATING Designer: Laurie Davidson (NZ)
Type: Davidson 34. Year Built: 1988
Owner/Skipper: Gino & Nick Knezic
Club: Sandringham Yacht Club, Vic.

The most successful of several Davidson 34s in the fleet, The most successful of several Davidson 34s in the fleet, Illusion won the 1988 Sydney Hobart and last year again sailed exceptionally well to win Division D and place 6th overall. In her home waters, Illusion has won the 1989 Petersville Regatta, the 1989 ORCV Winter Series, while this year she has placed second overall in both the Petersville and the ORCV Western Port Cup. Crew includes father and son Gino and Nick Knezic, Bernie Case andNoel Dreenan.



JACK GUY (0) - 3838 LOA 11.6m; IMS RATING Designer: Hank Kauffman (Aust) Type: Northshore 38. Year Built: 1984 Owner/Skipper: Gordon Ketelbey Club: Middle Harbour Yacht Club, NSW.

First Sydney Hobart for this Northshore 38 which has sailed in five races to Coffs Harbour and one to Lord Howe Island, Jack Guy has won the last two Northshore 38 series at MHYC and RPAYC and finished second in the MHYC winter pointscore. Entry underlines the status of the NorTel Sydney Hobart as the penultimate ocean race

in Australia.

Crew: G. Ketelbey (Skipper) (1), J. Boles, A. Cross, I. Gilkes (1), N. Holman, J. Hoyle, W. Lorenz (3), T. Stephens (1).

FLEET FOR

HOBART 1990



KINGS CROSS, SYDNEY (2) - 621 LOA: 10.97m IOR RATING Designer: Laurie Davidson (NZ) Type: Davidson 36. Year Built: 1985 Owner/Skipper: Ray Stone Club: Middle Harbour Yacht Club, NSW.

Originally built for Pittwater yachtsman Jim King, this fast 36-footer was sold to Victoria in 1988 but has returned to Sydney owner the ownership of Ray Stone, who previously raced Middle Harbour Express with outstanding success. Kings Cross has undergone modifications to her keel, skeg and rudder under the direction of Scott Jutson and will be one of the strong contenders for IOR handicap honours. She already has two IOR wins back in Sydney,

also being in winning Range Rover Cup team.

Crew: R. Stone (Skipper) (5), G. Stone (Navigator) (6),

A. Duthie (1), D. Grice (3), B. Hair (2), N. Tavener (4),

R. Van Eadom (3), S. Walker (3).



LEROY BROWN (1) - 933 LOA 10.22m; IOR RATING Designer: Laurie Davidson (NZ) Type: Davidson 34. Year Built: 1985 Owner/Skipper: Warren Wieckmann Club: Royal Prince Alfred Yacht Club, NSW.

Club: Royal Prince Alfred Yacht Club, NSW.

One of the Ken Jago-built Davidson 34s, this boat originally raced as Chutzpah and will be up against the new Chutzpah from Melbourne in the Three-quarter Ton level rating series which is part of the NorTel Asia Pacific championships leading up to the Hobart race. Since being owned by Wicckman, Leroy Brown has won the 1988 Pittwater-Coffs Harbour race, 1988 Gladstoe-Hamilton Island race, and the 1989 Brisbane to Gladstone Classic. Retired from last year's Hobart race.

Crew: W. Wicckmann (Skipper) (1), G. Jones (Navigator) (17), A. Gordon (2), G. Gudmanson (1), T. Jarmann (2), J. Rowed (1), D. Turtin, W. Wardle (5).



KINGURRA (5) — B 23 LOA 13.11m; IOR RATING Designer: Peter Joubert (Aust)
Type: Cruiser/racer. Year Built: 1972
Owner/Skipper: Peter Joubert
Club: Royal Brighton Yacht CLub, Vic.

Owner/skipper Peter Joubert designed this heavy dis-placement cruiser/racer back in the early 70's and bought the yacht for his ownboat several years ago. Kingurra's best results in the Hobart have been an 19th in 1972 and a 20th in 1988 but as her designer says, she needs a long beat to windward in fresh conditions to show up on the prize list. This year, incidentally will be part-time yacht designer Joubert's 19th Sydney-Hobart.

Joubert (Skipper) (18), K. Flockhart (Navigator) (15), B. Hawken, A.Knox, P. Meikle, J. Napier (4), D.Rout (3), N. Sharp (14), J. Snyder, T. Vautin (13).



LIGHTWAVE (0) - RQ 12 LOA 12.04m; IMS RATING LOA 12.04m; LMS RATING
Designer: Carl Schumacher (UK)
Type: Oyster Lightwave. Year Built: 1990
Owner/Skipper: Ron Lavett
Club: Royal Queensland Yacht Squadron, Qld.

Chub: Royal Queensland Yacht Squadron, Qld.

The only Oyster Lightwave class sloop in Australia,
Lightwave was imported especially to compete under IMS category handicapping. Lightwave had its' first race in Australia in this year's Jupiters Sydney-Gold Coast race, with a mediocre result, but finished second under IMS in the Southport Yacht Club's XXXX Series and in the SCOR Series at Moloolaba. After the Sydney-Hobart, Brian Ashenden and Ron Lavett will sail Lightwave in the Malbourse Coaks two handed was in Marie. Melbourne-Osaka two-handed race in March.



LA MONIQUE (0) - 3325 LOA 12.8m; IOR RATING Designer: Ron Holland (Ire)
Type: One Tonner. Year Built: 1980
Owner/Skipper: Barry Brooks
Club: Royal New Zealand Yacht Squadron, New

Zealand.

Ireland-based Kiwi Ron Holland designed this yacht as a NZ Admiral's Cup team contender in 1981 but she was badly holed during the long ocean race of the trials after hitting a rock north of Auckland. Since then the first owner used the boat mostly for cruising. In the past 12 months, the current owner has been refitting La Monique for racing and cruising. Owner Barry Brooks sailed aboard the Young 88, First Eleven, in the 1988 Pittwater-Coffs Harbour race.

Crew: B. Brooks (Skipper), R. Moore (Navigator), C. Bird, B. Elliott, J. Jarquhar, S. Hyde.



MADELINE'S DAUGHTER (4) - KA 3000 LOA: 13.16m IOR RATING LOA: 13.16m IUR RAIING Designer: Bruce Farr (NZ) Type: Admiral's Cupper. Year Built: 1987 Owner/Skipper: Peter Kurts Club: Cruising Yacht Club of Australia, NSW.

Owned and skippered by the doyen of Australian international ocean racing yachtsmen, Peter Kurts, Madeline's Daughter has twice represented Australia in the Admiral's Cup and was a member of the winning Australian team in the 1987 Southern Cross Cup. Last year was topscoring boat in the second-placed NSW team in the Southern Cross Cup, placing 5th overall and winning Division A of the NorTel Sydney Hobart. Peter Kurts has sailed in 25 races to Hobart.

the Nor 1et sydney Hobart. Peter Kurts has sailed in 25 races to Hobart.

Crew: P. Kurts (SKipper) (25), L. May (Navigator) (17), J. Falconer, M. Coxon (4), M. Flaconer (3), D. Hodgson (9), R. Johnson (5), R. Macalister (10), A. Pratt (3), P. Shipway (19), W. Sykes (10).



LADY PENRHYN OF NIRIMBA (4) - 3809 LOA 11.10m; IOR RATING LOA 11.10m; IOR KALING
Designer: Kim Swarbrick (Aust)
Type: Swarbrick S111. Year Built: 1984
Owner/Skipper: Lt Richard Catt Ran.
Club: Royal Australian Navy Sailing Association,

Lady Penrhyn is one of five Royal Australian Navy training yachts — sailed by apprentices and staff of HMAS Nirimba at Quakers Hill, NSW. The yacht is continually engaged in sail training for these Navy trainees and takes part in many local and offshore yacht races and events. Lady Penrhyn was first in the Defence Forces division of the 1990 Three Peaks Yacht Race in Tasmania and won the Ogden Cup in the 1988 Hobart race.



MARARA (5) - 1317 LOA 10.36m; IMS RATING
Designer: Sparkman & Stephens (USA)
Type: S&3 34. Year Built: 1972
Owner/Skipper: Bill Ratcliff
Club: Cruising Yacht Club of Australia, NSW

Yet another of the remarkable S&S 34s which continue to do well in long ocean racing, Marara has raced five times to Hobart and three times won division trophies. She was among the few finishers in the 1984 race. Marata continues to win races, this year taking out the Janzoon Trophy. For owner skipper Bill Ratcliff, this will be his 26th Hobart while watch captain Barry Simpson from Hobart will be

sailing his 19th.

Crew: B. Ratcliff (Skipper) (26), B. Simpson (18), P. Ratcliff (5), L. Ratcliff (2), K. Ratcliff (2).



LARRIKIN (0) -- B 78 LOA 10.3m; IOR RATING Designer: Kell Steinman (Aust)
Type: Three-quarter tonner. Year Built: 1989
Owner/Skipper: Robert Story
Club: Royal Brighton Yahct Club, Vic.

New boat from Kell Steinman, whose designs in this race include pocket maxis Bobsled, Amazon and Hammer of Queensland. This boat is a light displacement Three-quarter Tonner with a big sail area to obtain optimum performance in light weather offshore. Impressed in recent Bass Strait Triangle and will be sailed by a most young

and enthusiastic crew under skipper Bob Story and sailing master John Karick.

Crew: B. Story (Skipper), J. Karick (Navigator), P. Doriean, S. Floyd, N. Moloney, T. Olding, D. Owen, D. Woodruff.



MARK TWAIN (0) - A 113 LOA 11.77m; IMS RATING Designer: Sparkman & Stephens (USA)
Type: S&S 39. Year Built: 1971
Owner/Skipper: Hugh O'Neill
Club: Sydney Amateur Sailing Club, NSW.

Built to the old One Ton rule 19 years ago, this timber-hulled sloop is still most competitive in long ocean races, finishing second in Illingworth DivisionC of the 1986 and 1988 Hobart races. She also finished second in the 1987 Hobart-Fremantle race and second in the 1987 Lord Howe Island race. Owner/skipper Hugh O'Neill has sailed in nine Hobarts and eight Lord Howe Island races.



FLEET FOR

HOBART 1990



MATANGI (0) - 5350 LOA 11.7m; IMS RATING Designer: German Frers (Argen) Type: Frers 38. Year Built: 1989 Owner/Skipper: John Bleakley. Club: Cruising Yacht Club of Australia, NSW.

CYCA past commodore John Bleakley has a beautiful-CYCA past commodore John Bleakley has a beautiful-looking and fast cruiser/racer in Matangi which was built in the United States, at Newport Rhode Island, only last year. Matangi finished third in IMS Division 1 of the CYCA's SOPS last season, also competing in the 1989 Sydney-Coffs Harbour race. Owner/skipper Bleakley has sailed in most long ocean races off the Australian East Coast, plus races to Vanuatu and Noumea.



MORNING TIDE (5) - A 94 LOA: 10.33m IMS RATING Designer: Sparkman & Stepehns (USA)
Type: S&S 34. Year Built: 1974
Owner/Skipper: Jim Lawler
Club: Sydney Amateur Sailing Club, NSW.

Skipper Jim Lawler has logged many miles with Morning Tide, one of those remarkable S&S 34 made famous by Tide, one of those remarkable S&S 34 made famous by BritishPM Ted Heath and later by round-the-world solo sailor Jan Sanders. Morning Tide has competed in the three previous Gold Coast races, finishing 12th in the IMS division last year. Morning Tide won IMS division 3 of the CYCA short ocean pointscore last summer. Crew: J. Lawler (Skipper) (7), P. Robinson (Navigator) (9), T. Cosh (3), M. Groscops (4), J. Lawler (10), B. Loudon (3), I. McIntosh (2).



MERCEDES I V(11) - 1224 LOA 12.80m; IMS RATING
Designer: Ted Kaufman (Aust)
Type: Two Tonner. Year Built: 1974
Owner/Skipper: Peter Stronach
Club: Cruising Yacht Club of Australia, NSW.

Club: Cruising Yacht Club of Australia, NSW.

This will be the 12th Sydney-Hobart race for this powerful 42-footer designed and skippered by Ted Kaufman in the 1975 Admiral's Cup in England. Mercedes IV is now enjoying a new lease of life under IMS handicapping, placing 4th in IOR in Division A of the 1989 Sydney Hobart and 9th overall under IMS handicaps. She also won Division A of the 1989 Sydney to Mooloolaba race. Crew: P. Stronach (Skipper) (3), D. Aubrey (Navigator) (6), T. Allison (3), A. Heenan (8), W. Perriman (1), P. Simpson, R. Hislop (1), I. Adamson.



NADIA IV (5) --- 4040 LOA 12.2m: IOR/IMS RATING LOA 12.2m; IONIMS RATING
Designer: Bruce Farr (NZ)
Type: Farr 40. Year Built: 1984
Owner/Skipper: Teki Dalton
Club: Cruising Yacht Club of Australia, NSW

Canberra-based yachtsman Teki Dalton will be sailing his 10th Sydney Hobart this year, his sixth with Nadia IV, whichlast year finished 14th overall, an excellent effort in a Southern Cross Cup year. Nadia IV has not raced much this season with most of her regular crew overseas. However, the majority will be back for the Hobart and the 1988-89 CYCA Blue Water champion should again be close to the money.

Close to the money.

Crew: T. Dalton (Skipper) (9), D. Doyle (Navigator) (7),

3 TBA, T. Dodds (5), G. Holt (5), D. McLean (5), J. Smith (5).



MERCEDES V (7) - 2140 LOA 12.60m; IMS RATING Designer: Scott Kaufman (Aust)
Type: Old rule two tonner. Year Built: 1977
Owner/Skipper: Geoffrey Barker
Club: Tanilba Amateur Sailing Club, NSW.

Originally designed for Ted Kaufman by his son, Scott, she wa an unsuccessful triallist for the 1977 Admiral's Cup team. Since then, Mercedes V has had a number of owners but has done only limited ocean racing in recent years. While she never made the Admiral's Cup, Mercedes V did sail for NSW and later Papua New Guinea in a Southern Cross Cup series



NEVER A DULL MOMENT (1) - 4715 LOA 12.5m; IMS RATING LOA 12.5m; IMS KA LING
Designer: John King
Type: Jarkan 12.5. Year Built: 1989
Owner/Skipper: Colin Wilson
Club: Klama Cruising Yacht Club, NSW

Built by BOC Challenge sailor Kanga Birtles, this John King 40-footer was designed for IMS racing and is a development of Apple Endeavour, which Birtles raced in the Bicentennial Around Australia Race. Never a Dull Moment had its first Hobart last year, finishing 33rd overall and fourth in her IMS division, and since then has sailed consistently well under the IMS handicap category.

Crew: C. Wilson (Skipper) (2).



MIRRABOOKA (3) - A 8 LOA 14.27m; IMS RATING DOA 14.2/m; 100 KATING
Designer: German Frers (Arg)
Type: Cruiser/racer. Year Built: 1987
Owner/Skipper: John & Peter Bennetto
Club: Royal Yacht Club of Tasmania, Tas.

Modification of a Swan 46, Mirrabooka will be sailing in her fourth Sydney Hobart for veteran Tasmanian yachtsher tourth Sydney Hobart for veteran 1 asmanian yachts-man John Bennetto and his son, Peter. John Bennetto will be sailing in his 30th Sydney Hobart — the first was back in 1947. Navigator Simon Firth will be notching up his 18th race, helmsman Lester Nibbs his 20th "Hobart". Mirrabooka placed 5th overall,3rd in Division 1 of new 18th sectorage lets trees. IMS category last year.



NEW HORIZONS (0) - M 236 LOA 11.24m; IMS RATING Dosigner: Laurie Davidson (NZ)
Type: Cavalier 37. Year Built: 1985
Owner/Skipper: Mike Kelaher
Club: Lake Macquarie Yacht Club, NSW.

Lake Macquarie yachtsman Mike Kelaher has had the same crew for five years and after four Sydney-Gold Coast and three Lord Howe Island races he has decided to contest his first Sydney Hobart with his Cavalier 37, an excellent ocean-going cruiser racer, and an enthusiastic crew. Crew: M. Kelaher (Skipper), C. Morris (Navigator) (2), W. Anstiss, J. Blackett, C. Brunt, C. Hall (1), D. Hills (2), J. Payne, C. Piggott.



MORE IMAGINATION (0) - YC 3880 LOA 9.4m; IMS RATING
Designer: Bruce Farr
Type: Noelex 30. Year Bullt: 1982
Owner/Skipper: Terry Nicholas
Club: Cruising Yacht Club of South Australia, SA.

One of the smaller yachts in the fleet, More Imagination One of the smaller yachts in the fleet, More Imagination competed last year, albeit well back in the fleet, but without damage. In the past offshore season in South Australian waters she has won the Kinnaird Offshore Cup and placed 1st in JOG and 2nd in Division 2 of the Adelaide to Port Lincoln race.

Crew: T. Nicholas (Skipper) (1), G. Nicholas (Navigator) (2), R. Boath (1), I. Doyle.



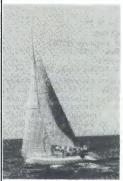
NIMROD II (3) - G 300 LOA 11.6m; IMS RATING Designer: Bruce Farr (NZ) Type: Farr 11.6. Year Built: 1979 Owner/Skipper: Ian Watson Type: Farr 11.6. Year Built: 1777 Owner/Skipper: Ian Watson. Club: Royal Geelong Yacht Club, Vic.

Winner of the 1980 Melbourne to Hobart West Coaster, this 11 year old Farr 11.6 was poorly handiscapped under IOR and her crew from Geelong hope she will do better under the IMS handicapping category. Owner Ian Watson has put together a most experienced crew for the 1990



FLEET FOR THE

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KINGS CROSS, SYDNEY (2) - 621 LOA: 10.97m IOR RATING Dosigner: Laurie Davidson (NZ)
Type: Davidson 36. Year Built: 1985
Owner/Skipper: Ray Stone
Club: Middle Harbour Yacht Club, NSW.

Originally built for Pittwater yachtsman Jim King, this fast 36-footer was sold to Victoria in 1988 but has returned Tast 30-tooter was sold to Victoria in 1986 but has returned to Sydney owner the ownership of Ray Stone, who previously raced Middle Harbour Express with outstanding success. Kings Cross has undergone modifications to her keel, skeg and rudder under the direction of Scott Jutson and will be one of the strong contenders for IOR handicap honours. She already has two IOR wins back in Sydney,

also being in winning Range Rover Cup team.

Crew: R. Stone (Skipper) (5), G. Stone (Navigator) (6),

A. Duthie (1), D. Grice (3), B. Hair (2), N. Tavener (4),

R. Van Eadom (3), S. Walker (3).



LEROY BROWN (1) - 933 LOA 10.22m; IOR RATING Designer: Laurie Davidson (NZ) Type: Davidson 34. Year Built: 1985 Owner/Skipper: Warren Wieckmann Club: Royal Prince Alfred Yacht Club, NSW.

One of the Ken Jago-built Davidson 34s, this boat originally raced as Chutzpah and will be up against the new Chutzpah from Melbourne in the Three-quarter Ton new Chutzpah from Melbourne in the Three-quarter Ton level rating series which is part of the NorTel Asia Pacific championships leading up to the Hobart race. Since being owned by Wicckman, Leroy Brown has won the 1988 Pittwater-Coffs Harbour race, 1988 Gladstoe-Hamilton Island race, and the 1989 Brisbane to Gladstone Classic. Retired from last year's Hobart race.

Crew: W. Wieckmann (Skipper) (1), G. Jones (Navigator) (17), A. Gordon (2), G. Gudmanson (1), T. Jarmann (2), J. Rowed (1), D. Turtin, W. Wardle (5).



KINGURRA (5) — **B 23** LOA 13.11m: IOR RATING Dosigner: Peter Joubert (Aust)
Type: Cruiser/racer. Year Built: 1972
Owner/Skipper: Peter Joubert
Club: Royal Brighton Yacht CLub, Vic.

Owner/skipper Peter Joubert designed this heavy dis-placement cruiser/racer back in the early 70's and bought the yacht for his ownboat several years ago. Kingurra's best results in the Hobart have been an 19th in 1972 and a 20th in 1988 but as her designer says, she needs a long beat to windward in fresh conditions to show up on the prize list. This year, incidentally will be part-time yacht designer loubert's 19th Sydney-Hobart.

Joudert's 19th Sydney-Hodart. Crew: P. Joubert (Skipper) (18), K. Flockhart (Navigator) (15), B. Hawken, A.Knox, P. Meikle, J. Napier (4), D.Rout (3), N. Sharp (14), J. Snyder, T. Vautin (13).



LIGHTWAVE (0) - RQ 12 LOA 12.04m; IMS RATING LOA 12.04m; LMS RATING
Designer: Carl Schumacher (UK)
Type: Oyster Lightwave. Year Built: 1990
Owner/Skipper: Ron Lavett
Club: Royal Queensland Yacht Squadron, Qld.

The only Oyster Lightwave class sloop in Australia, Lightwave was imported especially to compete under IMS category handicapping. Lightwave had its' first race in Australia in this year's Jupiters Sydney-Gold Coast race, with a mediocre result, but finished second under IMS in the Southport Yacht Club's XXXX Series and in the SCOR Series at Mooloolaba. After the Sydney-Hobart, Brian Ashenden and Ron Lavett will sail Lightwave in the Melbourne-Osaka two-handed race in March.



LA MONIQUE (0) - 3325 LOA 12.8m; IOR RATING Dosigner: Ron Holland (Ire)
Type: One Tomer. Year Built: 1980
Owner/Skipper: Barry Brooks
Club: Royal New Zealand Yacht Squadron, New

reland-based Kiwi Ron Holland designed this yacht as a NZ Admiral's Cup team contender in 1981 but she was badly holed during the long ocean race of the trials after hitting a rock north of Auckland. Since then the first owner used the boat mostly for cruising. In the past 12 months, the current owner has been refitting La Monique for racing and cruising. Owner Barry Brooks sailed, aboard the Young 88, First Eleven, in the 1988 Pittwater-Coffs Harbour race.

aboard the Foung oo, First Asserting, at the Foundation Coffs Harbour race.

Crew: B. Brooks (Skipper), R. Moore (Navigator), C. Bird, B. Elliott, J. Jarquhar, S. Hyde.



MADELINE'S DAUGHTER (4) - KA 3000 LOA: 13.16m IOR RATING DOA: 15.10m IOR KATING Designer: Bruce Farr (NZ) Type: Admiral's Cupper. Year Built: 1987 Owner/Skipper: Peter Kurts Club: Cruising Yacht Club of Australia, NSW.

Owned and skippered by the doyen of Australian interna-tional ocean racing yachtsmen, Peter Kurts, Madeline's Daughter has twice represented Australia in the Admiral's Cup and was a member of the winning Australian team in the 1987 Southern Cross Cup. Last year was topscoring boat in the second-placed NSW team in the Southern Cross Cup, placing 5th overall and winning Division A of the NorTel Sydney Hobart. Peter Kurts has sailed in 25 grees to Hobart.

the Nori el Sydney Hobart. Peter Kurts has sailed in 25 races to Hobart.

Crew: P. Kurts (SKipper) (25), L. May (Navigator) (17), J. Falconer, M. Coxon (4), M. Flaconer (3), D. Hodgson (9), R. Johnson (5), R. Macalister (10), A. Pratt (3), P. Shipway (19), W. Sykes (10).



LADY PENRHYN OF NIRIMBA (4) - 3809 LOA 11.10m; IOR RATING Designer: Kim Swarbrick (Aust)
Type: Swarbrick S111. Year Built: 1984
Owner/Skipper: Lt Richard Catt Ran.
Club: Royal Australian Navy Sailing Association,

NSW.

Lady Penthyn is one of five Royal Australian Navy training yachts — sailed by apprentices and staff of HMAS Nirimba at Quakers Hill, NSW. The yacht is continually engaged in sail training for these Navy trainees and takes part in many local and offshore yacht races and events. Lady Penthyn was first in the Defence Forces division of the 1990 Three Peaks Yacht Race in Tasmania and won the Ogden Cup in the 1988 Hobart race.



MARARA (5) - 1317 LOA 10.36m; IMS RATING Designer: Sparkman & Stephens (USA) Type: S&S 34. Year Built: 1972 Owner/Skipper: Bill Ratcliff Club: Cruising Yacht Club of Australia, NSW

Yet another of the remarkable S&S 34s which continue to do well in long ocean racing, Marara has raced five times to Hobart and three times won division trophies. She was among the few finishers in the 1984 race. Manta continues to win races, this year taking out the Janzoon Trophy. For owner skipper Bill Ratcliff, this will be his 26th Hobart while watch captain Barry Simpson from Hobart will be

Crew: B. Ratcliff (Skipper) (26), B. Simpson (18), P. Ratcliff (5), L. Ratcliff (2), K. Ratcliff (2).



LARRIKIN (0) - B 78 LOA 10.3m; IOR RATING Designer: Kell Steinman (Aust) Type: Three-quarter tonner. Year Built: 1989 Owner/Skipper: Robert Story Club: Royal Brighton Yahct Club, Vic.

New boat from Kell Steinman, whose designs in this race include pocket maxis Bobsled, Amazon and Hammer of Queensland. This boat is a light displacement Three-quarter Tonner with a big sail area to obtain optimum performance in light weather offshore. Impressed in recent Bass Strait Triangle and will be sailed by a most young and enthusiastic crew under skipper Bob Story and sailing

master John Karick. Crew: B. Story (Skipper), J. Karick (Navigator), P. Doriean, S. Floyd, N. Moloney, T. Olding, D. Owen, D. Woodruff.



MARK TWAIN (0) - A 113 LOA 11.77m: IMS RATING LOA 11.//m; 1805 KATING
Designer: Sparkman & Stephens (USA)
Type: S&S 39. Year Built: 1971
Owner/Skipper: Hugh O'Neill
Club: Sydney Amateur Sailing Club, NSW.

Built to the old One Ton rule 19 years ago, this timber-hulled sloop is still most competitive in long ocean races, finishing second in Illingworth DivisionC of the 1986 and 1988 Hobart races. She also finished second in the 1987 Hobart-Fremantle race and second in the 1987 Lord Howe Island race. Owner/skipper Hugh O'Neill has sailed in nine Hobarts and eight Lord Howe Island races.



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MATANGI (0) -- 5350 LOA 11.7m; IMS RATING Designer: German Frers (Argen)
Type: Frers 38. Year Built: 1989
Owner/Skipper: John Bleakley.
Club: Cruising Yacht Club of Australia, NSW.

Club: Cruising Yacht Club of Australia, NSW.

CYCA past commodore John Bleakley has a beautifullooking and fast cruiser/racer in Matangi which was built
in the United States, at Newport Rhode Island, only last
year. Matangi finished third in IMS Division 1 of the
CYCA's SOPS last season, also competing in the 1989
Sydney-Coffs Harbour race. Owner/skipper Bleakley has
sailed in most long ocean races off the Australian East
Coast, plus races to Vanuatu and Noumea.



MORNING TIDE (5) - A 94 LOA: 10.33m IMS RATING Dosigner: Sparkman & Stepehns (USA)
Type: S&S 34. Year Built: 1974
Owner/Skipper: Jim Lawler
Club: Sydney Amateur Sailing Club, NSW.

Skipper Jim Lawler has logged many miles with Morning Tide, one of those remarkable S&S 34 made famous by Tide, one of those remarkable S&S 34 made famous by BritishPM Ted Heath and later by round-the-world solo sailor Jan Sanders. Morning Tide has competed in the three previous Gold Coast races, finishing 12th in the IMS division last year. Morning Tide woon IMS division 3 of the CYCA short ocean pointscore last summer. Crew: J. Lawler (Skipper) (7), P. Robinson (Navigator) (9), T. Cosh (3), M. Groscops (4), J. Lawler (10), B. Loudon (3), I. McIntosh (2).



MERCEDES I V(11) -- 1224 LOA 12.80m; IMS RATING DOA 12-50m; IMS RATING
Designer: Ted Kaufman (Aust)
Type: Two Tonner. Year Built: 1974
Owner/Skipper: Peter Stronach
Club: Cruising Yacht Club of Australia, NSW.

Club: Cruising Yacht Club of Australia, NSW.

This will be the 12th Sydney-Hobart race for this powerful 42-footer designed and skippered by Ted Kaufman in the 1975 Admiral's Cup in England. Mercedes IV is now enjoying a new lease of life under IMS handicapping, placing 4th in IOR in Division A of the 1989 Sydney Hobart and 9th overall under IMS handicaps. She also won Division A of the 1989 Sydney to Mooloolaba race. Crew: P. Stronach (Skipper) (3), D. Aubrey (Navigator) (6), T. Allison (3), A. Heenan (8), W. Perriman (1), P. Simpson, R. Hislop (1), I. Adamson.



NADIA IV (5) - 4040 LOA 12.2m; IOR/IMS RATING
Designer: Bruce Farr (NZ)
Type: Farr 40. Year Built: 1984
Owner/Skipper: Teki Dalton
Club: Cruising Yacht Club of Australia, NSW

Club: Cruising Yacht Club of Australia, NSW

Canberra-based yachtsman Teki Dalton will be sailing his
10th Sydney Hobart this year, his sixth with Nadia IV,
whichlast year finished 14th overall, an excellent effort in a
Southern Cross Cup year. Nadia IV has not raced much
this season with most of her regular crew overseas.
However, the majority will be back for the Hobart and the
1988-89 CYCA Blue Water champion should again be

Crew: T. Dalton (Skipper) (9), D. Doyle (Navigator) (7), 3 TBA, T. Dodds (5), G. Holt (5), D. McLean (5), J. Smith (5).



MERCEDES V (7) - 2140 LOA 12.60m: IMS RATING Downer Lewin; IMS KATING Designer: Scott Kaufman (Aust) Type: Old rule two tonner. Year Built: 1977 Owner/Skipper: Geoffrey Barker Club: Tanilba Amateur Sailing Club, NSW.

Originally designed for Ted Kaufman by his son, Scort, she wa an unsuccessful triallist for the 1977 Admiral's Cup site was all insucessful trains to the 1" Administ 2-Cap team. Since then, Mercedes V has had a number of owners but has done only limited ocean racing in recent years. While she never made the Admiral's Cup, Mercedes V did sail for NSW and later Papua New Guinea in a Southern



NEVER A DULL MOMENT (1) - 4715 LOA 12.5m; IMS RATING LOA 12.5m; IMS MATUNG
Designer: John King
Type: Jarkan 12.5. Year Built: 1989
Owner/Skipper: Colin Wilson
Club: Kiama Cruising Yacht Club, NSW

Built by BOC Challenge sailor Kanga Birtles, this John King 40-footer was designed for IMS racing and is a development of Apple Endeavour, which Birtles raced in the Bicentennial Around Australia Race. Never a Dull Moment had its first Hobart last year, finishing 33rd overall and fourth in her IMS division, and since then has sailed consistently well under the IMS handicap category. Crew: C. Wilson (Skipper) (2).



MIRRABOOKA (3) - A8 LOA 14.27m; IMS RATING
Designer: German Frers (Arg)
Type: Cruiser/racer. Year Built: 1987
Owner/Skipper: John & Peter Bennetto
Club: Royal Yacht Club of Tasmania, Tas.

Modification of a Swan 46, Mirrabooka will be sailing in her fourth Sydney Hobart for veteran Tasmanian yachts-man John Bennetto and his son, Peter. John Bennetto will be sailing in his 30th Sydney Hobart — the first was back in 1947. Navigator Simon Firth will be notching up his 18th race, helmsman Lester Nibbs his 20th "Hobart". Mirrabooka placed 5th overall, 3rd in Division 1 of new IMS category last year.



NEW HORIZONS (0) - M 236 LOA 11.24m; IMS RATING Designer: Laurie Davidson (NZ)
Type: Cavalier 37. Year Built: 1985
Owner/Skipper: Mike Kelaher
Club: Lake Macquarie Yacht Club, NSW.

Lake Macquarie yachtsman Mike Kelaher has had the same crew for five years and after four Sydney-Gold Coast and three Lord Howe Island races he has decided to contest his first Sydney Hobart with his Cavalier 37, an excellent occan-going cruiser racer, and an enthusiastic crew.
Crew: M. Kelaher (Skipper), C. Morris (Navigator) (2),
W. Anstiss, J. Blackett, C. Brunt, C. Hall (1), D. Hills (2),
J. Payne, C. Piggott.



MORE IMAGINATION (0) - YC 3880 LOA 9.4m; IMS RATING Designer: Bruce Farr Type: Noelex 30. Year Built: 1982 Owner/Skipper: Terry Nicholas Club: Cruising Yacht Club of South Australia, SA.

One of the smaller yachts in the fleet, More Imagination One of the smaller yachts in the fleet, More Imagination competed last year, albeit well back in the fleet, but without damage. In the past offshore season in South Australian waters she has won the Kinnaird Offshore Cup and placed 1st in JOG and 2nd in Division 2 of the Adelaide to Port Lincoln race.

Crew: T. Nicholas (Skipper) (1), G. Nicholas (Navigator) (2), R. Boath (1), I. Doyle.



NIMROD II (3) — G 300 LOA 11.6m; IMS RATING Designer: Bruce Farr (NZ)
Type: Farr 11.6. Year Built: 1979
Owner/Skipper: Ian Watson.
Club: Royal Geelong Yacht Club, Vic.

Winner of the 1980 Melbourne to Hobart West Coaster, this 11 year old Farr 11.6 was poorly handiscapped under IOR and her crew from Geelong hope she will do better under the IMS handicapping category. Owner Ian Watson has put together a most experienced crew for the 1990

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NORTHERN SECURITIES (6) - R 106 LOA 10.01m; IOR/IMS RATING Downers A TING Designer: Van de Stadt (Holland) Type: Three-quarter Tonner. Year Built: 1982 Owner/Skipper: Richard Latham Club: Royal Yacht Club of Tasmania, Tas.

Previously raced as Audacity, this Van de Stadt DB2 finished second in the 1982 Sydney Hobart. She sailed her first Hobart for Richard Latham last year, placing 13th in her IOR division and fifth in her IMS division. This boat goes well in either very light or very heavy conditions.

Crew: R. Latham (Skipper) (5), R. Moores (Navigator) (8), K. Curtain (1), P. Fletcher (3), B. McIndoe (2), C. Naylor (1), R. Salter.



OZ FIRE (0) - M 16

LOA: 13.79m IOR/IMS RATING
Designer: Alan Mummery (NZ)
Type: Mummery 45. Year Built: 1990
Owner/Skipper: Doug Coulter
Club: Lake Macquarie Yacht Club, NSW.

Newly launched 45-footer which is a sistership to crack Kiwi ocean racer *Ice Fire*, but with a lift keel and new carbon fibre deck. Skipper Doug Coulter will be sailing his seventh race to Hobart but for Albert Mitchell it will his seventh race including twice on overall winners Rival and Piccolo. In fact, the crew has between them some 120 Hobarts. Oz Fire should be a prominent competitor in this year's Hobart.

Crew: J. Lawler (Skipper) (7), P. Robinson (Navigator) (9), T. Cosh (3), M. Groscops (4), J. Lawler (10), B. Loudon (3), I. McIntosh (2).



NUZULU (1) - B 126 LOA 9.66m; IOR RATING Designer: Kell Steinman (Aust)
Type: Half Tonner. Year Built: 1984
Owner/Skipper: Ed Psaltis
Club: Cruising Yacht Club of Australia, NSW.

Winner of the 1985 Sydney-Mooloolaba race, Nuzulu has done most of its racing in Victorian waters with considerable success. Has recently raced as Dafra Sunscreens including last years Sydney-Hobart, in which his fast Half Tonner placed 31st overall and fourth in its IOR division.

Crew: Ed Psaltis (Skipper) (8), Stuard Duff (1), Peter



PRIME FACTOR (5) -- 4988 LOA 12.14m; IOR RATING
Designer: Bruce Farr (NZ)
Type: One Tonner. Year Built: 1987
Owner/Skipper: Bob Brady
Club: Cruising Yacht Club of Australia, NSW

Makine a welcome return to offshore racing, Prime Factory won the CYCA's 1989-90 Blue Water pointscore, placing 11th overall and 6th in IOR Division B of the last Sydney Hobart. Earlier she finished 2nd in Southern Cross Cup selection trials and sailed in third-placed Australian National team. In 1989 she placed 2nd overall in Sydney-



ONCE A JOLLY SWAGMAN (3) - F611 ONCE A JOLL I SWAGMAN (c) LOA 12.12m; IOR RATING Designer: Laurie Davidson (NZ) Type: One Tonner. Year Built: 1987 Owner/Skipper: Alan Brierty Club: Fremantle Sailing Club, WA.

Placed 18th in last year's Hobart and since sold by Victorian Chas Jacobsen to Perth yachtsman Alan Brierty who has had considerable success this year, winning the IOR divisions of the Fremantle-Albany ocean; the Indian Ocean race, the Halls Head race and the Grand Prix IOR series off Fremantle. Also entered for One Ton level rating championship as part of the Asia Pacific ocean racing championships.



RAGAMUFFIN (4) - KA 70 LOA 24.13m; IOR RATING

LOA 24.13m; IOR RATING
Designer: German Frers (Arg)
Type: Maxi. Year Built: 1974
Owner/Skipper: Syd Fischer
Club: Royal Sydney Yacht Squadron, NSW.
As Bumblebee 4, this powerful maxi yacht took line honours in the 1979 Sydney Hobart, repeating that victory as Ragamuffin in 1988 — giving veteran yachtsman Syd Fischer his first major trophy in the ocean classic. Fischer, who has sailed in 21 Hobarts, plus captaining Australian teams in the Admiral's Cup. has taken time off from his teams in the Admiral's Cup, has taken time off from his 1992 America's Cup Challenge to again skipper Ragamuf-

fin to Hobart.

Crew: S. Fischer (Skipper) (21), T. Eadie (Navigator) (14), A. Ellis (23), M. Summerton (19), J. Noakes (18), R. Gumley (12), C. Dalrymple-Hay (6), A. Buckland (3), D. Giles (4). I. Hobbs (5), J. Hallam (1), N. Jones (11), D. Craig (5), G. French (10), J. Munsen (12), C. Fischer (1), P. McCallum, R. Adams, D. Denholm, H. Johnson, A. MacLaren, D. Dyer.



ONYA (0) -- G3 LOA 12.91m; IMS RATING Dosigner: German Frets (Arg)
Type: Ferrs 40. Year Built: 1986
Owner/Skipper: Peter Rysdyk
Club: Cruising Yacht Club of Australia, NSW.

Veteran yachtsman Peter Rysdyk recently bought this Frers 40 with plans for competing in long races and Pacific cruising in comfort. Rysdyk has competed in 13 Hobarts, seven races to Mooloolaba, six to Gladstone and many races to Lord Howe Island. Rysdyk is well known for his roles in organising and promoting the Lord Howe Island, Gold Coast and Noumea ocean races for his clubs, the Gosford Sailing Club and the CYCA.

Crew: P. Rysdyk (Skipper) (13), G. Beulke, G. Fletcher, T. Hagon, P. Knights, D. O'Connor (20), J. Whurer.



RATTLE AND HUM (0) — 6705 LOA 12.0m; IMS RATING Designer: Mike Muir (NZ)
Type: Muir 40. Year Built: 1989
Owner/Skipper: Kaoru Ogimi/Nobuhiro Kishimoto
Club: Nippon Ocean Racing Club, Japan.

Club: Nippon Ocean Racing Club, Japan.

This interesting 49-footer, owned by five Japanese yachtsmen, has completed a full and successful season in Wellington, NZ. After the Sydney Hobart she will be delivered to Melbourne to contest the 1991 Yamaha Cupb Melbourne-Osaka two-handed race, her crew being Nobuhiro Kishimoto and New Zealander Michael Hughes. Head of the owners' syndicate is Kaoru Ogimi, winner of the 1987 Melbourne-Osaka race.

Crew: N. Kishimoto (Skipper), M. Muir (3), T. Duffy, M. Fujimoto, G. Goddard (2), R. Herbison(2), J. Mines, K. Ogimi (1), B. Telford, M. Utada, G. Wagstaff.



OVERDRAFT (3) - 101 LOA 12.4m; IMS RATING Designer: John Green (Aust) Type: Racer/cruiser. Year Built: 1984 Owner/Skipper: Dayle Smith Club: Royal Queensland Yacht Squadron, Qld.

Owner Dayle Smith, a prominent Brisbane barrister and yachtsman has sailed many miles since launching Overdraft in 1988, including two Brisbane-Noumea races, three to Hobart and seven from Brisbane to Gladstone. In the 1987 race to Noumea she placed second on IOR and in 1989 took line honours and first on handicap. His crew includes

Crew: D. Smith (Skipper) (7), R. Trenkemp, K. Adam (3), C. Johnson, R. Lister, S. Markwell (2), S. Donaghue, D.Smith (3), K.Smith (2), K. Willis (1).



RELENTLESS (0) - 4782 LOA 10.8m; IOR RATING Designer: Laurie Davidson (NZ)
Type: Davidson 34. Year Built: 1989
Owner/Skipper: John O'Brien
Club: Botany Bay Yacht Club, NSW.

First Hobart race for Relentless, which comes from the same Davidson 34 mould of Melbourne builder Ken Jago which produced the 1988 Sydney Hobart winner Illusion.
Will be one of a fleet within a fleet of these Three-quarter Tonners contesting the 1990 Sydney Hobart.



FLEET FOR THE

HOBART 1990



RENEGADE (1) - SA 98 LOA 12.25m; IMS RATING Designer: Ron Holland (Ire) Designer: Ron Holland (17e)
Type: Holland 40. Year Built: 1985
Owner/Skipper: Bob Francis
Club: Royal South Australian Yacht Squadron, SA.

Owner Bob Francis is one of South Australia's most Owner Bob Francis is one of South Australia's most experienced offshore racing skippers, with a career covering 24 years, including seven Sydney Hobart races and one Melbourne to Hobart. Renegade's wins in the past few seasons have included IOR State Championship of SA, Neptune Island Race, Port Lincoln Race and Port Lincoln Week Regatta.

Crew: R. Francis (Skipper) (8), S. Cowell (Navigator) (4), D. Hurford (2), G. Lay, W. Hartley (2), M. Hall, P. Henshall, G. Davis, P. Van-Vugt.



SCORPIO (2) - Sm 2418 LOA 10.44m; IMS RATING Designer: Allan Blackburn (Aust) Type: Duncanson 34. Year Built: 1976 Owner/Skipper: Michael Haller Club: Sandringham Yacht Club, Vic.

Ctub: Sandringham Yacht Club, Vic.
This stoutly-built Duncanson 34 has not raced to Hobart since 1982 when she finished 46th for her then Tasmanian owner. More recently, however, she has competed in the 1989 Pittwater to Coffs Harbour race.
Crew: M. Haller (Skipper), G. Stevens (Navigator), L. Higgin, C. Higgins, K. Shimmin (6), R. Warren (6), R. Watkins (6).



ROTHMANS (0) --- K 100 LOA 24.39m; IOR RATING Designer: Robert Humphreys (UK) Type: Maxi. Year Built: 1989
Owner/Skipper: Lawrie Smith
Club: Isis Corinthian Yacht Club, UK.

Line honours favourite, Rothmans this year completed the gruelling Whitbread round-the-world race, finishing fourth overall and second sloop. Since then, the 80-footer has won in record time the Round Island Race, also taking first place on IOR. Her crew will include nine of the 16 Whitbread crew headed by skipper Lawrie Smith, a former Olympian, America's Cup helmsman and world champing caller. Sweet aware Austrace Aprendict and include in the standard include the proposed in the Sweet aware Austrace Aprendict Companying Control of the Sweet aware aware Austrace Aprendict Control include in the standard include the proposed include the standard includ

former Olympian, America's Cup helmsman and world champion sailor. Several expat Aussies aboard include "Shag" Morton and David Powys.

Crew: L. Smith (Skipper) (2), V. Geake (Navigator), M. Bastenie, S. Clarke, B. Fisher, A. Halsey, B. Heffernan, M. Hutchinson, G. Maguire, C. Moody, K. Morton, R. Pickthall, D. Powys (3), S. Standbridge, G. Stanley, E. Sutherland, R. Tomolinson, T. Warren, P. Woodbridge.



SHERATON HOBART (4) - 4117 LOA 12.22m; IOR RATING Designer: Bruce Farr (NZ) Type: One Tonner, Year Built: 1984 Owner/Skipper: Ian Smith Club: Royal Yacht Club of Tasmania, Tas.

Club: Royal Yacht Club of Tasmania, Tas.

Top placed Tasmanian yacht in last NorTel Sydney
Hobart, this well-sailed Farr 40 is sponsored by the
Sheraton Hobart hotel. Her record includes third in 1988
Sydney-Gold Coast race, 6th overall in 1988 SydneyHobart and 15th in last year's race, with 7th in IOR
Division B. She also won Illingworth Division B, based
on Australian TCFs, which includes an age allowance.

Experienced crew includes orchardist Ian Smith (10 Sydney-Hobarts) and Tourism Tasmania promotions man

Sydney-Hodarts) and Tourism Tasmana promotions man. Kim Newstead (8).

Crew: I. Smith (Skipper) (15), S. Geeves (Navigator) (4), K. Newstead (5), P. Hopkins (8), R. Cohen (4), N. Tall (9), W. Batt (3), R. Howlett (15), R. Ashlin (10), A. Edwards (2).



RUFF'N TUMBLE (2) - MH 80 LOA 13.0m; IMS RATING LOA 13.0m; LMS RAT ING Designer: Peter Cole (Australia) Type: Cole 43. Year Built: 1982 Owner/Skipper: Lindsay Rose Club: Middle Harbour Yacht Club, NSW.

Ruff 'n Tumble is one of the classic 43-footers designed by Ruff in Tumble is one of the classic 43-footers designed by Peter Cole, fast and attractive looking yachts which, while out-designed under IOR still race competitively under IMS. Ruff in Tumble has competed in most major races along the East Coast of Australia and also to Lord Howe Island. Her crew this year includes the owner's 16-year-old son Ashley and more veteran sailors Terry Pike, Keith Van Munster, Duncan Dyer and Roger Walton from Gosford Sailing Club.



SINGAPORE GIRL (5) - 4048 LOA 10.2m; IOR RATING Designer: Laurie Davidson (NZ) Type: Three-quarter Tonner. Year Built: 1985 Owner/Skipper: Peter Steigrad/Siew Shaw Her Club: Royal Sydney Yacht Squadron, NSW.

Club: Royal Sydney Yacht Squadron, NSW.

Sponsored by Singapore Airlines, the yacht will represent Singapore in the NorTel Asia Pacific offshore championships which include the Sydney Hobart. The crew includes several Singaporeans with Singapore's most successful dinghy helmsman, Siew Shaw Her, as the nominated skipper, owner Peter Steigrad as navigator and Tony Poole as sailing master. Singapore Girl's racing successes include races to the Gold Coast, Mooloolaba and CYCA Blue Water championship.

Crew: S. Her (Skipper), P. Steigrad (Navigator (5), P. Bremner (8), L. Chee, D. Lee, J. Oliver (2), T. Poole (sailing master), I. Tan, L. Ward (2).



SAGACIOUS (0) — **KA 4000** LOA 12.08m; IOR RATING Designer: Bruce Farr (NZ) Type: One Tonner. Year Built: 1987 Owner/Skipper: Gary Appleby Club: Cruising Yacht Club of Australia, NSW.

Club: Cruising Yacht Club of Australia, NSW.

One of the best Farr One Tonners built in recent years, Sagatious has represented Australia in the 1987 Southern Cross Cup, 1988 Kenwood Cup, 1987 and 1989 Admiral's Cup, as well as competing in the 1988 One Ton Cup and three Sydney Hobarts. Her Hobart records include: 1987 — 8th overall, 2nd in division; 1989 — 2nd overall, 2nd in division. Also entered for Australian One Ton level rating championship, with sights on beating Ultimate Challenge in the Hobart classic.

Crew: G. Appleby (Skipper) (7), P. Morgan (Navigator) (7), K. Batton, (1), M. Coots (7), F. Johnson (21), C. Jones (7), S. Kulmar (9), P. Messenger (6), L. Minehan (8), J. Scholten (7), B. Stevens (8).



SIR THOMAS SOPWITH (2) - OYC 6 LOA 21.94m; IOR RATING
Designer: A. Buchanan (UK)
Type: Training Ketch. Year Built:
Owner/Skipper: Ocean Youth Club of Australia
Club: Ocean Youth Club of Australia, NSW.

This fine old British ketch has been made available over an extended period by Diskborough as the sail training vessel for the Ocean Youth Club of Australia. She retired from lat year's race but the club again hopes to provide an adventure voyage to and from hobart for 16 youngsters under the guidance of experienced yachtsmen and women.



SAGACIOUS II (2) - Sm 4000 LOA 13.08m; IOR/IMS RATING Designer: Peter Cole (Australia)
Type: Nantucket 43. Year Built: 1981
Owner/Skipper: Paul Jacka
Club: Sandringham Yacht Club, Vic.

Owner Paul Jacka, the present Commodore of Sandring-ham Yacht Club, has sailed in three previous Hobarts, but this will be his first with Sagacious II, although he brought the yacht north to contest the 1989 Pittwater to Coffs

the yacht north to contest the 1989 Pittwater to Cotts Harbour race. Sagarious II is a cruiser/racer and Jacka hopes to enter the IMS category as well as IQR. Crew: P. Jacka (Skipper) (3), C. Costenoble (Navigator) (2), J. Fletcher (11), G. Henderson (3), I. Holding, R. Kenny, G. McColl Jones (1), A. Monahan, R. Ware, M. Walsh.



SOLANDRA (4) — A 55 LOA 10.14m; IOR/IMS RATING Designer: Sparkman & Stephens (USA) Type: S&S 34. Year Built: 1984 Owner/Skipper: Craig Escott Club: Royal Yacht Club of Tasmania, Tas.

Yet another of those remarkable S&S 34s designed 20 Yet another of those remarkable S&S 34s designed 20 years ago yet still winning ocean races. Solandra is owned by Craig Escott and his father and since her launching in 1984 has gained 1st place IOR in the Melbourne-Hobart, twice winning Illingworth Division D of the Sydney Hobart as well as winning IMS Division C last year. This year Solandra took 1st place overall under IMS and PHS handicaps in the inaugural Sydney to Whitsundays race. Crew: C. Escott (Skipper) (9), M. Aspinall (3), R. Drummond, T. Jones (2), M. McAllister (2), J. Riordan

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SOUTHERN VENTURE (1) - 630 LOA 9.98m; IMS RATING Designer: Hank Kauffman (Aust) Type: Northshore 33. Year Built: 1981 Owner/Skipper: Alan Grice Club: Royal Yacht Club of Tasmania, Tas.

Hobart gynaecologist Dr Alan Grice is sailing his second Sydney Hobart race in Southern Venture which he skippered in the 1988 Tall Ships race from Hobart to Sydney and the 1989 Sydney Hobart. The yacht's best result has been third in the 1988 Commonwealth Bank Regatta, but among Dr Grace's sailing achievements has been a singlehanded circumnavigation of Tasmania's historic Bruny Lebel.



SWEET CAROLINE (1) - KH 1180 LOA 13.37m; IMS RATING Dosigner: Ed Dubois (UK)
Type: Racer/cruiser. Year Built: 1982
Owner/Skipper: Stephen Ellis
Club: Royal Hong Kong Yacht Club, Hong Kong.

Originally owned in Australia, Sweet Caroline was skip-pered by Marshall Phillips in the 1982 Clipper Cup in Hawaii and in the 1981 Sydney Hobart. For the past three years expat Australian Stephen Ellis has sailed her regularly and competitively in Hong Kong, winning the overall Olympic course and offshore championships each year. Recently upgraded with new mast and other equipment, she has a new lease of life and should be a strong contender

she has a new lease of life and snound be a strong contender in the IMS handicap category. Crew: S. Ellis (Skipper) (3), G. Pryor (Navigator), J. Brinkers (2), B. Clark (3), S. Pickering (2), N. Brooke, Dr T. Trod, C. West, C. Long, T. Lamour (1).



STAND ASIDE (0) - 4882 LOA 12.28m; IMS RATING Designer: Jim Young (NZ)
Type: Young 12. Year Built: 1990
Owner/Skipper: Brian Conroy/Ian Lewis
Club: Middle Harbour Yacht Club, NSW.

One of the relatively new boats in the fleet, this Young 12 was due to be launched in New Zealand in late November. Ian Lewis, who will be the skipper to Hobart, has sailed in 11 Sydney Hobart races as well as most other major races off the Australian East Coas. This boat, built of high-tech composite mmaterials will be a strong contender for IMS



TERENCE J (1) -- 272 LOA 13.8m; IMS RATING Designer: Keith Ratcliffe (Aust) Type: Ketch. Year Built: 1983 Owner/Skipper: Keith Ratcliffe Club: Royal Yacht Club of Tasmania, Tas.

This comfortable cruising ketch was designed and built by Ints comtortable crussing ketch was designed and built by her owner, veteran Hobart yachtsman Keith Ratcliffe, who has been racing and cruising out of Hobart for the past 43 years. Keith won the Arbitrary Division of the inaugural Sydney-Vanuatu race with Terente J but last year was his first Sydney-Hobart with the ketch. Crew: K. Ratcliffe (Skipper) (10), J. Foale (Navigator) (2), P. Aird, W. Aird (3), L. Cadzow (1), G. Foale (2), W. Gregori (1), S. Ibbott.



STAR FERRY (4) - MH 68 LOA 11.29m; IOR RATING Dosigner: Laurie Davidson (NZ)
Type: Davidson 37. Year Built: 1980
Owner/Skipper: John Conroy
Club: Middle Harbour Yacht Club, NSW.

