



BOAT HISTORY

CURRENT BOAT NAME: Renene**SAIL NO:** Sm23**DESIGN:** Bermudan Cutter**DESIGNER:** William Atkins, USA. Year designed

1925, (Little Eric) based on 47 ft Colin Archer design REDNINGSKOITE – a Norwegian Sailing Rescue Craft

CURRENT OWNER NAME(S): Kent Bacon**BUILD YEAR:** 1954**CONSTRUCTION:** Double Ender, Flush Deck Timber, Planking, 1.5 in Huon Pine, Keel, Stem, Stern, Jarrah, Mast, Spruce, Box construction, 48 ft**BUILDERS:** Paul Perry, Peter Murray**LOA:** 48'**HULL:** 32'**LWL:** 27.5'**BEAM:** 11'**DRAFT:** 5'6"**DISPLACEMENT:** 12T

OTHER PAST BOAT NAMES AND/OR OWNERS:

FROM MM/YYYY	TO MM/YYYY	BOAT NAME	CLUB	OWNER(S)
1954	1958	Renene		Paul Perry & Peter Murray
1958	1993	Renene		Bud Bacon
1993	Current	Renene		Kent Bacon

NOTABLE RACE RESULTS:

YEAR	EVENT	DIVI- SION	RESULT
1956	Sydney/Hobart Race – Arrived in Hobart 5 days after last boat – was involved in 3 day search and rescue. No motor/radio/life raft. Only one of few boats with no damage.	–	–
1960-1974	<ul style="list-style-type: none"> Completed 10 Queenscliff – Devonport races (then Beauty Point – Bass Straight). Queenscliff – Flinders races Queenscliff – Hastings races Queenscliff – Portland races 	–	–



BOAT HISTORY

1960-1974	<ul style="list-style-type: none"> • SYC club races • ANA Geelong passage races • 1965: Queenscliff to Devonport. We had a young crew member, 17 years old (first ocean race) – Rob Ware – still an active member at SYC. 	–	–
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OTHER HISTORY

YEAR	DESCRIPTION
1956	First launched, Hobart.
1958	Jock Muir and son John (14 years) + two others sailed Renene to Williamstown to be sold.
1958	Bud Bacon purchased and took Renene to SYC.
1976	Bud Bacon moved to Pitt Water. Bud, Kent and 4 others sailed to Careel Bay where she was used by family and friends.
1993-1994	Renene passed onto Kent. Bud, Kent, Reg Walsh, Mike Shannon, Barry Bevan sailed Pitt Water to SYC.
1994-1997	Some sailing, and a lot of restoration work. Replaced all iron fittings with stainless – chain plates, floors, mast fittings, etc.
1997	Joined CYAA (Victoria) along with Col Anderson, David Shields and Peter Lloyd – the only members with 23 years consecutive membership.
2001	1st overall winner RMYS Federation Trophy
2004	New mast & standing rigging – lost mast returning from winter series classic yacht series.
2004	Winner heat 4. Skandia Geelong race
2004	Winner – Parks Victoria 1858 re-enactment race – RGYC.
2004	CYAA – 3rd place summer series.
2007	Melbourne Cup Regatta – 3rd place classic division.
2007	Whyte Just & Moore Lawyers Wooden Boat Festival Geelong. Winner.
2007	W.B.F. Geelong winner. Classic yacht passage race.
2008	W.B.F. Geelong. Winner concourse & elegance.
2008	W.B.F. Geelong – Geelong Homes – Winner classic yacht passage race.
2009	New mast, demasted to avoid collision whilst on starboard tack.
2011	Melbourne Cup Regatta – RYCV
2013	Major rebuild. Deck, ply, glass, teak, etc.



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2014	Dismantle & rebuild – Perkins Diesel 4108-46HP.
2016	July 10th winner HBYC winter heat.
2018	Wooden Boat Geelong Festival, Passive Race, 2nd Place
2020	Wooden Boat Geelong Festival, Passive Race, 5th Place
Current	The boat is still active at SYC and CYAA activities and continues her tradition of providing enjoyment to family and friends.

PICTURES: [Insert]



(2020 Wooden Boat Festival Geelong)



BOAT HISTORY



(2020 Wooden Boat Festival Geelong)



BOAT HISTORY

RENENE BLOWN OVER 200 MILES OFF ITS COURSE

The Tasmanian cutter Renene, last boat to finish in the Sydney Hobart race, was blown 200 miles out to sea from Galo Island, with two helmsmen lashed to the cockpit.

The yacht fought through vicious cross seas for three days before a course could be set for Hobart.

The Renene crossed the line at Sydney Harbour at 1.45 p.m. on Monday. The race was in good spirits after a disastrous experience on the Tasmanian coast. The crew, including the skipper, were all seasick and had to be taken to hospital. The boat was blown 200 miles out to sea.

From Phoenix of Hobart said: "I have never seen anything like it. He said the westerly gale whipped up a sea which caused the boat to pitch and roll.

Swimsuits TOMORROW The Hobart Weather Bureau has advised that the following forecast for the 24 hours from 10 a.m. on Monday is: light to moderate north-west winds, and afternoon sea breezes.



