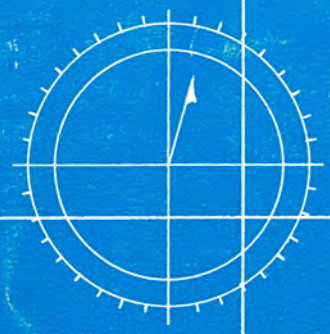
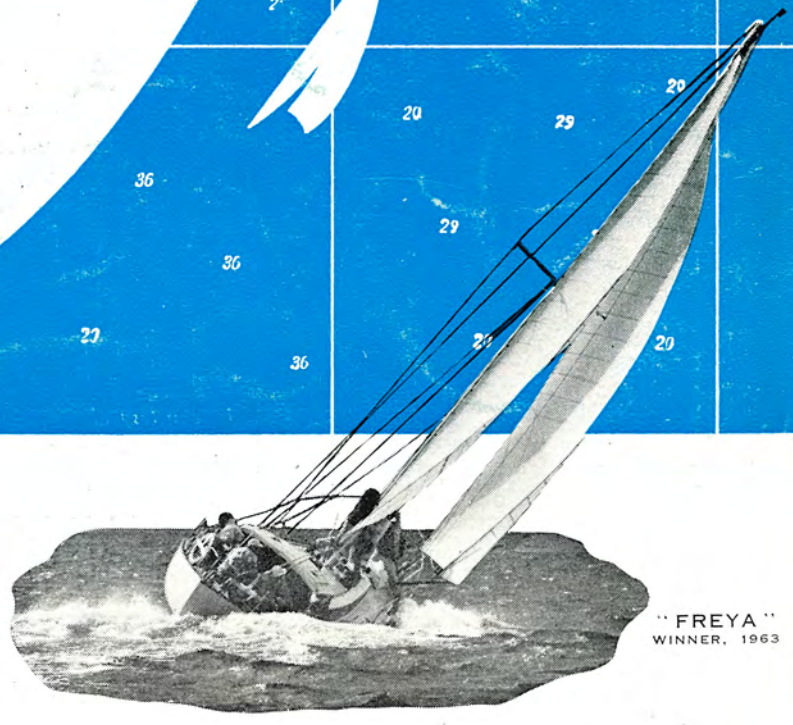
SYDNEY–HOBART
YACHT RACE



1964
OFFICIAL PROGRAMME



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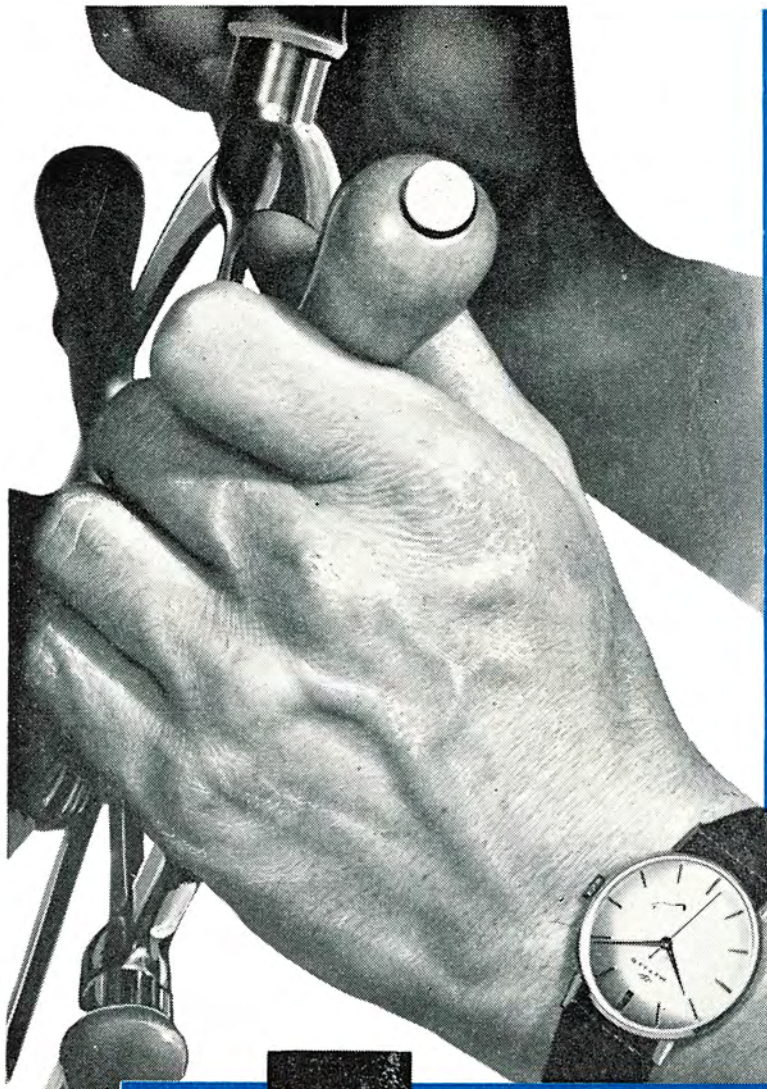

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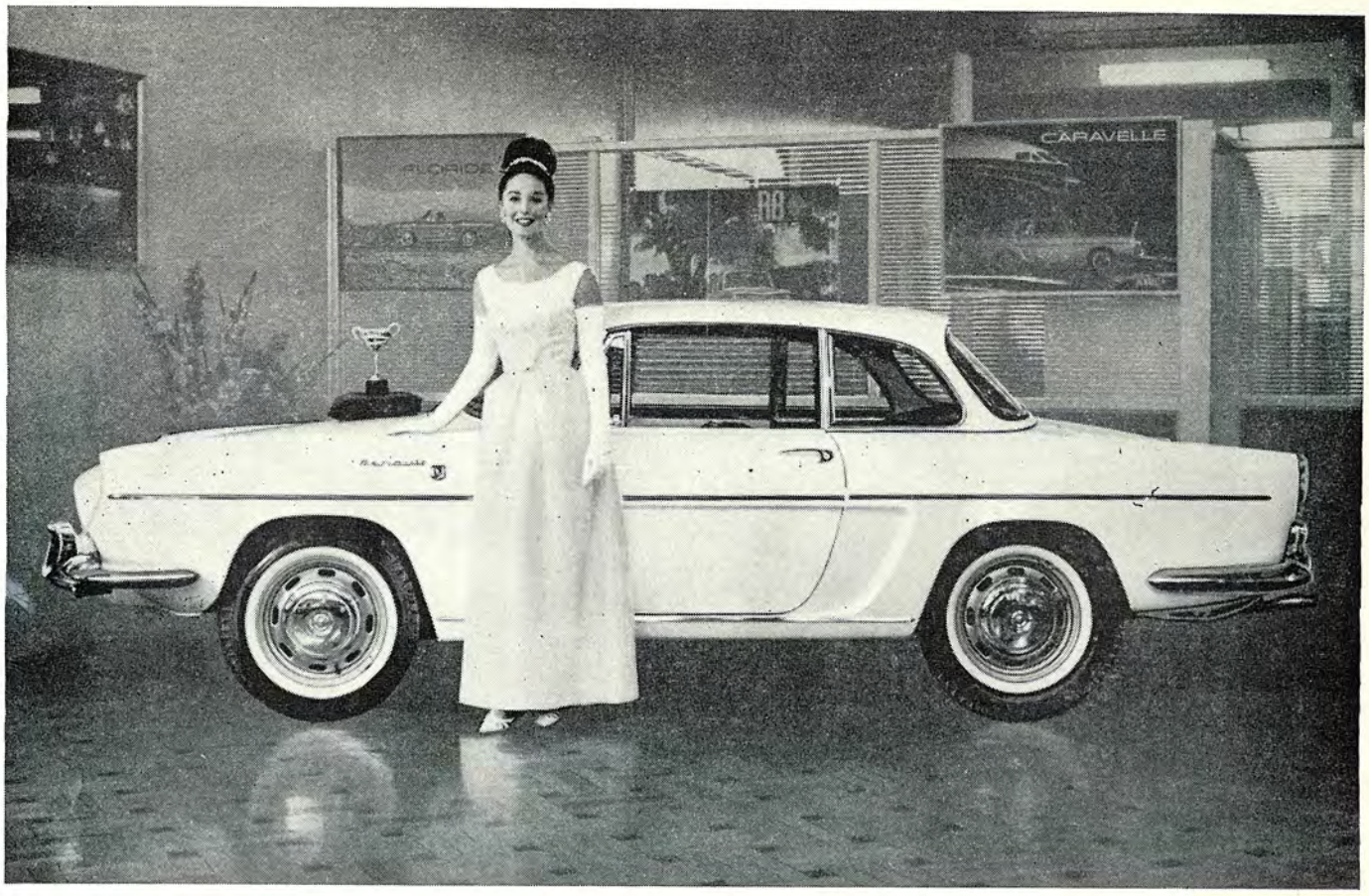

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DECEMBER 26 1964

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OFFICIAL STARTER:

His Excellency the Governor of New South Wales

Lieut-Gen. SIR ERIC WOODWARD, KC.M.G., K.C.V.O., C.B., C.B.E., D.S.O.

Time of start: 11.00 a.m.

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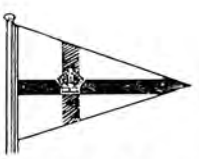

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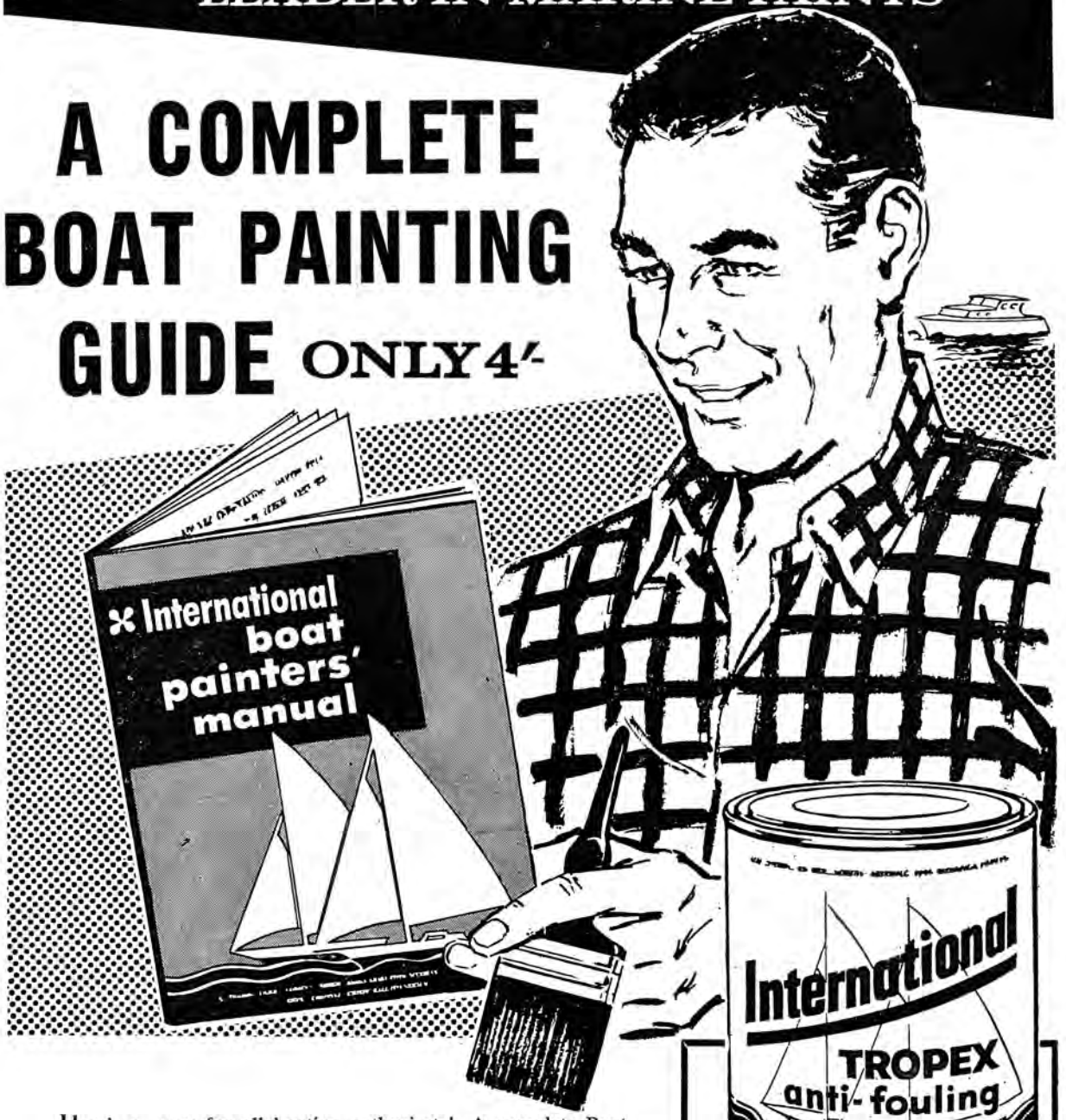

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Message from the Commodore

CRUISING YACHT CLUB OF AUSTRALIA

Ocean racing conjures up thoughts of lazy days on a placid sea, of men pitting their strength and skill against the elements, of small ships being driven to their limit, of a friendly port and the companionship that only comes from a shared adventure. All these things and more, will be experienced by those that make the trip south, to Hobart this year. Due to the radio relay vessel, the excellent press, radio and T.V. coverage and the wonderful hospitality at Constitution Dock, Hobart, the public will share many of these adventures.

The uninitiated probably feels that this is a luxury sport with the participants contributing little other than a strong stomach. This message is meant to record the effort necessary just to reach Hobart, let alone to gain a place.

Each competing yacht that finishes the course receives a plaque and no trophy is more valued than this simple acknowledgement of achievement. Every participant from owner, skipper, down to the lowliest crew member, has spent countless hours in preparation, rubbing down and painting the hull, splicing and preparing ropes and halyards and generally checking every part of their racing yacht. After three or four months of this, the dedicated and keen yachtsman is retained and the man who is not pulling his weight weeded out. By the time the Hobart race starts, a series of short ocean races have thoroughly tested boat and crew and the blast of the starter's gun at 11 a.m. on Saturday, December 26, will come as a welcome relief, for the simple business of racing the yacht commences and the hard work of the past is forgotten.

This year's Fleet is extremely well equipped and immaculately maintained. In fact, it would compare favourably with ocean racing Fleets anywhere else in the world. Australians can well be proud of the spirit that drives men to set aside time and effort, not for any financial gain, but for a feeling of fulfilment and a pride in achievement.

With a team of four Australian yachts competing against the world's best off England in the Channel and Atlantic next August, and indications that at least four top line overseas yachts will be entering the race next year, world attention is focussed on this our 20th Sydney-Hobart race; May the winds be fair and success crown the efforts of the most able.

B. C. PSALTIS,
Commodore

* * * * * *

Message from the Commodore

THE ROYAL YACHT CLUB OF TASMANIA

This, the Twentieth Sydney-Hobart Race, marks a milestone in cooperation between the Royal Yacht Club of Tasmania and the Cruising Yacht Club of Australia.

Tasmania, as the Island State, has always been sea-minded and yachting has featured prominently in our sporting calendar.

This race has done much to promote interstate relationships and we have formed many friendships with yachtsmen from the northern states.

The crowds that watch the finish and collect on Constitution Dock are an indication of the intense interest created by this blue water event.

The Royal Yacht Club of Tasmania issues a hearty welcome to the competitors for the twentieth time and wishes them fair sailing and good landfalls.

M. D. GEEVES,
Commodore

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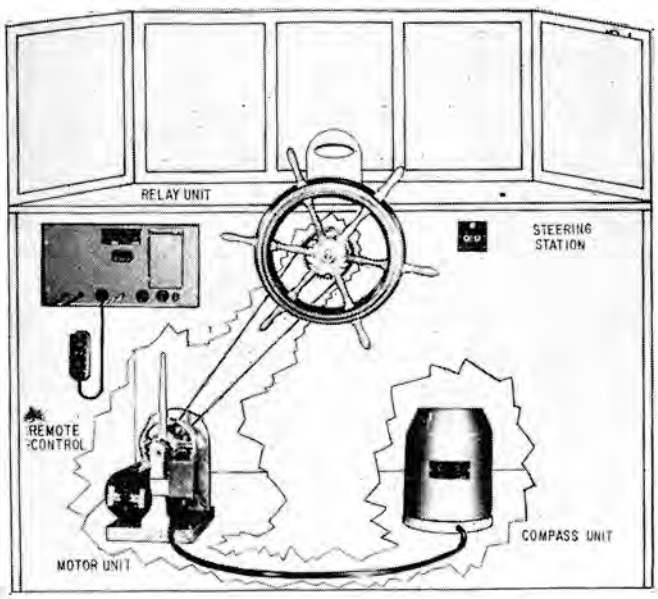

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The Future of the

CRUISING YACHT CLUB OF AUSTRALIA

Aerial view of the C.Y.C.A. Clubhouse, Marina and Slipway situated in Rushcutters Bay, Sydney.

