Problems on the Start Line from Yachts in other Divisions

Ric Ottaway

Chairman of Protest Panels

Have you ever been manoeuvring your yacht into a favourable starting position, only to find a yacht from another Division in the way? Many skippers who have been in this position have complained, both at the time (using some colourful language) and after the race. The trouble is that these complaints have not been properly directed, which is through the protest procedure. At Sailing Committee meetings the OODs have often discussed this matter with the Committee, but the only way that those concerned can be stopped is for another yacht to protest. What prevents most skippers from protesting is that they don't know which rule applies. The answer is simple: **Rule 30.1 Before or after she is racing, a yacht shall not seriously hinder a yacht that is racing.**

In her book *The Yacht Racing Rules: A Complete Guide 1993—96*, Mary Pera discusses this rule, and gives the following example: 'A finishes, stops racing, turns back and, on a starboard tack, closes B (on port), causing the latter to have to bear away and lose one or more places. A has infringed Rule 30.1, and, if her action turns out to have been deliberate, her helmsman risks the additional rigours of Rule 75.' I believe that a variation of this rule would apply at the start of a race and would give the same result.

Consider the following situation. A Division 1 yacht has decided to start at the pin end of the line on a port tack. As she approaches the line with a few seconds to go, she encounters a starboard tack yacht from Division 2; is forced to bear away and go behind that yacht; and now meets a number of Division 1 yachts, all on starboard tack. She loses any advantage that the port tack start would have given her. Her starting manoeuvre has been hindered by a Division 2 yacht which is not racing. ('A yacht is racing from her preparatory signal until she has either finished ...' see definitions) If the yacht can establish that she would have crossed the starting line and cleared the other yachts in her Division, if the Division 2 yacht had not forced her to bear away in order to avoid a collision, then I believe that the Division 2 yacht has infringed Rule 30.1, even though she is on a starboard tack.

Clearly all yachts which are not in a particular Division that is about to start (less than five minutes to their start) and which interfere with a yacht which is about to start by being in the way near the starting line may be protested against by one of the starting yachts citing Rule 30.1. A starting yacht only has to protest in the normal manner, and, if it can be established through a protest hearing that some hindering took place, then the yacht from another Division will be disqualified unless she has accepted a penalty and does a 720° turn after she has started.

When yachts from other Divisions cause problems at the start, it is clearly in the hands of the competitors to do something about it. Race officials cannot help, so if you have such a problem, why not try protesting? SQ

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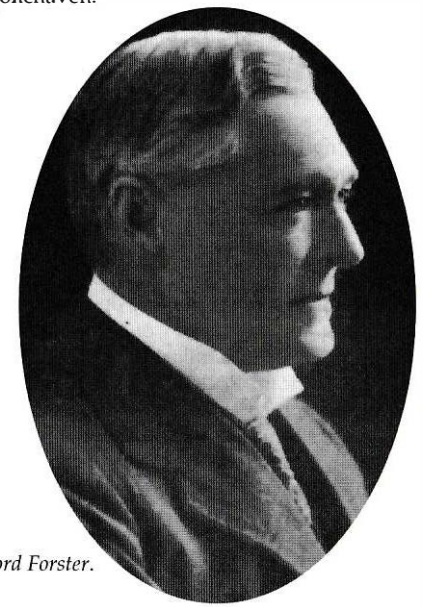
The Twenty-ones and the South Australian Forster Cup Carnivals

Peter Last

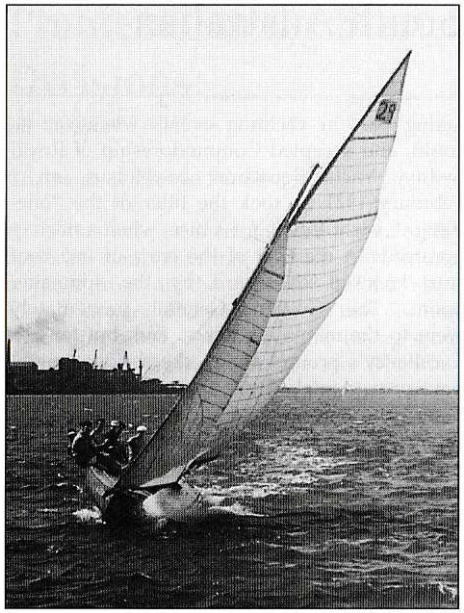
The Twenty-ones began on Hobson's Bay about 1908, where there were a few yachts of similar design called 24-foot square sterners. A boatbuilder called C Peel built one for himself (*Naiomi*), followed by a second (*Idler*), and they performed well in the short steep seas of Port Phillip. In 1913 the Victorian Yacht Racing Association adopted for five years a restricted class based on the lines of *Naoimi* and *Idler*. In 1920 Mr W Taylor introduced the class to Sydney, three of which were designed by Peel. They included *Corella*, which was raced by Lord Forster, followed by his successor Lord Stonehaven.



