

Offshore *Yachting*

OFFICIAL RACE ISSUE

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

\$250,000
race record
prize

Southern
Cross Cup
preview

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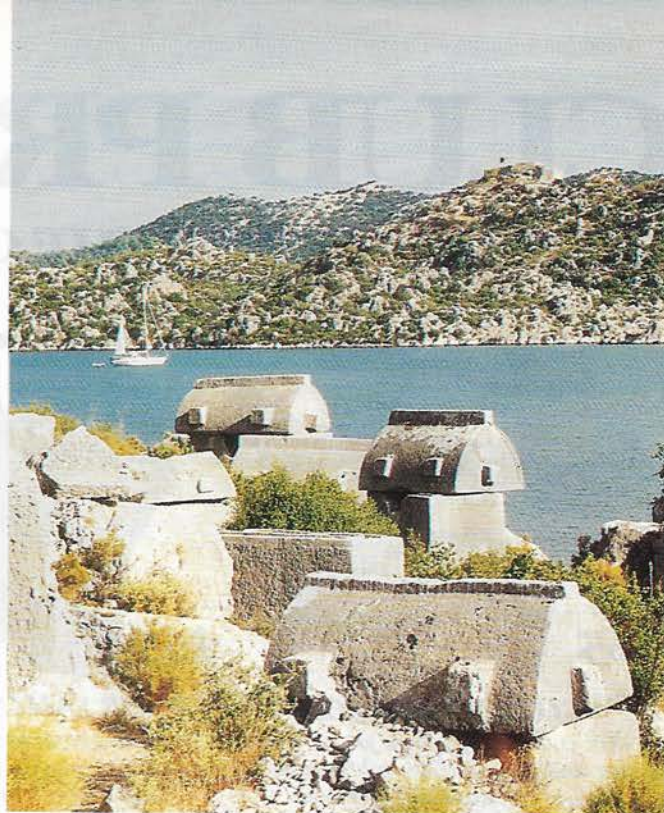


Photo: © Jenelle M. Thomas - Hardy Graphics

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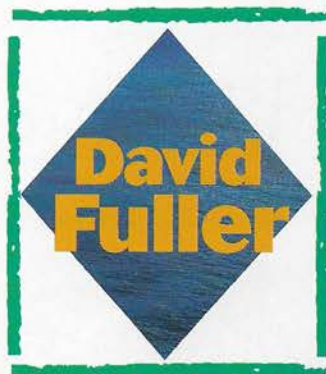
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Complete report on the Telstra MobileNet Sydney to Hobart, including the Cruising Yacht Club of Australia's Official Results, plus other major offshore races and championships, and news from the IYRU and ORC meetings.

COVER: *Quest*, the Nelson/Marek 43 which will start one of the favourites for top IMS honours in the Telstra MobileNet Sydney to Hobart, pictured here by Ivor Wilkins as she leaps over a wave during Race Week at Hamilton Island.



From the Commodore's Desk



Welcome

On behalf of our members I would like to welcome competitors to the Telstra MobileNet Sydney to Hobart, our Southern Cross Cup Series and the Canon Big Boat Challenge.

We are very proud to have Telstra on board as our major sponsor. Their generous prize of \$250,000 for the first yacht to smash the Hobart race record has created an enormous amount of interest throughout the sailing world.

We expect a close contest for line honours and the number of purpose-built IMS yachts entered will ensure another terrific battle for overall and divisional placings.

Once again we are privileged to have the *STV Endeavour* as our Radio Relay Ship and we are most grateful for this support from the Young Endeavour Youth Scheme and the Royal Australian Navy.

The CYCA deck and bistro facilities have been improved throughout the year and our visitors can look forward to enjoying one of Sydney's best locations and unrivalled camaraderie on our deck.

"As always, safety is our main priority for the race to Hobart and I hope to see all competitors arriving at Constitution Dock"

Please enjoy our Club and safe racing to Hobart. Best Wishes to all for the festive season.

David Fuller
Commodore, CYCA



Robert J. Badenach - Commodore RYTC

From the Apple Isle

After 50 years of assisting in the organisation of this great event, it is pleasing to report that the Cruising Yacht Club of Australia and the Royal Yacht Club of Tasmania have now signed an agreement formalising the arrangements that have existed for years in the conduct of the Sydney to Hobart Yacht Race. The Managers of both Clubs are to be congratulated on their efforts in formulating the agreement which typifies the close association between the Clubs.

After last year's record fleet we can settle back and look forward to a race which will no doubt be up to its usual high standard, but will also be more manageable in the number of starters.

It is amazing to see, year after year, the officials and volunteers settle into the groove and organise the race without too many problems.

My thanks go to Rowan Johnston, his sub-committee and volunteers whose time and effort always ensures that the finish is a great success.

I wish all competitors a safe passage to Hobart where the Flag Officers and Members of The Royal Yacht Club of Tasmania will be waiting to welcome you to our City and its hospitality.

Robert J. Badenach
Commodore, RYTC

The Cruising Yacht Club of Australia

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TELSTRA MOBILENET SYDNEY TO HOBART

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International fleet *lining up* for **Bluewater Classic**



hard-working officials and volunteers of the Cruising Yacht Club of Australia in Sydney and the Royal Yacht Club of Tasmania in Hobart can breathe a sigh of relief. The fleet for the Telstra MobileNet Sydney to Hobart will be back to normal size with around 120 yachts expected to line-up on Boxing Day, December 26, 1995 for the 51st annual bluewater classic.

As expected, entries are down dramatically from last year's extraordinary fleet of 371 starters but are in fact about 20% more than the 1992 and 1993 fleets. In quality, it represents one of the best IMS fleets of any similar race in the world, with a significant number of yachts from Australian designers. All States except Western Australia are strongly represented and there will be yachts and crews from the United States,

Germany, England, Scotland and New Zealand.

As always, the Sydney to Hobart has attracted several of the world's biggest and fastest maxi yachts racing for line honours and a record prize for a course record.

To mark their sponsorship of the Sydney to Hobart, and the 20 years since the famous US maxi *Kialoa* set the record for the 630 nautical mile Tasman Sea course, Telstra MobileNet have put up a

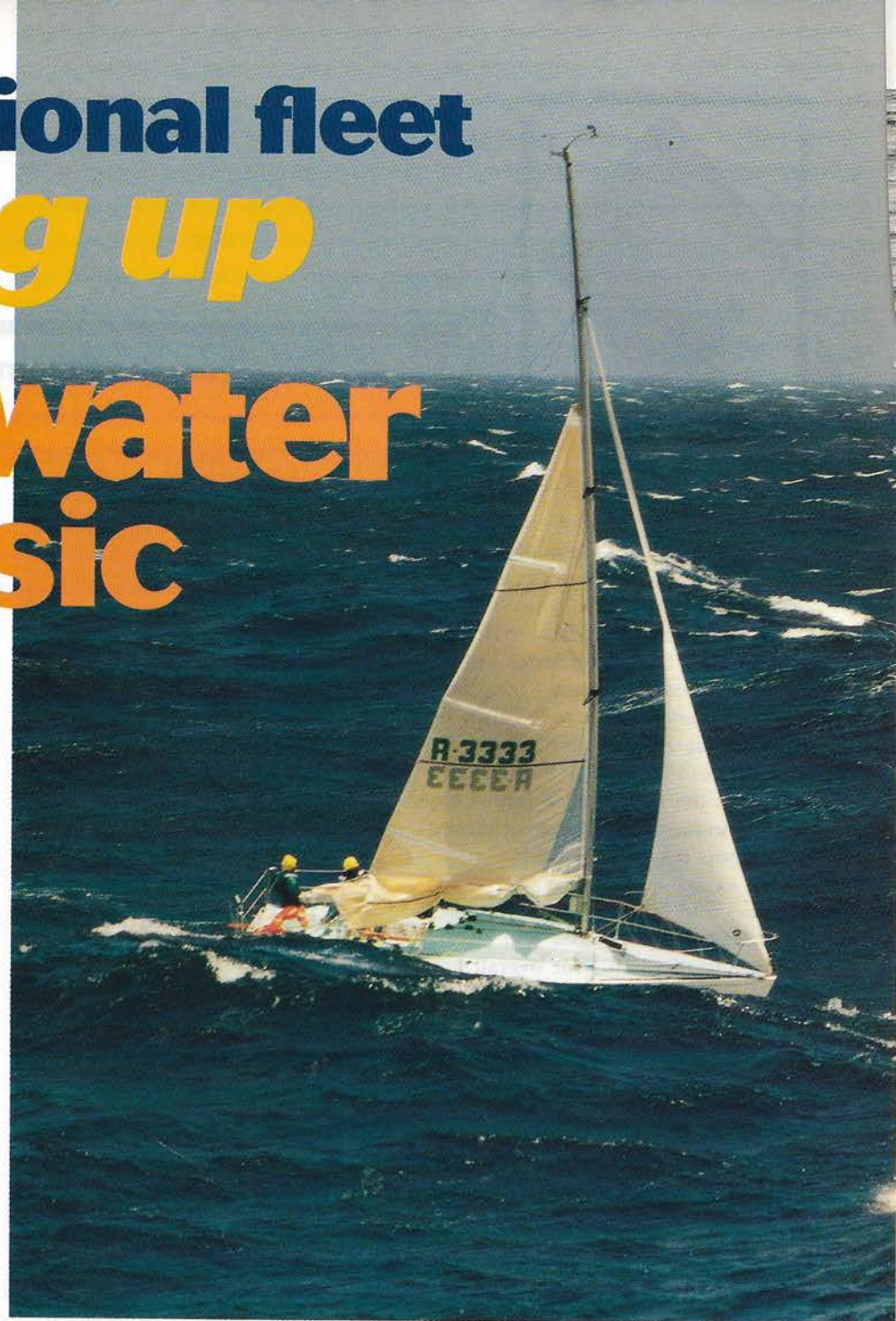
\$250,000 cash prize for the first yacht to break that long-standing time of 2 days 14 hours 36 minutes 56 seconds. This is by far the largest prize ever offered for the Sydney to Hobart record, or for any similar ocean race in the world.

Telstra MobileNet, Australia's own cellular mobile carrier, is also injecting communication and marketing expertise to assist the CYCA and the RYCT conduct this world-famous ocean race.

December promises to be a great

Heavy weather in the 50th Sydney to Hobart – the little sloop *Atria* in Bass Strait

Pic: Richard Bennett



An international fleet of ocean racing yachts, headed by several of the world's fastest maxi yachts, will contest the 1995 Telstra MobileNet Sydney to Hobart - the 51st bluewater classic conducted by the Cruising Yacht Club of Australia. Peter Campbell previews the expected fleet of up to 120 yachts.



Above: All women crew skippered by Amanda Wilmot will sail *Cape Fear* to Hobart this year

Pic: Peter Campbell

month of offshore and inshore yacht racing from the Cruising Yacht Club. A feature will be the 15th biennial Southern Cross Cup as a highly competitive lead-up to and including the Hobart race. This year it will be a seven race series, starting on December 16. The offshore action started over the weekend of December 2-3 with Middle Harbour Yacht Club's Bruce & Walsh Regatta the selection series for the three-boat teams to represent Australia, New South Wales, Tasmania and Victoria.

As a final lead-up to the Sydney to Hobart, the CYCA will again conduct the spectacular Canon Big Boat Challenge on Sydney Harbour on Thursday, December 21, with most of the maxis and pocket maxis expected to compete.

CYCA officials are confident the fleet lining up at 1300 hours on Boxing Day for the Telstra MobileNet Sydney to Hobart will be near 120 yachts, maintaining the event's status as one of the three major long ocean passage races in the world.

"After the record-breaking 371 starters in last year's 50th Sydney to Hobart, we were expecting a much smaller fleet, but we are delighted at the quality of competition, both for line and handicap honours," CYCA Commodore David Fuller said at Telstra MobileNet's spectacular launch of the 1995 race held on the Club's deck in late October.

"Of significance, is the number of

Australian-designed and built yachts competing, several of them chartered by overseas crews.

"The challenge of the Telstra MobileNet Sydney to Hobart will bring more than one thousand yachtsmen and yachtswomen from all States and from many countries to take part in this traditional test of seamanship and sailing skills," Commodore Fuller added.

Set for a bow to bow clash are the world's fastest maxi yachts built specifically to the International Measurement System of handicapping ocean races, Australia's *Brindabella* and America's *Sayonara*. At stake, Telstra MobileNet's huge prize of \$250,000 - the largest ever offered for an ocean yacht race record in the world.

Brindabella, designed by Sydney-based Scott Jutson and owned by Sydney property investor and yachtsman George Snow, has been beaten for line honours in only one race she has finished since she was launched in late 1993. She lost by just seven minutes to the maxi ketch *Tasmania* in the 50th Sydney to Hobart, gaining her revenge by beating the 2.6m longer *Tasmania* in the Sydney to Mooloolaba race earlier this year. *Tasmania*, now in the USA, will not be contesting this year's race.

However, it will be a race against the clock for *Brindabella*. The 75-footer was dismasted more than halfway across the Tasman Sea in the Fujitsu Gosford to



Top South Australian contender *Maglieri Wines*

Pic: Peter Campbell

Lord Howe Island race, losing the entire rig over the side. Snow has ordered a new mast, rigging and sails but has had the mast built outside of Australia. "George has every intention of being on the starting line on Boxing Day," designer Scott Jutson said.

On the upside, the loss of the existing mast has enabled Jutson to design a taller rig which should provide the sail power necessary to make up the 13 seconds a mile deficit in her maximum

speed potential against the ILC Maxi, *Sayonara*.

Sayonara, designed by Bruce Farr for Larry Ellison, CEO of the big US computer company Oracle, does not have such an illustrious record so far, but as an ILC Maxi, she is one metre longer than *Brindabella* and has been built of more advanced materials now allowed by the Ocean Racing Council.

Brindabella and *Sayonara*, along with the former world champion maxi *Fudge* (ex *Matador 2*), now owned by Sydney yachtsman Anton Starling, and the downwind fliers *Amazon* (Peter Walker) and *PL Lease Future Shock* (Peter Hansen) all have the potential to break the 20-year-old race record and collect Telstra MobileNet's rich prize.

The US maxi ketch *Kialoa*, skippered by Jim Kilroy, set the record of 2 days 14 hours 36 minutes 56 seconds in the 1975 Sydney to Hobart and only three line honours winners have since come within five hours of that time, requiring an average speed of more than 10.2 knots for the 630 nm course.

While the media focus of the Telstra Sydney to Hobart will, as always, centre on the race for line honours and a possible race record, this 1995 race will see some of the finest IMS "handicappers" compete in what is the Melbourne Cup of ocean races.

Each yacht racing under the IMS (International Measurement System) has a time allowance of seconds per mile based

"...contesting the big race with a Murray-designed boat is two-times Hobart race winner Lou Abrahams skippering *Seaview Challenge Again*"

on their size, displacement, sail area and other factors, plus age of design. This time allowance varies according to wind strength and direction, using constructed courses based on wind conditions throughout the race.

The IMS fleet will be divided into divisions, each division comprising yachts of comparable size and speed, but the Sydney-Hobart's half century of



Crush at the corner as last year's massive Sydney-Hobart fleet exits Sydney Harbour

Pic: Jono Knight

tradition will be maintained with an overall IMS winner. There will also be divisions for yachts racing under the Tasman Performance Handicap System, a computer-generated arbitrary handicap for yachts not rated under the IMS.

The overall victory in the 50th Sydney to Hobart by the German-owned but Australian-designed and built *Raptor* has generated another German entry for the 1995 Telstra MobileNet Sydney to Hobart, along with entries from Great Britain.

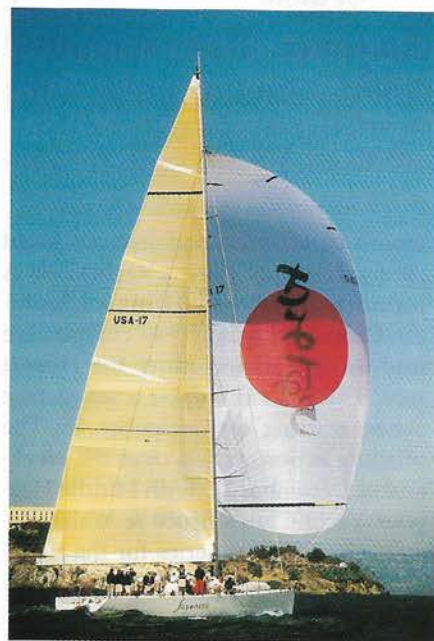
Named *Sancho Pansa*, the German entry is a sistership to *Raptor*, a Bashford/Howison 41 designed by America's Cup designer and sailor Iain Murray and built at Nowra on the NSW South Coast by Bashford Boats. This yacht, owned by Townsville yachtsman

Wayne Millar, has already proven itself. When racing as *Australia Challenge 2000* it won its division of this year's Hamilton Island Race Week and the inaugural Cairns/Port Douglas Clipper Cup.

The German syndicate, headed by Admiral's Cup veteran Hans-Dieter Hansel, has joined with two English crews from the Royal Ocean Racing Club in forming an

RORC team to challenge for the Southern Cross Cup. The RORC crews have chartered Andrew Strachan's Farr 47, *Ninety Seven*, and Hugh Treharne's Peterson 50, *Bright Morning Star*, to make up the team.

Ninety Seven returned to Australia in late October after being chartered to the Hong Kong team for the Admiral's Cup, winning her first race back on the local



Top US yacht *Sayonara* - a major rival for *Brindabella* in race for line honours and Telstra MobileNet's \$250,000 record prize

scene. She won line honours in the 1993 Sydney-Hobart and has twice placed second overall on IMS corrected time.

Scotsman Geoffrey Howison, the UK partner in the Bashford/Howison Yacht, will be campaigning the first of the Iain Murray-designed, Bashford/Howison 36s named *Local Hero 12*, in the Southern Cross Cup series and the Telstra MobileNet Sydney to Hobart.

The Murray-designed BH41s and ILC40s will almost make up a division of their own. In addition to *Sancho Pansa* and *Seaview Challenge Again*, the fleet includes three brand new BH41s, a new *Australian Challenge 2000* to be sailed by boatbuilder Ian Bashford and Ray Roberts, and *Hawk*, which has been built for UK owner, Nigel Bramwell, and



Andrew Strachan's *Ninety Seven* will be racing as part of the Rorc Team in the Southern Cross Cup Pic: John Roberson

Sycorax, for Sydney yachtsman Michael Quinn.

Then there is the ILC40, *Terra Firma*, owned by Royal Yacht Club of Victoria members Dean Wilson and Scott Carlisle, an impressive winner of the Ocean Racing Club of Victoria's National Business Directory Winter Series. The other ILC40 is *Bit O' Fluff*, owned by Mackay yachtsman Warren Brooks.

Apart from the maxi yacht *Brindabella*, designer Scott Jutson will be strongly represented by *Liberator* (Doug Curlewis) from Victoria, *Foreshore* (Ian Young) from Tasmania, and the NSW yacht *Goanna* (ex 2KY Racing Radio) the NSX 36 owned by Bob Mulkearns, and the Jarkan 38, *Xstatic* (Brett Gooley). One of the strongest campaigned Jutson boats this year will be Dr Geoffrey Vercoe's 43-footer *Maglieri Wines* from South Australia whose crew this year includes Graeme ("Frizzle") Freeman who was sailing master aboard the maxi ketch *Tasmania* in her 50th Sydney-Hobart line honours victory.

Cuckoos Nest, the David Lyons-designed IMS 40 which won the galeswept 1993 Sydney-Hobart on corrected time is sailing to Hobart under a new name,

Rapsallion, with a new owner, Dick Vorderhake, although he won't be able to sail to Hobart because of a back injury. The Lyons-designed *Atara* (John Storey) will also be a serious IMS handicap contender while the young designer's other boat in the fleet is Bruce Mead's *Dictator* from Lake Macquarie

However, these Australian designs face a tough competitor in *Quest*, the Nelson/Marek 43 recently imported from the US by Sydney yachtsman Bob Steel. She won her division at Hamilton Island and had been beaten only once on corrected time in early season club racing out of Sydney.

Then there's Syd Fischer's *Ragamuffin*, a "recycled" version of the Farr 50 which the veteran America's Cup challenger and ocean racer sailed to overall handicap honours in the 1992 Sydney to Hobart. She was severely damaged in the galeswept 1993 race and has been "repaired" with an IMS-concept hull using parts of the hull, deck, the rigging and sails from the champion IOR-designed 50-footer originally launched in 1989.

The race has attracted two all-women crews. Kerry Goudge will be skippering her fifth Women on Water team, sailing

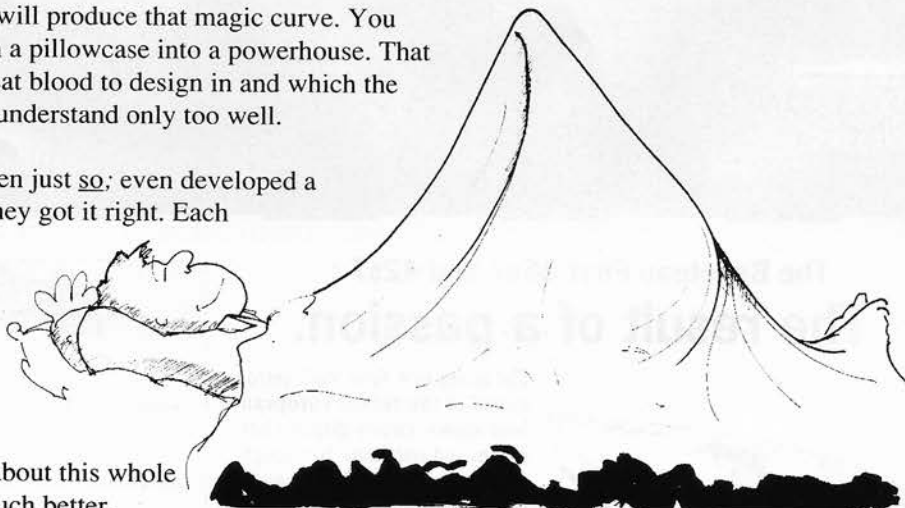
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the Farr 40 which this year will race as *WOW Nortel* while Amanda Wilmot has chartered the Cape 35, *Autodesk Cape Fear*. Amanda, one of the famous Wilmot sailing family, has been a regular member of this fast and successful racer and has put together an experienced crew for Hobart, including Whitbread race veterans Adrienne Cahalan and Sue Crafer who sailed in the all-women crew of the W60, *Heineken*, in the round-the-world race.

The Telstra MobileNet Sydney to Hobart is, of course, not just about maxi yachts and state-of-the-art grand prix racers. It is an event that since its inception has attracted yachts ranging in size from tiny half tonners to the world's biggest and fastest racing maxi yachts, yachts that are fast and slow, small and large, old and new, some sailed by professionals, the majority by club and/or family crews enjoying the Great Race South.

The 50th Sydney to Hobart saw the refurbishment of many older timber-hulled ocean racers which had contested early races south and to mark the Golden Jubilee the CYCA included special divisions for past Sydney-Hobart competitors. Some 60 yachts contested the 20-

Year Veteran Division and the 30-Year Veteran Division.

Several of those "golden oldies" are back again for the Telstra MobileNet Sydney-Hobart of 1995, including Don Mickleborough with *Southerly*, launched in 1939 and winner of the 30-Year Veteran Division last year. Also racing south again is the 1954 overall winner, *Cherana*, owned by CYCA director John Keelty, as is the classic *Lahara*, built by Tasmania's doyen of yacht designers, Jock Muir, and runner-up in the 1951 race. She is now owned by Philip Ashe.

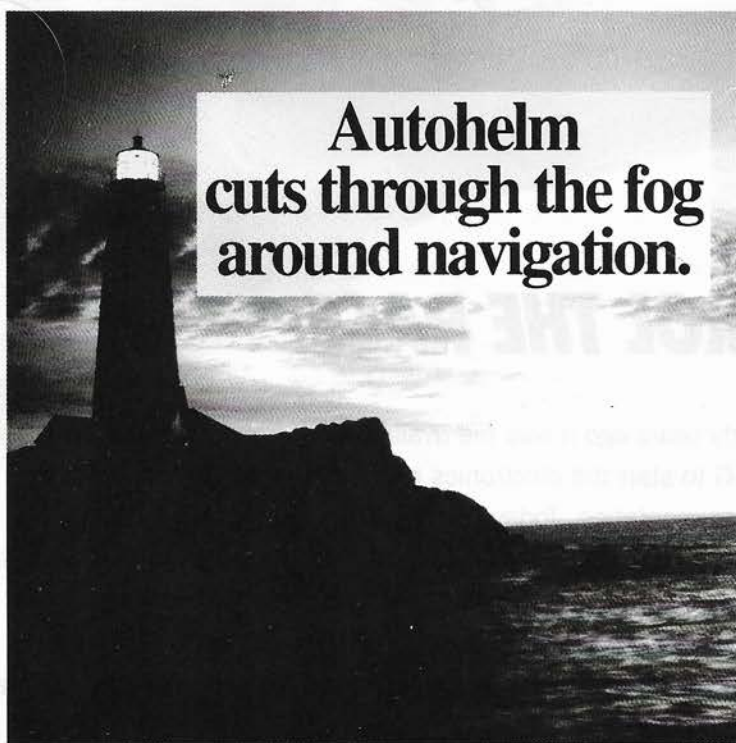
Another veteran heading south again is one of Australia's greatest ocean racing yachts, *Margaret Rintoul II*, a Sparkman & Stephens-designed 48-footer built originally for Syd Fischer as the first of his eight yachts named Ragamuffin. Raced by Fischer, she represented Australia three times at the Admiral's Cup in England, winning the 1971 Fastnet Race, as well as finishing three times second overall and twice third overall in the Sydney-Hobart.

Beautifully restored by Sydney yachtsman Richard Purcell, she finished second again last year, beaten by two-times past winner *Love and War* (Peter Kurts) in the 20-Year Veteran Division. As *Ragamuffin* and *Margaret Rintoul II*, this magnificent timber sloop has sailed in 19 Sydney-Hobarts, more than any

"The race has attracted two all-women crews. Kerry Goudge will be skippering her fifth Women on Water team, sailing *WOW Nortel* while Amanda Wilmot has chartered *Autodesk Cape Fear*"

other yacht in the history of the Sydney-Hobart.

As always, the Telstra MobileNet Sydney-Hobart will be an ocean race of challenges between sailors and the sea, between sailors themselves in competition for line honours and race records, for handicap honours and honour and glory among their peers, and just boat-for-boat duals at the back of the fleet for crew sidebets of jugs of rum or cases of Cascade when they reach Hobart's famous Constitution Dock. ▲



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Back to Two-line Start

With the fleet back to a normal 120 boats, the start of the Telstra MobileNet Sydney to Hobart 1995 will be a simultaneous start from two lines at 1300 hours on Boxing Day, December 26.

As in recent years, the front line will be between Shark Island and a large buoy to the north-east of Bradley's Head. A distance marker buoy will be moored off the island. The second line will be 300m behind, with the vintage yacht *Boomerang* on the south-eastern end and a large buoy at the other end of the back line.

All yachts will start on the one signal, with a cannon being fired aboard the Telstra MobileNet Official Starting Boat, *Aussie One*. Control of the start, and flag signals, will be on Shark Island.

The larger and faster yachts, including those contesting the Southern Cross Cup, will start off the front line. To equalise the distance, at Sydney Heads yachts on the back line will round Mark X, moored just north of South Head, while yachts on the front line will sail a further 300m north to round Mark Y. All yachts will have to sail one nautical mile to seaward to round Mark Z before turning south and setting course on the 630 nautical mile voyage to Hobart.

The Cruising Yacht Club of Australia will announce IMS and TPHS handicap divisions in late December and yachts will be given a specific backstay flag at the Race Briefing on December 24 to indicate from which line they must start.

Sked Times Unchanged

The CYCA has decided to maintain the same times for radio position reports ("skeds") from the fleet to the Radio Relay Vessel, the *STV Endeavour*, which proved successful last year - starting at

0305 hours and 1405 hours (except on December 26 for obvious reasons). The safety sked will start at 2205 hours. Race frequency will be 4483 kHz.

Hazel Hawke To Fire Cannon

History will be made in this year's Telstra MobileNet Sydney to Hobart Yacht Race when Hazel Hawke becomes the first woman ever to fire the starting cannon, sending off the fleet on their 630 nautical mile ocean race to Hobart.

In the previous 50 years, the Bluewater classic has been started by governors, mayors and sporting personalities-but never before by a woman.

David Fuller, Commodore of the Cruising Yacht Club of Australia, said the invitation to Mrs Hawke followed the Club's philosophy of inviting distinguished Australians from all walks of life to be part of this great sporting tradition.

Mrs Hawke will fire the starting cannon, a replica of one of the guns which Captain Cook carried aboard *Endeavour*, from the Telstra MobileNet Official Boat, *Aussie One*, at 1300 hours on Boxing Day, December 26. *Aussie One* will be on station north of Shark Island, just



Hazel Hawke with grandchildren and friends

ahead of the front line of the two lines being used this year.

Although Mrs Hawke's own experience of sailing is limited to "rare but much enjoyed occasions" she has, like most Australians, always followed the progress of the Sydney to Hobart race with interest. Her role as Official Starters of the 1995 Telstra MobileNet Sydney to Hobart reflects her lifelong involvement with the Australian outdoors. This interest is shared by her grandchildren, who will be there on *Aussie One* to see her start Australia's 51st great Bluewater classic.

Telstra MobileNet Sydney to Hobart 1995

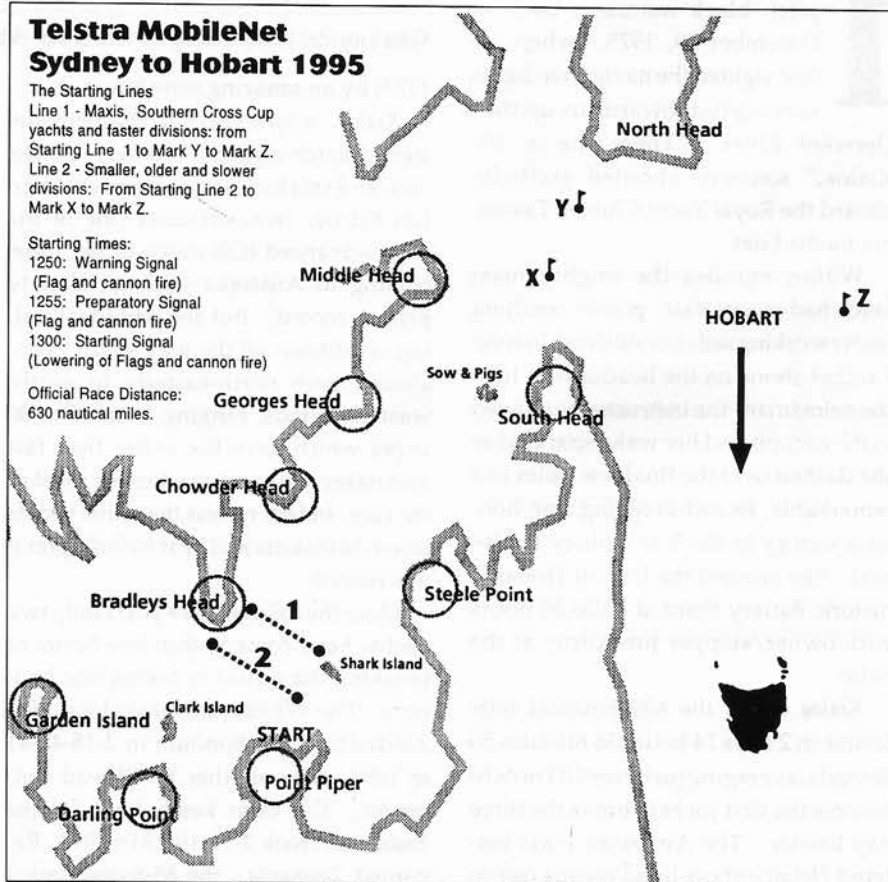
The Starting Lines

Line 1 - Maxis, Southern Cross Cup yachts and faster divisions: from Starting Line 1 to Mark Y to Mark Z.
Line 2 - Smaller, older and slower divisions: From Starting Line 2 to Mark X to Mark Z.

Starting Times:

1250: Warning Signal (Flag and cannon fire)
1255: Preparatory Signal (Flag and cannon fire)
1300: Starting Signal (Lowering of Flags and cannon fire)

Official Race Distance:
630 nautical miles.