Remarkable boat, built originally as Gold Coast Express she won every race of her class at Clipper Cup in Hawaii.
More recently raced as Middle Harbour Express, never failing to gain a division place in Sydney Hobart races, last year placing 13th overall, 2nd in IOR Division C, 1st in year placing 13th overail, And in IOR Division C., 1st in Illingworth Division C, following alterations to keel and rudder by Scott Jutson. Now sailing into her second decade with new owner John Conroy and keen new crew.
Crew: J. Conroy (Skipper) (5), M. Fletcher, M. Henderson (7), P. Kennedy (2), T. Levett, K. Maloney, I. Pagett, W. Sanfit, D. Swales.



THE ROPERUNNER (8) - 4499 LOA 12.2m: IOR RATING Dosigner: Bruce Farr (NZ)
Type: One Tonner. Year Built: 1979
Owner/Skipper: Michael Ward
Club: Royal Yacht Club of Tarmania, Tas.

Now based in Hobart, Roperunner originally represented New Zealand in the 1981 Southern Cross Cup. While owned in Melbourne, she notched up many successes, including winning the Melbourne-Portland race and the including winning the Melbourne-Portland race and the Sir Thomas Lipton Cup, but was not raced from 1988 until May this year when Tasmanian Michael Ward bought her. Her skipper for the Sydney Hobart will be the experienced David Norman who has contested eight Sydney Hobart races and 15 Maria Island races.

Crew: D. Norman (Skipper) (8), P. Brasington (Navigator) (6), M. Ball (3), R. Bolt (6), T. Eldershaw, R. Lewis (5), R. Mathews (6), M. Ward, S. Wilson (4).



SUELAN (0) - L 41 LOA 12.33m; IMS RATING LOA 12.33m; IMS KA I ING
Designer: Ben Lexcen (Aust)
Type: Yachting World 40. Year Built: 1985
Owner/Skipper: John Buckland
Club: Port Lincoln Yacht Club, SA.

One of the somewhat rare entries from Port Lincoln, Suelan has been owned for just on a year by John Buckland. But in that time the Lexcen-designed 40-footer has notched up a second in the IMS division of the 150 nautical mile Adelaide-Port Lincoln race and second overall in Division 1 of the Port Lincoln local racing fleet

Overain in 1989-90 season.

Crew: J. Buckland (Skipper) (2), G. Bascombe, L. Burgess, G. James (1), K. Nisbett, B. Roach (1), S. Seeman (1), S. Sibich, W. Smith.



INSATIABLE (3) - S79 LOA 12.14m; IOR/IMS RATING Designer: Van De Stadt Type: One Tonner. Year Built: 1985 Owner/Skipper: George Wilson Club: Royal Melbourne Yacht Squadron, Vic.

Back racing again in her fourth Sydney Hobart, Insatiable was forced to retire from the 1988 race and had a fairly slow finish last year. Wilson and his crew are experienced ocean racers and are keen to finish the race in better spirits

(and time) this year. Crew: G. Wilson (Skipper) (4), C. Northtrop (Navigator) (2), D. Guest (3), N. Henderson (2), G. Hyde (1), L. Plate, G. Robetts (1), I. Sheekey.



SUREFOOT (2) - S29

LOA 11.65m; IMS RATING DOA 11.00m; IMS KAI ING
Designer: Peter Norlin (Swed)
Type: One Tonner. Year Built: 1981
Owner/Skipper: Dennis Millikan
Club: Royal Melbourne Yacht Squadron, Vic.
Much travelled 39-footer which sailed for Sweden in the

Much travelled 39-footer which sailed for Sweden in the 1982 Sardinia cup and later for Papua New Guinea in the 1983 Admiral's Cup and Southern Cross Cup. Since being owned by Melbourne yachtsman Dennis Millikan, Sarefoot has finished 2nd in the CHS division of the 1989 Melbourne-Hobart, first in the CHS division of the Melbourne-Portland and 2nd in the CHS division of the 1990 Melbourne-Grassy (King Island) race.

Crew: D. Millikan (Skipper) (9), A. McKenzie (Navigator) (6), R. Hiam (6), P. Inchbold (6), R. Pleydell (4), I. Prideaux, D. Stevens (2), A. Weber (3).



THUNDER (0) - SA 500 LOA 14.33m; IOR/IMS RATING Dosigner: Bob Stevens
Type: Cruiser/racer. Year Built: 1987
Owner/Skipper: Bob Stevens
Club: Royal South Australian Yacht Squadron, SA.

Bob Stevens, designer, builder, owner and skipper of Thunder has been a member of the Royal South Australian Yacht Squadron for more than 40 years and has cruisd and raced extensively in South Australian waters between Adelaide, Kangaroo Island and Port Lincoln since 1950. Crew: R.P. Stevens (Skipper/Navigator), P. Stevens (2), C. Lauthier (2), R. Scott, A. De-Bruin, P. Howden, V. Veale, T. Spencer, D. De-Bruin, D. Burns.





TOO IMPETUOUS (6) - 3663 LOA 12.8m; IMS RATING Designer: Ron Holland (Ireland) Type: 10R Two Tonner. Year Built: 1983 Owner/Skipper: Robert Steel Club: Royal Sydney Yacht Squadron, NSW.

This old-rating IOR Two Tonner has a new owner who is taking her to Hobart for the first time. Sailing under IMS for the first time in this year's Jupiter's Sydney-Gold Coast race, Too Impetuous won Class III (IMS) and should again be a strong contender in Class III of the Sydney Hobart. Class III is a class mainly for older IOR yachts which do not quite meet the complete requirements of IMS as far as

accommodation goes.

Crew: B. Steele (Skipper) (8), P. Glynn (7), R. Daley (6), P. Weiley (3), R. Weiley, N. Newton (3).



ULTIMATE CHALLENGE (2) - KA Sm2 LOA 12.17m; IOR RATING Designer: Ed Dubois (UK)
Type: One Tonner. Year Built: 1987
Owner/Skipper: Lou Abrahams
Club: Sandringham Yacht Club, Vic.

Club: Sandringham Yacht Club, Vic.

Member of Australia's Admiral's Cup team in 1987, Ultimate Challenge won this race overall last year after being fitted with a new keel and rudder designed by IOR optimiser Scott Jutson. Since her brilliant NorTel Sydney Hobart race win, Ultimate Challenge has competed in the Kenwood Cup in Hawaii, winning the long race of the series, the 350nm Kaula Cup Race. This will be the 28th Hobart for owner/skipper Lou Abrahams, the only Victorian to have won the bluewater classic twice.

Crew: L. Abrahams (Skipper/Navigaror) (27), G. Sheard (3), C. Anderson (11), G. Schipper (8), G. Simmons (10), G. Ferguson (8), R. Simpson (9), J. Gash (1), G. Jamieson (2), B. Case (2).



TRADITION (2) - 777 LOA 12.19m; IMS RATING Dosignes: Max Creese (Aust)
Type: Cruiser/racer. Year Built: 1984
Owner/Skipper: David Gould
Club: Royal Yacht Club of Tasmania, Tas.

Club: Royal Yacht Club of Tasmania, Tas.

David Gough is regular visitor to the warmer northerm waters of NSW and Queensland, having competed in four Sydney-Gold Coast races in this Tasmanian-designed and built comfortable cruising 40-footer, this year taking 2nd place in PHS Division B. David is famous among Sydney Hobart yachties as the maker of scallop pies, sold around the Hobart waterfront. After the 1990 Sydney Tradition will have completed 18 Bass Strait crossings since 1986.

Crew: D. Gough (Skipper) (2), G. Forward (1), C. Francis, L. Gabriel, M. Hunt, R. Loney, C. Mirroson, P. Stubs (1).



UPTOWN GIRL (14) - 4182 LOA 12.5m; IMS RATING LOA 12.5m; IMS KA I ING Designer: Doug Peterson (US) Type: Masthead Sloop. Year Built: 1977 Owner/Skipper: Rod Winton Club: Royal Sydney Yacht Squadron, NSW.

Veteran IOR racing yacht still sailing with success under Veteran IOR racing yacht still salling with success under IMS. Uploum Girl made history in the last Sydney-Hobart, sailing as a member of the Soviet team in the Southern Cross Cup, winning Illingworth Division A and placing second in IMS Division B. Always sailed well by owner Rod Winton who has skippered her in seven of her 14 Hobarts.



TREVASSA (4) -- 1030 LOA 14.7m; IMS RATING DOA 14./m; ImS RATING
Designer: E.J. Muir (Aust)
Type: Cruiser/racer. Year Built: 1971
Owner/Skipper: Russell Duffield
Club: Cruising Yacht Club of Australia, NSW

A veteran yacht and its even more veteran skipper making a comeback to the Sydney Hobart with this cruiser/racer designed and built in Tasmania 19 years ago. Russell Duffield first sailed to Hobart aboard the schooner Mistral II in 1946 and has been sailing *Trevassa* in many long ocean races since 1972 including the 1988 Tall Ships Race. Another veteran in the crew is 70-year-old William Huxley

Crew: F. Duffield (Skipper), F. Buckley (Navigator), M. Cummins, T. Delange, W. Huxley, A. Millar, W. Rixon, H. Wardrop.



VENDETTA (0) - 1979 LOA 13.41m; IOR RATING LOA 13.41m; 10K KA 11NG
Designer; J. Laurent Giles (UK)
Type: Moody 44. Year Built: 1976
Owner/Skipper: Charles Reid
Club: Royal New Zealand Yacht Squadron, NZ.

This comfortable cruiser/racer has competed in two races from Tauranga (NZ) to Port Vila. The owner's four sons, Charles, Andrew, Thomas and Richard will be crewing in the Hobart race, the eldest having races before and all four having sailed on the return voyages from the islands, plus cruises to Noumea and the Loyalty Islands.



TURKEY CONNECTION (0) - PR 77 LOA 11.9m; IMS RATING Designer: Sparkman & Stephens (USA) Type: S&S 39. Year Built: 1986 Owner/Skipper: David Frost Club: Princess Royal Sailing Club, WA.

One of the rare entries to come from Albany, WA, this One of the rare entries to come from Albany, WA, this well found sloop has been raced regularly by its crew since 1986, including a Fremantle-Bali race, three Fremantle to Albany races and three Albany to Esperance events. The best result has been 2nd in IMS Division 1 in this years race from Fremantle to Albany.

Crew: D. Frost (Skipper), A. Davies (Navigator), M. Giuntoli, R. Harrison, R. Hawkins (1), G. Mounsey, P. O'Dea, R. Scanlon.



VENINDE III (1) — 2354 LOA 10.26m; IOR/IMS RATING Designer: Ed Dubois (UK) Type: Dubois 34. Year Built: 1982 Owner/Skipper: Frank Walker Club: Royal Prince Alfred Yacht Club, NSW.

Although designed in the early 1980s, the Dubois 34 is still a well-performed boat and in a downhill Hobart this boat could do well in the IMS category. Veninde III finished third in the RPAYC's long offshore IOR pointscore last season and was third in the Short-Handed Sailing Associa-

Crew: F. Walker (Skipper) (3), B. Neil (Navigator) (3), R. Palmer, M. Stott (1), P. Stott, R. Sutton, T. Sutton (1).



TURKEY SHOOT (7) - TYC 1147 LOA 12.22m; IOR/IMS RATING Designer: Ron Holland (Ire) Type: One Tonner. Year Built: 1982 Owner/Skipper: Alfred Hutton Club: Tamar Yacht Club, Tas.

Turkey Shoot has sailed in a major ocean race every year since she was launched, sailing under various owners. Her new owner has sailed in a number of Bass Strait races and four Sydney Harbour events and has put together a strong crew this year with 52 previous Hobart races between them. Turkey Shoot last year finished 16th under the IMS

them. Turkey onoor last year timismod to the handicapping category.

Crew: A. Hutton (Skipper) (4), K. Jaggar (Navigator) (13), J. Hutton (4), G. Alway (5), L. Faulkner (2), M. Blaxell (6), I. Lorigan (4), P. Turner (5), I. Ross (6).



VENTURE 1 (3) — KA 950 LOA 12.20m; IOR RATING Designer: German Frers (Argen)
Type: One Tonner. Year Built: 1985
Owner/Skipper: Max Ryan
Club: Cruising Yacht Club of Australia, NSW.

With his Kenwood Cup 50-footer Cyclone now in Japan, Max Ryan has decided to campaign Venture 1 for the Australian One Ton level rating championship which includes the Sydney-Hobart. Originally the first Joint Venture from Melbourne, the yacht was a member of the winning Australian team in the 1988 Kenwood Cup in Hawaii. Raced under charter to Hobart last year, placing 8th external and 5th in distriction.

8th overall and 5th in division.

Crew: M. Ryan (Skipper) (5), G. Bergman (9), D. Blanchfield (5), S. Green (5), L. Jamison, J. Morgan, A.

FLEET FOR THE



HOBART 1990



SOUTHERN VENTURE (1) -- 630 LOA 9.98m; IMS RATING DOA 7,90m; IMS RATING
Designer: Hank Kauffman (Aust)
Type: Northshore 33. Year Built: 1981
Owner/Skipper: Alan Grice
Club: Royal Yacht Club of Tasmania, Tas.

Hobart gynaecologist Dr Alan Grice is sailing his second Sydney Hobart race in Southern Venture which he skippered in the 1988 Tall Ships race from Hobart to Sydney and the 1989 Sydney Hobart. The yacht's best result has been third in the 1988 Commonwealth Bank Regatta, but among Dr Grace's sailing achievements has been a singlehanded circumnavigation of Tasmania's historic Bruny Lebud. Bruny Island.



SWEET CAROLINE (1) - KH 1180 LOA 13.37m; IMS RATING Designer: Ed Dubois (UK) Type: Racer/cruiser. Year Built: 1982 Owner/Skipper: Stephen Ellis Club: Royal Hong Kong Yacht Club, Hong Kong.

Originally owned in Australia, Sweet Caroline was skip-perced by Marshall Phillips in the 1982 Clipper Cup in Hawaii and in the 1981 Sydney Hobart. For the past three years expat Australian Stephen Ellis has sailed her regular-ly and competitively in Hong Kong, winning the overall Olympic course and offshore championships each year. Recently upgraded with new mast and other equipment,

she has a new lease of life and should be a strong contender in the IMS handicap category.

Crew: S. Ellis (Skipper) (3), G. Pryor (Navigator), J. Brinkers (2), B. Clark (3), S. Pickering (2), N. Brooke, Dr T. Trod, C. West, C. Long, T. Lamour (1).



STAND ASIDE (0) -- 4882 LOA 12.28m; IMS RATING Designer: Jim Young (NZ)
Type: Young 12. Year Built: 1990
Owner/Skipper: Brian Conroy/Ian Lewis
Club: Middle Harbour Yacht Club, NSW.

One of the relatively new boats in the fleet, this Young 12 was due to be launched in New Zealand in late November. was due to be autometed in New Zealand in late (November, lan Lewis, who will be the skipper to Hobart, has sailed in 11 Sydney Hobart races as well as most other major races off the Australian East Coas. This boat, built of high-tech composite mmaterials will be a strong contender for IMS



TERENCE J (1) -- 272 LOA 13.8m; IMS RATING Designer: Keith Ratcliffe (Aust)
Type: Ketch. Year Built: 1983
Owner/Skipper: Keith Ratcliffe
Club: Royal Yacht Club of Tasmania, Tas.

Club: Royal Yacht Club of Tasmania, Tas.

This comfortable cruising ketch was designed and built by her owner, veteran Hobart yachtsman Keith Ratcliffe, who has been racing and cruising out of Hobart for the past 43 years. Keith won the Arbitrary Division of the inaugural Sydney-Vanuatu race with Terence J but last year was his first Sydney-Hobart with the ketch.

Crew: K. Ratcliffe (Skipper) (10), J. Foale (Navigator) (2), P. Aird, W. Aird (3), L. Cadzow (1), G. Foale (2), W. Gregori (1), S. Ibbott.



STAR FERRY (4) - MH 68 LOA 11.29m; IOR RATING Designer: Laurie Davidson (NZ) Type: Davidson 37. Year Built: 1980 Owner/Skipper: John Conroy Club: Middle Harbour Yacht Club, NSW.

Club: Middle Harbour Yacht Club, NSW.

Remarkable boat, built originally as Gold Coast Express she won every race of her class at Clipper Cup in Hawaii. More recently raced as Middle Harbour Express, never failing to gain a division place in Sydney Hobart races, last year placing 13th overall, 2nd in IOR Division C, 1st in Illingworth Division C, following alterations to keel and rudder by Scott Jutson. Now sailing into her second decade with new owner John Conroy and keen new crew.

Crew: J. Conroy (Skipper) (5), M. Fletcher, M. Henderson (7), P. Kennedy (2), T. Levett, K. Maloney, I. Pagett, W. Sanfit, D. Swales.



THE ROPERUNNER (8) - 4499 LOA 12.2m; IOR RATING
Designer: Bruce Farr (NZ)
Type: One Tonner. Year Built: 1979
Owner/Skipper: Michael Ward
Club: Royal Yacht Club of Tasmania, Tas.

Club: Royal Yacht Club of Tasmania, Tas.

Now based in Hobart, Roperunner originally represented New Zealand in the 1981 Southern Cross Cup. While owned in Melbourne, she notched up many successes, including winning the Melbourne-Portland race and the Sir Thomas Lipton Cup, but was not raced from 1988 until May this year when Tasmanian Michael Ward bought her. Her skipper for the Sydney Hobart will be the experienced David Norman who has contested eight Sydney Hobart races and 15 Maria Island races.

Crew D. Norman (Stipper) (8) P. Brasington (Mayingan Crew D. Mayingan (Mayingan Crew D. Ma Crew: D. Norman (Skipper) (8), P. Brasington (Navigator) (6), M. Ball (3), R. Bolt (6), T. Eldershaw, R. Lewis (5), R. Mathews (6), M. Ward, S. Wilson (4).



SUELAN (0) -- L 41 LOA 12.33m; IMS RATING Designer: Ben Lexcen (Aust)
Type: Yachting World 40. Year Built: 1985
Owner/Skipper: John Buckland
Club: Port Lincoln Yacht Club, SA.

One of the somewhat rare entries from Port Lincoln, Suelan has been owned for just on a year by John Buckland. But in that time the Lexcen-designed 40-footer Buckland. But in that time the Lexcen-designed 40-footer has notched up a second in the IMS division of the 150 nautical mile Adelaide-Port Lincoln race and second overall in Division 1 of the Port Lincoln local racing fleet for the 1989-90 season.

Crew: J. Buckland (Skipper) (2), G. Bascombe, L. Burgess, G. James (1), K. Nisbett, B. Roach (1), S. Seeman (1), S. Sibich, W. Smith.



INSATIABLE (3) - S79 LOA 12.14m; IOR/IMS RATING Designer: Van De Stadt Type: One Tonner. Year Built: 1985 Owner/Skipper: George Wilson Club: Royal Melbourne Yacht Squadron, Vic.

Back racing again in her fourth Sydney Hobart, Insatiable was forced to retire from the 1988 race and had a fairly slow finish last year. Wilson and his crew are experienced ocean racers and are keen to finish the race in better spirits

ocean raters and are keen to mission the rate in better spirits (and time) this year.

Crew: G. Wilson (Skipper) (4), C. Northtrop (Navigator) (2), D. Guest (3), N. Henderson (2), G. Hyde (1), L. Plate, G. Roberts (1), I. Sheekey.



SUREFOOT (2) - \$29 LOA 11.65m; IMS RATING
Designer: Peter Norlin (Swed)
Type: One Tonner. Year Built: 1981
Owner/Skipper: Dennis Millikan
Club: Royal Melbourne Yacht Squadron, Vic.
Much travelled 39-footer which sailed for Sweden in the

1982 Sardinia cup and later for Papua New Guinea in the 1982 Sardinia cup and later for Papua New Guinea in un-1983 Admiral's Cup and Southern Cross Cup, Since being owned by Melbourne yachtsman Dennis Millikan, Sure-foot has finished 2nd in the CHS division of the 1989 Melbourne-Hotbart, first in the CHS division of the Melbourne-Portland and 2nd in the CHS division of the 1900 Melbourne Creating Wine Library 1889

1990 Melbourne-Grassy (King Island) race.

Crew: D. Millikan (Skipper) (9), A. McKenzie (Navigator) (6), R. Hiam (6), P. Inchbold (6), R. Pleydell (4), I. Prideaux, D. Stevens (2), A. Weber (3).



THUNDER (0) - \$A 500 LOA 14.33m; IOR/IMS RATING Designer: Bob Stevens
Type: Cruiser/racer. Year Built: 1987
Owner/Skipper: Bob Stevens
Club: Royal South Australian Yacht Squadron, SA.

Bob Stevens, designer, builder, owner and skipper of Thunder has been a member of the Royal South Australian Yacht Squadron for more than 40 years and has cruisd and raced extensively in South Australian waters between Adelaide, Kangaroo Island and Port Lincoln since 1950. Crew: R.P. Stevens (Skipper/Navigator), P. Stevens (2), C. Lauthier (2), R. Scott, A. De-Bruin, P. Howden, V. Veale, T. Spencer, D. De-Bruin, D. Burns.

FLEET FOR THE

HOBART 1990



WESTERLY (1) - 3075 LOA 10.05m; IMS RATING Designer: Compass Yachts (Aust) Type: Compass 33. Year Built: 1980 Owner/Skipper: William Mills Club: Bellerive Yacht Club, Tas.

Broke her mast off Tasman Island in 1988 Sydney Hobart
— almost within sight of her home port and the finish.

Westerly has mostly been used for cruising, but has had
extra gear fitted and is better tuned for this year's race.
Navigator is Dr Joe Cannon.

Crew: W. Mills (Skipper) (3), J. Cannon (Navigator) (8),
G. Burleigh (3), D. Calbourn (11), J. Hall, R. McReadie,
C. Mills. Broke her mast off Tasman Island in 1988 Sydney Hobart



YARRINDI III (0) -- 169 LOA 10.0m: IMS RATING Designer: Joe Adams (Aust)
Type: Mottle 33. Year Built: 1982
Owner/Skipper: Frederick Binns
Club: Royal Yacht Club of Tasmania, Tas.

This boat is built for comfort and seaworthiness, rather than speed and has been raced mostly in harbour racing, but this year has competed in Tasmania's ocean classic, the

Maria Island race.

Crew: F. Binns (Skipper), F. Binns, D. Binns, A, Hudson, M. Koppleman, P. Sayers, J. Wearne.



WESTERN PORT VENTURE (1) - WP 10 LOA 12.13m; IOR RATING Dosigner: Ed Dubois Type: One Tonner. Year Built: 1987 Owner/Skipper: Peter Grant Club: Western Port Marina Yacht Squadron, Vic.

Former Joint Venture, this One Tonner was member of winning Australian team in 1987 Southern Cross Cup and was brought out of mothballs when purchased this year by Peter Grant, Les Martyn and Gary Charman, shareholders of the Western Port Marina in Victoria. With Ross Lloyd (sailing master of Illusion in 1988 Sydney Hobart win) as sailing master, Western Port Venture will be a strong contender for Australian One Ton championship and Sydney Hobart classic.

Orew: P. Grant (Skipper) (1), T. Delaney (1), P. Dowdney (4), P. Elliott (3), S. Holding (3), R. Lloyd (5), P. Ralph, S. Snodgrass (5), I. Walkerk (3).



ZEUS II (4) - 327 LOA 9.2m; IOR/IMS RATING Dosigner: Peter Joubert (Aust)
Type: Currawong 30. Year Built: 1979
Owner/Skipper: Jim Dunstan
Club: Royal Sydney Yacht Squadron, NSW.

Winner of the 1981 Sydney-Hobert (only the second Half Tonner to take first place on corrected time) Zeus II made a return to the bluewater classic last year, placing 46th overall under IOR but 30th under IMS and took third place in Illingworth Division D. Owner/skipper Dunstan has sailed in 12 Hobarts. He is Rear Commodore of the

Royal Sydney Yacht Squadron.

Crew: J. Dunstan (Skipper) (12), C. Irwin (Navigator) (1), P. Colvin (1), R. McConnell (4), J. Murray, C. Thornton.



WILD HONEY (0) - 481 LOA 12.15m; IMS RATING Designer: John Sayer (Aust)
Type: Sayer 12.2. Year Built: 1989
Owner/Skipper: Ian Griffiths
Club: Mooloolaba Yacht Club, Qld.

Light displacement 40-footer designed and built by innovative Queenslander John Sayer, Wild Honey finished second in this year's Transfield TransTasman two-handed race. She was only three hours astern of BOC 60-footer Innkeeper and 35 minutes in ront of another BOC racer, Interox Crusader. She won the TransTasman on handicap and took out her division. Ian Griffiths then sailed her back to Australia in the solo TransTasman, finished second to the 50-footer Alstar.

Crew: I. Griffiths (Skipper), P. Willey (Navigator) (1), B. Davey (1), K. Foran, L. Goulter, T. McDonagh.



ZUMDISH (0) - B 2 LOA 9.02m; IOR RATING Designer: Robert Hick (Aust)
Type: Half Tonner. Year Built: 1990
Owner/Skipper: Harry Hertzberg
Club: Royal Brighton Yacht Club, Vic.

Brand new Half Tonner designed by young Melbourne naval architect Robert Hick as a larger version of his most successful Quarter Tonner Dry Reach. Dry Reach this year has won the Petersville Regatta, the Western Port Marina Classic and NEC winter series on Melbourne's Port Phillip. Owner Harry Hertzberg previously raced the Half Tonner Nuzulu. Hick has also built the boat, is making the sails — he is Melbourne manager for Fraser Sails — and will steer the hour. will steer the boat.

Will steer the boat.

Crew: H. Hertzberg (Skipper) (1), C. Bousfield (3), P. Hardess (2), R. Hick (3), C. Mackie (4), D. Miles (2), W. Taylor-Jones (1).



WITCHDOCTOR (6) - 2557 LOA 12.0m; IOR/IMS RATING Downer, Laurie Davidson (NZ)
Type: Davidson 40. Year Built: 1979
Owner/Skipper: The Rum Consortium
Club: Cruising Yacht Club of Australia, NSW.

Originally named Sweet Caroline, this powerful sloop sailed for Australian in the Clipper Cup in Hawaii and in Australia has won many major offshore races over more than a decade. She is now owned and raced by a consortium of well-known ocean racing yachtsmen, including CYCA director Maurie Cameron who has sailed Its times to Hobart, as has crew member Geoff Barter.
Crew: M. Cameron (Skipper) (15), A. Cameron (5), T.
Craven (6), P. francis, D. Heap (2), I. Manley (5), J.
Marshall, R. Morgan (3), C. Troup (10).



WOOLLYJUMPER (0) - 6383 LOA 13.5m; IMS RATING Designer: Ron Holland (Ire)
Type: Holland 48. Year Built: 1988
Owner/Skipper: Graeme Wood
Club: Port Nicholson Yacht Club, NZ.

Interesting New Zealand entry, this purpose-built Holland 48 could be a strong contender in the IMS division and its' performance could set the pattern for a welcome renewal of TransTasman yachting competition. Skipper Jim Wood is an experienced ocean racing yachtsman, with international competition including the Clipper Cup series

Great Expectations

He is tense like strings A violin in readiness. Gear loaded on 'Seaspray' Not forgetting tinnies champagne. Farewells.

Wind, waves in percussion He is at the wheel tasting salt Eyes stinging, water trickling down his neck. Yacht pounds plunging onward six crew on deck Navigator takes fix on gabo light. The three below are sound asleep . .

Early morning Hobart late December Sad sky almost weeping coldness Shivering my eyes strain searching For his curly head. Hooter blasts tympani Another yacht home. Twenty are in. 'Have you seen 'Seaspray'? 'Yes in the Derwent. No wind.' I wait . . . and wait . . . and wait.

Horns blow whistles scream treble notes Audience cheers. I spy him Standing on the bow.

Ruth Forster

America's Cup Skippers To Race on Sydney Harbour

CHRIS Dickson, Rod Davis, Paul Cayard, John Bertrand (the American) and Peter Gilmour — that's the line-up of 1992 America's Cup challenge and defence skippers who will be sailing on Sydney Harbour in late January in the ANZ 12-Metre Challenge.

Now a traditional part of the huge on-the-water celebrations of Australia Day on the harbour, the spectacular match-racing event this year has been expanded to make it the biggest event of its kind outside the recent world matchracing championships in New Zealand.

In fact, as far as the America's Cup goes, it has far greater significance as each of the five skippers sailing here will skipper an America's Cup challenger or defender at San Diego in 1992. Dickson is sailing for Japan's Nippon syndicate, Rod Davis is with the New Zealanders, Paul Cayard is to skipper the Italian challenger and Peter Gilmour will skipper Iain Murray's challenger through the Darling Harbour Yacht Club. Californian John Bertrand has been nominated to skipper the Beach Boys defender syndicate at San Diego.

Expatriate American, Rod Davis, now a resident Kiwi, will be returning to Sydney Harbour where he outsailed Australia's Peter Gilmour/Iain Murray combination to win the ANZ Challenge on Australia Day 1990.

PETER Gilmour, pictured at the helm of Kookaburra II in the last ANZ 12-Metre Challenge, will face the winner of an international knock-out in January. BELOW, course for a south-easterly sea breeze on Sydney Harbour.



This year's event has a totally new format. Instead of just one challenger to the Australians' Sydney Harbour supremacy — it was Dennis Conner in 1989, Rod Davis this year — the event has been expanded with invitations to the four America's Cup helmsmen and their crews.

Again using the identical International 12-metres, Kookaburra II and Kookaburra III, the four challengers will contest a sail-off for the right to meet Gilmour, with the final best-of-seven race Match starting on Australia Day, Saturday, January 26, and continuing on the Sunday and Monday of the long weekend.

The sail-off between the challengers starts Monday, January 21, with Japan (Dickson) against USA (Bertrand) and New Zealand (Davis) against Italy (Cayard), each pair sailing a best of three race match in the 12-metres.

On Tuesday, January 22, Japan will meet Italy, New Zealand will sail the USA, and on Wednesday, January 23, the final round-robin of matches will see USA versus Italy, Japan versus New Zealand.

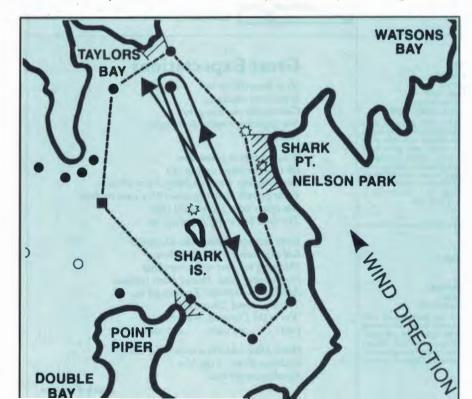
The two top-placed nations will race a best-of-three final match on Wednesday, January 24, to decide the challenger to meet Australia in the best-of-seven final. Scoring for the final series will be 10 points for a win in races one and two; 15 points for races three, four and five; and 20 points for the final two races.

Prizemoney for the 1991 ANZ Challenge totals \$105,000 with \$10,000 for the winner of each of the first two races, \$15,000 for the winner of races three, four and five, and \$20,000 for the yacht winning each of the final two races.

All the racing will be within the confines of Sydney Harbour and will be of between six and eight nautical miles, a duration of between 40 and 60 minutes. All races will be windward-return except for the first race on Australia Day

To allow for the completion of the Australia Day regatta for other yachts and dinghy classes, this race will start from Middle Harbour, taking the 12-metres around a mark between the Heads before the traditional up-harbour duel to the finish off in Farm Cove off the Opera House.

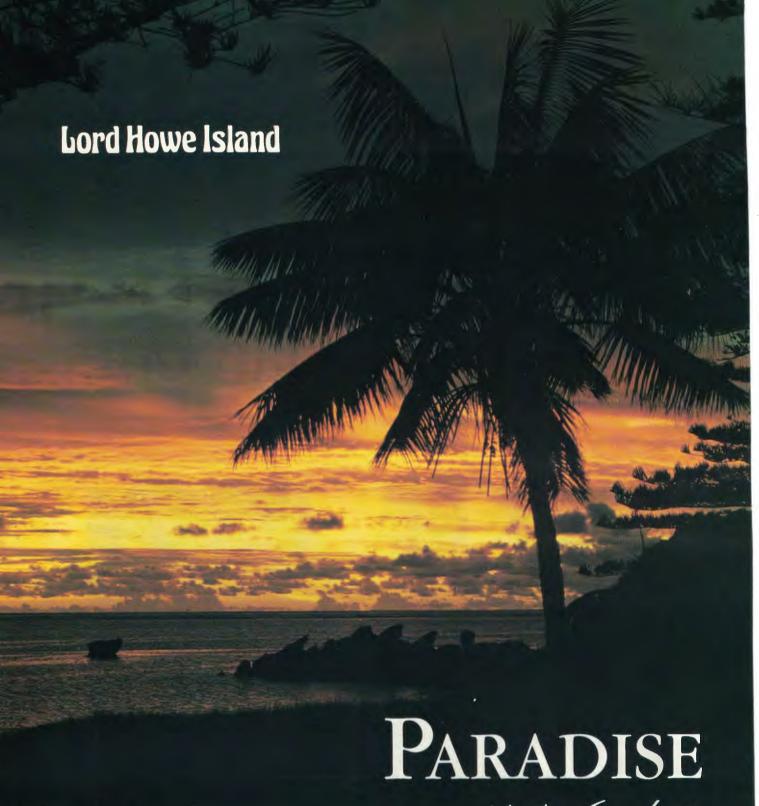
This year the ANZ 12-Metre challenge is being conducted by the Darling Harbour Yacht Club, because, as the challenger for the America's Cup, it must stage an annual regatta "on the sea, or on an arm of the sea" according to the



ANZ 12 Metre Challenge on Sydney Harbour.







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Photo by: IAN HUTTON



Murray Tank Testing At Maritime College

WHEN yacht designer Andy Dovell catches a plane from Sydney to Launceston this month he could be carrying the winner of the 1992 America's Cup under his arm. Dovell will be heading for the Australian Maritime College's model ship basin in the Launceston riverside suburb of Newnham with seven foam-and-fibreglass tank test models of Spirit of Australia.

models of Spirit of Australia.

Spirit of Australia is the name of Darling Harbour Yacht Club's challenger for the 1992 America's Cup in San Diego, headed by former Kookaburra III skipper Iain Murray, who, with Australia's most famous woman sailor, Kay Cottee, announced the name of the new yacht in early November.

The tank test models ar 2.5m long, one-eighth the size of the new International America's Cup Class (IACC) yachts which at San Diego will replace the old 12-metre class yachts used in all postwar Cup matches until Fremantle in 1987.

"They are made of foam sheathed in fibreglass so it's just like taking half-adozen lightweight surboards as extra baggage on the flight as their keels are detachable," designer Dovell said.

The fullsize new International America's Cup Class yachts are light displacement 75-footers carrying immense sails and, sailing over the most difficult courses ever devised, will add a spectacular new dimension to the America's Cup.

Built of exotic composite materials, Iain Murray's *Spirit of Australia* will be 22.84m in overall length, with a waterline length of 18.73m, a draft of 4.0m and a displacement of 17.90 tonnes — only two-thirds that of the old 12-metre.

It will be 25 per cent faster, with a towering mast carrying 7,500 sq feet (300 sqm) of sail compared with 4,500 sq ft (175 sq m) carried by the 12-metres such as *Kookaburra III* and will be sailed

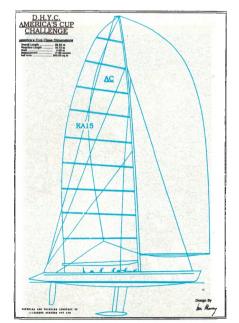
by a crew of 16, compared with 11 on board the old twelves.

Spirit of Australia will be skippered by world-ranked match-racing helmsman Peter Gilmour, with Murray this time taking on the demanding role of project director. That includes on-going design work with Andy Dovell, boat-building planning with John McConaghy and with Kay Cottee on the vital task of raising \$10 million to successfully campaign against challengers from nine other nations and three US defender syndicates.

Murray is confident his one-boat, low-budget challenge — a fifth of what the Italian, Japanese and American syndicates plan to spend — will bring back the America's Cup to Australia.

But the key to success this time will not be a breakthrough in design, such as

By Peter Campbell



the wing-keel of Australia II, but the skills of sailing around the new course with its downwind S-leg, which will involve eight mark roundings and many gybes and sail changes.

That is were Murray is confident that skipper Peter Gilmour and his crew will have the edge over the Japanese, the Italians and other big money spenders — and in the end, the Americans. "There will be no bolter this time — the crew will be the key to winning," Murray said

Tank-Testing

While the computer is the real tool of modern America's Cup designers, tanktesting is still a vital part of pre-building work. "We will be continuing our computer design work and tank testing right up until the time that John McConaghy starts building in March next year—and, in fact, the work will still be ongoing," Murray said.

Designer Dovell said that the Iain Murray earlier America's Cup Challenge association with Alan Bond, the design group had tested 10 models at the Australian Maritime College shipmodel basin over the past two years.

"I'll be back there with seven now models later this month to test primarily for wave-making drag, both upwind and downwind," Dovell explained. "The less wave created by a hull, the less resistance and the faster the boat should go.

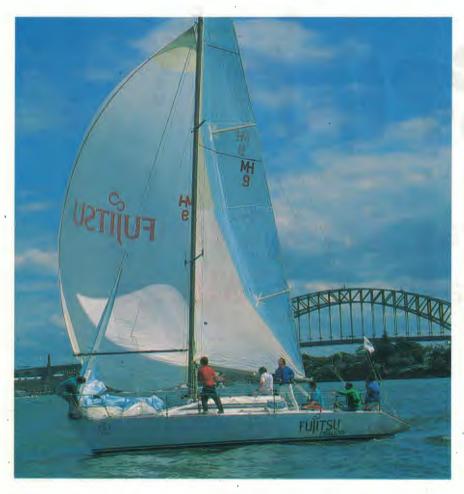
go.

"That will be a vital factor in the performance of these new light displacement boats in the waters of San Diego.

"The facilities at the Maritime College are mostly used for fishing vessel hulls, but they are excellent for this work.

"We will be tank-testing our final concept there before building starts — and we are confident it will be the boat that wins the America's Cup in 1992," designer Dovell added.

Range Rover Regatta



Baton-Passing Boats



OFFSHORE racing yachts took to Sydney Harbour for the popular Range Rover Regatta, among them being NorTel Sydney Hobart race entrant Fujitsu Dealers, skippered by John Eyles (above). The team racing produced close competition, in particular this duel (right) between Blue Max II (John King and Frank Williams) and Ray Stone's recently optimised Kings Cross, Sydney, another Hobart race entrant. (Pics — Peter Campbell).

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YACHTING'S version of a batonpassing relay race saw Middle Harbour Yacht Club win the Range Rover Regatta on Sydney Harbour for the second year in succession.

While there was no baton-dropping there was one protest-provoking incident between one prominent yacht and a Manly ferry which made the results provisional. The protest was later dismissed.

Six IOR teams from Sydney clubs, each comprising three offshore racing yachts, contested the two-day, four-race regatta. One yacht from each team started together, with the second team yacht starting as soon as the first boat completed the 10-nautical-mile course, with the third boat doing the same.

The Middle Harbour Addbuild team had been tied with the Royal Prince

Fairfax) finished third with 16 points.

The JOG division saw intense competition throughout the weekend between the six teams, with the final result being decided by one point in favour of the Greenwich Sailing Club line-up of Cumwat May, Bruce Wauchope's Defiance 30, Incorrigible, Graham Leese's SP30, and the new Cape 31, S/Cape, skippered by Andrew Bristow—painted, incidentally, red on one side and blue on the other.

The Greenwich SC team notched up 20 points while the Royal Prince Alfred Yacht Club finished with 19, that team comprising Brain Damage (Howard Elliott), Smooth Operator (Howard de Torres) and Zanda (Zac Stollznow). Third in the JOGs went to the MHYC White team with 15 points, the team being Ms Ruffian (David Dick-Smith), Chloe (Eno Ermani) and High Patrol (Peter Nott).

As Frank Martin of the JOG Association said at the prize giving at the CYCA, you would be hard put to find any criticism, except perhaps self appraisal, from anyone who contested the exciting relay racing of the Range Rover Regatta. "It is a credit to both the conducting club (CYCA) and the sponsors, Range Rover and JRA," Martin commented.

- Peter Campbell



Alfred Yacht Club's Blue team after this Saturday's wild weather races which saw Pemberton III (RPAYC White) holed in a collision with an Etchells:

On the Sunday, in light east to northeasterly winds, the Middle Harbour team won both races, with Middle Harbour's One Tonner, Beyond Thunderdome, coming from astern to outsail the opposition on the final round of the course.

This gave first place overall to the Addbuild team from Middle Harbour Yacht Club — Warren Johns' Beyond Thunderdome, Tony Dunn's Ex-Tension and Ray Stone's King's Cross — with 23 points.

Second went to the Royal Prince Alfred Yacht Club Blue team of Leroy Brown (Warren Wieckmann), Blue Max II (John King and Frank Williams) and Witchcraft II (Bruce Staples) with 20 points. The CYCA Blue team of Sagacious (Gary Appleby), Another Concubine (John Parker) and Beach Inspector (David

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BOC CHALLENGE — LEG ONE

Kanga Birtles — Reluctant Hero



ANGA Birtles, a quietly spoken, bushy-bearded boat-builder from the South Coast of NSW, became the surprise and reluctant hero of the first leg of the BOC Challenge solo around-the-world race.

Birtles, 47, sailed his 60-footer, Jarkan, into a close sixth place in the first 6,800 nautical mile leg, from Newport, Rhode Island, to Cape Town, in the solo round-the-world ocean yacht race. He also broke the record for the first leg.

The least publicised of the four Australians who set out in the 26-boat fleet five weeks previously and the least experienced in singlehanded racing, Birtles led a brilliant race.

Sailing the conventional John Kingdesigned sloop he built at his boatbuilding factory near Nowra, Birtles was beaten only by heavily sponsored, purpose-built, light displacement French, South African and American

His entire effort has been self-funded, leaving his wife Beth to run Jarkan



KANGA BIRTLES, first Australian to finish leg one of the BOC Challenge — LEFT: Before the start from Newport Rhode Island and, ABOVE: Heading to sea in Jarkan. (Pics — John Robeson)

Yachts and look after their two young daughters, Kiri (7) and Felicity (4) at their South Coast home.

"It's a long time at sea but it was a really exciting race. To be so close with six other boats for that long is great," Birtles said after reaching Cape Town. "I should have tried harder and in hindsight I did make some mistakes like cutting the corner on the South Atlantic High which left me without wind for a couple of days."

Birtles said the major disadvantage to himself and the other two remaining Australians in the race was the lack of weather information available to them. Most of the French, American and South African entrants had shore-side

by Peter Campbell



AUSTRALIAN Don McIntyre works aboard Sponsor Wanted as it sails through an Atlantic swell on first leg of BOC Challenge. (Pic - John Roberson).

weather routing assistance.

"I didn't have any up-to-date in-formation after crossing the Equator so I had to rely on reading the Argos (satellite) positions," he said. "I picked a boat to follow and it looks like I picked the wrong one," he added.

Birtles said he hoped to arrange a joint weather information service for himself and the other Australians, David Adams sailing Innkeeper and Don McIntyre in Sponsor Wanted before the start of the

second leg from Cape Town to Sydney. "We would need an Aussie code that the French couldn't understand - like 'big blow a galah' to mean a depression is moving south in the Indian Ocean and

so on," he suggested.

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Adelaide: Congdon's Time Centre, Michal At David Jones. Perth: Rosendorff's Gateway Duty Free. Broome: Broome Pearls.



Adams' Bad Luck

After being virtually becalmed in the Atlantic off South Africa for two days, Australian David Adams became the second Australian to complete the first leg of the BOC Challenge solo around the world race.

Adams, sailing his 60-footer Innkeeper, was beaten into eighth place by just one hour by South African Bertie Reed,

sailing Grinaker.

"I enjoyed the race immensely up until a week ago when the gooseneck fitting on the mast broke and then it became a lot harder," Adams said in Cape Town. "But I'm pretty happy with the overall performance of the boat and I'm going out to win each of the next three legs," a tired but determined Adams added.

He admitted, however, that drifting through the doldrums was rather depressing. "For 48 hours I was handsteering and at one stage the boat actually got up to speeds of one knot," he added.

McIntyre's Third

Dony McIntyre sailed into Cape Town on October 31 to take third place in Class II for 50-footers. Sailing his Queensland-built 50-footer, still named Sponsor Wanted, McIntyre covered the 6,800 nautical miles from Newport, Rhode Island, in 46 days 1 hour 20 minutes 47 seconds.

He was just 11 hours astern of American Jack Boy sailing Project City Kids the class winning French yacht Servant IV finished two days ahead.

"The race is everything I expected it



David Adams at the helm of the Queensland owned 60-footer, Innkeeper, at the start of the BOC Challenge from Newport Rhode Island. Adams had some problems on the first leg but is confident of an improved result in the 7000 nautical mile second leg from Cape Town to Sydney. (Pic -Billy Black).

would be - and more," said McIntyre, whose ambition it has been to race around the world since he began sailing in Adelaide. "The competitors were such good fun - they added a whole new dimension to the race . . . I'm really looking forward to the next two legs.

Although he now lives in Sydney, McIntyre built his yacht at Tin Can Bay in Queensland and is sailing under the burgee of the Royal South Australian Yacht Squadron in Adelaide. "The boat has performed really well . . . we based

the whole campaign on one of reliability," said McIntyre, adding: "We'll be there at the end of the day."

McIntyre recalled that while sailing at only two knots through the Doldrums near the Equator a crystal ball floated past the boat. So he turned his yacht about and sailed after the ball, getting as close as possible before tying a line around his waist and diving into the Atantic to recover the crysal ball.

"It's now my crystal ball — it will be used to help beat the French," the bearded Aussie added.

The BOC Challenge Fleet — Sydney Bound

THE 1990 BOC Challenge fleet, now reduced from 26 to 21 yachts, sailed from Cape Bay on Sunday, November 24, on the second leg to Sydney. Among the retirements from the first leg from Newport, Rhode Island, was Australian John Biddle-combe, sailing Interox Crusader, who pulled out because of ongoing steering problems.

The leading yachts are expected to arrive in Sydney at the end of the 7000-nautical-mile second leg by December 20, with the rest of the fleet spread out over two to three weeks.

In Sydney, the yachts will be berthed at Darling Harbour, until the start of the third leg around Cape Horn to Punta del

Este in Uraguay.

Class I

INNKEEPER No. 462 — David Adams: Australia. LOA 18.3m (60'); Beam 4.5m (14'7''); Disp. 11,000kg

Sponsors: Yalumba Angas Brut; MMI; Country Road.

One of the four Aussie entries, lack of a major sponsor forced the curtailment of plans to build a boat specially for the race. He has very generously been lent Innkeeper by her Queensland owners Leigh and Ronnie Outrim.

Before the start he commented, "I have the best Australian wine maker and the best Australian insurance company as sponsors, so I should be happy and safe, but my boat was built to be sailed by 18 blokes so I could be a bit busy on the

David has a good record in short-handed sailing, having won Division B of the Melbourne-Osaka race in 1987, and earlier this year the Transfield Trans-Tasman race.

GROUPE SCETA No. 50 - Christophe Auguin:

France. LOA 18.3m (60'); Beam 5.8m (19'); Disp. 11,340kg (25,0001b)Sponsors: Groupe Sceta.

Thirty-year-old Christophe Auguin is one of the rising stars of France's already star-studded short-handed sailing scene. He has moved from standard IOR racing and Formula 40 multi-hulls to single-handing in recent years, and started on

the road to fame by winning the 1986 Firago race.

Finot, and built by Mark Pinta of La Rochelle. This is a state of the art BOC racer, and is one of the beamiest boats in the fleet, and sports a carbon fibre mast.

ECUREUIL-POITOU-CHARENTE No. 34 — Isabelle

Autissier: France. LOA 18.3m (60'); Beam 3.4m (9'8''); Disp. 9,300kg

Sponsors: Ecureuil-Poitou-Charente.

Isabelle Autissier is the only woman in Division I of the race, and she is sailing the only ketch-rigged boat, the former 3615

MET, that finished third in last year's Globe Challenge, the single-handed, non-stop around the world race.

The 34-year-old Frenchwoman is the head of adult training at the Maritime and Aquaculture school in La Rochelle. She is also a vastly experienced single-handed sailor with successes in such races as the Mini Transat, the Single and Double-Handed Transats, and the Firago race. The boat was designed by Philippe Harle.

INTEROX CRUSADER No. 12 — John Biddlecombe: Australia. LOA 18.3m (60'); Beam 4.3m (14'3"); Disp. 11,794kg (26,0001b)

Sponsors: Interox Chemicals This is John Biddlecombe's second attempt at the BOC Challenge, rigging problems on the first leg forced him to pull out of the race in Cape Town last time. Unfortunately rudder problems saw him retire once again, this time only Reavil

IARKAN YACHTBUILDERS No. 184 — Kanga Birtles: Australia. LOA 18.3m (60'); Beam 4.7m (15'6''); Disp. 11,685kg

Sponsors: Jarkan Yachtbuilders

Kanga Birtles is one of Australia's most experienced long distance offshore yachtsmen, as well as having one of the few yacht building businesses in Australia that is still solvent. He is 47 years old and started sailing in dinghies as a boy on Sydney Harbour.

Sydney Harbour.

Since then he has logged up some 100,000 nautical miles to his credit, including nine Sydney-Hobarts. He also sailed in the fully crewed division of the Bi-Centennial Around Australia Race, and is heavily involved with a number of

Australia Race, and is neavily involved with a number of seamanship and youth sailing organisations.

His boat was designed by John King, and built by his own company Jarkan Yachtbuilders specially for the race. He rationalised his entry in the race saying, "if we have a full order book I shall be able to afford to go, and if we have no orders I shall have time to go". Reckoned by many to be the 'dark horse" of the race.

ALBA REGIA No. 77 — Nandor Fa: Hungary. LOA 18.3m (60'); Beam 4.9m (16'); Disp. 9,500kg (20,943lb) Sponsors: Alba Regia; Kofem, Malev; Trading and Credit Bank of Hungary

The 37-year-old Nandor Fa took up sailing ten years ago, and within three years became the Hungarian Finn dinghy champion. However, the Russian boycott of the 1984 Olympic Games prevented him achieving his goal, so he and a friend built a steel boat and set off around the world.

a friend built a steel boat and set off around the world.
While in Sydney on this circumnavigation he studied
yacht design under Ben Lexcen. When he completed the trip
he set about designing and building the boat he is sailing in
his race. The boat is built of fibreglass on an Ariex-core, and
in common with the Australian competitors he is on a shoe-string budget.

GENERALI CONCORDE No. 101 — Alain Gautier: LOA 18.3m (60'); Beam 5.8m (19'); Disp. 11,793kg

(26,0001b) Sponsors: Generali Concorde

This young Frenchman is one of the new breed of single-handers from the country that has provided so many greats in the past 25 years. At 28 years old he is ready to push the likes of Philippe Jeantot, 10 years his senior, off his

Gautier first showed his ability on the single-handed scene when he won the 1989 Firago race, and as a result of that he picked up a very lucrative sponsorship package from Generali Concorde.

CREDIT ACRICOLE IV No. 85 - Philippe Jeantot: LOA 18.3m (60'); Beam 5.6m (18'3"); Disp. 11,500kg (25.3531b)

Sponsors: Credit Agricole



This man's record stands up for itself, he has won both the previous BOC Challenges. He was unheard of when he appared on the starting line of the first BOC race in 1982, with a radical water-ballasted boat, but by the time he finished he was a legend, not only in France, but in single-handed circles.

The Marc Lombard-designed boat he is sailing in this race is the same one in which he contested last year's Glode Challenge. For the 38-year-old Jeantot this race will be his fourth circumnavigation in eight years.

ALLIED BANK No. 7 — John Martin: Soutb Africa. LOA 18.3m (60'); Beam 6.0m (17'7''); Disp. 10,672kg

Sponsors: Allied Bank

This is John Martin's second BOC Challenge, and having shown flashes of brilliance in the 1986/7 race he is back again as one of the favourites this time. 35-year-old Martin won the first and last legs of the previous race, but gear failures in the other two legs blew his chances of an overall win.

This time he is back with a big sponsorship package, a new high-tech yacht and a will to win. Allied Bank, like her predecessor, is an Angelo Lavranos design which sports a carbon fibre rig and a low-drag dagger keel designed by the Atomic Energy Commission.

DURACEL No. 5 - Mike Plant: USA. LOA 18.3m (60'); Beam 4.6m (15'0"); Disp. 12,474kg (27,5001b)

Mike Plant, 39, is another second time BOC Challenge competitor, having won Division II in the last race sailing Airo Distributor. He has gone back to the same designer, Rodger Martin, for his Division I entry this time, and being a boat builder from Newport, R.I. he has built it himself.

He also did last year's Globe Challenge in this boat, but was forced into Campbell island, sough of New Zealand, with rigging problems. Although this put him out of the race he finished the course in 134 days, a new American

GRINAKER No. 100 — Bertie Reed: South Africa LOA 18.3m (60'); Beam 4.6m (15'); Disp. 12,247kg (27,0001b)

Sponsors: Grinaker

Bertie Reed, 45, shares with Philippe Jeantot the distinction of lining up for the third time at Newport for a BOC Challenge start. There is hardly a single or short-handed race in the world that Bertie hasn't done, two BOCs, the OSTAR, Round Britain, and Cape Town to Rio, to name

In the first BOC he dragged the ancient Voortrekker around the world to claim second place, last time it was in a modified IOR racer. This time he has picked up a big sponsorship deal and commissioned a Rodger Martin design. At 45 years old he has a vast depth of experience.

SMIRNOFF KILCULLEN No. 6 - Enda O'Coincen:

LOA 18.3m (60'); Beam 4.5m (14'7''); Disp. 8,400kg

Sponsors: Smirnoff

This very Irish Irishman did not have the most impressive start to the BOC Challenge. He incurred a 308-hour penalty for late arrival in Newport, then having started three days after the rest of the fleet was dismasted, and had to be towed

back to port.

