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### THE CUP AND THE ROSE

ROGER STURGEON TELLS  
HOW ROSEBUD BLOSSOMED

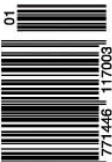
### OUT OF THE BOX

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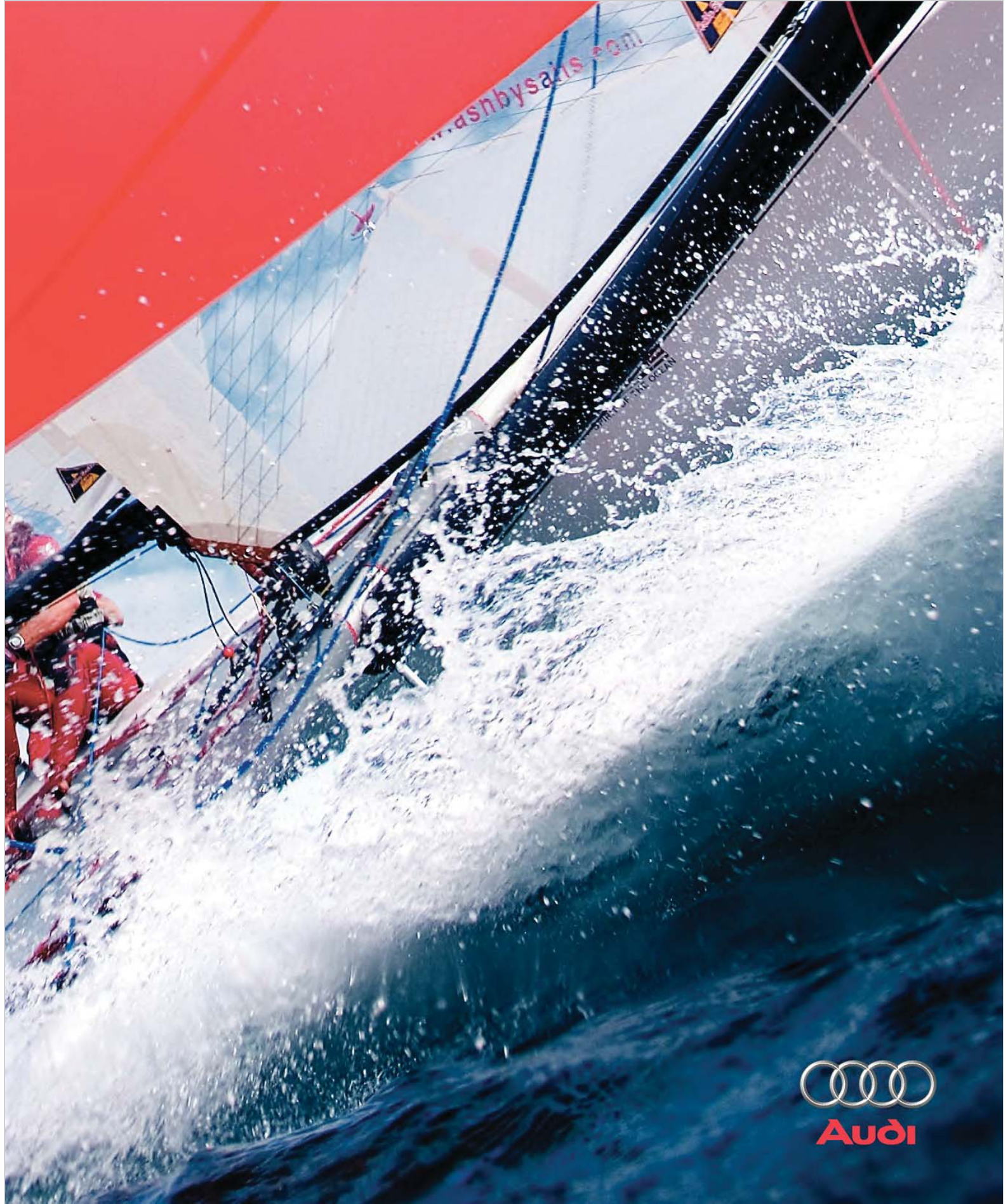
OFFICIAL MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

A close-up, low-angle shot of a sailboat's mast and boom. A large red sail is visible at the top, and a white sail below it features the Audi logo (four interlocking rings) and the word "Audi" in red. The background shows a cloudy sky and the sea.

