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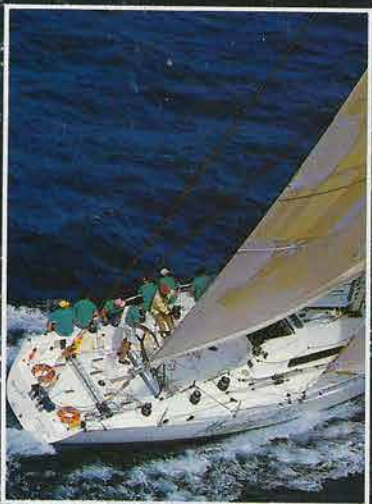
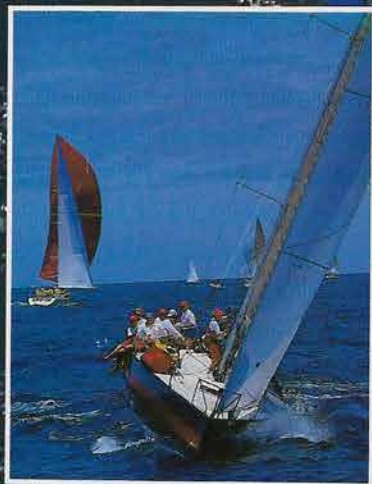
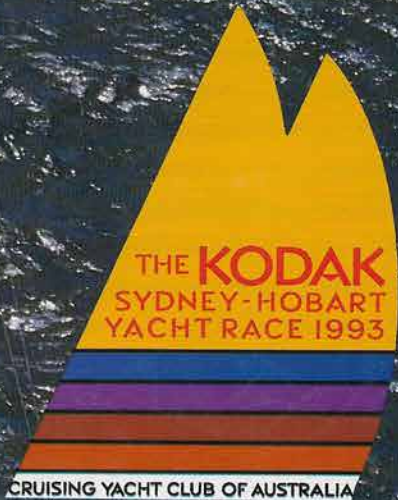
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# Kodak Sydney-Hobart Yacht Race 1993

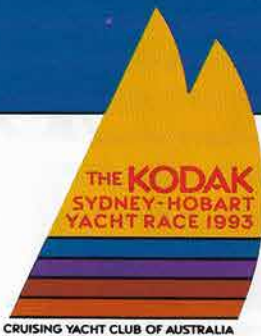


**OFFICIAL  
RACE ISSUE**



CONDUCTED BY  
THE CRUISING YACHT CLUB OF AUSTRALIA  
WITH THE CO-OPERATION OF THE ROYAL YACHT CLUB OF TASMANIA

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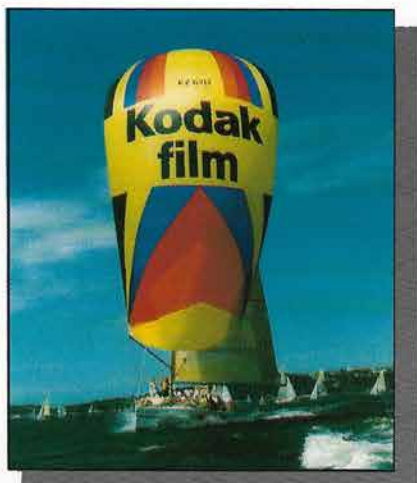
# kodak 49th sydney-hobart

**THE GREAT RACE SOUTH** – A fine fleet of more than 105 ocean racing is lining up for the 1993 Kodak Sydney-Hobart Yacht Race on Sunday, December 26, the 49th annual ocean race to Tasmania organised by the Cruising Yacht Club of Australia with the co-operation of the Royal Yacht Club of Tasmania .....8

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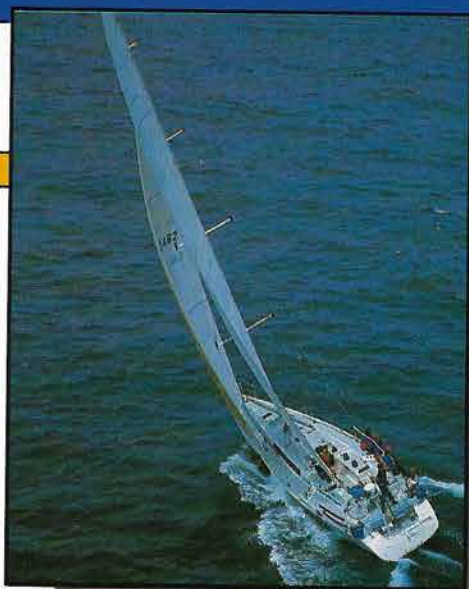
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# yacht race 1993

plus...

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\* Complete report of the Kodak 49th Sydney-Hobart Yacht Race, plus other major ocean races, world and national championships in the Australian summer of sailing, 1993-94.

**COVER:** The new IMS maxi yacht Brindabella, favourite for line honours in the 1993 Kodak Sydney-Hobart Yacht Race spreads her sails in first outing off Sydney Heads. (Pic - Ian Mainsbridge).

**Insets:** Other Sydney-Hobart contenders, Wild Oats ((left) and Morning Mist III (right)



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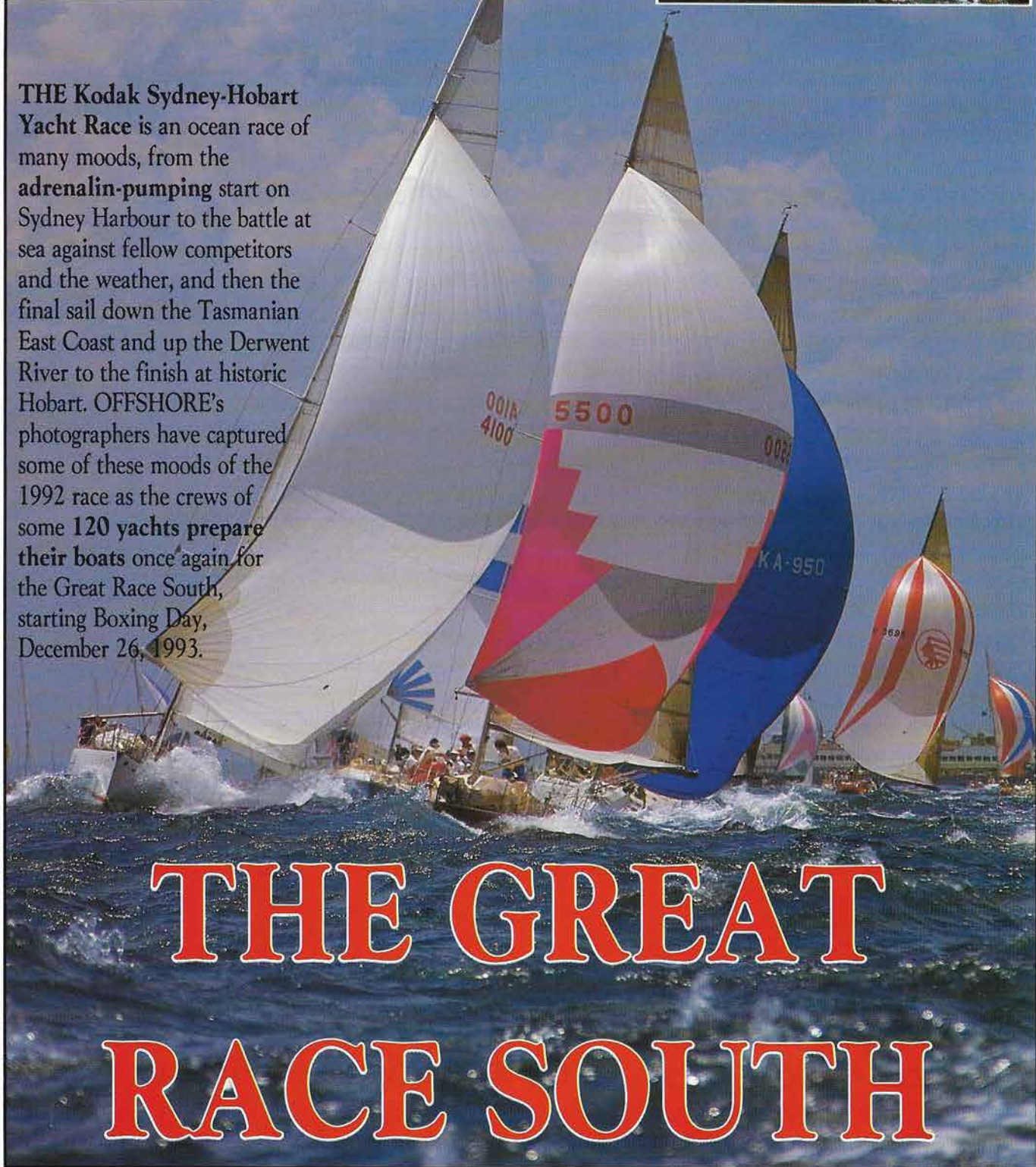
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THE **KODAK**  
SYDNEY-HOBART  
YACHT RACE 1993

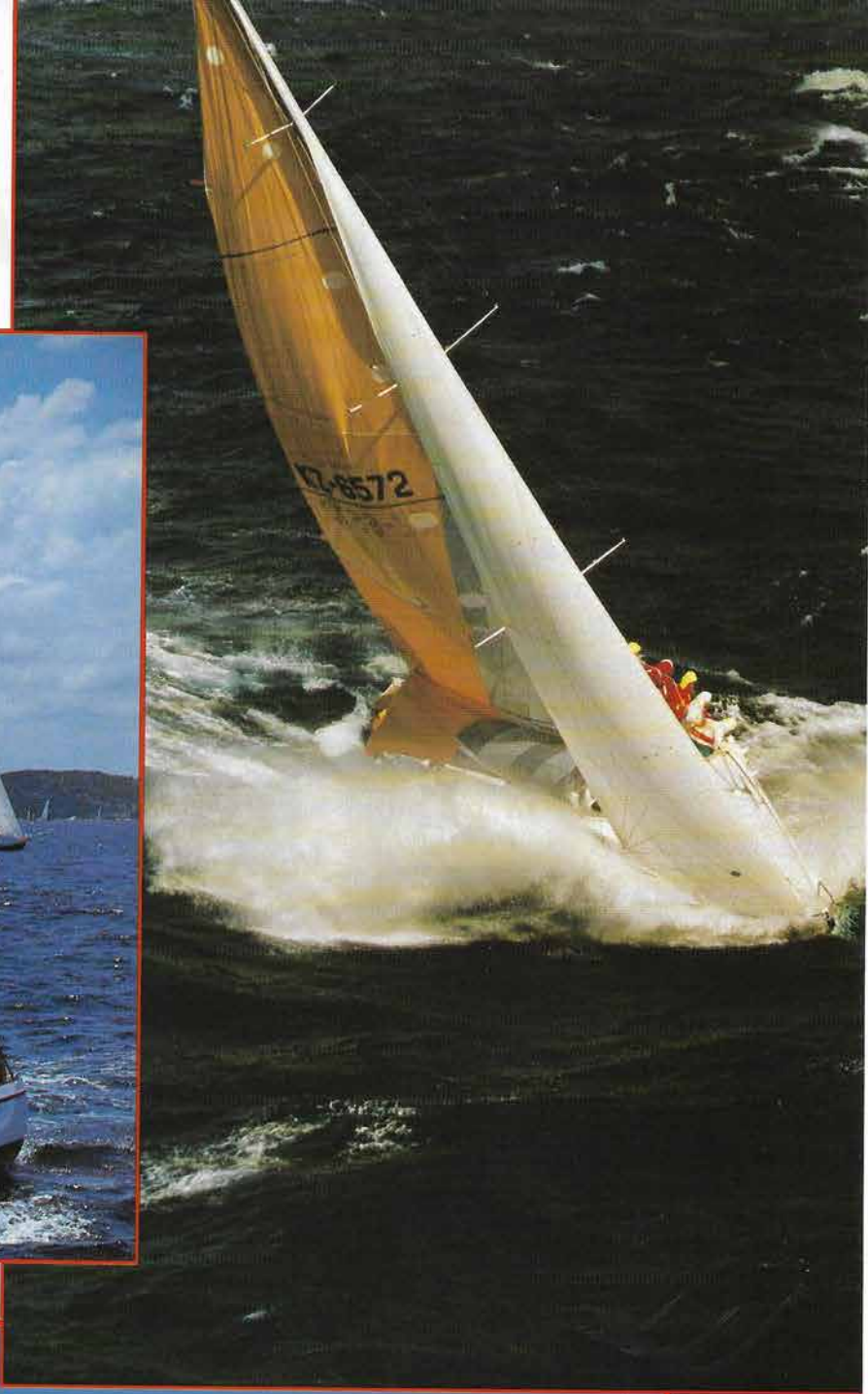
CRUISING YACHT CLUB OF AUSTRALIA



THE Kodak Sydney-Hobart Yacht Race is an ocean race of many moods, from the **adrenalin-pumping** start on Sydney Harbour to the battle at sea against fellow competitors and the weather, and then the final sail down the Tasmanian East Coast and up the Derwent River to the finish at historic Hobart. OFFSHORE's photographers have captured some of these moods of the 1992 race as the crews of some **120 yachts** prepare their boats once again for the Great Race South, starting Boxing Day, December 26, 1993.

# THE GREAT RACE SOUTH

**Left : Sothern Cross Cup Racing will be a highlight of this year's Kodak month of racing in Sydney. Inset : Last year's start. Below : Veteran *Anitra* is back again. Right : Maxi ketch *New Zealand Endeavour* heads to sea in last year's race. Below : Sydney Harbour scene as the fleet heads to sea. (Pics: David Clare, Peter Campbell, Mark Tola, Richard Bennett)**



# *Young Endeavour* to Escort Fleet to Hobart

*Young Endeavour*, Australia's national sail training ship, will be the radio relay vessel for this year's 49th and next year's 50th Kodak Sydney-Hobart Yacht Races.

The 44m LOA brigantine will escort the fleet over the 630 nautical mile course and will be an integral part of the communications and safety of the fleet. With her huge spread of canvas she will be an added attraction as the big fleet heads south on Boxing Day.



## Richard Bennet's Superb Sydney-Hobart Race Photographs

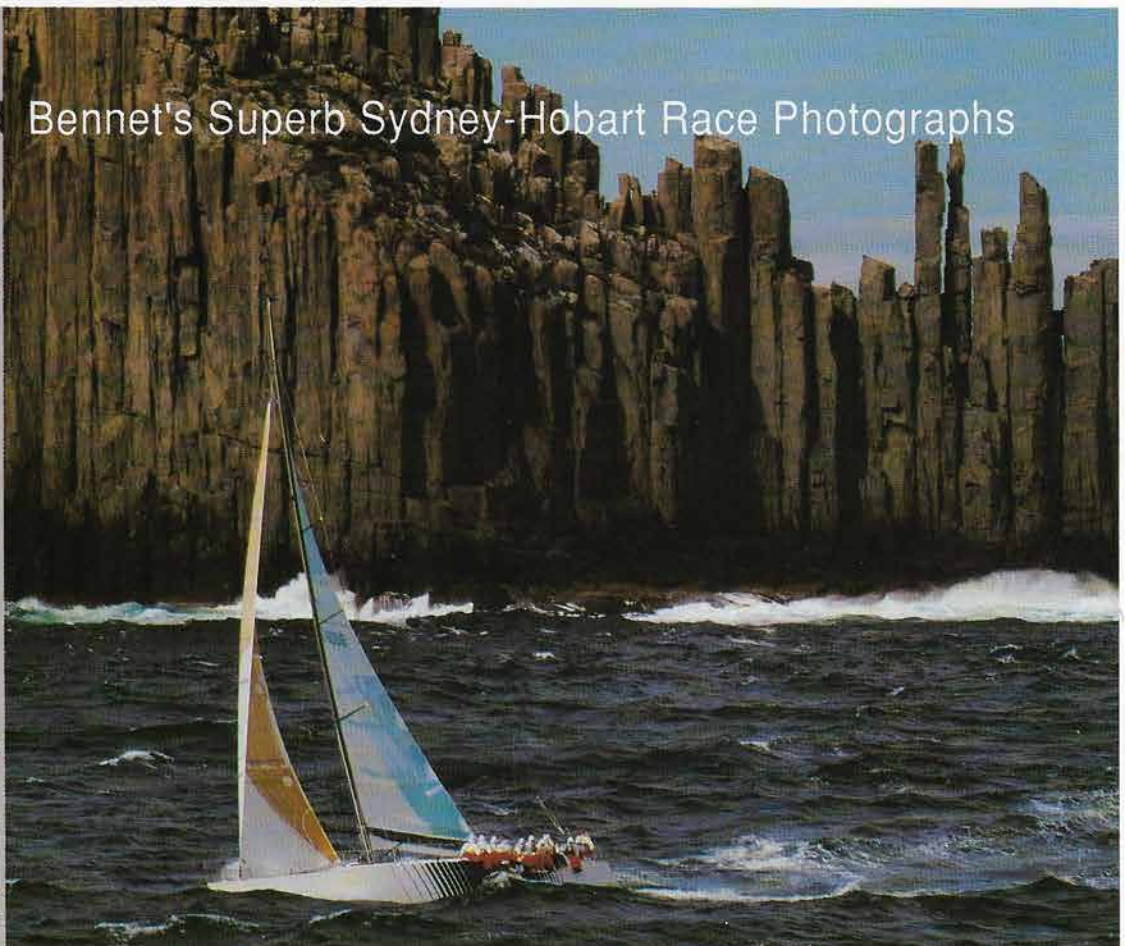
Richard Bennett's high-flying aerial photography captures the dynamic action of all the top yachts.

Don't miss out!  
See Richard Bennett's display of photos for sale right at Constitution Dock, Hobart. They're worth waiting for.

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**T**HE radio relay vessel, always a traditional part of Sydney-Hobart races since the early years, was dropped from the 1992 race in favour of a land-based communications system down the NSW south coast and the Tasmanian east coast.

However, technical and operational communication shortcomings last year have prompted the Cruising Yacht Club of Australia into reinstating the RRV for this year's 49th Sydney-Hobart.

*Young Endeavour* was the Bicentennial gift from Great Britain to the Government and people of Australia. Since being handed over in 1988, the fine looking brigantine has been operated by the Young Endeavour Youth Scheme with a professional crew drawn from the Royal Australian Navy.

"*Young Endeavour* will be an excellent radio relay vessel for the Kodak Sydney-Hobart Race this year and more importantly in the 50th race next year when we could have as many as 200 yachts sailing south, some of them of vintage years," CYCA sailing secretary Bob Brenac said after viewing the brigantine.

"Not only will she be a focal point of the race in her own right, but she has the working arrangements and equipment aboard to be a most efficient radio relay vessel between the fleet and race headquarters ashore.

"The CYCA is receiving the fullest co-operation from the Young Endeavour Youth Scheme and ship's commanding officer and his Royal Australian Navy crew, who will provide an efficient back-up to our own radio team," Brenac added.

Over the past five years many hundreds of young people have enjoyed an adventure under sail aboard the brigantine around the Australian coast.

In addition, many lucky young men and women have also sailed aboard when *Young Endeavour* has represented Australia at international events, including sailing in the Bicentennial Tall Ships Race, sailing to New Zealand in 1990 and in a remarkable circumnavigation of the world to participate in the Columbus celebrations in Europe and America in 1992.



**Above, Michael Brown, member of the CYCA's radio communications team, will be joining the crew aboard *Young Endeavour* for the race.**

**Below, Lieutenant Scott Henderson RAN - *Young Endeavour* Executive Officer.**



Similar special voyages of adventure will be the Kodak Sydney-Hobart Yacht Race this year and next for the 50th.

As well as the RAN crew under Lieutenant-Commander Christopher Curtis and some 24 trainees, *Young Endeavour* will have aboard the CYCA's radio communications team of Lew Carter and Michael and Audrey Brown.

This team, which sailed aboard the RRV *Mia Mia* in the 1990 and 1991 races, will conduct two position-reporting schedules (skeds) with the fleet each day, as well as maintaining a 24-hour listening watch.

*Young Endeavour* was designed especially as a sail training ship by the English naval architect Colin Mudie and was built at Lowescroft, England. After sea trials off the south coast of England *Young Endeavour* set sail for Australia from Cowes on the Isle of Wight on August 3, 1987.

Built of steel with a teak laid deck, *Young Endeavour's* two masts and spars are aluminium alloy. The masts are more than 30m high and a gold British sovereign and an Australian dollar were placed at the base of each mast, in the tradition of square riggers.

Sails are dacron, but the ship is rigged as a traditional brigantine, square-rigged on the foremast, and fore-and-aft rigged on the mainmast. The two headsails and two main staysails can be roller-furled but the square sails are traditionally set and furled from the yards, with "going aloft" an early part of the training voyages.

The total sail area is 707 square metres or 7547 square feet and *Young Endeavour* is capable of up to 14 knots under full sail.

Length overall is 44 metres, length on deck 35 metres, beam is 7.8 metres, draft 4 metres and displacement 239 tonnes. Engine power comprises two Perkins V8 diesels, with twin fixed pitch propellers, two Perkins diesel generators, a reverse osmosis desalination plant and a sewage treatment plant.

Navigation equipment includes GPS and satellite navigation systems, depth sounders, navigation radar and weather fax. Radio includes satellite communication, HF and VHF radio. Accommodation aboard is: 24 trainees (2 x 6 berth cabins and 1 x 12 berth); 9 staff crew cabins; 4 extra bunks.

# A Boxing Day Tradition

***FOR nearly 50 years many thousands of Sydneysiders have traditionally enjoyed the Boxing Day holiday on December 26 by getting afloat on Sydney Harbour, aboard their own or a friend's yacht or motor cruiser, on a ferry, some even on sailboards, surf skis and canoes, to watch that icon of Australian sporting events – the Kodak Sydney-Hobart Yacht Race.***

**T**his year the Cruising Yacht Club of Australia will be conducting the Kodak 49th Sydney-Hobart Race. The race began in 1945 with just nine starters and this year the CYCA expects some 120 yachts, including overseas entrants, to set sail at 1300 hours

on December 26 in the four-day, 630 nautical mile race down the Australian East Coast, across Bass Strait to Tasmania.

Next year – the 50th – the Club is predicting a massive fleet of 200 yachts from around the world to mark this (nautical) milestone in yachting history.

This year's race has an added competitive interest in that the 630 nautical mile event is the final and deciding race in the Kodak Southern Cross Cup international teams series. Teams competing in the seven-race series in December comprise two yachts representing Australia and each State and with overseas teams representing New Zealand and possibly Ireland. On other yachts there will be crews from Sweden, France, Germany, the United States and Great Britain.

Race sponsor Kodak (Australasia) Pty Ltd has again offered a cash prize of \$100,000 for the first yacht to break the long-standing race

record of 2 days 14 hours 36 minutes 56 seconds set in ideal fresh weather sailing in 1975. Aside from this, there is no prizemoney for the Sydney-Hobart, only honour and glory and the prestige of having your yacht's name engraved

on a perpetual trophy – and taking home a small replica of that trophy.

Heading the fleet south will be Australia's newest maxi yacht *Brindabella*, a 23m sloop owned by Canberra yachtsman George Snow,

launched in mid-October, and a winner in her first ocean race.

Boxing Day on Sydney Harbour and on the surrounding headlands takes on a mid-summer carnival atmosphere as the huge fleet of competing yachts and spectator craft move on the harbour and thousands of families and friends take picnic lunches to the vantage points of this natural amphitheatre where, in the year 2000, Sydney will host the yachting of the Olympic Games.

This year a range of events starting from 1100 hours on Boxing Day has been organised by the Cruising Yacht Club of Australia and race sponsor Kodak to add to the Boxing Day spectacle.

These include a Parade of Sail out from the Cruising Yacht Club's marina in Rushcutters Bay, a fly-past by light aircraft from the Schofields Flying club, a "rodeo on water" by spectator Chaser speedboats, and an offshore powerboat demonstration race down the Harbour just before the start of the Sydney-Hobart.



**Former New Zealand yacht *Phillips Lightning* (ex *Pretty Boy Floyd*) will be a strong contender for IMS handicap honours. (Pic - Ace Marine Photography)**





**The cannon fires and the fleet accelerates down Sydney harbour for the start of the 1992 Kodak Sydney-Hobart Race, spectator craft keeping pace to the Heads.**



*For all Sydney-Hobart race information please call (02) 363-1344*

However, excluding the odd mishap as 112-plus yachts surge to get clear of Sydney Harbour, most of the drama of the Kodak Sydney-Hobart starts well after the fleet turns right at South Head.

While racing the distance of 630 nautical miles (the equivalent of over 1000 kilometres) under sail is in itself daunting, the unpredictable and often treacherous seas encountered, particularly in crossing Bass Strait, make the Kodak Sydney-Hobart one of ocean racing's classic challenges.

In yachting circles, a sailor who has "done the Hobart race" commands considerable respect. According to Grant Dalton, skipper of *New Zealand Endeavour*, who took line honours last year, it is the toughest middle distance ocean race in the world.

This year crews from all states in Australia, as well as New Zealand, New Guinea, France, Japan, the USA and Ireland will come to Sydney to "do the Hobart". Upwards of 1500 men and women will make the journey on more than 120 yachts.

Not all boats will get through unscathed. In 1984 it was so rough that only 46 boats out of about 157 competitors finished the race.

In most of the 47 races sailed since nine yachts set sail on Boxing Day, 1945, there have been dismastings, rigging failures, ripped sails, snapped rudders, bent keels from altercations with massive sunfish and whales, one or two groundings, but never one sinking among the thousands of yachts which have set sail for Hobart.

Little wonder that when the fleet gets in to Constitution Dock in Hobart the sailors are inclined to celebrate their achievements at a fairly exuberant level, transforming the usually sedate city into the undisputed New Year's Eve capital of Australia.

There is even a traditional gathering of crews and their friends called the QLD - the Quiet Little Drink, at which beer is consumed in copious quantities and many a tall tale told by these sailors who have braved the Tasman Sea.

Official starter of this year's marathon yacht race will be another great marathoner - Robert de Castella, former Olympian, many times marathon winner, now Director of the Australian Institute of Sport.

### Where to Watch the Sydney-Hobart Start

The headlands surrounding Sydney Harbour provide a natural amphitheatre for watching aquatic events, something that Sydneysiders always enjoy. The ideal positions to watch the start are:

Eastern and Southern shore - Point Piper, Steel Point, Nielsen Park, Watsons Bay, Camp Cove, Lady Bay, South Head, The Gap, South Head Signal Station or on Shark Island.

Western Shore - Bradley's Head, Chowder Head, Georges Head, Obelisk Bay and Middle Head.

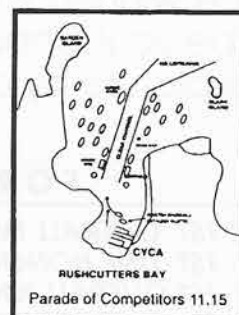
Northern shore - Inner North Head and North Head.

Start signals:

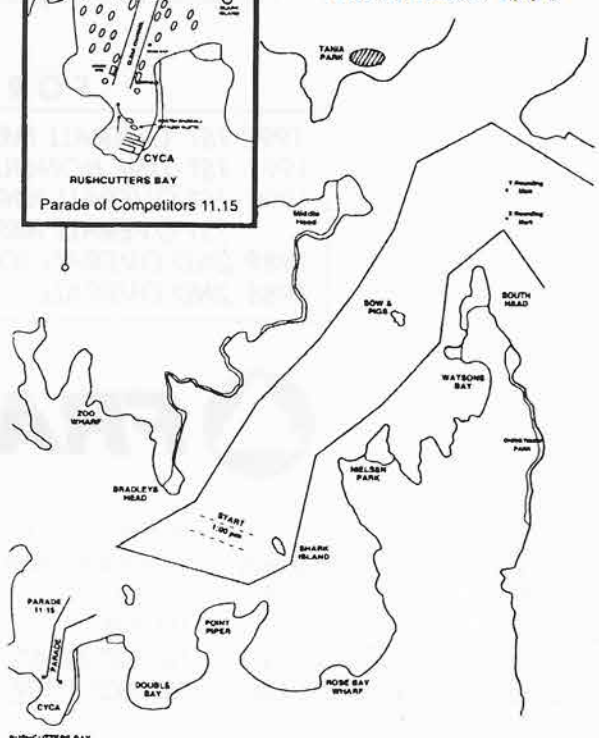
1250 - Warning signal and cannon fire

1255 - Preparatory signal and cannon fire

1300 - Starting signal and cannon fire.



### Kodak Sydney-Hobart Yacht Race 1993



# commodores' message



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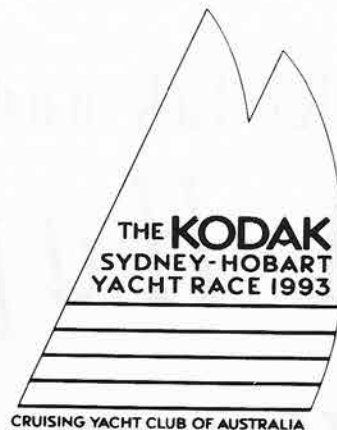
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Robert Badenach, Bob Brenac,  
Greg Halls, Rowan Johnston,  
Mike Fletcher, Ross Scoble



## The Cruising Yacht Club of Australia



WELCOME to the 1993 Kodak Southern Cross Series and Kodak Sydney-Hobart Yacht Race. We are delighted once again to have Kodak as our major sponsor for Australia's most prestigious yachting series. This year's event again promises to be most

competitive with a strong fleet both in terms of numbers of competitors and in quality of boats represented. At the time of writing it would appear that we are likely to have around 10 new boats racing in this year's event, predominantly all in the IMS category, and an overall fleet size of around 120 yachts.

1993 has been a momentous year for the Cruising Yacht Club of Australia, firstly with the establishment of our Youth Training Academy earlier in the year, which comprises 10 Elliott 5.9 yachts and a full-time coach, through to the announcement of Sydney as the venue for the Year 2000 Olympics. We are most fortunate in that Rushcutters Bay and the Cruising Yacht Club of Australia will be the host venue for the Olympic yachting. This should be a major boost for yachting in general as Sydney's bid was largely focused on Sydney Harbour and this will ensure that yachting gets reasonable media prominence throughout the Games and hopefully boost the sport in the eyes of the community generally.

As many of you will be aware, 1994 is the club's 50th anniversary year and will culminate with the Kodak Tasman Triangle Series commencing in Wellington in early December 1994 and finishing in late January 1995 back in Sydney. A highlight of the Tasman Triangle Series will be the 50th Anniversary Kodak Sydney-Hobart Yacht Race. I hope that all owners and skippers will back up again at the end of 1994 to make the 50th Anniversary bash to Hobart one of the largest long ocean race fleets in the history of yachting. Based on present indications, we believe a fleet in excess of 200 yachts is highly likely.

We are very fortunate to have the Naval sailing ship *Young Endeavour* as radio relay vessel for both this year's Hobart race and for the 50th Anniversary Sydney-Hobart in 1994. Safety has always been a major concern of the CYCA and we hope that a return to an on-water radio communications facility will overcome the difficulties experienced last year.

I hope that all owners, skippers and crews will take the opportunity to visit the Cruising Yacht Club of Australia in the lead-up to Boxing Day and wish you and your families all the very best for the festive season and fair sailing.

Leigh P. Minehan  
Commodore



**COMMODORE-IN-CHIEF**  
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## The Royal Yacht Club of Tasmania

ON behalf of the flag officers and members of the Royal Yacht Club of Tasmania it gives me great pleasure to welcome all competitors in this, the Kodak 49th Sydney-Hobart Yacht Race. Tasmania is well-known for the hospitality it extends to visitors to the island State, and the enthusiastic welcome that awaits all crews on their arrival in Hobart.

The Royal Yacht Club is very pleased and most appreciative that Kodak is sponsoring the event again this year. The enthusiastic and professional approach shown by Kodak (Australasia Pty Ltd) and the Cruising Yacht Club of Australia ensures that the Sydney-Hobart Race remains without a doubt the most important and testing ocean race in the world.

This year, being a Kodak Southern Cross Cup year, should produce a very high standard fleet, both in IOR and IMS. Let us hope the IMS Rule settles down and produces the format for ocean racing we all wish to see.

This year the Royal Yacht Club will again have an annexe on the ferry *North Head*, which will be berthed at the entrance to Constitution Dock. Competitors and visitors are very welcome on the *North Head* and at the Royal Yacht Club situated in Marieville Esplanade, Sandy Bay.

Admission to the club and *North Head* will be by RYCT Honorary Membership cards, which will be issued on arrival in Hobart. I urge all competitors to support our club.

A New Year's Eve function will be held on the *North Head*. I urge you all to attend. Tickets will be available from the dock area.

I wish to thank Qantas, the Harbour Master and the Marine Board of Hobart, the Hobart City Council and the Tasmanian Police for their generous support at the Hobart end of the race. My personal thanks to the Race Director (Hobart), Rowan Johnston, and the members of the RYCT who willingly give up so much time to ensure that each Sydney-Hobart is completed successfully.

I wish all competitors a fast, enjoyable and safe race to Hobart where the flag officers and members of the Royal Yacht Club and the people of Tasmania will extend their traditional very warm welcome.

Donald C. Calvert,  
Commodore

# Kodak and Sydney-Hobart Yacht Race

## A Happy Marriage

**W**ITH Kodak (Australasia) Pty Ltd now in its third year of sponsorship of the Hobart race, the relationship between Australia's leading photographic company and Australia's top ocean race has clearly borne fruit for both yachting and the sponsor.

The profile of this Australian sporting classic has undoubtedly been lifted since 1991 to the point where next year's 50th anniversary of the race, featuring a commemorative Tasman Triangle (actually four ocean races – Wellington, NZ-Sydney-Hobart-Wellington-Sydney and two short offshore races), which promises to be one of the major events on the international sporting calendar.

Kodak has also reaped measurable benefits from its involvement with the race.

Market research conducted after the 1992 race told Kodak management two significant things: that the vast majority of those polled thought Kodak's sponsorship of the Sydney-Hobart race was a great idea; and Kodak's sponsorship of the race has had a positive effect on people's perceptions of the company and the quality of its products.

"That is just about as positive an outcome as a sponsor can expect," said Kodak's special events manager, Noel Stone, a veteran with two decades involvement in staging and support of national sporting events.

"Sponsorship doesn't sell products, but an appropriate and well-executed sponsorship will certainly increase a customer's inclination to look favourably towards your products," he explained.

He also noted that the research indicated awareness of the Kodak Sydney-Hobart race as a sporting event came a very close second to Test cricket – by just a couple of percentage points – among the people surveyed, encouraging news for the sponsor and anyone concerned to see the sport of yachting prosper.

In 1991 the company came in as sponsor at the 11th hour, and together with the Cruising Yacht Club of Australia fashioned a promotional plan, from race logo and sponsorship announcement "photo opportunity" (a giant Kodak film box emerging from Rushcutters Bay) through to Boxing Day special events, in a few short weeks.

It was quick, efficient work, and it came together excellently on the day, but even in the weeks prior to that 1991 race Stone was wondering aloud what could be achieved given a few months to put some



real thought into the events surrounding the race, with a particular focus on Sydney on Boxing Day.

He saw tremendous potential in developing the build-up to the race start. The basics were already there: big crowds in holiday mode lining one of the world's great natural theatres; a flotilla of spectator craft playing a dual role of audience and "bit players" in the spectacle; and a fleet of magnificent sailing craft expertly handled. All that was wanting was a little chutzpah to spice things up a tad.

With the luxury of time and a budget, Stone and his combined Kodak/CYCA team put together a smorgasbord of activity on and above Sydney Harbour for the two hours prior to the start of the race. This included a spectator Parade of Sail, in which many of the competing yachts contributed a glimpse of spinnaker while circuiting the water off Rushcutters Bay, as well as a light aircraft fly-past, and the largest flying billboard ever seen in Australia.

Radio advertising was used to encourage people to come out and watch the start (and record the event with Kodak film, of course). Channel 10 promoted its race coverage heavily in the lead-up to the race, space was taken in the ubiquitous Sydney *Sun-Herald* TV Guide to further talk up the event and, the icing on the cake, Sydney delivered weather that was close to perfection.

The result was a huge turnout on and around Sydney Heads to see the competing boats off. Not only was the crowd of around 300,000 estimated by commentators to be a record: it probably takes its place as one of the world's largest live audiences for a sporting event.

Kodak did not stop its promotional activities at South Head, however. While naturally leaving the running of the race in the hands of the experts at the CYCA, it also examined ways to sustain its newsworthiness as the fleet disappeared from sight down the east coast. Probably the most successful innovation in 1992 was the \$100,000 stake money offered for the first yacht to break *Kialoa's* 1975 race record.

Kodak also introduced the Kodak Gold Cup for the first yacht in Division A on IMS corrected time. This is likely to be one of the most hard-fought divisions in the race this year, with IMS now on an equal footing with the IOR Divisions, and increasing in stature each year.

Kodak has also devoted more resources to the media centres at Sydney and Hobart to enable the broadest possible coverage of the race. The Sydney media centre has been open for business since early November, and this has helped the race win its fair share of space in the nation's sporting pages.

The Hobart media centre, relocated in the Hobart Sheraton in 1992 to be close to

the action at Constitution Dock, will have all the telecommunications facilities a hotel of this stature can muster. Recognising the value of the Sydney-Hobart race to the local tourist industry, TasTourism has also volunteered to lend a hand at the Hobart end.

This year the plan is to consolidate on the success of 1992 rather than to completely rewrite the script. Warm-up events scheduled to date include a Parade Of Sail, a "rodeo on water" by the ducking and weaving "Chaser" speedboats and an offshore powerboat demonstration immediately prior to the start of the race. *HMAS Fremantle* will also be a part of the action this year as far and away the largest vessel in the spectator fleet.

In the air the Kodak aerial billboard will be making a return appearance and a fly-past by Schofields Aero Club. This will be followed up with a low-pass flight by a MiG 21 fighter jet from the Harbour Bridge and out through the Heads with afterburners blazing.

At time of going to press not all plans were advanced enough to reveal, but Noel Stone indicated that there may be a few more surprises in store. He hinted that negotiations with the Bureau of Meteorology to replicate the weather of Boxing Day 1992 (but with a change in wind direction to allow for a spinnaker run to The Heads) were coming along nicely.

## Historical Race Facts

### First Race Winner

*RANI* - Captain John Illingworth, RN  
35' cutter, 1945

### Last Winner

#### IOR:

*RAGAMUFFIN* - Syd Fischer  
Farr 50 - 1992

#### IMS:

*ASSASSIN* - Robin Crawford  
Farr 40 - 1992

### Double Winners (Line & Handicap)

*RANI* - 1945  
*AMERICAN EAGLE* - 1972  
*KIALOA* - 1977  
*NEW ZEALAND* - 1980  
*SOVEREIGN* - 1987

### Multiple Winners (Line Honours)

*MORNA/KURREWA IV* - seven races  
*MARGARET RINTOUL* - two races  
*SOLO* - two races  
*ASTOR* - three races  
*KIALOA* - two races  
*BUMBLEBEE IV/RAGAMUFFIN* - three races

### Multiple Winners (Corrected Time)

*WESTWARD* - two races  
*SOLO* - two races  
*SIANDRA* - two races  
*FREYA* - three successive races  
*LOVE & WAR* - two races

### Fastest Race

1975 - 2 days 14 hours 36 minutes 56 seconds  
*KIALOA* - Jim Kilroy

### Slowest Race

1945 - 11 days 6 hours 20 minutes 56 seconds  
*WAYFARER* - Peter Luke

### Closest Finish

1982 - *CONDOR OF BERMUDA* beat *APOLLO*  
by just seven seconds

### Most Races by Any Yacht

*ANACONDA II* - 16 races since 1976

### Record Fleets

179 starters in 1985 (Southern Cross year)  
155 starters in 1984

### Last Year's Fleet

102 starters



# down the rhumbline

## Farewell Josko and Anaconda II

Missing from this year's Kodak Sydney-Hobart fleet will be two names that have been synonymous with the event – *Anaconda II* and her owner Josko Grubic, one of the great characters of ocean racing.

Josko, a resistance fighter in Yugoslavia during World War II who later migrated to Australia, built the 84-footer in Adelaide especially to contest the Parmelia Race from Plymouth to Perth.

The 25.3m ketch almost killed Grubic on the day it was due to be launched when a supporting frame collapsed on him. Despite suffering head injuries, he defied doctor's orders and set sail on schedule on the voyage that was to take him around the world.

In all, Josko has sailed in 26 Sydney-Hobarts since 1966, 16 of them as owner/skipper of *Anaconda II*. He recently sold the veteran ketch, designed by Alan Buchanan and launched in 1975, to a Queensland company which plans to use her as a diving platform in the Whitsundays.

There are legendary stories of sailing to Hobart with Josko Grubic, of spending hours below repairing the ketch's aging wardrobe of sails on the pedal sewing machine that was always part of the seagoing equipment. Although never a line honours contender, despite her size, Grubic and *Anaconda II* never failed to finish a Hobart race.

Apart from her many Sydney-Hobarts, *Anaconda II* also competed in the Sydney to Rio race and several years back carried a scientific research team to the Antarctic.

Records of the number of Hobarts sailed by individual yachtsmen are kept by Quiet Little Drink stalwarts David Kellett and Tony Cable and those who reach 25 Hobarts are recognised ceremoniously at the QLD. However, there don't appear to be any official records of the number of races completed by individual yachts.

According to CYCA records, the record is 16 Hobarts by *Anaconda II*, 15 by that great yacht *Balandra*, an early Australian Admiral's Cup team member, and 15 by the former IOR one tonner *Mark Twain*.

Only *Mark Twain*, now 22 years old, is

racing to Hobart this year and owner Hugh O'Neill, a member of the Sydney Amateur Sailing Club is already planning for the Kodak 50th Sydney-Hobart in 1994, which would break the record number of Hobarts by individual yachts.

Incidentally, Richard "Sightie" Hammond will equal the late Peter Green's record number of races by an individual yachtsman when he sails to Hobart this year aboard the maxi *Joico's Ragamuffin*. Writer James Hill's interview with "Sightie" is published in this issue.

## Sails and the Sydney-Hobart Race

Talking of records, Sydney sailmaker Bob Fraser certainly has an outstanding record when it comes to the Sydney-Hobart and Southern Cross Cup, both as a sailmaker and as a competing yachtsman aboard some of Australia's outstanding yachts.

Bob had his first major international success when he skippered Trevor Simpson's one tonner *Smuggler*, and captained the winning New South Wales team in the 1981 Southern Cross Cup. *Smuggler* finished as the topscoring Southern Cross yacht and won Class B of the Sydney-Hobart. It was a good year for North Sails as another NSW team yacht, Jeremy Witty's *Szechwan*, won Class A.

"It was a memorable race in other ways," Bob recalled in an interview with the Rhumbline. "We faced a complete power blackout from Montague Island to the finish. Tony Shaw (now sailing secretary of Middle Harbour Yacht Club and manager of Fraser Sails at the time) navigated the yacht around Tasman Island in the middle of a foggy night, having not sighted land since Green Cape!"

The following year Fraser skippered Norm Marr's three-quarter tonner *Audacity*, finishing second overall and losing an overall victory by 1 minute 45 seconds, the smallest handicap margin on record.

Well established on the ocean racing scene Fraser Sails powered yachts to second, third and fifth places in the 1983 Hobart race, while *Indian Pacific*, *Sagacious* and *Extension* placed Fraser Sails in the winner's circle in 1984, 1985 and 1986 races. This result was further reinforced with five out of the first seven places in 1985 and seven of the first nine in 1986, all carrying Fraser sails.

The Hobart races of 1988 and 1989 saw *Southern Cross* and *Sagacious*, with Fraser sails, finish second overall, followed by a great double win in 1990 with *Sagacious* winning IOR and *Dr Who* the IMS category. The following two years saw Fraser sails on winners again,

*Brindabella* taking line honours in 1991 and *Assassin* winning IMS in 1992. Bob Fraser was aboard both yachts as a helmsman and tactician.

However, the sailing skills of the Fraser loft are not just confined to Bob Fraser. Sail designer Brad Stephens has been aboard three winning yachts in the Sydney-Hobart and is the only yachtsman to have won overall on both an IOR and IMS-rated yacht.

This year Bob Fraser is sailing south again on George Snow's newly launched IMS maxi *Brindabella*, with an excellent chance of taking line and IMS handicap honours.

## Where to stay in Sydney

At this time of the year we often get requests from yachting friends interstate or advise on hotel accommodation within easy walking distance of the Cruising Yacht Club of Australia in Rushcutters Bay.

Last year (and again this year) we stayed at the Bayside Inn on the Boxing Day night to catch a very few hours sleep before the late night "sked" and an early morning flight to set up the Media Centre at the Sheraton Hotel in Hobart.

Nestled among the parklands and open space of Rushcutters Bay, the Bayside is within sight of the CYCA and only five minutes from the city. All rooms command magnificent views of Sydney Harbour, looking across the CYCA and Rushcutters Bay, and in the other direction to the White City Tennis Centre. They are furnished with all modern facilities expected in the five-star property.

The Memphis Restaurant and Bar is popular with yachting friends with its relaxed and congenial atmosphere. The cuisine is excellent but inexpensive and offers a choice of light meals, buffet or international a la carte menu.

The Bayside is offering a summer special of \$99 inclusive of an indulgent buffet breakfast for two, with guaranteed harbour view rooms at only \$10 extra, while special packages are available for yachtsmen and their families who will be staying in Sydney during December for the Southern Cross Cup and Asia Pacific Championship races leading up to the Kodak Sydney-Hobart start on Boxing Day.

## Qantas Continues Support For Sydney-Hobart Sailors

For more than a quarter of a century, the Australian Airline, TAA and then Australian Airlines, have provided excellent support for the Cruising Yacht Club of Australia in conducting the annual Sydney-Hobart Race. This support has extended to the carrying of

crew baggage to Hobart.

This year, Qantas will continue this support for the CYCA and competitors in the Kodak 49th Sydney-Hobart Race by offering the best available flight rates and a special crew baggage service.

A Qantas reservations courtesy telephone has been set up in the foyer of the CYCA, giving a direct link to make advance bookings or general enquiries.

If calling from elsewhere, all reservations and flight enquiries should be directed to the Qantas Groups and Conventions Travel Department. Ask for Matthew Porter on (020) 951 4444.

Qantas will set up a portable office in the CYCA car park from Monday, December 20 until Boxing Day, to handle reservations and air cargo enquiries. Hours will be 1000-1300 hours on December 20, 21 and 22, 0800-1600 hours December 23 and 24, closed on Christmas Day, but again on Boxing Day, December 26 from 0630-1200 hours.

## What's On At The Royal Yacht Club of Tasmania

### New Year's Eve Party

What more needs to be said? Every year this has been a great night out and a wonderful start to the New Year.

Enjoy a grand buffet with a complimentary bottle of wine at the Royal Yacht Club of Tasmania – music by "Middle Of The Road" band.

Pipe in the New Year with the Derwent Scottish Band.

Excellent value – \$35 per head. Bookings essential.

For those at the dockside there will also be a New Year's Eve party on *North Head* moored adjacent to the race fleet. Tickets will be available on board and at the RYCT Liaison Centre.

### New Year's Day Lunch

Relax at the Royal Yacht Club of Tasmania and enjoy the ever popular "Prawn & Cray Fest" Buffet.

With a complimentary bottle of wine per couple.

\$28 per head. Bookings essential.

### Hobart Summer Festival

#### Taste Of Tasmania

Relax and enjoy the hospitality and food delights of Tasmania at the 'Taste Of Tasmania'.

Located near Constitution Dock at Princes Wharf No. 1, the Taste of Tasmania invites you to sample the delicacies now making the Apple Isle famous worldwide for its quality food and wines.

Visit the Royal Yacht Club booth to sample the finest Cascade draught beers

and fine cuisine.

### Sayonara Cup

The Royal Yacht Club of Tasmania's challenger will be decided on the results of the "Barry Calvert Memorial Series", a match-racing series in Dragon class yachts to be sailed on November 28 and December 5 and 12, 1993.

### Laser Nationals

The Laser Australian Championship will be sailed from RYCT starting with an invitation race on January 1, 1994, and heats on the 3rd, 4th, 5th, 7th, 8th, 9th and 10th.

### Stonehaven Cup

The 65th Stonehaven Cup for 12-foot Cadet dinghies will also be sailed from RYCT between January 5 and 13, 1994.

### Elizabeth Street Pier

The club will again be responsible for facilities inside Elizabeth Pier Shed. Owing to the relocation of another tenant a much larger area will be available this year.

Club member Ari Pafitis will again be managing the facility and the following services will be available to yachtsmen: breakfast, laundry, providing, alcohol ordering, sail storage, fuel arrangements, repairs.

OFFSHORE extends a Happy Christmas and brisk sailing to all yachties heading down the rhumbline course to Hobart in this 49th Sydney-Hobart bluewater classic. We hope to see all of you in Hobart by New Year's Eve – at the latest!

**Good sailing to Hobart**

Peter Campbell, Editor

## HISTORICAL NOTES:

Record numbers of Hobarts by individual yachts, prior to 1993  
Kodak Sydney-Hobart Race:

**ANACONDA II** (Josko Grubic, SA), Buchanan-designed 84ft ketch, 16 Sydney-Hobarts since 1976 –

1976, 1977, 1978, 1979, 1980, 1981, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992.

(Since sold to Whitsunday tourist group for diving on Great Barrier Reef.)

**BALANDRA** (various owners, including Sir Robert Crichton-Brown – 3 Hobarts and Admiral's Cup 1967; Army Eastern Command and Tasmanian yachtsmen – 7 Hobarts), Camper & Nicholson-designed 45ft sloop, 15 Hobarts since 1965 –

1965, 1966, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1980, 1985, 1987, 1989.

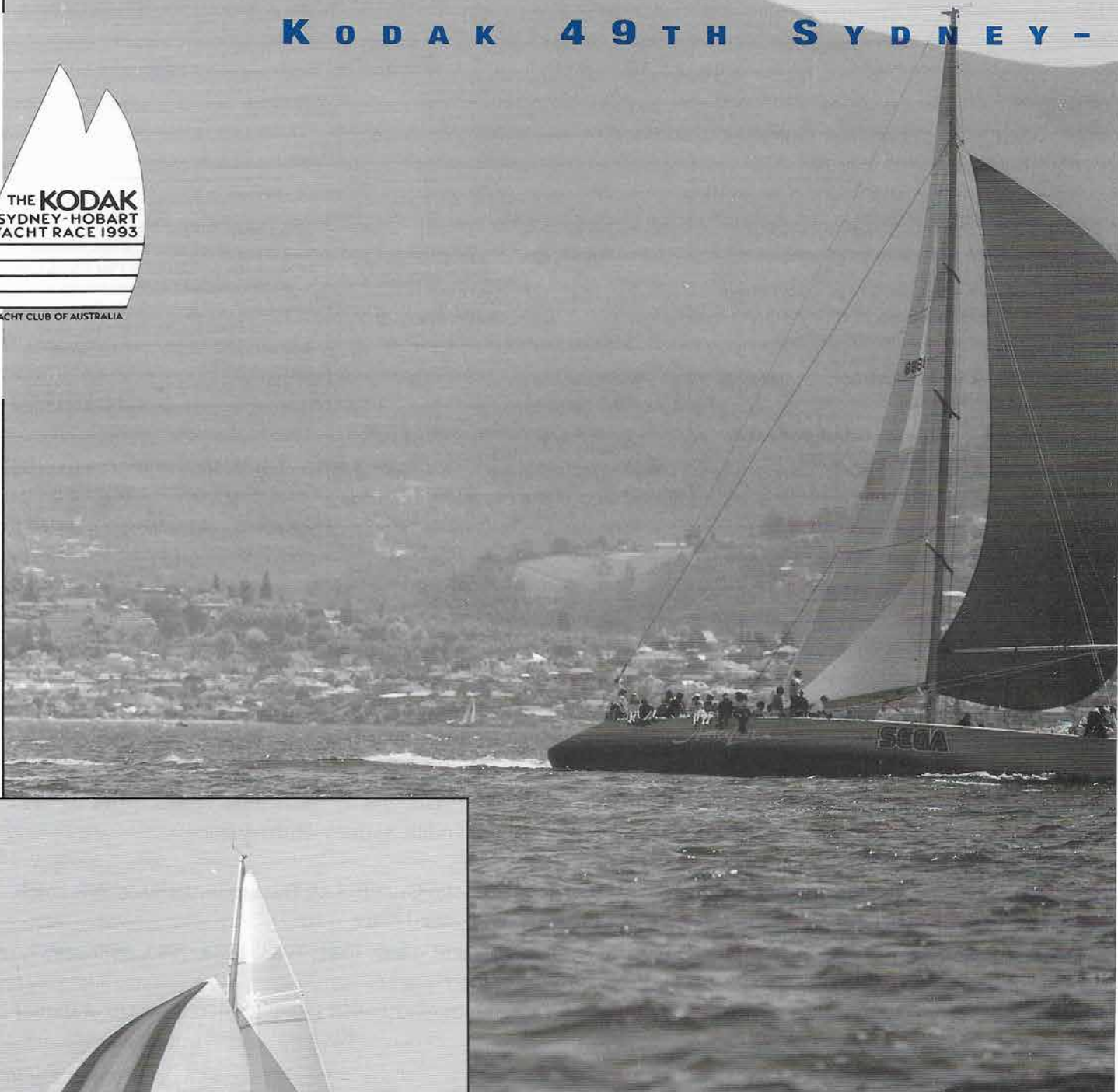
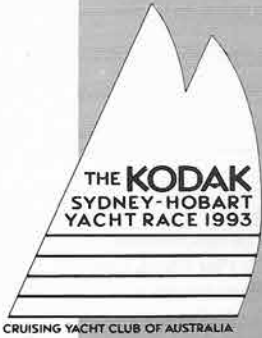
(Current owners unknown.)

**MARK TWAIN** (Hugh O'Neill, NSW), S&S-designed 39ft ex-one tonner, 15 Sydney-Hobarts since 1971, plus One Ton Cup and other long ocean races –

1971, 1972, 1973, 1974, 1979, 1982, 1983, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1991, 1992.

(Owned by Hugh O'Neill, SASC, since 1986 and entered for 1993  
Kodak Sydney-Hobart.)

# K O D A K 4 9 T H S Y D N E Y -



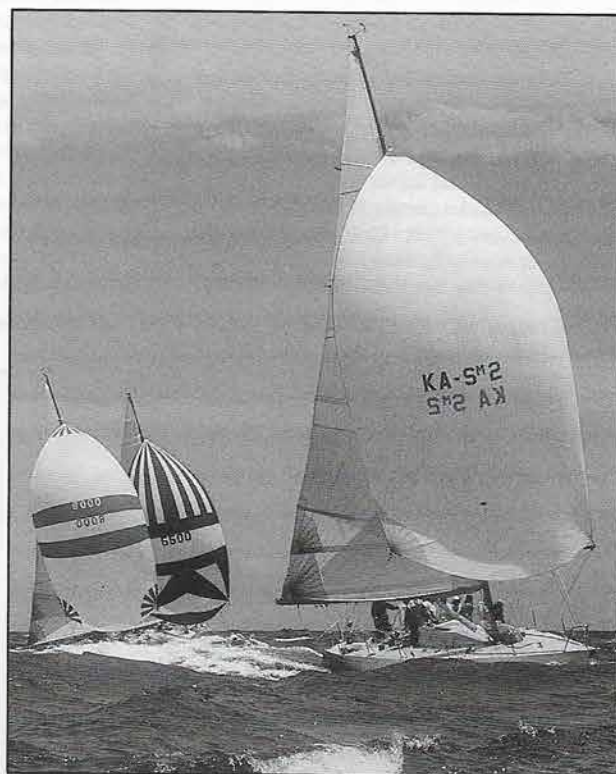
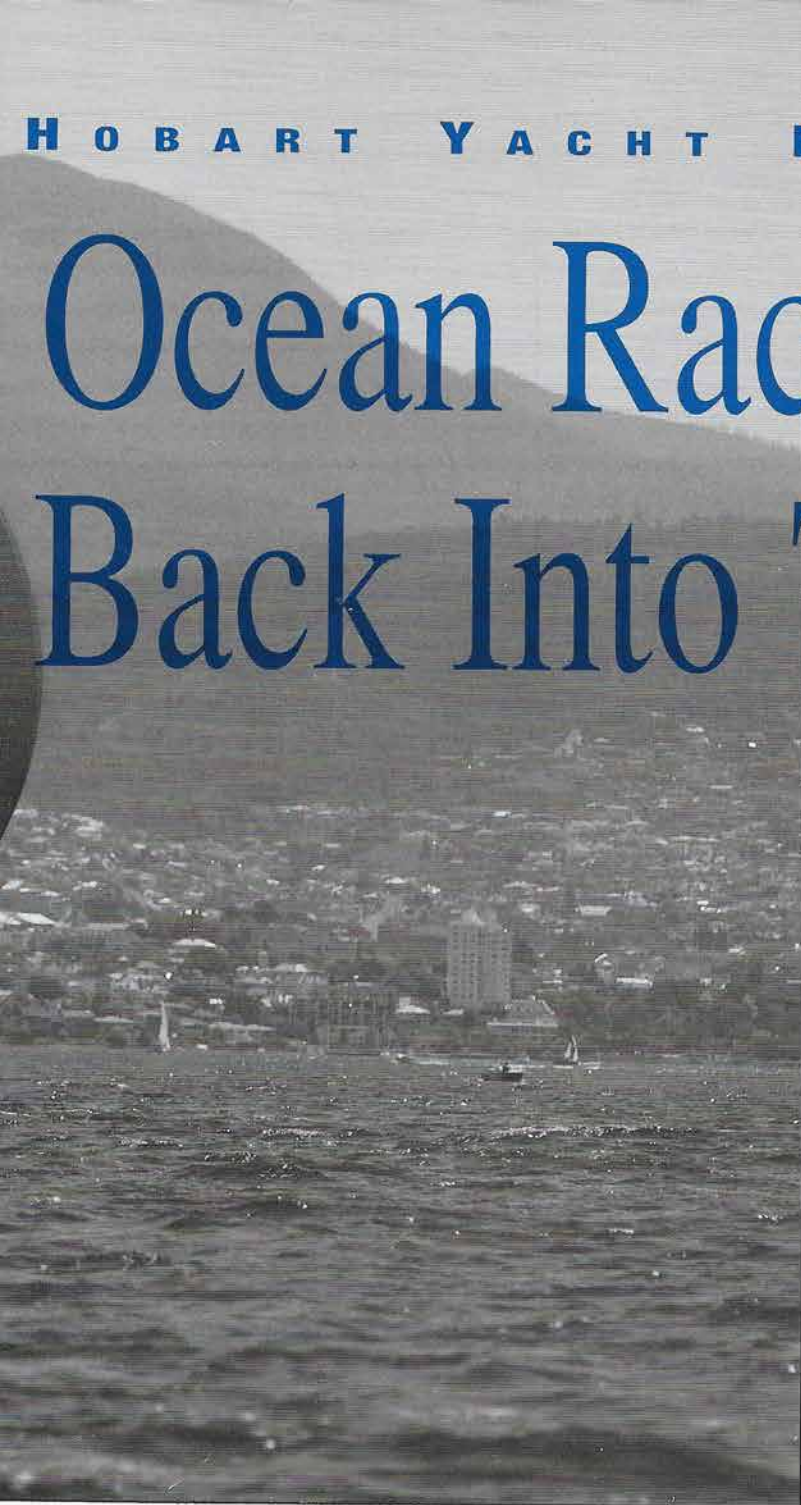
**The 1993 Kodak Sydney-Hobart Race, starting on Boxing Day, December 26, will set the pace for a great revival of ocean racing in Australia and internationally.**

**The Cruising Yacht Club of Australia, conducting its 49th race southwards to the Tasmanian capital on the Derwent River, expects a fleet of up to 115 yachts from all Australian States, New Zealand, Ireland, the United States, Germany and possibly other countries.**

H O B A R T   Y A C H T   R A C E

# Ocean Racing Sails Back Into Top Gear

By Peter Campbell



**Main Pic:** *Amazon*, runner-up to 1992 line honours winner *New Zealand Endeavour*, is heading to Hobart again. (Pic – Richard Bennett)

**Far left:** *Sword Of Orion* winner in her first ocean race, Melbourne to Burnie. (Pic – Leisa Hartnett)

**Above:** *Lindemans Ultimate Challenge* leads one tonners in 1991 Southern Cross Cup. (Pic – Peter Campbell)

**Left:** The historic Iron Pot at the mouth of the Derwent River. (Pic – Richard Bennett)



A mini-boom in boat-building activity in Australia and New Zealand, a new-look Southern Cross Cup series and Champagne Mumm World Cup, plus a general revival of interest in ocean racing have set the pattern for this expected increase of 20 per cent in the fleet size for this year's race.

The Asia Southern Cross Cup and Asia Pacific Ocean Racing Championship, preceded by the Australian, New South Wales and Victorian team selection series will provide a month of exciting offshore racing off Sydney and the New South Wales coast, climaxing with the race to Hobart.

At least 15 new yachts, ranging from the first of the Admiral's Cup Mumm 36s through to new maxi yachts, have been purpose-built in Australia and New Zealand to the IMS (International Measurement Rule) for this year's Southern Cross Cup, Asia Pacific Championship and the Sydney-Hobart.

The Southern Cross Cup will have an added international interest as the first regatta in the Champagne Mumm World Cup of Ocean Racing for 1994, with intense competition expected between Australia and New Zealand.

The Kiwi team is expected to include the first of the new Bruce Farr-designed Mumm 36s, recently chosen as the small one-design offshore race for the next two Admiral's Cup. This will be the first appearance of a Mumm 36 in international competition.

