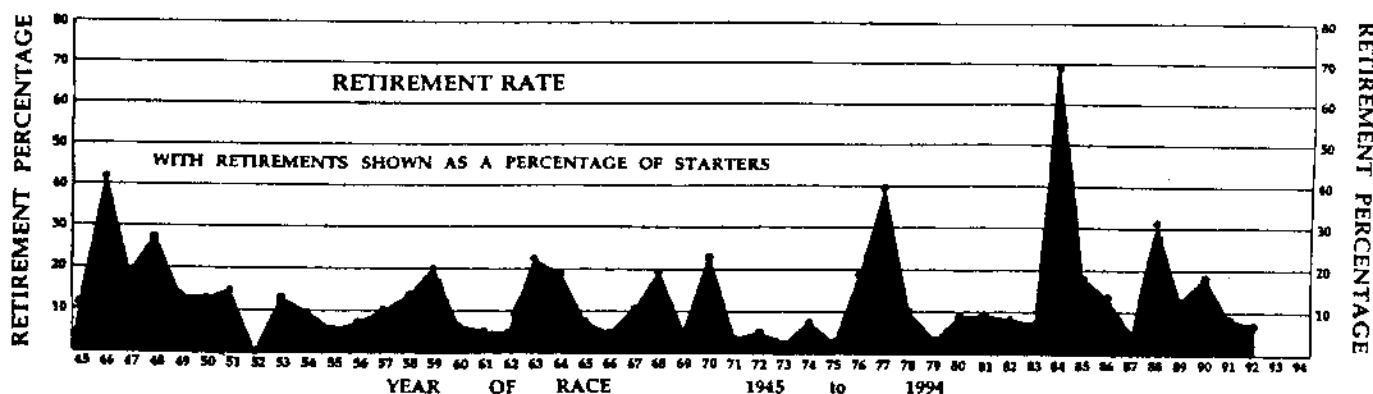
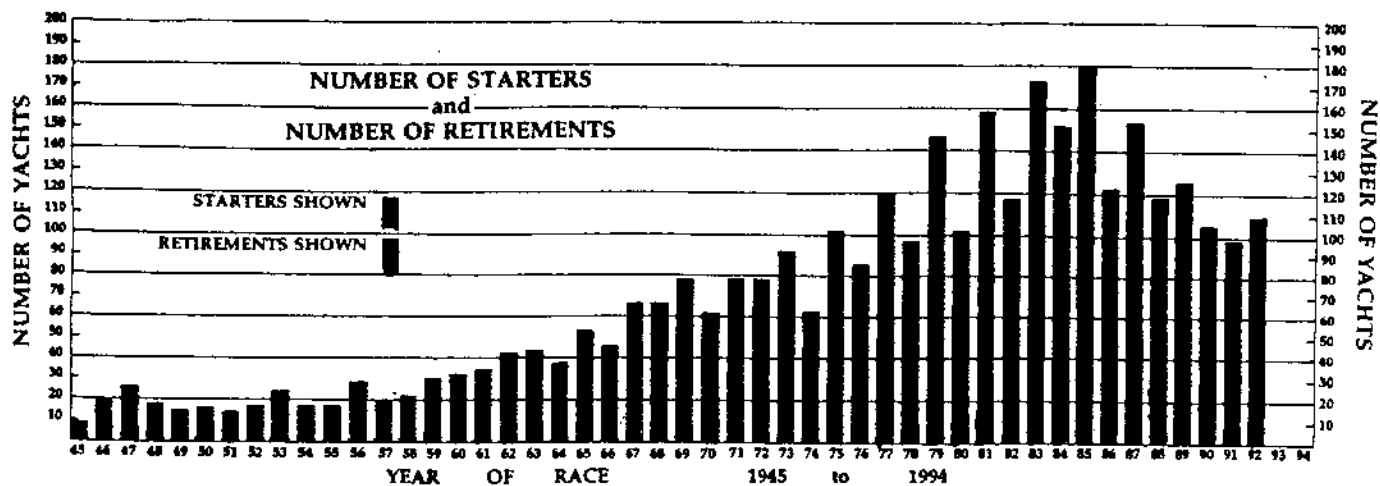