He still hopes to rejoin the race in Cape Town, and the race committee have confirmed that he may do this, even though he was disqualified from the first leg. O'Coineen is a 33-year-old journalist and entrepreneur from Dun Laoghaire who, amongst his other claims to fame, has crossed the Atlantic alone in a 16-foot inflatable dinghy.

BBV EXPO 90 No. 92 — Jose Ugarte: Spain LOA 18.3m (60'); Beam 4.7m (15'4"); Disp. 12,000kg (26,455lb)

Sponsors: Banco Bilbau Vizcaya

The oldest skipper in Division I, Jose Ugarte is 62, but is still Spain's best known and most successful single-hander. He has an enviable record in such famous races and the OSTAR. and this Master Mariner has no plans to retire.

His boat is the Bouvet/Petit designed former Lada Poch III, which finished second in both the 1986 BOC Challenge and the recent Globe Challenge.

Class II

PROGECT CITY KIDS No. 173—Jack Boye: USA LOA 15.2m (49'11'); Beam 3.5m (11'4"); Disp. 8,392kg (18,500lb)

rs: Project City Kids

Retired New York stockbroker, Jack Boye is 46 years old, and has taken on the sponsorship of the Project City Kids to help publicise the cause, which seeks to teach under-privileged New York kids to sail. He has owned the boat, formerly Warren Luhrs' Tuesday's Child, for eight years, and

done a lot of single-handing in that time.

Having spent 20' years on Wall Street he has sold his investment company so that he can devote his time to such projects as the BOC Challenge.

SERVANT IV No. 1 — Yves Dupasquier: France LOA 15.2m (50°); Beam 4.0m (13°1°'); Disp. 5,500kg (12,125lb)

Sponsors: Servant

Yves Dupasquier is another of the up-and-coming young French single-handers, but unlike most of them he has not been a sailor all his life. He is 29 years old now, and had never set foot in a boat until 1980 when he talked his way into joining a delivery crew taking a yacht from Morocco to the West Indies

Since then, he has never looked back, he is now a boat builder by trade, and has crossed the Atlantic more times than he can remember, frequently single-handed. His boat is a Jean Beret design, and an ultra-lightweight built with the help of some friends. Its interior is probably the most spartan in the fleet.



ALLIED BANK, sailed by South African John Martin, is one of the innovative high-tech 60-footers racing in the BOC Challenge. Yacht has carbon-fibre rig, low-drag dagger keel and twin rudders. Allied Bank was second to finish the first leg of the race, from Newport to Cape Town. (Pic - John Roberson).



ONLY ketch-rigged yacht in BOC fleet is Ecureuil-Poitou-Charentre, skippered by the only woman in Division 1, Frenchwoman Isabelle Autissier who is head of adult training at the Maritime and Aquaculture School in La Rochelle. (Pic-John Roberson)

NEW SPIRIT OF IPSWICH No. 55 - Josh Hall: LOA 15.2m (50'); Beam 4.2m (13'9"); Disp. 10,886kg (24.0001b)Sponsors: 30 companies

The youngest competitor in the race, 28-year-old Josh Hall has fitted a lot of sailing into those years. He served what can only be described as a unique apprenticeship sailing for three years with Robin Knox-Johnston, having helped to build his 18.3 metre catamaran British Airways.

Hall's boat for this race also has a good record, it is the Rodger Martin designed former Airco Distributor in which Mike Plant won Division II of the last race.

SPONSOR WANTED No. 10 - Don McIntyre: LOA 15.2m (49'11"); Beam 3.7m (12'0"); Disp. 7,938kg (17,5001b)

Sponsors: Ansett, Canterbury, Budget Lease Management and more

Don McIntyre, 35, is the only Australian in Division II, and is in the unfortunate position of having raised enough minor sponsors to prevent him sailing in the Corinthian division, but not enough for a full on Division II campaign. The name of his boat says it all.

of his boat says it all.

McIntyre's boat is a Joe Adams/Graham Radford design
that was built specially for the race. Don is a yacht chandler
in Sydney, and was the founder of the Short-handed Sailing
Association of Australia. He was also the creator and race
director of the Bi-Centennial Around Australia Race in 1988.

Originally from Adelaide he has many thousands of sea miles to his credit. He built not only his own boat for this race, but also the boat sailed by Minoru Saito of Japan. McIntyre will be a strong contender in Division II.

SEBAGO No. 727 — Hal Roth: USA LOA 15.2m (49°9"); Beam 3.7m (12'0"); Disp. 8,618kg (19.0001b)Sponsors: Sebago

Another second time BOC Challenge competitor, 63-yearold Hal Roth is sailing the same boat he used to contest the 1986/7 BOC race. Since then, when he finished fourth in Division II taking 171 days, he has lightened the Bill Lee design, added water ballast tanks and improved the rig. He chronicled the previous race in his book "Chasing the

Long Rainbow", the seventh book he has written. Before being caught in the aura of the BOC Roth cruised extensively with his wife Margaret, clocking up some 150,000 nautical miles.

KODEN VIII No. 8 — Yukoh Tada: Japan LOA 15.2m (50'0''); Beam 4.1m (13'7''); Disp. 5,000kg (11,023lb)

Sponsors: Koden Electronics

Also a second time BOC competitor, Tada san is aged 60, and took up sailing 25 years ago. When he won Division II of the first BOC race in '81/2, this delightful man put his mark on the race in more ways than one. He has designed his own boat this time, and the cutter rigged 50-footer is the lightest boat in the fleet.

When he is not being a lone yachtsman he is a Tokyo taxi driver, abstract artist, and jazz musician. His impromptu saxophone recitals during stopovers were of feature of the first race, and those who know him hope there will be some formances

TILLEY ENDURABLE No. 42—Jane Weber: Canada LOA 12.8m (42'0"); Beam 4.0m (13'2"); Diap. 9,980kg

Sponsors: Tilley Endurables

Jane Weber is one of two women contesting the race, and at 45 years old is a grandmother of three. She took up sailing in 1982, after the break-up of her marriage, joining a series of cruising boats to work her way from her home in Toronto to Florida, the Caribbean and then across the Pacific.

Her boat for this race is a Frers-designed Beneteau 42. modified for the harsh demands this voyage will make on the vacht.

CORINTHIAN CLASS

GLOBAL EXPOSURE No. 2000 - Robin Davie: Britain

LOA 12.2m (40'0); Beam 3.6m (11'8"); Disp. 8,130kg (17.9201b)

While other skippers were knocking on the doors of potential sponsors looking for money, 38-year-old Robin Davie was risking his life to make money to finance his entry. A merchant seaman, he got a job towing burning oil tankers away from the dockside during the Iran-Iraq war. His boat, a Bergstrom/Ridder design is 17 years old, and

the smallest in the fleet.

NIIHAII IV No. 4-Robert Hooke: USA LOA 13.5m (44'3"); Beam 4.3m (14'1"); Disp. 9,072kg (20,0001b)

Although an American national, 48-year-old Robert Hooke is a resident in London where he is the manager of the equity

department of a French Bank. However, his other interests besides single-handed sailing include bronze sculpting and alpine skiing, and he owns an art gallery. His boat for the race is a Ron Holland-designed Feeling

13.5, which has been specially customised for the race.

SHUTEN-DOHJI II No. 71 — Minoru Saito: Japan LOA 15.2m (50'0"); Beam 3.7m (12'0"); Disp. 8,618kg (19,0001b)

This 56-year-old from Tokyo just keeps coming back for more, despite the warnings that nature and his body seem to give him. A keen skier he was once buried in an avaianche, but still skis, and during the Round Australian double-handed race, he suffered a heart attack, but that wouldn't stop him entering the BOC Challenge.

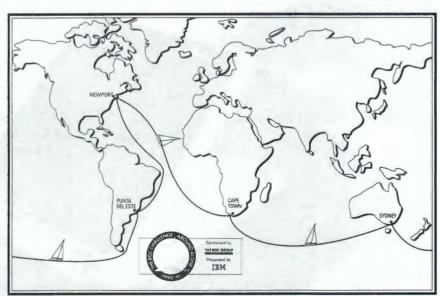
He commissioned Don McIntyre to build him a boat

similar to his own Adams/Radford design, and has turned down offers of sponsorship from various Japanese companies having financed his yacht out of the proceeds of the sale of his company.

VOLCANO No. 00 — Paul Thackaberry: USA LOA 15.2m (49'11"); Beam 3.5m (11'6"); Disp, 7,258kg

This tool and die maker from Michigan had a less than

This tool and die maker from Michigan had a less than glorious start to his sailing career, "I bought my first boat for \$3,000 and immediately sank her." After that he got a library book and taught himself to sail. That was in 1973. His entry in this BOC Challenge in a boat he has designed and built himself is evidence that he has progressed considerably since those early days. His is one of the most radical designs in the fleet, featuring a dinghy-like flat bottomed hull, and a tandem keel supporting a torpedo-like hull, and a tandem keel supporting a torpedo-like



The BOC Challenge 1990-91



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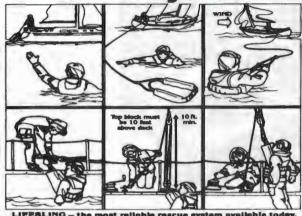
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H 0 B A R T H C R O E S O F 1 9 9 0

HERE are some of the sailors who will be heading for Hobart again this year, several notching up 25 and more races to Tasmania, others relative newcomers to what we all believe is the world's greatest ocean race.

DAVID KELLETT

Yacht: Condor

Position aboard: Sailing master

How many Hobarts: 17

David Kellett is a big man physically and sails on big boats, mostly maxis, with considerable success over the past two decades. His involvement with big boats goes back to the 12-metres in the 1970 America's Cup, but he is best known for his role as helmsman and sailing master of Australian maxis such as the converted 12-metre, Gretel, followed by Vengeance, Sovereign and now Condor.



Campaigning Vengeance for owner Bernard Lewis, David notched up his first line honours in the 1981 Sydney Hobart, but his big victory came with Sovereign in 1987 when he sailed her to victory on line and corrected time, the first Australian yacht to take the rare double.

David's contribution to ocean yacht racing has not just been as a competitor—he has recently completed a three year term as Commodore of the CYCA, is currently chairman of the NorTel Sydney Hobart Event Management Committee, and is chairman of the Australian Yachting Federatin's Offshore Committee and delegate to the Ocean Racing Council in London.

TONY CABLE

Yacht: Condor

Position aboard: Sail trimmer

How many Hobarts: 25

If you have ever been to the famous QLD (Quiet Little Drink) in Hobart then you must know Tony Cable. He was one of the original organisers of the QLD 21 years ago and Tony is still the life of the party as yachties from around the world gather for the great postrace party in a Hobart pub. But the QLD also raises money each year for a scholarship to send young Tasmanian sailors



overseas in an Admiral's Cup year for international ocean racing experience. One of them was Chris Harmsen, now an international yachtsman in his own right.

Apart from his ability as an organiser of the QLD, Tony Cable is an outstanding yachtsman and, in past years, a contributor of colourful prose to OFFSHORE. In last year's race he notched up his 25th race to join the Honor Roll at the CYCA and is heading south again with Dave Kellett aboard Condor. Most of his recent races have been in big boats, sailing aboard two winners — Vengeance (line honours 1981) and Sovereign (line and handicap honours, 1987).

PETER SHIPWAY

Yacht: Madeline's Daughter
Position aboard: Crew boss
How many Hobarts: 19

Few yachtsmen have been involved in so many facets of the sport than Peter Shipway who has had a close association with the CYCA since he left 12-foot skiffs as a teenager to crew for Peter Kurts. Peter is a former general manager of the Club who is a marketing executive with Barient Winches. He is a long-standing member of the CYCA Sailing Committee.



With his long association with Peter Kurts, "Shippy" has sailed in many Admiral's Cup aboard such boats as Peter Kurts' Love & War, Dear Friends, Drake's Prayer and Madeline's Daughter and was aboard Love & War in her two Sydney Hobart victories. He also sailed with Jim Hardy aboard Runaway at the AC. Peter also has a member of the crew of Australia in the 1980 challenge for the America's Cup.

"Shippy" is also well known as a television and radio commentator for the ABC on yachting and — his other sporting love — rugby union football. Just ask him how Eastern Suburbs fared

last winter!

MARTY RIJKURIS

Yacht: Australian Maid

Position aboard: Sailing master

How many Hobarts: 3

Few yachties in this race have notched up as many sea miles over the past couple of years as Captain Marty Rijkuris, sailing master of the now Darwin-based 55-footer, Australian Maid.



Over the years, Marty has been closely involved in the organisation of races from Darwin to Indonesia, including Bali and Ambon, and in training many newcomers to offshore sailing.

For the past two years he has been skippering Australian Maid for owner Jon Wardill in races and cruises around Australia and to many ports, including Hobart, Mooloolaba, Hamilton Island and the Indonesian ports of Aambon and Bitung. In that time, Marty has trained some 70 people in the skills of ocean racing and cruising.

After sailing Australian Maid from Darwin to Sydney for the NorTel Race, with calls as Gove, Cairns, Townsville, Hamilton Island and Mooloolaba, Marty will skipper the boat in the NorTel Sydney-Hobart before cruising back to Sydney.

ROSS LLOYD

Yacht: Western Port Venture

Position aboard: Sailing master

How many Hobarts: 8

The Melbourne-based manager of North Sails, Ross has emerged in recent years as one of Australia's most capable sailing masters and helmsmen, winning



a world Quarter Ton Cup in Europe before joining Ron Elliott in his campaigns with his various One Tonners named Joint Venture, including the 1989 Admiral's Cup. But one of his outstanding achievements was to steer Gino Knezic's little three-quarter tonner, Illusion, to victory in the 1988 Sydney Hobart race, again doing well last year with a sixth overall and a first in division.

More recently, Ross has skippered the new Japanese owned One Tonner, Blue Note, to victory in the Japan Cup regatta after also sailing the same boat, until it broke its mast, in the Kenwood Cup in Hawaii. For this year's NorTel Sydney Hobart, Ross is skippering the former Joint Venture, now called Western Port Venture, which he has already sailed with success in her home waters.

KYM (SHAG) MORTON

Yacht: Rothmans

Position aboard: Mate

How many Hobarts:

Adelaide yachtsman Kym (Shag) Morton is returning home to Australia to compete in the NorTel 1990 Asia Pacific series aboard the maxi yacht Rothmans, short-priced favourite for line honours favourite for the Sydney Hobart.



Shag was aboard Rothmans for the 1989-90 Whitbread round the world race, and has been running the yacht since the finish in May this year. At 43, Shag has had more than 20 years of sailing experience and is a veteran of two Whitbreads, aboard Rothmans and in 1985-86 aboard Atlantic Privateer.

With his bohemian looks and lifstyle, Shag is one yachting's bestknown "characters". Leaving Australia at 21 as a qualified printer, he had a photographic business in London before setting off to hitchhike around Africa. In a life packed with adventure, Shag has lived in a treehouse in the Mombassa, been involved in a project in the Antarctic, run a charter yacht business as well becoming one of the world's top delivery skippers and an internationally recognised racing yachtsman.

LEW CARTER

Yacht: Mia Mia

Position aboard: CYCA radio operator

How many Hobarts:

Lew Carter, after sailing in many ocean races in Australia and overseas, last year accepted the demanding role of radio operator aboard the Radio Relay Vessel, Achilles II. It proved to be even more demanding than usual with the dismasting of the Victorian yacht Flying Colours



and the tragic death of crew member Peter Taylor.

Lew played a vital part in coordinating the search and rescue operation in wild seas in Bass Strait, involving other yachts and Achilles II, and a Victorian helicopter which dropped a paramedic aboard the stricken yacht.

The CYCA recognised Lew's role by awarding him the inaugural TWT (Bill) Thompson Memorial Award for Seamanship, an appropriate award in memory of the late "Tweetie" Thompson who had been CYCA radio operator in many Sydny Hobart races until his death last year.

This year Lew Carter is again CYCA radio operator, this time aboard Geoff Hammond's 75-footer steel auxiliary ketch, Mia Mia.

PHIL THOMPSON

Yacht: Freight Train

Position aboard: Deck boss

How many Hobarts: 10

Only two months after having his left arm amputated at the shoulder because of cancer, Phil Thompson is again sailing to Hobart as deck boss aboard the 66-footer *Freight Train*. "I've done 10 with two, now it's one with one," was the dry comment from Phil, the



CYCA's marina manager, who was back on the job at Rushcutters Bay only weeks after the operation.

The courageous 36-year-old plays a vital role with so many visiting yachts at the club marinas in the lead-up to the NorTel Sydney Hobart race and in his time-off goes racing aboard Freight Train.

Phil has been aboard line honours winner Vengeance and Sovereign when she took out the double. Last year played a key role in setting up Challenge II which went onto win the inaugural IMS handicap division of the Hobart race. He also worked closely with measurer Gordon Marshall in designing and building the special IMS measuring crade at the CYCA, with the 100th boat being measured for IMS before Christmas.

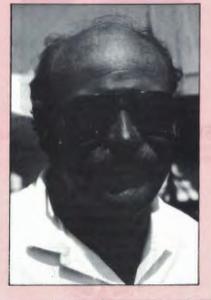
GRAEME ("FRIZZLE") FREEMAN

Yacht: Brindabella

Position aboard: Helmsman

How many Hobarts: 17

The "Italian Connection" of Australian yachting, "Frizzle" is returning to Australia for Christmas after spending the past year working with the ll Moro di Venezia America's Cup syndicate in Italy. And what better way to see the



folks back down in Hobart than sail in another Sydney Hobart. "Frizzle" has sailed in 17 Hobarts and been involved with some of Australia's more famous ocean racing yachts.

His most memorable Hobart race was back in 1979 when he skippered John Kahlbeter's maxi, Bumblebee 4, to line honours victory in a fleet of 157 yachts. He subsequently took Bumblebee 4 on a successful worldwide campaign. The now veteran maxi which was built under his supervision took line honours again in 1988, re-named Ragamuffin.

Before going to Italy, "Frizzle" supervised the building of the supermaxi Windward Passage II and last year, the 50-footer Cyclone. Windward Passage II is now owned by the Il Moro syndicate and is being campaigned in the Mediterranean.

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"I didn't really want to buy an IOR yacht because I wanted to get some family use from my boat as well as racing, so IMS seemed the way to go.

"I have to admit that the general IMS concept appealed to me but I didn't know much more than that so I went and had a talk to the guys at Fraser Sails. They'd been very helpful when I had the Cavalier.

"Fraser Sails then offered to assist me with the entire program and, of course, make the sails.

"The loft has been fantastic in advising and guiding me through the development of this project, right from boat selection when I purchased a hull and deck through to deck layout, systems, etc.

One key thing, I soon found out about the IMS rule is that it doesn't make allowances for poor crew, or sails that aren't fast, so I looked at Fraser Sails racing record and was very impressed. In the last decade Fraser Sails have been in the first three places in the Sydney-Hobart every year.

"My new boat is not in the water yet, but if the computer is right, I think we'll have a very fast yacht on our hands, so much so that I've called it 'Stand Aside'.

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1983 2nd, 3rd, 5th OVERALL

1982 2nd, 4th, 7th OVERALL

1981 1st CLASS A, 1st CLASS B

One Year On . . . With IMS

By Gordon Marshall, CYCA Director

WITH another 12 months behind us we can survey the scene to ascertain the growth in our IMS fleets.

On October 24, the AYF issued a national list of certification which shows the individual State's numbers as: NSW 134, TAS 48, WA 42, SA 30, VIC 27, QLD 16.

This gives an overall total of 297 yachts in Australia with IMS certificates.

A close examination of NSW's total discloses that of their 134 yachts, 37 were the result of "standard" hulls. That is, yachts which did not require hull measurement (by machine), but took the lines of their identically moulded sister ships. This amounts to slightly more than one quarter of the total. It is anticipated that as time goes on, the proportion of yachts actually being measured will drop, but that of "standard" hulls will increase. In the USA, "standard" hulls are the predominant proportion of their fleet growth.

Looking at these State totals, NSW has by far the highest figure, and 92 of the 97 actually measured were done on

the CYCA installation.

For those who are not familiar with the process, it would be well to explain that the measuring system normally provides for the work to be done by moving a tripod down each side of the yacht's hull over a string line, much as a surveyor would operate, and the special IMS instrument records the hull lines in its computer at the various stations along the yacht's length (15 to 20 stations on each side). Because of the close arrangement of CYCA's slipways, it



GORDON Marshall, the chief IMS measurer for Australia, in action at the CYCA in Sydney, above left, checking alignment of a boat to be measured, and above right, on the specially built platform. (Pic — Peter Campbell)

was immediately seen to be impossible to measure in this fashion, and rather than direct our members to take their yachts elsewhere for measurement, we decided to "engineer" another method, notwithstanding an estimated cost near \$20,000.

The result has been an outstanding

RUTHLESS on the specially built IMS measuring slipway at the CYCA where Marshall will have by Christmas measured 100 yachts for IMS certificates. Total IMS rated boats in Australia now exceeds 300 offshore racing yachts. (Pic — Peter Campbell)



success, with a large gain in productivity and an engineered accuracy and convenience of measurement otherwise unobtainable.

I have (at the time of this writing) measured 92 yachts on this installation, whilst I've done another 5 elsewhere, because of their large size. (The CYCA length limitation is 50' LOA.)

Nowhere else in the world has any Club shouldered the design challenge and the capital cost of such an installation and insofar as Australia is concerned, the CYCA is probably the only Club which could justify it.

Looking at the other States, Tasmania has taken IMS to its heart with a total of 48 certificates, and Western Australia is not far behind with 42.

Victoria is the disappointment with only 27 yachts certificated, and Queensland's paltry 16 confirms their preoccupation with Channel Handicap.

Having been so closely involved in the conversion process from IOR to IMS via my measuring activity with such a large number of yachts, (the whole of the NSW fleet) it is inevitable that I have developed some "gut" feelings and perceived a few of the problems that threaten the system.

The first is a simple one, and that is that IMS is not a magic system which will change a poor yachstman into a winner. The Velocity Prediction Prog-



HAUPIA, Tom Johnston's J35, modified by Scott Jutson, which has been one of the outstanding yachts under IMS category racing in Australia. The family-raced sloop is one of the favourites to take top IMS honours again in the NorTel Sydney Hobart Race. (Pic— David Clare).

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ram only differs from the IOR analysis by more accurately measuring the speed potential of the yacht's hull. Apart from calculating flow characteristics, it accurately measures wetted surface and displacement, two of the fundamentals not achieved by IOR measurement.

It does not evaluate the effect of well cut and properly trimmed sails, good crewmanship and smart helmsmen. Since in every race there will be a last placegetter as well as a winner, a deficiency in any of these areas will relegate the culprit down the results list.

The next problem is at present more a potential one than real, and that is "lightendedness". This is something which has seriously afflicted the IOR fleets, worldwide, and is easily recognisable. In the case of IMS, the rule makers have effectively banned its application to bows and sterns by the non-exotics rule, but this will not stop its spread into rigs and keels (these are "ends" of the yacht just as sterns and bows are).

I sometimes compare the problem to that of AIDS and health: much as the authorities are concerned that the disease will spread into the heterosexual community so we should worry that "lightendedness" transfers from the IOR to

The symptoms are obvious. The yachts develop spindly rigs, eratz keels, wide beams, and suffer a huge growth of inside ballast.

There is one obvious cure, but with the comparison continuing, it is being researched in the laboratories. Fortunately, in the case of yachts, the measurement of "pitching moment" is seen to be the answer, and the word is out that the Massachussetts Institute of Technology has made great progress. We may see the result of their efforts in the coming year. I must stress that the finding of a solution to this problem is URGENTLY required for all ocean racing, both IMS and IOR.

Space considerations prevent my continuing this theme (the Éditor said "1000 words", and I'm past that already) but I should make one more comment.

The IMS is a handicap rule as distinct from the IOR which is a development rule. This means that as better ways of quantifying the speed potential of a yacht's hull are found, they should be applied. In the introduction to the rule, they quote objectives, some of which are below.

"Reduce obsolescence caused by de-

signs . . . which render older yachts uncompetitive."

"Devise a system which is designer proof ... by correction if necessary"

"Provide fair time allowance for yachts of the dual purpose type (for cruising and racing)

These are worthy but difficult goals, and if the USYRU is true to its stated intentions, they will modify the calculations criteria as and if speed developments occur.

With the above in mind, I would not be surprised if keels are required to be measured more completely in the future. I am sure that the present Velocity Prediction Program does not accurately evaluate keel cambers, and distinguish between good and bad design in this area. Some good work is being done by local designers (and no doubt, overseas) in camber shape, and a directive to measurers to use more measurement stations along the keel so that the VPP can accurately assess its speed efficiency, would not surprise me and would not be difficult to do.

The ultimate test of the system is what happens out on the course, and two recent results from the CYCA Club Racing Program caught my attention. The first was Zeus II winning the IMS division of the 180-mile Cabbage Tree Island Race. With the demise of the Montagu Island Race, this is now the longest ocean race, with the exception of the Sydney-Hobart, within the Club's

seasonal pointscore.

"Zeus II is a 20-year-old Joubert designed Currawong Class which was very competitive back in the late '70s. Her previous glory was winning the 1981 Sydney-Hobart Race. In this latest success I can hear the cynics saying "but it was a little boat race, favouring the tailenders". My response would be that the IMS system has brought Zeuss II back into our racing fleet and provided an opportunity for her to win again when the right opportunities presented themselves. Congratulations to her owner/skipper, Jim Dunstan, a Flag Officer of the Royal Sydney Yacht Squadron.

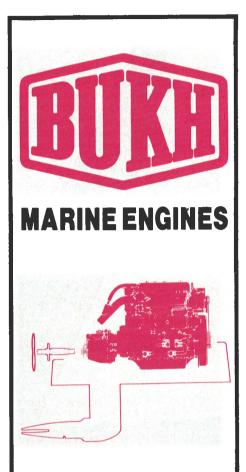
The other notable result was the Jupiters Sydney-Southport, back in August with Morning Tide filling first place

and Haupia coming second.

This was a seemingly unlikely pair. Haupia is a recently designed J35 Class (a sistership was the IMS winner at the Kenwood Cup) and has been optimised by Scott Jutson since her import to Australia. She could be typified as a current type-former of top IMS designs. Morning Tide is an "S&S" design, a sister of Morning Cloud which won the 1969 Sydney-Hobart Race with British PM Ted Heath as owner-skipper. (Ted failed to qualify for the British Southern Cross Team of three for that year, but stormed home to beat the official team yachts.)

When two yachts of such widely differing design concept and age can fill adjacent top placings, then it seems that this handicapping system is filling the requirements of Club Yacht Racing. The other aspects of this result which may have escaped the Club racing fraternity's attention were that both vachts were mast headers with wholesome rigs, and neither of them carried "Gorillas", "Heavies" or "Technocrats" to achieve their placings.

One of them even had two of its owner's daughters on board . . . Is this is what is meant by the phrase in the IMS rule . . . "Family Cruiser Racer"? It could never have happened in an IOR fleet. Perhaps there is a glimmer of hope that sanity is returning to Club ocean



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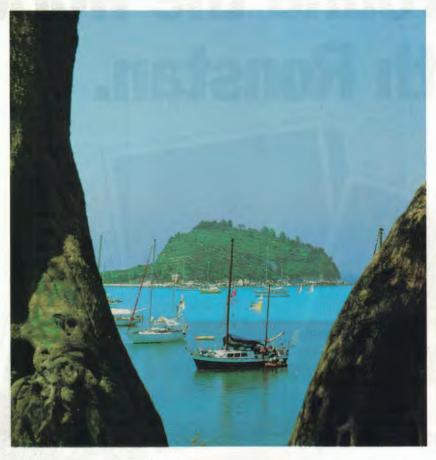
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RFD Ultimate Challenge

T is a measure of the high regard held among ocean racing yachtsman for the winning performance of RFD Ultimate Challenge in the 1989 NorTel Sydney-Hobart Race that three of the crew have been nominated for the Ocean Racer of the Year Awards. Owner/skipper/navigator Lou Abrahams has been nominated for the Ocean Racer of the Year, bowman Glenn Ferguson for Crewman of the Year and mainsail trimmer John Gash for Rookie of the Year.

That same crew sailed the One Tonner to victory in the Kaula Race, the long race of this year's Kenwood Cup in Hawaii, again outsailing a crack international fleet of One Tonners, 50-footers and maxi yachts when it came to tough, long ocean racing.

Both successes had special significance for the veteran Abrahams, a member and former Commodore of Melbourne's Sandringham Yacht Club where most of his crew are also members. It was Lou's 27th Sydney-Hobart—no yachtsman has skippered his own yacht in more Hobarts—and his second win on overall corrected time.

Giving him added pleasure was to see the yacht he sailed to victory in 1983, his S&S 46, Challenge II, win the inaugural IMS division of the 1989 Sydney-Hobart.

His comment back in Waikiki after winning the gruelling Kaula Rook race at the Kenwood Cup underlined his disappointment at not seeing *Ultimate Challenge* included in the official Australian Kenwood Cup team despite its Sydney-Hobart win. "I just wanted to beat the bastards in one race." In fact, *Ultimate Challenge's* win helped keep Australia at the top of the points ladder

in the Champagne Mumm World Cup after two series, the Southern Cross Cup and the Kenwood Cup.

When RFD Ultimate Challenge won the 1989 NorTel Sydney-Hobart after a dramatic duel with rival One Tonner, Sagacious, Abrahams became the first Victorian yachtsman to win two races and, along with Sydney yachtsman Peter Kurts, the only owners to win the Hobart twice in the past 24 years.

He is back again this year, aiming for his third Hobart win, something only achieved by the Halvorsen brothers who won three successive races with *Freya* in the early 1960s, plus two earlier races. Before he sets sail for Hobart on Boxing Day, Lou should also know whether he

By Peter Campbell

has won that most prestigious honour of Ocean Racer of the Year — it will be announced at a luncheon at the Cruising Yacht Club of Australia on Friday, December 21.

Lou has raced a variety of yachts in the Hobart race with *Ultimate Challenge* being the smallest, a 12.2m LOA One Tonner designed by Ed Dubois as a candidate (and subsequent member) of the Australian Admiral's Cup team in 1987. But in many ways the Dubois design was a disappointment, although it was the top-performing Australian boat in the Fastnet Race that year — again showing the long race skills of Lou and his crew.

Ultimate Challenge's victory in the 1989 NorTel Sydney-Hobart was a brilliant combination of those never-give-up ocean racing skills of Lou and his loyal team and significant changes to the

boat, particularly to the keel/rudder configuration. Intensive training by the crew and taming of the revamped boat in the months before the Hobart race brought *Ultimate Challenge* to the peak of her racing career.

However, the plan for change began after the boat's poor performance in the 1988 Kenwood Cup in Hawaii and in the subsequent One Ton Cup in San Francisco. "We realised we had a major speed problem with the boat," recalled Col Anderson, the longtime sailmaker and sail trimmer for Lou's yachts, including the two Hobart winners. "But more of concern was the fact that the boat did a frightening nose-dive in the San Francisco series and again in the rough weather Portsea to Western Port race back in Australia," added Anderson, manager of Hood Sails in Melbourne.

"It was clear that there was something wrong with the new keel designed by Dubois and fitted out before Hawaiian and USA campaigns."

To correct the problem, Lou commissioned the Sydney-based naval architect and IOR optimiser Scott Jutson to design a more efficient keel and rudder that correct the nose-diving and improve Ultimate Challenge's boatspeed. Melbourne boat-builder Ken Jago built the new appendages and they were fitted to Ultimate Challenge in the September of 1989, giving the crew about three months tuning before the NorTel Southern Cross Cup and Sydney-Hobart.

The new keel was slightly smaller than the previous Dubois keel, with a new cross section shape to improve lift and the centre of gravity also further aft. Early sailing trials indicated a much



improved boat downwind, combined with slightly better upwind speed and, more importantly, no nose-diving tendencies.

"The new keel and rudder was one major factor in our preparation for the Sydney-Hobart," recalled Anderson in an interview with OFFSHORE. "The other was crew preparation, an essential part of any ocean racing campaign if you want to have a chance of success. In fact, it is surprising how little time is spent by many owners and skippers with their crew before a big race, on the water and ashore — and this quickly becomes apparent in a long race like the Sydney-Hobart."

The crew of *Ultimate Challenge* began their preparation for the Southern Cross and Sydney-Hobart even before the boat was back in the water after the keel and rudder changes. Rohan Thompson took on the time-consuming role of crew organiser and proved a great driving force behind the scenes, organising meetings at Lou's Brighton home and sending out regular newsletters covering the program of training and boat preparation.

Training consisted of racing on Saturdays on Port Phillip with the Melbourne IOR fleet, with boat-handling and crew system being tested and analysed on Sunday mornings. "Team-work on such manoeuvres as gybing shy-to-shy, peeling and gybe hoists is vital on any yacht, and practice makes perfect," is Anderson's advice.

Sail evaluation is always a vital part of preparing a yacht for any major regatta or race that is certain to include a variety of wind and sea conditions. RFD *Ultimate Challenge* already had an extensive wardrobe of excellent sailing from the Hood Melbourne loft, several quite new. "What we did make was a deep and powerful No 1 for ocean racing and a new Spectra No 3," Anderson said. "These were the only new sails we made for the Hobart race and they were to prove invaluable in last year's race which comprised 80% two-sail reaching or spinnaker running over the 630 nautical miles."

Abrahams has always paid particular attention to a good system of watch-keeping for long races, designed to achieve maximum efficiency for every hour of the race and to prevent fatigue. For the 1989 Sydney-Hobart, *Ultimate Challenge's* crew match combinations comprised of four pairs, working four hours on, four hours off, with Lou (navigating and helm) and Glenn Ferguson (bow) floating.

The other crew members of RFD Ultimate Challenge in the Sydney-Hobart were: Gary Sheard (helm); Ian (Barney) Walker (tactics and helming); Col



Winner of last year's NorTel Sydney-Hobart, Lou Abrahams.

and helming); Rohan Thompson (headsail trim, overall trim); Ian (Ox) Davis (headsail trim); Gordon (Haggis) Jamieson (halyards, mast); Gary Schipper (halyards, mast); John Gash (mainsail trim).

"For last year's race we decided that proper rest for the crew was important," explained Anderson. "In previous years we have had all the crew on deck virtually throughout the three days at sea. Lou and I decided that this year there should be a proper 'watch below'. Those members who were off watch should go below and rest.

"The logic of this was that the advantage of having a fresh crew outweighed the value of stacking the weather rail. In fact, the only time all the crew were on the rail was at the start and coming around Tasman Island for that final beat to the finish in the Derwent.

"It paid off, Gary Sheard and Barney Walker were exhausted after their day of that hard downwind duel with Sagacious before the 30 knot nor-wester off the Tasmanian East Coast but I was fresh from being off watch and was able to do most of the steering from Tasman Island to the Iron Pot."

Two other innovations contributed to RFD Ultimate Challenge's victory, Abrahams bought a weather package from Roger Badham and also fitted a new GPS navigation system. The weather packed proved quite useful but was not so vital as the 1989 race was on a course virtually straight down the rhumbline.

The GPS system proved a superb addition to the yacht's equipment, providing significant information about

tides and currents which the crew confirmed with water temperatures throughout the race.

The 1989 NorTel Sydney-Hobart was very straight forward, recalled Anderson, with lots of hard two-sailing running in uncomfortable seas. In Bass Strait *Ultimate Challenge* handled the conditions well with one reef in the main and a No 4 headsail. Rival *Sagacious* was down to two reefs and a storm jib, but both yachts were going the same speed across "The Paddock", never more than a mile apart. "They were smarter, because they were more comfortable under that rig," Anderson commented.

"The highlight was our duel with Sagacious down the Tasmanian East Coast before that strong nor'wester," Anderson said, describing the race to the finish. "The sailing angle was ideal, with three-quarter pole giving both yachts a comfortable sail without risk of a round-up.

"We sailed boat-for-boat, both of surfing down the waves at up to 14 knots. The boat-for-boat duel continued right up the river and although they beat us across the line we had that edge on corrected time with our lower rating. There is no doubt that the competition provided by Sagacious pushed us to the limit and on to victory."

Before the victory was confirmed, because of outstanding protests and claims for redress involving other yachts, owner/skipper/navigator Lou Abrahams described the race as the best he had ever sailed in 26 races down the NSW South Coast, across Bass Strait and down the East Coast of Tasmania. "Irrespective of whether we win or lose first place, it's been the greatest Sydney-Hobart I've ever sailed in. It was the toughest but also the most exciting we were sailing boat-for-boat all the way from Sydney, never out of sight, never more than half a mile or a mile apart, sometimes no more than a cricket pitch apart," Abrahams added.

For the record, RFD Ultimate Challenge took 3 days 21 hours 7 minutes 24 seconds to reach Hobart, beaten across the line by Sagacious by 3 minutes 4 seconds, but winning on corrected time by 5 minutes 55 seconds. Apart from winning the Sydney-Hobart, Ultimate Challenge sailed consistently well for the Victorian team in the lead-up races of the NorTel Southern Cross Cup, finishing the six race regatta as third top individual yacht. Her series placings of 6-8-7-12-6-1 saw her beaten only by the two 1989 vintage 50-footers Heaven Can Wait (sailing for Britain) and Foo2 (sailing for Hong Kong). As Jamarella, Foo2 had been topscoring individual

 Lou Abrahams and Ultimate Challenge is back again in this year's NorTel Sydney-Hobart race — with a good chance of picking up a special trophy before the race even



1977 - Kialoa



1979 - Screw Loose





1981 - Zeus II



1982 - Scallywag



1983 - Challenge





1985 - Sagacious







Pl Yacht Elapset Time	TCF	Corrected
1 PICCOLO J. Pickles 4-05-30-1	5 .7857	3-07-45-07
2 ROCKIEP. & R. Kingston 4-07-30-1	2 .7774	3-08-27-49
3 RAGAMUFFIN S. Fiacher 3-21-49-5	6 .8638	3-09-03-10
4 LOVE AND WAR P. Kurts 3-23-54-3	9 .8469	3-09-13-37
5 BACARDI R. Gould & W. Rockliffe 4-06-10-4	4 .7966	3-09-23-45
6 NATELLE TWO N.S. Girdis 4-03-28-2	5 .8190	3-09-28-08
7 PATRICE III	6 .8537	3-09-44-44
8 DYNAMITE P. Smith 4-05-18-0	.8114	3-10-11-44
9 APOLLO II	.8468	3-10-21-26
10 RUFFIAN J. Kinsella 4-07-06-3		3-10-42-13
11 CHAUVINISTJ. Wareham 4-23-12-0		3-11-08-36
12 QUEEQUEG P. Belideding 4-03-31-3	.8401	3-11-36-40
13 GHOST K. & R. Barry-Cotter 4-16-35-4		3-11-47-34
14 MULLOKA	9 .7223	3-12-16-34
15 APOLLO W. Rooklyn 3-17-16-4	.9468	3-12-31-42
16 BALLYHOOJ. Rooklyn 3-07-59-2	6 1.0573	3-12-34-26
17 DIAMOND CUTTER A. Sweeney 4-13-42-4	.7710	3-12-35-20
18 HOT PROSPECT II Heuchmer		
Everitt Moran & Partners 4-13-01-2	20 .7763	3-12-38-02
19 LOTS WIFER. Montgomery 5-01-57-4	7 .6962	3-12-54-36
20 TAURUS A.M. Kelso 4-10-48-5		3-13-05-22
21 RAMPAGEE.N. Fuller 4-11-30-1		3-13-11-10
22 ANTAGONIST R.G. Hickman 4-14-38-3	.7701	3-13-12-19
23 MATIKA III	3 .7774	3-13-15-20

24 GERONIMO. A.G. Lee 4-03-58-40 R.H. Cawse 4-13-51-49 A.T. Clutton 4-14-02-25 25 WAINLINLLIV 8074 3-13-22-17 26 INVINCIBLE..... 27 MERCEDES III .7774 3-13-24-29 3-13-25-27 26 KESTREL .R.H. Fidock 4-14-12-40 .7752 3-13-26-08 29 FARR OUT 30 HUON CHIEF P.H. Winkless 4-14-05-01 H.D. Calvert 4-14-40-20 7774 3-13-34-44 3-13-47-35 3-13-55-51 R.W. Jackman 4-14-14-18 31 BRER FOX 7795 7199 3-14-32-29 .7234 .7442 3-15-04-08 3-15-04-13 7088 3-15-10-08 L.J. Abrahams 4-12-32-57J.H. Jamison 5-04-39-25 3-15-32-03 3-15-42-31 37 SARACEN II. 7036 7442 3-16-13-10 3-16-19-37 3-16-20-10 .9232 .7784 40 RUTHLESS P. HIII 4-17-23-03
41 CHAOS R.T. Spence 4-17-41-02
42 BALANDRA W.R. Carpenter 4-13-45-50
43 THUNDERBOLT L.P. Harding 5-04-27-58 7774 3-16-22-40 3-16-40-42 .7152 E. Wilson 5-04-38-27B.K. Jagger 5-06-18-42 . M.E. Braham 4-13-33-57 44 PINTADO 7154 3-17-08-39 .6962 .8236 3-17-19-50 3-16-14-18 46 MERCEDES IV 47 SUNDANCE. D. Smith 5-10-57-29 .6987 3-19-30-01 46 BANJO PATERSONJ. Jarret 4-05-42-25 ...I.D. Ritchie 5-03-09-21 3-20-11-14 50 SARNIA .P. Rae 5-08-16-51 .7240 3-20-52-31 .D.J. Millikan 5-12-23-15 K. Elliott 5-02-44-50 .7075 .7699 .7752 51 ARTEMIS. 52 LANDFALL 3-21-39-51 J. Violet 5-02-11-22 53 HI-JACQUE 3-22-43-17 R.P. Delbridge 5-10-27-49R. Walters 4-23-54-25I.D. Russel 5-06-21-30 54 ICTHUS 7290 3-23-06-29 55 ANITRA MAY. 3-23-23-10 56 WILD GOOSE .7576 57 FREEDOM C.T. Martin 5-08-21-21 .7461 3-23-45-59 58 QUASAR. .B.J. Sutherland 4-13-38-54 4-01-40-29 59 ANACONDA II . .J. Grubic 3-22-29-37 1.0421 4-02-28-18 6477 60 OBSESSION 4-03-16-57 4-03-34-03 4-03-56-52 82 CARMEN. .8920 R.O. Chapman 5-13-55-53 J. Goddard 5-03-41-35 L.J. Job 5-21-51-49 63 NAND II. .7514 4-04-38-10 84 WILLI WILLI 4-06-32-30 4-06-39-09 65 SCARLET. .7236 66 ANNA DRIE J. Krop 5-06-24-40
67 QUEST R. Cruikshank 5-07-02-17
68 ADRIA AUSTRALIS A. Harry 5-04-05-18
69 JINDIVIK H. Bohill 8-00-25-26 .8182 4-07-10-36 4-07-33-41 4-07-55-26 .8375 7308 4-09-32-42

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 YNDAL, MELTEMI, POLARIS, PROVIDENCE, ROGUE, SHENAN-OAH, SMILIE, STORM BAY, TREVASSA, WOFTAM IV.

R.B. Grenda 5-09-25-49

3-20-48-52

76 WEATHER: The start was in light NE winds of about 8 knots ch freshened in the afternoon. By early evening it had turned to a 25 southerly which reached 40 knots during the night. On the 27th it is again with 5-10 knots most of the day turning to SW 5-10 knots e night. By the next morning it was blowing 35 knots and later ng 40 knots. By morning of the 29th 8 boats had retired and the W at 30 knots. Later in the day some boat finished while The south at 25 kinds. Early on the 30th the breeze one in the south at 25 kinds. Early on the 30th the breeze one in the 30th th

1977

Pl Yacht	15	A STATE OF	TCF	Corrected	
1 KIALOA	J. Bill-Hollron 3	-10- m os	1.0454	3-13-58-10	
2 RAGAMUFFIN	I S. Fluffer	-06-20	8596	3-16-09-17	
3 WINDWARD P	ASSAGE 70	1 7	7		
	F. Johnson	2-39	19435	3-16-19-56	
4 LOLLIPOP	P. Kline & I. Milland	16-39-TI	31	3-22-01-15	
5 NATELLE II	N.S. Gird	26-52	21	3-22-13-43	
6 BRER FOX	R W Jackman	5-06	100	22-31-31	

STATISTICS

8 AN AN THIST.	MF. Hickman 5-02-40-47	.7732	3-22-51-21
9 PIC	Pickles 5-02-06-18	.7774	3-22-55-28
IU APOLITA		.9391	3-23-22-00
11 PINTA	uck 4-20-17-54	.8218	3-23-34-27
12 ZILVERUEL 1 II	13-06-04	.7193	3-23-44-23
13 DYNAMIN	W.A. Carre		3-23-45-30
14 DAMEL	W.A. Curie build in	7846	4-00-00-08
15 RAMPAGE	N. Fuller 5-02 11 e7	2660	4-00-02-47
16 WINSOME 77	May 4-20-54-29	MILE.	4-00-04-27
17 FARRAWA	-31-21	grin.	4-00-05-04
18 AQUILAB. Edmur	ds & J. All Fill 14 10-02	- 10.00	00-05-12
19 SWEENEY TODD		.7011	-06-26
20 NYAMBA		818	12-19
21 NITRO G.		236	5-08
22 LOVE AND WAR	P. Kurts 4-20-02-1	33	407-41-34
23 VITTORIA	.J. Abrahams 5-02-22-23	0.13	4-01-43
24 HUMDINGEH	W.B. Northam 5-20-06-31	2011	4-01-05-14
25 BARNACLE BILLJ	& D. Dirksen 5-01-05-52	HOIP	4-01-3
26 APOLLO II H	& I. Thurston 4-20-29-29 . R.E. Walters 5-00-29-16	er.	
	& C. Sanders 5-14-43-33		4-01-4
29 WHISPERS OF WEL		.71111	02-01-38
29 MHISPERS OF WEL	G.R. Stagg 50-02-13-19	.8027	06-27
20 DANCING MOUSE	C. McGarry 5-13-19-37	.7353	7-09
31 BACARDI	J. Gould 5-03-55-21	.7933	6 00
32 GOLDEN EAGLE	J.W. Granger 5-06-28-35	.7774	4-02-48-54
	R.H. Fidock 5-07-03-27	.7752	4-02-29
	.J. Mc. Taylor 5-12-31-30	.7442	4-02-37-30
35 MEDINDA	A.G. Taylor 5-21-47-23	.6962	4-02-42-50
38 MERCEDES III	A.T. Clutton 5-07-57-27	.7730	4-02-54-40
37 MARTINE	P.K. Gourlay 5-23-49-55	.6877	4-02-54-47
38 FARROUT	.,E. Vidor 5-07-30-51	.7763	4-02-59-21
39 KNOCKOUT	Sir Max Aitken 5-01-19-04	.8181	4-03-15-00
	R. Robinson 5-22-48-43		4-03-49-31
	I.W.D. Phillips 5-02-19-01	.8179	
42 VARIAG	M. Herion 5-16-24-18	.7380	4-04-40-01
43 BILLABONG	.P.N. Joubert 5-14-55 21	.7465	4-04-43-10
44 BLUE MOON	.W. Anderson 5-12-32-47	.7628	4-05-06-23
	I. Loube 4-19-20-03	.8768	4-05-07-30
	R.J. Kirby 4-16-22-29	.8554	4-00-07-31
	M. Lovett 6-04-53-02	.6987	4-05-40-22
48 STREAKER	R.H. Cawse 5-12-23-45	.7681	4-05-41-36
49 WAINUNU IV			
J. Garner	& D. Strong 5-07-00-13	.8041	4-06-07-25
50 POLARIS	L.H. Savage 5-06-27-55	.8068	
51 MIKO	D. Burfitt 6-03-14-59	.6959	4-08-28-16
52 THUNDERCLOUD			
D. Hogg	& A. Stewart 5-13-10-32 R.T. Spence 5-12-27-55	.7731	4-08-57-29
53 CHAOS	. R.T. Spence 5-12-27-55	.7774	
54 SHENANDOAH	J.R. Charody 6-05-10-30	.6959	4-07-48-39
	D.W. Baxter 5-13-09-51	.7815	4-08-04-04
	A. Bond 4-20-26-68		4-08-23-49
	. Montgomery 6-08-45-15	.6933	4-09-54-16
58 LEDA	N. Gosson 4-20-59-00	.9121	4-10-42-02
	. J.W.B. Barry 5-20-08-32	.7628	4-10-54-02
60 HOGUE	V. D'Emilio 5-20-24-15	.7681	4-11-50-40
	H.J. Kropp 6-15-37-01	.8031	4-12-54-50
62 ANACONDA II	0-15 4 4-40-00-07	4 0004	4 40 00 00
	Sailing Assn. 4-10-03-27		4-13-08-38
	B.C. Psaltis 5-17-46-55	.8154	4-16-20-51
SE SECOND LADY	J.W. Burton 6-08-36-00 a. Scherwinski 6-08-44-25	.7364	
OS SECUND LADY	M. Bayliss 5-17-43-35	.8537	4-16-12-14 4-21-34-37
67 FREDRUM	J.A. Carr 5-15-13-57	.9051	5-02-23-58
		.7442	5-04-15-06
	ustralian Navy 7-23-05-09	.7186	
	G.R. Young 5-01-19-04	.8375	4-05-27-51
. v sviksvikskimimim		.0070	. 00-27-01
DISQUALIFIED: CORD	ON BLEU, VANESSA		
FASTEST TIME: KIAL			
	UA 3-10-14-08		
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, CASAB-LANCA, CHAUVINIST, DORADOR, FAIR DUNKUM, FARR FETCH-ED, GERONIMO, GIDGEE, GUMBLOSSOM, HECATE, HELSAL HERCULES, HI-JACQUE, IMOGENE, JISUMA, LOWANA II, MAR-GARET RINTOUL II, MATIKA II, MEKIM SAVE, MERCEDES V, MERIKI, MOONBIRD, MULLOKA, MYSTIC SEVEN, NDUMSKY, NIRE LOWA, PANDORA TWO, PENANDO, PHANTOM, QUEST, RHYTHM, BUM BUNNER BUTHLESS SILVER SHAMBOCK III. SMIR-NOFE AGEN, SOUTHERN COMFORT II, SPANKER, SUNBURST, SUPER-STAR, SWUZZLEBUBBLE, TAURUS, THE HUM, THE STING, THUN-DERBOLT, 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 guisting with a short high cross sea. Some yachts experienced winds of up to 50 knots for varying periods. By the evening 18 boats had retired. By early on 28th a further 15 were out. The wind was SE 20 knots later going back to 30-40 knots seas rough. At night it swung to SW 25-35 knots. On the 29th the wind eased to \$ 12 knots SE turning to a light NE. Calm-to-light conditions plagued struck a short 65 knot squall on Jan. 1.