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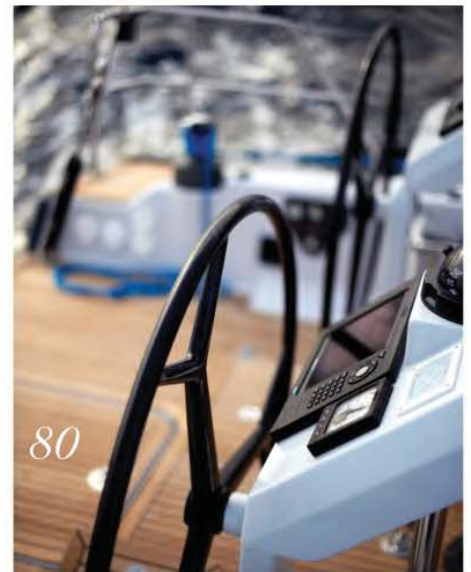


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# AT THE HELM



MATT ALLEN, COMMODORE  
CRUISING YACHT CLUB OF AUSTRALIA

THE 63RD ROLEX SYDNEY HOBART YACHT RACE ONCE AGAIN CAPTURED THE ATTENTION OF BOTH THE YACHTING WORLD AND GENERAL PUBLIC. THE INTRIGUE OF THE MAXIS WAS FOREMOST AMONG THE MEDIA, HOWEVER THE BREADTH OF INTEREST IN THE RACE WAS FAR WIDER THAN HAS BEEN SEEN FOR YEARS.

The stature of our race continues to grow and I would like to record my thank you to Rolex and the staff and volunteers at the club for their contribution.

I would like to congratulate *Rosebud's* skipper, Roger Sturgeon, and his crew for their overall win. They certainly sailed a flawless race and went back to America with wins in the SOLAS Big Boat Challenge and the Rolex Trophy as well as the Tattersall's Cup. *Rosebud* is the first US boat to win the race's major trophy in 30 years.

There were many highlights including the equalling of the late John Bennetto's record of 44 races by both Lou Abrahams and Tony Cable. It is fitting that these three come from the three main ports that have supported this race since 1945, namely Hobart, Melbourne and Sydney.

Congratulations also to *Wild Oats XI* for their third successive line honours victory, equalling *Morna's* record from the 1940s. Congratulations also to all division place-getters in this most tactical of races.

Thank you to the radio relay vessel and supporting vessels, namely: *JBW* skippered by John Winning, *Young Endeavour* courtesy of the Royal Australian Navy, and Past Commodore Hugo Van Kretschmar for the use of the *Ada Hardy*.

I would also like to record the club's gratitude to Tim Cox for chairing the race committee and Past Commodore David Kellett for running the radio skeds. Past Commodore Martin James once again provided invaluable support with the yacht tracker and website.

When the late Peter Luke, co-founder of the CYCA, wrote to the Royal Yacht Club of Tasmania (RYCT) in 1945 regarding a proposed race to Hobart later in the year, the then RYCT Commodore replied, "This news gladdens our hearts and we will be most happy to cooperate in any way desired. We will take care of the ships and their people upon arrival ... we look forward to the event with great interest."

This reply embodies the support we have enjoyed since that inaugural race from our friends at the RYCT. We share a great partnership and

many friendships as a result of this race and as a result of our shared passion for ocean racing.

I would also like to thank all the owners who entered. Without their time and efforts, our sport wouldn't exist.

Bill Ratcliff joined the elite 40 Sydney Hobart group that includes the late John Bennetto, Lou Abrahams, Tony Cable, Tony Ellis, Bernie Case and Richard 'Sighty' Hammond.

