

12-SQUARE METRE INTERNATIONAL CLASS OR “HEAVYWEIGHT SHARPIE”

- Dimensions: 5.99 m overall (5.40 m waterline) x 1.43 metres x 0.53 metres depth, 0.16 metres draft centreboard up / 0.96 metres centreboard down. [19 ft 7in. (17 ft 8 in.) x 4 ft 8 in. x 1 ft 9 in. (6 in. / 3 ft 2 in.)]
- Weight: Minimum for class rules 230 kg light without gear (approx. 270 equipped without crew).
- Sail Area: 12 square metres (129 square feet) (original rig, later enlarged).

Early in 1936 the RYCT resolved to introduce a new class of large centreboard boat as an intermediate between the successful Cadet dinghy and the Division racing yachts, replacing a 16-foot skiff class introduced in 1930 that had waned in popularity.¹ The design they chose was officially known as the “Twelve Square Metre International Class” from its sail area, but invariably known as a “Sharpie” from its hard-chine hull, a term that became official throughout the English-speaking world. The original design, by Kroger brothers of Warnemunde, Germany, was selected in response to a 1931 German Sailing Federation competition. It quickly gained popularity in Germany, Italy, Sweden, the Netherlands, and Britain.

The first Sharpie in Australia, *Comet*, began racing in Adelaide in late 1934.² By March 1936 there were more than 30 Sharpies competing in South Australia.³ The RYCT obtained a set of plans from Adelaide, and George Peacock purchased and imported one of the South Australian boats, named *Gull*; the vessel arriving in Hobart in mid-1936.^{4,5} That same month Taylor Bros. received orders for four Sharpies to be built at their newly established Battery Point yard.⁶ Built simultaneously and launched on 23 January 1937, they were: *Seamew* (F. H. Peacock), *Albatross* (B. G. Jones), *Petrel* (P. A. Canning) and *Grebe* (J. T. Joyce).^{7,8} Meanwhile a sixth Sharpie, *Gannett*, built by A. T. O’May at Bellerive was launched a few days later.^{9,10,11} In consequence of the South Australian-built *Gull*, the Tasmanian Sharpie fleet almost all carried the names of seabirds. Final cost for the boats amounted to approx. £60 each.¹² In the weeks that followed, two more boats (*Penguin* and *Sealark*) were launched.^{13,14} While a second Sharpie built in South Australia (*Boomerang*, renamed *Pelican*) arrived in Hobart; her owner (J. Maiden) having been transferred to the state from Adelaide.^{15,16}

Continuing a meteoric growth in popularity, the first Australian Sharpie Championship was held in Hobart in 1938 with vessels competing from Victoria, South Australia and Queensland, in addition to

¹ The Mercury, Thursday 19 March 1936. Pg. 11.

² The Advertiser, Monday 29 October 1934. Pg. 8.

³ The Advertiser, Friday 27 March 1936. Pg. 11.

⁴ The Mercury, Tuesday 30 June 1936. Pg. 6.

⁵ The Mercury, Saturday 1 August 1936. Pg. 2.

⁶ The Mercury, Saturday 1 August 1936. Pg. 2.

⁷ The Mercury, Thursday 21 January 1937. Pg. 12.

⁸ The Mercury, Monday 25 January 1937. Pg. 5.

⁹ The Mercury, Thursday 5 November 1936. Pg. 3.

¹⁰ The Mercury, Thursday 21 January 1937. Pg. 12.

¹¹ The Mercury, Monday 25 January 1937. Pg. 5.

¹² The Mercury, Saturday 1 August 1936. Pg. 2.

¹³ The Mercury, Friday 5 February 1937. Pg. 5.

¹⁴ Advocate, Wednesday 24 February 1937. Pg. 5.

¹⁵ The Mercury, Monday 22 March 1937. Pg. 4.

¹⁶ The Mercury, Thursday 25 March 1937. Pg. 12.

many of the local Sharpies. The competition was won by *Ragamuffin*, a boat from Victoria, while two Tasmanian-built Sharpies, *Noddy* and *Sealark*, finished second and third, respectively.¹⁷ Eighteen boats were entered for the Sharpie race at the 1938 Royal Hobart Centenary Regatta, including the Hobart Sharpies *Osprey*, *Grebe*, *Noddy*, *Penguin*, *Gull*, *Seamew*, *Albatross*, *Petrel*, *Gannet*, *Sealark*, *Pelican*, *Tui*; the Devonport Sharpie *Sea Gull*; *Ragamuffin*, *Te-Uira* and *Viking* from Victoria; and *Kittiwake* and *Jewell* from South Australia.¹⁸ The race was won by *Osprey* with two other local boats, *Grebe* and *Noddy*, finishing second and third, respectively.¹⁹ Tasmania's first Sharpie, *Gull* (helmed by Jim Taylor), went on to win the Australian Sharpie Championship held in Brisbane in 1939.²⁰

Overall, the Sharpie featured fine lines forward with a deep-V section that shallowed towards the stern: despite being designed for sheltered waters it proved admirably suitable for estuarine like the Derwent, Tamar and Mersey, and with its hull capable of planing, was very fast under suitable conditions. It normally raced with a crew of two. One advantage over the popular Derwent Class was that it only cost about as third as much to build, although it had no pretence as being anything other than a racing day boat, whereas the "D"s were nominally capable of overnight trips (for those not addicted to comfort).

Post-war, efforts were made to reduce the weight of the Sharpie from its original 270 kg. Two of the most successful early examples of this development were Sam Purdon's *Swan*, which won the Australian Sharpie Championship held in Hobart in 1950, and Ediss Boyes's *Skimmer*, built in 1950, in which he won the same event in Brisbane in January 1951. Still in existence, *Skimmer*, and as a mostly-restored vessel missing only her sails, was advertised for sale in February 2016 for \$3500.²¹

Further refinements in construction saw the introduction of what became known as the "Lightweight Sharpie" in time for the 1956 Melbourne Olympic Games: over the ensuing years the older boats, now known as "Heavyweight Sharpies," quickly fell out of favour, and ceased racing at the Hobart Regatta during the 1960s. The hard-chine design of the Sharpie not lending itself to fibreglass construction, further refinements of the design in the 1970s saw the introduction of "Sharpies" with rounded bilges, making somewhat of a lie of the name! These new boats were built in large numbers, and many still race in several centres around Australia.

The older wooden Sharpies, being rather too small for alternatives uses such as conversion into successful cruising boats, have mostly disappeared. However, a small number in addition to *Skimmer*, including *Jabaru II* and *Sabre*, still survive, having been restored, or currently under restoration. There is considerable interest in the Sharpie class throughout Europe, with about sixty such vessels known to be serviceable in the UK alone.²²

¹⁷ The Mercury, Saturday 19 February 1938. Pg. 15.

¹⁸ Advocate, Monday 21 February 1938. Pg. 9.

¹⁹ Advocate, Monday 21 February 1938. Pg. 9.

²⁰ The Mercury, Monday 13 February 1938. Pg. 8.

²¹ <http://www.gumtree.com.au/s-ad/acton-park/sail-boats/classic-heavy-weight-sharpie/1102992213>; accessed 7 February 2016.

²² <http://www.sharpies.com.au/AboutSharpies.html>

Year	Sail No.	Name	Builder	Details
1935	1	<i>Gull</i>	(Adelaide)	Built in Adelaide c1935. Purchased by George Peacock and transferred to Hobart in mid-1936. ^{23,24} Won the Australian Sharpie Championships held in Brisbane in 1939, helmed by Jim Taylor. ²⁵ Following a five year absence during WWII, returned to local Sharpie racing in 1945, with H. P. Newman at the helm. ²⁶ Competed at the Australian Sharpie Championship (with H. P. Newman at the helm) in Melbourne in 1947. ²⁷ Still owned by George Peacock upon his death in November 1949. ²⁸ Remained in the Peacock family. ²⁹ Represented Tasmania in the Australian Sharpie Championship held in Hobart in February 1950. ³⁰
1937	2	<i>Seamew</i>	Taylor Bros. (Battery Point)	Built by Taylor Bros. of Battery Point to the order of F. A. Peacock and launched on 20 January 1937. ^{31,32} By 1944 owned by P. J. Cerutti. ³³ Between 1951 and 1958 owned by B. Lewis. ³⁴
1937	3	<i>Albatross</i>	Taylor Bros. (Battery Point)	Built by Taylor Bros. of Battery Point to the order of B. G. Jones and launched on 20 January 1937. ^{35,36} By 1944 owned by C. Batten of the Tamar Yacht Club. ³⁷ By 1948 owned by J. R. Burton, and by 1950 owned by D. J. Wilson. ³⁸ Advertised for sale in April 1951 and again in October 1952. ^{39,40} In 1952 owned by N. Attrill. ⁴¹ Advertised again for sale in May 1953. ⁴²

²³ The Mercury, Tuesday 30 June 1936. Pg. 6.