IN browsing through our records I note that in October, 1944, the first Offshore Race was organised to Broken Bay. This means that in 1965 the Cruising Yacht Club of Australia will be 21 years old.

Perhaps more by accident than by design the year we attain our majority will be our most exciting yet. For the first time a team of ocean racing yachts will be sent overseas to compete against nine other nations as well as scores of ocean racing yachts flying the many club burgees of Great Britain. Back here on our own ground, the club will be starting and completing its most ambitious expansion programme yet.

When the first offshore race was organised there was no club house or even money to purchase premises, but there was enthusiasm and dedication to this new type of sailing on this coast.

It was not until 1951 that the boatshed property at Rushcutters Bay was purchased, and the Cruising Yacht Club of Australia had a home.

There is no doubt that by choice the main activities have been, and will continue to be, in ocean racing. Over the years safety procedures and general conditions have been constantly reviewed and amended. The racing rules are based on the Royal Ocean Racing Clubs' rules with amendments to suit local conditions and requirements.

Together with the growth of the club premises, the sailing committee have continually increased the programme until today it is possible to race in a CYC race practically every week-end in the year.

The successful expansion of the three main prongs of the club's activities; the yard to service the yachts, the marina and moorings to berth the yachts, and the club to offer amenities to the yacht owners, crews and their friends is indicative of the long hours and effort put in by the elected committee over the years.

As to the future — this club will grow and continue to grow. As succeeding Commodores hand over to their successors, so will new ideas, new strengths, new horizons to conquer continue to make this a club where yachtsmen feel "at home."

THE ADMIRAL'S GOLD CUP

1965 AUSTRALIAN CHALLENGE

IN the Northern summer of 1957 a group of ocean racing yachtsmen, inspired by the number of American boats which were racing in Britain, decided to set up a private challenge between the United States and the United Kingdom blue water boats.

The men — all owners themselves and members of the Royal Ocean Racing Club — were Miles Wyatt, Geoffrey Pattinson, Peter Green, Captain John Illingworth, R.N. (Ret.), and Selwyn Slater. As the head of the R.O.R.C. is called "The Admiral," it was decided to call their new trophy the Admiral's Gold Cup.

The first challenge, in 1957, was won by Great Britain. The English team ("Jocasta," "Myth of Malham" and "Uomie") by winning 70 points, just managed to hold off the American visitors ("Carina," "White Mist" and "Figaro") with their 68 points.

Later, by arrangement with the Americans, it was decided to widen the terms of contest and now the biennial Admiral's Cup is open to challenge by teams of three ocean racing yachts from any country, the only proviso being that the boats be 30' or over on the water line and that they comply with the current R.O.R.C. safety conditions. Now called "one of the world's most important trophies" the fleets of the founding countries have been joined by the Netherlands, France, Germany and Sweden.

The Cup consists of a series of four races, two long and two short events. The long events consist of the Fastnet Race (605 miles from Cowes round the Fastnet Rock on the South East corner of Ireland and back to Plymouth) and the Channel Race (225 miles from Cowes to the Le Havre light vessel, north west to the Royal Sovereign light vessel then back to Cowes); the shorter events are of 30 miles each and comprise the Britannia Cup and the New York Yacht Club Trophy Race, both held in Solent Waters.

Points are on the simple system of one for every boat beaten; however, the founders of the Cup had a bias in favour of true ocean racing as points awarded in the Channel Race are multiplied by two and those won in the Fastnet Race are multiplied by three. Clearly, if a country wishes to win the Admiral's Cup, its three boats must do well in the Fastnet, acclaimed by many to be the most difficult ocean race in the world.

THE AUSTRALIAN CHALLENGE

Early in 1964 it was felt that Australian ocean racing had developed to a stage where we could, with honour and with a fair chance of success, take on in open competition ocean racing boats from anywhere in the world. Under the sponsorship of the Cruising Yacht Club of Australia, a committee of four was formed to organise and promote the Australian Challenge for the Admiral's Cup — the first challenge from any Commonwealth country. The Organising Committee consists of Sir James N. Kirby, C.B.E. (Chairman), Mr. B. C. Psaltis (Deputy Chairman and C.Y.C.A. Commodore), Mr. Trygve Halvorsen and Mr. N. B. Rydge, Jnr. Impressed by the international importance of the concept the Prime Minister, Sir Robert Menzies, K.T., C.H., M.P., graciously accepted the Committee's offer of Patronage.

On the other side of the world, the organising club for the Cup, the Royal Ocean Racing Club, is under the Patronage of Her Majesty the Queen.

The Australian team is well balanced; skippers and crews are all experienced and enthusiastic. "Camille" (Ron Swanson), "Caprice of Huon" (Gordon Ingate) and "Freya" (Trygve and Magnus Halvorsen) were selected after a series of four Evaluation Races held during October. Simulating the Admiral's Cup programme, two of these races were long events (The Montagu Island and Cabbage Tree Island Races) while two were short 30 mile contests held off Sydney Heads. Weather conditions during all the races were decidedly fresh and the series proved an excellent test of boats, men and gear.

The three Australian boats, accompanied by "Lorita Maria" (which, at 28'6" on the waterline, is too small for the Admiral's Cup Team but will compete in the Fastnet Race), will be shipped out of Australia in May, 1965, arriving in England by the end of June, thus giving four weeks in which to become acquainted with local conditions before the Channel Race commences at the end of July.

The Chairman of of the Organising Committee, Sir James Kirby, will be with the team in England and Mr. Mervyn Davey, Cruising Yacht Club Secretary, has been appointed Team Captain.

WHAT TYPE OF WEATHER CAN BE EXPECTED?

The position is that, like the weather off our own coast, one must be prepared for anything. The greatest worry of one R.O.R.C. Commodore during a Fastnet Race was whether his beer would hold out — on another occasion conditions shortly after the start were described as "that ominous swell beginning to creep from ahead as one works one's way down the Channel" and "driving to windward in one of those ugly seas that seem to be made of grey cement". Tides are a problem; an English skipper, decrying the lack of wind and the strong ebb tide, said it was "like trying to run up a downwards moving escalator".

Still, the Australian boats and skippers have had a certain amount of experience in varying conditions; instance the 1963 Hobart Race which finished in a gale that must be described as heavy in any part of the world. Contrawise, we, too, know something of frustrating light weather as anybody who has sat outside Jervis Bay all night in a two knot southerly set waiting for the next day's nor'easter will testify.

ARE WE GOING TO WIN?

It must be admitted that lack of local knowledge is one of the major hurdles we have to overcome. Also the competition is expected to be fierce, particularly from the previous winners. (The United Kingdom won the Cup in 1957, 1959 and 1963 with the United States only once winning, in 1961.) The United Kingdom have already gone on record as saying that they have no intention of losing the Cup and are known to be building new boats to improved and tank tested designs.

Although one cannot, at this stage, predict Australia's chances it can with certainty be said we will compete honourably and will leave behind in Cowes and in the annals of international ocean racing a fine record of sportsmanship. Australia will not be displeased with the impression created by her ocean racing team, and the Committee of the Cruising Yacht Club is to be congratulated on their breadth and vision shown in sponsoring the 1965 Australian Challenge.

Australia's
ADMIRAL'S CUP TEAM

THE three boats which are to represent Australia in 1965 in the Admiral's Cup series of races in England are described here, with particular reference to the reasons why the particular designs were conceived. The boat, however, is only one factor of many required for success in ocean races. Equally important is the ability of the crew to obtain the maximum performance from the yacht under all conditions.

The crews of "Camille", "Caprice of Huon' and "Freya" are unquestionably among the best available in Australia, and they will be trying very hard to maintain Australia's prestige in sailing which has been built up in many classes, notably 12 metres, 5.5 metres, Dragons, Flying Dutchmen, 505's, C Class Catamarans and Cadet dinghies, and others.

"CAMILLE"

Designed by Wally Ward and built by her owner, Ron Swanson, "Camille" is described as "the lightest practical yacht on the longest waterline, with the R.O.R.C. rating kept in mind". She is 36 feet 6 inches overall, 30 feet 3 inches on the waterline, 9 feet 5 inches beam and has a draft of 6 feet. She is a light to moderate displacement yacht of 6.19 tons. Her ballast ratio (weight of ballast compared with overall displacement) is 46% and is considerably higher than most ocean racers. She is designed with comfort as well as speed in mind, and is a development of the well known Carmen type yachts. Like "Freya", she has a canoe stern, which Ron Swanson describes as a good way to finish a boat, particularly one built to the "metacentric shelf" principle, as is "Camille". "Wetted surface" is not considered in the design.

"Camille's" fin keel, which holds 10 gallons of diesel fuel and 40 gallons of water, is a feature not normally found in ocean racing yachts. This fin construction was used to eliminate the severe bending of the planking required if the conventional type of keel construction was used in this design.

Launched only 2 weeks before the 1964 Montagu race, "Camille" finished second to "Freya" in this event, and later won the Cabbage Tree Island race.

"Camille" has a wooden mast, as it is considered that a high ballast ratio boat with a relatively short mast does not require too light a mast. All sails are made by Laurie Mitchell as they have been for all Ron Swanson's previous boats.

"CAPRICE OF HUON"

This is the most conventional design of the three Admiral's Cup contenders, and the only one that was conceived without the R.O.R.C. rating in mind. She was designed by Robert Clarke for Charles Calvert, and built in Tasmania, being launched in 1952. She is 45 feet 2 inches overall, 32 feet on the waterline, with a beam of 10 feet and a draft

Below: Caprice of Huon. *Above: Camille.*

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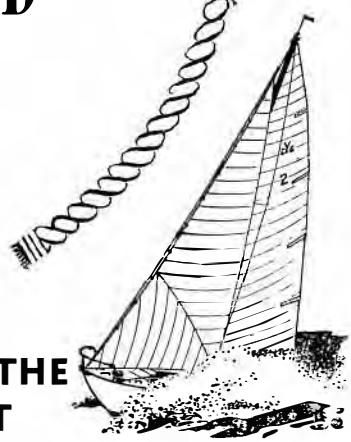

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Freya.

of 6 feet 4 inches. She was designed as "a fast family cruising boat, capable of beating 8 metres, principally 'Erica J' and 'Norske'." Her recent success in the Gascoyne Cup over these two boats show the designer achieved his aims, and he has said that he considers "Caprice" to be his best design.

"Caprice" is extremely strongly built, particularly below the waterline. Her planking is full length Huon pine, which her original owner began collecting 16 years before the boat was built. She was built and launched entirely by one man, who was 78 when he began the job.

The only modifications carried out by the present owner are the fitting of a shorter aluminium mast for a mast head sloop rig, and redesigning of the propeller aperture. Sails are by Peter Cole and Joe Pearce.

"Caprice" won both the 30 mile races in the Admiral's Cup elimination series and finished 8th in the Montagu Island Race and 4th in the Cabbage Tree Island Race.

"FREYA"

This yacht is a powerful, beamy, canoe sterned 39 foot sloop, designed by Trygve and Magnus Halvorsen. She is a design that has evolved over a period of nearly twenty years, from their first boat, "Saga", which was followed by "Peer Gynt", "Solveig", "Anitra" and then "Norla". "Freya" is 32 feet on the waterline, with a beam of 11 feet, and a draft of 6 feet 2 inches. She is designed principally with "seakindliness" in mind, with no particular regard for theories based on wetted surface to sail area ratios, and similar concepts. Her long keel and vertical rudder are intended to make her steer straight, which she appears to do very well. Her successes since she was launched in November 1963 are first in the Hobart race, first in the Montagu Island race and second in two Cabbage Tree Island races. These have been her only four starts in major ocean races.

She is built of oregon pine, with fibreglassed plywood decks, and teak trim. The overall finish is immaculate. An aluminium mast by Peter Cole, and sails by Joe Pearce (who has made sails for the Halvorsens since 1947) provide the power to drive "Freya" in any conditions.

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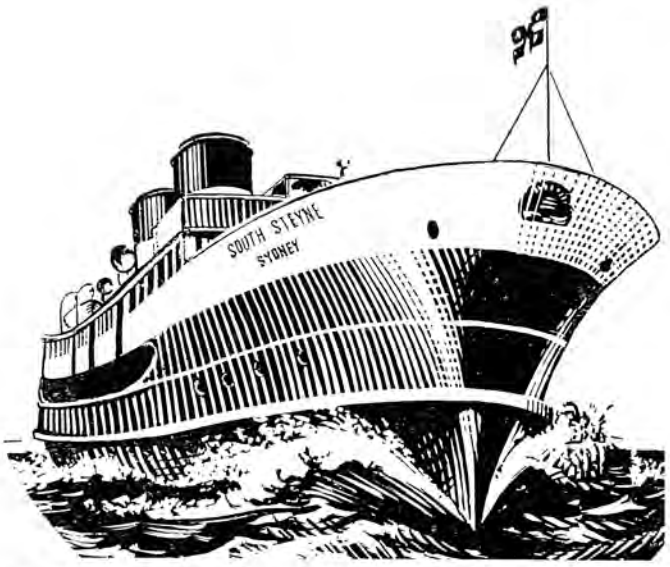
SPECIFICATIONS — SHEET WINCHES

DRUM DIA.	OVERALL HEIGHT	WEIGHT	GEAR RATIO HIGH	GEAR RATIO LOW	MECHANICAL ADVANTAGE
3"	5¾"	23lb.	3.8:1	25:1	25:1
3"	5¾"	23lb.	4.6:1	30:1	30:1
4"	7¾"	33lb.	7:1	35:1	35:1
4¾"	8¾"	44lb.	8.9:1	37:1	37:1
5¾"	10⅝"	60lb.	16:1	54:1	54:1

SPECIFICATIONS — REEL HALYARD WINCHES

DRUM DIA.	OVERALL HEIGHT	WEIGHT	GEAR RATIO HIGH	GEAR RATIO LOW	MECHANICAL ADVANTAGE
2¾"	6½"	19lb.	1:1		5:1
4"	7¼"	30lb.	1:1	5:1	20:1

2 HEGARTY LANE, WOOLLAHRA, NEW SOUTH WALES **38 0278**



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FINAL ENTRIES

☆ ☆ ☆

The figure in parenthesis following a crew member's name denotes the number of Sydney-Hobart Races sailed.

"Ailsa"

"Akala"

"AILSA" — Sail No. PA 18.

L.O.A. 30ft., L.W.L. 24ft. 2in., Beam 8ft. 3in., Draft 4ft.

This fast little yacht, formerly from Sydney, is making her fifth trip to Hobart. She rates at the bottom of the list and with an ounce of luck could have won the 1959 race.
Crew: Owner/Skipper/Navigator J. Marion (3), H. Alderdice, L. Grant, W. Beavis.

"AKALA" — Sail No. 207.

L.O.A. 37ft. 4in., L.W.L. 26ft., Beam 9ft. 6in., Draft 5ft. 10in.

This pretty yatch is a Princess Class designed by Arthur Robb, designer of the successful Lion Class of which she is a slightly larger version. Built in 1961 she has not raced much offshore and this will be her first long race.
Crew: Owner/Skipper J. H. Bleakley, Navigator J. McDonnell (1), J. S. Harrison (3), R. Angel, D. Whittle, R. Mirche (1), P. Kemp.

"ASTELOT" — Sail No. SM 38.

L.O.A. 36ft., L.W.L. 26ft. 3in., Beam 10ft., Draft 5ft., 11in.

A Van de Stadt design of fibreglass construction, this entry from Victoria has had only one season of off-shore racing during which she took out the Line Honours and Handicap in the Queenscliff-Portland race earlier this year.
Crew: Owner/Skipper A. G. Croft, Navigator B. Raisbeck (2), G. Watt, R. Allen, J. Wright, E. Freeman, R. Jensen.

"ASTOR" — Sail No. 88

L.O.A. 73ft. 6in., L.W.L. 56ft., 6in., Beam 15ft. 4in., Draft 8ft. 2in.

Probably the best known yacht in the fleet. Since the last Hobart race, owner Peter Warner has allowed her to be used as a training ship for Sea Scouts in Tasmania. This year over half the crew will be well tried young Sea Scouts and no doubt once again she must be favourite to lead the fleet.
Crew: Owner/Skipper P. R. Warner (9), Navigator J. Burgess (2), W. Cole, J. Lockwood (2), P. Currie, B. Lancaster (3), B. Moxham (2), B. Cuthbertson, R. Goode, T. MceLod, J. Buntine, M. Wilson, P. Woolford, H. Sims, C. Harris.

"ATHENA" — Sail No. R 37.

L.O.A. 32ft., L.W.L. 25ft. 9in., Beam 10ft., Draft 5ft. 9in.

An entry from Melbourne, she has been considerably modified, particularly under the water, since her last Hobart race in 1962 in which she was forced to retire. The alterations should improve her performance and on handicap could be well up in this race.
Crew: Owner/Skipper J. Jarrett (3), Navigator W. Neilson (3), R. B. Barbour (2), C. Gartner (2), E. Fort (2), T. Douglas.

"AWAY" — Sail No. MH 148.

L.O.A. 39ft. 6in., L.W.L. 28ft. 10in., Beam 9ft. 10in., Draft 5ft. 6in.