1978

Pl Yacht	Elapsed Time	TCF	Corrected
1 LOVE AND WARP. Kurts 4-	04-45-43 .	8358	3-12-13-00
2 MARGARET RINTOUL II			
S.R. Edwards 4-	03-34-39	8499	3-12-37-51
3 CONSTELLATION J.W. Gamer 4-	04-08-15 .	8613	3-14-14-54
4 STREAKER B.C. Ryan 4-	22-42-34 .	7660	3-16-55-53
5 MATIKA IIA. Pearson 5-	06-32-00 .	7335	3-20-48-43
6 APOLLOJ. Rooklyn 4-	02-23-24 .	9458	3-21-03-26
7 PEACOCK K.W. & R.M.H. Adams 5-	10-52-00 .	7127	3-21-16-07
8 DECEPTION	22-39-34 .	7677	3-21-26-04
9 SINNERMAN G.D. Finchett 5.	10-33-00 .	7174	3-21-39-23
0 BILLABONG P.N. Joubert 5-	07-49-00	7454	3-23-15-42
1 CASABLANCA K. Page 4-	04-26-52	9503	3-23-27-19
2 HUON CHIEFH.D. Calvert 5-	05-26-00	7628	3-23-40-49
3 DIAMOND CUTTER A. Sweeney 5-	06-04-00	7597	3-23-46-22
4 VITTORIA L.J. Abrahams 5-	01-23-13 .	7910	4-00-01-01
5 ANTAGONIST	05-45-00	7638	4-00-02-52
6 CORDON BLEUK. Dorrell 5-	09-15-00	7449	4-00-16-41

18 WESTERN MORNING		
D.W. Blainey & P.R. Stockfeld 5-14-56-00	.7163	4-00-39-09
19 I HUNDERBOLT L.P. Harding 5-15-04-00	.7167	4-00-48-08
20 BRER FOXR.W. Jackman 5-06-38-00	.7649	4-00-51-42
21 WHITE POINTER K.R. Le Compte 5-05-09-00	.7795	4-01-33-15
22 PILGRIMJ.H. Ratten 5-09-18-00 23 SWEET CAROLINE	.7556	4-01-41-56
M.W.D. Phillips 4-22-55-54	2040	4 04 44 40
24 PRYORITY	.8218	4-01-44-16
25 RAMPAGEE.N. Fuller 5-05-44-00	.7838	4-02-00-32
26 RELENTLESS P. Hankin 5-05-26-00	.7887	4-02-55-45
27 ZILVERGEEST III A.J. Murray 5-16-14-00	.7163	4-03-00-59
28 CHAOS R.T. Spence 5-06-07-00	.7863	4-03-09-55
29 ROGUE	.7649	4-03-52-13
30 ROCKIEP.S. Kingston 5-07-24-00	.7853	4-04-02-49
31 BANG BANG D.W. Baxter 5-06-37-00	.7902	4-04-03-08
32 HERCULES J.H., C.M. & S.P. Will 6-00-43-07	.6931	4-04-16-18
33 LOTS WIFE R.S. Montgomery 6-01-34-48	.6905	4-04-31-22 4-07-47-11
34 ONYA OF GOSFORD P. Rysdyk 5-05-59-00 35 NATELLE II	.8000	4-07-47-11
36 MARY BLAIR G.A. Blok 5-06-51-00	.7964	4-05-01-24
37 CANON I Herry 6-01-47-45	.6931	4-05-03-03
37 CANON. J. Harry 6-01-47-45 3 SOLANDRA. R.W. Escott 6-01-44-19 3 M5 PMDA A.G. Taylor 6-01-37-10 4 B.C. Psaltis 5-05-01-00	.6939	4-05-04-40
35 MEDINDA A.G. Taylor 6-01-37-18	.6946	4-05-08-55
ME T MB.C. Psaltis 5-05-01-00	.8121	4-05-31-33
41 Mile 3 5-04-47-00	.8145	4-05-38-09
42 POLAPIE T. Goto 5-06-00-00	.8070	4-05-40-55
MATIKA III. C.D. Rowling & D.L. Don 5-08-55-00		
D. Rosminin & D.L. Don 5-08-55-00	.8057	4-08-15-24
44 MEN EN ES IV Braham 5-04-45-00	.8238	4-06-46-08
45 MERO V H. Janes 5-05-47-00 46 MANU Barry 5-15-28-00	.8181	4-08-54-12
	.7597	4-08-54-50
47 SATIN SALET A achan 5-04-47-00 48 RUNAWA Millin 5-10-28-00	.8255	4-07-00-31 4-07-08-02
	.7141	4-07-23-53
50 HEI CAL HANGE A 02 00 00	1.0468	4-07-40-43
51 ANACONDA 4	1.0315	4-08-12-16
	.8310	4-08-24-54
53 PERIE BANOD		
J.W. 8 111. Sahary 6 11 01-03	.7219	4-08-41-17
54 FUZZY DUCK D.A. Troup 6 45 10 65	.6987	4-08-46-08
	7686	4-08-57-08
56 BRAVURA C des 6-06-11-29 57 CHANCE V 6-00-12-57	100	4-09-03-17
57 CHANCE	.690	9-36-33
58 VANESSA B.K. & K.A. 1994 6 57-04 59 BREADFRUIT	.7353	4100 415 00
60 SCORPIONR.W. Clemens 51	1143	4-Mars III
61 HORNET D. Flecker & A. Hurburgh 6-01-32-05)	7824	4-10-81-411
62 SURAYA K. Spencer 6-01-36-28	Pe .	10-43-48
63 ARETHUSAG. Knightly 5-04-47-00	.86	10-57-0
64 QUADRILLEArmy Sailing Club 6-02-15-04	.732	111-05-5
65 JISUMA W. Rockliffe 6-01-27-51	.7401	191 19-28
66 SECOND LADY G. Scherwinski 6-01-51-25	.7398	641-64-17
67 JOKER	.6849	4 07
68 SPIRIT	.7442	4 9 7
70 CALLALAA.J. & R.K. Birtles 5-22-35-07	.7634	4-12
71 MYSTIC SEVENN.G. Chidgey 6-01-37-18	.7493	4-13
72 COBWEBW.M. Griffiths 6-02-02-52	.7515	4-13-41-1
73 LOWANA II D. Millikan 6-01-32-36	.7546	4-13-49
73 LOWANA II	.7576	4-13-49-5
75 UTIEKAH IVG. Hennicke 5-22-42-18	.7730	4-14-18-39
76 MORNING MATILDA		
R.P. McIntyre 6-09-11-24	.7208	4-14-25-09
77 HUMBUGR.L. Bugg 6-12-30-34	.7075	4-14-43-49
78 TOLTEN	.7819	4-14-53-57
80 FREANDA	.8711	4-14-55-12 4-15-59-08
81 WILLI WILLI	.8914	4-15-59-08
82 ODINW.L. Gilbert 6-01-44-9	.7728	4-16-17-12
63 SUNDANCE	.8956	4-19-52-34
84 GRETEL B. Lewis 5-04-45-00	.9395	4-21-12-09
85 TOUCHWOOD		
D.P. & V.A. Brooker 6-00-29-34	.8171	4-22-03-54
		5-21-55-15
87 RIMFIRE E.W. Wall-Smith 5-07-56-00	.8372	4-11-08-20

FASTEST TIME: APOLLO 4-02-23-24

DIVISION A: LOVE AND WAR

DIVISION B: DECEPTION

DIVISION C: STREAKER

DIVISION D: PEACOCK

RETIRED: ACRUX, APOLLO II, APOLLO IV, CLICQUOT, FARR OUT. MOONSHADOW, NIMMITABEL, NIRIMBA, PICCOLO, SUPERSTAR.

1978 WEATHER: The race started in 12-15 knots NE with rain. The wind gradually freshened the first afternoon to 30 knots to give the yachts a fast passage past Jervis Bay. The hard running conditions were taking toll of spinnakers and gear and two boats broke booms and yachts a fast passage past Jervis Bay. The hard running conditions were taking told of spinnakters and gear and two boats broke booms and refired. A light sou-westerly change passed over the fleet at 2400hrs and turned SE 10-15 knots later in the day leaving the yachts close hauled towards Gabo Island. Overnight the seven put more than 80 miles on the rest of the fleet. The light westerly (5-10 knots) then took the bulk of the fleet across Bass Strait with many calm patches. The leaders continued to extend their lead. A southerly change passed through on the third night lasting only six hours. A freshening nor-easter of 15 knots flook the vachts down the Teampaine nocet It fleid disting of 15 knots took the yachts down the Tasmanian coast. It died during the night. In Storm Bay most yachts found light and variable conditios with the river producing fitful breezes. Once the leaders finished the remainder experienced frustrating calms down the Tasmanian coast and in Storm Bay.

1979		
Pl Yacht Elapsed Time	TCF	Corrected
1 SCREW LOOSER.J. Cumming 4-12-54-38	.6934	3-03-31-06
2 WHEEL BARROW I.C. Tringham 4-12-59-13	.6934	3-03-34-17
3 APALIE Apalie Syndicate 4-13-05-51	.6931	3-03-38-55
4 SHENANDOAH J.R. Charody 4-13-33-32	.6902	3-03-37-03
5 QUINTAL H.C. Knoop 4-13-19-50	.6962	3-04-06-57
6 NIRE LOWA A.T. Floyd 4-14-45-23	.6902	3-04-26-38
7 MERINDA A.G. Taylor 4-15-13-02	.6918	3-04-56-24
8 CHAUVINIST P. Winkler 4-15-47-39	.6902	3-05-09-37
9 ZILVERGEEST III A.J. Murray 4 12-17-34	.7133	3-05-14-42
10 MORNING HUSTLERJ.H. Cowell 4-12-51-00	.7133	3-05-38-33
11 THUNDERBOLT L.P. Harding 4-13-06-18	.7137	3-05-52-05
12 QUETZALP. North 4-13-05-51	.7139	3-05-53-04
13 CHERRY CHEER P. Attrill 4-17-37-38	.6863	3-05-58-58
14 LOLLIPOP	.6874	3-08-02-31

17 PIMPEÑNELJ.H. Holland 4-14-08-47 7145 18 PUSS 'N BOOTS	3-06-31-26 3-06-48-07 3-06-68-18 3-07-01-05 3-07-18-07 3-07-18-07 3-07-18-19 3-07-32-31 3-07-32-31 3-07-32-31 3-07-32-31 3-07-32-31 3-07-32-31 3-07-32-31 3-07-32-31 3-08-02-25 3-08-08-01 3-08-08-38 3-08-38-38 3-08-38-38 3-08-38-31 3-08-38-31 3-08-38-31 3-08-38-31 3-08-38-31
17 PIMPEÑNELJ.H. Holland 4-14-08-47 7145 18 PUSS 'N BOOTS	3-08-40-32 3-08-48-07 3-08-50-18 3-08-58-18 3-08-58-18 3-08-58-18 3-07-18-07 3-07-18-07 3-07-18-07 3-07-18-07 3-07-18-07 3-07-52-31 3-07-52-31 3-07-52-31 3-07-52-31 3-07-52-31 3-07-52-31 3-08-08-38 3-08-08-38 3-08-08-38 3-08-08-38 3-08-09-38
18 PUSS 'N BOOTS	3-06-48-07 3-08-50-18 3-08-50-18 3-08-50-18 3-07-90-19-45 3-07-19-45 3-07-48-19 3-07-48-19 3-07-52-31 3-07-55-42 3-07-58-44 3-07-58-42 3-08-00-21 3-08-00-21 3-08-00-83 3-08-00-83 3-08-00-83 3-08-00-83 3-08-00-83 3-08-00-83 3-08-00-83 3-08-10-39 3-08-10-39 3-08-10-39 3-08-10-39 3-08-11-25 3-08-11-25 3-09-10-39 3-09-11-25 3-09-10-39 3-09-11-25 3-09-26-30 3-09-26-30 3-09-26-30 3-09-26-30 3-09-26-30 3-09-26-30 3-09-26-30 3-09-26-30 3-09-26-30 3-09-26-30 3-09-26-30 3-09-26-30 3-09-26-30 3-09-26-30 3-09-26-30 3-09-3-30 3-09-3-30 3-09-3-30 3-09-3-3-30
20 CHANCE W. & J. Rice 4-12-14-17 7293 21 ZEUS II J. R. Dunstan 4-18-32-09 8899 22 BLUE MOVES B.A. Moore 4-12-20-59 7316 23 TINA TWO K.V. Dyur 4-18-56-12 8902 24 AURICIA M. P. Stubbing 4-14-07-38 7238 25 BEUTA IV D.R. Anderson 4-13-30-09 7288 28 SGIAN DUBH R. W. Lean 4-15-09-15 7818 27 VANGUARD R. H. Cawre 4-04-56-43 7918 28 BRUMBY P. & R. Robinson 4-19-20-38 68934 30 AMON-RE D. Smith 4-12-48-24 7355 31 HECATE W.J. Tedmanson 4-14-09-51 7271 32 REVENGE P.H.I. Green 4-13-20-10 7327 33 SPIDER D. Currle 4-12-28-02 7359 34 SECOND LADY G. Scherwinski 4-12-48-23 7369 35 WATHARA II E.J.C. & R.E.C. Stopp 4-12-18-12 7410 36 WIMAWAY A. Barry 4-12-55-58 7375 37 ORANI W.G.P. Read 4-12-14-15 7384 39 DECEPTION J.H. Bleakley 4-06-58-12 7845 39 DECEPTION J.H. Bleakley 4-06-58-12 7845 39 DECEPTION J.H. Bleakley 4-06-58-14 7845 40 BIG SCHOTT A. Poarson 4-03-49-47 8119 41 HUON CHIEF H.D. Calvert 4-10-49-41 7597 42 MARIA M. Preston & D. Kelly 4-12-48-24 7463 43 HERCULES M.H., C.M. & S.P. WIM 4-10-26-15 7628 44 MYSTIC SEVEN N.D. Chidgey 4-12-51-42 7482 45 VIVACIOUS J.A. Brown 4-22-09-08 8077 46 MIKO D. Burltt 4-13-99-19 7225 50 SWEET CAROLINE M.W.D. Phillips 4-03-00-29 8915 47 CAV S.P. amell 4-16-39-19 7225 50 SWEET CAROLINE M.W.D. Phillips 4-03-00-29 8248 51 BINDA L.D. Ritchie 4-14-12-13 7410 52 SAGITTA B. & W. Heileren 4-17-08-37 725 53 SHENANDOAH R. A. White 4-12-19-20 7546 54 SOLANDRA R. W. Heileren 4-17-08-37 7255 55 SHENANDOAH R. A. White 4-12-19-20 7546 54 SOLANDRA R. W. Heileren 4-17-08-37 7255 55 SHENANDOAH R. A. White 4-12-19-20 7546 54 SOLANDRA R. W. Heileren 4-17-08-37 7855 56 SAGLOWANA II D. Millikan 4-13-00-56 7525	3-08-58-18 3-07-01-05 3-07-18-07 3-07-18-07 3-07-19-45 3-07-48-19 3-07-55-42 3-07-55-42 3-07-55-42 3-08-08-38 3-08-28-38 3-08-28-38 3-08-28-38 3-08-28-38 3-08-38-38 3-08-38-38
22 ELUB II. J.R. Dunstan 4-18-32-09 8899 22 BLUE MOVES. B.A. Moore 4-12-20-59 7316 23 TINA TWO K.V. Dyer 4-18-56-12 6902 24 AURIGA. M.P. Subbing 4-14-07-38 .7238 25 BELITA IV. D.R. Anderson 4-13-30-09 .7288 25 SELITA IV. D.R. Anderson 4-13-30-09 .7288 28 SGIAN DUBH. R.W. Lean 4-15-09-15 .7188 28 BRUMBY P. B.R. Robinson 4-19-20-36 6934 29 BILLABONG. P.N. Joubert 4-12-38-41 .7387 31 HECATE. W.J. Tedmanson 4-14-9-35 .7271 31 HECATE. W.J. Tedmanson 4-14-9-35 .7271 32 REVENGE. P.H.I. Green 4-13-20-10 .7327 33 SPIDER. D. Currie 4-12-20-02 .7391 34 SECOND LADV. G. Scherwinski 4-12-48-23 .7393 35 WATHARA II. E.J.C. & R.E.C. Stopp 4-12-18-12 .7410 38 WIMAWAY. & R.E.C. Stopp 4-12-18-12 .7430 39 SMACKWATER JACK P. Whiting 4-06-56-45 .7846 39 DECEPTION J.H. Bleakley 4-06-56-45 .7846 39 DECEPTION J.H. Bleakley 4-06-56-45 .7846 49 BIG SCHOTT. A. Poarson 4-03-40-47 .1841 41 HUON CHIEF. H.D. Calvert 4-10-40-41 .7597 42 MARIA. M. Preston & D. Kelly 4-12-48-24 .7463 43 HERCULES M.H., C.M. & S.P. WIII 4-10-28-15 .7628 44 MYSTIC SEVEN. N.D. Chidgey 4-12-51-42 .7482 45 VIVACIOUS. J.A. Brown 4-22-09-08 .8977 48 JEDAKA. H. Kuhn 4-13-44-42 .7420 50 SWEET CAROLINE M.W.D. Phillips 4-03-00-29 .8248 51 BINDA. I.D. Ritchie 4-14-12-13 .7410 52 SAGITTA B. & W. Helleren 4-17-08-37 .7225 53 SHENANDOAH. R.A. White 4-12-19-20 .7564 54 SOLANDRA. R.W. Becott 4-22-32-59 .6911 57 GARLIC PRAWN	3-07-01-05 3-07-18-07 3-07-19-45 3-07-42-34 3-07-48-19 3-07-52-31 3-07-58-42 3-07-58-44 3-08-00-21 3-08-02-58 3-08-08-38 3-08-08-38 3-08-08-38 3-08-08-38 3-08-09-38 3-08-09-38 3-08-09-38 3-08-09-38 3-08-09-38 3-08-09-38 3-08-09-38 3-08-09-38 3-08-09-38 3-08-09-38 3-08-09-38 3-09-10-39 3-09-11-25 3-09-10-39 3-09-11-25 3-09-26-39 3-09-26-39 3-09-26-29 3-09-26-29
23 TINA TWO K.V. Dyer 4-18-56-12 5902 24 AURIGG M.P. Shubbing 4-14-07-38 728 25 BELITA IV D.R. Anderson 4-13-30-09 .7288 28 SGIAN DUBH R.W. Lean 4-15-99-15 .7188 28 BRUMBY P. & R. Cause 4-04-56-43 .7818 28 BRUMBY P. & R. Robinson 4-19-20-36 .6934 30 AMON-RE D.S. Mith 4-12-38-41 .7384 30 AMON-RE D.S. Mith 4-12-38-41 .7384 30 AMON-RE D.S. Mith 4-12-48-27 .7357 31 HECATE W.J. Tedmanson 4-14-09-51 .7271 32 REVENGE P.H.I. Green 4-13-20-10 .7327 33 SPIDER D. Currie 4-12-20-02 .7391 34 SECOND LADY G. Scherwinski 4-12-48-23 .7369 35 WATHARA II E.J.C. & R.E.C. Stopp 4-12-18-12 .7410 39 WIMAWAY A.B. Barry 4-12-55-56 .7375 70 RANI W.G. P. Read 4-12-14-15 .7433 38 SMACKWATER JACK P. Whiting 4-08-58-12 .7846 39 DECEPTION J.H. Bleakley 4-06-58-12 .7846 39 DECEPTION J.H. Bleakley 4-06-58-12 .7846 40 BIG SCHOTT A. Poerson 40-34-9-47 .8119 41 HUON CHIEF H.D. Calvert 4-10-49-41 .7597 42 MARIA M. Preston 8. D. Kelly 4-12-48-24 .7463 43 HERCULES M.H., C.M. & S.P. Will 4-10-28-15 .7628 44 MYSTIC SEVEN N.D. Chidgey 4-12-51-42 .7482 45 VIVACIOUS J.A. Brown 4-22-09-08 .6877 46 MIKO D. Buritt 4-13-39-34 .691 47 CAV S. Parmeil 4-16-39-19 .7225 50 SWEET CAROLINE M.W.D. Phillips 4-03-00-29 .8248 51 BINDA I.D. Ritchie 4-14-12-13 .7410 52 SAGITTA 8. W. Helleren 4-17-08-37 .7222 53 SHENANDOAH R. W. Helleren 4-17-08-37 .7580 56 LOWANA II D. Millikan 4-13-00-56 .7525	3-07-19-45 3-07-48-19 3-07-48-19 3-07-52-31 3-07-55-42 3-07-58-44 3-08-00-21 3-08-00-21 3-08-00-83 3-08-00-83 3-08-00-45 3-08-01-45 3-08-20-16 3-08-27-10 3-08-27-10 3-08-47-24 3-08-47-24 3-08-11-25 3-09-10-39 3-09-11-25 3-09-11-25 3-09-26-29 3-09-26-29 3-09-26-29 3-09-26-29 3-09-39-39
25 BELITA IV D.R. Anderson 4-13-30-09 7288 28 SGIAN DUBH R. W. Lean 4-15-09-15 7188 27 VANGUARD R.H. Cawme 4-04-56-43 7918 28 BRUMBY P. & R. Robinson 4-19-20-38 8934 28 BILLABONG P.N. Joubert 4-12-38-41 7384 30 AMON-RE D. Smith 4-12-46-27 7357 31 HECATE W.J. Tedmanson 4-14-09-51 7327 32 REVENGE P.H.I. Green 4-13-20-10 7327 33 SPIDER D. Currle 4-12-26-02 7391 34 SECOND LADY G. Scherwinski 4-12-48-23 7369 35 WIMAWAY A. Barry 4-12-56-56 7375 37 GRANI W.G.P. Read 4-12-14-15 7433 36 SMACKWATER JACK P. Whiting 4-06-56-45 7845 39 DECEPTION J.H. Bleakley 4-06-58-12 7845 40 BIG SCHOTT A. Poarson 4-03-49-47 8119 41 HUON CHIEF H.D. Calvert 4-10-49-41 7597 42 MARIA M. Preston & D. Kelly 4-12-46-24 7463 43 HERCULES M.H., C.M. & S.P. WIM 4-10-26-15 7628 44 MYSTIC SEVEN N.D. Chidgey 4-12-51-42 7482 45 VIVACIOUS J.A. Brown 4-22-09-08 8077 46 MIKO D. Burltt 4-13-39-19 7225 46 JEDAKA H. K.Uh 1-34-44-2 24-99 SHOGUN B. Sutton 4-03-26-25 8190 55 SWEET CAROLINE M.W.D. Phillips 4-03-00-29 8248 51 BINDA L.D. Ritchie 4-14-12-13 7410 52 SAGITTA B. & W. Heileren 4-17-08-37 7225 53 SHENANDOAH R. A. White 4-12-19-20 7546 54 SOLANDRA R. W. Heileren 4-17-08-37 7225 54 SHENANDOAH R. A. White 4-12-19-20 7546 54 SOLANDRA R. W. Heileren 4-17-08-37 7225 55 SHENANDOAH R. A. White 4-12-19-20 7546 57 GARLIC PRAWN	3-07-42-34 3-07-48-19 3-07-52-31 3-07-55-42 3-07-55-42 3-08-00-21 3-08-00-38 3-08-06-38 3-08-06-38 3-08-06-38 3-08-06-38 3-08-08-38 3-08-08-38 3-08-08-38 3-08-27-10 3-08-27-10 3-08-27-10 3-08-27-10 3-08-30-30-30-30-30-30-30-30-30-30-30-30-30-
25 BELITA IV D.R. Anderson 4-13-30-09 7288 28 SGIAN DUBH R. W. Lean 4-15-09-15 7188 27 VANGUARD R.H. Cawme 4-04-56-43 7918 28 BRUMBY P. & R. Robinson 4-19-20-38 8934 28 BILLABONG P.N. Joubert 4-12-38-41 7384 30 AMON-RE D. Smith 4-12-46-27 7357 31 HECATE W.J. Tedmanson 4-14-09-51 7327 32 REVENGE P.H.I. Green 4-13-20-10 7327 33 SPIDER D. Currle 4-12-26-02 7391 34 SECOND LADY G. Scherwinski 4-12-48-23 7369 35 WIMAWAY A. Barry 4-12-56-56 7375 37 GRANI W.G.P. Read 4-12-14-15 7433 36 SMACKWATER JACK P. Whiting 4-06-56-45 7845 39 DECEPTION J.H. Bleakley 4-06-58-12 7845 40 BIG SCHOTT A. Poarson 4-03-49-47 8119 41 HUON CHIEF H.D. Calvert 4-10-49-41 7597 42 MARIA M. Preston & D. Kelly 4-12-46-24 7463 43 HERCULES M.H., C.M. & S.P. WIM 4-10-26-15 7628 44 MYSTIC SEVEN N.D. Chidgey 4-12-51-42 7482 45 VIVACIOUS J.A. Brown 4-22-09-08 8077 46 MIKO D. Burltt 4-13-39-19 7225 46 JEDAKA H. K.Uh 1-34-44-2 24-99 SHOGUN B. Sutton 4-03-26-25 8190 55 SWEET CAROLINE M.W.D. Phillips 4-03-00-29 8248 51 BINDA L.D. Ritchie 4-14-12-13 7410 52 SAGITTA B. & W. Heileren 4-17-08-37 7225 53 SHENANDOAH R. A. White 4-12-19-20 7546 54 SOLANDRA R. W. Heileren 4-17-08-37 7225 54 SHENANDOAH R. A. White 4-12-19-20 7546 54 SOLANDRA R. W. Heileren 4-17-08-37 7225 55 SHENANDOAH R. A. White 4-12-19-20 7546 57 GARLIC PRAWN	3-07-52-31 3-07-58-42 3-07-58-44 3-08-00-21 3-08-00-38 3-08-08-38 3-08-08-38 3-08-08-38 3-08-08-38 3-08-27-10 3-08-27-10 3-08-27-10 3-08-47-24 3-09-09-26 3-09-10-39 3-09-11-25 3-09-10-39 3-09-11-25 3-09-26-30 3-09-26-30
27 VANGUARD R.H. Cawee 4-04-56-43 .7918 28 BRUMBY P. & R. Robinson 4-19-20-38 .6934 29 BILLABONG P. N. Joubert 4-12-38-41 .7384 30 AMON-RE D. Smith 4-12-48-27 .7357 31 HECATE W.J. Tedmanson 4-14-09-51 .7271 32 REVENGE P.H.I. Green 4-13-20-10 .7327 33 SPIDER D. Currie 4-12-26-02 .7327 34 SECOND LADY G. Scherwinski 4-12-48-23 .7369 35 WATHARA II E.J.C. & R.E.C. Stopp 4-12-18-12 .7410 36 WIMAWAY A. Barry 4-12-56-58 .7375 37 ORANI W.G.P. Reed 4-12-14-15 .7433 38 SMACKWATER JACK P. Whiting 4-06-56-45 .7845 40 BIG SCHOTT A. Pearson 4-03-49-47 .8119 41 HUON CHIEF H.D. Calvert 4-10-49-41 .7597 42 MARIA M. Preston 8. D. Kelly 4-12-46-24 .7463 43 HERCULES M.H., C.M. & S.P. WIII 4-10-26-15 .7628 44 MYSTIC SEVEN N.D. Chidgey 4-12-51-42 .7482 45 VIVACIOUS J.A. Brown 4-22-09-08 .6877 46 MIKO D. Buritt 4-21-39-34 .9815 47 CAV S. Parmell 4-16-39-19 .7225 48 JEDAKA H. Kurh 4-13-44-42 .7420 49 SHOQUN B. Sutton 4-03-26-25 .8190 51 BINDA I.D. Ritchie 4-14-12-13 .7410 52 SAGITTA 8. W. Heieren 4-17-08-37 .7222 53 SHENANDOAH R. W. Heieren 4-17-09-37 .7222 53 SHENANDOAH R. W. Heieren 4-17-09-57 .7222 53 SHENANDOAH R. W. Heieren 4-17-08-57 .7222 53 SHENANDOAH R. W. Heieren 4-17-08-37 .7222 53 SHENANDOAH R. W. Heieren 4-17-08-57 .7222 53 SHENANDOAH R. W. Heieren 4-17-08-57 .7222 54 SHENANDOAH R. M. Hundle 4-10-48-07 .7880 55 GARLIC PRAWN	3-07-55-42 3-07-58-44 3-08-00-21 3-08-00-21 3-08-00-01 3-08-08-38 3-08-10-45 3-08-15-09 3-08-20-16 3-08-45-16 3-08-47-24 3-08-47-24 3-09-09-26 3-09-10-38 3-09-11-25 3-09-11-25 3-09-15-11 3-09-25-21-41 3-09-25-30 3-09-25-50 3-09-25-29 3-09-39-39
28 BRUMBY — P. & R. Robinson 4-19-20-38 6834 29 BILLABONG — P.N. Joubert 4-12-38-41 7384 30 AMON-RE — D. Smith 4-12-48-27 7357 31 HECATE — W.J. Tedmanson 4-14-9-51 7271 32 REVENGE — P.H.I. Green 4-13-20-10 7327 33 SPIDER — D. Currle 4-12-20-02 7391 34 SECOND LADV. G. Scherwinski 4-12-48-23 73989 35 WATHARA II — E.J.C. & R.E.C. Stopp 4-12-18-12 7410 38 WIMAWAY — A. Barry 4-12-55-58 73 ORANI — W.G.P. Read 4-12-14-15 7433 39 SMACKWATER JACK P. Whiting 4-06-56-45 7846 39 DECEPTION — J.H. Bleakley 4-06-56-42 7846 39 DECEPTION — J.H. Bleakley 4-06-56-42 7846 39 DECEPTION — J.H. Bleakley 4-06-56-42 7846 40 BIG SCHOTT — A. Pearson 4-03-40-47 814 41 HUON CHIEF — H.D. Calvert 4-10-40-41 7597 42 MARIA — M. Preston & D. Kelly 4-12-46-24 7463 43 HERCULES — M.H., C.M. & S.P. WIII 4-10-26-15 7628 44 MYSTIC SEVEN — N.D. Chidgey 4-12-51-42 7482 45 VIVACIOUS — J.A. Brown 4-22-09-08 6877 46 MIKO — D. Burltt 4-12-39-34 691 47 CAV. — S. Parmeil 4-16-39-19 7225 48 JEDAKA — H. Kuhn 4-13-44-42 7420 49 SHOGUN — B. Surton 4-03-26-25 8190 50 SWEET CAROLINE — M.W.D. Phillips 4-03-00-29 8248 51 BINDA — I.D. Rifichie 4-14-12-13 7410 52 SAGITTA — B. & W. Helleren 4-17-08-37 72-25 33 SHENANDOAH — R.A. White 4-12-19-20 7546 54 SOLANDRA — R.W. Escotl 4-22-32-59 6911 57 GARLIC PRAWN	3-07-58-44 3-08-00-21 3-08-00-258 3-08-06-01 3-08-06-38 3-08-08-38 3-08-10-45 3-08-20-16 3-08-27-10 3-08-27-10 3-08-47-24 3-08-47-24 3-09-40-30 3-09-10-39 3-09-11-25 3-09-10-39 3-09-11-25 3-09-26-30 3-09-26-30 3-09-26-30
30 AMON-RE D. Smith 4-12-48-27 7357 31 HECATE	3-08-02-58 3-08-06-01 3-08-06-38 3-08-06-38 3-08-10-45 3-08-15-09 3-08-20-16 3-08-27-10 3-08-48-16 3-08-47-24 3-09-09-26 3-09-10-39 3-09-11-25 3-09-15-11 3-09-21-41 3-09-22-41 3-09-25-50 3-09-25-50 3-09-38-31 3-09-39-39
31 HECATE W.J. Tedmanson 4-14-09-51 . 7271 22 REVENGE P.H.I. Green 4-13-20-10 . 7327 33 SPIDER D. Currie 4-12-28-02 . 7391 34 SECOND LADV. G. Scherwinski 4-12-48-23 . 7369 35 WATHARA II E.J.C. & R.E.C. Stopp 4-12-18-12 . 7410 36 WIMAWAY A. Barry 4-12-55-58 . 7375 37 ORANI W.G.P. Read 4-12-14-15 . 7433 38 SMACKWATER JACK P. Whiting 4-06-56-12 . 7846 40 BIG SCHOTT A. Pearson 4-03-40-47 . 3119 41 HUON CHIEF H.D. Calvert 4-10-40-41 . 7846 43 HERCULES M.H.D. Calvert 4-10-40-41 . 7846 44 MYSTIC SEVEN N.D. Chidgey 4-12-51-42 . 7462 45 VIVACIOUS J.A. Brown 4-22-09-08 . 8915 47 CAV S. Parmeil 4-16-39-19 . 7222 48 SHOGUN B. Sutton 4-03-26-25 . 8190 50 SWEET CAROLINE M.W.D. Phillips 4-03-00-29 . 8248 51 BINDA I.D. Ritchie 4-14-12-13 . 7410 52 SAGITTA B. & W. Heileren 4-17-08-37 . 7222 53 SHENANDOAH R.A. White 4-12-19-20 . 7546 54 SIVACIORA R.A. White 4-12-19-20 . 7546 54 SIVACIORA R.A. White 4-12-19-20 . 7546 54 SUANDOAH R.A. White 4-12-19-20 . 7546 54 SUANDOAH R.A. White 4-12-19-20 . 7546 55 GARLIC PRAWN	3-08-06-01 3-08-06-38 3-08-06-38 3-08-10-45 3-08-10-45 3-08-20-16 3-08-27-10 3-08-46-18 3-08-47-24 3-09-09-26 3-09-10-39 3-09-11-25 3-09-11-25 3-09-11-25 3-09-11-25 3-09-26-30 3-09-26-30 3-09-26-30 3-09-26-30 3-09-26-30 3-09-26-30 3-09-26-30 3-09-26-30 3-09-26-30 3-09-26-30 3-09-26-30 3-09-38-31 3-09-39-39
32 REVENGE P.H.I. Green 4-13-20-10 7327 33 SPIDER D. Currie 4-12-26-02 7391 34 SECOND LADY G. Scherwinski 4-12-48-23 .7369 35 WATHARA II E.J.C. & H.E.C. Stopp 4-12-18-12 .7410 36 WIMAWAY A. Barry 4-12-55-58 .7375 70 RANI W.G.P. Read 4-12-14-15 .7433 39 SMACKWATER JACK P. Whiting 4-06-56-45 .7845 39 DECEPTION J.H. Blealdey 4-06-58-12 .7845 40 BIG SCHOTT A. Pearson 4-03-49-47 .8119 41 HUON CHIEF H.D. Calvert 4-10-49-41 .7597 42 MARIA M. Preston & D. Kelly 4-12-62-4 .7463 43 HERCULES M.H., C.M. & S.P. WIII 4-10-26-15 .7628 44 MYSTIC SEVEN N.D. Chidgey 4-12-51-42 .7482 45 VIVACIOUS J.A. Brown 4-22-09-08 .8877 46 MIKO D. Burlitt 4-13-99-4 .9915 47 CAV S.Parmell 4-16-39-19 .7225 48 JEDAKA H. Kuhn 4-13-44-42 .749 49 SHOGUN B. Sutton 4-03-26-25 .8190 50 SWEET CAROLINE M.W.D. Phillips 4-03-00-29 .8248 51 BINDA L.D. Ritchie 4-14-12-13 .7410 52 SAGITTA B. & W. Heileren 4-17-08-37 .7222 53 SHENANDOAH R.A. White 4-12-19-20 .7546 54 SOLANDRA R.W. Escott 4-22-32-59 .8911 55 THE STING A.M. Rundle 4-10-48-07 .7880 56 LOWANA II D. Millikan 4-13-00-56 .7525	3-08-09-38 3-08-10-45 3-08-15-09 3-08-20-16 3-08-27-10 3-08-48-16 3-08-47-24 3-09-03-06 3-09-09-26 3-09-10-39 3-09-11-25 3-09-13-57 3-09-15-51 3-09-21-41 3-09-22-36 3-09-25-50 3-09-26-29 3-09-39-39
34 SECOND LADV. G. Scherwinski 4-12-48-23 .7369 35 WATHARA II E.J.C. & R.E.C. Stopp 4-12-18-12 .7410 38 WIMAWAY	3-08-10-45 3-08-15-09 3-08-20-16 3-08-27-10 3-08-46-16 3-09-3-06 3-09-09-26 3-09-10-39 3-09-11-25 3-09-13-57 3-09-15-11 3-09-22-38 3-09-25-50 3-09-26-29 3-09-38-31 3-09-39-39
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39 WIMAWAY A. Barry 4-12-55-58 7375 37 ORANI W.G. P. Read 4-12-14-15 7343 38 SMACKWATER JACK P. Whiting 4-06-56-45 7845 39 DECEPTION J.H. Bleakley 4-06-58-12 7845 39 DECEPTION J.H. Bleakley 4-06-58-12 7845 40 BIG SCHOTT A. Pearson 4-03-49-47 8119 41 HUON CHIEF H.D. Calvert 4-10-49-41 7597 42 MARIA M. Preston & D. Kelly 4-12-46-24 7463 43 HERCULES M.H. C.M. & S.P. WIII 4-10-26-15 7628 44 MYSTIC SEVEN N.D. Chidgey 4-12-51-42 7482 45 VIVACIOUS J.A. Brown 4-22-09-08 86915 47 CAV S. Parmell 4-16-39-19 7245 48 JIEDAKA H. Kuhn 4-13-44-42 7420 49 SHOQUN B. Sutton 4-03-26-25 8190 50 SWEET CAROLINE M.W.D. Phillips 4-03-00-29 8248 51 BINDA I.D. Ritchie 4-14-12-13 7410 52 SAGITTA B. & W. Helleren 4-17-08-37 7252 53 SHENANDOAH R. W. Helleren 4-17-08-37 7545 54 SOLANDRA R. W. Escott 4-22-32-59 6911 55 THE STING A.M. Rundle 4-10-48-07 7580 56 LOWANA II D. Millikan 4-13-00-56 7525	3-08-20-16 3-08-27-10 3-08-46-16 3-08-47-24 3-09-03-06 3-09-03-06 3-09-03-26 3-09-11-25 3-09-13-57 3-09-15-11 3-09-22-36 3-09-25-50 3-09-26-29 3-09-38-31 3-09-39-39
37 ORANI W.G.P. Read 4-12-14-15 7433 38 SMACKWATER JACK P. Whitting 4-06-56-45 7845 39 DECEPTION J.H. Bleakley 4-06-58-12 7846 40 BIG SCHOTT A. Paarson 4-03-49-47 8119 41 HUON CHIEF H.D. Calvert 4-10-49-41 7597 42 MARIA M. Preston & D. Kelly 4-12-46-24 7463 43 HERCULES M.H., C.M. & S.P. Will 4-10-26-15 7628 44 MYSTIC SEVEN M.D. Childgey 4-12-51-42 7482 45 VIVACIOUS J.A. Brown 4-22-09-08 8915 47 CAV S. Parnell 4-16-39-19 7225 48 JEDAKA H. Kuhn 4-13-44-42 7420 49 SHOGUN B. SUTton 4-03-26-25 8190 50 SWEET CAROLINE 51 BINDA L.D. Richile 4-14-12-13 7410 52 SAGITTA B. & W. Helieren 4-17-08-37 7222 53 SHENANDOAH R.A. White 4-12-19-0 7546 54 SOLANDRA R.W. Escott 4-22-32-59 815 55 THE STING A.M. Rundle 4-10-48-07 7680 56 LOWANA II D. Millikan 4-13-00-56 7525	3-08-27-10 3-08-46-16 3-08-47-24 3-09-03-06 3-09-10-39 3-09-11-25 3-09-13-57 3-09-13-57 3-09-21-41 3-09-23-36 3-09-25-50 3-09-25-50 3-09-28-39
39 DECEPTION J.H. Bleakley 4-06-58-12 7845 40 BIG SCHOTT A. Pearson 4-03-40-47 8149 41 HUON CHIEF H.H.D. Calvert 4-10-40-41 7597 42 MARIA M. Preston & D. Kelly 4-12-46-24 7463 43 HERCULES M.H., C.M. & S.P. Will 4-10-26-15 7626 44 MYSTIC SEVEN N.D. Chidgey 4-12-51-42 7482 45 VIVACIOUS J.A. Brown 4-22-09-08 6877 46 MIKO D. Burlitt 4-21-39-34 6917 46 MIKO D. Burlitt 4-21-39-34 6916 47 CAV S. Parmell 4-16-39-19 7225 48 JEDAKA H. Kuhn 4-13-44-42 7420 50 SWEET CAROLINE M.W.D. Phillips 4-03-00-29 8248 51 BINDA I.D. Ritchie 4-14-12-13 7410 52 SAGITTA B. & W. Helleren 4-17-08-37 72-25 53 SHENANDOAH R.A. White 4-12-19-20 7546 54 SOLANDRA R.W. Escott 4-22-32-59 6911 55 THE STING A.M. Rundle 4-10-48-07 7680 56 LOWANA II D. Millikan 4-13-00-56 7525 75 GARLIC PRAWN	3-08-47-24 3-09-03-06 3-09-10-39 3-09-11-25 3-09-13-57 3-09-15-11 3-09-21-41 3-09-22-36 3-09-25-50 3-09-38-31 3-09-38-31
40 BIG SCHOTT. A. Pearson 4-03-49-7 8119 41 HUON CHIEF. H. I.D. Calvert 4-10-49-41 7597 42 MARIA M. Preston & D. Kelly 4-12-48-24 7-463 43 HERCULES M.H., C.M. & S.P. Will 4-10-26-15 76-26 44 MYSTIC SEVEN. N.D. Chidgey 4-12-51-42 7-462 45 VIVACIOUS. J.A. Brown 4-22-09-08 89-15 47 CAV. J. Brown 4-22-09-09 89-15 47 CAV. S. Parmeil 4-16-39-19 7-22-6 48 JEDAKA. H. Kuhn 4-13-44-42 7-42-0 49 SHOGUN. B. Sutton 4-03-26-25 8190 50 SWEET CAROLLINE M.W.D. Phillips 4-03-00-29 82-48 51 BINDA. I.D. Ritchie 4-14-12-13 7-410 52 SAGITTA. B. & W. Helleren 4-17-08-37 7-222 53 SHENANDOAH. R.A. White 4-12-19-20 75-46 54 SOLANDRA. R.W. Escott 4-22-32-59 91 55 THE STING. A.M. Rundle 4-10-48-07 7-880 56 LOWANA II. D. Millikan 4-13-00-56 7525 75 GARLIC PRAWN	3-09-03-06 3-09-02-6 3-09-10-39 3-09-11-25 3-09-13-57 3-09-15-11 3-09-21-41 3-09-23-36 3-09-26-29 3-09-38-31 3-09-39-39
42 MARIA M. Preston & D. Kelly 4-12-46-24 .7463 43 HERCULES M.H., C.M. & S.P. Will 4-10-26-15 .7628 44 MYSTIC SEVEN. M.D. Chidgey 4-12-51-42 .7482 45 VIVACIOUS J.A. Brown 4-22-09-08 8915 45 VIVACIOUS J.A. Brown 4-22-09-09 8915 47 CAV S. Parnell 4-16-39-19 .7225 48 JEDAKA H. Kuhn 4-13-44-42 .7420 49 SHOGUN B. Sutton 4-03-26-25 8190 50 SWEET CAROLINE 51 BINDA I.D. Ritchie 4-14-12-13 .7410 52 SAGITTA B. & W. Heileren 4-17-08-37 .7222 53 SHENANDOAH R.A. White 4-12-19-20 .7546 45 SOLANDRA R.W. Escott 4-22-32 59 8195 55 THE STING A.M. Rundle 4-10-48-07 .7680 56 LOWANA II D. Millikan 4-13-00-56 .7525 75 GARLIC PRAWN	3-09-10-39 3-09-11-25 3-09-13-57 3-09-15-11 3-09-21-41 3-09-23-38 3-09-25-50 3-09-26-29 3-09-38-31 3-09-39-39
43 HERCULES M.H., C.M. & S.P. WIN 4-10-26-15 7628 44 MYSTIC SEVENN.D. Chidgey 4-12-51-42 7482 45 VIVACIOUS	3-09-11-25 3-09-13-57 3-09-15-11 3-09-21-41 3-09-23-38 3-09-25-50 3-09-26-29 3-09-38-31 3-09-39-39
44 MYSTIC SEVEN. N.D. Chiogey 4-12-51-42 7482 45 VIVACIOUS. J.A. Brown 4-22-09-08 8915 47 CAV. S. Parmeil 4-16-39-19 7225 48 JEDAKA. H. Kuhn 4-13-44-42 73-40 49 SHOGUN. B. Sutton 4-03-26-25 8190 50 SWEET CAROLLINE M.W.D. Phillips 4-03-00-29 8248 51 BINDA. I.D. Ritchie 4-14-12-13 7-410 52 SAGITTA. B. & W. Helleren 4-17-08-37 7222 53 SHENANDOAH. R.A. White 4-12-19-20 7546 54 SOLANDRA. R.W. Escott 4-22-32 59 915 55 THE STING. A.M. Rundle 4-10-48-07 7680 56 LOWANA II. D. Millikan 4-13-00-56 7525 75 GARLIC PRAWN	3-09-13-57 3-09-15-11 3-09-21-41 3-09-23-36 3-09-25-50 3-09-26-29 3-09-38-31 3-09-39-39
45 VIVACIOUS. J.A. Brown 4-22-09-08 8877 46 MIKO. D. Burlitt 4-21-39-34 8915 47 CAV. S. Parmell 4-16-39-19 7225 48 JEDAKA. H. Kuhn 4-13-44-42 7420 49 SHOQUN. B. Sutton 4-03-26-25 8190 50 SWEET CAROLINE M.W.D. Phillips 4-03-00-29 8248 51 BINDA. D. Ritchie 4-14-12-13 7410 52 SAGITTA. B. & W. Helieren 4-17-08-37 7222 53 SHENANDOAH R.A. White 4-12-19-20 7546 54 SOLANDRA. R.W. Escott 4-22-32 59 915 55 THE STING. A.M. Rundle 4-10-48-07 7680 56 LOWANA II. D. Millikan 4-13-00-56 7525	3-09-15-11 3-09-21-41 3-09-23-36 3-09-25-50 3-09-26-29 3-09-38-31 3-09-39-39
48 MIKO	3-09-21-41 3-09-23-36 3-09-25-50 3-09-26-29 3-09-38-31 3-09-39-39
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55 THE STINGA.M. Rundle 4-10-48-07 .7680 58 LOWANA IID. Millikan 4-13-00-58 .7525 57 GARLIC PRAWN	3-09-44-23
57 GARLIC PRAWN	3-10-01-26
	3-10-02-04
P.E. Glynn & R.W. Steel 4-15-37-22 .7353	3-10-04-34
58 IMPETUOUS	0.40.44.00
	3-10-11-00 3-10-14-14
60 CALLALAR.K. Birtles 4-12-45-38 .7579	3-10-25-46
61 PRYORITY J. Pryor 4-10-23-57 .7763 82 MARIONETTEC.A.F. Dunning 4-00-32-37 .8580	3-10-35-51 3-10-50-03
83 WHITE POINTER K. Le Compte 4-10-50-45 .7763	3-10-56-39
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67 RAGAMUFFIN S. Fischer 4-01-46-12 .8503	3-11-08-01
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70 MERCEDES V H. Janes 4-05-57-28 .8181	3-11-24-41
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3 NIRIMBA Royal Australian Navy 4-19-12-35 .7247	3-11-29-32
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77 014MOND CUTTER A. Sweeney 4-12-02-02 .7742	3-11-38-23
78 L. Vidor 4-10-22-55 .7670 79 V. M. V	3-11-43-43
10 Kcamanu B.A. Millar 4-11-22-17 .7799	3-11-43-43 3-11-44-20
PACKUTE II D. MacWilliam 4-03-49-05 8392	3-11-48-02 3-11-47-58
OUIICKSD DER P.D. Lamont 4-11-45-34 7777	3-11-48-16
W.A. Schifferti 4-17-37-46 .7380	3-11-51-30
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(. Sa capallo & T. Tomloka 4-05-13-09 .8291	3-11-55-14
8 NATURDI J. Gould 4-03-45-05 .8425	3-12-02-25
8 S. H. 1935	3-12-13-43
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91 FARRAWA 9 Amphell 4 9 32 .7860	3-12-24-05
92 CHICK CHACK 7781	3-12-41-04 3-12-43-25
91 FARRAW	3-12-43-25 3-12-46-29
95 INVINCIBLE	3-12-47-08
96 DAMEL	3-12-51-34
98 BORN FREE J.H. & C.D. Howell 4-11 11 6 .78	3-12-55-12 3-12-57-29
99 SUPERSTAR	-13-02-10
100 BLIZZARD E. Juer 4-00, 2 2 .88 1 101 RIVAL T. Seccombe 4-23-0 7155	13-08-36 3-11-02
102 NEW MORNINGT. Hewison 4-11-5	14-47
103 CONDOR OF BERMUDA R. Bell 3-08-02 10-667 104 SISKA	3 10 10 10
105 POLARISL.H. Savage 4-11-23-76	3-1-1-2-1
106 TARQUINJ.A. Stanford 4-22-44-42	3-13-5
Whispers Syndicate 4-11-31-57 .7998	1,100-16
108 GOONDOOLOO P. & B. Toung 4-18-32-10 ./510	THE RESIDENCE OF THE PERSON NAMED IN
109 RIMFIRE E.W. Wall-Smith 4-07-09-06 .8363 110 NATELLE II	3-14-18-1
111 MELTEMI	
112 MANUKAI I W.R. Ramy 4-18-53-08 7566	3-14-53-51 3-14-55-20
113 HELSAL II A. Fisher 3-09-56-16 1-0643	3-15-12-22
114 UTIEKAH IVG. Hennicke 4-17-20-46 .7698	3-15-15-13 3-15-34-00
116 SATIN SHEETS M. O'Leary 4-11-22-43 .6156	3-15-34-40
117 MIRRABOOKA J. Bennetto 4-11-31-27 .6147	3-15-35-59 3-15-39-45
118 APOLLO W. Rooklyn 3-22-15-03 .9301	3-15-39-45 3-15-43-05
120 OBSESSION	
	3-18-09-55
121 DYNAMITE	3-18-12-58 3-18-18-49
122 ADRIAA. Harry 4-12-23-57 .6144 123 BREAKAWAYK. McDonald 4-11-41-00 .8218	3-16-29-38
124 SCORPION R.W. Clemens 4-10-28-23 .6319 125 SEQUOIAH II J.M. Clark 4-12-16-33 .8197	3-16-34-29
126 JEMIMA K.L. Bell 4-10-14-04 .8434	3-17-35-53

RACE ST	ATIS	TI	C S	
127 ROGIS TOO	ilis 4-10-11-23 od 3-22-02-34 for 4-13-00-10 ice 4-13-01-54 lok 4-10-12-49 ett 4-06-51-15 iox 4-13-13-54	.8520 .9629 .8333 .8346 .8613 .8952 .8437	3-18-28-25 3-18-33-13 3-18-49-55 3-18-59-52 3-19-28-54 3-20-05-07 3-20-09-31	
J.M. & A.R. Coop 136 GAULOIS 3	ue 4-00-48-52 vis 4-03-01-45 pel 4-11-27-34 pic 3-21-55-23 ard 4-10-11-21	.9594 .9395 .8870 1.0496 .9503	4-02-34-53 4-04-54-41	
J.P. Callow & M.J. Dunha 142 IMOGENE L.L. & D.I. Hask				
FASTEST TIME: BUMBLEBEE 4 MAXI DIVISION: BUMBLEBEE 4 DIVISION A: BIG SCHOTT DIVISION B: RELENTLESS DIVISION C: ZILVERGEEST III DIVISION C: ZILVERGEEST III DIVISION D: SCREW LOOSE RETIRED: HI-JACQUE, MOONS REGARDLESS, SALAMANDER II 1979 WEATHER: First spinnaker a feat passage to the Heads before Heads, all yachts were close haule for two hours. Late on the first afte fleet gusting to 35 knots. It eased patch the breeze filled in from the I Bass Strait before a 30 knot breeze light running before a 10 knot breeze light running before a 10 knot breeze	HADOW, ON . start since 196 a 12 knot so d and the bree . rnoon a line st during the nig nor east to give . Dawn on the	7 to give u'easter. ze backe quall pas ht. After e a quici third da	a all yachts a Outside the ed to the esat used over the a brief calm k skid across y saw yachts	
down the Tasmanian coast prevent but a freshening sea breeze bro	ed the big boat	ts taking	top honours,	
dominate the major placings. 1980				
PI Yacht	Elapsed Time	TCF	Corrected Time	
1 NEW ZEALAND NZ Round the World Committee	e 2-18-45-41		2-21-13-29	
2 GRETEL B. Lew 3 CHALLENGE L. Abrahan	ns 3-10-31-21	.8434	2-21-28-23 2-21-35-58	
4 EVELYNJ. Casak 5 NEFERTITIF.B. Rys	an 3-05-09-21	.9294	2-23-42-29	
6 HELSAL IIA. Fishe 7 MARGARET RINTOUL II			3-00-42-38	
8 POLICE CARJ.G. Hard 9 INCH BY WINCH	ds 3-15-18-46 dy 3-16-58-47	.8199	3-00-57-18	
D.J. O'Neill & Partne	rs 3-15-20-25 or 3-15-21-03	.8399 .8486	3-01-21-25 3-02-07-33	
11 APOLLO IIA.J. Bech 12 ANACONDA IIJ. Grub	er 3-16-36-28	.8401	3-02-26-21 3-02-44-56	
13 PATRICE III	by 3-17-38-48	.8350	3-02-51-17 3-03-01-40	
15 ONCE MORE DEAR FRIENDS	ts 3-20-55-25	.8105	3-03-18-52	
16 MATIKA IIL. Gree 17 MARY MUFFIN G.A. Bk	ok 3-17-08-36		3-03-37-17 3-03-48-50	
18 ADRENALINB.C. Rys 19 WHEELBARROWI.C. Tringha	m 4-15-13-36	.6898	3-04-43-25 3-04-43-28	
20 BIG SCHOTTA. Pearso 21 PHOENIXE. Vide	or 4-03-23-20	.7774	3-04-45-45 3-05-15-53	
22 PICCOLO J. Pickk 23 SCREW LOOSER.J. Cummir	s 4-03-09-29	.7793	3-05-18-25 3-05-18-15	
24 MERCEDES IV D.L. & M.E. Braha			3-05-23-34	
25 DIAMOND CUTTER A.J. Sweens 26 HERCULES M.H., C.M. & S.P. W	ill 4-06-07-34	.7597	3-05-30-30 3-05-35-06	
27 PRYORITYJ. Prys 28 ZEUSS IIJ.R. Dunste	or 4-05-50-24 in 4-17-17-58	.6868	3-05-59-57 3-06-01-03	
29 IMPETUOUS J. Lambert & J. Cris 30 KESTRELR.H. Floor	p 3-23-35-35	.8162 .7626	3-06-01-22 3-06-12-03 3-08-18-54	
31 SAGACIOUS	y 3-23-43-41	.8181	3-08-18-54 3-06-20-09	
33 BILLABONG P.N. Joube 34 STAR WARDS B. Butto	rt 4-11-33-47	.7300	3-08-31-15 3-07-18-16	1
35 HOT PROSPECT E.O. Grendo 36 GHOST TOO	on 4-06-22-17		3-07-28-15	
K. Roxburgh, C. Graham & W. Hoar 37 MERCEDES V	re 4-13-46-34 is 4-03-20-20	.7277 .8073	3-07-53-02 3-08-11-46	-
36 WHITE POINTERK. Le Compi 39 BREADFRUIT	te 4-08-48-01	.7659	3-08-15-59 3-08-40-23	-
40 MELTEMIJ. Bell & B.C. Psalt 41 BACARDIJ. Gou	is 4-04-48-34	.8010	3-06-44-54	-
42 LOWANA II D. Milliks	n 4-12-40-34	.7462	3-09-05-41	
43 VIVACIOUS J.A. Brow 44 WIMAWAY	ry 4-15-13-28	.7331	3-08-14-34	
45 LOLLIPOPI.T. Milli 46 REVENGEP.H. Gree 47 ONYA OF GOSFORD P. Rysdy	n 4-15-40-28	.7312	3-09-39-22	
HOTSHOT L.L., B.A. & G.L. Presco				
BATTLESTAR H. Jane	s 4-01-25-07	.8443	3-10-15-01	
50 BALLELIN P. & R. Robinson S. B. H. LESS C. R. B. Kellen P. H. S. L.	h 4-08-48-00	.7931	3-11-07-00	
King & G. Warne	er 4-11-20-37 ill 4-13-49-42	.7763 .7697	3-11-19-51 3-11-26-11	
54 (110 ID R.B. Kei	ly 5-01-32-09	.6873	3-11-31-53 3-11-37-08	
55 (A. I.) FE	in 4-01-45-52	.8563	3-11-42-56	
58 BORBAL NO BURNEY Hughe	8 4-04-45-12	.6310	3-11-42-33	
59 CHI Ol Bourk	e 5-00-08-20	.6967	3-11-58-15	
62 MARIA M Treaton & D. Cel	4 17 W 16	.7431	3-12-18-28 3-12-26-36	
63 PIMPERNEL H. Hollan 64 ROGIS TOO Brow 65 MYSTIC SEVEN BY STORY 66 THYLACINE HOLLAND	n 4-05-411 11 y 4-17-50-4		3-12-35-27 3-12-44-46	
66 THYLACINE	50-41	THE	12-47-21	
or DANOING DIDTM.M.	No. of Lot	.84	-05-28	