²⁴ The Mercury, Saturday 1 August 1936. Pg. 2.

²⁵ The Mercury, Monday 13 February 1938. Pg. 8.

²⁶ The Mercury, Friday 12 October 1945. Pg. 14.

²⁷ The Mercury, Friday 24 January 1947. Pg. 5.

²⁸ Advocate, Saturday 12 November 1949. Pg. 4.

²⁹ The Mercury, Monday 20 March 1950. Pg. 14.

³⁰ The Mercury, Friday 3 February 1950. Pg. 13.

³¹ The Mercury, Thursday 21 January 1937. Pg. 12.

³² The Mercury, Monday 25 January 1937. Pg. 5.

³³ The Mercury, Monday 27 November 1944. Pg. 12.

³⁴ Graeme Broxam, pers. comm.

³⁵ The Mercury, Thursday 21 January 1937. Pg. 12.

³⁶ The Mercury, Monday 25 January 1937. Pg. 5.

³⁷ Advocate, Saturday 18 March 1944. Pg. 4.

³⁸ Graeme Broxam, pers. comm.

³⁹ The Mercury, Saturday 21 April 1951. Pg. 15.

⁴⁰ The Mercury, Saturday 4 October 1952. Pg. 23.

⁴¹ Graeme Broxam, pers. comm.

⁴² The Mercury, Saturday 23 May 1953. Pg. 22.

Year	Sail No.	Name	Builder	Details
1937	4	<i>Petrel</i>	Taylor Bros. (Battery Point)	Built by Taylor Bros. of Battery Point to the order of P. A Canning and launched on 20 January 1937. ^{43,44} Still owned by P. A. Canning in 1944. ⁴⁵ By 1946 owned by G. Stephenson. ⁴⁶ By 1950 owned by P. C. Fowler, P. Hindrum & P. Tardrew; by 1951 owned by P. C. Fowler. ⁴⁷ Advertised for sale in March 1953. ⁴⁸ By 1962 owned by First Derwent Sea Scouts. ⁴⁹
1937	5 (5 TYC)	<i>Grebe</i>	Taylor Bros. (Battery Point)	Built by Taylor Bros. of Battery Point to the order of J. T. Joyce and launched on 20 January 1937. ^{50,51} Sailed by Max Muir in the 1937-38 season. ⁵² Advertised for sale in August 1939 for £40, possibly purchased by A. Wiesmann. ^{53,54} By 1945 transferred to the Tamar Yacht Club and owned for several years by Charlie Rose. ^{55,56,57} By 1949 owned by Bill Tyson. ⁵⁸ By October 1951 owned by Trevor Graeme. ⁵⁹
1937	7	<i>Gannet</i>	A. T. O'May (Bellerive)	Built by A. T. O'May of Bellerive and launched in late January 1937. ^{60,61,62} Still owned by A. T. O'May in 1946 when she returned to local Sharpie racing after an absence of several years. ^{63,64} Represented Tasmania at the 1948 Australian Sharpie Championships held in Perth (helmed by A. T. O'May). ⁶⁵ Represented Tasmania in the Australian Sharpie Championships held in Hobart in February 1950. ⁶⁶ Advertised for sale in September 1950. ⁶⁷ By November 1952 participating in Cygnet 12. sq. metre club events. ⁶⁸

⁴³ The Mercury, Thursday 21 January 1937. Pg. 12.

⁴⁴ The Mercury, Monday 25 January 1937. Pg. 5.

⁴⁵ The Mercury, Monday 4 December 1944. Pg. 15.

⁴⁶ The Mercury, Monday 28 October 1946. Pg. 18.

⁴⁷ Graeme Broxam, pers. comm.

⁴⁸ The Mercury, Saturday 28 March 1953. Pg. 19.

⁴⁹ Graeme Broxam, pers. comm.

⁵⁰ The Mercury, Thursday 21 January 1937. Pg. 12.

⁵¹ The Mercury, Monday 25 January 1937. Pg. 5.

⁵² The Mercury, Friday 17 September 1937. Pg. 11.

⁵³ The Mercury, Saturday 5 August 1939. Pg. 14.

⁵⁴ The Mercury, Monday 30 October 1939. Pg. 10.

⁵⁵ Graeme Broxam, pers. comm.

⁵⁶ Examiner, Monday 26 November 1945. Pg. 5.

⁵⁷ Advocate, Friday 23 January 1948. Pg. 7.

⁵⁸ Examiner, Saturday 22 January 1949. Pg. 17.

⁵⁹ Examiner, Thursday 11 October 1951. Pg. 16S.

⁶⁰ The Mercury, Thursday 5 November 1936. Pg. 3.

⁶¹ The Mercury, Thursday 21 January 1937. Pg. 12.

⁶² The Mercury, Monday 25 January 1937. Pg. 5.

⁶³ The Mercury, Saturday 26 October 1946. Pg. 24.

⁶⁴ The Mercury, Monday 18 November 1946. Pg. 19.

⁶⁵ The Mercury, Friday 6 February 1948. Pg. 9.

⁶⁶ The Mercury, Friday 3 February 1950. Pg. 13.

⁶⁷ The Mercury, Wednesday 27 September 1950. Pg. 21.

⁶⁸ The Mercury, Tuesday 4 November 1952. Pg. 18.

Year	Sail No.	Name	Builder	Details
1937	(29 TYC)	<i>Sealark</i>	Taylor Bros. (Battery Point) ⁶⁹	Launched by late February 1937. ⁷⁰ Finished first in the Sharpie race at the 1937 Royal Hobart Regatta, helmed by J. C. Grubb. ^{71,72} Finished third at the Australian Sharpie Championship held in Hobart in February 1938. ⁷³ Advertised for sale in October 1939. ⁷⁴ By 1944 owned by Ray Claridge of the Tamar Yacht Club who retained the vessel for several years. ^{75,76,77} Owned by B. Neville in 1961. ⁷⁸
1937	69 (post 1950)	<i>Penguin</i>	??? (Hobart)	Launched by late February 1937. Competed at the 1937 Royal Hobart Regatta, helmed by A. Potter. ⁷⁹ Purchased by H. D'Alton of Ulverstone in December 1943 to race with the Mersey Yacht Club. ^{80,81} By 1948 owned by A. B. Stronach. ⁸²
< 1937	??	<i>Boomerang</i> (renamed <i>Pelican</i>)	??? (Adelaide)	Built in South Australia and brought to Hobart by March 1937, her owner, J. Maiden, having been transferred to Hobart from Adelaide for work. ^{83,84} Renamed <i>Pelican</i> in time for the 1937-38 season. ⁸⁵ Purchased by F. Philpott and transferred to Devonport by early 1942 to compete with the Mersey Yacht Club. ⁸⁶
1937	61 (post 1950)	<i>Seagull</i>	Taylor Bros. (Battery Point)	Hull built by Taylor Bros. of Battery Point to the order of H. E. Baily of the Mersey Yacht Club. ^{87,88,89} Still owned by H. E. Baily in 1948. ⁹⁰

⁶⁹ Mick and Sam Purdon, pers. comm.

⁷⁰ Huon and Derwent Times, Thursday 25 February 1937. Pg. 1.

⁷¹ Huon and Derwent Times, Thursday 25 February 1937. Pg. 1.

⁷² Advocate, Wednesday 24 February 1937. Pg. 5.

⁷³ The Mercury, Saturday 19 February 1938. Pg. 15.

⁷⁴ The Mercury, Friday 6 October 1939. Pg. 7.