50 YEARS OF OCEAN RACING

SYDNEY to HOBART 1945 to 1994



NUMBER OF STARTERS AND RETIREMENTS

YEAR	START	RET.	%
1945	9	1	11.1
1946	19	8	42.1
1947	26	5	19.2
1948	18	5	27.8
1949	15	2	13.3
1950	16	2	12.5
1951	14	2	14.3
1952	17	0	0
1953	24	3	12.5
1954	17	2	11.8
1955	17	1	5.9
1956	28	2	7.1
1957	20	2	10.0
1958	22	3	13.6
1959	30	6	20.0
1960	32	2	6.3
1961	35	2	5.7
1962	42	2	4.8
1963	44	10	22.7
1964	38	7	18.4
1965	53	4	7.5
1966	46	2	4.3
1967	67	7	10.4
1968	67	13	19.4
1969	79	4	5.1

YEAR	START	RET.	%
1970	61	14	23.0
1971	79	3	3.8
1972	79	4	5.1
1973	92	2	2.2
1974	63	5	7.9
1975	102	3	2.9
1976	86	16	18.6
1977	120	48	40.0
1978	97	10	10.3
1979	147	5	3.4
1980	102	9	8.8
1981	159	15	9.4
1982	118	10	8.5
1983	173	13	7.5
1984	152	106	69.7
1985	180	33	18.3
1986	128	17	13.3
1987	154	8	5.2
1988	119	38	31.9
1989	126	16	12.7
1990	105	19	18.7
1991	99	8	8.1
1992	110	8	7.3
1993			
1994			

The UPPER GRAPH shows a combination of the number of year-by-year STARTERS (black columns) and the corresponding number of RETIREMENTS (in red). The number of STARTERS built up from 9 in the first year to a third year peak of 26. From that year onwards it averaged just under 20 per year for 11 years.

A steady increase in STARTERS commenced in 1959 and continued until 1967, the year of introduction of the SOUTHERN CROSS CUP, the biennial counterpart in the Southern Hemisphere of the Admiral's Cup.

From 1967 onwards the increase in the number of STARTERS continued, but with the "sawtooth" effect of the "on year..off year" of SOUTHERN CROSS CUP entrants. This increasing number of STARTERS peaked in 1985 at 180 and then began to decline. The reason for this seemed to be associated with the diminishing popularity of the IOR and the type of yacht it was encouraging.

By 1990, the production of new IOR yachts ceased, and the innovative IMC rule began to be used for race results. In 1991 the number of owners choosing IMC for handicapping in the race was 52 as compared to 36 for IOR. In 1992 it was 55 to 33. As it so happened, 1992 was an "off year", (a non Southern Cross Cup year) yet the total number of STARTERS climbed from 99 to 110, the first upward trend for 8 years since the peak in 1985. Was this to signal a renewed yearly increase in the number of STARTERS?

The LOWER GRAPH shows the number of year-by-year RETIREMENTS expressed as a percentage of the STARTERS. (This is the ALL RED graph)

The 2nd year of the race, 1946, had a very high RETIREMENT RATE of 42.1% and it fluctuated over the next 30 years between about 10% and 20%. The year of 1977 however had a prominent peak of 40% (the fleet experienced a spell of 50 knot winds with rough seas), but there was one year in particular which was not to be repeated in the 50 year history of the race. . . . in 1953 every STARTER reached the finish line. . . . a RETIREMENT RATE of nil !!

The year of 1984 saw the advent of the "lightweights", a phenomenon of the IOR development, which, together with a "low" in Bass Strait and southerly winds of up to 40 knots caused a RETIREMENT RATE of approximately 70%. An astonishing total of 106 yachts failed to finish at Hobart. The lessons learned from this race (there was a very detailed study of the reasons for RETIREMENT) suggest that we should never see such a high RETIREMENT RATE again.