The Cruising Yacht Club of Australia, on the foreshores of Sydney Harbour's Rushcutters Bay, has become the centre of

focus in national and international yachting in recent months with:

- \* The choice of Sydney for the Olympic Games in the year 2000, of which the club and Rushcutters Bay will be an integral part of the yachting regatta, and

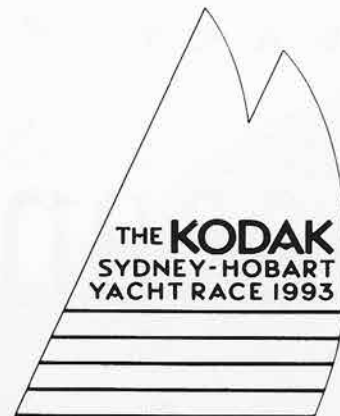
- \* Widespread international interest in next years Kodak 50th Sydney-Hobart Race, and the associated Kodak Tasman Triangle series of long ocean races in December, 1994, through to January, 1995, with the CYCA anticipating a fleet of near 200 yachts for the Golden Jubilee Race.

All of which is spinning off on this year's 630 nautical mile race starting on Boxing Day, December 26. The Great Race South will be preceded by six of the seven races for the Kodak Southern Cross Cup international teams regatta and the Kodak Asia Pacific Championships for individual yachts.

Last year the official starters were Barcelona yachting bronze medallists Mitch Booth and John Forbes. This year the Olympic connection continues with Australia's great marathon runner and now director of the Australian Institute of Sport, Robert De Castella, being the Official Starter of this marathon yacht race.

The Southern Cross Cup and Asia Pacific Championships will be the first regatta for the 1994 Champagne Mumm World Cup, centred on regattas in the Southern Hemisphere. The Australian series will be followed by the Air New Zealand International IMS Regatta in Auckland in February, 1994, and the Kenwood Cup in Hawaii in July/August.

As 1992 winners of the Champagne Mumm World Cup, the New Zealanders are



CRUISING YACHT CLUB OF AUSTRALIA

mounting their strongest yachting bid in Australia for years, including at least three newly-launched Mumm 36s.

With the Southern Cross Cup teams this year comprising two yachts only, one IOR and one IMS rated, the CYCA is expecting up to a dozen teams representing Australia (all States), New Zealand and possibly the defending champions.

Indications are that a fleet of up to 20 yachts will be seeking a berth in the Australian team with the four-race series also being used to select the New South Wales and Victorian States teams. At least 10 of these yachts will be newly launched in 1993.

For the big boats, headed by the newly launched IMS maxi *Brindabella*, the added incentive is that Kodak has again put up for grabs a cash prize of \$100,000 for the first yacht to break the long-standing race record of 2 days 14 hours 36 minutes 56 seconds set by the American maxi ketch *Kialoa* in 1975.

*New Zealand Endeavour*, the Kiwi maxi ketch now racing in the Whitbread Round-The-World Race, covered the course in 2 days 19 hours 19 minutes 18 seconds last year, the nearest any yacht has come to bettering *Kialoa's* time.

There certainly will be yachts racing to Hobart this year capable of breaking the record, given the hard running and reaching conditions that *Kialoa* enjoyed 18 years ago. Yachts have been ahead of *Kialoa's* positions in several recent races, only to run into the brick wall of a southerly front, but the potential is certainly there among Australia's new generation maxis and pocket maxis.

Line honours favourite is already the spectacular new *Brindabella*, a Scott Jutson-designed IMS 75-footer built for Canberra-based yachtsman George Snow, who took line honours in the 1991 Hobart race with his previous *Brindabella*, a Farr 65.

The new *Brindabella* has been built specifically for long ocean racing, starting with this year's Fujitsu Gosford to Lord Howe Island Race and followed by the Kodak Sydney-Hobart. In 1994 the yacht will circle the Pacific, contesting the Kenwood Cup in Hawaii and the Big Boat Series in San Francisco before returning for the 50th Sydney-Hobart Race in December, 1994.

*Brindabella* took out the double of line honours and first on IMS corrected time in the 408 nautical mile race north-east across the South-West Pacific to Lord Howe Island, averaging just over 10 knots - all hard on the wind in breezes which ranged from 10 to 20

Below: *Morning Mist III* back again with new keel and more competitive IMS rating. (Pic - Leisa Hartnett)



knots, mostly of around 15 knots from the east-nor-east.

Lining up against *Brindabella* will be the older maxi, the 80-footer *Maxi Ragamuffin*, the light displacement flyers *Amazon* and *Bobsled*, the newly re-rigged *Hammer Of Queensland* (dismasted in last year's Hobart), a New Zealand built, American-owned 72-foot IMS cruiser/racer, the veteran *Helsal II* from Adelaide, and the speedy 50 to 55-footers *Future Shock*, *Ronstan Wild Thing*, *Decimator*, *Flying Colours*, *Oz Fire* and *Morning Mist III*.

*Maxi Ragamuffin* is a three-times Sydney-Hobart line honours winner, now owned by Sydney businessman Anton Starling with David Kellett as sailing master. She has been campaigned well on the Queensland circuit over the past winter and spring. For his first Sydney-Hobart new owner Starling will be joined by an experienced crew led by Kellett, who has had three line honours wins and one handicap success in the Hobart, all with maxis.

Navigator will be Richard ("Sightie") Hammond, who this year will be sailing his 35th Sydney-Hobart, while one of the principal helmsmen will be Col Betts, a veteran of 31 Hobarts. Hammond's 35th Sydney-Hobart will equal the record set by the late Peter Green.

In last year's Kodak Sydney-Hobart *New Zealand Endeavour* led home the fleet more than three hours ahead of *Amazon*, followed by *Kodak Express* and *Bobsled-Société Générale Australia* with its French crew from the École Polytechnique in Paris, the former *Brindabella* and *Condor*.

*Bobsled* is again a starter with a French bank sponsorship and French crew, but skipper Peter Walker originally had some reservations about competing again with *Amazon* following the setting of a new upper limit to the IMS rating of maxi yachts for eligibility to enter the race.

This was as a result of the annual revision of the VPP (Velocity Prediction Program) formulae by the Ocean Racing Council, the world governing body of ocean racing. Yachts will only be eligible to race to Hobart

### **Matua Future Shock surfs up the Derwent to finish third last year. (Pic - Keith Shipton)**



### **Philips Lightning, former kiwi flyer Pretty Boy Floyd, now racing in Sydney.**

under IMS if they hold a certificated general purpose time allowance of not less than 430 seconds/mile.

In the case of *Amazon*, some modifications may be necessary for her to comply, but Walker has decided to enter the race. The Steinmann 69 will certainly provide strong competition for line honours, particularly in hard downwind running conditions.

A strong front runner this year will be Arthur Bloore's *Hammer Of Queensland*, dismasted in last year's race. She has a new rig, larger sail area and has undergone other modifications under the direction of designer Kell Steinmann. She returned to the racing scene at Hamilton Race Week, showing an impressive turn of speed which gave her the gun in every race.

*Future Shock (Kodak Express)* is a likely starter once more, along with other lightweight flyers *Ronstan Wild Thing*, *Innkeeper*, *Rager* and *Ozfire* and the heavyweight pocket maxi *Freight Train*.

The United States will be represented by the newly launched Davidson 72 *Cassiopea*, designed and built as an IMS cruiser/racer for a Seattle owner.

Missing for the first time in 17 years will be the biggest maxi yacht ever to race to Hobart, the 27m ketch *Anaconda II*, which has been sold by her veteran Adelaide owner, Josko Grubic. With 16 Sydney-Hobarts in her logbook, no other yacht has sailed in more races to Hobart and in her long career she contested several round-the-world races and also sailed to the Antarctic.

*Anaconda II*, designed by noted English designer Alan Buchanan, is being fitted out in Brisbane for diving trips from the Whitsundays to the Great Barrier Reef.

While the big boats, in particular the new *Brindabella*, will be the attention-grabbers again, particularly if the wind gives them a chance of breaking *Kialoa's* record, the real focus of attention will be on the team and individual handicap honours, particularly with the many new purpose-built IMS racers competing this year.

*Brindabella's* program includes contesting the seven-race Asia Pacific Ocean Racing Championships (she is too big for a place in a Southern Cross Cup team) and she must rank as one of the favourites not only to take line honours in every race, including the Sydney-Hobart, but also for handicap successes.

Certainly the spotlight will be on the new Mumm 36s built in New Zealand by Cookson's as prospective members of the New Zealand team, or teams, for the Southern Cross Cup. The CYCA expects three of these new Admiral's Cup one-design boats to be sailing here in December, either in the Southern Cross or Asia Pacific fleets.

Because New Zealand has no yachts still IOR rated, they are looking to Australia for yachts to fill the second berth in the Southern Cross Cup team(s). Veteran Southern Cross and Admiral's Cup yachtsman Ian Gibbs (of *Swuzzlebubble* fame) has already chartered the Davidson One Tonner *Beyond Thunderdome*, which was a member of Ireland's winning team in the 1991 Southern Cross Cup.

The four-race selection series being run by ORCA to choose the Australian team in itself promises to be a great event, with as many as 20 IOR and IMS yachts seeking a berth in the one National team. With just one IMS and one IOR berth up for grabs it promises to be a hard-fought weekend of racing over the weekend of December 3-5, with the New South Wales teams (two are eligible from each State and overseas nations) to be named from the top-placed eligible yachts which do not make the Australian team.

Heading the contenders will be the two overall handicap winners of the 1992 Kodak Sydney-Hobart Race, Robin Crawford's Farr 40 *Assassin* (IMS) and Syd Fischer's Farr 50 *Ragamuffin* (IOR), both from Sydney. Other IMS-rated contenders for the Australian team from Sydney include the recently launched David Lyons-designed 40-footer *ASK Cuckoo's Nest*, and a new Farr IMS47 *Ninety-Seven*, being built for the '97 Syndicate, a group of Australian and Hong Kong yachtsmen, and due for launching in late

### **Maxi Ragamuffin, three times line winner, powers down Sydney Harbour. (Pic - Peter Campbell)**



November.

As a lead-up to the Southern Cross Cup and Sydney-Hobart Race, owner Nigel Holman was campaigning *Cuckoo's Nest* in all CYCA offshore races and the Fujitsu Gosford-Lord Howe Island Race in which the yacht was placed second overall to *Brindabella*.

Also contesting the trials will be the former New Zealand champion *Pretty Boy Floyd*, a Murray Ross-designed IMS40 now racing in Sydney as *Philips Lightning* under charter to prominent Sydney businessmen Justus Veeneklaas and Geoff Lee.

Sydney yachts will be well to the fore with IOR contenders for places in the Australian and NSW teams. In addition to *Ragamuffin*, they will include *Kings Cross Sydney*, *Informix Wild Oats*, *GIO Australia Raw Talent*, *Team Fujitsu* and *Another Concubine*.

Victoria will be strongly represented at the ORCA selections trials for the National team and in their own State team. Kodak Gold Cup winner and IMS overall runner-up in the 1992 Sydney-Hobart, Alf Neate's *Morning Mist III*, is expected to be a powerful participant, along with the recently launched Reichel/Pugh 42 *Sword Of Orion*, the new Jutson 39 *Liberator*, the interesting Jones 40 *Cadibarra VII*, a new 11m Elliott *Easy Touch*. The two main IOR contenders will be *Lindeman's Ultimate Challenge* and *JLW Chutzpah*, both ranked among the best IOR yachts in Australia.

From Western Australia will be the Jutson IMS50 *Ken Court's Second Term*, which won the Fremantle to Lombok (Indonesia) race and was also in Hamilton Island Race Week, while Queensland will be represented by the outstanding Northshore NS-X 40-footer *Midnight Express*, which took out IMS Division B of the CYCA's Sydney-Gold Coast Classic in her maiden race in August and went on to win the South Pacific IMS Offshore Series of races north.

Tasmanian Farr 40 *Salamanca Inn* is again expected to seek a place as an IOR member of the Australian team.

J35s dominated IMS results at Hamilton Island and among the early entries is the



**CYCA Race Director Greg Halls.**

brand new *Mem*, built and being prepared specially for the Sydney-Hobart by Bashford Boatbuilders. The crew will come from owner John Quinn's previous boat *Hummingbird*, with the addition of champion Etchells and J24 helmsman Ian Bashford.

The 1993 Kodak Sydney-Hobart will not be without its veterans. Sir Garfield Barwick, the former Chief Justice of the Supreme Court, has again entered his famous cutter *Anitra V*, which returned to ocean racing last year after a break of 20 years.

Sir Garfield will not be sailing, but the crew will be headed by 72-year-old Dudley Stewart as skipper, Les Stewart, 64, and George Johnson, 65. *Anitra V* was built by the Halvorsen brothers in 1956, finishing second in the Sydney-Hobart that year and winner on handicap in 1957 and again placing second overall in 1958 and 1959. In last year's race the beautifully refurbished veteran placed 45th overall in the IMS category and 10th in IMS Division D.

Another veteran skipper lining up for his 22nd Hobart will be 69-year-old retired university professor and successful yacht designer Peter Joubert, sailing his self-designed, timber-hulled 43-footer *Kingurra*, built in 1972. Also sailing again will be CYCA

veteran Julius Charody with *Shenandoah III*.

While *Anaconda II*, having contested 16 Hobarts since 1976, holds the record for the number of Hobarts by any yacht, Hugh O'Neill is looking to equal and then break that record by sailing his 22-year-old S&S designed ex-one tonner *Mark Twain* to Hobart this year and in the 50th race. *Mark Twain* has been sailed to Hobart 15 times since 1971 as has the new retired *Balandra*, which first raced to Hobart in 1965.

There will be at least one all-women crew in this year's Kodak Sydney-Hobart. Sydney yachtswoman Kerry Gouge has again chartered *Nadia IV* and with sponsorship will sail the boat to Hobart as *Telecom Mobilenet*.

For the first time there is an entry from Alice Springs, with a group of inland-based sailors forming the Alice Springs Yacht Club and chartering the 17.2m Port Fairy (Vic) sloop *Flashdance* and renaming it *The Alice*.

With yachts racing in the IMS category now far outnumbering the dwindling IOR fleet, the 1993 race is expected to be the last Sydney-Hobart where there will be an IOR overall winner, ending an era of racing that began in 1969 when the International Offshore Rule was introduced to replace the RORC system of ocean race handicapping.

This year there will again be two overall winners, IOR and IMS, introduced for the 1992 race, but for the 50th in 1994 there will be only one overall winner – the first placed yacht on corrected time under the International Measurement System (IMS).

The brigantine *Young Endeavour*, Australia's national sail training ship, will be the radio relay vessel for this year's 49th and next year's 50th Sydney-Hobart.

The 44m LOA square-rigged ship will escort the fleet over the 630 nautical mile course and will be an integral part of the communications and safety of the competing yachts. With her huge spread of canvas, she will be an added attraction as the big fleet heads south on Boxing Day.

The radio relay vessel, always a traditional part of Sydney-Hobart races since the early years, was dropped from the 1992 race in favour of a land-based communications system along the NSW South Coast and the Tasmanian East Coast. However, technical and operational shortcomings prompted the CYCA into reinstating the RRV for this and next year's races, at least.

*Young Endeavour* was the Bicentennial Gift from Great Britain to the Government and People of Australia. Since being handed over in 1988 the fine looking brigantine has been operated by the Young Endeavour Youth Scheme, sailing with trainees and a professional crew drawn from the Royal Australian Navy.

For the 1993 Kodak Sydney-Hobart Race, the Young Endeavour Youth Scheme has received more than a hundred applications from previous trainees to be part of the crew of 24 joining the RAN crew under Lt-Commander Christopher Curtis.

The CYCA's communications team aboard *Young Endeavour* will be the successful team of 1990 and 1991, Lew Carter and Michael and Audrey Brown. Race Director is again Greg Halls with Rowan Johnston the Hobart Race Director. ■

### **Tasmania's *Sheraton Hobart* enters Constitution Dock with hotel chefs waiting – to serve hot breakfast. (Pic – Keith Shipton)**





## "Deek" Official Starter for Kodak Sydney-Hobart

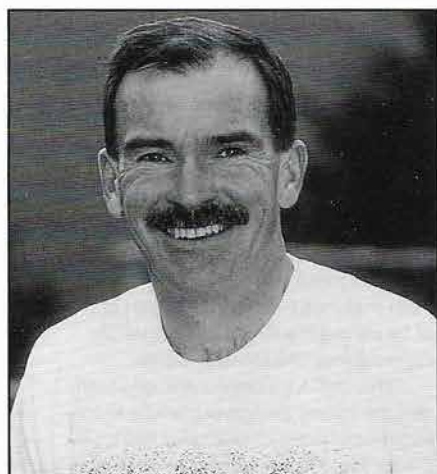
Robert de Castella, MBE, "Deek" to all Australians who have watched his magnificent marathon running performances for more than 15 years, will be the official starter of another great marathon event, the 1993 Kodak Sydney-Hobart Yacht Race.

"Deek" will fire the CYCA's historic cannons from aboard *Aussie I* to send the big fleet in this 49th annual ocean race on its way down Sydney Harbour at 1300 hours on Boxing Day, December 26.

Announcing the official starter, CYCA Commodore Leigh Minehan said the choice of Robert de Castella was in keeping with the Club's policy of involving high-profile Australians from sport and cultural activities in the start of one of the nation's greatest sporting events.

"The choice of a yachtsman as the official starter is difficult, as many of our best sailors will be competing in the Kodak Sydney-Hobart Race or in other national and international yachting events on Boxing Day," Commodore Minehan said.

Robert de Castella, an icon of Australian sport, notably athletics, is Director of the Australian Institute of Sport, the Canberra-based organisation which plays such a major role in the development of talented Australian sportsmen and women for national, international and Olympic competition.



**Official race starter Robert de Castella.**

His appointment to the AIS in 1990 came at the end of his own great career as a marathon and cross-country runner, beginning with the first of four Australian cross-country championships in 1978 and followed by his Australian marathon championship in 1979. His major achievements have been:

World champion, marathon: 1983, Helsinki. Commonwealth champion, marathon: 1982 Brisbane (2:09.18), 1986 Edinburgh. World records, marathon: 1980-84. 15km road 1983.

Major marathon wins: Fukuoka 1981, Rotterdam 1983 and 1991, Boston 1986.

Five times under 2.09.00.

Nine times under 2.10.00.

World Marathoner of the 1980s.

Member of 18 Australian National teams.

Australian Olympic teams: 1980 (10th),

1984 (5th), 1988 (8th), 1992 (26th).

Australian cross-country teams: 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1988.

Australian marathon champion: 1979.

Australian cross-country champion:

1978, 1979, 1980, 1988.

For his outstanding international sporting achievements "Deek" in 1983 was awarded the MBE and the same year chosen as Australian of the Year, two of many sporting and community awards he has received.

In tandem with his athletics career, de Castella has been involved in many coaching, media and community programs, including television and video and as a consultant to sporting events before taking up his present position at the AIS in Canberra.

His publications include "De Castella on Running" with Gayelene Clews (his wife), 1984, "Deek" with Mike Jenkinson, 1984, and "Jog with Deek" with Len Johnson, 1984.

He plays golf with the Royal Canberra Club (handicap 20-ish) and is a keen scuba and diving enthusiast - his nearest approach to an aquatic sport!

## Network TEN Plans Innovative Coverage

TEN Network will provide an exclusive and innovative coverage of the start of the Kodak Sydney-Hobart Race, including the use of 3D animation of the course down Sydney Harbour and on to Hobart.

TEN's two hour coverage between 12 noon and 1400 hours on Boxing Day, December 26, will go direct to all States except Tasmania and the Northern Territory. In the NT the local station has elected to take cricket instead of the Sydney-Hobart, while the TEN Network does not have an affiliate in Tasmania.

TEN Network's new 3D animation technology will reproduce the Sydney Harbour course from Shark Island north to the Heads, showing course markers and spectator boat positions.

This latest technology will enhance viewers' appreciation of the strategic considerations for crews during this chaotic dash for the open seas.

Live coverage will be extended to other

States at varying times, but will include the actual race start when the 120 yachts set sail.

From an outside broadcast studio at South Head the TEN Network coverage will be hosted by "Sports Tonight" weekend presenter Bill Woods. The expert commentary team includes Rob Mundle, Peter Gilmour and Australia's greatest yachtsman, Sir James Hardy.

Spectacular pictures of this impressive fleet are guaranteed as three helicopters, a race chase boat and five camera positions based on the south side of the harbour offer viewers excellent vantage points. Also, two cameras are to be placed on competing yachts with an ability to interview the skippers live to air before, during and after the race commences.

On "Sports Tonight" nightly updates continue throughout the race as the boats forge south. A one-hour evening special from the beautiful harbour of Hobart will capture the renowned fun-filled celebrations that welcome the winners and all competitors as the race concludes on the final days of 1993.

Join the many thousands of spectators to cheer and celebrate the tradition of the world's greatest ocean race, the Kodak Sydney-Hobart.

## Race Media Centre at Sheraton Hobart Hotel

For the second successive year the Kodak Media Centre for the Kodak Sydney-Hobart Yacht Race will be located at the Sheraton Hobart Hotel, one of Tasmania's finest hotels, opposite Constitution Dock.

Apart from overlooking the finish for the great race and the waterfront where the finished yachts berth and crews gather, the Sheraton is one of the preferred hotels for many competitors to stay and dine after the tough race.

The Sheraton Hobart Hotel will also host the Presentation Dinner in the evening of Saturday, January 1, when trophies will be awarded for the Kodak Sydney-Hobart Race, the Kodak Southern Cross Cup and the Kodak Asia Pacific Ocean Racing Championship.

The Kodak Media Centre will be located on the mezzanine floor of the Sheraton, with the hotel making available two special rooms to the Media Information Centre for journalists and cameramen to cover the race.

The Media Centre has been open at the CYCA since December 1 and following the Boxing Day start the operations will move to Hobart for the finish. The Media Centre will be open at the Sheraton Hobart from December 27 to January 3, providing a complete information and communications service to Australian and international media.

Media director is again yachting journalist and OFFSHORE editor Peter Campbell, with other members of the team including Di Pearson, Mike Sabey, Keith Shipton, Craig Macaulay and Sarah Campbell.

# Brilliant Brindabella

## Previews Hobart Favouritism

By Peter Campbell

**M**ULTI-MILLION dollar maxi yacht *Brindabella* powered across the Tasman Sea to a brilliant line honours and IMS handicap victory in her first ocean race, the 408 nautical mile Fujitsu Gosford to Lord Howe Island.

Sailing all the way on the wind, in light to moderate easterlies and an adverse current, *Brindabella* logged near 450 miles to average just over 10 knots.

As she crossed the line off the island's coral lagoon on the Monday morning, 46 hours out from Broken Bay, north of Sydney, *Brindabella* was more than 60 miles ahead of the fleet.

In fact, the next yacht, *Innkeeper-Petaluma Wines*, the former BOC round-the-world yacht, did not finish for another 16 hours.

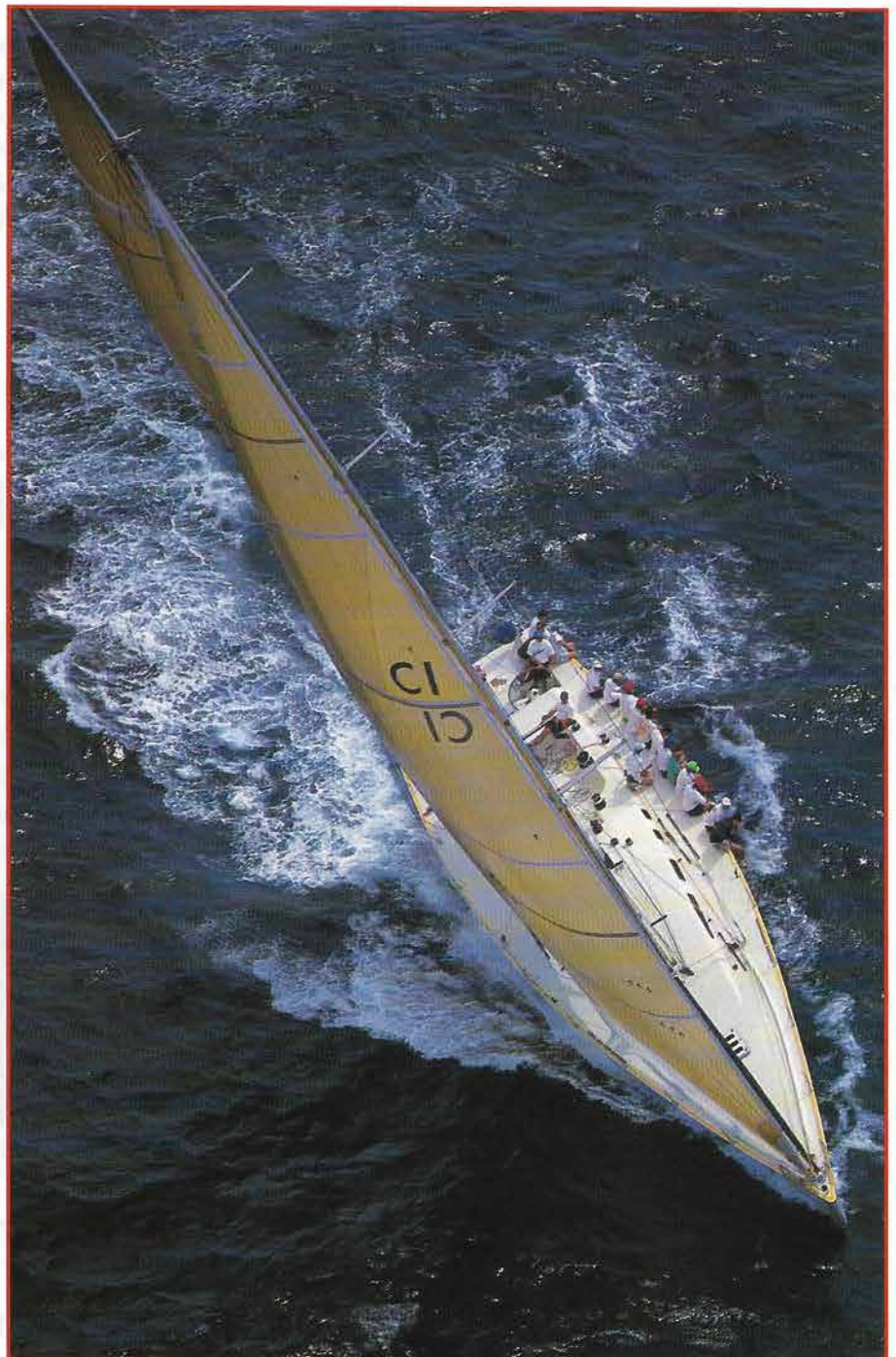
Light winds on the Sunday night cost *Brindabella* the chance of a race record, but they gave the new maxi the chance to outsail the fleet and lift her prospects of a corrected time victory.

The performance has delighted owner/skipper George Snow, the prominent Canberra-based property investor, who plans an international campaign with the 23m maxi sloop following this year's Kodak Sydney-Hobart race, including the 1994 Kenwood Cup in Hawaii and the 1994-95 Kodak Tasman Triangle, which will include the 50th Sydney-Hobart.

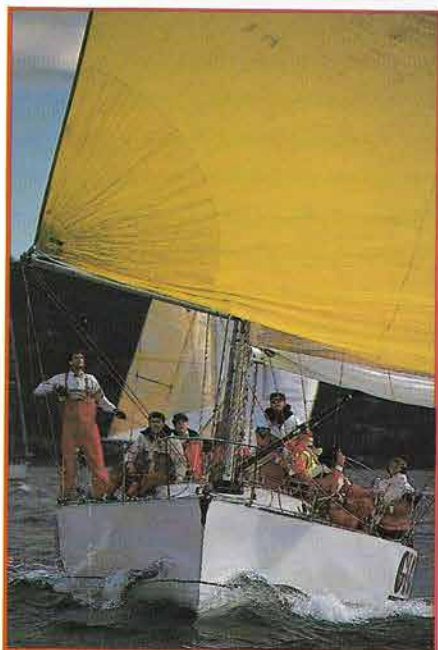
Designed by Sydney-based expatriate American Scott Jutson and built by Boatspeed at Gosford, *Brindabella* is the largest yacht designed and built in Australia specifically to the International Measurement System (IMS), now the world's major handicap system for ocean racing.

Without doubt, the 75-footer is the most efficient and fastest all-round ocean racing yacht ever built in Australia, her hull shape unfettered by the rating configurations of yachts designed to the old International Offshore Rule (IOR).

Designer Jutson, who sailed in the race, was equally delighted with the yacht's windward performance. "She was consistently sailing at 3 knots faster than the true wind - in 8 knots of breeze she was making 11 knots to windward," Jutson said. "Had the set been weaker we would



***Brindabella*, the Scott Jutson designed 75-footer powers to windward in her first short offshore race off Sydney Heads, the Gascoigne Cup (Pic - Ian Mainsbridge)**



**Raw Talent** one of the dwindling number of IOR yachts in this year's Hobart (Pic - David Clare)

have gone close to breaking the record of 40 hours 23 minutes."

The designer added that the boat felt very seakindly, even in a lumpy sea. "Even in the middle of the saloon, you weren't

getting tossed about and the design concept of the galley area is very efficient."

Sailing with sail number "C1" of the Canberra Ocean Racing Club on her massive mainsail, *Brindabella* reached Lord Howe Island just before lunch on the Monday morning following the Saturday start from Broken Bay, north of Sydney.

She sailed the official 408 nautical mile course in 46 hours 34 minutes 35 seconds, about six hours outside the record set in 1988 by *Helsal II*, which enjoyed fast running and reaching conditions all the way to the island.

The only technical problem experienced was the mainsail halyard breaking on the final morning of the race. A bolt inside the mast chafed through the halyard near the masthead sheave, with the massive sail sliding to the deck.

Crewman Joe Henderson was hoisted to the top of the 105 foot mast, to re-lead the halyard, a task which Scott Jutson described as a "most courageous effort." Within 50 minutes *Brindabella* was back sailing at full steam.

Owner/skipper George Snow and his crew had a long wait to here the IMS handicap results. Although Andrew Short's *Innkeeper* came in second in the restricted fleet 16 hours later, another four hours elapsed before the next IMS rated yacht finished.

Third to finish was the new David Lyons' designed IMS 40 *Legal & General Cuckoo's Nest* (Nigel Holman), 20 hours after *Brindabella*. The final IMS results had to await the arrival, just under 48 hours behind *Brindabella*, of the smallest boat in the fleet, the Currawong 30 *Katinka*, skippered by veteran Des O'Connell.

In the end, *Brindabella* won IMS by more than five and a half hours on corrected times from *Legal & General Cuckoo's Nest*, with the Farr 40 *Witchcraft II* (Bruce Staples) third and *Katinka* fourth.

IOR was more straight forward with the sponsors receiving a bonus from the victory of *Team Fujitsu*, the ex Admiral's Cup team yacht *Madeline's Daughter*, ex 1991 Sydney-Hobart winner *Atara*.

The Farr 43 is now owned by Steve Gunns and Tony Zanelli, this being their first major win with the yacht they bought earlier this year. Under IOR handicaps, second place went to the dual-entered *Witchcraft II* and third to John Taylor in *Brunnhilde*.

*Innkeeper-Petaluma Wines*, a Kell Steinmann-designed 16m sloop, won the PHS division from Colin Franklin's Farr 11.6 *Plus 16*, third place going to *Mark Twain*, the now 22-year-old S&S designed ex one tonner, skippered by Keith Radford.

For designer's comments see page 66 →

## Win To Sword Of Orion In First Ocean Race

**S**WORD *Of Orion*, sailed by Peter Sajet and Chuck Mehrmann from Royal Brighton Yacht Club, has won the Ocean Racing Club of Victoria's Reflex Melbourne to Burnie (Tas) race.

*Sword of Orion*, a purpose-built IMS 44-footer, designed by John Reichel and Jim Pugh, was sailing

in its first major ocean race since it was launched earlier this year.

Second on corrected time, and also competing in its first major race, was *Extasea*, a new Northshore NS-X skippered by Paul Buchholz from Royal Geelong Yacht club.

Alf Neate's *Morning Mist III* finished in third place after crossing the line second overall and taking line honours in the IMS division.

Line honours overall went to Peter Hansen's Inglis 57 *Telecom Flexi-Plans* (ex-*Walk On The Wild Side*). *Telecom Flexi-Plans* took the lead at Port Phillip Heads and led to the finish despite the light SSW winds which dropped to around five knots about half-way across Bass Strait.

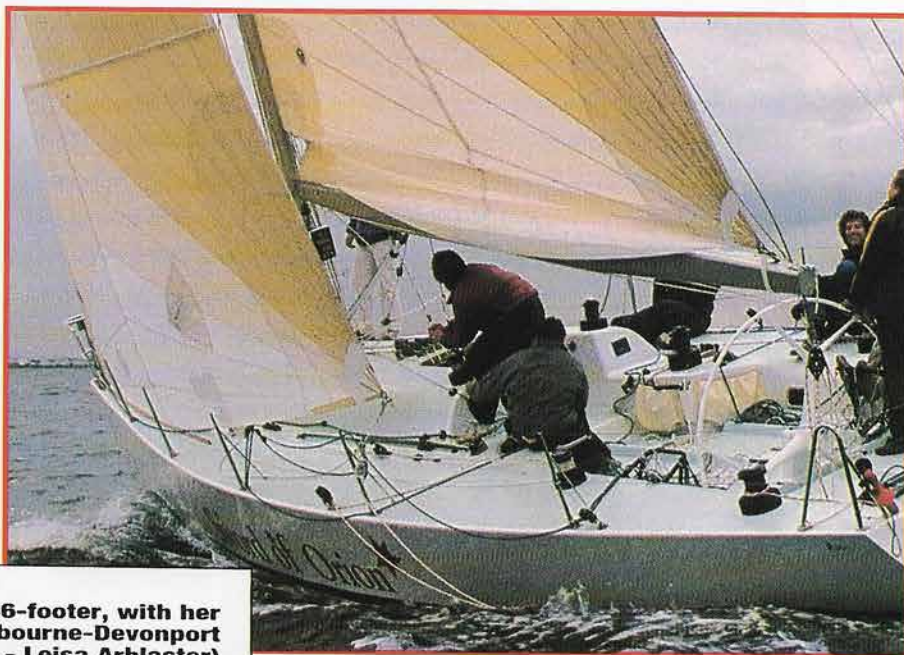
In the last 40 miles of the race the wind went further west and *Telecom Flexi-Plans* was able to get its huge masthead spinnaker

up, providing a spectacular sight for the Burnie spectators, as it charged to the finishing line at 16.2 knots.

Hansen's time for the 180 nautical mile distance was 19 hours 51 minutes 7 seconds, some three and a quarter hours outside the record set by Grant Wharington's *Wild Thing* in last year's race.

Hansen missed out on the \$5,000 cash prize for the first boat to beat the original time set by Grant Wharington's *Wild Thing* last year. But as he said at the finish it was his biggest win in 20 years of sailing.

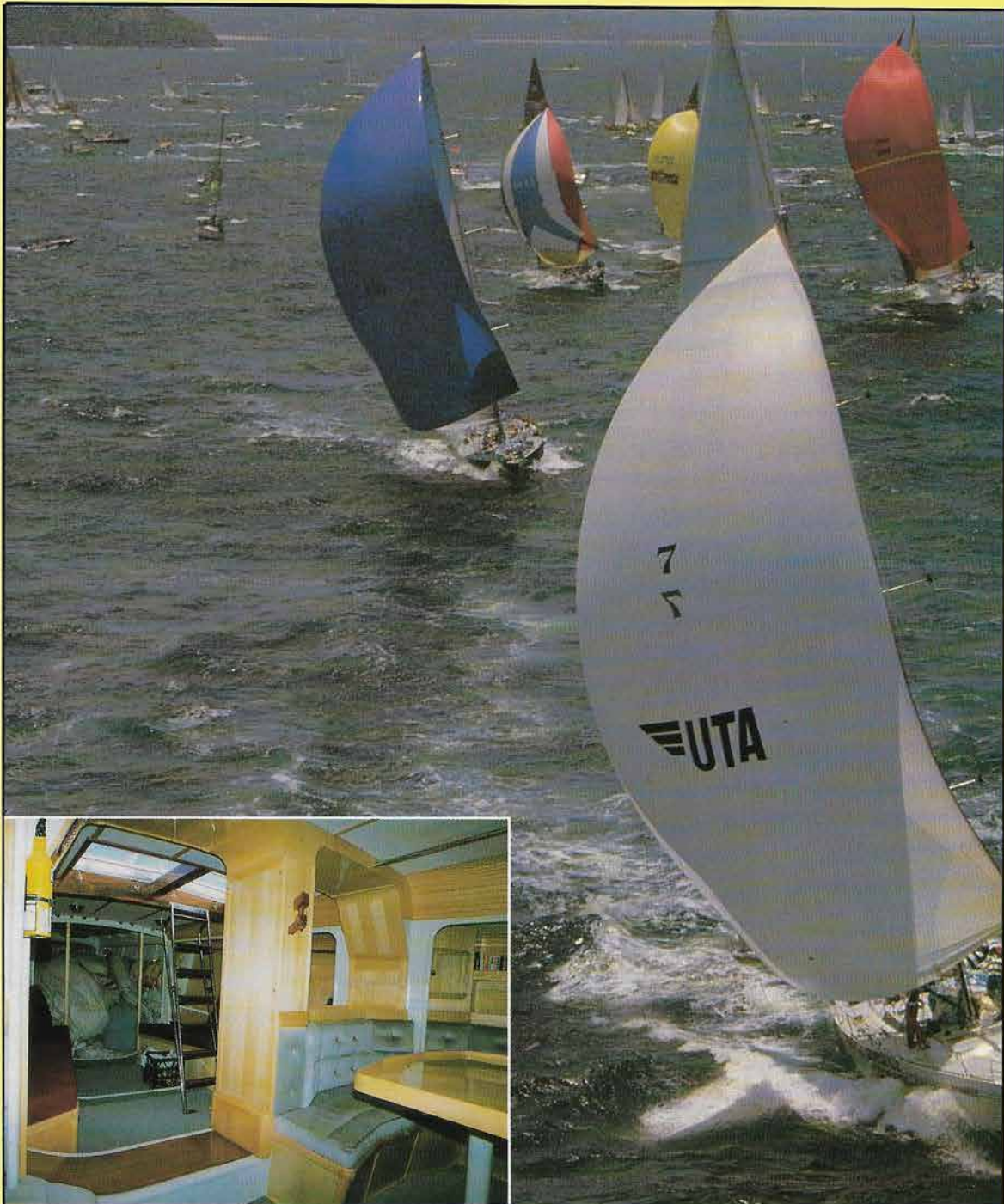
A record fleet of 72 boats took part in the race, which is in its second year and timed to coincide with Burnie's Oktoberfest weekend.



**Sword of Orion**, a Reichel Pugh 46-footer, with her first ocean race in the Reflex Melbourne-Devonport (pic - Leisa Arblaster)

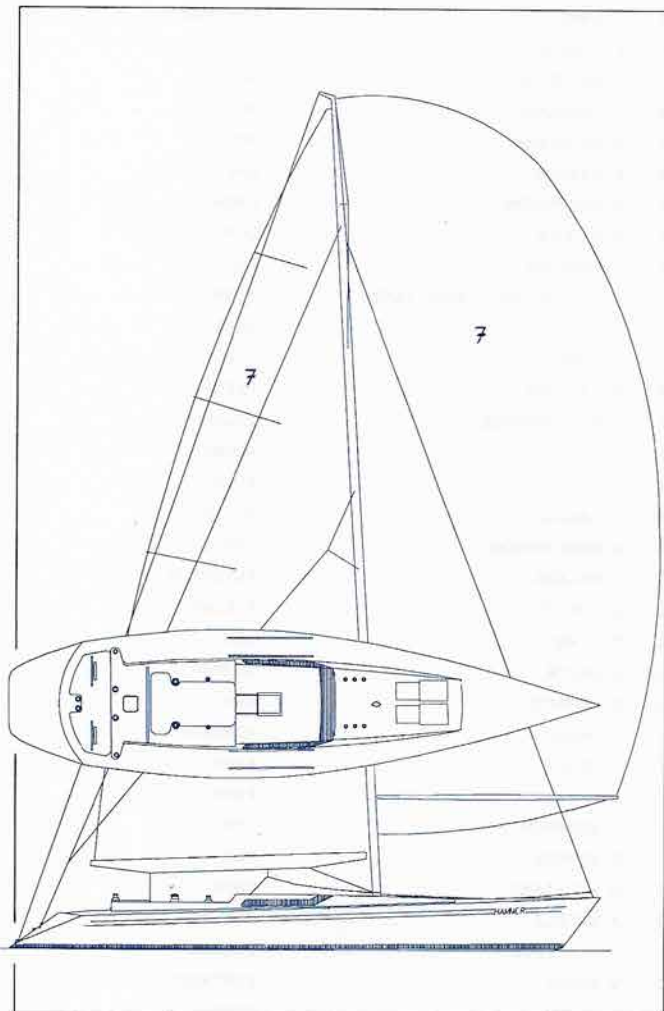
HOBART BOUND IN '93

# *Hammer Of Queensland*



# 1993 Optimisation

LOA	20.5m
BEAM	5.1m
DRAFT	4m
DISPLACEMENT	22 tonnes
P	25.54m
E	9.6m
I	23m
J	7.4m



OPPOSITE page, *Hammer Of Queensland* in action  
interior layout and Above, line drawing.  
(Pic: Kevan Wolfe)

WHEN Kell Steinmann designed *Hammer Of Queensland* for Arthur Bloore in 1987 the penalties for excessive sail area and the centre of gravity factor under the IOR Rule limited stability and sail area quite unnecessarily. The IMS Rule has now taken over as the major yacht rule in Australia and this rule provides for a more sensible approach to these factors. As a result, *Hammer's* 1993 configuration has been updated to comply with the IMS maxi limit and to enhance her performance in light to medium wind conditions. This optimisation gives her excellent all-round competitiveness.

In her original form, *Hammer*, which is currently rated for IMS racing, excelled in heavy windward work. However, her conservative sail plan hindered her medium to light weather competitiveness compared to that of the IMS maxi *Amazon*, which was also designed by Steinmann in 1985 and was in all probability the first designed IMS maxi built.

*Hammer Of Queensland* is constructed in Marine Grade 5083 H321 aluminium plate to ABS approval. She is equipped with a lifting six-tonne keel, which is locked into position while racing. *Hammer* has a racing draft of four metres, which can be reduced to two metres when not racing; the keel can be retracted into a centre case with an electric hydraulic-driven screw. Large diameter tapered pins lock the keel securely in both up and down positions.

For those of you who have not been on board the sleek *Hammer Of Queensland* (current holder of the 1988 race record for Sydney to Southport Yacht Race of 9.6 knots) she has an attractive and comprehensive fitout and is the perfect IMS maxi-yacht for both racing, luxury cruising or circumnavigating the world. Arthur Bloore, her master, often quotes: "Her strength is in her strength."

She is a very seaworthy offshore yacht and is safe in the worst possible conditions, thus fitting the intent of the IMS Rule ideally. From a safety point of view *Hammer* has a stability index of 126.5 degrees, far more than the 16 degrees required by the IMS Rule.

She is strong, with a structural aluminium internal framework to ensure safe passage in bad weather conditions without having to "nurse" her through rough seas. This showed markedly in the 1991 Sydney-Hobart: when *Hammer* led the fleet in Bass Strait she was able to maintain speed when most other yachts including "hi-tech" maxis had to slow down to contain damage.

In 1991 *Hammer's* owner-skipper Arthur Bloore commissioned Steinmann to design a new keel as stage one of her update. The keel was designed to allow a dramatic increase in sail area in preparation for the second stage of the upgrade.

A complete new rig has been designed for *Hammer* including some hull alterations to move the chainplate base outwards 150mm and the forestay mounting forward 1.5 metres. The mast height has been increased 1.5 metres higher than the original rig. Navtec discontinuous rigging with a four spreader configuration has been designed by Steinmann's office. The hounds have been extended upwards two metres and tapered tubular spreaders have also been designed by Steinmann using a new computer program researched and developed specifically for *Hammer*. Sophisticated finite element modelling software has allowed a major weight saving, particularly in the tapered spreaders.

The new rig analysis program is very comprehensive, providing not only mast panel and spreader design but also tubular or aerofoil spreader design in a range of alloys and all composites.

The program also calculates the total rig-related forces such as mast jack capacities, sheet loads, pin diameters to forestay, chainplate design, maximum mast bend, genoa and main sheet loads, spinnaker pole compressions and reactions, also boom design, either fabricated or standard sections.

This new rig provides an increase of 1.5 metres to the mainsail and genoa luff as well as an extra 1.5 metres to J and 0.5 metre to E; the working sail area of *Hammer* in her 1993 configuration has increased from 198 square metres to 230 square metres.

The resultant brings her sail area to wetted surface ratios in line with *Amazon* and considerably more than *Bobsled*, also designed by Steinmann and a world record holder (14.03 knot race average for a monohulled ocean racing yacht). Sail area to displacement ratio are not quite as high as *Amazon*, but are about equal to *Bobsled's* ratio.

continued on page 97



# Sail Number Gu

Sail.....	Yacht name.....	LOA.	Country.	Year	Owner/Charterer.....	Designer.....
			/State			
000	TRANSOCEAN	10.9	NZ	1993	B.WOODS	FARR
C1	BRINDABELLA	22.9	NSW	1993	G.SNOW	JUTSON
SM2	LINDEMANS ULTIMATE CHALLENGE	12.1	VIC	1987	L.ABRAHAMS	DUBOIS
MYC2	CUCKOOS NEST	12.1	NSW	1993	N.HOLMAN	LYONS
R2	SECOND TERM	15.1	WA	1992	K.COURT	JUTSON
M4	CADIBARRA 7	12.1	VIC	1993	N.JONES	JONES
SM6	EASY TOUCH	10.9	VIC	1993	R.GREEN & P.NEWMAN	ELLIOTT
OYC6	SIR THOMAS SOPWITH	22.0	NSW	1974	OCEAN YOUTH CLUB OF AUST	CLARK
6	ONCE MORE DEAR FRIENDS	12.0	NSW	1980	J.&M.STEPHEN	DUBOIS
7	HAMMER OF QUEENSLAND	20.5	QLD	1987	A.BLOORE	STEINMAN
A8	MIRRABOOKA	14.3	TAS	1987	J.&P.BENNETTO	FRERS
B10	ADRIA	13.7	VIC	1991	G.GJERGJA	JOHNSTONE
SM16	MYUNA	12.0	VIC	1991	T.STOKOE	DAVIDSON
M16	OZ FIRE	13.7	TAS	1990	J.WERTHEIMER	MUMMERY
SM17	FLYING COLQURS	15.8	VIC	1983	J.LAKE	STEINMAN
B23	KINGURRA	13.1	VIC	1972	P.JOUBERT	JOUBERT
RQ23	BOOMAROO	10.1	QLD	1972	J.McINTOSH	S&S
H24	TIERCEL	9.2	TAS	1974	J.COPELAND	JOUBERT
S29	SUREFOOT	11.6	VIC	1981	D.MILLIKAN	NORLIN
R33	JLW CHUTZPAH	10.2	VIC	1988	B.TAYLOR	DAVIDSON
SM33	TOXIC WASTE	9.5	VIC	1993	H.HERTZBERG	FARR
YC50	DICTATOR (SA)	11.6	SA	1987	R.FIDOCK	DUNCANSON
M53	NYNJA GO	11.0	NSW	1982	D.POMFRET	FARR
PF57	THE ALICE	17.2	NT	1990	ALICE SPRING YACHT CLUB	ADAMS
MH68	STAR FERRY	10.2	NSW	1987	J.CONROY	DAVIDSON
69	SEAULATER	12.1	QLD	1981	J.MAWER	DUBOIS
70	RAGAMUFFIN	15.2	NSW	1988	S.FISCHER	FARR
77	ANITRA V	11.5	NSW	1956	SIR G.BARWICK	HALVORSEN
L77	CLWYD	10.9	TAS	1985	J.HYSLOP	YOUNG
SA93	HELSAL II	20.0	SA	1979	K.FLINT	ADAMS
A94	CHARISMA	13.0	NSW	1991	J.LAWLER	BROOKER
M101	WILD THING	14.2	NSW	1991	G.WHARINGTON	INGLIS
MH106	IMPECCABLE	10.2	NSW	1980	J.WALKER	PETERSON
R111	APOLLO II	13.7	VIC	1972	J.DUFFIN	MILLER
A113	MARK TWAIN	11.8	NSW	1971	H.O'NEILL	S&S
114	TAKE TIME	11.0	NSW	1976	G.SMITH	JOUBERT
125	SILHOUETTE	11.7	TAS	1985	G.HOGARTH	S&S
B133	FLY BY NIGHT	10.1	VIC	1982	J.DRAKE	HUMPHREYS
135	THE GAMBLER	12.2	QLD	1984	I.KENNY	FARR
137	COUGAR	11.6	NSW	1980	J.McCARTHY	FARR
YC147	ADVANTEDGE	14.2	SA	1993	R.EGERTON	INGLIS
S161	MAGIC	11.7	VIC	1982	B.RAWSON	S&S
SA164	COURTESAN	11.8	SA	1992	G.WILLIAMS	FARR
R180	FAST FORWARD	14.3	VIC	1991	P.MEIKLE	INGLIS
B200	LIBERATOR	11.9	VIC	1993	D.CURLEWIS	JUTSON
SA221	THE OLD LION	12.2	SA	1984	W.GRYST	DUNCANSON
M250	MORNING MIST III	14.0	VIC	1988	A.NEATE	FARR
G300	NIMROD II	11.6	VIC	1979	I.WATSON	FARR
315	DOUBLE OR NOTHING	11.9	QLD	1983	J.BUSH	ADAMS
322	WANG	11.6	TAS	1985	J.SAUL	FARR
327	ZEUS II	9.0	NSW	1979	J.DUNSTAN	JOUBERT
SM363	SAVAGE	10.1	VIC	1981	B.EDDINGTON	VAN DE STADT
SM377	BACARDI	13.3	VIC	1979	AINLEY/WILLIAMS	PETERSON
B381	NEW MORNING II	11.5	VIC	1986	R.NEW	KAUFFMAN
396	ADJUSTER	12.3	NSW	1986	L.EMERSON	FRERS

# de to the Fleet

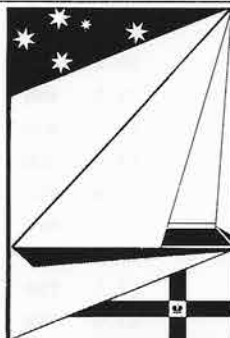
Sail.....	Yacht name.....	LOA.	Country. /State	Year	Owner/Charterer.....	Designer.....
S489	RAPAZ	12.3	QLD	1987	A. PETIT	HOLMAN & PYE
600	DEVIL WOMAN	10.8	QLD	1992	I. GRIFFITHS	LIDGARD
S611	I'M A MESS	12.2	VIC	1987	P. ROBINSON	DAVIDSON
621	KINGS CROSS-SYDNEY	10.9	NSW	1985	R. STONE	DAVIDSON
1224	HERMAN MILLER	12.8	NSW	1974	P. STRONACH	KAUFFMAN
1317	MARARA	10.3	NSW	1972	A. E. RATCLIFF	S&S
1405	ALL THAT JAZZ	12.0	NSW	1988	J. DAVERN	BERRET
1910	SHENANDOAH III	10.4	NSW	1982	J. CHARODY	COLE
1987	BRIGHT MORNING STAR	15.5	NSW	1986	I. TREHARNE	PETERSON
B2000	SWORD OF ORION	13.2	VIC	1993	C. MEHRMANN	REICHEL-PUGH
2001	UTOPIA	17.0	QLD	1986	J. FLETCHER	ADAMS
SM2418	SCORPIO 2	10.4	VIC	1976	M. HALLER	BLACKBURN
2557	WITCHDOCTOR	12.7	NSW	1979	RUM CONSORTIUM	DAVIDSON
2837	KATINKA	9.2	NSW	1980	D. O' CONNELL	JOUBERT
3433	CUB SANGAREE	13.3	TAS	1983	G. CREESE	HOLLAND
3619	ALONA	11.0	NSW	1980	T. WOODWARD	DUNCANSON
3774	ICARUS	11.6	NSW	1984	A. RIDLEY	KAUFFMAN
3807	ALEXANDER OF CRESWELL	11.1	ACT	1984	DEPT. OF DEFENCE (NAVY)	SWARBRICK
4000	SALAMANCA INN	12.0	TAS	1987	J. FUGLSANG	FARR
4040	TELECOM MOBILENET	12.2	NSW	1984	K. GOUDGE	FARR
4117	SHERATON HOBART	12.2	TAS	1984	I. SMITH	FARR
4216	CITY LIMITS	10.8	NSW	1984	M. CARR	S&S
4343	WILD OATS	13.1	NSW	1985	FOYE/HICKMAN/PECKMAN	FARR
4525	ELUSIVE	12.7	NSW	1988	G. LAVIS	KING
4527	SHE'S APPLES II	12.7	NSW	1991	D. STRONG	KING
4715	NEVER A DULL MOMENT	12.5	NSW	1989	C. WILSON	KING
4883	COLLEX ONYX	15.6	NSW	1986	A. OVENDEN	ADAMS
4918	HALL CHADWICK NUZULU	9.6	NSW	1985	PSALTIS/WARD/BENCSEK	STEINMAN
4924	SHE II	12.2	NSW	1981	T. SEECOMBE	OLSEN 40
4988	MAGLIERI WINES ADELAIDE	12.1	SA	1987	G. VERCOE	FARR
5180	HARTZ MINERAL WATERS	13.3	NSW	1982	R. MULKEARNS	DUBOIS
5222	FREIGHT TRAIN	18.9	NSW	1983	D. PARKES	FRERS
5227	ICEBERG	15.9	NSW	1986	G. GIBSON	ADAMS
5300	AMACON RAW TALENT	13.1	NSW	1984	J. SIMPSON	FARR
5357	MEM	10.7	NSW	1993	J. QUINN	JOHNSTONE
5376	RISING SUN	13.0	NSW	1958	N. SNEDDON	GILES
5411	DICTATOR (NSW)	11.7	NSW	1993	B. MEAD	LYONS
5444	BOBSLED-SOCIETE GENERALE	20.1	QLD	1989	K. SPENCER	STEINMAN
5462	INNKEEPER PETALUMA WINES	18.2	NSW	1986	A. SHORT	STEINMAN
5500	NZ SXC 1	12.2	NZ	1987	I. GIBBS	DAVIDSON
NZL6336	NZ SXC2	10.9	NZ	1993	J. FARMER	FARR
KZ6717	MATUA FUTURE SHOCK	17.0	NZ	1988	I. MARGAN	ELLIOTT
7007	MAXI RAGAMUFFIN	21.1	NSW	1979	A. STARLING	FRERS
IRL8000	ATARA	13.3	IRE		J. STOREY	FARR
8148	PHILIPS LIGHTNING	12.3	NSW	1992	J. VEENEKLAAS	ROSS
8888	AMAZON	20.7	NSW	1990	P. WALKER	STEINMAN
9797	NINETY SEVEN	14.2	NSW	1993	A. STRACHAN	FARR
9999	ASSASSIN	12.1	NSW	1992	R. CRAWFORD	FARR
US69099	CASSIOPEIA	22.1	USA	1993	C. BURNETT	DAVIDSON
GER	TO BE NAMED	10.6	GER	1993	A. GIOHEMAUER	JUTSON

105 ITEMS LISTED.

# Who's Heading for Hobart?



**ADJUSTER**  
 LOA: 12.1m  
 DESIGNER: German Frers (Arg)  
 TYPE: Mast Head Sloop  
 OWNER/SKIPPER: Les Emerson  
 CLUB: Cruising Yacht Club of Australia, NSW  
 Contesting its first Sydney-Hobart, Adjuster raced in the '92 Pittwater-Coffs Harbour Yacht Race and more recently the '93 Sydney-Gold Coast race. Some will remember the yacht as "Onya" when she won the Arbitrary division of the Sydney-Noumea race. Emerson re-named the boat after his job as an insurance adjuster. The yacht is a "stayer", and will no doubt make it over the finish line.  
**Crew:** L. Emerson, G. Mott (1), S. McGhee, P. Emerson, J. Wills, M. Connors, 1 TBA.



**ALL THAT JAZZ**  
 LOA: 12.0m  
 DESIGNER: Jean Berret (Fra)  
 TYPE: Beneteau 405  
 OWNER/SKIPPER: James Davern  
 CLUB: Sydney Amateurs Sailing Club, NSW  
 Purchased recently by the producer of the longest running TV drama series in Australia "A Country Practice" and owner of the "Wandin Valley Winery" in the Hunter Valley. This yacht is fairly untried when it comes to the Sydney-Hobart, having retired from its only attempt in 1988. Davern, however, has taken previous boats in this race six times, and hopes his run to Hobart is as successful as his drama series.  
**Crew:** J. Davern (6), D. Williams (4), V. Dudley (5), C. Oh (5), T. Osborne, S. Kelly (4), L. Tomaszewski (3).



**ADRIA**  
 LOA: 13.7m  
 DESIGNER: Rodney Johnstone (USA)  
 TYPE: J44  
 OWNER/SKIPPER: Giorgio Gjergja  
 CLUB: Royal Brighton Yacht Club, Vic  
 Launched early in 1992, Adria's first ocean race was the Melbourne-Burnie Challenge in which she finished 1st overall under IMS in a lead-up to last year's Sydney Hobart race in which she finished 4th in her division. This year has proved just as good for Gjergja, he finished 2nd under IMS in the '93 Nissan Regatta in Victoria, and recently finished 1st in Division B under IMS in the Melbourne-Burnie race.  
**Crew:** G. Gjergja (2), A. Poulton (4), N. Knezic, M. Blair (3), R. Kenery (2), P. Oakshott (5), L. Ash (6), C. Smith (1), M. Gjergja (1), G. Blair (1), N. Bartels, J. Rowe.



**ALONA**  
 LOA: 11.7m  
 DESIGNER: John Duncanson (Aust)  
 TYPE: Duncanson 37  
 OWNER/SKIPPER: Tom Woodward  
 CLUB: Port Hacking Ocean Yacht Club, NSW  
 This yacht last went to Hobart in 1983 with its previous owner Phil Allen, and an inexperienced crew of prison officers. Woodward purchased the yacht after Allen died helping him with the delivery of a catamaran. He lives on board and is doing this year's race partly due to the ten year celebration, but mostly to honour the memory of his old mate Phil Allen - "Captain".  
**Crew:** T. Woodward (1), P. Drybrugh (1), L. Thompson, Rest TBA.



**ADVANTEDGE**  
 LOA: 14.25m  
 DESIGNER: Jim Inglis (Aust)  
 TYPE: Inglis 47  
 OWNER/SKIPPER: Robert Egerton  
 CLUB: Cruising Yacht Club of South Australia, SA  
 Brand new Inglis 47 whose only races to date have been Premiers Cup in which it won line honours, the Clipsal Cup and the Port Line Cup, all sailed out of Victoria. Advantedge will have some good companions in this race from other Inglis designs including Grant Wharington's Wild Thing, and Peter Meikles Fast Forward. This will be Robert Egerton's first trip to Hobart, but he will be backed by good crew.  
**Crew:** R. Egerton (4), T. Egerton, R. Sollick, R. Moore, K. Abbott, H. Morris, K. Pearce, S. Lewis, D. Fidock, C. Evans, J. Ca Aris, G. Ingham, 2 TBA.



**AMACON RAW TALENT**  
 LOA: 13.1m  
 DESIGNER: Bruce Farr (NZ)  
 TYPE: Farr 43  
 OWNER/SKIPPER: John Simpson  
 CLUB: Cruising Yacht Club of Australia, NSW  
 This yacht has finally got over its Hobart jinx and finished the race last year, 19th overall and 15th in division. Since getting over this hurdle, the yacht has been placing well in CYCA events, and has had some good races against the likes of Ragamuffin and Wild Oats. John Simpson will have a lot of last year's crew with him including Lee Killingworth, and will be doing all he can to place well this year.  
**Crew:** J. Simpson, L. Killingworth, D. Massey, Rest TBA.



**ALEXANDER OF CRESSWELL**  
 LOA: 11.1m  
 DESIGNER: Kim Swarbrick (Aust)  
 TYPE: S111  
 OWNER/SKIPPER: Department of Defence  
 CLUB: Royal Australian Naval Sailing Association, NSW  
 One of five S111's used by the Navy for sail and adventurous training for her new entry officers to the R.A.N. She has competed in several offshore races including the '88 Tall Ships race, and 8 Sydney-Hobart races, and did well to finish 38th overall and 9th in division in last year's race. Cresswell is also five times winner of the Oggin Cup - hard fought for between the Navy entries.  
**Crew:** B. Vernon Rogers, B. Rose (6), H. Finnis, T. O'Connor, A. Schroder, M. Hickey, A. Williams, B. Jones, R. Graham.

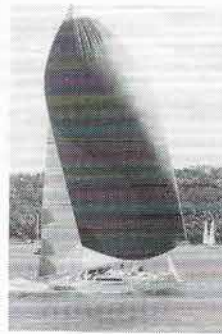


**AMAZON**  
 LOA: 20.8m  
 DESIGNER: Kell Steinman (Aust)  
 TYPE: Pocket Maxi  
 OWNER/SKIPPER: Peter Walker  
 CLUB: Cruising Yacht Club of Australia, NSW  
 Amazon has taken line honours in all major events since her launch, with only the Kodak Sydney-Hobart eluding her, after breaking the forestay in '91 whilst leading the fleet and last year putting in a big fight against maxi ketch New Zealand Endeavour to finish 2nd on line and win the TPHS class. This year she will again have a battle on her hands with the new maxi yacht Brindabella. Line honour's victories this past year include the Sydney-Mooloolaba Yacht Race.  
**Crew:** T. Harmon (2), S. Chapman (10), K. Phillips (2), P. Thompson (12), J. Pearce (8), S. Fitzmaurice (6), O. Muyl (1), R. Geange (3), C. Bloomfield (12), M. Fountain (3), I. Hobbs (11), E. McCarthy (12), D. Jones, R. Walton (8), P. Gardner (19), P. Walker (3).