This new yawl, designed and built by her owner, is capable of performing moderately well under R.O.R.C. Rules. As yet untried.
Crew: Owner/Skipper F. Armstrong, Navigator J. Russel, L. Jenkeyns, J. Rodgers, J. Meyers, D. Lucks.

"BACCHUS D" — Sail No. 337.

L.O.A. 50ft., L.W.L. 35ft., Beam 13ft. 9in., Draft 7ft. 6in.

Designed by Alan Payne and built in steel, "Bacchus" competed for Admiral's Cup selection but was unfortunate in that she had insufficient time for fine tuning before this series. No expense has been spared to make this boat capable of being driven hard and her crew will be doing just this. Undoubtedly a contender for line honours, she could also be well up in the handicap section.
Crew: Owner/Skipper P. Deaton (1), Navigator T. Hammond (10), D. Jones (10), N. Wright (2), M. Craaford (10), G. Wheatley (4), R. Logan (2), R. Adair (2), T. Schofield (3), P. Cosgrove (5), J. Sanderson (2).

"BINDAREE" — Sail No. C 5.

L.O.A. 31ft. 7in., L.W.L. 24ft. 6in., Beam 8ft. 6in., Draft 4ft. 8in.

One of the two Tasmanian entries, this boat is a Van de Stadt design of double chine plywood construction. Although of light displacement, she has proved a capable performer by winning line honours and first place in a recent Maria Island Race in Tasmania. In two other offshore races she was placed 1st and third, so she should perform creditably in her first Hobart.
Crew: Owner/Skipper/Navigator G. G. Blackwood (1), D. K. Donnelly, D. Bannerman, H. Garnham (6), V. Bannerman.

"CADENCE" — Sail No. MH 127.

L.O.A. 30ft. 9in., L.W.L. 24ft., Beam 8ft. 6in., Draft 5ft. 6in.

A Carmen type yacht and a sister ship to "Cavalier". She finished seventh in the Hobart race last year, after being in a winning position close to the finish. With a low rating combined with exceptional sailing ability, she has a very good chance for being placed. Her crew will have more experience of the boat for this year's race and will be trying hard.
Crew: Owner/Skipper/Navigator H. S. Mason (4), P. Kaill (5), I. Likely (2), J. Maynard (1), S. Barret.

"CAMILLE" — Sail No. MH 111.

L.O.A. 36ft. 6in., L.W.L. 30ft. 3in., Beam 9ft. 5in., Draft 6ft.

Designed by Wally Ward, owned and sailed by Ron Swanson, this yacht will probably be the hardest to beat. Selected as a team member for the Admiral's Cup Challenge in England, a Hobart win is a definite possibility.
Crew: Owner/Skipper R. Swanson (7), Navigator P. Mounsey (4), J. O'Rourke (1), V. Likely (7), N. Curlewis (4), J. Swanson (1).

"Astelot"

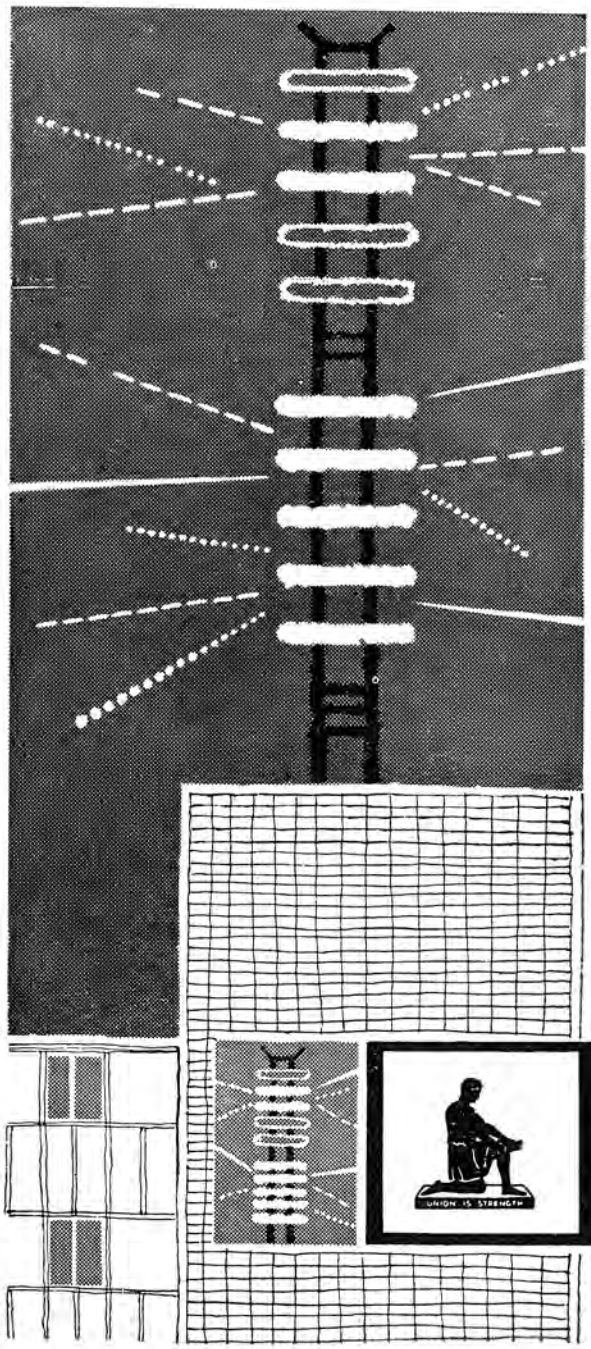
"Astor"

"Athena"

"Away"

"Bacchus D"

The weather at a glance... from the M.L.C. Weather Beacon



TEMPERATURE FORECAST

When the lights are:

Rising ..... Becoming warmer
Falling ..... Becoming cooler
Steady ..... No change

WEATHER FORECAST

WHITE:

Steady ..... Fine
Two Sec. Flashes ..... Clearing
Half Sec. Flashes ..... Windy

RED:

Steady ..... Rain
Two Sec. Flashes ..... Showers
Half Sec. Flashes, Strong winds and rain

The forecasts come from the Weather Bureau by remote control. The signals are for short-range forecasts and are adjusted at 6 a.m., noon, 4.30 p.m., 10 p.m. (8 p.m. Hobart) and when a change is imminent. Keep an M.L.C. Weather Beacon Signal Guide handy. Write or telephone for the pocket-sized card.

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"Cadence"

"Camille"

"Cherana"

"Four Winds II"

"CAVALIER" — Sail No. 106.

L.O.A. 30ft., L.W.L. 24ft., Beam 8ft. 8in., Draft 5ft. 6in.

This Carmen class, launched just prior to last year's Hobart race, has proved to be a first class ocean-racer. Second overall in the 1963 Hobart Race and consistently raced during the last season, she is a definite favourite this year.
Crew: Owner/Skipper/Navigator L. E. McDonnell (1), G. J. Burgess (4), D. Patterson (4), G. C. Reynolds (3), G. Walker.

"CHERANA" — Sail No. 25.

L.O.A. 36ft., L.W.L. 25ft., Beam 9ft. 6in., Draft 4ft. 10in.

An Alan Payne designed Tasman Seabird with an enviable record of 1st in the 1959 Hobart Race and a second in the Montagu Island race the same year, she was ninth in her last Hobart start, 1962. A capable performer in most conditions, particularly heavy, she is a possibility for a handicap placing.
Crew: Owner/Skipper W. R. S. MacRae (1), Navigator T. W. Livesey (1), J. E. Bray (1), D. R. A. MacRae (1), W. Tilley (3), H. C. Smith.

"FOUR WINDS II" — Sail No. RANCSC 3.

L.O.A. 38ft., L.W.L. 32ft. 6in., Beam 12ft. Draft 4ft. 8in.

This steel sloop from Melbourne will be having her fourth race to Hobart. She is capable of much improved performance and is usually sailed by Naval personnel.
Crew: Skipper S. W. Gibson, crew not yet selected.

"FREYA" — Sail No. 195.

L.O.A. 38ft. 10in., L.W.L. 33ft., Beam 11ft., Draft 6ft.

Trygve and Magnus Halvorsen launched "Freya" in time to win the 1963 Hobart race, a superb performance, but just what has come to be expected of this outstanding duo. She won the Montagu Island race in September and subsequently gained a place in the Admiral's Cup team to visit England next year. Certainly the favourite for this year.
Crew: Owner/Skippers T. Halvorsen (16), and M. Halvorsen (15), Navigator S. Darling (15), T. Gowland (11), K. Brown (3), R. Brightwell (2), one to be named.

"ILINA" — Sail No. CYC 37.

L.O.A. 58ft. 10in., L.W.L. 42ft. 8in., Beam 14ft. 3in., Draft 7ft. 4in.

The third largest yacht in the fleet "Ilina" will be vying with "Astor" and "Bacchus" for line honours. Dogged by a variety of misfortunes in three previous starts, owner Rupert Murdoch has brought her up to top condition hoping for the heavy going in which she revels.
Crew: Owner/Skipper K. R. Murdoch (3), Navigator J. Epstein (6), "Boy" Messenger (11), G. Pearce (14), H. Kerslake (14), R. Bolton (4), H. Brydon (3), S. Browne (3), P. McNickle (2), B. Gowland (1), B. Jackson (6), D. Mickleborough (6).

"JANZOON II" — Sail No. 185.

L.O.A. 41ft. 7in., L.W.L. 29ft., Beam 11ft. 10in., Draft 6ft. 3in.
Built in fibre glass from the drawing board of Alan Payne, she has proved herself over the past four years with many successes in ocean races including a second place in the Hobart race and a fourth in the last Monagu Island race. Her crew is one of the most experienced in the fleet and have sailed together for many years. Light conditions do not favour her, but strong winds, particularly from the south, will not trouble her.
Crew: Owner/Skipper W. Russell-Slade (8), R. L. Hammond (11), C. G. Betts (8), R. F. Norman (9), J. F. Fitzell (6), D. Monro (5).

"JOY TOO" — Sail No. CYC 23.

L.O.A. 37ft. 4in., L.W.L. 25ft. 7in., Beam 9ft. 6in., Draft 4ft. 10in.
Jim McLaren's Tasman Seabird sloop is starting in the Sydney-Hobart race for the second time. Last year she was twentieth, a performance she is well capable of bettering with a full season's racing behind her now.
Crew: Owner/Skipper J. J. McLaren (4), Navigator K. Rooke (1), H. House, A. Goad, R. Burnard.

"KALEENA" — Sail No. MH 22.

L.O.A. 36ft. 8in., L.W.L. 25ft. 6in., Beam 9ft. 6in., Draft 5ft.
One of the proven Tasman Seabird designs of Alan Payne, and a yacht that has been placed in nearly all the major races in the past four years, she should perform well, particularly if the weather is light.
Crew: Owner/Skipper/Navigator H. E. Godden (5), P. Kershaw (4), W. Regan (5), D. M. Jones (1), J. Birtles, W. K. Johnston.

"LOLITA" — Sail No. A 156.

L.O.A. 35ft., L.W.L. 27ft., Beam 9ft. 9in., Draft 6ft.
"Lolita", ex "Akuna", designed by Robert Clarke, was the C.Y.C.'s foremost ocean racer in 1946-7 though she did not contest a Hobart race at this stage. In later years she raced to Hobart four times and had the misfortune to be dismasted in Bass Strait last year. Now equipped with new gear, an aluminium mast and a new owner, it is hoped to display some of her former brilliance.
Crew: Owner/Skipper N. Cassim, Navigator J. Gallant (1), R. Nossiter (2), K. Dalton (2), D. Cowan, W. Kitteringham.

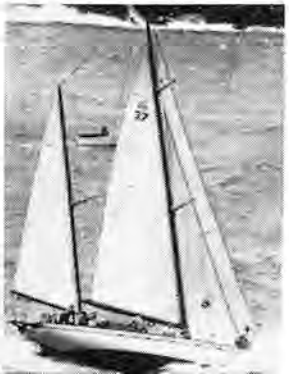
"LORITA MARIA" — Sail No. 173.

L.O.A. 39ft., L.W.L. 28ft., Beam 11ft. 3in., Draft 6ft. 3in.
A consistent place getter in ocean races, including third place in the 1963 Hobart race and Point Score winner last season, "Lorita Maria" must be considered as one of the favourites for this race. Tuned up for the Fastnet race in England next year, her very capable crew will be trying even harder this year for a win.
Crew: Owner/Skipper N. B. Rydge, Jnr. (2), Navigator Capt. T. Haworth, P. Green (13), A. Grey (7), T. Dawson (8), E. Nobbs (3), F. MacLure (4).

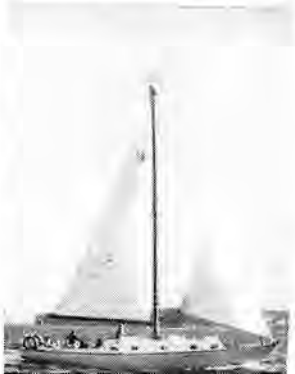
"Cavalier"

"Freya"

"Ilina"



"Janzoon II"



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"MALOHI" — Sail No. 70.

L.O.A. 35ft. 3in., L.W.L. 24ft., Beam 8ft. 8in., Draft 5ft. 7in.

A Lion class, designed by Arthur Robb, "Malohi" has already a 3rd, 4th, and 5th to her credit in previous Hobart races, while her sister ship "Siandra" has 2 first placings and a 5th. With these records of success she must always be considered as a potential place getter although every year the competition improves in quality and quantity.
Crew: Owner/Skipper S. Fischer, crew to be nominated.

"MARCO POLO" — Sail No. B 70.

L.O.A. 35ft. 6in., L.W.L. 24ft., Beam 10ft., Draft 4ft. 7in.

From the board of Arthur Robb, this teak constructed sloop as yet has not been raced hard and a true assessment of her capabilities cannot be formed.
Crew: Owner/Skipper K. York-Syme, Navigator A. D. Lang (3), L. O. Nicholls (4), J. N. Allen (1), D. H. Tregear.

"MARIA VAN DIEMEN" — Sail No. R 35.

L.O.A. 36ft., L.W.L. —, Beam —, Draft —.

This is a brand new yacht from the board of Sparkman and Stephens and is a development of "Hestia" which has had a very successful record in R.O.R.C. races in English waters. Just finished in time to come to Sydney from Victoria for the race she will be watched with interest.
Crew: Owner/Skipper D. G. Nicholls, crew not yet nominated.

"MERCEDES II" — Sail. No. CYC 50.

L.O.A. 42ft. 3in. L.W.L. 30ft., Beam 10ft. 8in., Draft 6ft.

Ted Kaufman's lovely sloop is now tuned and crewed to perfection following the keen competition in the Admiral's Cup selection series. Last year in her second Hobart race start she was placed eighth and gained a third placing in the recent Montagu Island race. She performs best in light and moderate conditions, given which she could be up with the leaders and do very well on handicap.
Crew: Owner/Skipper H. T. Kaufman (2), Navigator R. Young (5), P. Browne (7), G. Dunn (7), N. Bennetts (4), S. Kaufman (1), J. Morgan (2).

"METUNG" — Sail. No. GL 20.

L.O.A. 48ft., L.W.L. 36ft. 6in., Beam 12ft. 2in., Draft 6ft. 6in.

Designed by Alan Payne, this yacht has competed in five Sydney-Hobart races, a fifth placing being her best effort in 1957. Previously she has sailed with a crew largely unfamiliar with her, however, this year the full crew is coming up from Victoria and are very keen to really get her going.
Crew: Owner/Skipper T. O. Beatty (5), Navigator A. C. Butler (14), J. Bennet (1), R. George, W. Stockdale, B. Wescott, P. Tilley, P. Allsop, G. Gartland, R. Kemp.

"NORLA" — Sail No. C 16.

L.O.A. 39ft. 3in., L.W.L. 31ft., Beam 9ft. 10in., Draft 5ft. 3in.

Built by the Halvorsen brothers for the 1960 Hobart race "Norla" now hails from Tasmania and under the able hand of owner John Bennetto competed creditably in the Admiral's Cup selection series. Benefiting from this keen competition she should perform well this year.
Crew: Owner/Skipper J. Bennetto (12), Navigator D. Innes, D. Burridge (14), J. Lucas (4), B. Malone (6), K. Newstead (1),

"PHYLLIS GRAHAM" — Sail. No. 63.

L.O.A. 45ft., L.W.L. 36ft., Beam 11ft. 8in., Draft 7ft. 6in.

Previously named "Catriona", this yacht raced to Hobart three times, her best performance being a third in 1957. A change in the measurement rules while she was being built resulted in a high rating but this does not prevent her making fast passages and she could be well up with the leaders.
Crew: Owner/Skipper R. Roxburgh, Navigator J. Hurley, R. Phillips (4), A. Bannerman (3), H. J. Pickett, P. M. Roxburgh, D. R. Roxburgh, G. Pickett, J. R. Roxburgh.

"POITREL" — Sail No. 347.

L.O.A. 35ft. 7in., L.W.L. 24ft. 6in., Beam 9ft. 6in., Draft 5ft. 11in.