Lord Forster.

Sir Henry William Forster (1866–1936) was Financial Secretary of War and a member of the Army Council during the Great War. Both his sons were killed in action. He was created the first Baron Forster of Lepe, was appointed Governor-General of Australia in June 1920 and departed in October 1925. The national capital was then in Melbourne. He travelled throughout the country, including Papua New Guinea, taking part in yachting events whenever he could, and accepted Commodoreship of Royal Sydney Yacht Squadron. In Hobart, on 1 February 1921 he took the tiller of the "one-design" yacht *Vanity* for a race, when a mishap occurred. 'A member of the crew of one boat was knocked overboard by the spinnaker boom. The Governor-General immediately went to the man's assistance, and, but for His Excellency's prompt action, the accident might have proved fatal. The race was resailed, ... and *Vanity* was beaten into second place by less than two minutes. His Excellency handled his yacht skilfully. He has promised to race his own yacht in the next regatta.' When he visited Royal South Australian Yacht Squadron at Outer Harbor on 19 January 1925, he offered high praise for what must have been pretty basic facilities and had a spin in AG Rymill's hydroplane *Tortoise*. *The Advertiser* reported, 'On landing His Excellency said it was the most thrilling experience he had ever had, and he would not have missed it for anything.'

Lord Forster endowed his Cup by a deed of gift dated on Australia Day 1923, although the 1922 series had already been held. It is a perpetual trophy for interstate competition by the Twenty-one foot restricted class of yachts; or such other class as may be determined by the Trustees, who are the Flag Officers of Royal Sydney Yacht Squadron. Contests are to be held annually in the various states. 'Each contest shall be without handicap or time allowance and the yachts shall be sailed and manned only by Members of a Recognised Yacht Club. The races shall be held over a distance of twelve miles approximately and two of the courses shall be windward or leeward and return and one shall be triangular.' The specifications of the class were: LWL 21 ft maximum, LOA 25 ft maximum; beam 7 ft minimum, 8 ft maximum; draft 20 in minimum at a maximum beam and at heel; sail 450 squ ft; ballast inside only; plate 3/8 in drop outside keel 3 ft 6 in; crew maximum six persons; stern square; spars all solid except gaff or yard. 'The black leading of yachts is prohibited. No member of the crew shall join



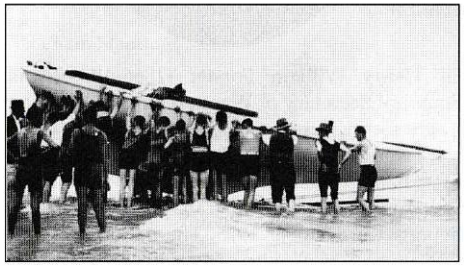
Gymea *with Bill Powell at the helm.* (Alec Burnside, who wears the other white cap)

or leave a competing yacht during a race.' Each state was allowed three participants, thereby introducing team racing.

Another enthusiast for the Twenty-ones was FA Albert of Royal Prince Alfred Yacht Club, who raced *Boomerang*. He donated the Albert Gold Cup for a race sailed as part of a Forster Cup series. Life Member Dr Geoffrey Verco won it for the Squadron in *Carina* in 1933, as did Harry Perry in his years of triumph. There was great public interest in the Forster and Albert Cups. Each year *The Advertiser*, *The Register* and yachting magazines reported full details of every race as the series moved from one state to the next.

Lord Forster's enthusiasm for his Cup led to him taking *Corella* to Brisbane for the second series of 1923, in which she came third. The series in Melbourne in 1924 was notable for an unexpected storm in which two contestants sank. Fortunately other participants rescued their crews. Lord Forster again took part as crew, and wisely withdrew early on that day. In 1925 WP ('Skipper') Batt of Hobart launched his famous vessel *Tassie*, which he designed himself. She had her first sail in the first heat on the Derwent; and won the Cup that year, in Perth in 1926, in Adelaide in 1927 and at Brisbane in 1929. In Sydney in 1928 his brother Harold won in *Tassie Too*. From the yellow tinge of the varnished Huon pine *Tassie* and her successors were called butterboxes, a term later applied in a patronising fashion to the *Black Soos* and other early plywood boats in the Squadron. I doubt if people like Norman Howard, who often used it, knew the origin.