# THE FLEET FOR HOBART 1993



**ANITRA V**  
LOA: 11.5m SAIL NO: 77  
CLASS: IMS  
DESIGNER: Halvorsen Bros. (Aust) YEAR BUILT: 1956  
TYPE: Cutter NO. OF HOBARTS: 13  
OWNER/SKIPPER: Sir Garfield Barwick  
CLUB: Royal Sydney Yacht Squadron, NSW  
All attention was on this famous 36 year old Cutter last year when she made a comeback after a 20 year absence from the Sydney-Hobart. Anitra V finished 10th in division last year, and had her first race to Hobart in 1956 in which she took out 2nd overall. Since then she has won overall in '57, 2nd overall in '56, '58 and '59, along with 72 year old Doug Stewart, who will again skipper the yacht to Hobart.  
**Crew:** D. Stewart (8), L. Stewart (4), G. Johnston (8), R. Nicholson (2), D. Parsons (2), D. Hale.



**BOBSLED-SOCIETE GENERALE** SAIL NO: 5444  
LOA: 20.7m CLASS: PHS  
DESIGNER: Kell Steinman (Aust) YEAR BUILT: 1989  
TYPE: Pocket Maxi NO. OF HOBARTS: 3  
OWNER/SKIPPER: Kerry Spencer  
CLUB: Royal Queensland Yacht Squadron, Qld  
This downwind flyer is currently recognised as the holder of the record for the fastest over ocean passage by a monohull in an ocean race over 300 nautical miles - its average boat speed was 14.1 knots. Joining Kerry Spencer again this year will be crew from the famous Ecole Polytechnique French Military School and also again include French America's Cup skipper Yves Pajot. Bobsled finished 2nd overall in TPHS last year.  
**Crew:** K. Spencer (3), Y. Pajot (1), R. Bird (1), R. Jones (17), A. Fox (4), G. Dews (6), P. Hermann (1), D. Evans (1), R. Galliot (4), J. Nevd, F. Xavier, F. Postel, E. Cordelle, C. Mody, C. Mathey, E. Croc, L. Cossais, M. Studer.



**APOLLO II** SAIL NO: R 111  
LOA: 13.5m CLASS: IMS  
DESIGNER: Miller & Whitworth (Aust) YEAR BU: 1972  
TYPE: M & W 45 NO. OF HOBARTS: 13  
OWNER/SKIPPER: John Duffin  
CLUB: Royal Yacht Club of Victoria, Vic  
Apollo II is celebrating her 21st birthday this year, and along with her owner John Duffin, is still very competitive. This yacht did its first Sydney-Hobart in 1972 as a "youngster", and twice represented Australia at Admiral's Cup under Alan Bond's ownership. Duffin and crew finished 10th overall under PHS in last year's race and thinks a win in division would be a fitting 21st birthday present for his "lady".  
**Crew:** J. Duffen (2), R. Keays, L. Rowe (2), G. Hunter, C. Pritchard (1), I. Richardson (1), T. Tylor (2), I. Barclay, D. Matuschka (1), P. Helman.



**BOOMAROO** SAIL NO: RQ 23  
LOA: 10.1m CLASS: IMS  
DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1972  
TYPE: S & S 34 NO. OF HOBARTS: 4  
OWNER/SKIPPER: John McIntosh  
CLUB: Royal Queensland Yacht Squadron, Qld  
Although not raced extensively, Boomeroo holds her own when she does - in the IMS Class. She was 1st in the '92 Mooloolaba-Airlie Beach, 1st in the '92 Mooloolaba-Hamilton Island race, and 1st in the '93 Mooloolaba-Hamilton Island race. In last year's Sydney-Hobart she was placed 4th in division. This year will see John McIntosh's 16 year old son Andrew competing in his first Sydney-Hobart.  
**Crew:** J. McIntosh, G. Alexander, T. Avery, A. McIntosh, Rest TBA.



**ASSASSIN** SAIL NO: 9999  
LOA: 12.1m CLASS: IMS  
DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1992  
TYPE: Farr 40 IMS NO. OF HOBARTS: 1  
OWNER/SKIPPER: Robin Crawford  
CLUB: Middle Harbour Yacht Club, NSW  
Robin Crawford and his yacht came to prominence last year when they took out overall prize in their first race, the '92 Sydney-Hobart. They have since taken 1st place in the '93 Sydney-Mooloolaba 3 Ports race, Gascoigne Cup, Big Boat Series and Ronstan IMS Championships and 3rd overall in the '93 Brisbane-Gladstone race. Crawford was recently elected Chairman of ORCA and was a nominee in the Yachting Awards this year.  
**Crew:** R. Crawford, A. Buckland, M. Hesse, J. Schulten, A. Parkes, M. Fullerton, M. Elkington, B. Clark, T. Poole.



**BRIGHT MORNING STAR** SAIL NO: 1987  
LOA: 15.5m CLASS: PHS  
DESIGNER: Doug Peterson (Aust) YEAR BUILT: 1987  
TYPE: Cruiser/Racer NO. OF HOBARTS: 1  
OWNER/SKIPPER: Ian Treharne  
CLUB: Cruising Yacht Club of Australia, NSW  
Beautiful cruiser/racer owned by America's Cup tactician and helmsman, Hugh Treharne. The yacht will be skippered by brother Ian on its second trip to Hobart, in which it finished 8th overall under PHS last year. Bright Morning Star regularly competes in offshore races such as the '92 Sydney-Southport, finishing 8th in PHS Division A, and 5th in the PHS division of the '93 Sydney-Mooloolaba race.  
**Crew:** P. Murray, F. Holmes, N. Easton, C. Henson, G. Bussell, B. Thomas, G. Hartley, D. Mair, R. Tedder, B. Walpole, I. Treharne.



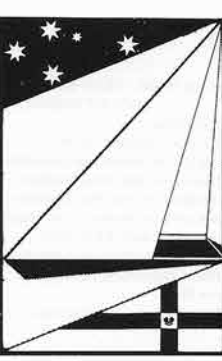
**ATARA** SAIL NO: IR 8000  
LOA: 13.3m CLASS: IOR  
DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1991  
TYPE: 2 Tonner NO. OF HOBARTS: 0  
OWNER/SKIPPER: J. Storey/F. Johnston/B. Sykes  
CLUB: Royal Cork Yacht Club, Ire  
Purchased in time for the '93 Admiral's Cup to represent the Irish Team, this yacht has returned to Sydney, again representing the Irish, in time for the Southern Cross Series and Hobart race after winning the 2 Ton Worlds. Only yacht of the Irish team to actually finish the Fastnet race, after their 50 footer broke the boom and their 1 tonner ran aground in an earlier race. Top line crew includes smart Aussie tactician, Fraser Johnston.  
**Crew:** F. Johnston (23), L. May (20), B. Sykes (11), J. Storey (1), Rest TBA.



**BRINDABELLA** SAIL NO: C 1  
LOA: 22.9m CLASS: IMS  
DESIGNER: Scott Jutson (Aust) YEAR BUILT: 1993  
TYPE: IMS Maxi NO. OF HOBARTS: 0  
OWNER/SKIPPER: George Snow  
CLUB: Cruising Yacht Club of Australia, NSW  
Brand new Brindabella for George Snow, already showing her class by taking line honours and overall win under IMS in her maiden race, the Gosford-Lord Howe Island, finishing more than 80 miles in front of her nearest rival. Bookies would have to put their money on this one for line honours, which would make it twice for Snow after crossing the line 1st in 1991. Finding the right breezes for Brindabella will be well known yachtsman Bob Fraser.  
**Crew:** G. Snow (10), I. Potter (15), B. Fraser (14), S. Filcroft (10), T. Hearder (13), J. Henderson (4), D. Hodgson (11), S. Jarvin (10), S. Jutson, N. Kearney (4), J. Morris (4), G. Rogers (9), P. Sheldrick (5), M. Shillington (3), I. Smith (4), H. van Kretschmar (14), P. Westlake (6), R. Snow, E. Adriaanse (6), M. Bannister (2), S. Byron (4).

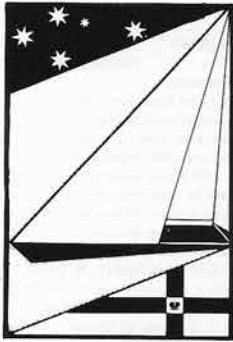


**BACARDI** SAIL NO: SM 377  
LOA: 13.3m CLASS: IMS  
DESIGNER: Doug Peterson (Aust) YEAR BUILT: 1979  
TYPE: Peterson 44 NO. OF HOBARTS: 11  
OWNER/SKIPPER: Graeme Ainley/John Williams  
CLUB: Sandringham Yacht Club, Vic  
Still a very competitive yacht, Bacardi was 11th under IOR in division in last year's Hobart, and last year was Sandringham Yacht Club Champion in IOR and CHS. Bacardi is an older style yacht with a very experienced crew who last year took out the CHS class in the '92 Melbourne-Burnie race. If there's a race on - this boat's in it, and she's racing in the IMS class for the first time this year.  
**Crew:** J. Williams (11), G. Ainley (11), S. Charles (4), Rest TBA.



**CADIBARRA 7** SAIL NO: M 4  
LOA: 12.2m CLASS: IMS  
DESIGNER: Don Jones (Aust) YEAR BUILT: 1993  
TYPE: Sloop NO. OF HOBARTS: 0  
OWNER/SKIPPER: Nigel Jones (Aust)  
CLUB: Mornington Yacht Club, Vic  
Brand new owner designed yacht which had its first sail in the recent Melbourne-Burnie race. Don Jones was navigator on Winston Churchill in the 1955 Sydney-Hobart, making it 38 years between Hobarts for this 60 year old Jones' son Nigel was helmsman on Paladin in the '91 and '92 Sydney-Hobart, and again in '90, winning the Melbourne-Hobart. Nigel will skipper the yacht this year with Dad navigating.  
**Crew:** D. Jones (1), N. Jones (1), C. Anderson (17), C. McKenzie (2), C. Swan (4), C. Newman, D. Asy, W. Folk (1), S. Bloom.

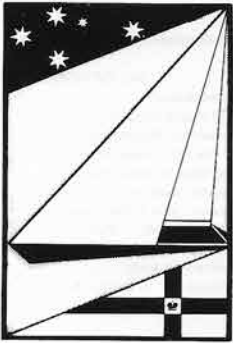
# THE FLEET FOR HOBART 1993



**CASSIOPEIA** SAIL NO: USA 69099  
 LOA: 22.2m CLASS: IMS  
 DESIGNER: Laurie Davidson (NZ) YEAR BUILT: 1993  
 TYPE: Sloop NO. OF HOBARTS: 0  
 OWNER/SKIPPER: Charles Burnett III  
 CLUB: TBA  
 Brand new cruiser/racer built in New Zealand, this will be Cassiopeia's inaugural race. Aboard for the trip will be Max Crafoord notching up his 29 race south, and his international yachtsman son Carl, who is now Managing Director at Harken. The rest of the crew will be an international mix. After competing in the Hobart race, Burnett plans to take the boat to Kenwood Cup, and then onto the Big Boat Series in San Francisco.  
**Crew:** C. Burnett III, C. Crafoord (7), M. Crafoord (29), L. Terrill, D. Christie, Rest TBA.



**COUGAR** SAIL NO: 137  
 LOA: 11.6m CLASS: IMS  
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1980  
 TYPE: Farr 11.6m NO. OF HOBARTS: 0  
 OWNER/SKIPPER: John McCarthy  
 CLUB: Cruising Yacht Club of Australia, NSW  
 Cougar hasn't been on the race track a lot. John McCarthy purchased the yacht earlier this year and has scored a 2nd in the CYCA Winter Series, a 5th overall in IMS Division 2 in the '93 Sydney-Gold Coast race, and took out the Farr 11.6 Class in the '93 Bruce & Welsh Regatta, and scored a 3rd overall in the Flinders race. First time south for boat and owner, but on these results he could be in the money.  
**Crew:** B. Munns (2), C. Simpson (1), D. Tallis, P. Simpson, R. Marks (1), J. Gardner (2), J. Brewer (2), P. Cozier (1).



**CHARISMA** SAIL NO: A 94  
 LOA: 13.0m CLASS: PHS  
 DESIGNER: Doug Brooker (Aust) YEAR BUILT: 1991  
 TYPE: Brooker 42 NO. OF HOBARTS: 1  
 OWNER/SKIPPER: James Lawler  
 CLUB: Sydney Amateurs Sailing Club, NSW  
 Charisma is a comfortable well maintained cruising yacht, yet she is capable of making fast sea passages, in no small part due to the experience of her owner, James Lawler, whose family name is synonymous with yachting. This Australian designed yacht finished 43rd overall and 8th in division in last year's race, and competed in the last two Sydney-Gold Coast races. Lawler will be joined by an experienced crew.  
**Crew:** J.M. Lawler (10), J.V. Lawler (12), R. Lawler (13), T. Cosh (6), P. Robinson, B. Loudon, K. Radford (9).



**COURTESAN** SAIL NO: SA 164  
 LOA: 11.8m CLASS: IMS  
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1992  
 TYPE: Farr IMS 38 NO. OF HOBARTS: 0  
 OWNER/SKIPPER: Graham Williams  
 CLUB: Royal South Australian Yacht Squadron, SA  
 New Farr design that has only been sailing for a short time. Her sister ship in Melbourne had an impressive career start placing 5th overall in the recent Nissan Regatta in Melbourne after missing the first heat. Her performance has continued to improve since then. Courtesan has shown impressive speed whilst trialing in South Australian waters and the Sydney-Hobart will be her first big test.  
**Crew:** G. Williams (1), A. Love (2), R. Greig, C. Pearman, C. Williams, M. Dennis, A. Leitch, A. Brinkworth.



**CITY LIMITS** SAIL NO: 4216  
 LOA: 10.8m CLASS: IOR  
 DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1984  
 TYPE: S & S NO. OF HOBARTS: 4  
 OWNER/SKIPPER: Michael Carr  
 CLUB: Klama Cruising Yacht Club, NSW  
 This reliable S & S design last went to Hobart in 1988, and is coming out of semi-retirement hoping for a good result after a major re-fit and with an experienced crew of mature sailors. Carr was going to rename the boat "Buckley's Chance", but decided it was bad luck to change the name. Best result was a Division C win in 1984, and Carr and crew will be out to achieve a similar placing this year.  
**Crew:** M. Carr (3), C. Robinson (3), B. Watson (1), B. O'Brien, S. Fenley, J. Williams, S. Vann, P. Grey.



**"CUB SANGAREE"** SAIL NO: 3433  
 LOA: 13.4m CLASS: IMS  
 DESIGNER: Ron Holland (Ire) YEAR BUILT: 1983  
 TYPE: Holland 44 NO. OF HOBARTS: 1  
 OWNER/SKIPPER: Geoffrey Creese  
 CLUB: Royal Yacht Club of Tasmania, Tas  
 Previously raced as Sangaree, this Holland designed ten year old yacht has been given a new lease on life with a generous sponsorship from Carlton United Breweries. Owner, Geoff Creese, is hoping to do well this year, and has definite plans to contest the 50th anniversary race. Other races by this yacht include the Maria Island race, and many Bruny Island races.  
**Crew:** G. Creese (1), D. Ransley (3), P. Green (1), J. Creese, J. Watson (1), J. Ransley, C. Cunningham (7), B. St. Leger, B. Turner, P. Mazengarb, P. Moody.



**CLWYD** SAIL NO: L 77  
 LOA: 10.8m CLASS: IMS  
 DESIGNER: Jim Young (Aust) YEAR BUILT: 1985  
 TYPE: Y 11 NO. OF HOBARTS: 0  
 OWNER/SKIPPER: John Hyslop  
 CLUB: Royal Yacht Club of Tasmania, Tas  
 Built in South Australia, Clwyd is having her first attempt at the Sydney-Hobart. Skipper for this race is Craig Escott, better known for skippering his father's yacht Solandra. Escott has skippered this yacht (which recorded the fast sailing time in the '91 3 Peaks Race), for the past five years in non IOR/IMS races and is coming up for his 13th race south - an old hand at 33 years of age.  
**Crew:** C. Escott (11), R. Jackman (16), R. Drummond (3), A. Reece, L. Davis, J. Riordan (3), J. Hyslop.



**CUCKOOS NEST** SAIL NO: MYC 2  
 LOA: 12.2m CLASS: IMS  
 DESIGNER: David Lyons (Aust) YEAR BUILT: 1993  
 TYPE: IMS 40 NO. OF HOBARTS: 0  
 OWNER/SKIPPER: Nigel Holman  
 CLUB: Manly Yacht Club, NSW  
 New yacht from young designer David Lyons, who will be aboard for Hobart. Cuckoos Nest has had some impressive results under IMS in her short career including 1st overall in the Bird Island race, 2nd overall in the Newcastle-Sydney race, and line honours in the Sydney-Newcastle race, beating last year's Hobart winner, Assassin. Helping her along this year will be America's Cup skipper, Hugh Treharne.  
**Crew:** N. Holman, P. West (1), G. Hyde (3), H. Treharne, D.C.N. Lyons, Rest TBA.



**COLLEX ONYX** SAIL NO: 4883  
 LOA: 15.6m CLASS: IMS  
 DESIGNER: Adams/Radford (Aust) YEAR BUILT: 1986  
 TYPE: Adams 15 NO. OF HOBARTS: 1  
 OWNER/SKIPPER: Alyn Ovenden  
 CLUB: Royal Motor Yacht Club Toronto, NSW  
 Quick modified Adams 15 yet to realise her potential on the race track. Alyn Ovenden and crew finished 31st overall and 10th in division in their first Sydney-Hobart last year, and have only competed in a couple of longer races including the '92 and '93 Sydney-Southport races. Best results to-date were a win in the PHS division of the Brisbane-Gladstone race and a 2nd in the '92 MMI 3 Ports Race.  
**Crew:** A. Ovenden (1), P. Hewson (1), R. Gallimar (1), Rest TBA.



**DEVIL WOMAN** SAIL NO: 600  
 LOA: 10.9m CLASS: IMS  
 DESIGNER: John Lidgard (NZ) YEAR BUILT: 1992  
 TYPE: Lidgard 35 NO. OF HOBARTS: 0  
 OWNER/SKIPPER: Ian Griffiths  
 CLUB: Mooloolaba Yacht Club, Qld  
 First race south for Devil Woman, but not for her owner, Ian Griffiths, who has covered many of ocean miles including the 1990 Sydney-Hobart, and a solo Trans Tasman race. This yacht won Division B of the inaugural Air New Zealand IMS Championships, was 2nd in the South Pacific offshore trophy IMS series, 7th overall in IMS in the '93 Sydney-Mooloolaba Yacht Race and 2nd in the '93 Hamilton Island Race.  
**Crew:** I. Griffiths (1), P. Willey (2), D. Lidgard, K. Foran (1), M. Goulter, D. Turton (2), I. McBride, A. Turton.

# THE FLEET FOR HOBART 1993



**DICTATOR** SAIL NO: YC 50  
 LOA: 11.4m CLASS: IOR  
 DESIGNER: John Duncanson (Aust) YEAR BUILT: 1987  
 TYPE: Duncanson Offshore 38 NO. OF HOBARTS: 2  
 OWNER/SKIPPER: Richard Fidock  
 CLUB: Cruising Yacht Club of South Australia, SA  
 Dick Fidock is known well in yachting circles and is coming up for his 16th Hobart race. He is currently President of the CYCSA, and is a past Commodore. Sailing with him this year will be son Richard, who also built this yacht. Last raced to Hobart in 1988 finishing 6th overall and 2nd in division, this yacht has won consistently in South Australian waters, both inshore and offshore.  
**Crew:** R.H. Fidock (16), R.G. Fidock (7), R. Last (6), T. Dunn (2), N. Southee, R. Richards, A. Milln (4), A. Footer.



**FAST FORWARD** SAIL NO: R 180  
 LOA: 14.3m CLASS: PHS  
 DESIGNER: Jim Inglis (Aust) YEAR BUILT: 1991  
 TYPE: Inglis 47 NO. OF HOBARTS: 1  
 OWNER/SKIPPER: Peter Meikle  
 CLUB: Royal Yacht Club of Victoria, Vic  
 Very fast Inglis design in the same mould as Wild Thing. Since the Meikles purchased Fast Forward she's taken line honours in her first five races, and won the PHD class of the ORCV '92 winter series. Finished 2nd in the '92 Melbourne-Burnie race and 2nd under PHS in division this year. Fast Forward didn't make it to Hobart last year as she split her mainsail, but Meikle is determined to see the finish line this year.  
**Crew:** R. Meikle (1), P. Meikle (3), M. Gibbs (1), S. Chapman, A. Marshall, J. Campbell (1), D. Seeloy, A. Walker (2), P. Steinmann (1), D. Horrigan (1), S. Foxworth, P. Hughes, W. West.



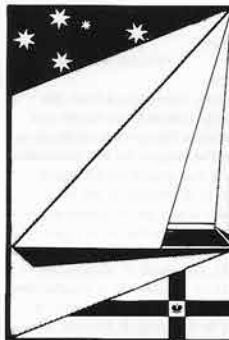
**DICTATOR** SAIL NO: 5411  
 LOA: 11.7m CLASS: IMS  
 DESIGNER: David Lyons (Aust) YEAR BUILT: 1993  
 TYPE: Jarkan 38 NO. OF HOBARTS: 0  
 OWNER/SKIPPER: Bruce Mead  
 CLUB: Lake Macquarie Yacht Club, NSW  
 Another owner to put his faith in young designer, David Lyons. This Jarkan 38 is IMS purpose designed and was built by Kanga Birtles on the South Coast. Dictator had a disappointing maiden series recently at the Bruce & Walsh Regatta, finishing last in IMS, but made them all sit up and take notice when she took out the 90 mile Flinders Race in November. Bruce Mead is now feeling confident in his boat.  
**Crew:** B. Mead, J. Mead, R. Buxton (1), B. Filby, T. Phillips (2), J. Payne, A. Patterson (1), A. Hampo, D. Hill (3).



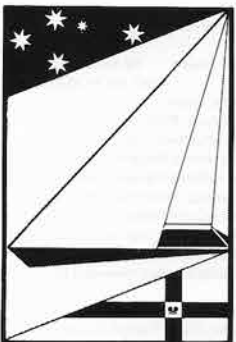
**FLY BY NIGHT** SAIL NO: B 133  
 LOA: 10.1m CLASS: IOR  
 DESIGNER: Rob Humphreys (UK) YEAR BUILT: 1982  
 TYPE: Three Quarter Tonner NO. OF HOBARTS: 5  
 OWNER/SKIPPER: John Drake  
 CLUB: Royal Brighton Yacht Club, Vic  
 This boat and its owner, John Drake, enter just about any race that's going. This will be their 6th Sydney-Hobart as well as competing in the '89 Sydney-Coffs Harbour, three Melbourne-Hobarts, three Melbourne Devenport's, and Sydney-Southport races. A close-knit crew who have hardly changed over the years and include Robert Case, fast earning a reputation to rival his America's Cup tactician father's, Bernie.  
**Crew:** J. Drake (3), R. Case (8), J. Last (3), C. McLean (3), C. Martin (2), A. Leape (1), G. Higgins (2).



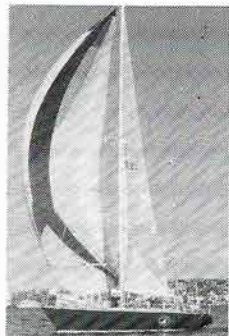
**DOUBLE OR NOTHING** SAIL NO: 315  
 LOA: 11.9m CLASS: IMS  
 DESIGNER: Joe Adams (Aust) YEAR BUILT: 1983  
 TYPE: Adams 40 NO. OF HOBARTS: 3  
 OWNER/SKIPPER: Jon Bush  
 CLUB: Royal Queensland Yacht Squadron, Qld  
 Purchased by Jon Bush two years ago, the Adams designed Double or Nothing previously raced out of Adelaide and has sailed three Sydney-Hobart races, finishing 3rd under IMS in Division C last year, and has also contested numerous Brisbane-Gladstone races. Bush is currently racing in club events in preparation for this year's race, and will have son Brett aboard to help him do well again this year.  
**Crew:** J. Bush (2), S. Zaphir (2), D. Guinan (4), R. Noldard (4), R. Watkins (7), T. White (1), B. Bush (2).



**FLYING COLOURS** SAIL NO: SM 17  
 LOA: 15.8m CLASS: PHS  
 DESIGNER: Kell Steinman (Aust) YEAR BUILT: 1983  
 TYPE: Sloop NO. OF HOBARTS: 1  
 OWNER/SKIPPER: John Lake  
 CLUB: Sandringham Yacht Club, Vic  
 Second time to Hobart for Flying Colours which normally competes in the Melbourne-Hobart, and currently holds the record for that race. Last year saw her in a close tussle up the Derwent River with two other yachts in a very close finish. John Lake also scored a win in the '92 Sovereign Series, and in the '92 King of the Derwent race in the PHD division. Good crew work should see them right.  
**Crew:** J. Lake (7), I. Ewing (1), S. Lake (1), I. Eisner, D. Haw, N. Tate, M. Jacobson, G. Zent, T. Colpo, F. Pettiford, D. Penny, P. McKnight, E. Hart, C. Hunter, B. Brooks, R. Johl.



**EASY TOUCH** SAIL NO: SM 6  
 LOA: 10.9m CLASS: IMS  
 DESIGNER: Greg Elliott (NZ) YEAR BUILT: 1993  
 TYPE: Elliott 11m NO. OF HOBARTS: 0  
 OWNER/SKIPPER: Robert Green/Peter Newman  
 CLUB: Sandringham Yacht Club, Vic  
 This yacht is so new, at time of writing it hadn't been launched! Ken Jago and New Yachts have produced this new Greg Elliott design as the first of a series production and Elliott has been closely involved in her building. After competing in the Kodak Sydney-Hobart, Easy Touch will go on to the Corum Cup in New Zealand, and then over to Hawaii for the Kenwood Cup. Owners are confident in their new boat.  
**Crew:** P. Newman (5), R. Green (16), C. Bigger (1), G. Elliott, T. Grogan (5), D. Pedder (7), D. Vickers (15).



**FREIGHT TRAIN** SAIL NO: 5222  
 LOA: 18.9m CLASS: IOR  
 DESIGNER: German Frers (Arg) YEAR BUILT: 1983  
 TYPE: Pocket Maxi NO. OF HOBARTS: 8  
 OWNER/SKIPPER: Damien Parkes  
 CLUB: Cruising Yacht Club of Australia, NSW  
 A multitude of good results for this yacht with a win overall in the '90 Sydney-Mooloolaba race, line honours in the '90 Gosford-Lord Howe race and 2nd on line in '92 race. Optimised after hitting "Lawson Rock" the yacht finished 9th in division in last year's Hobart. Dave Lawson, of rock fame, will navigate them again this year - and has been practicing hitting other objects and says he won't stop till he gets it right.  
**Crew:** D. Parkes (17), D. Lawson (29), C. O'Connor (17), C. Betts (30), J. Burke (22), P. McNeill (12), L. Marwood (4), B. Stacey (2), I. Grimwood (3), R. Keen (10), J. Hargraves-Morris (5), G. Swan (1), S. Phillips (3), W. Miller (1), G. Rouvray (1), D. Munro (25), C. Spencer.



**ELUSIVE** SAIL NO: 4525  
 LOA: 12.8m CLASS: IMS  
 DESIGNER: John King (Aust) YEAR BUILT: 1988  
 TYPE: Jarkan 41 NO. OF HOBARTS: 3  
 OWNER/SKIPPER: Geoff Lavis  
 CLUB: Cruising Yacht Club of Australia, NSW  
 Sailed as Apple Endeavour in '88 for the Bicentennial Round Australia race by Kanga Birtles, and was 2nd in the fully crewed division. Sold and renamed Continental, she was updated for IMS and won numerous races. Under Geoff Lavis' ownership, Elusive was 5th in Division D in last year's Sydney-Hobart. Seven of last year's crew are back on board, of which six had their first trip south last year.  
**Crew:** G. Lavis (1), G. Cockburn (6), R. Cooper (3), A. Lavis (1), B. Rowley (1), D. Broadhurst (3), A. Coyle (6), J. Bower (1), B. Burns (1), J. Carr (1).



**HALL CHADWICK NUZULU** SAIL NO: 4918  
 LOA: 9.6m CLASS: IOR  
 DESIGNER: Kell Steinman (Aust) YEAR BUILT: 1985  
 TYPE: Half Tonner NO. OF HOBARTS: 5  
 OWNER/SKIPPER: Edward Psaltis  
 CLUB: Cruising Yacht Club of Australia, NSW  
 Well raced and placed Steinman yacht which won its division and came close to taking the overall prize in the '91 Sydney-Hobart after recording the fastest elapsed time ever for a half ton yacht. Psaltis has also twice won the Sydney-Mooloolaba race, just missing first place in the 1992 race. He recently won the Bird Island race and is currently leading the CYCA's Blue Water Point Score, which includes the Sydney-Hobart.  
**Crew:** E. Psaltis (11), P. Ward (4), J. Thomas (5), Z. Lanze (2), J. Whitfield (3), M. Bencsik.

# THE FLEET FOR HOBART 1993



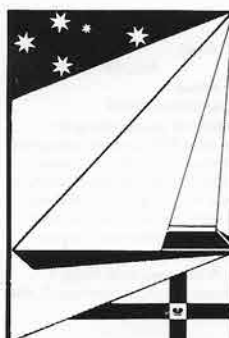
**HAMMER OF QUEENSLAND** SAIL NO: 7  
 LOA: 20.5m CLASS: IMS  
 DESIGNER: Kell Steinman (Aust) YEAR BUILT: 1987  
 TYPE: Pocket Maxi NO. OF HOBARTS: 9  
 OWNER/SKIPPER: Arthur Bloore  
 CLUB: Royal Queensland Yacht Squadron, Qld  
 Hammer has recently been upgraded and has been sailing really well and will be seriously chasing line honours this year. Results to-date include 2nd across the line in the '91 Hobart with trainees from a French military school, and beating larger yachts to the post. Hammer still holds the Sydney-Gold Coast record, and was Bicentennial Hobart-Sydney winner. Top crew includes Bob Scrivener and Marcus Blackmore.  
 Crew: A. Bloore (9), I. Davis (14), M. Blackmore (10), J. Byrne (9), G. Jones (10), R. Ramsay (15), S. Corrigan (10), R. Skinner (10), J. Gower (5), R. Evans (10), C. Jones (10), M. McInerney (5), K. Kospin, D. Trott (6), D. Hutchinson (2), P. Upham (5), P. More (2), B. Denholm (10).



**ICEBERG** SAIL NO: 5227  
 LOA: 15.9m CLASS: IMS  
 DESIGNER: Joe Adams (Aust) YEAR BUILT: 1986  
 TYPE: Adams 15 NO. OF HOBARTS: 1  
 OWNER/SKIPPER: Graham Gibson  
 CLUB: Royal Prince Alfred Yacht Club, NSW  
 Graham Gibson has the best of both worlds with this lovely Adams designed cruiser/racer which he has used for cruising over the past ten years, and mixed that in with a bit of racing including the '92 Gosford-Lord Howe Island race in which he finished 4th on line. Iceberg contested the Kodak Sydney-Hobart last year and finished 11th in division and Gibson says he would be happy with a similar result.  
 Crew: G. Gibson (1), J. Forbes (1), J. Holley (5), G. Morgan (3), P. Sainsbury (7), R. Kellet (2), M. O'Dea, P. Heinonen (3), D. Nottley (1), M. Konopka (5), H. Peper, J. McCulloch, M. Capon.



**HARTZ MINERAL WATERS** SAIL NO: 5180  
 LOA: 13.3m CLASS: IMS  
 DESIGNER: Ed Dubois (UK) YEAR BUILT: 1982  
 TYPE: Dubois Two Tonner NO. OF HOBARTS: 3  
 OWNER/SKIPPER: Robert Mulkearns  
 CLUB: Middle Harbour Yacht Club, NSW  
 Better known as Sweet Caroline, Bob Mulkearns has raced this yacht consistently since his purchase in 1991. In its heyday the yacht represented Australia at Kenwood Cup in Hawaii and China Seas Series in Hong Kong. Aboard this year will be 18' skiff World Champion Michael Spies, and a new recruit to sailing, St. George Rugby League 1st Grader, Dave Barnhill - perhaps to tackle the opposition?  
 Crew: R. Mulkearns, M. Spies, J. Ogalvie, D. O'Rooke, M. Chatarnoskvi, T. Clear, J. Hurley, G. Harland, K. Hansford, G. Kohn, J. Gibson, D. Barnhill.



**I'M A MESS** SAIL NO: S 611  
 LOA: 12.2m CLASS: IMS  
 DESIGNER: Laurie Davidson (NZ) YEAR BUILT: 1987  
 TYPE: Converted One Tonner NO. OF HOBARTS: 6  
 OWNER/SKIPPER: Peter Robinson  
 CLUB: Royal Melbourne Yacht Squadron, Vic  
 Previously owned by flamboyant West Australian, Alan Brierty, I'M a Mess was recently purchased by a group of Melbourne businessmen. This yacht represented Australia in the '91 Southern Cross team, won the Fremantle race in '90 and '91, and many others when IOR racing as Once A Jolly Swagman. New owners are in the computer industry - so beware of these high tech "go fasters".  
 Crew: P. Robinson, B. Murphy, C. Hayes, S. Carlisle, K. Hartin, V. Carpenter, R. Weedman, L. Smith.



**HELSAL II** SAIL NO: SA 93  
 LOA: 20.0m CLASS: IOR  
 DESIGNER: Joe Adams (Aust) YEAR BUILT: 1979  
 TYPE: Pocket Maxi NO. OF HOBARTS: 12  
 OWNER/SKIPPER: Keith Flint  
 CLUB: Royal South Australian Yacht Squadron, SA  
 Since Keith Flint's ownership, Helsal II has taken line honours in the '89 Westcoaster Race from Melbourne to Hobart and in '91 broke the record for the Adelaide-Port Lincoln race - a record that stood for 17 years. Helsal last raced to Hobart in '91 finishing 7th in division. Flint was hoping for a win, as he celebrated his 70th birthday on Boxing Day. Perhaps he'll get his wish this year for his 72nd.  
 Crew: K. Flint (4), I. Flint (2), J. Howell, C. Wall-Smith, J. Champ (6), T. Cudmore (2), N. Smiley (2), T. Deslandes (2), P. Strangway (4), R. Knill, B. Magor, L. Doston, N. Butcher, B. Weatherall (9), N. Fleming, B. Moore, J. Butler (2).



**IMPECCABLE** SAIL NO: MH 106  
 LOA: 10.2m CLASS: IOR  
 DESIGNER: Doug Peterson (USA) YEAR BUILT: 1980  
 TYPE: Three-Quarter Tonner NO. OF HOBARTS: 11  
 OWNER/SKIPPER: John Walker  
 CLUB: Middle Harbour Yacht Club, NSW  
 This boat's here for a long time and a good time, and continuously does well despite her age. She was first in the '90 Middle Harbour long ocean race point score, 2nd overall in division in the '86 Sydney-Hobart, and 3rd in the 1992/93 CYCA Blue Water Championship, and many others too numerous to mention. Impeccable finished 6th in division under IOR last year, and Walker wants to beat that.  
 Crew: J. Walker (1), G. Cramp (6), R. Moore (6), D. Thomas (4), P. Beales (2), J. Nixon (1), F. Nelson (1), N. Elliot (1).



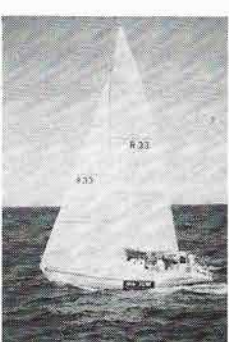
**HERMAN MILLER** SAIL NO: 1224  
 LOA: 12.7m CLASS: IMS  
 DESIGNER: Ted Kauffman (Aust) YEAR BUILT: 1974  
 TYPE: Two Tonner NO. OF HOBARTS: 13  
 OWNER/SKIPPER: Peter Stronach  
 CLUB: Cruising Yacht Club of Australia, NSW  
 Better known as Mercedes IV, this twenty year old yacht always finishes in the top half the fleet in just about any race she undertakes. She finished 4th overall in the '74 Sydney-Hobart, 6th overall in '84, placed 1st in Division A in the '89 Sydney-Mooloolaba and 5th overall in the '92 Pittwater-Coffs Harbour race. Stronach and crew will be pushing the boat hard to keep her reputation intact.  
 Crew: P. Stronach (5), D. Aubrey (8), T. Allison (4), J. Harris, N. Bailey, S. Thornton, Il Tolly, C. Baccus (1).



**INNKEEPER PETALUMA WINES** SAIL NO: 5462  
 LOA: 18.2m CLASS: PHS  
 DESIGNER: Kell Steinman (Aust) YEAR BUILT: 1988  
 TYPE: ULDB NO. OF HOBARTS: 0  
 OWNER/SKIPPER: Andrew Short  
 CLUB: Royal Motor Yacht Club Port Hacking, NSW  
 Innkeeper successfully competed in the '91 BOC Single Handed Round the World Race and was sold in '92 to Andrew Short who refitted the yacht with a bigger rig and took her racing. Short has twice scored line honours in the Sydney-Coffs Harbour race and recently won the PHS Class of the Gosford-Lord Howe Island race, placing 2nd on line to Brindabella. Short previously skippered Bobsled to line honours in numerous races.  
 Crew: A. Short (5), M. Short (6), J. Short (4), A. Preist (1), A. Guy (2), D. Thelander (1), S. Turner (1), M. Pearce, G. Vaughan (3), R. Wade (3), S. Collins, I. Short.



**ICARUS** SAIL NO: 3774  
 LOA: 11.6m CLASS: IMS  
 DESIGNER: Hank Kaufmann (Aust) YEAR BUILT: 1984  
 TYPE: North Shore 38 NO. OF HOBARTS: 6  
 OWNER/SKIPPER: Alan Ridley  
 CLUB: Middle Harbour Yacht Club, NSW  
 Icarus was fitted with the keel "shoe" modification just in time for last year's race and Alan Ridley says it must have been the biggest contributing factor to the boat behaving more like a submarine than a yacht all the way across Bass Strait. As per last year, there are 2 rum and coke bets going, and once more Ridley asks for a nice long run south just so he can enjoy a free rum at the end of it.  
 Crew: A. Ridley (8), E. Kippers (2), D. Balmer (2), P. Ward, P. Herscovics, 2 TBA.



**JLW/CHUTZPAH** SAIL NO: R 33  
 LOA: 10.2m CLASS: IOR  
 DESIGNER: Laurie Davidson (NZ) YEAR BUILT: 1988  
 TYPE: Davidson 34 NO. OF HOBARTS: 5  
 OWNER/SKIPPER: Bruce Taylor  
 CLUB: Royal Yacht Club of Victoria, Vic  
 Very competitive little yacht which was part of the '91 Victorian Southern Cross team, and was top scoring boat when it retired from the Sydney-Hobart after breaking its mast. It won its division and was 2nd overall in '90, and won its division again last year. This is the second Davidson 34 Bruce Taylor has campaigned successfully, and he will have his winning crew from previous years to keep at the top of the fleet this year.  
 Crew: B. Taylor (11), C. Evans (3), K. Piesse (10), G. Gourley (5), J. Permezel (5), A. Knox (4), D. Rees (5), S. Stump (1).

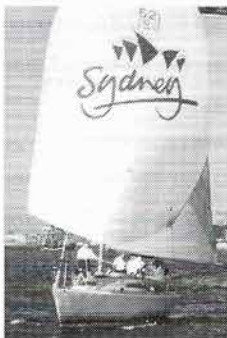
# THE FLEET FOR HOBART 1993



**KATINKA** SAIL NO: 2837  
 LOA: 9.2m CLASS: PHS  
 DESIGNER: Peter Joubert (Aust) YEAR BUILT: 1980  
 TYPE: Currawong NO. OF HOBARTS: 1  
 OWNER/SKIPPER: J. Des O'Connell  
 CLUB: Cruising Yacht Club of Australia, NSW  
 This will be Des O'Connell's 25th journey to Hobart, but only the second as captain of his own vessel. His first voyage was in 1948 and he has many ocean voyages under his belt since that time. Des finished 3rd in division last year, taking just over 5 days to reach Constitution Dock and will be joined once again by his sons Peter and Paul in the hopes of pushing this tiny yacht that little bit faster.  
**Crew:** D. O'Connell (24), Paul O'Connell (5), Peter O'Connell, Rest TBA.



**MAGIC** SAIL NO: S 161  
 LOA: 11.8m CLASS: PHS  
 DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1982  
 TYPE: S & S 39 NO. OF HOBARTS: 0  
 OWNER/SKIPPER: Bill Rawson  
 CLUB: Royal Melbourne Yacht Squadron, Vic  
 Having sailed in everything out of Melbourne, Bill Rawson has decided to have a go at the Sydney-Hobart. Rawson and his yacht have contested the Melbourne-Devenport, Melbourne-King Island and many others. They won the 100 mile Tam O'Shanter Overnight in '90/'91 and were 2nd under IMS in the '92/'93 ORCV Offshore Championship. Lots of Hobart experience among the crew, so they should have a good race.  
**Crew:** W. Rawson, A. McKenna, F. Van Den Hout, G. Smith, D. Hammond, G. Menzies, R. Fagan, C. Brown.



**KINGS CROSS - SYDNEY** SAIL NO: 621  
 LOA: 10.9m CLASS: IOR  
 DESIGNER: Laurie Davidson (NZ) YEAR BUILT: 1985  
 TYPE: Davidson 36 NO. OF HOBARTS: 5  
 OWNER/SKIPPER: Ray Stone  
 CLUB: Middle Harbour Yacht Club, NSW  
 Well performed boat that was part of the NSW team for Southern Cross Series last year, finishing 13th overall in the Sydney-Hobart. Kings Cross - Sydney was the CYCA 90/91, 91/92 and 92/93 CYC Blue Water Champion (a record), won the 91/92 Ron Robertson Memorial Trophy and the 91/92 Founders Cup. Ray Stone is one of the stalwarts of yachting, and very rarely misses an event on the yachting calendar.  
**Crew:** R. Stone (8), G. Stone (9), N. Tavener (8), S. Walker (6), D. Grice (6), D. Radford (1), P. Tingley, M. Duggan, M. McElligott (1).



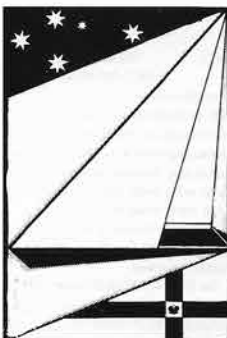
**MAGLIERI WINES ADELAIDE** SAIL NO: 4988  
 LOA: 12.1m CLASS: IOR  
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1987  
 TYPE: Farr 40 NO. OF HOBARTS: 5  
 OWNER/SKIPPER: Geoffrey Vercoe  
 CLUB: Cruising Yacht Club of South Australia, SA  
 This yacht previously raced as Prime Factor, competing in 4 Hobarts and represented Australia in the '89 Southern Cross Series. Geoff Vercoe purchased the yacht a year ago and has a strong crew line-up with ex-America's Cup yachtsman, Fred Neill at the helm and Olympic sailor Nicky Bethwaite. Maglieri Wines has been racing in Adelaide, recently taking out the Adelaide-Port Lincoln race, and the Port Lincoln Series overall.  
**Crew:** G. Vercoe (1), F. Neill (10), B. Lange (10), P. Sheridan (3), S. Harris (3), L. Burrows, R. Parolin, S. Warnes, B. James, N. Bethwaite (1).



**KINGURRA** SAIL NO: B 23  
 LOA: 13.1m CLASS: IMS  
 DESIGNER: Peter Joubert (Aust) YEAR BUILT: 1972  
 TYPE: Cruiser/Racer NO. OF HOBARTS: 9  
 OWNER/SKIPPER: Peter Joubert  
 CLUB: Royal Brighton Yacht Club, Vic  
 Owner designed, this lovely timber yacht had a pleasing result in the '91 and '92 races, finishing 16th overall and 2nd in Division under IMS last year, and 7th overall in '91 - not bad for a twenty year old cruiser/racer. Joubert is coming up for his 22nd run to Hobart and will be looking for heavy weather "on the nose" to emulate his previous results, and to keep pace with some of his other designs.  
**Crew:** P. Joubert (21), I. Plum (2), T. Vautin (16), C. Oldfield (14), D. Rout (6), W. Anderson (21), R. Broomhall (2), D. Parish (2), B. Waters (2), J. Scott.



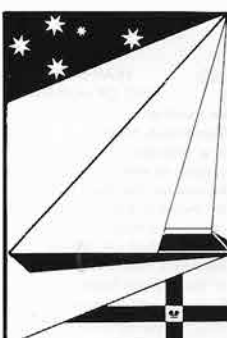
**MARARA** SAIL NO: 1317  
 LOA: 10.3m CLASS: IMS  
 DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1972  
 TYPE: S & S 34 NO. OF HOBARTS: 7  
 OWNER/SKIPPER: A.E. (Bill) Ratcliff  
 CLUB: Cruising Yacht Club of Australia, NSW  
 Veteran of ocean racing Bill Ratcliff is celebrating his 30th race to Hobart this year - the 7th aboard Marara, which finished 17th overall and won Division D of last year's race - a brilliant result for the 21 year old yacht. Hobart Highlights for Ratcliff include 3rd in Division in '83, 3rd in division in '85, and 2nd place for Illingsworth Trophy which he then went on to win in '87 and 3rd in IMS in 1990.  
**Crew:** A. Ratcliff (29), B. Simpson (18), P. Taylor (1), J. Smith (5), G. Johnston (4), B. Lee.



**LIBERATOR** SAIL NO: B 200  
 LOA: 11.9m CLASS: IMS  
 DESIGNER: Scott Jutson (Aust) YEAR BUILT: 1993  
 TYPE: Jutson IMS NO. OF HOBARTS: 0  
 OWNER/SKIPPER: Doug Curlewis  
 CLUB: Royal Brighton Yacht Club, Vic  
 Launched in October, the Sydney-Hobart will be a big test for this new boat. What this boat lacks in practice is made up by the experienced crew who will race her. Doug Curlewis has competed in four Melbourne-Hobart races, a Cowes Week and the '91 Fastnet race in the U.K. Joining him will be John Mooney, a veteran of 20 Sydney-Hobarts and Greg Melody, twice 505 Nationals winner and Victorian JOG champion.  
**Crew:** D. Curlewis, P. Kane (6), G. Melody (3), J. Mooney (20), T. Alcott, M. Wilson (3), M. Critchley (2), R. Tyson, P. Dorian (4).



**MARK TWAIN** SAIL NO: A 113  
 LOA: 11.8m CLASS: IMS  
 DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1971  
 TYPE: S & S 39 NO. OF HOBARTS: 14  
 OWNER/SKIPPER: Hugh O'Neill  
 CLUB: Sydney Amateur Sailing Club, NSW  
 This sturdy and reliable S & S design was built to the old one ton rule and took 1st place in the '92 Hobart-Nelson race, as the only starter, and is coming up for her 15th race to Hobart. Yacht and owner have shared plenty of ocean miles together and finished 30th overall and 5th in division in the '92 Sydney-Hobart. Other events include five Gosford-Lord Howe Island races.  
**Crew:** H. O'Neill, B. Mills (4), B. Kenyon (2), C. Mackburcan (4), Rest TBA.



**LINDERMANS ULTIMATE CHALLENGE** SAIL NO: SM 2  
 LOA: 12.2m CLASS: IOR  
 DESIGNER: Ed Dubois (UK) YEAR BUILT: 1987  
 TYPE: One Tonner NO. OF HOBARTS: 5  
 OWNER/SKIPPER: Lou Abrahams  
 CLUB: Sandringham Yacht Club, Vic  
 Yachtings' gentleman, Lou Abrahams, coming up for his 30th Sydney-Hobart race - a record in Victoria, after finishing 10th overall last year. Abrahams is also the only Victorian to win this event twice overall - in '83 and '89. He was 2nd overall in 1991, and has represented Australia internationally numerous times at Kenwood Cup in Hawaii and Admiral's Cup in the U.K. Abraham's could well take the overall prize this year, making it a triple.  
**Crew:** L. Abrahams (30), G. Simmons (13), C. Schmidt (1), G. Ferguson (12), R. Simpson (11), G. Jamieson (5), M. Willet (5), B. Case (30), A. Henderson (1), C. Anderson (17).



**MATUA FUTURE SHOCK** SAIL NO: KZ 6717  
 LOA: 17.0m CLASS: PHS  
 DESIGNER: Greg Elliott (NZ) YEAR BUILT: 1989  
 TYPE: Elliott 17 NO. OF HOBARTS: 1  
 OWNER/SKIPPER: Ian Margan  
 CLUB: Royal New Zealand Yacht Squadron, NZ  
 Matua Future Shock had its first Hobart race last year, finishing 9th in division and then taking out the Fosters Challenge Match as part of the Kiwi team. An impressive record including 1st in the Auckland-Noumea race '90 in record time, 1st Noumea-Southport race '90 in record time, and in '92, 1st Hamilton Island XXXX Series, 1st SCOR Series Mooloolaba, and many others.  
**Crew:** I. Margan, Rest TBA.



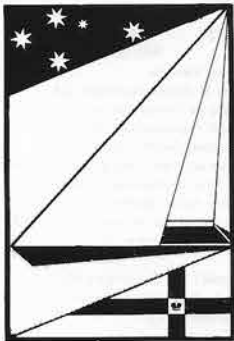
# THE FLEET FOR HOBART 1993



**MAXI RAGAMUFFIN**  
 LOA: 24.2m CLASS: IOR  
 DESIGNER: German Frers (Arg) YEAR BUILT: 1974  
 TYPE: Maxi NO. OF HOBARTS: 19  
 OWNER/SKIPPER: Anton Starling  
 CLUB: Cruising Yacht Club of Australia, NSW  
 Previously owned by Syd Fischer, this yacht is a three times line honours winner in the Sydney-Hobart; as Bumblebee 4 in '79 and as Ragamuffin in '88 and '90. Anton Starling recently purchased the yacht and should have a shot at line honours with an experienced crew, mostly from the old Sovereign, including David Kellett, and Richard "Sightie" Hammond coming up for his 35th race south - a record he will hold with the late Peter Green.  
**Crew:** A. Starling, D. Kellett (19), R. Hammond (35), C. Wildman (25), C. O'Connor (17), B. Riley (17), C. Strauss (17), I. Broad (15), J. Woodford (14), C. Tipney (13), J. Wood (11), D. Dyer (10), W. Brewer (6), G. Canfield (5), M. Shillington (4), J. Akacich (3), M. Christmas (1), B. Kellett (1), K. Bryant, K. Glover, A. Hurt, R. Johnstone, A. Owen, K. Page, P. Sinclair, B. Sullivan.



**NEVER A DULL MOMENT**  
 LOA: 12.5m CLASS: IMS  
 DESIGNER: John King (Aust) YEAR BUILT: 1989  
 TYPE: Jarkan NO. OF HOBARTS: 4  
 OWNER/SKIPPER: Colin Wilson  
 CLUB: Cruising Yacht Club of Australia, NSW  
 Regular competitor that performs consistently well in offshore events, this yacht finished 3rd overall in the '90 Sydney-Hobart, 1st in the King of the Derwent race, 9th overall and 2nd in Division B in the '91 Hobart, 1st overall in the '93 Sydney-Wollongong Race and 2nd in division in the '93 Sydney-Southport race, and placings in numerous other races. Wilson will be chasing that elusive 1st place.  
**Crew:** C. Wilson (8), A. Payne (4), J. Bennett (10), Rest TBA.



**MEM**  
 LOA: 10.8m CLASS: IMS  
 DESIGNER: Rodney Johnstone (USA) YEAR BUILT: 1993  
 TYPE: J35 NO. OF HOBARTS: 0  
 OWNER/SKIPPER: John Quinn  
 CLUB: Royal Prince Alfred Yacht Club, NSW  
 Brand new "go fast" J35 for John Quinn who has had the yacht built and prepared specifically for the Sydney-Hobart by Bashford Boatbuilders. Quinn's crew this year will comprise crew from his previous boat, Hummingbird, with the welcome addition of Ian Bashford. This yacht will be going all out for a 1st overall prize, and considering the amount of racing Quinn has done, it wouldn't be a surprise.  
**Crew:** J. Quinn (13), I. Bashford (1), D. Jones (3), P. Rothwell (3), J. Marwood (9), D. Rutherford, J. Starling (2), J. Darko.



**NEW MORNING II**  
 LOA: 11.6m CLASS: IMS  
 DESIGNER: Hank Kauffman (Aust) YEAR BUILT: 1986  
 TYPE: Northshore 38 NO. OF HOBARTS: 0  
 OWNER/SKIPPER: Rod New  
 CLUB: Royal Brighton Yacht Club, Vic  
 Rod New recently purchased this seven year old Northshore 38 and has only had time to enter her in two races leading up to the Sydney-Hobart; the 1993 Mooloolaba to Airlie Beach and the ORCV Reflex Melbourne to Burnie, where she finished 30th over the line in the 75 boat fleet. New will now club race to get in some practice for his first race south after mainly racing in Victorian waters.  
**Crew:** R. New, G. Nixson (4), A. Creighton, A. Ward, T. Wagland (1), G. Russell, L. Unsworth, P. Gray.



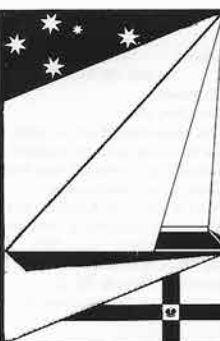
**MIRRABOOKA**  
 LOA: 14.3m CLASS: IMS  
 DESIGNER: German Frers (Arg) YEAR BUILT: 1987  
 TYPE: Cruiser/Racer NO. OF HOBARTS: 6  
 OWNER/SKIPPER: John & Peter Bennetto  
 CLUB: Royal Yacht Club of Tasmania, Tas  
 John Bennetto first raced to Hobart in 1947 and has kept going back. He says he is struggling to remember how many trips he's had - but we know it's his 33rd! Bennetto has been on many interesting ocean races in his time, like the Swan Regatta in the Mediterranean, and races in the English Channel. He finished 8th in division last year, and had a Division A win under IOR in the 1990 Sydney-Hobart.  
**Crew:** J. Bennetto (32), P. Foster (6), H. Bain (5), P. Weatherhead (9), S. Wilson (7), L. Nibbs (23), S. Firth (19), T. Richardson (18), M. Grainger (13), G. Linacre (9).



**NIMROD II**  
 LOA: 11.6m CLASS: IMS  
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1979  
 TYPE: Farr 11.6 NO. OF HOBARTS: 5  
 OWNER/SKIPPER: Ian Watson  
 CLUB: Royal Geelong Yacht Club, Vic  
 Best result for the Farr designed Nimrod was the year she was launched, winning her division in the West Coast race. This will be her sixth trip to Hobart, her last time was in 1990. She is being campaigned this year by a very experienced crew lead by Ian Watson, who are using the ORCV winter series and the Melbourne-Burnie race as warm up races for the Sydney-Hobart.  
**Crew:** R. Kenyon (1), M. Stein (10), D. Price (6), M. Kelly (2), M. Killeen (5), J. Kelly, S. Leach, S. Eslier, I. Watson (9).



**MORNING MIST III**  
 LOA: 15.2m CLASS: IMS  
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1992  
 TYPE: Farr 50 IMS NO. OF HOBARTS: 1  
 OWNER/SKIPPER: Alfred Neate  
 CLUB: Mornington Yacht Club, Vic  
 Who could forget the excitement and elation of Melbourne cake maker, Alf Neate, when he picked up the Kodak Gold Cup for 1st place in Division A in last year's Sydney Hobart with his brand new yacht. Alf also placed 2nd overall under IMS, and this year took 1st place in Melbourne's Nissan Regatta. Sharing in the excitement were Ross Lloyd and Alf's son Trevor, who will be joining him again, aiming this time for 1st place.  
**Crew:** A. Neate (10), T. Neate (5), R. Lloyd (11), D. Lawrence (5), M. Hart (6), M. Allen (10), A. Parker (2), T. Dixon (1), D. Pickford (2), J. Rae (1), S. Don, G. Schipper (13).



**NINETY SEVEN**  
 LOA: 14.3m CLASS: IMS  
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1993  
 TYPE: Farr IMS NO. OF HOBARTS: 0  
 OWNER/SKIPPER: Andrew Strachan  
 CLUB: Cruising Yacht Club of Australia, NSW  
 A long time between yacht races for Andrew Strachan, making a return to ocean racing with a brand new Farr design, only just launched at the time of writing. Strachan had a multitude of wins with his previous yacht, Satin Sheets, and his new boat will be a big chance at the IMS overall win, particularly with a top crew line-up including helmsman Steve Kulmar and Ron Jacobs. Welcome back Andrew.  
**Crew:** A. Strachan (5), J. de Sevier, P. Hutcheon, M. Green (14), S. Kulmar (11), D. Ellis (13), B. Stephens (11), R. Jacobs (12), J. Goluzd (13), P. Gale (8), N. Vidal (12), P. Morgan (10).



**MYUNA**  
 LOA: 12.1m CLASS: IMS  
 DESIGNER: Laurie Davidson (NZ) YEAR BUILT: 1991  
 TYPE: Cavalier 37E NO. OF HOBARTS: 0  
 OWNER/SKIPPER: Dr. Thomas Stokoe  
 CLUB: Sandringham Yacht Club, Vic  
 Possibly the oldest skipper in the race, 76 year old Thomas Stokoe last raced to Hobart in 1973, and is making a welcome return. Stokoe has clocked up many ocean miles in his time, having competed in the Melbourne-Hobart, Melbourne-Portland and Melbourne-Grassy Island races on numerous occasions. He also competed in the 1979 Great Circle Race and will be joined by a very experienced crew for his trip south.  
**Crew:** B. Copelin, T. Stokoe, G. Ritchie, S. Vernon, W. Vaughan, P. Talbot, J. Brady.



**NYNJA GO**  
 LOA: 11.0m CLASS: IMS  
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1982  
 TYPE: Farr 1104 NO. OF HOBARTS: 8  
 OWNER/SKIPPER: Dennis Pomfret  
 CLUB: Lake Macquarie Yacht Club, NSW  
 This is the continuation of a "friendly" charter by owner, Ron Axe, who is unable to sail in this event, to members of the crew and former members of the sistership to "Christa Farr". Pomfret and co. took Nynja Go to a 6th in division in last year's Sydney-Hobart, and the boat has recently been fitted with a new rudder and had its keel modified. Pomfret obviously wants to make Nynja "go" that little bit faster.  
**Crew:** D. Pomfret (11), R. Howard (7), J. Howard (7), G. Marsden (2), G. Coolam (1), R. Hughes (7), 2 TBA.

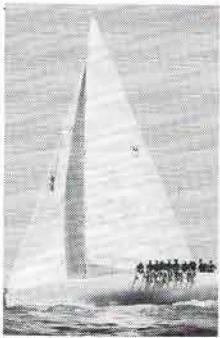
# THE FLEET FOR HOBART 1993



**ONCE MORE DEAR FRIENDS** SAIL NO: 6  
 LOA: 12.0m CLASS: IMS  
 DESIGNER: Ed Dubois (UK) YEAR BUILT: 1980  
 TYPE: Fractional Sloop NO. OF HOBARTS: 7  
 OWNER/SKIPPER: John & Michael Stephen  
 CLUB: Royal Sydney Yacht Squadron, NSW  
 Once More Dear Friends last went to Hobart in 1987 under Melbourne ownership and is now owned by Sydney brothers John and Michael Stephen. Under Peter Kurts' ownership, the yacht finished 2nd in the '83 Sydney-Hobart, represented Australia at the Southern Cross Cup, and again at the '93 Admiral's Cup in the U.K. The yacht hasn't done a lot of racing recently, so her form is unknown.  
 Crew: J. Stphen, M. Stephen, D. Flynn (2), P. Corben (4), P. Vanbarton (4), Rest TBA.



**RISING SUN** SAIL NO: 5376  
 LOA: 13.0m CLASS: PHS  
 DESIGNER: Morgan Giles (Aust) YEAR BUILT: 1955  
 TYPE: Sloop NO. OF HOBARTS: 11  
 OWNER/SKIPPER: Noel Sneddon  
 CLUB: Army Sailing Club, NSW  
 One of the older yachts in the fleet, this yacht previously raced as Franklin and competed in her first Hobart in 1959. This time the yacht is sponsored by the Army which also sponsors a program for disadvantaged children and will be skippered by Noel Sneddon who has plenty of experience, and will carry crew member Michael Paget, a school cadet from SCEGS, who is doing his first Hobart at age 16.  
 Crew: N. Sneddon (1), C. Mazur (4), I. Cooke, C. Edwards, C. Berry, P. Hawes, S. Bartle, G. Pallot, R. Meindie, W. Tarrant, M. Paget.



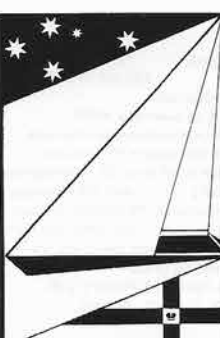
**OZ FIRE** SAIL NO: M 16  
 LOA: 13.2m CLASS: IMS  
 DESIGNER: Alan Mummery (NZ) YEAR BUILT: 1990  
 TYPE: Mummery 45 NO. OF HOBARTS: 2  
 OWNER/SKIPPER: John Wertheimer  
 CLUB: Royal Yacht Club of Tasmania, Tas  
 Previously owned by Doug Coulter, this yacht did well to finish 4th overall and 2nd in Division A in last year's race, beating sistership Icefire by 3 places and 3 hours. A Dairyfarmer Syndicate headed by John Wertheimer have chartered the yacht this year and plan to contest several races in Hobart prior to their Sydney-Hobart onslaught. Wertheimer's wish is to keep the yacht in the top half of the fleet.  
 Crew: R. Gumley (12), N. Wells (12), R. Behrens (7), J. Wertheimer (6), C. Wells (3), J. Ford (3), D. Robertson (3), D. Bailey (3), J. Bignell, D. Stephenson, J. Jones, T. Downie.



