

hospitality of the Squadron, this year's series should be the best that we have ever conducted and accordingly all racing skippers are cordially invited to participate.

The Keelboat Committee extends to Squadron members and their families, Seasons Greetings together with wishes for safe and rewarding racing for the remainder of the season, particularly those members who are heading off to compete in interstate events over the holiday period.

BOB FRANCIS

VIRAGO ON OPENING DAY



VIRAGO's crew lined up prior to the Official Sail Past on Opening Day. VIRAGO won the "Best dressed crew award" for 1988. (Photo by P Mahoney)

This edition of Squadron Quarterly's front cover features INGRID, 1 of only 2 Squadron vessels to win the Sydney to Hobart Race. She competed in 3 Sydney/Hobarts, winning the 1952 event and thus gaining a well deserved place in the Club's history.

INGRID is a 37'6" overall length bermudian ketch with a 30' waterline, 11'4" beam, 5'6" draft and 816 square feet of sail area. She has full head room, 5 berths, galley, chart table and ample locker space. She was designed by the American, William W Atkin and is described as a Colin Archer type double ender, the designer having been influenced by this well known naval architect who became famous for his Norwegian life-boat designs.

The design first appeared in "Building Plans for Forty Three Small Boats", published in 1936 by "Motor Boating" in the USA. The design was described by the yachting press of the day as "An able little vessel patterned after the North Sea life boats. These boats are amongst the most seaworthy known", and "Sea kindliness, very comfortable in a seaway". By the time of her Sydney/Hobart win, over 600 had been built and subsequently, many more have been built in the USA from fibreglass moulds.

INGRID was built in 1939 by Bottrell and Fraser. She was built of huon pine with 1½" planking and 2" decking. She was originally powered by a Gray petrol 4 cylinder motor which was later replaced by a 4 cylinder Meadows kerosene motor.

She was first owned by amateur golfer, R Christie, who purchased her in Melbourne and brought her to Adelaide in 1941. She was subsequently owned by C Norton and then H Badenoch, and saw service in the Naval Auxiliary Patrol during the 2nd World War. She was purchased by Past Commodore Taylor in 1950.

INGRID

* He was the first to race her seriously and during his ownership, she competed in most major SA offshore events including the Island, Kintore and Orontes Cups. INGRID was a regular competitor in Adelaide to Port Lincoln Races and contested 4 Neptune Island Races, always performing well in light airs. In addition to his winning campaign in the 1952 Sydney/Hobart, Past Commodore Taylor also competed in the 1956 and 1960 events.

In 1952, 17 yachts (including 2 from SA) contested the Sydney/Hobart Race. INGRID was 11th over the line but as one of the smallest vessels in the race, she had the 3rd lowest TCF and she was placed 1st on corrected time. This race featured light, fickle winds with flat calms which favoured the smaller yachts but resulted in a slow passage. INGRID completed the course in 6 days and 17 hours. Her crew included Bruce Dinham, Bill Lumb, John Ray and Mark Tostevin (who crewed on INGRID in all 3 Sydney/Hobarts).

The 1956 race was far more personally satisfying for the owner. The conditions were much more demanding with a hard Southerly blow on the first night followed later by a 50 mph Sou'Westerly across the Strait and a Southerly gale reaching 86 mph off Storm Bay. There were 28 starters in this race and INGRID was placed 6th overall and 2nd in her class. She completed the course this year in 5 days and 6 hours, 5½ hours behind SOUTHERN MYTH (N C Howard) who was placed 7th overall on corrected time. INGRID's crew for this race included Mock Sarah and Chook Wall Smith (who also crewed in the 1960 race).

There were 32 starters in the 1960 Sydney to Hobart and INGRID was placed 18th on corrected time having taken 5 days and 13 hours to complete the course. This year, the winds were mostly light and favourable for most of the trip and although INGRID's design was now 24 years

INGRID

old, she competed creditably in a field which included many newer designs.

In 1961 Past Commodore Taylor sold INGRID to Bob Hughes. She left the pool and was moored at Port Adelaide until she left the State. A later owner sailed her from Sydney to America and back during the 1960's to watch one of the America's Cup Challenges; a strong testimonial to her design and construction.

Past Commodore Taylor continued his racing career in the Dragon, NAN II and later owned HALLOWEEN. He has now retired from yacht ownership, however continues to take an active interest in Squadron affairs and rarely misses a Quarterly Meeting.

DAVE HURFORD