⁷⁵ Advocate, Monday 20 March 1944. Pg. 4.

⁷⁶ Advocate, Friday 23 January 1948. Pg. 7.

⁷⁷ Examiner, Saturday 22 January 1949. Pg. 17.

⁷⁸ Graeme Broxam, pers. comm.

⁷⁹ The Mercury, Wednesday 24 February. Pg. 12.

⁸⁰ Advocate, Wednesday 22 December 1943. Pg. 4.

⁸¹ Advocate, Monday 20 March 1944. Pg. 4.

⁸² Advocate, Friday 23 January 1948. Pg. 7.

⁸³ The Mercury, Monday 22 March 1937. Pg. 4.

⁸⁴ The Mercury, Thursday 25 March 1937. Pg. 12.

⁸⁵ The Mercury, Tuesday 2 November 1937. Pg. 5.

⁸⁶ Advocate, Wednesday 14 January 1942. Pg. 4.

⁸⁷ The Mercury, Wednesday 22 September 1937. Pg. 6.

⁸⁸ Advocate, Friday 12 November 1937. Pg. 10.

⁸⁹ Examiner, Monday 22 November 1937. Pg. 5.

⁹⁰ Advocate, Friday 29 October 1948. Pg. 11.

Year	Sail No.	Name	Builder	Details
1937	11	<i>Noddy</i>	Jack Hansen (Battery Point)	Built 1937 by Jack Hansen in a shed at Battery Point owned by "Skipper" Batt. ^{91,92} Built to the order of Harry Batt for his son Neall. ⁹³ Launched in time for the start of the 1937-38 season. ⁹⁴ Finished second at the Australian Sharpie Championship held in Hobart in February 1938. ⁹⁵ By 1945 owned by C. Nicholas and returned to local racing after a six year absence. ^{96,97} Competed at the Australian Sharpie Championship (with C. Nicholas at the helm) held in Melbourne in 1947. ⁹⁸ Advertised for sale in June 1950 and again October that year. ^{99,100} In January 1951 noted to be a member of the newly formed Cygnet 12-Square Metre Club, sailed by K. Wilson. ^{101,102}
1937	8	<i>Osprey</i>	Taylor Bros. (Battery Point) ¹⁰³	Launched in time for the 1937-38 season and built to the order of K. Gourlay. ^{104,105} Advertised for sale in March 1938, likely purchased by K. Dallas. ^{106,107} By 1944 owned by Casey Bros. ¹⁰⁸ Advertised for sale in May 1950 and again in September that year. ^{109,110} Advertised for sale in February 1954. ¹¹¹

⁹¹ Joe Cannon, unpublished manuscript. Courtesy MMT.

⁹² The Mercury, Wednesday 22 September 1937. Pg. 6.

⁹³ Joe Cannon, unpublished manuscript. Courtesy MMT.

⁹⁴ The Mercury, Tuesday 2 November 1937. Pg. 5.

⁹⁵ The Mercury, Saturday 19 February 1938. Pg. 15.

⁹⁶ The Mercury, Monday 22 January 1945. Pg. 12.

⁹⁷ The Mercury, Friday 9 November 1945. Pg. 18.

⁹⁸ The Mercury, Friday 24 January 1947. Pg. 5.

⁹⁹ The Mercury, Friday 16 June 1950. Pg. 18.

¹⁰⁰ The Mercury, Saturday 7 October 1950. Pg. 29.

¹⁰¹ The Mercury, Friday 26 January 1951. Pg. 13.

¹⁰² The Mercury, Tuesday 4 November 1952. Pg. 18.

¹⁰³ Mick and Sam Purdon, pers. comm.

¹⁰⁴ The Mercury, Wednesday 22 September 1937. Pg. 6.

¹⁰⁵ The Mercury, Tuesday 2 November 1937. Pg. 5.

¹⁰⁶ The Mercury, Monday 14 March 1938. Pg. 1.

¹⁰⁷ The Mercury, Tuesday 8 November 1938. Pg. 9.

¹⁰⁸ The Mercury, Thursday 22 June 1944. Pg. 15.

¹⁰⁹ The Mercury, Saturday 27 May 1950. Pg. 20.

¹¹⁰ The Mercury, Saturday 30 September 1950. Pg. 23.

¹¹¹ The Mercury, Saturday 27 February 1954. Pg. 20.

Year	Sail No.	Name	Builder	Details
1937	12 (5 TYC)	<i>Tui</i>	Tom Pilkington (Battery Point)	Built by Tom Pilkington at Battery Point for his own use. ¹¹² First noted as competing in the Cygnet Cup in late December 1937. ^{113,114} Advertised for sale in March 1939 and possibly purchased by W. Rowe. ^{115,116} Then owned by George Gibson. ¹¹⁷ In early 1941 transferred to Devonport having been purchased by R. Mawer of the Mersey Yacht Club. ¹¹⁸ By 1945 owned by B. Close of the Mersey Yacht Club. ¹¹⁹ In April 1948 transferred to the Tamar Yacht Club having been purchased by J. Bleasby. ¹²⁰ Left with the Tamar Yacht Club when Bleasby transferred to Smithton in September 1949. ¹²¹ Transferred to the Mersey Yacht Club in January 1951 and donated to the club the following year. ^{122,123}
1938	(5 MYC) (65 post 1950)	<i>Vagabond</i>	Taylor Bros. (Battery Point)/ Hugh Millbourne (Devonport)	Keel and frames built by Taylor Bros. of Battery Point to the order of R. Masterman, commodore of the Mersey Yacht Club. ¹²⁴ Boat completed by Hugh Millbourne of Devonport and launched in November 1938. ^{125,126} Likely sold following Masterman's death in late 1940 to C. Lamprey. ^{127,128} By 1942 owned by R. Rooney of Devonport. ¹²⁹ Purchased by J. Higgs in January 1945. ¹³⁰ Advertised for sale in May 1946. ¹³¹ By October 1947 owned by Athol Knight. ¹³² Purchased by Max Williams in October 1948. ¹³³
1938	(17 TYC)	<i>Dottrell</i>	Jim B. Taylor (Hobart)	Built by Jim Taylor for his own use. ¹³⁴ First noted at the Woodbridge Regatta held in November 1938. ^{135,136} Advertised for sale in September 1940. ¹³⁷ Purchased in early 1941 by L. Sims of Ulverstone to compete with the Mersey Yacht Club. ^{138,139} Advertised for sale in June 1944 and subsequently

¹¹² The Mercury, Tuesday 23 February 1954. Pg. 23.

¹¹³ The Mercury, Thursday 30 December 1937. Pg. 5.

¹¹⁴ Mary Brewer, pers. comm.

¹¹⁵ The Mercury, Tuesday 7 March 1939. Pg. 1.

¹¹⁶ The Mercury, Monday 30 October 1939. Pg. 10.

¹¹⁷ Mick and Sam Purdon, pers. comm.

¹¹⁸ Advocate, Monday 17 March 1941. Pg. 4.

¹¹⁹ Advocate, Thursday 25 January 1945. Pg. 3.

¹²⁰ Examiner, Saturday 1 May 1948. Pg. 14.

¹²¹ Examiner, Saturday 3 September 1949/ Pg. 23.

¹²² Advocate, Saturday 20 January 1951. Pg. 26.

¹²³ Advocate, Saturday 27 September 1952. Pg. 13.

¹²⁴ The Mercury, Wednesday 22 September 1937. Pg. 6.

¹²⁵ Advocate, Thursday 21 October 1937. Pg. 11.

¹²⁶ Advocate, Monday 14 November 1938. Pg. 11.

¹²⁷ Examiner, Wednesday 8 January 1941. Pg. 4.

¹²⁸ Advocate, Monday 17 March 1941. Pg. 4.

¹²⁹ Advocate, Wednesday 14 January 1942. Pg. 4.

¹³⁰ Advocate, Thursday 25 January 1945. Pg. 3.

¹³¹ The Mercury, Thursday 9 May 1946. Pg. 12.

¹³² Advocate, Saturday 25 October 1947. Pg. 6.

¹³³ Advocate, Friday 22 October 1948. Pg. 6.