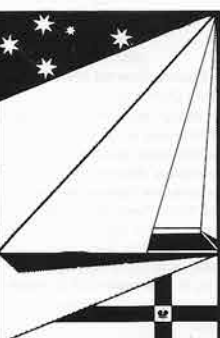
**SALAMANCA INN** SAIL NO: KA 4000  
 LOA: 12.1m CLASS: IOR  
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1987  
 TYPE: One Tonner NO. OF HOBARTS: 6  
 OWNER/SKIPPER: John Fuglsang  
 CLUB: Royal Yacht Club of Tasmania, Tas  
 As Sagacious V, this yacht represented Australia numerous times at such events as Kenwood Cup in Hawaii and Admiral's Cup in the UK, and she won the 1990 Hobart race. Since Fuglsang's purchase in '91 she has continued her successes, winning the '91 Maria and Bruny Island races and every race at the '91 Southern Cross trials. Salamanca Inn finished 4th overall in last year's race - the top one tonner.  
 Crew: J. Fuglsang (11), J. Freeman (8), D. Gourlay (10), P. Jones (12), P. Wyatt, J. Kennerly (9), T. Eloeseshari (3), R. Goodfellow, R. Hughes, J. Nibbs (8), S. Bull (15).



**PHILIPS LIGHTNING** SAIL NO: 8148  
 LOA: 12.4m CLASS: IMS  
 DESIGNER: Murray Ross (NZ) YEAR BUILT: 1992  
 TYPE: IMS 40' NO. OF HOBARTS: 0  
 OWNER/SKIPPER: Justus Veeneklaas  
 CLUB: Royal Sydney Yacht Squadron, NSW  
 Like its name, this boat goes like lightning. Launched last year under the name Pretty Boy Floyd, it broke the race record and took 1st on line and 1st overall under IMS in the Auckland-Noumea race, and was 2nd over the line and in IMS in the Auckland-Suva race. Having the yacht's designer Murray Ross aboard can only be a bonus. Ross has sailed two Whitbread Races, and last year helped take New Zealand Endeavour to a line honours win in the Sydney-Hobart race.  
 Crew: J. Veeneklaas, M. Veeneklaas, T. Kirby (10), M. Bell (10), M. Minsow (1), M. Ross (3), C. Bates, R. Mische (24), B. Wilmont (3), T. Messenger (11).



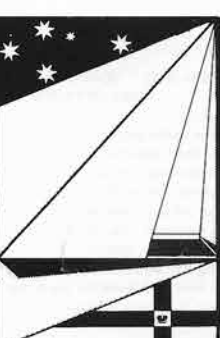
**SAVAGE** SAIL NO: SM 363  
 LOA: 10.1m CLASS: IOR  
 DESIGNER: Van de Stadt (Neth) YEAR BUILT: 1980  
 TYPE: 3/4 Sloop Rig NO. OF HOBARTS: 0  
 OWNER/SKIPPER: Bruce Eddington  
 CLUB: Sandringham Yacht Club, Vic  
 Coming out of its local environment to contest its first Sydney-Hobart is Savage from Melbourne, which contested the '91 and '92 Melbourne-Devonport races and the '92 and '93 Melbourne-Burnie races, its best result being the winner of the CHS division of the '92 Melbourne-Devenport. Bruce Eddington has owned the yacht for two years and is presently competing in club races in preparation for the Hobart.  
 Crew: B. Eddington (2), A. Smith (1), G. Gillespie (1), T. George, I. Wall, C. Smethurst, N. Tattersall.



**RAGAMUFFIN** SAIL NO: 70  
 LOA: 15.2m CLASS: IOR  
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1989  
 TYPE: Farr 50 NO. OF HOBARTS: 1  
 OWNER/SKIPPER: Syd Fischer  
 CLUB: Royal Sydney Yacht Squadron, NSW  
 Overall winner of last year's race, this yacht will be having it's 2nd and final tilt at overall win under IOR - this being the final year an IOR yacht can take the overall prize. Syd Fischer has had numerous wins, both in Australia and overseas, including top scoring yacht at the '93 Admiral's Cup, and 2nd place in teams. Fischer recently won the prestigious Yachtsman of the Year 1993 which he also won in 1971.  
 Crew: S. Fischer (24), T. Ellis (27), D. Blanchfield (8), T. Dengate, S. Green (8), R. Johnston (10), M. Coxon (8), P. Shipway (23), T. Wildman (2), G. McKellar (3), G. Johnson (12), 2 TBA.



**SCORPIO 2** SAIL NO: SM 2418  
 LOA: 10.4m CLASS: PHS  
 DESIGNER: Allan Blackburn (Aust) YEAR BUILT: 1976  
 TYPE: Duncanson 34 NO. OF HOBARTS: 5  
 OWNER/SKIPPER: Michael Haller  
 CLUB: Sandringham Yacht Club, Vic  
 Placed 13th overall in the TPHS Class last year, Michael Haller and Scorpio 2 are back this year to see if they can improve on this effort. She finished 3rd overall in the PHS class in the '91 race, 1st in TPHS in the '92 Melbourne-Port Fairy race, and most of her racing is done in Victorian waters, including the '92 Queenscliffe-King Island race and the Queenscliffe-Port Fairy race.  
 Crew: M. Haller (3), K. Shimmin (9), L. Higgins (3), C. Higgins (2), Q. Tuxan (1), A. Cousens (1).



**RAPAZ** SAIL NO: S 489  
 LOA: 12.3m CLASS: IMS  
 DESIGNER: Holman & Pye (UK) YEAR BUILT: 1988  
 TYPE: Oyster 406 NO. OF HOBARTS: 0  
 OWNER/SKIPPER: Andrew Petit  
 CLUB: Southport Yacht Club, Qld  
 Owner and yacht are imports from England where they have done extensive cruising. Only race in Australia was the 1992 Sydney-Mooloolaba where Petit realised that the boat did not like light headwinds or heavy downwind sailing. Perhaps Sydney-Hobart conditions will be more to his liking. Joining him for this race will be his two brothers - the first time the three have sailed together.  
 Crew: A. Petit, P. Petit, M. Petit, P. Vlaar, J. Van Wonnims, G. Goard.



**SEAULATER** SAIL NO: 69  
 LOA: 12.1m CLASS: IOR  
 DESIGNER: Ed Dubois (UK) YEAR BUILT: 1981  
 TYPE: Sloop NO. OF HOBARTS: 0  
 OWNER/SKIPPER: John Mawer  
 CLUB: Port Curtis Sailing Club, Qld  
 Seaulater has operated out of Melbourne, competing in numerous ocean races including the Melbourne-Hobart. She was purchased by John Mawer, has been completely refurbished and has competed in four major races this year. Mower, a construction company owner, started ocean racing in 1973 and was skipper aboard Pied Piper on many Brisbane-Gladstone races, and this will be his first taste of a Sydney-Hobart.  
 Crew: J. Mawer, N. Jones, D. Irvine, J. Grat, M. Raabe, L. James, M. Kortucke (1), I. Lilyad.

# THE FLEET FOR HOBART 1993



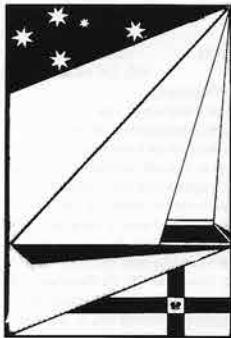
**SECOND TERM**  
 LOA: 15.2m  
 DESIGNER: Scott Jutson (Aust)  
 TYPE: IMS  
 OWNER/SKIPPER: Ken Court  
 CLUB: Royal Perth Yacht Club, WA  
 In her short life, Second Term already looks impressive recording the fastest time from Fremantle to Lombok in May '93, fastest time and new record in the '93 Fremantle-Albany race; taking two and a half hours of the 25 year old record and fastest time in the Fremantle-Cape Naturalist return in December '92. This yacht also won all five races under IMS in the '93 West Coast Series and fastest in each race - watch her in the Kodak Sydney-Hobart.  
 Crew: K. Court (1), C. Watson, A. Shaw.

SAIL NO: R 2  
 CLASS: IMS  
 YEAR BUILT: 1992  
 NO. OF HOBARTS: 0



**SIR THOMAS SOPWITH**  
 LOA: 22.1m  
 DESIGNER: Robert Clark (UK)  
 TYPE: Training Ketch  
 OWNER/SKIPPER: Ocean Youth Club of Australia  
 CLUB: Ocean Youth Club of Australia, NSW  
 During '92 Sir Thomas Sopwith circumnavigated the world in commemoration of Christopher Columbus' discovery of the New World in 1492. Sixty young people between the ages of 18 and 25, from every corner of Australia and socio-economic groups were selected to take part in one of four legs. The yacht retired from last year's race, but made it down to Hobart to join in the celebrations.  
 Crew: G. Sprout, R. Fraser (2), S. Gell, Rest TBA.

SAIL NO: OYC 6  
 CLASS: PHS  
 YEAR BUILT: 1974  
 NO. OF HOBARTS: 4



**SHE II**  
 LOA: 12.2m  
 DESIGNER: Olsen (USA)  
 TYPE: Olson 40  
 OWNER/SKIPPER: T. Seccombe  
 CLUB: Cruising Yacht Club of Australia, NSW  
 She II is a bit of a dark horse in the fact that she doesn't do a lot of races on the offshore calendar. This will be the Taiwan-built yacht's first attempt at the Hobart, although she has competed in the '91 and '92 Gosford-Lord Howe Island races and in the '92 Sydney-Southport race. A very competent crew includes Adrian Gruzman who skippered a yacht in this year's Fastnet Race in the UK.  
 Crew: A. Reed (2), J. Millar (4), A. Gruzman (2), T. Hannah, D. Ellille, C. Burges, K. Williams, F. Murfield, P. Rodgers.

SAIL NO: 4924  
 CLASS: IMS  
 YEAR BUILT: 1989  
 NO. OF HOBARTS: 0



**STAR FERRY**  
 LOA: 10.2m  
 DESIGNER: Laurie Davidson (NZ)  
 TYPE: Davidson 34  
 OWNER/SKIPPER: John Conroy  
 CLUB: Middle Harbour Yacht Club, NSW  
 Well raced yacht out of Middle Harbour, Star Ferry previously race as Gold Coast Express representing Australia at the '87 Clipper Cup winning every race in her class. Conroy has continued her winning tradition in many races with a 1st overall in the '92 Sydney-Mooloolaba race and 2nd in division in the '91 Hobart. She finished well down in last year's race, but Conroy and crew are back to give the others a run for their money.  
 Crew: J. Conroy (8), D. Swales (3), D. Lang (11), I. Pagett (3), T. Bright (3), M. Pagett (2), 1 TBA.

SAIL NO: MH 68  
 CLASS: IOR  
 YEAR BUILT: 1987  
 NO. OF HOBARTS: 8



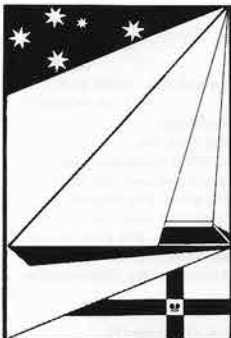
**SHENANDOAH**  
 LOA: 10.5m  
 DESIGNER: Peter Cole (Aust)  
 TYPE: Pawtucket  
 OWNER/SKIPPER: Julius Charody  
 CLUB: Cruising Yacht Club of Australia, NSW  
 Plenty of experience from Julius Charody who was nominated ocean racer of the year in '87, and as veteran skipper of the year in '88 and '92. Charody has taken lots of prizes including 1st '77 and '83 Montagu Island race, 2nd in '82, 4th overall '79 Sydney-Hobart, 6th in '81, and is the winner of more than 200 trophies with the CYCA. Backed up by a good crew, this yacht should at least take a divisional prize.  
 Crew: J. Charody (11), G. Hams, M. Pinter (1), R. Trembath, G. Ngqwhika, P. Clark, P. Godsell, J. Harrison.

SAIL NO: 1910  
 CLASS: IMS  
 YEAR BUILT: 1982  
 NO. OF HOBARTS: 5



**SUREFOOT**  
 LOA: 11.6m  
 DESIGNER: Peter Norlin (Swed)  
 TYPE: One Tonner  
 OWNER/SKIPPER: Dennis Millikan  
 CLUB: Royal Melbourne Yacht Squadron, Vic  
 Originally from Sweden, Surefoot represented Sweden at the 1982 Sardinia Cup, New Guinea in the Admiral's Cup and Southern Cross Cup '83. She has contested the Hobart 4 times, finishing 7th in division last year, 1st in CHS division Melbourne-Portland, 2nd in '90 Melbourne-Grassy race, 2nd overall under IMS in the '92 Melbourne-Burnie race and 2nd in the '92 Dash/Cash Race from Melbourne to Sydney.  
 Crew: D. Millikan (12), A. McKenzie (9), R. Hiam (9), P. Inchbold (9), A. Weber (5), D. Stevens (5), A. Paul (1), A. Nicholson (2).

SAIL NO: S 29  
 CLASS: IMS  
 YEAR BUILT: 1981  
 NO. OF HOBARTS: 4



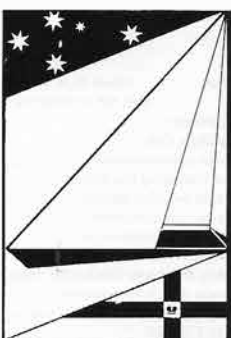
**SHERATON HOBART**  
 LOA: 12.2m  
 DESIGNER: Bruce Farr (NZ)  
 TYPE: Farr 40  
 OWNER/SKIPPER: Ian Smith  
 CLUB: Derwent Sailing Squadron, Tas  
 Continued support from the Sheraton Hotel ensures that this boat turns up for major events. Ian Smith and crew race the boat well and results of note include 2nd in the '92 XXXX Regatta, 1st in the '92 SCOR Series, and 7th in last year's Sydney-Hobart. The nine year old does Tasmania proud, giving the newer yachts something to think about in the '91 Hobart race when she lead the fleet till the last day.  
 Crew: I. Smith, Rest TBA.

SAIL NO: 4117  
 CLASS: IOR  
 YEAR BUILT: 1984  
 NO. OF HOBARTS: 7



**SWORD OF ORION**  
 LOA: 13.3m  
 DESIGNER: Reichel/Pugh  
 TYPE: Sloop  
 OWNER/SKIPPER: Peter Sajat & Charles Mehrmann  
 CLUB: Royal Brighton Yacht Club, Vic  
 Brand new Reichel/Pugh design launched this year and has already had its first major victory winning overall the Melbourne-Burnie race defeating its nearest rival by over 17 minutes. Sword of Orion is a design descendant from America Cube which won last year's America's Cup. Mehrmann and Sajat's next project is to win a place in the Australian or Victorian Southern Cross Team and to win the Sydney-Hobart.  
 Crew: P. Sajat (1), C. Mehrmann (2), J. Collings (1), P. Dowdney (5), G. Rose (10), N. Drennan (10), S. Holding (8), J. Petkovsek (5), W. Mehrmann (2), R. Bath (1), M. Moloney (5), R. Grimes (8).

SAIL NO: B 2000  
 CLASS: IMS  
 YEAR BUILT: 1993  
 NO. OF HOBARTS: 0



**SILHOUETTE**  
 LOA: 11.7m  
 DESIGNER: Sparkman & Stephens (USA)  
 TYPE: S & S 39  
 OWNER/SKIPPER: Gordon Hogarth  
 CLUB: Tamar Yacht Club, Vic  
 Finished 9th in division in their first race to Hobart last year and very keen to improve on that. Gordon Hogarth races consistently out of Tamar Yacht Club and best performances to date include a 3rd in the CHS Class in the '89 Melbourne-Hobart Race and a 2nd in IMS in the '91 race. Hogarth and crew are using this race to improve in time to win a prize in the 50th Anniversary race next year.  
 Crew: G. Hogarth (1), P. Hogarth, K. Mellers, J. Griggs (14), R. Boxham (3), S. Catchpool (5).

SAIL NO: S 125  
 CLASS: IMS  
 YEAR BUILT: 1985  
 NO. OF HOBARTS: 1



**SWUZZLEBUBBLE 7**  
 LOA: 12.2m  
 DESIGNER: Laurie Davidson (NZ)  
 TYPE: Davidson 40  
 OWNER/SKIPPER: Ian Gibbs  
 CLUB: Royal New Zealand Yacht Squadron, NZ  
 Chartered to the Kiwis for their Southern Cross Team, this yacht was part of the winning U.K. Southern Cross Team in '89 and again for the Irish in '91. Last year she was sailed to Hobart by an all girl crew headed by 18' skill champion Adrienne Cahalan. The yacht is Beyond Thunderdome, and with its owner, Warren Johns, was part of the winning Australian Team at the '88 Kenwood Cup. Let's see how she goes for the Kiwis.  
 Crew: I. Gibbs, G. Knightly, K. Dibley, M. McCormick, J. Patrick, R. Peacock, R. Keenan, D. Rolfe.

SAIL NO: 5500  
 CLASS: IOR  
 YEAR BUILT: 1987  
 NO. OF HOBARTS: 3

# THE FLEET FOR HOBART 1993



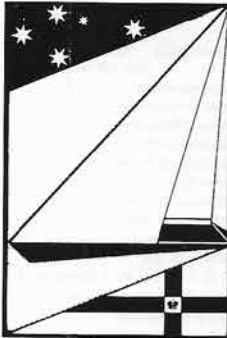
**TAKE TIME**  
 LOA: 10.2m  
 DESIGNER: Peter Joubert (Aust)  
 TYPE: Brolga 33  
 OWNER/SKIPPER: Graham Smith  
 CLUB: Cruising Yacht Club of Australia, NSW  
 Since skipping his own boat for the first time in last year's race, Graeme Smith, a veteran of 13 Sydney-Hobarts, has renewed the boats rig and eradicated some previous problems. He has competed successfully in IMS this season and is looking forward to a better result this time after finishing 40th overall and 6th in division last year. Smith will carry a mature crew who have lots of experience.  
**Crew:** G. Smith (13), D. Holmes (1), W. Holmes, D. Stock, P. Strusnel, J. Clarke.

SAIL NO: 114  
 CLASS: IMS  
 YEAR BUILT: 1976  
 NO. OF HOBARTS: 1



**THE GAMBLER**  
 LOA: 12.3m  
 DESIGNER: Bruce Farr (NZ)  
 TYPE: One Tonner  
 OWNER/SKIPPER: Ian Kenny  
 CLUB: Royal Queensland Yacht Squadron, Qld  
 The Gambler has been missing in action from the Sydney-Hobart since 1985, when she raced under IOR. The yacht has since been converted for IMS and has been busy racing in Queensland's warmer waters even though absent from the race south. A 1st in the '90 Brisbane-Gladstone race, 1st in the '90 XXXX Regatta and many others, says this Farr one tonner is still competitive.  
**Crew:** I. Kenny (3), R. Byerley (6), A. Willund (1), S. Corbert, R. Perrins (4), J. Broadbent (2), D. Morrison, 2 TBA.

SAIL NO: 135  
 CLASS: IMS  
 YEAR BUILT: 1984  
 NO. OF HOBARTS: 2



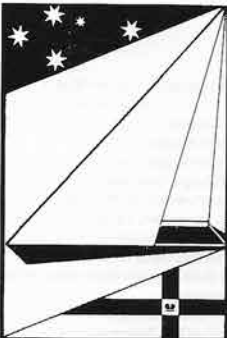
**T.B.A.**  
 LOA: 10.6m  
 DESIGNER: Rod Johnstone (USA)  
 TYPE: J35  
 OWNER/SKIPPER: Andreas GroHemauer  
 CLUB: Kieler Yacht Club, Germany  
 New J35 still in the process of being built by Bashford Boats in Sydney, it's a long time since we've seen an entry from Germany. Boat is due to go in the water sometime in December, not leaving much time for some practice racing, particularly for its owner, not used to sailing in Australian waters. Will provide some good company for MEM, the other J35 in this race, and both should be fast yachts.  
**Crew:** A. GroHemauer, N. Griffith, B. Behrmann, Rest TBA.

SAIL NO: GER  
 CLASS: IMS  
 YEAR BUILT: 1993  
 NO. OF HOBARTS: 0



**THE OLD LION**  
 LOA: 12.2m  
 DESIGNER: John Duncanson (Aust)  
 TYPE: Duncanson 40  
 OWNER/SKIPPER: William Gryst  
 CLUB: Royal South Australian Yacht Squadron, SA  
 This yacht is used by Sail Tech, an AYF Approved School, for offshore courses, races, corporate training and charter. The highlight of the year is her participation in the Sydney-Hobart by instructors and students of Sail Tech. Gryst and crew have improved their result each year and hope to continue improving. Importantly, all students and crew participate in all elements of sailing - steering, foredeck etc.  
**Crew:** S. Strudwick, M. Wodard (1), S. Schmidt, P. Knott, T. Goldsworthy, D. Coats (2), W. Gryst (2), C. Sherland (2).

SAIL NO: SA 221  
 CLASS: IMS  
 YEAR BUILT: 1985  
 NO. OF HOBARTS: 2



**T.B.A.**  
 LOA: 10.9m  
 DESIGNER: Bruce Farr (NZ)  
 TYPE: Mumm 36  
 OWNER/SKIPPER: Jim Farmer  
 CLUB: Royal New Zealand Yacht Squadron, NZ  
 Look out - the newly launched Mumm 36, which will be the IMS half of the Kiwi Challenge for the Southern Cross Cup, along with the chartered Beyond Thunderdome. This could be a very deadly combination and will be hard to beat. This is the new class to be used for future Admiral's Cups, starting in 1995, so should be a very quick yacht. This is one of two Mumm 36's sailing to Hobart, and would have to be rated a chance for IMS honours.  
**Crew:** G. Brady, G. Lock, G. Beck, C. Salthouse, I. Darby, H. Dodson, J. Lomas, J. Farmer.

SAIL NO: NZL 6336  
 CLASS: IMS  
 YEAR BUILT: 1993  
 NO. OF HOBARTS: 0



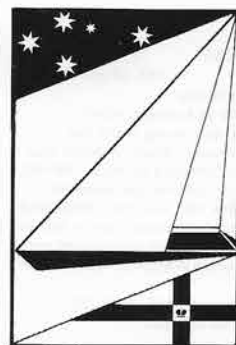
**TIERCEL**  
 LOA: 9.2m  
 DESIGNER: Peter Joubert (Aust)  
 TYPE: Half Ton  
 OWNER/SKIPPER: John Copeland  
 CLUB: Royal Yacht Club of Tasmania, Tas  
 Tiny nineteen year old Tasmanian yacht originally fitted out by a Past Commodore of the RYCT. Tiercel has recently been involved in Junior sail training and racing on the register of the RYCT and Derwent Sailing Squadron. This will be Tiercel's maiden race in the Kodak Sydney-Hobart and John Copeland and crew have been practicing by racing in the Half Ton Harbour division.  
**Crew:** J. Copeland, P. Bird, R. Beaumont, Rest TBA.

SAIL NO: H 24  
 CLASS: IMS  
 YEAR BUILT: 1974  
 NO. OF HOBARTS: 0



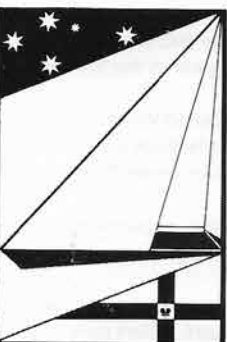
**TELECOM MOBILENET**  
 LOA: 12.2m  
 DESIGNER: Bruce Farr (NZ)  
 TYPE: Farr 40  
 OWNER/SKIPPER: Kerry Goudge  
 CLUB: Cruising Yacht Club of Australia, NSW  
 The girls are back again this year chartering the same yacht and giving their all for their sponsor. Kerry Goudge and crew opened a few eyes last year when they finished 20th overall and 5th in division with a crew who hadn't sailed together at all and had little lead up time for training. This time, there's been plenty of practice and they are out to improve on last year's performance.  
**Crew:** K. Goudge, J. Torney, C. Caffery, A. Carr, C. Josling, K. Ewels, M. Kotecki, J. Gribble, B. Ryrie, B. Canham, W. O'Neill, A. Sherry, K. Holtz.

SAIL NO: 4040  
 CLASS: IOR  
 YEAR BUILT: 1984  
 NO. OF HOBARTS: 11



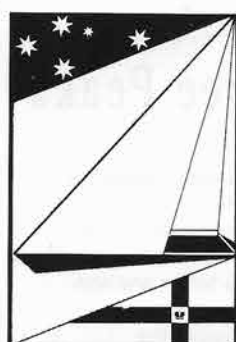
**TOXIC WASTE**  
 LOA: 9.6m  
 DESIGNER: Bruce Farr (NZ)  
 TYPE: Farr IMS  
 OWNER/SKIPPER: Harry Hertzberg  
 CLUB: Sandringham Yacht Club, Vic  
 Brand new boat for Harry Hertzberg which has only recently been launched and could be a "goer" based on Hertzberg's previous experience. Hertzberg has a love of smaller yachts and raced his former yacht, the 9 metre Zumdish to some creditable performances such as a 4th in the '91 Asia Pacific Series, and 8th in division in the '91 Hobart. Crew this year will include Sydneysider, Adam Brown.  
**Crew:** H. Hertzberg (3), I. Johnson (2), C. Mackie (6), C. Bousfield (4), A. Brown, A. Toon.

SAIL NO: SM 33  
 CLASS: IMS  
 YEAR BUILT: 1993  
 NO. OF HOBARTS: 0



**THE ALICE**  
 LOA: 17.2m  
 DESIGNER: Adams/Radford (Aust)  
 TYPE: Sloop  
 OWNER/SKIPPER: Alice Springs Yacht Club  
 CLUB: Alice Springs Yacht Club, NT  
 The crew of The Alice is made up of a dozen land-baked sailors, who although experienced, rarely get to see water let alone race yachts. This yacht has the distinction of being moored further away from the club house than any other in the world. Having said all this, the crew are going to give this race their best shot, and have full support from their native Northern Territory.  
**Crew:** M. Preston (3), D. Kelly (3), M. McCauley, G. Larkin, P. Cox, J. Duffy, P. Herrick, M. Bartholomew, N. Bennett, P. Simms, B. Bargford, G. Smith, 1 TBA.

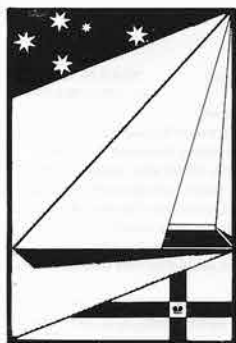
SAIL NO: PF 57  
 CLASS: IMS  
 YEAR BUILT: 1990  
 NO. OF HOBARTS: 0



**TRANSOCEAN**  
 LOA: 10.9m  
 DESIGNER: Bruce Farr (NZ)  
 TYPE: Mumm 36  
 OWNER/SKIPPER: Bryce Woods  
 CLUB: Royal Akarana Yacht Club, NZ  
 This yacht built by Cookson's Boatyard in New Zealand is the first of its class to hit Australian waters. Will be interesting to watch her performance, as this is the class which was announced this year would be used for the 1995 Admiral's Cup in the UK. All Admiral's Cup potential competitors eyes will be on Transocean, as will sponsor and namesake Champagne Mumm. By rights, this yacht should figure in the top placings.  
**Crew:** B. Woods (1), R. Woods, S. Pont, P. Vanderstadt (4), Rest TBA.

SAIL NO: TBA  
 CLASS: IMS  
 YEAR BUILT: 1993  
 NO. OF HOBARTS: 0

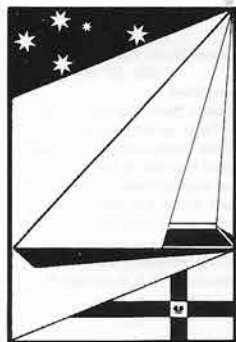
# THE FLEET FOR HOBART 1993



**UTOPIA**  
LOA: 17.0m SAIL NO: 2001  
CLASS: PHS  
DESIGNER: Joe Adams (Aust) YEAR BUILT: 1986  
TYPE: 16.4 Metre NO. OF HOBARTS: 0  
OWNER/SKIPPER: John Fletcher  
CLUB: Mooloolaba Yacht Club, Qld  
Utopia is amongst the many first timers going to Hobart this year. She is a twice line honours winner in the Darwin-Ambon race, line honours winner of the Cairns-Moresby race and won line and handicap honours in the Mooloolaba-Airlie Beach race. John Fletcher, has competed in 1 Sydney-Hobart, 12 Sydney-Mooloolaba's and 15 Brisbane-Gladstone races, and will be joined by well known yachtie Scott Carter.  
Crew: J. Fletcher, M. McLeod, S. Carter, Rest TBA.



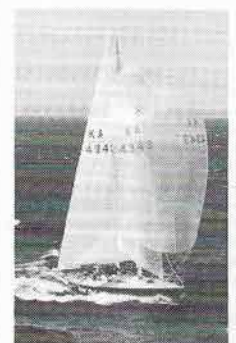
**WILD THING**  
LOA: 14.8m SAIL NO: M 101  
CLASS: IMS  
DESIGNER: Jim Inglis (Aust) YEAR BUILT: 1991  
TYPE: Inglis 47 NO. OF HOBARTS: 1  
OWNER/SKIPPER: Grant Wharington  
CLUB: Mornington Yacht Club, Vic  
Quick well crewed yacht owned by young Melbourne businessman Grant Wharington. Wild Thing has had many line honours victories including the '91 Melbourne-Hobart and King of the Derwent races, the '92 Melbourne-Burnie race, breaking the race record, and was top scoring Australian yacht at the '92 Kenwood Cup in Hawaii. Last year saw Wild Thing break her mast not too short of the finish line in rather spectacular style.  
Crew: G. Wharington (6), N. Abbott, S. Gilbert (6), S. Ruse (1), J. Graham (12), D. Evans (4), M. Mattson, T. Brown, P. Atkins (3), G. Croypley (1), N. Williamson (1), M. Auoti, D. Thorne (1).



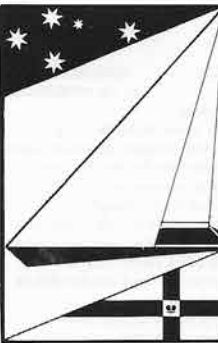
**WANG**  
LOA: 11.6m SAIL NO: B 22  
CLASS: IMS  
DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1985  
TYPE: Farr 11.6 NO. OF HOBARTS: 0  
OWNER/SKIPPER: John Saul  
CLUB: Royal Yacht Club of Tasmania, Tas  
Sponsorship from Wang Computers could well help the former Willy get to the Hobart finish that little bit faster. This yacht competed in the '92 Melbourne-Hobart, and the hazardous Three Peaks Race in '91, '92 and '93. John Saul is no stranger to offshore racing, having competed in numerous Sydney-Hobarts, an Admiral's Cup Trials in '85 and Southern Cross Trials aboard Don Calvert's Intrigue in 1987.  
Crew: J. Saul (3), D. Calvert (4), A. McMillin (6), Rest TBA.



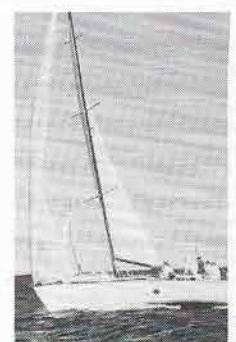
**WITCHDOCTOR**  
LOA: 12.2m SAIL NO: 2557  
CLASS: IMS  
DESIGNER: Laurie Davidson (NZ) YEAR BUILT: 1979  
TYPE: Davidson 40 NO. OF HOBARTS: 9  
OWNER/SKIPPER: Rum Consortium  
CLUB: Cruising Yacht Club of Australia, NSW  
Witchdoctor has won many offshore races, and previously sailed for Australia in the Clipper Cup and has sailed the CYCA programme for the past 10 years. Placings include: 3rd under IOR in Division A, Sydney-Hobart, 3rd under IMS, Sydney-Southport and 3rd under IOR in the CYCA Bluewater Point Score. Finished 12th last year in PHS, and may improve this year if they pick the right way to go.  
Crew: M. Cameron (18), C. Troup (13), J. Dodd (4), P. Reuters, T. Craven (9), J. Wuhrer (2), L. Meyer (1), B. McPherson, P. Franks (3), S. McBurnie.



**WILD OATS**  
LOA: 13.1m SAIL NO: 4343  
CLASS: IOR  
DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1985  
TYPE: Farr 43 NO. OF HOBARTS: 6  
OWNER/SKIPPER: Bruce Foye/Roger Hickman/Lance Peckman  
CLUB: Cruising Yacht Club of Australia, NSW  
This yacht has excellent credentials finishing well in whatever races it undertakes including overall wins in the '91 Jupiters Classic from Sydney to Southport, the '91 Asia Pacific Regatta, the '93 Nissan Regatta, and the '93 XXXX Regatta. It was also 1st in division in the '92 Sydney-Mooloolaba, 2nd in the '93 Sydney-Gold Coast race and recently finished 1st in IOR in the Bruce & Walsh Series.  
Crew: R. Hickman (15), B. Foye (3), K. Batt (1), L. Wilson (3), D. Richards (2), A. Crow (2), S. White (1), S. Hunt, C. Knox (3), P. Goldsworthy (1), L. Jamison (5).



**ZEUS II**  
LOA: 9.2m SAIL NO: 327  
CLASS: IMS  
DESIGNER: Peter Joubert (Aust) YEAR BUILT: 1979  
TYPE: Currawong NO. OF HOBARTS: 7  
OWNER/SKIPPER: Jim Dunstan  
CLUB: Royal Sydney Yacht Squadron, NSW  
Winner of the 1981 Sydney-Hobart, the Janzoon Trophy and the 1990 Cabbage Tree Island Race under IOR, the tiny Zeus II has converted for IMS racing and this will be her eighth trip to Hobart. Zeus finished 9th in division last year in weather conditions not suited to her, so Jim Dunstan is coming back for another try. Australian designed and built, this fourteen year old is still competitive in club events.  
Crew: J. Dunstan (15), G. Thornton (2), P. Kerrigan (7), R. McConnell (7), P. Colvin (4), A. Robertson (1).



**SHE'S APPLES II**  
LOA: 12.7m SAIL NO: 4527  
CLASS: IMS  
DESIGNER: John King (Aust) YEAR BUILT: 1991  
TYPE: Jarkan 12.5 NO. OF HOBARTS: 2  
OWNER/SKIPPER: David Strong  
CLUB: Cruising Yacht Club of Australia, NSW  
Remarkably consistent ocean racing yacht, the epitome of an IMS cruiser/racer, She's Apples II was premier yacht in the CYCA offshore series in 1991-92, culminating a great season with first place overall under IMS handicaps in the 1991 and 1st in Division B of the Kodak Sydney-Hobart. She continued to sail well during the 1992-93 season although not quite as well in the Sydney-Hobart in which she placed 26th overall in the IMS category.  
Crew: D. Strong (4), R. Burns (14), B. Smith (7), J. Cordell (5) and others to be named.

Claringbolds' very fast *Ocean Emu*, which had to be abandoned off Australia's east coast in March after being struck by a rogue wave and suffering serious structural damage.

A 10.6m Grainger catamaran is being built in Tasmania by Jeff Graham and 1991 race winner Nick Edmunds is building a 14m Graham Radford design to replace his Adams 13 *Hazadatas*.

Rohan Claringbold said that the new trimaran, at 13m, was a full racing boat that was expected to be considerably faster than its predecessor. Its floats will be demountable for road transportation and it will be painted in the same striking pink livery of *Ocean Emu*.

Former university lecturer Jeff Graham is currently completing a Grainger-designed catamaran. Graham has competed in three previous Australian Three Peaks races and hopes to have experienced Tasmanian multi-hull sailor Bill Rostron in his team.

Nick Edmunds is completing work on his 14m alloy Radford design at his factory north of Launceston. Two identical boats are being built with the second for Nick's brother Richard, whose current boat *Risky Business* has been a regular in the Westcoaster race, to be launched later.

Edmunds' crew will be Bruce Guy and David Wright and runners Mark Goodyer and Richard Edmunds. Nick and Richard Edmunds have competed in all five Australian Three Peaks Races held so far.

Event spokesman Julian Burgess said that organisers were expecting a fleet of about 30 for the 1994 Boags Original Three Peaks Race.

The race starts at 2.00pm on Good Friday (April 1), 1994. Entries are open until a month before the April 1 start date.

## New Boats for the Boags Original Three Peaks

Three yachts now under construction look set to make the 1994 Boags Original Australian Three Peaks Race, held in Tasmania at Easter, one of the most strongly contested so far.

The yet-to-be-completed trimaran *Spirit Of Emu* is being built by Mornington shipwright Mal Hart for Melbourne father and son sailing team Peter and Rohan Claringbold.

*Spirit Of Emu*, a Tony Grainger design, replaces the

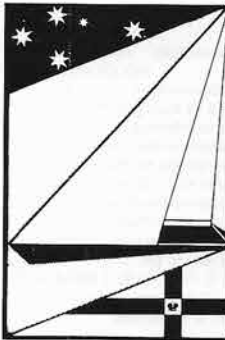
# THE FLEET FOR HOBART 1993



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 TYPE: Brolga 33  
 OWNER/SKIPPER: Graham Smith  
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**Crew:** G. Smith (13), D. Holmes (1), W. Holmes, D. Stock, P. Strusnel, J. Clarke.



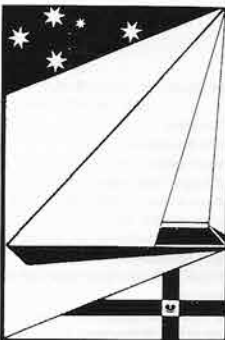
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 OWNER/SKIPPER: Ian Kenny  
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**Crew:** I. Kenny (3), R. Byerley (6), A. Willund (1), S. Corbert, R. Perrins (4), J. Broadbent (2), D. Morrison, 2 TBA.



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 DESIGNER: Rod Johnstone (USA)  
 TYPE: J35  
 OWNER/SKIPPER: Andreas GroHemauer  
 CLUB: Kieler Yacht Club, Germany  
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**Crew:** A. GroHemauer, N. Griffith, B. Behrmann, Rest TBA.



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 TYPE: Duncanson 40  
 OWNER/SKIPPER: William Gryst  
 CLUB: Royal South Australian Yacht Squadron, SA  
 This yacht is used by Sail Tech, an AYF Approved School, for offshore courses, races, corporate training and charter. The highlight of the year is her participation in the Sydney-Hobart by instructors and students of Sail Tech. Gryst and crew have improved their result each year and hope to continue improving. Importantly, all students and crew participate in all elements of sailing - steering, foredeck etc.  
**Crew:** S. Strudwick, M. Wodard (1), S. Schmidt, P. Knott, T. Goldsworthy, D. Coats (2), W. Gryst (2), C. Sherland (2).



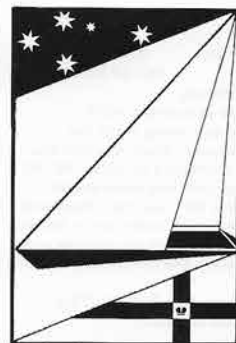
**T.B.A.**  
 LOA: 10.9m  
 DESIGNER: Bruce Farr (NZ)  
 TYPE: Mumm 36  
 OWNER/SKIPPER: Jim Farmer  
 CLUB: Royal New Zealand Yacht Squadron, NZ  
 Look out - the newly launched Mumm 36, which will be the IMS half of the Kiwi Challenge for the Southern Cross Cup, along with the chartered Beyond Thunderdome. This could be a very deadly combination and will be hard to beat. This is the new class to be used for future Admiral's Cups, starting in 1995, so should be a very quick yacht. This is one of two Mumm 36's sailing to Hobart, and would have to be rated a chance for IMS honours.  
**Crew:** G. Brady, G. Lock, G. Beck, C. Salthouse, I. Darby, H. Dodson, J. Lomas, J. Farmer.



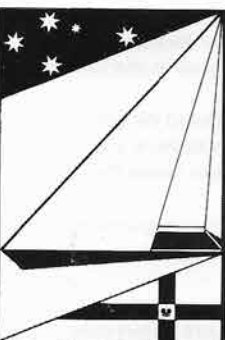
**TIERCEL**  
 LOA: 9.2m  
 DESIGNER: Peter Joubert (Aust)  
 TYPE: Half Ton  
 OWNER/SKIPPER: John Copeland  
 CLUB: Royal Yacht Club of Tasmania, Tas  
 Tiny nineteen year old Tasmanian yacht originally fitted out by a Past Commodore of the RYCT. Tiercel has recently been involved in Junior sail training and racing on the register of the RYCT and Derwent Sailing Squadron. This will be Tiercel's maiden race in the Kodak Sydney-Hobart and John Copeland and crew have been practicing by racing in the Half Ton Harbour division.  
**Crew:** J. Copeland, P. Bird, R. Beaumont, Rest TBA.



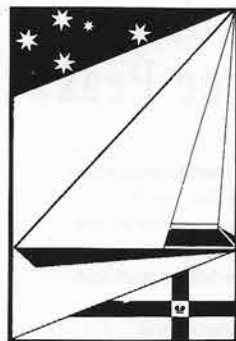
**TELECOM MOBILENET**  
 LOA: 12.2m  
 DESIGNER: Bruce Farr (NZ)  
 TYPE: Farr 40  
 OWNER/SKIPPER: Kerry Goudge  
 CLUB: Cruising Yacht Club of Australia, NSW  
 The girls are back again this year chartering the same yacht and giving their all for their sponsor. Kerry Goudge and crew opened a few eyes last year when they finished 20th overall and 5th in division with a crew who hadn't sailed together at all and had little lead up time for training. This time, there's been plenty of practice and they are out to improve on last year's performance.  
**Crew:** K. Goudge, J. Torney, C. Caffery, A. Carr, C. Josling, K. Ewels, M. Kotecki, J. Gribble, B. Ryrie, B. Canham, W. O'Neill, A. Sherry, K. Holtz.



**TOXIC WASTE**  
 LOA: 9.6m  
 DESIGNER: Bruce Farr (NZ)  
 TYPE: Farr IMS  
 OWNER/SKIPPER: Harry Hertzberg  
 CLUB: Sandringham Yacht Club, Vic  
 Brand new boat for Harry Hertzberg which has only recently been launched and could be a "goer" based on Hertzberg's previous experience. Hertzberg has a love of smaller yachts and raced his former yacht, the 9 metre Zundish to some creditable performances such as a 4th in the '91 Asia Pacific Series, and 8th in division in the '91 Hobart. Crew this year will include Sydneysider, Adam Brown.  
**Crew:** H. Hertzberg (3), I. Johnson (2), C. Mackie (6), C. Bousfield (4), A. Brown, A. Toon.



**THE ALICE**  
 LOA: 17.2m  
 DESIGNER: Adams/Radford (Aust)  
 TYPE: Sloop  
 OWNER/SKIPPER: Alice Springs Yacht Club  
 CLUB: Alice Springs Yacht Club, NT  
 The crew of The Alice is made up of a dozen land-baked sailors, who although experienced, rarely get to see water let alone race yachts. This yacht has the distinction of being moored further away from the club house than any other in the world. Having said all this, the crew are going to give this race their best shot, and have full support from their native Northern Territory.  
**Crew:** M. Preston (3), D. Kelly (3), M. McCauley, G. Larkin, P. Cox, J. Duffy, P. Herrick, M. Bartholomew, N. Bennett, P. Simms, B. Bargford, G. Smith, 1 TBA.



**TRANSOCEAN**  
 LOA: 10.9m  
 DESIGNER: Bruce Farr (NZ)  
 TYPE: Mumm 36  
 OWNER/SKIPPER: Bryce Woods  
 CLUB: Royal Akarana Yacht Club, NZ  
 This yacht built by Cookson's Boatyard in New Zealand is the first of its class to hit Australian waters. Will be interesting to watch her performance, as this is the class which was announced this year would be used for the 1995 Admiral's Cup in the UK. All Admiral's Cup potential competitors eyes will be on Transocean, as will sponsor and namesake Champagne Mumm. By rights, this yacht should figure in the top placings.  
**Crew:** B. Woods (1), R. Woods, S. Pont, P. Vanderstadt (4), Rest TBA.

# 50TH SYDNEY-HOBART YACHT RACE IN 1994

By Peter Campbell

**T**HE Australian summer of 1994-95 will see the 50th consecutive running of one of the great ocean yacht races in the world, the Kodak Sydney to Hobart Yacht Race, 630 nautical miles south along the Australian East Coast to the island state of Tasmania.

The Cruising Yacht Club of Australia expects a fleet of up to 200 yachts, including many from overseas, to contest the race, with a spectacular massed start from within Sydney Harbour on Boxing Day, December 26, 1994.

To mark the 50th Sydney-Hobart, the CYCA, with the co-operation of the Royal Port Nicholson Yacht Club at Wellington, New Zealand, and the Royal Yacht Club of Tasmania at Hobart, Tasmania, will also conduct the most challenging ocean racing series ever planned for the Tasman Sea.

Called the Kodak Tasman Triangle, it will comprise a series of three long ocean races across the Tasman Sea, the Kodak 50th Sydney-Hobart Race, and two short inshore races in Sydney and Hobart.

The Cruising Yacht Club of Australia was formed in 1944 and, despite its name, quickly became the leading exponent of ocean racing in Australia, at that time a somewhat unusual sport both here and overseas.

In 1945 a planned cruise to Hobart quickly turned into a race and the famous Sydney-Hobart Yacht Race was born. The race captured the imagination of the Australian public and it soon developed into an international yachting classic, attracting competitors from around the world.

Today, after organising and conducting 48 ocean races to Hobart, along with many other major offshore events, the CYCA has an expertise in race organisation and safety which is internationally acclaimed and widely emulated.

In addition to the annual Kodak Sydney-Hobart Yacht Race, the CYCA now conducts the midwinter Sydney-Gold Coast Classic, the biennial Westpac Australia to New Caledonia race, and international regattas such as the biennial Kodak Southern Cross

Cup and the annual Kodak Asia Pacific Ocean Racing Championships.

The CYCA has always attracted as its members highly competitive sailors and it was from this club came the idea of challenging for the Admiral's Cup in England. In their first challenge in 1965 the team from the CYCA finished second, two years later winning the prestigious Cup and establishing Australia as a force in international ocean racing.

signed up to sponsor the great bluewater race and associated events for a further three years. Qantas/Australian Airlines this year will be involved in their 26th year as a supporting sponsor.

In addition to its ocean racing, the CYCA conducts racing on Sydney Harbour with its Digital Winter Series and the popular Mount Gay Twilight Racing in summer, both series attracting the biggest fleets in Australia.

Many members also race regularly in inshore regattas in the international Etchells and J24 fleets.

From a boatshed in Rushcutters Bay, the CYCA has developed into one of Australia's most prestigious yacht clubs, providing outstanding facilities for both social and sailing activities.

A large marina, hardstand and extensive boat servicing facilities ensure that the Cruising Yacht Club of Australia can provide logistical support for its large racing and cruising fleet. These facilities make the Club a mecca for cruising yachts from interstate and overseas.

With almost 1500 local, interstate and overseas members, the CYCA is not a large yacht club by some standards. However, the active yacht owners and their skilled crews who make up a large percentage of the membership, plus the professional approach to ocean racing and safety at sea by the club's administrators, have made the CYCA one of the most influential in the world.

This year will see the 49th running of the Sydney-Hobart, the third to be sponsored by Kodak, and also the biennial international Southern Cross Cup and annual Asia Pacific

Offshore Racing Championship. The Southern Cross Cup will be the first regatta counting towards the 1994 Champagne Mumm World Cup.

Club officials expect a fleet of more than 105 yachts, including international entries, for this year's race. However, with the summer of 1994-95 seeing the running of the 50th Sydney to Hobart Yacht Race and the Tasman Triangle comprising races to and from New Zealand, a huge fleet of nearly 200 yachts is expected to contest this 50th race to Hobart.



**Veteran yacht *Cherana*, winner of 1959 Sydney-Hobart, may return for 50th race.**

Australia's team, which finished the closest of second in the 1993 Champagne Mumm Admiral's Cup in England, was again led by CYCA members with their own or chartered yachts.

As the acknowledged leader of Australian ocean racing, the Cruising Yacht Club was a pioneer in the commercial sponsorship of sport, with the Sydney-Hobart Yacht Race and its other major events attracting enthusiastic sponsorship. Kodak (Australasia) Pty Ltd became sponsors of the Sydney-Hobart in 1991 and

# The CYCA Partners



*THE planning, organisation, conducting and promotion of international ocean racing events such as the Kodak Sydney-Hobart Yacht Race, the Kodak Southern Cross Cup international teams series and the Kodak Asia Pacific Ocean Racing Championship are expensive undertakings for a club of amateur yachtsmen and women who sail for the love of the sport.*

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

**N**OR would the race be possible in its present professional form without race sponsor Kodak (Australasia) Pty Ltd, who have joined the CYCA again this year, bringing not only their great marketing and promotional expertise but also remarkable enthusiasm and energy from those Kodak executives closely involved in the Kodak Sydney-Hobart Yacht Race.

This year's great ocean racing regatta, spread over three weeks of intensive activity in Sydney and Hobart, has again received excellent support from the CYCA's traditional sub-sponsors, Qantas, Caltex and Digital.

The CYCA has once again received outstanding support from Digital (partners of the CYCA winter racing) in providing the

computer hardware and complex software needed to produce the progressive and final results of each race, climaxing with the Kodak Sydney-Hobart Race.

Qantas, previously Australian Airlines, continues to support the club and the Kodak Sydney-Hobart Race as they have done for the past 25 years, by assisting with air travel for race personnel, flying the vast array of trophies from Sydney to Hobart, and moving a mountain of crew baggage to Hobart.

Computer company Solution 6 has assisted the Media Centre with personal computers, while Canon has supplied facsimile machines and printers and Kodak's Copier Products Division has assisted with a laser printing high-tech copier.

The Cruising Yacht Club of Australia would also like to thank



the following for their role in making the event a great success:

The Commodore, Flag Officers, members and staff of the Royal Yacht Club of Tasmania.

The entire staff of the Cruising Yacht Club of Australia.

Tourism Tasmania for promotional support for the race.

Codan, the suppliers of radios for the race centre and the radio relay vessel, *Young Endeavour*, Canon for supplying facsimiles and other equipment for the race centre and media centre.

Champagne Mumm, Kenwood and Corum for their support for individual races in the Southern Cross Cup.

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

The Waterways Authority of the Maritime Services Board of NSW for their co-operation in providing the necessary approvals and control of the Port of Sydney on Boxing Day, and their on-the-water assistance in "crowd control" along with the Water Police, the Royal Volunteer Coastal Patrol and the Australian Volunteer Coast Guard, also the Tasmanian Water Police for their efforts on the Derwent River when the yachts are finishing.

The Hobart Marine Board for its traditional support for the Kodak Sydney-Hobart Race, including making available

Constitution Dock for the finished yachts – and to the owners of craft which have to move out of the dock during this time.

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

Mount Gay for supporting crew functions.

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

The Sydney Maritime Museum for the assistance with starting vessels.

Hugh Burns for his technical advice in computer programs.

The Commander and crew of *Young Endeavour* for their efforts as the radio relay vessel for the 1993 Kodak Sydney-Hobart Yacht Race.

The Department of Meteorology and the CYCA's weather consultant Ken Batt, for their race forecasts and the CSIRO Marine Laboratories for their current charts of the Australian east coast.

Woollahra Municipal Council for opening Rushcutters Bay Park.

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

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

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

and their overall assistance.

There are many hundreds of volunteers from the CYCA and the RYCT who work tirelessly supporting the Kodak Sydney-Hobart Race and the lead-up events. They include the Race Management Committee, Rowan Johnston in Hobart, the starting and finishing race officials, the plotting team led by Donald Walker-Smith and Hamish Grieve in Sydney and John Honeysett in Hobart.

In Sydney Jill Robinson and the Associate Committee for organising a team to handle the thousands of phone enquiries.

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

The CYCA and the RYCT, whose liaison teams organise information centres at the CYCA and at Constitution Dock.

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

*\* The Editor of OFFSHORE in particular would like to express his personal thanks to the staff of the Kodak Media Centre and the CYCA and RYCT for their great*

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# HOBART EROES

**S**INCE that small group of intrepid sailors headed south towards Tasmania in the inaugural Sydney-Hobart 45 years ago, 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 26 yachtsmen have been recorded by the Cruising Yacht Club of Australia as having reached the status of having their names engraved on the Sydney-Hobart Roll of Honour for those who have sailed in 25 of the great annual bluewater classic.

Not all of the 26 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, Albert Mitchell, Bernie Case, Tony Cable and Tony Ellis.

Here, in order of total races, are those 26 yachtsmen who have recorded 25 or more Sydney-Hobarts and the yachts they sailed :

## 25 RACES PLUS

### **Peter Green (NSW) - 35 races,**

including overall winner *Pacha* (1970) and line honours winner *Ballyhoo* (1976). Peter sailed aboard *Margaret Rintoul* in 1949 and again 40 years later in 1989.

Race yachts since 1947: *Saltair*, *Archina*, *Margaret Rintoul* (2), *Ellida*, *Moonbi*, *Gypsy Queen*, *Ripple*, *Catriona* (2), *Joanne Brodie* (3), *Lorita Maria* (2), *Balandra* (4), *Wathara II*, *Pacha* (4), *Patrice III* (7), *Satin Sheets* (2), *Freight Train* (2).

**Final voyage: 1989, Margaret Rintoul.**

### **Richard Hammond (NSW) -**

**34 races,** including line honours winner *Crusade* (1969), line and handicap double winner *Sovereign* (1987) and overall winner *Koomooloo* (1968).

Race yachts since 1953: *Wanderer* (3), *Janzoon* (5), *Uomie*, *Janzoon II* (5), *Koomooloo*, *Crusade*, *Prospect Of Whitby*, *Gingko*, *Apollo III* (3), *Apollo IV* (2), *B-195*, *Ragamuffin* (2), *Inch By Winch*, *Bondi Tram*, *Vengeance*, *Sovereign* (2), *Condor* (2), *Final Approach*.

**Last raced: 1992, Condor.**

### **Richard Norman (NSW) -**

**32 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).

**Last raced: 1989, Haupia.**

### **John Bennetto (Tas) - 32 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* (6).

**Last raced: 1992, Mirrabooka II.**

### **Col Betts (NSW) - 31 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*.

**Last raced: 1992, Condor**

### **Albert Mitchell (NSW) -**

**31 races,** including overall wins aboard *Rival* (1961) and *Piccolo* (1976).

Yachts raced since 1954: *Defiance* (3), *Nirvana*, *Rival* (6), *Salacia*, *Valhala*, *Polaris* (2), *Taurus* (2), *Geronimo*, *Piccolo* (8), *Helsal II*, *Short Circuit* (2), *Oz Fire* (3).

**Last raced: 1992, Oz Fire.**

### **Magnus Halvorsen (NSW) – 30**

**aces**, 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.**

### **Don Lang (Vic) – 31 races.**

including overall win, *Challenge II* (1983). Race yachts since 1952: *Landfall*, *Julie*, *Winston Churchill*, *Marco Polo*, *Odin* (5), *Vittoria* (9), *Challenge II* (5), *Rebecca II*, *Challenge 3*, *Mark Twain* (6).

**Last raced: 1992, Mark Twain.**

### **Lou Abrahams (Vic) – 30 races,**

28 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* (6).

**Last raced: 1992, Ultimate Challenge.**

### **Bernie Case (Vic) – 30 races,**

including line honours aboard *Condor* (1986). Yachts raced since 1962: *Lantarni*, *Four Winds II*, *Athena* (2), *Serifa*, *Sarina*, *Tina* (2), *Vittoria* (3), *Banjo Paterson* (2), *Fantasy Rags* (2), *B-195*, *Challenge II* (2), *Apollo V*, *Bondi Tram* (2), *Once More Dear Friends*, *Mandrake*, *Condor*, *Ultimate Challenge* (6), *Great News* (2), *Illusion*, *Phoenix*.

**Last raced: 1992, Ultimate Challenge.**

### **Max Crafoord (Vic) – 29 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).

**Last raced: 1982, Challenge II.**

### **Alby Burgin (NSW) – 29 races,**

at least seven as owner/skipper and including first place overall with *Rival* in 1961 and *Piccolo* in 1976.

Race yachts since 1946: *Irene*, *Ruthean* (5), *Defiance* (3), *Rival* (5), *Salacia* (3), *Enid*, *Nirvana*, *Meltemi*, *Onya Of Gosford*, *Polaris*, *Spirit*, *Piccolo* (2), *Boomerang Of Belmont*, *The Newcastle Flyer* (2), *Helsal II*.

**Last raced: 1984, The Newcastle Flyer**

### **Tony Cable (NSW) – 29 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*.

**Last raced: 1992, Condor.**

### **TWT (Bill) Thompson (NSW) –**

**28 races**, including line honours winner *Astor* in 1961 and 1963. Was CYC representative and radio operator aboard radio relay vessel from 1981 to 1988. He died in 1989.

Race yachts since 1956: *Four Winds*, *Astor* (3), *Salacia* (5), *Bacchus D*, *Fare Thee Well*, *Callipyge II*, *Taurus* (4), *Pandora II*, *Sweet Caroline*, *Gretel*, *Mercedes IV*, radio relay vessel (7).

**Final voyage: 1988, Radio Relay Vessel.**

### **Bill Ratcliff (NSW) – 28 races,**

7 as owner/skipper.

Yachts raced since 1963: *Southerly*, *Ronita* (2), *Maria Van Dieman* (2), *Boambillee*, *Cavalier* (2), *Minna*, *Skylark*, *Ruthless* (2), *Margaret Rintoul II*, *Relentless*, *Shogun*, *Pacha* (2), *Once More Dear Friends*, *Marara* (7), *Mercedes IV* (2).

**Last raced: 1992, Marara.**

### **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.**

### **Peter Kurts (NSW) – 26 races,**

20 as owner/skipper, with overall wins aboard *Love & War* (1974 & 1978).

Yachts raced since: *Kaleena*, *Mr Christian* (3), *Cavalier*, *Boambillee* (2), *Prospect Of Whitby*, *Love & War* (6), *Marionette*, *Once More Dear Friends* (5), *Drake's Prayer*, *Madeline's Daughter* (5).

**Last raced: 1990, Madeline's Daughter.**

### **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 Paterson* (2), *Fantasy Rags* (2), *Vittoria* (2), *Challenge II* (4), *Mandrake*.

**Last raced: 1986, Mandrake.**

### **Don Mickleborough (NSW) –**

**26 races** including line honours aboard *Ballyhoo* in 1976.

Yachts raced since 1958: *Southerly* (8), *Norla*, *Ilna*, *Rapawe*, *Apollo* (2), *Ballyhoo* (2), *Mirrabooka* (5), *Mirrabooka II*, *Fortlet*, *Vanguard*, radio relay vessel (3).

**Last sailed: 1990, Radio Relay Vessel.**

### **David Lawson (NSW) – 26 races,**

including line honours aboard *Helsal* (1973). Yachts raced since 1961: *Sylph VI* (5), *Ronita* (3), *Fare Thee Well*, *Minna*, *Helsal* (2), *Casablanca*, *Vanguard*, *Patrice*, *Mary Muffin* (3), *Streaker*, *Doctor Dan*, *Windward Passage*, *Rager*, *Helsal III*, *Tanglefoot*, *Freight Train* (2).

**Last raced: 1992, Freight Train.**

### **Josko Grubic (SA) – 26 races,**

including 25 as owner/skipper, the last 16 times on *Anaconda II* (a record).

Yachts raced since 1966: *South Myth*, *Adria* (3), *Anaconda* (6), *Anaconda II* (16).

**Last raced: 1992, Anaconda II.**

### **Bruce Gould – 26 races,**

including first overall on *Pacha* 1970 and line/handicap win aboard *Sovereign* 1987.

Yachts raced since 1963: *Sylph VI* (2),

*Balandra* (4), *Saracen II*, *Pacha* (2),

*Ragamuffin*, *Helsal*, *Apollo*, *Anaconda II*,

*Gretel* (3), *Vengeance* (3), *Freight Train*,

*Ragamuffin VI*, *Sovereign* (2), *All That Jazz*,

*Margaret Rintoul*, *Condor*.

**Last raced: 1990, Condor.**

### **Tony Ellis – 26 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*.

**Last raced: 1992, Ragamuffin VII**

### **Geoff Rouvray – 25 races,**

including four third places on *Salacia*, *Salacia II* and *Szechwan*.

Yachts raced since 1967: *Salacia* (3), *Salacia II*,

*Onya Of Gosford*, *Queequeg*, *Pacha* (2),

*Helsal*, *Patrice III* (2), *Vanguard* (3), *Adrenalin*,

*Szechwan* (2), *Bewinched*, *Silver Minx* (4),

*Venture One*, *Fujitsu Dealers* (2).

**Last raced: 1991, Silver Minx.**

### **Colin Wildman – 25 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* (3), *Final Approach*.

**Last raced: 1992, Condor.**

APPROACHING 25 Sydney-Hobarts:

*Syd Fischer* (24), *Des O'Connell* (23), *Peter*

*Shipway* (22), *Roger Howlett* (22), *Warren*

*Anderson* (21), *Peter Joubert* (21), *Ian Smith*

(20).

# people afloat (to hobart)

## **Kingsley Piesse**

**Boat: JLW Chutzpah**

**Position: Mainsheet/Helm**

**How Many Hobarts: 9**

Kingsley Piesse describes himself as a Sandgroper at large. Since coming to Melbourne he has been working with Col Anderson at his Hood Sail Loft.

Kingsley's first Hobart was in 1983 on *Freight Train*. He sailed on *Challenge III* in 84, *Contractor 85* and in 1987 on *Once A Jolly Swagman*. Since 1988 he has been sailing with Bruce Taylor on *JLW Chutzpah*.

He says that his first race was the most comfortable but they have been all going downhill since then.

