

beyond. Moored with them were the two Radio Relay Ships *Young Endeavour* and *One and All*.

Hobart turned on its usual enthusiastic welcome and great hospitality. In contrast to the last time *Morning Hustler* was in Hobart at the end of a race, the Dock and its surroundings were kept spotlessly clean. There were no drink cans in the Dock, and all rubbish was cleaned up in the early hours of each morning. It was a credit to the organisers and a pleasure to be there. The Royal Yacht Club of Tasmania (RYCT) was as hospitable as ever, and attended to every request from the visitors. Alan Quigley, well known to RSAYS Members, is Marina Manager or Bosun at RYCT. He sailed *Youth* in the race under the burgee of the Squadron, but soon after his arrival in Hobart he was busy looking after the needs of others. His unfailing sense of humour and helpfulness were greatly appreciated.

Many RSAYS yachts took advantage of Tasmania's unique cruising grounds after leaving Hobart. For Don Morton's *Toolka-T* the Sydney-Hobart appears to have been merely an interlude between cruising the Pacific. He headed for New Zealand after a brief period in Tasmania. *Celerity* spent a few days in d'Entrecasteaux Channel before heading home to Kangaroo Island via the east coast. *Morning Hustler*, with Commodore Peter and Helen White on board, explored a number of anchor-

ages on the south and west coasts that Anthea and I had not previously visited. These were in addition to Port Davey and the Gordon River, where we have spent many days since our first visit in 1978. Peter and Helen left us in Strahan. Anthea and I continued alone via Three Hummock Island on Tasmania's north-west corner. From there our non-stop passage to American River took just under three days.

The vexed question of insurance for the race is worth mentioning. Over recent years lightly built racing boats with fragile rigs have cost insurance companies dearly. This has resulted in punitive premiums, with high excess clauses applied with scant regard for the type of vessel or its previous history. In some cases there was little or no room for negotiation. My experience with *Morning Hustler* was not unique. I applied for insurance months before leaving for Sydney. The day before we sailed for Sydney, leaving no time to negotiate, I was presented with a notice requiring a premium of \$880 for \$80,000 cover, with an excess of \$8,000. This was for the race only, and was in addition to the normal insurance required for the rest of the round trip. In effect, this meant that the mast and rigging were uninsured, and the hull was covered only for major structural damage or total loss. *Morning Hustler* is one of 130 S&S 34s built in Australia. Several of these have made world circumnavigations. Jon Sander's

Peric Banou sailed twice non-stop round the world. She was capsized several times without damage. The rigs of *Morning Hustler* and *Peric Banou* are identical. No consideration was

given to these facts. Another owner received his premium notice only after he returned from the race. I hope that future entrants receive better consideration. SQ

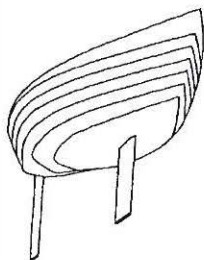
Kodak Gold 1994 Sydney-Hobart Race: South Australian Participants

Name	Owner	Position		Place	
		OA	DIV	RSAYS	SA
<i>Renegade</i>	R Francis	63	6 F	1	1
<i>Dictator</i>	R Fidock	76	8 F		2
<i>Maglieri Wines</i>	G Vercoe	83	15 B		3
<i>Sundance II</i>	G Boettcher	90	17 B	2	4
<i>Morning Hustler</i>	J Cowell	108	12 V20	3	5
<i>Celerity</i>	D Harris	129	6 H	4	6
<i>Tradition</i>	W Strangways	144	7 H	5	7
<i>Reprieve</i>	D Barnfield	152	5 V30	6	8
<i>Kareelah</i>	S Moody	180	8 V30		9
<i>Toolka-T</i>	D Morton	184	10 H	7	10
<i>Willyama</i>	J Runnegar	200	21 F		11
<i>Youth</i>	A Quigley	204	15 H	8	12
<i>More Imagination</i>	T Nicholas	209	16 G		13
<i>Gambol</i>	J Wicks	213	18 G	9	14
<i>Southern Myth</i>	P Riddell	220	16 V30	10	15
<i>Niamhri</i>	D Scaton	229	19 H	11	16
<i>Auspicious</i>	W Szewczuk	Retired			
<i>Advantagedge</i>	R Egerton	TPHS			
<i>Scavenger</i>	P Barwick	TPHS			

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