Designed by Sydney naval architect, Dick Taylor, and built in steel, "Poitrel" is the fourth of this class to be launched. Her sister ships have not had any outstanding successes in ocean racing to date but no effort has been spared to make this one a winner. As "Poitrel" was launched only one month before the Hobart race no indications could be gained of her potential, but she could show up well.
Crew: Owner/Skipper J. Robson-Scott (2), Navigator M. Desmarchelier (6), D. Coleman (6), G. Jones (2), G. Cook, P. Tierney.

"RONITA" — Sail No. CYC 26.

L.O.A. 36ft. 1in., L.W.L. 25ft. 2in., Beam 9ft. 6in., Draft 4ft. 10in.

Owned and sailed by the C.Y.C. Vice-Commodore Ron Cottee, this Tasman Seabird class has been sailed expertly throughout the ocean racing season and if given good strong breezes will no doubt improve on her last two Hobart placings of sixth and sixteenth.
Crew: Owner/Skipper R. Cottee (3), Navigator W. Bold (7), N. R. Cottee (1), R. Buchanan (1), J. Christofesen (1), D. Coulam.

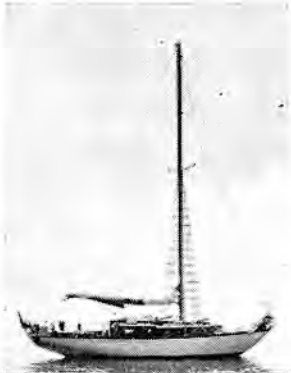
"ROVAMA" — Sail No. B 66.

L.O.A. 38ft. 2in., L.W.L. 27ft. 7in., Beam 10ft. 6in., Draft 5ft. 1in.

Designed by Robert Clarke, her first ocean race was the Queenscliff-Sydney prior to this Hobart race. One of the six as yet untried yachts in the race, any one of which could turn in a surprise performance.
Crew: Owner/Skipper R. J. Mercer (3), Navigator C. Paterson (5), K. Pittard (3), A. McClure (3), W. Perrin (2), C. Smith (3), N. Alexander (12).

"Lorita Maria"

"Marco Polo"



"Norla"

"Phyllis Graham"

"Ronita"

THE RED HAND COMPOSITIONS CO. (AUST.) PTY. LTD.

"Salacia"

"Saracen II"

"Sea Bee"

"Seawind"

"SAGA" — Sail No. 32.
L.O.A. 36ft. 1in., L.W.L. 26ft. 6in., Beam 10ft. 2in., Draft 5ft. 2in.
"Saga" is sister ship to "Seaman", a design by Colin Plilp, and not to be confused with another "Saga" owned previously by the Halvorsens. This is her first start to Hobart and with her offshore racing confined to the Sydney-Brisbane and Brisbane-Gladstone races this year her potential is difficult to determine. She carries a keen crew and could provide one of the surprises.
Crew: Owner/Skipper L. Little, J. Phors, J. Lindgaard, E. Steadman, G. Thompson, P. Magnus, B. Baimbridge, I. Forbes.

"SALACIA" — Sail No. 190.
L.O.A. 40ft. 10in., L.W.L. 30ft., Beam 11ft. 9in., Draft 6ft.
A custom design for the R.O.R.C. rule by Sparkman and Stephens, for the previous owner, Bob Rusk, "Salacia" has been tuned for the Admiral's Cup elimination series, in which she only narrowly missed selection. Her crew will be trying very hard this year, and she could easily take a place, particularly as the alteration to the rule has improved her handicap compared with the smaller yachts.
Crew: Owner/Skipper A. Byrne, B. Rusk (4), D. Sticpewich (2), D. Dickson, D. Robertson (12), P. Rundle (6), A. Burgin, T. Ellis (1).

"SARACEN II" — Sail No. 246.
L.O.A. 36ft., L.W.L. 26ft., Beam 9ft., Draft 6ft.
"Saracen II" is a newcomer to the Hobart race fleet and is the second yacht constructed of fibreglass to compete. She was built in England by Camper and Nicholson and shipped out to Australia in 1963. Since commissioning early this year she has raced consistently both at sea and on the harbour, seeming to prefer light to moderate conditions.
Crew: Owner/Skipper R. Crichton-Brown, Navigator R. A. Crichton-Brown, J. Muir (12), H. Batt (1), J. Sandeman, R. Smith, T. Sutherland.

"SEA BEE" — Sail No. CYC 32.
L.O.A. 44ft. 3in., L.W.L. 32ft., Beam 10ft. 10in., Draft 6ft. 6in.
A powerful, Luders designed cutter that has been a regular starter in the Sydney-Hobart race since 1961, but has not yet managed to get up amongst the place getters. Although in an excellent field this year, she could still finish with more of the field behind her than in front. The recent alteration in the R.O.R.C. rule is favourable for this yacht.
Crew: Owner/Skipper/Navigator J. Ashton-Martin (3), W. Evans (5), Dr. N. Arnott (2), C. Dunn (1), J. Maddox (1), H. McLelland (1), D. Flakelar, P. Bleck.

"SEAMAN" — Sail No. 118.
L.O.A. 36ft., L.W.L. 26ft. 6in., Beam 10ft., Draft 5ft.
Previously owned by the late John Leahy, "Seaman" has only competed in one Hobart race before when she finished halfway through the field. With a new owner and crew this boat could improve her previous performance considerably.
Crew: Owner/Skipper H. B. Vaughan (1), Navigator J. Bruce, Jnr., J. Lees (3), G. Garrett, J. Ashford, D. Heywood.

"SEAWIND" — Sail No. MH 10.
L.O.A. 43ft., L.W.L. 31ft. 9in., Beam 12ft., Draft 7ft.
Last year in her first Sydney-Hobart race start this powerful Sparkman and Stevens designed sloop was placed fourth, a very creditable performance in the boisterous conditions. Owner Norm Brooker has contested all races very keenly during the year and "Seawind" is sailing most impressively.
Crew: Owner/Skipper/Navigator N. Brooker (2), D. Linton (5), P. O'Donnell (4), D. Sargeant (3), P. Tierney (1), R. Derecktor, P. Delaney.

"STRUEN MARIE" — Sail No. 117.
L.O.A. 35ft., L.W.L. 27ft., Beam 9ft. 2in., Draft 6ft.
A Hobart winner in 1951, she will be sailed right up to the mark by her crew. She is always a possibility and her past performances make her worth watching, especially in conditions before the wind.
Crew: Owner/Skipper A. J. Wildman (1), Navigator C. Middleton (2), C. Wildman (1), C. Vaughan, H. Tillinghurst.

"SYLPH VI" — Sail No. CYC 51.
L.O.A. 41ft., L.W.L. 28ft. 6in., Beam 9ft. 6in., Draft 5ft. 6in.
This Alan Payne designed steel sloop will be racing to Hobart for the fourth time. Considering her size she rates extremely well but is a heavy weather boat and given these conditions she can sail well above her rating.
Crew: Owner/Skipper A. Lawson (3), Navigator D. Lawson (1), T. Cable (2), B. Gould, G. McNeil, J. Derrick (3), M. Ingram (4).

"TUI MANU" — Sail No. CYC 4.
L.O.A. 36ft. 10in., L.W.L. 26ft., Beam 9ft. 7in., Draft 5ft. 1in.
A Tasman Seabird built in steel, this boat has only recently been fully fitted for ocean racing, and has not proven herself to date. Owned and sailed by Mick York, one of "Gretel's" crew, there is everything in her favour to do well.
Crew: Owner/Skipper M. York (10), Navigator W. Fesq (10), A. Pfeiffer, B. Johnston, W. Riding, C. Buckingham.

"YAMPL" — Sail No. —.
L.O.A. 34ft. 6in., L.W.L. 24ft., Beam 10ft. 3in., Draft 5ft. 9in.
This sloop is constructed of welded aluminium alloy to a design of Warwick Hood who was associated with Alan Payne in the design of "Gretel". Reported to have a very high ballast ratio, she will perform well if sailed as hard as "Gip", the owners previous boat, was in last year's race.
Crew: Owner/Skipper/Navigator J. Polson (1), C. Smith (2), D. Judell (5), R. Cauchi, R. Neal, I. Polson.

"Seaman"

"Struen Marie"

"Sylph VI"

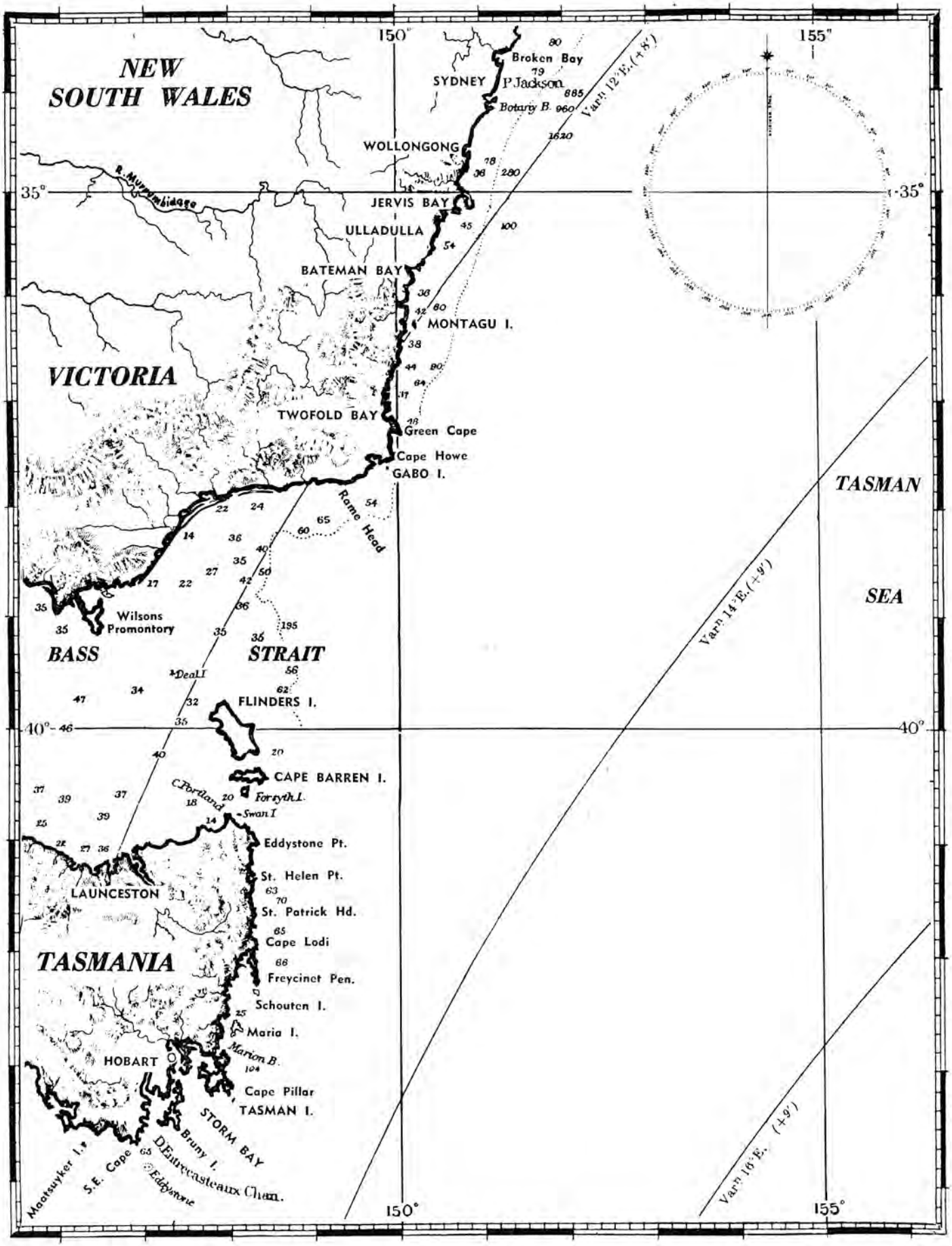
"Tui Manu"

"Yampl"

Sydney-Hobart Yacht Race, 1964

Record Sheet

YACHT	SAIL No.	RIG	CLUB	OWNER	Corrected Time D. H. M. S.	PLACE
"AILSA"	PA 18	30' Sloop	R.B.Y.C./Vic.	J. Marion		
"AKALA"	207	37' Sloop	R.S.Y.C./N.S.W.	J. H. Bleakely		
"ASTELOT"	SM 38	36' Sloop	S.Y.C./Vic.	A. G. Croft		
"ASTOR"	88	73' Schooner	C.Y.C.A./N.S.W.	P. R. Warner		
"ATHENA"	R 37	32' Sloop	R.Y.C.V./Vic.	J. Jarrett		
"AWAY"	MH 148	39' Yawl	M.H.Y.C./N.S.W.	F. Armstrong		
"BACCHUS D"	337	50' Sloop	C.Y.C.A./N.S.W.	P. E. Deaton		
"BINDAREE"	C 5	31' Sloop	D.S.S./Tas.	G. G. Blackwood		
"CADENCE"	MH 127	30' Sloop	M.H.Y.C./N.S.W.	H. S. Mason		
"CAMILLE"	MH 111	36' Sloop	M.H.Y.C./N.S.W.	R. Swanson		
"CAVALIER"	106	30' Sloop	M.H.Y.C./N.S.W.	L. E. McDonnell		
"CHERANA"	25	36' Sloop	R.S.Y.S./N.S.W.	W. R. S. MacRae		
"FOUR WINDS II"	RANCSC 3	38' Sloop	R.A.N.C./Vic.	S. W. Gibson		
"FREYA"	195	39' Sloop	C.Y.C.A./N.S.W.	T. & M. Halvorsen		
"ILINA"	CYC 37	59' Ketch	C.Y.C.A./N.S.W.	K. R. Murdoch		
"JANZOON II"	185	41' Sloop	C.Y.C.A./N.S.W.	W. Russell-Slade		
"JOY TOO"	CYC 23	37' Sloop	C.Y.C.A./N.S.W.	J. J. MacLaren		
"KALEENA"	MH 22	36' Sloop	M.H.Y.C./N.S.W.	H. E. Godden		
"LOLITA"	A 156	35' Sloop	S.A.S.C./N.S.W.	N. G. Cassim		
"LORITA MARIA"	173	39' Sloop	C.Y.C.A./N.S.W.	N. B. Rydge, Jnr.		
"MALOHI"	70	35' Sloop	C.Y.C.A./N.S.W.	S. Fischer		
"MARCO POLO"	B 70	35' Sloop	R.B.Y.C./Vic.	K. York Syme		
"MARIA VAN DIEMEN"	R 35	36' Sloop	R.Y.C.V./Vic.	D. G. Nicholls		
"MERCEDES II"	CYC 50	42' Sloop	C.Y.C.A./N.S.W.	H. T. Kaufman		
"METUNG"	GL 20	48' Ketch	G.L.Y.C./Vic.	T. O. Beatty		
"NORLA"	C 16	39' Cutter	R.Y.C.T./Tas.	J. Bennetto		
"PHYLLIS GRAHAM"	63	45' Cutter	R.S.Y.S./N.S.W.	R. Roxburgh		
"POITREL"	347	35' Sloop	R.P.A.Y.C./N.S.W.	J. S. Robson-Scott		
"RONITA"	CYC 26	36' Sloop	C.Y.C.A./NS.W.	R. A. Cottee		
"ROVAMA"	B 66	38' Sloop	R.B.Y.C./Vic.	R. J. Mercer		
"SAGA"	32	36' Sloop	R.S.Y.S./N.S.W.	L. Little		
"SALACIA"	190	40' Sloop	C.Y.C.A./N.S.W.	A. W. Byrne		
"SARACEN II"	246	36' Sloop	R.S.Y.S./N.S.W.	R. Crichton-Brown		
"SEA BEE"	CYC 32	44' Cutter	C.Y.C.A./N.S.W.	J. Ashton-Martin		
"SEAMAN"	118	36' Sloop	R.P.A.Y.C./N.S.W.	H. B. Vaughan		
"SEAWIND"	MH 10	43' Sloop	M.H.Y.C./N.S.W.	N. F. Brooker		
"STRUEN MARIE"	117	35' Sloop	M.H.Y.C./N.S.W.	A. J. Wildman		
"SYLPH VI"	CYC 51	41' Sloop	C.Y.C.A./N.S.W.	Lawson Bros.		
"TUI MANU"	CYC 4	37' Sloop	C.Y.C.A./N.S.W.	M. York		
"YAMPL"	—	34' Sloop	R.S.A.Y.S./S.A.	I. A. R. Polson		


NEW SOUTH WALES
VICTORIA
TASMANIA
BASS STRAIT
TASMAN SEA
150°
155°
35°
40°
SYDNEY
P. Jackson
Broken Bay
Botany B.
WOLLONGONG
R. Murrumbidgee
JERVIS BAY
ULLADULLA
BATEMAN BAY
MONTAGU I.
TWOFOLD BAY
Green Cape
Cape Howe
GABO I.
Rame Head
Wilsons Promontory
Deal I.
FLINDERS I.
CAPE BARREN I.
Forsyth I.
Swan I.
Eddystone Pt.
St. Helen Pt.
St. Patrick Hd.
Cape Lodi
Freycinet Pen.
Schouten I.
Maria I.
LAUNCESTON
HOBART
Marion B.
Cape Pillar
TASMAN I.
STORM BAY
Bruny I.
D'Entrecasteaux Chan.
S.E. Cape
Eddystone
Maatsuyker I.
Varn 12°E. (+8')
Varn 14°E. (+9')
Varn 16°E. (+9')

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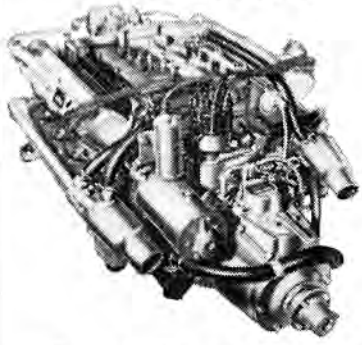

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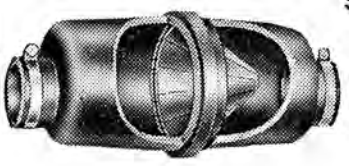

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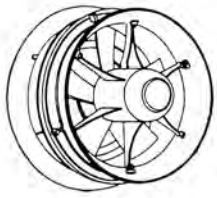

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TROPHIES

R.O.R.C. Plaque

Perpetual Trophy

Tattersall's Cup

● **FOR THE FIRST YACHT ON CORRECTED TIME**

R.O.R.C. Plaque: Presented by the Royal Ocean Racing Club of England. To be held for one year by the owner of the winning yacht.