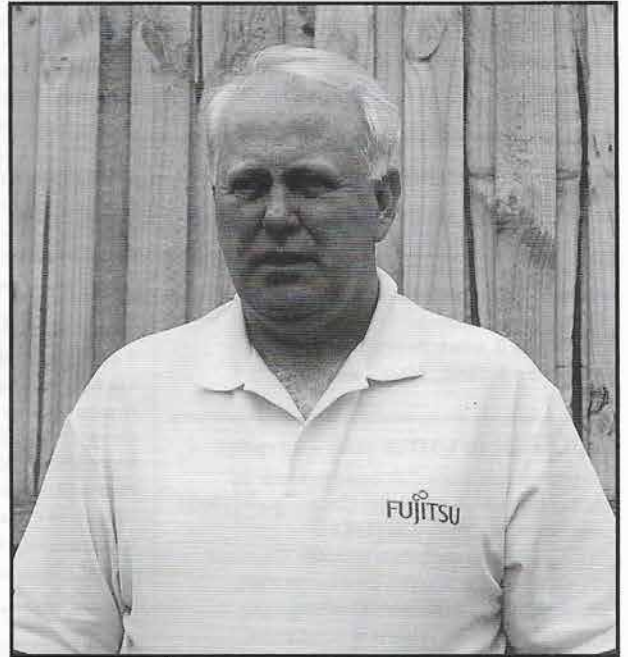
"All the races have their moments and you just have to take the good with the bad once you are out there," he said.

He also shares Bruce Taylor's frustration in coming so close to winning outright on at least four different occasions.

"The worst race was in 1988 when the mast came down just 13 hours into the race. One minute we were leading and the next moment we were out of it," Kingsley said.

Kingsley will be there again this year on the small Davidson 34.

**Left, Geoff Rouvray - 25 Hobarts under his belt!**



## **GEOFF ROUVRAY - 25 Hobarts, Then A Brief Break**

Sydney ocean racing yachtsman Geoff Rouvray in 1992 completed that notable sea-mark in his sailing career, his 25th Sydney to Hobart race, not missing one race. Then he took a year off to spend with his family.

Geoff is back again this year, sailing south on the 62-footer *Freight Train*, in itself something of a record, as this will be the 15th different yacht on which he has headed south.

Over a quarter-century of ocean racing, Geoff sailed three Sydney-Hobarts on *Salacia* (third overall in 1969), one on *Salacia II* (third overall in 1970) and also crewing aboard *Salacia II* in the 1971 Admiral's Cup in England.

In his early races he sailed once on *Onya Of Gosford*, *Queequeg* and on *Helsal* (the year after she broke the record), twice on *Pacha* and twice on *Patrice III* and three times aboard *Vanguard*.

Three other Hobarts were aboard *Adrenalin*, *Bewinched* and *Venture One*, and two aboard *Fujitsu Dealers*. Geoff sailed two Hobarts on *Szechwan*, including a third in 1983 when the Davidson 39 was a member of the Australian team in the Southern Cross Cup.

His last four races were

aboard *Silver Minx*, notching up his 25th in the 1991 Kodak Sydney-Hobart with a 17th overall in the IOR category.

## **Nicky Bethwaite Yacht: Maglieri Wines Adelaide Position: Trimmer How Many Hobarts: 1**

Coming from a well-known family of sailors, Nicky Bethwaite could hardly have avoided being addicted to sailing herself. Teaming up with her sister Christine in the early 60s, they sailed a *Flying Ant* for some time before moving onto a *Cherub*, winning a world championship with brother Julian.

In the 80s Nicky got involved in the 470s which were later to take her to the Olympic trials for the 1984 Olympic Games and eventually to the Olympic Games in Seoul in 1988. She and Jenni Lidgett, another Australian Olympic sailor, formed a formidable team in this class in the 80s.

Sailing other classes of boats too numerous to mention, Nicky also sails mainsheet hand on an 18' skiff with brother Julian from time to time, and is a member of the Racing Rules Committee with the YA of NSW, dealing with appeals from protests. She also coaches promising young sailors with their eye on the next Olympic Games.

Nicky was a member of our winning Australian Olympic 2000 Bid Committee, and after that exhausting

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# people afloat (to hobart)



Above, Nicki Bethwaite

task has decided to take time out and do what she loves most – sailing.

Racing to Hobart for the first time last year on *I'm A Mess*, has given her the bug for ocean racing, so when the offer came up to sail the Southern Cross Series and the Sydney-Hobart on Geoff Vercoe's crack one tonner, along with America's Cup helmsman Fred Neill, she couldn't say no.

**Peter Dowdney**  
**Yacht: *Sword Of Orion***  
**Position Aboard: Bowman**  
**How Many Hobarts: 5**

Peter Dowdney is one of the new breed of Hobart heroes. Although he has only five races under his belt he comes with a wealth of experience in the America's and Kenwood Cups.

He first went to Hobart on *Mandrake* on 1985: the boat finished the race in Eden with all the halyards broken. The only thing left was the topping lift.

In 1987 he was on the bow of *Ragamuffin* when she finished second across the line and again in 1988 when the maxi took line

honours, finished third overall and won the maxi division.

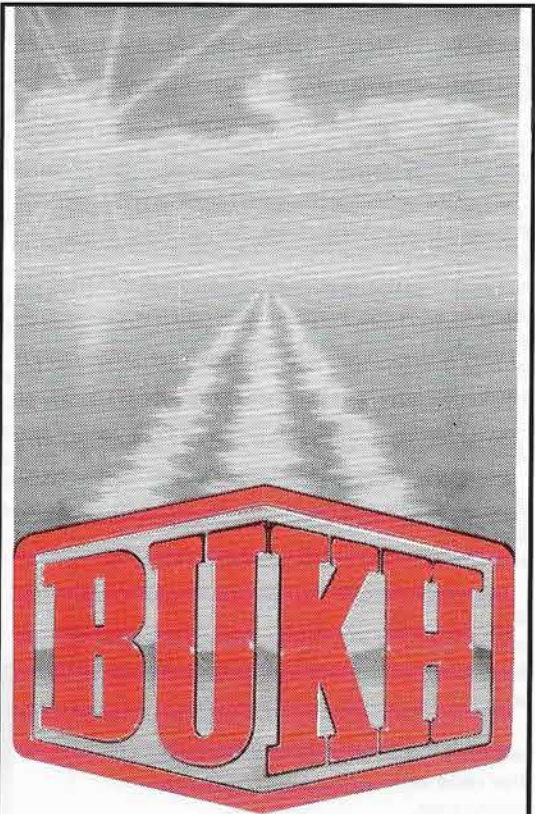
The next year he sailed on Gino Knezic's *Illusion* and did the 1990 on *Western Port Venture*. Peter lines up for his sixth Hobart on the bow of the Peter Sajet/Chuck Mehrmann 44 footer *Sword Of Orion*.

**Bruce Taylor**  
**Boat: *JLW Chutzpah***  
**Position: Owner/Skipper**  
**How Many Hobarts: 10**

Royal Yacht Club of Victoria Vice-Commodore Dr Bruce Taylor must rank as one of the unluckiest owner/skippers in the race.

On no less than four occasions he has been leading the race on handicap when the weather turned against him.

The closest he came to winning was in 1987. He only had to average 2.5 knots to the finish to beat *Sovereign* and win outright. The win looked so certain that even the "Hobart Mercury" had come out with a front page headline saying his Davidson 34 *JLW Chutzpah* had



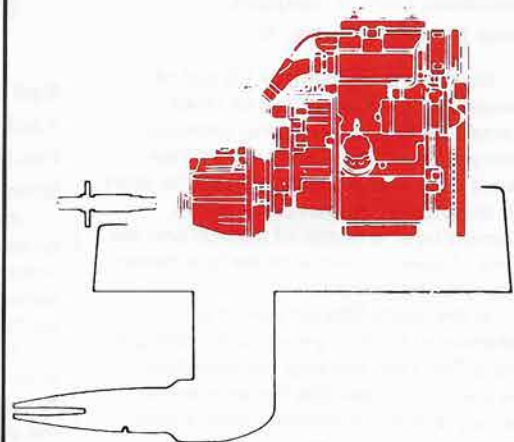
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# people afloat (to hobart)

won. But it was not to be: the wind dropped out and the little boat parked for eight hours off Maria Island.

The most frustrating year was in 1988. That was the year Chutzpah's sister boat, Gino Knezic's *Illusion*, won.

Taylor was once again leading on handicap when the mast dropped over the side just south of Sydney: he returned to the CYCA and watched as *Illusion* took the prize. It was made more frustrating when his previous *Chutzpah* won the Sydney to Coffs Harbour race that year as well.

He finished second again behind *Sagacious* in 1990.

This will be the last year Bruce Taylor has to get his name on the IOR trophy he has tried so hard to win and he is putting in a serious challenge.

The rig has been beefed-up and the boat has new headsails and spinnakers built by Kingsley Piesse. He is going for the lowest possible rating and will take only seven crew.

All have sailed together for the past six years and all will be extremely fit for the race after an intensive fitness campaign.

"The boat is an extremely demanding boat, physically, to sail," he said. "It's hard to get rest during the race as we have only two below at any one time, so we are working out and swimming most days. My partner in my dental practice thinks the swimming is ironic."

## **Alf Neate**

**Yacht: *Morning Mist III***

**Position: Owner/skipper**

**How Many Hobarts: 9**

Building and sailing a VS out of Sandringham Yacht Club in 1948 started Alf Neate on a long association with yachting. He sold the VS three years later and used the capital to start his business – Susan Day Cakes (named over a bottle of scotch and six cans of beer) a decision he has never regretted to this day.

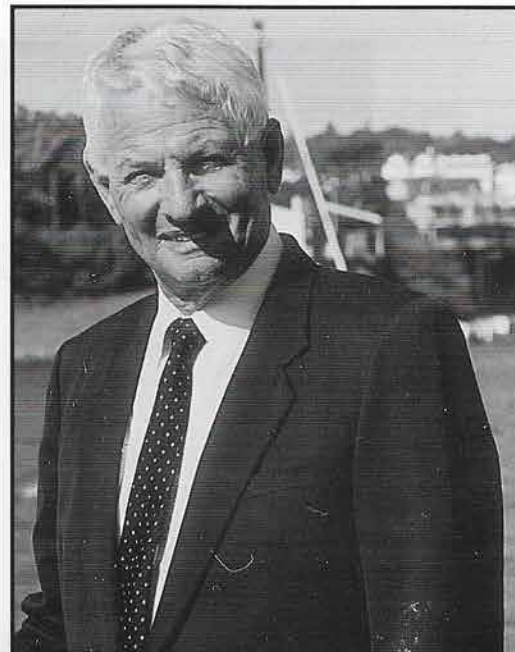
In the early 60s Alf sailed a catamaran for five years, and then got into a Top Hat, starting his yachting career. In the late 60s he won some money in the Tattersalls Lottery and bought an S&S34, the beginning of his love of ocean racing.

In the 80s he purchased a cruiser/racer, doing the odd race and enjoying the luxury of cruising, but in 1991 the racing bug bit him again and he commissioned Bruce Farr to design

the first Farr 50 IMS to race in Australia, which he raced for the first time in last year's feeder race from Melbourne to Sydney – taking out first place, and then the Kodak Sydney-Hobart race.

Alf is about to take on his 10th Sydney-Hobart – and he's looking forward to it. After winning the prestigious inaugural Kodak Gold Cup last year for taking first place in Division A under IMS, he also took out second place overall in the IMS Class. Alf's ambition this year? To hang onto that Gold Cup and to take first place overall.

**Right Syd Fischer and below, Alf Neate**



## **Syd Fischer**

**Yacht: *Ragamuffin***

**Position: Owner/skipper**

**How Many Hobarts: 25**

Syd has joined the ranks of those on the board for having raced to Hobart 25 times or more, 22 of them sailed as owner/skipper, and this will be his 26th trip.

A fierce competitor, Syd has twice won line honours with his maxi *Ragamuffin*, and finally last year won the prize that has eluded him for 21 years – first overall on his 50' *Ragamuffin*. This year will see him back with *Ragamuffin* aiming to take first place again, which could well be on the cards.

In his spare time Syd has represented Australia numerous times:

at Admiral's Cup seven times (5 of those as team captain), winner of the Fastnet Race in 1971, part of the winning team in the horrific 1979 series, top scoring yacht in the 1993 series and narrowly beaten in a three-boat finish in the Fastnet Race (only seconds separated the three).

He has also represented Australia twice at the Clipper Cup in Hawaii, both times part of the winning team, and represented Australia at the Kenwood Cup in Hawaii in 1988.

In 1992 Syd won the 50' Association Regatta in St Tropez and in 1993 took out the 50' International Regatta in Monaco. This year he was elected by America's Cup Challengers as Chairman, Finance Committee, and in 1983, '86/'87 and '92 he was an America's Cup competitor.

# Helping the Hobart Race

## Landfile Consultancy To Again Chart Race

Landfile Consultancy will again be providing their expertise to locate and display the positions of yachts in the 1993 Kodak Sydney-Hobart Race. After each radio sked the yachts' positions are entered into MapInfo, a PC-based geographic information system. Landfile then uses the MapInfo to plot the position of each yacht and produce a range of maps for race organisers and the media. Last year was the first time a GIS was used and it proved a success, as maps ranging from the location of the whole fleet to leading yachts or the Tasmanian yachts were quickly made available.

A summary report of the 1993 Sydney-Hobart Yacht Race will be produced, providing a unique way for people to look at the progress of each yacht and to compare its position with other boats in the fleet. The 1992 report proved popular with yachtsmen who wanted to analyse their yacht's performance or wanted a moment of the race.

The MapInfo based system used by Landfile will further be developed to include an inquiry system, allowing race organisers and the media to select and

analyse particular yachts or particular divisions. Effectively an "information system" on the 1993 fleet will be created.

In the case of the Sydney-Hobart Yacht Race the yacht's grid position (latitude and longitude) are used to plot their position, data such as the yacht's name, division, position on handicap, etc, can then be attached to the yacht's location. Questions such as "show me the leading yachts in the IMS division" can be easily answered and plotted to those interested.

Landfile Consultancy provide their services either as consultants or in the provision of software and digital map data.

Landfiles' clients are involved in marketing, demographics, local government, emergency services, transport, distribution and land resource industries. Uses include siting activities, geographic planning, analysing customers, studying census data or simply spotting patterns or trends. Enquiries and analysis can be made off the screen and results plotted to a printer.

If you wish to pre-order your summary reports for this year or would like further information on Landfile, its services and products, contact Robert Rowell at Landfile on (002) 447 344.

## Solution 6 Vital Aid To Media Coverage

Fast media reporting is a vital part of major international yachting events such as the Kodak Southern Cross Cup and Asia Pacific Ocean Racing Championships, with entries this year from all Australian States, New Zealand, Germany, the United States and France.

In these days of modern communications, fast and reliable computer systems serve the needs and the public with race information through television, radio and print media outlets.

Solution 6, a successful public company whose expertise has been largely directed at the accountancy profession, has provided not only the best available hardware and software for the Kodak Sydney-Hobart Media Centres, but also made available its professional advisers to maximise the operation of PC stations and laptop computers.

Laptops are a vital part of modern news journalists, giving them the ability to write and file their stories "down the line" from mobile situations and remote locations. Solution 6 has provided such equipment for media centres at other major yachting classics, including the

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Since its inception, Solution 6 has demonstrated its long-term commitment and growing expertise in providing computerised accounting systems to the accountancy profession, their clients and accountants in commerce.

In striving to achieve higher standards the management of Solution 6 has committed the company to an on-going program to continually improve its products and services. Solution 6 clients talk of increased personal productivity, efficiency and profitability from having installed their wide and ever-increasing range of specialist software.

Solution 6 is now an international operation with its head office in Sydney and offices in the United Kingdom, Ireland and Hong Kong. In addition there are Australian branch offices in Sydney, Melbourne, Brisbane, Townsville, Adelaide and Perth.

For journalists covering the Kodak Southern Cross Cup and Asia Pacific Ocean Racing Championships and the Kodak 49th Sydney-Hobart Race, Solution 6 has provided the means for effective and fast dissemination throughout Australia and indeed the world.

### **\$5000 Prizemoney For CYCA Match Racing**

Titan Australia Pty Ltd, manufacturers of the successful floating winch handle, are sponsoring a major interclub match race event being organised by the Cruising Yacht Club of Australia in Rushcutters Bay next March.

The inaugural event, which is expected to attract the best match-racing exponents in Australia, will carry prizemoney totalling \$5000, of which \$2000 will go to the winner.

The racing will be in the Elliott 5.9 yachts in the CYCA's Youth Sailing Academy fleet, over two Sundays, March 13 and March 20, 1994.

Notice of Race will be sent to clubs shortly, inviting each to nominate one three-person crew - which must be a mix of male/female over the age of 18.

### **Advice for Spectators Afloat on Boxing Day**

NSW Waterways have produced a special brochure to ensure a safe and enjoyable day for all who go afloat on Boxing Day. The brochure, which includes a chartlet clearly showing the exclusive zone for yachts competing in the Kodak Sydney-Hobart Yacht Race, is available from all clubs and marine outlets in Sydney and from Waterways offices.

The brochures, which also will be handed out by patrol boats on Boxing Day, set out the following advice for spectators afloat:

1. The spectator limit lines will be marked with orange inflatable buoys, except at positions 8, 10, 13, 14 and 15 (shown on the chart), which are fixed aids to navigation.

2. Positions 1 to 20, except those

above, will be marked by CYCA and MSBWA orange inflatable marks approximately 2m high.

3. Smaller yellow inflatable marks approximately 1.2m high, bearing Kodak Gold logos, will be positioned between the numbered orange buoys.

4. The two rounding marker buoys (position X and position Y) will be marked by very large conical yellow inflatable buoys provided by Kodak. CYCA official vessels will be standing by at position X and position Y, identifiable by very large yellow flags.

5. Control vessels showing an orange control banner with the wording "MSB Waterways Control" will patrol the spectator limit lines. Please take note of instructions from these vessels and from MSB Waterways and Water Police craft.

6. All spectator craft are to pass inshore of the spectator limit lines as shown on the adjoining chart by unbroken lines, from 11.30am local time.

7. No vessel is permitted to anchor adjacent to the course after 11.30am.

8. If you are going to watch the start of the race near the manoeuvring area, make sure that you give the yachts plenty of room as they may sail outside the marked limit lines.

9. Be careful to watch for other vessels, particularly when following the fleet down harbour and out to sea. Skippers must exercise extreme care if conditions are crowded. When the race starts, maintain your speed relative to the surrounding vessels. Make sure that all your passengers are within the vessel - it is an offence to sit over the bow of a powered craft.

10. After the start small vessels should stay clear of congested areas as turbulence created by a large and fast moving fleet can be very dangerous.

11. Sail craft not competing in the event should not operate under sail near the race area after 11.30am. This applies in particular if you wish to follow the fleet.

12. No spectator craft will be allowed within the course area after 11.30am. Vessels on the course will be escorted to the nearest limit lines.

13. Competing yachts will display on their backstay either a white flag with a Kodak logo in black or gold flag with the sponsor's logo in red, both flags to measure 600mm x 900mm. Please keep well clear of any vessel displaying this flag.

14. The 1992 Kodak Sydney-Hobart Yacht Race starts at 1.00pm from a line between Shark Island and Bradley's Head. There will be a gun and warning signal for the yachts at 12.50pm, a further gun and preparatory signal at 12.55pm and the starting gun and starting signal at 1.00pm.

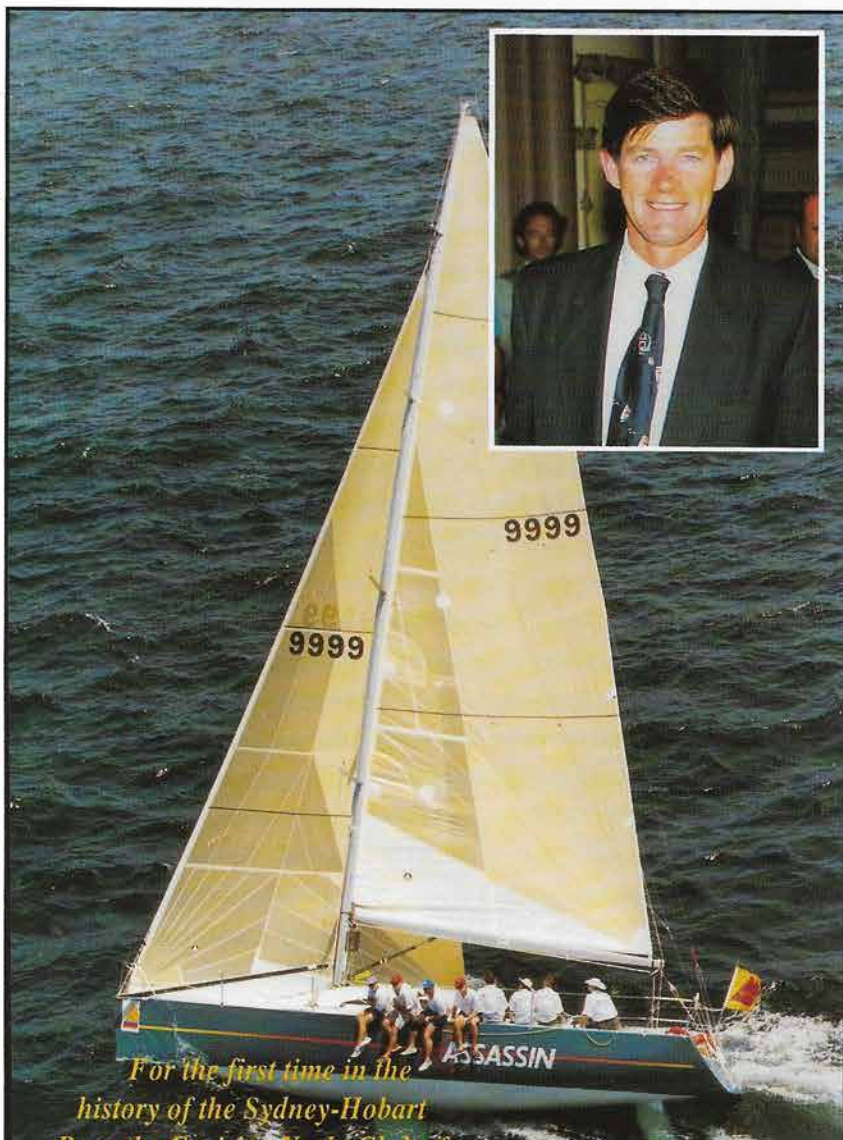
15. Commercial vessel area in Taylors Bay is to be kept clear for charter vessels and ferries.

16. General safety messages will be broadcast as necessary by MSB Waterways on marine radio bands 27.88 and VHF Chan 16.



# Kodak Sydney- Hobart Yacht Race

## The 1992 Winners

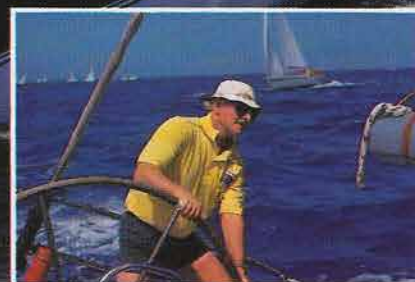


*For the first time in the history of the Sydney-Hobart Race the Cruising Yacht Club of Australia declared two overall handicap winners of the 1992 Kodak 48th Sydney-Hobart Race*

*— first under the International Offshore Rule (IOR) and first under the International Measurement System (IMS).*

*Both winners, Assassin (above) and Ragamuffin (right) hold equal status in the record book and the overall winners and placegetters won fine perpetual trophies and replicas to mark that status.*

*There will again be two overall winners for this year's race, but with the continuing decline of IOR, the CYCA has indicated that it will revert to one overall winner for the 50th in 1994 — the IMS overall winner.*



# 1992 IOR Overall

# R A G A M U F F I N

WINNING the IOR overall of the 1992 race the Farr 50 *Ragamuffin* gave the veteran Sydney yachtsman Syd Fischer his first overall win in 24 Sydney-Hobart races, 22 as a yacht owner.

Fischer, a veteran of America's Cup challenges, and winner of international ocean racing events including the Admiral's Cup, Clipper Cup, One Ton Cup and Fastnet Race, had twice taken line honours with his former maxi yacht, also named *Ragamuffin*, and several times been placed in overall results.

A laconic Fischer, now 65 years old, famous for his comment on the Sydney-Hobart race – "What else would you do between Christmas and New Year?" – was equally as casual about his win.

"It's just a good win – it's better than not winning," was his comment, but he was obviously delighted with his first-ever overall victory.

"The handicap honours are the ultimate victory; line honours are for the biggest and best equipped boat – unless someone flies the wrong spinnaker," he added in an allusion to the penalty imposed on the UK yacht *Rothmans* which gave him the line honours win in 1990.

In the closing stages of the race two small yachts had a chance to displace *Ragamuffin*, *JLW Chutzpah* from Melbourne and *Hall Chadwick Nuzulu* from Sydney, but in the end both ran out of time.

The end result was that the bigger boats dominated the IOR overall results, with *Ragamuffin* scoring a comfortable win from *New Zealand Endeavour*, skippered by Grant Dalton, and the 1991 overall IOR winner, the Irish entrant *Atara*, skippered by Gordon Maguire.

All but Syd Fischer's first two ocean racing yachts have been named *Ragamuffin*, with the exception of *Stormy Petrel*, which he chartered to win the World One Ton Cup.

In a remarkable career spanning a quarter of a century, Fischer has captained winning teams at the Admiral's Cup in England, the Clipper Cup in Hawaii and individually won the Fastnet Race and the One Ton Cup.

His campaign with his latest *Ragamuffin*, a Bruce Farr-designed 50-footer previously named *Will*, also marked his return to ocean racing after a break of a year for his America's Cup campaign in San Diego.

Earlier this year he returned to Cowes in England to captain yet another team at the Admiral's Cup, the international teams trophy that had eluded Australia since Fischer led them to victory in 1979. In a remarkable finish the Australian team lost victory by .25 point to the Germans after their Two Tonner *Great News II* was dismasted in the Fastnet Race.

Fischer's European-based Farr 50, also named *Ragamuffin*, was the top-scoring 50-footer in the Admiral's Cup.

The veteran yachtsman has also lodged another challenge for the America's Cup in 1995 and now, having achieved one of his two great ambitions in yachting, the second will be to win back the Auld Mug for Australia.

A former Australian Yachtsman of the Year, Syd Fischer was also awarded an OBE for services to yachting. In business Fischer is a hotelier and property developer and lives in the suburb of Mosman.

Fischer has been a member of the Cruising Yacht Club of Australia for 30 years, and is also a member of the Royal Sydney Yacht Squadron and Middle Harbour Yacht Club.

*Ragamuffin* was sailed by an internationally experienced crew, headed by Hugh Treharne (sailing master) and Fremantle-based Englishman Chris Law.

Their policy was to drive the yacht and the crew as hard as they could without breaking boat or bodies. "They both groaned and creaked a lot but they didn't break," commented Law, who had last been to Hobart for the Cadet dinghy world championships and came fourth.

With only two IOR divisions, with 33 yachts sailing under IOR ratings, the one tonners sailed with the 50-footers and maxis, with *Ragamuffin*, *New Zealand Endeavour* and *Atara* filling the IOR Division A placings.

*JLW Chutzpah*, a Davidson 34, won Division B, making up somewhat for her dismasting in the 1991 race when also well placed. Second place went to the Jutson-optimised Davidson 36 *Kings Cross Sydney*, skippered by Ray Stone, and third to another Victorian boat, *Paladin*, skippered by Charles Mehrmann.

# 1992 IMS Overall

# A S S A S S I N

A NEW era began for the annual Sydney-Hobart Race with the overall victory in the IMS category by *Assassin*, a newly-launched, purpose-built 40-footer designed by US-based New Zealander Bruce Farr.

The CYCA not only lifted the expanding IMS fleet to equal status with the IOR fleet by declaring two overall handicap winners but the 1992 fleet also attracted the first of the new breed of state-of-the-art yachts designed and built specifically to the IMS rule.

In fact, Robin Crawford's Farr IMS40 *Assassin* and Alf Neate's Farr IMS50 *Morning Mist III* represented the world's very latest in the IMS design and construction concept and proved their ability by dominating results in the Kodak Sydney-Hobart and Kodak Asia Pacific ocean racing championship series.

*Assassin* became the first yacht to have its name engraved on the Bass Strait Cup, and also the winner of the Gordon Marshall Trophy. *Morning Mist III* won IMS Division A, also becoming the first yacht to have its name on the magnificent Kodak Gold Cup.

## Robin Crawford on the win

WINNING the last Hobart on overall IMS was a combination of luck and and planning /project management exercise that started early in 1992. The project management objective set in February 1992 was ambitious and unambiguous: to win the short races that made up the Asia Pacific Series.

There is too much luck involved in the Sydney-Hobart for that to be part of the planned objective; fortunately luck was with us, and we ended up with four convincing wins and one second in the series. Here is a brief summary of what happened...

The last stage of the 1992 Hobart race was, at least for those of us on board *Assassin*, really quite unpleasant. We were all seasick ), and at times cold, wet, and generally bashed about. *Assassin* weighs only around five tonnes and is a very powerful boat with little weight in the bow or stern.

Given 35+ knot sou'westerlies, a steep swell, two reefs and a storm jib the boat still jumped off waves with great gusto whilst maintaining 9-10 knots of boat speed, flicking crew members up, down, back, forth at every opportunity.

There were only three consolations: 1. the boat is fast, so the suffering was not unduly prolonged (interesting phenomenon - we all look forward to the major races, but once they start we can't wait for them to finish!); 2. the boat is dry and comfortable, and showed no signs of falling apart; and 3. best of all, from the time the sou'wester arrived, we were reasonably confident of winning, having somehow managed a good jump on our opposition during the light northerly breezes early in the race.

Our Hobart became an exercise in hanging in there and avoiding mistakes and breakages, not pushing any harder than necessary to more or less maintain our handicap lead. Getting the lead in the first place is a more complex problem: I happen to believe that success in major races (particularly consistent success) is at least 60% decided before you even leave the dock.

*Assassin's* blitz of 1992/3 IMS racing

traces back to Sydney-Mooloolaba 1992, when I finally decided that *The Pink Boat* was no longer competitive and it was time to have a serious crack at ocean racing. Despite the great (and continuing) uncertainties of the IMS rule, getting a purpose-built IMS boat appeared the best option, and that was the start of a major project management exercise.

The setting of a tough objective for the project forced the project manager to adopt a no-compromise, full-on approach - particularly since the project manager was not a notably talented or experienced yachtsman! The two major thrusts were all about getting the right boat and assembling the right people to sail it. I did a lot of reading, spoke to and visited various designers and builders, sailed on the then champion *Gaucha* in Annapolis, and on *Cookson High 5* in Auckland and plagued the Farr office to distraction with 101 queries. At the same time I managed to persuade Andrew Buckland and Bob Fraser to take a serious interest in the project - they had the expertise and experience I lacked.

Andrew is a gifted yachtsman, having won about six world championships in a variety of different classes of boat - mainly dinghies and skiffs. He is a man of fairly definite opinions and has a good technical grasp of yacht, rig and sail design.

Bob is the principal of Fraser Sails, which along with Norths dominate the serious racing market in Australia; I am most impressed with his broad and deep understanding of what this (silly!) yacht racing business is all about, quite apart from his undoubted sailing (and steering) skills. Between them, they must have a million or more miles of serious experience and countless Admiral's Cups, Kenwoods and so on.

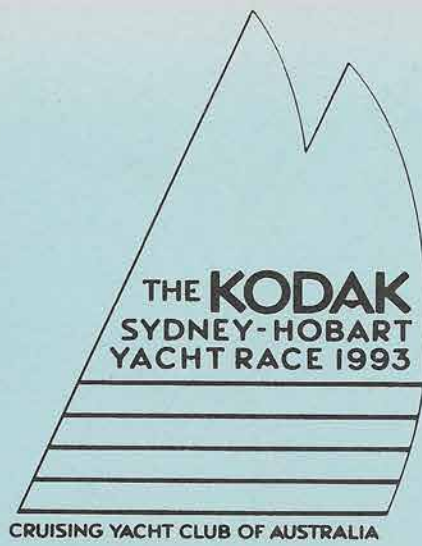
Between us, we finally opted for a Farr 40 IMS design built by Cookson in Auckland. Whilst I had an emotional preference for having my boat built in Australia, the limited time frame and particular experience of Cookson won out - Mick Cookson built the first Farr IMS 40 (*Cooksons High 5*) and campaigned it to win the 1992 Kenwood Cup.

Another distinct advantage was that as soon as the boat was built, Bob Fraser, Andrew Buckland and I were able to go over to Auckland and spend a few days sailing it with the victorious *High 5* crew and mast makers Southern Spars. This enabled us to set the boat up quickly and learn from their experience.

Within three days of the arrival of *Assassin* in Australia we were out tuning the boat and the crew, calibrating instruments, swinging compasses, testing and recutting sails (hardly necessary, thanks to great work by the Fraser loft), installing weather faxes and collecting data.

This brief history glosses over the 120 odd items on the project management list that had to be worked through to get to the start line. It also ignores what was probably the biggest factor in *Assassin's* success - almost no-one else was brave (or foolhardy) enough to take the plunge in mid-1992 and build a fully cranked state-of-the-art IMS yacht. Things are different this year, with at least six great new boats being launched. The *Assassin* might just have to change its name!

- Robin Crawford



## 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 complete results of only the first race and the past 12 are published in full in this issue. The others list the first five placings overall and division winners.

**1945**

PI Yacht	Elapsed Time	TCF	Corrected Time
1 RANI.....Capt. J. Illingworth, RN	6-14-22	.6670	4-09-48
2 AMBERMERLE J. Colquhoun, C. Kiel	8-08-18	.6722	5-14-39
3 WINSTON CHURCHILL P. Coverdale	7-07-38	.7706	5-15-20
4 KATHLEEN.....J. Earl	8-06-20	.6858	5-15-59
5 HORIZON.....J.R. Bartlett	8-07-47	.6977	5-19-23
6 SALT AIR.....R.M. Walker	8-13-48	.6859	5-21-09
7 MISTRAL II.....R.F. Evans	8-12-55	.9063	7-17-13
8 WAYFARER.....P.M. Luke	11-06-20	.6912	7-19-43

**FASTEST TIME:** RANI 6-14-22  
**RETIRED:** ARCHINA

**1946**

PI Yacht	Elapsed Time	TCF	Corrected Time
1 CHRISTINA.....J.R. Bull	6-18-51-15	.6625	4-11-53-27
2 SAGA.....B.J. Halvorsen	6-09-52-00	.7161	4-11-53-27
3 MORNA.....C. Plowman	5-02-53-33	.9104	4-15-52-53
4 DEFIANCE.....F.A. Bullock	5-19-19-25	.8180	4-17-58-00
5 MATTHEW FLINDERSA. Palfreyman	5-22-05-20	.8071	4-18-40-48

**FASTEST TIME:** MORNA 5-02-53-33  
**STARTED:** 19  
**RETIRED:** 8

**1946 WEATHER:** Light north-east winds for the first two days, then a 65 mph sou'westerly hit the fleet in Bass Strait with seas up to 25 feet.

**1947**

PI Yacht	Elapsed Time	TCF	Corrected Time
1 WESTWARD.....G.D. Gibson	5-13-19-04	.7232	4-00-24-56
2 MOONBI.....H.S. Evans	5-22-46-02	.6807	4-01-10-54
3 PEER GYNT.....T. Halvorsen	6-01-18-15	.6853	4-03-34-37
4 KINTAIL.....D. Macrae	5-20-00-56	.7359	4-07-02-15
5 FORTUNA.....Dr R. Wishaw	6-05-13-09	.6965	4-07-55-52

**FASTEST TIME:** MORNA (C. Plowman) 5-03-03-54  
**STARTED:** 23  
**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**

PI Yacht	Elapsed Time	TCF	Corrected Time
1 WESTWARD.....G.D. Gibson	4-14-17-32	.7232	3-07-45-48
2 SEEVOGEL.....W. Harris	4-14-24-03	.7597	3-11-52-17
3 ARCHINA.....P.G. Goldstein	4-11-28-10	.7900	3-12-54-03
4 MOONBI.....H.S. Evans	5-05-01-53	.6807	3-13-06-32
5 NERIDA.....C.P. Haselgrove	4-09-45-10	.7415	3-13-48-20

**FASTEST TIME:** MORNA (C. Plowman) 4-05-01-21  
**STARTED:** 18  
**RETIRED:** 5

**1948 WEATHER:** Hard running down the NSW coast with even small yachts logging 200 miles in 24 hours. Fastest race to that date.

**1949**

PI Yacht	Elapsed Time	TCF	Corrected Time
1 TRADE WINDS.....M.E. Davey	5-11-15-34	.7288	3-23-39-43
2 WALTZING MATILDA...P. Davenport	5-10-33-10	.7406	4-00-41-15
3 ELLIDA.....P. Halliday	6-05-26-10	.6603	4-02-40-22
4 MARGARET RINTOUL...A. Edwards	5-10-35-01	.7652	4-03-55-21
5 FORTUNA.....W. Fesq	6-02-05-07	.6948	4-05-30-00

**FASTEST TIME:** WALTZING MATILDA (P. Davenport) 5-10-33-10  
**STARTED:** 15  
**RETIRED:** 2

**1949 WEATHER:** Mainly light and variable winds, but with 40 knot northerly in Bass Strait on the third day.

**1950**

PI Yacht	Elapsed Time	TCF	Corrected Time
1 NERIDA.....C.P. Haselgrove	5-06-15-49	.7597	3-20-17-13
2 MARGARET RINTOUL A.W. Edwards	5-05-28-35	.7606	3-23-26-14
3 MISTRAL V.....G. W. Rex	5-05-47-01	.7704	4-01-21-23
4 FORTUNA.....W. Fesq	6-02-50-26	.6923	4-05-39-28
5 SOLVEIG.....T.&M. Halvorsen	6-01-41-29	.7149	4-08-08-25

**FASTEST TIME:** MARGARET RINTOUL (A.W. Edwards) 5-05-28-35  
**STARTED:** 16  
**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.

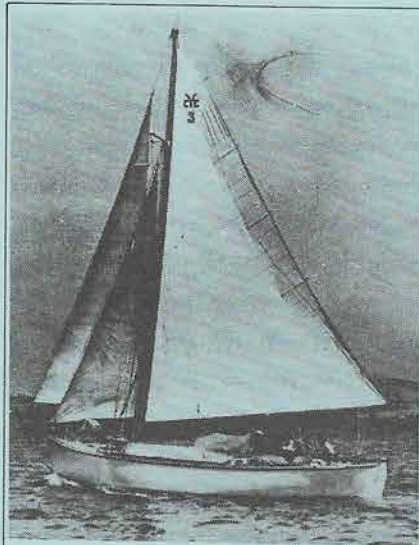
WINNERS



GALLERY



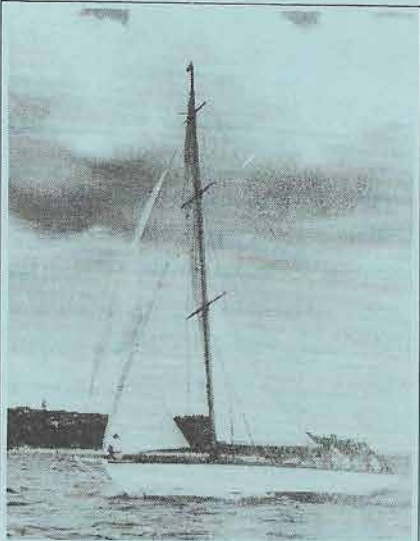
1945 – Rani



1946 – Christina



1947, 1948 – Westward



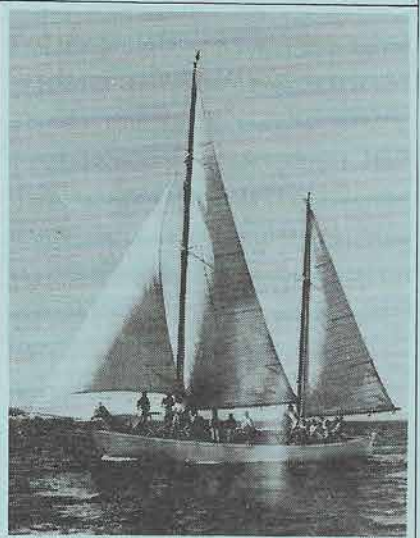
1949 – Tradwinds



1950 – Nerida



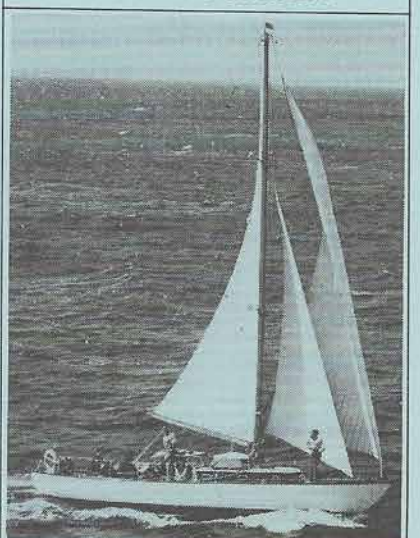
1951 – Struen Marie



1952 – Ingrid



1953 – Ripple



1954 – Solveig



## 1951

PI Yacht	Elapsed Time	TCF	Corrected Time
1 STRUEN MARIE.....T. Williamson	4-03-38-35	.6805	2-19-48-26
2 LAHARA.....D. Ashton	4-07-24-59	.6652	2-20-47-33
3 LASS O'LUSS.....J. Colquhoun	4-03-12-05	.7059	2-22-01-35
4 FORTUNA.....W. Fesq	4-05-54-38	.6923	2-22-33-10
5 ELLIDA.....J. Halliday	4-14-51-58	.6603	3-01-12-18

FASTEST TIME: MARGARET RINTOUL (A.W. Edwards) 4-02-29-01

STARTED: 14

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

PI Yacht	Elapsed Time	TCF	Corrected Time
1 INGRID.....J.S. Taylor	6-17-07-22	.6575	4-09-56-18
2 MOONBI.....H.S. Evans	6-17-10-23	.6654	4-11-14-40
3 NOCTURNE.....J.R. Bull	6-02-34-47	.7737	4-11-32-44
4 RIPPLE.....R.C. Hobson	6-22-58-30	.6541	4-13-13-06
5 KINTAIL.....D. Macrae	6-11-15-01	.7048	4-13-25-13

FASTEST TIME: NOCTURNE (J.R. Bull) 6-02-34-47

STARTED: 17

RETIRED: 0

1952 WEATHER: Light fickle winds and flat calms made luck a major factor and gave the smaller boats the edge. *Nocturne*, a 35 footer, beat much larger yachts over the line.

## 1953

PI Yacht	Elapsed Time	TCF	Corrected Time
1 RIPPLE.....R.C. Hobson	5-12-58-36	.6633	3-16-12-12
2 SOLVEIG.....T.&M. Halvorsen	5-07-12-50	.7048	3-17-39-37
3 HORIZON.....S. Berg	5-10-41-46	.7016	3-19-41-47
4 KURURA.....A.J.A. Clarke	6-06-25-06	.6426	4-00-39-32
5 NIMBUS.....A.L. Cohan	6-05-23-15	.6571	4-02-09-45

DISQUALIFIED: 1953 O WILD WAVE (L. & G. KEATS)

FASTEST TIME: SOLVEIG (T.&M. Halvorsen) 5-07-12-50

STARTED: 24

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

PI Yacht	Elapsed Time	TCF	Corrected Time
1 SOLVEIG.....T.&M. Halvorsen	5-07-39-56	.7048	3-17-58-01
2 GIPSY QUEEN.....A.C. Eden	5-09-26-33	.7006	3-18-41-15
3 CAROL J.....J. Halliday	5-07-37-37	.7112	3-18-46-06
4 KINTAIL.....D. Macrae	5-07-23-34	.7290	3-20-52-10
5 SOUTHERN MYTH.....N. Howard	5-07-47-53	.7363	3-22-05-52

FASTEST TIME: KURREWA IV (F.&J. Livingston) 5-06-09-47

STARTED: 17

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

PI Yacht	Elapsed Time	TCF	Corrected Time
1 MOONBI.....H.S. Evans	5-01-28-24	.6697	3-09-21-05
2 COOROYBA.....C. Haselgrove	5-00-14-52	.6782	3-09-33-01
3 JANZOON.....W.R. Slade	5-02-41-21	.6939	3-13-08-02
4 NELL GWYNN.....R. Hickman	4-21-57-05	.7306	3-14-10-31
5 FANTASY.....D. Burridge	5-08-59-37	.6768	3-15-18-10

FASTEST TIME: EVEN (F.J. Palmer) 4-18-13-14

STARTED: 17

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

PI Yacht	Elapsed Time	TCF	Corrected Time
1 SOLO.....V. Meyer	4-05-03-33	.7927	3-08-33-52
2 ANITRA.....T. Halvorsen	4-16-43-34	.7164	3-08-45-25
3 CAROL J.....J. Halliday	4-20-31-58	.7069	3-10-22-37
4 JANZOON.....W.R. Slade	4-21-53-06	.7148	3-12-14-40
5 SIANDRA.....G.P. Newland	5-07-38-09	.6638	3-12-43-29

FASTEST TIME: KURREWA IV (J.&F. Livingston) 4-04-31-14

STARTED: 28

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

PI Yacht	Elapsed Time	TCF	Corrected Time
1 ANITRA V.....T.&M. Halvorsen	4-06-38-30	.7105	3-00-55-37
2 SOLO.....V. Meyer	3-20-19-16	.7973	3-01-36-37
3 CATRIONA.....D.M. Brown	4-07-42-45	.7596	3-06-46-48
4 KURREWA IV.....F.&J. Livingston	3-18-30-39	.9114	3-10-29-31

5 METUNG.....Dr T. Beatty 4-19-01-40 .7264 3-11-33-22

FASTEST TIME: KURREWA IV 3-18-30-39

STARTED: 20

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

PI Yacht	Elapsed Time	TCF	Corrected Time
1 SIANDRA.....G.P. Newlands	5-10-02-37	.6596	3-13-46-35
2 ANITRA.....T.&M. Halvorsen	5-04-08-57	.7037	3-15-21-50
3 SOUTHERN MYTH.....N.C. Howard	5-04-00-06	.7250	3-17-54-04
4 CAPRICE OF HUON.....W.H. Northam	5-03-32-00	.7302	3-18-12-15
5 UOMIE.....G. Pattinson	5-03-43-05	.7405	3-19-36-27

FASTEST TIME: SOLO (V. Meyer) 5-02-32-52

STARTED: 22

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

PI Yacht	Elapsed Time	TCF	Corrected Time
1 CHERANA.....R.T. Williams	5-02-13-53	.6590	3-08-33-02
2 ANITRA V.....T.&M. Halvorsen	4-18-01-47	.7094	3-08-53-34
3 SOUTHERLY.....D.E. Mickleborough	5-02-59-11	.6612	3-09-58-47
4 MALOHI.....N.H. McEnally	5-04-43-42	.6615	3-10-30-28
5 KALEENA.....H.E. Godden	5-06-06-39	.6665	3-10-47-30

FASTEST TIME: SOLO (V. Meyer) 4-13-33-12

STARTED: 30

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 Ball 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

PI Yacht	Elapsed Time	TCF	Corrected Time
1 SIANDRA.....G.P. Newland	5-00-59-03	.6596	3-07-48-04
2 KALEENA.....H.E. Godden	5-01-59-03	.6565	3-08-04-57
3 MALOHI.....N.H. McEnally	5-01-58-04	.6609	3-08-37-19
4 RIVAL.....A. Burgin & N. Rundle	5-03-19-24	.6694	3-10-33-09
5 NORLA.....T.&M. Halvorsen	4-19-57-03	.7177	3-11-13-04

FASTEST TIME: KURREWA IV (F.&J. Livingston) 4-08-11-15

STARTED: 32

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

PI Yacht	Elapsed Time	TCF	Corrected Time
1 RIVAL.....A. Burgin & N. Rundle	4-17-28-21	.6694	3-03-57-31
2 JANZOON II.....W.R. Slade	4-16-25-35	.6803	3-04-29-01
3 JOANNE BRODIE.....R.C. Hobson	5-00-05-39	.6501	3-06-04-24
4 ANITRA V.....J.S. Samson	4-15-58-59	.6989	3-06-15-54
5 MARIS.....J. Earl	4-22-51-06	.6590	3-06-19-24

FASTEST TIME: ASTOR (P.R. Warner) 4-04-42-11

STARTED: 35

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

PI Yacht	Elapsed Time	TCF	Corrected Time
1 SOLO.....V. Meyer	3-04-29-15	.7943	2-12-45-14
2 ONDINE.....S.A. Long	3-03-46-16	.8105	2-13-24-45
3 GALATEA M.....N.W. Kestel	4-03-53-00	.6323	2-15-09-22
4 JULIE.....A.&J. Sturrock	4-01-11-38	.6571	2-15-51-58
5 MALOHI.....S. Fischer	4-02-58-19	.6555	2-16-52-34

FASTEST TIME: ONDINE 3-03-49-16

STARTED: 42

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

PI Yacht	Elapsed Time	TCF	Corrected Time
1 FREYA.....T.&M. Halvorsen	4-15-17-03	.7014	3-06-03-17
2 CAVALIER.....I.E. McDonnell	5-04-36-12	.6428	3-08-05-22
3 LORITA MARIE.....N.B. Rydge, Jr	4-22-36-21	.6855	3-09-18-15
4 SEA WIND.....N.F. Brooker	4-17-02-54	.7194	3-09-19-37
5 CARMEN.....R. Swanson	5-08-11-57	.6362	3-09-33-37

FASTEST TIME: ASTOR (P.R. Warner) 4-10-53-00

STARTED: 44

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

PI Yacht	Elapsed Time	TCF	Corrected Time
1 FREYA.....T.&M. Halvorsen	4-01-17-45	.8014	3-05-58-14
2 CAMILLE.....R. Swanson	4-04-09-22	.7901	3-07-08-00
3 JANZOON II.....W. Russell-Slade	4-05-13-34	.7823	3-07-11-21
4 CADENCE.....H.S. Mason	4-11-58-09	.7371	3-07-35-03
5 SALACIA.....A.W. Byrne	4-04-08-38	.8035	3-08-27-56

FASTEST TIME: ASTOR (P.R. Warner) 3-20-05-05

STARTED: 38

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

PI Yacht	Elapsed Time	TCF	Corrected Time
1 FREYA.....T.&M. Halvorsen	4-06-23-32	.8014	3-10-03-26
2 CAMELOT.....J.G. Borrow	4-10-07-31	.7943	3-12-17-43
3 CADENCE.....H.S. Mason	4-20-37-32	.7372	3-13-58-34
4 BALANDRA.....R. Crichton-Brown	4-05-35-25	.8524	3-14-35-43
5 SEQUANA.....J.H. Tilley	4-21-25-16	.7475	3-15-46-20

FASTEST TIME: STORMVOGEL (C. Brynzee) 3-20-30-09

STARTED: 53

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

PI Yacht	Elapsed Time	TCF	Corrected Time
1 CADENCE.....H.S. Mason	5-13-25-24	.7403	4-02-46-24
2 SALOME.....R. Swanson	5-11-47-19	.7589	4-04-00-53
3 TAMBOO.....R.J. Green	5-12-16-22	.7586	4-04-04-40
4 MISTER CHRISTIAN.....P. Kurts	5-06-54-55	.7892	4-04-09-25
5 MALOHI.....S. Fischer	5-13-25-34	.7555	4-04-48-13

FASTEST TIME: FIDELIS (J.V. Davern) 4-08-39-43

STARTED: 46

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

PI Yacht	Elapsed Time	TCF	Corrected Time
1 RAINBOW II.....C. Bouzaid	4-19-59-38	.7653	3-16-39-15
2 PEN DUICK III.....E. Taborly	4-04-10-31	.8946	7-17-37-00
3 MATIKA.....N. Long	4-22-04-33	.7722	3-19-10-40
4 SALACIA.....A. Byrne	4-18-21-24	.8025	3-20-02-19
5 MERCEDES III.....H. Kaufman	4-18-41-05	.8035	3-20-08-56

FASTEST TIME: DIVISION WINNERS

DIVISION 1: PEN DUICK III

DIVISION 2: RAINBOW II

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

STARTED: 66

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 Mania Is suffered from light airs up the Derwent while the second half had fresh NW winds down the coast and up the Derwent.

## 1968

PI Yacht	Elapsed Time	TCF
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**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**

PI Yacht	Elapsed Time	TCF	Corrected Time
1 MORNING CLOUD.....E. Heath 4-05-57-53	.7496		3-04-25-57
2 PROSPECT OF WHITBY...A. Slater 4-00-19-19	.8024		3-05-17-19
3 SALACIA.....A. Byrne 4-02-40-57	.7945		3-06-24-11
4 THUNDERBOLT G. Shields & F. Thomas 4-06-35-05	.7644		3-06-24-56
5 TINA OF MELBOURNE.....B. Scott 4-06-07-44	.7690		3-06-32-13

**DIVISION WINNERS**

**ONE TON: TINA OF MELBOURNE**

**DIVISION 1: PROSPECT OF WHITBY**

**DIVISION 2: MORNING CLOUD**

**FASTEST TIME: CRUSADE (M. Aitken) 3-15-07-40**

**STARTED: 79**

**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**

PI Yacht	Elapsed Time	TCF	Corrected Time
1 PACHA.....R. Crichton-Brown 3-17-41-18	.9157		3-10-07-39
2 RAGAMUFFIN.....S. Fischer 3-20-42-28	.8869		3-10-13-20
3 SALACIA II.....A.W. Byrne 3-22-09-23	.8893		3-11-43-59
4 KOOMOOLOO.....N.B. Rydge, Jr 4-11-35-40	.8150		3-15-41-21
5 VITTORIA.....L. Abrahams 4-11-58-48	.8168		3-16-11-52

**ONE TON DIVISION: MATIKA**

**DIVISION 1: PACHA**

**DIVISION 2: MORNING MISCHIEF (R.R. Cavill)**

**FASTEST TIME: BUCCANEER (T.E. Clark) 3-14-06-12**

**STARTED: 61**

**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 hours. This made it a big boat race and brought up a record of 14 retirements.

**1971**

PI Yacht	Elapsed Time	TCF	Corrected Time
1 PATHFINDER.....B. Wilson 4-00-02-04	.7835		3-03-14-34
2 RUNAWAY.....J. Lidgard 4-01-00-50	.7844		3-04-05-51
3 WAI-ANIWA.....R.H. Walker 4-01-15-07	.7844		3-04-17-03
4 MORNING CLOUD.....E. Heath 3-21-58-57	.8141		3-04-30-40
5 TAURUS.....A.G. Lee 3-21-05-48	.8266		3-04-57-13

**DIVISION 1: MORNING CLOUD**

**DIVISION 2: PLUM CRAZY (G. Thomas)**

**OTC DIVISION: PATHFINDER**

**FASTEST TIME: KIALOA II (J. Kilroy) 3-12-46-21**

**STARTED: 79**

**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, bringing them right onto the heels of the leaders. Over two days almost all the fleet encountered frustrating calm but the middle-sized yachts held their own right to the finish.

**1972**

PI Yacht	Elapsed Time	TCF	Corrected Time
1 AMERICAN EAGLE.....R.E. Turner 3-04-42-39	.9681		3-02-15-49
2 CAPRICE OF HUON.....G. Ingate 4-00-31-29	.7730		3-02-36-49
3 GINKGO.....G. Bogard 3-15-16-35	.8621		3-03-14-27
4 APOLLO II.....A. Bond 3-15-17-22	.8662		3-03-36-36
5 RAGAMUFFIN.....S. Fischer 3-15-42-49	.8666		3-04-00-45

**ONE TON DIVISION: MARK TWAIN**

**HALF TON DIVISION: UNICORN**

**DIVISION A: AMERICAN EAGLE**

**DIVISION B: CAPRICE OF HUON**

**DIVISION C: MATIKA (A. Pearson)**

**DIVISION D: SEQUANA (M.J. Tilley)**

**FASTEST TIME: AMERICAN EAGLE 3-04-42-39**

**STARTED: 79**

**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 Jarvis Bay and they reached down almost to Twofold Bay, until a fresh southerly came in. After few tacks off Cape Howe most of the fleet were able to



sail across Bass Strait on a close fetch in the fresh sou'wester. With the wind abeam from the west and nor'west, the leaders continued to make a fast reach down the Tasmanian coast. Then without warning the leaders were hit by a fierce southerly change, gusting to more than 40 knots. But as they approached the Iron Pot the leaders ran into a series of frustrating calms as the rest of the fleet battled a Force 7 gale off the east coast. However, as the front passed, almost all the fleet were to suffer the same 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**

PI Yacht	Elapsed Time	TCF	Corrected Time
1 CEIL III.....W. Turnbull 3-12-05-34	.7786		2-17-28-28
2 PROSPECT OF WHITBY...A. Slater 3-07-49-47	.8471		3-19-29-48
3 RAMPAGE.....P. Packer 3-12-44-57	.8031		2-20-03-43
4 TAURUS.....A.G. Lee 3-11-52-25	.8147		2-20-19-54
5 IMPROBABLE.....D.W. Allen 3-07-09-56	.8666		2-20-36-17

**DISQUALIFIED: ALCHERINGA, RUTHEAN**

**DIVISION A: PROSPECT OF WHITBY**

**DIVISION B: RAMPAGE**

**DIVISION C: CEIL III**

**DIVISION D: SKYLARK (J. Ward)**

**FASTEST TIME: HELSAL (A. Fisher) 3-01-32-09**

**STARTED: 92**

**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 enabled *Helsal*, *Apollo* and *Siska* all to better *Onidine's* previous best elapsed time.

**1974**

PI Yacht	Elapsed Time	TCF	Corrected Time
1 LOVE AND WAR.....P. Kurts 4-04-27-20	.8503		3-13-25-02
2 BUMBLEBEE.....J.D. Kahlbetzer 4-01-03-51	.9044		3-15-47-05
3 GRANNY SMITH.....W. Anderson 5-06-47-59	.7016		3-16-57-46
4 MERCEDES IV.....H.T. Kaufman 4-12-19-13	.8236		3-17-12-46
5 FANTASY RAG.....J. Musgrove 4-08-53-02	.8604		3-18-14-32

**ONE TON DIVISION: HUON CHIEF (H.D. Calvert)**

**DIVISION A: LOVE AND WAR**

**DIVISION B: VITTORIA (L. Abrahams)**

**DIVISION C: POITREL II (J. Robson-Scott)**

**DIVISION D: GRANNY SMITH**

**FASTEST TIME: ONDINE III (S.A. Long) 3-13-51-56**

**STARTED: 63**

**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 laded 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**

PI Yacht	Elapsed Time	TCF	Corrected Time
1 RAMPAGE.....P. Packer 3-04-43-03	.7988		2-13-16-56
2 FAIR DINKUM.....P. Robson-Scott 3-10-35-23	.7442		2-13-27-47
3 SUPERSTAR.....K. Farlor 3-03-13-00	.8228		2-13-53-18
4 PIED PIPER.....B.F. Geissler 3-07-38-58	.7774		2-13-55-10
5 PROSPECT OF PONSONBY N.R. Angus 3-07-59-06	.7752		2-14-00-16

**DIVISION A: CORINTHIAN**

**DIVISION B: RAMPAGE**

**DIVISION C: PIED PIPER**

**DIVISION D: FAIR DINKUM**

**FASTEST TIME: KIALOA (J.B. Kilroy) 2-14-36-56**

**STARTED: 102**

**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 15-25 knots. On the 29th it was N 20-30 knots, which held through the 30th when the tail-enders experienced moderate SE conditions. Thus, conditions were virtually ideal for a fast run. No less than nine yachts lifted their skirts and beat *Helsal's* previous record.