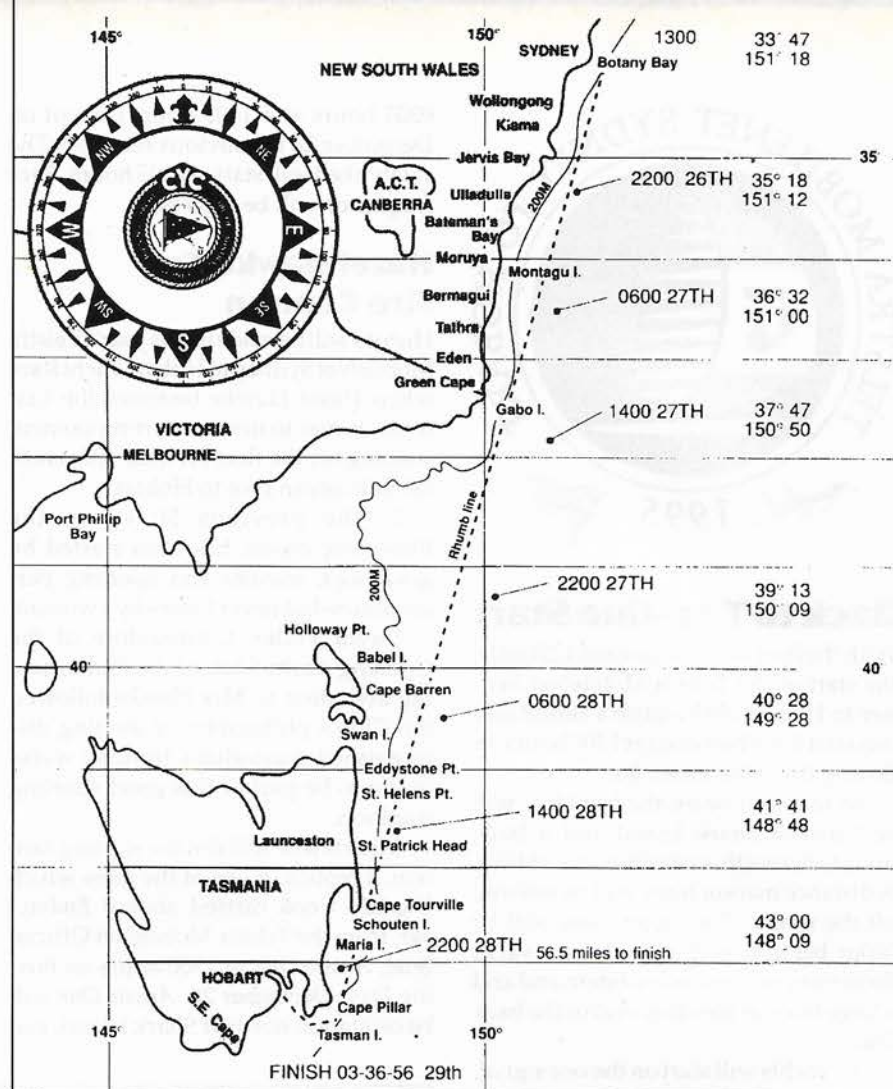
\$250,000 For Record Time

Telstra MobileNet has announced prize money of \$250,000 for the first yacht to break the race record for the Sydney to Hobart. Peter Campbell recalls *Kialoa's* record win and assesses the chances of bettering the time set 20 years ago.

It was around three o'clock on a pitch black morning, back in December 29, 1975, when we first sighted the navigation lights moving fast towards us up the Derwent River. "There she is, it's *Kialoa*," someone shouted excitedly aboard the Royal Yacht Club of Tasmania media boat.

Within minutes the mighty maxi ketch had swept past, power-reaching under working sails in a still fresh breeze. Torches shone on the headsails to help the helmsman, the instruments glowed in the cockpit and her wake sparkled as she dashed over the final few miles to a remarkable, record-breaking line honours victory in the 31st Sydney to Hobart. She crossed the line off Hobart's historic Battery Point at 03.36.56 hours with owner/skipper Jim Kilroy at the helm.

Kialoa sailed the 630 nautical mile course in 2 days 14 hours 36 minutes 56 seconds, averaging just over 10 knots to become the first yacht to break the three day barrier. The American maxi bettered *Helsal's* short-lived record (set in



Kialoa's reported positions during the 1975 Sydney-Hobart

1973) by an amazing nine hours.

Kialoa, a Sparkman & Stephens-designed ketch-rigged 75-footer, owned then and still by Californian yachtsman Jim Kilroy, was certainly one of the most advanced IOR maxis of her time, coming to Australia with an already proven record. But she had ideal sailing conditions all the way south - consistent fresh north-easterly to north-westerly winds, ranging from 15 to 30 knots which gave the entire fleet fast spinnaker runs and reaches for most of the race. In fact, no less than nine yachts lifted their skirts and beat *Helsal's* previous record.

Over the following 19 years only two yachts have come within five hours of breaking the record in taking line honours. The Whitbread maxi sloop *New Zealand* took line honours in 2-18-45-41 in 1980, then another Whitbread contender, the maxi ketch *New Zealand Endeavour*, took 2-19-19-18 in 1992. Renamed *Tasmania*, the 85-footer sailed

the course in 2-16-48-04 in last year's 50th with *Brindabella* just seven minutes astern.

Tasmania is now in the USA, but hopefully a faster *Brindabella* will be there with a bigger rig to replace the mast she broke in the Fujitsu Gosford to Lord Howe Island race in late October.

Certainly there are modern maxi yachts in the fleet capable of breaking *Kialoa's* record and collecting Telstra MobileNet's \$250,000 - the Jutson 75 *Brindabella*, the new ILC Maxi, *Sayonara* from America and *Fudge* (ex *Matador 2*) but they will need a similar pattern of breeze enjoyed by *Kialoa* and the other big boats in 1975 to collect the cash and earn a place in the record books.

If the leading yacht looks to be on target for a record then there will be a massive welcome out on the Derwent and at Constitution Dock on the early morning hours of December 29, 1995. Telstra MobileNet's cheque is ready and signed!



Innovation, excellence and the will to win

When Telstra MobileNet made the decision to become the major sponsor of Australia's premier ocean classic, the 1995 Sydney to Hobart Yacht Race, it underlined the company's increasingly strong commitment to supporting Australian endeavour.

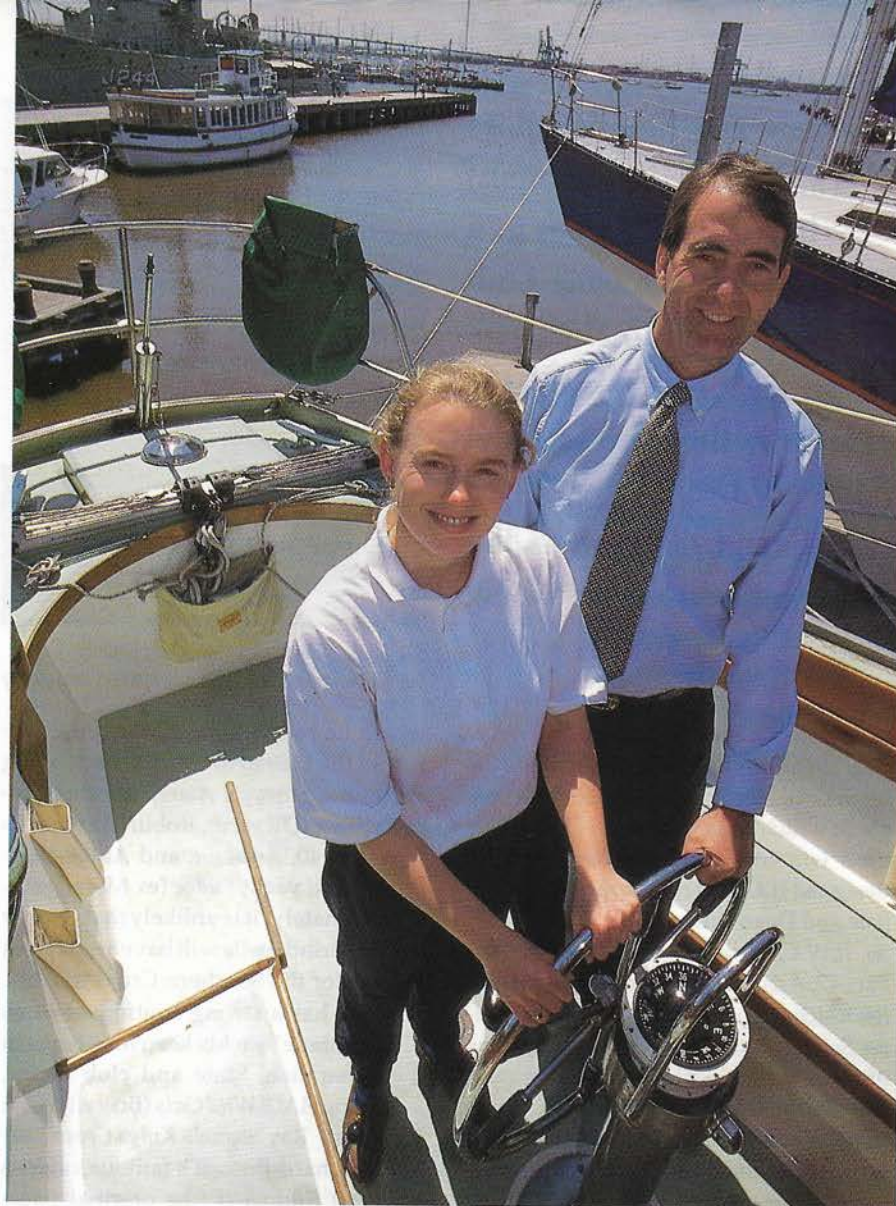
Mr Ian Shiers, Managing Director of Telstra Mobile Communication Services, says there are strong similarities between the goals of Telstra and those of competitors in one of the world's greatest ocean challenges.

'At Telstra, we are motivated by the competitive spirit and the drive to be the best,' Mr Shiers said.

'The Sydney to Hobart Yacht Race, with its dedication to sporting achievement, teamwork, courage and the competitive spirit is in the best tradition of Australian sport,' Mr Shiers added.

Glittering Prize

This year's Sydney to Hobart promises added excitement with the announcement of Telstra Mobile-Net's record-breaking prize money of \$250,000 for the first yacht to break the race record of 2 days, 14 hours, 36 minutes and 56 seconds. This prize is one of the richest offered for a single ocean race anywhere in the world and will be keenly sought



At the helm - David Hall, National General Manager, Telstra Mobile Communications Service, with Fiona Leary who will crew on the veteran yacht *Mercedes II* in this year's Telstra MobileNet Sydney-Hobart

by many contenders.

Sayonara, the newest and fastest maxi yacht from the United States, has its sights set firmly on this race, ensuring an exciting battle with local contenders *Fudge*, the world's biggest maxi yacht and *Brindabella*, which with maxi ketch *Tasmania*, came within two and a half hours of breaking the record last year.

First Woman Starter

In another first for the 1995 Race, Mrs Hazel Hawke will be the first woman ever to fire the Starter's Cannon at 1 pm on Boxing Day, setting the yachts on their gruelling 630 nautical mile race.

Mobility to the Fore

Australians use mobile telephones at a rate which puts us ahead of almost every

other country on earth.

'The Sydney to Hobart is almost as popular as Telstra MobileNet. In this country, we have the highest penetration of mobile 'phones per head of population outside Scandinavia,' Mr Shiers said. Telstra operates two cellular networks in Australia - the analogue network and Telstra MobileNet Digital.

Telstra MobileNet Digital is now available to more than 88 per cent of the Australian population and is close to matching the coverage provided by Telstra's analogue network.

'This reinforces our position as market leader. Telstra MobileNet Digital is the country's - and one of the world's - biggest digital cellular networks by geographic coverage,' Mr Shiers said.

For customers buying digital mobile 'phones, the coverage offered by Telstra

MobileNet Digital now almost matches the coverage available on the Telstra analogue network,' Mr Shiers said.

'Last year we set ourselves a very aggressive rollout target for our digital network, aiming to reach 85 per cent coverage of the population by mid-1995 - a target we have already significantly exceeded,' he said.

'Analogue now reaches about 89 per cent of the population following the final expansion of the network over the past 18 months in order to meet long standing commitments. No further expansion is planned for the analogue network.'

Mr Shiers said Telstra MobileNet would continue to invest in both its analogue and digital networks, and would demonstrate its commitment to supporting and maintaining the analogue service in all service areas while increasing coverage, capacity and performance on the Telstra MobileNet Digital network.

Telstra MobileNet currently offers a wide range of services for digital mobile phone customers, including Easycall (which offers a virtual second line), MobileNet Memo (the on-screen dis-

play short message service) MessageBank (the voicemail service) and Digital Fax and Data (which enables customers to send and receive faxes, data and e-mail).

'We were the first carrier to announce that we had connected 100,000 digital customers, and the first carrier to launch an originate and terminate fax and data service for our digital customers,' Mr Shiers said.

'This is an example of our commitment to providing our customers with enhanced services for their digital 'phones, to meet their overall communications needs.

'It is Telstra's goal to provide our customers with total global mobility solutions,' Mr Shiers said.

Women become more Mobile

Each year, more women compete in the Sydney to Hobart Yacht Race, as skip-pers, as navigators, as crew. Not only is their mobility on water increasing, but also their use of mobile technology across Australia. Women make up 30% of mobile phone users, and the numbers are growing daily. While this is in part due to the involvement of women in

small business, where mobile 'phones give increased efficiency and flexibility, the numbers of women acquiring mobile 'phones is also becoming more of a lifestyle and safety choice.

The Finish

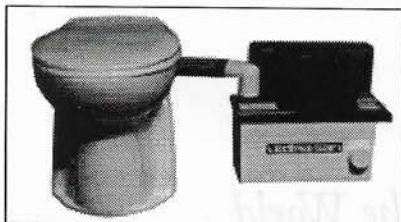
One of the great spectacles of Australian sporting life, the scene in Hobart's Constitution Dock has its own life and freshness each year. This year, the 51st Sydney to Hobart, is no exception. An event which celebrates competition, endurance and the team spirit, it is a source of pride to Telstra MobileNet to be its major sponsor.

Innovations in Media Centre

The Sydney Media Operations Centre, based at the Cruising Yacht Club of Australia at Rushcutter's Bay from 1 December, becomes increasingly busy as the Race draws closer. This year, the Centre will be operated by Peter Campbell, Media Director with involvement and experience in over 25 Sydney to Hobart races and Media Liaison Coordinator, Jane Sandilands.

The emphasis at the Media Centre is

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to get accurate information out to the waiting world as quickly as possible. This year Telstra MobileNet Digital 'phones will be in the hands of key media centre staff and yachting writers, giving them a new level of flexibility and contactability.

In particular, media centre staff will use Telstra MobileNet Digital Fax and Data to help them disseminate information across the country during the race.

The operating simplicity of Telstra MobileNet Fax and Data, which allows users to send and receive faxes, data and e-mail, is essential for people on the move. MobileNet Fax and Data provides a valuable communication tool, ensuring the media centre is operational around the clock for the duration of the Race.

The Data component of MobileNet Fax and Data is useful to people who need information instantly to resolve problems, make decisions, or check details. In the Sydney to Hobart context, it can be used to check race records, times or any of the thousands of pieces of information which can be required at a moment's notice. In the business world, significant users of MobileNet Fax and Data are lawyers, who access material from the courtroom.

Anyone wanting more information about Telstra MobileNet services can call 018 018 111.

Overall Winner For 1995

The CYCA has decided there will again be an overall IMS winner of the 1995 Telstra MobileNet Sydney to Hobart although the Club will continue to place emphasis on IMS divisional results. There will be no 1% reduction applied on elapsed time for IMS Cruisers.

Scoring will be based on constructed courses for each division, with greater accuracy of actual conditions on the course accessible through MARBL sea surface wind reading charts. These will be available from the Bureau of Meteorology every three hours.

Progressive provisional results - always an important part of the Sydney-Hobart news and information services - will be based on pre-set constructed courses, using the most accurate weather forecasts available for the race period, with details issued to all yachts the day before the race start. Progressive provisional results will stop once the first yacht in each division crosses the finish line the constructed course for that division will be established, enabling accurate calculation of that yacht's corrected time and the time by which other yachts need to finish to beat that first yacht on handicap.

"We will be able to provide the public and the media with more accurate and faster provisional results in each division and a much more accurate assessment of the likely placings in each division once the first boat reaches Hobart," explained the CYCA's Sailing Secretary, Phil Thompson.

Race Information

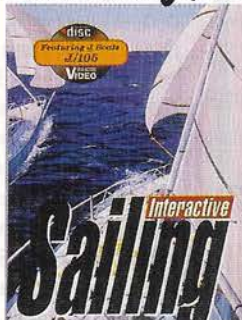
The Cruising Yacht Club of Australia has arranged a special phone number for all race information on the Telstra MobileNet Sydney to Hobart. This number will provide recorded information as well as the direct phone numbers to call for personal information.

1902 240 520 Note: ITM calls are charged at 50c per minute.

A fax of fleet and divisional handicap placings after each position report ("sked") can also be obtained by dialling the CYCA's poll fax number - 019 725 680.

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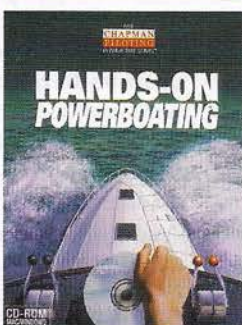
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The Cruising Yacht Club of Australia, which for the past 50 years has conducted the Sydney to Hobart ocean race, expresses its thanks to all those who participate in organising and conducting this icon of Australian summer sport. They run into hundreds of willing workers, mostly volunteers, as the CYCA's General Manager, Bruce Rowley, writes.

Once again we are nearing that special time of the year when the Cruising Yacht Club of Australia stages the annual Sydney to Hobart Race. This event is very special to the Club and to all those ocean racers, both local and international, who give up Christmas to compete in this great sporting event.

There are also many hundreds of people who similarly sacrifice Christmas and time with their families to donate their efforts to support the race. We really appreciate and thank all of those who contribute to make the race such a success and such a safe event.

This year the race has a new sponsor and a new name - the Telstra MobileNet Sydney to Hobart. We are very proud and excited to be working with this great Australian company. We thank Telstra MobileNet sincerely for their contribution to the event and we are confident the relationship between the CYCA and Telstra MobileNet will be a long and successful one.

The very exciting news is the announcement by David Hall, National General Manager, Sales and Distribution for Telstra Mobile Communications, of a bonus of \$250,000 for the first boat to break the race record to Hobart.

Sincere thanks and appreciation goes to all those volunteers from the Royal Yacht Club of Tasmania who work long

hours to make the finish in Hobart such a great success. Special thanks go to Commodore Robert ("Biddy") Badenach, Race Director Rowan Johnston and to General Manager Peter Hobday.

There is a long history of support for the CYCA and the Sydney-Hobart behind Qantas' ongoing involvement as official carriers. They have supported the Club for many years in the transport of people, freight and trophies to and from Hobart, as well as assisting the CYCA throughout the year.

Digital have once again been of great assistance to the Club and the Telstra MobileNet Sydney to Hobart with the supply of technical equipment to produce our outstanding results service, and the support that goes with it.

Canon also have to be thanked sincerely for their help with office equipment and ongoing support for the CYCA and its events, including the Canon Big Boat Challenge and the Canon Sydney-Gold Coast Classic.

Special mention and thanks go to the MSB Waterways Authority, the NSW and Tasmanian Water Police, the Tasmanian State Government and, in particular, Peter Hodgman, their Tourism Minister, and to Tourism Tasmania and the Marine Board of Hobart. Likewise, the CYCA is immensely grateful for the support of the Young Endeavour Foundation, South Australia Sail Training Association with *One & All*, the Royal Volunteer Coastal Patrol, the Australian Volunteer Coast Guard, Penta Comstat Coastal Radio, NSW Parks and Wildlife, to Landfile, to the Australian Maritime Safety Authority, Woollahra Council and many others.

Young Endeavour will once again be the radio relay vessel accompanying the fleet. A special thanks to the CYCA radio operations team of Lou Carter and Michael and Audrey Brown for their sterling task in running the "skeds" with the fleet. *One & All* will also accompany the fleet this year and the CYCA thanks the crew for their ongoing support.

The community of Eden on the NSW South Coast deserve a special mention for their help to our sailors over the years, especially during the rough races when many yachts have been forced to shelter in Twofold Bay. The CYCA has shown its appreciation each year to the Eden community by hosting a visit to Sydney by local school children to par-

ticipate in the CYCA Youth Sailing Academy's learn to sail program.

The CYCA also thanks Club members who are berth holders at the Club and who are prepared each December to move off the marina to make room for our visiting competitors.

David Lawson and his team of Safety Compliance Officers work tirelessly towards the start of the Sydney to Hobart, putting in long hours as they check competing yachts. Denise Richards and her team of Liaison Officers are invaluable, as are Monica Geddes, Reece Noldart and other Associates who staff the telephones to provide information on race progress to the family and friends of the Sydney to Hobart competitors.

The CYCA Sailing Committee, chaired by Vice-Commodore Peter Bush and the Race Committee chaired by Commodore David Fuller certainly require a mention. Bob Brenac, our Sailing Secretary (now retired) will be helping again this year and has put in enormous efforts in past years on the technical aspects of the Sydney to Hobart. John Kirkjian looks after the International Jury who make our race a truly international event. Also on the programming side and the Race Committee, Howard Elliott has worked tirelessly towards this year's 51st Sydney to Hobart.

The media must receive a special thanks for their ongoing coverage of the Telstra MobileNet Sydney to Hobart and the CYCA expresses its appreciation of the efforts in gaining widespread publicity by the Media Team of Peter Campbell and Jane Sandilands.

"The battle of the maxi will be fantastic this year because of this extra incentive from our wonderful sponsors"

And last but not least, all those special supporters and volunteers from the Cruising Yacht Club of Australia and the Royal Yacht Club of Tasmania whose efforts play such an important role in the success each year of the Sydney to Hobart. Special thanks also goes to the staff of both Clubs who work tirelessly behind the scenes to ensure the event goes well this year, as it has done in the past.

Good Sailing

*Bruce Rowley, General Manager
Cruising Yacht Club of Australia*



Hobart Heroes 25 Races Plus

Since that small group of intrepid sailors headed south towards Tasmania in the inaugural Sydney-Hobart back in 1945, many thousands of yachtsmen and women from around the world have taken part in what has become part of Australia's sporting heritage.

Most have returned to "do another Hobart", many notching up many races, but so far only 32 yachtsmen have been recorded by the Cruising Yacht Club of Australia as having reached the status of having their names embossed in gold on the Sydney-Hobart Roll of Honour - a map of Tasmania cut from Huon Pine - for those who have sailed in 25 of the great annual bluewater classic.

Not all of the 32 are still actively racing offshore, but only two have reached that Great Constitution Dock in the Sky - TWT (Bill) Thompson, who passed away in 1989, and Peter Green who died in 1991. However, quite a few of these Hobart Heroes will be racing south again this year, among them being John Bennetto from Hobart, Richard Hammond, Colin Betts, Lou Abrahams, Bruce Gould, David Lawson, Bernie Case, Tony Cable, Don Mickleborough, Tony Ellis, Syd Fischer, Bill Ratcliff, Des O'Connell and Albert Mitchell and Lester Nibbs.

Nibbs is the latest to join the elite club of ocean racing sailors who have sailed in (but not necessarily completed) 25 Sydney to Hobarts. A Tasmanian who now lives in Queensland he has sailed on a dozen or so different Tasmanian yachts, his last seven races having been aboard John Bennetto's *Mirrabooka II*. He will be again joining his skipper who this year will be sailing in his 35th Sydney to Hobart.

Here are those 32 yachtsmen who have recorded 25 or more Sydney-Hobarts and the yachts they sailed aboard:

• **Peter Green** (NSW) - 35 races, including overall winner Pacha (1970) and line



Richard ("Sightie") Hammond holds the record for the number of Sydney-Hobarts for an individual yachtsman - 36 races since 1953. He sailed on *Canon Maris* in the 50th race, collecting his trophy from CYCA Commodore David Fuller at the Presentation of Trophies in Hobart. This year he is sailing south on *Margaret Rintoul II*.

honours winner Ballyhoo (1976). Peters sailed aboard Margaret Rintoul in 1949 and again, 40 years later in 1989. Race yachts since 1947: Saltair, Archina, Margaret Rintoul (2), Ellida, Moonbi, Gypsy Queen, Ripple, Catriona (2), Joanne Brodie (3), Lorita Maria (2), Balandra (4), Wathara II, Pacha (4), Patrice III (7), Satin Sheets (2), Freight Train (2). Final Voyage 1989: (Margaret Rintoul).

• **Richard Hammond** (NSW) - 36 races, including line honours winner Crusade (1969), line and handicap double winner Sovereign (1987) and overall winner Koomooloo (1968). Race yachts since 1953: Wanderer (3), Janzoon (5), Uomie, Janzoon II (5), Koomooloo, Crusade, Prospect of Whitby, Gingko, Apollo III (3), Apollo IV (2), B-195, Ragamuffin (2), Inch by Inch, Bondi Tram, Vengeance, Sovereign (2), Condor (2), Final Approach, Maxi Ragamuffin, Canon Maris. Last raced: 1994 (Canon Maris).

• **Richard Norman** (NSW) - 33 races, including overall winners Koomooloo (1968) and Love & War (1974). Race yachts since 1955: Janzoon (5), Uomie, Janzoon II (5), Kaleena, Mr. Christian, Koomooloo (2), Boomerang VII, Apollo, Stormy Petrel, Love & War (4), Ragamuffin, Superstar, Patrice III (2), Vengeance (2), Ragamuffin (2), Haupia (2), Tandelayo. Last raced: Tandelayo (1994).

• **John Bennetto** (Tas) - 34 races, including overall winner Westward (1948) and line honours winner Waltzing Matilda (1949). Race yachts since 1947: Kintail (5), Westward, Waltzing Matilda, Wild Wave, Southerly (2), Mercedes II, Norla (4), Renegade, Wathara II, Maria, Brer Fox, Mirrabooka (5), Fortlet, Vanguard, Mirrabooka II (8). Last raced: 1994 (Mirrabooka II).

• **Col Betts** (NSW) - 33 races, including overall wins aboard Freya (1965), Koomooloo (1968), line and handicap winner Sovereign (1987) and line honours winner Crusade (1969). Race yachts since 1955: Janzoon (5), Uomie, Janzoon II (3), Freya, Bacchus D (2), Koomooloo, Crusade, Taurus, Love &

War, Ruthless, Matika III, Priority, Ragamuffin, Police Car (2), Sweet Caroline, Sweet Caroline II, Vengeance, Defiance, Sovereign, Condor (3), Freight Train (2), Cherana. Last raced: 1994 (Cherana)

• **Lou Abrahams** (Vic) - 32 races, 30 of them as owner/skipper (a record), including overall wins with Challenge II (1983) and Ultimate Challenge (1989). Race yachts since 1963: Winston Churchill (2), Odin (5), Vittoria (9), Challenge II (5), Challenge III (3), Ultimate Challenge (8). Last Raced: 1994 (Ultimate Challenge)

• **Bernie Case** (Vic) - 32 races including line honours aboard Condor (1986). Yachts raced since 1962: Lantarni, Four Winds II, Athena (2), Serifa, Sarina, Tina (2), Vittoria (3), Banjo Patterson (2), Fantasy Rags (2), B-195, Challenge II (2), Apollo V, Bondi Tram (2), Once More Dear Friends, Mandrake, Condor, Ultimate Challenge (3) Great News (2), Illusion, Phoenix, Sword of Orion. Last raced: 1994 (Sword of Orion).

• **Magnus Halvorsen** - 30 races, including three line and five corrected time winners. The overall winners were Anitra V (1957), Freya (1962, 1963, 1964), Love & War (1974), the line honours winners Solveig (1953), Kialoa II (1971), Kialoa III (1975). Race yachts since 1946: Saga, Peer Gynt (3), Solveig (3), Anitra V (4), Norla (3), Freya (3), Rapture, Odin, Apollo, Kialoa II, Koomooloo, Prospect of Whitby, Love & War, Kialoa III, Storm Bay, Windward Passage, Scorpion, Siska IV, Vicious. Last raced: 1982 (Vicious).

• **Max Craford** (Vic) - 30 races, including 3 line honours victories aboard Astor (1961, 1963, 1964), Crusade (1969). Race yachts since 1953: Warana, Winston Churchill (5), Astor (4), Bacchus D (5), Crusade, Vittoria (8), Koomooloo, Challenge II (4). Cassiopeia. Last raced: 1993 (Cassiopeia).

• **Don Lang** (Vic) - 31 races, including overall win, Challenge II (1983). Race yachts since 1952: Landfall, Julie, Winston Church-



Tasmanian John Bennetto. This picture was taken when he was chosen as Ocean Racing Veteran of the Year.

ill, Marco Polo, Odin (5), Vittoria (9), Challenge II (5), Rebecca II, Challenge 3, Mark Twain (6). Last raced: 1994 (Mark Twain).

• **Tony Cable** (NSW) - 31 races, including line honours aboard Vengeance (1981) and the line and handicap double winner Sovereign (1987). Yachts raced since 1961: Tarni, Sylph VI (3), Fare-Thee-Well (3), Adria (2), Boomerang VII, Taurus (2), Pacha, Apollo (2), Gretel (2), Vengeance (4), Rampant II, Sovereign (2), Hammer of Queensland, Condor (3), Final Approach, She's Apples II, Southerly. Last raced: 1994 (Southerly).

• **Bill Ratcliff** (NSW) - 30 races, 9 as owner/skipper. Yachts raced since 1963: Southerly, Ronita (2), Maria Van Dieman (2), Boombillee, Cavalier (3), Minna, Skylark,

Ruthless (2), Margaret Rintoul II, Relentless, Shogun, Pacha (2), Once More Dear Friends, Marara (9), Mercedes IV (2). Last raced: 1994 (Marara).

• **Albert Mitchell** (NSW) - 31 races, including overall wins aboard Rival (1961) and Piccolo (1976). Yachts raced since 1954: Defiance (3), Nirvana, Rival (6), Salacia, Valhalla, Polaris (2), Taurus (2), Geronimo, Piccolo (8), Helsal II, Hills Antenna, Oz Fire (3), Highland Fling. Last raced: 1994 (Highland Fling).

• **Alby Burgin** (NSW) - 26 races, eight as owner/skipper and including first place overall with his own yacht Rival in 1961 and aboard Piccolo in 1976. Race yachts since 1951: Irene, Ruthean (5), Defiance (3), Nirvana, Rival (6), Valhalla, Polaris, Piccolo (2), Boomerang of Belmont, Spirit, The Newcastle Flyer (2), Helsal II, Alstar. Last raced: 1994 (Alstar).

• **Don Mickleborough** (NSW) - 27 races including line honours aboard Ballyhoo in 1976 and first in the 30-Year Veteran Division with his own yacht, Southerly, in the 50th Race in 1994. Yachts raced since 1958: Southerly (9), Norla, Ilna, Ropawe, Apollo (2), Ballyhoo (2), Mirrabooka (5), Mirrabooka II, Fortlet, Vanguard, Radio Relay Vessel (2), Final Approach. Last sailed: 1994 (Southerly).

• **Stan Darling** (NSW) - 27 races, including five overall winners Solveig (1954), Anitra V (1957), Freya (1963, 1964), Pacha (1970) and line honours winners Solveig (1953) and Ballyhoo (1976). Race yachts since 1947: Peer Gynt (3), Solveig (5), Anitra V (4), Norla

(3), Freya (2), Rapawe, Balandra (2), Pacha (2), Ballyhoo (3), Apollo (2). Last raced: 1982 (Apollo).

• **David Lawson** (NSW) - 27 races, including line honours aboard Helsal (1973). Yachts raced since 1961: Sylph VI (5), Ronita (3), Fare The Well, Minna, Helsal (2), Casablanca, Vanguard, Patrice, Mary Muffin (3), Streaker, Doctor Dan, Windward Passage, Rager, Helsal III, Tanglefoot, Freight Train (4). Last raced: 1994 (Freight Train).

• **Peter Kurts** (NSW) - 27 races, 20 as owner/skipper, with overall wins with Love & War (1974 & 1978) plus the 20-Year Veteran Division with Love and War in the 50th Race in 1994. Yachts raced since 1964: Kaleena, Mr. Christian (3), Cavalier, Boombillee (2), Prospect of Whitby, Love & War (7), Marionette, Once More Dear Friends (5), Drake's Prayer, Madeline's Daughter (5). Last raced: 1994 (Love & War).

• **Alan Butler** (Vic) - 26 races, including overall win aboard Christina in 1946 and Solo when it took line honours in 1959 and overall first place in 1962. Race yachts since 1946: Christina (2), Gynea, Solo (3), Metung (2), Maris (2), Thekla, Odin (4), Gumblossom (2), Billabong (8), Kingurra. Last raced: 1989 (Kingurra).

• **Russell Evans** (Vic) - 26 races. Yachts raced since 1968: Winston Churchill (7), Odin (5), Vittoria (3), Banjo Patterson (2), Fantasy Rags (2), Vittoria (2), Challenge II (4), Mandrake. Last raced: 1985 (Mandrake).

• **Josko Grubic** (SA) - 26 races including 25 as owner/skipper, the last 16 times on

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Anaconda II (a record). Yachts raced since 1966: South Myth, Adria (3), Anaconda (6), Anaconda II (16). Last raced: 1992 (Anaconda II).

• **Bruce Gould** - 29 races including first overall on Pacha 1970. Yachts raced since 1963: Sylph VI (2), Balandra (4), Saracen II, Pacha (2), Ragamuffin, Helsal, Apollo, Anaconda II, Gretel (3), Vengeance (3), Freight Train, Ragamuffin VI, Sovereign (2), All That Jazz, Margaret Rintoul (2), Condor, Never a Dull Moment. Last raced: 1994 (Margaret Rintoul).

• **Tony Ellis** (NSW) - 28 races since 1963, including IOR first overall on Ragamuffin VII in 1992 and line honours on Ragamuffin VI in 1988 and 1990 Yachts raced since 1963: Salacia (2), Seawind, Ragamuffin (6), Ragamuffin II, Ragamuffin III (3), Ragamuffin IV (2), Ragamuffin V, Sweet Caroline, Ragamuffin VI (4), Gazebo, Final Approach, Ragamuffin VII (2), Ragamuffin VIII. Last raced: 1994 (Ragamuffin VIII).