According to Mr Denis Winterbottom, Tom Hardy was the instigator of the class in South Australia. He obtained plans from the celebrated nautical architect William Fife of Fairlie, Scotland, but decided not to go ahead with building one himself. He urged Harold Winterbottom to become involved, and about Easter 1924 offered him the plans. The outcome was that Harold built a racing yacht in his backyard. Denis, then an adolescent schoolboy at St Peter's College, earned small sums by helping. Although most of his photographs and mementos were later destroyed in a flood, fortunately a few have survived. They include one sheet from the original plans from which his father worked. This is numbered 715 from Fife's office, dated 30 April 1923. The accompanying specifications are very detailed, defining those components to be built of British Oak, Mahogany, Teak ('or similar Australian grown wood'), American Rock Elm, Oregon Pine, Washington Spruce and Larch. 'The whole of the fastenings to be of Copper, Yellow Metal or Gun Metal throughout, the bolts through the keel being of Naval Brass.' She was named *Lady*



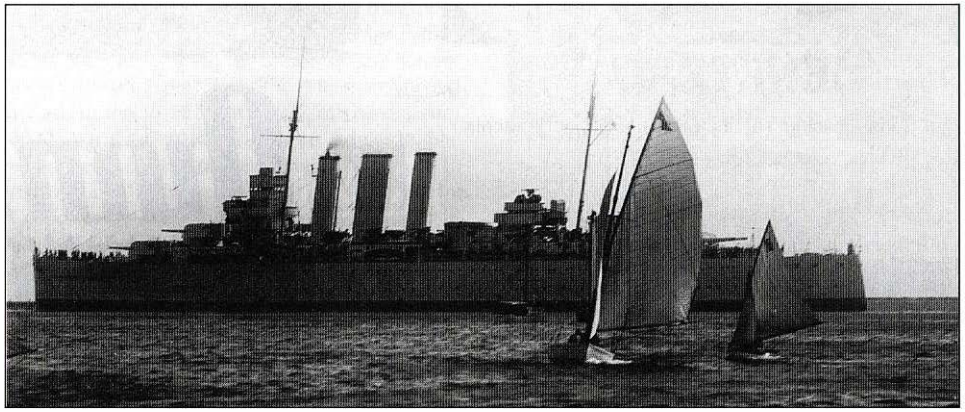
Launching Lady Alice. (Denis Winterbottom)

Alice for Denis's mother, who unfortunately had no interest in sailing.

'Ringtail' wrote an account of *Lady Alice* in the issue of *The Australian Motor Boat and Yachting Monthly* of September 1, 1926, which reveals that Mr Fife's instructions were not followed as scrupulously as no doubt he intended. 'The hull is planked with kauri pine, the keel is wrought from a piece of 12 inch x 9 inch jarrah, and the stem is from a piece of natural grown red gum. One of the most exacting jobs in the whole boat was the shaping of the keel, which runs from a depth of 12 inches at the bow to 4½ inches at the stern, and the width varies from 2 inches to 9 inches. The hull is wonderfully strong throughout. The planking is ¾ inch off the planes, and many of the ribs are doubled up to the bilges. In addition, Mr Winterbottom has adopted an idea of his own of casting reinforced concrete beams *in situ* from bilge to bilge for strengthening. These beams are kept in place by wires fastened to screws turned into the ribs. [Denis Winterbottom, who helped his father throughout construction, remarked that he had no memory of this.] An idea of the value of the material in a boat of this size might be gauged from the fact that the timber put in her cost about £70, brass keel bolts £4, brass screws and copper fastenings £8, rigging, sails and fittings about £60, and 1¼ tons of lead ballast £56, or a total cost of about £200.' [In 1921 the South Australian State Living Wage was £3.19.6 for a man and £1.15.0 for a woman. In 1926 these figures were £4.5.6 and £1.19.6 respectively. With the deflation of the Great Depression they fell in 1931 to £3.3.0 and £1.11.6, and did not return to the 1926 levels until 1940. At about that time *Lady Alice* was sold for £200, which was the estimated cost of construction.]