**1976**

PI Yacht	Elapsed Time	TCF	Corrected Time
1 PICCOLO.....J. Pickles 4-05-30-15	.7857		3-07-45-07
2 ROCKIE.....P.&R. Kingster 4-07-30-12	.7774		3-08-27-49
3 RAGAMUFFIN.....S. Fischer 3-21-49-58	.8638		3-09-03-10
4 LOVE AND WAR.....P. Kurts 3-23-54-39	.8469		3-09-13-37
5 BACARDI.....R. Gould & W. Rockliffe 4-06-10-44	.7966		3-09-23-45

**TWO TON DIVISION: NATELLE TWO (N.S. Girdis)**

**ONE TON DIVISION: ROCKIE**

**THREE QUARTER TON DIVISION: GHOST (K.&R. Barry-Cotter)**

**HALF TON DIVISION: CHAUVINIST (J. Wareham)**

**DIVISION A: RAGAMUFFIN**

**DIVISION B: PICCOLO**

**DIVISION C: GHOST**

**DIVISION D: CHAUVINIST**

**FASTEST TIME: BALLYHOO (J. Rooklyn) 3-07-59-26**

**STARTED: 85**

**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**

PI Yacht	Elapsed Time	TCF	Corrected Time
1 KIALOA.....J.B. Kilroy 3-10-14-09	1.0454		3-13-58-10
2 RAGAMUFFIN.....S. Fischer 4-06-29-42	.8596		3-16-09-17
3 WINDWARD PASSAGE...F. Johnson 3-12-39-00	1.0435		3-16-19-56
4 LOLLIPOP.....P. Kline & I. Millar 5-15-39-10	.6931		3-22-01-15
5 NATELLE II.....N.S. Girdis 4-19-26-52	.8162		3-22-13-43

**DISQUALIFIED: CORDON BLEU, VANESSA**

**DIVISION A: KIALOA**

**DIVISION B: BRER FOX (R.W. Jackman)**

**DIVISION C: ZILVERGEEST III (A.J. Murray)**

**DIVISION D: LOLLIPOP**

**FASTEST TIME: KIALOA 3-10-14-09**

**STARTED: 131**

**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**

PI Yacht	Elapsed Time	TCF	Corrected Time
1 LOVE AND WAR.....P. Kurts 4-04-45-43	.8358		3-12-13-00
2 MARGARET RINTOUL II S.R. Edwards 4-03-34-39	.8499		3-12-37-51
3 CONSTELLATION.....J.W. Garner 4-04-08-15	.8613		3-14-14-54
4 STREAKER.....B.C. Ryan 4-22-42-34	.7660		3-18-55-53
5 MATIKA II.....A. Pearson 5-06-32-00	.7335		3-20-46-43

**DIVISION A: LOVE AND WAR**

**DIVISION B: DECEPTION (D. Rankin)**

**DIVISION C: STREAKER**

**DIVISION D: PEACOCK (K.W. & R.M. Adams)**

**FASTEST TIME: APOLLO (J. Rooklyn) 4-02-23-24**

**STARTED: 97**

**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 Jarvis 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

WINNERS



GALLERY



1955 – Moonbi



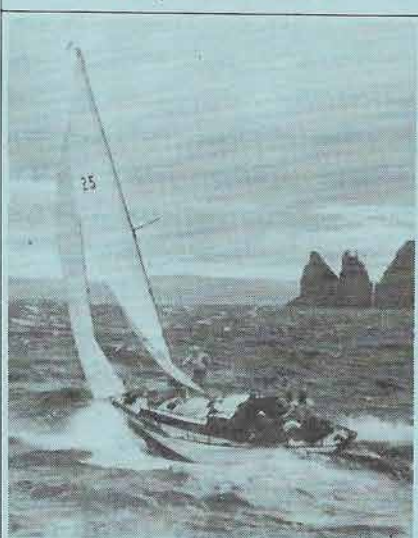
1956, 1962 – Solo



1957 – Anitra V



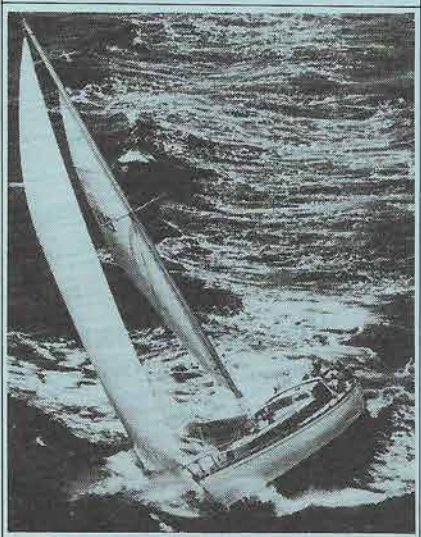
1958, 1960 – Siandra



1959 – Cherana



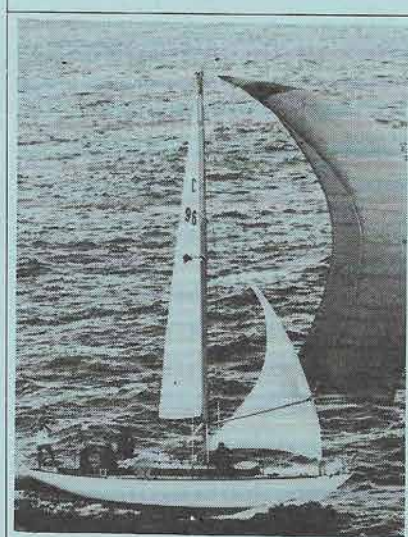
1961 – Rival



1963, 1964, 1965 – Freya



1966 – Cadence



1967 – Rainbow



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

PI Yacht	Elapsed Time	TCF	Corrected Time
1 SCREW LOOSE.....R.J. Cumming	4-12-54-38	.6934	3-03-31-06
2 WHEELBARROW.....I.C. Tringham	4-12-55-13	.6934	3-03-34-17
3 APALIE.....Apalie Syndicate	4-13-05-51	.6931	3-03-36-55
4 SHENANDOAH.....J.R. Charody	4-13-33-32	.6902	3-03-37-03
5 QUINTAIL.....H.C. Knoop	4-13-19-50	.6962	3-04-06-57

### MAXI DIVISION: BUMBLEBEE 4

DIVISION A: BIG SCHOTT (A. Pearson)

DIVISION B: RELENTLESS (P. Hankin)

DIVISION C: ZILVERGEEST III (A.J. Murray)

DIVISION D: SCREW LOOSE

FASTEST TIME: BUMBLEBEE 4 (J.D. Kahlbetzer) 3-01-45-52

STARTED: 147

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.

## 1980

PI Yacht	Elapsed Time	TCF	Corrected Time
1 NEW ZEALAND			
NZ Round the World Committee	2-18-45-41	1.0369	2-21-13-29
2 GRETEL.....B. Lewis	3-02-03-55	.9380	2-21-28-23
3 CHALLENGE.....L. Abrahams	3-10-31-21	.8434	2-21-35-58
4 EVELYN.....J. Cassidy	3-01-12-00	.9619	2-22-24-39
5 NEFERTITI.....F.B. Ryan	3-05-09-21	.9294	2-23-24-29

DIVISION A: NEW ZEALAND

DIVISION B: POLICE CAR (J.G. Hardy)

DIVISION C: MATIKA II (L. Green)

DIVISION D: WHEELBARROW (I.C. Tringham)

FASTEST TIME: NEW ZEALAND 2-18-45-41

STARTED: 102

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

PI Yacht	Elapsed Time	TCF	Corrected Time
1 ZEUS II.....J.R. Dunstan	5-13-48-41	.6883	3-19-25-59
2 SOLANDRA.....R.W. Escott	5-13-48-46	.6913	3-20-30-17
3 SCALLYWAG SS.....R.J. Winton	5-19-13-53	.6766	3-22-12-14
4 MORNING MISSR.G. & C.A. Percell	5-14-53-38	.7016	3-22-39-11
5 BEACH INSPECTOR			
G. Jones & R. Hudson	5-11-57-48	.7202	3-23-02-23
6 SHENANDOAH.....J.R. Charody	5-19-06-49	.6833	3-23-03-17
7 HOTSHOTLL, B.A. & G.L. Prescott	5-17-41-41	.6926	3-23-22-02
8 SALTPEA.....P. Hinton	5-18-54-56	.6873	3-23-28-35
9 MERINDA.....A.G. Taylor	5-17-42-48	.6939	3-23-33-33
10 SCHECHWAN.....J.S. Whitty	5-00-27-29	.7938	3-23-37-10
11 WHEEL BARROW.....I.C. Tringham	5-18-57-31	.6900	3-23-52-53
12 AQUILA.....B.W. Edmunds	5-13-46-55	.7177	4-00-00-53
13 MULLOKA.....P.J. Jacka	5-14-36-54	.7152	4-00-16-35
14 SMUGGLER.....T. Simpson	5-04-07-58	.7763	4-00-21-51
15 CHERRY CHEER.....P. Aitrl	5-19-10-03	.6926	4-00-23-14
16 BILLABONG.....P.J. Joubert	5-12-19-07	.7295	4-00-31-35
17 THYLACINE.....J.W. Burton	5-13-50-05	.7225	4-00-41-44
18 CHELINDA.....J.W. Keown	5-13-31-52	.7260	4-00-56-36
19 THUNDERBOLT.....L.P. Harding	5-17-59-13	.7028	4-00-58-38
20 QUINTAIL.....H.C. Knoop	5-19-07-15	.6978	4-01-04-42
21 FLIGHT.....G.B. Lamble	5-13-41-51	.7272	4-01-13-29
22 ONCE MORE DEAR FRIENDS			
P.P. Kurts	5-00-41-46	.8066	4-01-21-12
23 BIMBLEGUMBIE.....K. Jacobs	5-04-07-51	.7846	4-01-23-34
24 MAID ROSALINDE.....J.H. Quinn	5-17-30-38	.7091	4-01-30-31
25 PILGRIM.....J.H. Ratten	5-10-55-49	.7455	4-01-36-30
26 MORNING HUSTLER.....J.H. Cowell	5-17-58-19	.7079	4-01-40-13
27 BLUE MOVES.....B. Moore	5-13-42-14	.7307	4-01-41-50
28 REVENGE.....J. Sproule	5-13-56-58	.7295	4-01-42-58
29 DRAFFRUIT.....R. Sill	5-14-10-23	.7284	4-01-43-53
30 HORNET.....N. Georghson	5-14-47-27	.7260	4-01-51-29



31 HITCHHIKER.....P. Briggs	5-00-00-33	.8162	4-01-57-05
32 SGIAN DUGH.....R.W. Lean	5-19-18-50	.7041	4-02-05-27
33 VENGEANCE.....B. Lewis	3-22-30-00	1.0422	4-02-29-16
34 DECEPTION.....W.K. Norlin	5-07-18-31	.7742	4-02-33-44
35 IMPETUOUS.....P. McTavish	5-02-24-16	.8055	4-02-35-48
36 THE LIQUIDATOR			
G. Meyer & A.J. MacDonald	5-17-40-30	.7165	4-02-38-38
37 IMPECCABLE.....J.O. Walker	5-12-33-05	.7442	4-02-38-41
38 PHOENIX.....E. Vidor	5-07-06-27	.7762	4-02-40-24
39 KATE KELLY.....D.W. & J. Blainey	5-12-19-31	.7466	4-02-47-38
40 PIMPERNEL			
H. Holland & D. Blumentals	5-17-55-24	.7165	4-02-49-19
41 TUCANA.....I.C. Dean	5-20-07-55	.7054	4-02-50-56
42 RELENTLESS.....A.J. Elsworth	5-07-13-33	.7774	4-02-54-19
43 MORNING TIDE.....J. Davern	5-19-00-04	.7116	4-02-54-47
44 WEE WILLIE WINKIE S. Gallagher	5-02-47-42	.8507	4-02-56-09
45 MAYHEM.....D.O. May	5-03-04-04	.8507	4-03-09-20
46 SEAUATER.....J. Mel. Taylor	5-02-15-54	.8105	4-03-03-18
47 NIKE.....J.A. Hunt	5-16-49-18	.7248	4-03-10-06
48 SCORPIO II.....J.T. Fuglsang	5-17-50-38	.7201	4-03-15-40
49 ORANI.....W.G.P. Read	5-13-49-32	.7421	4-03-18-43
50 BLACK MAGIC.....R. Layton	5-02-53-39	.8105	4-03-36-20
51 INFRA RED.....P.L. Mander	5-9-43-21	.7691	4-03-46-10
52 GHOST TOO.....J.R. Nankervis	5-16-50-08	.5292	4-03-49-17
53 THE ROPE RUNNER			
L. Green & G. Thorpe	5-04-13-35	.8037	4-03-50-26
54 MOONLIGHTER.....K.W. Wood	5-14-03-14	.7454	4-03-55-25
55 APOLLO.....A. Bond	5-00-39-26	.8301	4-04-09-27
56 MYSTIC SEVEN.....N.D. Chidgey	5-14-46-54	.7443	4-04-19-04
57 WRINKLES.....R.C. Parkin	5-18-07-21	.7272	4-04-26-33
58 YEOMAN XXIII.....R.A. Aisher	4-23-57-56	.8381	4-04-32-35
59 ENVY.....G.M. Hewitt	5-04-13-51	.8101	4-04-38-21
60 CHOWRINGHEE.....J. Birtles	5-16-10-37	.7398	4-04-44-37
61 MARGARET RINTOUL III			
S.R. Edwards	4-16-11-44	.8984	4-04-47-47
62 DRAGONFYRE.....R.C. Genders	5-16-58-05	.7364	4-04-51-47
63 BINDA.....I.D. Ritchie	5-16-46-43	.7376	4-04-53-16
64 SALAMANDER II.....K. White	5-09-50-42	.7773	4-04-55-42
65 SEQUEL.....G.S. Coultis	5-17-31-45	.7341	4-04-57-36
66 SWEET CAROLINEM.W.D. Phillips	5-02-59-33	.8209	4-04-57-52
67 APHRODITE.....G.S. Girdis	5-13-59-20	.7542	4-05-03-15
68 FARR FETCHED.....D.C. Calvert	5-10-49-23	.7732	4-05-09-08
69 VANESSA III.....B.L. & K.A. Jaggar	5-13-06-07	.7617	4-05-23-01
70 SAGACIOUS.....G.J. Appleby	5-02-27-25	.8282	4-05-25-07
71 PICCOLO.....R. Schroder	5-10-03-20	.7803	4-05-28-56
72 JOSEPHINE.....W. Gram	5-17-29-21	.7398	4-05-42-52
73 JISUMA.....W.H. Rockliffe	5-18-31-40	.7353	4-05-51-34
74 CARRY ON.....C. Brown	5-13-50-15	.7617	4-05-56-38
75 INVINCIBLE.....W. Bienenfeldt	5-10-59-28	.7783	4-05-57-01
76 CHALLENGE.....L. Abrahams	5-01-21-53	.8408	4-06-02-36
77 RAGAMUFFIN.....S. Fischer	5-02-57-52	.8310	4-06-11-00
78 TAURUS II.....A.G. Lee	5-02-15-28	.8372	4-06-21-15
79 MORNING AFTER.....C. McMillan	5-12-55-08	.7701	4-06-21-39
80 DAMEL.....D.W. Currie	5-11-59-57	.7763	4-06-28-15
81 RENEGADE.....R.E. Francis	5-06-39-37	.8095	4-06-31-53
82 MELTEMI.....CYCOD Syndicate	5-08-53-30	.7960	4-06-35-51
83 BIG SCHOTT.....A. Pearson	5-07-43-45	.8036	4-06-38-35
84 GOLDEN PROSPECTS			
J.W. Granger	5-06-45-37	.8105	4-06-44-21
85 HOT PROSPECT II			
R.J. Robertson	5-12-52-48	.7732	4-06-44-34
86 SEAWIND.....W.J. & B.E. Clay	5-13-58-29	.7680	4-06-53-33
87 PATRICE III.....R.J. Kirby	5-03-09-49	.8359	4-06-57-08
88 INCH BY WINCH.....J. Goddard	5-03-00-31	.8372	4-06-58-58
89 MARY MUFFIN.....G.A. Blok	5-01-47-23	.8485	4-07-20-18
90 RAGER I.....M.A. Clements	5-12-59-18	.7773	4-07-22-18
91 SATIN SHEETS.....A.A. Strachan	5-07-10-40	.8129	4-07-22-58
92 MARGARET RINTOUL II			
R.W. Jackman	5-04-09-02	.8341	4-07-33-14
93 X-RAGAMUFFIN.....B. Tardew	5-02-11-07	.8486	4-07-41-11
94 VIVACIOUS.....J.A. Brown	5-06-41-24	.8199	4-07-52-23
95 ADRENALIN.....B.C. Ryan	5-09-31-33	.8027	4-07-58-13
96 SEAQUESTA.....A.G. Neale	5-07-01-22	.8190	4-08-01-53
97 SUNBURST.....R.K. Young	5-06-49-03	.8209	4-08-06-16
98 NATELLE II			
D. Leitch & J. Solomon	5-09-39-59	.8036	4-08-11-59
99 CONDOF OF BERMUDA.R.A. Bell	4-02-41-21	1.0563	4-08-14-43
100 MINNA.....H.A. Handley	5-13-50-52	.7793	4-08-18-27
101 MIRABOCCA			
J. Bennetto & J.M. Lucas	5-07-16-17	.8201	4-08-22-30
102 PATROL.....Australian Army	5-18-49-20	.7542	4-08-41-58
103 BREAKAWAY.....K.J. McDonald	5-09-01-55	.8149	4-08-45-39
104 BATTLESTAR.....W. Steele	5-04-05-15	.8443	4-08-46-01
105 TAURUS.....E.P. Taylor	5-13-56-32	.7823	4-08-46-58
106 MATIKA III.....P.S. Graves	5-12-08-13	.7960	4-09-10-51
107 SPOTLIGHT.....M. Page	5-06-32-51	.8324	4-09-20-17
108 SUNBIRD V.....T. Yamasaki	5-00-22-11	.8771	4-09-34-34
109 PETROSINA.....G. Capone	5-13-57-39	.7918	4-10-04-12
110 HUMDINGER II.....W.B. Northam	5-09-46-24	.8218	4-10-38-51
111 ROGIS TOO.....R.J. Brown	5-08-51-53	.8289	4-10-48-57
112 ALLEGRO.....R. Myler	5-18-32-26	.7722	4-10-58-51
113 AZTEC.....P. Wenham	5-12-59-20	.8101	4-11-44-03
114 RED HERRING II.....R.W. Bridge	5-10-49-35	.8246	4-11-52-45
115 DAMI-DOO.....J.E. Low	5-18-02-06	.7833	4-12-07-22

116 AETOS.....K.R. Tierney	5-06-43-01	.8546	4-12-17-32
117 CASTILLE.....G.J. Rodoreda	5-01-12-45	.8662	4-12-37-50
118 NGARURUB .A. Millar & M.J. Muir	5-08-53-25	.8443	4-12-49-19
119 REBECCA.....V.H. O'Neill	6-01-51-53	.7466	4-12-54-09
120 PACHA.....J. de la Vega	5-04-11-02	.8779	4-13-01-15
121 JACQUI.....T.N. Melville	5-11-59-45	.8264	4-13-04-52
122 EVELYN.....J. Cassidy	4-17-59-53	.9587	4-13-17-23
123 BATTLE.....J.P. Kent	5-13-09-31	.8210	4-13-19-23
124 CATHY LEE.....N.J. Guy	6-15-35-15	.8660	4-13-28-37
125 ADRIA AUSTRALIS.....A. Harry	5-17-35-09	.8017	4-14-18-09
126 BORSALINO			
D.J. Herlithy & J.H. Hughes	5-12-00-12	.8363	4-14-23-39
127 NAND III.....R.O. Chapman	5-09-42-20	.8563	4-15-04-00
128 WHITE ELEPHANT			
H.W. & J.M. Elliffe	5-11-50-48	.8425	4-15-04-50
129 DANCING LADY.....M.M. Grigg	5-11-52-46	.8443	4-15-20-44
130 BANCROFT BAY.....D.H. Byrne	5-17-38-27	.8119	4-15-45-02
131 HELSAL II.....F. Williams	4-08-45-30	1.0691	4-15-59-49
132 EXPECTATION.....D.M. Renner	5-09-43-33	.8638	4-16-03-25
133 SANTERVEA.....T. Veale	5-00-52-27	.9277	4-16-08-05
134 EAGLE.....R. Winspear	5-11-24-26	.8554	4-16-24-20
135 IMOGENET, Haskett & J. Edwards	5-12-21-58	.8678	4-18-52-02
136 CASABLANCA.....P. Bush	5-02-57-26	.9350	4-18-57-54
137 HELMI.....J.H. Puri	5-17-00-05	.8410	4-19-13-05
138 ENERGY OF FORC.....K.R. Byers	5-12-05-20	.9153	5-00-04-03
139 LONGNOSE.....P. Stransky	5-10-47-53	.9308	5-01-44-48
140 SCALLYWAG.....R.E. Johnston	5-13-45-14	.9239	5-03-34-30
141 DESTINY.....T.A. Grubic	6-06-58-25	.8289	5-05-08-31
142 ANACONDA II.....J. Taylor	5-07-10-15	1.0331	5-11-22-48

WINNERS



GALLERY



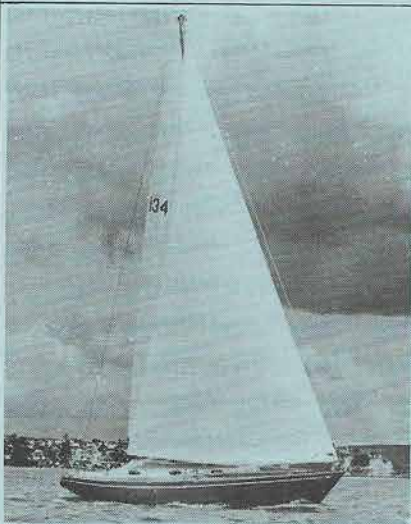
1968 - Koomooloo



1969 - Morning Cloud



1970 - Pacha



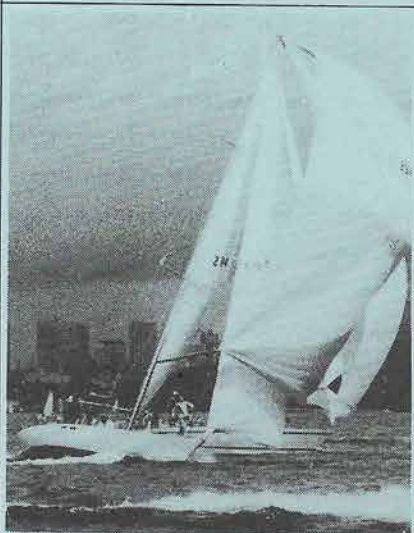
1971 - Pathfinder



1972 - American Eagle



1973 - Ceil III



1974, 1978 - Love & War



1975 - Rampage



1976 - Piccolo



39 APOLLO II	A.J. Becher	3-13-25-29	8367	2-23-28-30
40 MARGARET RINTOUL II	R.W. Jackman	3-13-49-37	8341	2-23-35-18
41 MYUNA	J.H. Bleakley	3-13-54-07	8341	2-23-39-03
42 DANCING LADY	M.M. Grigg	3-13-54-28	8341	2-23-39-20
43 FIRETEL	R. Lawler & K. Taylor	4-01-38-13	7341	2-23-40-31
44 MARY BLAIR	G.&S. Strachan	3-19-18-16	7853	2-23-42-05
45 WY-AR-GINE IV	R.I. Oatley	3-13-32-22	8384	2-23-42-59
46 SCORPIO II	J.T. Fuglsang	4-03-43-49	7201	2-23-48-57
47 SUNBURST	B.G. Weston	3-16-37-02	8110	2-23-52-07
48 MARK TWAIN	P. Rowsthorn	3-23-01-51	7575	2-23-59-09
49 MYSTIC SEVEN	N.D. Chidgey	4-01-59-56	7410	3-00-07-23
50 SISKI	R. Tasker	3-02-28-00	9689	3-00-09-03
51 PIMPERNEL	H. Holland	4-04-59-16	7165	3-00-21-28
52 PACHA	J. de la Vega	3-10-26-40	8779	3-00-22-41
53 NYNJA GO	R.C. Axe	3-20-25-14	7843	3-00-29-08
54 MARY MUFFIN	I. Ross	3-13-31-52	8485	3-00-34-23
55 FAIRDINKUM TWO	S. Collakides & R. Weber	4-03-59-19	7260	3-00-35-30
56 APHRODITE	G.S. Girdis	4-00-22-02	7542	3-00-40-49
57 VANESSA III	B.K. & K.A. Jagger	3-23-26-40	7617	3-00-42-00
58 MATIKA III	P. Graves	3-19-26-26	7960	3-00-47-12
59 SANGAREE	R.K. Birtles	3-13-23-43	8257	3-00-54-07
60 REVENGE	J. Sproule	4-04-01-35	7535	3-00-58-09
61 CHANGE	L. O'Connor	3-04-43-29	7248	3-01-00-19
62 MUCH ADO	J.A. Rickard	3-23-16-13	7667	3-01-02-37
63 INCH BY WINCH	J. Goddard	3-15-40-57	8355	3-01-15-31
64 MORNING TIDE	J. Davern	4-07-00-30	7116	3-01-18-03
65 DI HARD	B. Tardrew	3-16-43-23	8264	3-01-19-15
66 EAGLE	R.A. Winspear	3-13-31-22	8596	3-01-31-01
67 THE STING	P.H. Green	4-00-06-00	7659	3-01-36-11
68 WITCHDOCTOR	P. Woodruff & C. Furnal	3-19-10-31	8110	3-01-56-35
69 SUNSEEKER P.C. & V.C. Thomas	3-23-35-46	7783	3-02-24-09	
70 ENCORE	W.&V. Anderson	3-19-17-10	8152	3-02-24-59
71 PARMELIA	S.O. Stevenson	3-16-35-45	8401	3-02-25-46
72 CENTREFOLD	B.C. Folbigg	3-16-28-14	8427	3-02-33-15
73 SALTSHAKER 2	J.B. Levingson	3-16-30-42	8427	3-02-35-20
74 PHYLLISE	H.R. Hodgkinson	4-03-01-27	7553	3-02-47-35
75 CENTURION	Centurion Yacht Syndicate	4-01-30-07	7680	3-02-52-53
76 SUNRISE	R.G. Clennett	3-23-07-29	7872	3-02-52-56
77 MOLLYMOOK MAID	R. Kelly	3-07-18-22	7260	3-03-00-01
78 ISLE OF LUING	R.M. Gill	3-13-35-17	8794	3-03-15-58
79 PATINEUR	R.P. Flannigan	4-14-48-56	6793	3-03-16-37
80 RUNAWAY	J. Cannon	4-00-13-51	7823	3-03-16-53
81 ROYAL TOO	R.J. Brown	3-19-12-13	8289	3-03-35-55
82 NOELEEN III	K.A.W. King	4-01-25-38	7763	3-03-37-58
83 THE NEWCASTLE FLYER	P. Rundle	3-12-03-05	9044	3-04-00-58
84 SAGACIOUS (TAS)	P.A. Newman	3-21-14-23	8162	3-04-06-08
85 BORSALINO	D.J. Herlthy & J.H. Hughes	3-19-27-51	8363	3-04-29-29
86 HERCULES	C. Pavn	4-04-23-51	7628	3-04-35-00
87 ARIADNE OF MELBOURNE	L. Bram	4-01-15-05	7882	3-04-39-13
88 VENGEANCE	B. Lewis	3-01-16-09	1,0476	3-04-45-24
89 MULULU	C. Montgomery	3-23-05-06	8086	3-04-53-09
90 REBECCA	C. Ward & V.H. O'Neill	4-17-20-44	7466	3-05-09-28
91 STYX	J. Abraham	3-01-05-22	8999	3-05-10-19
92 HELSAL II	A. Fisher	3-01-04-08	1,0563	3-05-10-58
93 APOLLO	J. Rooklyn	3-00-59-24	1,0628	3-05-34-26
94 CASABLANCA	P.H. Bush	3-11-09-48	9350	3-05-45-28
95 CONDOR OF BERMUDA R.A. Bell	3-00-59-17	1,0701	3-06-06-16	
96 MOONRAKERAGAIN	T.N.K. Welfare	3-23-06-19	8254	3-06-30-00
97 PIET HEIN	T.M. Gourlay	4-14-25-47	7128	3-06-42-52
98 RAMPANT II	A. Tucker & D. Vanrenen	3-01-47-24	1,0686	3-06-51-07
99 LONGNOSE	P. Strangis	3-15-00-39	9072	3-06-56-10
100 SPANKER	B. Griffiths	4-09-35-35	7499	3-07-11-03
101 AZTEC	J.P. Kent	4-02-19-05	8101	3-07-38-51
102 TERUMA	T.C. Bower	4-08-28-51	7638	3-07-48-09
103 BENANTHRA	P. King	3-03-17-14	8095	3-08-22-23
104 FIDELIS	P.A. Williams	3-12-03-05	9579	3-08-30-46
105 ADRIA AUSTRALIS	A. Harry	4-07-35-46	8017	3-11-03-11
106 DESTINY	T.A. Taylor	4-05-08-40	8289	3-11-50-19
107 SAPPHIRE	J. Shipton	5-20-02-03	7165	3-14-28-56
108 MATUNG	W.C. Woodward	4-13-21-25	7742	4-13-12-23

**FASTEST TIME: CONDOR OF BERMUDA 3-00-59-17**

**DIVISION A: SWEET CAROLINE**

**DIVISION B: POLICE CAR**

**DIVISION C: SCALLYWAG**

**DIVISION D: PIRRA**

**CLASSIC DIVISION: POLARIS**

**RETIREE: 10**

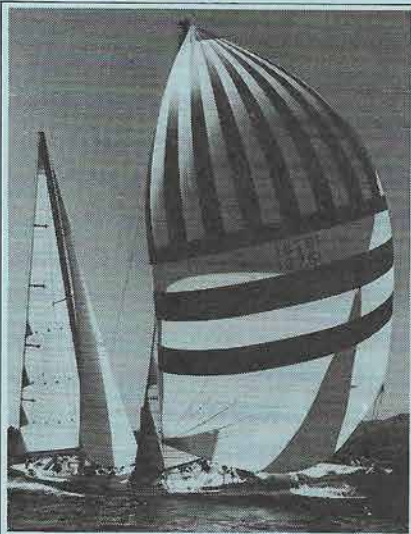
**1982 WEATHER:** Light air stat. ENE, which remained throughout the first day and evening. Throughout the second day the breeze backed to the NE and freshened for a fast and thrilling race down the far NSW coast and into the Strait. The leaders were having an exciting battle for line honours and for a while looked like 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 in the River, resulting in the closest-ever line honours battle with only seconds separating first and second place. S. The bulk of the fleet had light but steady winds to the finish.

1983	PI Yacht	Elapsed Time	TCF	Corrected Time
1 CHALLENGE	L. Abrahams	3-13-37-28	8307	2-23-07-42
2 ONCE MORE DEAR FRIENDS	P.P. Kurts	3-18-09-20	8015	3-00-15-35
3 SZECHWAN	J.S. Whitty	3-19-12-18	7931	3-00-20-05
4 PACIFIC SUNDANCE	D.G. Hogg & B.C. Morris	3-17-34-21	8076	3-00-20-20
5 INDIAN PACIFIC	J.Eyles	3-18-00-16	8057	3-00-31-00
6 GERONIMO	O. Champaloup	3-18-02-28	8057	3-00-32-46
7 EXADOR	T.&R. McCall	3-18-04-20	8076	3-00-44-40
8 DI HARD	M. Carter, J. Woodward & B. Tardrew	3-17-20-32	8181	3-01-05-27
9 SCALLYWAG II	R.E. Johnson	3-19-01-19	8047	3-01-14-43
10 SEAQUESTA	A.G. Neale	3-18-11-21	8134	3-01-21-36
11 BLACK MAGIC	R. Layton	3-19-27-52	8024	3-01-23-28
12 POLICE CAR	Sir James Hardy	3-18-12-34	8156	3-01-34-29
13 BONDI TRAM	D.J. O'Neil & Partners	3-18-00-10	8181	3-01-37-53
14 HITCHHIKER	P. Briggs	3-18-04-51	8181	3-01-41-42
15 THE ROPERUNNER	L. Green	3-20-57-02	7931	3-01-43-09
16 INCH BY WINCH	J. Goddard	3-18-08-43	8192	3-01-44-16
17 SATIN SHEETS	A.A. Strachan	3-19-20-27	8073	3-01-44-22
18 MARLOO	G.S. Girdis	3-18-00-13	8210	3-01-53-35
19 SEALATER	P.V. Gourlay & P. Williams	3-19-54-57	8040	3-01-54-01
20 HIGHLAND FLING	J.A.S. Laidlaw	3-19-30-56	8114	3-02-15-21
21 SAGACIOUS II	C. Lockley	3-19-33-04	8115	3-02-17-37
22 INDULGENCE	G. Walker	3-17-56-17	8273	3-02-24-21
23 BIG SHOTT	A. Pearson	3-20-55-00	8008	3-02-24-28
24 VICIOUS	W. Hodder	3-18-00-03	8279	3-02-30-42
25 TAURUS II	A.R. Gear	3-18-25-55	8243	3-02-32-35
26 SURE FOOT	B. Tardrew	3-21-36-01	7973	3-02-37-39
27 BACARDI	J.H. Howell	3-18-47-24	8237	3-02-47-01
28 LOT'S WIFE	I. Smith	4-14-33-01	6766	3-02-47-54
29 WY-AR-GINE IV	R.I. Oatley	3-17-14-55	8384	3-02-49-34
30 BANDIDO BANDIDO III	P. Jolly & A. Soriano	3-17-16-22	8390	3-02-53-59
31 APOLLO II	A.J. Becher	3-17-55-26	8333	3-02-56-01
32 SHOCKWAVE	N. Crichton & G. Jones	3-17-14-20	8399	3-02-57-06
33 MOONLIGHTER	K.S. Wood	4-06-07-24	7341	3-02-58-07
34 THE FRUMIOUS BANDERSNATCH	A.J.S. Burge	3-18-02-18	8328	3-02-59-02
35 PICCOLO	J. Pickles	4-01-30-48	7701	3-03-05-42
36 ISLE OF LUING M. Gill & J. Davies	3-13-34-43	8779	3-03-07-46	
37 SWEET CAROLINE	M.W.D. Phillips	3-18-01-57	8365	3-03-18-44
38 IMPECCABLE	J.O. Walker	4-06-43-02	7341	3-03-27-17
39 ADRENALIN	B.C. Ryan	3-23-02-03	7941	3-03-28-00
40 LAWLESS	R.A. Green	4-10-32-41	7098	3-03-37-32
41 PIGRIM	J.H. Ratten	4-05-43-52	7443	3-03-43-06
42 IMPATIENCE	H.A. Lang	3-18-02-49	8417	3-03-47-33
43 PIRRA	P. Robinson	4-07-17-19	7353	3-03-56-53
44 MARARA	A.E. Ratcliff	4-10-26-32	7140	3-03-59-59
45 DOUBLE OF NOTHING	I. Kenny	3-20-19-12	8237	3-04-02-38
46 THYLACINE	J. W. Burton	4-10-27-35	7165	3-04-16-42
47 HOT AUGUST NIGHT	R.J. Robertson	4-02-16-44	7774	3-04-24-07
48 HULLABALOO	R. Tierney & A.G. Clinton	4-04-29-23	7603	3-04-24-08
49 MUCH ADO	J.A. Rickard	4-05-04-27	7584	3-04-27-09
50 REVELATION	B. Moore	3-23-07-59	8037	3-04-27-30
51 MARK TWAIN	P. Rowsthorn	4-04-02-22	7596	3-04-28-16
52 OUTRAGEOUS	L. Scholtes	4-02-03-41	7805	3-04-32-13
53 RENEGADE	R.E. Francis	4-00-20-11	7950	3-04-35-15
54 SHENANDOAH	J.R. Charody	4-15-30-14	6873	3-04-38-12
55 MAIDS ROSALINDE	J.H. Quinn	4-12-52-55	7041	3-04-39-50
56 DERWENT LASS	D.H. Colbourn	4-14-19-00	6952	3-04-41-32
57 FIRETEL R.H. Lawler & K.A. Taylor	4-09-31-39	7272	3-04-44-23	
58 FLY BY NIGHT	I. Barron	4-04-58-55	7601	3-04-45-23
59 FREIGHT TRAIN	R. Williams	3-06-53-27	9744	3-04-52-16
60 ZERO	S. Tsumura	3-13-34-45	8984	3-04-53-04
61 PHOENIX	E. Vidor	4-04-18-59	7670	3-04-56-34
62 CHINESE FIRE DRILL	D. Herlthy & J. Hughes	4-05-13-56	7603	3-04-58-01
63 PRONTO	T.B. Roach	3-21-22-31	8254	3-05-04-19
64 KNUCKLE DUSTER	P. Cush	4-14-42-49	6965	3-05-06-43
65 NATELLE II	A.J. Cole-Cook & J. Solomon	3-23-52-11	8045	3-05-07-38
66 STREAKER	M. Drent	4-05-28-21	7607	3-05-11-24
67 SULPHUR	A.R. Newham	4-10-30-09	7248	3-05-11-35
68 CONDOR	R.A. Bell	3-00-50-29	1,0615	3-05-19-16
69 GHOST TOO	G.D. Ford	4-10-31-06	7660	3-05-19-56
70 KAMEHAMEHA	Kamehameha Syndicate	4-13-22-02	7079	3-05-25-16
71 VANESSA III	B.K. & K.A. Jagger	4-06-07-05	7585	3-05-27-24
72 LOCK ON WOOD	R. Laughlin	4-12-25-13	7148	3-05-29-56
73 IMPETUOUS	V. Locke	3-23-57-42	8082	3-05-33-22
74 JUST JAMES	J.P. & J.B. King	3-19-58-59	8444	3-05-40-14
75 PREDATOR	D.J. Millikan	4-04-52-29	7700	3-05-40-25
76 JISUMA	W. Rockliff	4-10-20-14	7307	3-05-42-02
77 MULULU	C.R.L. Montgomery	4-00-41-31	8044	3-05-46-41
78 PARMELIA	S. Rowland & S.O. Stevenson	3-02-34-15	8410	3-05-51-07
79 ROLLER COASTER J.T. Fuglsang	4-05-40-51	7658	3-05-52-02	
80 ANDROMEDA	G. Mieli	4-06-06-33	7636	3-05-58-14
81 CHAOS	D. Norman	5-04-27-20	7711	3-06-13-43
82 CROWEATER	G.L. & S.A. Finlay	4-07-57-48	7531	3-06-17-41
83 NOELEEN III	K.A.W. King	4-06-07-08	7670	3-06-19-31
84 IDLE VICE	R.W. Tresidder & S.R. Williams	4-05-36-37	7711	3-06-21-06
85 MULLOKA	P.R. Jacka	4-14-21-13	7103	3-06-23-03
86 BREADFRUIT	R. Sill	4-11-59-51	7260	3-06-24-22
87 FIONA	D.J. & R.W. Coulter	3-23-20-45	8228	3-06-27-02
88 NYNJA-GO	R.C. Axe	4-04-10-55	7833	3-06-28-21
89 SISKI	R.L. Tasker	3-09-25-45	9637	3-06-28-24
90 ULTRAVIOLET	J.H. Violet	4-03-00-35	7931	3-06-31-29
91 BLUE MOVES	D. LONG	4-12-04-35	7272	3-06-35-35
92 MORNING AFTER	C. McMillan	4-06-23-29	7691	3-06-44-47
93 MADAME DEFARGE	M. Leschkau & T. Stephenson	3-10-39-09	9529	3-06-45-34
94 REVERIE II	G.F. Scott	4-12-18-26	7272	3-06-45-40
95 TAURUS	E.P. Taylor	4-05-04-28	7793	3-06-46-02
96 APOLLO	J. Rooklyn	3-01-52-10	1,0667	3-06-47-48
97 TIME MACHINE 2	R.D. Elliot	4-04-43-56	7823	3-06-48-10
98 RUFFIAN	P.M. Pinder	4-15-51-40	7054	3-06-54-25
99 RAGERI	M.A. Clements	4-05-38-44	7736	3-06-54-57
100 MYFANWY	P.D. & S.M. Cerutti	4-10-30-27	7410	3-06-55-19
101 PATRICE III	P. King	3-22-37-26	8341	3-06-55-33
102 CHRISTA-FARR	J.D. & C.A. Pomfret	4-04-46-17	7833	3-06-56-03
103 MARIA	M. Preston & D. Kelly	4-12-18-26	7432	3-07-04-56
104 JADE	L. Wooddell	4-02-12-21	8057	3-07-07-28
105 SHANTI	A. Conan	4-04-00-51	7912	3-07-07-52
106 HUON CHIEF	B. Morton	4-08-11-22	7607	3-07-15-25
107 HOTSHOT	L.L. B.A. & G.L. Prescott	4-19-19-49	6887	3-07-25-41
108 VANQUISH	D.F. Van	4-17-36-04	7003	3-07-33-17
109 CENTURION	Centurion Syndicate	4-08-04-17	7649	3-07-36-15
110 THE MANLY FERRY	M.C. Blackmore	4-01-59-34	8129	3-07-39-30
111 SUNBURST	B.G. Weston	4-02-23-37	8101	3-07-42-31
112 ONYA OF GOSFORD	HMAS Creswell	4-08-42-59	7628	3-07-52-40

WINNERS



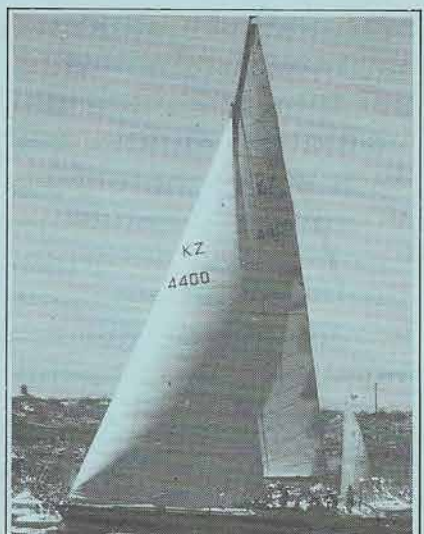
GALLERY



1977 - Kialoa



1979 - Screw Loose



1980 - New Zealand



1981 - Zeus II



1982 - Scallywag



1983 - Challenge



1984 - Indian Pacific



1985 - Sagacious



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

PI Yacht	Elapsed Time	TCF	Corrected Time
<b>1 INDIAN PACIFIC</b>			
J. Eyles & G. Heuchmer 4-04-03-49	.7970	3-07-45-03	
<b>2 LAWLESS</b>			
R. Green 4-18-39-38	.7028	3-08-35-00	
<b>3 PERIE BANOU</b>			
J. Sanders 4-19-39-09	.7165	3-10-51-54	
<b>4 PRIME SUSPECT</b>			
J. Milne 4-11-33-31	.7960	3-13-37-00	
<b>5 MIRRABOOKA</b>			
J. Bennett & J. Lucas 4-09-10-09	.8192	3-14-09-16	
<b>6 MERCEDES IV</b>			
Canberra OSC 4-10-23-34	.8101	3-14-11-20	
<b>7 NEWCASTLE FLYER</b>			
P. Rundle 4-11-33-17	.8026	3-14-19-24	
<b>8 CITY LIMITS</b>			
H. Knop 4-19-08-40	.7542	3-14-50-31	
<b>9 SHOGUN</b>			
J. Low 4-11-34-17	.8110	3-15-14-25	
<b>10 REVELATION</b>			
B. Moore 4-13-46-16	.7950	3-15-16-05	
<b>11 NEW ZEALAND</b>			
NZIYRT 3-11-31-21	1.0456	3-15-19-52	
<b>12 JISUMA</b>			
W. Rockliffe 5-00-02-24	.7307	3-15-42-48	
<b>13 HUON SPIRIT</b>			
H. Calvert 4-14-34-17	.7970	3-16-07-31	
<b>14 SCALLYWAG II</b>			
R. Johnston 5-15-13-04	.7960	3-16-31-46	
<b>15 POLICE CAR</b>			
M. Purlitt 4-13-39-15	.8156	3-17-26-02	
<b>16 NATELLE II</b>			
A. Cole-Cook 4-15-30-08	.8026	3-17-29-30	
<b>17 PATRICE III</b>			
P. King 4-11-29-09	.8341	3-17-39-14	
<b>18 MYUNA</b>			
J. Bleakley 4-14-36-51	.8219	3-18-54-50	
<b>19 BILLABONG</b>			
P. Joubert 5-06-44-26	.7318	3-20-44-55	
<b>20 APOLLO III</b>			
A. Fox 4-09-22-41	.8809	3-20-49-39	
<b>21 BEWINCHED</b>			
W. Ferris & S. Gazal 4-02-31-36	.9579	3-22-22-43	
<b>22 PREDATOR</b>			
D. Millikan 5-04-09-45	.7638	3-22-50-07	
<b>23 MARARA</b>			
A. Ratcliff 5-12-52-10	.7140	3-22-52-08	
<b>24 SODISAL</b>			
F. Leonard 5-05-54-37	.7892	4-03-22-06	
<b>25 VENGEANCE</b>			
B. Lewis 3-23-58-58	1.0476	4-04-33-06	
<b>26 ROLLER COASTER</b>			
J. Fuglsang 5-12-50-53	.7575	4-04-37-57	
<b>27 PADAM</b>			
K. Quinert 6-02-51-22	.7165	4-09-13-21	
<b>28 PACHA</b>			
Capt. P. Ross 5-03-19-13	.8771	4-12-09-51	
<b>29 PARMELIA</b>			
B. Woods 5-09-42-19	.8391	4-12-51-42	
<b>30 MYSTIC SEVEN</b>			
N.D. Chidgey 6-04-13-33	.7376	4-13-19-53	
<b>31 MOONLIGHTER</b>			
K. Wood 6-06-34-53	.7330	4-14-22-34	
<b>32 JUSTINE II</b>			
B. Van Driel 6-06-01-26	.7364	4-14-28-39	
<b>33 ANACONDA II</b>			
J. Grubic 4-11-27-35	1.0291	4-14-35-12	
<b>34 AFTER U</b>			
D. Black 6-11-30-55	.7284	4-17-16-38	
<b>35 LOT'S WIFE</b>			
I. Smith 7-01-05-15	.6738	4-17-55-52	
<b>36 CHINESE FIRE DRILL</b>			
J. Hughes & D. Herithy 6-14-03-20	.7542	4-23-12-20	
<b>37 LEVEN</b>			
B. Cunneen 7-02-21-34	.7140	5-01-38-12	
<b>38 MORNING SWAN</b>			
B. Arthur 7-04-57-15	.7128	5-03-16-54	
<b>39 SCALLYWAG</b>			
G. Meyer 6-21-51-47	.7833	5-09-55-14	
<b>40 HUON CHIEF</b>			
B. Morton 7-04-16-57	.7596	5-10-51-57	
<b>41 TRIAD</b>			
P. Coombs & J. Vickery 6-07-42-33	.8869	5-14-33-03	
<b>42 RAMAQUA</b>			
J. Battan 8-00-43-44	.8017	6-10-30-48	
<b>43 THE ROPERUNNER</b>			
P. Robinson 6-11-23-30	.7931	5-03-14-28	
<b>44 GALAXY III</b>			
D. Langford 6-18-38-35	.7807	5-03-43-21	
<b>45 MARGARET RINTOUL II</b>			
R. Jackman 6-17-38-30	.8324	5-14-33-03	
<b>46 CHAOS</b>			
C. Lockley 6-19-03-05	.7701	5-05-33-37	
THE ROPERUNNER penalised 10%			
GALAXY III penalised 10%			
MARGARET RINTOUL II penalised 20%			
CHAOS penalised 40%			
<b>MAXI DIVISION: NEW ZEALAND</b>			
<b>DIVISION A: PATRICE III</b>			
<b>DIVISION B: INDIAN PACIFIC</b>			
<b>DIVISION C: CITY LIMITS</b>			
<b>DIVISION D: LAWLESS</b>			
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

PI Yacht	Elapsed Time	TCF	Corrected Time
<b>2 SAGACIOUS</b>			
G. Appleby 4-00-19-23	.7950	3-04-34-37	
<b>3 HUMMINGBIRD</b>			
E. Blackadder 4-02-59-09	.7752	3-04-44-02	
<b>4 SILVER MINX</b>			
G. Player 4-03-59-09	.7723	3-04-58-20	
<b>5 DIAMOND CUTTER</b>			
A. Sweeney 4-04-30-59	.7659	3-04-59-08	
<b>6 HULLABALOO</b>			
K. Tierney 4-06-18-09	.7531	3-05-02-38	

<b>7 ONCE MORE DEAR FRIENDS</b>			
W. Currie 4-01-09-43	.7931	3-05-03-33	
<b>8 INDIAN PACIFIC</b>			
J. Eyles 4-01-06-15	.7950	3-05-11-52	
<b>9 INTRIGUE</b>			
D. Calvert 4-01-02-10	.7960	3-05-14-27	
<b>10 EXADOR</b>			
M. Clark 4-01-07-24	.7950	3-05-22-23	
<b>11 PALADIN</b>			
C. Franklin 4-01-07-24	.7970	3-05-24-26	
<b>12 HIGHLAND FLING</b>			
I. Laidlaw 4-01-08-00	.7979	3-05-30-10	
<b>13 ANOTHER CONCUBINE</b>			
J.L. & P.E. Parker 4-01-25-31	.7960	3-05-33-02	
<b>14 CIFRALINE 3</b>			
C. Griffiths 4-01-15-50	.7979	3-05-36-25	
<b>15 MAD MAX</b>			
Beckett/Canning/Dent & McCarthy 4-01-20-59	.7989	3-05-46-22	
<b>16 THE GAMBLER</b>			
I. Kenny 4-01-24-26	.7989	3-05-49-07	
<b>17 JOINT VENTURE</b>			
R. Elliott 4-01-19-15	.7998	3-05-50-14	
<b>18 PRIME TIMES</b>			
J. Milner 4-01-19-25	.8008	3-05-56-12	
<b>19 CHRISTA FARR</b>			
J.D. & C.A. Pomfret 4-04-08-09	.7813	3-06-14-10	
<b>20 EAST OF LIZARD</b>			
P. Carney/Adsail 4-01-08-32	.8064	3-06-20-08	
<b>21 NIKE</b>			
J. Hunt 4-13-49-42	.7140	3-06-25-03	
<b>22 PREDATOR</b>			
D. Millikan 4-07-23-12	.7607	3-06-38-40	
<b>23 NADIA IV</b>			
Canberra Ocean Racing Club 4-03-34-19	.7931	3-06-58-14	
<b>25 THUNDERBIRD</b>			
Sea Craft Ltd 4-00-08-33	.8228	3-07-06-22	
<b>26 BLACK MAGIC</b>			
R. Sill 4-03-32-50	.7950	3-07-08-24	
<b>27 WITCHCRAFT</b>			
Y. Boadin 4-03-22-50	.7970	3-07-12-23	
<b>28 NEWCASTLE FLYER</b>			
P. Gough 4-03-34-23	.7960	3-07-15-37	
<b>29 TURKEY SHOOT</b>			
S. McDonald/B. Bowden 4-03-40-11	.7960	3-07-20-14	
<b>31 CHALLENGE III</b>			
L. Abrahams 4-01-02-29	.8219	3-07-45-30	
<b>32 BIMBLEGUMBIE</b>			
K. Jacobs 4-03-53-51	.7998	3-07-53-53	
<b>33 ENCORE II</b>			
W. & V. Anderson 4-03-36-13	.8027	3-07-57-07	
<b>34 WILD OATS</b>			
R. Oatley 4-00-58-41	.8254	3-08-02-44	
<b>35 TOO IMPETUOUS</b>			
P. Jolly 4-03-21-05	.8064	3-08-07-01	
<b>36 SWITCHBLADE</b>			
T. & R. McCull 4-10-10-43	.8245	3-08-07-26	
<b>37 AUSPICIOUS</b>			
N. Marr 4-01-07-07	.7364	3-08-21-18	
<b>37 DRAKE'S PRAYER</b>			
P. Kuris 3-20-07-24	.8281	3-08-21-18	
<b>38 CAROLINE</b>			
D. Hales 4-01-07-14	.8281	3-08-25-32	
<b>39 WITCHDOCTOR</b>			
C. Troop & Partners 4-03-38-47	.8073	3-08-26-40	
<b>40 APOLLO</b>			
J. Rooklyn 3-04-32-28	1.0520	3-08-31-16	
<b>41 INCA</b>			
B. Ryan 4-00-55-26	.8316	3-08-36-07	
<b>42 STORMY PETREL</b>			
A. Pearson 4-12-41-32	.7432	3-08-46-48	
<b>43 IMPETUOUS</b>			
R. Roberts 4-04-26-04	.8045	3-08-47-58	
<b>44 SOUTHERN CROSS</b>			
W. Gilbert 4-08-38-12	.7722	3-08-48-02	
<b>45 POLICE CAR</b>			
M. Purlitt 4-03-29-03	.8129	3-08-52-14	
<b>46 APOLLO II</b>			
A.J. Becher 4-01-15-55	.8316	3-08-53-09	
<b>47 MERCEDES IV</b>			
R. Clark 4-04-04-53	.8110	3-09-09-58	
<b>48 KINGS CROSS</b>			
J.B. & J.P. King 4-09-49-24	.7691	3-09-23-19	
<b>49 NYNJA GO</b>			
R. Axe 4-08-38-20	.7803	3-09-38-59	
<b>50 OUT OF SIGHT OUT OF MIND</b>			
M. Epstein/S. Hickford/D. Hume 4-09-53-34	.7752	3-10-05-17	
<b>51 WATERFRONTIER</b>			
M. Minuzzo 4-07-12-06	.7960	3-10-08-55	
<b>52 DYNAMITE</b>			
L. French 4-03-41-48	.8254	3-10-17-23	
<b>53 IMPATIENCE</b>			
H. Lang 4-02-35-49	.8359	3-10-25-02	
<b>54 CHALLENGE II</b>			
P. Rowsthorn 4-03-28-44	.8289	3-10-27-29	
<b>55 OVERDRAFT</b>			
D. Smith 4-04-41-53	.8201	3-10-34-57	
<b>56 BAD HABITS</b>			
C. Colson/D. Pullman 4-03-05-27	.8350	3-10-44-27	
<b>57 CHAOS</b>			
J. Blackwood 4-11-21-51	.7711	3-10-47-19	
<b>58 PARMELIA</b>			
B. Woods 4-03-19-18	.8367	3-11-06-09	
<b>59 THIRLMERE</b>			
S. Green 4-09-38-23	.7882	3-11-15-55	
<b>60 MARARA</b>			
A.E. Ratcliff 4-21-01-45	.7116	3-11-16-41	
<b>61 ENIGMA</b>			
H. Davis 4-03-35-12	.8384	3-11-29-36	
<b>62 WINDWARD PASSAGE</b>			
R. Muir 3-07-32-19	1.0534	3-11-47-10	
<b>63 RAUCOUS</b>			
D. Rourke 4-12-58-42	.7691	3-11-48-55	
<b>64 SUZZLEBUBBLE</b>			
I. Gibbs 3-09-18-35	.7960	3-11-49-36	
<b>65 BILLABONG</b>			
P. Joubert 4-19-30-21	.7295	3-12-15-41	
<b>66 PIPPIN</b>			
W. Sweetapple 4-12-58-58	.7732	3-12-15-56	
<b>67 DEFIANCIE</b>			
M. Phillips 4-01-02-37	.8701	3-12-31-30	
<b>68 FREIGHT TRAIN</b>			
R. Williams 3-16-06-40	.9597	3-12-33-37	
<b>69 GROUNDSFOR</b>			
B. & N. Hines 4-13-32-21	.7732	3-12-41-44	
<b>70 HITCHHIKER</b>			
P. Briggs 4-09-6-39	.8064	3-12-45-41	
<b>71 THE SYNDICATE</b>			
Canterbury Syndicate 4-10-05-58	.7998	3-12-51-30	
<b>73 REVELATION</b>			
B. Moore 4-11-11-46	.7941	3-13-07-28	
<b>75 SAGACIOUS (TAS)</b>			
P. Newman 4-10-10-15	.8027	3-13-13-24	
<b>76 BACARDI</b>			
Bacardi Syndicate 4-07-49-07	.8219	3-13-19-43	
<b>77 BARNSTORM</b>			
J. Hall 4-08-38-12	.8156	3-13-20-30	
<b>78 APOLLO III</b>			
A. Fox/J. Harrison 4-01-07-12	.8794	3-13-24-26	
<b>79 MARGARET RINTOUL II</b>			
R. Jackman 4-06-57-39	.8307	3-13-31-46	
<b>80 JACQUI</b>			
T. Melville 4-11-33-50	.7998	3-14-01-47	
<b>81 BEWINCHED</b>			
W. Ferris/S. Gazal 3-18-29-09	.9554	3-14-27-01	
<b>82 LOCK ON WOOD</b>			
R. Laughlin 5-02-39-25	.7054	3-14-31-20	
<b>83 THE SWAGMAN</b>			
R. Birtles/A. Chalk 4-21-31-24	.7387	3-14-48-52	
<b>84 UPTOWN GIRL</b>			
R. Winton 4-11-53-07	.8064	3-14-59-55	
<b>85 MARLOO</b>			
G. Girdis 4-10-22-46	.8183	3-15-03-01	
<b>86 SIDEWINDER</b>			
D. Flumble 4-03-10-15	.8802	3-15-17-25	
<b>87 WITCHDOCTOR NZ</b>			
N. Wills 4-00-53-58	.9037	3-15-34-05	
<b>88 VANESSA III</b>			
B. & K. Jaggard 4-19-26-17	.7596	3-15-41-12	
<b>89 LAWLESS</b>			
R. Green 5-05-30-35	.7003	3-15-53-40	
<b>90 POLARIS</b>			
L. Savage 4-16-01-50	.7882		

O'All Pi Yacht	Line Place	DIVISIONS				IOR RESULTS				ILLINGWORTH RESULTS				DIVISIONS			
		M	A	B	C	D	Elapsed	TCF	Corrected	TCF	Corrected	M	A	B	C	D	
1 EX TENSION.....	A. Dunn	28				1	3-23-22-00	0.7680	3-01-14-30								
2 IMPECCABLE.....	J. Walker	56				1	4-04-16-30	0.7318	3-01-22-52	0.7227	3-00-28-07					1	
3 SOUTHERN CROSS.....	W. Gilbert	29				2	3-23-26-07	0.7722	3-01-41-42								
4 PALADIN.....	C. Franklin	14				1	3-21-32-36	0.7960	3-02-27-38	0.7900	3-01-53-57					2	
5 SZECHWAN.....	W. Johns	22				2	3-22-49-20	0.7863	3-02-33-31	0.7765	3-01-37-46					1	
6 ANOTHER CONCUBINE.....	J. Parker	19				3	3-22-00-28	0.7950	3-02-44-10	0.7890	3-02-10-20					3	
7 SILVER MINX.....	G. Player	38				3	4-00-57-29	0.7722	3-02-52-16								
8 HINDSIGHT II.....	R.G. Griffin	80				2	4-13-36-58	0.6860	3-03-11-48	0.6654	3-00-56-19					2	
9 INDIAN PACIFIC.....	C. Jacobsen	21				4	3-22-46-58	0.7941	3-03-16-01	0.7881	3-02-41-54					4	
10 INTRIGUE.....	D. Calvert	25				5	3-22-51-40	0.7941	3-03-19-45								
11 INDIAN PACIFIC V.....	J. Eyles	43				4	4-02-31-34	0.7659	3-03-27-40								
12 CONDOR.....	R. Bell	1				1	2-23-26-25	1.0573	3-03-32-02								
13 VANESSA III.....	K. Jagger	54				5	4-04-02-25	0.7564	3-03-40-14	0.7337	3-01-23-58					1	
14 SINGAPORE GIRL.....	P. Steigrad/D. Greenlaw	64				3	4-07-07-07	0.7353	3-03-49-23								
15 WINDWARD PASSAGE.....	W. Muir	2				2	2-23-47-54	1.0563	3-03-50-26	1.0088	3-00-25-49	1					
16 NADIA IV.....	Canberra ORC	32				6	3-23-50-34	0.7931	3-04-00-46	0.7872	3-03-26-51					8	
17 THIRLMERE.....	S. Green	39				7	4-01-10-47	0.7823	3-04-01-25	0.7725	3-03-04-17					7	
18 DEMO.....	B. Brady	44				6	4-02-39-09	0.7711	3-04-04-15								
19 TURKEY SHOOT.....	S. McDonald/B. Bowden	31				8	3-23-44-44	0.7950	3-04-07-04	0.7890	3-03-32-36					9	
20 THUMBS UP.....	A. Rundle	30				9	3-23-28-52	0.7979	3-04-11-04								
21 PRIME SUSPECT.....	R. Abikhair	34				10	4-00-11-09	0.7931	3-04-17-06	0.7872	3-03-43-03					10	
22 MORNING TIDE.....	J. Lawler	69				4	4-10-41-36	0.7165	3-04-26-45	0.6843	3-01-00-37					3	
23 PADAM.....	K. Quinert	74				5	4-11-08-03	0.7140	3-04-29-38	0.6926	3-02-12-04					5	
24 CHALLENGE III.....	L. Abraham	11				1	3-20-58-55	0.8237	3-04-35-21								
25 MIDDLE HARBOUR EXPRESS.....	R. Stone/G. Challoner	53				7	4-03-59-05	0.7670	3-04-41-18	0.7574	3-03-43-42					3	
26 GOOD NEWS.....	J. Calvert-Jones	48				8	4-03-19-22	0.7722	3-04-41-49								
27 UPTOWN GIRL.....	R. Winton	27				2	3-23-09-26	0.8073	3-04-49-14	0.7912	3-03-17-18					2	
28 GLUMBLOSSOM (1).....	J. Gleeson	88				6	4-17-55-40	0.6752	3-04-55-27	0.6448	3-01-27-38					4	
29 PIPPIN.....	W. Sweetapple	57				9	4-03-36-33	0.7732	3-05-01-04								
30 KNUCKLEDUSTER (2).....	P. Cush	81				7	4-14-48-21	0.6952	3-05-01-56	0.6743	3-02-42-59					8	
31 WILD OATS.....	R. Oatley	15				3	3-21-38-56	0.8245	3-05-12-49								
32 INCH BY WINCH.....	J. Goddard	24				4	3-22-50-30	0.8165	3-05-26-18	0.8104	3-04-51-35					4	
33 CHALLENGE II.....	R. Rowsthorn	13				5	3-21-32-00	0.8281	3-05-27-18	0.8177	3-04-28-56					3	
34 CONTRACTOR.....	J. McL. Taylor	9				6	3-20-24-03	0.8384	3-05-28-08								
35 ROLLER COASTER.....	J. Fuglesang	61				10	4-06-22-52	0.7575	3-05-33-13	0.7518	3-04-58-12					4	
36 MARK TWAIN.....	V. O'Neill/C. Ward/B. White	63				11	4-06-32-56	0.7575	3-05-40-51	0.7234	3-02-11-02					2	
37 SOLANDRA.....	R.W. Escott	79				8	4-13-06-11	0.7140	3-05-53-58	0.6819	3-02-23-51					6	
38 MARGARET RINTOUL II.....	R. Jackson	18				7	3-21-58-05	0.8298	3-05-58-29	0.7925	3-02-28-11					1	
39 TOO IMPETUOUS.....	G. Lambert	36				8	4-00-56-29	0.8064	3-06-10-25	0.8004	3-05-35-31					6	
40 LEVEN.....	B. Cunneen	82				9	4-14-52-53	0.7054	3-06-12-57	0.6737	3-02-42-03					7	
41 POLAR BEAR.....	A. Martin	41				11	4-02-10-46	0.7969	3-06-14-21	0.7610	3-02-42-52					5	
42 WAR GAMES.....	D. Urry	42				12	4-02-11-44	0.7970	3-06-15-43								
43 VANGUARD.....	R. Cawse	16				9	3-21-43-46	0.8359	3-06-20-54	0.8255	3-05-22-25					5	
44 PARLIS.....	L. Savage	50				13	4-03-29-11	0.7882	3-06-24-55	0.7527	3-02-53-00					6	
45 MANLY FERRY.....	M. Blackmere	26				10	3-22-55-16	0.8272	3-06-31-07								
46 CHRISTA-FARR.....	J.D. & C.A. Pomfret	47				14	4-04-54-31	0.7803	3-06-44-20	0.7569	3-04-22-40					11	
47 PARMELIA.....	B. Woods	20				11	3-22-11-56	0.8367	3-06-48-58	0.8262	3-05-49-38					7	
48 BACARDI.....	Bacardi Synd.	33				12	4-00-00-45	0.8210	3-06-49-35	0.8107	3-05-50-14					8	
49 NEWCASTLE FLYER.....	P. Rundle	45				15	4-03-06-21	0.7960	3-06-53-18								
50 PACIFIC PHOENIX.....	E. Long	55				16	4-04-15-33	0.7872	3-06-55-26								
51 INCA.....	B. Ryan	23				13	3-22-50-21	0.8324	3-06-56-39	0.8262	3-06-21-22					9	
52 MARARA.....	A. Ratcliff	83				10	4-14-58-41	0.7116	3-06-58-19	0.6796	3-03-25-14					9	
53 *GROUNDSFOR.....	B. & N. Hires	71				14	4-03-22-55	0.7732	3-04-50-32								
(20% PENALTY Before penalty 28 O'All)																	
54 AUSPICIOUS.....	N. Marr	75				11	4-11-15-09	0.7364	3-06-58-51	0.7309	3-06-23-27					11	
55 CASTAWAY EXPRESS.....	D. Taylor	3				3	3-02-55-08	1.0573	3-07-12-42								
56 THE ROPERUNNER.....	P. Robinson	52				17	4-03-54-12	0.7941	3-07-20-00	0.7842	3-06-20-39					13	
57 PRIVATEER.....	Around The World Yachts	4				4	3-03-35-43	1.0524	3-07-33-23								
58 WARLORD.....	I. Scott	47				18	4-03-18-27	0.8017	3-07-36-53								
59 LAWLESS.....	J. Green	91				12	4-18-24-25	0.6990	3-07-58-14	0.6938	3-07-22-32					12	
60 LOW PROFILE.....	A. Zanelli	62				19	4-06-32-23	0.7803	3-08-00-42	0.7569	3-05-36-44					12	
61 MULLOKA.....	P. Jacka	87				13	4-17-18-26	0.7066	3-08-03-46	0.6748	3-04-27-35					10	
62 DUBIOUS.....	G.J. Thompson	70				12	4-10-43-20	0.7521	3-08-15-57	0.7465	3-07-40-05					6	
63 NED KELLY.....	S.J. Clarke	84				14	4-16-16-02	0.7152	3-08-17-37								
64 INFRA RED.....	R.T. Southwood	72				13	4-10-52-09	0.7531	3-08-28-59	0.7475	3-07-53-05					7	
65 SPIDER.....	R. Purssell	85				15	4-16-53-55	0.7260	3-09-57-52	0.7115	3-08-19-39					14	
66 CHANGABANG.....	B. Van Driel	60				14	4-05-34-48	0.8092	3-10-11-55	0.7991	3-09-10-21					10	
67 TRUMP CARD.....	A. Budd	17				15	3-21-53-29	0.8786	3-10-29-35								
68 FIRETEL.....	R. Lawler	90				16	4-18-14-51	0.7238	3-10-40-10	0.7019	3-08-11-25					13	
69 *INVINCIBLE.....		86				20	4-04-52-40	0.7783	3-06-30-47	0.7550	3-04-09-46					15	
(20% PENALTY Before penalty 46 O'All)																	
70 SUNSEEKER.....	P. & V. Thomas	77				15	4-12-08-33	0.7711	3-11-23-19	0.7364	3-07-38-10					5	
71 DERWENT LASS.....	D.H. Colburn	94				17	5-01-01-00	0.6900	3-11-30-05	0.6693	3-08-59-47					15	
72 MOONRAKER AGAIN.....	N. Wellfare	57				16	4-04-45-07	0.8289	3-11-30-48	0.8185	3-10-27-56					11	
73 INIQUITY.....	S. Morgan	35				17	4-00-24-17	0.8678	3-11-39-36	0.8613	3-11-02-00					12	
74 SPIRIT.....	J. W. Miller	59				18	4-05-08-19	0.8281	3-11-45-10								
75 OTELLA.....	C. Montgomery	12				19	3-20-59-53	0.9022	3-11-54-10								
76 PANACHE.....	E. Stokans/N. Fyfe	92				18	4-18-34-50	0.7330	3-11-59-15	0.7238	3-10-56-00					16	
77 *ENCORE II.....	W. Anderson	73				23	4-05-18-34	0.8017	3-09-13-11	0.7917	3-08-12-24					17	
(10% PENALTY Before penalty 67 O'All)																	
78 BEWINCHED.....	W. Ferris	7				5	3-17-16-45	0.9554	3-13-17-50	0.9482	3-12-39-16					2	
79 NIMROD II.....	I.S. Watson	85				21	4-07-34-06	0.8237	3-13-18-33	0.8134	3-12-14-33						

FASTEST TIME: CONDOR 2-23-26-25

IOR DIVISIONS:

- IOR MAXI DIVISION: CONDOR
- IOR DIVISION A: CHALLENGE II
- IOR DIVISION B: PALADIN
- IOR DIVISION C: EX TENSION
- IOR DIVISION D: IMPECCABLE

RETIRED: 17

ALLOWANCES:

- (1) ELAP. REDUCED BY 30 MINS. REDRESS UNDER I.Y.R.U. "RENDERING ASSISTANCE"
- (2) ELAP. REDUCED BY 40 MINS. REDRESS UNDER I.Y.R.U. "RENDERING ASSISTANCE"
- (3) ELAP. REDUCED BY 6 HRS. REDRESS UNDER I.Y.R.U. "RENDERING ASSISTANCE"
- (4) ELAP. REDUCED BY 6 HRS. REDRESS UNDER I.Y.R.U. "RENDERING ASSISTANCE"
- (5) ELAP. REDUCED BY 24 MINS. REDRESS UNDER I.Y.R.U. "RENDERING ASSISTANCE"

PENALTIES

- \* 20% PENALTY APPLIED - FAILURE TO LODGE DECLARATION IN ACCORDANCE WITH SAILING INSTRUCTION 25.a
- \*\* 10% PENALTY APPLIED - BREACH OF SAILING INSTRUCTION 36

1986 WEATHER: Light nor'easter at start freshening to 25 knots. A fresh SW change went through the fleet at about 2000 hours on the first night. This slowly backed to the South for 24 hours freshening to 35 knots, subsequently easing back through SW to West over the next 24 hours. Light conditions prevailed at Tasman Is and up to the Derwent River. Later yachts finished with fresh sea breezes during the day which tended to die through the night.