Tattersall's Cup: Presented by the Executors of the Estate of the late George Adams. To be held for one year by the Yacht Club which was nominated by the winning yacht. A replica of the Derwent Light is presented to the owner of the winning yacht.

Perpetual Trophy: Presented by the Government of Tasmania. To be held for one year by the owner of the winning yacht. And replica.

Navigator's Trophy: Presented by Mr. G. W. Rex to the navigator of the first yacht.

C.Y.C.A. Trophy: Presented by the Cruising Yacht Club of Australia.
Medallion: Presented by Mr. G. Pattinson, of England, to each crew member.

● **FOR THE SECOND YACHT ON CORRECTED TIME**

Perpetual Trophy: Presented by the Hobart Municipal Council. To be held for one year by the owner. And replica.

C.Y.C.A. Trophy: Presented by the Cruising Yacht Club of Australia.

● **FOR THE THIRD YACHT ON CORRECTED TIME**

C.Y.C.A. Trophy: Presented by the Cruising Yacht Club of Australia.

● **OTHER TROPHIES**

J. H. Illingworth Cup: Presented by Captain John H. Illingworth, R.N., Rtd. To be held for one year by the owner of the first yacht to cross the finishing line. A replica is presented to the owner.

C.Y.C.A. Trophy: Presented to the first yacht to cross the finishing line.

J. H. Illingworth Cup

Samuel Pepys Trophy

Samuel Pepys Trophy: Perpetual Trophy presented by the R.N.S.A. to the first yacht on Corrected Time with a T.C.F. of .78 or lower. To be held for one year.

Sir Arthur Warner Trophy: Presented by Sir A. Warner to the first yacht on Corrected Time with a T.C.F. of .85 or higher. To be held for one year.

F. & J. Livingston Trophy

F. & J. Livingston Trophy: Presented to the first yacht rounding Tasman Island, to be held for one year. A replica is presented to the owner.

Peter Allsopp Memorial Trophy: Presented to the first yacht on Corrected Time in No. 1 Division. To be held for one year.

George Barton Trophy: Presented by G. Barton for the first yacht on Corrected Time in No. 2 Division. To be held for one year.

C.Y.C.A. Plaque: Presented by the C.Y.C.A. to each yacht starting.

Providing that two divisions are raced, C.Y.C.A. trophies will be presented to first, second and third on Corrected Time in each division.

PRESENTATION: Trophies will be presented at a function held by the Royal Yacht Club of Tasmania in Hobart.

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How Yachts are Handicapped

R.O.R.C. FORMULA

☆ ☆ ☆

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

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

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

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

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

Ocean races in England are handicapped by the formula developed by the Royal Ocean Racing Club, whilst in American waters the Cruising Club of America Rule is used. These formulae, although different in application, have the same objects and produce much the same results.

The R.O.R.C. rule was adopted by the C.Y.C.A. for the first Sydney-Hobart Race in 1945, and has since been used by all Australian and New Zealand clubs for ocean races of over 50 miles.

The R.O.R.C. Formula has two purposes in view: (a) to give all types and sizes of yachts a fair chance of winning a race; and (b) to encourage the designing, building and racing of good, safe, seaworthy types of yachts, which are also fast. It does not take into account poor design or incompetent navigation or seamanship, nor are penalties incurred by previous successes.

In brief, the formula takes into account sailing length, overhangs at each end, beam, depth of hull and total draught, freeboards, weights of the yachts' structural components, areas of sails, details of engines and propellers.

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

For example, if yacht "A", with a T.C.F. of .9000, takes 100 hours to finish the course, her corrected time is 100 x .9000, equals 90 hours. Whereas yacht "B", with a T.C.F. of .8000, takes 110 hours to finish the course, her corrected time is 110 x .8000, equals 88 hours. Thus yacht "B" has beaten yacht "A" by 2 hours, although she finished 10 hours later.

However, the course from Sydney to Hobart is famed for weather conditions as variable as can be found, and luck, navigational skill and meteorological knowledge are sometimes just as important as the handicap.

☆ ☆ ☆

NOTE: For the 1964-65 season, all T.C.F.s have been increased by .1000 and this difference should be kept in mind when perusing the results of previous races.

RIGS

SLOOP: One mast, one headsail.

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

SCHOONER: Two masts, of which the taller (mainmast) is stepped a distance of at least 55% of the waterline aft from the bow.

KETCH: Two masts with the shorter after mast (mizzen) being stepped forward of the rudder-post.

YAWL: Two masts with the shorter after mast (mizzen) being stepped aft of the waterline.

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"Lauriana"
RADIO RELAY SHIP

DURING the first ten years of Sydney-Hobart Races there was only one occasion when a Radio Relay Vessel was made available — "Lauriana" in 1951. Owned and skippered by Vic. Meyer and crewed by C.Y.C.A. members, she accompanied the yachts to Hobart but her use was limited as radios were not compulsory and few craft carried them. However, in the second decade, there has been a Radio Relay Vessel each race, becoming yearly more important. In every case they have been large seaworthy cruising vessels whose owners have gone to considerable trouble and expense to comply with the club's requirements. In the last nine years, "Lauriana" filled this role no less than six times under the hand of Jim Samson. Now she has changed hands again and her new owner, Bill Tyree, is taking her down for the eighth time. Quite a record.

What is it about this big comfortable motor sailer that has made three consecutive owners into Hobart voyagers? Surely she must be ideal for the purpose, she can sail, she has an abundance of power, she can go anywhere, she has ample space for the additional radio gear and the people who man it. What more could be required of a Radio Relay Vessel except a very patient and obliging owner and this she has, too.

"Lauriana" was built in Sydney by Hayes to a Barber design in 1938. She survived war service in the Pacific and was subsequently returned to her original owner. Then after passing through the hands of Vic. Meyer and Jim Samson she was bought by Bill Tyree, but it will be a very different "Lauriana" that will be seen Hobart bound on Boxing Day as during this year she has had a very extensive refit. She will have a new, more powerful, Gardner engine and a completely remodelled deckhouse.

As in previous years, "Lauriana" will contact all the competing yachts three times a day by radio as she cruises under power and sail amongst the fleet. The information received is correlated and radioed back to the C.Y.C.A. for dissemination. With the ever increasing fleets and compulsory radio this is an exciting and time consuming task and the whole routine of the ship is centred around these radio times.

The Radio Relay Vessel has now become an essential and integral part of the Hobart Race and it is very gratifying to see "Lauriana" headed south once more. The C.Y.C.A. greatly appreciates the gesture of Bill Tyree in making her available even though it has necessitated considerable hastening along of the refit. Also of considerable assistance in the organisation of the Radio Relay Vessel is Caltex Oil who again are most generously seeing to the fuelling and victualing for the round trip.

☆ ☆ ☆

News Coverage
C.Y.C. PRESS CENTRE

IT is over six hundred miles from Sydney to Hobart. To reach Hobart from Sydney yachts have to sail seven or even over eight hundred miles. For a great deal of this distance yachts are out of the sight of land, yet each day in the Metropolitan Press and the major cities of Australia, graphic detail of the position of the various competitors is displayed.

There is vast variance in weather conditions during this four or five day trip to Hobart. Again reports of these conditions and, in fact, conditions experienced by individual yachts, are brought to the public in the daily Press.

How does this happen? Thrice daily all yachts report to the radio relay vessel at a pre-arranged time. Reports are collated by an experienced staff aboard the radio relay vessel and passed on to the Cruising Yacht Club of Australia. Almost the entire clubhouse at the C.Y.C. at Rushcutters Bay, Sydney, is turned into a Press centre. Experienced C.Y.C. officials, most of whom have sailed many times in this ocean epic maintain the centre for the duration of the race. Radio schedules conducted by the radio relay vessel normally last about one half of one hour. About one hour after this, positions of the various competitors are plotted on a master chart at the Press centre.

Each metropolitan newspaper appoints a representative to the Press centre and these correspondents write their daily stories from information supplied to them.

In Hobart, at Constitution Dock, members of the Royal Yacht Club of Tasmania staff a facsimile of the Sydney operation. The two Press centres also handle a tremendous number of enquiries, up to 1000 queries a day are handled by the offices.

Both Press centres are staffed on a round the clock basis and the ever-increasing public interest in this ocean classic places unending demands on the enthusiastic voluntary staff.

So, perhaps when you are reading these up-to-date Press reports about the Sydney-Hobart yacht race you will pause to think about the chain of effort that makes these reports possible. Perhaps you will think of some forty yachts — hundreds of miles away — keeping schedules with the radio relay vessel, and this information being speedily transmitted to the C.Y.C. through the services of Overseas Telecommunications Corporation.

Truly, all these things help to make the Sydney-Hobart one of the finest oecan races in the world.

RACE RECORD

1945 – 1963

★

RECORD TIMES	
Elapsed Time	**Corrected Time**
★	★
"ONDINE"	"SOLO"
S. A. Long	V. Meyer
N.Y.Y.C./U.S.A.	C.Y.C.A./N.S.W.
3-03-46-16	2-12-45-14
1962	1962

OFFICIAL PLACINGS

1945

(Times are given in days, hours and minutes,

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	RANI	Capt. J. Illingworth, R.N.	6-14-22	.6670	4-09-38
2.	AMBERMERLE	J. Colquhoun, C. Kiel	8-08-19	.6722	5-14-39
3.	WINSTON CHURCHILL	P. Coverdale	7-07-38	.7706	5-15-20
4.	KATHLEEN	J. Earl	8-06-20	.6856	5-15-59
5.	HORIZON	J. R. Bartlett	8-07-47	.6977	5-19-23
6.	SALTAIR	R. M. Walker	8-13-48	.6859	5-21-09
7.	MISTRAL	R. F. Evans	8-12-55	.9063	7-17-13
8.	WAYFARER	P. M. Luke	11-06-20	.6916	7-19-43

Fastest Time: RANI.

Retired: ARCHINA (P. Goldstein).

Weather: Strong S.S.W. gale on the second day out of Sydney scattered the fleet, and all except Rani hove to or sought shelter. Calms later.

1946

(Times are given in days, hours, minutes and seconds)

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	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	4-14-11-02
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 FLINDERS	A. Palfreyman	5-22-05-20	.8071	4-18-40-48
6.	TRADE WINDS	M. E. Davey	7-01-00-45	.6960	4-21-37-58
7.	SOUTHERN MAID	C. Philp	6-06-44-45	.7910	4-23-14-24
8.	ACTIVE	H. M. Tate	6-07-08-47	.7980	5-00-36-53
9.	MISTRAL	R. F. Evans	5-18-51-40	.8855	5-02-57-41
10.	WAYFARER	P. M. Luke	7-12-21-15	.6980	5-05-53-14
11.	KURREWA III, F. & J. Livingston		7-07-30-30	.8235	6-00-31-52

Fastest Time: MORNA.

Retired: ILEX (N. W. Thomas), SIRIUS (J. S. Booth), CONNELLA (B. R. O'Brien), WINSTON CHURCHILL (P. Coverdale), MERLAN (W. L. Curtis), UNIS J (B. W. Davies), KAULA (D. McAllister), and FEGMHR (F. A. Harris).

Weather: Light North East winds for the first two days, then a 65 m.p.h. Sou'westerly hit the fleet in Bass Strait with seas up to 25 feet. Calms following made for a slow race.

"Rani"
1945

"Christina"
1946

1947

(Times are given in days, hours, minutes and seconds)

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	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
	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
6.	TRADE WINDS	M. E. Davey	5-23-15-01	.7342	4-09-10-28
7.	SALTAIR	A. E. Walker	6-06-23-20	.7024	4-09-37-57
8.	GYMEA	G. L. Carter	6-13-53-51	.6785	4-11-08-00
9.	MORNA	C. Plowman	5-03-03-54	.8986	4-14-35-10
10.	WINSTON CHURCHILL	P. Coverdale	5-22-02-55	.7791	4-14-40-12
11.	EOLO	T. A. Guiffre	5-22-12-54	.7863	4-15-49-25
12.	SOUTHERN MAID	C. Philp	5-22-31-50	.7910	4-16-44-30
13.	BENECIA	F. A. Harris	6-13-21-12	.7211	4-17-28-03
14.	MATTHEW FLINDERS	A. Palfreyman	5-22-35-06	.8071	4-19-04-49
15.	SIRIUS	J. S. Booth	6-02-51-07	.7900	4-20-00-47
16.	JOSEPHINE	B. C. Penton	5-20-33-37	.8340	4-21-13-38
17.	KURREWA III	F. Livingston	6-01-19-26	.8140	4-22-17-37
18.	HORIZON	S. Berg	6-23-46-36	.7199	5-00-46-57
19.	MISTRAL II	R. F. Evans	5-10-58-45	.8848	5-03-51-13
20.	ALOHA	J. A. Clark	8-03-19-48	.6343	5-03-53-52
21.	STORMBIRD	J. H. A. Herford	7-11-16-40	.6938	5-04-22-59

Fastest Time: MORNA.

Retired: ACTIVE (H. M. Tate), WANDERER (E. Massey), NAUTILUS (W. M. Lawson), SEA TANG (D. Drouyn), MANNARA (R. Godsall).

Disqualified: CHRISTINA (J. R. Bull), DEFIANCE (F. A. Bullock).

Weather: Fleet subjected to a hard 40-50 m.p.h. Northerly across Bass Strait. Some yachts trailed sea anchors or hove to, others logged 9 to 10 knots.

1948

(Times are given in days, hours, minutes and seconds)

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	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
6.	SANDRA	M. M. Creese	4-08-58-25	.8278	3-14-53-50
7.	PEER GYNT	T. Halvorsen	5-11-52-21	.6853	3-18-22-20
8.	MISTRAL II	R. F. Evans	4-08-20-13	.8945	3-21-19-46
9.	MORNA	C. Plowman	4-05-01-21	.9243	3-21-22-30
10.	MERLAN	W. L. Curtis	5-04-11-58	.7560	3-21-53-41
11.	SOUTHERN MAID, W.	Trautwein	5-04-11-48	.7964	4-02-41-12
12.	GYMEA	G. Carter	6-03-31-00	.6721	4-03-08-45
13.	ALICE	J. Callhan	8-00-10-15	.8327	6-16-01-14

Fastest Time: MORNA.

Retired: LASS O' LUSS (J. Colquhoun), WANDERER (E. Massey), ALOHA (J. A. Clark), MISTRAL V (G. W. Rex), NELL GWYNN (F. Hickman.

Weather: Hard running down the N.S.W. Coast with even small yachts logging 200 miles in 24 hours. Fastest race to that date.

1949

(Times are given in days, hours, minutes and seconds)

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	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	J. 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
6.	SEASALTER	D. H. Jarvis	6-04-50-30	.6831	4-05-41-06
7.	LASS O' LUSS	J. Colquhoun	6-02-07-35	.6982	4-06-01-32
8.	GIPSY QUEEN	A. C. Eden	6-00-45-24	.7056	4-06-08-25
9.	PEER GYNT, M. & T.	Halvorsen	6-05-26-35	.6849	4-06-21-13
10.	NOCTURNE	J. R. Bull	6-02-08-02	.7364	4-11-36-47
11.	HORIZON	S. Berg	6-06-12-43	.7199	4-12-08-15
12.	INDEPENDENCE	E. Messenger	6-00-05-13	.8274	4-23-13-03
13.	MISTRAL II	R. F. Evans	6-02-00-54	.8945	5-10-44-31

Fastest Time: WALTZING MATILDA.

Retired: SUZANNE II (R. A. Terrill), WANDERER (E. Massey).

Weather: Mainly light and variable winds, but with a 40 knot Northerly in Bass Strait on the third day.