• **Geoff Rouvray** (NSW) - 27 races. Yachts raced since 1967: Salacia (3), Salacia II, Onya of Gosford, Queequeg, Pacha (2), Helsal, Patrice III (2), Vanguard (3), Adrenalin, Szechwan (2), Bewinched, Silver Minx (4), Venture One, Fujitsu Dealers (2), Freight Train (2). Last Raced: 1994 (Freight Train).

• **Colin Wildman** (NSW) - 27 races since 1963, including line/handicap double on Sovereign in 1987. Yachts raced since 1963: Struen Marie (2), Mr Christian, Calliope, Gillawa (2), Taurus (3), Pilgrim, Patrice III (3), Ragamuffin III, Priority, Diamond Cutter, Vengeance (2), Ragamuffin VI, Sovereign (2), Condor (4), Final Approach, Maxi Ragamuffin. Last raced: 1994 (Condor).

• **Des O'Connell** (NSW) - 26 races since 1947. Yachts raced since 1947: Stormbird, Alic, Ellida (2), White Cloud, Carol J (4), Poitrel (2), Lowana 2, Salacia, Wolftam IV (2), Sea Wind, Moonraker Again, Patrice 3, Sagittarius, Spider, Never Satisfied, Onya of Gosford, Katinka (3). Last raced: 1994 (Katinka).

• **Syd Fischer** (NSW) - 26 races since 1962. Line honours with Ragamuffin VI in 1988 and again in 1990, and 1st overall with Ragamuffin VII in 1992. Yachts raced since 1962: Malohi (2), Ragamuffin (6), Ragamuffin II, Ragamuffin III (2), Superstar, Ragamuffin IV (2), Ragamuffin V, Ragamuffin VI (5), Gazebo, Ragamuffin VII (2), Ragamuffin VIII. Last raced: 1994 (Ragamuffin VIII).

• **Fraser Johnston** (NSW) - 25 races since 1963 including 1st with Challenge II in 1983, line honours with Condor of Bermuda in 1984, 1st with Sagacious V in 1990, 2nd with Ultimate Challenge in 1991, 3rd with Atara in 1992. Yachts raced since 1963: Kaleena (2), Mercedes III (2), Caprice of Huon, Queequeg, Mercedes IV (2), Love and War (2), Constellation, Relentless, Challenge II (4), Condor of Bermuda, Highland Fling, Another Concubine, Sagacious IV, Heaven Can Wait, Sagacious V, Ultimate Challenge, Atara (2), Hammer of Queensland. Last raced: 1994 (Hammer of Queensland).

• **Rolfe Mische** (NSW) - 26 races since

1963. Yachts raced since 1963: Enid, Akala (6), Wathara II, Callipyge, Warri, Geronimo (3), Natelle II (2), Taurus II (2), Inch by Winch, Apollo, Venture One, Rager (3), Philips Lightning. Philips Lightning II. Last raced: 1994 (Philips Lightning II).

• **Bruce Jackson** (NSW) - 26 races since 1952. Yachts raced since 1952: Wanderer (2), Wraith of Odin, Janzoon (2), Eos, Southerly (6), Southern Maid, Salacia, Iliana, Apollo, Ballyhoo, Matika III, Apollo III, Inch by Winch, Fortlet, Mirrabooka, Freight Train, Final Approach, Southerly. Last raced: 1994 (Southerly).

• **Lester Nibbs** (Tas) - 25 races since 1960. Yachts raced aboard since 1960: Brilliant, Nell Gwynn (2), Maria, Endeavour III, Antagonist (5), Matika III (2), Thylacine (2), City Limits, Trump Card, Dry White, Mirrabooka II (7). Last raced: 1994 (Mirrabooka II).

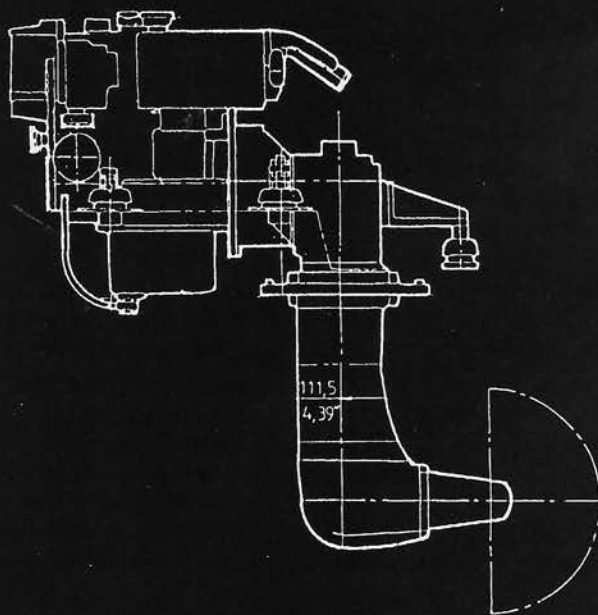


Victorian Lou Abrahams has sailed in 32 Sydney-Hobarts, 30 of them as an owner/skipper (a record)

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

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Weather Watch



Race Meteorology

"The wind goeth toward the south and toward the north; it whisketh about continually, and the wind returneth again according to his circuits"

The above quote from Ecclesiastes 1, Verse 6 expresses the weather generally encountered over the duration of the "Big One" rather nicely. Maybe one should display this at each pre-race briefing, at least then the forecast would always be right!!

From a navigator's/tactician's point-of-view, getting any race strategy "spot on" will almost always involve the odd headache because amongst other things, weather is involved! One way to lessen the strain would be to increase your basic weather knowledge by reading as many meteorological books as you can

"Keep a log of wind direction and speed, cloud types, state of sea and swell, pressure tendency, sea surface temperature and current set and drift"

well before the race. Another would be to attend marine weather courses and lastly but not leastly ask questions! Seek out experience and pick their brains, there are a whole host of navigators, skippers, and tacticians that have done more than 15 Hobarts each.

One thing that we can be around 95% certain of when heading south is that a

cold front will pass through the fleet at some stage!! When, where and how intense are much more difficult questions to answer. But if you have done your homework a lot of the surprise element can be eliminated.

Your homework begins (beside the reading and course-work) at least three weeks before the race commences with the religious collection of daily weather maps from say INFOFAX (019 725210) and getting into phase with the weather, know the frequency of frontal passages through Sydney, Bass Strait and Hobart (e.g. front through every 2 days in Hobart and Bass Strait and every 4 days in Sydney), how intense these frontal passages have been and the track of the front and its associated low pressure system.

During the warmer months, cold fronts and pre-frontal troughs tend to have more southerly winds behind them along the NSW coast and these can be very strong with maximum gusts in excess of 50 knots being fairly common.

Through Bass Strait and over Tasmania, these changes tend to be more west to southwest but just as strong. Ahead of these fronts, winds will generally be fresh to strong northwest to northeast depending on the situation. It is very rare to have the situation

where running conditions are encountered all the way south. Equally as rare are very light wind conditions for the race, maybe for a small part, but not the whole way!

If a low pressure system passes fairly close to Tasmania and moves in a broad easterly direction, consider southeasterly winds as a result of this once the

low clears well to the east of the State. This would be the situation when yachts would choose to be well east of the rhumb-line and come in on a "blinder" to the Tasman. High pressure ridging, with the ridge axis to the south of Tasmania will create this broad southeasterly flow as well.

Sea breezes along the east Tasmanian coast are northeasters and become southeasters along the south coast and in the Derwent.

At the pre-race briefing take notes and listen in particular to the extended forecast as well as the oceanographic information. This information will greatly assist you to set-up your initial race strategy. This will be further fine-tuned on Boxing Day with the receipt of the official race forecast, extended forecasts and accompanying maps from the Bureau of Meteorology's stand near the sailing office. Ask questions of the staff on duty if unsure of anything.

Now you should have a much firmer idea of when any change will move through the race area and its intensity. Your race strategy should be in place now but above everything else be FLEXIBLE. It may need to change very quickly and at times rather substantially!! Never be afraid to do this.

During the race, listen to the race forecasts and to any other weather and oceanographic information and take notes and fine-tune the game plan. If you have a weatherfax onboard you have an advantage over those who don't in that you can receive the near latest surface weather map and some prognostic maps. It's much easier to get a quick handle on the weather situation and be more accurate this way than to have to try to draw up a sketch map based on the radio information and then trying to extrapolate this rough

sketch map ahead in time. The maps should be used in conjunction with the radio forecasts, your local knowledge and of course the eye ball mark 1 method, or what you can see going on around you. The importance of yacht-board observations cannot be over emphasised, perform an observation at least every 3 hours and log it so that any trend(s) can be detected. Keep a log of wind direction and speed, cloud types, state of sea and swell, pressure tendency, sea surface temperature and current set and drift (average GPS set and drift output over 30 min.).

As far as basic race strategy is concerned, you cannot go past that offered by Tony Shaw in the ORCA Newsletter of November 1993 and I quote;

"I normally develop Sydney Hobart strategy by dividing the race into five distinct sections and in each section I set a particular goal or goals. (example right)

"The last 60 miles or so of the race can be notoriously fickle and to have a real chance of victory you have to round Tasman Is. between 10.00 and 14.00 hours as whatever wind there is normally shuts down in the Derwent, even

Section 1 Sydney to Montague Is.

Goal: To maximise use of any favourable current.

Section 2 Montague Is. to Gabo Island

Goal: To maximise use of any favourable currents and if weather systems dictate as they normally do return to the rhumb-line or at least make sure you position yourself to the west of your opposition. If you can't do this without tacking, don't.

Section 3 Gabo Is. to Eddystone Pt.

Goal: To sail above target boat speed and maximise distance travelled south. If you can't do this without sailing west of the rhumb-line, don't. When you reach Eddystone Pt. you must be at least 30 miles east.

Section 4 Eddystone Pt. to Tasman Is.

Goal: To sail an optimum VMC to arrive at Tasman Is. via a way point at least 10 miles east of Maria Is.

Section 5 Tasman Is. to Hobart

Goal: To sail at maximum VMG or VMC depending on the conditions.

if it is a gradient wind, after 22.00 hours. ..."

Some of the best advice that I have come across and I thank Tony for allowing me to reproduce this small section from his article. Anyway I could ramble on here for many more pages but space doesn't permit. I will finish by wishing

every competitor a safe and successful race and to get as much meteorological and oceanographical information as they possibly can.

Ken can be contacted on the following numbers for further elaboration (work) 02 2698622 and (home) 02 99180749.

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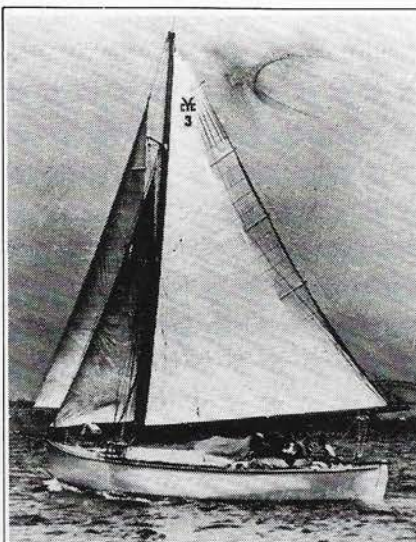
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1945 – Rani



1946 – Christina



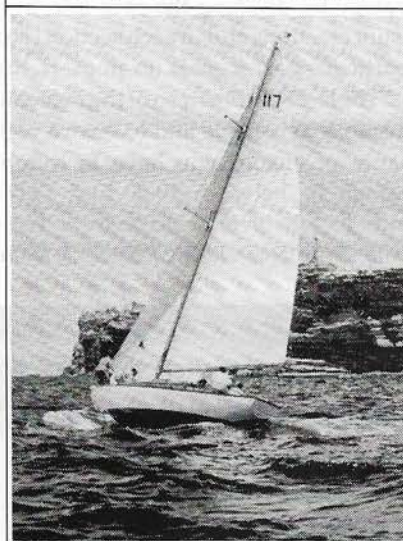
1947, 1948 – Westward



1949 – Tradewinds



1950 – Nerida



1951 – Struen Marie



1952 – Ingrid



1953 – Ripple



1954 – Solveig



THE RACE STATISTICS

1945 to present

The results of the Sydney-Hobart Yacht Races since 1945 are more than just placings and times; they are a history of ocean racing in Australia, tracing its development from almost informal contests among a handful of basically cruising craft to highly organised regattas for the most up-to-date racing machines. Reading through the following pages you will see that, while the size of the fleets going to Hobart has changed dramatically, the weather has remained as capricious as ever. The Winners' Gallery clearly illustrates the dramatic evolution in yacht design since the first race. While the yachts have changed, the challenge of the 630 nautical mile course and the caprice of the weather are just as they were when John Illingworth skippered the diminutive *Rani* to victory in 1945. Because of the number of Sydney-Hobarts, the following results list the winner for every year except 1994 where the first three placings are listed.

1945 - 9 starters

PI Yacht		Elapsed Time	Corrected Time
1 RANI	Capt J. Ittingworth, RN	6-14-22	4-09-48
FASTEST TIME: RANI 6-14-22			
RETIRED: ARCHINA			
1945 WEATHER: Strong SSW gale on the second day out of Sydney scattered the fleet and all except Rani hove to or sought shelter. Calms later.			

1946 - 19 starters

PI Yacht		Elapsed Time	Corrected Time
1 CHRISTINA	J.R. Bull	6-18-51-15	4-11-53-27
FASTEST TIME: MORNA 5-02-53-33			
RETIRED: 8			
1946 WEATHER: Light north-east winds for the first two days, then a 85 mph sou'westerly hit the fleet in Bass Strait with seas up to 25 feet.			

1947 - 23 starters

PI Yacht		Elapsed Time	Corrected Time
1 WESTWARD	G.D. Gibson	5-13-19-04	4-00-24-56
FASTEST TIME: MORNA (C. Plowman) 5-03-03-54			
RETIRED: 2			
1947 WEATHER: Fleet subjected to hard 40-50 mph northerly across Bass Strait. Some yachts trailed sea anchors or hove to; others logged 9 to 10 knots.			

1948 - 18 starters

PI Yacht		Elapsed Time	Corrected Time
1 WESTWARD	G.D. Gibson	4-14-17-32	3-07-45-48
FASTEST TIME: MORNA (C. Plowman) 4-05-01-21			
RETIRED: 2			
1948 WEATHER: Hard running down the NSW coast with even small yachts logging 200 miles in 24 hours. Fastest race to that date.			

1949 - 15 starters

PI Yacht		Elapsed Time	Corrected Time
1 TRADE WINDS	M.E. Davey	5-11-15-34	3-23-39-43
FASTEST TIME: WALTZING MATILDA (P. Davenport) 5-10-33-10			
RETIRED: 2			
1949 WEATHER: Mainly light and variable winds, but with 40 knot northerly in Bass Strait on the third day.			

1950 - 16 starters

PI Yacht		Elapsed Time	Corrected Time
1 NERIDA	C.P. Haselgrove	5-06-15-49	3-20-17-13
FASTEST TIME: MARGARET RINTOUL (A.W. Edwards) 5-05-28-35			
RETIRED: 2			
1950 WEATHER: Started in the teeth of a southerly gale which blew for two and a half days. Another blow off Tasmania made it four days to windward out of five for the leaders.			

1951 - 14 starters

PI Yacht		Elapsed Time	Corrected Time
1 STRUEN MARIE	T Williamson	4-03-38-35	2-19-48-26
FASTEST TIME: MARGARET RINTOUL (A.W. Edwards) 4-02-29-01			
RETIRED: 2			
1951 WEATHER: Virtually a run from start to finish. All records to that date broken and Struen Marie's corrected time of 2-19-48-26 a record until 1962.			

1952 - 17 starters

PI Yacht		Elapsed Time	Corrected Time
1 INGRID	J.S. Taylor	6-17-07-22	4-08-56-18
FASTEST TIME: NOCTURNE (J.R. Bull) 6-02-34-47			
RETIRED: 0			
1952 WEATHER: Light fickle winds and flat calms made luck a major factor and gave the small boats the edge. Nocturne, a 35 footer, beat much larger yachts over the line.			

1953 - 24 starters

PI Yacht		Elapsed Time	Corrected Time
1 RIPPLE	R.C. Hobson	5-12-58-36	3-16-12-12
FASTEST TIME: SOLVEIG (T&M Halvorsen) 5-07-12-50			
RETIRED: 3			
1953 WEATHER: Started in good NE breeze. Southerly gale on second day then wind swung back to NE and NW and held to finish.			

1954 - 17 starters

PI Yacht		Elapsed Time	Corrected Time
1 SOLVEIG	T&M Halvorsen	5-07-38-56	3-17-58-01
FASTEST TIME: KURREWA IV (F&J Livingston) 5-06-09-47			
RETIRED: 2			
1954 WEATHER: Blustering southerly at the start, moderating on the following days. Squally conditions from the north in Bass Strait. Fickle airs at the finish.			

1955 - 17 starters

PI Yacht		Elapsed Time	Corrected Time
1 MOONBI	H.S. Evans	5-01-28-24	3-09-21-05
FASTEST TIME: EVEN (F.J. Palmer) 4-18-13-14			
RETIRED: 1			
1955 WEATHER: light fickle breezes throughout the race, except for a northerly blow on the fourth day. Drifting conditions in the Derwent River.			

1956 - 28 starters

PI Yacht		Elapsed Time	Corrected Time
1 SOLO	V. Meyer	4-05-03-33	3-08-33-52
FASTEST TIME: KURREWA IV (J&F Livingston) 4-04-31-14			
RETIRED: 2			
1956 WEATHER: Hard southerly blow on first night out followed by light north-east breeze to Bass Strait. A 50 mph sou'westerly across the straight to the lee of Tasmania and a southerly gale off Storm Bay reaching a record 86 mph.			

1957 - 20 starters

PI Yacht		Elapsed Time	Corrected Time
1 ANITRA V	T&M Halvorsen	4-06-38-30	3-00-55-37
FASTEST TIME: KURREWA IV 3-18-30-39			
RETIRED: 2			
1957 WEATHER: Strong westerly at the start then north-east to Cape Barrenland. Hard west winds followed and then light headwinds and calms along the Tasmanian coast. Leaders had the most breaks and Kurrewa IV set the record time for the course to that date.			

1958 - 22 starters

PI Yacht		Elapsed Time	Corrected Time
1 SIANDRA	G.P. Newlands	5-10-02-37	3-13-46-35
FASTEST TIME: SOLO (V. Meyer) 5-02-32-52			
RETIRED: 3			
1958 WEATHER: Light SE breeze at the start, varying during the day, fresh nor'easter on the second day. Hard SW gale across Bass Strait. Vague winds and calms along Tasman coast, but fair wind out to sea. Fickle conditions in the Derwent River.			

1959 - 30 starters

PI Yacht		Elapsed Time	Corrected Time
1 CHERANA	R.T. Williams	5-02-13-53	3-08-33-02
FASTEST TIME: SOLO (V. Meyer) 4-13-33-12			
RETIRED: 6			
1959 WEATHER: Nor'easterly breeze at the start, followed by a vicious SW squall, moderating over the next four days, SW wind at 20 knots across Bass Strait, the SE breeze and calms along the Tasmanian coast, nor'easter for the leaders to the finish, then a flat calm on the Derwent River. Next morning a SE breeze carried a large group to the finish.			

1960 - 32 starters

PI Yacht		Elapsed Time	Corrected Time
1 SIANDRA	G.P. Newland	5-00-59-03	3-07-48-04
FASTEST TIME: KURREWA IV (F&J Livingston) 4-08-11-15			
RETIRED: 2			
1960 WEATHER: Light nor'easter at the start and light favourable breezes for several days. Breeze turned south off Tasmanian coast and continued until finish.			

1961 - 35 starters

PI Yacht		Elapsed Time	Corrected Time
1 RIVAL	A. Burgin & N. rundle	4-17-28-21	3-03-57-31
FASTEST TIME: ASTOR (P.R. Warner) 4-04-42-11			
RETIRED: 2			
1961 WEATHER: Southerly at 20-30 knots for the first day then light NE winds. A line squall 70 miles long passed over the fleet in Bass Strait and was followed by a moderate sou'westerly. A Nor'easterly along the Tasmanian coast and a southerly near Tasman Island altered the potential placings.			

1962 - 42 starters

PI Yacht		Elapsed Time	Corrected Time
1 SOLO	V. Mayer	3-04-29-15	2-12-45-14
FASTEST TIME: ONDINE 3-03-49-16			
RETIRED: 2			
1962 WEATHER: A moderate south-east wind at the start backed east then north-east and carried the fleet in record time to Tasman Island. Calms and heavy fog in Storm Bay upset many calculations.			

1963 - 44 starters

PI Yacht		Elapsed Time	Corrected Time
1 FREYA	T&M Halvorsen	4-15-17-03	3-06-03-17
FASTEST TIME: ASTOR (P.R. Warner) 4-10-53-00			
RETIRED: 10			
1963 WEATHER: Light northerly winds and calm patches for the first few days upset many calculations. Then a fresh south-westerly down Tasmania way, which reached 70 knots in Storm Bay, caused many retirements.			

1964 - 38 starters

PI Yacht		Elapsed Time	Corrected Time
1 FREYA	T&M Halvorsen	4-01-17-45	3-05-58-14
FASTEST TIME: ASTOR (P.R. Warner) 3-20-05-05			
RETIRED: 7			
1964 WEATHER: Sunny start in light NE with a force 6 southerly change first night, later backing light SE and NE. Fresh northerly across Bass Strait backing to NW down the Tasmanian coast, followed by force 7 SW in Storm Bay. Calm patches in the Derwent River.			

1965 - 53 starters

PI Yacht		Elapsed Time	Corrected Time
1 FREYA	T&M Halvorsen	4-06-23-32	3-10-03-26
FASTEST TIME: STORMVOGEL (C. Brynzel) 3-20-30-09			
RETIRED: 4			
1965 WEATHER: Starting with a 10-15 knot southeast breeze, this increased to 30 knots during the afternoon. Calms and variable sea breezes followed along the NSW coast. A good 20 knot northerly helped the yachts across Bass Strait and down to Tasman Island. Variable winds and calm patches were the order to the finish.			

1966 - 46 starters

PI Yacht		Elapsed Time	Corrected Time
1 CADENCE	H.S. Mason	5-13-25-24	4-02-46-24
FASTEST TIME: FIDELUS (J.V. Davern) 4-08-39-43			
RETIRED: 2			
1966 WEATHER: Light nor'easter at the start with southerly change first night out. Light and variable winds with a fresh westerly across Bass Strait. Light and variable down Tasmanian coast.			

1967 - 66 starters

PI Yacht		Elapsed Time	Corrected Time
1 RAINBOW II	C. Bouzaid	4-19-59-38	3-16-39-15
FASTEST TIME: PEN DUICK III 4-04-10-31			
RETIRED: 6			
1967 WEATHER: Light SE at start, fading the first night. Freshening line squall from south of Gabo Island and E to SE Tasmanian coast. Leaders becalmed off Maria Is suffered from light airs up the Derwent while the second half had fresh NW winds down the coast and up the Derwent.			

1968 - 64 starters

PI Yacht		Elapsed Time	Corrected Time
1 KOOMOLOO	D. O'Neil	4-10-26-52	3-13-38-52
FASTEST TIME: ONDINE II (S. Long) 4-03-20-02			
RETIRED: 10			
1968 WEATHER: NE at start and down the coast with thunderstorms and a fresh SW second night out. SW increased to force 9 with heavy seas across Bass Strait, moderating down the Tasmanian coast and later turning northerly. Calms around Tasman Island and the Derwent.			

1969 - 79 starters

PI Yacht		Elapsed Time	Corrected Time
1 MORNING CLOUD	E. Heath	4-05-57-53	3-04-25-57
FASTEST TIME: CRUSADE (M. Aitken) 3-15-07-40			
RETIRED: 4			
1969 WEATHER: Light winds from ENE at the start freshened to 10-15 knots during daytime and light at night, persisted for the first two days followed on the third day by a 20 knot southerly with rain. This helped the leaders to the finishing line, but the second half of the fleet was beset by light and variable winds for their final 24 hours.			

1970 - 61 starters

PI Yacht		Elapsed Time	Corrected Time
1 PACHA	R. Crichton-Brown	3-17-41-18	3-10-07-39
FASTEST TIME: BUCCANEER (T.E. Clark) 3-14-06-12			
RETIRED: 14			
1970 WEATHER: Moderate to fresh NE winds for the first two days caused two yachts to lose their rudders. SW change on the morning of the third day built up to a gale that lasted over 50 years. This made it a big boat race and brought up a record of 14 retirements.			

1971 - 79 starters

PI Yacht		Elapsed Time	Corrected Time
1 PATHFINDER	B. Wilson	4-00-02-04	3-03-14-34
FASTEST TIME: KIALOA II (J. Kilroy) 3-12-46-21			
RETIRED: 3			
1971 WEATHER: The fleet had light to moderate north winds for the first 24 hours, giving them an easy run down coast. On the second day the wind came in at 20 knots the and as the leaders began to enter Bass Strait it moved sou'west. Finally as the bulk of the fleet approached the coast the wind swung round to the nor'west and freshened, giving the middle-of-the-fleet boats a great spinnaker reach, brining them right onto the heels of the leaders. Over tow days almost all the fleet encountered frustrating calm but the middle-sized yachts held their own right to the finish.			

1972 - 79 starters

PI Yacht		Elapsed Time	Corrected Time
1 AMERICAN EAGLE	R.E. Turner	3-04-42-39	3-02-15-49
FASTEST TIME: AMERICAN EAGLE 3-04-42-39			
RETIRED: 4			
1972 WEATHER: The CYCA put back the starting time to 12 noon local time to give the afternoon sea breeze time to catch up with daylight saving and the huge fleet started in a light nor'easter. The breeze was light to moderate for the first two hours of the race, giving the fleet a spinnaker run down the NSW coast. The leaders gybed off Jervis Bay and they reached down almost to Twofold Bay, until a fresh southerly came in. After few tacks off Cape Howe most of the fleet were able to sail across Bass Strait on a close fetch in the fresh sou'wester. With the wind abeam from the west and nor'west, the leaders continued to make a fast reach down the Tasmanian coast. Then without warning the leaders were hit by a fierce southerly change, gusting to more than 40 knots. But as they approached the Iron Pot the leaders ran into a series of frustrating calms as the rest of the fleet battle a Force 7 gale off the east coast. However, as the front passed, almost all the fleet were to suffer the same frustrations as they sailed a 'stop-go' course up the Derwent. The race was a long drawn-out affair, as the smaller yachts had to battle headwinds down the east coast, round Tasman Island and then across Storm Bay, most of them also encountering the fickle winds of the Derwent.			

1973 - 92 starters

PI Yacht		Elapsed Time	Corrected Time
1 CEIL III	W. Turnbull	3-12-05-34	2-17-28-28
FASTEST TIME: HELSAL (A. Fisher) 3-01-32-09			
RETIRED: 2			
1973 WEATHER: The key to success in the 1973 Sydney to Hobart Race was to keep well to the east of the rhumbline and boats that did this had good breezes all the way. Generally, it was an easy race with running or fast reaching conditions throughout, and the only gear-busting conditions came near the finish for the smaller yachts. The race started in a light nor'easter, swinging to the north-west and increasing to 20 knots during the night then veering to the east and southeast on the second day. Finally, it backed again to the north on the third and fourth days with gusts of up to 50 knots which hit the smaller boats with some severity, although none suffered serious damage. The fast reaching conditions enable Helsal, Apollo and Siska all to better Ondine's previous best elapsed time.			

1974 - 63 starters

PI Yacht		Elapsed Time	Corrected Time
1 LOVE AND WAR	P. Kurts	4-04-27-20	3-13-25-02
FASTEST TIME: ONDINE III (S.S. Long) 3-13-51-56			
RETIRED: 5			
1974 WEATHER: For the first 24 hours the breezes were light and variable NE-SE. On the second afternoon and night the fleet managed to cover useful ground running with a NE'er up to 20 knots. The morning of the 28th was SSE 15-25 knots, which faded in the afternoon. On the fourth day the fleet sailed in W and NW winds 35 to 40 knots, with some experiencing puffs of 50-60 knots and fairly high seas. Over the next two days conditions were a little easier with 10-30 knots WSW, although some yachts experienced much stronger breezes down the Tasmanian coast and around Tasman Island.			

1975 - 102 starters

PI Yacht		Elapsed Time	Corrected Time
1 RAMPAGE	P. Packer	3-04-43-03	2-13-16-56
FASTEST TIME: KIALOA (J.B. Kilroy) 2-14-36-56			
RETIRED: 3			
1975 WEATHER: The fleet started on the last day of a SE pattern with winds ranging from 10-20 knots. A good clip was maintained in reaching conditions. On the first night the breeze swung NE, moving to NNE at 15 to 20 knots on the 27th. This remained until the evening of the 28th, when for a few hours it shifted to WNW 15-20 knots. On the 29th it was N 20-30 knots, which held through the 30th when the tail-enders experienced moderate SE conditions. Thus, conditions were virtually ideal for a fast run. No less than nine yachts lifted their skirts and beat Helsal's previous record.			

1976 - 85 starters

PI Yacht		Elapsed Time	Corrected Time
1 PICCOLO	J. Pickles	4-05-30-15	3-07-45-07
FASTEST TIME: BALLYHOO (J. Rooklyn) 3-07-59-26			
RETIRED: 15			
1976 WEATHER: The start was in light NE winds of about 8 knots which freshened in the afternoon. By early evening it had turned to a 25 knot southerly which reached 40 knots during the night. On the 27th it was NE again with 5-10 knots most of the day turning to SW 5-10 knots during the night. By the next morning it was blowing 35 knots and later W 30 gusting 40 knots. By morning of the 29th 8 boats had retired and the breeze was still W at 30 knots. Later in the day some boat finished while the wind shifted to the south at 25 knots. Early on the 30th the breeze had moderated to 10 knots W while in the afternoon it moved to the SE at 15 knots. By the morning on the 31st there were 37 yachts in with the others experiencing light and variable winds. In all a record 15 boats retired in this toughest race since 1970.			

1977 - 131 starters

PI Yacht		Elapsed Time	Corrected Time
1 KIALOA	J.B. Kilroy	3-10-14-09	3-13-58-10
FASTEST TIME: KIALOA 3-10-14-09			
RETIRED: 59			
1977 WEATHER: The race started in light E at 5 knots turning later to NE 10 knots fading to a very light SSE overnight. On the second morning the fleet had W 20 knots with yachts experiencing NE. It turned in the afternoon to SE 30-40 knots gusting with a short high cross sea. Some yachts experienced winds of up to 50 knots for varying periods. 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 S 12 knots SE turning to a light NE. Calm-to-light conditions plagued the tailenders although some struck a short 85 knot squall on Jan 1.			

1978 - 97 starters

PI Yacht		Elapsed Time	Corrected Time
1 LOVE AND WAR	P. Kurts	4-04-45-43	3-12-13-00
FASTEST TIME: APOLLO (J. Rooklyn) 4-02-23-24			
RETIRED: 10			
1978 WEATHER: The race started in 12-15 knots NE with rain. The wind gradually freshened the first afternoon to 30 knots to give the yachts a fast passage past Jervis Bay. The hard running conditions were taking toll of spinnakers and gear and two boats broke booms and RETIRED. A light sou'westerly change passed over the fleet at 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 took the yachts down the Tasmanian coast. It died during the night. In Storm Bay most yachts found light and variable conditions with the river producing fitful breezes. Once the leaders finished the remainder experienced frustrating calms down the Tasmanian coast and in Storm Bay.			

1979 - 147 starters

PI Yacht		Elapsed Time	Corrected Time
1 SCREW LOOSE	R.J. Cumming	4-12-54-38	3-03-31-06
FASTEST TIME: BUMBLEBEE 4 (J.D. Kahlbetzer) 3-01-45-52			
RETIRED: 5			
1979 WEATHER: First spinnaker start since 1967 to give all yachts a fast passage to the Heads before a 12 knot sou'easter. Outside the Heads all yachts were close-hauled and the breeze backed to the east for two hours. Late on the first afternoon a line squall passed over the fleet gusting to 35 knots. It eased during the night. After a brief calm patch the breeze filled in from the nor'east to give a quick skid across Bass Strait before a 30 knot breeze. Dawn on the third day saw yachts light-running before a 10 knot nor'wester light breeze and thick fog down the Tasmanian coast prevented the big boats taking top honours, but a freshening sea breeze brought all the little boats home to dominate the major placings.			