1987

O'All PI Yacht	Line Place	DIVISIONS				Elapsed	TCF	Corrected	TCF	Corrected	ILLINGWORTH RESULTS				DIVISIONS
		M	A	B	C						M	A	B	C	
1 SOVEREIGN	B. Lewis	1				2-21-58-08	1.0573	3-01-58-41	1.0360	3-00-29-16	3				
2 APOLLO	V. d'Emilio/J. Rooklyn	3	2			2-22-55-03	1.0488	3-02-22-42	1.0067	2-23-23-34	1				
3 GAZEBO	S. Fischer	2	3			2-22-33-47	1.0573	3-02-36-23	1.0150	2-23-37-17	2				
4 JUBILATION	J.S. James	9	1			3-11-33-42	0.9018	3-03-21-21	0.8901	3-02-22-42	1				
5 MADELINE'S DAUGHTER	P. Kurts	11	2			3-18-47-24	0.8325	3-03-34-58							
6 CHUTZPAH	Schiller/Taylor	80		1		4-07-29-01	0.7327	3-03-49-21	0.7322	3-03-46-15				5	
7 MAD MAX	M. Canning	15		1		3-22-59-15	0.7988	3-03-52-34							
8 SAGACIOUS V	G. Appleby	17		2		3-23-05-37	0.7980	3-03-53-05	0.7980	3-03-53-05			1		
9 SWITCHBLADE	P. Whyte	13		3		3-19-50-15	0.8284	3-04-04-41	0.8280	3-04-02-29			2		
10 BIMBLEGUMBIE	K. Jacobs	12		4		3-19-11-16	0.8346	3-04-06-19	0.8345	3-04-05-46			3		
11 CHRIS' CHOICE	M. Walker	84			2	4-07-47-40	0.7343	3-04-12-59	0.7341	3-04-11-44				7	
12 BEYOND THUNDERDOME	W. Johns	18		3		3-23-19-17	0.7999	3-04-14-51	0.7999	3-04-14-51			2		
13 FAIR SHARE	Hogg/O'Neill/Ross/Benton	19		4		3-23-48-29	0.7989	3-04-32-28							
14 WITCHCRAFT II	B. Staples	27		5		4-00-21-52	0.7954	3-04-38-54	0.7939	3-04-30-13			3		
15 RONSTAN CHALLENGE	L. Abrahams	25		6		4-00-05-50	0.7894	3-04-43-26	0.7984	3-04-43-26			6		
16 JOINT VENTURE	R. Elliot	22		7		4-00-09-28	0.7979	3-04-43-27	0.7979	3-04-43-27			7		
17 PRIME MINISTER	L. Klopfer	24		8		4-00-06-21	0.7987	3-04-45-35	0.7978	3-04-40-24			4		
18 STARLIGHT EXPRESS	C.W. Reynolds	6		4		3-06-51-54	0.9735	3-04-46-30	0.9330	3-01-34-52			4		
19 ANOTHER CONCUBINE	J.P. Parker	21		9		4-00-04-36	0.7996	3-04-49-22	0.7981	3-04-40-44			5		
20 BLUE MAX II	G. Sargent	26		10		4-00-11-20	0.7995	3-04-54-11	0.7995	3-04-54-11			8		
21 SINGAPORE GIRL	Steigrad/Greenlaw	97		3		4-08-58-18	0.7341	3-05-03-35	0.7334	3-04-59-10			9		
22 PRIME FACTOR	J.P. Milner	28		11		4-01-15-42	0.7992	3-05-43-53	0.7993	3-05-44-29			9		
23 DRAKES PRAYER	D. Cawse/M. Dent	14		5		3-22-07-03	0.8279	3-05-55-12	0.8270	3-05-50-07			4		
24 MARARA	A.E. Ratcliff	121		4		4-14-09-04	0.7092	3-06-07-09	0.6743	3-02-16-30			1		
25 ALPHA CRUCIS	R. Graham	142		5		4-20-03-38	0.6775	3-06-37-52	0.6433	3-02-39-42			2		
26 PEMBERTON I	J. Eyles	60		1		4-06-02-38	0.7706	3-06-38-06	0.7707	3-06-38-43			6		
27 PEMBERTON II	J. King	65		2		4-06-23-24	0.7682	3-06-39-22	0.7678	3-06-36-54			5		
28 HELSAL II	A.M. Kelso	4		5		3-03-22-12	1.0440	3-06-41-11	1.0216	3-04-59-53			5		
29 MIDDLE HARBOUR EXPRESS	R. Stone/G. Challoner	73		3		4-06-53-21	0.7851	3-06-43-14	0.7593	3-06-07-25			3		
30 RAMPANT	R.M. Cassidy	68		4		4-06-37-35	0.7672	3-06-44-06	0.7612	3-06-07-09			2		
31 SBUZZLEBUBBLE SIX	I. Gibbs	30		12		4-03-03-57	0.7951	3-06-46-02	0.7943	3-06-41-17			13		
32 STORMY PETREL	T. Pearson	102		6		4-10-16-44	0.7425	3-06-54-43	0.7069	3-03-07-43			3		
33 SELLARS OLD MAID	R. Robertson	29		13		4-02-40-41	0.8009	3-07-01-53	0.7995	3-06-53-35			14		
34 MORNING TIDE	R.M. Lawler	127		7		4-14-53-41	0.7145	3-07-14-03	0.6794	3-03-20-31			4		
35 WILD OATS	B. Oatley	20		6		3-23-49-23	0.8272	3-07-15-53	0.8268	3-07-13-35			6		
36 ONCE A JOLLY SWAGMAN	Jacobsen	31		14		4-03-24-19	0.7980	3-07-19-31	0.7980	3-07-19-31			16		
37 SWEET LAURINE	J. Flachs	99		8		4-09-38-16	0.7519	3-07-25-45	0.7248	3-04-33-59			8		
38 PLANET X	East/Sail School	130		9		4-15-11-14	0.7151	3-07-30-36	0.7151	3-07-30-36			17		
39 DICTATOR	D. Fidock	66		5		4-06-29-06	0.7763	3-07-33-33	0.7762	3-07-32-56			11		
40 MISTRESS AGAIN	D. Senogles	78		6		4-07-11-58	0.7714	3-07-36-29	0.7583	3-06-15-22			4		
41 SHENANDOAH III	J. Charody	132		10		4-15-25-03	0.7165	3-07-49-50	0.6813	3-03-54-31			6		
42 INTRIGUE	D. Calvert	36		15		4-04-30-28	0.7945	3-07-51-12	0.7936	3-07-45-47			18		
43 PHOENIX CONTRACTORS	Hundt/Dale	49		7		4-05-30-45	0.7865	3-07-57-12	0.7809	3-07-16-16			9		
44 RAUCOUS	D. Rourke	90		8		4-07-59-14	0.7689	3-07-57-21	0.7684	3-07-54-14			14		
45 PIPPIN	B. Sweetapple	79		9		4-07-28-32	0.7731	3-07-59-49	0.7697	3-07-38-42			12		
46 STRIPPOLL-GEELONG	R. Abikhair	32		16		4-04-17-02	0.7981	3-08-02-12	0.7967	3-07-53-46			19		
47 PALADIN	C. Franklin	35		17		4-04-29-36	0.7966	3-08-03-11	0.7952	3-07-54-44			20		
48 SUNSEEKER	P.V. Thomas/J. Quinn	96		10		4-08-33-55	0.7658	3-08-04-34	0.7297	3-04-18-05			1		
49 FREIGHT TRAIN	D. Parkes	10		6		3-11-36-29	0.9579	3-08-05-17	0.9481	3-07-16-08			6		
50 SILVER MINX	G. Player	85		11		4-07-49-13	0.7724	3-08-11-27	0.7696	3-07-54-00			13		
51 MORE WAR GAMES	D. Urry	38		18		4-04-42-43	0.7969	3-08-15-26	0.7964	3-08-12-25			22		
52 SOUTHERN CROSS	B. Gilbert	91		12		4-08-03-15	0.7719	3-08-19-10	0.7639	3-07-29-13			10		
53 NYNJA GO	R.C. Axe	82		13		4-07-37-14	0.7756	3-08-22-05	0.7624	3-07-00-01			7		
54 DEMO	R.J. Brady	94		14		4-08-08-24	0.7718	3-08-22-31	0.7680	3-07-58-46			16		
55 ONCE MORE DEAR FRIENDS	J. Curme	52		15		4-05-34-07	0.7918	3-08-25-19	0.7874	3-07-58-30			15		
56 SHORT CIRCUIT	G. Finlay	43		19		4-05-14-59	0.7856	3-08-33-15	0.7956	3-08-33-15			27		
57 NADIA IV	Canberra Ocean R.C.	53		16		4-05-36-11	0.7930	3-08-34-16	0.7916	3-08-25-44			18		
58 SAGACIOUS IV	G. Appleby	48		20		4-05-24-43	0.7947	3-08-35-31	0.7939	3-08-30-39			26		
59 OTAGO (I)	A. Nicholas	23		7		4-00-06-16	0.8387	3-08-36-10	0.8254	3-07-19-29			7		
60 BLACK MAGIC	R. Sill	54		17		4-05-40-03	0.7936	3-08-41-00	0.7867	3-07-58-55			17		
61 NADIA	J. Oakley	113		11		4-11-35-48	0.7505	3-08-45-05	0.7257	3-06-04-58			15		
62 RAGER	M. Clements	5		7		3-04-26-37	1.0564	3-08-45-18	1.0550	3-08-38-53			7		
63 VENTURE ONE	M. Ryan	45		21		4-05-15-51	0.7984	3-08-50-58	0.7980	3-08-48-32			29		
64 MARK TWAIN	H. O'Neill/C. Ward	111		12		4-10-55-53	0.7561	3-08-51-03	0.7201	3-05-00-05			10		
65 UNITED TRANSPORT	C. McMillan	51		22		4-05-33-26	0.7964	3-08-52-49	0.7960	3-08-50-22			30		
66 DI HARD	J. Woodward	37		23		4-04-30-49	0.8055	3-08-57-49	0.8002	3-08-25-52			25		
67 WRINKLES	B. Story	135		13		4-16-40-56	0.7186	3-08-58-24	0.6835	3-05-01-06			11		
68 ANDURIL	D. Kennedy	98		18		4-09-37-07	0.7667	3-08-58-40	0.7616	3-08-26-21			19		
69 RENEGADE	B. Francis	59		24		4-06-01-58	0.7947	3-09-05-08	0.7707	3-06-38-12			12		
70 DRY WHITE	D. Leitch	65		25		4-05-42-09	0.7978	3-09-08-18	0.7964	3-05-59-45			32		
71 PADAM II	K. Quinert	108		14		4-10-39-46	0.7607	3-09-08-18	0.7556	3-08-35-40			19		
72 SEAQUESTA	P. Nicholson	42		26		4-05-13-45	0.8045	3-09-26-20	0.7994	3-08-55-21			31		
73 HORNET	Sting Syndicate	119		15		4-13-35-13	0.7434	3-09-28-01	0.7077	3-05-33-17			12		
74 TURKEY SHOOT	A.B./M.C. Hutton	69		19											

92 SUNBURST	J.H./C.D. Howell	76	35	4-07-07-26	0.8041	3-10-55-19	0.7833	3-08-46-37	28
93 MERCEDES IV	P. Sironach	67	36	4-06-34-19	0.8090	3-10-58-51	0.7820	3-08-12-41	23
94 CHRISTA-FARR	J.D./C.A. Pomfret	105	21	4-10-35-10	0.7796	3-11-05-40	0.7764	3-09-41-15	21
95 FIDDLER'S GREEN	L. Savage	81	37	4-07-30-36	0.8049	3-11-18-55	0.7834	3-09-05-23	33
96 BACARDI	Bacardi Syn	56	11	4-05-42-50	0.8205	3-11-27-22	0.7833	3-07-40-21	8
97 KINGURRA	P. Joubert	93	38	4-08-07-59	0.8024	3-11-33-23	0.7688	3-08-03-27	21
98 SPANISH FLY	J. Corner	92	39	4-08-03-28	0.8047	3-11-44-07	0.7948	3-10-42-18	37
99 SCORPION	R. Hopcraft	61	12	4-06-03-28	0.8220	3-11-53-29	0.7993	3-09-34-29	12
100 DYNAMITE	J. French	58	13	4-05-58-08	0.8243	3-12-03-11	0.8120	3-10-47-55	18
101 WITCHDOCTOR	Rum Consortium	86	40	4-07-51-44	0.8093	3-12-03-21	0.8004	3-11-07-53	38
102 COMPUTERLAND S'LNS	M. Boulos	44	14	4-05-15-18	0.8325	3-12-17-41	0.8262	3-11-39-25	23
103 AMIGO DIABLO	N. Drage	141	21	4-19-42-09	0.7294	3-12-23-36	0.6977	3-08-43-22	20
104 SPIRIT	J.W. Miller	62	15	4-06-08-02	0.8272	3-12-29-07	0.7897	3-08-39-18	9
105 MARGARET RINTOUL II	R. Jackman	64	16	4-06-18-09	0.8267	3-12-34-25	0.7893	3-08-44-51	10
106 PARMELIA	B. Woods	50	17	4-05-33-04	0.8349	3-12-47-06	0.7974	3-08-58-37	11
107 PACIFIC PHOENIX	E. Long	114	22	4-11-48-18	0.7872	3-12-51-51	0.7601	3-09-56-33	22
108 SANGAREE	M. Pryke	41	19	4-05-11-35	0.8404	3-13-02-34	0.8204	3-11-01-08	21
109 INVINCIBLE	R. Behrens	120	23	4-13-51-21	0.7760	3-13-14-53	0.7628	3-11-47-53	26
110 FRICTION	C. Laker	74	20	4-07-04-07	0.8301	3-13-33-26	0.7986	3-10-18-38	13
111 OTELLA	C. Montgomery	16	21	3-23-04-18	0.9012	3-13-40-43	0.8690	3-10-37-02	16
112 BUSHRANGER	K. Miller	140	22	4-19-13-38	0.7453	3-13-52-44	0.7096	3-09-45-55	22
113 FARRAGO	S.A. Shaw	83	22	4-07-40-37	0.8298	3-14-01-52	0.8052	3-11-28-50	22
114 NEVER SATISFIED	N. Allen	129	24	4-15-05-28	0.7755	3-14-09-04	0.7457	3-10-50-26	23
115 PATRICE III	P.L. King	89	23	4-07-57-18	0.8299	3-14-16-20	0.7924	3-10-22-26	14
116 DOUBLE IMAGE	G.W. Jarrett	95	24	4-08-15-48	0.8276	3-14-17-18	0.7902	3-10-23-20	15
117 MIRRABOOKA	G. Jensen-Muir	34	25	4-04-28-52	0.8592	3-14-20-00	0.8544	3-13-51-04	27
118 FIONA (2)	D. Coulter	87	18	4-06-41-11	0.8206	3-12-15-52	0.8022	3-10-22-30	19
(10% PENALTY Before penalty 102 O'All)									
119 ALEXANDER OF CRESWELL	RAN	104	26	4-10-31-39	0.8129	3-14-35-46	0.7758	3-10-38-39	17
120 PATIENCE	B. Sherman	103	27	4-10-24-55	0.8160	3-14-50-06	0.7789	3-10-53-13	20
121 BALANDRA	G. Henricke	123	25	4-14-21-15	0.7875	3-14-54-14	0.7510	3-10-52-34	25
122 FORTLET	J. Maconochie	138	26	4-17-45-21	0.7645	3-14-57-59	0.7283	3-10-50-54	24
123 HAMMER OF OLD	A. Bloore	7	8	3-11-19-26	1.0511	3-15-34-54	1.0396	3-14-37-25	9
124 AUSSIE RULES	R.M. Ramsay	101	28	4-09-58-55	0.8267	3-15-36-55	0.7952	3-12-16-37	25
125 NIMROD II	I. Watson	109	29	4-10-41-02	0.8221	3-15-42-17	0.8091	3-14-19-05	29
126 HELSAL III	Dr. T. Fisher	8	9	3-11-32-54	1.0499	3-15-43-03	1.0096	3-12-21-01	8
127 PACIFIC FLYER	R.B. Hatherley	106	30	4-10-38-21	0.8230	3-15-45-51	0.7857	3-11-47-11	24
128 INSATIABLE	G.J.J. Wilson	118	41	4-13-32-04	0.8016	3-15-48-10	0.8002	3-15-38-58	41
129 SALTY LADY	R. Scobie	122	42	4-14-18-40	0.7980	3-16-01-42	0.7612	3-11-58-08	39
130 MOONRAKER AGAIN	N. Wellfare	107	31	4-10-38-23	0.8278	3-16-16-35	0.8101	3-14-23-20	30
131 GROUP THERAPY	P. Wheeler/Syn	46	32	4-05-21-18	0.8711	3-16-17-25	0.8492	3-14-04-14	28
132 ICARUS	A. Ridley	110	33	4-10-42-51	0.8277	3-16-19-38	0.7996	3-13-19-43	26
133 JASMIN	M. O'Keefe	131	27	4-15-23-00	0.7936	3-16-23-38	0.7832	3-15-14-08	27
134 ANTHANTA VI	A. Gruzman	126	43	4-14-45-46	0.7993	3-16-31-58	0.7625	3-12-27-24	32
135 WHY NOT	Robertson/Rowell	112	34	4-11-33-16	0.8303	3-17-18-09	0.8178	3-15-57-29	40
136 NEFFERTITI	R. Nyman	128	35	4-15-01-03	0.8218	3-19-14-03	0.7845	3-15-05-36	31
137 MIRRABOOKA VI	G. Jensen-Muir	144	23	5-17-05-31	0.6698	3-19-49-27	0.6357	3-15-08-58	23
138 LARRIKIN	N. Jordan	124	36	4-14-34-20	0.8348	3-20-18-20	0.8267	3-19-24-36	35
139 LADY PENRHYN OF NIRIMBA	RAN	139	37	4-18-02-16	0.8127	3-20-40-43	0.7755	3-16-26-11	33
140 PHOENIX (NSW)	J. Munshower III	136	38	4-17-04-18	0.8408	3-23-04-14	0.8031	3-18-48-28	34
141 STAFFIFANO	V. Opperman	143	28	5-04-23-56	0.7698	3-23-45-44	0.7336	3-19-15-32	28
142 WOOLLOOMOOLOO	P. Geddes	125	39	4-14-36-49	0.8800	4-01-20-24	0.8451	3-21-28-46	37
143 EVERGREEN	W.J. Gibson	134	40	4-16-19-31	0.8672	3-01-24-51	0.8289	3-21-06-23	36
144 MULBERRY	W. Wright	145	24	6-02-33-30	0.6857	4-04-29-42	0.6558	4-00-06-47	24
145 ANACONDA II	J. Grubic	39	10	4-04-55-48	1.0278	4-07-44-09	0.9862	4-03-32-14	10
146 AFFAIR (3)	D. Livingstone	146	25	5-23-51-18	0.7227	4-07-57-50	0.6879	4-02-57-28	25
(10% PENALTY Before penalty 146 O'All)									

FASTEST TIME: SOVEREIGN 2-21-58-08

IOR DIVISIONS:  
 MAXI DIVISION: SOVEREIGN  
 DIVISION A: JUBILATION  
 DIVISION B: MAD MAX  
 DIVISION C: PEMBERTON I  
 DIVISION D: CHUTZPAH

ILLINGWORTH DIVISIONS:  
 MAXI DIVISION: APOLLO  
 DIVISION A: JUBILATION  
 DIVISION B: BLUE MAX II  
 DIVISION C: SUNSEEKER  
 DIVISION D: MARARA

RETIRED: 8  
 DID NOT START: BUSHFIRE, MELTEMI, PHOENIX (TAS) & SAGA

PENALTIES  
 (1) 5 MIN. TIME PENALTY IN LIEU OF 720 TURN.  
 (2) RADIO SCHEDULE BREACH  
 (3) RADIO SCHEDULE BREACH

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

O'All	Line	Place	DIVISIONS					IOR RESULTS			ILLINGWORTH RESULTS							
			M	A	B	C	D	Elapsed	TCF	Corrected	TCF	Corrected	M	A	B	C	D	
1	ILLUSION	G. Knezic	1					5-03-12-03	0.7333	3-18-20-35								
2	SOUTHERN CROSS	W. Gilbert		1				4-18-30-12	0.7989	3-19-28-36								
3	RAGAMUFFIN	S. Fischer	1					3-15-29-07	1.0559	3-20-22-33	1.0136	3-16-40-30	1					
4	GREAT NEWS	D. Forbes/J. Calvert-Jones		1				4-09-14-12	0.8789	3-20-29-33								
5	MIDDLE HARBOUR EXPRESS	R. Stone/G. Challoner			1			5-04-38-55	0.7638	3-23-12-24	0.7548	3-22-05-05		1				
6	DIKTATOR	R. Fidock			2			5-05-13-15	0.7770	4-01-17-48								
7	NADIA IV	T. Dalton			2			5-03-03-40	0.7917	4-01-25-39	0.7901	4-01-13-50			3			
8	SHERATON HOBART	I. Smith			3			5-02-31-55	0.7955	4-01-28-27	0.7947	4-01-22-34			4			
9	PRIME FACTOR	R.J. Brady			4			5-02-33-11	0.7982	4-01-49-19								
10	INDIAN PACIFIC (VIC)	G. Durran			5			5-03-29-00	0.7932	4-01-56-49	0.7918	4-01-46-27						
11	FERRIS AUDIO	D. Coulter			6			5-03-42-01	0.7943	4-02-15-19	0.7942	4-02-14-35						
12	HARBINGER	B. Dean			2			5-14-19-54	0.7346	4-02-40-48								
13	SCALLYWAG	R. Corrie			3			5-06-32-56	0.7807	4-02-47-48	0.7677	4-01-09-06						
14	OCEAN BLUE RESORTS	G. Lambert			7			5-02-35-06	0.8069	4-02-54-50	0.7869	4-00-27-44						
15	SOLANDRA	R.W. & C.A. Scott			3			5-20-17-33	0.7114	4-03-48-15	0.6764	3-22-53-38						
16	MOONSHINE	R. St.J. Cross			4			5-09-20-26	0.7773	4-04-32-11	0.7641	4-02-49-45						
17	INTRIGUE	D. Calvert			8			5-07-14-04	0.7929	4-04-53-03	0.7920	4-04-46-11						
18	MAD MEN'S WOODYARD	J. Messenger			5			5-23-02-56	0.7061	4-05-00-25	0.7020	4-04-25-13						
19	MARK TWAIN	H. O'Neill/C. Ward			4			5-14-18-21	0.7555	4-05-28-05	0.7196	4-00-38-47						
20	KINGURRA	P. Joubert			9			5-06-44-06	0.8016	4-05-35-27	0.7659	4-01-03-59						
21	SPIRIT	W. Miller			2			5-04-17-02	0.8263	4-06-41-45	0.7889	4-02-02-51						
22	CHALLENGE II	J. Dacey			3			5-04-21-32	0.8271	4-06-51-26	0.8181	4-05-44-17						
23	KINGS CROSS	B. Edmunds/R. Green			6			5-14-08-14	0.7669	4-06-52-11								
24	HUMMINGBIRD	P. Nicholson			7			5-13-07-58	0.7747	4-07-08-17	0.7738	4-07-01-05						
25	CENTURION	I. Twenyman			8			5-16-13-49	0.7575	4-07-11-40	0.7215	4-02-17-25						
26	OUTRAGEOUS	J. Partridge			4			5-14-27-35	0.7684	4-07-19-08	0.7641	4-06-44-26						
27	PLANET X	J. Goddard Jr			9			6-04-09-42	0.6976	4-07-21-27								
28	FRICTION	C. Lake			4			5-06-10-45	0.8220	4-07-43-09	0.7869	4-03-17-25						
29	IMPECCABLE	J. Walker			6			5-22-09-45	0.7301	4-07-47-34	0.7198	4-06-19-43						
30	FARROUT	R.J. Pattison			10			5-15-46-56	0.7678	4-08-15-13	0.7547	4-06-28-29						
31	PARMELIA	B. Woods			5			5-05-00-44	0.8343	4-08-17-52	0.7968	4-03-36-35						
32	MORNING TIDE	J.M. Lawler			6			6-02-44-59	0.7138	4-08-45-00	0.6788	4-03-36-49						
33	MIRRABOOKA	J.&P. Bennetto			6			5-02-29-33	0.8553	4-08-46-04								
34	FIRETEL	R. Lawler/K. Taylor			8			6-01-16-00	0.7213	4-08-46-51	0.6861	4-03-40-03						
35	COMPUTERLAND SOLUTIONS	NSW Police Sailing Assoc			7			5-06-09-43	0.8310	4-08-50-26	0.8223	4-07-44-35						
36	VETER	Farr Eastern Shipping Co.			8			5-06-40-17	0.8293	4-09-02-55	0.7963	4-04-52-06						
37	BACARDI	Bacardi Syndicate			9			5-08-16-51	0.8207	4-09-16-48	0.7838	4-04-32-47						
38	HORNET	The Sting Syndicate			9			5-22-12-09	0.7424	4-09-34-16	0.7							

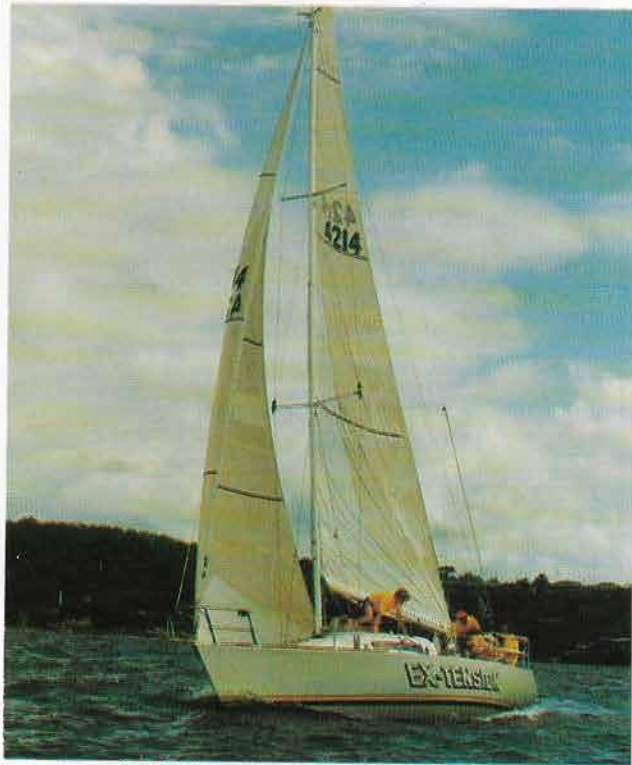




WINNERS



GALLERY



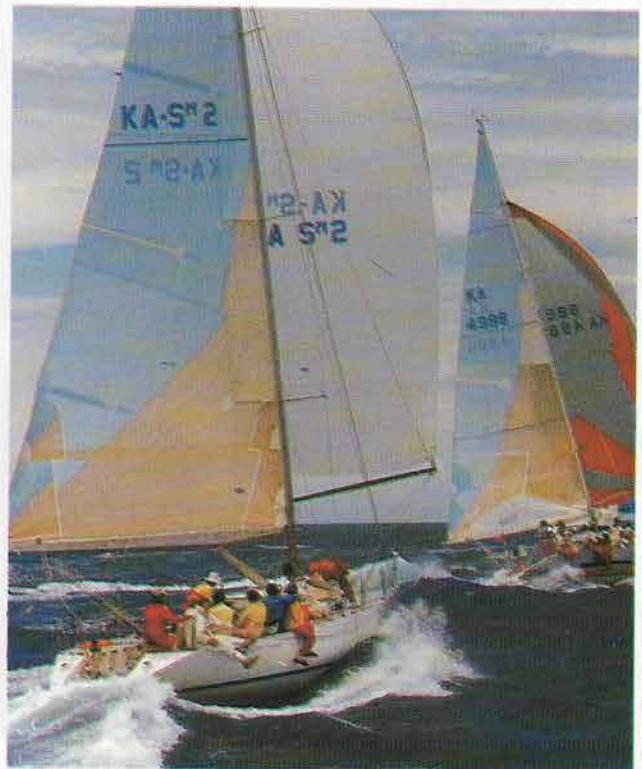
1986 — EXTENSION



1988 — ILLUSION



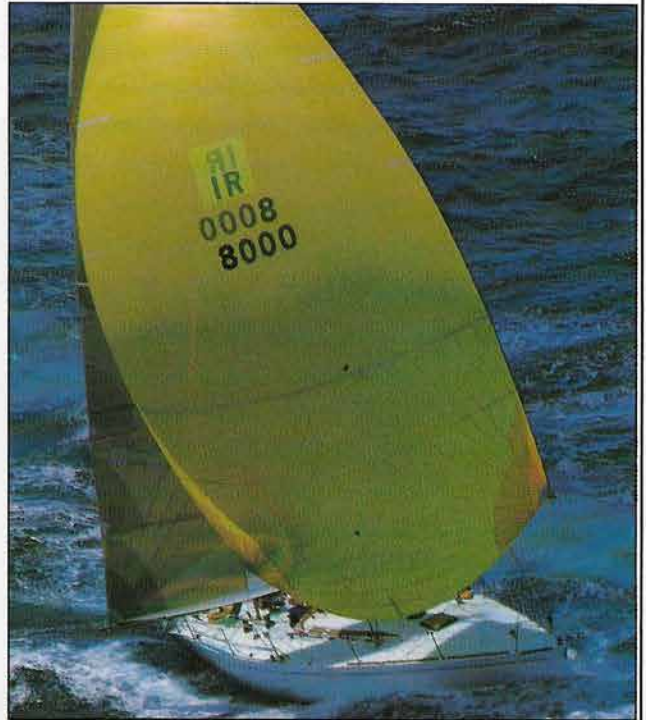
1987 — SOVEREIGN



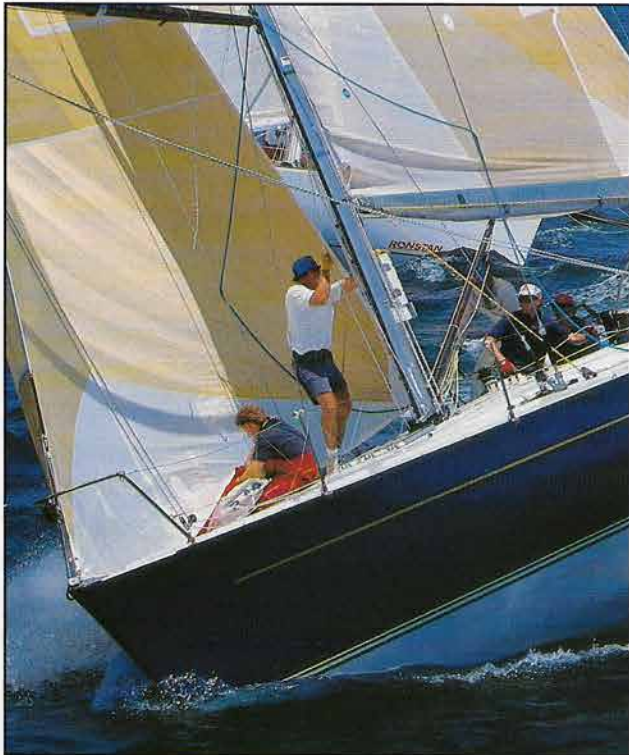
1989 — ULTIMATE CHALLENGE



1990 - SAGACIOUS V



1991 - ATARA



1992 IOR - RAGAMUFFIN



1992 IMS - ASSASSIN

56 FREIGHT TRAIN.....	D. Parkes	9	2	3-18-31-59	0.9559	3-14-32-26
57 ADVISOR RESEARCH (6).....	B. Woods	43	12	4-07-47-29	0.8343	3-14-35-35
58 DOCTOR WHO.....	R. Jackman	19	3	3-21-31-06	0.9262	3-14-37-00
59 THE STING.....	G. Sherwinski	71	11	4-18-18-59	0.7581	3-14-39-48
60 PERIE BANOU II.....	J. Sanders	85	12	4-22-00-32	0.7424	3-15-36-35
61 RAGAMUFFIN.....	S. Fischer	2	4	3-11-06-33	1.0559	3-15-45-18
62 MARK TWAIN.....	H. O'Neil	80	13	4-20-36-20	0.7537	3-15-53-08
63 PADAM II.....	K. Quinert	79	14	4-20-09-48	0.7566	3-15-53-21
64 DERWENT LASS.....	D.H. Coulbourn	106	15	5-07-23-06	0.6908	3-15-59-51
65 BUGGBEAR.....	R.L. Bugg	70	15	4-18-17-26	0.7735	3-16-24-13
66 MISTRESS AGAIN.....	D. Senogles	77	16	4-18-48-22	0.7712	3-16-32-19
67 KINGURRA (7).....	P. Joubert	56	19	4-14-41-12	0.8016	3-16-43-35
68 PATRICE III (8).....	P. King	50	14	4-11-20-21	0.8289	3-16-58-24
69 OTELLA.....	C. Montgomery	29	15	4-02-41-08	0.9016	3-16-58-30
70 AUSTRALIAN MAID (9).....	J. Wardill	16	5	3-23-17-13	0.9392	3-17-29-37
71 MORNING BREEZE.....	P. Lalor, P. Manger & P. Godfree	107	16	5-07-25-21	0.7041	3-17-43-05
72 SEQUESTA.....	P. Nicholson	63	20	4-15-56-29	0.8026	3-17-50-39
73 WITCHDOCTOR.....	The Rum Consortium	60	16	4-15-17-30	0.8082	3-17-56-45
74 HAMMER OF QUEENSLAND.....	A. Bloore	4	6	3-14-17-59	1.0455	3-18-13-35
75 SALTY LADY.....	R. Scoble	67	21	4-17-36-43	0.7964	3-18-28-50
76 ST JUDE.....	H. House	102	17	5-06-01-43	0.7192	3-18-37-54
77 NYNJA GO.....	R. Axe	83	7	4-21-25-19	0.7740	3-18-53-05
78 CONDOR.....	A. Paola	5	7	3-15-04-08	1.0538	3-19-45-12
79 APOLLO II.....	J. Duffin	61	17	4-15-21-11	0.8272	3-20-06-40
80 BALANDRA (10).....	G. Henricke	82	18	4-21-20-20	0.7872	3-20-22-09
81 CENTREFOLD.....	B. Folbigg	59	18	4-15-13-45	0.8323	3-20-34-34
82 INSATIABLE.....	G.&J. Wilson	81	22	4-21-19-04	0.7946	3-21-13-15
83 RAGER.....	M. Clement	8	8	3-17-14-22	1.0538	3-22-02-26
84 ICARUS.....	A. Ridley	76	19	4-18-38-53	0.8256	3-22-09-32
85 KOMANDER NEVELSKOY.....	V. Gamanov	68	20	4-17-55-57	0.8352	3-23-09-23
86 ADMIRAL NEVELSKOY.....	L. Lysenko	73	21	4-18-30-29	0.8358	3-23-42-41
87 MIDNIGHT MAGIC.....	I. Ritchie	89	22	4-22-33-06	0.8079	3-23-46-40
88 CAN CAN.....	G. Carlye-Clarke	101	19	5-05-54-27	0.7685	4-00-45-36
89 BELLES LONG RANGER.....	Women On Water Syn	90	23	4-22-44-26	0.8382	4-03-31-42
90 HYPERDRIVE.....	J. Clarke	46	9	4-07-32-26	0.9789	4-05-21-21
91 ENTREPRENEURIAL SPIRIT.....	B. Ashenden	96	24	5-03-08-05	0.8500	4-08-39-52
92 ANACONDA II.....	J. Grubic	64	10	4-16-44-31	1.0268	4-19-45-48

FASTEST TIME: DRUMBEAT (A. BOND) 3-6-21-34.

RETIRED: 14

REDRESS AND PENALTIES: 1. 3 hours 34 min redress; 2. 3 hours 24 min redress; 3. 45 min redress; 4. 5 hours redress; Infringement of rule 60 - penalty 30% - unpenalised positions - 20 overall (5 in division); 6. 1 hour redress; 7. 10 min time penalty (S.1.27.2(b)); 8. 4 hours redress; 9. 2 hours 30 min redress; 10. 10 min time penalty (S.1.27.2(b)).

IOR DIVISIONS:

MAXI DIVISION: DRUMBEAT  
DIVISION A: MADELINE'S DAUGHTER  
DIVISION B: ULTIMATE CHALLENGE  
DIVISION C: INTRIGUE  
DIVISION D: ILLUSION

ILLINGWORTH DIVISIONS:

MAXI DIVISION: DOCTOR TWO  
DIVISION A: UPTOWN GIRL  
DIVISION B: SHERATON HOBART  
DIVISION C: MIDDLE HARBOUR EXPRESS  
DIVISION D: SOLANDRA

IMS RESULTS

HANDICAP LINEAR RANDOM 14 COURSE LENGTH 630.4NM SCRATCH VALUE 377.8

PL YACHT NAME	LINE PLACE	DIVISIONAL	M	A	B	C	D	Elapsed	D-H-M-S	TCF	Corrected	D-H-M-S
1 CHALLENGE II.....	J. Daley	26	1					4-02-24-01		488.5	3-07-00-56	
2 MINI JUMBUK.....	J. Howell	34	1					4-03-45-27		495.0	3-07-14-04	
3 HAUIA.....	T. Johnstone	41	2					4-06-22-28		509.8	3-07-15-35	
4 CONTINENTAL.....	M. Champion	18	2					4-00-38-43		474.7	3-07-40-37	
5 MIRABOOKA.....	J. Bennetto	22	3					4-01-55-26		472.1	3-09-24-39	
6 UPTOWN GIRL.....	R. Winton/USSR Team	43	3					4-06-31-06		498.0	3-09-28-12	
7 NEVER A DULL MOMENT.....	C. Wilson	33	4					4-03-36-09		480.9	3-09-32-55	
8 DOCTOR WHO.....	R. Jackman	13	5					3-21-31-06		444.1	3-09-54-30	
9 MERCEDES IV.....	P. Stronach	42	4					4-06-27-06		494.9	3-09-56-46	
10 INCH BY WINCH.....	J. Goddard SNR	40	6					4-06-19-52		488.2	3-10-59-56	
11 ARABESQUE.....	N. Marr	44	5					4-07-05-23		490.9	3-11-17-05	
12 SOLANDRA.....	R.W. & C.A. Escott	86	1					4-22-03-37		568.8	3-12-36-51	
13 WHITE SWAN.....	A. Flecknoe-Brown	31	7					4-02-49-40		455.1	3-13-17-30	
14 STORMY PETREL.....	A. Pearson	66	2					4-17-13-12		534.3	3-13-48-54	
15 AUSTRALIAN MAID (1).....	J. Wardill	16	8					3-23-17-13		431.0	3-13-58-16	
16 TURKEY SHOOT.....	A.&M. Hutton	51	6					4-12-24-42		505.3	3-14-05-06	
17 HYPERDRIVE.....	J. Clark	46	9					4-07-32-26		476.8	3-14-12-16	
18 HAMMER OF QUEENSLAND.....	A. Bloore	4	10					3-14-17-59		377.8	3-14-17-59	
19 SUNSEEKER.....	V.C. Thomas & J.H. Quinn	62	7					4-15-55-55		522.3	3-14-37-42	
20 ADVISOR RESEARCH (2).....	B. Woods	49	11					4-07-47-29		474.8	3-14-48-20	
21 OTELLA.....	C. Montgomery	29	12					4-02-41-08		443.7	3-15-08-45	
22 ROLLER COASTER.....	J. Fuglsang	72	8					4-18-21-20		532.6	3-15-14-54	
23 BUGGBEAR.....	R.L. Bugg	70	9					4-18-17-26		528.5	3-15-54-05	
24 GUMBLOSSOM.....	T.H. Gunnerson	100	3					5-05-04-37		568.8	3-16-28-43	
25 PATRICE III (3).....	P. King	50	13					4-11-20-21		485.5	3-16-28-47	
26 KINGURRA (4).....	P. Joubert	56	10					4-14-41-12		496.6	3-17-53-00	
27 RECOOPERATOR.....	W. Cooper	99	4					5-04-58-47		578.0	3-17-55-21	
28 AUDACITY.....	R. Latham	84	5					4-21-37-00		535.5	3-18-00-06	
29 KAMEHAMEHA.....	A. Townley	95	6					5-02-41-27		562.7	3-18-18-46	
30 ZEUS II.....	J. Dunstan	103	7					5-06-17-14		583.1	3-18-20-13	
31 MARK TWAIN.....	H. O'Neil	80	11					4-20-36-20		526.9	3-18-29-47	
32 PERIE BANOU II.....	J. Sanders	85	8					4-22-00-32		534.0	3-18-39-24	
33 WITCHDOCTOR.....	The Rum Consortium	60	12					4-15-17-30		495.6	3-18-39-49	
34 MISTRESS AGAIN.....	D. Senogles	77	13					4-18-48-22		512.3	3-19-15-13	
35 PADAM II.....	K. Quinert	79	14					4-02-09-48		519.6	3-19-19-57	
36 SALTY LADY.....	R. Scoble	67	15					4-17-36-43		504.4	3-19-26-34	
37 APOLLO BATTERIES.....	R. Nyman	53	14					4-13-19-00		478.1	3-19-45-11	
38 DERWENT LASS.....	D.H. Coulbourn	106	9					5-07-23-06		577.0	3-20-30-10	
39 CENTREFOLD.....	B. Folbigg	59	15					4-15-13-45		482.6	3-20-30-10	
40 RUFF'N'TUMBLE.....	L. Rose	74	16					4-18-37-48		500.2	3-21-11-47	
41 ICARUS.....	A. Ridley	76	17					4-18-38-53		497.9	3-21-37-02	
42 ADRIANE.....	J. Davern	57	16					4-14-53-49		475.8	3-21-44-10	
43 MORNING BREEZE.....	P. Lalor, P. Manger & P. Godfree	107	10					5-07-25-21		596.8	3-21-48-04	
44 BALANDRA (5).....	G. Henricke	82	28					4-21-20-20		511.9	3-21-51-23	
45 OUTLAW.....	B. McKay	55	17					4-14-24-54		470.4	3-22-11-59	
46 THE GOODIES.....	C.&L. Andrews	94	11					5-01-55-51		531.2	3-23-04-08	
47 EMMA.....	M. De Burca	93	19					5-01-33-44		529.1	3-23-24-04	
48 MARGARET RINTOUL.....	B. Gould	92	20					5-00-58-44		522.4	3-23-39-40	
49 BUSHRANGER.....	K. Miller	97	12					5-04-19-09		539.5	4-00-00-13	
50 ST JUDE.....	H. House	102	13					5-06-01-03		545.7	4-00-36-59	
51 ENTREPRENEURIAL SPIRIT.....	B. Ashenden	96	14					5-03-08-05		529.1	4-00-38-25	
52 ADAM'S APPLE.....	D. Wivell	65	18					4-17-07-36		460.3	4-02-40-48	
53 TERENCE J.....	R. Ratcliffe & Sons	98	15					5-04-21-02		523.4	4-02-51-16	
54 MORE IMAGINATION.....	T. Nicholas	105	16					5-07-19-44		540.0	4-02-55-33	
55 GUSTO.....	H. Denison	108	17					5-10-33-43		547.1	4-04-54-56	
56 BELLES LONG RANGER.....	Women On Water Syn	90	19					4-22-44-26		476.0	4-05-32-41	
57 CHINA BEAR.....	A.G. Clubb	87	20					4-22-05-11		469.8	4-05-58-34	
58 INNISFREE.....	L. Anderson	109	18					6-06-08-40		568.7	4-20-42-57	
59 GOLDEN SEAGULL.....	N. Hunter	110	19					7-01-48-18		589.0	5-12-49-18	

IMS RETIREMENTS: 5

REDRESS AND PENALTIES:

1. 2 hours 30 minutes redress; 2. 1 hour redress; 3. 4 hours redress; 4. 10 minute penalty (S.1.27.2(b)); 5. 10 minute penalty (S.1.27.2(b)); 6. Calculated finish time after time limit.

IMS DIVISION WINNERS:

DIVISION A: CHALLENGE II  
DIVISION B: MINI JUMBUK  
DIVISION C: SOLANDRA

## Russell Coutts Still Match Race Champion

The number one ranked sailor on the Omega World Match Race Sailing ranking list - the Official IYRU rankings, Russell Coutts (New Zealand) - successfully defended his title to become the 1993 World Champion of Match Race sailing.

Coutts beat Ed Baird (USA) in the finals on the Swan River in Perth, Australia, affirming his place at the top of the rankings and claiming first prize of US\$32,250.

Ed Baird, who established his place among the world's top match racers when he took his country to victory in the 1991 IYRU Nations Cup, was on top form in Perth, winning 13 out of the 18 matches in the elimination series. Baird gains valuable bonus points in the rankings for beating three skippers ranked above him: he leaps from eighth up to fourth position.

This year's IYRU Nations Cup winner, The Netherlands' Roy Heiner, did not qualify for a semi-final place; he finished fifth overall, however, gaining more valuable points toward his new world ranking of fifth. Just behind Heiner in sixth place was 1993 Nations Cup Grand Final bronze medallist Bertrand Pace (France).

Also failing to qualify was Australia's Peter Gilmour.

Britain's Eddie Warden-Owen won 12 matches in the eliminations to qualify for a semi-final place. Baird opted to meet him in the semis and won 3-0. In the sail-off for third and fourth places, Rod Davis (NZL) beat Warden-Owen 2-1. The Brit's fourth position has enabled him to re-enter the top 10 in the rankings.

Results: 1. Russell Coutts (NZL); 2. Ed Baird (USA); 3. Rod Davis (NZL); 4. Eddie Warden-Owen (GBR); 5. Roy Heiner (NED); 6. Bertrand Pace (FRA); 7. Peter Gilmour (AUS); 8. Chris Law (GBR); 9. Thierry Peponnet (FRA); 10. Magnus Holmberg (SWE).

**THE RACE AND THE WEATHER:** The 1989 NoTel Sydney-Hobart race saw the introduction of the new IMS handicap category, with yachts able to enter both categories if eligible. The race began in a fading 10 knot westerly, with the entire fleet starting on port hand but as the leaders cleared the seamark outside Sydney Heads the breeze kicked into a 20 knot nor'wester giving the fleet a spinaker 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-westerly winds 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 leaders off the Tasmanian East Coast, a fresh nor'easter powered in again for the One Tonners, giving *Ultimate Challenge* and *Sagacious* a boat-for-boat surfing ride to take the top honours on corrected time.

On an historic note, the overall winner of the inaugural IMS division was *Challenge III*, which in 1983 had been overall winner under IOR ratings.

## 1990

### CLASS 1 - CORRECTED OVERALL RESULTS (FINAL)

O'ALL PL	YACHT NAME	SKIPPER	STATE/ C'TRY	LINE PL M	DIVISIONAL				Elapsed D-H-M-S	TCF	Corrected D-H-M-S
					A	B	C	D			
1	SAGACIOUS V	G. Appleby	NSW	11					3-13-01-43	0.7967	2-19-44-32
2	CHUTZPAH	B. Taylor	VIC	34				1	4-01-21-32	0.7324	2-23-18-20
3	ILLUSION	G. Knezc	VIC	3				2	4-01-05-14	0.7345	2-23-18-38
4	ANDURIL	D. Kennedy	NSW	27				2	3-21-45-09	0.7625	2-23-29-11
5	WESTERN PORT VENTURE	P. Grant	VIC	14				3	3-17-43-49	0.7968	2-23-29-50
6	FUJITSU DEALERS	J. Eyles	NSW	24				4	3-21-31-26	0.7648	2-23-31-37
7	BEYOND THUNDERDOME	P. Wheeler	UK	15				5	3-18-03-14	0.7983	2-23-53-24
8	BRINDABELLA	G. Snow	ACT	3	1				2-22-33-07	1.0213	3-00-03-17
9	ROTHMANS	L. Smith (1)	UK	12	3				2-19-07-02	1.0567	2-22-55-22
(Penalty 10% - Was O/A 2, Div 1)											
10	RAGAMUFFIN	S. Fischer	NSW	1	2				2-21-05-33	1.0559	3-00-57-17
11	DOCTOR WHO	R. Jackman	TAS	10	4				3-07-23-02	0.9261	3-01-31-03
12	SHERATON HOBART	J. Smith	TAS	22				6	3-20-42-42	0.7958	3-01-46-48
13	ONCE A JOLLY SWAGMAN	A. Brierty	WA	21				7	3-20-41-15	0.7966	3-01-50-06
14	CONDOR	A. Paola	NSW	2	5				2-21-53-08	1.0574	3-01-53-49
15	NUZULU	E. Psaltis/P. Ward	NSW	58				3	4-10-11-30	0.7001	3-02-20-21
16	FREIGHT TRAIN	D. Parkes	NSW	9	6				3-06-02-02	0.9559	3-02-35-33
17	KINGS CROSS SYDNEY	R. Stone	NSW	40				8	4-02-37-59	0.7627	3-03-13-39
18	BIG SCHOTT	P. Bush	NSW	29				9	4-00-07-50	0.7965	3-04-34-05
19	NADIA IV	T. Dailon	ACT	32				10	4-01-05-13	0.7908	3-04-46-35
20	MIRRABOOKA	J. Bennetto	TAS	17				1	3-19-05-04	0.8537	3-05-45-32
21	THE ROPEFUNNER	M. Ward	TAS	37				11	4-02-22-44	0.7909	3-05-48-28
22	SUREFOOT	D. Milikan	VIC	38				12	4-02-26-01	0.7909	3-05-51-04
23	INDIAN PACIFIC	S. McDonald	VIC	38				13	4-02-20-48	0.7922	3-05-54-37
24	HELSEA II	K. Flint	SA	6	7				3-03-27-50	1.0353	3-06-07-40
25	HAMMER OF QUEENSLAND	A. Bloore	QLD	5	8				3-02-46-12	1.0455	3-06-10-19
26	MARK TWAIN	H. O'Neill	NSW	57				14	4-07-45-22	0.7555	3-06-23-16
27	TURKEY SHOOT	A. Hutton	TAS	47				15	4-03-13-11	0.7928	3-06-39-41
28	DRY WHITE	D. Leitch	TAS	43				16	4-03-06-38	0.7966	3-06-57-05
29	FIRST LIGHT	W. Mountford	NSW	51				17	4-03-20-01	0.7951	3-06-58-49
30	BACARDI	G. Ainley/J. Williams	VIC	31				2	4-00-40-28	0.8192	3-07-11-45
31	WITCHDOCTOR	Rum Consortium	NSW	39				3	4-02-26-20	0.8056	3-07-18-09
32	SAGACIOUS II	P. Jacka	VIC	41				4	4-02-41-24	0.8036	3-07-18-26
33	KINGURRA	P. Joubert	VIC	49				5	4-03-15-36	0.8016	3-07-34-01
34	SUELAN	J. Buckland	SA	50				6	4-03-19-10	0.8063	3-08-04-53
35	MERCEDES IV	P. Stronach	NSW	45				7	4-03-06-59	0.8082	3-08-06-21
36	ZEUS II	J. Dunstan	NSW	74				4	4-22-37-50	0.6768	3-08-17-21
37	SOLANDRA	C. Escott	TAS	62				5	4-17-20-12	0.7114	3-08-37-40
38	SINGAPORE GIRL	P. Steigrad/S.W. Her (2)	SP	86				11	4-03-19-11	0.7338	3-00-52-51
(Penalty 40% - Was O/A 10, Div 3)											
39	LA MONIQUE	B. Brooks	NZ	52				8	4-03-22-54	0.8121	3-08-42-28
40	IMPECCABLE	J. Walker	NSW	61				6	4-15-45-34	0.7301	3-09-35-44
41	AGGRO	S. Collis	VIC	42				9	4-02-44-58	0.8330	3-10-15-30
42	GUMBLOSSOM	T. Gunnersen	VIC	79				7	5-02-03-33	0.6794	3-10-55-37
43	STAR FERRY	J. Conroy	NSW	60				18	4-13-21-49	0.7608	3-11-12-14
44	ITS A HIT	J. Messenger	NSW	77				8	5-00-43-28	0.7061	3-13-14-37
45	VENINDE III	F. Walker	NSW	70				9	4-20-17-19	0.7480	3-14-59-02
46	WESTERLY	W. Mills	TAS	78				10	5-01-21-22	0.7274	3-16-16-28
47	ALEXANDER OF CRESWELL	RAN	NSW	69				10	4-19-07-45	0.8109	3-21-21-30
48	SIR THOMAS SOPWITH	OYCA	NSW	82				9	6-16-30-36	0.9318	6-05-33-48
49	ANACONDA II	J. Grubic (3)	SA	85				10	4-21-52-16	1.0268	5-01-01-48

(Penalty 10% - Was O/A 48, Div 9)

### CLASS 1 RETIREMENTS: 17

- (1) Subject to 10% penalty imposed under Sailing Instruction 29.3.
- (2) IYRU Rule 37.3 & 38.2(a)
- (3) IYRU Rule 54

### CLASS II - CORRECTED OVERALL RESULTS (FINAL)

IMS - GENERAL PURPOSE, COURSE 630.4NM, SCRATCH 452.8 SEC/MI											
O'ALL PL	YACHT NAME	SKIPPER	STATE/ C'TRY	LINE PL M	DIVISIONAL				Elapsed D-H-M-S	TCF	Corrected D-H-M-S
					A	B	C	D			
1	DOCTOR WHO	R. Jackman	TAS	10	1				3-07-23-02	0-21-16-34	2-10-06-28
2	COTTON BLOSSOM II	E. Barron	VIC	8	2				3-06-42-21	0-14-58-19	2-14-44-02
3	NEVER A DULL MOMENT	C. Wilson	NSW	19	3				3-20-13-19	1-03-20-05	2-16-53-14
4	LIGHTWAVE	R. Lavett	QLD	23		1			3-21-18-09	1-04-24-11	2-16-53-48
5	DOW AIR	Farr Lap Syndicate	NSW	54			1		4-03-35-15	1-10-24-34	2-17-10-41
6	BIG SCOT	P. Bush	NSW	29		2			4-00-07-50	1-05-57-41	2-18-10-09
7	RENEGADE	R. Francis	SA	44			2		4-03-06-42	1-08-40-33	2-18-26-09
8	MIRRABOOKA	J. Bennetto	TAS	17		4			3-19-05-04	1-00-20-26	2-18-44-38
9	SUELAN	J. Buckland	SA	50			3		4-03-19-10	1-08-12-11	2-19-06-59
10	TURKEY SHOOT	A. Hutton	TAS	47			4		4-03-13-11	1-08-02-43	2-19-10-28
11	SOLANDRA	C. Escott	TAS	62			1		4-17-20-12	1-21-47-30	2-19-32-42
12	MARK TWAIN	H. O'Neill	NSW	57			2		4-07-45-22	1-12-07-32	2-19-07-50
13	HAUPIA	T. Johnston	NSW	48			5		4-03-13-15	1-07-27-00	2-19-46-15
14	WOOLLY JUMPER	G. Wood	NZ	20		5			3-20-26-41	1-00-38-17	2-19-48-24
15	ARIANER	R. Mitchell	VIC	6			7		4-04-44-17	1-08-55-15	2-19-42-02
16	KINGURRA	P. Joubert	VIC	49			6		4-03-15-36	1-07-21-45	2-19-53-51
17	HYPERDRIVE	J. Clark	NSW	26		6			3-21-41-16	1-01-17-10	2-20-24-06
18	SUREFOOT	D. Milikan	VIC	38			3		4-02-26-01	1-06-01-54	2-20-24-07
19	MATANGI	J. Bleakley	NSW	46			8		4-03-09-18	1-06-39-43	2-20-29-35
20	INDIAN PACIFIC	S. McDonald	VIC	36			4		4-02-20-48	1-05-42-59	2-20-37-49
21	WITCHDOCTOR	Rum Consortium	NSW	39			5		4-02-26-20	1-05-37-44	2-20-48-36
22	CONTINENTAL	M. Champion	NSW	25		7			3-21-34-07	1-00-43-32	2-20-50-35
23	SAGACIOUS II	P. Jacka	VIC	41			6		4-02-41-24	1-05-40-53	2-21-00-31
24	MAHARA	W. Ratcliff	NSW	66			3		4-18-38-28	1-21-29-38	2-21-08-50
25	OVERDRAFT	D. Smith (1)	QLD	53			7		4-03-29-23	1-06-15-33	2-21-13-50
26	ZEUS II	J. Dunstan	NSW	74			4		4-22-37-50	2-01-08-10	2-21-29-40
27	DRY WHITE	D. Leitch	TAS	43			8		4-03-06-38	1-05-23-01	2-21-43-37
28	LA MONIQUE	B. Brooks	NZ	52			9		4-03-22-54	1-05-34-35	2-21-48-19
29	MERCEDES IV	P. Stronach	NSW	45			10		4-03-06-59	1-04-59-54	2-22-07-05
30	AGGRO	S. Collis	VIC	42			11		4-02-44-58	1-03-43-12	2-23-01-46
31	WILD HONEY	J. Griffiths	QLD	35	8				4-01-21-57	1-02-18-06	2-23-03-51
32	HUCKER	R. and J. Lodge	NZ	30			9		4-00-36-16	1-01-17-10	2-23-19-06
33	GUMBLOSSOM	T. Gunnersen	VIC	79			5		5-02-03-33	2-01-51-15	3-00-12-18
34	WESTERLY	W. Mills	TAS	78			6		5-01-21-22	2-00-25-06	3-00-56-16
35	TERENCE J	K. Ratcliff	TAS	73			7		4-22-35-22	1-20-30-48	3-02-04-34
36	AUSTRALIAN MAID	J. Wardill	NT	18			10		3-19-41-55	0-17-24-22	3-02-17-33
37	MAHOGANY	NSW	59				9		4-10-33-29	1-08-07-58	3-02-25-31
38	MORE INFORMATION	T. Nicholas	SA	67			8		4-18-50-44	1-16-16-32	3-02-34-12
39	MORNING TIDE	J. Lawler	NSW	76			9		5-00-11-11	1-20-50-45	3-03-20-26
40	EMMA	M. De Burca	NSW	65			10		4-17-48-36	1-13-46-17	3-04-02-19
41	TURKEY CONNECTION	A. Hutton	WA	64			11		4-17-39-53	1-12-35-54	3-05-03-59
42	VENINDE III	F. Walker	NSW	70			12		4-20-17-19	1-13-56-48	3-06-20-31
43	NEW HORIZONS	M. Kelaher	NSW	68			10		4-19-07-14	1-09-53-02	3-09-14-12
44	SOUTHERN VENTURE	A. Grice	TAS	75			13		4-23-59-17	1-14-14-39	3-09-44-38
45	TRADITION	D. Gould	TAS	72			14		4-21-43-04	1-11-29-42	3-10-13-22

## Australia To Establish National Sailing Centre

The future of Australian yachting leading up to the Sydney Olympics in 2000 and beyond could include the establishment of a National Sailing Centre.