Thanks also to our official starters: Michael York, who contested his first Sydney Hobart in 1946 aboard *Mistral* and who fired the 1pm starting cannon; Russell Price, a crewman on life member Jeannette York's father's yacht *Tradewinds* when it won the 1949 Sydney Hobart Yacht Race, who fired the five-minute warning signal; and Hamish Grieve, who sailed the 1949 Sydney Hobart aboard *Independence* and the 1950 Sydney Hobart aboard *Ellida*, who fired the ten-minute warning signal.

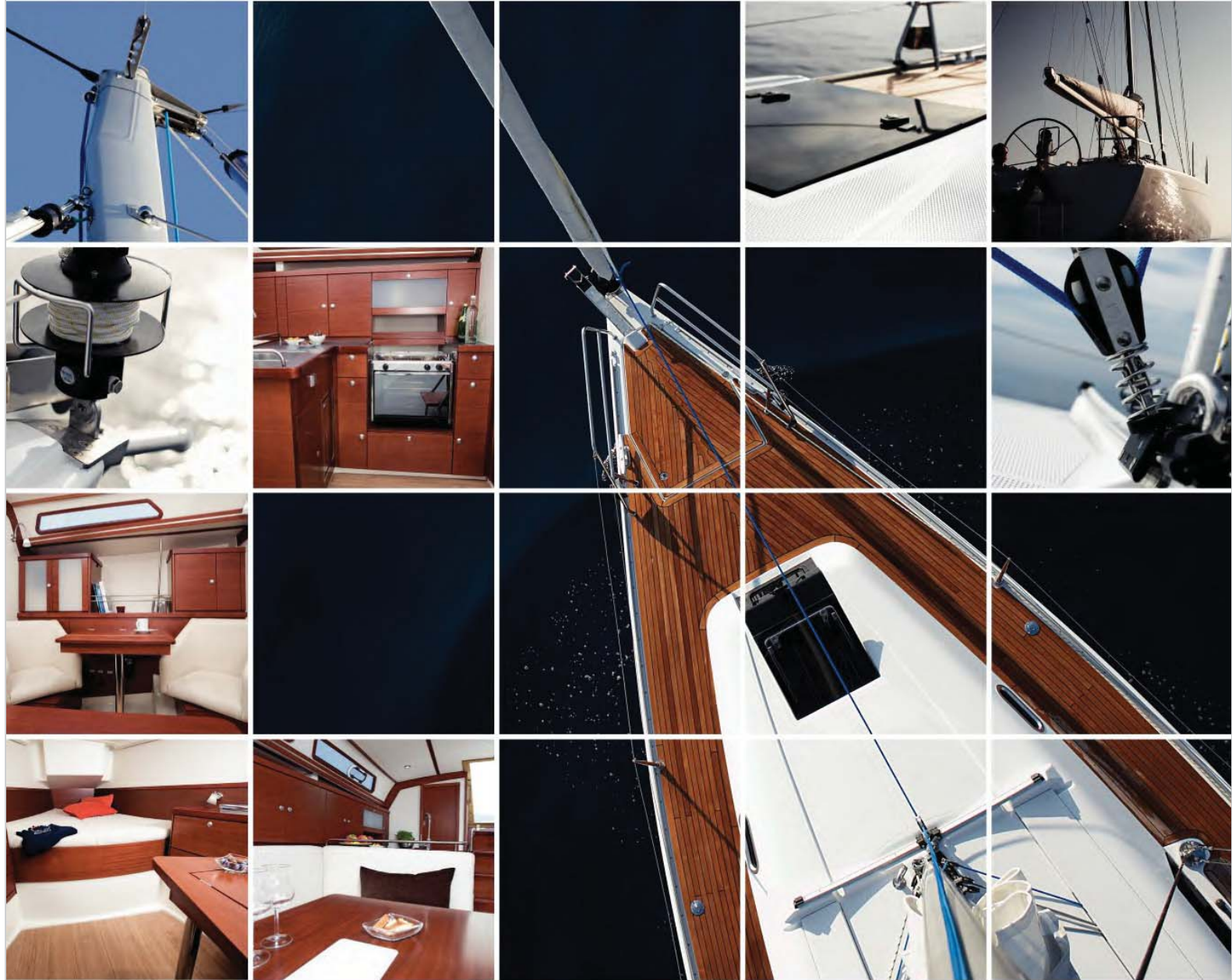
More recently at Skandia Geelong Week, a number of CYCA yachts were successful including *Quest* winning the IRC grand prix division, *Limit* winning the Sydney 38 Australian Championship and the CYCA team of *Quest*, *Patrice Six* and *Wot Yot* taking out the coveted Teams Trophy. *Patrice Six*, skippered by YSA sponsor Tony Kirby, was also overall winner at Sailing South Regatta in Hobart.