¹³⁴ Advocate, Monday 22 January 1951. Pg. 6.

¹³⁵ The Mercury, Tuesday 11 October 1938. Pg. 8.

¹³⁶ The Mercury, Tuesday 8 November 1938. Pg. 9.

¹³⁷ The Mercury, Tuesday 24 September 1940. Pg. 6.

¹³⁸ Advocate, Tuesday 11 March 1941. Pg. 4.

¹³⁹ Advocate, Monday 17 March 1941. Pg. 4.

Year	Sail No.	Name	Builder	Details
				transferred to Launceston having been purchased by S. Manchester, who owned her for several years. ^{140,141,142,143} Returned to Hobart in 1949 to compete with the Bellerive Yacht Club, owned by R. Harrex. ¹⁴⁴ Advertised for sale in September 1950. ¹⁴⁵ Advertised for sale in April 1951. ¹⁴⁶ By November 1952 participating in Cygnet 12. sq. metre club events. ¹⁴⁷ Advertised for sale in March 1954. ¹⁴⁸
1938	(14 TYC) (71 post 1950)	<i>Kiwi II</i> (renamed <i>Prion</i>)	??? (Hobart)	Built to the order of I. O'May and first noted at the Woodbridge Regatta held in November 1938. ^{149,150} Advertised for sale in May 1943. ¹⁵¹ Renamed <i>Prion</i> and owned by Steve Clarke of the Tamar Yacht Club by January 1945; returned to Hobart latter that year when Clarke was transferred for work. ^{152,153} Noted to be racing with the Mersey Yacht Club in 1946. ¹⁵⁴ In 1947 owned by Bruce Doran. ¹⁵⁵ The following year owned by Ken Titmus. ¹⁵⁶
1938	10	<i>Shearwater</i>	Possibly built by original owners ¹⁵⁷ (Hobart)	Built to the order of R. Smith and Job Bros. and first noted at the Woodbridge Regatta held in November 1938. ^{158,159} By 1948 owned by A. B. Baker; by 1951 owned by C. Dillon and K. Escott. ¹⁶⁰ Advertised for sale in February 1953. ¹⁶¹ By 1958 owned by J. Palmer. ¹⁶²

¹⁴⁰ Graeme Broxam, pers. comm.

¹⁴¹ Advocate, Saturday 24 June 1944. Pg. 7.

¹⁴² Examiner, Saturday 18 November 1944. Pg. 8.

¹⁴³ Advocate, Friday 23 January 1948. Pg. 7.

¹⁴⁴ Examiner, Friday 1 April 1949. Pg. 14.

¹⁴⁵ The Mercury, Saturday 16 September 1950.

¹⁴⁶ The Mercury, Friday 27 April 1951. Pg. 13.

¹⁴⁷ The Mercury, Tuesday 4 November 1952. Pg. 18.

¹⁴⁸ The Mercury, Saturday 20 March 1954. Pg. 35.

¹⁴⁹ The Mercury, Tuesday 11 October 1938. Pg. 8.

¹⁵⁰ The Mercury, Tuesday 8 November 1938. Pg. 9.

¹⁵¹ The Mercury, Wednesday 26 May 1943. Pg. 8.

¹⁵² Examiner, Monday 29 January 1945. Pg. 2.

¹⁵³ The Mercury, Friday 30 November 1945. Pg. 18.

¹⁵⁴ Advocate, Tuesday 22 October 1946. Pg. 4.

¹⁵⁵ Examiner, Thursday 2 January 1947. Pg. 4.

¹⁵⁶ Advocate, Friday 29 October 1948. Pg. 11.

¹⁵⁷ Mick and Sam Purdon, pers. comm.

¹⁵⁸ The Mercury, Tuesday 11 October 1938. Pg. 8.

¹⁵⁹ The Mercury, Tuesday 8 November 1938. Pg. 9.

¹⁶⁰ Graeme Broxam, pers. comm.

¹⁶¹ The Mercury, Saturday 14 February 1953. Pg. 18.

¹⁶² Graeme Broxam, pers. comm.

Year	Sail No.	Name	Builder	Details
1938	73 (post 1950)	<i>Stormbird</i>	??? (Hobart)	Built to the order of Purdon Bros. and first noted at the Woodbridge Regatta held in November 1938. ^{163,164} In 1947 owned by G. Johnson. ¹⁶⁵ By 1948 transferred to the Mersey Yacht Club and owned by Ian Genders. ¹⁶⁶ In November 1950 still owned by Ian Genders and transferred to Launceston to compete with the Tamar Yacht Club (possibly renamed <i>Mary Lou</i>). ¹⁶⁷ Reverted back to <i>Stormbird</i> and owned by Harry Quinn in March 1951. ¹⁶⁸ Purchased by Bill Lanham the following year. ¹⁶⁹
1939	11 (17 TYC) (62 post 1950)	<i>Skua</i>	??? (Hobart)	Built to the order of G. Gibson and first noted on the Derwent in late October 1939. ^{170,171} Transferred to Devonport in early 1942 and owned by L. Shreeve of the Mersey Yacht Club for several years. ^{172,173,174,175} By 1948 owned by B. Oakley. ¹⁷⁶ By 1961 owned by E. J. Windsor. ¹⁷⁷
1939	21	<i>Kestrel</i>	Tom Pilkington (Battery Point)	Built by Tom Pilkington of Battery Point for his own use. ^{178,179,180} First noted on the Derwent in October 1939. ^{181,182} In 1945 purchased by Allan Creswell. ¹⁸³ Advertised for sale in May 1946. ¹⁸⁴ Subsequently purchased by J. E. Lowe. ¹⁸⁵ Advertised for sale in June 1949, in February 1950, in August 1951, and again in February 1952. ^{186,187,188,189} By 1961 owned by A. Widdowson. ¹⁹⁰

¹⁶³ The Mercury, Tuesday 11 October 1938. Pg. 8.

¹⁶⁴ The Mercury, Tuesday 8 November 1938. Pg. 9.

¹⁶⁵ Advocate, Saturday 25 October 1947. Pg. 6.

¹⁶⁶ Advocate, Friday 23 January 1948. Pg. 7.

¹⁶⁷ Examiner, Wednesday 29 November 1950. Pg. 22.

¹⁶⁸ Examiner, Friday 2 March 1951. Pg. 15.

¹⁶⁹ Examiner, Friday 24 October 1952. Pg. 10.

¹⁷⁰ The Mercury, Wednesday 11 October 1939. Pg. 7.

¹⁷¹ The Mercury, Monday 30 October 1939. Pg. 10.

¹⁷² Advocate, Wednesday 14 January 1942. Pg. 4.

¹⁷³ Advocate, Monday 20 March 1944. Pg. 4.

¹⁷⁴ Advocate, Thursday 25 January 1945. Pg. 3.

¹⁷⁵ Advocate, Friday 23 January 1948. Pg. 7.

¹⁷⁶ Advocate, Friday 29 October 1948. Pg. 11.

¹⁷⁷ Graeme Broxam, pers. comm.

¹⁷⁸ The Mercury, Wednesday 11 October 1939. Pg. 7.

¹⁷⁹ Mary Brewer, pers. comm.

¹⁸⁰ The Mercury, Tuesday 23 February 1954. Pg. 23.

¹⁸¹ The Mercury, Wednesday 11 October 1939. Pg. 7.

¹⁸² The Mercury, Wednesday 18 October 1939. Pg. 13.

¹⁸³ The Mercury, Friday 12 January 1945. Pg. 18.

¹⁸⁴ The Mercury, Saturday 6 July 1946. Pg. 14.

¹⁸⁵ The Mercury, Monday 2 December 1946. Pg. 19.

¹⁸⁶ The Mercury, Wednesday 20 June 1949. Pg. 18.

¹⁸⁷ The Mercury, Saturday 18 February 1950. Pg. 23.

¹⁸⁸ The Mercury, Saturday 11 August 1951. Pg. 13.

¹⁸⁹ The Mercury, Monday 25 February 1952. Pg. 9.

¹⁹⁰ Graeme Broxam, pers. comm.