1950

(Times are given in days, hours, minutes and seconds)

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	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
6.	KINTAIL	D. Macrae	6-04-02-23	.7048	4-08-20-25
7.	GIPSY QUEEN	A. C. Eden	6-06-53-20	.7056	4-10-28-02
8.	JASNAR	A. E. Saafield	6-16-16-10	.6676	4-10-59-45
9.	SEEVOGEL	W. Harris	6-06-00-26	.7597	4-17-57-39
10.	BENECIA	F. A. Harris	6-21-46-29	.7159	4-22-40-41
11.	MISTRAL II	R. F. Evans	5-17-00-54	.8829	5-00-58-14
12.	WANDERER	E. Massey	7-02-08-35	.7505	5-07-41-33
13.	BACHELOR'S WIFE	B. Tanner	8-14-10-00	.6455	5-13-05-00
14.	SEAWARD	P. Benson	9-07-30-20	.6359	5-22-07-38

Fastest Time: MARGARET RINTOUL.

Retired: ELLIDA (J. (Halliday), WAYFARER (P. Luke).

Weather: Started in the teeth of a Southerly gale which blew for two and a half days. Another blow off Tasmania made it 4 days to windward out of 5¼ for the leaders.

1951

(Times are given in days, hours, minutes and seconds)

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	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
6.	SOLVEIG	T. & M. Halvorsen	4-07-24-25	.7081	3-01-13-21
7.	NOCTURNE	J. R. Bull	4-05-33-34	.7337	3-02-30-51
8.	MARGARET RINTOUL,	A. W. Edwards	4-02-29-01	.7606	3-02-54-24
9.	IRENE	H. Hughes	4-10-46-10	.7105	3-03-51-35
10.	NIMBUS	A. T. Cohen	5-03-25-10	.6564	3-09-00-45
11.	WANDERER	E. Massey	4-10-46-35	.7679	3-09-59-37
12.	PAVANA	G. Mayne	4-07-43-01	.8166	3-12-41-43

Fastest Time: MARGARET RINTOUL.

Retired: WAYFARER (P. M. Luke), KATWINCHAR (E. J. Mossop).

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.

"Ingrid"
1952

"Ripple"
1953

"Westward"
1947 and 1948

"Trade Winds"
1949

1952

(Times are given in days, hours, minutes and seconds)

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	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	.7337	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
6.	KURURA	J. A. Clark	7-05-51-54	.6359	4-14-33-39
7.	LANDFALL	J. Richardson	6-03-00-25	.7539	4-14-49-43
8.	SOLVEIG	T. & M. Halvorsen	6-12-05-40	.7114	4-15-02-44
9.	TERRA NOVA	K. Gourlay	6-06-58-20	.7381	4-15-25-57
10.	FORTUNA	W. Fesq	6-18-03-14	.6923	4-16-11-24
11.	WHITE CLOUD	G. Brenac	6-06-20-56	.7694	4-19-40-42
12.	RUTHEAN	A. V. Toll	6-03-45-46	.8252	5-01-56-02
13.	WRAITH OF ODIN	B. O'Brien	6-17-02-42	.7744	5-04-42-48
14.	WANDERER	E. Massey	6-23-27-40	.7505	5-05-40-46
15.	PAVANA	G. Mayne	6-17-40-13	.7834	5-06-39-09
16.	KURREWA III, F. & J.	Livingston	6-17-05-27	.8445	5-16-02-28
17.	NIRVANA	S. G. Heaton	6-20-29-29	.8432	5-18-41-57

Fastest Time: NOCTURNE.

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

"Nerida"
1950

"Struen Marie"
1951

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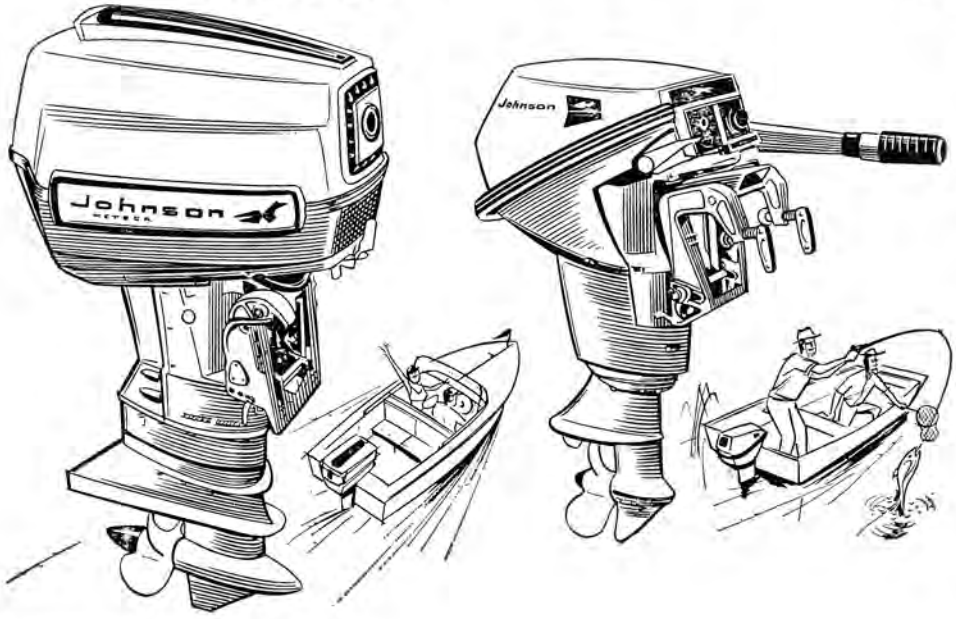

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"Solveig"
1954

"Moonbi"
1955

1953

(Times are given in days, hours, minutes and seconds)

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	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	J. A. Clark	6-06-25-06	.6426	4-00-39-32
5.	NIMBUS	A. L. Cohen	6-05-23-15	.6571	4-02-09-45
6.	BRILLIANT	B. Warming	5-21-59-07	.7130	4-05-14-15
7.	JOSEPHINE	R. A. Houghton	5-07-25-51	.8068	4-06-48-40
8.	GIPSY QUEEN	A. C. Eden	6-05-07-10	.7013	4-08-34-39
9.	KURREWA III, F. & J. Livingston		5-07-27-20	.8258	4-09-15-10
10.	ELLIDA	J. Halliday	6-15-06-14	.6620	4-09-19-36
11.	NOCTURNE	J. R. Bull	6-00-52-46	.7319	4-10-02-14
12.	RUTHEAN	A. & T. Toll	5-08-58-09	.8252	4-10-25-31
13.	WRAITH OF ODIN	B. O'Brien	5-21-08-32	.7744	4-13-18-02
14.	ONRUST	D. Tober	7-05-18-30	.6574	4-17-55-58
15.	WARANA	P. R. Warner	7-00-13-00	.7195	5-01-01-55
16.	NELL GWYNN	F. Hickman	7-02-16-57	.7306	5-04-24-30
17.	FLAMINGO	W. McCarthy	8-02-09-16	.6590	5-07-21-16
18.	ISIS	R. May	8-21-16-00	.6359	5-15-36-58
19.	WANDERER	E. Massey	7-11-01-59	.7679	5-17-28-46
20.	PATIENCE	A. B. Wilson	8-18-45-00	.6684	6-07-15-07

Fastest Time: SOLVEIG.

Retired: MISTRAL II (J. Payne), PAVANA (G. Mayne), JANZOON (W. R. Slade).

Disqualified: WILD WAVE (L. & G. Keats).

Weather: Started in a good N.E. breeze. Southerly gale on second day, then wind swung back to N.E. and N.W. and held to the finish.

1954

(Times are given in days, hours, minutes and seconds)

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SOLVEIG	T. & M. Halvorsen	5-07-38-56	.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
6.	WHITE CLOUD	G. Brenac	5-07-42-29	.7689	4-02-11-41
7.	TAM O' SHANTER, R.A.N. College		6-00-16-07	.6861	4-02-58-58
8.	LAURIBADA	I. Holm	5-19-49-18	.7104	4-03-19-46
9.	WRAITH OF ODIN, Dr. B. O'Brien		5-09-36-36	.7744	4-04-22-12
10.	NIRIPA	G. Peacock	6-06-50-34	.7058	4-10-27-53
11.	DEFIANCE	N. D. Rundle	5-08-09-51	.8320	4-10-37-57
12.	BRILLIANT	M. Forster	6-07-38-48	.7130	4-12-07-27
13.	PATIENCE	A. B. Wilson	6-18-09-00	.6684	4-12-22-52
14.	KURREWA IV, F. & J. Livingston		5-06-09-47	.9187	4-19-54-22
15.	WANDERER	E. Massey	7-23-34-15	.7236	5-18-37-14

Fastest Time: KURREWA IV.

Retired: LANDFALL (J. Richardson), BISSY GIRL (T. Dawson).

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

(Times are given in days, hours, minutes and seconds)

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	MOONBI	H. S. Evans	5-01-28-24	.6697	3-09-21-05
2.	COOROYBA	C. Haselgrove	5-00-14-42	.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
6.	CAROL J	J. Halliday	5-03-50-53	.7086	3-15-45-31
7.	LASS O' LUSS	J. Colquhoun	5-05-52-29	.6991	3-15-59-57
8.	PATIENCE	A. B. Wilson	5-13-10-00	.6684	3-16-57-54
9.	SOUTHERN MYTH	N. Howard	5-03-11-08	.7274	3-17-36-19
10.	TRADE WINDS	M. E. Davey	5-06-58-42	.7139	3-18-39-00
11.	SOLO	V. Meyer	4-23-10-31	.7801	3-20-58-07
12.	WINSTON CHURCHILL,	A. G. Warner	5-04-57-17	.7795	4-01-24-09
13.	TAM O' SHANTER, R.A.N. College		5-05-58-00	.6672	4-04-03-15
14.	EVEN	F. J. Palmer	4-18-13-14	.8836	4-04-55-31
15.	KURREWA IV, F. & J. Livingston		4-18-33-42	.9185	4-09-13-30
16.	DEFIANCE	N. D. Rundle	5-06-44-12	.8320	4-09-26-42

Fastest Time: EVEN.

Retired: WANDERER (E. Massey

Weather: Light, fickle breezes throughout the race, except for a Northerly blow on the fourth day. Drifting conditions in the Derwent River.

1956

(Times are given in days, hours, minutes and seconds)

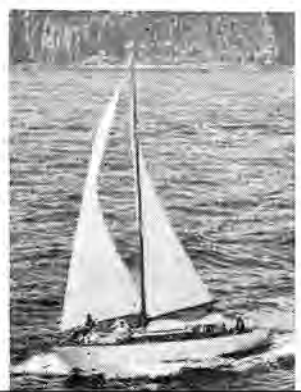
Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SOLO	V. Meyer	4-05-03-33	.7927	3-08-33-52
2.	ANITRA	T. Halvorsen	4-16-43-34	.7164	3-08-45-25
3.	CAROL J	J. Halliday	4-20-31-58	.7069	3-10-22-37
4.	JANZOON	W. R. Slade	4-21-53-06	.7148	3-12-14-40
5.	SIANDRA	G. P. Newland	5-07-38-09	.6638	3-12-43-29
6.	INGRID	J. S. Taylor	5-06-08-11	.6858	3-14-30-16
7.	SOUTHERN MYTH, N. C. Howard		5-00-28-46	.7252	3-15-22-18
8.	RIPPLE	R. C. Hobson	5-13-29-55	.6621	3-16-23-22
9.	CATRIONA	D. M. Brown	4-20-39-07	.7656	3-17-18-32
10.	KURREWA IV, J. & F. Livingston		4-04-31-14	.9114	3-19-36-52
11.	FANTASY	D. Burridge	5-17-47-05	.6701	3-20-19-46
12.	SAMUEL PEPYS	R.N.S.A.	5-17-17-41	.6779	3-21-04-20
13.	LAHARA	D. N. Ashton	6-04-55-48	.6556	4-01-37-24
14.	WINSTON CHURCHILL,	Sir A. Warner	5-05-49-49	.7942	4-03-56-04
15.	ROMAVA	R. J. Mercer	6-16-01-06	.6616	4-09-53-01
16.	TARNI	G. Wignall	6-15-04-03	.6722	4-10-55-29
17.	KURURA	J. A. Clark	6-17-46-10	.6642	4-11-26-48
18.	LORRAINE	D. G. Nicholls	6-16-21-00	.6798	4-12-45-21
19.	TAM O' SHANTER, R.A.N. College		6-22-38-27	.6808	4-17-26-55
20.	NIRIPA	G. E. Peacock	6-21-04-24	.7048	4-20-19-37
21.	PHALAROPE	R. Cottee	7-09-03-10	.6753	4-23-33-48
22.	FOUR WINDS	R.A.N. College	8-10-18-00	.6359	5-08-37-20
23.	VAILIMA	J. McLaren	7-22-03-00	.6881	5-10-45-15
24.	NIRVANA	Dr. K. Laws	6-19-27-33	.8173	5-13-42-44
25.	SERENADE	L. Esdaile	7-18-27-40	.7291	5-15-58-00
26.	RENENE	P. S. Parry	9-20-57-00	.6630	6-13-05-52

Fastest Time: KURREWA IV.

Retired: WRAITH OF ODIN (Dr. B. O'Brien), RANSTON (A. Roper).

Weather: Hard Southerly blow on first night out followed by a light North East breeze to Bass Strait. A 50 m.p.h. Sou'Westerly across the Strait to the lee of Tasmania and a Southerly gale off Storm Bay reaching a recorded 86 m.p.h.

"Anitra V"
1957



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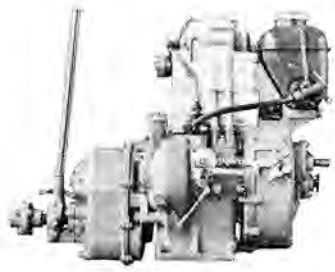
18'-20'	NTS85	Water	8.9	2:1	F & R	400lb.	£325	☐
19'-22'	ST95	Water	10.0	2:1	F & R	800lb.	£395	☐
22'-28'	2ST	Water	18.0	2:1	F & R	950lb.	£625	☐
28'-36'	3ST	Water	28.0	2:1	F & R	—	£800	☐



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1959

"Siandra"
1958 and 1960

1957

(Times are given in days, hours, minutes and seconds)

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	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
6.	KISMET	K. Gourlay	5-08-21-25	.6683	3-13-46-51
7.	FOUR WINDS	S. W. Gibson	5-14-18-43	.6389	3-13-48-43
8.	PATIENCE	A. B. Wilson	5-09-44-51	.6667	3-14-30-09
9.	LOLITA	J. Leahy	5-09-29-52	.6732	3-15-10-40
10.	SAMUEL PEPYS	R.N.S.A.	5-08-38-23	.6779	3-15-12-18
11.	EOS	T. Fowler	5-10-18-31	.6730	3-15-41-52
12.	SOUTHERN MYTH, N. C.	Howard	5-02-58-10	.7250	3-17-09-10
13.	JANZOON	W. R. Slade	5-07-20-07	.7064	3-17-56-59
14.	TAHUNA	H. Wilckens	5-07-06-53	.7384	3-21-51-47
15.	WINSTON CHURCHILL,	Sir A. Warner	5-01-28-54	.7925	4-00-16-27
16.	DEFIANCE	N. D. Rundle	4-20-24-13	.8273	4-00-18-08
17.	NIRVANA	Dr. K. Laws	4-22-54-56	.8500	4-05-04-40
18.	BINTANG-TERANG, M.	Hill-Willis	7-05-13-12	.7800	5-15-06-41

Fastest Time: KURREWA IV

Retired: TRADE WINDS (M. E. Davey), CAPRICE OF HUON (W. H. Northam).

Weather: Strong westerly at the start then North East to Cape Barren Island. 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

(Times are given in days, hours, minutes and seconds)

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SIANDRA	G. P. Newland	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
6.	TARNI	G. C. Wignall	5-20-54-46	.6672	3-22-01-00
7.	SAMUEL PEPYS	R.N.S.A.	5-20-55-52	.6779	3-23-32-15
8.	SOLO	V. Meyer	5-02-32-52	.7973	4-01-42-26
9.	ROMAVA	R. J. Mercer	6-08-36-47	.6643	4-05-22-51
10	WINSTON CHURCHILL,	Sir A. Warner	5-02-46-30	.8082	4-08-13-37
11.	METUNG	T. O. Beatty	6-02-34-41	.7235	4-10-02-57
12.	WESTWARD	A. A. Robilliard	7-02-39-19	.7276	5-04-10-07
13.	ARCHINA	J. S. Howie	6-14-13-34	.7860	5-04-21-56
14.	BOONGOWN	Dr. J. Molesworth	8-05-02-17	.6390	5-05-54-26
15.	FORTUNA	J. B. Griffin	7-18-50-35	.6952	5-09-53-35
16.	FOUR WINDS	S. W. Gibson	8-14-11-13	.6372	5-11-22-57
17.	RESTLESS	C. H. Hill-Willis	8-14-10-43	.6616	5-16-24-32
18.	TERRA NOVA	M. D. Greeves	8-04-42-57	.7120	5-20-03-40
19	SAILMAKER	A. Raisbeck	8-19-00-00	.6722	5-21-50-03

Fastest Time: SOLO.

Retired: SOUTHERLY (D. E. Mickleborough), KURREWA IV (J. & F. Livingston), RUTHEAN (A. & T. Toll).

Weather: Light S.E. breeze at the start, varying during the day, fresh Nor-Easter on the second day. Hard S.W. gale across Bass Strait. Vague winds and calms along Tasmanian coast, but fair wind out to sea. Fickle conditions in the Derwent River.