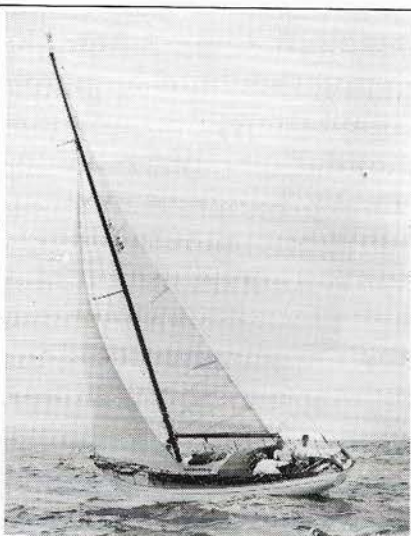
1955 – Moonbi



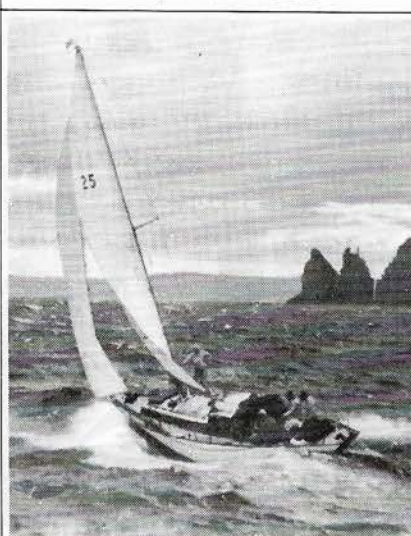
1956, 1962 – Solo



1957 – Anitra V



1958, 1960 – Siandra



1959 – Cherana



1961 – Rival



1963, 1964, 1965 – Freya



1966 – Cadence



1967 – Rainbow



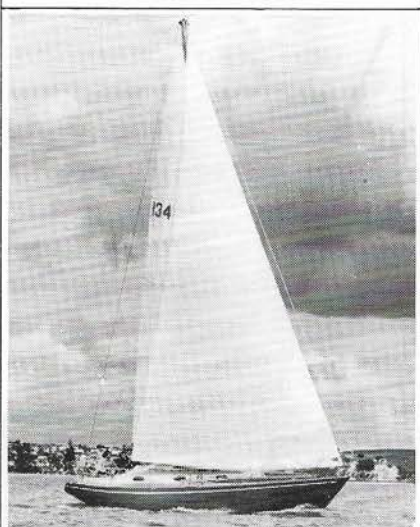
1968 – Koomooloo



1969 – Morning Cloud



1970 – Pacha



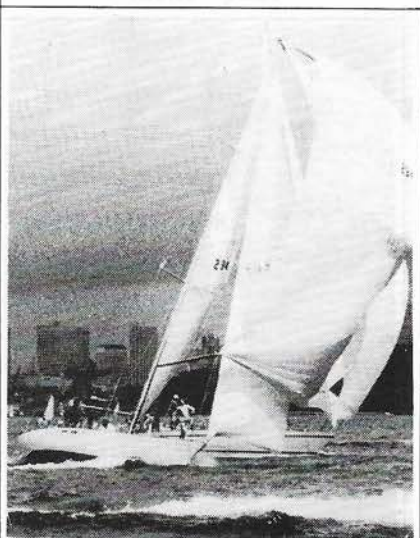
1971 – Pathfinder



1972 – American Eagle



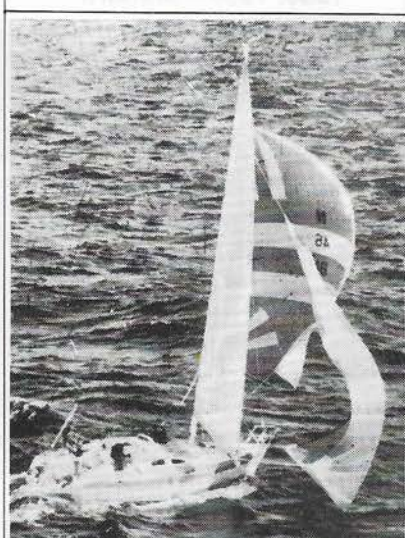
1973 – Ceil III



1974, 1978 – Love & War



1975 – Rampage



1976 – Piccolo

1980 - 102 starters

PI Yacht	Elapsed Time	Corrected Time
1 NEW ZEALAND NZ Round World Comm.	2-18-45-41	2-21-13-29
FASTEST TIME: NEW ZEALAND 2-18-45-41		
RETIRED: 9		
1980 WEATHER: The start was in light easterlies which remained throughout the first afternoon. The influence of spectator craft outside Sydney Heads was the worst for years. Easterlies stayed light all the first night but slowly freshened the second day to 15-18 knots to give a fast reach down the NSW coast in overcast conditions. The wind slowly backed to the NE and freshened to 25 knots during the second night to give a fast slide across Bass Strait. Down the Tasmanian coast on the third day the wind stayed northeast at 20 knots and a new record appeared imminent for the leaders. The wind (and hopes for a record) faded on the third night with light and variable winds with heavy rain. On the morning of the fourth day the wind slowly freshened from the south to 20-30 knots which pushed the leaders home. The breeze slowly faded and left the smaller boats in light and variable conditions down the Tasmanian coast and across Storm Bay and in the Derwent.		

1981 - 158 starts

PI Yacht	Elapsed Time	Corrected Time
1 ZEUS II J.R. Dunstan	5-13-48-41	3-19-25-59
FASTEST TIME: VENGEANCE 3-22-30-00		
RETIRED: 15		
1981 WEATHER: Strong southerly winds at the start provided a spectacular and fast spinnaker run to the Heads. The southerly increased on the first night to about 35 knots with a rough sea, which caused the majority of the retirements. The breeze moderated to ten knots over the second day and night, still from the south. Dawn the third day provided the first of many calms that plagued the fleet from Bass Strait to the finish. Most crossed Bass Strait in a 25 knot westerly that lasted only 8 hours during the night of the 28th. The leaders fought calms and light south-easters down the east coast of Tasmania and across Storm Bay to the finish, making it one of the slowest Hobarts on record. The medium raters looked all set to clean up the overall results but a freshening northerly down the east Tasmania coast and in Storm Bay saw the minimum raters fly home and into the top handicap placings.		

1982 - 188 starters

PI Yacht	Elapsed Time	Corrected Time
1 SCALLYWAG R.E. Johnston	3-12-56-44	2-19-19-16
FASTEST TIME: CONCORD OF BERMUDA 3-00-59-17		
RETIRED: 10		
1982 WEATHER: Light air stat. ENE, which remained through 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 topping the elapsed time record. The breeze remained into the second night and then died and moved into the W before the light SE change the third day. It was then slow progress down the Tasmanian east coast, still anyone's race for line and handicap honours. The morning of the fourth day the leaders rounded Tasman Island with a freshening breeze from astern that reached 40 knots NE through the afternoon. This brought the rest of the fleet flying down the Tasmanian coast. The leaders had variable airs across Storm Bay and on the River, resulting in the closest ever line honours battle with only seconds separating first and second places. The bulk of the fleet had light but steady winds to the finish.		

1983 - 171 starters

PI Yacht	Elapsed Time	Corrected Time
1 CHALLENGE L. Abrahams	3-13-37-28	2-23-07-42
FASTEST TIME: CONCORD 3-00-50-29		
RETIRED: 13		
1983 WEATHER: A moderate easterly provided good close-reaching conditions to the Heads and out to the 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 Strait and becoming northerly to provide a fast run down the Tasmanian coast. At Cape Raoul the wind went light from the south and dropped right out close inshore, which saw a number of yachts 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.		

1984 - 150 starters

PI Yacht	Elapsed Time	Corrected Time
1 INDIAN PACIFIC J. Eyles & G. Heuchmer	4-04-03-49	3-07-45-03
FASTEST TIME: NEW ZEALAND 3-11-31-21		
RETIRED: 104		
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 the south coast of NSW. As the fleet approached Bass Strait the wind moved SSE but still with uncomfortable seas and winds at 30 knots making life aboard wet and uncomfortable. On the third day the breeze moved from 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 Island the breeze had freshened from the NE to give the smaller yachts a hard run down the Tasmanian coast. The first half of the fleet had a quick trip across Storm Bay, but some of the little boats which appeared poised to win handicap honours were once again frustrated by the calms of Storm Bay and the Derwent River.

1985 - 180 Starters

PI Yacht	Elapsed Time	Corrected Time
1 SAGACIOUS G. Appleby	4-00-19-23	3-04-34-37
FASTEST TIME: APOLLO 3-04-32-28		
RETIRED: 33		
1985 WEATHER: The record fleet of 179 had one of the most chaotic starts on record with numerous minor and near collisions in a 15-18 knot nor'easter. The first afternoon was a run before a fresh 20-25 knot nor'easter until a southerly front passed through the fleet around 9.00pm. The southerly remained for almost 48 hours. Again it was a two-day punch into a strong southerly, much of the time in 25-30 knots with a punishing sea (although not as severe as 1984). Retirements were many. All yachts had strong windward work from Jervis Bay to well into Bass Strait and there was not let-up for 48 hours. As the leaders approached the NE tip of Tasmania, strong WSW winds were encountered, allowing the yachts to spring sheets. On the night of the 28th WSW winds were replaced by a pleasant 10 knot sou'easterly for the leaders, while the tailenders had strong westerlies across the Strait. The next day saw light and fitful airs down the east coast of Tasmania which were replaced by weak NE sea breezes of no more than 15 knots. All yachts had fickle airs in Storm Bay and the Derwent, with placings changing continuously and boats making agonising progress from Tasman Island to the finish.		

1986 - 123 starters

PI Yacht	Elapsed Time	Corrected Time
1 EXTENSION A. Dunn	3-23-22-00	3-01-14-30
FASTEST TIME: CONCORD 2-23-26-25		
RETIRED: 17		
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 though SW to West over the next 24 hours. Light conditions prevailed at Tasman Island and up to the Derwent River. Later yachts finished with fresh sea breezes during the day which tended to die through the night.		

1987 - 154 starters

PI Yacht	Elapsed Time	Corrected Time
1 SOVEREIGN B. Lewis	2-21-58-08	3-00-29-16
FASTEST TIME: SOVEREIGN 2-21-58-08		
RETIRED: 8		
1987 WEATHER: A history-making race, with the maxi Sovereign becoming the first Australian yacht to take out the double of line honours and first on corrected time overall. The race began with a magnificent nor'easter filling in to 25 knots before a 30 knot southerly hit the fleet in Bass Strait on the second morning at sea. At that stage Sovereign had averaged 10.3 knots and was ahead of Kialoa's record. However, as the southerly eased away the leaders were becalmed off the Tasmanian East Coast for five hours before they picked up a light breeze to carry them around Tasman Island, across Bass Strait and up the Derwent. Sovereign's time was seven hours outside the race record.		

1988 - 119 starters

PI Yacht	Elapsed Time	Corrected Time
1 ILLUSION G. Knezie	5-03-12-03	3-18-20-35
FASTEST TIME: RAGAMUFFIN 3-15-29-07		
RETIRED: 38		
1988 WEATHER: The race underlined the toughness of the 630 nautical mile bash race southwards, a race that brings back every yacht and yachtsman to the common denominator of sound seamanship and stout craft in big seas and strong winds. Of the 119 starters, 38 retired, nearly half of them with broken masts or damaged rigging. The race started in a light northerly, but 12 hours after the start a 30-40 knot southerly hit the fleet and against a 3-4 knot south-running current it kicked up boat and body-breaking seas which continued for two days and two nights. The wind died away on the third night at sea, giving the fleet light winds for the final 200 miles, with Ragamuffin's elapsed time almost 24 hours outside the record.		

1989 - 170 starters

PI Yacht	Elapsed Time	Corrected Time
1 ULTIMATE CHALLENGE L. Abrahams	3-21-07-24	3-02-18-45
FASTEST TIME: DRUMBEAT (A. BOND) 3-6-21-34		
RETIRED: 14		

PI Yacht	Elapsed Time	Corrected Time
1 CHALLENGE II J. Daley	4-02-24-01	3-07-00-56
IMS RETIREMENTS: 5		
1989 WEATHER: The 1989 Nor Tel Sydney-Hobart race saw the introduction of the 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 staring on port hand but as the leaders cleared the seamount outside Sydney Heads the breeze kicked into a 20 knot nor'wester giving the fleet a spinnaker run down the coast with gale warning issued for strong nor'westers. By the time Drumbeat had passed Port Kembla, it had gone 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-westerlies were howling across Bass Strait as the fleet headed into "the paddock" with several yachts suffering damage and a crew member of BP Flying Colours, Peter Taylor, receiving fatal head injuries when a runner broke and the rig collapsed. While the winds eased for the surfing 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.		

1990 - 129 starters

PI Yacht	Elapsed Time	Corrected Time
1 SAGACIOUS V G. Appleby	3-13-01-43	2-19-44-32
CLASS I RETIREMENTS: 17		

PI Yacht	Elapsed Time	Corrected Time
1 DOCTOR WHO R. Jackman	3-07-23-02	2-10-06-28
CLASS II RETIREMENTS: 8		

PI Yacht	Elapsed Time	Corrected Time
1 FUJITSU DEALERS J. Eyles	3-21-31-26	2-12-15-10
CLASS III RETIREMENTS: 3		

FASTEST TIME: RAGAMUFFIN 2-21-05-33

1986 RACE AND WEATHER: High winds fast reaches, exhausting windward work, controversy on the dock and a brilliant IOR win by Sagacious V - the NorTel 46th Sydney-Hobart Race had everything but a new record. In the midst of the deepening recession a respectable fleet of 106 yachts set sail in a good south-easterly breeze and made a fast start down Harbour under spinnakers. The first casualties came within hours of the start, when two new Half-Tonniers were dismantled and the drop-out continued the next day as the fleet powered downwind under spinnakers with the wind swinging to the nor east freshening to more than 30 knots, with some yachts reporting gusts of 50 knots. In Bass Strait the maxi ran into a vicious low which had earlier played havoc with the fleet setting sail in the races from Melbourne to Devonport and Hobart, giving them a two-sail reach in 35 knot westerlies. However, in the lee of the Tasmanian East Coast, the winds eased away and Rothman's chance of a race record disappeared. She finally crossed the line with an elapsed time of 2 days 19 hours 7 minutes 2 seconds, the third fastest time in 46 years. However, Rothmans line honours position, nor her provisional overall second place on corrected time, was not to stand. The Race Committee penalised the British yacht 10% of placings on corrected time and stripped her of the line honours award for breaching Rule 26 (advertising) by flying a spinnaker with an illegal advertising logo on it. As a result, Ragamuffin was awarded line honours and first place overall on IOR corrected times went to Saacious V.

1991 - 98 starters

PI Yacht	Elapsed Time	Corrected Time
1 ATARA H. Cudmore/J. Storey	3-09-50-04	2-20-05-11
IOR RETIREMENTS: 2		

PI Yacht	Elapsed Time	Corrected Time
1 SHE'S APPLES II D. Strong	3-15-19-20	2-21-15-03
IMS RETIREMENTS: 5		

PI Yacht	Elapsed Time	Corrected Time
1 ALLEGRO P. Williams	4-18-10-46	3-06-19-38
FASTEST TIME: BRINDABELLA 3-01-14-09		

THIS RETIREMENTS: 1

1991 RACE AND WEATHER: The Kodak Sydney-Hobart Race started from the now well established "two-line start" of Shark Island in Sydney Harbour. A 15 knot nor'easter gave a good "work" to the Heads with a two mile "reach" to the offshore turning mark. The wind freshened to 20-25 knots before night fell. It eased in strength during that night but came back again from the nor'east on the morning of the second day at 15 knots and built up during the day to 24 knots. A southerly change met the leaders of the fleet in the early evening of Friday 27th at 20 knots, thus ending the record breaking times which were being created. This breeze continued through the third day and most yachts found themselves "lurching up" on the east coast of Tasmania after a fresh work across Bass Strait. Three of the potential placegetters damaged their rigs in the crossing and retired. The leading yachts rounded Tasman Is. at around 0800 hours on Sunday 29th with the rest of the fleet back along the Tasmanian Coast, sailing into a fresh



1994 IMS DIV D – RAPTOR



1994 IMS DIV B – NINETY SEVEN



1994 30YR VETS – SOUTHERLY

south to sou'east breeze. A fading sou'easterly carried the front runners across Storm Bay and slowly up the Derwent River in the mid-afternoon of Sunday 29th. Monday, the fourth day, saw a continuance of the light sou'easterly and as a consequence some of the smaller yachts which appeared to be set for success in their divisional placings failed to keep up their previous speeds. Only five tailenders were still on the course some daylight on Tuesday 31st. In summary, the fleet had enjoyed a good run down the NSW coast, a fresh work across Bass Strait, and a generally slower finish across Storm Bay and up the Derwent River. The retirement rate of 8% was among the lowest experienced in the past 15 years.

1992 - 110 starters

IOR OVERALL

PI Yacht		Elapsed Time	Corrected Time
1 RAGAMUFFIN	S. Fischer	3-06-35-37	2-21-21-04

IMS OVERALL

1 ASSASSIN	R. Crawford	3-10-50-11	2-15-44-57
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RETIRED: 5

TPHS OVERALL

1 AMAZON	P. Walker	2-22-41-22	3-08-52-07
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RETIRED: 3

FASTEST TIME: NEW ZEALAND ENDEAVOUR 2-19-19-18

1992 RACE AND WEATHER: The 1992 Kodak Sydney-Hobart yacht Race attracted a fleet of 110 starters, representing an increase of about 10% on the previous race. The fleet included several new, state-of-the-art IMS racing yachts and the Whitbread Round the World IOR maxi New Zealand Endeavour. Hopes of a spinnaker start ended when the breeze backed from the south-east to the east shortly before the start. Again there were two starting lines and, with the wind 10 knots from the east, the fleet was able to lay the turning marks at the Heads in one starboard leg. It was a "work" to the two-mile sea mark before the fleet turned south. Summarising, the race gave medium to fast times for the fleet, and was characterised by the lack of the hard nor'east spinnaker runs or the southerly flogs regarded as common for this race. Instead, the fleet experienced one-leg "works" with the fresh sou'westers and hard reaches with strong westerlies, interspersed with night-time calms off Jervis Bay and in the Derwent. Notwithstanding the presence in the fleet of several of the latest high-tech maximum-size yachts, Kialoa's record of 17 years was safe for another year by some five hours (as was the \$100,000 offered by Kodak for the first yacht to break the record). The low retirement rate of only 7%, the smallest for six years, attested to the relatively moderate conditions experienced by most yachts. The race computer digested the fleet performance and came up with an overall average windspeed of 12 knots.

1993 - 104 starters

IMS OVERALL

PI Yacht		Elapsed Time	Corrected Time
1 MICROPAY CUCKOO'S NEST	N. Holman	4-02-54-59	3-18-45-10

IMS RETIREMENTS: 40

IOR CORRECTED TIME OVERALL RESULTS

1 SOLBOURNE WILD OATS B. Foyer/R. Hickman	4-16-48-48	3-20-36-30
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IOR RETIREMENTS: 14

TPHS CORRECTED TIME OVERALL RESULTS

1 CHARISMA	J. LAWLER	6-02-59-34	4-16-53-26
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TPHS RETIREMENTS: 12

FASTEST TIME: NINETY SEVEN 4-00-54-11

1993 WEATHER: The 49th Sydney-Hobart will be remembered as having one of the highest attrition rates in the history of the event, with only 38 yachts out of 104 starters completing the course. For the first time two yachts sank and the skipper of another spent nearly five hours in the water after being washed overboard. Wind strengths were generally more severe than 1984 although the wave conditions appear to have been less severe. The major difference was that in the 1984 race the weather pattern abated after 36 to 48 hours whereas this year the strong to galeforce winds continued throughout the four days taken by the leading yachts to complete the course. The exact cause was a low pressure complex which developed off the Australian south-east coast early on the second day for the race (December 27), creating gale to storm force winds with some hurricane force squalls which persisted into the following day. Wind gusts were in excess of 70 knots and 10-minute average wind speeds were around 45-50 knots during the height of the event. Waves of up to 10m were created as the winds blew against the southward-moving East Australia Current. At 2300 hours EDST Monday, December 27, the low pressure complex had become dominated by one low pressure centre with a central pressure of 986hPa, the lowest over the whole event.

1994 - 371 Starters

IMS DIVISION A

PI Yacht		Elapsed Time	Corrected Time
1 INDEC PRIME EXAMPLE	D. Gotze	74 51 01	61 38 49
2 THAI AIRWAYS INT.	C. Packer	75 16 16	62 01 58
3 EXILE	W. Miller	66 15 03	62 41 45

IMS DIVISION B

1 NINETY SEVEN	A. Strachan	78 20 12	61 23 09
2 AUSMAID	G. Gjergja	77 06 08	61 39 26
3 ASSASSIN	R. Crawford	84 05 10	63 26 25

IMS DIVISION C

1 ATRIA	G. Ford	103 52 54	63 00 38
2 JLW CHUTZPAH	B. Taylor	96 28 34	63 07 02
3 2KY RACING RADIO	R. Mulkearns	92 02 44	63 14 23

IMS DIVISION D

1 RAPTOR	A. Eichenauer	81 42 44	59 41 00
2 KYOTE FRENCH LINE	P. Lionel	79 56 18	63 42 20
3 ULTIMATE CHALLENGE	L. Abrahams	91 26 47	65 07 54

IMS DIVISION E

1 SHERATON HOBART	I. Smith	90 59 34	67 34 21
2 CANON COPIERS	B. Staples	95 19 31	69 09 31
3 BACARDI	G. Ainley/J. Williams	95 45 27	71 54 45

IMS DIVISION F

1 SOUTHERN CROSS TV	G. Prescott	93 36 50	93 45 06
2 ONCE MORE DEAR FRIENDS J. & M. Stephen		96 45 06	94 44 11
3 HUMMINGBIRD	J. Oakley	98 18 15	95 09 25

IMS DIVISION G

1 INVINCIBLE	H. & J. Clark	101 22 29	95 24 40
2 FORZADO	G. Phillips	100 51 23	97 08 51
3 BY ORDER OF THE SECRETARY R. Billing		102 50 35	98 55 36

IMS DIVISION H

PI Yacht		Elapsed Time	Corrected Time
1 C'WEALTH BANK SHENANDOAH R. White		108 22 30	92 06 51
2 MISTY	B. Clague	118 07 31	99 41 05
3 ZEUS II	J. Dunstan	122 06 38	101 23 13

TPHS DIVISION

30 YEAR VETERANS

2 CANON MARIS	I. Kiernan	123 53 50	68 13 34
3 CHERANA	J. Keelly	123 20 14	70 06 10

20 YEAR VETERANS

1 LOVE & WAR	P. Kurts	91 06 25	62 05 27
2 MARGARET RINTOUL II R. Purcell/J. Pope		93 51 05	67 01 24
3 WHISPERS II	L. England	90 37 37	67 05 39

TPHS DIV A

1 TOLL EXPRESS HELSALL II T. Rowsthorn		75 24 56	97 08 07
2 COLLEX ONYX	A. Ovenden	82 55 52	97 36 36
3 TASMANIA	R. Clifford	40 48 04	98 14 90

TPHS DIV B

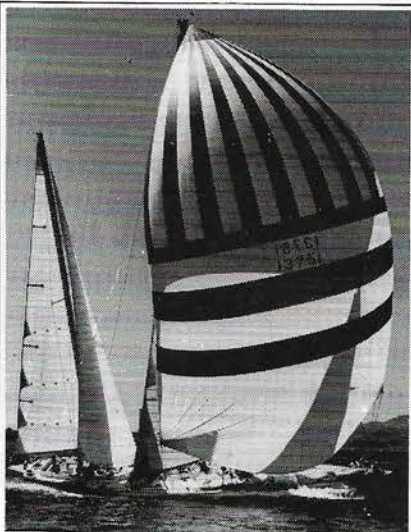
1 AGRO	S. Collis	92 10 10	92 30 19
2 ECLIPSE	D. Goff	93 18 42	93 53 28
3 MUSKET COVE RESORT	B. Messenger	92 27 21	95 18 42

TPHS DIV C

1 COROMANDEL III	D. Burton	110 18 47	104 21 22
2 SHENANDOAH III	J. Sharody	124 53 10	106 46 39
3 KATINKA	D. O'Conner	140 20 27	107 55 20

OVERALL RETIREMENTS: 63

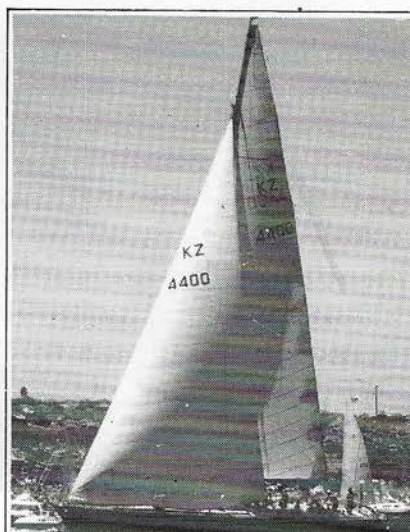
1994 WEATHER: "Hughie" the wind god looked kindly on the CYCA on Boxing Day, providing the record 50th Race fleet with a spinnaker run down Sydney Harbour, without doubt the most spectacular sight ever seen for the start of a major ocean yacht race in the world. From there, however, it was a hard slog almost all the way to Hobart. Once clear of the Heads, the fleet had a beat to windward down the NSW South Coast in a freshening sou'easter. However, by next day, the breeze had backed to the east and nor'east giving the maxis and the bulk of the fleet a fast spinnaker into and, for the leaders, across Bass Strait at record-breaking speeds. However, the second half of the fleet was to be battered by a galeforce south-westerly front, giving many crews a dramatic warning in the form of a "Bass Strait Roller", a rolling band of cloud from horizon to horizon. It was the second front, with winds of up to 50 knots which did not most of the damage...."It came fast, with initial gust of 35 knots, then a lull followed by the second front...at times 50 knots, plus" said one yachtsman. The front put paid to a race record, with the maxis forced to reef down as they made landfall on the Tasmanian East Coast and forced some 40 yachts to run for shelter back at Eden. The south-westerly gale continued as the leading maxis battled their way across Storm Bay, getting respite only on the Derwent in the lee of Mount Wellington. The rest of the fleet continued to be battered by the sou-wester but there were only a couple more retirements in the latter stages. The elapsed times of Tasmania and Brindabella were within 2 hours 25 minutes of Kialoa's 19-year-old race record and the fastest since 1975.



1977 – Kialoa



1979 – Screw Loose



1980 – New Zealand



1981 – Zeus II



1982 – Scallywag



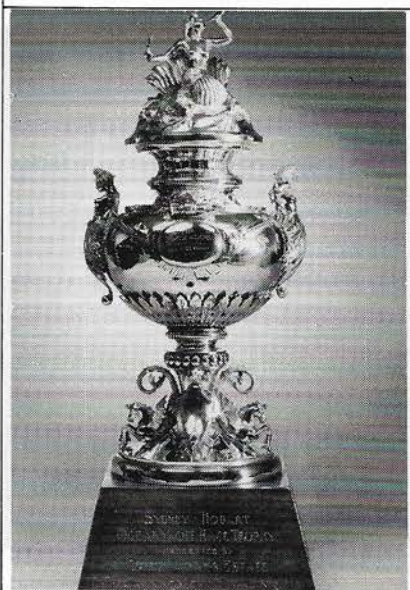
1983 – Challenge



1984 – Indian Pacific



1985 – Sagacious

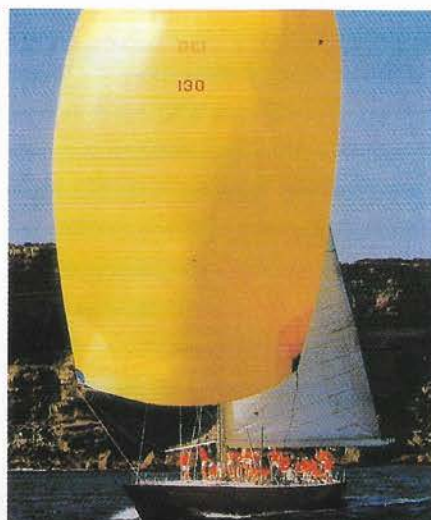




1986 – EXTENSION



1987 – ILLUSION



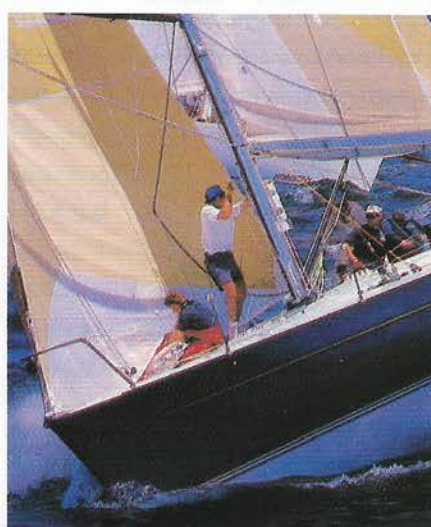
1988 – SOVEREIGN



1989 - ULTIMATE CHALLENGE



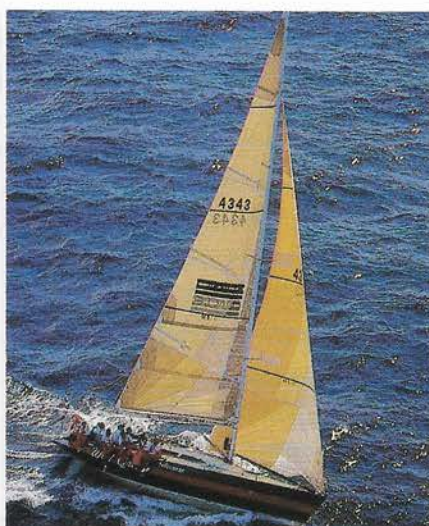
1990 – SAGACIOUS V



1991 IOR – RAGAMUFFIN



1992 IMS – ASSASSIN



**1993 IOR – SOLBOURNE
WILD OATS**



**1993 IMS – MICROPAY
CUCKOO'S NEST**

The 50th Race Winner

Raptor

Winner for Germany & Australia

With the phasing out of the IOR rating system in favour of IMS, the Cruising Yacht Club of Australia

since 1989 had been awarding trophies for the first yacht on corrected time under both IOR and IMS handicaps. However, that ended with the 1993 race and for the 50th Sydney to Hobart there was only one overall winner - the first yacht on IMS corrected time.

The winner was *Raptor*, a German-owned but Australian-designed and built Bashford-Howison 41, the first of a new breed of IMS Cruiser yachts designed by Iain Murray and built at Nowra on the NSW South Coast by Bashford Boatbuilders. Significantly, it gave Iain Murray his first victory in the Sydney to Hobart.

While there was an overall winner, the concept of the 50th Race was to place greater emphasis on divisional winners, with yachts of similar size and boatspeed grouped into ten IMS and three TPHS (Tasman Performance Handicap System) divisions. Each of these winners

"The victory by *Raptor* in the 50th Sydney to Hobart was the first ever by a German yacht in 50 years"

deserves an accolade for its performance in what was a tough race south.

Overall, *Raptor*, owned and skippered by young German yachtsman Andreas Eichenauer, from the Kieler Yacht Club, was placed first from Andrew Strachan's Farr 47, *Ninety Seven*, from Sydney, and the Lawrie Davidson/Iain Murray-de-

signed 52-footer, *Indec Prime Example*, from Melbourne.

The success of *Raptor* was to have a profound influence on the Australian yachting scene, opening up a booming international and Australian market for these fast 41-footers. Bashford-Howison 41s have been built and exported to Europe and South-East Asia and the 51st Sydney to Hobart will see at least five competing including one to be sailed by another German yachtsman.

Since the Hobart victory by *Raptor*, the BH 41s have continued their success in Australian waters, with Ray Roberts' *Millennium* winning the Sydney-Mooloolaba, Brisbane-Gladstone and Cairns-Port Moresby races before going on to success in a race to Jakarta. An-

other BH 41 won its class at Cowes Week in England while the Ray Roberts/Ian Bashford-campaigned *Australia Challenge 2000* won its division of Race Week at Hamilton Island. Subsequently bought by Townsville yachtsman Wayne Millar, she won the Clipper Cup Series at Cairns and Port Douglas.

Millar has chartered the yacht to Germany's Hans-Dieter Hensel who will race it as *Sancho Pansa* as part of the Royal Ocean Racing Club team in the Southern Cross Cup. Roberts and Bashford are putting together a new *Australia Challenge 2000* for the Sydney-Hobart.

The victory by *Raptor* in the 50th Sydney to Hobart was the first ever by a German yacht in 50 years. Ian Bashford and several of his works team of crack sailors were joined by Eichenauer and a group of topclass German sailors in what was a remarkable performance. A champion Etchells sailor from the famous





The 1994 Sydney to Hobart Yacht Race attracted the largest fleet in the history of the race to mark the 50th anniversary of the inaugural race in 1945. It also saw the fleet sailing under one international handicapping system, the International Measurement System (IMS) as Peter Campbell reports.

Hong Kong yachtsman, and previous IMS winner *Assassin*. Also in with a show was the 20-Year Veteran division favourite and two-times past Sydney-Hobart winner, *Love and War*, and the S&S 34, *Commonwealth Bank Shenandoah II*.

In the end, using constructed courses, the Cruising Yacht Club of Australia declared *Raptor* the overall winner with a corrected time of 2 days 15 hours 19 minutes 13 seconds, with *Ninety Seven* second with 2 days 16 hours 51 minutes and *Indec Prime Example* third with 2 days 16 hours 56 minutes 03 seconds. *Raptor's* classification as an IMS Cruiser gave her a 1% reduction on elapsed time, an advantage also enjoyed by *Indec Prime Example*.

Raptor would have won without the 1% but the CYCA has decided against giving a Cruiser allowance for the 1995 Telstra MobileNet Sydney-Hobart, rather grouping yachts in IMS Racer and IMS Cruiser divisions.

With builder Ian Bashford as sailing master, other members of the winning crew included Sydney sailmakers Bruce and Bradley Anson, along with other Australians Ian Holley, Murray Walters, Carl Craaford and Grant Durran. In addition to owner/skipper Andreas Eichenauer, the Germans in the crew were Bjoern Behrmann, Ingo Niemeyer and Erik Von Krause.