Year	Sail No.	Name	Builder	Details
1939	20	<i>Curlew</i>	Ediss Boyes and his father (Hobart)	Built to by Ediss Boyes and his father. ¹⁹¹ First noted on the Derwent in late October 1939. ^{192,193} Still owned and sailed by Ediss Boyes in 1946. ¹⁹⁴ By 1947 owned by W. P. Huxley. ¹⁹⁵ Advertised for sale in February 1950. ¹⁹⁶ By March 1950 owned by J. Cummins. ¹⁹⁷ Advertised for sale in May 1951 and subsequently purchased by Peter Atrill. ^{198,199} Advertised for sale in March 1953. ²⁰⁰ By 1958 owned by E. J. Parsas. ²⁰¹
1939	18 (3 TYC)	<i>Tara</i>	??? (Hobart)	Built to the order of L. Garrod and first noted in opening day manoeuvres for the 1939-40 season in October 1939. ^{202,203} Advertised for sale in September 1940. ²⁰⁴ Owned by Fred Saul and competing with the Mersey Yacht Club by November 1944. ²⁰⁵ By 1946 owned by J. M. W. Beazley of the Tamar Yacht Club, by 1949 owned by A. R. Meadowcroft. ^{206,207} In 1950 owned by H. Quinn. ²⁰⁸ Purchased by Bruce Ingles in October 1951. ²⁰⁹
1939	16	<i>Teal</i>	??? (Hobart)	Built to the order of G. Omant and made her first appearance on the Derwent in November 1939. ^{210,211} By 1945 owned by R. Smith. ²¹² By 1948 owned by R. H. Ikin; by 1950 owned by B. M. Close. ²¹³ Advertised for sale in January 1951 and again in October that year. ^{214,215} By 1962 owned by G. De Little. ²¹⁶

¹⁹¹ The Mercury, Friday 3 November 1950. Pg. 13.

¹⁹² The Mercury, Wednesday 11 October 1939. Pg. 7.

¹⁹³ The Mercury, Monday 30 October 1939. Pg. 10.

¹⁹⁴ The Mercury, Wednesday 13 February 1946. Pg. 4.

¹⁹⁵ The Mercury, Thursday 2 January 1947. Pg. 18.

¹⁹⁶ The Mercury, Wednesday 22 February 1950. Pg. 19.

¹⁹⁷ The Mercury, Friday 17 March 1950. Pg. 24.

¹⁹⁸ The Mercury, Saturday 5 May 1951. Pg. 16.

¹⁹⁹ The Mercury, Thursday 1 November 1951. Pg. 23.

²⁰⁰ The Mercury, Thursday 26 March 1953. Pg. 26.

²⁰¹ Graeme Broxam, pers. comm.

²⁰² The Mercury, Wednesday 11 October 1939. Pg. 7.

²⁰³ The Mercury, Wednesday 18 October 1939. Pg. 13.

²⁰⁴ The Mercury, Saturday 28 September 1940. Pg. 8.

²⁰⁵ Examiner, Saturday 18 November 1944. Pg. 8.

²⁰⁶ Graeme Broxam, pers. comm.

²⁰⁷ Examiner, Saturday 22 January 1949. Pg. 17.

²⁰⁸ Examiner, Tuesday 31 October 1950. Pg. 18.

²⁰⁹ Examiner, Thursday 11 October 1951. Pg. 16S.

²¹⁰ The Mercury, Wednesday 11 October 1939. Pg. 7.

²¹¹ The Mercury, Monday 13 November 1939. Pg. 10.

²¹² The Mercury, Monday 21 January 1946. Pg. 15.

²¹³ Graeme Broxam, pers. comm.

²¹⁴ The Mercury, Saturday 6 January 1951. Pg. 23.

²¹⁵ The Mercury, Saturday 13 October 1951. Pg. 18.

²¹⁶ Graeme Broxam, pers. comm.

Year	Sail No.	Name	Builder	Details
1940	19	<i>Dovekie</i>	Professionally built ²¹⁷ (Hobart)	Built to the order of R. McAllister and first noted as competing in the Cygnet Cup held in late December 1940. ^{218,219} By 1946 owned by A. W. Hawkins. Advertised for sale in February 1945 and subsequently purchased by R. Pretymann. ^{220,221} By 1950 owned by M. F. Davis ²²² Advertised for sale in October and November of 1950. ^{223,224} Purchased by Glenn Oakley in March 1953. ²²⁵ By 1958 owned by L. Bevis. ²²⁶
1942	64 (post 1950)	<i>Cygnnet</i>	Hugh Millbourne (Devonport)	Built by Hugh Millbourne of Devonport to compete in Mersey Yacht Club events. ²²⁷ Launched in January 1942 and sailed by C. Lamprey. ²²⁸ By 1945 owned by F. Mitchell. ²²⁹ In 1948 owned by the Mersey Yacht Club. ^{230,231}
1947	14	<i>Prion II</i>	???(Hobart)	Built to the order of S. J. Clarke who formerly owned <i>Prion</i> (ex <i>Kiwi II</i>). ²³² Launched in October 1947. ²³³ In January 1951 owned by E. S. Jacobs and a member of the newly formed Cygnet 12-Square Metre Club. ²³⁴ By 1958 owned by C. Glanville. ²³⁵
1947	(6 MYC) (66 post 1950)	<i>Goelann</i> (renamed <i>Ovaltiney</i>)	Jim B. Taylor (Hobart)	Built by Jim Taylor for his own use and launched in October 1947. ^{236,237,238} Represented Tasmania in the Australian Sharpie Championships held in Adelaide in January 1949. ²³⁹ Advertised for sale in July 1949. ²⁴⁰ By September 1949 owned by A. Wander Ltd. and transferred to Devonport and renamed <i>Ovaltiney</i> . ^{241,242} Represented Tasmania in the Australian Sharpie Championships held in Melbourne in January 1952, helmed by M. Wood. ²⁴³

²¹⁷ Mick and Sam Purdon, pers. comm.

²¹⁸ The Mercury, Wednesday 11 October 1939. Pg. 7.

²¹⁹ The Mercury, Monday 30 December 1940. Pg. 7.

²²⁰ The Mercury, Saturday 3 February 1945. Pg. 16.

²²¹ The Mercury, Monday 28 October 1946. Pg. 18.

²²² Graeme Broxam, pers. comm.

²²³ Advocate, Wednesday 25 October 1950. Pg. 19.

²²⁴ The Mercury, Saturday 11 November 1950. Pg. 23.

²²⁵ The Mercury, Thursday 26 March 1953. Pg. 31.

²²⁶ Graeme Broxam, pers. comm.

²²⁷ Advocate, Saturday 31 May 1941. Pg. 6.

²²⁸ Advocate, Wednesday 14 January 1942. Pg. 4.

²²⁹ Advocate, Monday 29 January 1945. Pg. 2.

²³⁰ Advocate, Friday 23 January 1948. Pg. 7.

²³¹ Advocate, Friday 10 September 1948. Pg. 6.

²³² The Mercury, Friday 17 January 1947. Pg. 11.

²³³ The Mercury, Friday 17 October 1947. Pg. 14.

²³⁴ The Mercury, Friday 26 January 1951. Pg. 13.

²³⁵ Graeme Broxam, pers. comm.

²³⁶ The Mercury, Friday 3 October 1947. Pg. 11.

²³⁷ The Mercury, Friday 17 October 1947. Pg. 14.

²³⁸ Advocate, Monday 22 January 1951. Pg. 6.

²³⁹ Examiner, Tuesday 21 December 1948. Pg. 3.

²⁴⁰ The Mercury, Saturday 16 July 1949. Pg. 18.

²⁴¹ Advocate, Saturday 1 October 1949. Pg. 6.

²⁴² Examiner, Saturday 3 September 1949. Pg. 23.

²⁴³ The Mercury, Friday 21 December 1951. Pg. 17.