1959

(Times are given in days, hours, minutes and seconds)

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	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	5-03-59-11	.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	.6565	3-10-47-30
6.	JANZOON	W. R. Slade	5-00-55-23	.6993	3-12-33-41
7.	PEGASUS	N. F. Brooker	5-06-35-15	.6697	3-12-46-32
8.	SOUTHERN MYTH, N. C.	Howard	4-21-56-35	.7250	3-13-30-31
9.	AILSA	J. Marion	5-19-38-02	.6181	3-14-18-28
10.	LASS O' LUSS	J. Colquhoun	5-02-04-03	.7080	3-14-32-23
11.	SOLO	V. Meyer	4-13-33-12	.7973	3-15-20-49
12.	SYLVENA	S. H. Moray	5-05-47-11	.6981	3-15-48-41
13.	LOLITA	J. Leahy	5-10-42-33	.6722	3-15-51-46
14.	METUNG	Dr. T. O. Beatty	5-01-52-22	.7270	3-16-36-05
15.	LORRAINE	R. F. Rusk	5-12-08-28	.6846	3-18-44-30
16.	CATRIONA	D. M. Brown	5-00-56-30	.7617	3-20-07-17
17.	BIRRAHLEE	J. & T. Savage	5-20-23-00	.6595	3-20-34-58
18.	KURREWA IV, F. & J.	Livingston	4-15-13-29	.8651	4-00-13-14
19.	WINSTON CHURCHILL,	Sir A. Warner	4-23-27-47	.8084	4-00-34-26
20.	ARCHINA	J. S. Howie	5-00-55-29	.7995	4-00-40-46
21.	RUTHEAN	A. & T. Toll	4-23-04-53	.8336	4-03-15-58
22.	TAM O' SHANTER, R.A.N.	College	6-09-45-00	.6673	4-06-35-41
23.	SOLANO	G. Glen Carr	6-09-23-30	.6786	4-08-05-30
24.	FOUR WINDS	S. W. Gibson	7-01-39-05	.6376	4-12-10-11

Fastest Time: SOLO.

Retired: BOONGOWN (Dr. J. Molesworth), GLENSHIEL (H. F. Garnham), JINDIVIK (J. G. Walsh), LARNTARNI (W. Wakefield), PATIENCE (A. B. Wilson), ALCYONE (W. H. Burke).

Weather: Nor-Easterly breeze at the start, followed by a vicious S.W. squall, moderating over the next four days. S.W. wind at 20 knots across Bass Strait, then S.E. breeze and calms along Tasmanian coast. Nor'Easter for the leaders to the finish, then a flat calm on the Derwent River. Next morning a S.E. breeze carried a large group to the finish.

1960

(Times are given in days, hours, minutes and seconds)

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	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	3-00-04-57
3.	MALOHI	N. H. McEnally	5-10-58-04	.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
6.	JOANNE BRODIE	R. C. Hobson	5-09-19-41	.6501	3-12-03-48
7.	JANZOON	W. R. Slade	5-00-21-03	.6993	3-12-09-41
8.	SOLO	V. Meyer	4-10-23-42	.7973	3-12-49-43
9.	PATIENCE	A. B. Wilson	5-08-30-47	.6665	3-13-38-28
10.	ROMAVA	R. J. Mercer	5-11-22-20	.6565	3-14-13-57
11.	CAROL J	J. Halliday	5-01-56-27	.7077	3-14-17-51
12.	AILSA	J. Marion	5-19-49-42	.6176	3-14-20-38
13.	ZARABANDA	G. Pattinson	5-02-40-46	.7044	3-14-24-55
14.	METUNG	T. O. Beatty	5-00-44-40	.7265	3-15-43-15
15.	MARIS	J. Earl	5-12-49-40	.6636	3-16-08-41
16.	KURREWA IV, F. & J.	Livingston	4-08-11-15	.8578	3-17-22-19
17.	LASS O' LUSS	J. Colquhoun	5-06-56-10	.7080	3-17-52-14
18.	INGRID	J. S. Taylor	5-13-11-15	.6840	3-19-05-13
19.	WILD WAVE	J. Cockle	5-02-50-36	.7484	3-19-56-09
20.	ASTOR	P. R. Warner	4-12-29-47	.8480	3-20-00-18
21.	SOUTHERLY	D. Mickleborough	5-20-28-12	.6611	3-20-51-53
22.	ARCHINA	J. Howie	4-22-58-28	.7853	3-21-25-50
23.	TAM O' SHANTER, R.A.N.	College	5-20-32-41	.6673	3-21-46-16
24.	SOUTHERN MYTH, N. C.	Howard	5-10-15-04	.7252	3-22-28-17
25.	SOUTHERLY BUSTER,	K. R. Gourlay	6-03-58-34	.6387	3-22-30-34
26.	EOS	M. T. Flower	5-23-33-42	.6762	4-01-03-43
27.	WINSTON CHURCHILL,	G. A. Warner	5-00-13-14	.8082	4-01-09-44
28.	BRILLIANT	M. C. Forster	5-20-26-18	.7194	4-05-01-53
29.	KINTAIL	G. A. Horniman	5-20-26-27	.7274	4-06-10-14
30.	FOUR WINDS	S. W. Gibson	7-03-13-55	.6376	4-12-32-24

Fastest Time: KURREWA IV.

Retired: ILE-OLA (G. Wood), THURLOO (E. Merrington).

Weather: Light Nor'Easter at the start and light favourable breezes for several days. Breeze turned to South off Tasmanian coast and continued until finish.

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1961

(Times are given in days, hours, minutes and seconds)

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	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
6.	NORLA	J. S. Howie	4-16-29-04	.7061	3-07-25-31
7.	SOLO	V. Meyer	4-05-30-03	.7912	3-08-18-27
8.	KALEENA	H. E. Godden	5-02-50-07	.6540	3-08-20-03
9.	LASS O' LUSS	B. C. Psaltis	4-20-43-16	.7085	3-10-41-49
10.	KINTAIL	G. A. Horniman	4-18-37-40	.7282	3-11-28-19
11.	TAHUNA	E. A. Hales	4-19-25-40	.7368	3-13-02-50
12.	SILHOUETTE	R. Swanson	5-02-39-53	.7040	3-14-21-21
13.	SOUTHERN MYTH, N. C. Howard		4-23-38-57	.7252	3-14-46-10
14.	LOLITA	J. Leahy	5-10-20-58	.6722	3-15-37-15
15.	ASTOR	P. R. Warner	4-04-42-11	.8671	3-15-52-31
16.	WINSTON CHURCHILL,	G. A. Warner	4-13-09-40	.8132	3-16-46-21
17.	ILINA	R. Murdoch	4-18-18-11	.7985	3-19-16-16
18.	CAROL J	J. Halliday	5-09-06-00	.7077	3-19-21-51
19.	SOUTHERLY	D. Mickleborough	5-18-56-05	.6608	3-19-48-29
20.	AILSA	J. Marion	6-06-03-28	.6174	3-20-30-44
21.	SYLPH, J., A. G. & G. D. Lawson		5-20-35-26	.6653	3-21-32-06
22.	SIMBA	C. Dorman	6-01-26-33	.6575	3-23-37-42
23.	ATHENA	J. Jarrett	6-02-33-07	.6689	4-02-01-42
24.	SYLVENA	S. H. Moray	5-21-14-48	.6981	4-02-36-15
25.	BOONGOWN	J. Molesworth	6-09-14-30	.6475	4-03-13-26
26.	PHANTOM	W. K. Mooney	6-00-40-38	.6863	4-03-17-31
27.	SIANDRA	D. M. Boydén	6-08-50-11	.6596	4-04-48-39
28.	MISTRESS	W. Pettingell	6-06-41-07	.6698	4-04-55-44
29.	SEA BEE	J. Ashton-Martin	6-02-06-15	.7217	4-09-26-36
30.	GALATEA M	N. W. Kestel	7-09-23-41	.6270	4-15-13-35
31.	JOLLY ROGER	A. J. Sutton	7-06-21-22	.6767	4-21-59-12
32.	FORTUNA	J. B. Griffen	7-02-17-37	.6951	4-22-22-16
33.	FOUR WINDS II	S. W. Gibson	7-20-11-16	.6904	5-09-55-28

Fastest Time: ASTOR.

Retired: TARNI (G. C. Ormiston), PATIENCE (A. B. Wilson).

Weather: Southerly at 20-30 knots for the first day, then light N.E. winds. A line squall, 70 miles long, passed over the fleet in Bass Strait, and was followed by a moderate Sou'Westerly. A Nor'Easter along the Tasmanian coast and a Southerly near Tasman Island altered the potential placings.

1962

(Times are given in days, hours, minutes and seconds)

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	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
6.	RONITA	R. A. Cottee	4-02-56-54	.6563	2-16-56-23
7.	KALEENA	H. E. Godden	4-03-04-39	.6566	2-17-03-15
8.	CARMEN	R. Swanson	4-06-28-26	.6358	2-17-09-10
9.	CHERANA	W. R. S. MacRae	4-03-37-46	.6567	2-17-25-36
10.	JOANNE BRODIE	R. C. Hobson	4-04-15-55	.6530	2-17-28-24
11.	JANZOON II	W. R. Slade	3-23-05-19	.6893	2-17-32-40
12.	RIVAL,	A. G. Burgin & N. D. Rundle	4-02-51-18	.6694	2-18-10-25
13.	PALANA	R. J. Shield	4-04-41-35	.6604	2-18-29-52
14.	SYLPH	Lawson Bros.	4-04-27-24	.6653	2-18-50-02
15.	ASTOR	P. R. Warner	3-03-47-16	.8836	2-18-57-58
16.	BIRRAHLEE	C. V. Jones	4-06-18-14	.6562	2-19-07-55
17.	CHRISTINA	A. Berns	4-05-36-06	.6628	2-19-20-30
18.	SALACIA	R. F. Rusk	4-00-18-46	.7046	2-19-51-43
19.	DU-MA-LEE	L. V. Reilly	4-04-27-32	.6809	2-20-24-09
20.	ANITRA V	J. S. Samson	4-02-29-54	.6999	2-20-53-20
21.	NORLA	J. S. Howie	4-02-34-49	.7060	2-21-35-52
22.	SEAMAN	J. Leahy	4-07-16-00	.6743	2-21-37-58
23.	MISTRAL III	M. C. Dowd	4-06-46-52	.6779	2-21-40-31
24.	MOANA	R. H. G. Lamplough	4-09-30-05	.6622	2-21-51-47
25.	MERCEDES II	H. T. Kaufman	4-02-32-38	.7130	2-22-15-42
26.	CAPRICE	G. Ingate	4-01-06-39	.7278	2-22-40-38
27.	WINSTON CHURCHILL,	G. A. Warner	3-11-17-19	.8498	2-22-46-43
28.	CAROL J	J. Halliday	4-04-07-08	.7077	2-22-51-15
29.	SEA BEE	J. Ashton-Martin	4-02-57-53	.7217	2-23-25-22
30.	TAHUNA	E. A. Hales	4-01-08-21	.7368	2-23-34-20
31.	SOUTHERN MYTH, N. C. Howard		4-02-43-14	.7260	2-23-40-16
32.	FOUR WINDS II	S. Gibson	4-08-12-42	.6968	3-00-36-53
33.	SOUTHERN MAID	P. Deaton	3-20-00-14	.7977	3-01-23-29
34.	MISTRESS MAY, W. W. Pettingell		4-15-13-08	.6695	3-02-27-40
35.	METUNG	T. Beatty	4-07-38-09	.7265	3-03-17-29
36.	LARNTARNI	W. Wakefield	4-01-45-59	.7708	3-03-21-30
37.	AOTEA II	R. K. Hunt	4-20-09-57	.6523	3-03-46-30
38.	RUTHEAN	A. V. & I. T. Toll	3-20-13-11	.8339	3-04-54-07
39.	GOODEWIND	K. Laws	4-08-04-24	.7546	3-06-32-01
40.	ILINA	K. R. Murdoch	4-03-31-37	.7985	3-07-28-20

"Rival"
1961

"Freya"
1963

Fastest Time: ONDINE.

Retired: ATHENA (J. Jarrett), MENABILLY (J. J. Brown).

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

(Times are given in days, hours, minutes and seconds)

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	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
6.	MOUSE OF MALHAM,	N. J. Wright & D. Belcher	5-07-41-23	.6441	3-10-14-42
7.	CADENCE	H. S. Mason	5-09-11-51	.6371	3-10-18-42
8.	MERCEDES II	H. T. Kaufman	4-23-56-07	.7096	3-13-06-22
9.	CAPRICE OF HUON	G. Ingate	4-21-06-10	.7278	3-13-13-39
10.	GIP	I. A. R. Polson	5-11-56-57	.6493	3-13-40-29
11.	ANITRA V	J. S. Samson	5-03-42-00	.6999	3-14-34-39
12.	NORLA	J. Bennetto	5-03-25-22	.7060	3-15-08-11
13.	CAROL J	J. Halliday	5-04-20-13	.7065	3-15-50-39
14.	SALACIA	R. F. Rusk	5-05-08-58	.7033	3-16-01-03
15.	TAHUNA	E. A. Hales	5-01-18-25	.7363	3-17-19-06
16.	RONITA	R. Cottee	5-16-19-01	.6563	3-17-27-53
17.	MALOHI	S. Fischer	5-17-07-40	.6555	3-17-53-14
18.	LASS O'LUSS	B. C. Psaltis	5-07-08-47	.7072	3-17-55-05
19.	SEA BEE	J. Ashton-Martin	5-08-03-14	.7158	3-19-39-40
20.	JOY TOO	J. & J. McLaren	5-22-25-44	.6575	3-21-38-49
21.	SYLPHIDE	W. Boetcher	5-23-35-12	.6557	3-22-08-59
22.	ASTOR	P. R. Warner	4-10-53-00	.8836	3-22-26-32
23.	KALEENA	H. E. Godden	5-21-08-41	.6746	3-23-12-58
24.	SOUTHERLY	D. Mickleborough	5-23-56-33	.6672	4-00-02-18
25.	PALANA	R. Shield	6-02-12-01	.6613	4-00-40-56
26.	STRUEN MARIE	A. J. Wildman	6-01-16-44	.6655	4-00-40-59
27.	RUTHEAN	A. V. & I. T. Toll	5-01-05-40	.8065	4-01-39-46
28.	WINSTON CHURCHILL, G. Warner		5-03-53-37	.8213	4-05-45-11
29.	NIRIPA	J. W. While	6-02-31-30	.7024	4-06-55-08
30.	TRIDENT	A. B. Wilson	6-13-59-07	.6838	4-12-01-49
31.	SOUTHERN MYTH, N. C. Howard		6-06-51-11	.7260	4-13-31-10
32.	NARANI	A. Williams	7-13-26-15	.6587	4-23-30-46
33.	ZILVERGEEST	A. J. Murray & A. Hunter	7-21-27-07	.6480	5-02-45-53
34.	SYLPH VI	Lawson Brothers	7-17-13-02	.6653	5-03-13-30

Fastest Time: ASTOR

Retired: AOTEA II (R. K. Hunt), AQUA BLEU (J. F. Parson), BIRRAHLEE (C. V. Jones), BOONGOWN (Dr. J. Molesworth), FOUR WINDS II (S. W. Gibson), GEMINI (P. A. Zalai), LOLITA (J. Farren Price), SIANDRA (D. M. Boyden), ENID (J. C. A. Cockle), ILINA (K. R. Murdoch).

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.

Safety Regulations

GENERAL CONDITIONS

THERE are undoubtedly many factors that come into consideration to ensure success in ocean races such as the Sydney-Hobart race, but success lies not only in winning or being placed in the race but also in achieving a safe and comfortable sail, without damage or injury to the boat or the crew. To ensure that all competitors in ocean races are "capable of spending long periods at sea where there may be no harbour or refuge within easy reach, and no way of obtaining assistance", the Cruising Yacht Club of Australia has set down regulations to cover the minimum safety requirements that must be met by every yacht. The Club is a recognised authority on safety in ocean races, and is proud of its outstanding record of no major accident to any crew member or to the racing fleet in nearly twenty years of summer and winter ocean racing.

All yachts competing in the Sydney-Hobart races are inspected before the race by the Club's Officers and any boat not complying with these safety regulations would have her entry rejected.

The safety regulations may be divided into three sections, namely the seaworthiness of the yacht, the safety and security of the crew, and the survival of the crew in case of accident. Looking at these in turn, we can appreciate the thoroughness of the safety regulations, which have so far been vindicated in practice.

While the essential seaworthiness of the yacht has been considered in turn by the designer, the builder, and the owner, there are still certain conditions to be met. All cockpits must be watertight and self draining, all hatches must be secure and attached to the boat, and all ballast inside the yacht must be secured, as well as batteries, stoves, gas bottles, tanks, etc., to remain in position "with the yacht upside down". Emergency steering must be able to be fitted if necessary. Adequate spare parts such as wire, rigging screws, shackles, blocks, winch handles, etc., and emergency equipment such as rigging cutters, radar reflectors, and storm shutters for ports, are recommended.