The Care		
The Walter		
68 MORANDOD C. McMitan 4-23-25-26 69 QUO VADIS 8	.7145	3-13-19-42
69 QUO VADIS 8	.8520	
70 GIANT W. Saunders & G. Hatfield 4-21-04-09	.7312	
71 PIPE DREAM D.W. Bondoviie 4-05-40-25		3-13-45-05
		3-13-55-11
7.5 WAGGENS II		3-14-01-37
74 RAGER I		3-14-06-53
75 PLABA IV B. Gambacorti 5-03-33-22	7000	3-14-29-21
76 PAWPAWF. Snape 4-21-59-59	7341	3-14-37-24
77 SECOND LADY G. Scherwinski 4-22-23-54	.7353	3-15-03-29
78 WILLI WILLIJ. Goddard 4-01-30-07	.8936	3-15-07-39
79 MARIA VAN DIEMEN	-	1
O.B. Bowman 5-03-49-21	7046	
	7553	3-15-16-38
81 GENGHIS KHANR. Huntley 4-04-34-84	8703	3-15-31-26
82 MINAMI L Helton 4-23-31-17	7335	3-15-40-08
83 ANACONDA C.F. Thompson 4-08-35-48	8401	3-15-53-00
84 HUON QUESTH.D. Calvert 4-08-37-13	8417	3-16-03-31
85 WOFTAM IVB. Jamison 4-19-52-59	7670	3 16 52-56
86 CALLALA D. Venville 4-23-26-05	.7466	3-17-10-11
87 LONGNOSE P. Stransky 4-03-13-58	.9308	3-20-21-57
88 GIDGEE R.T. Forster 4-15-13-55	.8375	3-21-09-24
89 ANITRA MAY R.E. Walters 4-04-19-32	.9410	3-22-24-22
90 QUEST R. Cruickshank 5-02-35-40	.7864	4-00-24-29
91 DESTINYT.A. Taylor 4-23-30-24	.8228	4-02-19-48
92 BIG 'A' C.E. Arcus 4-21-16-04	.8408	4-02-35-55
93 BON TEMPSP. Graves 6-00-29-00	.7510	4-12-30-25
FASTEST TIME: NEW ZEALAND 2-18-45-41		
DIVISION A: NEW ZEALAND		
DIVISION B: POLICE CAR		
DIVISION C: MATIKA II		
DIVISION D: WHEELBARROW		
RETIRED: GUN, MIRRABOOKA, NOELANI, PUSS FIRE, SALAMANDER II, SHENANDOAH, SY TUCANA.	VEET (OTS, RIME- CAROLINE,
1980 WEATHER: The start was in light easterli throughout the first afternoon. The influence of sp. Sydney Heads was the worst for years. Easterlies first night but slowly freshened the second day to 11 fast reach down the NSW coast in overcast condition backed to the NE and freshened to 25 knots during give a fast slide across Bass Strait. Down the Tash third day the wind stayed northeast at 20 knots appeared imminent for the leaders. The wind (and fadded on the third night with light and variable winds	stayed 5-18 km ons. The the sec nanian of and a hopes f with he	craft outside light all the ots to give a wind slowly cond night to coast on the new record or a record) avy rain. On
the morning of the fourth day the wind slowly freshe to 20-30 knots which pushed the leaders home. faded and left the smaller boats in light and varial the Tasmanian coast and across Storm Bay and	The bri	seze slowly litions down
1081		

		Yacht		Elapsed Time	TCF	Corrected Time
-	1	ZEUS II	J.R. Dunetan !	5-13-48-41	.6883	3-19-25-59
1	2	SOLANDRA	R.W. Escott !	5-13-48-48	.6913	3-20-30-17
1	3	SCALLYWAG MORNING MI	SSR.J. Winton !	5-19-13-53	.8766	3-22-12-14
	. 5	BEACH INSP	I.G. & C.A. Purcell! ECTOR	5-14-54-38	.7016	3-22-39-11
-		G. Je	ones & R. Hudson !	5-11-57-48	.7202	3-23-02-23
		SHENANDOA	H J.R. Charody !	5-19-06-49	.6833	3-23-03-17
1			A. & G.L. Prescott 8		.6926	3-23-22-02
1	8	SALTPETA	P. Hinton 5	5-18-54-56	.6873	3-23-28-35
1			A.G. Taylor !		.6939	
1	10	SCHECHWA	V J.S. Whitty 5	5-00-27-29	.7938	3-23-37-10
ı			ROW I.C. Tringham			3-23-52-53
1			B.W. Edmunds 5		.7177	4-00-00-53
1	13	MULLOKA	P.J. Jacka 5	5-14-36-54	.7152	4-00-18-35
Į			T. Simpson 5		.7763	4-00-21-51
ı	15	CHERRY CH	ER P. Attrill 5	-19-10-03	.6926	4-00-23-14
1			P.N. Joubert 5		.7295	4-00-31-35
1			J.W. Burton 8		.7225	4-00-41-44
1			J.W. Keown 5		.7260	4-00-56-36
1	19	THUNDERBO	LT L.P. Harding 5	-17-59-13	.7028	4-00-58-38
ł			H.C. Knoop 5		.8976	4-01-04-42
1			G.B. Lamble 5	-13-41-51	.7272	4-01-13-29
J	22	ONCE MORE	DEAR FRIENDS			
ı			P.P. Kurts 5		.8066	4-01-21-12
ı	23	BIMBLEGUMI	BIEK. Jacobs 5	-04-07-51		4-01-23-34
ı			NDEJ.H. Quinn 5		.7091	4-01-30-31
1	25	PILGHIM	J.H. Ratten 5	-10-55-49	.7455	4-01-38-30
1	28	MORNING HU	JSTLERJ.H. Cowell 5	-17-58-19	.7079	4-01-40-13
ı			B. Moore 5		.7307	4-01-41-50
ı			J. Sproule 5		.7295	4-01-42-58
ı	29	BREADFRUIT	R. Sill 5	-14-10-23	.7284	4-01-43-53
1	30	HUHNET	N. Georgeson 5	-14-47-27	.7260	4-01-51-29
ı	20	COLAN DURL	D.W. Leas 6	40-00-33	.8162	4-01-57-05
I	32	VENCEANCE	R.W. Lean 5	20 20 00	.7041	4-02-05-27
ı	33	DECERTION	B. Lewis 3	-22-30-00		4-02-29-16
ı						4-02-33-44
		THE LIQUIDA			.8055	4-02-35-48
ı			& A.J. MacDonald 5			4-02-38-38
ı	3/	PHOENIX	J.Q. Walker 5	-12-33-05	.7442	4-02-38-41
ı			D.W. & J. Blainey 5			4-02-40-24
l		PIMPERNEL				4-02-47-38
ı	44		& D. Blumentals 5		.7165	4-02-49-19
ı	40	DELENTI COO	L.C. Dean 5	07 42 22	.7054	4-02-50-56
1	42	MODNING TO	EJ. Elsworthy 5	10.00.01	.7774	4-02-54-19
ı	44	WEE WILLIE	VINKIE			
ļ	40	MANUELA	S. Gallagher 5	-02-47-42	.8507	4-02-56-09
1	45	CEAL!! ATCO	D.O. May 5	-03-04-04	.8507	4-03-09-20
1	46	SEAULATER.	J. MCI I aylor 5	-02-12-54		4-03-03-18
1	47	POODDIO!	J.A. Hunt 5	-18-49-18	.7248	4-03-10-06
I			J.T. Fugisang 5		.7201	4-03-15-40
1			W.G.P. Read 5		.7421	4-03-18-43
I	50	BLACK MAGK		-02-53-39	.6105	4-03-36-20
I	51	CHOST TOO	P.L. Mander	5-9-43-21	.7691	4-03-46-10
l	53	THE ROPERU			.5292	4-03-49-17
I			reen & G. Thorpe 5		.8037	4-03-50-28
ı	54	MOONLIGHTE	R K.W. Wood 5	-14-03-14	.7454	4-03-55-25
ı	55	APOLLO V	A. Bond 5	-00-39-26	.8301	4-04-09-27
I	58	MYSTIC SEVE	N N.D. Chidgey 5	-14-46.54	.7443	4-04-19-04
1	57	WRINKLES	R.C. Parkin 5	-16-07-21	.7272	4-04-28-33
1	56	YEOMAN XXII	I R.A. Alsher 4	-23-57-56	.8381	4-04-32-35
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A		
AS AR		
59 EM G.M. Hewitt 5-04-13-51	8101	4-04-38-21
59 EM	.7398	4-04-44-37
ARET RINTOUL III		
S.R. Edwards 4-18-11-44 62 DRAGONFYRE R.C. Genders 5-16-58-05	.8984	4-04-47-47
63 BINDAI.D. Ritchie 5-18-46-43	.7384	4-04-53-16
64 SALAMANDER II K. White 5-09-50-42	.7773	4-04-55-42
65 SEQUEL	.7341	4-04-57-36
66 SWEET CAROLINE M.W.D. Phillips 5-02-59-33	.8209	4-04-57-52
67 APHRODITE G.S. Girdis 5-13-59-20	.7542	4-05-03-15
67 APHRODITE	.7732	4-05-09-08
69 VANESSA III B.L. & K.A. Jaggar 5-13-06-07	.7617	4-05-23-01
70 SAGACIOUSG.J. Appleby 5-02-27-25	.8282	4-05-25-07
72 JOSEPHINE W. Gram 5-17-29-21	.7398	4-05-42-52
71 PICCOLO	.7353	4-05-51-34
74 CARRY ON	.7617	4-05-58-38
75 INVINCIBLE	.7783	4-05-57-01 4-06-02-36
76 CHALLENGE L. Abrahams 5-01-21-53 77 RAGAMUFFIN S. Fischer 5-02-57-52	.8310	4-08-11-00
78 TAURUS II	.8372	4-06-21-15
79 MORNING AFTER C. McMillan 5-12-55-08	.7701	4-06-21-39
80 DAMEL	7 .7763	4-06-28-15 4-06-31-53
82 MELTEMI CYCOD Syndicate 5-08-53-30	7960	4-06-35-51
82 MELTEMI CYCOD Syndicate 5-08-53-3(63 BIG SCHOTTA. Pearson 5-07-43-4(84 GOLDEN PROSPECTS	.8036	4-06-38-35
84 GOLDEN PROSPECTS		
J.W. Granger 5-06-45-37 85 HOT PROSPECT II	,8105	4-06-44-21
R.I. Robertson 5-12-52-46	7732	4-06-44-34
R.J. Robertson 5-12-52-46 66 SEAWINDW.J. & B.E. Clay 5-13-58-28	.7680	4-06-53-33
87 PATRICE III	.8359	4-06-57-08
88 INCH BY WINCHJ. Goddard 5-03-00-31 89 MARY MUFFIN G.A. Blok 5-01-47-23	.8372	4-06-58-58
89 MARY MUFFIN G.A. Blok 5-01-47-23 90 RAGER I	3 .8485	4-07-20-18
91 SATIN SHEETS A.A. Strachan 5-07-10-4		4-07-22-58
92 MARGARET RINTOUL II		4 07 22 00
R.W. Jackman 5-04-09-07 93 X-RAGAMUFFINB. Tardrew 5-02-11-07	.8341	4-07-33-14
93 X-RAGAMUFFINB. Tardrew 5-02-11-0	7 .8486	4-07-41-11
94 VIVACIOUSJ.A. Brown 5-06-41-2-	4 .8199 3 .8027	4-07-52-23 4-07-58-13
98 SEACHESTA A G Neate 5-07-01-2	2 .8190	4-06-01-53
95 ADRENALIN	3 .8209	4-08-06-16
98 NATELLE II		
D. Leitch & J. Solomon 5-09-39-59 99 CONDOR OF BERMUDA	.8036	4-08-11-59
R.A. Bell 4-02-41-21	1.0563	4-08-14-43
100 MINNA H.A. Handley 5-13-50-5		4-08-16-27
101 MIRRABOOKA		
J. Bennetto & J.M. Lucas 5-07-16-1	7 .8201	4-08-22-30 4-08-41-58
102 PATROL Australian Army 5-18-49-20 103 BREAKAWAY K.J. McDonald 5-09-01-5	5 .8119	4-08-45-39
104 BATTLESTAR	5 .8443	4-08-46-01
105 TAURUSE.P. Taylor 5-13-58-3	2 .7823	4-08-46-58
105 TAURUS	13 .7960	
107 SPOTLIGHT	1 .8324	4-09-20-17
106 SUNBIRD V	1 .8771 9 .7918	4-09-34-34
109 PETROSINA G. Capone 5-13-57-3: 110 HUMDINGER II W.B. Northam 5-09-48-2:	4 .8218	4-10-38-51
111 ROGIS TOO	3 .8289	4-10-48-57
112 ALLEGRO	6 .7722	4-10-58-51
113 AZTECP. Wenham 5-12-59-2	.8101	4-11-44-03
114 RED HERRING II R.W. Bridge 5-10-49-3 115 DAMI-DOOJ.E. Low 5-18-02-0	5 .8246 6 .7833	4-11-52-45
116 AFTOS K.R. Tierney 5-06-43-0	1 .8546	4-12-17-32
116 AETOS K.R. Tierney 5-06-43-0 117 CASTILLEG.J. Rodoreda 5-01-12-4	5 .8962	4-12-37-50
118 NGARURUB, A. Millar & M.J. Muir 5-08-53-2	5 .8443	4-12-49-19
119 REBECCAV.H. O'Neill 6-01-51-5	3 .7466	4-12-54-09
120 PACHAJ. de le Vega 5-04-11-0 121 JACQUIT.N. Melvike 5-11-59-4	E BORA	4-13-01-15 4-13-04-52
122 EVELYN. J. Cassidy 4-17-59-6	3 .9587	4-13-17-23
123 BATTLE J.P. Kent 5-13-09-3	1 .8210	4-13-19-23
122 EVELYN. J. Cassidy 4-17-59-5 123 BATTLE J.P. Kent 5-13-09-3 124 CATHY LEE. N.J. Guy 6-15-35-1 125 ADRIA AUSTRALIS A. Harry 5-17-35-0	5 .6860	4-13-28-37
125 ADRIA AUSTRALISA. Harry 5-17-35-0	9 .8017	4-14-18-09
126 BORSALINO D.J. Herlihy & J.H. Hughes 5-12-00-1		4-14-23-39
407 ALAND III D.O.Chanson F.00.40.0	0 9563	4-15-04-00

*PARMELIA 20% Penalty

DISQUALIFIED: JIMMY BLACKSMITH
FASTEST TIME: VENGEANCE 3-22-30-00

MAXI DIVISION: VENGEANCE DIVISION A: APOLLO V DIVISION B: SZECHWAN DIVISION C: SMUGGLER

DIVISION D: ZEUS II

RETIRED: 2001, APOLLO, APOLLO III, FARR OUT, HASTA LEUGI IDLE VICE, MERCEDES V, ONYA, POLICE CAR, SCREW SOUTHERN RAIDER, ULTRAVIOLET, VANGUARD, WY ZIG ZAG.

1981 WEATHER: Strong southerly winds at the spectacular and feat spinnaker run to Heads. The way incre on the first night to about 35 knots with a rough on the first night to about 35 knots with a rough on the retirements. The breeze moder second day and night, still from the south. On the third of winds the first of many calm that plagued the first of many calm that southers the southers that the second second is the second sec

medium raters look all set to clean up the overall results but a freshening northerly down the east Tasmanian coast and in Storm Bay saw the minimum raters fly home and into the top handicap placings.

1982

19	52			
1	/acht	Elapsed	TCF	Corrected
		Time		Time
1 8	SCALLYWAGR.E. Johnston	3-13-56-44	.7833	2-19-19-16
2	AUDACITY N.W. Mart POLICE CARSir James Hardy	3-16-13-14	.7465	2-19-20-59
31	POLICE CAR Sir James Hardy	3-11-14-52	.8147	2-19-49-19
4:	SZECHWAN J.W. Whitty	3-13-33-31	.7978	2-20-15-31
	ADRENALINB.C. Ryan			2-20-44-39
	THE ROPERUNNERL. Green	3-13-51-14	.8027	2-20-54-54
7 (ONCE MORE DEAR FRIENDS	0.40.40.00	0047	0.04.54.54
	P.P. Kurts	3-13-49-06	.8047	2-21-54-54
8	BONDI TRAM	0.40.04.40	0007	0.01.07.04
0.1	D.J. O'Neil & Partners		.8095	2-21-07-24 2-21-12-00
	BLACK MAGIC R.J. Layton	3-13-29-05	.6609	2-21-12-00
10	SWEET CAROLINE M.W.D. Phillips	2.10.20.20	0400	2-21-20-49
44 /				2-21-23-11
101	CHALLENGEL. Abrahams SATIN SHEETS A.A. Strachan	3-11-31-40		2-21-28-25
	MARGARET RINTOUL II	0.10.27.00	.0120	2 21 20 20
,,,	S.R. Edwards	3-05-50-23	.8931	2-21-31-07
14	PICCOLO J. Pickles			2-21-52-37
	MARLOON.S. Girdis			2-21-58-28
161	HITCHHIKERP. Briggs	3-13-45-41	.8171	2-22-04-32
17 :	SEAQUESTAA.G. Neate	3-13-39-28	.8181	2-22-04-36
	PIRRAC.P. Robinson		.7376	2-22-16-19 2-22-16-14
19 (CHAOSS. Lockley	3-19-10-24	.7711	2-22-16-14
	POLARISL.H. Savage			2-22-25-54
	SHENANDOAH J.R. Charody	4-06-45-09	.6873	2-22-37-18
	MELTEMI			
	C. Psaltis & CYCOD Syndicate			2-22-37-51
23	FARROUT C.A. Troup	3-19-19-14	.7752	2-22-47-30
24	MPECCABLEJ.O. Walker	3-23-16-33	.7431	2-22-47-58
25	AQUILA B.W. Edmunds	4-03-12-45	.7140	
26	SAGAA.J. Reid	4-01-36-57		2-22-52-09
	BILLABONG P.N. Joubert	4-01-16-56	.7295	2-22-56-03
28	GOLDEN PROSPECTS	0.45.04.45	P+C=	0.00 50.00
		3-15-34-10		2-22-58-30
	NADIAR.E.J. Clarke		.7617	2-23-00-04
	RAGERM.A. Clements			
	TASHTEGO C. Franklin		.7003	2-23-03-26
0E	NATELLE II	2.16.20.24	9000	2-23-07-34
96	D. Leitch & J. Solomon SALTPETAP. Hinton	4.09.00.40	6000	
34	JISUMAW.H. Rockliffe	4-01-04-44	7244	2-23-10-30
35	THUNDERBOLT L.P. Harding	4-05-30-55	7028	2-23-20-42
	TAURUS II A.G. Lee			2-23-23-14
37 1	DEMONSTRATORA.S. Asion	4-01-05-14		2-23-23-18
36	PIPPINW.E. Sweetapple	4-06-45-05	.6952	2-23-25-58
	APOLLO IIA.J. Becher		8367	2-23-28-30
	MARGARET RINTOUL II	0-10-20-20	.0007	E-20 20 00
701	R.W. Jackman	3-13-49-37	8341	2-23-35-18
411	R.W. Jackman MYUNAJ.H. Bleakley	3-13-54-07	.8341	2-23-39-03
421	DANCING LADYM.M. Grigg	3-13-54-28		
431	FIRETEL R. Lawler & K. Taylor	4-01-38-13	.7341	2-23-39-20 2-23-40-31
	MARY BLAIR G. & S. Strachan		7853	2-23-42-05
		3-13-32-22	8384	2-23-42-59
46	WY-AR-GINE IVR.I. Oatley SCORPIO II J. T. Fugisano.	4-03-43-49	.000	E-E3-4E-03
46	SCORPIO IIJ.T. Fugisang	4-03-43-49	.7201	2-23-48-57
47	SCORPIO IIJ.T. Fugisang SUNBURSTB.G. Weston	4-03-43-49 3-16-37-02	.7201 .8110	2-23-48-57 2-23-52-07
47 : 46	SCORPIO IIJ.T. Fugisang SUNBURSTB.G. Weston MARK TWAINP. Rowsthom	4-03-43-49 3-16-37-02 3-23-01-51	.7201 .8110 .7575	2-23-48-57 2-23-52-07 2-23-59-09
47 : 46 49	SCORPIO IIJ.T. Fuglsang SUNBURSTB.G. Weston MARK TWAINP. Rowsthom MYSTIC SEVENN.D. Chidgey	4-03-43-49 3-16-37-02 3-23-01-51 4-01-19-56	.7201 .8110 .7575 .7410	2-23-48-57 2-23-52-07 2-23-59-09 3-00-07-23
47 : 46 49 50 :	SCORPIO II	4-03-43-49 3-16-37-02 3-23-01-51 4-01-19-56 3-02-28-00	.7201 .8110 .7575 .7410 .9689	2-23-48-57 2-23-52-07 2-23-59-09 3-00-07-23 3-00-09-03
47 : 46 : 49 : 50 : 51 :	SCORPIO IIJ.T. Fuglsang SUNBURSTB.G. Weston MARK TWAINP. Rowsthom MYSTIC SEVENN.D. Chidgey	4-03-43-49 3-16-37-02 3-23-01-51 4-01-19-56 3-02-28-00 4-04-59-16	.7201 .8110 .7575 .7410 .9689 .7165	2-23-48-57 2-23-52-07 2-23-59-09 3-00-07-23
47 : 46 49 50 : 51 52 53	SCORPIO II. J.T. Fugleang SUNBURST. B.G. Weston MARIK TWAIN. P. Rowsthom WYSTIC SEVEN. N.D. Chidgey SISKA R. Tasker PIMPERNEL H. Holland PACHA J. de le Vega VYNJA GO R.C. Axe	4-03-43-49 3-16-37-02 3-23-01-51 4-01-19-58 3-02-28-00 4-04-59-16 3-10-26-40 3-20-25-14	.7201 .8110 .7575 .7410 .9689 .7165	2-23-48-57 2-23-52-07 2-23-59-09 3-00-07-23 3-00-09-03 3-00-21-28
47 : 46 49 50 : 51 52 53	SCORPIO IIJ.T. Fuglsang SUNBURSTB.G. Weston MARK TWAINP. Rowsthom MYSTIC SEVENN.D. Chidgey SISKAR. Tasker PIMPERNELH. Holland PACHAJ. de le Vega	4-03-43-49 3-16-37-02 3-23-01-51 4-01-19-58 3-02-28-00 4-04-59-16 3-10-26-40 3-20-25-14	.7201 .8110 .7575 .7410 .9689 .7165 .8779	2-23-48-57 2-23-52-07 2-23-59-09 3-00-07-23 3-00-09-03 3-00-21-28 3-00-22-41
47 : 46 49 50 : 51 52 53 54	SCORPIO II. J.T. Fugleang SUNBURST. B. G. Weeton MARK TWAIN. P. Rowsthom WYSTIC SEVEN. N.D. Chidgey SISKA R. Tasker PIMPERNEL H. Holland PACHA J. de le Vegs NYNJA GO. R.C. Axe MARY MUFFIN. Ross MARY MUFFIN. Ross	4-03-43-49 3-16-37-02 3-23-01-51 4-01-19-56 3-02-28-00 4-04-59-16 3-10-26-40 3-20-25-14 3-13-31-52	.7201 .8110 .7575 .7410 .9689 .7165 .8779 .7843	2-23-48-57 2-23-52-07 2-23-59-09 3-00-07-23 3-00-09-03 3-00-21-28 3-00-22-41 3-00-29-08 3-00-34-23
47 : 46 49 50 : 51 52 53 54 55	SCORPIO II	4-03-43-49 3-16-37-02 3-23-01-51 4-01-19-56 3-02-28-00 4-04-59-16 3-10-26-40 3-20-25-14 3-13-31-52 4-03-59-19	.7201 .8110 .7575 .7410 .9689 .7165 .8779 .7843 .8485	2-23-48-57 2-23-52-07 2-23-59-09 3-00-07-23 3-00-09-03 3-00-21-28 3-00-22-41 3-00-29-08 3-00-34-23 3-00-35-30
47 : 46 49 50 : 51 52 53 54 55 55	SCORPIO II. J.T. Fugleang SUNBURST. B. G. Weston MARK TWAIN. P. Rowsthom MYSTIC SEVEN. N.D. Chidgey SISKA R. Tasker PIMPERNEL H. Holland ACHA J. de le Vega NYNUA GO R.C. Axe MARY MUFFIN. I. Ross S. Collakides & R. Weber APHRODITE G. S. Girdis	4-03-43-49 3-16-37-02 3-23-01-51 4-01-19-58 3-02-28-00 4-04-59-16 3-10-26-40 3-20-25-14 3-13-31-52 4-03-59-19 4-00-22-02	.7201 .8110 .7575 .7410 .9689 .7165 .8779 .7843 .8485	2-23-48-57 2-23-52-07 2-23-59-09 3-00-07-23 3-00-09-03 3-00-21-28 3-00-22-41 3-00-29-08 3-00-34-23 3-00-35-30 3-00-40-49
47 : 46 49 50 : 51 52 53 55 55 56 57 58 67 67 67 67 67 67 67 6	SCORPIO II	4-03-43-49 3-16-37-02 3-23-01-51 4-01-19-58 3-02-28-00 4-04-59-16 3-10-26-40 3-20-25-14 3-13-31-52 4-03-59-19 4-00-22-02	.7201 .8110 .7575 .7410 .9689 .7165 .8779 .7843 .8485	2-23-48-57 2-23-52-07 2-23-59-09 3-00-07-23 3-00-21-28 3-00-22-41 3-00-29-08 3-00-34-23 3-00-35-30 3-00-40-49 3-00-42-00
47 : 46 49 50 : 51 52 53 55 55 56 57 58	SCORPIO II. J.T. Fugleang SUNBURST. B.G. Weston MARK TWAIN	4-03-43-49 3-16-37-02 3-23-01-51 4-01-19-56 3-02-28-00 4-04-59-16 3-10-26-40 3-20-25-14 3-13-31-52 4-03-59-19 4-00-22-02 3-23-26-40 3-19-26-28	.7201 .8110 .7575 .7410 .9689 .7165 .8779 .7843 .8485 .7280 .7542 .7617 .7960	2-23-48-57 2-23-58-07 2-23-58-09 3-00-07-23 3-00-09-03 3-00-21-28 3-00-22-41 3-00-29-08 3-00-34-23 3-00-42-00 3-00-42-00 3-00-47-12
47 : 46 49 50 : 51 52 53 55 55 55 55 55 55	SCORPIO II. J.T. Fugleang SUNBURST. B. G. Weeton MARK TWAIN. P. Rowethom MYSTIC SEVEN. N.D. Chidgey SISKA R. Tasker PIMPERNEL H. Holland PACHA J. de le Vega NYNJA GO R.C. Axe MARY MUFFIN ROSS S. Collakides & R. Weber APHRODITE G. S. Girdis VANESSA III B.K. & K.A. Jaggar MATIKA III. P. Graves ANGAREE R.K. Birtles	4-03-43-49 3-16-37-02 3-23-01-51 4-01-19-56 3-02-28-00 4-04-59-16 3-10-26-40 3-20-25-14 3-13-31-52 4-03-59-19 4-00-22-02 3-23-26-40 3-19-26-28 3-13-23-43	.7201 .8110 .7575 .7410 .9689 .7165 .8779 .7843 .8485 .7280 .7542 .7617 .7960 .8537	2-23-48-57 2-23-52-07 2-23-52-07 2-23-50-09 3-00-07-23 3-00-09-03 3-00-22-41 3-00-28-08 3-00-34-23 3-00-48-03 3-00-42-00 3-00-42-00 3-00-47-12 3-00-54-07
47 : 46 49 50 : 51 52 53 55 55 55 56 60	SCORPIO II	4-03-43-49 3-16-37-02 3-23-01-51 4-01-19-58 3-02-28-00 4-04-59-16 3-10-26-40 3-20-25-14 3-13-31-52 4-03-59-19 4-00-22-02 3-23-26-40 3-19-26-28 3-13-23-43 4-04-01-35	.7201 .8110 .7575 .7410 .9689 .7165 .8779 .7843 .8485 .7280 .7542 .7617 .7960 .8537 .7295	2-23-48-57 2-23-52-07 2-23-59-09 3-00-07-23 3-00-21-28 3-00-22-41 3-00-28-08 3-00-34-23 3-00-40-49 3-00-47-12 3-00-47-12 3-00-54-07 3-00-54-07 3-00-54-07 3-00-56-09
47 : 46 49 50 : 51 52 55 55 55 56 60 61 61 61 61 61 61 6	SCORPIO II. J.T. Fugleang SUNBURST. B. G. Weeton MARK TWAIN. P. Rowethom WYSTIC SEVEN. N. D. Chidgey SISKA R. Tasker PIMPERNEL H. Holland ACHA J. de le Vegs NYNJA GO R.C. Axe MARY MUFFIN R. ROSS S. Collakides & R. Weber AFIRDINKUM TWO S. Collakides & R. G. Girdis VANESSA III B.K. & K.A. Jaggar MATIKA III. P. Graves SANGAREE R.K. Birdes REVENGE J. Sproule	4-03-43-49 3-16-37-02 3-23-01-51 4-01-19-58 3-02-28-00 4-04-59-16 3-10-26-40 3-20-25-14 3-13-31-52 4-03-59-19 4-00-22-02 3-23-26-40 3-19-26-28 3-13-23-43 4-04-01-35	7201 .8110 .7575 .7410 .9689 .7165 .8779 .7843 .8485 .7280 .7542 .7617 .7960 .8537 .7295 .7248	2-23-48-57 2-23-52-07 2-23-59-09 3-00-07-23 3-00-9-03 3-00-22-41 3-00-22-41 3-00-22-41 3-00-36-30 3-00-40-49 3-00-42-00 3-00-47-12 3-00-58-09 3-00-58-09 3-00-10-19
47 : 46 49 50 : 51 52 53 55 55 56 60 61 66 62	SCORPIO II. J.T. Fugleang SUNBURST. B.G. Weeton MARK TWAIN. P. Roweithom WYSTIC SEVEN. N.D. Chidgey SISKA R. Tasker PIMPERNEL H. Holland PACHA J. de le Vega YYNJA GO R.C. Axe MARY MUFFIN ROSS FAIRDINKUM TWO S. Collakides & R. Weber APRODITE G.S. Girlds VANESSA III B.K. & K.A. Jæggar MATIKA III P. Graves SANGAREE R.K. Birtles REVENGE J. Sproule CHANGE L. O'Connor	4-03-43-49 3-16-37-02 3-23-01-51 4-01-19-56 3-02-28-00 4-04-59-13 3-10-28-40 3-20-25-14 3-13-31-52 4-03-59-19 4-00-22-02 3-23-26-40 3-13-23-43 4-04-01-35 4-04-43-29 3-23-16-13	7201 8110 7575 7410 9689 7165 8779 7843 8485 7280 7542 7617 7960 8537 7295 7248 7667	2-23-48-57 2-23-55-07 2-23-59-09 3-00-07-23 3-00-21-28 3-00-22-41 3-00-22-41 3-00-34-23 3-00-40-49 3-00-47-12 3-00-58-09 3-01-02-58-09 3-01-02-97 3-01-02-97 3-01-02-97 3-01-02-97 3-01-02-97 3-01-02-97
47:46 49 50 : 51 52 53 55 55 55 60 61 62 63 63	SCORPIO II. J.T. Fugleang SUNBURST. B. G. Weston MARK TWAIN	4-03-43-49 3-16-37-02 3-23-01-51 4-01-19-56 3-02-28-00 4-04-59-16 3-10-26-40 3-20-25-14 3-13-31-52 4-03-59-19 4-00-22-02 3-23-28-40 3-19-28-28 4-04-01-33 4-04-01-33 4-04-01-33 3-23-18-13 3-15-40-57	7201 .8110 .7575 .7410 .9689 .7165 .8779 .7843 .8485 .7280 .7542 .7617 .7960 .8537 .7295 .7248 .7667 .8355	2-23-48-57 2-23-52-07 2-23-59-09 3-00-07-23 3-00-98-03 3-00-22-41 3-00-28-08 3-00-34-23 3-00-34-23 3-00-34-20 3-00-40-49 3-00-54-07 3-00-54-07 3-00-58-09 3-01-02-37 3-01-15-31
47 : 46 49 50 : 51 52 53 54 55 55 60 61 62 63 64 64	SCORPIO II	4-03-43-49 3-16-37-02 3-23-01-51 4-01-19-56 3-10-28-00 4-04-59-16 3-10-28-40 3-10-28-40 3-10-359-19 4-00-22-02 3-23-28-40 3-13-23-43 4-04-01-35 4-04-43-29 3-23-18-13 3-15-40-57 4-07-00-30	7201 8110 7575 7410 9689 7165 8779 7843 8485 7280 7542 7617 7980 8537 7295 7248 7667 8355 7116	2-23-48-57 2-23-38-57 2-23-59-09 3-00-07-23 3-00-21-28 3-00-22-41 3-00-34-23 3-00-34-23 3-00-34-23 3-00-49 3-00-49 3-00-49 3-00-49 3-00-49 3-00-58-09 3-01-02-37 3-01-18-31 3-01-18-31
47 : 46 49 50 : 51 52 53 55 55 61 62 63 64 65	SCORPIO II. J.T. Fugleang SUNBURST. B.G. Weston MARK TWAIN. P. Rowsthom WYSTIC SEVEN. N.D. Chidgey SISKA R. Tasker PIMPERNEL. H. Holland PACHA J. de le Vega YYNJA GO R.C. Axe MARY MUFFIN. I. Ross FAIRDINKUM TWO S. Collakides & R. Weber APRODITE G.S. Girdle SVANESSA III B.K. & K.A. Jaggar WATIKA III. P. Graves SANGAREE R.K. Birtles PICHANGE J. Sproule CHANGE L. O'Connor MUCH ADO J.A. Rickard NCH BY WINCH. J. Goddard MORNING TIDE J. Daverm DI HARD B. Tardrew	4-03-43-49 3-16-37-02 3-23-01-51 4-01-19-56 3-10-28-40 3-10-28-40 3-10-28-40 3-13-31-52 4-03-59-19 4-00-22-02 3-23-28-40 3-13-23-43 4-04-01-35 4-04-43-29 3-23-18-13 3-15-40-57 4-07-00-30	7201 8110 7575 7410 9689 7165 8779 7843 8485 7280 7542 7617 7960 8537 7295 7248 7667 8355 7116 8264	2-23-48-57 2-23-2-58-07 2-23-59-09 3-00-07-23 3-00-09-03 3-00-29-08 3-00-22-41 3-00-22-41 3-00-34-23 3-00-48-93 3-00-48-07 3-00-48-07 3-00-48-07 3-01-18-03 3-01-18-03 3-01-18-03 3-01-18-03
47 : 46 49 50 : 51 52 53 55 55 60 61 62 63 64 65 66 66	SCORPIO II. J.T. Fugleang SUNBURST. B.G. Weston MARK TWAIN	4-03-43-49 3-16-37-02 3-23-01-51 4-01-19-58 3-10-28-00 4-04-59-16 3-10-28-40 3-10-28-40 3-10-28-40 3-10-28-40 3-19-28-40 3-19-28-40 3-19-28-40 4-04-01-35 4-04-01-35 4-04-01-35 4-04-01-35 4-04-01-35 4-04-01-35 4-04-01-35 4-04-01-35 4-04-01-35 4-04-01-35 4-07-00-30 3-18-43-23 3-18-43-23	7201 8110 7575 7410 9689 7165 8779 7843 8485 7280 7542 7617 7960 8537 7296 8537 7296 8537 7248 8595 7116 8264 8596	2-23-48-57 2-23-59-09 3-00-07-23 3-00-09-03 3-00-21-28 3-00-22-41 3-00-28-08 3-00-34-23 3-00-34-23 3-00-40-49 3-00-42-00 3-00-42-00 3-00-42-00 3-00-48-07 3-00-58-09 3-01-18-03 3-01-18-03 3-01-18-03 3-01-18-15
47 : 46 49 50 : 51 52 53 55 15 55 60 61 62 63 64 65 66 67 67 67 67 67 67	SCORPIO II. J.T. Fugleang SUNBURST. B. G. Weeton MARK TWAIN. P. Rowethom WYSTIC SEVEN. N.D. Chidgey SISKA R. Tasker PIMPERNEL H. Holland PACHA J. de le Vega YYNJA GO R.C. Axe WARY MUFFIN I. Ross REVENDER G. S. Girdis VANESSA III B.K. & K.A. Jaggar WATIKA III P. Graves SANGAREE R.K. Birtles REVENGE J. Sproule CHANCE L. O'Connor WUCH ADO J.A. Rickard NCH BY WINCH J. Goddard NCH BY WINCH J. Daverm DI HARD B. Tardrew EAGLE R.A. Winspear	4-03-43-49 3-16-37-02 3-23-01-51 4-01-19-58 3-10-28-00 4-04-59-16 3-10-28-40 3-10-28-40 3-10-28-40 3-10-28-40 3-19-28-40 3-19-28-40 3-19-28-40 4-04-01-35 4-04-01-35 4-04-01-35 4-04-01-35 4-04-01-35 4-04-01-35 4-04-01-35 4-04-01-35 4-04-01-35 4-04-01-35 4-07-00-30 3-18-43-23 3-18-43-23	7201 8110 7575 7410 9689 7165 8779 7843 8485 7280 7542 7617 7960 8537 7296 8537 7296 8537 7248 8595 7116 8264 8596	2-23-48-57 2-23-59-09 3-00-07-23 3-00-09-03 3-00-21-28 3-00-22-41 3-00-28-08 3-00-34-23 3-00-34-23 3-00-40-49 3-00-42-00 3-00-42-00 3-00-42-00 3-00-48-07 3-00-58-09 3-01-18-03 3-01-18-03 3-01-18-03 3-01-18-15
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T.N.K. Welfare 3-23-06-19 .8254 3-06-30-00

	PIET HEINT.M. Gourlay 4-14-25-4	47 .7128	3-06-42-52	
-	A. Tucker & D. Vanrenen 3-01-47-2	4 1.0686	3-06-51-07	
99	LONGNOSE P. Stransky 3-15-00-3	.9072	3-06-56-10	
00	SPANKER B. Griffiths 4-09-35-3	35 .7499	3-07-11-03	
01	AZTECJ.P. Kent 4-02-19-0	.8101	3-07-38-51	
02	TERUMAT.C. Bower 4-08-28-5	51 .7638	3-07-48-09	
03	BENANTHRA P. King 4-03-17-	14 .8095	3-08-22-23	
04	FIDELIS P.A. Williams 3-12-03-0	.9579	3-08-30-46	
05	ADRIA AUSTRALISA. Harry 4-07-35-	46 .8017	3-11-03-11	
06	DESTINY T.A. Taylor 4-05-08-4	40 .8289	3-11-50-19	
07	SAPPHIREJ. Shipton 5-00-42-0	7165	3-14-28-58	
06	METUNG W.C. Woodward 5-21-03-2	25 .7742	4-13-12-23	

FASTEST TIME: CONDOR OF BERMUDA 3-00-59-17

DIVISION A: SWEET CAROLINE

DIVISION B: POLICE CAR

DIVISION C: SCALLYWAG

DIVISION D: PIRRA CLASSIC DIVISION: POLARIS

RETIRED: CHLOE, CONQUISTADOR, DIAMOND CUTTER, EVELYN, IDLE VICE, INVINCIBLE, SCHEHERAZADE, THIRLMERE, TUCANA, VICIOUS.

1982 WEATHER: A light air stat. ENE, which remained throughout the first day and evening. Throughout the second day the breeze backed to the NE and freshened for a fast and thrilling race down the far NSW coast and into the Strait. The leaders were having an exciting battle for line honours and for a while looked like toppling the elapsed time record. The breeze remained into the second night and then died and moved into the W before the light SE change the third day. It was then slow progress down the Tasmanian east coast, still anyone's race for line and handicap honours. The morning of the fourth day the leaders rounded Tasman Island with a freshering breeze from astern that reached 40 knots NE through the afternoon. This brought the rest of the fleet flying down the Tasmanian coast. The leaders had variable airs across Storm Bay and in the River, resulting in the closest-ever line honours battle with only seconds separating lirits and second place. The bulk of the fleet had light but steady winds to the finish.