Year	Sail No.	Name	Builder	Details
1947	9	<i>Kittiwake Too</i>	Ediss Boyes (Hobart)	Launched in October 1947 and built by Ediss Boyes for his own use. ^{244,245,246} Represented Tasmania in the Australian Sharpies Championship held in Adelaide in January 1949. ²⁴⁷ Represented Tasmania in the Australian Sharpie Championship held in Hobart in February 1950. ²⁴⁸ By 1951 owned by D. Willing. ²⁴⁹ Advertised for sale in March 1951 and again in January 1953. ^{250,251} Bought by Sam Purdon as agent for a South Australian buyer and transferred to Adelaide. ²⁵² Later owned by N. C. Howard. ²⁵³
1947	5	<i>Puffin</i>	John Monaghan (Lindisfarne)	Launched in late 1947 and built by John Monaghan of Lindisfarne, for his own use. ^{254,255} Represented Tasmania in the Australian Sharpie Championships held in Hobart in February 1950. ²⁵⁶ By 1958 owned by C. Nibbs; by 1962 owned by K. Watson. ²⁵⁷
1947	??	<i>Pelican</i>	??? (Hobart)	Launched in late 1947 and built to the order of J. Ayres. ²⁵⁸
1947	23	<i>Sea Hawk</i>	??? (Hobart)	Launched in late 1947 and built to the order of A. Mathers. ^{259,260} Advertised for sale in October 1949. ²⁶¹ By 1950 owned by J. E. Burton; by 1951 owned by S. J. Clarke. ²⁶² Advertised for sale in March 1951. ²⁶³ BY November 1952 sailing with the Cygnet 12 sq. metre club, sailed by R. Cross. ²⁶⁴
1948	24	<i>Jaeger</i>	H. P. Newman (Battery Point)	First noted on the Derwent in October 1948, owned and helmed by H. P. Newman, who was also her builder. ^{265,266} Represented Tasmania in the Australian Sharpie Championships held in Adelaide in January 1949. ²⁶⁷ Advertised for sale in April 1949 and again in August 1949. ^{268,269} By late 1949 owned by Neil C. Campbell and sailed by Dick Ikin. ²⁷⁰ By 1951 owned by B. Balfe; by 1961 owned by Miss P. Gee (of Launceston). ²⁷¹

²⁴⁴ The Mercury, Friday 3 October 1947. Pg. 11.

²⁴⁵ The Mercury, Friday 17 October 1947. Pg. 14.

²⁴⁶ The Mercury, Friday 3 November 1950. Pg. 13.

²⁴⁷ Examiner, Tuesday 21 December 1948. Pg. 3.

²⁴⁸ The Mercury, Friday 3 February 1950. Pg. 13.

²⁴⁹ Graeme Broxam, pers. comm.

²⁵⁰ The Mercury, Saturday 17 March 1951. Pg. 24.

²⁵¹ The Mercury, Thursday 22 January 1953. Pg. 18.

²⁵² Mick and Sam Purdon, pers. comm.

²⁵³ Mick and Sam Purdon, pers. comm.

²⁵⁴ The Mercury, Friday 3 October 1947. Pg. 11.

²⁵⁵ Advocate, Friday 29 October 1948. Pg. 11.

²⁵⁶ The Mercury, Friday 3 February 1950. Pg. 13.

²⁵⁷ Graeme Broxam, pers. comm.

²⁵⁸ The Mercury, Friday 3 October 1947. Pg. 11.

²⁵⁹ The Mercury, Friday 3 October 1947. Pg. 11.

²⁶⁰ The Mercury, Monday 24 November 1947. Pg. 17.

²⁶¹ The Mercury, Saturday 1 October 1949. Pg. 20.

²⁶² Graeme Broxam, pers. comm.

²⁶³ The Mercury, Wednesday 14 March 1951. Pg. 22.

²⁶⁴ The Mercury, Tuesday 4 November 1952. Pg. 18.

²⁶⁵ The Mercury, Friday 22 October 1949. Pg. 10.

²⁶⁶ Examiner, Tuesday 7 December 1948. Pg. 13.

²⁶⁷ Examiner, Tuesday 21 December 1948. Pg. 3.

²⁶⁸ The Mercury, Saturday 30 April 1949. Pg. 15.

²⁶⁹ Advocate, Saturday 13 August 1949. Pg. 17.

²⁷⁰ The Mercury, Friday 11 November 1949. Pg. 13.

Year	Sail No.	Name	Builder	Details
1948	22	<i>Jacana</i>	Groombridge Bros. (Hobart)	Built by Groombridge Bros. ²⁷² First noted on the Derwent in October 1948, owned and helmed by R. Taylor. ^{273,274} By 1950 owned by A. J. & G. D. Groombridge; by 1958 owned by P. Saltmarsh. ²⁷⁵
1948	15	<i>Redwing</i>	??? (Hobart)	First noted on the Derwent in October 1948. ²⁷⁶ By 1950 owned by S. T. Brown. ²⁷⁷ Advertised for sale in April 1951. ²⁷⁸ By November 1952 participating in Cygnet 12. sq. metre club events. ²⁷⁹ By 1961 owned by W. E. Talbot. ²⁸⁰
1949	18	<i>Fulmar</i>	Taylor Bros. (Battery Point)	Built by Taylor Bros. at Battery Point and first noted on the Derwent in January 1949, owned by Peter W. Donovan. ^{281,282,283} Advertised for sale in March 1951 and again in February 1953. ^{284,285}
1949	25	<i>Tawaki</i>	Don Muir (Battery Point)	Built by Don Muir at Battery Point. ²⁸⁶ First noted on the Derwent in February 1949. ²⁸⁷ In January 1951 owned by Tom W. Edwards. ²⁸⁸ Represented Tasmania in the Australian Sharpie Championships held in Melbourne in January 1952, helmed by Don Muir. ²⁸⁹ Advertised for sale in October 1953. ²⁹⁰
1949	27	<i>Red Bill</i>	de la Bere Bros. (Hobart)	First noted on the Derwent in February 1949. ²⁹¹ Owned by I. & B. de la Bere, who were likely her builders. ^{292,293} Represented Tasmania in the Australian Sharpie Championship held in Hobart in February 1950. ²⁹⁴

²⁷¹ Graeme Broxam, pers. comm.

²⁷² Mick and Sam Purdon, pers. comm.

²⁷³ The Mercury, Friday 22 October 1949. Pg. 10.

²⁷⁴ Examiner, Tuesday 7 December 1948. Pg. 13.

²⁷⁵ Graeme Broxam, pers. comm.

²⁷⁶ The Mercury, Saturday 23 October 1948. Pg. 23.

²⁷⁷ Graeme Broxam, pers. comm.

²⁷⁸ The Mercury, Saturday 14 April 1951. Pg. 16.

²⁷⁹ The Mercury, Tuesday 4 November 1952. Pg. 18.

²⁸⁰ Graeme Broxam, pers. comm.

²⁸¹ The Mercury, Thursday 23 December 1949. Pg. 15.

²⁸² The Mercury, Monday 24 January 1949. Pg. 16.

²⁸³ Mick and Sam Purdon, pers. comm.

²⁸⁴ The Mercury, Saturday 31 March 1951. Pg. 23.

²⁸⁵ The Mercury, Saturday 7 February 1953. Pg. 19.

²⁸⁶ Mick and Sam Purdon, pers. comm.

²⁸⁷ The Mercury, Monday 28 February 1949. Pg. 15.

²⁸⁸ The Mercury, Tuesday 17 January 1950. Pg. 19.

²⁸⁹ The Mercury, Friday 21 December 1951. Pg. 17.

²⁹⁰ The Mercury, Friday 9 October 1953. Pg. 12.

²⁹¹ The Mercury, Monday 28 February 1949. Pg. 15.

²⁹² Graeme Broxam, pers. comm.

²⁹³ Mick and Sam Purdon, pers. comm.

²⁹⁴ The Mercury, Friday 3 February 1950. Pg. 13.