Summarising *Raptor's* winning race, Eichenauer put his success down to what he called a "brilliant start", and the decision to go a long way out to sea when they cleared Sydney Heads. That, he believes, gave *Raptor* a 30-mile advantage over the boats that stayed close inshore on that first afternoon and night at sea (December 26-27)

With predictions of strong gusts from the south-west on their final day at sea (December 29) *Raptor* came back inshore

at Flinders Island to set a course straight down the Tasmanian east coast rather than leaving their landfall to further south.

The young German sailor was ecstatic with the performance of the Murray 41 and somewhat over-awed by his win. "She is so fast. We were reaching beside a 53-footer and she couldn't keep up with us. Our highest speed in the race was 21.4 knots."

Despite the big rig, more the size of a 48-footer than a 41, *Raptor* is beautifully balanced, according to the crew. "It's like a dinghy. You just point it where you want to go," Eichenauer said in Hobart. "We were all sitting the pushpit, with just one guy steering, at terrific speed downwind. We were joking that we should have one of these barbecues on the back."

THE 50TH HONOUR ROLL

- IMS Division A: *Indec Prime Example*, Davidson/Murray 52 (David Gotze, Royal Brighton Yacht Club, Vic).
- IMS Division B: *Ninety Seven*, Farr 47 (Andrew Strachan, Royal Sydney Yacht Squadron, NSW).
- IMS Division C: *Atria*, Robert Hicks 30 (Gilbert Ford, Royal Yacht Club of Victoria).
- IMS Division D: *Raptor*, Iain Murray 41 (Andreas Eichenauer, Kieler Yacht, Germany).
- IMS Division E: *Sheraton Hobart*, Farr 40 (Ian Smith, Derwent Sailing Squadron, Tas).
- IMS Division F: *Southern Cross Television*, J35/Johnston (Greg Prescott, RYCT, Tas).
- IMS Division G: *Invincible*, Farr 1104 (Harold and Jean Clark, Bellerive Yacht Club, Tas).
- IMS Division H: *Commonwealth Bank Shenandoah II*, S&S 34 (Ron White, Sandringham YC, Vic).
- 20 Year Veteran IMS Division: *Love and War*, Sparkman & Stephens 47 (Peter Kurts, CYCA, NSW).
- 30 Year Veteran IMS Division: *Southerly*, Peel 35 (Don Mickleborough, CYCA, NSW).
- TPHS Division A: *Toll Express Helsal II*, Adams 60 (Peter Rowsthorn, RYCV, Vic).
- TPHS Division B: *Aggro*, Adams 12 (Stephen Collis, RMYS, Vic).
- TPHS Division C: *Comomandel 3*, Peterson 38 (David Burton, RMYS, Vic).

Baltic sea port and yachting centre of Kiel, Eichenauer had sailed a newly launched J35 in the 1993 race and was one of the many casualties in that galeswept race.

Raptor was launched just a week before the 50th Sydney-Hobart and the 630 nautical mile race was its first competitive sail. The yacht looked a winner from the start on Boxing Day, bounding out ahead of the second line fleet on Sydney Harbour.

For most of the race the Digital computer was placing her high on progressive IMS handicap positions, both overall and in divisions. As the main fleet sailed down the Tasmanian east coast the computer was predicting a close overall result between several yachts in the 40 to 66-foot range, including the previous year's line honours winner, *Ninety Seven*, *Raptor*, *Ausmaid*, a new Farr 47 from Melbourne, *Exile*, a new Reichel/Pugh 66 built in Sydney for a

SAIL NUMBER GUIDE TO THE FLEET

<i>Sail</i>	<i>Yacht name</i>	<i>LOA</i>	<i>Country /State</i>	<i>Year</i>	<i>Owner/Charterer</i>	<i>Designer</i>
C1	BRINDABELLA	22.9	NSW	1993	G.Snow	S.Jutson
Sm2	SEAVIEW CHALLENGE AGAIN	12.5	Vic	1995	L.Abrahams	I.Murray
PD4	ADAMS APPLE	13.8	Tas	1985	D.Wivell	J.Adams
S7	AVENGER	12.2	Vic	1983	H.Leggett	J.Adams
A8	MIRRABOOKA	14.2	Tas	1987	J.Bennetto	G.Frers
US17	SAYONARA	23.8	USA	1995	B.Erkelens	B.Farr
B23	KINGURRA	13.1	Vic	1972	P.Joubert	P.Joubert
RQ23	BOOMAROO MORSE FANS	10.1	Qld	1972	J.McIntosh	S & S
25	CHERANA	11.2	NSW	1959	J.Keelty	A.Payne
A27	PHANTOM	11.9	NSW	1959	J. & L. Morris	K.Holman
S29	SUREFOOT	11.7	Vic	1981	D.Millikan	P.Norlin
ME31	TIBIA	11.5	Vic	1986	R.Wallis	R.Swanson
R33	JLW CHUTZPAH	10.5	Vic	1994	B.Taylor	R.Hick
Sm33	TOXIC WASTE	9.6	Vic	1993	H.Hertzberg	B.Farr
38	SOUTHERLY	10.6	NSW	1938	D.Mickleborough	C.Peel
Sm42	MAUI	10.1	NSW	1984	B.Emerson	B.Roberts
MK69	BIT O FLUFF	12.5	Qld	1994	W.Brooks	I.Murray
70	RAGAMUFFIN	15.5	NSW	1995	S.Fischer	B.Farr
H70	HOTSHOT	9.1	Tas	1979	M.Norman	D.Carter
KB80	CONDOR OF CURRABUBULA	24.3	NSW	1985	T.Paola	R.Holland
SA93	HELSAL II	20.0	SA	1979	K.Flint	J.Adams
A94	CHARISMA	12.9	NSW	1981	J.Lawler	D.Brooker
Sm100	AUSMAID	14.4	Vic	1994	G.Gjergja	B.Farr
M101	WILD THING	15.1	Vic	1991	G.Wharrington	J.Inglis
TYC106	POLAR BEAR	10.5	Tas	1985	H.Williscroft	Van der Stadt
C110	BRINDABELLA II	11.0	Vic	1983	R.Sayers	J.Adams
A113	MARK TWAIN	11.8	NSW	1971	H.O'Neill	S & S
114	TAKE TIME	10.2	NSW	1976	G.Smith	P.Joubert
131	LAHARA	10.1	NSW	1951	P.Asche	J.Muir
B133	FLY BY NIGHT	10.1	Vic	1982	J.Drake	R.Humphreys
C141	INTERLUDE	20.3	USA	1986	D.Murphy	U.Elvstrom
B200	LIBERATOR	11.9	Vic	1993	D.Curlewis	S.Jutson
F209	IVANHOE	15.4	Qld	1982	H.Vaisanen	P.Curren
M250	B'CARD MORNING MIST III	15.8	Vic	1992	A.Neate	B.Farr
315	DOUBLE OR NOTHING	12.2	Qld	1983	J.Bush	J.Adams
327	ZEUS II	9.3	NSW	1979	J.Dunstan	P.Joubert
YC335	WILLYAMA	11.6	SA	1983	J.Runnegar	H.Kaufman
371	BERRIMILLA	10.2	NSW	1977	A.Whitworth	P.Joubert
Sm377	BACARDI	13.3	Vic	1978	G.Ainley/J.Williams	D.Peterson
385	FORESHORE	11.6	Tas	1994	I.Young	S.Jutson
390	AMUREST	11.3	Tas	1986	T.Bower	B.Roberts
S450	MERCEDES III	12.1	Vic	1966	P.Hinrichsen	J.Millar/H.Kaufman
S511	SOAVE IL VENTO	11.9	Vic	1985	S.Niemann	J.Adams
546	BREAKAWAY CAFE WHO	11.6	Tas	1994	W.Banks-Smith	D.Lyons
573	PUBLIC BAR	1995	Qld	1995	J.Davies	G.Elliot
Sm596	BREAKAWAY (Vic)	11.0	Vic	1968	M.Power	R.Swanson
Sm616	MAGIC	11.8	Vic	1981	P.Spry-Bailey	S & S
621	KINGS CROSS - SYDNEY	10.9	NSW	1985	R.Stone	L.Davidson
632	ADELSA	11.6	NSW	1982	P.Kline	J.Duncanson
G710	HITIMEWEWENT	12.2	Vic	1987	R.Hampshire	E.Dubois
M762	INNER CIRCLE	12.2	NSW	1987	D.Pomfret	B.Farr
SA999	MAGLIERI WINES	12.9	SA	1994	G.Vercoe	S.Jutson
1100	HUON CHIEF	11.1	Tas	1974	A.Hay	N.Jennings
1170	OTAGO	13.7	NSW	1978	R.Moore	D.Peterson
1195	VALHERU	13.1	Tas	1994	A.Lyall	G.Elliot

SAIL NUMBER GUIDE TO THE FLEET

1197	LEDA	13.1	SA	1986	T.McGrath	R.Holland
GBR1234	LOCAL HERO XII	11.0	UK	1995	G.Howison	I.Murray
1295	SURAYA	11.3	NSW	1967	C.Sriber	S & S
1317	MARARA	10.1	NSW	1973	B.Ratcliff	S & S
1910	SHENANDOAH III	10.5	NSW	1982	J.Charody	P.Cole
1987	BRIGHT MORNING STAR	15.5	NSW	1985	H.Treharne	D.Peterson
1999	ADRENALIN	11.4	NSW	1980	P.Davis/P.Hamilton	D.Peterson
Sm2000	SWORD OF ORION	13.6	Vic	1993	D.Gotze	Reichel/Pugh
2170	MARGARET RINTOUL II	14.8	NSW	1968	R.Purcell	S & S
2557	HOGSBREATH WITCHDOCTOR	12.7	NSW	1979	The Rum Consortium	L.Davidson
3535	SOUTHERN CROSS TELEVISION	10.8	Tas	1994	G.Prescott	R.Johnstone
3636	HARTZ MINERAL WATER	10.9	Tas	1994	J.Fuglsang	B.Farr
3807	ALEXANDER OF CRESWELL	11.2	ACT	1984	Dept. of Defence Navy	K.Swarbrick
3809	LADY PENRHYN OF NIRIMBA	11.2	NSW	1984	Dept. Of Defence Navy	K.Swarbrick
3810	CHARLOTTE OF CERBERUS	11.2	Vic	1984	Dept. Of Defence Navy	K.Swarbrick
4040	WOW NORTEL	12.2	NSW	1984	K.Goudge	B.Farr
R4110	TERRAFIRMA	12.5	Vic	1995	S.Carlile	I.Murray
4117	TBA (ex Sheraton Hobart)	12.2	Tas	1984	I.Smith	B.Farr
4132	BOSS BLUEBOTTLE	11.8	NSW	1982	A.Allan	S & S
4168	ANDURIL	11.2	Tas	1981	T.Bower	E.Dubois
4343	AMP WILD OATS	13.1	NSW	1982	B.Foye	B.Farr
4574	CIKA	9.6	NSW	1974	T.Hill	P.Cole
4615	NORTAS SALMON	11.4	Tas	1987	A.Doedens	B.Farr
4647	PORTOBELLO	12.35	ACT	1980	M.Matthews	J.Adams
4723	DOMINO II	12.0	NZ	1982	I.Davidson	J.Lidgard
4826	ASPECT COMPUTING	16.5	NSW	1984	D.Pescud	Adams/Radford
4924	SHE II	12.0	NSW	1981	P.Rodgers	Olsen
4966	KING BILLY	11.5	NSW	1992	P.Bennett	J.King
5091	PILGRIM	13.6	NSW	1990	D.Quirk	B.Farr
R5180	SWEET CAROLINE	13.4	Vic	1982	B.Rawson	E.Dubois
5222	FREIGHT TRAIN	18.9	NSW	1983	D.Parkes	G.Frers
5227	ICEBERG	15.9	NSW	1986	G.Gibson	J.Adams
5406	AUTODESK CAPE FEAR	10.7	NSW	1994	A.Wilmot	A.Cape
5411	DICTATOR	11.6	NSW	1993	B.Mead	D.Lyons
5460	INNKEEPER	19.8	NSW	1987	A.Short	K.Steinman
5474	INFINITY III	19.7	NSW	1989	M.James	B.Farr
5488	MORNING TIDE	10.1	NSW	1974	A.Fenwick	S & S
5527	POLARIS	13.3	NSW	1971	J.Quinn	P.Cole
5585	SYCORAX	12.5	NSW	1995	M.Quinn	I.Murray
5588	RAPSCALLION	12.2	NSW	1993	D.Voorderhake	D.Lyons
5597	AUSTRALIAN CHALLENGE 2000	12.5	NSW	1995	R.Roberts/I.Bashford	I.Murray
5600	RAGER	17.1	NSW	1987	P.Bush	G.Elliot
SA6000	SUNDANCE II	12.2	SA	1989	G.Boettcher	L.Davidson
NZL6006	THAI AIRWAYS INTERNATIONAL	16.9	NZ	1985	C.Packer	L.Davidson
6074	HENRY KENDALL AKUBRA	12.2	NSW	1987	P.Wilde	B.Farr
6336	TBA (ex 2KY Racing Radio)	10.8	NSW	1994	B.Mulkearns	S.Jutson
6600	XSTATIC	11.6	NSW	1993	B.Gooley	S.Jutson
AUS6717	P.L. LEASE FUTURE SHOCK	17.1	Vic	1989	P.Hansen	G.Elliot
7314	FORZADO	10.3	Qld	1986	G.Phillips	B.Farr
7333	SIDEWINDER	15.5	NSW	1985	J.Needham	E.Dubois
IRL8000	ATARA	13.0	NSW	1994	J.Storey	J.Lidgard
8388	FUDGE	25.9	NSW	1990	A.Starling	Cook/Edmunds/Duncan
8888	AMAZON	21.0	NSW	1991	P.Walker	K.Steinman
8889	SANCHO PANSA	12.5	Ger	1995	H.Hensel	I.Murray
9090	QUEST	13.1	NSW	1995	B.Steel	Nelson/Marek
GBR9641	HAWK	12.5	NSW	1995	N.Bramwell	I.Murray
9797	NINETY SEVEN	14.3	NSW	1993	A.Strachan	B.Farr
9999	ASSASSIN	12.2	NSW	1992	R.Crawford	B.Farr

THE FLEET FOR HOBART 1995

Who's Heading For Hobart



ADAMS APPLE

LOA: 13.5m
DESIGNER: Joe Adams (Aust)
TYPE: Adams 13
OWNER/SKIPPER: Dennis Wivell
CLUB: Port Dalrymple Yacht Club, Tas
Finishing 8th in TPHS Division A last year, this is the fifth trip south for the Joe Adams designed Adams Apple, which is a regular competitor in major offshore events on the yachting calendar. Dennis Wivell and crew have competed in four Sydney-Hobart races, five Melbourne-Hobart races and the '88 Tall Ships race. Best place to-date is a 3rd in the '93 Melbourne-Hobart race.
Crew: D. Wivell (4), R. Wivell (4), A. Van Asche (6), G. Alway (7), M. Sherrieff (2), M. Whitmore (2), Peter Marran.

SAIL NO: PD 4

CLASS: TPHS
YEAR BUILT: 1985
NO.OF HOBARTS: 4



ALEXANDER OF CRESWELL

LOA: 11.1m
DESIGNER: Kim Swarbrick (Aust)
TYPE: S111
OWNER/SKIPPER: Bill Rose
CLUB: HMAS Creswell, NSW
Alexander of Creswell has participated in all Sydney-Hobart races since she was delivered to the R.A.N. college, HMAS Creswell in 1984, and has won the Oggin Cup five times. Her primary role is sail training for the Navy's new entry officers which includes navigation, sea safety, sea awareness and teamwork. In this role she would passage approximately 10,000 nm a year and train around 270 officer trainees.
Crew: R. Timms (3), M. Petch, B. Rose (9), W. Reynolds (3), R. Graham (1), S. McClelland (1), C. Dawson (1), M. Formann (2), D. Spencer.

SAIL NO: 3807

CLASS: IMS
YEAR BUILT: 1984
NO. OF HOBARTS: 10



ADELSA

LOA: 12.2m
DESIGNER: John Duncanson (Aust)
TYPE: Duncanson 40
OWNER/SKIPPER: Patrick Kline
CLUB: Royal Prince Alfred Yacht Club, NSW
Adelsa didn't finish her first Sydney-Hobart last year, retiring with sail damage and an injured crewman. Used mainly for family cruising and charter work, Patrick Kline has decided to have another crack at the race and has high hopes of finishing this year. This year, Patrick's daughter and two sons are looking forward to joining him once again, after their first try last year.
Crew: P. Kline (11), I. Millar (12), P. Molony (11), P. Kinsella (2), S. Kline (1), C. Kline (1), A. Kline (1), J. Woods (6), S. Pinn (1), M. Maher (1).

SAIL NO: 632

CLASS: IMS
YEAR BUILT: 1982
NO.OF HOBARTS: 1



AMAZON

LOA: 20.7m
DESIGNER: Kell Steinmann (Aust)
TYPE: Pocket Maxi
OWNER/SKIPPER: Peter Walker
CLUB: Cruising Yacht Club of Australia, NSW
Amazon didn't make it to the start line last year and Peter Walker says he will only start this year if the race is a downhill one. If this happens, she will give Brindabella and the new American maxi, Sayanora, a run for their money. Only Sydney-Hobart line honors has alluded this yacht with broken gear forcing it out in '91 (whilst leading) and '93, and New Zealand Endeavour beating her in '92. Recently finished 3rd under TPHS in the Sydney-Southport Classic.
Crew: P. Walker (1), J. Pearce (17), P. Edwards (9) and others.

SAIL NO: 8888

CLASS: TPHS
YEAR BUILT: 1990
NO.OF HOBARTS: 3



ADRENALIN

LOA: 11.4m
DESIGNER: Doug Peterson (USA)
TYPE: Bermudan Sloop
OWNER/SKIPPER: Peter Davis/Peter Hamilton
CLUB: Cronulla Sailing Club, NSW
Adrenalin was built in 1980 as Admiral's Cup contender. She was campaigned successfully, placing 5th overall in the 1983 Sydney-Hobart and winning other ocean races such as the Montague Island Race. A yacht with many name changes, the most recent being Designads, her last major ocean race was to Coffs Harbour in 1990. Peter Davis & Peter Hamilton recently purchased the yacht and have spent a lot of money doing her up.
Crew: P. Davis, P. Hamilton, T. Woodward (1), D. De Coster, T. Woodward, R. Zidareu, L. Thompson.

SAIL NO: 1999

CLASS: TPHS
YEAR BUILT: 1980
NO.OF HOBARTS: 3



AMP WILD OATS

LOA: 13.1m
DESIGNER: Bruce Farr (NZ)
TYPE: Farr 43
OWNER/SKIPPERS: Bruce Foye, Roger Hickman, Lance Peckman
CLUB: Cruising Yacht Club of Australia, NSW
One of the best performing yachts in Australia over the last ten years, with a good partnership between Bruce Foye Roger Hickman and Lance Peckman. Numerous top results including 1st in division '93 Sydney-Mooloolaba and 2nd overall in '94, 2nd overall '93 Sydney-South-port and 1st in '94, 1st overall under IOR in '94 Sydney-Hobart, finished 5th in division last year and 1st under IOR in CYCA Bluewater Pointscore.
Crew: B. Foye (5), R. Hickman (16), L. Peckman (3), C. Knox (8), L. Jamieson (11), A. Crow (3), S. Hunt (2), G. Hudson (1), J. Crowline, M. Slinn (1), P. Mackinnernie (5), D. Richards (4).

SAIL NO: 4343

CLASS: IMS
YEAR BUILT: 1985
NO.OF HOBARTS: 8



AMUREST
LOA: 11.2m
DESIGNER: Bruce Roberts (Aust)
TYPE: Roberts 37
OWNER/SKIPPER: Terence Bower
CLUB: Royal Yacht Club of Tasmania, Tas
This Roberts 37 was built for cruising Tasmanian waters and will compete in her first race this year when she lines up with others to compete in the Maria Island race in Tasmania, in a lead-up to the Sydney-Hobart race. Her owner, Terence Bower, can't get racing out of his blood, which prompted him to enter this year's Telstra MobileNet Sydney-Hobart, and says his yacht performs well for its type.
Crew: T. Bower (3), P. Masterton (2), P. Bristow (1).

SAIL NO: 390

CLASS: IMS
YEAR BUILT: TBA
NO.OF HOBARTS: 0



ANDURIL
LOA: 11.1m
DESIGNER: Ed Dubois (UK)
TYPE: Dubois 36
OWNER/SKIPPER: Jeff Cordell
CLUB: Derwent Sailing Squadron, Tas
Formerly Bimblegumbe and designed to the old one ton rule, this yacht has had extensive modifications and last competed in the Sydney-Hobart in 1990. Most of the crew sailed aboard Metro Busy Bee in last year's race, with Jeff Cordell purchasing Anduril this year in Mooloolaba, keen to have a go on a faster boat. Anduril will compete in offshore races prior to arriving in Sydney in December.
Crew: J. Cordell (1), G. Eiszele (6), D. McKenzie (1), David Furmaye (1), D.White, D.Cordell.

SAIL NO: 4168

CLASS: IMS
YEAR BUILT: 1981
NO.OF HOBARTS: 3



ASPECT COMPUTING
LOA: 16.0m
DESIGNER: Adams/Radford (Aust)
TYPE: Adams 15.2
OWNER/SKIPPER: David Pescud
CLUB: Cronulla Sailing Club, NSW
Competing last year as Com Tech and finishing 15th in TPHS Division A, also gained a 2nd in the '94 Mooloolaba-Airlie Beach race, 8th PHS in the '94 Sydney-Southport and 1st in '95 and 2nd in PHS in the '95 Sydney-Mooloolaba. Remarkable because this is a physically challenged crew and is the first in Australia to compete in offshore racing. Pescud and crew were nominees in the recent NSW Yachting Awards.
Crew: D. Pescud (1), H. Murlib (1), A. Grundy (1), K. Jaggar (16), R. Bowler (1), A. Lee (1), W. Hunter (3), H. Mirbieb (1), S.Monk, G.Rayner.

SAIL NO: 4826

CLASS: TPHS
YEAR BUILT: 1989
NO.OF HOBARTS: 1



ASSASSIN
LOA: 12.1m
DESIGNER: Bruce Farr (NZ)
TYPE: Farr 40 IMS
OWNER/SKIPPER: Robin Crawford
CLUB: Middle Harbour Yacht Club, NSW
Well sailed yacht competing in all races on the Australian calendar and represented Australia at the Kenwood Cup in '94, finishing 3rd in division. Winnings include the '92 Asia Pacific Series, '92 Sydney-Hobart, '93 Ronstan Regatta, '93 Sydney-Mooloolaba, '93 Three Ports Race, '93 Gascoigne Cup, '93 Southern Cross selection trials and many other placings. Missed 1st place in the '95 Sydney-Mooloolaba by just three minutes.
Crew: R. Crawford (5), M.Christensen (1), A.Buckland (8), L.Wilson (5), G.Bergmann (13), C.Williams, N.Dean, A.Parkes (6), G.Cotton (1).

SAIL NO: 9999

CLASS: IMS
YEAR BUILT: 1992
NO.OF HOBARTS: 3



ATARA
LOA: 13.0m
DESIGNER: David Lyons (Aust)
TYPE: IMS 41
OWNER/SKIPPER: John Storey
CLUB: Royal Cork Yacht Club, Ire
John Storey is a quiet achiever who finished 4th in division in last year's race and this year finished 2nd on line and first in division of the Sydney-Mooloolaba race. Other events include the '93 Admiral's Cup in which Atara was the only finisher in the Fastnet race for the Irish Team. Storey also represented the Irish team in the '93 Southern Cross Cup and Sydney-Hobart. Should be a front runner.
Crew: J. Storey (4), P.Messenger (11), S.Blannatyne, F.Johnston (26), R.Allanson (8), W.Sykes (17), T.McWilliam (1), G.O'Shea, D.Storey, D.Jones (5), Toby Richardson (20).

SAIL NO: IR 8000

CLASS: IMS
YEAR BUILT: 1994
NO.OF HOBARTS: 1



AUSMAID
LOA: 14.4m
DESIGNER: Bruce Farr (NZ)
TYPE: Farr IMS 47
OWNER/SKIPPER: Giorgio Gjergja
CLUB: Sandringham Yacht Club, Vic
Finished 2nd to Ninety Seven in last year's race when this Farr design was brand new. Giorgio Gjergja is very competitive and will be looking for a top place this year. He has again scored top helmsman and tactician, Ross Lloyd and will have a good crew line-up. Gjergja has previously contested a number of races including three Sydney-Hobarts and numerous Melbourne races. Don't discount him.
Crew: G. Gjergja (4), R. Lloyd (11), R. Kenery (4), R.Case (4).

SAIL NO: B 1

CLASS: IMS
YEAR BUILT: 1994
NO.OF HOBARTS: 1



AUSTRALIA CHALLENGE 2000
LOA: 12.5m
DESIGNER: Iain Murray (Aust)
TYPE: BH 41
OWNER/SKIPPER: Ray Roberts/Ian Bashford
CLUB: Cruising Yacht Club of Australia, NSW
Just launched BH 41 which will be formidable in this race, with co-owner and builder of the yacht, Ian Bashford on board. Bashford steered last years winner, Raptor, to victory and her other owner, Ray Roberts, was the first to own two of the new BH 41's, with numerous wins already, including a divisional win in the Sydney-Mooloolaba race, Hamilton Island Race Week, Bali-Jakarta race and numerous others.
Crew: I. Bashford (5), R. Roberts (8), C. Craford (9), Bruce Anson (3), Brad Anson (2), J. Rose (2), I. Holley (2), J.Wilmut (5).

SAIL NO: 5597

CLASS: IMS
YEAR BUILT: 1995
NO.OF HOBARTS: 0



AUTODESK CAPE FEAR
LOA: 10.7m
DESIGNER: Andrew Cape (Aust)
TYPE: Cape 35
OWNER/SKIPPER: Amanda Wilmut
CLUB: Cruising Yacht Club of Australia, NSW
All female crew headed by Amanda Wilmut, from the famous Wilmut sailing family. Amanda has steered in seven Sydney-Hobarts amongst other races and will have a top crew including two Whitbread crew members, Adrienne Cahalan, who needs no introduction and Sue Crafer. They've picked a boat with top results including 2nd in division, '94 Sydney-Southport race, 1st in PHS in the '94 Mooloolaba-Airlie Beach race and 1st in division '95 Sydney-Mooloolaba race.
Crew: A. Wilmut (7), S. Crafer (4), A. Cahalan (4), L.Marwood (7), G.Bristow (1), C.Patterson (1), S.Hill.

SAIL NO: 5406

CLASS: IMS
YEAR BUILT: 1994
NO.OF HOBARTS: 1



AVENGER
LOA: 12.1m
DESIGNER: Joe Adams (Aust)
TYPE: Adams 12
OWNER/SKIPPER: Harry Leggett
CLUB: Royal Melbourne Yacht Squadron, Vic
Harry Leggett is a two time winner of the Melbourne-Devonport race and Rudder Cup and has placed in both these on three other occasions. He is current President of the VYC and Executive Board Member of the AYF. Avenger will be best remembered, when in 1992, a crew member broke his leg, but refused to let the owner at that time to withdraw from the race. He spent two days strapped in a bunk.
Crew: H. Leggett, G. Clapham (2), K. Simpson (1), R.Allum (4), S.Rosser, R.Tebbutt, M.Mier, C.Spooner.

SAIL NO: S 7

CLASS: TPHS
YEAR BUILT: 1983
NO.OF HOBARTS: 1



BACARDI
LOA: 13.3m
DESIGNER: Doug Peterson (Aust)
TYPE: Peterson 44
OWNER/SKIPPER: Graeme Ainley/John Williams
CLUB: Sandringham Yacht Club, Vic
Bacardi had a total refit for last year's race and finished 3rd in Division E. An older design, she is always assured of finishing a long ocean race and was one of the few finishers in the '93 race; one of the worst on record, finishing 3rd in Division B, she still races competitively in Victoria. Ainley and Williams bring with them their regular experienced crew - a mix of old and young.
Crew: J. Williams (14), G. Ainley (14), D. Guinan (4).

SAIL NO: SM 377

CLASS: IMS
YEAR BUILT: 1979
NO.OF HOBARTS: 13



BARTERCARD MORNING MIST III
LOA: 15.7m
DESIGNER: Bruce Farr (NZ)
TYPE: Farr IMS 50
OWNER/SKIPPER: Alfred Neate
CLUB: Mornington Yacht Club, Vic
Won Division A in the '92 Sydney-Hobart and placed 2nd overall under IMS, retired from the '93 race with suspected damage and finished 4th in Division A last year. Neate and crew took 1st place in the '93 Melbourne Nissan Regatta and this year gave the maxis a run for their money when they raced out of the heads pointed for Southport, but did not manage a place. Still has plenty of pace left.
Crew: A. Neate (12), T. Neate (7), D.Pickford (4), A.Parker (4), J.Dixon (9), B.Case (32), J.Rae (4), J.Marshall (1), L.Ash (8), S.Rice (5), I.Sheekey (2), T.Smith (1), G.McCarthy (7), P.Brasier, N.Warburton (4).

SAIL NO: SM 250

CLASS: IMS
YEAR BUILT: 1992
NO.OF HOBARTS: 3



BERRIMILLA
LOA: 10.1m
DESIGNER: Peter Joubert (Aust)
TYPE: Broiga 33
OWNER/SKIPPER: Alex Whitworth
CLUB: Royal Australian Naval Sailing Assoc., NSW
One of only forty six yachts to complete the gale swept 1984 Sydney-Hobart under her previous name, Leven. Berrimilla retired from the race last year with tiller problems, which have since been rectified. She has competed in numerous Montagu Island races, the Sydney-Mooloolaba and short-handed racing. Her owner, Alex Whitworth, has competed in such races as the Fastnet race and the Sydney-Rio.
Crew: A. Whitworth (3), F. Van Ogtrop (1), G. Devlin, F. Smith, G. Smith.

SAIL NO: 371

CLASS: IMS
YEAR BUILT: 1977
NO.OF HOBARTS: 4



BIT O' FLUFF
LOA: 12.5m CLASS: IMS
DESIGNER: Iain Murray (Aust) YEAR BUILT: 1994
TYPE: ILC 40 NO.OF HOBARTS: 1
OWNER/SKIPPER: Warren Brooks
CLUB: Mackay Yacht Club, Qld
Quick Iain Murray design, this is the basis of the Bashford/Howison Cruiser/Racer. Fluff finished 31st on handicap in last year's race and was 13th in division in the Asia Pacific Regatta. She finished 1st on line and 4th on handicap in the '95 Brisbane-Gladstone race and won this year's race to Mackay race in record time. Sydney skipper, Ed Psaltis will feature as a helmsman for this race.
Crew: W. Brooks (1), E. Psaltis (15), B. Thomas (7), R. Craiglin (1), I. Bofinger (1), L. Abrahamson (1), H. McIntosh, B. Salsbury, G. Nice, A. Dunne.



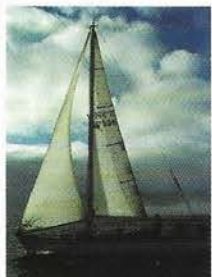
BOSS BLUEBOTTLE
LOA: 11.8m CLASS: IMS
DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1982
TYPE: S&S 39 NO.OF HOBARTS: 1
OWNER/SKIPPER: Arthur Allan
CLUB: Royal Prince Alfred Yacht Club, NSW
Bluebottle is a cruiser/racer which recently finished 4th in division in the '95 Sydney-Mooloolaba race, but did not finish last year's Sydney-Hobart, due to steering failure when the rudder broke off in Bass Strait. Bluebottle was towed into Eden by the rescue boat "Sea Guardian" before returning to Sydney. They have fixed the rudder and this year Arthur Allan and crew intend to get there!
Crew: A. Allan (1), D. Allan (1), N. Brundle (9), L. Waddell (6), G. Smith (1), P. Gregory, M. Garland (1), P. Kavanagh (2).



BOOMAROO MORSE FANS
LOA: 10.1m CLASS: IMS
DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1972
TYPE: S&S 34 NO.OF HOBARTS: 7
OWNER/SKIPPER: John McIntosh
CLUB: Royal Queensland Yacht Squadron, Qld
Self-confessed suckers for punishment, John McIntosh and his eighteen year old son Andrew, survived the '93 Sydney-Hobart (Andrew's first) and are back for a third go. This will be John's 8th trip to Hobart after finishing 14th in the 20 Year Veteran Division last year. Results for Boomaroo include a 1st in the '92 and '93 Mooloolaba-Hamilton Island Series and 1st in the '92 Mooloolaba-Airlie Beach race.
Crew: J. McIntosh (5), J. Doherty (1), S. Baxter (2), D. Baxter (2), A. McIntosh (2).



BREAKAWAY CAFE WHO
LOA: 11.6m CLASS: IMS
DESIGNER: David Lyons (Aust) YEAR BUILT: 1994
TYPE: Lyons 38 NO.OF HOBARTS: 1
OWNER/SKIPPER: Wayne Banks-Smith
CLUB: Royal Yacht Club of Tasmania, Tas
Launched in December last year, Breakaway competed in her first race, the Maria Island and then onto the Sydney-Hobart. She was 6th Tasmanian boat home and finished 14th overall in division. Wayne Banks-Smith says they will improve their result this year. A David Lyons design, Breakaway won the '94 Australian Yacht of the Year Award and the '94 Optus Yacht of the Year Award.
Crew: W. Banks-Smith (2), D. Cole-Cook (12), J. Cole-Cook (11), R. Latham (8), D. Carey (1), G. Weatherburn (2), K. Curtain (3), R. Armstrong.