I would also like to congratulate the CYCA Ocean Racers of the Year, Ed Psaltis and Bob Thomas for their tireless and successful campaigning of *AFR Midnight Rambler*. The three other category winners are mentioned on page 22 of this issue of *Offshore Yachting*.

I am saddened by the passing of Professor Don Harrison who was an inspiration to those who knew him at the club, and at St. Vincent's Hospital. His work on the design of the CYCA Medical Course for Mariners, which is soon to be officially launched, was instrumental. He was a truly great Australian and will be missed by many at the hospital.

I look forward to seeing you at the club or on the water in the near future.

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## Out of the Box

The great 'Gentlemen's Race,' the Rolex Sydney Hobart, was certainly gentler for the 63rd running of this ocean racing classic than in recent times. Race records were much talked about prior to the big race, with several supermaxis lined up to take on the history books. Although the strong winds needed to smash the line honours record set by *Wild Oats XI* in 2005 did not materialise, the race was still a challenging one on many fronts, including the final fickle stretch up the Derwent.

But the 2007 race was not without records, and recognition must go to the tireless efforts of the crew aboard *Wild Oats XI* to keep the challengers in their wake yet again. Their trifecta of taking the gun in Hobart in three consecutive years is a triumph and a credit to an extraordinary sailing machine and equally special team.

Overall winner on corrected time, and our *Skipper* profile this edition, was American Roger Sturgeon's brand new STP65 *Rosebud*. This new box design, an evolution of the school of thought that shaped the increasingly popular TP52 class, is proving extremely fast and is literally carving up almost any course on corrected time. With several STP65s currently under construction, including for well-known Australian yachtsmen, the race is on to see more of these exciting boats racing in our waters.

This edition reviews the new STP65 and the popular TP52 design. Also reviewed is Hanse Yacht's impressive 'pocket' production superyacht, the Hanse 630e, designed for short-handed cruising in European style.

We review a plethora of races and regattas sailed over the summer months across Australia including the Rolex Trophy, Rudder Cup, Pittwater to Coffs, Savills, Melbourne (and Launceston) to Hobart races and the huge Skandia Geelong Week.

Coming up in Previews are the Audi Sydney Harbour Regatta, the Bluewater Pointscore series, the first Audi Sydney Offshore Newcastle Yacht Race, and the Harken Women's International Match Racing Regatta.

We also look into the mathematically exacting but imprecise science of Weather Forecasting and take in the slower pace of life visiting Samoa, one of our Pacific neighbours well worth an offshore cruise to visit.

Finally, we are proud to announce that *OCEAN* Media have again been selected by Hamilton Island and Audi to publish the Official Program for the 25th Anniversary of this iconic race week in the beautiful Whitsundays and again, come August, we look forward to seeing many of you there.

See you on the start line.

