

SYDNEY-HOBART RACE



SOUVENIR PROGRAMME

9TH EVENT

21.



"Ingrid"

WINNER of the 1952-53
SYDNEY - HOBART
YACHT RACE!

was protected with

'KOPLASTIK' ANTI-FOULING FOR WOODEN VESSELS

Hundreds of owners report 6 and 9 months in the water and then slipping to find no traces of teredo, weed, shell or growth!

'KOPLASTIK' solves the bugbears of bottom fouling and deadly teredo attack. It reduces repainting to a minimum.

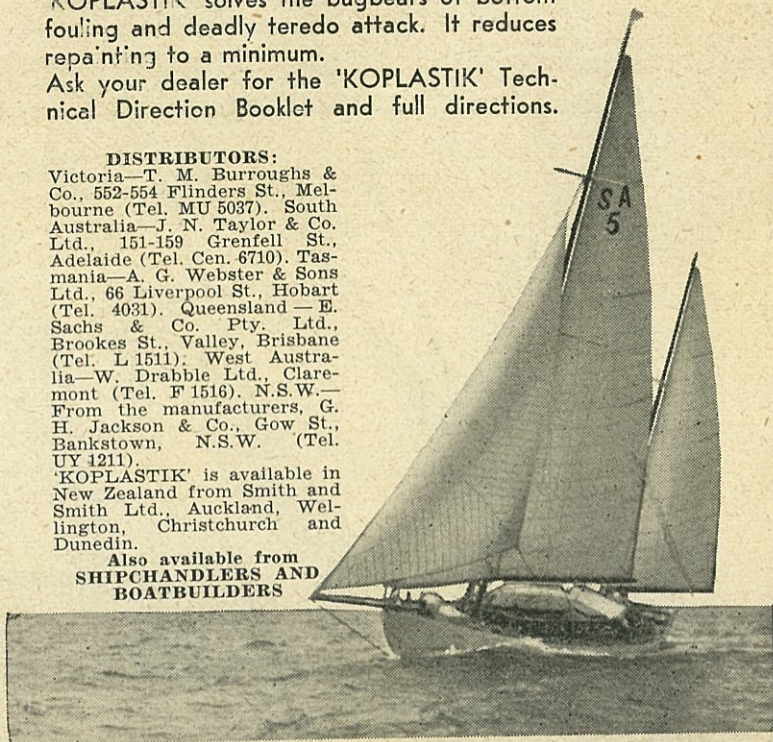
Ask your dealer for the 'KOPLASTIK' Technical Direction Booklet and full directions.

DISTRIBUTORS:

Victoria—T. M. Burroughs & Co., 552-554 Flinders St., Melbourne (Tel. MU 5037). South Australia—J. N. Taylor & Co. Ltd., 151-159 Grenfell St., Adelaide (Tel. Cen. 6710). Tasmania—A. G. Webster & Sons Ltd., 66 Liverpool St., Hobart (Tel. 4031). Queensland—E. Sachs & Co. Pty. Ltd., Brookes St., Valley, Brisbane (Tel. L 1511). West Australia—W. Drabble Ltd., Claremont (Tel. F 1516). N.S.W.—From the manufacturers, G. H. Jackson & Co., Gow St., Bankstown, N.S.W. (Tel. UY 1211).

'KOPLASTIK' is available in New Zealand from Smith and Smith Ltd., Auckland, Wellington, Christchurch and Dunedin.