1983

1300			
PI Yacht	Elapsed Time	TCF	Corrected
1 CHALLENGE L. Abrahams 2 ONCE MORE DEAR FRIENDS		.8307	2-23-07-42
	3-18-09-20	.8015	3-00-15-35
3 SZECHWANJ.S. Whitty	3-19-12-18		3-00-20-05
4 PACIFIC SUNDANCE			
D.G. Hogg & B.C. Morris	3-17-34-21	.8076	3-00-20-20
5 INDIAN PACIFIC J. Eyles	3-18-00-16	.8057	3-00-31-00
6 GERONIMOO. Champtaloup	3-18-02-26	.8057	3-00-32-48
7 EXADORT. & R. McCall	3-18-04-30		3-00-44-40
8 DI HARD	M. Ca	arter, J. V	Noodward &
B. Tardrew 3-17-20-3	32 .8181	3-01	-05-27
9 SCALLYWAG II R.E. Johnston	3-19-01-19	.8047	3-01-14-43
10 SEAQUESTAA.G. Neate	3-18-11-21	.8134	3-01-21-38
11 BLACK MAGIC R. Layton	3-19-27-52	.8024	3-01-23-28
12 POLICE CAR Sir James Hardy	3-18-12-34	.8156	3-01-34-29
13 BONDI TRAM			
D.J. O'Neil & Partners			3-01-37-53
14 HITCHHIKERP. Briggs			
15 THE ROPERUNNERL. Green			3-01-43-09
16 INCH BY WINCHJ. Goddard		.8192	3-01-44-16
17 SATIN SHEETS A.A. Strachan			3-01-44-22
18 MARLOOG.S. Girdis	3-18-00-13	.8210	3-01-53
19 SEAULATER			100
P.V. Gourlay & P. Williams	3-19-54-57	.8040	3-010
20 HIGHLAND FLING I.A.S. Laidlaw	3-19-30-58	.8114	
21 SAGACIOUS IIC. Lockley		.8115	3 12 14-37
22 INDULGENCEG. Walker	3-17-58-17	.827	3 103-24-21
23 BIG SCHOTTA. Pearson	3-20-55-00	.8/	02-24
24 VICIOUS W. Hodder	3-18-00-03	FE	3-02-
25 TAURUS IIA.R. Gear	3-18-25-55	S A	3-02
26 SURE FOOTB. Tardrew		145	3-02 1/2
27 BACARDIJ.H. Howell	3-18-4	.82.37	54
28 LOT'S WIFE		5766	The Park of the Pa
29 44 1-MU-CHAE IA		.838	49-34
	7 3 7 16 00	- 10	102 F2 F0
29 WY-AR-GINE IV 30 BANDIDO BA	3-17-16-22	7.40	2 02-53-59
31 APOL	3-17-55-20	r de.	3-02-53-59 3-02-56-01
31 APOL	3-17-55-20	3	3-02-56-01
31 APOL	3-17-55-20	.8399	3-02-56-01 3-02-57-06
31 APOA.J. Becher 32 SH	3-17-6 00-07-24	3	3-02-56-01
31 APOL EA.J. Becher 32 SH C Crichter 33 IGHTP DERSNATO	3-17-6 06-07-24 CH	.8399	3-02-56-01 3-02-57-06 3-02-58-07
31 APOL E Crichler 32 SH E Crichler 33 LIGHT ALS. Burge	3-17-6 06-07-24 CH	.8399 .7341 .8328	3-02-56-01 3-02-57-06 3-02-58-07 3-02-59-02
31 APOL AJ. Becher 32 SH Crichlor 33 LIGHTP RUM JERSNATC AJ.S. Burge St. Co. J. Pickles	3-17- -06-07-24 CH 3-18-02-18 4-01-30-48	.8399 .7341	3-02-56-01 3-02-57-06 3-02-58-07
31 APOL AJ. Becher 32 SH Crichlor 33 LIGHTP RUM JERSNATC AJ.S. Burge St. Co. J. Pickles	3-17- -06-07-24 CH 3-18-02-18 4-01-30-48	.8399 .7341 .8328 .7701	3-02-56-01 3-02-57-06 3-02-58-07 3-02-59-02 3-03-05-42
31 APOL AJ. Becher 32 SHC Crichler ST. GHTF FRUM J. Pickles ISLE ING M. Gill & J. Davies	3-17- -06-07-24 CH 3-18-02-18 4-01-30-48	.8399 .7341 .8328	3-02-56-01 3-02-57-06 3-02-58-07 3-02-59-02
31 APOL AJ. Becher 32 SH Crichle 33 LIGHTP SHERSNATC AJ.S. Burge SLE M. Gill & J. Devies 37 SV AROLINE M.W.D. Phillips	3-17-6 06-07-24 CH 3-18-02-18 4-01-30-48 3-13-34-43 3-18-01-57	.8399 .7341 .8328 .7701 .8779	3-02-56-01 3-02-57-06 3-02-58-07 3-02-59-02 3-03-05-42 3-03-07-48
31 APOL AJ. Becher 32 SHC Crichhor ST. IGHTF ST. BERSNATK AJ.S. Burge SLE ING M. Gill & J. Device ST. SLE ING M. Gill & J. Device M.W.D. Phillips CABLE	3-17-6 -05-07-24 CH 3-18-02-18 4-01-30-48 3-13-34-43 3-18-01-57 4-06-43-02	.8399 .7341 .8328 .7701 .8779 .8365 .7341	3-02-56-01 3-02-57-06 3-02-58-07 3-02-59-02 3-03-05-42
31 APOL AJ. Becher 32 SHOWN Crichton Start Control AJ.S. Burge AJ.S. Burge Start M. Gill & J. Davies AROLINE M.W.D. Phillips CABLE J.O. Walker J.C. Walker J.C. M. B.C. Ryan B.C	3-17-7 06-07-24 CH 3-18-02-18 4-01-30-48 3-13-34-43 3-18-01-57 4-06-43-02 3-23-02-03	.8399 .7341 .8328 .7701 .8779	3-02-56-01 3-02-57-06 3-02-58-07 3-02-59-02 3-03-05-42 3-03-07-48 3-03-18-44
31 APOL 32 SHO Crichhor 32 SHO Crichhor 33 LIGHTF A.J.S. Burge CCC J. J. Pickles ISLE ING M. Gill & J. Device 37 SV. AROLINE M.W.D. Phillips CABLE. J.O. Walker IENALIN. B.C. Ryan LAW ISS. B.A. Green LAW ISS	3-17-6 	.8399 .7341 .8328 .7701 .8779 .8365 .7341 .7941 .7098	3-02-58-01 3-02-57-06 3-02-58-07 3-02-59-02 3-03-05-42 3-03-07-48 3-03-18-44 3-03-27-17 3-03-28-00 3-03-37-32
31 APOL 32 SHO Crichhold 33 SHC Crichhold 34 SHOWN A.J.S. Burge CCC J. J. Pickles ISLE ING M.W.D. Phillips CABLE J.O. Walker IENALIN B.C. Ryan LAWLESS R.A. Green PIGRIIM J.H. Ratten	3-17-5 0-06-07-24 CH 3-18-02-18 4-01-30-48 3-13-34-43 3-18-01-57 4-06-43-02 3-23-02-03 3-23-02-03 4-10-32-41 4-05-43-52	.8399 .7341 .8328 .7701 .8779 .8365 .7341 .7941 .7098 .7443	3-02-56-01 3-02-57-06 3-02-58-07 3-02-59-02 3-03-05-42 3-03-07-48 3-03-18-44 3-03-27-17 3-03-28-00 3-03-37-32 3-03-43-06
31 APOL AJ. Becher 32 SHOWN Crichle 31 ICHT AJ.S. Burge AJ.S. Burg	3-17-6 06-07-24 CH 3-18-02-18 4-01-30-48 3-13-34-43 3-18-01-57 4-06-43-02 3-23-02-03 4-10-32-41 4-05-43-52 3-18-02-49	.8399 .7341 .8328 .7701 .8779 .8365 .7341 .7941 .7098 .7443 .6417	3-02-56-01 3-02-57-06 3-02-58-07 3-02-59-02 3-03-05-42 3-03-07-48 3-03-18-44 3-03-27-17 3-03-28-00 3-03-37-32 3-03-43-06 3-03-43-06
31 APOL 32 SHORT SUPPLY SHORT	3-17-6 00-07-24 CH 3-18-02-18 4-01-30-48 3-13-34-43 3-18-01-57 4-06-43-02 3-23-02-03 4-10-32-41 4-05-43-52 3-18-02-49 4-07-17-19	.8399 .7341 .8328 .7701 .8779 .8365 .7341 .7941 .7098 .7443 .6417 .7353	3-02-56-01 3-02-57-06 3-02-58-07 3-02-58-07 3-03-05-42 3-03-07-48 3-03-18-44 3-03-27-17 3-03-28-00 3-03-37-32 3-03-43-06 3-03-47-33 3-03-58-53
31 APOL AJ. Becher 32 SHO Crichto SIGERSNATIC AJ.S. Burge CCGA J. Pickles ISLE ING M. Gill & J. Pickles ISLE ING M. Gill & J. Davies 37 SV. APOLINE M. W.D. Phillips CABLE J.O. Walker ICHALIN B.C. Ryan LAWLESS. R.A. Green PICRIM J.H. Retten 42 IMPATIENCE H.A. Lang 43 PIRRA P. Robinson 44 MARARA A.E. Racliff	3-17-6 06-07-24 DH 3-18-02-18 4-01-30-48 3-13-34-43 3-18-01-57 4-06-43-02 3-23-02-03 4-10-32-41 4-05-43-52 3-18-02-49 4-07-17-19 4-10-26-32	.8399 .7341 .8328 .7701 .8779 .8365 .7341 .7941 .7098 .7443 .6417 .7353 .7140	3-02-56-01 3-02-57-06 3-02-58-07 3-02-59-02 3-03-05-42 3-03-07-48 3-03-18-44 3-03-27-17 3-03-28-00 3-03-37-32 3-03-48-36 3-03-47-33 3-03-58-53 3-03-59-59
31 APOL 32 SHOWN AJ. Becher 32 SHO SCICION AJ. S. Burge CCC M. J. Pickles ISLE MG M. Gill & J. Davies 37 SV. AROLINE M.W.D. Phillips CABLE J.O. Walker K. M. W.D. Phillips CABLE J.O. Walker K. M. W. J. P. Robinson 42 MPATIENCE J. H. A. Lang 42 PIRRA P. Robinson 44 MARARA A. A. E. Ratcliff 45 DOUBLE OF NOTHING I. Kenny 64 S. DOUBLE OF NOT	3-12-7-24 	.8399 .7341 .8328 .7701 .8779 .8365 .7341 .7941 .7098 .7443 .6417 .7353 .7140 .8237	3-02-56-01 3-02-57-06 3-02-58-07 3-02-58-07 3-03-05-42 3-03-07-48 3-03-18-44 3-03-27-17 3-03-28-00 3-03-37-32 3-03-43-06 3-03-59-59 3-03-59-59
31 APOL 32 SHOWN AJ, Becher 32 SHO Crichholm STRUM JERNATIK AJ, S. Burge CCO J. J. Pickles ING M. Gill & J. Davies ST SV. AROLINE M.W.D. Philips CABLE. J. O. Walker JENALIN B.C. Ryan LAWLESS. R.A. Green PIGRIIM J.H. Ratten 42 IMPATIENCE H.A. Lang 42 MPATIENCE H.A. Lang 44 MARAPA AE. Ratcliff 45 DOUBLE OF NOTHING I. Kenny 46 THYLACINE J.W. Burton 47 STRUCKINE J.W. Burton 48 THYLACINE J.W. Burton 47 STRUCKINE J.W. Burton 48 THYLACINE J.W. Burton 48 STRUCKINE J.W. Burton 51	3-12-7-24 	.8399 .7341 .8328 .7701 .8779 .8365 .7341 .7941 .7098 .7443 .6417 .7353 .7140	3-02-56-01 3-02-57-06 3-02-58-07 3-02-59-02 3-03-05-42 3-03-07-48 3-03-18-44 3-03-27-17 3-03-28-00 3-03-37-32 3-03-48-36 3-03-47-33 3-03-58-53 3-03-59-59
31 APOL 32 SHOWN AJ. Becher 32 SHO Crichler 33 LIGHTE AJ.S. Burge CCC M. J. Pickles ISLE M. G. M. Gill & J. Davies 37 SV. AROLINE M.W.D. Phillips CABLE J.O. Walker J. K. MALIN B.C. Ryan LAWLESS. R.A. Green P. PIGRIM J.H. Ratten 42 IMPATIENCE H.A. Lang 43 PIRRA P. Robinson 44 MARAPA A. R. Ratcliff 45 DOUBLE OF NOTHING I. Kenny 45 THYLAGINE J.W. Burlon 47 HOT AUGUST NIGHT.	3-12-7 3-10-7-24 H 3-18-02-18 4-01-30-48 3-13-34-43 3-18-01-57 4-06-43-02 3-23-02-03 4-10-32-41 4-05-43-52 3-18-02-49 4-07-17-19 4-10-26-32 3-20-19-12 4-10-27-35	.8399 .7341 .8328 .7701 .8779 .8365 .7341 .7941 .7098 .7443 .6417 .7353 .7140 .8237 .7165	3-02-56-01 3-02-57-06 3-02-58-07 3-02-58-02 3-03-05-42 3-03-07-48 3-03-18-44 3-03-27-17 3-03-27-17 3-03-37-32 3-03-47-33 3-03-47-33 3-03-59-59 3-04-02-38 3-04-02-38 3-04-18-42
31 APOL 32 Secher 32 SHC Crichhor 33 SHC CRICH 34 SERSNATIC A.J.S. Burge CCC J. J. Pickles M. M. Gill & J. Devices SLE ING M. Gill & J. Devices M. W. D. Phillips CABLE. J. O. Walker M. W. D. Phillips J. CABLE. J. O. Walker M. W. D. Phillips J. CABLE. J. O. Walker M. W. D. Phillips J. CABLE. J. O. Walker M. J. H. Retten J. W. Burlon 42 IMPATIENCE H.A. Lang 43 PIRRA. P. Robinson 44 MARAFA A. A.E. Ralcliff 45 DOUBLE OF NOTHING I. Kenny 46 THYLACINE J. W. Burlon 47 HOT AUGUST NIGHT R.J. Robertson R.J	3-12-7 3-10-7-24 H 3-18-02-18 4-01-30-48 3-13-34-43 3-18-01-57 4-06-43-02 3-23-02-03 4-10-32-41 4-05-43-52 3-18-02-49 4-07-17-19 4-10-26-32 3-20-19-12 4-10-27-35	.8399 .7341 .8328 .7701 .8779 .8365 .7341 .7941 .7098 .7443 .6417 .7353 .7140 .8237	3-02-56-01 3-02-57-06 3-02-58-07 3-02-58-07 3-03-05-42 3-03-07-48 3-03-18-44 3-03-27-17 3-03-28-00 3-03-37-32 3-03-43-06 3-03-59-59 3-03-59-59
31 APOL 32 SHORT SHOT SHORT SH	3-12-7 3-10-7-24 3-18-02-18 4-01-30-48 3-13-34-43 3-18-01-57 3-23-02-03 4-10-32-41 4-05-43-52 3-18-02-49 4-07-17-19 4-10-26-33 3-20-19-12 4-10-27-35 4-02-16-44	.8399 .7341 .8328 .7701 .8779 .8365 .7341 .7941 .7098 .7443 .6417 .7353 .7140 .8237 .7165	3-02-56-01 3-02-57-06 3-02-58-07 3-02-58-02 3-03-05-42 3-03-07-48 3-03-18-44 3-03-27-17 3-03-28-00 3-03-37-32 3-03-47-33 3-03-59-59 3-04-02-38 3-04-18-42 3-04-24-07
31 APOL 32 SHOPE STATE SHOPE S	3-127 3-18-00-18 3-18-02-18 4-01-30-48 3-13-34-43 3-18-01-57 4-06-43-02 3-23-02-03 4-10-32-41 4-05-43-52 3-18-02-49 4-07-17-19 4-10-27-35 4-02-16-44 4-04-29-23	8399 ,7341 ,8328 ,7701 ,8779 ,8365 ,7341 ,7941 ,7941 ,7443 ,6417 ,7359 ,7140 ,8237 ,7165 ,7774	3-02-56-01 3-02-57-06 3-02-58-07 3-03-68-02 3-03-05-42 3-03-07-48 3-03-37-32 3-03-37-32 3-03-43-06 3-03-58-53 3-03-68-53 3-04-02-38 3-04-18-42 3-04-22-07
31 APOL 33 Becher 32 SHG Crichlor 35 LIGHTF 34 LIGHTF 35 LIGHTF 35 LIGHTF 36 LIGHTF 36 LIGHTF 37	3-12-4 3-18-02-18 4-01-30-48 3-13-34-43 3-18-01-57 4-06-43-02 3-23-02-03 4-10-32-41 4-05-43-52 3-18-02-49 4-07-17-19 4-10-26-32 3-23-02-19-12 4-10-27-35 4-02-16-44 4-04-29-23 4-05-04-27	.8399 .7341 .8328 .7701 .8779 .8365 .7341 .7941 .7098 .7443 .6417 .7353 .7140 .8237 .7165 .7774 .7603 .7564	3-02-56-01 3-02-57-06 3-02-58-07 3-02-58-07 3-03-05-42 3-03-05-42 3-03-07-48 3-03-27-17 3-03-28-00 3-03-37-32 3-03-43-06 3-03-47-33 3-03-59-59 3-04-62-43 3-04-24-07 3-04-24-08 3-04-27-09
31 APOLY 32 SHO Crichle 35 Crichle 36 Crichle 37 Crichle 38 CCC A.J.S. Burge A.J.S. Burge A.J. Surge J. Pickles 37 SV. AROLINE M.W.D. Phillips CABLE. J.O. Walker M.W.D. Phillips CABLE. J.O. Walker M.W.D. Phillips CABLE. J.O. Walker M.W.D. Phillips A.G. Ryan LAWLESS. R.A. Green PICRIM. J.H. Ratten 42 IMPATIENCE. H.A. Lang 43 PIRRA. P. Robinson 44 MARARA A.E. Ratcliff 45 DOUBLE OF NOTHING I. Kenny 46 THYLACINE. J.W. Burton 47 HOT AUGUST NIGHT R.J. Robertson 46 HULLABALOO 48 R. Tiemrey & A.G. Clinton 49 MUCH ADO. J.A. Rickard 50 REVELATION. B. Moore 50 REVELATION. B. Moore	3-12-4 3-18-02-18 3-18-02-18 4-01-30-48 3-13-34-43 3-18-01-57 4-06-43-02 3-23-02-03 4-10-32-41 4-05-43-52 3-18-02-49 4-07-17-19 4-10-27-35 4-02-16-44 4-04-29-23 4-05-04-27 3-23-07-59	.8399 .7341 .8328 .7701 .8779 .8365 .7341 .7941 .7098 .7443 .6417 .7359 .7140 .8237 .7165 .7774 .7603 .7564 .8037	3-02-56-01 3-02-57-06 3-02-58-07 3-02-58-02 3-03-05-42 3-03-07-48 3-03-18-44 3-03-27-17 3-03-28-10 3-03-37-32 3-03-47-33 3-03-59-59 3-04-02-38 3-04-24-07 3-04-24-07 3-04-24-08 3-04-27-09 3-04-27-09
31 APOL 32 Secher 32 SHG Crichhos 33 LIGHTF AJ.S. Burge CCC J. J. Pickles ISLE UNG M. Gill & J. Davies M.W.D. Phillips CABLE J.O. Walker G. F. M. G. C. Ryan LAWLESS R.A. Green PIGRIM J.H. Ratton 42 IMPATIENCE H.A. Lang 43 PIRRA P. P. Robinson 44 MARAFA A.E. Ralcliff 45 DOUBLE OF NOTHING I. Kenny 45 THYLACINE J.W. Burton 47 HOT AUGUST NIGHT R.J. Robertson 48 HULLABALO R. Tiemey & A.G. Clinton 49 MUCH ADO J.A. Rickard 50 REVELATION B. Moore 51 MARK TWAIN. B. Moore 51 MARK TWAIN.	3-12-4 3-18-02-18 4-01-30-46 3-13-34-43 3-18-01-57 4-06-43-02 3-23-02-03 4-10-32-41 4-05-43-52 3-18-01-57 4-07-17-19 4-10-26-32 3-20-19-12 4-10-27-35 4-02-16-44 4-04-29-23 3-20-19-15 4-04-40-40-40-40-40	.8399 .7341 .8328 .7701 .8779 .8365 .7341 .7941 .7098 .7443 .8237 .7140 .8237 .7165 .7774 .7603 .7564 .8037 .7596	3-02-56-01 3-02-57-06 3-02-58-07 3-02-58-07 3-03-05-42 3-03-07-48 3-03-27-17 3-03-28-00 3-03-37-32 3-03-37-32 3-03-58-53 3-03-58-53 3-04-58-53 3-04-18-42 3-04-24-07 3-04-27-09 3-04-27-09 3-04-27-30 3-04-27-30
31 APOL 32 SHOWN AJ. Becher 32 SHO SCICIONE 33 LIGHTE AJ.S. Burge AJ.S. Burge AJ.S. Burge AJ.S. Burge AJ.S. Burge AM. Gill & J. Davies ST.S. M. Gill & J. Davies AM. G. Ryan LAWLESS. R.A. Green T. PIGRIM. J.H. Ratten 42 IMPATIENCE H.A. Lang 43 PIRRA. P. Robinson 44 MARAPA A. R. Ratcliff 45 DOUBLE OF NOTHING I. Kenny 45 THYLACINE J.W. Burton 47 HOT AUGUST NIGHT R.J. Robertson 49 MUCH ADO. J.A. Rickard 50 REVELATION. B. Moore 51 MARK TWAIN. P. Rowsthorn 52 OUTRAGEOUS. I. Schotles	3-12-4 3-18-02-18 3-18-02-18 4-01-30-48 3-13-34-43 3-18-01-57 4-06-43-02 3-23-02-03 4-10-32-41 4-05-43-52 3-18-02-49 4-07-17-19 4-10-27-35 4-02-16-44 4-04-29-23 4-04-02-24 4-04-02-24 4-04-02-24	.8399 .7341 .8328 .7701 .8779 .8365 .7341 .7941 .7943 .6417 .7353 .7140 .8237 .7140 .8237 .7165 .7774	3-02-56-01 3-02-57-06 3-02-58-07 3-02-58-02 3-03-05-42 3-03-07-48 3-03-27-17 3-03-27-17 3-03-28-03 3-03-28-03 3-03-37-32 3-03-37-32 3-03-47-33 3-03-59-59 3-04-02-38 3-04-18-42 3-04-24-08 3-04-24-08 3-04-27-30 3-04-27-30 3-04-27-30 3-04-27-30 3-04-28-16 3-04-32-16 3-04-32-16 3-04-32-16 3-04-32-16 3-04-32-16
31 APOL 32 Secher 32 SHC Crichles 53 CIGHTS A.J.S. Burge CCG J. Pickles 15 LE UNG M. Gill & J. Devies 37 SV AROLINE M.W.D. Phillips CABLE J.O. Walker R. M. Gill & J. Devies 37 SV AROLINE M.W.D. Phillips CABLE J.O. Walker R. A. G. Chyan L. Awes S. P. Robinson 44 MARAFA A.E. Ratcliff 45 DOUBLE OF NOTHING I. Kenny 45 THYLACINE J.W. Burton 47 HOT AUGUST NIGHT R.J. Robertson 46 HULLABALOO R.J. Robertson 49 MUCH ADO J.A. Rickard 50 REVELATION B. Moore 51 MARIK TWAIN P. Rowsthorn 52 OUTRAGEOUS L. Scholtes 53 RENEGADE R. E. Francis 54 RENEGADE R. E. Francis 54 RENEGADE R. E. Francis 55 RENEGADE R. R. Francis 55 RENEGADE R. R. E. Francis 55 RENEGADE R. R. R. R. R. Francis	3-12-4 3-18-02-18 3-18-02-18 4-01-30-46 3-13-34-43 3-13-34-43 3-13-34-43 3-23-02-03 4-10-32-41 4-05-43-52 3-18-012-49 4-07-17-19 4-10-27-35 4-02-16-44 4-04-28-23 4-05-02-14 4-02-03-41 4-00-20-11	.8399 .7341 .8328 .7701 .8779 .8365 .7341 .7941 .7943 .7443 .6417 .7098 .7140 .8237 .7165 .7774 .7603 .7564 .7805 .7805	3-02-56-01 3-02-57-06 3-02-58-07 3-02-58-07 3-03-05-42 3-03-07-48 3-03-37-30 3-03-27-13 3-03-28-00 3-03-37-30 3-03-37-30 3-03-47-33 3-03-47-33 3-03-47-33 3-04-18-42 3-04-18-42 3-04-22-07 3-04-22-08 3-04-22-13 3-04-22-13 3-04-22-13 3-04-22-13 3-04-32-13
31 APOL 32 Becher 32 SHC Circhter 32 SHC Circhter 33 LIGHTE A.J.S. Burge A.J.S. Burge A.J.S. Burge A.J.S. Burge B. Burge A.J.S. Burge A.J.S. Burge A.J.S. Burge A.J.S. Burge A.J.S. Burge A.J. Pickles ISLE III.MG M. M.W.D. Phillips A.G. Cable J.O. Walker A.G. Cable J.O. Walker A.G. Cable J.D. Walker A.J. M. B.C. Ryan L.AWLESS. R.A. Green Pigirim J.H. Ratten 42 IMPATIENCE H.A. Lang 43 PIRRA P. Robinson 44 MARARA A. A.E. Ratcliff 45 DOUBLE OF NOTHING I. Kenny 45 THYLACINE J.W. Burton 47 HOT AUGUST NIGHT R.J. Robertson 46 HULLABALOO R. Tiemey & A.G. Clinton 46 HULLABALOO J.A. Rickard 50 REVELATION B. Moore 51 MARIK TWAIN P. Rowsthorn 52 OUTRAGEOUS L. Scholtes 53 RENEGADE R.E. Francis 54 SHENADOAH J.R. Charady	3-12-4 3-18-02-18 3-18-02-18 3-18-02-18 3-13-34-43 3-18-01-57 4-08-43-02 3-23-02-02 3-23-02-02 3-18-02-49 4-07-17-19 4-10-28-32 3-20-19-12 4-10-28-32 3-20-19-12 4-10-28-32 3-20-19-12 4-10-28-32 4-04-02-03-41 4-02-03-41 4-02-03-41 4-02-03-41 4-02-03-41 4-02-03-41 4-02-03-41 4-02-03-41 4-02-03-41 4-02-03-41 4-02-03-41 4-02-03-41 4-02-03-41 4-02-03-41	.8399 .7341 .8328 .7701 .8779 .8366 .7341 .7941 .7943 .7443 .6417 .7140 .8237 .7145 .7140 .8237 .7564 .8037 .7564 .7596 .7805	3-02-56-01 3-02-57-06 3-02-58-07 3-02-58-07 3-03-05-42 3-03-05-42 3-03-05-42 3-03-22-10 3-03-22-10 3-03-37-32 3-03-43-05 3-03-43-05 3-03-43-05 3-04-42-07 3-04-22-06 3-04-22-06 3-04-32-13 3-04-32-13 3-04-32-13 3-04-32-13
31 APOL 32 SHORT STATE S	3-12-4 3-18-02-18 3-18-02-18 4-01-30-48 3-13-34-43 3-18-01-57 4-06-43-02 3-23-02-03 4-10-32-41 4-05-43-52 3-18-02-49 4-07-17-19 4-10-27-35 4-02-16-44 4-04-29-23 4-05-04-27 3-23-07-59 4-02-03-41 4-15-30-14 4-15-30-14	.8399 .7341 .8328 .7701 .8779 .8365 .7341 .7941 .7943 .7443 .8237 .7140 .8237 .7165 .7774 .7564 .8037 .7564 .8037 .7596 .873 .7950 .8756 .8756 .7950 .8766 .7950 .7950 .8766 .7950 .7950 .7950 .8766 .7950	3-02-56-01 3-02-57-06 3-02-58-07 3-02-58-07 3-03-05-42 3-03-07-48 3-03-03-73-13 3-03-27-17 3-03-28-00 3-03-37-32 3-03-43-08 3-03-47-33 3-04-18-42 3-04-22-08 3-04-22-08 3-04-22-30 3-04-22-13 3-04-22-13 3-04-32-15 3-04-32-15 3-04-32-15 3-04-32-15 3-04-32-15 3-04-32-15 3-04-32-15 3-04-32-15 3-04-32-15 3-04-32-15 3-04-32-15 3-04-32-15
31 APOL 32 Secher 32 SHO Secher 32 SHO Secher 33 SIGNATION A.J.S. Burge CCC J. J. Pickles M. M. Gill & J. Devices SI.E. UNG M. Gill & J. Devices M. W.D. Phillips CABLE. J.O. Walker Si.E. A.A.C. Lincold A. Devices M. W.D. Phillips CABLE. J.O. Walker Si.E. A. Green J.C. A. Lang 42 IMPATIENCE. H.A. Lang 42 IMPATIENCE. H.A. Lang 43 PIRRA. P. Robinson 44 MARAPA. A.E. Ralcliff 45 DOUBLE OF NOTHING I. Kenny 48 THYLACINE. J.W. Burton 47 HOT AUGUST NIGHT B.J. Robertson 48 HULLABALOO. R.J. Robertson 49 MUCH ADO. J.A. Rickard 50 REVELATION. B. MOORE 51 MARK TWAIN. P. Rowsthorn 52 OUTRAGEOUS L. Scholtes 53 RENEGADE. R. E. Francis 54 SHENANDOAH. J.R. Charody 55 MAID ROSALINDE. J.H. Culain 58 DERWENT LASS D.H. Colbourn 59 DERWENT	3-12-4 3-18-02-18 3-18-02-18 4-01-30-48 3-13-34-43 3-18-01-57 4-06-43-02 3-23-02-03 4-10-32-41 4-05-43-52 3-18-02-49 4-07-17-19 4-10-27-35 4-02-16-44 4-04-29-23 4-05-04-27 3-23-07-59 4-02-03-41 4-15-30-14 4-15-30-14	.8399 .7341 .8328 .7701 .8779 .8366 .7341 .7941 .7943 .7443 .6417 .7140 .8237 .7145 .7140 .8237 .7564 .8037 .7564 .7596 .7805	3-02-56-01 3-02-57-06 3-02-58-07 3-02-58-07 3-03-05-42 3-03-05-42 3-03-05-42 3-03-22-10 3-03-22-10 3-03-37-32 3-03-43-05 3-03-43-05 3-03-43-05 3-04-42-07 3-04-22-06 3-04-22-06 3-04-32-13 3-04-32-13 3-04-32-13 3-04-32-13
31 APOL 32 SHORT STATE S	3-124 	.8399 .7341 .8328 .7701 .8365 .7341 .7941 .7098 .7443 .6417 .7353 .7140 .7165 .7774 .7603 .7564 .7805 .7950 .7805 .7950	3-02-56-01 3-02-57-06 3-02-58-07 3-02-58-07 3-02-58-02 3-03-05-42 3-03-07-48 3-03-18-44 3-03-18-43 3-03-18-43 3-03-18-43 3-03-18-43 3-03-18-43 3-04-20-03
31 APOL 32 SHORT SUPPLY AJ. Becher 32 SHO STATE SUPPLY AJ. S. Burge ST. S. Surge ST. Surge ST. S. Surge ST. S. Surge ST. S	3-12-4 3-18-02-18 4-01-30-46 3-13-34-43 3-13-34-43 4-06-43-02 3-23-02-03 4-10-32-41 4-07-17-19 4-10-27-35 4-02-16-44 4-04-29-23 4-02-03-11 4-15-26-42 4-02-03-41 4-15-25-56 4-14-19-00 4-09-31-39	.8399 .7341 .8328 .7701 .8779 .8365 .7341 .7941 .7443 .6417 .7353 .7140 .8237 .7165 .7774 .7603 .7564 .8037 .7596 .873 .7796 .8796 .873 .7796 .873 .7796 .873 .7796 .873 .7796 .873 .7796 .8796 .873 .7796 .873 .7796 .8796 .8796 .7	3-02-56-01 3-02-57-06 3-02-58-07 3-02-58-07 3-02-58-07 3-03-05-42 3-03-07-48 3-03-18-44 3-03-28-00 3-03-27-13 3-03-28-00 3-03-37-32 3-03-39-59 3-03-39-59 3-03-48-33 3-04-18-42 3-04-24-07 3-04-28-06 3-04-28-16 3-04-38-12 3-04-38-12 3-04-38-12 3-04-38-12 3-04-38-12
31 APOLY 32 SHOULD AJ. Becher 32 SHOULD AJ. BERSNATC AJ.S. Burge AJ.S. Burge AJ.S. Burge AJ.S. Burge AJ. Pickles ISLE M. M. Gill & J. Davies ST. SV. PAROLINE M.W.D. Phillips CABLE J.O. Walker AJ. S. C. Ryan LAWLESS. R.A. Green T. PIGRIM J.H. Ratten 42 IMPATIENCE H.A. Lang 43 PIRRA. P. Robinson 44 MARAPA. A.E. Ratcliff 45 DOUBLE OF NOTHING I. Kenny 45 THYLACINE J.W. Burton 47 HOT AUGUST NIGHT R.J. Robertson 48 HULLABALOO R. Tiemey & A.G. Clinton 49 MUCH ADO J.A. Rickard 50 REVELATION. B. Moore 51 MARIK TWAIN. P. Rowsthorn 52 OUTRAGEOUS L. Schottes 53 RENEGADE. R.E. Francis 54 SHENANDOAH. J.R. Chardoy 55 MAID ROSALINDE J.H. Quinn 56 DERWENT LASS D.H. Colbourn 57 FIRETEL R.H. Lawler & K.A. Taylor 55 FLY BY NIGHT. B. Barron 55 FLY BY NIGHT.	3-12-4 3-18-02-18 3-18-02-18 3-18-02-18 3-13-34-43 3-18-01-57 4-08-43-02 3-23-02-03 4-10-32-41 4-10-26-32 3-18-02-49 4-07-17-19 4-10-26-32 3-20-19-12 4-10-27-35 4-04-02-03-41 4-04-02-03-41 4-02-03-41 4-10-26-58 4-14-19-00 4-14-08-31-39 4-04-58-55	.8399 .7341 .8328 .7701 .8779 .8366 .7341 .7941 .7943 .7443 .6417 .77140 .8237 .7166 .7774 .8037 .7564 .8037 .7566 .7566 .7566 .7567 .7566 .7567 .7566 .7567	3-02-56-01 3-02-57-06 3-02-58-07 3-02-58-07 3-03-05-42 3-03-05-42 3-03-05-42 3-03-05-42 3-03-05-42 3-03-28-00 3-03-37-32 3-03-28-00 3-03-37-32 3-03-58-59 3-04-28-03 3-04-28-03 3-04-28-03 3-04-28-03 3-04-38-13 3-04-38-13 3-04-38-13 3-04-38-13 3-04-38-13 3-04-38-13 3-04-38-13 3-04-38-13
31 APOLY 32 SHOULD AJ. Becher 32 SHOULD AJ. BERSNATK AJ.S. Burge CCG J. J. Pickles SILE UNG M. Gill & J. Devies SILE UNG M. GILL EN GOLD AL CAULES P. A. Green F. PICRIIM. J.H. Retten 42 IMPATIENCE H.A. Lang 43 PIRRA P. Robieston 44 MARAFA A. A.E. Ratcliff 45 DOUBLE OF NOTHING I. Kenny 45 DIVIDLE OF NOTHING I. Kenny 46 THYLACINE J.W. Burton 47 HOT AUGUST NIGHT GILL EN GOLD M. B. Moore SI MARK TWAIN. P. Rowsthorn 52 OUTRAGEOUS L. Scholtes SI RENEGADE P. R.E. Francis 54 SHENANDOAH J.R. Charody 55 MAID ROSALINDE J.H. Quinn 56 DERWENT LASS D.H. Colbourn 57 FIRETEL R.H. Lawler & K.A. Taylor 58 FLY BY NIGHT	3-12-4 3-18-02-18 3-18-02-18 4-01-30-48 3-13-34-43 3-18-01-57 4-06-43-02 3-23-02-03 4-10-32-41 4-05-43-52 3-28-02-49 4-07-17-19 4-10-27-35 4-02-16-44 4-04-29-23 4-02-03-41 4-103-01-41 4-15-30-14 4-12-52-55 4-14-19-00 4-09-31-39 4-04-03-31-39 4-04-03-31-39 4-04-08-53-55 3-08-53-27	8399 7341 8328 77701 8376 8386 7341 7941 7098 7443 6417 7708 8237 7165 7774 7603 7596 8037 7596 8037 7095 7095 7095 7097	3-02-56-01 3-02-57-06 3-02-58-07 3-02-58-07 3-03-05-42 3-03-03-05-43 3-03-03-03-03-03-03-03-03-03-03-03-03-03
31 APOLY 32 SHOULD AJ. Becher 32 SHOULD AJ. BERSNATC AJ.S. Burge AJ.S. Burge AJ.S. Burge AJ.S. Burge AJ. Pickles ISLE M. M. Gill & J. Davies ST. SV. PAROLINE M.W.D. Phillips CABLE J.O. Walker AJ. S. C. Ryan LAWLESS. R.A. Green T. PIGRIM J.H. Ratten 42 IMPATIENCE H.A. Lang 43 PIRRA. P. Robinson 44 MARAPA. A.E. Ratcliff 45 DOUBLE OF NOTHING I. Kenny 45 THYLACINE J.W. Burton 47 HOT AUGUST NIGHT R.J. Robertson 48 HULLABALOO R. Tiemey & A.G. Clinton 49 MUCH ADO J.A. Rickard 50 REVELATION. B. Moore 51 MARIK TWAIN. P. Rowsthorn 52 OUTRAGEOUS L. Schottes 53 RENEGADE. R.E. Francis 54 SHENANDOAH. J.R. Chardoy 55 MAID ROSALINDE J.H. Quinn 56 DERWENT LASS D.H. Colbourn 57 FIRETEL R.H. Lawler & K.A. Taylor 55 FLY BY NIGHT. B. Barron 55 FLY BY NIGHT.	3-12-4 3-18-02-18 4-01-30-48 3-18-03-52 3-18-01-52 3-23-02-03 4-10-32-41 4-10-32-41 4-07-17-19 4-10-26-32 3-20-19-12 4-10-27-35 4-02-16-44 4-04-02-23 4-04-03-13 4-02-58-55 3-03-33-44-58-55 3-33-33-44-58	.8399 .7341 .8328 .7701 .8779 .8366 .7341 .7941 .7943 .7443 .6417 .77140 .8237 .7166 .7774 .8037 .7564 .8037 .7566 .7566 .7566 .7567 .7566 .7567 .7566 .7567	3-02-56-01 3-02-57-06 3-02-58-07 3-02-58-07 3-03-05-42 3-03-05-42 3-03-05-42 3-03-05-42 3-03-05-42 3-03-28-00 3-03-37-32 3-03-28-00 3-03-37-32 3-03-58-59 3-04-28-03 3-04-28-03 3-04-28-03 3-04-28-03 3-04-38-13 3-04-38-13 3-04-38-13 3-04-38-13 3-04-38-13 3-04-38-13 3-04-38-13 3-04-38-13

D. Herlihy & J. Hughes 4-05-13-56 .7603 3-04-58-01

62 CHINESE FIRE DRILL

RACE STATISTICS

63 PRONTO	T.B. Roach 3-21-22-31	.8254	3-05-04-18
64 KNUCKLE DUSTER	P. Cush 4-14-42-49	.6965	3-05-06-43
65 NATELLE II A.J. Cole-Cook 8	J. Solomon 3-23-52-11	.8045	3-05-07-38 3-05-11-24
66 STREAKER	M. Drent 4-05-28-21 R. Newnham 4-10-30-09	.7607	3-05-11-24 3-05-11-35
68 CONDOR	R.A. Bell 3-00-50-29	1.0615	3-05-19-16
69 GHOST TOO	G.D. Ford 4-10-31-06		3-05-19-56
Kamehame	ha Syndicate 4-13-22-02 & K. A. Jaggar 4-06-07-05 R. Laughlin 4-12-25-13 V. Locke 3-23-57-42 P. B. J. S. King 3-19-58-59	.7079	3-05-25-16
72 LOCK ON WOOD.	R. Laughlin 4-12-25-13	.7148	3-05-27-24
73 IMPETUOUS	V. Locke 3-23-57-42	.8082	3-05-33-22
75 PREDATOR	D.J. Millikan 4-04-52-29	.7700	3-05-40-14
76 JISUMA	D.J. Millikan 4-04-52-29 W. Rockliff 4-10-20-14 Montgomery 4-00-41-31	.7307	3-05-46-44
78 PARMELIA	10 10 00 0		
79 ROLLER COASTER	O. Stevenson 3-02-34-15		3-05-51-07
		.7658	3-05-52-02
80 ANDROMEDA 81 CHAOS	D. Norman 5-04-27-20	.7711	3-06-13-43
92-COOWEATER GI	& S.A. Finlay 4-07-57-48 . K.A.W. King 4-06-07-08	.7531	3-06-17-41
84 IDLE VICE			
R.W. Tresidder & S	S.R. Williams 4-05-36-37 P.R. Jacka 4-14-21-13	.7711	3-06-21-06
86 BREADFRUIT		.7260	3-06-24-22
87 FIONA	R.W. Coulter 3-23-20-45 R.C. Axe 4-04-10-55	.8228	3-06-27-02
89 SISKA	R.L. Tasker 3-09-25-45	.9637	3-06-28-24
90 ULTRAVIOLET 91 BLUE MOVES	J.H. Violet 4-03-00-35 D. Long 4-12-04-35	.7931 .7272	3-06-31-29 3-06-35-35
92 MORNING AFTER.	C. McMillan 4-06-23-29	.7691	3-06-44-57
93 MADAME DEFARG M. Leschkau & T.	Stephenson 3-10-39-09	.9529	3-06-45-34
94 REVERIE II	G.F. Scott 4-12-18-26 E.P. Taylor 4-05-04-28	.7272	
96 APOLLO	J. Rooklyn 3-01-52-10	.7793 1.0667	3-06-46-02 3-06-47-48
97 TIME MACHINE 2	R.D. Elliott 4-04-43-56 P.M. Pinder 4-15-51-40	.7823 .7054	3-06-48-10 3-06-54-25
99 RAGER IN	I.A. Clements 4-05-38-44	.7736	3-06-54-27
	S.M. Cerutty 4-10-30-27 P. King 3-22-37-26	.7410 .8341	3-06-55-19 3-06-55-33
102 CHRISTA-FARR	-		3-06-55-33
J.D. &	C.A. Pomfret 4-04-46-17 ton & D. Kelly 4-10-24-28	.7833 .7432	3-06-56-03 3-07-04-56
104 JADE	L. Wooddell 4-02-12-21	.8057	3-07-07-28
	A. Conan 4-04-00-51 B. Morton 4-08-11-22	.7912 .7607	3-07-07-52 3-07-15-25
107 HOTSHOT			
	G.L. Prescott 4-19-19-49 D.F. Van 4-17-36-04	.6887	3-07-25-41 3-07-33-17
109 CENTURION			
Centun 110 THE MANLY FERR	on Syndicate 4-08-04-17	.7649	3-07-36-15
M.0	C. Blackmore 4-01-59-34	.8129	3-07-39-30
112 ONYA OF GOSFOF	.B.G. Weston 4-02-23-37	.8101	3-07-42-31
HN 113 HALCYON	IAS Creswell 4-08-42-59 D. Saul 4-17-32-56	.7628 .7041	3-07-52-40 3-07-56-59
114 SPIDER	R.H. Purssell 4-13-05-56	.7330	3-07-58-10
	D R. Kelly 4-15-00-59 S.G. Morgan 3-20-08-28	.7213 .8725	3-08-04-34 3-08-23-35
117 MYSTIC SEVEN	N.D. Chidgey 4-12-58-14	.7387	3-08-29-48
118 ENIGMA	H.G. Davis 3-23-46-39 P. Smith 3-19-58-51	.8435 .8784	3-08-47-18 3-08-47-45
120 ST JUDE	H. House 4-16-14-15	.7201 .7353	3-08-49-20 3-08-55-38
122 VENGEANCE	D.J. Smith 4-14-03-37 B. Lewis 3-05-22-09	1.0461	3-08-56-09
		.8110 .8228	3-08-58-78 3-09-00-16
125 CAPRICE II	J.H. Bleakley 4-02-26-59	.0220	3-09-00-10
J.H.P. Boucaut &	J.A. Powell 4-22-00-19 V. Wall-Smith 4-02-13-27	.6887 .8298	3-09-16-40 3-09-30-23
127 PUNCH	B. Lewis 4-17-37-11	.7177	3-09-32-42
128 REBECCA II V.H. O'Nei	& C. Ward 4-13-46-20	.7432	3-09-34-58
129 SALTPETA	P. Hinton 4-23-58-11	.6807	3-09-39-48
130 CONOUISTADOR (D.J. Strange 4-09-10-20	.7793	3-09-57-39
131 ENCORE W. 8	V. Anderson 4-05-43-01	.8073	3-10-06-58
	S.C.W. Green 4-09-16-50 C.B. Gow 4-01-40-13	.7823 .8443	3-10-21-40 3-10-27-47
134 WATHARA II	B E C Stone 4 17.00.44	7207	3-10-36-09
135 THUMBS UP (THE	R.E.C. Stopp 4-17-02-44 FLYER)	.7307	3-10-30-09
400 DUTHI EGG	A. Rowland 3-19-32-43	.9037 .8183	3-10-43-46 3-10-44-58
	3.R. Bramwell 4-05-07-25 3.A. Watchorn 3-18-38-28		3-10-53-29
	3. & D. Coutts 4-17-47-23	.7307	3-11-08-46 3-11-13-51
	I.S. Pullar 4-12-13-07 D. Rourke 5-00-51-47	.7691 .6900	3-11-23-44
	R.S. Robinson 4-12-11-27		3-11-52-49
143 SGIAN DUBH	W.D. Ferris 3-07-38-04 R.W. Lean 55-00-51-23		3-12-07-04 3-12-38-09
144 ALONA	P.J. Allen 4-13-32-58		3-13-02-36
146 ZIG ZAG	J. Watkins 4-05-29-18P.P. Kelly 4-05-37-45	.8393	3-13-05-16 3-13-17-50
	I. Backwell 5-00-58-30	.7054	3-13-20-09
147 PINTADO	G. DUHAIUSUN 4-U5-53-16	.8307	3-13-28-08
147 PINTADO 148 OBSESSIONK. 149 ANACONDA			3-13-29-36
147 PINTADO	M. Bellingham 4-06-04-10		
147 PINTADOK. 148 OBSESSIONK. 149 ANACONDA G. Friend, R. Smith & M 150 SALTSHAKER 2 J. 151 TUCANA	B. Levingston 4-06-08-39 L.C. Dean 5-04-55-23	.8427 .6939	3-14-04-37 3-14-41-03
147 PINTADOK. 148 OBSESSIONK. 149 ANACONDA G. Friend, R. Smith & M. 150 SALTSHAKER 2 J. 151 TUCANA	B. Levingston 4-06-08-39 L.C. Dean 5-04-55-23 B.C. Hayden\$4-22-01-57	.8427 .6939 .7353	3-14-04-37 3-14-41-03 3-14-47-21
147 PINTADO	B. Levingston 4-06-08-39 L.C. Dean 5-04-55-23 B.C. Hayden\$4-22-01-57 J. Grubic 3-13-43-35 W.H. Ward 5-09-45-3	.8427 .6939 .7353 1.0311 7 .6900	3-14-04-37 3-14-41-03 3-14-47-21 3-16-23-33 3-17-32-05
147 PINTADO. 148 OBSESSIONK. 149 ANACONDA G. Friend, R. Smith & N 150 SALTSHAKER 2 J. 151 TUCANA. 152 JAGER	B. Levingston 4-06-08-39 L.C. Dean 5-04-55-23 B.C. Hayden\$4-22-01-57 J. Grubic 3-13-43-35 W.H. Ward 5-09-45-3	.8427 .6939 .7353 1.0311 7 .6900 .8477	3-14-04-37 3-14-41-03 3-14-47-21 3-16-23-33 3-17-32-05 3-18-06-01
147 PINTADO. 148 OBSESSION K. 149 ANACONDA G. 149 ANACONDA G. 150 SALTSHAKER 2 J. 151 TUCANA. 152 JAGER. 153 ANACONDA II. 154 TASMAN LASS. 155 RENEGADE II. 156 TERUMA. 157 BUCCANEER.	B. Levingston 4-06-08-39 L.C. Dean 5-04-55-23 B.C. Hayden\$4-22-01-57 J. Grubic 3-13-43-35 W.H. Ward 5-09-45-3	.8427 .6939 .7353 1.0311 7 .6900 .8477 .7575 1.0306	3-14-04-37 3-14-41-03 3-14-47-21 3-16-23-33 3-17-32-05

FASTEST TIME: CONDOR 3-00-50-29 MAXI DIVISION: FREIGHT TRAIN DIVISION A: CHALLENGE

DIVISION B: ONCE MORE DEAR FRIENDS ION C: MOONLIGHTER

DIVISION D: LOT'S WIFE

BD: AUDACITY, BILLABONG, CASABLANCA, FANNY S, GHOST, JIMMY BLACKSMITH, LADY ANN, MARGARET UL II, MERCEDES IV, PETROSINA II, PUSS 'N BOOTS, QUEST TOO IMPETUOUS

ALC PROPERTY.

1983 WEATHER: A moderate easterly provided good close-reaching conditions to the heads and out to the now sea mark. Thereafter the breeze swung to southeast and freshened, reaching 30 knots at times during the first 36 hours taking its toll in retirements. With moderate seas the bulk of the fleet enjoyed hard working down to Green Cape. The breeze then freed to give fast reaching conditions across Bass Ine breeze trient reed to give tast reaching conditions across bass Strait and becoming northerly \$\overline{0}\$ provide a fast run down the Tasmanian coast. At Cape Raoul, the wind went light from the south and dropped right out close inshore, which saw a number of yachts becalmed between Tasman Island and the Cape. Light conditions prevailed for the reach across the Bay and made for slow and tedious work for most yachts down the River to the finish.

1004

1984	
PI Yacht Elapsed TC	F Corrected
Time	Time
1 INDIAN PACIFIC	
	970 3-07-45-03
	028 3-08-35-00
	185 3-10-51-54
4 PRIME SUSPECT J. Milne 4-11-33-31 .7	960 3-13-37-00
5 MIRRABOOKA	
	192 3-14-09-16
	101 3-14-11-20
	026 3-14-19-24
	542 3-14-50-31
	110 3-15-14-25
	950 3-15-16-05
	456 3-15-19-52
	307 3-15-42-48
13 HUON SPIRITH. Calvert 4-14-34-17 .7	970 3-16-07-31
	960 3-16-31-46
	156 3-17-26-02
	026 3-17-29-30
	341 3-17-39-14
	219 3-18-54-50
	318 3-20-44-55
	809 3-20-49-39
	579 3-22-22-43
	638 3-22-50-07
	140 3-22-52-08
	892 4-03-22-06
)476 4-04-33-06
	575 4-04-37-57
	165 4-09-13-21
	771 4-12-09-51
	391 4-12-51-42
	376 4-13-19-53
	330 4-14-22-34
	364 4-14-28-39
	291 4-14-35-12
	284 4-17-16-38
	738 4-17-55-52
38 CHINESE FIRE DRILL	
	542 4-23-12-20
	140 5-01-38-12
	128 5-03-16-54
	833 5-09-55-14
	596 5-10-51-57
	869 5-14-33-03
	017 6-10-30-48
	931 5-03-14-28
	607 5-03-43-21
45 MARGARET RINTOUL II*	
	324 5-14-33-03
46 CHAOS*C. Lockley 6-19-03-05 .7	701 5-05-33-57
THE DODER! INDER	
THE ROPERUNNER penalised 10%	
GALAXY III penalised 10%	
MARGARET RINTOUL II penalised 20%	

CHAOS penalised 40%

FASTEST TIME: NEW ZEALAND 3-11-31-21

MAXI DIVISION: NEW ZEALAND DIVISION A: PATRICE III DIVISION B: INDIA' PACIFIC DIVISION C: CITY LIMITS DIVISION D: LAWLESS

RETIRED: ADRIA AMAROO, ANDROMEDA, APRHODITE, APOLLO, APOLLO II, AOUILA, AUDACITY, CAPRICE OF HUON, CENTRE-FOLD, CHALLENGE II, CHALLENGE III, CHRISTA-FARR, COBWEB, CONDOR, CRUSADER OF BRIGHTON, CYBELE, DANCING FOLD, CHALLENGE II, CHALLENGE III, CHRISTA-FARR, COBWEB, CONDOR, CRUSADER OF BRIGHTON, CYBELE, DANCING MOUSE, DERWENT LASS, DESTINY, DI HARD, DIAMOND CUTTER, DR DAN, DRAKE'S PRAYER, DRY WHITE, DYNAMITE, ENCORE, ENDLESS ADVICE, ENIGMA, EUREKA, EVELYN, FANNY ADAMS, FARR FETCHED, FARR OUT, FIRETEL, FLY BY NIGHT, FREIGHT TRAIN, GROUNDSFOR, HALCYON, HULLABALOO, IMPATIENCE, IMPECCABLE, INCA, INCH BY WINCH, INTRIGUE, ISLE OF LUING, ORLA, MANDRAKE, MARGARET RINTOUL IV, MARLOO, MARY MUFFIN, MORNING TIDE, MUCH ADO, NADIA, NYNJA-GO, ONCE MORE DEAR FRIENDS, OSPREY III, OUT OF SIGHT OUT OF MIND, OUTRAGEOUS, OVERDRAFT, PATROL, PHYLLISE, PICCOLO, PIET HEIN, FIPPIN, PUBLIC NUISANCE, PUNCH, QUETZAL, RAGAMUFFIN, REBECCA II, RED FACES, RSTLESS IV, RUFF IN TUMBLE, RUNAWAY, SAGAR RANI, SANGAREE, SEAOUESTA, SHEMANDOAH III, SOLANDRA, SOUTHERN CROSS, SPIDER, SPIRIT OF QUEENSLAND, SUNBURST, SUNSEEKER, THE GAMBLER, THE FOFFICE, THE SWAGMAN, THIRLMERE, TOO FARR OUT, TOO IMPETUOUS, TOPAZ, TRADITION, UPTOWN GIRL, VANESSA III, WATER FRONTIER, WITCHCRAFT, WITCHCOCTOR, WY-AR-GINE IV, YAHOO II, ZAP.

1984 WEATHER: A low pressure system near Melbourne on Christmas Day brought windy weather to Bass Strait and Tasmania. This system slowed up east of Bass Strait about mid-day on Boxing Day, creating two different swell patterns that combined off the NSW coast to make very treacherous seas. The Race features a spectacular spinnaker start before a 25 knot southerly that slowly strengthened throughout the first afternoon. During the first night the breeze touched 40 knots from the south and retirements came thick and fast. A strong 35 knot southerly remained during the second day with punishing seas and there were more retirements. Late on December 27 the leaders were only as far as

moved SSE but still with uncomfortable seas and winds at 30 knots making life aboard wet and uncomfortable. On the third day the breeze moved from SEE to E and after some 50 hours of windward work the fleet was able to spring sheets for a hard reach across The Strait, the breeze moderating to 20-25 knots. As the leaders approached Tasman bleaze inductating to 20/20 kinds. As the feeders approached rearries lealand the breeze had freshened from the NE to give the smaller yachts a hard run down the Tasmanian coast. The first half of the fleet had a quick trip across Storm Bay, but some of the little boats which appeared poised to win handicap honours were once again frustrated by the calms of Storm Bay and the Derwent River.

Elapsed TCF Corrected

1985 Pl Yacht

PI Yacht	Time	ICF	Time
2 SAGACIOUSG. Apple		.7950	3-04-34-37
3 HUMMINGBIRD E. Blackade	der 4-02-59-09	.7752	3-04-44-02
4 SILVER MINX G. 5 DIAMOND CUTTER A. Sween	Player 4-03-59	-09 .77	23-04-58-20
5 DIAMOND CUTTER A. Sween	ey 4-04-30-59	.7659	3-04-59-08
6 HULLABALOO K. Tierr	ey 4-06-18-09	.7531	3-05-02-38
7 ONCE MORE DEAR FRIENDS		7004	0.05.00.00
	rie 4-01-09-43		3-05-03-33
8 INDIAN PACIFICJ. Ey 9 INTRIGUED. Calv			3-05-11-52 3-05-14-27
10 FYADOR M CI	erk 4-01-02-10	.7950	
10 EXADOR M. CI 11 PALADIN C. Frani	din 4-01-07-24	.7970	3-05-24-26
12 HIGHLAND FLING I. Laid	aw 4-01-08-00	.7979	3-05-30-10
13 ANOTHER CONCUBINE			
J.L. & P.E. Par 14 CIFRALINE 3	ker 4-01-25-31	.7960	3-05 33-02
	ths 4-01-15-50	.7979	3-05-36-25
15 MAD MAX			
Beckett/Canning/Dent & McCar		.7989	3-05-46-22
16 THE GAMBLERI. Ker	iny 4-01-24-26	.7989	3-05-49-07
17 JOINT VENTURER. EII 18 PRIME TIMESJ. Mili	1011 4-0 1-19-15	.7998 .8008	3/05-50-14 3-05-56-12
19 CHRISTA FARR	101 4-01-13-23	.0000	0-00-00-12
J.D. & C.A. Pomi	ret 4-04-08-09	.7813	3-06-14-10
20 FAST OF LIZARD			
P. Carney/Add	sail 4-01-08-32	.8064	3-06-20-08
21 NIKE J. H	unt 4-13-49-42	.7140	3-06-25-03
22 PREDATOR D. Millik	an 4-07-23-12	.7607	3-06-38-4
23 NADIA IV			
Canberra Ocean Racing C	lub 4-03-34-19	.7931	3-06-58-14
25 THUNDERBIRD Sea Craft			3-07-06-22 3-07-08-24
26 BLACK MAGIC R. 27 WITCHCRAFT Y. Boa	din 4-03-32-50	.7970	3-07-08-24
28 NEWCASTLE FLYER P. Gou	inh 4-03-34-23	.7960	3-07-15-37
29 TURKEY SHOOT		500	5 0. 10 0/
S. McDonald/B. Bowd	len 4-03-40-11	.7960	3-07-20-14
31 CHALLENGE III L. Abraha		.8219	3-07-45-30
32 BIMBLEGUMBIEK. Jaco	bs 4-03-53-51	.7998	3-07-53-53
33 ENCORE II W. & V. Anders	on 4-03-36-13	.8027	3-07-57-07
34 WILD OATSR. Oat	ley 4-00-58-41	.8254	
35 TOO IMPETUOUS P. J.	olly 4-03-21-05	.8064	3-08-07-01
36 SWITCHBLADET. & R. McC	Call 4-01-10-43	.8245	3-08-07-26
37 AUSPICIOUSN. M 37 DRAKE'S PRAYER*P. Ku	arr 4-13-07-07	.7364	
37 DHAKE'S PHAYER"P. KL	Ins 3-20-07-24	.8281 .8281	3-08-21-18 3-08-25-32
38 CAROLINE D. Ha 39 WITCHDOCTOR	les 4-01-07-14	.0201	3-08-25-32
C. Troop & Partn	ore 4.03.38.47	.8073	3-08-26-40
40 APOLLOJ. Rook	vn 3-04-32-28		3-08-31-16
41 INCA B. Ry	an 4-00-55-26		3-08-36-07
42 STORMY PETREL A. Pear	son 4-12-41-32	.7432	3-08-46-48
43 IMPETUOUS R. Rol	perts 4-04-26-0	4 .8045	3-08-47-58
44 SOUTHERN CROSS W. Gilb 45 POLICE CAR M. Pur	ert 4-08-38-12	.7722	
45 POLICE CAR M. Pur	tell 4-03-29-03	.8129	3-08-52-14
46 APOLLO II A.J. Bec	her 4-01-15-55	.8316	
47 MERCEDES IVR. CI	ark 4-04-04-53	.8110 .7691	3-09-09-58
48 KINGS CROSSJ.B. & J.P. K 49 NYNJA GOR. A	Ing 4-09-49-24	.7803	3-09-23-19 3-09-38-59
50 OUT OF SIGHT OUT OF MINE	NB 4-00-30-20	.7003	3-03-30-33
M. Epstein/S. Hickford/D. Hu		.7752	3-10-05-17
51 WATERFRONTIER M. Minu:		.7960	3-10-08-55
52 DYNAMITE I. Frei	nch 4-03-41-48		3-10-17-23
53 IMPATIENCE H. La	na 4-02-35-49	.8359	3-10-25-02
54 CHALLENGE IIP. Rowsth	orn 4-03-28-44	.8289	3-10-27-29
55 OVERDRAFT D. Sn	nith 4-04-41-53	.8201	3-10-34-57
56 BAD HABITS			
C. Colson/D. Pullr	an 4-03-05-27	.8350 .7711	3-10-44-27
57 CHAOS J. Blackwo 58 PARMELIA B. Woo		.8367	3-10-47-19 3-11-06-09
59 THIRLMERE S. Gre		.7882	3-11-15-55
60 MARARAA.E. Rati	liff 4-21-01-45	.7116	3-11-16-41
61 ENIGMAH. Da	vis 4-03-35-12		3-11-29-36
62 WINDWARD PASSAGE R. M	uir 3-07-32-19	1.0534	3-11-47-10
63 RAUCOUS D. Rou	rke 4-12-58-42	.7691	
64 SWUZZLEBUBBLE I. Git	bs 3-09-18-35	.7960	
65 BILLABONG	ert 4-19-30-21	.7295	
66 PIPPIN W. Sweetap	pie 4-12-58-58	.7732	3-12-15-56
67 DEFIANCE M. Phil 68 FREIGHT TRAINR. Willia	me 3.16-06-40	.8701 .9597	3-12-31-30 3-12-33-37
69 GROUNDSFOR B. & N. Hi		.7732	3-12-33-37
70 HITCHHIKERP. Bi		.8064	3-12-45-41
71 THE SYNDICATE			
Canterbury Syndic	ate 4-10-05-58	.7998	3-12-51-30
73 REVELATION B. Mo	ore 4-11-11-46	.7941	3-13-07-28
75 SAGACIOUS (TAS) P. Newn	nan 4-10-10-15	.8027	3-13-13-24
76 BACARDI Bacardi Syndic		.8219	3-13-19-43
77 BARN STORMJ. I	18il 4-08-38-12	.8156	3-13-20-30
78 APOLLO III A. Fox/J. Harris 79 MARGARET RINTOUL II	on 4-01-07-12	.8794	3-13-24-26
	nan 4-06-57-30	.8307	3-13-31-46
R. Jackn 80 JACQUI T, Melv	ille 4-11-33-50	.7998	
81 BEWINCHED W. Ferris/S. Ga	zal 3-18-29-09	.9554	
82 LOCK ON WOOD R. Laug			3-14-31-20
83 THE SWAGMAN			
R. Birtles/A. Ch			3-14-48-52
84 UPTOWN GIRLR. Win		.8064	3-14-59-55
85 MARLOO G. Gi	dis 4-10-22-46		3-15-03-01
86 SIDEWINDERD. Rum	UIB 4-03-10-15	.8802	3-15-17-25
87 WITCHDOCTOR NZN. W 88 VANESSA IIIB. & K. Jag	nns 4-00-53-58		3-15-34-05
89 LAWLESS R. Gr	en 5-05-30-35	.7596 .7003	3-15-41-12 3-15-53-40
90 POLARIS L. Savi	age 4-16-01-50	.7882	3-16-18-09
91 FIONA D. & R. Cou	Iter 4-11-41-39	.8219	3-16-30-50
91 WAR GAMES* D. U	Jrry 4-10-34-45	.7970	3-16-30-50
92 DANCING MOUSE D. Hu	ndt 5-03-36-03	.7177	3-16-42-30
93 PADAM K. Quir			3-17-05-22
94 IN THE NAVY	4 40 04	SHOW	
W. Saunders & Partn	ers 4-16-24-3/	.7803	3-17-16-28



96 STARLIGHT EXPRESS		
C. Reynolds 3-19-20-38	.9777	3-17-18-25
97 ALEXANDER OF CRESWELL		
Royal Australian Navy4-13-31-24	.8174	4-17-31-28
98 SHENANDOAH III J. Charody 5-04-45-12	.7177	3-17-32-08
99 SPIRIT OF QUEENSLAND		52 50
A. Kelso 3-13-26-22	1.0491	3-17-38-04
100 RANGATIRAR. Mercer 4-16-09-23	.7998	3-17-42-10
101 THYLACINE J. Burton 5-06-04-20	.7140	3-18-00-56
102 DERWENT LASS D. Colbourn 5-10-15-47	.6913	3-18-03-03
103 DI HARD* J. Woodward 4-02-46-20	.8055	3-18-09-42
103 FIRETELR. Lawler/K. Taylor 5-04-35-04	.7237	3-18-09-42
104 AQUILAB. Edmunds 5-07-11-58	.7091	3-18-11-50
105 PATRICE III P. King 4-12-40-52	.8316	3-18-22-45
106 RESTLESS IV D. Holloway 4-19-24-40	.7863	3-18-44-52
107 YAHOO IIJ. Elgar 4-14-46-50	.8272	3-19-38-16
108 NIGHT RAIDERN. Bunting 4-01-02-11	.9498	3-20-08-55
109 BREADFRUIT	.7225	3-20-32-59
110 BLACK SHEEPK. Coppel 4-09-47-24	.8758	3-20-37-47
111 MYSTIC SEVEN N.D. Chidgey 5-05-57-41	.7364	3-20-45-29
111 RAGAMUFFINS. Fischer 3-08-39-22	1.0563	3-20-45-29
112 INSATIABLE G. Wilson/H. Kuhn 4-19-34-47	.8073	3-21-18-27
113 BANG BANG D. Baxter/I. Lemon 4-21-12-18	.8008	3-21-51-26
114 SALPETAP. Hinton 5-19-54-01	.6793	3-23-02-03
115 WILLY D. Clark 4-18-46-21	.8359	3-23-56-18
116 SAGITTA	.7177	4-00-20-05
117 NEVER SATISFIED N. & B. Holt 5-03-37-53	.7793	4-00-20-45
116 REVERIE II	.7248	4-00-45-56
119 PACIFIC FLYER R.B. Heatherey 4-21-25-27	.8245	4-00-48-56
120 QUETZAL	.6926	4-00-56-48
121 PENDULUM W. Dargan 5-18-50-14	.6990	4-01-02-50
122 LEVEN B. Cunneen 5-18-02-45	.7054	4-01-22-39
123 TURBO L. Clough 4-12-25-29	.8994	4-01-31-02
124 MANDALA K. Gladman 5-14-20-07	.7284	4-01-50-59
125 ROLLER COASTER J. Fugisang 5-11-08-37	.7542	4-02-54-31
128 PUNCH B. & R. Lewis 5-18-19-20	.7152	4-02-55-41
127 MARK TWAIN		
V. O'Neill/C. Ward/B. White 5-10-48-31	.7575	4-03-05-15
128 NUZULU	.7016	4-03-05-48
129 GOLDFINGER R. Triplow 5-08-14-09	.7833	4-04-26-50
131 TRIADCoombs/Vicery 4-20-33-40	.7833	4-08-19-44
132 LADY PENRHYN OF NIRIMBA	-	
Royal Australian Navy 5-05-29-29	.6165	4-06-27-49
133 ANACONDAJ. Grubic 4-03-46-16	1.0291	4-06-40-28
134 CRUSADERJ. Nadorp 5-05-42-20	.8183	4-08-51-53
135 CASABLANCA G. McDonald 4-16-14-48	.9237	4-07-40-56
138 MIRRAROOKA G Janeen-Muir 8-10-30-08	8724	4-07-59-17

134 CHUSADEHJ. Nadorp 5-05-42-20	.8183	4-06-51-53	
135 CASABLANCA G. McDonald 4-16-14-48	.9237	4-07-40-56	
138 MIRRABOOKAG. Jensen-Muir 8-10-39-08	.8724	4-07-59-17	
139 NIMROD II I. Watson 5-10-15-42	.8237	4-11-17-48	
140 AMAROO III			
L. Hamilton/L. Noonan 6-00-15-04	.7499	4-12-10-26	
141 BALANDRAG. Hennicke 5-18-17-46	.7912	4-13-25-12	
142 CYBELE A. Ridley 6-14-13-04	.7066	4-15-47-46	
143 ODIN	.7649	4-18-21-47	
144 SAGITTARIUS D. Rowe 8-07-10-12	.7510	4-17-31-43	
145 TITANICA. Boyd Munro 8-12-18-28	.7565	4-22-32-03	
146 DESTINY T. Taylor 8-10-21-08	.8245	5-07-15-48	
150 PRIME SUSPECT* R. Abikhair 4-03-32-51	.7941	5-07-15-49	
155 INVADER*P. Meguyer 6-09-49-17	.6752	5-07-15-50	
179 RAMPANT II* A. Tucker 4-00-18-59	1.0529	5-07-15-51	

DRAKES PRAYER (37th) 20% Penalty WAR GAMES (91st) 10% Penalty DI HARD (103rd) 40% Penalty PRIME SUSPECT (156th) 70% Penalty INVADER (155th) 10% Penalty RAMPANT II (179th) 30% Penalty

FASTEST TIME: APOLLO 3-04-32-28

IOR DIVISIONS

IOR MAXI DIVISION: APOLLO IOR DIVISION A: THUNDERBIRD IOR DIVISION C: HUMMINGBIRD IOR DIVISION B: SAGACIOUS

IOR DIVISION D: NIKE LLINGWORTH DIVISIONS

KI DIVISION: WINDWARD PASSAGE DIVISION A: APOLLO II

B: ONCE MORE DEAR FRIENDS
DIVISION C: DIAMOND CUTTER

DIVIDION D: NIKE

RED TROMEDA, ARGUS, BELINDA, BUSHWHACKER, RACID DRY WHITE, DUBIOUS, FIRST LIGHT, FORTLET, NEW ERA OF HOBART, HINDSIGHT II, IMPECCABLE, EHAM III, MANDRAKE, MARLOO II, MOONLIGHTER, NADIA, BEOUS ANDA, QUASIMODO, SCAMPI A, SINGAPORE SKEDAJUSTOMY PETREL, STRUTH, STYX, SUPERMETHE DELUNNER, THE STING, THUMBS UP, TOO FARR

1985 WEATH IT. The recording of the had one of the most chaotic starts on record with humarous and mear collisions in a 15-18 knot nor laster unit and appropriate the propriate that the starts on record with humarous and the before a fresh 20-25 knot nor laster unit and propriate that the start unit of the start unit Anothor easter unit on the first around 9.00p.m. The southerly almost a upth the fleet around 9.00p.m. The southerly almost unit Again it was a two-day punch into a strong so the Vinuch bit. I be in 25-30 knots, with a punishing sea (although let it.) a vivere a v. 4). Retirements were many. All yachts had strong or divide the very letter the leaders approached the NE tip of Tash and there was a vivere with the leaders approached the NE tip of Tash and the vivere mountered, allowing the yachts to spirit livels, and the vivere will be with the leaders, while the talienders had strong the vivere will be set to the string of the strong of the string of the leaders, while the talienders had strong the vivere will be strong to the viver placings changing continuously and boats

IOR RESULTS

ILLINGWORTH RESULTS

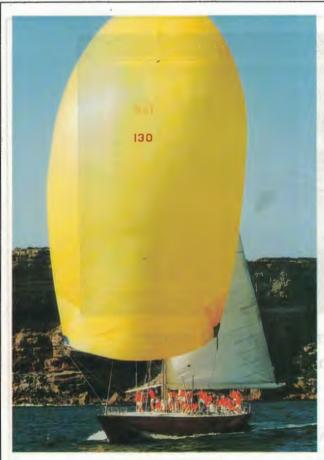
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1986 - EXTENSION



1988 - ILLUSION



1987 - SOVEREIGN



1989 - ULTIMATE CHALLENGE





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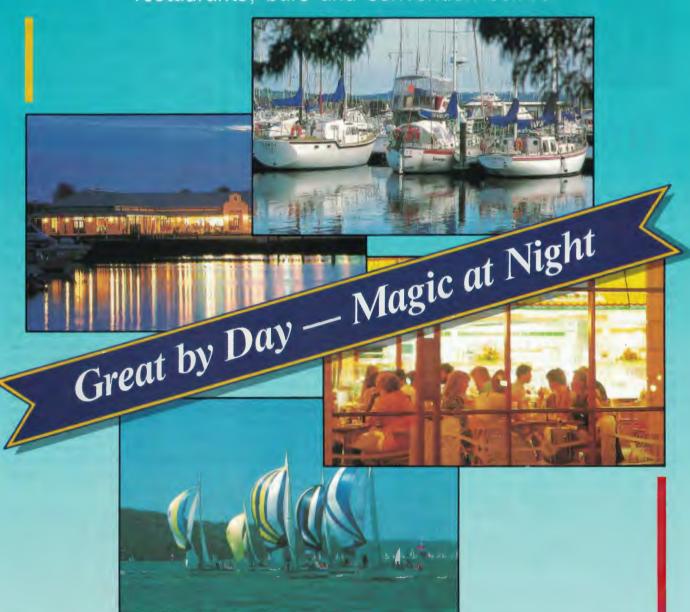
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Buckle Up & Run

fast and spectacular finish to the A MMI 3 Ports Race saw the Pittwater yacht Buckle Up take overall honours in the challenging two-day race involving alternate legs of sailing and

The crew and three runners on the Rocket 40 held off strong challenges from the record 65-strong fleet to grab the overall victory, recording the shortest combined sailing and running times in the six-leg race.