BREAKAWAY
LOA: 10.9m CLASS: IMS
DESIGNER: Ron Swanson (Aust) YEAR BUILT: 1968
TYPE: Swanson 36 NO.OF HOBARTS: 1
OWNER/SKIPPER: Martin Power
CLUB: Sandringham Yacht Club, Vic
As "Melite", this yacht represented NSW in the Southern Cross Cup in 1969 and went on to race in the '74 Trans-Tasman Single Handed race. Best results include: 1st Melbourne-Devonport '92, 2nd Melbourne-Burnie '93, 3rd Two-Handed Division '94 Melbourne Devonport, 2nd in division '95 Telstra Business Directory Series and 3rd in division '95 Melbourne-Port Fairy race. Could do well in division.
Crew: M. Power, Q. Tuxen (4), L. Higgins (5), A. Sharple, P. Sandy (1), R. Eason (1), R. Cielesh.



BRIGHT MORNING STAR
LOA: 15.5m CLASS: IMS
DESIGNER: Doug Peterson (Aust) YEAR BUILT: 1987
TYPE: Cruiser/Racer NO.OF HOBARTS: 3
OWNER/SKIPPER: Hugh Treharne
CLUB: Cruising Yacht Club of Australia, NSW
Bright Morning Star will represent the RORC in England in the Southern Cross Cup along with Ninety Seven and Sancho Pancho, a Bashford-Howison 41, making a formidable team. The crew would, of course, include the owner, multiple America's Cup sailor, Hugh Treharne, and his brother Ian. Sailing as Philips Lightning last year, the boat finished 11th in her division.
Crew: H. Treharne (15), A. Waha, T. Hill (1), M. Hayman, D. Crosbie, S. Clark, C. Wardle, R. Powell, M. Fitzgerald, S. Blaxell, J. Bainbridge, G. Schofield, I. Treharne (15).



BRINDABELLA
LOA: 22.9m CLASS: IMS
DESIGNER: Scott Jutson (Aust) YEAR BUILT: 1993
TYPE: IMS Maxi NO.OF HOBARTS: 2
OWNER/SKIPPER: George Snow
CLUB: Cruising Yacht Club of Australia, NSW
Arguably the fastest maxi on the racetrack, Brindabella finished 2nd on line in '94 to Tasmania by seven minutes, after they had raced neck and neck. Recently broke her mast leading the Gosford-Lord Howe Island race (in which she took line honors in 1993), but took the double in the '95 Sydney-Southport race. Won line honors in the '94 Sydney-Mooloolaba, breaking the 17 year race record, and again this year also winning her division. Odds on favourite.
Crew: G. Snow (12), B. Fraser (16), T. Bold (14), D. Adams (7), E. Adriaanese (7), P. Bellingham (2), S. Byron (5), D. Craig (8), T. Hearder (14), A. Jackson (3), S. Jutson (2), G. Kay (8), J. Marina (4), L. May (22), W. Rawlings (3), T. Rose (2), P. Sheldrick (5), R. Snow (2), B. Stephens (7), P. Westlake (7), J. Young (5).



BRINDABELLA II
LOA: 10.9m CLASS: IMS
DESIGNER: Joe Adams (Aust) YEAR BUILT: 1983
TYPE: Adams 11.0 NO.OF HOBARTS: 0
OWNER/SKIPPER: Roger Sayers
CLUB: Corner Inlet Yacht Club, Vic
Roger Sayers is a keen single-handed sailor with considerable experience cruising Bass Strait. He is also an amateur radio enthusiast and operates from Brindabella II whilst at sea. He qualified for the '95 Melbourne-Osaka race but disappointedly could not start due to rigging problems. Sayers has also contested the Portsea-Hastings race and will carry an experienced crew with him to Hobart.
Crew: R. Sayers, M. Jacob, S. Streader, I. Pizzey, P. Madigan.



CHARISMA
LOA: 13.0m CLASS: TPHS
DESIGNER: Doug Brooker (Aust) YEAR BUILT: 1981
TYPE: Cavalier 43 NO.OF HOBARTS: 3
OWNER/SKIPPER: James Lawler
CLUB: Sydney Amateurs Sailing Club, NSW
Cruiser/racer yacht built to a traditional design. Charisma finished 1st in PHS Division 2 in the '93 race and was one of the very few yachts which did not suffer any damage. James Lawler is a regular ocean racing competitor, having competed in many longer races such as the Sydney-Gold Coast, Sydney-Lord Howe Island and Sydney-Mooloolaba and recently finished 2nd in PHS in the Sydney-Gold Coast Classic.
Crew: Jim Lawler (12), J.V. Lawler (14), T. Cosh (10), P. Robinson (14), I. McIntosh (4), K. Radford (10), R. Lawler (15), P. Ward (2).



CHARLOTTE OF CERBERUS
LOA: 11.1m CLASS: TPHS
DESIGNER: Kim Swarbrick (Aust) YEAR BUILT: 1984
TYPE: S111 NO.OF HOBARTS: 0
OWNER/SKIPPER: Ian Rushton
CLUB: Royal Australian Naval Sailing Assoc., NSW
PHONE: 015 849 434 FAX: 059 507 114
This is the Navy sail training yacht based at HMAS Cerberus in Western Port, and is used for new entry sail training awareness, inshore and offshore training expeditions and programmed Ocean Racing Club of Victoria offshore races, as continuation training as per AYF TL4 Scheme. Will be Navy crew, consisting of sail training staff and base personnel and this is the first time the yacht has been to Hobart.
Crew: J. Nankervis, I. Rushton, D. Tiller, D. Thompson, G. Pope, L. Lenthal, R. Workman, K. McDonald.



CHERANA
LOA: 11.2m CLASS: IMS
DESIGNER: Alan Payne (Aust) YEAR BUILT: 1959
TYPE: Tasman Seabird NO.OF HOBARTS: 5
OWNER/SKIPPER: John Keely
CLUB: Cruising Yacht Club of Australia, NSW
Famous old wooden yacht with beautiful lines which sailed in the 30 Year Veteran division last year and finished 3rd. Under a former owner, Cherana had her first race to Hobart in 1959 and won the race overall. She has also won nineteen SOPS and SHPS out of CYCA since 1970. John Keely still races competitively out of CYCA and has high hopes of finishing as well this year as he did last.
Crew: J. Keely (7), M. Butler (1), R. Poole (2).



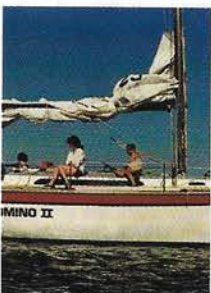
CIKA
LOA: 9.5m CLASS: IMS
DESIGNER: Peter Cole (Aust) YEAR BUILT: 1974
TYPE: East Coast 31 NO.OF HOBARTS: 0
OWNER/SKIPPER: Tony Hill
CLUB: Cruising Yacht Club of Australia, NSW
Classic Peter Cole design which has been re-rigged and rejuvenated in hopes of a good place in the big race south this year. Tony Hill says they have a very keen crew which includes twenty-one year old son Matthew. Other races contested by Hill include the 1990 and 1991 Pittwater-Coffs Harbour. One of the smaller yachts in the fleet this year, if the weather is right, she should do well.
Crew: T. Hill, M. Hill, K. Dorson, N. Armstrong, N. Leslie.



CONDOR OF CURRABUBULA
LOA: 24.3m
DESIGNER: Ron Holland (Ire)
TYPE: Maxi
OWNER/SKIPPER: Anthony Paola
CLUB: Cruising Yacht Club of Australia, NSW
Underwent a refit last year which paid off when she took line honors in the Sydney-Southport race. Condor has a winning history; line honors in the '83 and '86 Sydney Hobart, again in the '90 Sydney-Mooloolaba race, and 2nd on line in the '80 Sydney-Hobart. Tony Paola should be happy with the yacht's performance, finishing 10th on line last year. Regular crew member, Neil Vidal, will skipper the yacht this time. Crew: A. Paola, N. Vidal (12), B. Gould (29), L. Davidson (12).



DICTATOR
LOA: 11.6m
DESIGNER: David Lyons (Aust)
TYPE: Jalkan 38
OWNER/SKIPPER: Bruce Mead
CLUB: Lake Macquarie Yacht Club, NSW
Winner of the "Yacht Design of the Year Award" last year and has the same designer as Cuckoos Nest, the IMS 40 which won overall the '93 race and came in 2nd on line. Bruce Mead has now got the measure of his yacht which competed in the '93 Sydney-Hobart, but along with many others was forced to retire. He finished 12th in division last year and his Best result was a win in the 1992 Flinders Island race. Crew: B. Mead (2), A. Paterson (4), J. Payne (2), T. Woods (4), J. Mead (2), B. Filby (2), A. Hampo, D. Hill (5), S. Chapman (5).



DOMINO II
LOA: 11.9m
DESIGNER: Lidgard (NZ)
TYPE: Lidgard 40
OWNER/SKIPPER: Ian Davidson
CLUB: Royal New Zealand Yacht Squadron, NZ
Thirteen year old yacht from Auckland contesting her first Sydney-Hobart race this year. Previous races for yacht and owner include Tauranga-Brisbane, Auckland-Mooloolaba, Auckland-Suva and Auckland-Noumea. Best place to-date was a 3rd under IMS in the Auckland to Fukuoka race. Ian Davidson will bring an experienced crew with him and is excited about competing in his first race to Hobart. Crew: I. Davidson, K. Batkin, S. MacLachlan, C. Scoones, K. Batkin, P. Hackett (2), C. Wynwood.



DOUBLE OR NOTHING
LOA: 12.1m
DESIGNER: Joe Adams (Aust)
TYPE: Adams 12
OWNER/SKIPPER: Jon Bush
CLUB: Royal Queensland Yacht Squadron, Qld
Missed the race last year, but competed in '83, '91, '92 and '93. Double or Nothing had a best place of 3rd under IMS in division in 1992, and in a nine hour period in the '93 race improved her position overall from 27th place to 16th, before being forced to retire with an injured crew member. Jon's twenty-one year old son, Brett, will sail with him again this year after having his first go in 1993. Crew: J. Bush (4), B. Bush (3), S. Zaphir (3).



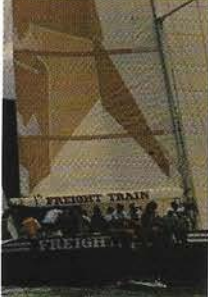
FLY BY NIGHT
LOA: 10.1m
DESIGNER: Rob Humphreys (UK)
TYPE: Three Quarter Tonnor
OWNER/SKIPPER: John Drake
CLUB: Royal Brighton Yacht Club, Vic
In the storm lashed 1993 Sydney-Hobart Fly By Night was one of the smallest lightweight yachts to finish the race, placing 6th overall under IOR and 3rd in Division B. Not surprising, as this is an older reliable three quarter tonner and owner. John Drake and crew put in plenty of practice, and other races contested include Pittwater-Coffs Harbour, Sydney-Mooloolaba and many others. Crew: J. Drake (5), C. McLean (5), C. Martin (4), J. Patterson (3), C. McLean (5), R. Brown (1), S. Tedstone, N. Edwards, L. Maggot.



FORESHORE
LOA: 11.5m
DESIGNER: Scott Jutson (Aust)
TYPE: NS-X
OWNER/SKIPPER: Ian Young
CLUB: Bellerive Yacht Club, Tas
Foreshore was launched in March last year and races locally in preparation for her longer races. Ian Young and crew contested their first Sydney-Hobart aboard Foreshore last year, finishing 20th in Division E. Young has plenty of sea miles to his credit sailing from Hobart to Melbourne to the Whitsundays, then a trip from Mooloolaba to Hobart and Hobart to Sydney. He is going for a better place this time. Crew: I. Young (1), R. Salter (3), R. Park (1), R. Behrens (11), I. Webster (1), I. Glazebrook, G. Young, P. Turner (12).



FORZADO
LOA: 10.3m
DESIGNER: Bruce Farr (NZ)
TYPE: Farr 1020
OWNER/SKIPPER: Geoffrey Phillips
CLUB: Cruising Yacht Club of Australia, NSW
Previously based in California, Forzado had a successful season including winning the '88 Audi/North Race Week, Daily Pilot Offshore Trophy and Winter Series and has raced well in CYC events. Geoff Phillips has his nine year old Farr beautifully prepared and always sails hard, which paid off last year when he scored a 2nd in Division G under IMS. It will be no surprise to see him take a place again this year. G. Phillips (2), H. Burns (1), G. Carrick (2), J. Summers (3), D. Cooke, D. McKelvie, C. Hart.



FREIGHT TRAIN
LOA: 18.9m
DESIGNER: German Frers (Arg)
TYPE: Pocket Maxi
OWNER/SKIPPER: Damien Parkes
CLUB: Cruising Yacht Club of Australia, NSW
Good crew line-up this year for Freight Train including Rolfe Mische and Pacific Sailing School Director, Terry Wise. Along with most others, Freight Train didn't make the finish line in '93, but did take time to help with radio skeds and yachts in trouble. She finished 25th over the line last year and needs a revamp to get her going again, but has had some good line honors wins in her time. Crew: D. Parkes (19), J. Gardener (8), J. Parkes, P. McNeil (8), B. Stacey (4), N. Ryan (1), T. Wise (8), R. Mische (15), R. Keane (5), G. Jenkins (1), P. Anderson (1), J. Colley (1), W. Miller (4), C. Byers (1), S. Smith (1), G. Swan (3), P. Wills (5), D. Grove, R. Marks.



FUDGE
LOA: 25.8m
DESIGNER: Cook/Edmunds/Duncan, USA
TYPE: Maxi
OWNER/SKIPPER: Anton Starling
CLUB: Cruising Yacht Club of Australia, NSW
Fudge was originally built by Bill Koch of America's Cup fame and raced in and won eight regatta's and was World Maxi Champion in 1991 and 1992. She was stored for three years prior to Hair-Care king Anton Starling purchasing her. Has since competed in the Hamilton Island and Hayman Island Series and will have exponent of twenty-one races south, Dave Kellett, as sailing master. May well take line honors. Crew: A. Starling, D. Kellett (21), P. Eadie (17), J. Akacich (4), I. Allen, I. Broad (16), A. Brown (1), G. Cavill (10), D. Ellis (15), K. Glover (1), J. Goluzd (16), J. Harris (19), A. Hurt (1), J. Mitchell (2), C. O'Brien (4), C. O'Connor (19), A. Owen (2), A. Rice (2), M. Shillingham (3), P. Sinclair (1), C. Tipney (15), I. Murray (4), G. Mawson (4), C. Wildman (27), T. Wildman (5), D. Williams (6), J. Woodford (15), M. Davis.



HARTZ MINERAL WATER
LOA: 10.9m
DESIGNER: Bruce Farr (NZ)
TYPE: Mumm 36
OWNER/SKIPPER: John Fuglsang
CLUB: Royal Yacht Club of Tasmania, Tas
Launched in October last year for John Fuglsang, who had his eye on the Admiral's Cup. He is an experienced campaigner who has had considerable success with his previous yacht, Salamanca Inn. Fuglsang represented Australia in the '91 Southern Cross after top scoring in the trials, and finished 6th in Division B and 20th overall last year. This is a yacht that could take the major prize this year. Crew: J. Fuglsang (14), G. Smith (5), S. Sutton (6), J. Kennedy (10), D. Jones, J. Wells (1), F. Reid, M. Links.



HAWK
LOA: 12.4m
DESIGNER: Iain Murray (Aust)
TYPE: BH 41
OWNER/SKIPPER: Nigel Bramwell
CLUB: Hamble River Sailing Club, UK.
Hawk is one of the successful Bashford Howison boats that has replaced the successful "J-Hawk" which was campaigned through Europe in 1992-93 and then in Hong Kong and Hawaii. Hawk will represent the U.K. in the Southern Cross Cup. The crew will comprise almost entirely of top-line Brits, but will have a sprinkling of local talent as well. Will be interesting to see which BH 41 comes out on top. Crew: N. Bramwell, L. Pritchard (1), D. Bedford, P. Jones, W. Hardcastle, M. Golding, K. Sullivan, P. Lawrence, S. Ballantine, N. Clarke, M. Sheffield, M. Duffy, M. Mills, J. Salter.



HELSAL II
LOA: 20.0m
DESIGNER: Joe Adams (Aust)
TYPE: Pocket Maxi
OWNER/SKIPPER: Keith Flint
CLUB: Royal South Australian Yacht Squadron, SA
Keith Flint will celebrate his 75th birthday on Boxing Day this year and has done numerous ocean races over the years. Wins during his ownership include; line honors in the '89 Westcoaster race, and the '91 Adelaide-Port Lincoln race, in which he broke the record with America's Cup helmsman Fred Neill at the helm. Well known South Australian sailor, Peter Strangway, will feature in the crew this year. Crew: K. Flint (5), J. Howell (20), I. Flint (3), P. Strangway (6), P. Stevens (3), B. Weatherall (10), R. Knill (2), T. Deslandes (5), C. Simpson, W. Simpson, N. Fleming (3), T. Cudmore (3), L. Doston (1), C. Wall-Smith (12).



HENRY KENDALL AKUBRA
LOA: 12.2m
DESIGNER: Bruce Farr (NZ)
TYPE: Farr 1220
OWNER/SKIPPER: Patrick Wilde
CLUB: Cruising Yacht Club of Australia, NSW
Patrick Wilde purchased the Bruce Farr designed yacht last year with the express purpose of competing in the 50th Anniversary race, in which he finished 15th in PHS division. He is presently racing in the CYCA Summer Series in preparation for the big race. The yacht is more than capable of placing and the average age of the competing crew this year is fifty-two.
Crew: P. Wilde (4), S. Collakides (10), T. Adams (2), P. Pangas (5), D. Wilde (1), B. Baxter (1), T. McIntyre (1), S. Dalglish (1), D. Swain.

SAIL NO: 6074
CLASS: TPHS
YEAR BUILT: 1989
NO. OF HOBARTS: 1



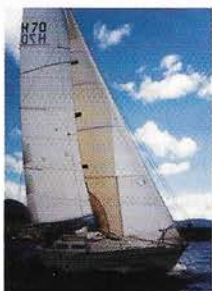
HITMEWEWENT
LOA: 12.1m
DESIGNER: Ed Dubois (UK)
TYPE: One Tonner
OWNER/SKIPPER: Robert Hampshire
CLUB: Royal Geelong Yacht Club, Vic
Originally named Joint Venture, this yacht was on the winning Australian team of the '87 Southern Cross Cup. Went on to place 3rd in the '88 One Ton World Cup, 2nd in the '90 Australian One Ton Championship, 3rd in the '90 Sydney-Hobart, and was a member of the Victorian Southern Cross Team in '91 - changing a boat's name isn't bad luck for this one! She finished 19th overall in TPHS division last year.
Crew: R. Hampshire (1), B. Holloway (4), J. Mackay (1), P. Bugell (1), M. Bugell (1), M. Killeen (3), G. Portis (2), S. Henwood (1), B. Digby (1).

SAIL NO: G 710
CLASS: IMS
YEAR BUILT: 1987
NO. OF HOBARTS: 6



HOGS BREATH WITCHDOCTOR
LOA: 12.7m
DESIGNER: Laurie Davidson (NZ)
TYPE: Davidson 40
OWNER/SKIPPER: Rum Consortium - Maurie Cameron
CLUB: Cruising Yacht Club of Australia, NSW
1995 is Witchdoctor's sixteenth race south and her ninth with the famous "Rum Consortium". Originally named "Sweet Caroline", the yacht is owned by a group of CYC members including Maurie Cameron. Plenty of experience from this crew, some of whom have celebrated their 50th birthday this year. Best places include a 3rd in division in the '89 race and was 2nd in the CYC Blue Water Championship for '93/'94.
Crew: M. Cameron (20), C. Troup (14), G. Barter (15), J. Dodd (5), I. Manley (7), P. Reuter (6), T. Craven (11), L. Meyer (3), N. Ehnborn, S. McBurnie (1), J. Robinson (3), J. Wurher (3).

SAIL NO: 2557
CLASS: TPHS
YEAR BUILT: 1979
NO. OF HOBARTS: 15



HOTSHOT
LOA: 9.1m
DESIGNER: Dick Carter (USA)
TYPE: Half Tonner
OWNER/SKIPPER: Martin Norman
CLUB: Bellerive Yacht Club, Tas
Previously owned by Greg Prescott, Hotshot has competed in three previous Hobart races and was one of the competitive Half Tonners of her time. Martin Norman bought the yacht four years ago and has refitted her. This will be first Sydney-Hobart for owner and crew but they will have the experience of Malcolm McDougall. They are aiming for a finish by New Years Eve and look forward to the challenge.
Crew: M. Norman, M. McDougall (3), J. Smith, R. Guy, J. Hodge, J. Healey.

SAIL NO: H 70
CLASS: IMS
YEAR BUILT: 1979
NO. OF HOBARTS: 3



HUON CHIEF
LOA: 11.1m
DESIGNER: Noel Jennings (Aust)
TYPE: Jennings 36
OWNER/SKIPPER: Andrew Hay
CLUB: Royal Yacht Club of Tasmania, Tas
Scoring a 10th overall in the 20 Year Veteran Division last year, Huon Chief was quite well known in its time and built in Tasmania of Huon Pine - hence the name. Under the guidance of Hedley Calvert, this boat won the 1975 One Ton Cup, and a place in the Tasmanian Southern Cross Cup the same year, when she was a top IOR racing yacht. The yacht is now racing in IMS under the guidance of Andrew Hay.
Crew: A. Hay (1), J. McCormack (6), C. McCormack (4), D. Weir (1), I. Turnbull (1), P. Dermoudy (1), G. Harrington, R. J. Jackman (20).

SAIL NO: 1100
CLASS: IMS
YEAR BUILT: 1974
NO. OF HOBARTS: 8



ICEBERG
LOA: 15.9m
DESIGNER: Joe Adams (Aust)
TYPE: Adams 15
OWNER/SKIPPER: Graham Gibson
CLUB: Royal Prince Alfred Yacht Club, NSW
One of the few survivors of '93, Iceberg finished 16th on line and 5th in Division B under IMS. Last year she managed 17th overall in Division D. Owner, Graham Gibson, has done a fair amount of cruising over the past 11 odd years, mixed in with the '92 Gosford Lord Howe Island race, in which he finished 4th on line. The Adams designed boat still has a lot of potential - perhaps she'll do better this year.
Crew: G. Gibson, G. Morgan (4), J. Forbes (2), J. Hollet (7).

SAIL NO: 5227
CLASS: IMS
YEAR BUILT: 1986
NO. OF HOBARTS: 3



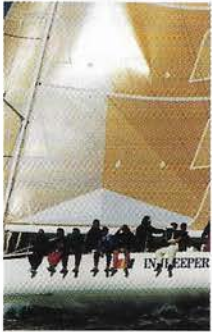
INFINITY III
LOA: 19.7m
DESIGNER: Bruce Farr (NZ)
TYPE: Pocket Maxi
OWNER/SKIPPER: Martin James
CLUB: Cruising Yacht Club of Australia, NSW
This is the former Brindabella which won overall under IOR the '90 Sydney-Hobart, and took line honors in '91. She also took line honors in the '91 Noumea race and the '92 Sydney-Lord Howe Island race. Martin James, with long-time team members, previously campaigned Infinity II and have carried on with this yacht, which currently holds records in the Sydney-Noumea, Flinders Island, Sydney-Wollongong and Wollongong-Sydney races.
Crew: M. James, T. Messenger (13), S. Burnett (8), G. Copley (2), T. Joyce (1), S. Lawson, A. Barnes, A. Brown (9), S. Gordon (1), T. Eggington, C. Beaver, H. Hallinan, J. Lenton, A. Bloore, L. Marwood, D. Sudano.

SAIL NO: 5474
CLASS: IMS
YEAR BUILT: 1989
NO. OF HOBARTS: 4



INNER CIRCLE
LOA: 12.2m
DESIGNER: Bruce Farr (NZ)
TYPE: One Tonner
OWNER/SKIPPER: Dennis Pomfret
CLUB: Lake Macquarie Yacht Club, NSW
The former Short Circuit was recently purchased by Peter Bromilow, Bob Howard, Peter Johnson and Dennis Pomfret, who have migrated from chartering a Farr 1104, Nynja Go, to ownership of Inner Circle, a well built and travelled Farr 40'. Whilst it shares its name with the famous CSR product, the crew are serious sailors who are eager to establish a competitive reputation and this is definitely a dry ship.
Crew: D. Pomfret (13), R. Howard (9), J. Howard (9), G. Marsden (4), P. Johnson, G. Thibou (4), P. Bromilow (2), B. Johnson, M. Lamb.

SAIL NO: S 162
CLASS: IMS
YEAR BUILT: 1987
NO. OF HOBARTS: 3



INNKEEPER
LOA: 18.2m
DESIGNER: Kell Steinmann (Aust)
TYPE: Pocket Maxi
OWNER/SKIPPER: Andrew Short
CLUB: Cruising Yacht Club of Australia, NSW
This will probably be the last race for Innkeeper under the guidance of Andrew Short, who is selling the downhill racer. A very quick boat, along with Future Shock, she almost left the water as they flew out of Sydney Heads on their way to Southport this year, with Innkeeper finishing 2nd under PHS. She has taken line honors in the '94 Brisbane-Gladstone race, was 2nd on line in the '93 and '94 Gosford-Lord Howe Island race, and others.
Crew: A. Short (7), I. Short (6), M. Wenke (2), A. Guy (5), M. Fieldberg (4), K. Jackson, D. Fewster (5), S. Collins (1), G. Vaughan (3), S. Turner (2), C. Malouf (1), R. Wade (5), D. Lambourne (4), G. Foley (1).

SAIL NO: 5462
CLASS: TPHS
YEAR BUILT: 1988
NO. OF HOBARTS: 2



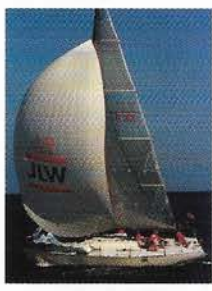
INTERLUDE
LOA: 20.3m
DESIGNER: Elvstrom (Aust)
TYPE: Elvstrom 72
OWNER/SKIPPER: Dennis Murphy
CLUB: Musket Cove Yacht Club, USA
From America, Interlude is a high performance cruising yacht. She is a top-of-the-line Deerfoot and has made 250 mile days cruising with two or three crew aboard. Interlude contested the '89 and '90 Newport-Bermuda race, finishing 4th in class in '90. She has sailed in many other offshore races on the U.S. east coast and has done extensive blue water sailing in the Atlantic, Caribbean and Pacific Oceans.
Crew: D. Murphy, N. Easson and others.

SAIL NO: CI 41
CLASS: TPHS
YEAR BUILT: 1986
NO. OF HOBARTS: 0



IVANHOE
LOA: 15.5m
DESIGNER: Philip Curran (Aust)
TYPE: Curran 50
OWNER/SKIPPER: Heikki Vaisanen
CLUB: Southport Yacht Club, Qld
Ivanhoe has had some top placings including a record breaking run in the '86 Perth-Bali race in which she took line honors and first on corrected time. She also won several short ocean races out of Western Australia and recently placed 5th in class, 11th overall in the Brisbane-Osaka race. Heikki Vaisanen is looking to improve his 30th in division placing in last years race south.
Crew: H. Vaisanen (2), M. Hall, M. Clay (1), J. O'Rourke (1), D. Cannon (3), J. Mikus (6), S. Whitaker (1), C. Ward.

SAIL NO: F 209
CLASS: TPHS
YEAR BUILT: 1983
NO. OF HOBARTS: 2



JLW CHUTZPAH
LOA: 10.5m
DESIGNER: Robert Hick (Aust)
TYPE: Hick 35
OWNER/SKIPPER: Bruce Taylor
CLUB: Royal Yacht Club of Victoria, Vic
Launched last year, this is the third JLW Chutzpah for Bruce Taylor, this one designed to the IMS rule. Last year saw a win in Division B of the Asia Pacific Regatta and a 2nd to another Hick design in the Sydney-Hobart. She was top point scorer in the two major summer regatta's in Melbourne and was 2nd overall in the ORCV Series. Taylor will be again seeking selection in the Victorian Southern Cross Team.
Crew: B. Taylor (14), K. Piesse (12), G. Gourley (10), J. Permezel (8), G. Logan (7), L. Smith (5), D. Rees (9), M. Harris (6).

SAIL NO: R 33
CLASS: IMS
YEAR BUILT: 1994
NO. OF HOBARTS: 1



KING BILLY
LOA: 11.5m CLASS: IMS
DESIGNER: John King (Aust) YEAR BUILT: 1992
TYPE: King 38 NO.OF HOBARTS: 1
OWNER/SKIPPER: Philip Bennett
CLUB: Royal Sydney Yacht Squadron, NSW
King Billy was built by Andrew Moncrieff at Sailors Bay Boatshed from Celery Top Pine and was designed by John King as a comfortable family cruiser/racer. The best racing results have been 3rd in Division 4 of the '95 Sydney-Mooloolaba and a 4th in Division F of the '94 Sydney-Hobart, also winning the Gascoigne Cup in 1993. Philip Bennett and crew are back to see if they can beat last year's result.
Crew: P. Bennett (1), A. Moncrieff (15), M. Bennett, G. Boyd (1), J. Taylor (11), A. Moncrieff, P. Croll (2), S. Estella (7).



KINGS CROSS-SYDNEY
LOA: 10.9m CLASS: IMS
DESIGNER: Laurie Davidson (NZ) YEAR BUILT: 1985
TYPE: Davidson 36 NO.OF HOBARTS: 7
OWNER/SKIPPER: Ray Stone
CLUB: Middle Harbour Yacht Club, NSW
Impeccable credentials for the three time Blue Water Champion, winning in '91/'92, '92/'93 and '93/'94 and was 2nd in '94/'95, and during this season won the SOPS Division 1 at CYCA, was 1st in Division B in the Sydney-Southport and 2nd in Division 3 of the Sydney-Mooloolaba. Ray Stone was also a member of the '91 NSW Southern Cross Team and placed 2nd in division in the '92 Hobart. A classy yacht and crew.
Crew: R. Stone (10), G. Stone (11), P. Barter (4), N. Tavener (10), M. Burgess (3), S. Rose, M. Brooman, R. Fullerton.



KINGURRA
LOA: 13.1m CLASS: IMS
DESIGNER: Peter Joubert (Aust) YEAR BUILT: 1972
TYPE: Cruiser/Racer NO.OF HOBARTS: 11
OWNER/SKIPPER: Peter Joubert
CLUB: Royal Brighton Yacht Club, Vic
Owner designed, Kingurra is a beautifully maintained sturdy cruising yacht which sailed in the Veteran 20 Year Division last year, finishing 11th overall - a much better result than the previous year when he lost time going to the rescue of many yachts in trouble, but picked up a Commodore's Medal for his efforts. Now 71 years old, this will be trip number twenty four to Hobart for Peter Joubert.
Crew: P. Joubert (23), D. Harrington (2), T. Vautin (18), P. Meikle (5), I. McFarlane (3), D. Rout (8), I. Plum (4), J. Scott (2), D. Kay (3), B. Waters (4).



LADY PENRHYN OF NIRIMBA
LOA: 11.2m CLASS: IMS
DESIGNER: Kim Swarbrick (Aust) YEAR BUILT: 1983
TYPE: S111 NO.OF HOBARTS: 8
OWNER/SKIPPER: Greg Stewart
CLUB: Royal Australian Naval Sailing Assoc., NSW
Lady Penrhyn is used for sail training of R.A.N. personnel in both harbour and offshore sailing, and is one of five RAN Sail Training yachts owned and operated by the Navy. A full time crew of two covers all sail training in the AYF TL4 Scheme and regularly compete in the Sydney-Hobart as part of that training. Sailing is regarded by the RAN to be one of the best avenues of character development.
Crew: G. Stewart (1), P. Wesley (2), P.O'Donnell, S. Pedley, T. Anderson, J. Barnes, T. Binns, P. Martin.



LAHARA
LOA: 10.1m
DESIGNER: Jock Muir (Aust)
TYPE: Muir 33
OWNER/SKIPPER: Philip Asche
CLUB: Cruising Yacht Club of Australia, NSW
From the drawing board of top local designer of the '50's, Jock Muir, Lahara competed in the 1951 and 1956 Sydney-Hobart finishing 2nd overall and 13th overall respectively, and finished 2nd overall in the 1952 Hobart-Auckland race. Philip Asche had his first taste of Hobart last year, in the 30 Year Veteran Division, but retired. Recently finished 3rd in Division C in the Sydney-Southport Classic.
Crew: P. Asche (1), G.Hinds (1), J.Dickens, R.Moore (8), S.Hudson, T.Crump (2).