Also available from
SHIPCHANDLERS AND
BOATBUILDERS



OFFICIAL PROGRAMME

NINTH HOBART RACE

1953

ORGANISED BY
**THE CRUISING YACHT CLUB
OF AUSTRALIA**

with which is affiliated
THE ROYAL SOUTH AUSTRALIAN YACHT SQUADRON
THE ROYAL YACHT CLUB OF VICTORIA
THE ROYAL FRESHWATER BAY YACHT CLUB (W.A.)
THE ROYAL YACHT CLUB OF TASMANIA
QUEENSLAND CRUISING YACHT CLUB

OFFICE BEARERS

Commodore:

SVERRE BERG

Vice-Commodore:

A. B. WILSON

Rear-Commodore:

T. HALVORSEN

Honorary Treasurer:

E. LE BRUN

Committee:

G. BARTON

D. D. GORDON

A. L. COHEN

G. NEAVE

M. E. DAVEY

Lt.-Col. A. E. SAALFELD

H. WATKISS

Sailing Committee:

G. BARTON

A. B. WILSON

H. H. GREEN

A. L. COHEN

K. CORNWELL

M. YORK

D. McD. BROWN

Measurers:

A. B. WILSON, M. E. DAVEY

Secretary:

DAVID A. ALLWORTH

Club House: Beach Road, Rushcutters Bay

Telephone: FB 2128

COVER: The South Australian ketch "Ingrid", winner
of last Hobart Race, departing Sydney Heads.

— Photo by John Snow.

This Official Programme is published by HUDSON PUBLICATIONS,
SYDNEY and AUCKLAND, and wholly set up and printed by CITY
PRINTERS, 796 George Street, Sydney. Authorised by the Cruising
Yacht Club of Australia.

Welcome . . . to Visiting Yachts

Best of luck to all competitors
in the 1953 Sydney Hobart Race
from **JOE PEARCE and STAFF**

9 Alexander Street, Crows Nest, Sydney

SAILMAKER AND RIGGER

::

'Phone: XA 1554

THE FULL STORY WILL BE TOLD

in ***SEACRAFT***

Order your monthly copy now of Australia's leading
yachting magazine.

ORDER

To Subscription Dept., "Seacraft", P.O. Box 4103, G.P.O., Sydney.

Please send me "SEACRAFT", Australia's top magazine of
boating for years. I enclose cheque/postal note/money order
for £

NAME

ADDRESS

Rates: 3 years, 69/-; 2 years, 49/-; 1 year, 26/-.

HOBART RACE IS RUGGED

★

By SVERRE BERG

★

Commodore of the Cruising Yacht Club of Australia.



AT eleven o'clock on Boxing Day, twenty-four yachts will start off for Hobart in the annual Ocean Yacht race from Sydney. On board these small craft will be some 150 yachtsmen, most of whom have already done a good deal of ocean racing and cruising, but to many this 670 miles race will be their first experience of that hard and exhausting,

but always fascinating, sport of Ocean Racing.

Racing small yachts over long sea distances is an exacting sport that demands from its devotees considerable physical and mental stamina. The routine of life on board a sailing yacht at sea is not easy to get used to, the constant motion of the vessel, the cramped space in which the crew live, the comforts and minor luxuries one takes for granted ashore, are missing, and the food more than likely very scratchy. But in spite of these drawbacks, deepsea yacht racing is a sport with a great appeal, and maintains a firm hold over those who have experienced the joy of sailing over the horizon, who have thrilled to their first landfall, or who, after a miserable graveyard watch, has gazed in wonder as the dawn came over the ocean's rim in the east and his majesty, the sun, appeared in all its splendour.

Because ocean racing, with all its hardships, offers many compensations, not the least being the satisfying feeling that one is doing something worth while, something that demands the best one is capable of.

Going to sea in small ships is not just a twentieth century fashion, or a recent innovation. When Columbus set off in search of new lands, his "Santa Maria" was only 90 feet long by 20 feet beam, his other two vessels "Pinta" and "Nina" only half that size. Drake's ship "Marigold", which rounded the Horn, was only 30 tons. When Abel Janszoon Tasman came to these waters it was in the "Heemskerck", described as a "yacht" of 60 tons. Long sea voyages have been successfully accomplished in small open boats, from Captain Bligh's well known voyage from Tahiti to Timor, Shackleton's incredible open-boat voyage in the Antarctic, to the two 26 ft. lifeboats of the steamer "Trevesa" foundered in the Indian Ocean, who sailed 1700 miles to reach Elephant Island.