Buckle Up, skippered by Ken Christensen, notched a time of 26h50m for the weekend race, which included 19h13m32s of sailing and 7h36m28s of

Paying tribute to his crew Christensen said: "The other boats would have needed Steve Moneghetti or Andrew Lloyd to beat us," he said. "Our runners were great, they even helped us sail the

In the multihull division the 30ft catamaran Superoo snatched honours from Jaffa II and the 43ft catamaran, Catamundlepigeons.

The IMS division was taken out by Haupia, IOR by Brunnhilde, Arbitrary 1 by Rock 'n Roll and, Arbitrary 2 by The Pink Boat.

The race, in its fourth year, combined

77nm of sailing and 56km of running and attracted nearly 600 competitors from both sporting disciplines.

hilly 10km run from Manly Wharf to Middle Harbour Yacht Club where runners jumped aboard their allocated yachts for a 20nm race to Bundeena in Port Hacking.

New racing catamaran Catamundlepigeons, skippered by Rob Mundle, and Buckle Up grabbed the lead in the sailing

With America's Cup campaigner lain Murray and three times world Laser champion Glen Bourke onboard, Catamundlepigeons engaged in a two-way battle with Buckle Up in the following two legs — a 14km run through the Royal National park and a 35nm sail to

Light winds saw the majority of the fleet arrive at Patonga in the early hours of Sunday, with runners having to prepare for a gruelling 32km run through the Brisbane Waters National Park before jumping aboard for the final 22nm sail to the race finish off Middle

Harbour Yacht Club.

Maitland's Brian Morgan, a runner on Madame de Farge, took out the King of the Mountain title with his consistent placings in the three run legs, followed by Northbridge's Geoff Large on Baguette and Mosman's Ken Rauchpach on the Clontarf yacht, Brunnhilde.

Frenchs Forest's Joanne Cowan, a runner on Madame de Farge, came 31st in a field of 130 to claim the Queens of the

CHIKADEE GOSFORD TO LORD HOWE ISLAND RACE

Golden Oldies in Reflected Glory

crew of veteran yachtsmen, all in A their late fifties, sailing a little yacht built in Gosford 14 years ago, has won the Chickadee 17th annual Gosford to Lord Howe Island ocean classic.

Well known NSW Central Coast

businessman Warren McLean, and his crew of Golden oldies, sailed Narcissus to victory under both IOR and IMS handi-

To complete a vintage year for the Gosford Sailing Club, which conducted the race with professional ability, Brian Bailey's Cole 43, Fowl Play, won the Arbitrary division and finished third in the IOR division.

It was McLean's second win in the 408 nautical-mile race with this East Coast 31, designed by Peter Cole 17 years ago and built in Gosford - as was Fowl

In fact, it is the third win in this race by an East Coast 31, Peter Rysdyk sailing Onya to victory in the inaugural race in 1974.

The lowest handicapped yacht in the 25-boat fleet, Narcissus won with nearly four hours to spare, with the small Sydney yacht Sequin coming in second last to push Fowl Play back to third in

Conditions throughout the race were ideal for the East Coast 31 — light to moderate headwinds and generally flat seas which enabled her to maintain optimum hull speed throughout the

The crew's tactics were correct, too, sailing below the rhumbline early and then being lee-bowed by the current east of the seamounts to lift Narcissus northwards as they neared the island.

Narcissus' crew included two of Australia's most famous boat-builders, former champion skiff sailors and America's Cup team members, Trevor Gowland from Pt Clare and Ken Beashel from Elvina Bay in Pittwater. In addition to skipper McLean, the others in the crew were well known GSC member Eddie Collett and Alan Burt from

Narcissus' win in the IMS division was particularly significant to the yacht as velocity prediction handicap method is designed to encourage older and out-designed IOR yachts to continue racing offshore. It also negated any criticism that she only won IOR because the club used the IOR Australian TCFs.

Line honours went to the Frers 62 Freight Train, skippered by Damien



Final placings:

IOR Division: 1. Narcissus (Warren McLean, GSC) elapsed time 3days 8hrs 56min 00sec; corrected time 2.03.47.21.

2. Sequin (Malcolm Quine, PRSC), 3.11.16.02; 2.06.23.25. 3. Fowl Play (Brian Bailey, GSC) 3.11.52.24; 2.07.00.43.

IMS Division: 1. Narcissus, 3.08.56.00; 2.18.33.45. 2. Witchcraft II (Bruce Staples, RPAYC) 2.23.20.55; 2.21.59.19. 3. Errol Flynn (David Ingall/Bill Rowell, RPAYC) 3.02.51.50; 2.22.55.52.

Performance Handicap: 1. Fowl Play, 3.00.35.42; 2.06.39.18. 2. Narcissus, 3.08.56.00; 2.07.27.3. 3. Mutineer (Wal Donnelly, RMYC) 3.12.34.40; 2.08.40.02.



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RACE STATISTICS

102 SUNBIRD	04 19	7-00-00-38	0.7410	5-04-29-45	0.7354	5-03-33-18	11
103 ROAMA D. Jenkin 10	03 29	6-13-50-58	0.8219	5-09-44-11	0.7849	5-03-53-46	22
104 TOO FARR OUTP. Smith/ 10	05 24	5-10-06-41	0.7793	4-05-23-45	0.7559	4-02-21-04	18
K. Horne							
(10% PENALTY Before penalty 02 O'All))						
105 **DESTINY T. Taylor 1	06 30	6-07-37-27	0.8237	5-04-53-34	0.7990	5-01-08-52	23
(10% PENALTY Before penalty 05 O'All))						
106 *ANACONDA II	37 10	3-20-49-42	1.0285	3-23-28-26	0.9976	3-20-36-20	6
(20% PENALTY Before penalty 97 O'All)							

FASTEST TIME: CONDOR 2-23-26-25

IOR DIVISIONS:

IOR MAXI DIVISION: CONDOR IOR DIVISION A: CHALLENGE II IOR DIVISION B: PALADIN

IOR DIVISION C: EX TENSION IOR DIVISION D: IMPECCABLE ILLINGWORTH DIVISIONS

MAXI DIVISION: WINDWARD PASSAGE DIVISION A: MARGARET RINTOUL II DIVISION B: SZECHWAN

DIVISION C: VANESSA III DIVISION D: IMPECCABLE

RETIRED: AMAROO III, CHUTZPAH, DANCING MOUSE, EASTERN MORNING, GALAXY III, HEART, KANGA, KINGS CROSS, MUCH ADO, SALTPETA, BUSHFIRE, DRAKES PRAYER, GREAT EXPECTATIONS, JOINT VENTURE, MADELAINE'S DAUGHTER. SOVEREIGN, STORMY PETREL.

ALLOWANCES:

ALLOWANCES:

(1) ELAP, REDUCED BY 30 MINS, REDRESS UNDER I.Y.R.U. "RENDERING ASSISTANCE"

(2) ELAP, REDUCED BY 40 MINS, REDRESS UNDER I.Y.R.U. "RENDERING ASSISTANCE"

(3) ELAP, REDUCED BY 6 HRS, REDRESS UNDER I.Y.R.U. "RENDERING ASSISTANCE"

(4) ELAP, REDUCED BY 6 HRS, REDRESS UNDER I.Y.R.U. "RENDERING ASSISTANCE"

(5) ELAP, REDUCED BY 24 MINS, REDRESS UNDER I.Y.R.U. "RENDERING ASSISTANCE"

PENALTIES

**20% PENALTY APPLIED — FAILURE TO LODGE DECLARATION IN ACCORDANCE WITH SAILING INSTRUCTION 25.a

***10% PENALTY APPLIED — BREACH OF SAILING INSTRUCTION 36

1986 WEATHER: Light Nor easter at start freshening to 25 knots. A fresh SW change went through the fleet at about 2000 hours on the first night. This slowly backed to the South for 24 hours freshening to 35 knots, subsequently easing back through SW to West over the next 24 hours. Light conditions prevailed at Tasman Is and up to the Derwent River. Later yachts finished with fresh sea breezes during the day which tended to die through the night.

SYDNEY-HOBART 1987

O'ALL	
PLACE	

IOR RESULTS

ILLINGWORTH RESULTS

PLACE							
LINE	DIVISIONS						DIVISIONS
YACHT PLACE	MABCD	ELAP. TIME	TCF	CORR. TIME	TCF	CORR. TIME	MABCD
1 SOVEREIGNB.Lewis 1	1	2-21-58-08	1.0573	3-01-58-41	1.0360	3-00-29-16	3
2 APOLLOV.d'Emilio/J.Rooklyn 3 3 GAZEBOS.Fischer 2	2	2-22-55-03 2-22-33-47	1.0488	3-02-22-42 3-02-36-23	1.0067	2-23-23-34 2-23-37-17	1
3 GAZEBO	1	3-11-33-42	1.0573 0.9018	3-03-21-21	1.0150	3-02-22-42	2
5 MADELINE'S DAUGHTER P.Kurts 11	2	3-18-47-24	0.8325	3-03-34-58	0.0001	5-02-22-42	'
6 CHUTZPAHSchitte/Taylor 80	1	4-07-29-01	0.7327	3-03-49-21	0.7322	3-03-46-15	5
7 MAD MAX M.Canning 15	1	3-22-59-15	0.7988	3-03-52-34			-
8 SAGACIOUS V	2	3-23-05-37	0.7980	3-03-53-05	0.7980	3-03-53-05	1
9 SWITCHBLADE P.Whyte 13	3	3-19-50-15	0.8284	3-04-04-41	0.8280	3-04-02-29	2
10 BIMBLEGUMBIE K.Jacobs 12	4	3-19-11-16	0.8346	3-04-08-19	0.8345	3-04-05-46	3
11 CHRIS CHOICE M Walker 84	_ 2	4-07-47-40	0.7343	3-04-12-59	0.7341	3-04-11-44	7
12 BEYOND THUNDERDOME W.Johns 18 13 FAIR SHARE Hogg/O'Neill/Ross/Benton 19	3 4	3-23-19-17	0.7999	3-04-14-51	0.7999	3-04-14-51	2
14 WITCHCRAFT IIB.Staples 27	5	3-23-48-29 4-00-21-52	0.7989 0.7954	3-04-32-28 3-04-38-54	0.7939	3-04-30-13	3
15 RONSTAN CHALLENGE L.Abrahams 22	6	4-00-05-50	0.7984	3-04-43-26	0.7984	3-04-43-26	6
16 JOINT VENTURE	7	4-00-09-28	0.7979	3-04-43-27	0.7979	3-04-43-27	7
17 PRIME MINISTERL.Klopper 24	8	4-00-06-21	0.7987	3-04-45-35	0.7978	3-04-40-24	4
18 STARLIGHT EXPRESS C.W.Reynolds 6	4	3-06-51-54	0.9735	3-04-46-30	0.9330	3-01-34-52	4
19 ANOTHER CONCUBINE J./P.Parker 21	9	4-00-04-36	0.7996	3-04-49-22	0.7981	3-04-40-44	5
20 BLUE MAX IIG.Sargent 26	10	4-00-11-20	0.7995	3-04-54-11	0.7995	3-04-54-11	8 _
21 SINGAPORE GIRLSteigrad/Greenlaw 97 22 PRIME FACTOR	3	4-08-58-18	0.7341	3-05-03-35	0.7334	3-04-59-10	9
22 PRIME FACTORJ.P.Milner 28 23 DRAKES PRAYER D.Cawse/M.Dent 14	, 11 5	4-01-15-42 3-22-07-03	0.7992 0.8279	3-05-43-53 3-05-55-12	0.7993 0.8270	3-05-44-29 3-05-50-07	4
24 MARARAA.E.Ratcliff 121	3	4-14-09-04	0.7092	3-06-07-09	0.6743	3-02-16-30	1
25 ALPHA CRUCIS R.Graham 142	5	4-20-03-38	0.6775	3-06-37-52	0.6433	3-02-39-42	2
26 PEMBERTON IJ.Eyles 60	1	4-06-02-38	0.7706	3-06-36-06	0.7707	3-06-38-43	6
27 PEMBERTON II	2	4-06-23-24	0.7882	3-06-39-22	0.7678	3-06-36-54	5
28 HELSAL IIA.M.Kelso 4	5	3-03-22-12	1.0440	3-06-41-11	1.0218	3-04-59-53	5
29 MIDDLE HARBOUR EXPRESS73	3	4-06-53-21	0.7651	3-06-43-14	0.7593	3-06-07-25	3
R.Stone/G.Challoner 30 RAMPANT	4	4-06-37-35	0.7672	3-06-44-06	0.7612	3-06-07-09	2
31 SWUZZLEBUBBLE SIXI.Gibbs 30	12	4-03-03-57	0.7951	3-06-46-02	0.7943	3-06-41-17	13
32 STORMY PETREL T.Pearson 102	6	4-10-16-44	0.7425	3-06-54-43	0.7069	3-03-07-43	3
33 SELLARS QLD MAIDR.Robertson 29	13	4-02-40-41	0.8009	3-07-01-53	0.7995	3-06-53-35	14
34 MORNING TIDE J.M.Lawler 127	7	4-14-53-41	0.7145	3-07-14-03	0.6794	3-03-20-31	4
35 WILD OATS B.Oatley 20	6	3-23-49-23	0.8272	3-07-15-53	0.8268	3-07-13-35	6
36 ONCE A JOLLY SWAGMANJacobsen 31	14	4-03-24-19	0.7980	3-07-19-31	0.7980	3-07-19-31	16
37 SWEET LAURAINEJ.Flachs 99 38 PLANET X EastSail Sail School 130	8 9	4-09-38-16	0.7519	3-07-25-45	0.7248	3-04-33-59	8
39 DICTATOR	5	4-15-11-14 4-06-29-06	0.7151 0.7763	3-07-30-36 3-07-33-33	0.7151 0.7762	3-07-30-36 3-07-32-56	17 11
40 MISTRESS AGAIN D.Senogles 78	6	4-07-11-58	0.7714	3-07-36-29	0.7583	3-06-15-22	4
41 SHENANDOAH III J. Charody 132	10	4-15-25-03	0.7165	3-07-49-50	0.6813	3-03-54-31	6
42 INTRIGUE D.Calvert 36	15	4-04-30-28	0.7945	3-07-51-12	0.7936	3-07-45-47	18
43 PHOENIX CONTRACTORS Hundt/Dale 49	7	4-05-30-45	0.7868	3-07-52-12	0.7809	3-07-16-16	9
44 RAUCOUS	8	4-07-59-14	0.7889	3-07-57-21	0.7884	3-07-54-14	14
46 STRIPROLL-GEELONG R. Abikhair 32	16	4-07-28-32 4-04-17-02	0.7731 0.7981	3-07-59-49 3-08-02-12	0.7697 0.7967	3-07-38-42 3-07-53-46	12 19
47 PALADIN	17	4-04-29-36	0.7966	3-08-03-11	0.7952	3-07-54-44	20
48 SUNSEEKERP./V.Thomas/J.Quinn 96	10	4-08-33-55	0.7658	3-08-04-34	0.7297	3-04-18-05	1
49 FREIGHT TRAIN D.Parkes 10	6	3-11-36-29	0.9579	3-08-05-17	0.9481	3-07-16-06	6
50 SILVER MINX	11	4-07-49-13	0.7724	3-08-11-27	0.7696	3-07-54-00	13
51 MORE WAR GAMESD.Urry 38	18	4-04-42-43	0.7969	3-08-15-26	0.7964	3-08-12-25	22
52 SOUTHERN CROSSB.Gilbert 91	12	4-08-03-15	0.7719	3-08-19-10	0.7639	3-07-29-13	10 7
53 NYNJA GO	13 14	4-07-37-14 4-08-08-24	0.7756 0.7718	3-08-22-05 3-08-22-31	0.7624	3-07-00-01 3-07-58-46	16
54 DEMOR.J.Brady 94 55 ONCE MORE DEAR FRIENDS Currie 52	15	4-05-34-07	0.7718	3-08-25-19	0.7000	3-07-58-30	15
56 SHORT CIRCUITG.Finlay 43	19	4-05-14-59	0.7956	3-08-33-15	0.7956	3-08-33-15	27
57 NADIA IVCanberra Ocean R.C. 53	16	4-05-36-11	0.7930	3-08-34-16	0.7916	3-08-25-44	18
58 SAGACIOUS IV G. Appleby 48	20	4-05-24-43	0.7947	3-08-35-31	0.7939	3-08-30-39	26
59 OTAGO (1)A.Nicholas 23	7	4-00-06-16	0.8387	3-08-36-10	0.8254	3-07-19-29	7
60 BLACK MAGICR.Sill 54	17	4-05-40-03	0.7936	3-08-41-00	0.7867	3-07-58-55	17
81 NADIA	11	4-11-35-48	0.7505	3-08-45-05	0.7257	3-06-04-58	7 15
62 RAGER	7 21	3-04-26-37 4-05-15-51	1.0564 0.7984	3-08-45-18 3-08-50-58	1.0550 0.7980	3-08-38-53 3-06-48-32	29
64 MARK TWAIN	12		0.7561	3-08-51-03	0.7900	3-05-00-05	10
65 UNITED TRANSPORT C.McMillan 51							
66 DI HARDJ.Woodward 37	22 23	4-05-33-26 4-04-30-49	0.7964 0.8055	3-08-52-49 3-08-57-49	0.7960 0.8002	3-08-50-22 3-08-25-52	30 25
87 WRINKLES B.Story 135	13	4-16-40-56	0.8033	3-08-58-24	0.6835	3-05-01-06	25 11
68 ANDURIL D.Kennedy 98	18	4-09-37-07	0.7667	3-08-58-40	0.7616	3-08-26-21	19
69 RENEGADEB.Francis 59	24	4-06-01-58	0.7947	3-09-05-08	0.7707	3-06-38-12	12
70 DRY WHITE D.Leitch 65	25	4-05-42-09	0.7978	3-09-08-18	0.7964	3-08-59-45	32
71 PADAM II		4-10-39-46	0.7607	3-09-08-18	0.7556	3-08-35-40	19
72 SEAQUESTAP.Nicholson 42	26	4-05-13-45	0.8045	3-09-26-20	0.7994	3-08-55-21	31



Parrington Life Member of AYF

HE Australian Yachting Federation has honoured with life membership one of its longest serving executive members, South Australian yachtsman John Parrington.

Parrington, elected a life member at the annual meeting of the AYF council in Sydney, has given 26 years service to yachting's national governing body.

He has served three terms as vicepresident and was president of AYF in 1967-68 and again in 1973-74. Parrington was chosen as Olympic yachting team manager for the Moscow Games, but the yachting team was withdrawn under pressure from the Australian Government.

As a sailor, he won the world championship in the high-performance 505 class in 1964 and still actively races an Etchells keelboat off Adelaide. He continues as a member of the AYF executive, holding the position of chairman of the national coaches committee.

New president of the AYF is Sydney yachtsman Colin Crisp, replacing Tasmanian Bob Gear. Crisp is a member of the Sydney Amateur Sailing Club and the Royal Sydney Yacht Squadron and was commodore of the SASC in 1978. He is a former president of the Yachting Association of NSW and has been on the Executive of AYF for nearly 12 years.



RACE STATISTICS

	Sting Syndicate 119	15	4-13-35-13	0.7434	3-09-28-01	0.7077	3-05-33-17	12
74 TURKEY SHOOT	A.B./M.C.Hutton 69	19	4-06-38-15	0.7941	3-09-30-16	0.7720	3-07-14-10	8
75 MUCH ADO	J.Corne 117	16	4-12-29-46	0.7514	3-09-31-26	0.7443	3-06-45-13	21
76 CITY LIMITS	M.Carr 100	20	4-09-49-12	0.7716	3-09-39-03	0.7621	3-08-38-44	20
	J.H.Hali 33	8	4-04-27-03	0.8135	3-09-43-00			
	J.Fugisang 116	17		0.7574	3-09-51-02	0.7438	3-08-22-51	18
	T.Rowland 72	27	4-06-44-01	0.7969	3-09-52-06	0.7960	3-09-46-33	36
			4-11-57-14	0.7585	3-09-52-59	0.7225	3-05-59-48	14
80 CENTURION		18						
81 MIDNIGHT EXPRES		28	4-06-40-24	0.7978	3-09-54-46	0.7963	3-09-45-32	35
82 SAILMAKER III	Dr.R.P.Ham 133	19	4-15-40-44	0.7335	3-09-54-59	0.6981	3-05-57-47	13
83 McCAUGHANS BAN	K BILLS Williams 75	29	4-07-06-28	0.7955	3-10-01-20	0.7919	3-09-39-04	34
84 UPTOWN GIRL		30	4-05-56-22	0.8072	3-10-17-08	0.7702	3-06-30-50	10
85 L.J.HOOKER		31	4-07-10-52	0.7978	3-10-19-04	0.7610	3-06-31-15	11
88 MYSTIQUE			4-17-39-13			0.6909		16
				0.7262	3-10-32-07		3-06-31-24	
87 NORSKE		32	4-06-41-35	0.8041	3-10-34-32	0.7748	3-07-34-00	17
88 INCH BY WINCH		9	4-05-22-36	0.8159	3-10-42-48	0.7807	3-07-08-41	5
89 MIDNIGHT MAGIC	E.Barron 63	33	4-06-18-23	0.8095	3-10-47-24	0.7845	3-08-14-00	24
90 INDIGO	Sail PNG P/L 40	10	4-05-07-17	0.8188	3-10-47-53			
91 BIG SCHOTT	P.Bush 88	34	4-07-55-10	0.7977	3-10-53-48	0.7809	3-07-04-48	15
92 SUNBURST	J.H./C.D.Howell 76	35	4-07-07-26	0.8041	3-10-55-19	0.7833	3-08-46-37	28
93 MERCEDES IV	D Street 87	36	4-06-34-19					
				0.8090	3-10-58-51	0.7820	3-08-12-41	23
94 CHRISTA-FARR		21	4-10-35-10	0.7796	3-11-05-40	0.7764	3-09-41-15	21
95 FIDDLER'S GREEN.		37	4-07-30-36	0.8049	3-11-18-55	0.7834	3-09-05-23	33
98 BACARDI		11	4-05-42-50	0.8205	3-11-27-22	0.7833	3-07-40-21	8
97 KINGURRA	P.Joubert 93	38	4-08-07-59	0.8024	3-11-33-23	0.7688	3-08-03-27	21
98 SPANISH FLY		39	4-08-03-28	0.8047	3-11-44-07	0.7948	3-10-42-18	37
99 SCORPION		12	4-06-03-28	0.8220	3-11-53-29	0.7993	3-09-34-29	12
100 DYNAMITE		13	4-05-58-08	0.8243	3-12-03-11	0.8120	3-10-47-55	-
		40						18
101 WITCHDOCTOR			4-07-51-44	0.8093	3-12-03-21	0.8004	3-11-07-53	38
102 COMPUTERLAND S		14	4-05-15-18	0.8325	3-12-17-41	0.8262	3-11-39-25	23
103 AMIGO DIABLO	N.Drage 141	21	4-19-42-09	0.7294	3-12-23-38	0.6977	3-08-43-32	20
104 SPIRIT	J.W.Miller 62	15	4-06-08-02	0.8272	3-12-29-07	0.7897	3-08-39-18	9
105 MARGARET RINTOL	JL II R.Jackman 64	16	4-06-18-09	0.8267	3-12-34-25	0.7893	3-08-44-51	10
106 PARMELIA		17	4-05-33-04	0.8349	3-12-47-06	0.7974	3-08-58-37	11
107 PACIFIC PHOENIX		22	4-11-48-18	0.7872	3-12-51-51	0.7801	3-09-58-33	22
108 SANGAREE		19	4-05-11-35	0.8404	3-13-02-34	0.8204	3-11-01-06	21
109 INVINCIBLE		23	4-13-51-21	0.7780	3-13-14-53	0.7628	3-11-47-53	26
110 FRICTION		20	4-07-04-07	0.8301	3-13-33-26	0.7986	3-10-18-38	13
111 OTELLA	C.Montgomery 16	21	3-23-04-18	0.9012	3-13-40-43	0.8890	3-10-37-02	16
112 BUSHRANGER	K.Miller 140	22	4-19-13-38	0.7453	3-13-52-44	0.7096	3-09-45-55	22
113 FARRAGO	S./A.Shaw 63	22	4-07-40-37	0.8298	3-14-01-52	0.8052	3-11-28-50	22
114 NEVER SATISFIED		24	4-15-05-28	0.7755	3-14-09-04	0.7457	3-10-50-26	23
115 PATRICE III		23	4-07-57-18	0.8299	3-14-18-20	0.7924	3-10-22-26	14
116 DOUBLE IMAGE	O leaves Marie 95	24	4-06-15-48	0.8276	3-14-17-18	0.7902	3-10-23-20	15
117 MIRRABOOKA	G.Jensen-Muir 34	25	4-04-28-52	0.8592	3-14-20-00	0.8544	3-13-51-04	27
118 FIONA (2)		18	4-06-41-11	0.8206	3-12-15-52	0.8022	3-10-22-30	19
(10% PENALTY Befo								
119 ALEXANDER OF CR		26	4-10-31-39	0.8129	3-14-35-46	0.7758	3-10-38-39	17
120 PATIENCE	B.Sherman 103	27	4-10-24-55	0.8180	3-14-50-06	0.7789	3-10-53-13	20
121 BALANDRA		25	4-14-21-15	0.7875	3-14-54-14	0.7510	3-10-52-34	25
122 FORTLET		26	4-17-45-21	0.7645	3-14-57-59	0.7283	3-10-50-54	24
123 HAMMER OF QLD		8	3-11-19-26	1.0511	3-15-34-54	1.0396	3-14-37-25	9
124 AUSSIE RULES		28	4-09-58-55	0.8267	3-15-36-55	0.7952		
							3-12-16-37	25
125 NIMROD II		29	4-10-41-02	0.8221	3-15-42-17	0.8091	3-14-19-05	29
126 HELSAL III		9	3-11-32-54	1.0499	3-15-43-03	1.0096	3-12-21-01	8
127 PACIFIC FLYER		30	4-10-38-21	0.8230	3-15-45-51	0.7857	3-11-47-11	24
128 INSATIABLE		41	4-13-32-04	0.8016	3-15-48-10	0.8002	3-15-38-58	41
129 SALTY LADY	R.Scoble 122	42	4-14-18-40	0.7980	3-16-01-42	0.7612	3-11-58-08	39
130 MOONRAKER AGAIN		31	4-10-38-23	0.8278	3-16-18-35	0.8101	3-14-23-20	30
131 GROUP THERAPY		32	4-05-21-18	0.8711	3-16-17-25	0.6492	3-14-04-14	28
132 ICARUS		33	4-10-42-51	0.8277	3-16-19-38	0.7996	3-13-19-43	26
133 JASMIN		27	4-15-23-00	0.7936				
					3-16-23-38	0.7832	3-15-14-08	27
134 ANTHANTA VI		43	4-14-45-46	0.7993	3-16-31-58	0.7625	3-12-27-24	40
135 WHY NOT		34	4-11-33-16	0.8303	3-17-18-09	0.8178	3-15-57-29	32
136 NEFERTITI		35	4-15-01-03	0.8218	3-19-14-03	0.7845	3-15-05-36	31
137 MIRRABOOKA VI	G.Jensen-Muir 144	23	5-17-05-31	0.8898	3-19-49-27	0.6357	3-15-08-58	23
138 LARRIKIN	N.Jordan 124	36	4-14-34-20	0.8348	3-20-18-20	0.8267	3-19-24-36	35
139 LADY PENRHYN OF	NIRIMBARAN 139	37	4-18-02-16	0.8127	3-20-40-43	0.7755	3-16-26-11	33
140 PHOENIX (NSW)	J Munshower III 126	38	4-17-04-18	0.8408	3-23-04-14	0.8031	3-18-48-28	34
141 STAFTIFANO		28	5-04-23-58					
142 WOOL OOF OOL OO	D Coddon 405			0.7698	3-23-45-44	0.7336	3-19-15-32	28
142 WOOLOOMOOLOO	P.Geddes 125	39	4-14-36-49	0.8800	4-01-20-24	0.8451	3-21-28-46	37
143 EVERGREEN		40	4-16-19-31	0.8672	3-01-24-31	0.8289	3-21-06-23	36
144 MULBERRY		24	6-02-33-30	0.6857	4-04-29-42	0.6558	4-00-06-47	24
145 ANACONDA II	J.Grubic 39	10	4-04-55-48	1.0278	4-07-44-09	0.9662	4-03-32-14	10
146 AFFAIR (3)	D.Livingstone 146	25	5-23-51-18	0.7227	4-07-57-50	0.8879	4-02-57-28	25
(10% penalty before								

FASTEST TIME: SOVEREIGN 2-21-58-08

IOR DIVISIONS: MAXI DIVISION: SOVEREIGN DIVISION A: JUBILATION DIVISION B: MAD MAX DIVISION C: PEMBERTON I DIVISION D: CHUTZPAH

ILLINGWORTH DIVISIONS: MAXI DIVISION: APOLLO DIVISION A: JUBILATION DIVISION B: BLUE MAX II DIVISION C: SUNSEEKER DIVISION D: MARARA

RETIRED: HIGHLAND FLING, INNISFREE, MADMEN'S WOODYARD, RUSSELL DEAN II, SEA EAGLE, SIDEWINDER, THE ROPERUNNER & TICKLE MY FANCY.

DID NOT START: BUSHFIRE, MELTEMI, PHOENIX (TAS) & SAGA

- PENALTIES:
 (1) 5 MIN. TIME PENALTY IN LIEU OF 720 TURN.
 (2) RADIO SCHEDULE BREACH.
- (3) RADIO SCHEDULE BREACH

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

Bond's 50-footer For Admiral's Cup

LAN Bond has sold his maxi yacht A Drumbeat and with sponsorship from business associates is building a state-of-the-art 50-footer to challenge for the 1991 Admiral's Cup in England.

The new yacht will be the leading contender for a place in Australia's team for the Admiral's Cup at Cowes next July-August.

Bond's project manager and sailing master, Skip Lissiman, confirmed the millionaire yachtsman's ongoing sailing plans in Perth last month where work



was about to start on the high-tech vacht.

Drumbeat, the 80-footer which took line honours in the last Sydney-Hobart and was a member of Australia's team at the recent Kenwood Cup in Hawaii, has been sold to New York Yacht Club member Bevan Koeppel whose previous maxi, Congere, was wrecked earlier this year in a race from Buenos Aires to Rio

de Janeiro.
"Koeppel plans to actively campaign Drumbeat in long ocean races including the TransAtlantic, Fastnet and Bermuda races," Lissiman told Offshore. "He has told us he is also interested in bringing the boat back to Australia to contest another Sydney-Hobart at some stage.

Lissiman said that with the sale of Drumbeat, Alan Bond had decided to go ahead with his plan to build a hightech 50-footer for the Admiral's Cup, with the sponsorship from a group of his business associates. "Bruce Farr and Associates are finalising the design and Peter Milner will begin building the boat in Perth in October," Lissiman said.

"It will be a development of the Australian 50-footer Heaven Can Wait which was the topscoring yacht in the Kenwood Cup," he added. "We are looking at a launching date of February next year and after trials off WA will ship the yacht to Europe to contest the International 50-foot class regattas and the Admiral's Cup."

The 1991 Admiral's Cup will be sailed under level rating rules without handicaps, each national team comprising a 50-footer, a 45-footer and a 40-footer. For the first time, Australia's team, or at least the 50-footer in the team, will be selected on performances of potential contenders in European regattas leading up to the Admiral's Cup.

The likely skipper for the Bond campaign is Peter Gilmour, who skippered Drumbeat in racing in the Mediterranean, Australia and in Hawaii. Most of the crew of 16 also will be drawn from those who sailed Drumbeat, with Bond planning to sail aboard himself - as he did with the maxi.

Unlike many wealthy yacht owners, Bond is very much a hands-on owner/ skipper. In most of the racing, he and Peter Gilmour shared the steering of Drumbeat, including the recent Kenwood Cup.

Apart from his America's Cup challenges, Bond has contested several Admiral's Cup ocean racing series at Cowes, England. The last was with Apollo V in 1981, when John Bertrand was his skipper — and two years later they won the America's Cup.



1988 AWA 44TH SYDNEY-HOBART

		IOR RESULTS			II I INC	ESULTS		
YACHT NAME LIP	E DIVISIONS	ELAP. TIME	TCF	CORR. TIME	TCF	CORR. TIME	DIVISIONS	
PLAC		D-H-M-S				D-H-M-S	MABCD	
1 ILLUSION		5-03-12-03	0.7333	3-18-20-35				
2 SOUTHERN CROSS	4 1	4-18-30-12 3-15-29-07	0.7989 1.0559	3-19-28-36 3-20-22-33	1.0136	3-16-40-30	1	
	2 1	4-09-14-12	0.8789	3-20-29-33	110100	0 10 10 00	·	
5 MIDDLE HARBOUR EXPRESS	20 1	5-04-38-55	0.7638	3-23-12-24	0.7548	3-22-05-05	1	
R.Stone/G.Challoner 6 DICTATORR.Fidock	22 2	5-05-13-15	0.7770	4-01-17-48				
7 NADIA IVT.Daiton		5-03-03-40	0.7770	4-01-25-39	0.7901	4-01-13-50	3	
8 SHERATON HOBARTI.Smith	9 3	5-02-31-55	0.7955	4-01-28-27	0.7947	4-01-22-34	4	
9 PRIME FACTORR.J.Brady		5-02-33-11	0.7982	4-01-49-19				
10 INDIAN PACIFIC (VIC)		5-03-29-00 5-03-42-02	0.7932 0.7943	4-01-56-49 4-02-15-19	0.7918	4-01-46-27 4-02-14-35	5 6	
11 FERRIS AUDIO		5-14-19-54	0.7346	4-02-15-19	0.7942	4-02-14-35	0	
13 SCALLYWAGR.Corrie		5-06-32-56	0.7807	4-02-47-48	0.7677	4-01-09-06	3	
14 OCEAN BLUE RESORTSG.Lambert	11 7	5-02-35-06	0.8069	4-02-54-50	0.7869	4-00-27-44	1	
15 SOLANDRAR.W.&C.A.Escott	52 3	5-20-17-33	0.7114	4-03-48-15 4-04-32-11	0.6764	3-22-53-38	5	
16 MOONSHINER.St.J.Cross 17 INTRIGUED.Calvert		5-09-20-26 5-07-14-04	0.7773 0.7929	4-04-53-03	0.7641	4-02-49-45 4-04-46-11	7	
18 MADMEN'S WOODYARD J. Messenger	60 4	5-23-02-56	0.7061	4-05-00-25	0.7020	4-04-25-13	4	
19 MARK TWAINH.O'Neill/C.Ward	41 5	5-14-18-21	0.7555	4-05-28-05	0.7196	4-00-38-47	2	
20 KINGURRAP.Joubert		5-06-44-06	0.8016	4-05-35-27	0.7659	4-01-03-59	2	
21 SPIRIT		5-04-17-02 5-04-21-32	0. 8263 0. 8271	4-06-41-45 4-06-51-26	0.7889 0.8181	4-02-02-51 4-05-44-17	1 6	
23 KINGS CROSS B.Edmunds/R.Green	40 6	5-14-08-14	0.7669	4-06-52-11	0.0101	4 05 44 11	Ü	
24 HUMMINGBIRDP.Nicholson	32 7	5-13-07-58	0.7747	4-07-08-17	0.7738	4-07-01-05	В	
25 CENTURIONI.Twentyman		5-16-13-49	0.7575	4-07-11-40	0.7215	4-02-17-25	4 7	
26 OUTRAGEOUS		5-14-27-35 6-04-09-42	0.7684 0.6976	4-07-19-08 4-07-21-27	0.7641	4-06-44-26	′	
28 FRICTION		5-06-10-45	0.8220	4-07-43-09	0.7869	4-03-17-25	2	
29 IMPECCABLEJ.Walker	55 6	5-22-09-45	0.7301	4-07-47-34	0.7198	4-06-19-43	6	
30 FARROUT	45 10	5-15-46-56	0.7678	4-08-15-13	0.7547	4-06-28-29	6	
31 PARMELIA B.Woods	21 5	5-05-00-44	0.8343	4-08-17-52	0.7968	4-03-36-35	3	
32 MORNING TIDE J.M.Lawler		6-02-44-59	0.7138	4-08-45-00	0.6788	4-03-36-49	2	
	8 6	5-02-29-33	0.8553	4-08-46-04	0.6861	4-03-40-03	3	
34 FIRETELR.Lawler/K.Taylor 35 COMPUTERLAND SOLUTIONS		6-01-16-00 5-06-09-43	0.7213 0.8310	4-08-46-51 4-08-50-26	0.8223	4-03-40-03	8	
NSW Police Sailing Assoc	20 7	3-00 00 40	0.0010	, 00 00 20	0.0220	10. 1700	•	
36 VETER Farr Eastern Shipping Co. YC	27 8	5-06-40-17	0.8293	4-09-02-55	0.7963	4-04-52-06	5	
37 BACARDIBacardi Syndicate		5-08-16-51	0.8207	4-09-16-48	0.7838	4-04-32-47	4	
38 HORNET The Sting Syndicate		5-22-12-09 5-13-55-03	0.7424 0.7909	4-09-34-16 4-09-54-55	0.7067	4-04-29-40 4-08-35-22	9	
39 SUREFOOT D.Millikan 40 DRY WHITE D.Leitch		5-13-43-20	0.7966	4-10-31-23	0.7940	4-10-10-32	11	
41 SWEET LAURAINEJ.Flachs		5-23-14-09	0.7501	4-11-26-28	0.7221	4-07-25-50	7	
42 LONGHORN W.Beavers	16 10	5-03-54-13	0.8677	4-11-30-40	0.8295	4-06-46-41	7	
43 CHANGABANGB.Van Driel		5-13-55-19 5-13-51-49	0.8046 0.8067	4-11-45-13 4-11-59-16	0.7692	4-07-00-46 4-09-03-22	8 10	
44 FIDDLERS GREENL.Savage 45 NYNJA GO		5-13-31-49	0.7740	4-13-29-43	0.7609	4-11-38-31	9	
46 WITCHDOCTOR The Rum Consortium		5-15-54-35	0.8082	4-13-50-32	0.7993	4-12-37-58	14	
47 SEAHAWKJ.Davern	33 11	5-13-17-38	0.8260	4-14-06-03	0.8088	4-11-48-29	10	
48 DOCTOR WHOG.Snow	6 2	4-23-06-56	0.9255	4-14-14-29 4-15-09-16	0.8860	4-09-32-11 4-13-03-03	2 11	
49 RUTHLESS		5-15-43-11 5-06-14-08	0.8190 0.8872	4-15-59-16	0.8485	4-13-03-03	9	
51 SANGAREE		5-13-38-59	0.8382	4-16-01-31	0.8167	4-13-09-06	12	
52 MERCEDES IVP.Stronach	50 15	5-18-58-06	0.8083	4-16-19-41	0.7787	4-12-12-53	13	
53 MULBERRY W.Wright			0.6889	4-16-31-49	0.6549	4-10-58-35	12	
54 LADY PENRHYN OF NIRIMBA Dept. of Defence (HMAS Nirimba)	49 16	5-18-50-58	0.8106	4-16-33-05	0.7736	4-11-24-50	12	
55 PACIFIC BREEZE B.Hitchman	47 15	5-15-55-22	0.8345	4-17-25-39	0.8247	4-16-05-44	14	
56 SALTY LADY R.Scoble	61 17	5-23-14-00	0.7964	4-18-04-16	0.7596	4-12-48-00	15	
57 NELLIE ZANDERJ.Dayman		6-13-10-47	0.7268	4-18-14-18	0.6915	4-12-41-23 4-17-33-38	9	
58 OVERDRAFT		5-20-28-32 5-19-35-57	0.8153 0.8205	4-18-31-47 4-18-32-28	0.8084	4-17-33-38	17 13	
60 EAST OF THE LIZARDP.S.Gibson		5-22-33-26	0.8038	4-18-35-15	0.7002	1 10 20 00		
					0.0000	4 40 00 55		
61 BILLABONGL.Wings 62 BUGGBEARR.L.Bugg		6-13-24-12 6-04-03-31	0.7282 0.7781	4-18-37-16 4-19-12-16	0.6929	4-13-03-53	10	
63 GROUP THERAPY Group Therapy Synd	67 12 37 18	5-13-53-44	0.7781	4-19-12-16	0.8463	4-17-18-57	16	
64 STRAND BY STRAND R.P.Ham	74 14	6-16-03-20	0.7322	4-21-11-34	0.6968	4-15-31-36	11	
65 HELSAL IIA.M.Kelso		4-16-12-13	1.0463	4-21-23-55	1.0222	4-18-41-40	3	
66 LA VIDAJ.Amos 67 ICARUSA.Ridley		6-16-54-49 5-22-16-09	0.7296 0.8256	4-21-24-09 4-21-27-27	0.6943 0.7959	4-15-43-20 4-17-13-55	12	
68 ECSTACY V		6-14-19-25	0.7470	4-21-27-27	0.7959	4-17-13-55	13	
69 GALAXY III	72 13	6-13-26-59	0.7543	4-22-45-52	0.7185	4-17-07-39	10	
70 SIROCCOR.Robinson (63 20	6-01-05-42	0.8211	4-23-08-15	0.7866	4-18-07-54	18	
71 ALEXANDER OF CRESWELL	56 19	6-03-20-10	0.8109	4-23-28-29	0.7738	4-18-00-31	16	
Dept. of Defence (HMAS Creswell) 72 DERWENT LASSD.Colbourn	80 17	7-06-42-36	0.6908	5-00-41-23	0.6562	4-18-38-41	14	
73 HYPERDRIVEJ.Clark	17 4	5-04-10-24	0.9784	5-01-29-28	0.0002		14	
74 CHRISTINED.Pflaumbaum	69 20	6-06-34-33	0.8074	5-01-34-30				
75 DON PEDRO R. Marks		6-17-01-00	0.7678	5-03-37-43	0.7316	4-21-47-59	11	
76 SOUTHERN VENTURE A.Grice 1 77 ANZ McCAUGHANS HELSAL H.A.Fisher		6-19-09-11 4-22-30-33	0.7593 1.0474	5-03-52-56 5-04-07-35	0.7293 1.0053	4-22-59-15 4-23-08-14	12	
78 MONTANO REALTY'S ANIMAL FARM	7 6	5-02-28-16	1.0202	5-04-07-33	1.0000	7 20-00-14	,	
A.&M.Beilby	-							
79 ANACONDA IIJ.Grubic	58 7	5-22-16-10	1.0268	6-02-04-56	0.9851	5-20-08-59	5	
80 SIR THOMAS SOPWITH Ocean Youth Club of Aust.	79 8	7-01-27-35	0.9318	6-13-54-09	0.8922	6-07-11-31	6	
81 FIONA	31 21	6-05-56-01	0.8189	5-02-46-50	0.7992	4-23-49-37	19	
		LTY Before pe	nalty 75 O'Al					

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

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

FASTEST TIME: RAGAMUFFIN 3-15-29-07

Syd Fischer Starts Building IACC Yacht

SYD Fischer started building in October Australia's first new International America's Cup Class yacht as his challenger for the 1992 America's Cup.

The yacht has been designed by Dr Peter van Oossenan, the naval architect and engineer who worked with the late Ben Lexcen in developing the now legendary keel of our 1983 America's Cup winner, Australia II.

Fischer, the veteran ocean racing and American's Cup yachtsman, expects to have the multi-million dollar, hightech, light displacement 75-footer in the water by mid-1991. Challenger eliminations for the America's Cup will start off San Diego, California, in January, 1992, with the Cup Match in May that year.

with the Cup Match in May that year.
Construction of the hull, using the latest techniques in carbon fibre composite yacht construction, is the result of two years of computer design work, tank testing and on-the-water evaluation with two 40 per cent scale models of the new America's Cup Class.

Fischer and his syndicate executives are keeping a closely guarded secret the building location of the yacht, although it will be close to Sydney. Designer van Oossanen's only public comment has been to say "we're working on something more exciting than the winged keel"

However, project co-ordinator Andrew Buckland confirmed that the building of the yacht had started. Buckland is a former 18-footer world champion crew whose skiff skippers have included, ironically, the other Australian America's Cup challenger, Iain Murray.

"We have completed a two year testing program and are just about to move into the building mode," Buckland said. "We have also had a major input from the on-the-water sailing and evaluation of the two 40 per cent scale models.

"The ease and speed of making changes to various variables of rig, sails, keel and displacement with boats of this size will help us overcome most of the problems encountered by syndicates who have already built fullsize IACC yachts.

"We can make changes in a matter of hours which it is taking weeks with the fullsize hulls, because of the strict refinement of working with carbon fibre," Buckland added.

Another World Win To Australians

A USTRALIAN sailors John Dransfield and Andrew Perry have won their second successive world championship in the International Fireball dinghy class. The Melbourne crew, sailing Dogbolter, won the final race of the world series in Japan in what was also their last race together after six years of State, Australian and World championship successes.



\$12 million a Year Boat Theft in NSW

BOAT theft in New South Wales has increased to \$12 million a year, ranging from stealing a bottle of rum from the galley of a cabin cruiser to sailing a 45ft steel ketch to the South Pacific islands.

However, the Water Police believe they have the measure of aquatic burglers in areas where they have introduced Neighbourhood Watch Marine and the Identiboat scheme.

NRMA Boat Insurance manager Graeme Adams said there had been a 20 per cent increase in the cost of boat theft to the community throughout NSW, bringing the total cost to \$8 million a

But Constable Burt said later figures for 1989-90, which came available only yesterday, had lifted the figures to an alarming \$12 million a year. "They have knocked off anything from bottles of grog and electronic equipment through to Scarab speedboats worth \$500,000 and the cruising ketch they sailed to Noumea," he said.

State co-ordinator of the Sydney Harbour version of the highly successful Neighbourhood Watch, First Class Constable Mark Burt, released the overall boat theft figure at a media day on the harbour organised by the Water Police and the State's largest boat insurer, NRMA, who sponsor Neighbourhood Watch Marine and Identiboat.

"But in areas where we have introduced Neighbourhood Watch Marine the degree of stealing from boats on swing moorings and marinas has dropped dramatically by between 40 and 60 per cent.

"Boat owners and residents living on the foreshores of the harbour are making a great contribution in deterring boat thieves, simply by watching and report to the Water Police any suspicious activities.

"In one incident, thieves were arrested on charges of stealing a runabout and equipment from other boats after spotted by a Middle Harbour Neighbourhood Watch Marine patrol," Constable Burt added.

The Water Police and NRMA Boat Insurance this summer will make a concerted effort to expand Neighbourhood Watch Marine on Sydney Harbour.

The latest zones just established are Double Bay/Rushcutters Bay and Athol Bight, which covers the northern harbour foreshore east from the Bridge to Taylor's Bay. Other zones are Middle Harbour, Manly/North Harbour, Rose Bay/Watsons Bay and Lane Cove River.