Anthony Twibill  
Publisher/Director

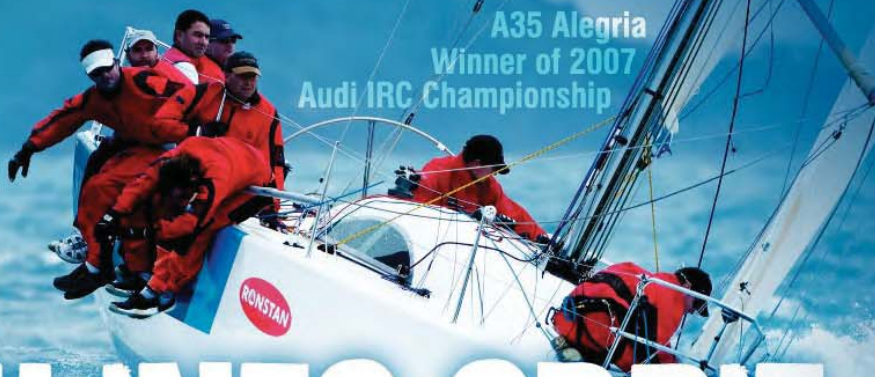
Hillary Buckman  
Managing Editor/Director





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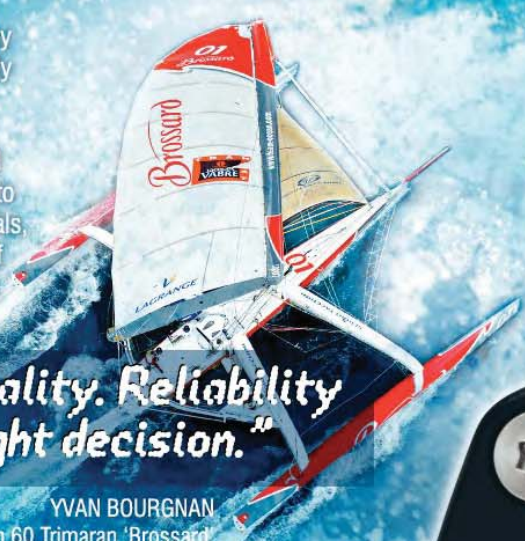


Rod Jones, A35 Alegria - Photo Andrea Francolini

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ROSEBUD OFF CAPE RAOUL  
PHOTO: ROLEX / DANIEL FORSTER

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## news

### RED DRAGON sails with Stratis

Doyle New Zealand has announced that the largest sails ever to come from New Zealand loft Stratis Sail Cloth were hoisted last week on the latest superyacht from the Dubois drawing board, *Red Dragon*. The boat, built by Alloy Yachts, received perfectly fitting, uniquely monogrammed sails that performed flawlessly during tests out on Hauraki Gulf off Auckland. These sails are by far the largest membrane sails ever produced at the Stratis Sail Loft, and could well be the largest custom-inlaid fibre sails produced by a loft anywhere in the world. To put things in perspective – the total Stratis Membrane Cloth on board this boat accounts for more than eight square kilometres (27,000 square feet) of sail area. The Reacher alone measures in at just over 2.5 square kilometres (8,500 square feet).

Since Doyle NZ embarked on the Stratis Membrane development project over five years ago, the company has cut over 2,000 racing and cruising sails for clients worldwide. Stratis Membrane sails are being distributed by every Doyle Sail Loft in the world. The lofts are able to either purchase the blank sail membrane and complete the sail in their own facility or can have the sails manufactured and finished at Doyle Sails NZ.

For further information contact Doyle Sails NZ on +64 (0)9 307 0799 or by email at [info@doylesails.co.nz](mailto:info@doylesails.co.nz) or visit [www.doylesails.co.nz](http://www.doylesails.co.nz)

### Cargo ship using SkySails makes maiden voyage on the North Sea

A newly-built cargo vessel towed by the innovative wind propulsion of the Hamburg-based company SkySails has set sail from Germany for Venezuela. The 160-square-metre SkySails helps the main engine of the 132-metre carrier *Beluga SkySails* by giving it five tons of tractive force at low wind. "The maiden voyage marks the beginning of the practical testing during regular shipping operations of the SkySails System. During the next few months we will finally be able to prove that our technology works in practice and significantly reduces fuel consumption and emissions," says Stephan Wrage, Managing Director, SkySails.

Both the shipping company and the manufacturer calculate that by using the kite towing system, a ship's average annual fuel costs can be reduced by up to 35 per cent, depending on the prevailing wind conditions. Under optimal wind conditions, SkySails estimates that fuel consumption can be cut by up to 50%.