SAIL NO: 131
CLASS: IMS
YEAR BUILT: 1951
NO.OF HOBARTS: 3



LEDA
LOA: 13.0m
DESIGNER: Ron Holland (Ire)
TYPE: Swan 43
OWNER/SKIPPER: Tess McGrath
CLUB: Cruising Yacht Club of South Australia, SA
Leda, formerly known as "Santana" was sailed from Denmark to Australia in 1990 after racing in Denmark, Sweden and Finland by her previous owner, and competed in the 1991 Sydney-Hobart. Her new owner/skipper, Tess McGrath, is the first female to skipper a yacht out of South Australia in this classic race. With her experienced crew from the CYCSA, she hopes to do well in her first Sydney-Hobart.
Crew: T. McGrath, G. Gowing, R. Carter (2), G. Catt, V. Caudle, R. Hunter, M. Wilson, D. Woods (3), M. Wright (1), S. Wilkins (2).

SAIL NO: 1197
CLASS: IMS
YEAR BUILT: 1986
NO.OF HOBARTS: 1



LEGEND
LOA: 10.2m
DESIGNER: Laurie Davidson (NZ)
TYPE: Three Quarter Tonnor
OWNER/SKIPPER: Bob Catley
CLUB: Royal South Australian Yacht Squadron, SA
Remembered by most as "Singapore Girl", this boat last went to Hobart in '92 under the ownership of ex Middle Harbour Commodore, Tony Hill. This year sees the University of Adelaide Sailing Club team taking their first trip to Hobart. They have optimised the prior IOR racer for IMS racing and are hoping Legend has a new lease on life. Probably won't be a top finisher, but should do well.
Crew: B. Catley, L. Catley, J. Kennedy-White.

SAIL NO: SA 404
CLASS: IMS
YEAR BUILT: 1985
NO.OF HOBARTS: 7



LIBERATOR
LOA: 11.8m
DESIGNER: Scott Jutson (Aust)
TYPE: Jutson 39
OWNER/SKIPPER: Doug Curlew
CLUB: Royal Brighton Yacht Club, Vic
Launched in time for '93 Sydney-Hobart, Liberator did well to finish 4th overall IMS, 2nd in Division C and 2nd in the Southern Cross Cup. Last year saw Doug Curlew and crew finish 10th in division, and they have been quietly putting in practice racing in their local waters. A very experienced crew will head south this year, including Peter Kane (ex America's Cup sailor) and Russell Tyson.
Crew: D. Curlew (2), P. Kane (8), R. Tyson (2), M. Wilson (5), b. Campbell (5), I. Alcott (2), T. Phelan, C. Case, M. Turnbull.

SAIL NO: B 200
CLASS: IMS
YEAR BUILT: 1993
NO.OF HOBARTS: 2



LOCAL HERO XII
LOA: 12.5m
DESIGNER: Iain Murray (Aust)
TYPE: Murray 41
OWNER/SKIPPER: Geoffrey Howison
CLUB: Clyde Cruising Club (Scott)
This is the first production yacht of the Bashford Howison 36 - a number of these yachts will be exported to Europe for the '96 season. Owned by Geoffrey Howison, all the way from Glasgow, Local Hero will be navigated by English Olympic yachtsman, David Howlett and steered by Australian Olympian Jamie Wilmot. The crew will feature a number of well known Sydney yachtsmen. Should be in the winners circle.
Crew: D. Howlett (1), G. Howison (1), J. Wilmot (6), C. Phillips, C.Friend, W.Finlay, C.Ferris, P.Gosling.

SAIL NO: GBR 1234
CLASS: IMS
YEAR BUILT: 1994
NO.OF HOBARTS: 1



MAGIC
LOA: 11.8m
DESIGNER: Sparkman & Stephens (USA)
TYPE: S&S 39
OWNER/SKIPPER: Philip Spry-Bailey/Gordon McNeilly
CLUB: Sandringham Yacht Club, Vic
Gordon McNeilly and Phil Spry-Bailey have been in partnership since 1984 and Magic is the third yacht owned by them. Although they have won numerous club races, and Magic is adding to that record, 4th place is their best achievement in ocean racing. With a crew which has had many Bass Strait crossings, they remain very optimistic. Magic last went to Hobart in '93 with a previous owner.
Crew: P. Spry-Bailey, G. McNeilly, A. Cousins (3), K. Shimmmin (11), L.Rawson, P.MacWhirter, I. Howarth (1).

SAIL NO: SM 616
CLASS: TPHS
YEAR BUILT: 1981
NO.OF HOBARTS: 1



MAGLIERI WINES
LOA: 12.9m
DESIGNER: Scott Jutson (Aust)
TYPE: Jutson 42
OWNER/SKIPPER: Geoffrey Vercoe
CLUB: Cruising Yacht Club of South Australia, SA
A newish quick yacht that is yet to realise her potential, finishing a disappointing 15th in division last year. All that could be about to change, as Geoff Vercoe has secured the services of top Tasmanian/NSW yachtsman, Graeme "Frizzle" Freeman, who headed the charge aboard last year's line honors winner, Tasmania. Other top Sydney crew will also be aboard, along with some South Australian flavour.
Crew: G. Vercoe (3), B. Lange (18), P. Sheridan (6), G. Freeman (21), J. Freeman (10), M. Sabey, R. Gumley (14), T. Eldershaw (6), A. Pratt (6), S. McCullum (10), S. Hutcheon (1).

SAIL NO: YC 498
CLASS: IMS
YEAR BUILT: 1994
NO.OF HOBARTS: 1



MARARA
LOA: 10.0m
DESIGNER: Sparkman & Stephens (USA)
TYPE: S&S 34
OWNER/SKIPPER: Bill Ratcliff
CLUB: Cruising Yacht Club of Australia, NSW
Bill Ratcliff will again sail with family members aboard Marara, which finished 3rd overall and 1st in division in '93 and placed 4th in the Veteran Division last year. Bill will sail his 32nd race to Hobart this year, the salt water well entrenched in his veins. Top results include 1st in division in the '92 Hobart, 3rd in division in '83 and '85, a 3rd in the Illingworth Trophy which he also won in '87.
Crew: B. Ratcliff (30), B. Simpson (18), L. Ratcliff (4), M. Grout (4), D. Ross-Munro (1), P. Lys (1).

SAIL NO: 1317
CLASS: IMS
YEAR BUILT: 1972
NO.OF HOBARTS: 9



MARGARET RINTOUL II
LOA: 14.8m
DESIGNER: Sparkman & Stephens (USA)
TYPE: S&S 48
OWNER/SKIPPER: Richard Purcell
CLUB: Cruising Yacht Club of Australia, NSW
The famous former Syd Fischer owned "Ragamuffin" which represented at Admiral's Cups, including a Fastnet win, Clipper Cup and others. Results include three 2nd's and two 3rd's in Sydney-Hobart. Restored by Richard Purcell, last year was pipped at the post by her rival, Love & War. Great crew for '95 including "Sightie" Hammond, record holder for the most Hobart races - 37th this year and John Eyles, winner of the catastrophic '84 race, who were aboard for the yacht's recent Lord Howe Island race win.
Crew: R. Purcell (3), D. Hammond (36), J. Eyles (12), R. Norman (33), G. Purcell (3), R. Antill (8), P. James (3), T. Ellis (1), J. Denton (5), A. Forster (8), J. Antill (1).

SAIL NO: 2170
CLASS: IMS
YEAR BUILT: 1968
NO.OF HOBARTS: 17



MARK TWAIN
LOA: 11.8m
DESIGNER: Sparkman & Stephens (USA)
TYPE: S&S 39
OWNER/SKIPPER: Hugh O'Neill
CLUB: Sydney Amateurs Sailing Club, NSW
"Old Faithful", Mark Twain is clocking up her 17th race to Hobart and has taken lots of prizes along the way, including 2nd in division in '86, '88 and '90 and 3rd in '91 and '93. In 1994 she finished 2nd under IMS and 1st Arbitrary in the Gosford-Lord Howe Island race. One of the reliable Sparkman & Stephens "stayers", Mark Twain is currently racing in Sydney to once again prepare for her trip south.
Crew: H. O'Neill (14), C. MacLurcan (11), R. Wilson (1), J. Tozer, S. Grellis (7), T. Walkley (9), A. Wiles, A. Krokowski

SAIL NO: A 113
CLASS: IMS
YEAR BUILT: 1971
NO.OF HOBARTS: 17



MAUI
LOA: 10.0m
DESIGNER: Bruce Roberts (Aust)
TYPE: Roberts 44
OWNER/SKIPPER: Brian Emerson
CLUB: Cruising Yacht Club of Australia, NSW
Owned by Brian Emerson, this yacht, which is a cruiser, hasn't done much in the way of ocean racing. Maui was a competitor in last year's race but retired in mid Bass Strait with power failure, minor sail damage and furler failure. The yacht returned to Eden unassisted. The go this year would be to get all the way to Hobart and cross the line.
Crew: B. Emerson (1), J. Sheil, T. Ives, D. Lloyd, L. Stone (4),

SAIL NO: SM 42
CLASS: IMS
YEAR BUILT: 1985
NO.OF HOBARTS: 1



MERCEDES III
LOA: 12.1m
DESIGNER: Miller/Kaufman (Aust)
TYPE: Kaufman 40
OWNER/SKIPPER: Peter Hinrichsen
CLUB: Royal Melbourne Yacht Squadron, Vic
Mercedes III was part of the winning Australian Team at the '67 Admirals Cup, returning again in '69 to finish 2nd. That same year she competed in the Sydney-Hobart to place 6th overall - she always finished in the top half of the fleet. During this time she was owned by her famous designer, Ted Kaufman and now races out of Melbourne. Did well to place 6th in the 20 Year Veteran Division in '94.
Crew: P. Hinrichsen (1), A. Hartnett (1), N. Fels (1), F. Leary (1), A. Gordon (1), F. Crenshaw (1).

SAIL NO: S 450
CLASS: IMS
YEAR BUILT: 1965
NO.OF HOBARTS: 10



MIRRABOOKA
LOA: 14.3m
DESIGNER: German Frers (Arg)
TYPE: Cruiser/Racer
OWNER/SKIPPER: John Bennetto
CLUB: Royal Yacht Club of Tasmania, Tas
A self-effacing man, John Bennetto was heard to apologise for being a dull competitor - and this from a man about to face his 35th trip to Hobart and a finisher of the tough '93 race where he finished 7th overall under IMS and 3rd in division. He first ventured to Hobart in 1947 and managed a 10th in Division D last year. Bennetto has been ocean racing for over fifty years now, including an English Channel race. Crew: J. Bennetto (34), L. Nibbs (25), S. Firth (20), P. Foster (8), H. Bain (9), S. Wilson (7), F. Barrett (1), N. Green (1), G. Morgan, P. Weatherhead (12).

SAIL NO: A 8

CLASS: IMS
YEAR BUILT: 1987
NO. OF HOBARTS: 8



MORNING TIDE
LOA: 10.1m
DESIGNER: Sparkman & Stephens (USA)
TYPE: S&S 34
OWNER/SKIPPER: Allan Fenwick
CLUB: Gosford Sailing Club, NSW
Contested the Sydney-Gold Coast Classic and Gosford-Lord Howe Island race in a build-up for going to Hobart this year. Morning Tide is a comfortable cruiser/racer that performs well with plenty of wind on the nose, and is well suited for normal Hobart conditions. She sailed with the 20 Year Veterans last year and finished last. Owner, Allan Fenwick, reckons he can only improve on the performance. Crew: A. Fenwick (4), G. O'Leary (1), M. Rollinson (1), R. Roche (1).

SAIL NO: 5488

CLASS: IMS
YEAR BUILT: 1974
NO. OF HOBARTS: 9



NINETY SEVEN
LOA: 14.3m
DESIGNER: Bruce Farr (NZ)
TYPE: Farr 47
OWNER/SKIPPER: Andrew Strachan
CLUB: Royal Sydney Yacht Squadron, NSW
History making smallest yacht to take line honors in the Sydney-Hobart, finished 2nd overall and 1st in division, in '93 and will represent the RORC in U.K. this time. It is rumoured that Irishman, Harold Cudmore, will take charge. Ninety Seven scored 2nd in division in the '94 Kenwood Cup and represented Hong Kong at the '95 Admiral's Cup. Placed 2nd in Division in last year's Hobart and took the double in the '94 Gosford-Lord Howe Island race. Many other wins. Crew: A. Strachan (11), I. Potter (18), J. Scholten (8), C. Freeman (11), S. Kirkjian (2), B. Kellett (3), M. Fullerton (3), S. Hewitt (2), S. White (1), S. Holsworth (4), J. Goring.

SAIL NO: AUS 9797

CLASS: IMS
YEAR BUILT: 1993
NO. OF HOBARTS: 2



NORTAS SALMON
LOA: 11.4m
DESIGNER: Bruce Farr (NZ)
TYPE: Farr 37
OWNER/SKIPPER: Alfred Doedens
CLUB: Kettering Yacht Club, Tas
Started life in Sydney known as Major II, this is her second tilt at the Hobart. Results include; 1st Spring Point Score '89/'90, placings in the '90/'91 and '91/'92 Offshore Division. Alfred Doedens purchased Nortas Salmon in '94 and somewhat unprepared, entered her in the '94 race, finishing 2nd last in division. This year, with a keen experienced crew and new sails etc, they will be much better prepared. Crew: A. Doedens (1), I. Neville (1), S. House (2), M. Keal (2), T. Malone (1), S. Reid (1), M. Rodgers, J. Ey (1).

SAIL NO: 4615

CLASS: IMS
YEAR BUILT: 1988
NO. OF HOBARTS: 0



OTAGO
LOA: 13.7m
DESIGNER: Doug Peterson (Aust)
TYPE: Peterson 46
OWNER/SKIPPER: Robert Moore
CLUB: Cruising Yacht Club of Australia, NSW
As Ragamuffin, when owned by Syd Fischer, the yacht represented Australia at Admiral's Cup in 1979 (which they won), and the Clipper Cup in Hawaii in 1980, in which she was overall series winner, class winner, Around The State overall winner and member of the winning Australian Team. Took an all female crew to Hobart in 1989, and last year, with Robert Moore at the helm, finished 12th in Division D. Crew: R. Moore (5), R. Hammond (5), S. Trevillion (7), G. Smith (5), R. Burns (15), D. Allan (1), P. Taylor (2), P. Bennett (1), C. Simmonds (5), T. Filacouridis, T. Lloyd (1).

SAIL NO: 1170

CLASS: IMS
YEAR BUILT: 1978
NO. OF HOBARTS: 10



PHANTOM
LOA: 12.1m
DESIGNER: Kim Holman (UK)
TYPE: Holman 40
OWNER/SKIPPER: John & Lillian Morris
CLUB: Sydney Amateurs Sailing Club, NSW
Built in 1959, Phantom, also known as Phantom of Brighton, competed in the '61, '67 and '69 Sydney-Hobart races. Bought by John & Lillian Morris, Phantom competed in the '94 Sydney-Southport race, finishing 9th overall in PHS Division B. Sydney-Hobart results include 26th in '61, 36th in '67 and 56th in '69. In the Veteran 30 Class last year, Phantom failed to finish, but will give it another go this year. Crew: J. Morris (1), L. Morris (1), F. Yates (1), M. McDonald, T. Clarkson (1), M. Brady, L. Morris (1).

SAIL NO: A 27

CLASS: TPHS
YEAR BUILT: 1959
NO. OF HOBARTS: 4



PILGRIM
LOA: 13.9m
DESIGNER: Bruce Farr (NZ)
TYPE: Beneteau
OWNER/SKIPPER: Des Quirk
CLUB: Royal Prince Alfred Yacht Club, NSW
Terrific all round racer which placed 3rd on line in the '92 Lord Howe Island race, 1st on line and won IMS in the '93 Sydney-Noumea race, 4th in division in the '93 Sydney-Hobart, 4th overall under IMS in the '93 Sydney-Mooloolaba and 4th under IMS and 3rd under PHS in the '93 Lord Howe Island race. Des Quirk and crew always sail the Beneteau well to finish in the top end of the fleet. Crew: D. Quirk (2), R. Lewis (10), J. Murrant (13), P. Fletcher (8), C. Quirk (4), R. Bearman (24), R. Martin (3), G. Masters.

SAIL NO: 5091

CLASS: IMS
YEAR BUILT: 1990
NO. OF HOBARTS: 4



P.L. LEASE FUTURE SHOCK
LOA: 17.1m
DESIGNER: Greg Elliot (NZ)
TYPE: Elliot 55
OWNER/SKIPPER: Peter Hansen
CLUB: Sandringham Yacht Club, Vic
Almost took off and flew in the '95 Sydney-Southport race with Grant Wharington at the wheel, and it took Brindabella some time to catch her. Future Shock finished 2nd on line and 1st in PHS in that race, but retired from the '94 Sydney-Hobart with some very sea-sick crew. Top results for this well campaigned yacht, which holds the record for the Auckland-Noumea race and the Noumea-Southport race. Crew: P. Hansen (4), G. Elliott (5), J. Longden, D. Elliott (2), J. Walsh (3).

SAIL NO: KZ 6717

CLASS: TPHS
YEAR BUILT: 1989
NO. OF HOBARTS: 3



POLAR BEAR
LOA: 10.5m
DESIGNER: Van De Stadt (Neth)
TYPE: Van De Stadt 34
OWNER/SKIPPER: Harry Williscroft
CLUB: Tamar Yacht Club, Tas
An apt name for a boat living in Tasmania, Polar Bear will be tackling her first Sydney-Hobart race this year under the guidance of Harry Williscroft. In a lead-up to his first trip to Hobart, Williscroft and crew contested the Melbourne-Devonport race and were pleased to win overall under IMS and 1st prize in division. Polar Bear will sail in local waters until her start on Boxing Day. Crew: H. Williscroft, J. Rodgers (2), K. Thompson (1).

SAIL NO: TYC 106

CLASS: IMS
YEAR BUILT: 1985
NO. OF HOBARTS: 0



POLARIS
LOA: 13.1m
DESIGNER: Peter Cole (Aust)
TYPE: Cole 43
OWNER/SKIPPER: John Quinn
CLUB: Royal Prince Alfred Yacht Club, NSW
Polaris has a new owner in John Quinn, the man who was plucked from Bass Strait during the '93 Sydney-Hobart. He purchased the yacht for her sturdiness and seaworthiness. Polaris finished 13th in the Veteran Division last year with a previous owner and Quinn said "I am sure we will arrive in Hobart, safe and sound, with big smiles - no worries". As the old saying goes, you're a braver man than me Gungadin. Crew: J. Quinn (13), J. Marwood (10), R. Fielding, J. Starling (4), B. Howey (5), P. Rothwell (2), D. MacDonald.

SAIL NO: 5527

CLASS: IMS
YEAR BUILT: 1971
NO. OF HOBARTS: 12



PORTOBELLO
LOA: 12.0m
DESIGNER: Joe Adams (Aust)
TYPE: NAUT 40
OWNER/SKIPPER: Michael Matthews
CLUB: Cruising Yacht Club of Australia/Canberra Ocean Racing Club, NSW/ACT.
All members of the crew of Portobello are members of the Canberra Ocean Racing Club and equal co-owners of the yacht. The Club has sailed the yacht twice to Hobart and twice to Noumea, finishing 2nd in the IMS division of the 1993 Sydney-Noumea race. Ulli Tuisk will be skipper to Hobart with Mike Matthews as navigator. Crew: U. Tuisk (5), G. Tuisk (8), M. Matthews (2), J. Andruska, E. Beckett (2), B. Hill (2), D. Taylor (2), D. Thornton-Taylor.

SAIL NO: 4647

CLASS: IMS
YEAR BUILT: 1980
NO. OF HOBARTS: 2



PUBLIC BAR
LOA: 12.3m
DESIGNER: Greg Elliot (NZ)
TYPE: Elliot 40
OWNER/SKIPPER: John Davies
CLUB: Mooloolaba Yacht Club, Qld
Launched only this year, the Elliot designed Public Bar was rumoured to be a fast boat. Her pedigree is still fairly unknown, having only raced in the Sydney-Southport Classic and the Brisbane-Gladstone race, placing in neither one. Perhaps Davies and crew are still fine tuning the boat and their big test will be this year's Telstra MobileNet Sydney-Hobart race. Design is good, so could place well. Crew: J. Davies (2), I. Baker (2), A. Wilkins (3), S. Miller (1), D. Curtis, M. Cummins, M. Peray, K. Cahill (3).

SAIL NO: 573

CLASS: IMS
YEAR BUILT: 1995
NO. OF HOBARTS: 0



QUEST
LOA: 13.0m
DESIGNER: Nelson/Marek (USA)
TYPE: Nelson/Marek 43
OWNER/SKIPPER: Bob Steel
CLUB: Cruising Yacht Club of Australia, NSW
New yacht launched recently for Bob Steel who won a few prizes with his previous yacht, Northwest Airlines. In her first season, Quest has won overall the Hamilton Island Race Week, also taking first place in division. If Quest lives up to expectations, she should walk away with a major prize. To help her along, she will have Ron Jacobs as helmsman and one of Australia's best bowmen, Tommy Braidwood.
Crew: B. Steel (7), R. Jacobs (15), T. Braidwood (4) and others

SAIL NO: 9090
CLASS: IMS
YEAR BUILT: 1995
NO.OF HOBARTS: 0



RAGAMUFFIN
LOA: 15.4m
DESIGNER: Bruce Farr (NZ)
TYPE: Farr 51
OWNER/SKIPPER: Syd Fischer
CLUB: Royal Sydney Yacht Squadron, NSW
Totally rebuilt yacht for Syd Fischer, who's represented Australia and won more times than anyone else on the scene. Represented at Admiral's Cup, won Fastnet race, top point scorer in '93 when the Australian team finished 2nd by the narrowest margin, won line honors and overall the Sydney-Hobart race, represented and won at Kenwood Cup in Hawaii, and has campaigned four times at America's Cup. This will be his 27th trip down the coast.
Crew: S. Fischer (26), M. Coxon, T. Ellis (28), D. Blanchfield, P. Shipway (24), H. Brodie, M. Coulter, G. Johnston, R. Johnson.

SAIL NO: 70
CLASS: IMS
YEAR BUILT: 1995
NO.OF HOBARTS: 0



RAGER
LOA: 17.0m
DESIGNER: Greg Elliot (NZ)
TYPE: Pocket Maxi
OWNER/SKIPPER: Peter Bush
CLUB: Cruising Yacht Club of Australia, NSW
Finished a disappointing 20th on line last year and 19th on line in the '95 Sydney-Southport Classic, Rager should be competitive with the other down-wind flyers. Last year finished 1st under PHS in the Cabbage Tree Island race. Has had a few line honors victories including the Brisbane-Gladstone and Sydney-Southport races. Crew includes Ian "Musto" Treleaven and fifteen year old daughter Janey.
Crew: P. Bush (13), D. Doyle (10), J. Wardell (12), M. Formosa (12), P. McAdam (12), N. Roberts (6), J. Drolz (4), A. Lang (8), M. Stackpool (1), I. Treleaven (3), J. Treleaven, M. Connors (2), M. Russell, T. McGowan, J. Moor.

SAIL NO: 5600
CLASS: TBA
YEAR BUILT: 1988
NO.OF HOBARTS: 6



RAPSCALLION
LOA: 12.1m
DESIGNER: David Lyons (Aust)
TYPE: Lyons 40
OWNER: Antonio Sodo Migliori
CLUB: Cruising Yacht Club of Australia, NSW
Better known as "Cuckoos Nest" which took 1st place in the '93 Bird Island race, 2nd in the Newcastle-Sydney and line honors in the Sydney-Newcastle race. This remarkable boat took 1st overall in the treacherous '93 Hobart. She also finished 2nd on line - only 40' long, a feat unlikely to happen again. Has been chartered by a top-class Italian syndicate who will race the yacht in the Southern Cross Cup as a lead-up to the Sydney-Hobart.
Crew: Antonio Sodo Migliori and others

SAIL NO: 5588
CLASS: IMS
YEAR BUILT: 1993
NO.OF HOBARTS: 2



SANCHO PANSA
LOA: 12.5m
DESIGNER: Iain Murray (Aust)
TYPE: BH 41
OWNER/SKIPPER: Hans-Dieter Hensel
CLUB: Kieler Yacht Club, Germany
Out of the mould of last year's overall IMS winner, Raptor, this yacht has already shown her class racing as "Australia Challenge 2000" for Ray Roberts, winning his division at Hamilton Island Race Week and 3rd overall at Hayman Island. He recently sold the yacht to Queenslander Wayne Millar who chartered it to a German crew for the Hobart and Southern Cross Cup. This yacht was the first in a series of BH 41's purchased by Roberts, in a lead-up to an America's Cup Challenge in New Zealand in the Year 2000.
Crew: H. Hensel, T. Dkoch, K. Blaxell, H. Gotsch, A. Bruchmann, A. Lorenzen, N. Hopken, F. Vusken, W. Millar, W. Oxley, C. Tucker.

SAIL NO: 8889
CLASS: IMS
YEAR BUILT: 1995
NO.OF HOBARTS: 0



SAYONARA
LOA: 23.8m
DESIGNER: Bruce Farr (NZ)
TYPE: ILC Maxi
OWNER/SKIPPER: Larry Ellison
CLUB: St. Francis Yacht Club, USA
Brand new Farr ILC maxi has been shipped from America to contest the Sydney-Hobart. This is the boat that will be the most dangerous threat to Brindabella. Principal helmsman will be Geoff Stagg from the Farr Design Office while also aboard will be America's Cup sailor Brad Butterworth. Other talent includes expatriate Australian, Andrew Cape, who will navigate and Kiwi Whitbread Round the World racer, Robbie Naismith.
Crew: L. Ellison, G. Stagg (12), A. Cape (3), J. Allen, R. Naismith, B. Butterworth, A. Ogilvie, W. Erkelens, Z. Dreges, M. Clarkson, R. Murdoch, D. Thomas, D. Phipps, S. Wilson, N. Weston, T. McCann, G. Wiesman, P. Larkin, D. Wylie.

SAIL NO: US 17
CLASS: IMS
YEAR BUILT: 1995
NO.OF HOBARTS: 0



SEAVIEW "CHALLENGE AGAIN"
LOA: 12.4m
DESIGNER: Iain Murray (Aust)
TYPE: BH 41
OWNER/SKIPPER: Lou Abrahams
CLUB: Sandringham Yacht Club, Vic
Another Bashford Howison boat, the same design and structure as last year's winner, Raptor. This is the new boat Lou Abrahams waited a long time for, which he will sail with his crew from "Ultimate Challenge". The gentleman of yachting has won numerous races including two Sydney-Hobarts and placed 2nd overall in two others. Has represented numerous times at Admiral's Cup and Kenwood Cup. This will be his 33rd race to Hobart. Put some money on this one.
Crew: L. Abrahams (32), C. Anderson (18), R. King (8), C. Schmidt (8), R. Simpson (12), G. Jamieson (7), G. Schipper (14), R. Bath (4), R. Blase (3), N. Williamson.

SAIL NO: SM 2
CLASS: IMS
YEAR BUILT: 1995
NO.OF HOBARTS: 0



SHE II
LOA: 12.0m
DESIGNER: Olsen (USA)
TYPE: Olsen 40
OWNER/SKIPPER: Peter Rodgers
CLUB: Cruising Yacht Club of Australia, NSW
Finished 20th in Division F in last year's race, She II and her crew are back for another go, and the comment from the gallery was "we go cruising a different way". Peter Rodgers and Ashley Reed have contested most major offshore events on the calendar including the Lord Howe Island race, Sydney-Southport, Pittwater-Coffs Harbour and Sydney-Hobart. Reed also tackled the '93 Fastnet race in the U.K.
Crew: P. Rodgers (3), A. Reed (4), A. Gruzman (4), D. Bennett (2), D. Ellis (2).

SAIL NO: 4924
CLASS: IMS
YEAR BUILT: 1981
NO.OF HOBARTS: 2



SHENANDOAH III
LOA: 10.4m
DESIGNER: Peter Cole (Aust)
TYPE: Pawtucket
OWNER/SKIPPER: Julius Charody
CLUB: Cruising Yacht Club of Australia, NSW
Great results from Julius Charody, who is not going to Hobart this year, but will hand over to Ross Trembath. Julius' illustrious career includes; won '77 Montagu Island race, 2nd in '82, won it again in '83, 4th overall in the '79 Sydney-Hobart and many others. He was nominated Ocean Racer of the Year in '87 and Veteran Skipper of the Year in '88, '92 and '93, recognising this man's talent and commitment to sailing. You'll be missed, Julius.
Crew: R. Trembath (2), G. Ngawhika (2), J. Morrissey (2), M. Jackson, S. Carlson, K. Windgrave (1), B. Collier.

SAIL NO: 1910
CLASS: IMS
YEAR BUILT: 1982
NO.OF HOBARTS: 7



SIDEWINDER
LOA: 15.4m
DESIGNER: Ed Dubois (UK)
TYPE: Dubois 51
OWNER/SKIPPER: John Needham
CLUB: Cruising Yacht Club of Australia, NSW
Recently purchased by John Needham, Sidewinder sailed previously out of Hong Kong, sailing in their 1985 Southern Cross Team when brand new. Built to the IOR rule from timber, she was designed for moderate to light airs and only finished 86th overall. Recently placed 1st under PHS in the XXXX Gold Coast Regatta and was 20th on line in the Sydney-Gold Coast race, both times with a CYCA Youth Academy team.
Crew: J. Needham, D. Sharp (2) and others.

SAIL NO: 7333
CLASS: TBA
YEAR BUILT: 1985
NO.OF HOBARTS: 1



SOAVE IL VENTO
LOA: 11.9m CLASS: IMS
DESIGNER: Joe Adams (Aust) YEAR BUILT: 1985
TYPE: One Tonner NO.OF HOBARTS: 4
OWNER/SKIPPER: Stewart Niemann
CLUB: Royal Melbourne Yacht Squadron, Vic
Was better known as "Thumbs Up" representing Tasmania at the '85 Southern Cross. Relative newcomers to blue water racing, Stewart Niemann and crew completed the '94 Sydney-Hobart mid-field. With a crew of mainly management consultants, they have given new meaning to the term "Steering Committee". With an Opera singer thrown in, the mix will provide an entertaining, and with luck, successful trip.
Crew: S. Niemann (1), J. Simonsen (1), S. de Pury (1).



SOUTHERLY
LOA: 10.6m CLASS: IMS
DESIGNER: Charles Peel (Aust) YEAR BUILT: 1939
TYPE: Peel 35 NO.OF HOBARTS: 9
OWNER/SKIPPER: Don Mickleborough
CLUB: Cruising Yacht Club of Australia, NSW
A new lease of life for boat and owner, placing 1st in division in the '94 Sydney-Southport, 1st in Veteran Division '94 Hobart, 1st '95 Sydney Mooloolaba and more. Southerly first went to Hobart in '58, and finished 3rd overall in '59. Don Mickleborough has finished 1st in the Sydney-Hobart, Fastnet, and Bermuda races - the only Australian to have done so. Was this year nominated in both NSW and World Yachting Awards - another Australian first.
Crew: D. Mickleborough (27), B. Jackson (26), J. Sheridan (11), D.Reid (8), A.Cable (31), B.King (4).



SOUTHERN CROSS TELEVISION
LOA: 10.7m CLASS: IMS
DESIGNER: Rod Johnstone (USA) YEAR BUILT: 1994
TYPE: J35 NO.OF HOBARTS: 1
OWNER/SKIPPER: Greg Prescott
CLUB: Royal Yacht Club of Tasmania, Tas
Good results for Greg Prescott with his well sailed J35, starting with 1st's in the 1994 South Pacific Ocean Racing Championship, '94 XXXX Gold Coast Winter Regatta, '94 Division F, Sydney-Hobart race, '94 Division C, Asia Pacific Series, '94 Bruny Island race and '94 Maria Island Race. Scored a 2nd in the '95 Three Peaks race. Must have been having an off day! Odds on bet for a place again this year.
Crew: G. Prescott (12), P. Jones (15), D.Morris (6), C.Bird (4), J.Ford (4), P.Bannerman (1), A.Shaw (1).



SUNDANCE II
LOA: 12.2m CLASS: IMS
DESIGNER: Laurie Davidson (NZ) YEAR BUILT: 1989
TYPE: One Tonner NO.OF HOBARTS: 2
OWNER/SKIPPER: Geoffrey Boettcher
CLUB: Royal South Australian Yacht Squadron, SA
Originally built to the IOR rule for competitive racing, Sundance lead the South Australian fleet out of Sydney Harbour last year and held her position on entering Storm Bay ahead of the new Inglis 47, Advantedge. Disappointment struck when the boom was badly bent less than 45nm from the finish, and continuing under storm tri-sail, allowing Maglieri Wines first to the showers and Cascade beer.
Crew: G. Boettcher (6), R. Fodock (5), C. Gordon (2), R.Scott (2), T.Miln (3), S.Doxey (1), D.Leslie (1), G.Cunningham, P.Boettcher, J.Jeffrey (4).



SURAYA
LOA: 11.3m CLASS: IMS
DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1967
TYPE: S&S 37 NO.OF HOBARTS: 2
OWNER/SKIPPER: Carl Striber
CLUB: Cruising Yacht Club of Australia, NSW
Twenty-eight year old timber yacht launched in late '67, and was the third of her type in the world to be built. Since competing in the '94 Sydney-Hobart, Suraya has raced in the Coral Sea Classic and the Sydney-Mooloolaba race. On returning from Port Moresby, she contested the Sydney-Southport race, the Hamilton Island Race Week, Airlie Beach Hogsbreath race and Cairns-Port Douglas Clipper Cup.
Crew: C. Striber (2), G. Wright (1), J. Scott (1), D.Wood.