These voyages prove that size is not in itself a requisite for safety at sea — and it has become an axiom with ocean-going yachtsmen that it is not the craft that founders, it is the crew.

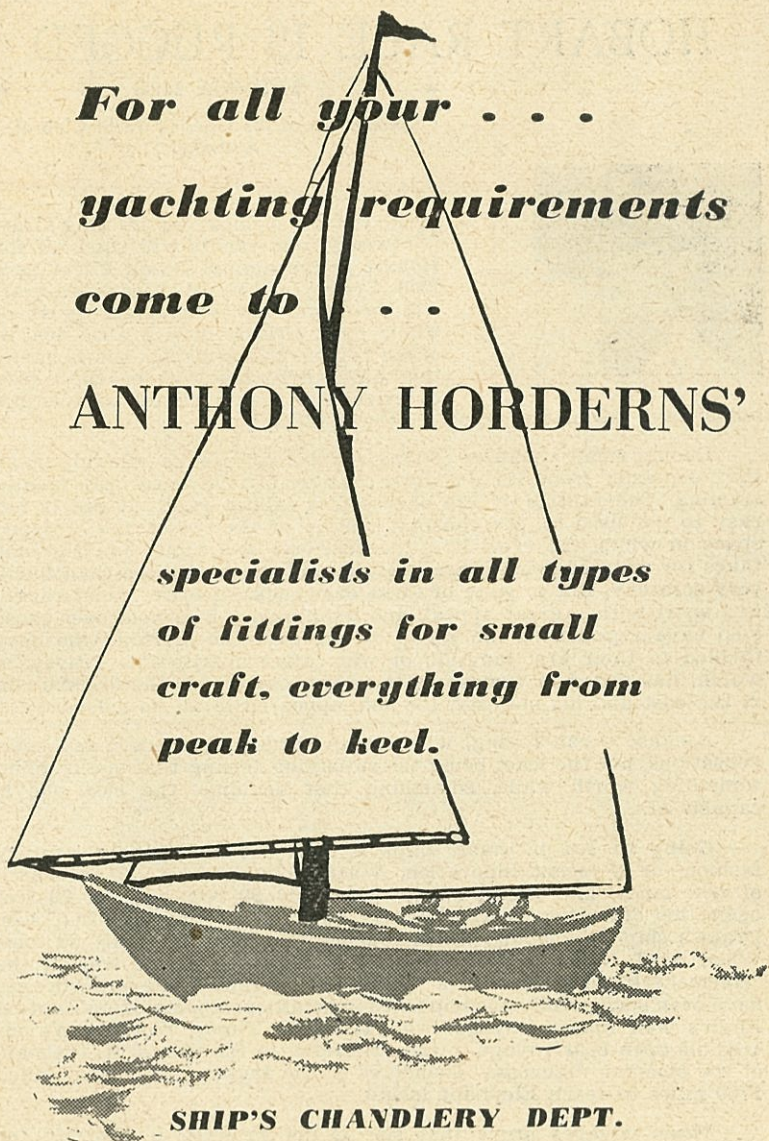
Seamanship, courage and sea-sense are the requisites for successful voyaging in small yachts. Ocean racing men must possess these qualities, they must be able to take whatever the elements choose to send along, they must be resourceful and quick to form judgment.

It is a sport to be encouraged, and because of the training it imparts, of great National importance.

*For all your . . .
yachting requirements
come to . . .*

ANTHONY HORDERNS'

*specialists in all types
of fittings for small
craft, everything from
peak to keel.*



SHIP'S CHANDLERY DEPT.

FOURTH FLOOR

ANTHONY HORDERNS'

TRUTH IN ADVERTISING

BOX 2712, G.P.O., SYDNEY TELEPHONE: M 2401

How It All Began . . .

Many stories have circulated regarding the origin of the Hobart yacht race. In the absence of official records, the following account is published as being the most authentic version available of the events which led up to the first race.