The SkySails technology was originally designed for use in commercial shipping. After six years of development, SkySails is currently equipping the first cargo ships with the fuel-saving and environmentally sound towing kite propulsion. Fishing trawlers and superyachts can also be fitted with SkySails.

For further information, visit [www.skysails.info](http://www.skysails.info)



## WOT ROCKET aims to break 50-knot barrier

Built to break through the 50-knot sailing speed barrier, the nine-metre vessel *Wot Rocket* looks like a cross between a Yellow Pages, a foiling International Moth and a sailplane/glider.

Sean Langman, the former 18-foot World Champion, built *Wot Rocket* in his Noakes Shipyard. Graeme Wood, the Internet entrepreneur who raced the Rolex Sydney Hobart 2007 in his TP52 *Wot Yot*, has jointly funded the project with Langman.

Andy Doveil from Murray Burns and Doveil designed the boat. Martin 'Tacka' Thompson from Sydney Yachts will be co-pilot with Langman.

*Wot Rocket* is half sailboat, half sailplane. It consists of a nine-metre canoe-style hull with two tiny foils, each about a sixth of the size of a Moth foil and a nine-metre rigid sail, then a transverse beam out to an aerodynamic twin pod crew compartment.

The difference between this sailboat/sail plane and any that have come before it, is that it will be attempting to break through the water speed barrier using a technology as yet untried on any sailing craft – supercavitation. The problem for all marine craft is that the drag in water is around 1,000 times greater than in air. That's why designers of racing powerboats or International Moths aim is to have as little as possible of the craft in the water. Doveil thinks fin and foils can be designed to create supercavitation.

The current sailing speed world record is held by windsurfer Finian Maynard. In April, 2005, he sailed at a speed of 48.7 knots breaking his own record of 46.82 knots, set in November 2004. The World Sailing Speed Record is governed by a body of the International Sailing Federation (ISAF). Claiming a world record requires the sailing craft to average the highest speed over a 500-metre course.

For further information, visit [www.sail-world.com](http://www.sail-world.com)



ABOVE: From L-R: Martin 'Tacka' Thompson, Graeme Wood and Sean Langman



## Frenchman Francis Joyon carves 14 days off solo round-the-world record

Francis Joyon has once again become the single-handed, round-the-world record-holder with the amazing time of 57 days, 13 hours, 34 minutes and six seconds, subject to ratification by the World Sailing Speed Record Council (WSSRC).

Joyon's voyage encompassed 26,000 nautical miles, covered at an average speed of 19.09 knots, four knots better than Briton Ellen MacArthur, whose record Joyon, who is Breton, has beaten by two weeks.

This is the second time that Joyon has set the record. He did so the first time in 2004 in a time of 72 days, 22 hours, 54 minutes and 22 seconds, travelling around the world alone at an average speed of 15.5 knots on the 27.4-metre (90-foot) trimaran *IDEC*. In 2005, MacArthur bettered Joyon's record by one day, eight hours, 35 minutes and 49 seconds, and was the record-holder until now.

Joyon set the new record aboard *IDEC II*. At 29.7 metres, the new boat is slightly longer than the old boat, carries 10 per cent more sail area and, at 11 tons, is five tons lighter.



Jean-Marie Liot / DFP

Francis Joyon just before heading around the world alone as fast as possible on his trimaran *IDEC*

news



## Sir Robin Knox-Johnston wins top British sailing accolade

Sir Robin Knox-Johnston has been awarded the Raymarine/YJA Yachtsman of the Year in the United Kingdom. In 2007, Sir Robin Knox-Johnston, from Devon, completed the Velux 5 Oceans Race at the age of 68, thirty-eight years after his original solo circumnavigation of the world, which was first non-stop circumnavigation. Lady Pippa Blake presented the award to the yachtsman. The ceremony took place at The Painted Hall, The Old Royal Naval College, Greenwich.