Year	Sail No.	Name	Builder	Details
1949	28	<i>Swan</i>	Sam Purdon (Battery Point)	Built by D. M. "Sam" Purdon at Battery Point and launched in October 1949. ^{295,296,297} Won the Tasmanian Sharpie Championship in 1949. ²⁹⁸ Won the Australian Sharpie Championship held in Hobart in February 1950. ^{299,300} Sailed and owned by Sam Purdon in January 1951 when she represented Tasmania in the 1951 Australian Sharpie Championships held in Brisbane, finished second. ^{301,302} Sold to K. McCoy of Adelaide. Later owned by J. Hardy who represented South Australia at several national championships. ³⁰³
1949	12	<i>Kittihawk</i>	Don Muir (Battery Point)	Built by Don Muir at Battery Point and launched in October 1949. ³⁰⁴ Sailed by a Queensland representative at the Australian Sharpie Championships held in Hobart in February 1950 and sold to D. Perrins of Queensland immediately following the competition. ³⁰⁵
1949	26	<i>Kilkie</i>	??? (Hobart)	First noted on the Derwent in October 1949. ³⁰⁶ By 1951 owned by J. W. Innes and noted to be participating in Sharpie events at Cygnet. ^{307,308}
1950	??	<i>Swallow</i>	??? (Hobart)	First noted on the Derwent in January 1950. ³⁰⁹
1950	6	<i>Ibis</i>	W. P. Huxley (Hobart)	Built by Bill Huxley and launched in mid-1950. ³¹⁰ Later owned by Basil Chipman and in November 1952 sold to Philip Fowler of the Montrose Bay Yacht Club. ³¹¹ Advertised for sale in April 1953. ³¹² By 1961 owned by K. E. Dobbie; by 1962 owned by Butler, Laing & Stubs. ³¹³

²⁹⁵ The Mercury, Friday 8 April 1949. Pg. 13.

²⁹⁶ The Mercury, Monday 10 October 1949. Pg. 16.

²⁹⁷ The Mercury, Monday 19 December 1949. Pg. 14.

²⁹⁸ The Mercury, Monday 19 December 1949. Pg. 7.

²⁹⁹ The Mercury, Friday 3 February 1950. Pg. 13.

³⁰⁰ The Mercury, Friday 17 February 1950. Pg. 9.

³⁰¹ The Mercury, Friday 29 December 1950. Pg. 5.

³⁰² The Mercury, Monday 15 January 1951. Pg. 7.

³⁰³ Mick and Sam Purdon, pers. comm.

³⁰⁴ The Mercury, Monday 10 October 1949. Pg. 16.

³⁰⁵ The Mercury, Friday 17 March 1950. Pg. 13.

³⁰⁶ The Mercury, Saturday 22 October 1949. Pg. 31.

³⁰⁷ Graeme Broxam, pers. comm.

³⁰⁸ The Mercury, Wednesday 7 February 1951. Pg. 23.

³⁰⁹ The Mercury, Monday 2 January 1950. Pg. 12.

³¹⁰ The Mercury, Thursday 10 August 1950. Pg. 27.

³¹¹ The Mercury, Thursday 27 November 1952. Pg. 26.

³¹² The Mercury, Saturday 11 April 1953. Pg. 20.

³¹³ Graeme Broxam, pers. comm.

Year	Sail No.	Name	Builder	Details
1950	31	<i>Tattler</i>	Tom Pilkington (Battery Point)	Built by Tom Pilkington at Battery Point with assistance from H. P. Newman and Geoff Omant. ³¹⁴ Launched in September 1950 and helmed by H. P. Newman. ^{315,316} Represented Tasmania in the 1951 Australian Sharpie Championships held in Brisbane in 1951, crew consisting of T. Pilkington, H. P. Newman and I. Boyes. ³¹⁷ Represented Tasmania in the Australian Sharpie Championships held in Melbourne in January 1952, helmed by H. P. Newman. ³¹⁸ Represented Tasmania in the Australian Sharpie Championships held in Perth in January 1953, helmed by H. P. Newman. ³¹⁹ Advertised for sale in December 1953. ³²⁰ Represented Tasmania in the Australian Sharpie Championships held in Sydney in January 1954. ³²¹ Sold to R. Northey of Semaphore, South Australia in February 1954. ^{322,323,324} By 1958 owned by P. O. Cummings. ³²⁵
1950	12	<i>Skimmer</i>	Don Muir (Battery Point)	Built by Don Muir Battery Point for Ediss Boyes and launched in September 1950. ³²⁶ Won the Australian Sharpie Championships held in Brisbane in 1951, with a crew consisting of Ediss Boyes, G. Omant and S. Nichols. ^{327,328} Represented Tasmania in the Australian Sharpie Championships held in Melbourne in January 1952, helmed by Ediss Boyes finished second. ^{329, 330} Represented Tasmania in the Australian Sharpie Championships held in Perth in January 1953, finished second, helmed by Ediss Boyes. ^{331, 332} Represented Tasmania in the Australian Sharpie Championships held in Sydney in January 1954. ³³³ In September 1954 sold to W. Shearman. ³³⁴ Subsequently transferred to Launceston. ³³⁵ Restored in Hobart in the early 2000s and on display at Wooden Boat Centre, Franklin until 2014. ³³⁶ Still in existence , advertised for sale in February 2016 for \$3,500 complete, with the exception of sails. ³³⁷ Sold in November 2016 to Terry Lean of the Huon.

³¹⁴ The Mercury, Friday 22 September 1950. Pg. 13.

³¹⁵ The Mercury, Friday 22 September 1950. Pg. 13.

³¹⁶ The Mercury, Friday 27 October 1950. Pg. 13.

³¹⁷ The Mercury, Thursday 28 December 1950. Pg. 12.

³¹⁸ The Mercury, Friday 21 December 1951. Pg. 17.

³¹⁹ The Mercury, Saturday 20 December 1952. Pg. 27.

³²⁰ The Mercury, Thursday 24 December 1953. Pg. 15.

³²¹ The Mercury, Thursday 28 January 1954. Pg. 28.

³²² The Mercury, Saturday 20 February 1954. Pg. 31.

³²³ The Mercury, Friday 12 March 1954. Pg. 23.

³²⁴ The Mercury, Thursday 18 March 1954. Pg. 34.

³²⁵ Graeme Broxam, pers. comm.

³²⁶ The Mercury, Friday 8 September 1950. Pg. 13.

³²⁷ The Mercury, Thursday 28 December 1950. Pg. 12.

³²⁸ The Mercury, Monday 15 January 1951. Pg. 7.

³²⁹ The Mercury, Friday 21 December 1951. Pg. 17.

³³⁰ The Mercury, Monday 7 January 1952. Pg. 16.

³³¹ The Mercury, Saturday 20 December 1952. Pg. 27.

³³² The Mercury, Thursday 8 January 1953. Pg. 20.

³³³ The Mercury, Thursday 28 January 1954. Pg. 28.

³³⁴ The Mercury, Wednesday 29 September 1954. Pg. 30.

³³⁵ Graeme Broxam, pers. comm.

³³⁶ Graeme Broxam, pers. comm.

³³⁷ <http://www.gumtree.com.au/s-ad/acton-park/sail-boats/classic-heavy-weight-sharpie/1102992213>; accessed 7 February 2016.

Year	Sail No.	Name	Builder	Details
1950	30	<i>Darter</i>	Don Muir (Battery Point)	Built by Don Muir at Battery Point to the order of Neil Campbell. ³³⁸ Launched in September 1950. ³³⁹ Helmed by Dick Ikin. ³⁴⁰ Represented Tasmania in the Australian Sharpie Championships held in Melbourne in January 1952, helmed by Dick Ikin finished second. ^{341,342} Represented Tasmania in the Australian Sharpie Championships held in Sydney in January 1954. ³⁴³ By 1958 owned by D. L. Willing and transferred to the Tamar Yacht Club. ³⁴⁴
1950	32	<i>Tern</i>	Vic O'Brien and Bill Foster (Battery Point)	Built by Vic O'Brien and Bill Foster at Purdon's shipyard, Battery Point; the latter having taken over Rex Nichols's share in the boat prior to completion. ^{345,346} Launched in October 1950. ³⁴⁷ By 1958 owned by J. & P. Garde. ³⁴⁸
1950	13	<i>Sula</i>	R. Purdon, A. Harris, M. Purdon (Battery Point)	First noted on the Derwent in November 1950. ³⁴⁹ Owned by R. Purdon and A. Harris who were also her builders, with the assistance of Mick Purdon. ^{350,351} Represented Tasmania in the Australian Sharpie Championships held in Melbourne in January 1952, helmed by K. Batt. ³⁵² Represented Tasmania in the Australian Sharpie Championships held in Sydney in January 1954. ³⁵³
1950	29	<i>Dolphin</i>	John Monaghan (Hobart)	Built by John Monaghan. ³⁵⁴ First noted on the Derwent in November 1950, owned by J. Shield and sailed by Peter Healy. ³⁵⁵ Represented Tasmania in the Australian Sharpie Championships held in Sydney in January 1954. ³⁵⁶ Later owned by Jumbo Wright. ³⁵⁷
1951	35	<i>Tarapunga</i>	Groombridge Bros. (Hobart)	Built by Groombridge Bros. ³⁵⁸ First noted on the Derwent in January 1951. ³⁵⁹ Owned by A. J. And G. Groombridge. ³⁶⁰ Sailed by R. Taylor. ³⁶¹
1951	36	<i>Eider</i>	??? (Cygnet)	First noted at an event staged by the newly formed Cygnet 12-Square Metre Club in January 1951. ³⁶² Owned by V. D. Chadwick. ³⁶³

³³⁸ The Mercury, Friday 22 September 1950. Pg. 13.