Lance T Bennett of Brighton had his boat built to the same plans by Searles of Birkenhead. He told Jamie Cowell that it was in order to undertake this commission that the original Searles set up as a boat builder. Bennett's boat was called *Fife*, not in honour of the designer (or

Bill Powell.



Lady Alice *and HMAS* Australia, *which transported the Duke and Duchess of York, 1927.*

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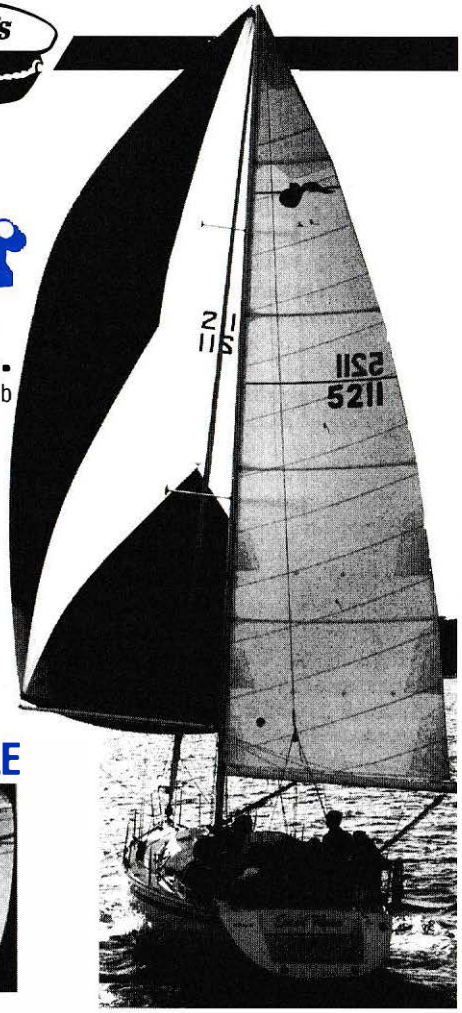

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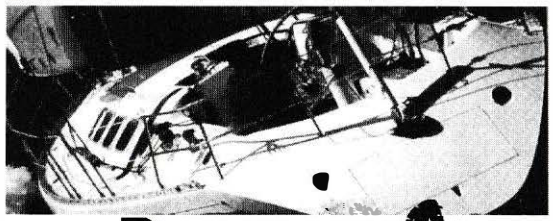

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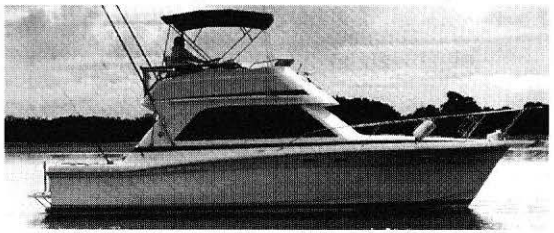

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builder, like the sharpie *Peter Clausen* and the cadet *George Ross*), but because his wife came from Fifeshire in Scotland. Almost at the same time Bill Powell, Commodore of Port Adelaide Sailing Club, bought *Gymea* as a complete boat in Sydney.

In the Forster Cup races at Semaphore in February 1927 *Gymea's* crew were WH Powell, HJ McDermott, F Brice, J Verco, and W Sawner. The crew of *Fife* were LT Bennett, JC Burford, LW Walter and C Strapps. Those in *Lady Alice* were HE Winterbottom, Arnold Harvey, P Howie, C Walter and HD Winterbottom. There were some notable participants. The 'wonder boat' was *Tassie*, hastily built two years previously for WP Batt of Hobart to the design of her owner. 'Though the smallest hull in the fleet she has been able to beat them all in any weather.' *Ardale* from Victoria was the only boat to come by rail. She was the third of her class, launched in 1920, designed and built by E Jones of Footscray. Her skipper was T Sambell. TL and O Jones brought *Caress II* from Queensland by sea. *Eldora* from Western Australia was planked in Singapore cedar and had silk sails. W Green commissioned her design from CE Nicholson, who was responsible for a succession of Sir Thomas Lipton's *Shamrocks*.