SUREFOOT
LOA: 11.6m CLASS: TPHS
DESIGNER: Peter Norlin (Swe) YEAR BUILT: 1981
TYPE: One Tonner NO.OF HOBARTS: 5
OWNER/SKIPPER: Dennis Millikan
CLUB: Royal Melbourne Yacht Squadron, Vic
Originally from Sweden, this travelled yacht represented her country at the 1982 Sardinia Cup, New Guinea in the '83 Southern Cross Cup and the Admiral's Cup. This will be her sixth Sydney-Hobart in which she placed 3rd in Division in '90, 2nd in '91 and also finished 2nd in division at the '92 Melbourne-Burnie race. Dennis Millikan now races her in Victorian waters and last took her to Hobart in '93.
Crew: D. Millikan (13), A. McKenzie (11), R. Hiam (11), P. Inchbold (11), A.Weber (6), C.Webster (13), A.Nguyen, D.Matthews.



SWEET CAROLINE
LOA: 13.3m CLASS: TBA
DESIGNER: Ed Dubois (UK) YEAR BUILT: 1982
TYPE: Two Tonner NO.OF HOBARTS: 5
OWNER/SKIPPER: Bill Rawson
CLUB: Royal Yacht Club of Victoria, Vic
Was a top yacht, representing Australia at Kenwood Cup and China Seas Series and was one of the few finishers of the '93 Sydney-Hobart, scoring 6th overall and 2nd in division. Last year was sponsored by "Sorbert" and was going to wipe the rest of the field, but finished 16th in division. Sweet Caroline was the only Australian Yacht to compete inaugural Tasman Triangle race '94/95 and finished in fourth place.
Crew: B. Rawson (2), T.Crispin, Alex McKinnon, Andrew McKinnon (2), A.Thatcher (2), M.Naughton (1), M.Connoch (1), J.Curnow, L.Cherry, D.Knightsbridge (2), C.Brown, B.Walpole (4).



SWORD OF ORION
LOA: 13.2m CLASS: IMS
DESIGNER: Reichel/Pugh (USA) YEAR BUILT: 1993
TYPE: IMS Racer NO.OF HOBARTS: 2
OWNER/SKIPPER: David Gotze
CLUB: Sandringham Yacht Club, Vic
New owner for Sword of Orion which comes from America's Cup designers, Reichel & Pugh, and is a design descendant from America Cube which won the '92 America's Cup. She took out the Melbourne-Burnie race by over 17 minutes, and was in Victoria's Southern Cross team in '93, finishing 3rd in the IMS class and finished 8th overall and 2nd in division in the Sydney-Hobart and should place well this time.
Crew: D.Gotze, P. Edwards (13), S. Healy (5), G.Mellody (7), G.Bellard (1), S.Healy (5), W. Johnstone (8), R.Hagebols, D.Opie (1).



SYCORAX
LOA: 12.5m CLASS: IMS
DESIGNER: Iain Murray (Aust) YEAR BUILT: 1995
TYPE: BH 41 NO.OF HOBARTS: 0
OWNER/SKIPPER: Michael Quinn
CLUB: Middle Harbour Yacht Club, NSW
Latest BH 41 with North Sails inventory, Sycorax represents the latest in design and her name is that of the sorceress in Shakespeare's "The Tempest". Michael Quinn is a plastic surgeon and reconstructive surgeon, and has a great crew line-up starting with North Sails Director, Grant Simmer, who will organise the bulk of the crew. Rumours abound that America's Cup helmsman, Peter Gilmour, will figure. If this is the case, Sycorax will be hard to beat.
Crew: M.Quinn (1), G. Simmer (6), J. Rowed (1), P. Quinn, W.Quinn, G.Duce (4), D.Rolfe, A.Toon, B.Fletcher, N.Malloney, A.McGlashan.



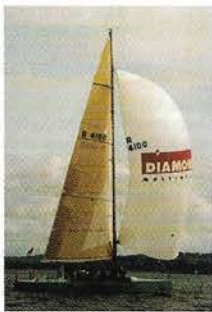
TAKE TIME
LOA: 10.2m CLASS: TBA
DESIGNER: Peter Joubert (Aust) YEAR BUILT: 1976
TYPE: Brolga 33 NO.OF HOBARTS: 3
OWNER/SKIPPER: Graham Smith
CLUB: Cruising Yacht Club of Australia, NSW
Overhauled by her owner Graham Smith, a veteran of thirteen Sydney-Hobart races, Take Time took her time last year and finished 17th in division. Best result was last year taking out the '93/94 IMS and PHS Blue Water Championship. Smith finished 6th in division in the '92 Hobart, and hard work paid off in '93 when he reached Hobart, finishing 8th in division. Smith is looking for a good result this time.
Crew: G. Smith (15), E. McLennan (15), D. Holmes (3), W.Holmes (2), B.Gibson (1), P.Shatterton (1).



TBA (ex Sheraton Hobart)
LOA: 12.2m CLASS: IMS
DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1984
TYPE: One Tonner NO.OF HOBARTS: 9
OWNER/SKIPPER: Ian Smith
CLUB: Derwent Sailing Squadron, Tas
Raced for four years as Sheraton Hobart, but not this year. This yacht has the distinction of being the only one tonner to finish the rough '93 Sydney-Hobart, finishing 4th overall and 2nd in division, after helping another yacht in trouble. A good and well deserved result for Ian Smith, a regular Hobart competitor, who did well to finish 4th in division and 11th overall last year. Hard to beat that result.
Crew: I. Smith (22), R. Howlett (23), A. Edwards (13), R. Cohen (10), P.Hopkins (13), R.Cawthorne, G.Newstead, A. Smith (10), R.Ashlin (18).



TBA (ex 2KY Racing Radio)
LOA: 10.8m CLASS: IMS
DESIGNER: Scott Jutson (Aust) YEAR BUILT: 1994
TYPE: NSX 36 NO.OF HOBARTS: 1
OWNER/SKIPPER: Bob Mulkearns
CLUB: Middle Harbour Yacht Club, NSW
This yacht has been known as 2KY Racing Radio and Winfield Racing. A Scott Jutson design that has performed extremely well, with 3rd in the '94 Sydney-Hobart, 1st in division of the '95 National Business Directories Regatta, 2nd overall '95 XXXX Ansett Hamilton Island Race Week. Bob Mulkearns picks his crew right, with main helmsman again the 18' skiff World Champion and versatile yachtsman, Michael Spies.
Crew: R. Mulkearns (3), M. Spies (18), T. Kirby (11), I. MacDiarmid (5), A.Roxburgh (3), G.Parkes (7), P.Beaes (5), A.Rhys (3).



TERRAFIRMA
LOA: 12.5m CLASS: IMS
DESIGNER: Iain Murray (Aust) YEAR BUILT: 1995
TYPE: IMS Racer NO.OF HOBARTS: 0
OWNER/SKIPPER: Scott Carlile/Dean Wilson
CLUB: Royal Yacht Club of Victoria, Vic
New Murray design launched in July this year, one week prior to the Victorian ORCV Winter Series commencing. Finished 1st in the IMS Racer Division of the Portsea-Hastings race, and 1st overall in the ORCV Winter Series in the IMS Racer Division. Already showing her potential, Scott Carlile will add to her chances with Ian "Barney" Walker, one of the country's top Soling sailors, as primary helmsman.
Crew: S. Carlile, D.Wilson, N. Drennan (3), I. Walker (1), B. Murphy, S.Will (1), R.Carlile (2), D.King (1), B.Murphy (1), P.Dorien (2), J.Strickland (2).



WILD THING
LOA: 15.1m CLASS: TPHS
DESIGNER: Jim Inglis/Iain Murray (Aust) YEAR BUILT: 1991
TYPE: Modified Fractional Sloop NO.OF HOBARTS: 3
OWNER/SKIPPER: Grant Wharington
CLUB: Mornington Yacht Club, Vic
Wild Thing was modified by Iain Murray in '93 and is now even faster. Took line honors in the '91 Melbourne-Hobart, and '92 Melbourne-Burnie race, (breaking the race record) and was top point scorer at the '92 Kenwood Cup. Scored 3rd on line and 3rd overall under PHS in the '93 Sydney-Hobart and finished 13th on line last year. Grant Wharington also took line honors in the '94 Melbourne-Osaka race.
Crew: G. Wharington.



THAI AIRWAYS INTERNATIONAL
LOA: 16.7m CLASS: IMS
DESIGNER: Laurie Davidson (NZ) YEAR BUILT: 1985
TYPE: Davidson 55 NO.OF HOBARTS: 3
OWNER/SKIPPER: Chris Packer
CLUB: Royal New Zealand Yacht Squadron, NZ
Known to most as Starlight Express, she had her third trip to Hobart last year and finished 5th overall and 2nd in Division A. Ten years old now, but still very quick and represented New Zealand at Kenwood Cup in Hawaii, finishing 2nd in the cruiser division. Other top results are 1st in '95 Keri Keri-Port Vila Race, 1st in '95 Hamilton Island Big Boat Series and 2nd in '95 Port Douglas Clipper Cup Series.
Crew: C. Packer (4), C. Booth (5), C.Bellingham (1), B.Carmichael (1), P.Coveney (1), D.Simmonds, D.Collins, S.Sands, R.Barry.



WILLYAMA
LOA: 11.6m CLASS: IMS
DESIGNER: Hank Kaufman (Aust) YEAR BUILT: 1983
TYPE: Northshore 38 NO.OF HOBARTS: 1
OWNER/SKIPPER: James Runnegar
CLUB: Cruising Yacht Club of South Australia, SA
Had a good start in the 50th Sydney-Hobart Anniversary race only to see the larger yachts overtake her in the following days down the coast. It was the first taste of a Bass Strait blow for James Runnegar and crew, so they sailed their boat a little conservatively. This year they will go all out to beat last year's time and feel they must get to Hobart and the New Years Eve party at all costs.
Crew: J. Runnegar (1), R. Sellick (9), S. Lewis (2), Vlad Humenuk (1), E.Thornton, C/Runnegar, T.Abbott, A.Brinkworth (2), D.Swanson.



TIBIA
LOA: 11.3m CLASS: IMS
DESIGNER: Ron Swanson (Aust) YEAR BUILT: 1986
TYPE: Swanson 38 NO.OF HOBARTS: 1
OWNER/SKIPPER: Roger Wallis
CLUB: Metung Yacht Club, Vic
Tibia had her first ocean race last year, competing in the '94 Sydney-Hobart and was forced to retire with steering failure. Roger Wallis is keen to compete again and complete the race on his Ron Swanson designed boat, a boat more suited to cruising, which is what she does, including a Pacific cruise to New Caledonia, Vanuatu and the Solomons. Wallis has also competed in the Melbourne-Devonport race.
Crew: R. Wallis (1), I. Robinson (1), R. Wallis (3), B. Wallis (1), A. Yeats (1).



WOW NORTEL
LOA: 12.2m CLASS: IMS
DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1984
TYPE: One Tonner NO.OF HOBARTS: 13
OWNER/SKIPPER: Kerry Goudge
CLUB: Cruising Yacht Club of Australia, NSW
Same boat but entirely different crew for Kerry Goudge and the Women On Water Syndicate, competing in the fifth Sydney-Hobart. Best result was a 6th overall and 4th in division under IOR in the gale-force conditions of '93. Last year saw them in 19th overall in division, and this year will see a lot of sponsorship support for a range of womens sailing activities, from coaching to sponsorship of races.
Crew: K. Goudge (7), B.Higgs (4), V.Strachan (1), M.Scott, B.Holt (3), S.Hunt, M.Taylor, M.Dobson (1), K.Loughlin, G.Ashley, T.Hancock.



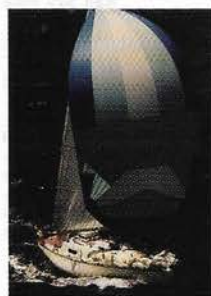
TOXIC WASTE
LOA: 9.5m CLASS: IMS
DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1993
TYPE: Farr 31 NO.OF HOBARTS: 2
OWNER/SKIPPER: Harry Hertzberg
CLUB: Sandringham Yacht Club, Vic
Small, but fast as lightning, managed a 3rd overall in the Asia Pacific Series in '93, but retired from the Sydney-Hobart race and finished 6th in division last year. Harry Hertzberg has successfully campaigned small yachts over the years, including Nuzulu and Zumdish. A dark purple hull distinguishes this yacht from the others, and Hertzberg's hope for this year is to finish in a top placing.
Crew: H. Hertzberg (5), C. Mackie (7), C. Bousfield (5).



XSTATIC
LOA: 11.7m CLASS: IMS
DESIGNER: Scott Jutson (Aust) YEAR BUILT: 1993
TYPE: Jutson 38 NO.OF HOBARTS: 0
OWNER/SKIPPER: Brett Gooley
CLUB: Cruising Yacht Club of Australia, NSW
A two year old Scott Jutson design, Xstatic has competed in a few races on the offshore calendar, including the Sydney-Gold Coast Classic, the Pittwater-Coffs Harbour race and the Sydney-Mooloolaba race. She should be quick, designed for IMS racing, but little is known of her form. This year's race to Hobart could be the test for the thirty-eight footer and her Sydney owner, Brett Gooley.
Crew: B. Gooley (1), J.Gardner (7), R.Marks (2) and others.



VALHERU
LOA: 13.0m CLASS: IMS
DESIGNER: Greg Elliot (NZ) YEAR BUILT: 1994
TYPE: IMS Racer NO.OF HOBARTS: 0
OWNER/SKIPPER: Anthony Lyall
CLUB: Port Dalrymple Yacht Club, Tas
One year old Greg Elliot designed yacht which hasn't had any races out of Bass Strait. This will be a first to Hobart for Valheru and her owner, Anthony Lyall, who has numerous ocean races under the belt, with a best result of line honors in all races of the '94 Rudder Cup. Other races include the Cock of the Bay, Melbourne-Devonport and Top of the Island. Crew will include Robert Matthews and Ian Ross.
Crew: A. Lyall, R. Matthews (8), T. White (3), I. Ross.



ZEUS II
LOA: 9.2m CLASS: IMS
DESIGNER: Peter Joubert (Aust) YEAR BUILT: 1979
TYPE: Currawong NO.OF HOBARTS: 9
OWNER/SKIPPER: Jim Dunstan
CLUB: Royal Sydney Yacht Squadron, NSW
Best performance would have to be the win overall of the 1981 Sydney-Hobart, the smallest yacht to do so. Did well to finish the '93 race 9th overall and 2nd in division under IMS, and last year finished 3rd in division. A reliable yacht, she has never retired from an ocean race and has won numerous races, including the '90 Cabbage Tree Island race, '94 and '95 Morna Cup and the '80 Janzoon Trophy.
Crew: J. Dunstan (17), C. Thornton (4), P. Kerrigan (8), E.Saalfeld (1), P.Colvin (6), J.Armenante (2)

Offshore Yachting Magazine wishes all competitors a successful 1995 Telstra MobileNet Sydney-Hobart



Optimising

The Fight at the Front: Rules Rule!

The quest for the course record has become the Holy Grail of the Sydney to Hobart. Every year of the race sees an overall winner and a line honours winner but the 20 year race record seems more elusive and therefore desirable than ever. Breaking it is the dream of every potential line honours yacht owner and crew.

Two things control the race record. One is the "speed limit" that exists for the upper end of the fleet and the other is the weather. Weather is out of our control and often plays a cruel hand such as in 1993 when all the big boats were knocked out and a 47 footer crossed the line first. The weather is erratic and unstable that time of year but one thing stands as a simple fact: the weather encountered by *Kialoa* in 1975 has not been repeated since.

However, if you look at a graph of

the finishing times over the last 20 years you will see a gradual diminishing of the average times with the second and third fastest times ever recorded occurring last year. This is a function of the speed limit and the faster boats that it produces. Let's have a look at its history.

Fastest : 1975 *Kialoa* , 62 hrs, 36 mins. Second Fastest : 1994 *Tasmania* , 64 hrs, 48 mins. Third Fastest : 1994 *Brindabella* , 64 hrs, 55 mins. Average over 20 years : 76 hrs, 42 mins.

In 1975, when *Kialoa* was winning, the race limit was set at IOR 70ft. *Kialoa* was a ketch rigged ocean racing design from the days that maxis did very little inshore racing and the highlight of her season was the annual TransAtlantic race between her and Huey Long's *Ondine*, also a ketch. This all changed when *Ballyhoo* came out and ushered in the era of the sloop rigged maxi which made the ketches quickly obsolete.

The IOR rules progressed and every year a newer and faster maxi came out and an IOR maxi won line honours in

every Hobart through to 1990. The problem was that these were highly optimised course racing designs and the real speed in the ocean came through fast reaching and running which the ketches were best at.

This was proven again following the reinvention of the ketch for the Whitbread Race where a more off the wind course and a glaring loophole in the IOR rule again saw the ketch come to the fore in offshore racing. They were still woeful around the cans but given their full head of steam in the ocean they were hard to beat.

The 1992 and the 1994 Hobart were both dominated by the Whitbread ketch *New Zealand Endeavour/Tasmania* and *Tasmania* set the second fastest time in the history of the race in 1994.

One of the reasons that the ketch loophole was allowed to continue was that the IOR was in a severe decline and there was little will to change things particularly given the Whitbread Race's willingness to support the IOR. While this was going on the IMS was rising as the new offshore handicapping formula and was first used in the Hobart in 1989.

The concept of the race limit had to

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Tasmania, the maxi ketch designed specifically for the Whitbread Round the World Race, dominated the race for line honours in the 1992 and 1994 Sydney to Hobart races. However, *Brindabella* beat her in the 1995 Sydney to Mooloolaba race. (Pic - Ian Mainsbridge)

be reconsidered at this stage as it appeared the two rules would be running side by side for a while. The ORC was unhelpful as they did not believe IMS needed a limit so perfect was the ability of the rule to predict performance. Nevertheless, the sanctity of the race record had to be preserved so a method was found which was to use the GPH of an IMS measured IOR maxi which in this case was *Congere* which, under the previous ownership of Alan Bond, had won a Hobart line honours in the near average time of 78 hours and 21 minutes.

The GPH solution was far from ideal as it could be easily optimised around. However, given the limited movement at the front of the fleet and the general uncertainty that existed with two rules running at once this did not occur. You had an option with which to enter the race: IOR 70 or an IMS GPH limit.

This was a fair solution as long as the two values produced a fairly equal result. This proved not to be the case by 1992 when it was found that the IOR ketch well and truly exceeded the IMS GPH limit and was riding the loophole around the latent IMS big boat fleet. The IOR rule was dropped in near totality in

1994 with no handicap result being run. However its last vestige was to allow boats to enter TPH using an IOR 70 speed limit. This accommodated one boat which was *Tasmania* and she hit the line with the IMS boats having to give away approximately 7 seconds per mile to Hobart or 1 hour and 14 minutes.

The next big milestone occurs this year with the final formulation of an internationally accepted IMS upper limit and the complete elimination of IOR as a utility. This new rule is the ILC 70 or IMS maxi rule and like all the ILC formulations it essentially generates a new style of boat which obsoletes all that came before it. The new ILC maxi rates well beyond the previous GPH limit boats and this leaves the record more vulnerable than ever.

The ILC limit is fairly complicated. Aside from setting certain physical limits the main tools are a 9 point matrix of upwind and downwind VMG as well as reaching set over three wind speeds. As well as not being able to exceed fixed speeds on any of these limits there is a weighted average that prevents you from actually getting to all the limits anyway.

In a sense you are encouraged to

create a type of boat with whatever bias you feel is right for the type of racing you want to excel at. Suffice it to say the new ILC 70 is the fastest type of boat to hit the starting line going south in the history of the race.

As a counterpoint, *Brindabella* which has been at the race limit since launched two years ago is now 13 seconds per mile outside the limit or 2 hours and 18 minutes. And what has happened to the original marker boat *Congere*? Since last racing here in the 50th she has had extensive hull and keel modifications and is now 6 seconds off the race limits. Such are the perils of life in the fast lane.

Many argue that if the race conditions that *Kialoa* encountered were seen again at least five or six boats would break the record. I do not see this as the greatest threat to the record.

It is now the case that an average set of conditions will see one boat get in perhaps just inside the record in the 61 hour range. Given the speed potential of the ILC 70 this could have occurred last year if one had been racing. Hopefully a stable future is before us and an ILC 70 will take the record and hold it until the next perfect race occurs. Then it will be shattered. ▲

Cup team, *Freya*, *Camille* and *Caprice* of Huon."

He also had instructions from the Club to discuss with the Royal Ocean Racing Club proposals to achieve for ocean racing a new rule that would bring the British RORC Rule and the American CCA Rule closer together. To this end, as Australia's chief measurer, he worked tirelessly with his lifelong friend, American naval architect Olin Stephens. It was through their efforts and technical contributions that finally the two rating rules were united and the International Offshore Rule (IOR) became established as the worldwide means of measuring and handicapping ocean racing yachts.

To older members of the CYCA and to Sydney-Hobart competitors Merv Davey will be fondly remembered by his nickname "The Spook", which he was given during his time as Club Secretary/Manager from 1962 to 1971. He was always there: guiding, helping, assisting in rule interpretation.

No problem was too large or too small for him to devote his time in order to foster the sport he loved above all - ocean yacht racing and especially the CYCA major annual event, the Sydney to Hobart, an event which through his endeavours became firmly established as one of the world's great ocean races.

- John F. Keelty, Rear Commodore, CYCA.

Young Endeavour Again Radio Relay Ship

For the third year, Australia's Sail Training Ship *Young Endeavour* will be the Radio Relay Ship for the 1995 Telstra MobileNet Sydney to Hobart. In the past two years the brigantine and her crew have made a major contribution to maintaining the high profile communications and safety record of one of the world's major ocean races.



The Young Endeavour - main radio relay ship

This year *Young Endeavour* will be under the command of Lieutenant Commander R.D. (Bob) Williams RAN, with a crew of professional sailors as well as young trainees making the voyage south to Tasmania. Lieutenant Commander Williams joined the ship as Executive Officer and Sailing Master in January 1994 and assumed Command in January 1995 from Lieutenant Commander Chris Curtis who has been posted to Canberra and promoted to Commander.

Lieutenant Commander Williams joined *Young Endeavour* after an extensive Navy career which began after he graduated from the Royal Australian Naval College as Dux of the Creswell Course in 1979. He has served on the US Navy's Guided Missile Cruiser USS *Chicago* and aboard the RAN ships HMAS *Supply*, HMAS *Ibis*, HMAS *Torrens*,

HMAS *Swan*, HMAS *Stuart*, HMAS *Adelaide* and HMAS *Hobart*. In 1989 he joined the Guided Missile Destroyer HMAS *Brisbane* which included service in the Gulf War as the ship's Operations Officer. Bob Williams and his wife, Ann, are keen sailors, cruising the NSW coast extensively in their 30-foot cutter.

The Cruising Yacht Club of Australia's radio operations team aboard the ship will again be Lou Carter and Michael and Audrey Brown, who have fulfilled this demanding role with professional expertise in two of the most difficult Sydney to Hobarts, the galeswept race of 1993 which saw major drama at sea, and last year's 50th race with its record fleet of 371 yachts.

Radio operations will be on 4483 mHz and the position reports ("skeds") will continue to be at 0305 and 1405 hours,



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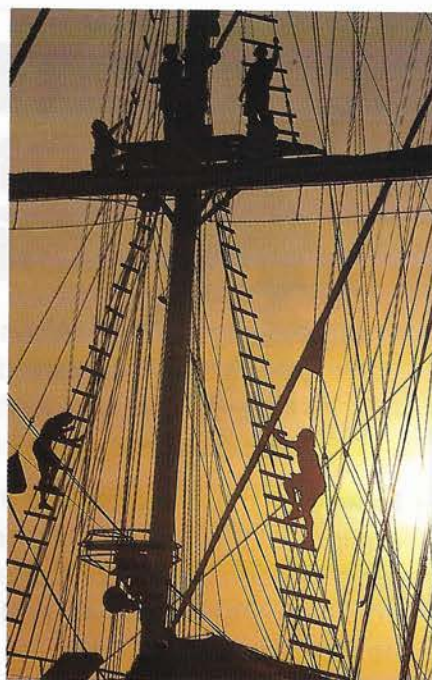
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"In late July, Young Endeavour sailed to Indonesia with a specially selected youth crew to participate in Sail Indonesia '95, joining a small fleet of tall ships"



with a safety sked at 2205 hours.

In late April, the publication of an historical publication, *The Life and Times of the Young Endeavour*, highlighted the STV's departure to begin her inaugural circumnavigation of Australia to participate in a tribute to Indonesia's historic year celebrating 50 years of Independence.

The circumnavigation has taken six months during which time *Young Endeavour* has visited every State of Australia in a series of sailing training voyages of varying lengths, from 10 days to four weeks before returning to Sydney in November. Highlights of the voyage included a visit to Thursday Island and the first ever visit of the ship to Darwin.

In late July, *Young Endeavour* sailed to Indonesia with a specially selected youth crew to participate in Sail Indonesia '95, joining a small fleet of tall ships.

Ron White's Winning Ways

By Kevan Wolfe

Ron White, 73 years old and in a 14 year old boat has taken on the best of Victoria's ocean racers in the Ocean Racing Club of Victoria's winter series, sponsored by Telstra National Business Directories, and shown them how to do it...for the second year in a row.

In the yard at Sandringham Yacht Club there is a sign on the office wall that reads Bay 13. Tucked amongst the yachts hauled-up for repairs and maintenance, Bay 13 is the meeting place of a small group of vintage yachties who gather regularly for a mid-morning chat. One of them is Ron White, a weather beaten 73 year old, whose craggy features tell the story of a lifetime spent on the water.

White, a former commodore of Sandringham Yacht Club, and his sons, Ralph and Tony, with a couple of other regular

Veterans set sail for ocean racing record



Richard ("Sightie") Hammond will be sailing his 37th Sydney to Hobart this year aboard *Margaret Rintoul II*, the famous former *Ragamuffin* of the late 1960s-early 1970s, which will be sailing her 20th Hobart. They could achieve a unique record, as Peter Campbell forecasts.

These two famous veterans of Australian ocean racing, the timber sloop *Margaret Rintoul II* and navigator "Sightie" Hammond joined forces to produce an overall IMS win in the Fujitsu 22nd Gosford to Lord Howe Island Yachting Classic sailed in the Tasman Sea in late October.

The pair will be at sea again in the Telstra MobileNet 1995 Sydney to Hobart, both setting a record for participation in the 630 nautical mile bluewater classic and with every chance of recording a unique corrected time victory.

The two veterans complimented each other on the 408 nautical mile race, sailed on a north-easterly course across the Tasman Sea to Lord Howe Island, the beautiful World Heritage-listed island with its unique coral lagoon, towering mountains, delicate environment and remarkable birdlife.

"Sightie" spent many hours evaluating the wind and tide patterns of the

Veteran yacht *Margaret Rintoul II* will be a strong contender in Telstra MobileNet Sydney – Hobart following win in Fujitsu Gosford – Lord Howe Island Classic
Pic: Ian Mainsbridge

northern Tasman Sea in putting together a tactical navigation plan. Then, the Sparkman and Stephens 49-footer did her bit, powering to windward just south of the rhumbline in fresh to strong nor'east to nor'westerly breezes. Aided by a one knot easterly current *Margaret Rintoul II* was fifth to finish, only five hours behind line honours winner *Collex Onyx*, and just five minutes astern of the modern IMS racer, *J44 Phoenix*.

Launched in 1968 as Syd Fischer's first *Ragamuffin*, *Margaret Rintoul II* was bought in 1988 by Sydney yachtsman, Richard Purcell.

The Lord Howe Island victory was a fitting reward for Purcell, a member of the Cruising Yacht Club of Australia, who spent five years having the yacht magnificently restored for last year's 50th Sydney-Hobart. She finished second to another famous veteran, *Love and War*, in the 20-Year Veteran Division.

Second overall in the Lord Howe Island race went to the *J44, Adria*, skippered by Chris Gorman, Royal Prince Alfred Yacht Club, with the Peterson 34, *Impeccable*, skippered by 73-year-old John Walker from Middle Harbour Yacht Club a close third. Under PHS (Performance Handicap System) *Adria* reversed the placings, beating *Margaret Rintoul II*, with the Lake Macquarie yacht *Highland Fling* (Keith Thorn), an Adams 60, third.

For the first time in 20 years, line honours went to a Lake Macquarie yacht, with the modified Adams/Radford 50, *Collex Onyx*, leading the fleet to the island following the dismasting of Australia's champion maxi yacht *Brindabella* when more than halfway to the island.

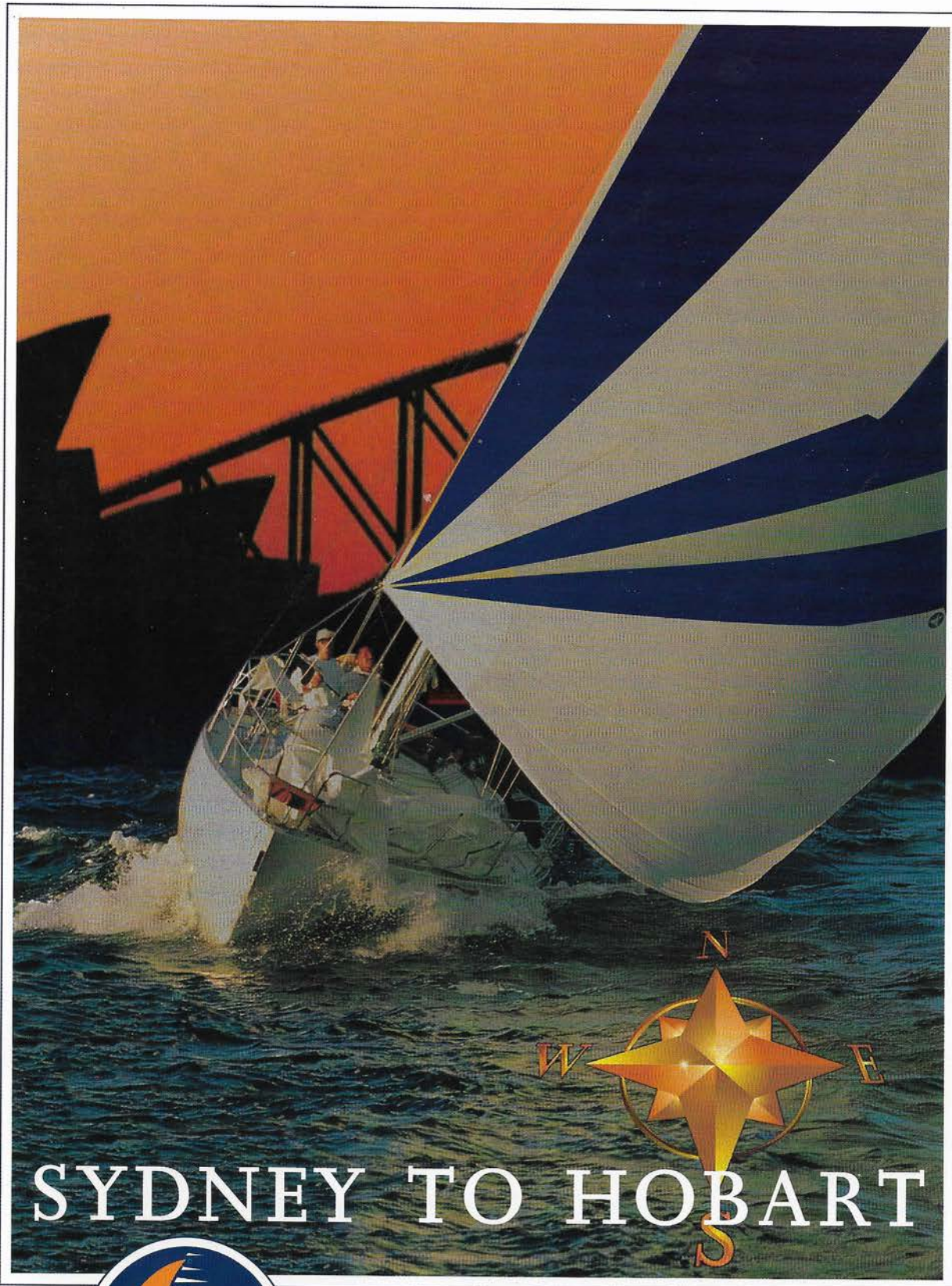
Brindabella, skippered by George Snow, was on course to a record-breaking line honours victory when a D1 turnbuckle snapped, sending the massive rig crashing over the side. At the time, the Jutson 75 was close reaching with a reefed mainsail and a number three headsail in a 25-28 knot headwind, with steep, short and "nasty" seas. Her dispirited skipper and crew of 18 had to motor some 250 miles back to Sydney.

The record stands at 40 hours 23 minutes 31 seconds set by *Helsal II* in 1988.

Anchored in Lord Howe Island's beautiful lagoon, the fleet enjoyed several days of R&R on the island, with the traditional trophy presentation under palm trees at the Milky Way Restaurant.

The Fujitsu trophy for club teams was won by the Middle Harbour Yacht Club team of *J44 Phoenix* (Rob Reynolds), *Impeccable* (John Walker) and *Yendys* (Geoff Ross) from the CYCA team of *Margaret Rintoul* (Richard Purcell), *She II* (Peter Rodgers) and *Katinka* (Des O'Connell) by a margin of just one point. ▲

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