NRMA Boat Insurance announced an average seven per cent reduction in premiums, with manager Graeme Adams pointing out that but for the increase in the cost of boat thefts, the

FASTEST TIME: DRUMBEAT (A. BOND) 3-6-21-34

1989 NorTel 45th Sydney-Hobart FINAL RESULTS FOR

	LL ACE		LINE		DI	VISIO	NAL		ELAPSED TIME	COF	RECTED
Y	ACHT NAME	PL.	ACE	M	Α	В	С	D	D-H-M-S	TCF	D-H-
		L. Abrahams		2		1			3-21-07-24	0.7980	3-02-1
2		G. Appleby				2			3-21-04-20	0.7995	3-02-2
		L Klopper				3			3-21-35-25	0.7979	3-02-40
4		N. Statis E. Owen				4			3-22-06-16	0.7999	3-03-1
5		P. Kurts			1				3-19-09-50	0.8325	3-03-5
6		G. Knezic						1	4-07-45-44	0.7321	3-03-5
7 8		H. Cudmore	17		2	-			3-14-16-25	0.8815	3-04-0
9			7		3	5			4-00-11-39 3-15-19-54	0.7970	3-04-40 3-04-4
0			6		4				3-15-18-14	0.8814	3-04-5
1		B. Brady	19		7	6			4-00-39-18	0.7986	3-05-1
2		D. Calvert				•	1		4-01-45-22	0.7926	3-05-2
3			37	,			2		4-05-28-49	0.7638	3-05-30
4		T. Dalton	24				3		4-02-09-05	0.7908	3-05-3
5	SHERATON HOBART	I. Smith	21			7			4-01-47-52	0.7938	3-05-3
6	FUJITSU DEALERS	J. Eyles	38	}			4		4-06-00-28	0.7648	3-06-0
7		D. Coulter		,		8			4-02-26-22	0.7942	3-06-1
В		C. Jacobsen		,		9			4-02-09-18	0.7966	3-06-1
9		K. Court				10			4-01-58-46	0.7984	3-06-1
)		J. King				11			4-02-27-22	0.7986	3-06-3
		W. Steele				12			4-02-46-07	0.8002	3-07-0
2		H. Isela				13			4-03-14-43	0.7978	3-07-1
9		S. McDonald & L. Shannon				14			4-04-27-44	0.7932	3-07-4
		J. Howell				15		_	4-03-45-27	0.8031	3-08-0
5		B. Taylor	54 75					2	4-13-47-11	0.7315	3-08-1
,		J. Hancock	26		-			3	4-18-38-11	0.7096	3-09-2
		P. Nicholson			5	16			4-02-24-01 4-06-19-28	0.8271 0.7959	3-09-2 3-09-2
,		D. Curchod	45			10	5		4-07-11-19	0.7916	3-09-2
,		T.Johnstone	41			17	5		4-06-22-28	0.8041	3-10-1
		P. Stronach			6	. ,			4-06-27-06	0.8082	3-10-1
		R. Winton/USSR Team			7				4-06-31-06	0.8079	3-10-4
		H. Hertsberg			,			4	4-22-20-22	0.7001	3-10-5
		A. Bono						7	3-06-21-34	1.0574	3-10-5
		NSW Police Sailing Assn			8				4-04-06-01	0.8310	3-11-1
		J. Goddard SN			9				4-06-19-52	0.8143	3-11-1
		J. Bennetto			10				4-01-55-26	0.8537	3-11-3
		P. Steigrad	69					5	4-18-04-44	0.7338	3-11-4
,		N. Marr	44		11			•	4-07-05-23	0.8133	3-11-5
	IMPECCABLE	J. Walker	78					6	4-18-59-29	0.7301	3-11-5
	SOLANDRA	R.W. & C.A. Escott	86					7	4-22-03-37	0.7114	3-11-5
	STORMY PETREL	A. Pearson	66				6		4-17-13-12	0.7419	3-11-5
	FUELS PARADISE	J.Messenger	91					8	4-23-20-05	0.7061	3-12-1
	KINGS CROSS	R. Green & B. Edmunds	58				7		4-15-05-59	0.7637	3-12-5
	GUMBLOSSOM	T.H. Gunnersen	100					9	5-05-04-37	0.6794	3-12-5
	ZEUS II	J. Dunston	103					10	5-06-17-14	0.6768	3-13-2
	SUNSEEKER	V.C. Thomas & J.H. Quinn	62				8		4-15-55-55	0.7648	3-13-3
	STRATUS COMPUTER	D. Parsons	104					11	5-07-07-54	0.6744	3-13-4
		A.& M. HUTTON					9		4-12-24-42	0.7924	3-13-5
		P. Bush				18			4-12-26-22	0.7965	3-14-2
		A. Townley						12	5-02-41-27	0.7044	3-14-2
		R. Latham						13	4-21-37-00	0.7352	3-14-2
		J. Calvert-Jones & D. Forbes	8		13				3-17-08-40	0.8798	3-06-2
	alty 30% — unpenalised positions	- 20 overall - 5 in division)	70				40				
			72				10		4-18-21-20	0.7562	3-14-2
		D. Parkes	99	2				14	5-04-58-47 3-18-31-59	0.6923	3-14-3 3-14-3
		B. Woods			12				4-07-47-29	0.8343	3-14-3
		R. Jackman			12				3-21-31-06	0.9262	3-14-3
		G. Sherwinski	71	3			11		4-18-18-59	0.7581	3-14-3
		J. Sanders					12		4-22-00-32	0.7424	3-14-3
				4			12		3-11-06-33	1.0559	3-15-3
		H. O'Neil		•			13		4-20-36-20	0.7537	3-15-5
		K. Quinert					14		4-20-09-48	0.7566	3-15-5
	DERWENT LASS		106					15	5-07-23-06	0.6908	3-15-5
			70				15		4-18-17-26	0.7735	3-16-2
	MISTRESS AGAIN	D. Senogles	77				16		4-18-48-22	0.7712	3-16-3
	KINGURRA (7)	P. Joubert	56			19	-		4-14-41-12	0.8016	3-16-4
	PATRICE III (8)	P. King	50		14				4-11-20-21	0.8289	3-16-5
	OTELLA	C. Montgomery	29		15				4-02-41-08	0.9016	3-16-5
	AUSTRALIAN MAID (9)	J. Wardill	16	5					3-23-17-13	0.9392	3-17-2
		P. Lalor, P. Manger & P. Godfree					16		5-07-25-21	0.7041	3-17-4
	SEAQUESTA	P. Nicholson	63			20			4-15-56-29	0.8026	3-17-5
		The Rum Consortium			16				4-15-17-30	0.8082	3-17-5
		A. Bloore		6					3-14-17-59	1.0455	3-18-1
		R. Scoble				21			4-17-36-43	0.7964	3-18-2
		H. House						17	5-06-01-03	0.7192	3-18-3
		R. Axe					17		4-21-25-19	0.7740	3-18-5
		A.Paola		7					3-15-04-08	1.0538	3-19-4
		J. Duffin			17				4-15-21-11	0.8272	3-20-0
		G.Hennicke	82				18		4-21-20-20	0.7872	3-20-2
		B. Folbigg	59		18				4-15-13-45	0.8323	3-20-3
		G.& J. Wilson	81	_		22			4-21-19-04	0.7946	3-21-1
		M. Clement		8					3-17-14-22	1.0538	3-22-0
		A. Ridley			19				4-18-38-53	0.8256	3-22-39
		V. Gamanov	68		20				4-17-55-57	0.8352	3-23-09
		L. Lysenko	73		21				4-18-30-29	0.8358	3-23-42
		I. Ritchie	89		22		4.0		4-22-33-06	0.8079	3-23-46
		G. Carlyle-Clarke			00		19		5-05-54-27	0.7685	4-00-4
		Women on Water Syn.			23				4-22-44-26	0.8382	4-03-31
		J. Clarke	46 96	9	24				4-07-32-26	0.9789	4-05-21
				10	24				5-03-08-05	0.8500	4-08-39
		J. Grubic ELL, BIMBLEGUMBIE, BP BLYING			oc -	20144	AIP	HAD	4-16-44-31	1.0268	4-19-45
		MARISHITEN, OUTRAGEOUS, SH									
TI				1116	-UMIT	101,	JIN	r r rQl	TIMO		
TI R,			PPF	22							
R,	WITH, SOUTHERN CROSS, VE	NINDEE III, WESTERN PORT EXI urs 34 min redress; 2, 3 hours 24 min			s: 3	45 mi	n red	ress:	4. 5		

IOR DIVISIONS: Mayl Divisions: Drumbest Division A: Madeline's Daughter Division B: Ultimate Challenge Division C: Intrique Division D: Illusion
ILLINGWORTH DIVISIONS

Maxi Division: Doctor Two

Division A: Uptown Girl
Division B: Sheraton Hobart
Division C: Middle Harbour Express Division D: Solandra

THE RACE AND THE WEATHER: The 1989 NorTel Sydney-Hobart race saw the introduction of the new IMS handicap category, with yachts able to enter both categories if eligible. The race began in a fading 10 knot westerly, with the entire fleet starting on port hand but as the leaders cleared the seamark outside Sydney Heads, the breeze kicked into a 20 knot nor wester giving the fleet a spinnaker run down the coast, with a gale-warning issued for strong nor westers. By the time Drumbeat had passed Port Kembla, it had back to the west again and during the first night to the south-west at 40 knots. Throughout the next day the fleet two-sail reached down the NSW South Coast in strong westerlies and south-westerlies of between 30 and 40 knots.

Strong to galeforce south-westers were howling across Bass Strait as the fleet headed into "the paddock" where several yachts suffering damage and a crew member of BP Flying Colours. Peter Taylor, receiving Istall head injuries when a runner broke and the rig collapsed. While the winds eased for the leaders off the Tasmanian East Coast, a fresh nor easter powered in again for the One Tonners, giving Ultimate Challenge and Sagacious a boat-for-boat surting ride to take the top honours on corrected time.

On an historic note, the overall winner of the inaugural IMS division was Challenge III, which in 1983 had

been overall winner under IOR ratings.

FINAL RESULTS IMS

	HANDICAP LINEAR RANDOM 14	COURSE LENGTH 630 4NM	SCRA'	TCHV	/ALUE	377.B			
0'/	ALL	LINE		DIVISIONAL			ELAPSED TIME	CORRECTED TIME	
PL	ACE	PL	ACE						
YA	CHT NAME		ACE M	Α	В	C		H'CAP	D-H-M-S
1	CHALLENGE II			1			4-02-24-01	488.5	3-07-00-56
2	MINI JUMBUK		34		1		4-03-45-27	495.0	3-07-14-04
3	HAUPIA	T. Johnstone	41		2		4-06-22-28	509.8	3-07-15-35
4	CONTINENTAL		18	2			4-00-38-43	474.7	3-07-40-37
5	MIRRABOOKA		22	3			4-01-55-26	472.1	3-09-24-39
6	UPTOWN GIRL		43		3		4-06-31-06	498.0	3-09-28-12
7	NEVER A DULL MOMENT		33	4			4-03-36-09	480.9	3-09-32-55
8	DOCTOR WHO			5			3-21-31-06	444.1	3-09-54-30
9	MERCEDES IV		42		4		4-06-27-06	494.9	3-09-56-46
10	INCH BY WINCH		40	6			4-06-19-52	488.2	3-10-59-56
11	ARABESQUE		44		5		4-07-05-23	490.9	3-11-17-05
12	SOLANDRA			_		1	4-22-03-37	568.8	3-12-36-51
13	WHITE SWAN		31	7			4-02-49-40	455.1	3-13-17-30
14	STORMY PETREL		66			2	4-17-13-12	534.3	3-13-48-54
15	AUSTRALIAN MAID (1)		16		8		3-23-17-13	431.0	3-13-58-16
16	TURKEY SHOOT		51	_	6		4-12-24-42	505.3	3-14-05-06
17	HYPERDRIVE		46	9			4-07-32-26	476.8	3-14-12-16
18	HAMMER OF QUEENSLAND			10	_		3-14-17-59	377.8	3-14-17-59
19	SUNSEEKER				7		4-15-55-55	522.3	3-14-37-42
20	ADVISOR RESEARCH (2)		49	11			4-07-47-29	474.8	3-14-48-20
21	OTELLA		29	12	_		4-02-41-08	443.7	3-15-08-45
22	ROLLER COASTER		72		8		4-18-21-20	532.6	3-15-14-54
23	BUGGBEAR		70		9		4-18-17-26	528.5	3-15-54-05
24	GUMBLOSSOM		100			3	5-05-04-37	586.8	3-16-28-43
25	PATRICE III (3)		50	13			4-11-20-21	485.5	3-16-28-47
26	KINGURRA (4)		56		10		4-14-41-12	496.6	3-17-53-00
27	RECOOPERATOR		99			4	5-04-58-47	578.0	3-17-55-21
28 29	AUDACITYKAMEHAMEHA		84 95			5	4-21-37-00	535.5	3-18-00-06
30	ZEUS II		103			6 7	5-02-41-27 5-06-17-14	562.7 583.1	3-18-18-46 3-18-20-13
31	MARK TWAIN		80		11	/	4-20-36-20	526.9	3-18-29-47
32	PERIE BANOU II		85			8	4-22-00-32	534.0	3-18-29-47
33	WITCHDOCTOR		60		12	0	4-22-00-32	495.6	3-18-39-49
34	MISTRESS AGAIN		77		13		4-18-48-22	512.3	3-19-15-13
35	PADAM II		79		14		4-10-40-22	512.3	3-19-19-57
36	SALTY LADY		67		15		4-20-09-46	504.4	3-19-19-57
37	APOLLO BATTERIES		53	14	13		4-13-19-00	478.1	3-19-45-11
38	DERWENT LASS		106	1-4		9	5-07-23-06	577.0	3-20-30-10
39	CENTREFOLD		59	15		•	4-15-13-45	482.6	3-20-52-39
40	RUFF'N TUMBLE		74	10	16		4-18-37-48	500.2	3-21-11-47
41	ICARUS		76		17		4-18-38-53	497.9	3-21-37-02
42	ADRIANE			16			4-14-53-49	475.8	3-21-44-10
43	MORNING BREEZE P. Lalor, F	Manger & P. Godfree	107			10	5-07-25-21	569.8	3-21-48-04
44	BALANDRA (5)		82		18		4-21-20-20	511.9	3-21-51-23
45	OUTLAW		55	17			4-14-24-54	470.4	3-22-11-59
46	THE GOODIES		94		,	11	5-01-55-51	531.2	3-23-04-08
47	EMMA		93		19		5-01-53-44	529.1	3-23-24-04
48	MARGARET RINTOUL		92		20		5-00-58-56	522.4	3-23-39-40
49	BUSHRANGER		97			12	5-04-19-09	539.5	4-00-00-13
50	ST JUDE		102			13	5-06-01-03	545.7	4-00-36-59
51	ENTREPRENEURIAL SPIRIT		96			14	5-03-08-05	529.1	4-00-38-25
52	ADAMS APPLE		65	18			4-17-07-36	460.3	4-02-40-48
53	TERENCE J		98		1	15	5-04-21-02	523.4	4-02-51-16
54	MORE IMAGINATION		105			16	5-07-19-44	540.0	4-02-55-33
55	GUSTO		108			17	5-10-33-43	547.1	4-04-54-56
56	BELLES LONG RANGER		90	19			4-22-44-26	476.0	4-05-32-41
57	CHINA BEAR		87	20			4-22-05-11	469.8	4-05-58-34
58	INNISFREE		109		1	18	6-06-08-40	568.7	4-20-42-57
59	GOLDEN SEAGULL		110		1	19	7-01-48-18	589.0	5-12-49-18

IMS RETIREMENTS: DOW AIR, SHENANDOAH III, TANGLEFOOT, TERRA NOVA, VENINDEE III.

REDRESS AND PENALTIES:

2 hours 30 minutes redress; 2. 1 hour radress; 3. 4 hours redress; 4. 10 minute penalty (S.I. 27.2 (b)).
 5) 10 minute penalty (S.I. 27.2 (b)).
 6. Calculated Finish time after time limit.

IMS DIVISION WINNERS: Division A: Challenge II Division B: Mini Jumbuk



Abel Tasman to Race Yachts

HE Bass Strait Ferry Abel Tasman is to challenge the yachts for line honours in Australia's oldest race, the bluewater classic Melbourne-Devonport.

The TT Line's Abel Tasman, a 490ft (149 metres) passenger ship weighing 19,200 tonnes, has agreed to sponsor this year's race and has thrown down a challenge that it can beat all of the vachts into Devonport.

The Abel Tasman will give the fleet a 3 hours and 50 miles start on Thursday, December 27 this year as the fleet and ship head from Port Phillip Bay across the 197 miles to Devonport. The Abel Tasman will be making a regular crossing on the 27th and will leave Station Pier at 6pm. However, three hours earlier approximately 80 yachts will be dispatched from Portsea to race through the Heads and across Bass Strait.

TT Line will award the lead yacht which can beat their ship a barrel of Tasmanian beer and for other yachts that arrive before the ship, a bottle of TT Line Port. For yachts to beat the TT Line Abel Tasman this year they will need to sail the course in under 18 hours to reach Devonport before the Abel

The first Melbourne-Devonport was held in 1907 when four yachts raced from Port Phillip Heads to Low Head at the mouth of the Tamar River in northern Tasmania. The race then was called 'the Bass Strait Race'.

Later a trophy was created which was to be called the Rudder Cup and this has continued an 83 year old tradition since the Race's inception.

The 1990 Abel Tasman Rudder Cup will be awarded to the boat with the best performance in 3 races (The Cock of the Bay, the Abel Tasman Melbourne-Devonport and the Mobil Top of the Island Race) from the IMS/IOR or CHS Divisions.

One of Victoria's yachting greats, America's Cup Skipper Jock Sturrock, holds the Melbourne-Devonport record which he set in 1985 in the former 12 metre yacht Gretel. Sturrock set a record of 21 hours 19 minutes and 17 seconds when he was swept across Bass Strait before a westerly gale. The record has withstood challenges for 15 consecutive years from many bigger and potentially faster boats.

Mobil Oil Australia will again sponsor the third leg of the Rudder Cup Series, the 20 nautical mile 'Top of the Island' Race.

- Mike Sabey

Sardinia Cup To Italians

TALY has never won the Admiral's Cup, but got close to it in 1981 with what was dubbed the American B team, with Dick Deaver, Tom Blackaller and Rod Davis as their skippers. Times have changed. Outside of the maxi and 50ft class, the IOR offshore scene in the USA is weak, whilst Italy is one of the most active grand-prix yachting countries in the world now.

After the 1989 Admiral's Cup, Italy sought to turn activity into success. Three owners were blessed by the Federazione Italiana Vela as the preordained 1991 Italian AC team and en masse they went to Bruce Farr for their design and to Cookson Brothers in New Zealand for their boats.

They swept all before them at the Sardinia Cup in Porto Cervo, not merely because they were the only one of seven teams to field a boat in each of the rating bands: Pasquale Landolfi's one tonner *Brava*; Giuseppe Degennaro's two tonner *Larouge*; and Giorgio Carriero's 50ft *Mandrake Krizia*.

As in years past, the Sardinia Cup's laughingly lax nationality rules saw US sailors aboard, though only John Kolius, arguably the best 50ft jockey on the circuit, was given the helm. John Kostecki watched over Francesco de Angelis on *Brava* and John Bertrand helped Roberto Ferrarase aboard *Larouge*, though Bertrand who is probably the most modest pro you'll find, admitted half jokingly: "I do little more than sit at the back, hold the hand bearing compass and try to look good."



Italian two tonner Larouge.

And look good the Italians certainly did. Three teams failed to survive the opening race intact. A heavy 40-knot wind which clothed some really sharp gusts, and blindingly bright sunlight, made for a fabulous spectacle. Some crews reported their best downwind rides for a long time, and some of the snappiest broaches ever as the IOR boats slithered around as if on ball bearings.

On the very first tack of the race,



mast as soon as the spar loaded up on the new tack. Albert Buell's Saudade had a carbon copy failure, while the muchtravelled French Two Tonner Corum kinked her spar at the gooseneck so severely it was a wonder the stick wasn't felled. Lighter masts, stepped on drumtight carbon fibre hulls and set up with double the runner tension used just a few seasons back seem to be out the root of the failures.

Excused from further racing, their absence highlighted the peculiarities of the Sardinia Cup scoring. Shadowing the new Admiral's Cup system of teams racing level with a One Tonner, Two Tonner and 50 footer each, the Yacht Club Costa Smeralda introduced it themselves. But Italy alone had one yacht in each rating band. In Sardinia only the best two results counted and only one boat from each rating could be scored, which was not so bad for Britain which had Mike Peacock's Castro 45 Juno IV leading a team rounded off with Chris Brown's 1977 generation Farr One Tonner, Spirit of Intel.

It was a different story for the Germans and Dutch. With Saudade gone, Germany was left with Willi Illbruck's 1989 Reichel/Pugh 44, Pinta (skippered by Harold Cudmore) and Hans-Otto Schumann's Judel & Vrolijk, Rubin XI Two Tonner (skippered even more noisily by American Dee Smith) which effectively reduced the Germans to a one boat team. The Dutch were no better off, for Bert Dolk's Frers 50, Pro-motion, only beat the Farr-designed Mandrake once in six races and the bored look of helmsman Jens Christensen made it plain he felt Pro-motion hadn't a ghost of a chance of catching the Italian boat once behind.

With two very quick one tonners, Peter de Ridder's Mean Machine and Jochem Visser's Amsterdamed, the Dutch would have been in better shape had not the YCCS factored the scores to adjust for class size. With only two Fifties competing, they were factored the highest, so Pro-motion's second place points had to be counted even though she scored less well than the one tonners in all but one race.

The One Ton scrap was of particular interest, more especially as dismasting to New Yorker and Saudade in the One Ton Cup had left Mean Machine and Ameterdamed to provide the case for I/V

boats over. In Sardinia, the Vrolijk boats looked every bit as competitive as the Farr boats except for the new *Vento*, sailed by Geoff Stagg and Ib Anderson, a double act which rarely misses a grand-prix regatta nowadays.

New out of the box, Vento was erratically fast, but showed impressive recovery skills — five places in one beat on one occasion — to show that Farr is still the benchmark one ton designer. Even as the Farr office's frontline salesman, Stagg was quick to moan that the Spanish had down-sized the rigging spec so they were lucky to escape dismasting in the Race 1 carnage.

Vento has been bought by Britain's David Bishop to replace not just his current Billoch One Tonner Jockey Club, but the new Humphreys One Tonner he had planned to build this winter. Not a member of the British team, Jockey Club joined with Peter Westpahl-Langloh's Beck's Diva to form the German B team, which beat the A team due to oddities of the scoring and Saudade's mishap.

Two Soviet yachts in Melbourne-Osaka

TWO Soviet yachts have entered for next year's Yamaha Cup two-handed ocean race from Melbourne to Osaka in Japan. Their entry follows the successful participation of Soviet yachts in Australia's 1988 Tall Ships Race and the 1989 NorTel Sydney-Hobart classic.

In fact, this will be the third voyage to Australia for one of the yachts, Komandor Bering, a 13.6m sloop owned by the Far-Eastern Higher Engineering Marine School at Vladivostok.

Komander Bering will be sailed by two instructors from the school, Vladimir Gamanov (45) and Sergey Sipotenko (28). Gamanov skippered the yacht in the 1989 Sydney-Hobart and Sipotenko was a member of the crew.

The second entry from the USSR, as yet un-named, will be crewed by two experienced dinghy and IOR sailors, Vladimir Arbouzov from Sochi on the Black Sea and Sergey Shishikov from Kronshtadt near Leningrad.

Entries for the 5,500 nautical mile race, which starts from Melbourne on March 23, 1991, have reached 48 with the announcement that race sponsor, Yamaha Motor Co Ltd is designing and

building a high-tech racing yacht for the

The hull of the 16m sloop is being built of carbon fibre and kevlar with a honeycomb core, resulting in a strong but light boat with a displacement of only 10,300kg.

The yacht, to be named Lucky & Luppy, will also move into new technology with a 26m tall mast built of carbon fibre as against aluminium on most ocean racing yachts. Lucky & Luppy will be sailed by Yasuyuki Hakomori (35)

from Japan and Ray Haslar (47) from New Zealand, both highly experienced international yachtsmen.

The boat's name comes from the mascot characters, sea otters, on the logo of the yacht's sponsors, Kankaku Securities, a Japanese security firm.

50 Footers Cut Costs

IN the last regatta of the 1990 season, the IOR 50ft owners adopted measures to cut the cost of their racing. Apparently even these owners, some of whom spend as much on a 50ft campaign as others do on a maxi, felt that costs were spiralling to exalted heights. One boat this year had no fewer than 10 mainsails for a mere five regattas, at a

cost US\$12,000 apiece.

Headed by London-based Swede Wicktor Forss of Carat fame, the owners decreed that for 1990: only 11 sails can be checked in for the season, two of which can be mains and seven of which are forward-of-the-mast sails; carbon fibre rigging is banned as are custom titanium fittings on the mast, though off the shelf items are OK; and continual tinkering with ratings is restricted to only one re-trim and only two haul outs for major corrective surgery after a rating is registered with the class.

As the hottest offshore class bar none, the industry professionals hailed this a great move by the owners, which is a curious volte-face if there ever was one. In no other class will you find so many sailmakers, rig makers, winch manufacturers and hardware hotshots trying to sell owners success on a plate. With moves in Europe to give One Ton and other IOR owners more say in their affairs, perhaps the people who matter are at last freeing themselves from the industry professionals who have more to say about the style and cost of their racing than any grey-haired committee meeting once a year in London.

In the event, the 1990 championship was not as close as expected. Going into the final round in Newport, Rhode Island (October 4-7), Container (Judel/Vrolijk), Springbok (Farr) and Abracadabra (Reichel/Pugh) were just 0.75pt apart but John Kolius steered Abracadabra to four straight wins to the delight of her owner, Alabama surgeon Jim Andrews. She eventually scored a 1-1-1-1-3-3-1 result to clinch the series and the championship, a remarkable feat given that she was launched mid-season, missing nearly half the 46 races which made up the five regatta tour.

The runner's-up slot was decided in the final moments of the last race in Newport when Udo Schutz's German Container, steered by Jens Christensen, edged out David Rosnow's Springbok, an American boat skippered by North Sails president Tom Whidden, by 23

For their 1991 season, the 50s kick off in Florida's Key West (January 13-16(move north to Miami in March, cross the Atlantic to two key Admiral's Cup warm up events in Travemunde (Germany) in May and Lymington in July, before ending up in Muira (Japan) October.

Strong US Bid For Admiral's Cup

NCE one of the most dominant teams in Admiral's Cup racing, the USA, had a lean time in 1980s. For 1991 their challenge looks potent, a factor helped largely by the new Royal Ocean Racing Club requirement for teams to have one boat from each of the rating bands: One Ton, Two Ton and 50 footer. This means countries no longer need a huge domestic fleet to raise a viable team. Just one good boat in each slot will do the trick.

The team's small boat is a new Farr One Tonner for New Jersey's David Clark, former owner of the Joubert/ Nivelt One Tonner Rising Star. He's bought the Farr package, which means Geoff Stagg will be on board and the boat is being built by Terry Cookson in New Zealand. Cookson are responsible for the Two Tonner also, a new Farr designed Bravura for San Francisco's Irving Loube who has retained Soling gold medallist Robbie Haines as skipper.

Not surprisingly, the US is spoilt for choice among the 50-footers, though some owners are less keen to take their inshore boats, optimised for windward/ leeward courses, into the Admiral's Cup arena. Not only is there a strong emphasis on reaching, but outside of the Southern Cross series, the Admiral's Cup is one of the few regattas remaining with a genuinely testing offshore race the classic Fastnet. To date Abracadabra, Springbok, Fujimo and Insatiable have thrown their hats into the ring, with selection based on the Key West and Miami opening rounds of the 1981 50ft tour plus an additional offshore race.

America's Cup Moves in USA

UROPE is the centre of America's ECup activity at the moment. While John Bertrand was contesting the Sardinia Cup, his Beach Boys defence syndicate announced a \$1 million purchase of the Philippe Briand designed F1 from the French, which having trounced the Italian Il Moro di Venezia 1 in private

trials off Sete, France, makes her a valuable yardstick.

But, it was much more than a straight purchase, taking in long term cooperation and technology transfer which makes the previous collaboration between a challenger and defender when KZ-7 tuned up with Kookaburra III - seem small beer.

F1 is now on the way to San Diego. The French crew headed by Marc Pajot and Marc Bouet will continue to sail on the boat in San Diego, using America's first IACC yacht to tune up their own F-2, a more light air orientated design for F1 was created before the Cup finally went to San Diego courtesy of the New York court, before next May's IACC World Championship. F2 will then bring Bertrand's own first boat up to speed after the worlds, her design the responsibility of John Reichel and Jim Pugh who have recruited their former boss, Doug Peterson, to their team.

This co-operation will run through to next summer, in essence giving both camps three-boat campaigns for the cost of two actual boats apiece. They even intend to share compounds in San Diego, so cosy is the relationship.



CALIFORNIAN John Bertrand.

Such harmony with the Beach Boys incensed the Italians who accused the French of sharing secrets with the enemy. They cancelled the IACC Europeans which Raul Gardini was funding to the tune of \$1 million, a decision made easier by Japan's Nippon Challenge saying it would be too disruptive to attend. This, and the delayed launch of the first Spanish boat, would have just left F1, complete with Bertrand and Pugh aboard, and Il Moro II.

The intense politics of the Italian effort are matched only by the bottomless budget and by some of TV's worse soaps. The story so far . . . Syndicate manager Gabrielle Rafanelli accused skipper Paul Cayard of failing to spot American stooges in F1's crew during the Sete trials (there were none).

All this 18 months from the Cup itself. As Rod Davis sagely commented: "It's how the Italians deal with problems of their own creation which will determine their ultimate success.'

So far, a fast boat has eluded them in two attempts. Some would say, that the Italians are almost starting again by making hulls 3 & 4 sisterships in order to leapfrog development of the race boat No. 5.

The Soviets, meantime, have declared their hand, having made the September \$150,000 performance bond deadline by dint of an extension. They have already started construction of their first boat, in aluminium, at the Emergia company. This Moscow-based firm is best known as builders of the Soviet space shuttle, Duran.

The problem of course, is that IACC can only be built from composites or wood, but after consulting challengers and defenders, the San Diego YC's America's Cup Organising Committee found enough support to allow the Soviets to compete in the preliminary rounds of IACC Worlds next May, though not the semis or the finals, or of course, the America's Cup itself.

The Soviets have been brushing up their Cup history, and reckon Alloygate is a logical successor to Keelgate and Glassgate. Said Soviet challenge leader, Vsevolod Kukuskhin, who is head of sport in the Moscow newsagency TASS: "Maybe this will be a scene for an argument." His contention was that the IACC rules permit only wood and composites without expressly prohibiting other materials. "In our country, we say everything is possible if it is not prohibited."

The Soviets, whose Red Star challenge is lodged through the Leningrad YC, intend to bring a full team to San Diego to measure and observe the other boats. "We are pramatic people now," Mr. Kukuskhin, recognising that it will much easier for the Soviets to cut and weld an aluminium hull.

While the Soviets are a first time challenger facing longer odds than normal the fortunes of the Swedish group has improved immeasurably since September.

A week before the bond deadline, a meeting with King Karl Gustaf galvanized 20 prominent businesses into providing \$10 million backing and the group, headed by Thomas Wallin, who owns the Stenungsbaden YC on Sweden's West Coast, have been on the acquisition trail ever since.

Their biggest coup was to pick up remnants of the aborted Danish challenge, including the design which was more advanced than the Swede's own cash-starved effort. Into the bargain came Jacob Veiro who had been running the Danish computer modelling programme. Kim Neilson also crossed the Skagerrak to Sweden to become operations boss.

The multinational flavour is boosted by Australia's Scott McAllister acting as

Wallin's No 2, British designer Dave Hollom — creator of the Hippo 12-metre Crusader — joining the design team. If the Swedes can build their boat in the projected 22 weeks and ship it in time, they will contest the Worlds. NATIONAL Gaffers Day, conducted by Sydney Amateur Sailing Club, attracted some of the finest gaff-rigged yachts still sailing, with many crews dressing for the part. The fleet ranged from a gaff-rigged schooner down to a tiny six-foot skiff and restored Queenscliff 'couta boats. (Pics — David Clare).





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Sunday, January 13, followed by a 24-mile round-the-buoys races on Tuesday, January 15. Two 15-milers will be sailed on Wednesday, January 16, following a 30 mile passage race from St Kilda to Portsea on Friday, January 18. The final race of 20 miles will be sailed

Portsea to Blairgowrie. Further information: Race director Warwick Hoban, phone (02) 592 7077

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IMS Introduced For Petersville

ICTORIA'S prestigious keelboat regatta, The Petersville, will see an IMS division for the January 13-19, 1991, event on Port Phillip.

Despite a sluggish start, IMS has started to catch on with Victorian keelboat owners. From just nine measured yachts in July, the total now exceeds 40.

The Petersville Regatta has dropped the Channel handicap division for the newer and more relevant IMS system, giving a lead to yacht owners and clubs on the bay. The move is expected to attract more interstate entries for the popular week-long regatta.

Regatta race director Warwick Hoban described IMS as "the best news for keelboat racing in the 1990s" and said he expected as many as 25 yachts to compete under IMS in the 1991 Petersville

Regatta.

However, the IOR category continues to holds its strength in Victoria and the Petersville Regatta fleet entries includes the 1989 NorTel Sydney Hobart Race winner, Lou Abrahams One Tonner, Ultimate Challenge. Among interstate entries expected are John Eyles' Fujitsu Dealers, the new Oz Fire from Lake Macquarie, and the UK designed purpose-built IMS racer, Lightwave, from Queensland.

Oz Fire, owned by Doug Coulter, is a near sistership to the fast Kiwi yacht Ice Fire which was the star of the 1990 Hamilton Island Race Week.

The six-event Petersville Regatta will start with a 50 mile overnight race on

Race Information at Myer Store

OBART'S major department store, Myer Hobart, will again provide a Race Information Centre for this year's NorTel Sydney Hobart ocean race in its Liverpool Street store.

The Myer store will receive up to the minute information provided by the CYCA and the RYCT, with the positions of all yachts displayed on a wall chart. These will be updated twice daily.

To complete the nautical theme, videos of past races will be shown at the information centre and in Myer's television department.

Crews racing to Hobart also can have the chance of winning a \$500 fashion wardrobe by entering some tall tales of the race from Sydney — entry forms

will be available at the Myer Store. Myer Hobart will also have a special race information hotline for the NorTel Sydney Hobart — (002) 34 2179.

BACK in Australia after the Kenwood Cup, Grant Wharington is expected to enter his Inglis 47, Wild Thing, in this year's Life Be In It-sponsored Melbourne to Hobart race. Wild Thing took line honours in the inaugural Sanford Hutton Bass Strait Triangle. (Pic - Mike Sabey).



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Bumper Fleet For Coffs Series

EARLY indications suggest the 10th C.E. Heath Pittwater to Coffs Harbour Yacht Race Series will again attract a bumper fleet. More than 60 of the 93 skippers who took part in the event last year have replied to a questionnaire and indicated they will be taking part in the 10th anniversary celebrations.

The overwhelming response has organising officials at the Royal prince Alfred Yacht Club in Pittwater predicting a fleet of more than 100 yachts by

race time.

Entries for the three-race series closed on November 15, with late entries being accepted up until December 15. The series begins with a 235 nautical mile passage race north from Pittwater to Coffs Harbour at 11am on December 27. Two one-day races around the Solitary Islands off Coffs Harbour on December 29 and 30 round off the series.

Last year's passage race winner' Pemberton III, owned and skippered by the Alfred's club captain Richard Hudson, is one of the early entries.

The little Steinman 30-footer has a magnificent offshore record in the past 12 months which includes wins in the Coffs Harbour race and the recent Sydney to Southport event.

But she will be had pressed by two other top half-tonners in Beach Inspector, skippered by David Fairfax, and Public Nuisance, skippered by Michael Grout.

The 10th anniversary series carries a special prize this year worth \$10,000. Seafarer Sailing are giving away a twoweek sailing holiday taking in the 1991 Antigua Sailing week and then a further week cruising the fabled islands.

All competitors will be eligible as the major prize is based on participation rather than performance. All entrants in the main race, as well as the two island races, will be given a ticket in a draw to be held during the presentation. The more races entered, the more chances to win.

The Caribbean flavour will flow through to New Years Eve with a street party to be held at the Coffs Harbour Yacht Club featuring the West Indian band Kalabash.

Coffs Harbour To Southport

HE Coffs Harbour to Southport Yacht Race conducted by Southport Yacht Club is scheduled to start on

January 1, 1991. The race will act as a feeder race to the popular Christmas Regatta, the XXXX Yachting Classic.

It is expected that a large number of entrants in the Pittwater to Coffs Harbour Race joined by local yachts from the Gold Coast and Brisbane will compete in the IOR, IMS, PHS or Cruising Divisions of the Coffs Harbour to Southport Race.

The XXXX Yachting Classic scheduled to start on January 3, takes on a four-race programme, one being a pas-sage race along the Gold Coast and the other three being Olympic Triangles. The Classic is generally seen as a family regatta with boats from other states bringing their families to the Gold Coast to enjoy the numerous activities here.

A competitor's prize, open to entrants in the XXXX Yachting Classic has been offered by supporting sponsors American Airlines and Southport Travelworld and new sponsor, Seafarer Sailing, a yachting holiday specialist based in Sydney.

Campbell Rose VYC Director

LYMPIC sailor Campbell Rose has been appointed as the new executive director of the Victorian Yachting Council. Rose will join the VYC early next month after three years as the sports marketer with the Victorian Health Promotion Foundation. He



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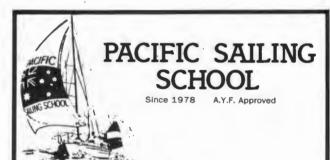
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NE of the most active IOR rating bands on the East coast would have to be the ex-one ton raters. These boats, which lost their original reason for being when the One Ton class went to 30.5' from 27.5' IOR have been lucky to have hard-sailing owners who have enjoyed intense rivalry amongst themselves while still managing to take out more than their share of the top prizes. Boats in this group include Hobart winner Ex Tension, Star Ferry (ex Middle Harbour Express), Kings Cross and Fujitsu Dealers. Of these four, the first three have undergone major performance upgrades for this season and are now racing. This article is about the development of those changes.

In last season's racing, Star Ferry, was the form boat. A long, easily driven, low sail area boat with a hard driving owner in the form of Ray Stone, this boat was seldom threatened in her division. Ray had fitted a new keel several years ago replacing the original centerboard, but the boat was still original in many respects, including a skeg hung retractable rudder for use when th boat was originally based in Southport in 1980.

OPTIMISING

with Scott Jutson

performance spade with optimal area and section.

2) Refair keel to high volume laminar flow sections and reduce wetted surface. This involved an addition of lead into the wooden shoe so as to maintain current stability.

3) Upgrade all hull measurements for best rating benefit. In particular was the need to measure the intermediate middepths as these automatically increase displacement and therefore reduce rating. These measurements are ICMD, IMD, and IOMD. (Note: if racing IOR

and handling through the advanced foils. An added bonus was a reduction in rating from 27.1 to 26.82. With a new crew and lots to learn this boat gets faster every week.

Ex-Tension was launched in 1986 and. for her debut, won her first Hobart. Since that time she has remained unchanged. Owner Tony Dunn recognised the need for an upgrade and a large one at that, so we proceeded with a modification study which included options for a new keel, rudder, mast, mainsail and ballasting. The original two spreader mast was heavily sleeved and very robust. Considerable weight saving was achieved by going to a three-spreader configuration with limited external sleeving and a more extreme taper. Overall mast height was reduced to accommodate a maximum girth main for a reduced healing arm.

The keel, which was from the Mickey Mouse Ear school of thought, was both too heavy (as a result of the rig weight) and also high in wetted surface. A new keel was designed and cast which is 300 kg lighter and is reduced in wetted surface by 22% to account for the improved performance of the sections.

Refits Fire the Old One Tonners

KINGS CROSS KEEL SAMPLE TEMPLATE S.J.Y.D. (C) 1990

New owner John Conroy came to us for recommendations out of which came a series of cost effective changes which improved actual as well as rated performance. As we were confident in the boat's basic set up (trim, ballasting, and sail area) through our long term involvement with the boat it was a matter of upgrading problem areas to 1990s standards. As a result the following changes were made:

1) Replace cassette rudder with high

make sure this is done — they should

4) Modernise deck layout. Five winches on the coachroof and an awkward mainsheet system suggested a more efficient layout was in order. This was handled by rigging specialist Don Buckley with a resultant weight saving in excess of 30kg and much smoother operation.

The end result of these changes was to maintain all significant rating variables while noticeably improving boat speed This keel was complemented by an addition of 662kg of internal ballast.

When work was completed Ex Tension's rating had dropped from 27.32 to 26.99. Boat speed had noticeably improved and she went on to win the XXXX series with ease.

Kings Cross was purchased by Ray Stone following the sale of Middle Harbour Express. The boat pre-dates ExTension by one year and, though from the same mould, she has a different keel and some changes to the aft stations. Her keel was modified by her previous owners and the rig was recently replaced when the old one went over the side last season. The plan was to leave the rig "as is" and to modify the keel on the boat if possible. A new rudder and removal of the old skeg was also on the list of things to do

The obvious shortcoming of the boat was a noticeable lack of stability and an oversized trapezoidal keel. Changes to the keel's planform were not feasible due

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to a throughkeel shaft and the keel bolting pattern. The only option was to add lead to the existing planform. This was achieved with no increase in frontal area by wrapping a super high volume laminar flow section around the existing NACA 64 keel sections which allowed for a 250kg addition of lead to the keel. The keel was no smaller but a lot more efficient in both performance and weight terms.

Rig and sail parameters were near optimal on this boat due to good input from the previous owners but the steering was average. Fitting a new blade over the existing stock proved to be the most cost effective option and cured the helming problem.

Kings Cross has fractionally greater sail area than Ex Tension while gaining a slight rating advantage due to her 1985 age date which means no Crew Stability Factor multiplier to the rating. As a result, both boats rate dead even at 26.99'. The extra sail area will help Kings

Cross, balance out the extra wetted surface drag so both boats should be very equal.

All the above changes to the three yachts were derived through velocity prediction vs rating analysis with the optimal determined from averaging performance around an Olympic triangle in

varying breeze strengths. This approach was selected over other course options as the one most suitable to the kind of the racing experienced by these yachts. The following is a table of comparitive values for the three modified yachts including values for Ex Tension in her original Hobart winning form:

			1	EX TENSION
VALUE	KINGS CROSS	STAR FERRY	EX TENSION	'86
R	26.99	28.82	26.99	27.32
L	9.275	9.684	9.256	9.17
RSAT	62.64	56.63	62.50	62.67
SHR	15.12	14.11	15.13	15.50
RMC	117.6	106.9	117.16	116.8
CGF	.968	.962	.9708	.9748
DSPL	4612	4740	4592	4250

NOTE: R d IOR Rating, L d IOR Rated Length, RSAT d Rated Sail Area Total, SHR d Sail/Hull Ratio (Sail area to

displacement ratio), CGF d Center of gravity factor, DSPL d IOR measured displacement.

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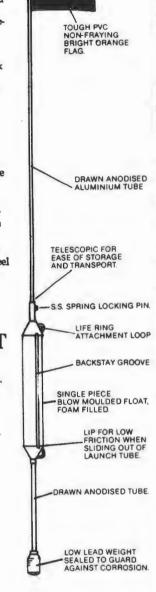
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South Australian Bid For Sydney Hobart

52-year-old Port Lincoln accountant, who's sailed for most of his life, will finally fulfil a lifelong ambition in this year's NorTel Sydney to Hobart race. Although John Buckland has done the race twice before, this will be the first time he has skippered his own boat to make the hazardous trip down the East Coast and across Bass Strait.

Two other leading South Australian skippers, Keith Flint in Helsal II, which won last season's Melbourne to Hobart race, and Bob Francis with Renegade, form an experienced trio for the famous

On the other occasions Buckland did the journey he was the sailing master on Noel Welfare's Farr 11.6, *Moonraker* in 1982 when they finished in the mid 60s while the following year he was aboard the Adams 12, *Pronto*, owned by Barry Roach which faired better and crossed the line in the high 30s.

This time he will be in charge of a Ben Lexcen designed 41-footer built by Don Henderson in WA four years ago. Buckland bought *Suelan*, which is a fibreglass boat built under the West System with a cedar core, last Christmas.

The one thing that does count against him is experience in the boat. But he did well in last season's Adelaide to Port Lincoln race where he fnished second on IMS to John Hood's Cole 43, *Pandemonium*, and then had a successful week around the sticks on Boston Bay.

Another pleasing aspect of the race across was he beat Jimmy Howell's Sunburst, which sailed in last season's Hobart race, by 21 minutes.

"For two thirds of the race we really had to battle because our best conditions are on the wind and we didn't get a lot of that," Buckland says.

"She really goes on the wind and that's what we are hoping for in the Hobart race.

"It's been a lifelong dream to win the ace and that's what I am going to try to do."

Buckland and his experienced crew have been training hard to get the boat on the pace before reaching Sydney in what will be an expensive trip.

He estimates it will conservatively cost more than \$10,000 but that's probably optimistic and a good figure to prevent his wife lynching him.

But, then again dreams don't come cheap and the last Lincoln boats to do the trip were *Moonraker* and Stan Morgan's 50 footer, *Iniquity* in 1986. Consequently Buckland and his crew have all the locals behind them.

Three of them — Gavin James in the cockpit, Geoff Bascombe on the mast and Lloyd Burgess up forward have been sailing with him for the past five seasons.

Also doing the race will be Kym Nisbett on mainsheet, two relief helmsmen Wayne Smith and Steele Seeman, with Barry Roche also, joining the crew.

SA's former America's Cup navigator Steve Kemp has been helping to tune the boat and was going to be part of the nine-man crew but he's required to sail on an Admiral's Cup boat. Buckland left Port Lincoln early this month and estimates the round trip will take about six weeks.

Like Buckland, Keith Flint has done the Sydney classic twice before, but this will be the first time at the helm of his own boat and he's taking an impressive record.

Since bringing the sleek navy blue racer to Adelaide in July last year, Flint has not been beaten over the line and just got pipped in the winter series by sailmaker Ray Brown.

Unlike Flint, the Adams and Radford designed Helsal II, built in Sydney 11 years ago, has racked up nine Sydney to Hobarts. Without a doubt she has creamed the local SA fleet but then again she should because she is by far the biggest racing machine in the division one group.



Fibreglass 41-footer Suelan.

She narrowly missed smashing the Melbourne to Hobart record last year when the breeze died in the latter stages of the race. Flint had been keen to take his new boat straight to Sydney but he honoured a promise, he made when he bought Helsal II, to the Offshore Racing Club of Victoria to sail her in the local race.

He is hoping to make the trip to Hobart in amongst the leaders and has a new mast and several new sails to help the challenge. Complimenting with the impressive wardrobe and rig is a very experienced, top line crew headed by Fred Neill.

Neill has had a wealth of experience in the toughest Offshore events here and overseas.

Neill will be the tactician while another veteran, Jim Howell, is the navigator and Flint's son Ian will be a relief helmsman. Others on board include Chook Smith, who did the Sydney to London race with Josko Grubic his son Peter who was aboard SA's America's Cup boat and Peter McLeod.

Flint did his first Hobart in 1958 aboard Norm Howard's Southern Myth when they finished second in division one and third overall. "In those days we were still using Egyptian cotton sails but this time we have a Mylar/Kevlar mainsail worth \$15,000," Flint says.

Times have certainly changed but for Bob Francis it will be like old times when he returns to Sydney this year. "The last time was in 1987 but I keep going back because I enjoy the total sailing, the scene and meeting up with guys I have met over the years," Francis says.

This will be his ninth time after making the first trip in 1969 with Grubic, but ever since then he's taken his own boats.

Francis was unable to sail the full winter series with Renegade so many of the races were used to tune the boat and crew work. That's what he has been concentrating on in the lead up to leaving early this month (December) along with testing new sails. He has also been readjusting his boat by slightly pruning the length of his spinnaker pole and some other minor adjustments which have given him a better IMS rating.

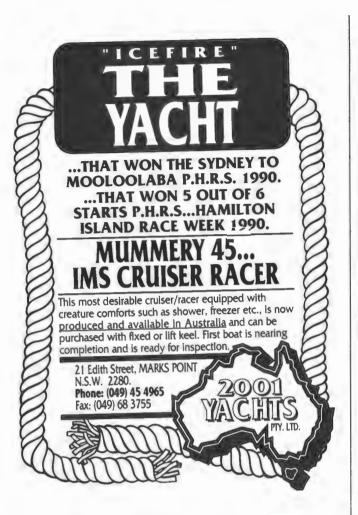
"It's an improvement on our IOR rating especially compared to some of our nearest rivals and it will make this Hobart race extremely interesting," Francis says.

On board with Francis are Dave Hurford who will help on the helm, navigator Sam Cowell, mainsheet Paul Henshall, mastman Graham Lay, forward hand Mark Hall, grinders Graham Davis and Peter van Vught and cook Wayne Hartley.

Francis and Flint both agreed they would spend more than \$10,000 on the trip but said the final total was classified especially when it came to their wives.

Funny what these modern-day skippers have in common.

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IOR/IMS AND OTHER OFFSHORE REGATTAS

DECEMBER

NorTel Asia Pacific IOR/IMS Championship Regatta, Cruising Yacht Club of Australia, Sydney, Aust.

NorTel Sydney-Hobart Race, CYCA,

1991

MARCH

Yamaha Cup Melbourne to Osaka Double-Handed Race, Australia to

JULY-AUGUST

Champagne Mumm Admiral's Cup, 29-16 Royal Ocean Racing Club, Cowes, LIK.

SEPTEMBER

Westpac Australia - New Caledonia Race, Sydney & Brisbane

DECEMBER

Southern Cross Cup, CYCA, Sydney, Sydney-Hobart Race, CYCA, Sydney, Aust.

NEW SOUTH WALES 1990

Twilight Race - Sfart 1800 Short Ocean Race, Start 1200 Twilight Race Race 1: NorTel Asia Pacific Ocean Racing Championships (75 miles) Short Ocean Race - Start 1200 Race 2: NorTel Asia Pacific Ocean Racing Championships, (20 miles) Invitation Wednesday Twilight Race Race 3: NorTel Asia Pacific Ocean Racing Championships (20 miles) Lay Day - Asia Pacific Ocean Racing Championships Re-sail if required 23 NorTel Sydney-Hobart Race (Separate Notice of Race). Third and final race for the Commodores Trophy

1991

IANUARY

NorTel Sydney-Hobart, and NorTel Asia Pacific Ocean Racing Championships Presentation Dinner King of Derwent Twilight Race - Start 1800) Twilight Race - Start 1800

19 RANSA Regatta MHYC Bruce & Walsh Series 20 MHYC Bruce & Walsh Series

Twilight Race - Start 18(X) 12 Metre Challenge, Sydney Harbour 12 Metre Challenge Australia Day Regatta 12 Metre Challenge

12 Metre Challenge

Twilight Race - Start 1800 30

FEBRUARY

Short Haul - IMS (Non Spinnaker) Passage Race to Port Hacking, Start -

RSYS Milsons Cup

Twilight Race - Start 1800 Short Ocean Race - Race for Cancer

Research, Start 1200 Twilight Race - Start 1800

Tradewinds Trophy, Lion Island -Botany Bay, 65nm, Start 1000 hours 16

Twilight Race - Start 1800

23 Short Ocean Race, First of three races for the Royal Clubs Trophy, Start 1200

Twilight Race - Start 1800

1991 Southern Cross Cup Summer Season 1990

DECEMBER

Invitation Race 15 25 Miler 75-90 Miler 16-17 18 25 Miler 19 Spare 75-90 Miler 20-21 22 25 Miler 23 24

Briefing

Christmas

Sydney-Hobart start

VICTORIA

DECEMBER

Cock of the Bay - ORCV Life Be In It Melbourne-Hobart, 480nm — ORCV

27 TT Line Abel Tasman Melbourne-Devonport, 197nm - ORCV

1991

JANUARY

Petersville Regatta, Port Phillip Little America's Cup, McRae Y.C. 12

MARCH

Yamaha Cup Melbourne-Osaka Race

QUEENSLAND 1991

JANUARY

XXXX Yachting Classic - Southport Yacht Club

Australia Day Regatta — Mooloolaba Vacht Club

MARCH

Caltex Sydney-Mooloolaba Yacht Race

APRIL

Australian Airlines Brisbane-Gladstone Friday Yacht Race

XXXX-Ansett Hamilton Island Race

Week Regatta

Faster Nth Qld JOG Championships -

WESTERN AUSTRALIA

Roland Smith Race, 32nm - RFBYC 15 Cape Vlamingh, 51nm - EFC

JANUARY

Mariners' Cup, 43nm - CYC Sun City Return, 37nm - CYC 12 Gordon Craig Memorial, 50nm -REBYC Bunbury City Classic, 86nm - FSC/

KBSC

Cape Bouvard, 102nm - KBSC/FSC 27

FEBRUARY

RPYC BP West Coast Series of four races: Bill Lucas Night Race, 58nm - RPYC Perie Banou Race, 32nm — RPYC BP Cup, 20nm — RPYC

Port to Port, 133nm - RPYC

Bunbury Return, 186nm - RFBYC

MARCH

Indian Ocean Race, 160nm - FSC Halls Head Race, 40nm — FSC/MYC 16 17 Point Robert Return, 40nm - MYC/

22 Albany Race, 335nm - RPYC/PRSC

APRIL

Stan West Race, 37nm - PFSYC P&O Iberia Race, 28nm - RPYC

INTERNATIONAL/NATIONAL EVENTS:

Yachting World Diamond Nationals, Fremantle — FSC 2-9 Etchells World championship, Owen

Anchorage - RFBYC Soling Nationals, Fremantle - FSC 15-20

FEBRUARY

Australia Cup Match Racing, Swan River - RPYC

APRIL

Masters Yachting Champions, Albany 21-29

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