There was a considerable social program in conjunction with the 1927 Forster Cup Carnival, described by *The Register* as 'the blue riband event for yachting in the Southern Hemisphere'. This included a lantern lecture by Mr Syd M Dempster of Sydney, 'A five thousand mile's cruise on the yacht *Stormy Petrel*.' [This was a six months cruise in the Pacific soon after the Great War. *The Advertiser* carried a description in February 1922 of the delivery of *Stormy Petrel* from Sydney to Adelaide. She was a ketch 53 ft 6 in overall; with a beam of 12 ft 9 in, and a draft of 7 ft 4 in; designed by Casper and Nicholson of Gosport and built in 1908 of huon pine as a pilot cutter to serve Hobart. She struck the dangerous shelf of rock close inshore just east of Cape Cassini in fine conditions a few days before Christmas in 1937 and became a total loss. I hope to compile a full account of this grand old vessel, and any information about her would be appreciated.] Another event on the program was a meeting held in the Semaphore clubhouse of the Squadron on Wednesday 16 February 1927 to discuss the formation of a South Australian Yacht Racing Association.

In 1928 Bill Powell took *Gymea* to Sydney, his crew being H Green, LT Bennett, Dr J Muirhead, J Edwards and F Wilson (of Sydney). She came in the middle of the fleet in those races which were reported. That year an Albert Gold Cup was won for South Australia and the Squadron – not that for the Twenty-ones, but another with the same name for hydroplanes of 190 cubic inches capacity. The victor was Gordon McFarlane. 'South Australia has easily the best fleet in this class.' The story of the hydroplanes will appear in a future issue. It starts in about 1915.

Geoffrey Verco.

In the 1933 Forster Cup series in Adelaide, the South Australian skippers were Bill Powell *(Gymea)*, Geoff Verco *(Carina)* and Len Wigan *(Nerana)*. 'The skippers and crews of *Carina* and *Nerana* were remarkably youthful, their ages averaging less than 20 years. [Len Wigan would have been 34.] ... [In the third heat,] the wind came in moderately hard from the south-west

at the start, and as the day wore on freshened to a stiff blow. The survivors in the race had all the sail they could stagger under, and a high lumpy sea gave them all a very wet passage. In the opinion of the critics the Bermudian rig with its lofty mast was quite unsuitable for the heavy weather which prevailed, especially for boats with inside ballast. Both *Gwylan* and *Tassie III* sailed quite different and much better boats under the gunter rig they set in one of the minor races. ... *Carina* (formerly *EOJ III* of Sydney) was the only competitor to hoist a full mainsail in the last heat. From an unusually good start the crews had an exciting battle of tactics in the long, wet windward slogging. Offshore they soon plunged into heavy seas, and skilful handling was necessary to prevent the yachts from filling and foundering. Conditions gradually worsened as the wind increased to nearly gale force and skippers reported waves ten feet high as they rounded the weather buoy. Skipper Batt admitted quite frankly that he doubted if his craft would have lived the second round. *Milsonia*, the winner, nose-dived and nearly filled on the last run home. Both the *Carina's* and *Nerana's* crews had a perilous passage and none of them would have welcomed a repetition of the experience.

Len Wigan. (Diane Kinnaird)

SA3 Nerana *(Professor Mark Mitchell) in 1942.* (Alec Burnside)

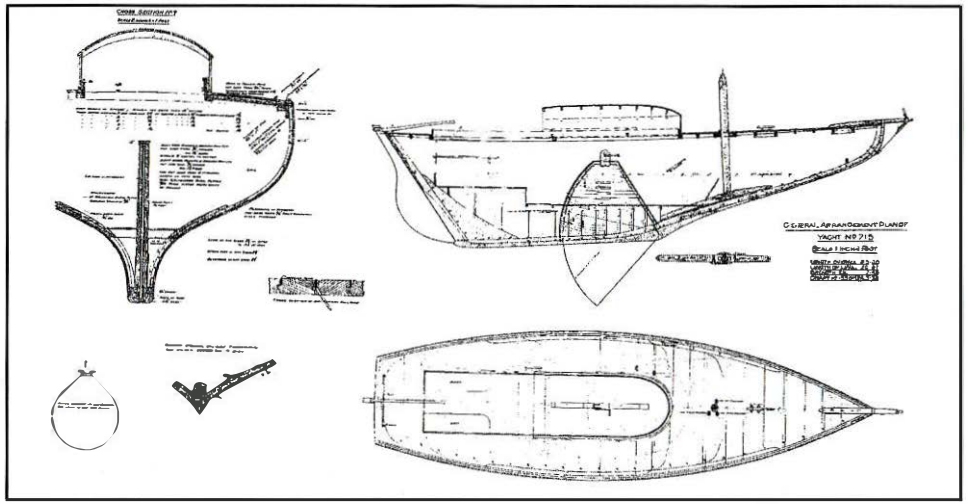
The suggestion arises obviously that in all open water races, should the prevailing conditions warrant it, an efficient power-boat patrol should be provided by the controlling authority. In the absence of such a patrol, the fine feat of the youthful South Australian crews was, therefore, all the more meritorious.

