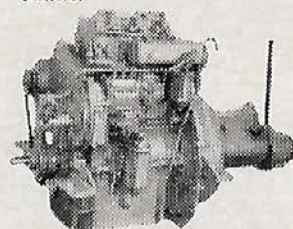
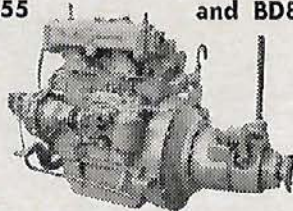


When Dependability and Economy Count Most

CLAE DIESEL BD55 and BD85

The BD55 4-cylinder, 55 h.p. (illustrated) and the BD85 6-cylinder, 85 h.p. are modern, vertical, four-stroke, direct injection diesels, designed for installations that demand a compact, power-packed, reliable diesel of easy maintenance. Both the BD55 and the BD85, in the hands of professional fishermen and private owners, have proved themselves reliable performers with less trouble for the owners.

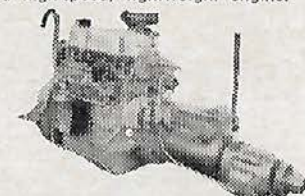
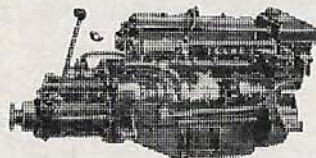


CLAE DIESEL FD30

The FD30 is designed for the boat owner who wants a compact, vibrationless 30 h.p. diesel of the highest quality without the penalty of a high price tag. This 3-cylinder diesel of advanced design offers outstanding fuel economy, longer life, easy starting, ease of economical servicing, rugged construction and absolute dependability all year round.

CLAE-HOLDEN

The Clae-Holden is packed with dependable power, speed, endurance and has an economy rate that is second to none. The Clae-Holden provides the owner with years of reliable, trouble-free service. Also available—the Clae-Holden "Fireball," a high-speed, lightweight engine.



CLAE C35

A compact marine engine that really packs a wallop. This popular 4-cylinder, 15/40 h.p. model has features that cannot be duplicated in many far costlier and far bulkier engines. Also available is the C35A lightweight, high-speed model for speedboats and fast day cruisers, etc.

Clae marine engines are available from 3 h.p. to 85 h.p. petrol and diesel—reduction gears available on most models.

CLAE ENGINE PTY. LTD.

31 HOSKINS AVENUE, BANKSTOWN
PHONE: 700-295. TELEGRAMS: CLAEMARINE

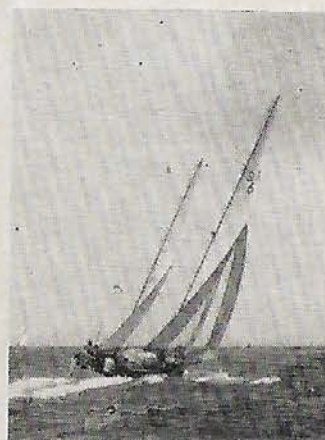


"ASTOR"—Sail No. 88.
L.O.A., 73ft.; L.W.L., 50ft.; Beam, 15ft.
5in.; Draft, 9ft; 2in;

"Astor" (ex Ada) is the biggest yacht in the race and perhaps the prettiest. A creation in the truest sense of the word, she comes from the board of William Fife in Scotland, who also built her. A familiar sight on Sydney Harbour for many years, she has never participated in any off-shore events until recently purchased by the new owners. Previously rigged as a gaff-schooner, she was changed to her present staysail-schooner rig in 1953, thus reducing sail area by 250 square feet and making her easier to handle. Nevertheless, she carries a crew of 16. It is fair comment on present-day

designing trends to say that she was built in 1926 and still surpasses most in sheer aesthetic appeal. With a new suit of terylene sails and much enthusiasm on board, she should be a contender for line honours together with the always formidable Kurrewa IV.

Crew Members: Owner/Skipper: P. R. Warner (6 H.R., 3 Q.S., 5 B.S., 1 M.I.); Sir Arthur Warner, Co-Skipper (5 H.R., 2 Q.S., 5 B.S.—Holder of Q.S. and B.S. Records); M. Crawford: Sailing Master (6 H.R., 2 Q.S., 2 B.S., 4 M.I., 1 B.G.); B. Warne: Navigator (1 N.I.); J. Pola (1 M.I.); Dr. W. Hughes (1 M.I.); B. Rosenberg (1 H.R., 1 M.I.); R. McAuley (1 H.R., 1 M.I.); M. Kennedy (1 H.R.); A. Sundstrom (1 M.I., Trans Ocean Sailings); W. Thompson (1 H.R., 1 M.I.); J. McLeod (1 M.I.); E. Roberts (1 M.I.); T. Swanson (1 M.I.); B. Moxham (1 M.I.); G. Wheatley (1 M.I.); R. Skoeld.



"INGRID"—Sail No. SA5.

This will be Ingrid's third start in the Hobart Race, having won it in fine style in 1952. She is a boat with a reasonably low rating and as her previous win was in light weather conditions, she could be again a real danger if conditions should favour her.

Crew Members: Skipper: Jim Taylor (4 H.R.); M. Tostevin (5 H.R.); D. Fid-dock (2 H.R.); C. Smith (1 H.R.); J. Wigan (6 H.R.); M. Finn (Bunbury and Naturalist Races); D. Judell (3 H.R.); J. Harrington (Off shore exp. in South Australia).