There are minimum requirements for anchors and anchor cables, storm sails, bilge pumps, fire-fighting equipment, and the quantity of water to be carried. Stowage of water must be in at least two tanks to prevent total loss in the event of a leak developing in a tank. The methods of stowing inflammable fuels such as petrol, kerosene or gas are specified.

The regulations cover minimum navigational aids to be carried which include charts, pilot books, compasses and signalling equipment. Navigational lights must be fitted and used, according to the International Regulations. All yachts must also carry transmitting and receiving radios.

The safety and security of the crew is covered in a number of ways, the first being the minimum requirements for the first-aid kit which must be carried. This comprehensive kit was laid out by doctors conversant with ocean racing conditions, and is designed to cover all circumstances that may arise, from fractures, wounds, burns and other injuries, headaches, seasickness and constipation. Medical books to be carried aboard are specified, and regular lectures are given by the Club on first-aid at sea.

To ensure the maximum safety of the crew working on deck in bad weather, each yacht must be fitted with guard rails around the boat, attached to rigid bow and stern pulpits. Safety belts must be carried for every member of the crew and in practice these are more often used than not.

If, despite these precautions, a man is lost overboard, adequate rescue equipment must be carried to provide a speedy recovery. Two life rings must be stowed in easy reach of the helmsman. To one of these is attached a dye marker, an automatic light, and a 15 foot pole with a flag, designed to float upright. Yachts must be fitted with engines, which are not sealed, and which may be used to recover a man lost overboard. A declaration would be made after the race if the engine was used for this purpose.

Survival of the crew in the event of them having to abandon the yacht is catered for in the safety regulations by the section dealing with rubber life rafts. Every yacht must carry on deck a rubber life raft capable of supporting all the crew. This life raft must be self inflating, and carry water, food, flares, dye markers, signalling equipment and usually a light, and provide shelter for the crew, either by means of a canopy or at least by providing sun hats. As well as the life raft, each yacht must carry approved life jackets for all the crew.

It can be seen that the safety regulations covered in the Cruising Yacht Club's "General Conditions" are not a hit and miss affair, but are rather the result of careful study of the conditions that may occur in a long ocean race, with an adequate allowance made for the unexpected. These conditions are constantly under review, and any recommendations made that would improve even further the safety of ocean racing are quickly adopted. In this way the Club hopes to maintain its record of safety and increase further the popularity of this sport.

☆ ☆ ☆

Preparation for

THE RACE

A PUFF of orange smoke, the report from the starter's pistol and a fleet of yachts crosses the line, Hobart bound. Such is the scene on Sydney Harbour at 11 a.m. on Boxing Day, a feature since 1945. A stirring sight it is, too, smacking of adventure and independence and team spirit. The race itself will occupy roughly one sixtieth part of the year, yet the planning and organisation that brings this spectacle into being are receiving constant attention throughout the other fifty-nine parts of the year, climaxing with Boxing Day.

The planning involves not only the immediately apparent pre-race preparations of the skippers and crews but the officials and members of the C.Y.C.A. and R.Y.C.T. who must organise the start, progress reports, the finish and the ensuing official engagements. A special group, the Sydney-Hobart Race Planning Committee, meets regularly throughout the year, firstly with post-mortems on the previous event and then, incorporating any lessons learned, striving to make the next race run even more smoothly than its predecessor. They seek, and get, fullest co-operation from all local authorities, the P.M.G.'s Radio Branch, the A.B.C., the Weather Bureaus, the Police, the Maritime Services Board, the Navy, the Hobart Marine Board and the Waterside Workers' Federation, for their contributions in their own spheres are indispensible.

So, after eleven months of preparation and a new programme, the twentieth Sydney to Hobart Yacht Race is fast approaching, the planning and organisation reaching fruitition so that with the start on Boxing Day the planners and organisers have completed their tasks for another year. One last thought though — when will they get around to planning and organising the weather over the course??

Personalities

RON SWANSON

IT would be hard to find any one man who, of recent years, has been more dedicated to and made more impact on ocean racing than Ron Swanson.

Not only has he built many successful ocean racers, crewed in them and, more recently, skippered them, but he has helped create a type of yacht that must affect future design for some years to come.

Since 1956, from the double Hobart winner "Siandra" through a fleet of yachts — "Seawind", "Carmen", "Kaleena", "Cavalier", "Cadence" — to "Camille", an Admiral's Cup contender, Swanson built yachts have figured among the placegetters in major ocean events.

In between times he has built numerous inshore racers including "Gazelle", "Safona", "Du-Ma-Lee", "Silhouette", and the successful J.O.G. "Caravelle".

Much thought on ways to improve yacht performance and seaworthiness and a close study of the R.O.R.C. Measurement Rule led Ron to co-operate with designer Walter Ward in producing the Carmen class of ocean racer. The original "Carmen" was sailed successfully by him to become the Ocean Racing Champion of 1962/63. Later yachts of the class have been "Cavalier", 2nd in the 1963 Hobart Race — "Cadence", winner of the 1964 Brisbane Race — and "Calliope", a new yacht this season and untried to date.

His latest yacht, "Camille", again designed by Ward with emphasis on high performance without rating sacrifice, is an example of the thoroughness and attention to detail in everything Ron undertakes. She was launched only 14 days before the 1964 Montagu Island Race, yet she was fitted out in short time and sailing well enough to be second by only 42 seconds on corrected time from last year's Hobart winner, "Freya". Since then the Swanson/"Camille" combination have shown their worth in the Admiral's Cup Trials.

A young and strong 38, Ron has many years of ocean racing and yacht building to come. If a lesson is to be learned from his successful career it should be that there is no easy way to become a top line builder/skipper. It takes skill, patience, tenacity, much though and a great deal of hard work. Ron Swanson has invested all this and has truly earned his dividend of present and future success.

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An Appreciation

THE Cruising Yacht Club of Australia wishes to record its appreciation of the co-operation extended by the Royal Yacht Club of Tasmania, without which this race could not exist. Apart from organising the Presentation of Trophies at the Hobart Town Hall and the Ball at their Club House, their unstinted efforts cover the manning of the finishing line 24 hours of the day, a Flag Officer to welcome each yacht and tow it into Constitution Dock, and the organising of many other facilities that mean so much.

OUR gratitude is also due to the Government of Tasmania, the Corporation of the City of Hobart, the Marine Board of Hobart, the Waterside Workers Federation, Australian Broadcasting Commission, The Overseas Telecommunications Commission, Caltex Oil (Australia) Pty. Ltd., The Maritime Services Board of N.S.W., the Water Police of N.S.W., D.C.A., and the Royal Australian Navy for their contribution towards making this race the success that it always is.

PHOTO CREDITS WITHIN THIS PROGRAMME ARE DUE TO:

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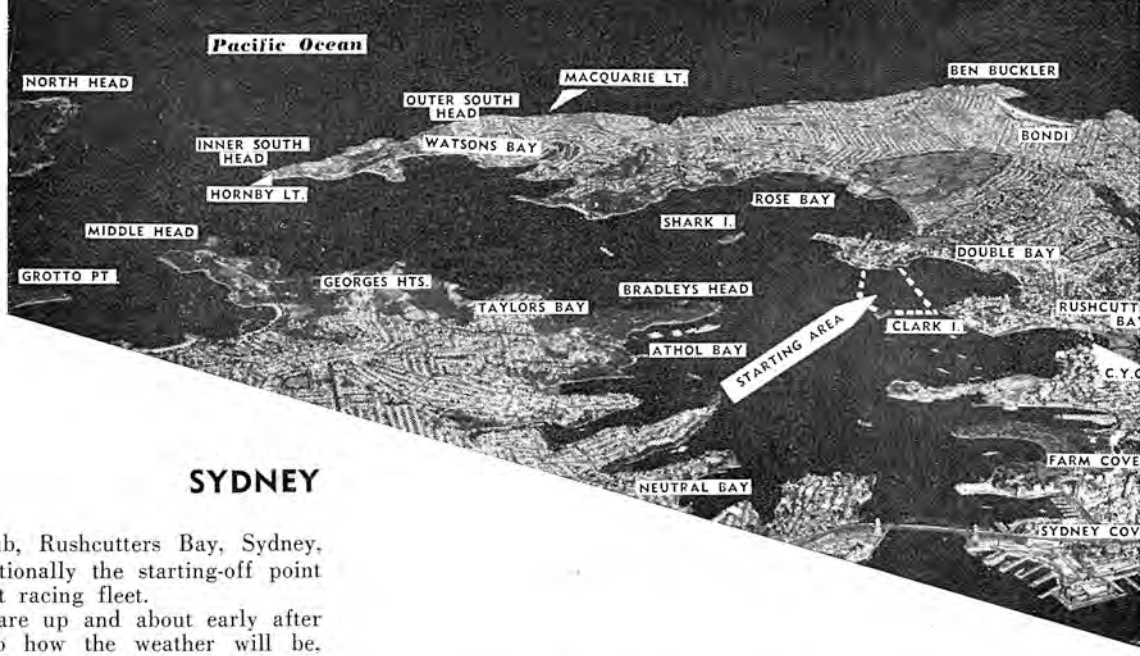

The Start — SYDNEY

AT the Cruising Yacht Club, Rushcutters Bay, Sydney, Boxing Day is now traditionally the starting-off point for most of the Sydney-Hobart racing fleet.

The skippers and crews are up and about early after sunrise searching signs as to how the weather will be, holding conferences below deck and on shore, last minute checks on gear, sails and provisions. Sailing-masters outline plans for the early part of the race.

The people of Sydney, too, are making ready to farewell another fleet of Australia's top flight ocean racing craft. Everywhere around the foreshores, pleasure craft are being readied. It's a big day, Boxing Day, for the sailing fraternity and the great public interest is shown by the tens of thousands lining the foreshores, vantage points at North Head, Middle Head, South Head and practically any place where the Harbour is viewed.

The huge fleet is starting to assemble. The racing yachts identified by their Blue Peters fluttering in the rigging, the official launches clearing the starting area and the passage to the Heads. Each year is different. A blistering Southerly wind may face the fleet once outside the heads or a light nor-easter will send the fleet comfortably sailing direct to Hobart. However, whatever the weather, Boxing Day, Sydney, is everybody's day for the greatest sailing spectacle on Sydney Harbour.

The Finish — HOBART

THERE was a time when the old salts sought to have the Sydney-Hobart Race finish at the mouth of the Derwent, decrying the quiet but often nerve-shattering sail up to Hobart being included as part of an ocean race. However, over the years all has worked out well and the voices have faded as Tasman Island, The Iron Pot, the John Garrow Shoal and the line off Battery Point have become an integral part of the race. The finishing line is manned 24 hours a day by officers of the R.Y.C.T. and as the yachts sail close by, times are taken to the accompaniment of cheers from the onlooking crowds. Then a short haul under power or tow into Constitution Dock, gateway to rest (doubted) and hospitality (undoubted). Surely a more picturesque and convenient finish to an Ocean Race could not be imagined.

THE WAY TO HOBART

☆ ☆ ☆

SOME people say that all you have to do to get to Hobart is to turn right as you go out of Sydney Heads, pass 12 Lighthouses, turn right again and there you are.

I can assure you that it is not as simple as all that.

Some 2500 years ago a certain Greek Mathematician proved that the shortest distance between two points was a straight line, which, on a chart, is called a Rhumb Line. N.B. this has nothing to do with the beverage that keeps you warm during the night watches. Although most race winners have kept fairly close to this Rhumb Line, there are conditions of weather which make it advisable to deviate considerably from the direct course, such as head winds, when you have to tack or zig-zag your way south, or predicted wind changes which may suggest a deviation of course to take advantage of a change of wind.

It is not uncommon to be out of sight of land for three or fours days and it is of utmost importance to know one's position at all times, not only to give accurate reports to the Relay Vessel but to be able to take the most advantage of local and predicted weather. The skills of Navigation and Meteorology therefore are of prime importance.

Navigation-wise, D.R., which stands for "Deduced Reckoning" and not "Dead Right", is subject to considerable errors due to the East Australian Southerly Current which varies between zero and 4 knots. An error in estimating its strength by 2 knots would put your D.R. position out by 48 miles per day. Position must be fixed at every opportunity by sights of the sun, moon or stars just as the deep sea navigators do.

I say at every opportunity, because overcast conditions may come up unexpectedly and another sight may not be possible for a couple of days and then you are back to D.R. again. Many a favourable position in the race has been lost because they were not sure of their position and had to close the shore to find out where they were. This is called "barking dog navigation".

There are added problems such as the times when Tasman Island is shrouded in fog and a few miles makes the difference of being safely around the corner or confronted with cliffs one thousand feet high. Under these conditions, Radio Direction Finding (R.D.F.) should be the answer. However, one of our best race skippers has discarded this method, as the first time he used it, an R.D.F. bearing put him behind Tasman Island when he was past it and the next time, it put him past the island when he was not and he, as above, spent the night surrounded by cliffs. So R.D.F. on a small yacht should be used as an adjunct to the other methods of navigation and not too much reliance placed upon it.

Weather conditions play a most important part in where you go and how fast. Although special weather forecasts are prepared for the race and are broadcast at regular intervals, natural circumstances arise which advance or delay changes in the weather and may even alter the situation materially. Close watch must be kept on the barometer and one member of the crew should be skilled in interpreting the information received from weather stations and his own weather station on board.

Results tend to prove that yachts which have on board good navigators and good weather blokes seem to do well.

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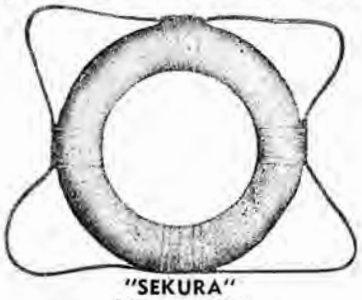

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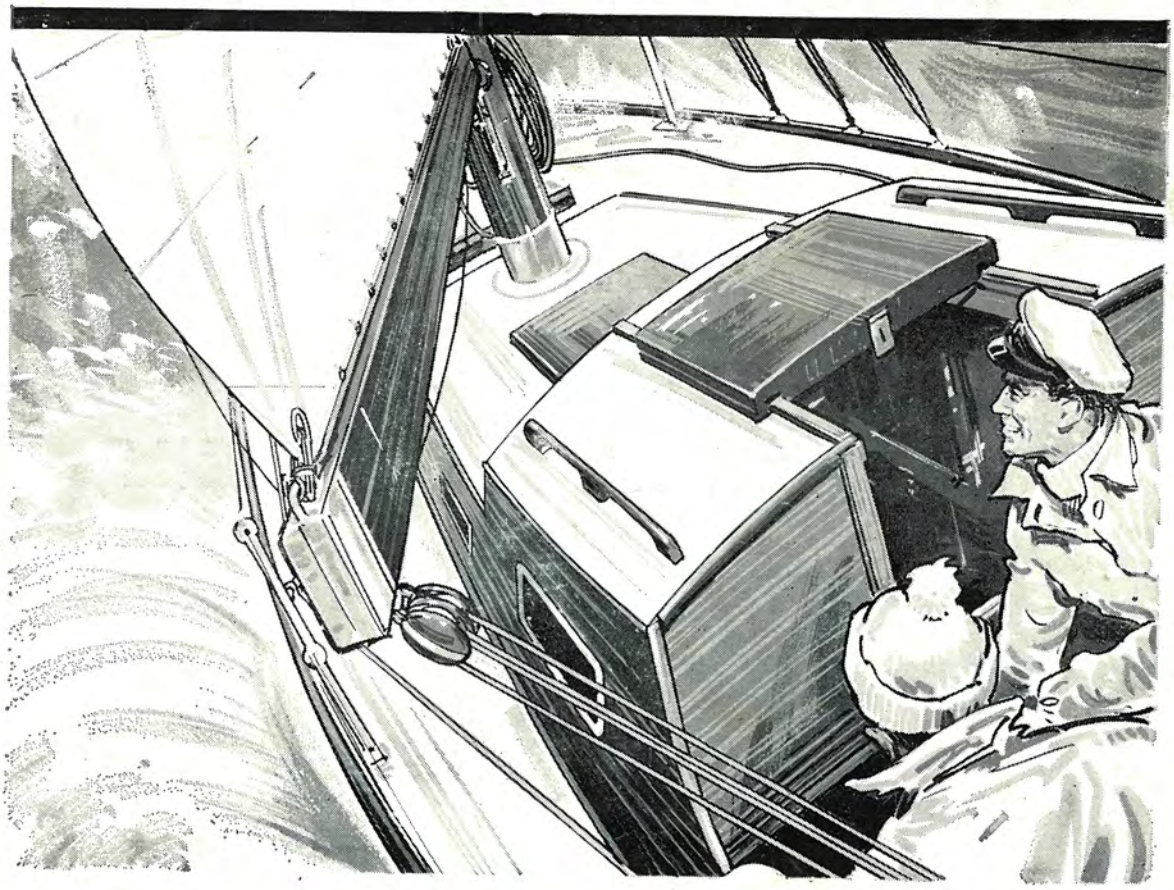

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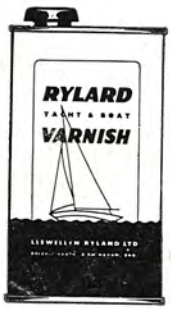

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