'*Carina* won the third heat comfortably from *Nerana* and *Milsonia* only three seconds apart in second and third places respectively. *Milsonia* therefore tied with *Carina* for the Cup. A sail-off seemed inevitable when an unexpected situation arose. The skipper of *Nerana*, Len Wigan, reported that when rounding the windward buoy the second time, a wave lifted the yacht and her boom lightly touched the mark. The rules of the Yacht Racing Association, a world-wide body, state, "If any part of a boat touches a mark buoy, she is automatically disqualified." Len Wigan's action in reporting a slight and unavoidable technical breach was an example of good sportsmanship that helps to maintain the prestige of yachting. His action gave Victoria the Cup, but Alec Rose and his crew expressed a willingness to match *Milsonia* with *Carina* for the final decision: another example of the good feeling characteristic of all these interstate contests. The performances of the young skippers and crews of the Adelaide yachts – who a season or so before had been sailing cadet dinghies – in their first Forster Cup races were remarkable. To do so well against seven of the most seasoned crews of yachtsmen in Australia was a very fine achievement.

'The thrill of the race was the sensational finish of *Nerana* for second place. She rounded the weather mark 45 seconds ahead of *Milsonia* and near the end of the three-mile run to the finish *Milsonia* caught *Nerana* 250 yards north of the Semaphore jetty. The Victorian boat seemed a certainty for second place until Len Wigan, getting Alec Rose in his lee, rode two great waves like a surf boat and crossed the line a bowsprit's length ahead of *Milsonia*.' [Quoted from Jack Reid. Queensland's Quest for the Forster Cup. *Yo-Ho-Ho: Souvenir of the RQYC Jubilee 1935. Official Programme of Forster Cup Series, 1935:* 31-42. – by courtesy of John Powell.]

Races were naturally suspended during the Second World War (1939-45) and the restrictions which continued for several years thereafter. (Petrol rationing was not lifted until 1949.) After 1950 Tasmania dropped out of contention, for the costs became too high. Until then they had been borne by the Royal Yacht Club of Tasmania. Of the 27 contests for the Forster and Albert Cups by the Twenty-ones, a *Tassie* sailed by a Batt from Tasmania won the former 15 times and the latter 12 times. *Nerana* from Royal South Australian Yacht Squadron, sailed by Harry Perry, won both Forster and Albert Cups in Adelaide in 1953, in Sydney in 1954 and at the final contest for Twenty-ones in Melbourne in 1955.

The News Cuttings books confirm that in Squadron events the Twenty-ones raced successfully against much larger boats. Denis Winterbottom said that *Lady Alice* won virtually every trophy available to them, but they did not enter the Island Cup. He had a light-hearted 'log' of an Orontes Cup on *Norallie* in 1931 written by Harold Holthouse. Tom Hardy was absent 'as the result of an accident' and those aboard *Norallie* were George Eimer, Len Wigan, E Smith and himself. The winner was *Lady Alice* and the other participants were *Alexa* (second), *Solace, Anyndah, Ardale, Stormy Petrel* and *Nautilus*. Another example is the detailed press report of an Easter series some time in the early thirties. JM Irwin's *Alexa* gained fastest time to Black Point, followed by HE Winterbottom's *Lady Alice, Ardale* (Burnley brothers and Hosken), *Stormy Petrel* (Angove, Martin and Crompton), TM Hardy's *Norallie*, N Ford's *Anyndah*, W Harris's *Boongalla*, Dr S Verco's *Solace*, RL Jack's *Quel*, R Quinn's *Maid Marion*