³³⁹ The Mercury, Friday 22 September 1950. Pg. 13.

³⁴⁰ The Mercury, Friday 27 October 1950. Pg. 13.

³⁴¹ The Mercury, Friday 21 December 1951. Pg. 17.

³⁴² The Mercury, Monday 7 January 1952. Pg. 16.

³⁴³ The Mercury, Thursday 28 January 1954. Pg. 28.

³⁴⁴ Graeme Broxam, pers. comm.

³⁴⁵ The Mercury, Friday 6 October 1950. Pg. 13.

³⁴⁶ Bill Foster, pers. comm.

³⁴⁷ The Mercury, Friday 6 October 1950. Pg. 13.

³⁴⁸ Graeme Broxam, pers. comm.

³⁴⁹ The Mercury, Friday 3 November 1950. Pg. 13.

³⁵⁰ Graeme Broxam, pers. comm.

³⁵¹ Mick and Sam Purdon, pers. comm.

³⁵² The Mercury, Friday 21 December 1951. Pg. 17.

³⁵³ The Mercury, Thursday 28 January 1954. Pg. 28.

³⁵⁴ Mick and Sam Purdon, pers. comm.

³⁵⁵ The Mercury, Wednesday 27 December 1950. Pg. 12.

³⁵⁶ The Mercury, Thursday 28 January 1954. Pg. 28.

³⁵⁷ Mick and Sam Purdon, pers. comm.

³⁵⁸ Mick and Sam Purdon, pers. comm.

³⁵⁹ The Mercury, Saturday 13 January 1951. Pg. 35.

³⁶⁰ Graeme Broxam, pers. comm.

³⁶¹ Mick and Sam Purdon, pers. comm.

Year	Sail No.	Name	Builder	Details
1951	34	<i>Heron</i>	??? (Hobart)	First noted on the Derwent in February 1951. ³⁶⁴ Owned by G. Cuthbertson. ³⁶⁵ Advertised for sale in January 1954. ³⁶⁶ Later owned by Barry Hardine. ³⁶⁷
1951	??	<i>La Mouette</i>	??? (Hobart)	First noted in October 1951, owned by D. A. Lipscombe. ³⁶⁸
1951	37	<i>Pipet</i>	??? (Hobart)	First noted in October 1951. ³⁶⁹ Sailed by Jim McCreary.
1951	9 (8 TYC)	<i>Darter II</i>	Mick and Sam Purdon (Battery Point)	Built by Purdon Bros. at Battery Point to the order of Neil Campbell. Sold to Mick Purdon. ³⁷⁰ By 1958 owned by A. Purdon. ³⁷¹ By 1961 owned by L. Bevis of the Tamar Yacht Club. ³⁷²
1951	??	<i>Snowgoose</i>	Mick and Sam Purdon (Battery Point)	Built by Purdon Bros. at Battery Point to the order of Val Button. ³⁷³ Finished first at the 1961 Australian Sharpie Championships held in Hobart, helmed by Val Button. ³⁷⁴
1952	40	<i>Waterwitch</i>	Mick and Sam Purdon (Battery Point)	In 1961 owned by P. C. Fowler of the Tamar Yacht Club. ³⁷⁵
1952	28	<i>Swan II</i>	Mick Purdon (Battery Point)	Built by Mick Purdon at Battery Point. ³⁷⁶ First noted on the Derwent in January 1953. ³⁷⁷ Represented Tasmania in the Australian Sharpie Championships held in Adelaide in January 1955. ³⁷⁸ By 1958 owned by D. Thurstans and sailing with the Tamar Yacht Club. ³⁷⁹
1953	38	<i>Sabre</i>	Don Muir (Battery Point)	Built by Don Muir at Battery Point. ^{380,381} First raced on the Derwent in October 1953. ³⁸² Represented Tasmania in the Australian Sharpie Championships held in Sydney in January 1954. ³⁸³ Represented Tasmania in the Australian Sharpie Championships held in Adelaide in January 1955. ³⁸⁴ Still in existence, owned by Gordon Stewart.

³⁶² The Mercury, Friday 26 January 1951. Pg. 13.

³⁶³ Graeme Broxam, pers. comm.

³⁶⁴ The Mercury, Friday 9 February 1951. Pg. 14.

³⁶⁵ Graeme Broxam, pers. comm.

³⁶⁶ The Mercury, Saturday 23 January 1954. Pg. 29.

³⁶⁷ Mick and Sam Purdon, pers. comm.

³⁶⁸ The Mercury, Friday 5 October 1951. Pg. 16.

³⁶⁹ The Mercury, Saturday 20 October 1951. Pg. 43.

³⁷⁰ Mick and Sam Purdon, pers. comm.

³⁷¹ Graeme Broxam, pers. comm.

³⁷² Graeme Broxam, pers. comm.

³⁷³ Mick and Sam Purdon, pers. comm.

³⁷⁴ http://www.sharpies.com.au/NationalSite/ASSA_logbook_2013_2014.pdf; accessed 2 March 2016.

³⁷⁵ Graeme Broxam, pers. comm.

³⁷⁶ The Mercury, Thursday 21 August 1952. Pg. 22.

³⁷⁷ The Mercury, Monday 26 January 1953. Pg. 15.

³⁷⁸ The Mercury, Thursday 16 December 1954. Pg. 47.

³⁷⁹ Graeme Broxam, pers. comm.

³⁸⁰ The Mercury, Thursday 21 August 1952. Pg. 22.

³⁸¹ The Mercury, Friday 2 October 1953. Pg. 16.

³⁸² The Mercury, Friday 16 October 1953. Pg. 20.

³⁸³ The Mercury, Thursday 28 January 1954. Pg. 28.

³⁸⁴ The Mercury, Thursday 16 December 1954. Pg. 47.

Year	Sail No.	Name	Builder	Details
1954	(31 TYC)	<i>Dabchick</i>	Peter Attril (Hobart)	Built by Peter Attril. ³⁸⁵ Later transferred to Launceston. ³⁸⁶
1954	41	<i>Scull</i>	Jack Hansen (Battery Point)	Built by Jack Hansen to the order of Ediss Boyes who represented Tasmania in the 1956 Sharpie Championships in Hobart, finishing second. ^{387,388} By 1961 owned by R. D. & W. R. Kilby. ³⁸⁹
1959	42	<i>Jabiru II</i>	Mick and Sam Purdon (Battery Point)	Built by Mick and Sam Purdon at Battery Point for Max Thorpe of the Cygnet Sailing Club. ³⁹⁰ The last HW Sharpie built in Tasmania. Advertised for sail 2011 after attempt to convert to small cruiser abandoned. ³⁹¹ Still in existence , owned by Terry Lean of the Huon and under restoration to original configuration.

³⁸⁵ The Mercury, Wednesday 28 September 1954. Pg. 30.

³⁸⁶ Graeme Broxam, pers. comm.

³⁸⁷ Joe Cannon, unpublished manuscript. Courtesy MMT.

³⁸⁸ http://www.sharpies.com.au/NationalSite/ASSA_logbook_2013_2014.pdf; accessed 2 March 2016.

³⁸⁹ Graeme Broxam, pers. comm.

³⁹⁰ Terry Lean, pers. comm.

³⁹¹ Graeme Broxam, pers. comm.