Material Evidence?
The Premier (Mr. Conroy) said today that immediate representation would be made on the Prime Minister's part, through the Navy, to get the Sydney-Hobart Race in all future years.

Sibelius "Out Of Danger"
The Premier (Mr. Conroy) said today that immediate representation would be made on the Prime Minister's part, through the Navy, to get the Sydney-Hobart Race in all future years.

Yacht Got Home On A Guess

WHEN the gale eased, the crew of the Renene did not know where they were. The chronometer had stopped, and they could not take a sight on the sun.

The navigation officer had been blown about 200 miles out to sea, and a course was set to the south-west.

Tom Prior criticized the Y.Y.C. for not having sent out an aircraft to search for the yacht. He said that the crew were kept in the dark as to what was going on.

ing to pick up the Tasmanian on Thursday, the sea came out for a moment, and they got their bearings. They were then able to set a course for Hobart.

However they were in still a bit of a predicament. The Premier (Mr. Conroy) said today that immediate representation would be made on the Prime Minister's part, through the Navy, to get the Sydney-Hobart Race in all future years.

A small crowd of relatives and friends gathered at the finish line to cheer the Renene. There were tears of relief among the crew when it was seen that all the crew were safe and sound.

1956



(1960 Renene sailed Queenscliff - Devonport Yacht Race)



Yacht drama: crew fights for survival

From a Special Correspondent
HOBART, Saturday.
 The exhausted crew of the "fast" yacht *Renene* in the Hobart-Sydney race today told a dramatic story of their fight for survival.

Waves 40 ft high

They said men on watch had to lash themselves to the deck to prevent huge waves sweeping them overboard.

Horribly hot, 200 miles out to sea without rain or wind, *Renene* rode out a gale gale for 72 hours.

Wide search

Spotting aircraft and planes chartered by sailors but searched thousands of miles before *Renene* was sighted on Friday off Mt. Toros.

Cherished hard-earned money was spent when they came ashore at the weekend. The crew on *Renene* included Peter Murray, Neville Smith, Jerry Reid, John Clark, Bill Tomlinson, Tom Proctor (Sydney) and Graham Williams (Brisbane).

One of them today attacked Hobart Yacht Club officials for not organizing a full-scale search for them.

They said *Renene* was launched in a gale and was hit by a big wave that killed a crew member.

"We were fortunate because we had no idea how the boat like the big one on it," he said.

The yacht club officials here must have realized that too, and should have done a bit more concerning them.

"Anything could have happened to us out there. We could have been drowned, or caught badly, or lost everything."

80-mile gale

Describing the 80-mile-an-hour gale and high waves which swept them 200 miles into the Tasman, Tom Proctor, 31, of Double Bay said: "We hit the tail end of that first gale a day off Gabo Island and then ran smack into the middle of three other beauties."

"We knew we were being taken out but we did not know where we were."

Renene's chronometer was ruined and made unworkable by the sea-surge brought by the gale.

7 MEN BEAT THE SEA



After being hopelessly lost 200 miles out to sea, and pounded by gale waves, the Tasmanian crew of the *Renene* rounded the Sydney-Hobart race medal over the crew could smile again. Left to right they are: Frank Reid, Neville Smith and Paul Perry (Sydney), Middle Row: Peter Murray, Tom Proctor (Sydney) and Graham Williams (Brisbane). Back row: Jerry Reid and Bill Clark. Their dramatic story is on page 3.

get an effective sighting to their position.

Renene reached Hobart more than six days behind the *Renene* IV, some 1000 miles back for its own part.

They kept an average of eight hours every day over the ship.

Proctor said they were working four hours on and four hours off and he had to be led in to keep ourselves from going overboard.

"At times out there we were all very scared."

P.M. asked
 Urgent demands will be put to the Prime Minister, Mr. Menzies, to ensure the safety of future Sydney-Hobart yacht races.

The Tasmanian Premier, Mr. R. Cosgrove, is leading strong widespread demands for a R.A.N. cutter to accompany race boats.

The Federal Government and the Navy have positively and flatly turned down previous requests for a cutter to accompany the yacht.

YACHT CREW IN GALE PERIL

Roped to the deck

their arrival—forced them to sit down.

'Three beauties'

Proctor said, "We hit the tail-end of the first gale a day off Gabo Island."

"Then we ran smack into the middle of three other beauties."

"We were carried 200 miles out. We didn't have a clue where we were."

"We knew we were being taken east but we didn't know how far south."

"Our chronometer was ruined and we couldn't get a sighting to fix our position."

'Right-over us'

"Terrific waves hammered us non-stop for more than 60 hours."

"Peter Murray kept the average."

"Eight times every hour a 40-footer broke right over us."

"We worked four on and four off every four hours."

"We had to be tied in to keep us from going overboard."

"We were shooting the seas like a surfboard."



Tom Proctor

Williams said, "The nights were the worst."

"I was on watch in the late night shifts and I was pretty scared."

"Every 10 minutes a huge wave would crash right over the boat just about putting us under."

"We were all like drowned rats."

No yacht club official was present when *Renene* crossed the line.

Relatives and friends who had been anxious for the sloop's safety stood by with fresh food for the weary men.

The *Renene* suffered structural damage, lost several sails and the sea anchor.

She finished the 650-mile run more than six days after the leading yacht *Kurunga*