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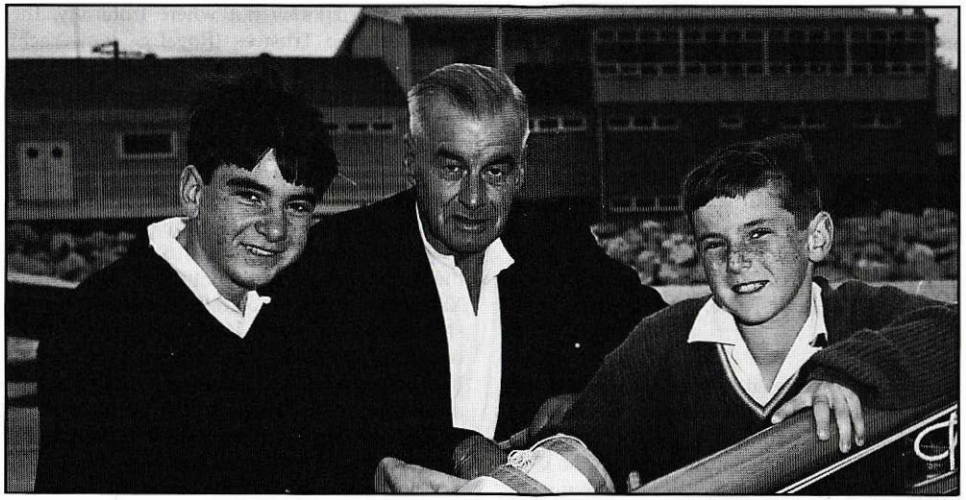

Harry Perry ('the Second') with his grandsons. Christopher Harry Perry (left, 'Harry the Fourth') was a champion in Holdfast Trainers and a representative in the Stonehaven Cup. (Harry Perry 'the Third')

and HP Brittain's *Alawoona*. Cruising power boats were M Mitchell's *Grelka*, TM Webb's *Beth*, K Raphael's *Clare* and LR Templer's *Awhandra*. *Dainty* was disqualified from the power boat race and E Johnstone's *Chum* did not race. Many of these boats were already old (*Norallie* was launched in 1906) and some remained in the pool for many years. It is interesting to compare the numbers participating with those who have raced to Port Vincent over Easter in recent years.

Ardale remained in South Australia after the 1927 Forster Cup. In the early post-war years she was owned by Dr Neil Wigg and subsequently by Dr Alan Cotton. Like most of the others, she had long since been adapted for cruising. Harold Winterbottom used the internal lead ballast of *Lady Alice* to construct a keel, removed the centre case and added a coach house. During the war he sold her to Lance Le Cornu, who installed an engine. She and *Fife* have been in and out of our pool at times. The latter was best known at American River, where she passed from Jamie Cowell's grandfather (Dr Carr) to Bill von Doussa, who in turn gave her (in a somewhat derelict state) to Jamie and Anthea as their first keel boat. It was in her that they began their extraordinary record of commuting to and from Kangaroo Island by yacht.

On the night of 11 February 1929 *Fife* was taken from her moorings and 'some vandal lit a fire in the cockpit, which burnt portion of the hull, the mainsail and the main boom. A fisherman who was in the vicinity saw the blaze, and almost simultaneously a dinghy row away from it. He extinguished the fire, but took little notice of the people who rowed away, thinking they were the owners leaving for assistance. A dinghy was at the same time taken from a ketch. This, it is thought, was used by the vandals. All this happened in the early morning. Yachtsmen find it hard to understand the motive for the deed, as Mr Bennett is a popular member of the club. Police are making enquiries.' [*The Australian Motor Boat and Yachting Monthly*, 1929; 4 (No 11, March): 31.]

By coincidence, Denis Winterbottom accompanied the insurance adjuster on his inspection of the boat. It was badly damaged and there was clear evidence that the fire had been deliberately lit. One suggestion put forward by Lance Bennett was that the arsonist had mistaken *Fife* for *Lady Alice*. Harold Winterbottom, as Secretary of the Chamber of Manufactures, had been publicly critical of certain union activities at that time. The culprit was never discovered, the insurance money was paid, and *Fife* was restored.

There are known to be a number of Twenty-ones in South Australia, a few of which have retained the original open form. Several are at Goolwa. The youngest of them is fifty years old or more. Graham Jordan wrote, *'Tern* was built in 1934 by George Ross from spruce that had been earmarked for another *Tortoise* for one of the Rymills. *Tern* is still sailing with her original rig. This yacht is in superb condition, and she appears never to have had a rib or a plank replaced or sistered. This is a testimony to the seamanship of Jim Needle, who owned her for 58 years.'