CAPT. ILLINGWORTH

ONE evening in the year 1944 a bunch of cruising yacht enthusiasts gathered for a dinner and pow-wow at a famed city hotel. The buzz had gone the rounds that one of them had a bee in his bonnet — the organisation of cruises up and down the N.S.W. coast.

The meeting was initiated by Peter Luke, owner of *Wayfarer*, and Charlie Cooper, owner of *Asgard*. The yachtsmen came from Pittwater and different points round the harbor, and at the end of the meeting they announced the formation of the Cruising Club.

Both in Australia and New Zealand, one or two attempts had been made to stage ocean races, but it was not until the year after the formation of the Cruising Club that a definite step was taken.

At this stage the Cruising Club was lucky enough to have Captain J. H. Illingworth, R.N., as an honorary member. He was the engineer in charge at Woolloomooloo during the war. Illingworth, an authority on every aspect of blue-water racing and a Committee Member of the Royal Ocean Racing Club of Great Britain, gave a lecture to the club one night after their usual dinner.

At the end of his talk, Peter Luke said: "Walker, Earl and I are going to cruise down to Hobart. Why don't you come along?"

Illingworth replied: "Why don't we have a race?"

Said Luke: "Okay, we'll make it a race."

And thus the Sydney-Hobart Race was born.

The Royal Yacht Club of Tasmania co-operated and offered to handle the finish at the other end and selected the cutter *Winston Churchill*, designed and built by Percy Coverdale, for their entry in the first race.

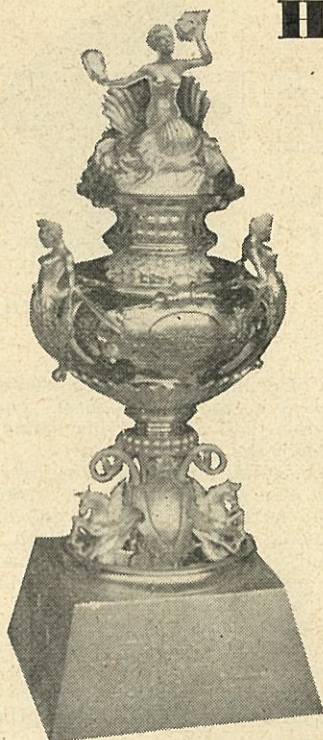
Entries closed on December 1st, 1945, and the race was open to any yacht on the register of a recognised yacht club. Illingworth introduced the R.O.R.C. and the race was started on a good footing.

Today the club boasts a register of 85 yachts and a membership approaching 300, and stages the greatest blue-water race in the Southern Hemisphere. Others who took a prominent part in the formation of the club which eventually was named the Cruising Yacht Club then later the Cruising Yacht Club of Australia, were A. E. Walker, S. R. Dickinson, J. Rosendale, Vernon Hart, Bruce Tart and P. G. Goldstein, S. B. Hall, Norman O. Hudson and Jack Earl. First Commodore was Bert Walker, first Secretary Peter Luke.

Although ocean racing in small yachts overseas goes back to the beginning of this century, very little interest was taken in deep-water racing here until the formation of the C.Y.C.A.

A number of offshore and passage races had been sailed around the coast in the past, and a number of notable matches sailed over considerable distances between two vessels, but no full-scale long distance race had been run before the Sydney-Hobart race of 1945.

HOBART RACE TROPHIES



Tattersall's Cup

NO other sporting event of the Christmas holiday scene stirs the imagination of Australians in the same way as does the start of the Sydney-Hobart race, a distance of 680 miles.

Valuable trophies are at stake in this blue-water classic of the Southern Hemisphere. They have been presented by clubs and followers of the great sport of ocean racing.

Luck plays her part in the race, as she does whenever man battles the elements; danger will be there too in this dour test of man's sailing knowledge and the qualities of yachts, small and large.

Records show race crews must possess endurance above average; if necessary working round the clock. The title of winner is not one that is easily won.