The Australian Yachting Federation's Federal Council voted at its recent annual meeting to develop further a proposal for a National Sailing Centre, presented by the Yachting Association of NSW.

The proposal is for a centre which provides a wide range of programs, from beginners' learn-to-sail courses and community-based programs through to the elite coaching of National and Olympic teams. Also important will be programs developing the skills of Australia's race officials and judges, to ensure first class management of major yachting events such as the 2000 Olympic regatta. Some of the programs may also be extended to include State Sailing Centres.

Commenting on the proposal, Wyn Treasure, President of the AYF, said: "This is a new area for the AYF, which we believe will support our efforts to do more for all Australian sailors from grass roots level upwards and to promote our sport.

"We agreed there is a need for a National Sailing Centre and will work closely with the project team that has developed the plan so far."

The President said that there were a number of sites under consideration for the centre, including Sydney Harbour, which has been selected to host the yachting events of the 2000 Games.

Funding for the centre will be sought from both public and corporate sources to support any available funding from government programs which already assist the sport.

Yachting is one of Australia's most successful international sports. The Australian Olympic Yachting Team won two bronze medals at the Barcelona Games of 1992, and Australians currently hold seven World titles in sailing and boardsailing, including the overall team trophy at the World Youth Sailing Championships.

Yachting is also one of the most popular forms of recreation in Australia. More than two million people go boating on Australian waterways each year, in craft ranging from sailboards and off-the-beach dinghies to ocean-going maxi yachts and powercraft.

The meeting also agreed to review the organisational structure of the Federation with a view to creating more modern management procedures to take the sport to the year 2000 and beyond.

The AYF is the peak national organisation for the sport. Through the development of new initiatives such as the National Sailing Centre and a more dynamic management structure, it is seeking to ensure a bright future for all branches of yachting in Australia.

46 CASHFLOW	G. Rowland	VIC	63	11	4-17-34-23	1-06-19-45	3-11-14-38
47 EMERALD CITY	R. Breadman (2)	NSW	55	11	4-04-07-33	1-02-39-07	3-01-28-26
(PENALTY 20% - Was O/All 35, Div 10)							
48 SCORPIO II	M. Haller	VIC	81	15	5-08-57-55	1-20-58-07	3-11-59-48
49 VENDETTA	C. Reid	NZ	80	16	5-07-05-45	1-15-28-06	3-15-39-39
50 EAGLE	J. Boys (3)	NSW	71	12	4-11-02-58	1-04-36-47	3-06-26-11
(PENALTY 10% - Was O/All 44, Div 12)							
51 ARIADNE II	R. Mitchell	TAS	82	17	6-16-30-36	1-15-27-09	5-01-03-27
52 YARINDI III	F. Binns	TAS	84	18	7-14-00-00	2-01-13-25	5-12-46-35

**CLASS II RETIREMENTS: 8**

(1) Redress of 40 minutes (2) Sailing Instruction 37 (3) IYRU Rule 54

**CLASS III - CORRECTED OVERALL RESULTS (FINAL)**

IMS - GENERAL PURPOSE, COURSE 630.4NM, SCRATCH 452.8 SEC/MI

O'ALL	PL	YACHT NAME	SKIPPER	STATE/ C'TRY	LINE PL	DIVISIONAL	A	B	C	D	Elapsed D-H-M-S	ALL D-H-M-S	Corrected D-H-M-S
1	FUJITSU DEALERS	J. Eyles	NSW	24	1						3-21-31-26	1-09-16-16	2-12-15-10
2	SWEET CAROLINE	S. Ellis	HK	13	2						3-17-34-41	1-03-45-18	2-13-49-23
3	BRINDABELLA	G. Snow	ACT	3	3						2-22-33-07	0-07-07-37	2-15-25-30
4	RATTLE AND HUM	N. Kishimoto	JAP	16	4						3-18-58-47	1-01-03-30	2-17-55-17
5	HAMMER OF QUEENSLAND	A. Bloore	QLD	5	5						3-02-46-12	0-08-48-29	2-17-57-43
6	NADIA IV	T. Dalton	ACT	32	6						4-01-05-13	1-04-39-56	2-20-25-17
7	HELIAL III	J. Wertheimer	TAS	7	7						3-04-29-58	0-07-50-42	2-20-39-16
8	FIRST LIGHT	W. Mountford	NSW	51	8						4-03-20-01	1-05-03-03	2-22-18-58
9	BOBSLED	G. Bush & N. Feros	NSW	4	9						2-23-12-01	0-00-00-00	2-23-12-01
10	GROUP THERAPY	Syndicate/A. Chalk	NSW	28	10						3-23-56-12	0-22-17-30	3-01-38-42

**CLASS III RETIREMENTS: 3**

**FASTEST TIME: RAGAMUFFIN 2-21-05-33**

**IOR DIVISIONS:**

MAXI DIVISION: BRINDABELLA

DIVISION A: MIRRABOOKA

DIVISION B: SAGACIOUS V

DIVISION C: CHUTZPAH

**IMS DIVISIONS**

DIVISION A: DOCTOR WHO

DIVISION B: LIGHTWAVE

DIVISION C: DOW AIR

DIVISION D: SOLANDRA

**1990 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-Tonnars 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 main 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 *Rothmans*' 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 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 *Sagacious V*.

**1991**

**IOR HANDICAP RESULTS**

O'ALL	PL	YACHT NAME	SKIPPER	STATE/ C'TRY	LINE PL	DIVISIONAL	A	B	C	D	Elapsed D-H-M-S	TCF	Corrected D-H-M-S
1	ATARA	H. Cudmore/J. Storey	IRE	11	1						3-09-50-04	0.8320	2-20-05-11
2	ULTIMATE CHALLENGE	L. Abrahams	VIC	16	1						3-13-21-35	0.7980	2-20-07-01
3	SANCTURAY COVE QLD MAID	R. Robertson	NSW	18	2						3-13-55-07	0.7945	2-20-15-44
4	SALAMANCA INN	J. Fuglsang	AUS	19	3						3-14-49-28	0.7967	2-21-10-23
5	ANOTHER CONCUBINE	J. Parker	AUS	20	4						3-14-58-24	0.7965	2-21-16-27
6	SHERATON HOBART	J. Smith	TAS	22	5						3-15-51-46	0.7940	2-21-45-47
7	INTRIGUE	D. Calvert	TAS	23	6						3-15-52-32	0.7939	2-21-45-52
8	NUZULU	G. Psallis/P. Ward	NSW	61	6						4-04-28-56	0.7001	2-22-20-51
9	WILD OATS	B. Foye/R. Hickman/L. Peckman	NSW	15	2						3-13-10-34	0.8268	2-22-25-25
10	EMECO ONCE A J SWAGMAN	A. Bright	AUS	24	7						3-16-33-03	0.7966	2-22-32-23
11	EX-TENSION	T. Dunn/J. English	IRE	31	8						3-21-05-30	0.7613	2-22-52-14
12	STAR FERRY	R. Conroy	NSW	49	9						4-00-43-59	0.7340	2-23-00-07
13	KINGS CROSS	R. Stone	NSW	34	9						3-21-15-38	0.7627	2-23-07-47
14	FUJITSU DEALERS	J. Eyles	NSW	36	10						3-21-33-30	0.7634	2-23-25-21
15	FIRST LIGHT	W. Mountford	NSW	27	11						3-20-15-56	0.7915	3-01-01-41
16	WESTERN PORT VENTURE	P. Grant	VIC	25	12						3-19-59-09	0.7964	3-01-15-27
17	SILVER MINX	G. Player	NSW	43	13						3-23-08-01	0.7720	3-01-28-35
18	IMPECCABLE	J. Walker	NSW	64	3						4-04-54-53	0.7285	3-01-30-59
19	PALADIN	P. Sajat/C. Mehrmann	VIC	32	14						3-21-06-04	0.7960	3-02-06-31
20	ESCAPEAU NOU-CALEDONIE	M. Lavigne	NCA	63	4						4-04-51-56	0.7397	3-02-36-37
21	KNUCKLEDUSTER	P. Cush	NSW	75	5						4-11-46-50	0.6927	3-02-39-35
22	FLY BY NIGHT	J. Drake	VIC	70	6						4-05-45-24	0.7345	3-02-44-25
23	HOT PROPERTY	R. Turnbull	TAS	47	15						4-00-38-49	0.7738	3-02-47-07
24	BRINDABELLA	G. Snow	ACT	1	3						3-01-14-09	1.0240	3-02-59-37
25	BACARDI	G. Ainsley/J. Williams	VIC	26	4						3-20-10-01	0.8192	3-03-30-11
26	DENSO EINSTEIN	Purtell Bros	VIC	76	7						4-12-17-31	0.7035	3-04-11-00
27	ZUMDISH	H. Hertzberg	VIC	78	8						4-12-48-25	0.7007	3-04-14-28
28	THE MILLENNIUM FALCON	J. Messenger	NSW	79	9						4-13-46-50	0.7061	3-05-30-58
29	FREIGHT TRAIN	D. Parkes	NSW	10	5						3-09-29-00	0.9552	3-05-49-58
30	ZEUS II	J. Dunstan	NSW	88	10						4-22-00-43	0.6768	3-07-52-14
31	APOLLO	V. D'Emilio	QLD	3	6						3-04-51-00	1.0469	3-08-27-15
32	HELIAL II	K. Flint	SA	32	7						3-05-32-23	1.0389	3-08-33-22
33	IVANHOE	H. Vaisanen	QLD	57	8						4-04-13-34	0.8609	3-14-17-05
34	ANACONDA II	J. Grubic	SA	37	9						3-21-46-56	1.0268	4-00-17-44

IOR RETIREMENTS: J.L.W. CHUTZPAH (Vic), RAW TALENT (NSW)

**IMS HANDICAP RESULTS**

O'ALL	PL	YACHT NAME	SKIPPER	STATE/ C'TRY	LINE PL	DIVISIONAL	A	B	C	D	Elapsed D-H-M-S	SEC/M	Corrected D-H-M-S
1	SHE'S APPLES II	D. Strong	NSW	21	1						3-15-19-20	501.6	2-21-15-03
2	PHOENIX	S. Everett	QLD	14	1						3-11-44-14	478.3	2-21-44-55
3	OZ FIRE	D. Coulter	NSW	9	2						3-07-46-38	448.9	2-22-56-03
4	ICEFIRE	P. Taylor	NZ	8	3						3-06-57-35	443.1	2-23-07-56
5	DOCTOR WHO	R. Jackman	TAS	12	4						3-11-00-31	464.2	2-23-29-11
6	NORTHWEST AIRLINES	R. Steel	NSW	29	5						3-20-23-34	509.9	3-00-52-04
7	KINGURRA	P. Joubert	VIC	40	6						3-22-47-53	521.2	3-01-17-40
8	FASCINATION III	A. Blakney	TAS	39	7						3-22-46-13	520.0	3-01-28-36
9	NEVER A DULL MOMENT	C. Wilson	NSW	28	2						3-20-17-16	504.6	3-01-41-28
10	VENDETTA	C. Reid	NZ	59	3						4-04-19-13	549.8	3-01-48-30
11	AGGRO	S. Collis	VIC	35	3						3-21-16-10	508.5	3-01-59-23
12	FINAL APPROACH	D. Johnson	USA	13	4						3-11-29-11	452.0	3-02-06-02
13	BIRD ON A WIRE	J. Gaunt	WA	42	8						3-22-58-28	517.5	3-02-07-07
14	TURKEY SHOOT	A. Hutton	TAS	50	1						4-01-08-00	529.3	3-02-12-41
15	HUMMINGBIRD	J. Quinn	NSW	52	2						4-02-21-14	536.2	3-02-13-25
16	MARK TWAIN	H. O'Neill	NSW	67	3						4-05-23-17	552.6	3-02-23-09
17	THE SIDEWALK CAFE	J. Baxter	WA	62	2						4-04-48-36	549.2	3-02-24-12
18	HAMMER OF QUEENSLAND	A. Bloore	QLD	2	9						3-02-30-56	398.4	3-02-30-56
19	SUREFOOT	D. Millikan	VIC	48	5						4-00-39-22	523.7	3-02-42-53
20	MERCEDES IV	P. Stronach	NSW	44	10						3-23-27-16	516.3	3-02-48-32
21	HELIAL III	J. Yonge	NSW	7	11						3-06-49-24	420.7	3-02-55-06
22	TRADITION	W. Strangways	SA	74	3						4-11-15-21	582.7	3-02-58-58
23	ROCKIE	B. Woods	NZ	60	4						4-04-28-05	542.1	3-03-18-17
24	RAGER	W. Knobelspies	NSW	6	12						3-06-09-51	408.9	3-04-19-32
25	MORNING TIDE	J. Lawler	NSW	81	4						4-14-33-12	593.7	3-04-21-15
26	FIRETEL	R.&M. Lawler	NSW	77	5						4-12-21-21	581.1	3-04-21-47
27	NYNJA GO	D. Pomfret	NSW	55	5						4-04-01-32	531.9	3-04-38-54
28	PILGRIM	D. Quirk	NSW	41	6						3-22-49-27	501.4	3-04-47-16
29	SAGACIOUS II	P. Jacka	VIC	51	7						4-02-00-55	517.9	3-05-05-22
30	LADY PENRHYN OF NIRIMBA	RAN	NSW	68	6						4-05-24-22	533.9	3-05-40-43
31	ANTHANTA VI	A. Gruzman	NSW	73	6						4-06-12-32	537.2	3-05-54-12
32	MORNING BREEZE	P. Lalor/P. Manger/P. Godfree	VIC	73	7						4-16-55-19	597.4	3



24 TELE-RENT	M. Spies	NSW	89		3	4-22-47-41	668.0	3-03-35-41
25 DOUBLE OR NOTHING	J. Bush	QLD	56	3		4-05-30-21	568.7	3-03-41-40
26 SHE'S APPLES II	D. Strong	NSW	50	11		4-03-30-22	553.6	3-04-20-20
27 THRIFTY LINK JACOBINA	R. Green	VIC	64	4		4-14-51-13	616.0	3-04-45-34
28 HYPERDRIVE	S. Grellis	NSW	40	12		4-02-40-33	543.2	3-05-19-47
29 BOOMAROO PRUDENTIAL	J. McIntosh	QLD	97	4		5-02-22-59	678.5	3-05-20-40
30 MARK TWAIN	H. O'Neill	NSW	62	5		4-13-23-19	604.0	3-05-23-45
31 LET'S GO	A. Ovenden	NSW	19	10		3-18-30-35	491.5	3-06-13-01
32 ICEBERG	G. Gibson	NSW	33	11		3-23-45-09	516.7	3-07-02-49
33 TRADITION	W. Strangways	SA	88	5		4-21-25-21	638.7	3-07-21-12
34 NYNJA GO	D. Pomfret	NSW	61	6		4-12-38-44	586.3	3-07-45-08
35 SEAHORSE	G. Quigley	NSW	68	7		4-15-17-03	595.7	3-08-44-41
36 I'M A MESS	A. Brierty	WA	71	13		4-09-24-25	555.6	3-09-53-22
37 RISING FARRST	D. Baker	NSW	78	8		4-16-40-59	591.4	3-10-53-48
38 ALEXANDER OF CRESWELL	Dept of Defence	NSW	83	9		4-17-29-40	590.9	3-11-47-44
39 THE OLD LION	W. Gryst	SA	85	10		4-18-41-25	596.8	3-11-57-30
40 TAKE TIME	G. Smith	NSW	101	6		5-04-13-04	651.1	3-11-58-38
41 SOUTHERN VENTURE	A. Grace	TAS	91	7		4-22-54-34	619.6	3-12-11-06
42 SUELAN	J. Buckland	SA	72	11		4-15-41-13	578.1	3-12-13-46
43 CHARISMA	J. Lawler	NSW	90	8		4-22-53-12	618.3	3-12-23-23
44 SILHOUETTE	G. Hogarth	TAS	87	9		4-21-20-22	605.9	3-13-00-50
45 ANITRA V	Sir G. Barwick	NSW	96	10		5-02-19-42	626.2	3-14-26-53
46 ICARUS	A. Ridley	NSW	80	12		4-17-06-09	573.4	3-14-28-05
47 MARINA MIRAGE CHALLENGE	D. Ryan/J. Peters	QLD	60	12		4-12-23-58	546.4	3-14-29-35
48 PORTOBELLO	U. Tuisk	ACT	94	11		5-01-02-12	611.0	3-15-49-05
49 LADY HAWK	J. Miller	NSW	99	13		5-02-31-58	612.0	3-17-08-21
50 HI FIDELITY	K. Gladman	NSW	76	14		4-16-23-32	547.8	3-18-14-26

#### TPHS CORRECTED OVERALL RESULTS

O'ALL	PL	YACHT	SKIPPER	STATE/ CTRY	LINE PL	ELAPSED or AVG SPD	TCF	CORRECTED or CORR SPD
1	AMAZON	P. Walker	NSW	2	2-22-41-22	1.144	3-08-52-07	
2	BOBSLED-SOCIÉTÉ GÉNÉRALE	K. Spencer	QLD	4	3-01-21-37	1.138	3-11-29-02	
3	KATINKA	D. O'Connell	NSW	100	5-03-49-35	0.680	3-12-12-07	
4	DORIS VI	J. Sleight	VIC	52	4-04-33-10	0.845	3-12-58-02	
5	BLIND PANIC	P. Bush	NSW	21	3-18-33-14	0.942	3-13-18-06	
6	HJACKER	R. & J. Lodge	NZ	37	4-02-28-40	0.868	3-13-28-43	
7	MISTRESS MERCY	D. Senogles	NSW	41	4-02-41-04	0.868	3-13-39-29	
8	BRIGHT MORNING STAR	I. Treharne	NSW	47	4-03-03-26	0.872	3-14-22-40	
9	VENTURA HIGHWAY	P. Shaw	QLD	84	4-17-30-50	0.772	3-15-37-58	
10	APOLLO II	J. Duffin	VIC	39	4-02-36-42	0.890	3-15-45-52	
11	AM'S APPLE	D. Wivell	TAS	38	4-02-31-36	0.896	3-16-16-48	
12	WITCHDOCTOR	Rum Consortium	NSW	58	4-08-12-51	0.854	3-16-59-56	
13	SCORPIO 2	M. Haller	VIC	92	4-22-55-24	0.750	3-17-11-33	
14	SECOND LADY	B. Jeffreson	VIC	98	5-02-23-09	0.740	3-18-33-56	
15	PACESETTER	J. Cameron	NSW	59	4-08-18-33	0.872	3-18-57-27	
16	NEW HORIZONS	M. Kelaher	NSW	77	4-16-36-18	0.810	3-19-12-36	
17	MIDNIGHT MAGIC	S. Keal	TAS	67	4-15-13-12	0.850	3-22-32-13	
18	LADY PEN OF NIRIMBA	RANSA	NSW	102	4-21-23-41	0.808	3-22-51-18	
19	EMERALD CITY	R. Breadman	NSW	66	4-15-11-14	0.872	4-00-57-19	

RETIRED: FAST FORWARD (VIC), RONSTAN WILD THING (VIC), SIR THOMAS SOPWITH (NSW).

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

IOR DIVISION WINNERS:  
DIVISION A: RAGAMUFFIN  
DIVISION B: JLW CHUTZPAH

IMS DIVISION WINNERS  
DIVISION A: MORNING MIST III  
DIVISION B: ASSASSIN  
DIVISION C: INVINCIBLE  
DIVISION D: MARARA

**1992 RACE AND WEATHER:** The 1992 Kodak Sydney-Hobart Yacht Race attracted a fleet of 110 starters, representing an increase of about 10% on the previous race. The fleet included several new, state-of-the-art IMS racing yachts and the Whitbread Round the World IOR maxi *New Zealand Endeavour*. Hopes of a spinnaker start ended when the breeze backed from the 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.

## Win a Trip for Two to the Greek Islands

Every time you sail shorthaul, Club Seafarer, the CYCA's Shorthaul Division sponsor, offers you a chance of winning a two-week trip for two cruising the Greek Islands aboard a Beneteau yacht.

Enter and finish a race and the name of your boat goes into the draw - sail shorthaul 14 times during the summer season and you have 14 chances of winning that trip to the Greek Islands!

The draw will be made at the annual trophy presentation for the CYCA summer season: every boat has a chance - you don't have to be a race or pointscore winner.

This summer the Shorthaul Division is racing regularly on Saturdays over a 14 nautical mile course that takes the fleet to a seamark laid 90 degrees to the wind, then back inside the harbour to round the Manly West and Manly East marks before finishing at Watsons Bay.

In addition, there are two races to Pittwater and one to Port Hacking, with a convivial crew party after the races, and two interesting night races on Sydney Harbour.

Shorthaul attracts people who enjoy sailing offshore, but don't want to knock their boats about by hard racing. Category 4 safety is required and each yacht must sail with a minimum of three crews.

Handicapping is under the

Performance Handicap System (PHS) and International Measurement System (IMS). Yachts competing include several traditional timber boats and class yachts such as Tasman 26s, Northshore 33s and Northshore 38s.

## Spinnaker Twilight Races on Mondays

To meet the demand of one-design and other more dedicated racing enthusiasts, the CYCA has introduced a spinnaker twilight series on Monday evenings.

The new series, which is in addition to the popular Wednesday Twilights, has been sponsored by Hot Spring Portable Spas, with prizes each week and a major prize of a Hot Spring "Sovereign" Spa valued at \$9500.

Every time you race and finish your name goes into the draw. The more you race the more chances you have of winning.

Racing started Monday, November 1, and continues until February 28, with a short break over Christmas. Races will start at 1800 hours.

The CYCA expects strong support from Etchells and J24 owners using the Twilights as valuable tune-up racing, but also from other owners whose crews are keen for midweek racing with spinnakers.

For just \$25 each three members can also charter one of the CYCA Youth Sailing Academy's Elliott 5.9s to race in the Monday Twilights.

## Northshore Expands Its Range

Buoyed by the sales and racing success of its NS-X 38 IMS racer, Sydney's Northshore Yachts recently announced plans to expand its racing line of yachts next year with at least two, if not three, new models.

Managing Director James Kumagai says the company already has drawings for a brand new state-of-the-art IMS class 36 footer which it intends to put into production shortly. He also confirms that the company has also commissioned a joint Australian/Japanese design of a fast IMS production boat of 33 feet length overall.

Just which yacht is put into production first depends on negotiations currently under way in Japan to secure a multi-boat order. Depending on these dealings either the 36 footer or the 33 footer will be put into production first, with six boats being built in one hit.

Both new designs will be called NS-Xs in honour of the NS-X 38, which has done so well in Australian ocean racing of late. The NS-X 33 and NS-X 36 will be female moulded yachts using advanced laminates; however, despite their sophisticated construction, they will be competitively priced. They are also expected to be race-winners due to their modern hull shapes.

Mr Kumagai says the idea of using a Japanese and Australian designer in partnership has never been done before. He says the idea is sure to spark a lot of interest in both countries as the designers in each case are well known and highly regarded.

Northshore is also looking at an NS-X 46 footer, a big IMS racer/cruiser, to cover the top end of the racing market. This boat is a Bruce Farr design and is expected to fit the "big boat" slot in future Admiral's Cup team selections.

While the company has always built yachts with a performance leaning, the new NS-X family is expected to establish Northshore as a top supplier of racing yachts worldwide. The company already has many orders for its NS-Xs in Japan and hopes to expand its market network now to all yacht markets.

Mr Kumagai says the combination of his firm's expertise in building racing yachts, as well as the competitive position of the Australian dollar, puts Northshore in a very good position to capture markets in Europe and North America as well as Asia.

Also to ensure Northshore will continue to keep on the ball in future years, the company plans to launch several new designs in the year 2000 when Sydney hosts the Olympic Games. The company has already registered two names which it may use for these future yachts - the 2000 NS-X and the 2000 X.

For further information contact Northshore Yachts on (02) 997 2944. Press enquiries: James (02) 918 3703.



# \$100,000 For Race Record

**T**HE Cruising Yacht Club of Australia has announced that Kodak, sponsor of the 1993 Sydney-Hobart Yacht Race, has again offered a special prize of \$100,000 for the first yacht to break the long-standing record for the 630 nautical mile ocean classic down the east coast of Australia.

The \$100,000 will go to the first yacht to better the elapsed time record of 2 days 14 hours 36 minutes 56 seconds set by the American maxi ketch *Kialoa* in 1975.

Kodak offered the \$100,000 prizemoney for last year's Sydney-Hobart, with the Kiwi ketch *New Zealand Endeavour* taking line honours in 2 days 19 hours 19 minutes 18 seconds.

This was the third fastest line honours time in the long history of the Sydney-Hobart, but still five hours outside *Kialoa's* long-standing record.

*New Zealand Endeavour* this year is contesting the 1993-94 Whitbread Round-The-World Race, taking line honours in the first leg from Southampton to Punta del Este, Uruguay, but the CYCA is expecting a strong entry of maxi yachts and other big boats.

A new *Brindabella*, Australia's first maxi ocean racing yacht to be built to the International Measurement System (IMS) rule, has been built for George Snow, the Canberra-based international yachtsman.

Snow is looking for his second Sydney-Hobart line honours victory, having got the gun in the 1991 race with his previous *Brindabella*, a Farr 65.

The new 23m *Brindabella*, designed by Scott Jutson, is one of more than a dozen state-of-the-art, IMS-rated yachts built in Australia and New Zealand this year to contest the Southern Cross Cup and Kodak Sydney-Hobart Race.

Another newly launched maxi yacht already entered for the Kodak Sydney-Hobart Race is the 22m sloop *Cassiopeia*, designed by New Zealander Laurie Davidson for Charles Burnett of Seattle, Washington, USA. Her crew will include several Australians, including veteran Max Crafoord, who will sailing his 29th Sydney-Hobart, and his son, Carl.

*Hammer Of Queensland* will be returning after breaking her mast in last year's Sydney-Hobart. Not only has owner Arthur Bloore given her a new rig, but designer Kell Steinmann has come up with

a general revamp that saw *Hammer* in great form at the recent Hamilton Island and Port Douglas regattas.

The veteran maxi *Ragamuffin*, now called *Joico's Ragamuffin* and owned by Sydney yachtsman Anton Starling, with David Kellett as sailing master, will also be making a comeback in the Sydney-Hobart, in which she has three times taken line honours, once as *Bumblebee 5* and twice as *Ragamuffin* when owned by Syd Fischer.

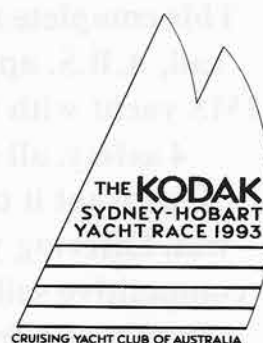
Other big boats in the fleet include the Queensland-owned *Bobsled*, *Ronstan Wild Thing* and *Morning Mist III* from Melbourne, *Future Shock* and *Innkeeper* from Sydney, *Oz Fire*, sailing under charter to a Tasmanian yachtsman, and the New Zealand flyer *Future Shock*, which last year raced as *Kodak Express*, finishing third across the line.

One maxi yacht missing this year will be the biggest yacht ever to race to Hobart, the 27m ketch *Anaconda II*, which has been sold by her veteran Adelaide yachtsman Josko Grubic. No other yacht has sailed in more Sydney-Hobart races, 16 in all.

At this stage, however, *Brindabella*

must rank a firm favourite to take line honours in the Kodak 49th Sydney-Hobart, following her performance in her first ocean race, the Fujitsu Gosford to Lord Howe Island race early this month.

A yacht with great all-round sailing ability, she certainly has the potential to better *Kialoa's* record of 1975.



**KIALOA III** powering towards her record-setting line honours victory in the 1975 Sydney-Hobart Race in which she covered the 630 nautical miles in 2 days 14 hours 36 minutes 56 seconds. Since then only four line honours winners have broken three days. (Pic - Richard Bennett)

# CREW FROM THE ALICE

by Genevieve O'Loughlin

A crew of desert dwellers who can't stop thinking about the sea and ships is set to make history in the 1993 Kodak Sydney-Hobart. The newly-formed Alice Springs Yacht Club is now committed to the great race as its first challenge.

Win or lose, an entry from Australia's most land-locked town will go down in the history books. But the Alice Springs crew plans to be remembered as more than just a gimmick or a joke. It has selected an Adams/Radford 57 called *Flashdance* for the job and is working on a serious challenge.

Built and owned by Rex Hampson of Hampson Yachts Pty Ltd in Victoria, *Flashdance* has a 16.38m length overall with 14.99m length at the waterline and a fractional rig giving more power to the mainsail.

To be renamed *The Alice* for the Sydney-Hobart, Alice Springs skipper Murray Preston is confident the sloop is made of the right stuff. "It's a very good downwind boat," Preston said.

"The race has seen a lot of upwind work but over the years it has given more chances to off-the-wind boats.

"With this boat we should be able to finish within the first 25 per cent."

The boat has been described as having tremendous strength, a fast, long distance cruiser/racer with an impressive downwind speed. The fact that builder Hampson has kept it for himself bears witness to the quality of the boat. "It has been built very well: it's a beautiful boat that has been kept in as-new condition," Hampson said.

"Given the right conditions it has the potential to go very, very fast," says Preston.

Matched with a good crew it could make a formidable challenge.

Preston has skippered in three past Sydney-Hobarts. He has been racing for more than 20 years – most of it in the short, steep seas of Bass Strait. Like the rest of the crew, fate and fortune just happen to have landed him in the Alice and 1500km from the nearest beach – for the time being at least.

All the members of the Alice Springs Yacht Club crew have ocean experience.

Most have raced in Bass Strait or in the rough seas of the Southern Ocean off the

South Australian coast.

Up to four of the 12-man crew will be Americans from the Pine Gap Space Base near Alice Springs, bringing with them experience of the faraway oceans of the Northern Hemisphere.

"They're all pretty experienced," Preston said. "It's only a matter of getting



Battle flag of the Alice Springs Yacht Club

them to work together. We'd like to have 12 months training together but, of course, that's not possible."

The crew's training will be limited to fitness workouts and racing theory until it heads to Port Fairy to pick up *Flashdance* in early December. From then until the race sets sail on Boxing Day the practical training will be intense.

The boat will immediately undergo her name change and will sport a dazzling new spinnaker promoting Australia's most romantic outback town.

The Alice Springs entry in the Kodak Sydney-Hobart has already captured nationwide attention from the media and the Australian yachting fraternity in general. Of the club's 70 members, 25 are from interstate – mostly from Preston's old Mornington club in Port Phillip Bay.

The Alice Springs club even has a boat register. So far it boasts four top Australian yachts, including Alf Neate's *Morning Mist III*, which won Division A and came second overall in last year's Kodak Sydney-Hobart and which has been described as Australia's premier IMS (International Measurement System) boat.

"I guess the Alice Springs Club intrigues people," Preston said.

"You have to be a bit crazy to sail in the first place and the idea of a yacht club in the middle of Australia probably appeals to the yachting fraternity's appreciation of the bizarre.

"Yachties just like getting together and talking whether it's in the middle of outback or out at sea."

The widespread interest being focused on the club has brought with it support from the NT Government, the Alice Springs Town Council, Qantas Australian, Sailing Whitsunday and other sponsors.

It is not the first Territory entry in the race. In 1989 the *Northern Territory Spirit*, based in Darwin, competed.

But it is certainly the first from Central Australia and the first waterless town to enter one of the world's most gruelling ocean races. It will undoubtedly attract national and international media coverage during the race. The American element in the crew will ensure the interest of the

States.

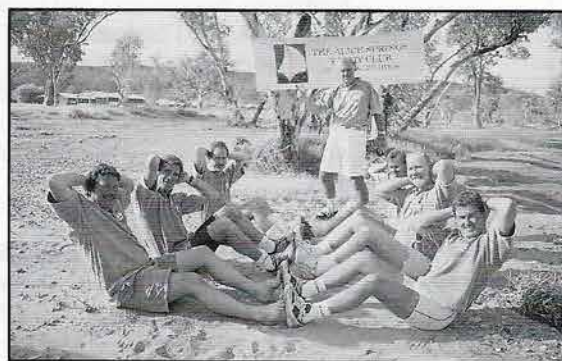
Cruising Yacht Club of Australia sailing secretary Bob Brenac believes the Alice entry in the 1993 Kodak Sydney-Hobart will prove a win for everyone.

"We're delighted about it," Brenac said. "It will be good publicity all around."

The Cruising Yacht Club promises to be a great host for the Alice Springs crew, having itself enjoyed the hospitality of Central Australia. It turns out the CYC is a past entrant in Alice Springs' zany foot-powered dry river bed regatta, the Henley-on-Todd.

The club took line honours and proudly displays its desert trophy in its Sydney club rooms.

**Dry bed of the Todd River is training base for Alice Springs yachties.**



# Master of the Plot: "Sightie" Hammond

by James Hill

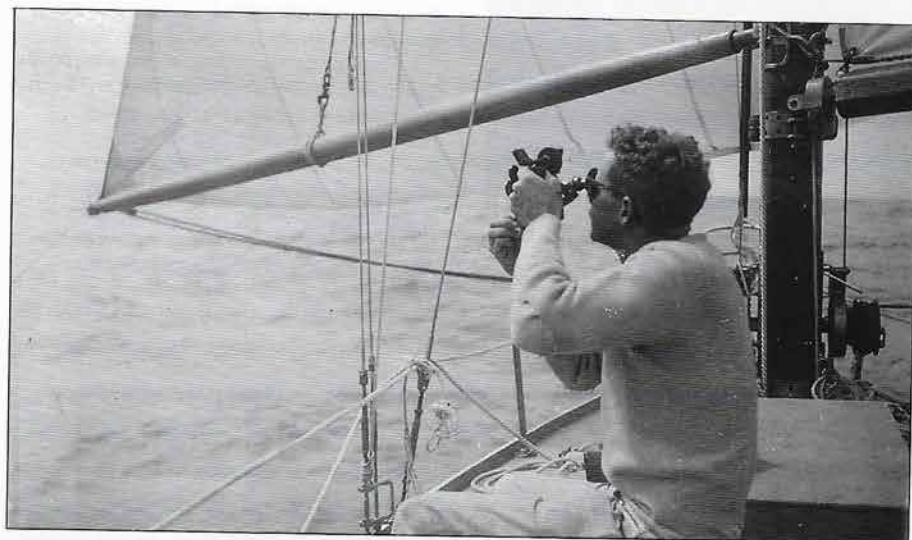
*Richard "Sightie" Hammond will sail to Hobart this year on Joico's Ragamuffin, notching up his 35th Sydney-Hobart Race and equalling the record of Peter Green.*

**T**HE soft red glow of the instrument console is the only comforting sight for the crew as the big yacht plunges into the black night seas on its way to Hobart. Not much fun this sort of sailing and possibly one of the crew is heard to mutter after wave number one thousand and eight: "Maybe the bloody mast will come down and we can all go home."

Just then, however, the hatchway opens and a new figure appears on deck. He is a man of few words, but the crew gain encouragement from his very presence, for he is the navigator: the one who can tell them where the heck they are on this dark night, and yes, they've still a chance in this race.

Navigators – there is no question that they hold a very special position in the crew of a Hobart racer, particularly when they are good at their job. The technical

**As a young newcomer Richard "Sightie" Hammond, centre, aboard the Tasmanian yacht *Wanderer*.**



**Sightie at the beginning of his career takes noon sights with a sextant aboard *Janzoon I*.**

wizardry of GPS might have taken away much of their magical powers, but when the chips are down they're still the high priests of the game: shamans who can, with some special magic, often pull victory from the jaws of defeat and settle tactical arguments.

Certainly one of the greats of this special profession is Sydney sailor Richard Hammond. Better known as "Sightie" Hammond, he will this year be plotting his way south for his 35th Sydney-Hobart race.

As usual Sightie will be aboard one of

the front runners, this time the maxi *Ragamuffin The Maxi*. No doubt he has had a few other offers, but it is one of the perks of being an older but very good navigator that you get to pick the bigger, faster boats.

Although some younger sailors might be tempted to dismiss 34 Hobarts as mere statistics, in Sightie's case they would be overlooking the track record of a brilliant sailor. For "Sightie" Hammond didn't just do Hobarts: he won a number of them from the deck of a number of line and handicap winners.

His skills as a navigator were self-taught and refined in numerous trips south. In turn, these skills led him to an illustrious career in international ocean racing and a number of Admiral's Cup campaigns. He wasn't in our first challenge, but amazingly he managed to be a team navigator in both Australia's two winning teams – firstly with *Mercedes V* in 1967, then on *Ragamuffin* in the gale-battered event of 1979.

Sightie also sailed for visiting English Southern Cross teams, like with Sir Max Aitken on *Crusade*. He also sailed with Ben Lexcen and his legendary crew aboard *Gingko*. Then there were Hawaiian Clipper Cups and Kenwood Cup events including a great win in the Around-The-State race aboard another *Ragamuffin* of Syd Fischer. Afterwards in the 80s Sightie's well-proven reputation as a tactical navigator saw him aboard a string of famous Hobart maxis such as the Bernard Lewis boats *Vengeance* and *Sovereign* as well as *Condor*.



**Sightie in more recent times, at the end of a Hobart aboard the maxi *Condor*.**

There were other highlights of his life such as an Atlantic cross and a Bermuda race, but for Sightie the Hobart is still the number one event. The race helped build his sailing career and he has missed only six starts in 40 years of ocean racing.

Whilst these days he takes life a little easier Hammond is still very much a committed sailor who loves to race and enjoy the excitement and camaraderie that only ocean racing can provide. He may have retired from the Grand Prix race scene, but he still has the competitive spirit.

Forty years makes for a lot of memories, but as I found out when I recently talked to Sightie at this Clontarf home, overlooking Middle Harbour, it is not so much the victories but the memories of people and race incidents which are more easily recalled: people such as the great owner/skipper Russell Slade, who introduced Sightie and a number of young Manly 16-footer sailors to the world of ocean racing; also the unforgettable "Bob" Ben Lexcen, with whom Sightie sailed on a number of the designer's yachts.

Looking through the scrapbook collection Sightie also recalled those early days when he first got involved in ocean racing. He'd been sailing Cadet dinghies and then 16-footers out of Manly when his skipper at the time, Peter Browne, got a ride to Hobart.

The nickname, by the way, doesn't come from anything to do with his navigational skills, or "sight reduction tables". Rather it is a carryover from his days as a bespectacled young university student. In any event, the nickname came with him as Sightie stepped into ocean racing.

The Christmas of 1953 Sightie was introduced to the Tasmanian Massey Brothers, who had sailed their heavy cruising schooner *Wanderer* up from Launceston. It certainly was different in those days, recalls Sightie, as he set sail with the elderly Tasmanians, both in their 70s.

There were no practice sails, just a crew briefing and you were off and away to face whatever youthful adventure was in store. It mustn't have been too bad, however, as the young Sightie did three races aboard *Wanderer*, all slow passages with the boat finishing next to last. It wasn't easy, though. The food was mouldy by the race start as the Masseys insisted on provisioning their boat back in Tassie.

"We had to cut the mould away on the bread and bacon and sometimes ended up running out of food before the finish. The brothers also carried bulk rice, which had a bad habit of getting everywhere in the boat, including the bedding. But the crew didn't seem to mind".

The navigation process was also pretty basic. Eric Massey would simply sail from lighthouse to lighthouse using dead reckoning. However, Sightie was introduced to a more serious approach when he met Russell Slade. A great skipper and seaman in Sightie's opinion, he was one of the early innovators of the sport. Russell gathered around him a young and largely ex-skiff crew to sail the Robert Clarke designed sloop *Janzon I*. She was a fast boat in her day and near sister of the famous *Caprice Of Huon*.

By the late 1950s people like Slade were treating ocean racing seriously and crews were doing things like running up messenger lines to save weight and windage aloft. Slade was particularly keen to try new ideas and his enthusiasm fired Sightie to take a more scientific interest in navigation and tactics.

Sightie's natural bent for mathematics led him to take an interest in navigation. He was impressed by the fact that some of the biggest gains in a race could be made by accurate navigation. With Slade's encouragement Sightie gradually took over the role of navigator by the time *Janzon II* was built in the early 1960s. This was the first-ever fibreglass boat in Australia and carried a number of innovative ideas such as a through hull and Pitto-type speedo log.

Meanwhile, Sightie taught himself celestial navigation from an old US training manual for World War II pilots. "They had to learn fast, so I figured this had to be the right book for me!" he recalls with a laugh.

Sightie, however, was soon to realise how much the element of luck could affect the best laid plans. In one of those early races in *Janzon II* they had sailed exceptionally well to be at a point where they had some three hours of time on Vic Meyer's *Solo* for first place. A calm with fog around Tassie Light saw their winning chance go down the drain, but Sightie says he still remembers it as a great effort. "You do some great races, but that doesn't always mean you win."

Sightie also was quick to see the real value of the navigator as a "speed coach". He made his own VMG calculator out of plastic film before commercial tables were made available by overseas companies like Kenyon and Brooks and Gatehouse.

However, he says good navigation to this day is a case of being very careful and minimising calculation mistakes. The environment where a navigator finds himself on a long race is very tiring, he says. After being up for hours with little sleep he may be called upon to sort out some big tactical question. It's easy then to make some big mistakes.

Fortunately Sightie is naturally blessed with a strong constitution and an ability to stay awake for days with little or no rest. He was also well-prepared before he started a race and would spend weeks before the Hobart pre-planning the course with contingencies for all sorts of wind changes.

Understanding weather and the effects of currents is also a vital part of being a top racing navigator, and in this respect Sightie was ahead of his time. He says the experience of sailing in English waters really opened his eyes to the importance of tides, but in the Hobart he feels that some navigators over-emphasise their importance.

"Sure it's good to be in the set, but really to go chasing eddies is a dicy business when the big picture should be on the wind systems. Years ago the boats carried thermometers, but these days a GPS soon gives you added knowledge as to whether you are getting tide effect or not," he adds.

For a winning course to Hobart Sightie believes that you first have to keep your options open by edging away from the coast as you progress south. It is not a good idea to lock yourself in along the

**Early days to Hobart, Sightie learned his early racing skills aboard Russell Slade's *Janzon I*.**



coast, because when a headwind hits you don't always have the option of taking the making tack.

The same goes with closing the Tassie coast too early, he adds. "Many a year I've seen top boats go down the drain because they got too close too early. They either got stuck in along the coast at Montague Island, or closed Tassie too early. I know because I've learnt by experience myself."

A good example of this, he says, was the time he was aboard Dennis O'Neil's *Koomooloo* when it won the Hobart on handicap in 1968.

"We got hit by a southerly front which built to a force nine gale, but many of the fleet didn't realise that there was a lot of current sweeping us west into Bass Strait. We weren't so badly affected since we had elected to tack south-eastwards unlike many of the other boats. When we came in we were off Flinders, so we were then able to close reach down the Tassie coast."

Another factor in this famous victory for *Koomooloo* was the way the crew were prepared to try every possible sail combination as they reached down the Tasman coast. As Sightie recorded the speeds, they tried them all from staysails and reachers to reaching kites till they got the best speed. This and the decision to

stay eastwards in the gale gave them their winning break.

"Crew shouldn't also be afraid to crack off a bit to get speed when they are in a long race like the Hobart," he adds. "The wind direction is never constant and this must be taken into account at all times. It's

studying the weather closely. However, he still carries one of his two English-made Hezzamith sextants "just in case". This is a large, lightweight instrument which he finds easier to handle and read on a swaying deck.

Modern equipment like the weather fax he'll have this year aboard the maxi also helps, but Sightie also believes in a holistic approach to navigation. This includes being aware of all the information you have at hand, no matter how insignificant.

Lastly, says Sightie, you've got to keep the crew happy with answers, even when you are not sure yourself! He says as a navigator you find yourself often at the receiving end of endless questions about where you are, who is where and what is going on. Long ago, he says, he found the best defence was a quick answer without delay.

"But what if they want a specific location" I asked. "Well, if I am really pushed I give them what Syd Fischer use to call my Five Finger Point."

"What is that?" I innocently ask. "It doesn't take too much imagination to work out: just a quick thrust of the hand with outstretched fingers in the general direction of where things might happen... it mightn't have fooled Syd, but it did keep a few people guessing for a while," recalls Sightie with a grin.



One of many Admiral's Cup yachts Sightie served aboard was the Ben Lexcen-designed *Ginkgo*.

the navigator's job to work out what the speed gain will be and give the helmsman this option. Navigating isn't a passive job, as many people think."

As for the actual process of navigation, Sightie says GPS has certainly made things a lot easier for position fixing. A navigator is now more involved in planning tactics and



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*THE Editor has asked me to write an article explaining some of the advanced technology currently used in yachts and how it applies to ocean racing events such as the Kodak Sydney-Hobart Race. My qualifications for doing this are that I used to invent articles about this sort of thing way back when the only people who really knew anything about high-tech stuff were people like Frank Bethwaite, the late Ben Lexcen and organisations such as the Jet Propulsion Laboratories and NASA. For the most part I was thus able to write almost any yachting hi-tech gobbledegook at all without fear of contradiction.*

# Biggles

with john brooks

## Hi-Tech Hobart

UNFORTUNATELY, time and technology have passed me by. This happened at around 3.00pm yesterday, which left me a bit short of copy for this article. So instead of technology I am going to write about sports sicol-sykology, another subject on which I consider myself to be something of an expert, and hope that the Editor does not notice until the issue hits the news-stands.

You may well ask what, if anything, does an aeroplane driver know about ocean racing pysicsology, pyokol... whatever? Well, let me tell you, I have raced to Hobart with some of the biggest loonies in the sport, sometimes more than once, which will give you a rough idea of my own mental capacities in that regard.

Sports psykology is one of those occupations dreamed up by someone desperate for a yuppie-type job, but without any qualifications, something like a business consultant or stock broker. The concept of sports psykology is to convince some deluded fool that the only thing standing between him and his dream of becoming the next Alan Border, Rob de Castella or Pat Cash would be a few sessions of brain-washing, sorry - therapy, with your friendly neighbourhood sports psykologist.

In the case of a Poor Bloody Yacht Owner (PBO), who may well be incapable of sailing out of sight on a dark night, the object of the exercise is to help him convince himself that he is the next Dennis Conner incarnate. In the process a sports psykologist can relieve him of serious money in the guise of consultancy fees, which he in turn can then use to train for a real job such as weather forecaster, merchant banker or TV evangelist.

Sports psykology is also utilised by upwardly mobile crew with delusions of grandeur such as America's Cup challenges. In the old days we used to stand around the CYC bar until all hours telling each other how good we were, which had pretty much the same effect. Of course, while we were doing that the real heavies were working out at the gym or spending the winter at Northern Hemisphere regattas. Sports psykology can overcome these latter temptations and make such exertions unnecessary.

Psychoylogy can be useful to crews in other ways - seasickness, for instance. Everyone has been in a crew that has been disrupted for a big event when the owner suddenly replaces a key crewman with a family member, or some unknown 'heavy' from out of town, who then spends all of the time below being seasick. Psychoylogy is then often the only thing standing between the regular crew and manslaughter charges resulting from mass assault on the offending guest yachtie or the PBO, or both.

Sports psykologists study of PBO's has been inhibited by the knowledge that, being boat owners, they have no money left for anything else, leading the more cash flow-conscious practitioners to avoid treating them whenever possible. Conversely, racing yacht owners are such a rich field for psychiatric study that some sports psykologists seek them out in order to further their research, or to add an interesting chapter to THE BOOK all of them are writing.

The old adage of ocean racing to a boat owner being akin to standing under an icy cold shower tearing up \$100 notes barely begins to scratch the surface of the trauma

most PBO's experience on a regular basis. After a few seasons of ocean racing most PBO's tend to exhibit peculiarities which set them apart from ordinary folks like navigators, tacticians, forward hands, rocket scientists, etc.

The sight of a \$10,000 spinnaker destroying itself, while the crew which caused the spectacle in the first place watches helplessly, is but one of many causes. The scientific name for this is 'post-logicus-trauma-induced-cranium-gravelus', better known to the layman as 'rocks-in-the-head'.

Trauma sometimes manifests itself in the PBO by the development of a Jekyll and Hyde personality: an owner who is reason personified ashore becomes a total megalomaniac afloat - or vice-versa. Often this takes the form of much unintelligible yelling and screaming either at odd moments or on a full-time basis.

On this subject John Dawson and I had spent an enjoyable season racing with an aging but still almost competitive ocean racer - the boat I mean - before the owner got married and never again set foot on his boat or in the yacht club. As the new season approached we were casting around for a berth and since neither of us were known as 'heavies' in the sport we were very impressed when invited to try out on a fresh out-of-the-box custom-built boat. It was an exciting prospect and we were looking forward to the new experience of working up an untested ocean racer.

All we knew about the owner was that he was a CYC luminary and very pleasant in the bar when we met him for the first time before a winter race. The trouble started as

we backed out of the berth to go racing. An incredible screaming noise blotted out all other sounds and I glanced aft only to realise that the origin of this horrible cacophony was the boat owner and the poor man had somehow become demented during the last 30 seconds.

Wrong! It was his sailing modus operandi (that's Latin for very noisy) and the embarrassment was to continue the entire day of racing. Dawson and I never understood a word, but some of it was translated by the sailing master, who looked increasingly harassed as the race wore on. Back at the dock, Dawson and I grabbed our sailing bags, ran like the wind and never looked back. So then we knew why the heavies were not queuing up to get on the new boat.

Another manifestation of PBO trauma takes the opposite tack, that of loss of confidence. A few racing seasons and half a million dollars or so of racing budget, without a single important trophy to show for it, can sometimes be traced as the cause. This can also bring about some minor side effects for the yacht owner such as divorce, bankruptcy and the tendency to burst into tears at odd moments.

Here the sports psychologist can be of real value to the crew by convincing the PBO that, however grim things might look, for his own sake he should keep right on trying – never give up the ship etc, etc. In this way the crew can continue to enjoy their weekends at minimal cost to themselves and be free from the danger of having to stay at home with nothing else to do but watch the ABC. In reality, not even a forward hand would be that desperate: this was merely an attempt to introduce a little humour into a serious technical article!

Of course, there are owners who do not need sports psychology to pump up their self-confidence, coming fully equipped with far more than they can ever reasonably use. Unfortunately this is sometimes in inverse proportion to their sailing ability. Tony Cable once wrote an epic poem about this type of owner inspired by one who, lacking a sense of humour, had fired Tony from the crew for putting a life-like rubber spider in the dinner salad. This was in the days before dried food, military rations and legs over the weather rail all night, when a dinner salad during an ocean race was still possible. Tony's view of the PBO, as near as I can recall, was summed up as follows:

*In business I'm esteemed round Australia,  
But in yachting I look like a failure.  
It's funny, y'know,  
After spending that much dough,  
You'd think I'd be a talented sailor.  
Fortunately for his ego, the owner never got to read it.*

If there is one subject which seems to fascinate sports psychologists more than any other it is that of sportsmen getting into the sauce. Modern athletes have been taught, erroneously in my opinion, to avoid alcohol on the grounds of reduced performance.

I blame this unfair assessment on the Institute of Sport but, luckily for all of us, Australia's rugby players disprove the theory on a regular basis. In spite of this good example ocean racers, being a serious and dedicated breed of sportsmen, never consume alcoholic beverages.

If you believe that you will believe anything, but despite a somewhat tarnished reputation ashore, due mainly to totally biased press reports of the post-race Quiet Little Drink, serious Hobart race competitors rarely drink anything stronger than a beer or two a day during the race and some skippers run a completely 'dry' ship.

One such is Marshall Phillips who, with sailing master Norm Hyett and a series of custom-built *Sweet Caroline's*, won just about

with wind against set the usual uncomfortable conditions developed quickly. Coming off the midnight watch after a cold and wet few hours Jimmy Bourke and I eyed the rum keg thoughtfully. A whispered conference quickly came to the conclusion that a tot all round would do no harm: this was not a race we expected to win after all, and probably would do a lot of good. But not a word to the other watch – if Marsh or Normie finds out there will be big trouble.

So we had our tot or two and Col Betts the navigator, who was on the swinging watch, was similarly bribed to keep him quiet. On subsequent night watches the Bourke/Brooks team continued their secret raids on the keg confident that the other watch had no idea what was going on.

On arrival in Hobart the rum keg was broached with great ceremony only to run dry after the first drink had been poured. Bourke and I looked at each other in some alarm: surely we had not drunk that much rum – or had we? While we hesitated, a red-

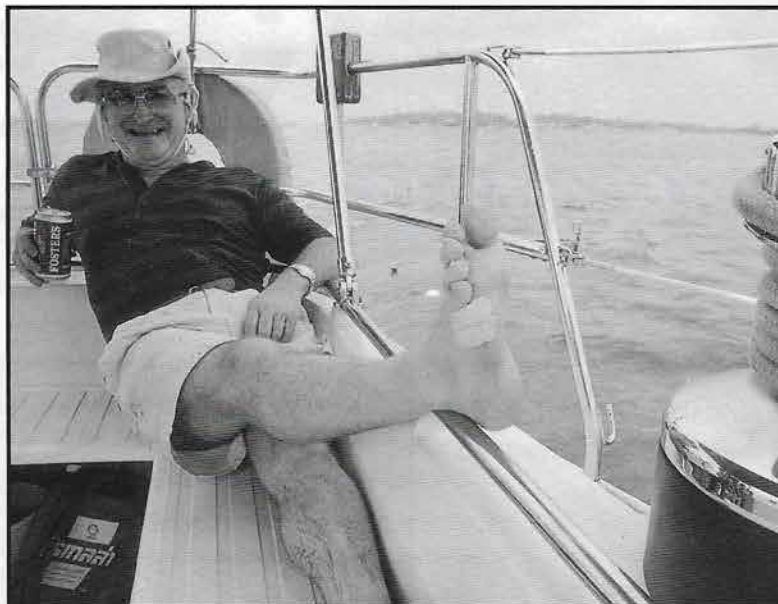
faced Norm Hyett confessed that maybe his team had had a few when the going was rough, but he was amazed that the keg was empty.

Bourke opined that maybe the keg had a leak and it took a couple of tongue-loosening hours in the Customs House Hotel to bring out the truth, namely that the entire crew had been attacking the rum keg between watches from the very first night at sea. A further mystery was how navigator Col Betts got the boat to Hobart since, demonstrating hitherto unknown political skills, he was being liberally bribed with rum by both watches!

Contemporary sports psychologists would have a field day analysing that crew. Of course times have changed and modern crews eschew the Demon Rum; there are no longer any skippers

who scream at their crews and threaten them with physical retribution, or for that matter, highly touted crew heavies who spend the entire journey in the bunk between Sydney Heads and Avon River entrance being seasick.

That sort of thing went out with the International Offshore Rule, so all you sports psychologists out there can interpret this as a sort of history of old time (the seventies and eighties that is) ocean racing, prior to the days when winning races became absolutely essential for the career paths of professional yachtsmen – not merely the owners' ego, when crew resource management was black magic known only to MBA's and America's Cup shore managers, when Dynamic Random Access Memory meant being able to tell jokes well at the Quiet Little Drink, when ocean racing was still mainly fun – traumas or not!



**The intrepid Biggles ponders his prose for this latest article for OFFSHORE**

everything winnable in Australian ocean racing in the seventies and early eighties. Retiring from serious ocean racing, Marshall took delivery of a Swan 46 in which he intended to do a re-enactment of Joshua Slocum's voyage in reverse.

Prior to this however, he got itchy feet and decided to get a crew together for the Sydney-Hobart race. Marshall's racing yachts had been 'dry' boats, that is – absolutely no alcohol of any kind during the race, and this rule was continued for *Defiance's* Sydney-Hobart. However, a one-gallon keg was part of the luxurious Swan's furnishings and it seemed a shame not to take advantage of the facility. Accordingly, the keg was filled with OP Rum, with a stern admonition to the crew that the keg was not to be broached until we berthed in Hobart after the race.

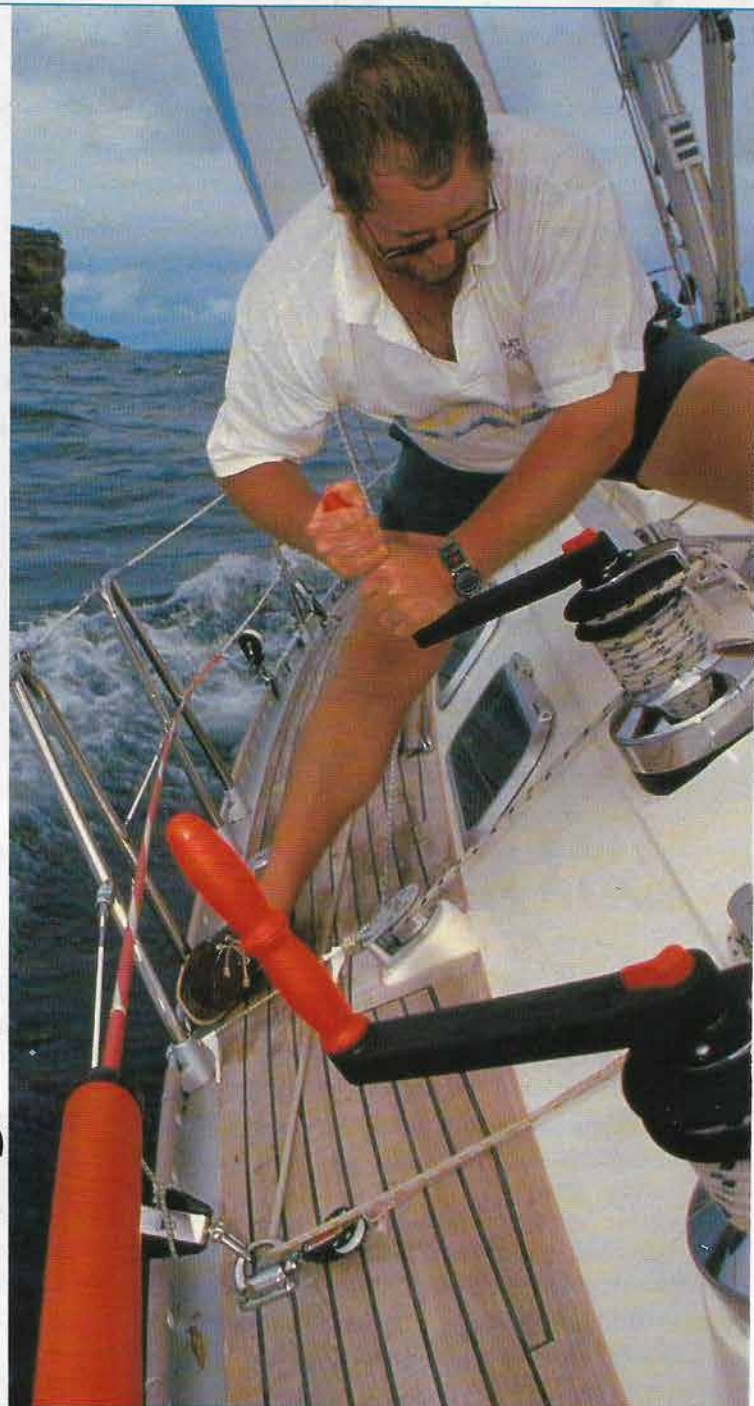
All were looking forward to an armchair ride to Hobart, but on the first night out the NSW coast was hit by a strong southerly and

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