After the 1955 series it seemed that the Forster Cup would lapse. To prevent this, the Trustees agreed to vary the conditions so that it could be competed for by Solings. As a result, the Cup now lies in Perth, and there is to be a contest in Melbourne, I know not when. Ironically, the club with the Trustees (Royal Sydney Yacht Squadron) cannot compete, and neither can we. Surely the time has come for the Trustees to reconsider. The Forster Cup deserves to be revived, changing classes as may be required to keep to the spirit of Lord Forster's intention of annual races in all states by seaworthy one-design yachts. Our Squadron, which held the Cup in its last three years of contention under the original rules, should urge Royal Sydney Yacht Squadron to convene national discussions to achieve this. Meanwhile the Twenty-ones look as though they will go on indefinitely, for they have long since proved themselves as versatile and seaworthy little boats – whether under the inaugural open design and gaff rigged, or converted to Bermuda rig and adapted with a cabin for close cruising.

Winners of the Forster Cup

1922	Sydney	*Gumleaf*	J Alderton	NSW
1923	Brisbane	*Nettle*	W Arnott	NSW
1924	Melbourne	*Nettle*	W Arnott	NSW
1925	Hobart	*Tassie*	WP Batt	Tas
1926	Perth	*Tassie*	WP Batt	Tas
1927	Adelaide	*Tassie*	WP Batt	Tas
1928	Sydney	*Tassie Too*	HC Batt	Tas
1929	Brisbane	*Tassie*	WP Batt	Tas
1930	Melbourne	*NSW III*	J Milson	NSW
1931	Hobart	*Tassie III*	HC Batt	Tas
1932	Perth	*Eldora**	W Green	WA
1933	Adelaide.	*Milsonia*	A Rose	Vic
1934	Sydney	*Tassie Too*	WP Batt	Tas
1935	Melbourne	*Gwylan*	V Lucas	Qld
1936	Brisbane	*Tassie Too*	WP Batt	Tas
1937	Adelaide	*Tassie Too*	WP Batt	Tas
1938	Hobart	*Tassie III*	HC Batt	Tas
1939	Brisbane	*Tassie Too*	AK Ward	Tas
1947	Melbourne	*Tassie Too*	N Batt	Tas
1948	Hobart	*Milsonia*	N Batt	Tas
1949	Adelaide	*Tassie Too*	N Batt	Tas
1950	Brisbane	*Tassie Too*	N Batt	Tas
1951	Melbourne	*Edalgo*	T Savage	Vic
1952	Hobart	*Tassie Too*	N Batt	Tas
1953	Adelaide	*Nerana*	H Perry	SA
1954	Sydney	*Nerana*	H Perry	SA
1955	Melbourne	*Nerana*	H Perry	SA

*Sailed over the course, being the only entrant

Winners of the Albert Gold Cup

1922	Sydney	*Maroomba*	T Goodall	Qld
1923	Brisbane	*Miss Brisbane*	N Wright	Qld
1924	Melbourne	*Caress*	L Watts	Qld
1925	Hobart	*Tassie*	WP Batt	Tas
1926	Perth	*Tassie*	WP Batt	Tas
1927	Adelaide	*Tassie*	WP Batt	Tas
1928	Sydney	*Tassie*	WP Batt	Tas
1929	Brisbane	*Gwylan*	L Watts	Qld
1930	Melbourne	*NSW III*	J Milson	NSW
1931	Hobart	*Tassie III*	HC Batt	Tas
1932	Perth	*Eldora**	W Green	WA
1933	Adelaide	*Carina*	GW Verco	SA
1934	Sydney	*Amity*	O Ulcoq	Qld
1935	Melbourne	*Gwylan*	V Lucas	Qld
1936	Brisbane	*Dolphin*	L Watts	
1937	Adelaide	*Tassie Too*	HC Batt	Tas
1938	Hobart	*Saskie*	?	Qld
1939	Brisbane	*Dolphin*	L Watts	Qld
1947	Melbourne	*Tassie Too*	N Batt	Tas
1948	Hobart	*Tassie Too*	N Batt	Tas
1949	Adelaide	*Tassie Too*	N Batt	Tas
1950	Brisbane	*Tassie Too*	N Batt	Tas
1951	Melbourne	*Tassie Too*	N Batt	Tas
1952	Hobart	*Tassie Too*	N Batt	Tas
1953	Adelaide	*Nerana*	H Perry	SA
1954	Sydney	*Nerana*	H Perry	SA
1955	Melbourne	*Nerana*	H Perry	SA

*Sailed over the course, being the only entrant

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