The following special trophies have been presented:

R.O.R.C. Trophy: Presented by the Royal Ocean Racing Club of England. To be held by the winner on corrected time for twelve months.

Tattersall's Cup: Presented by the Executors of the Estate of the late George Adams. To be held for twelve months by the club nominating the winning yacht on corrected time. A replica of the Derwent light is presented annually to the owner of the winning yacht.

J. H. Illingworth Cup: Presented by Captain John H. Illingworth, R.N. To be held for twelve months by the first yacht across the line. A replica is presented to the owner.

£200: Presented by the Government of Tasmania for winner on corrected time.

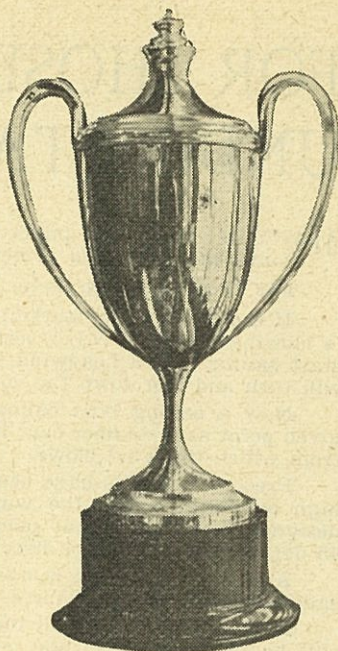


R.O.R.C. Trophy

£50: Presented by the Hobart Municipal Council for the yacht placed second on corrected time.

Richardson Trophy: A special trophy has been donated by Mr. Don Richardson for the yacht first to pass Tasman Light. For the purpose of this trophy navigators will be required to note in the yacht's log the time at which Tasman Light first bears 0 deg. true.

The Royal Tasmanian Yacht Club has arranged for the presentation of prizes to take place in Hobart on Monday evening, January 4th, 1954.



Illingworth Cup

FERRY TO FOLLOW START

The Showboat leaves No. 2 Jetty, Circular Quay, at 10.15 a.m., Boxing Day, to follow start of race.

Tickets: Adults 5/-; Children 2/6.

WINNERS AND FASTEST TIMES FROM 1945

Sydney-Hobart Race

- 1945-46—*Rani* (Capt. J. Illingworth, R.N.). 1st across the line and 1st on handicap. Elapsed time 6 days 14 hours 22 mins.
- 1946-47—*Christina* (J. R. Bull), El. time 6 days 18 hours 51 mins. 49 secs. 1st across line. *Morna* (C. Plowman), 5 days 2 hours 53 mins. 33 secs.
- 1947-48—*Westward* (George Gibson). El. time, 5 days 13 hours 19 mins. 4 secs. 1st across line *Morna* (C. Plowman). El. time, 5 days 3 hours 3 mins. 54 secs.
- 1948-49—*Westward* (G. Gibson). El. time, 4 days, 14 hours 17 mins. 32 secs. 1st across line *Morna* (C. Plowman). El. time, 4 days 5 hours 1 min. 21 secs.
- 1949-50—*Trade Winds* (M. Davey). El. time, 5 days 11 hours 15 mins. 34 secs. 1st across line *Waltzing Matilda* (P. Davenport). El. time 5 days 10 hours 33 mins. 10 secs.
- 1950-51—*Nerida* (C. P. Haselgrove). El. time, 5 days 6 hours 13 mins. 49 secs. 1st across line *Margaret Rintoul* (A. W. Edwards). El. time, 5 days 5 hours 28 mins. 35 secs.
- 1951-52—*Struen Marie* (T. Williamson). El. time, 4 days 3 hours 38 mins. 35 secs. 1st across line *Margaet Rintoul* 4 days 2 hours 29 mins. 1 sec.
- 1952-53—*Ingrid* (J. S. Taylor). El. time, 6 days 17 hours 7 mins. 22 secs. 1st across line *Nocturne* (J. R. Bull), 6 days, 2 hours 34 mins. 47 secs.