Sir Robin first made history in 1969 when he took 312 days to become the first person to sail solo non-stop around the world in the Sunday Times Golden Globe aboard *Suhaili*. He said he entered the Velux 5 Oceans Race, which finished in May 2007, to prove that age is not a barrier to getting out and doing things in life. The Velux 5 Oceans Race is one of the toughest sporting challenges in the world. It pushes skippers' endurance, resilience and determination for more than 150 days in demanding and extreme conditions. After finishing the race, Sir Robin said he would not have missed it but vowed never to do another solo circumnavigation of the world. This is the second time that Sir Robin has won the award.

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## JEANNEAU SUN FAST 3200 wins European Yacht of the Year Award

The SunFast 3200 from Jeanneau has been named European Yacht of the Year at the 2008 Düsseldorf Boat Show. Designed by French naval architect Daniel Andrieu and the Jeanneau design team, the Sun Fast 3200 is a 9.8-metre (32-foot) racer/cruiser for fleet racing under the IRC rating system. More than 15 Sun Fast 3200s have already been ordered for the next Transquadra transatlantic ocean race, the company confirms. The Jeanneau Sun Fast 3200 also beat off competition in the under 10-metre (33-feet) category, where shortlisted boats included the Bavaria 31 Cruiser, Delphia 33, Hanse 320 and the Ranger 9.9. The awards were judged by a panel of senior journalists drawn from 11 top yachting magazines in Europe, including Voile Magazine in France, Fare Vela in Italy, Seilas in Norway, Yachting World in the UK and Yate in Spain.

For further information, visit [www.jeanneau.com](http://www.jeanneau.com)



## mouldCAM helps create lighter hulls quicker

mouldCAM provided McConaghy yachts with a world-first solution during the build of *City Index Leopard*. mouldCAM translated the boat design with such accuracy that virtually no further fairing of the hull and deck was required. By ensuring perfection in shape, mouldCAM assisted in saving both final weight and critical production time. mouldCAM produced a unique CNC cut female mould as a single skin, without the usual thermal insulation of a CNC mould. This meant that the mould could then be heated to the requirements of the latest carbon technology. Further, by outsourcing the deck mould to mouldCAM, the boat builder could complete *City Index Leopard* quicker – due to the scale of the boat, the hull and deck could not be built in the same oven – and could employ workers to build boats, not make moulds. *City Index Leopard* went on to smash the Rolex Fastnet Race record by an incredible eight hours and 50 minutes. mouldCAM's precision mould generation techniques have provided two key advantages to McConaghy Yachts. First, the accuracy of aerofoil shapes means McConaghy builds deliver powerful lift without the drag. Second, perfect shapes mean no need for heavy fairing materials, reducing weight while maintaining strength.

For further information, visit [www.mouldcam.com](http://www.mouldcam.com)



Frances Howorth



## Ron Holland to speak at Yacht Vision '08 in New Zealand

In March, legendary yacht designer and ex-pat Kiwi Ron Holland will be gracing the podium at the Yacht Vision Symposium in Auckland, New Zealand to enlighten the delegates on his latest project, *Ethereal*. This yacht – now being referred to as the 'green superyacht' – aims to be the most efficient, eco-friendly vessel afloat and an ambassador for green technology. In a career that spans more than three decades, Ron Holland, who has lived in Ireland since 1973, has created an extensive, award-winning portfolio of racing and cruising yachts, including *Screw Loose* (winner of the 1979 Sydney Hobart), *Imp* (winner of the 1977 Fastnet), the 80-footers *Kialoa* and *Condor* and the 247-foot *Mirabella V*.

For further information visit [www.yachtvision.co.nz](http://www.yachtvision.co.nz)



## DELPHIA 33 voted import boat of the year

*Cruising World* magazine has voted the Delphia 33 yacht their Import Boat of the Year for 2008. The magazine stated that "what drew the judges' attention were the smaller sailboats, boats that are relatively affordable, can get a family out onto the water, and are fun to sail. In the end, it was the Delphia 33 that best fit the bill on all accounts."

The Delphia 33 comes equipped with a Volvo Diesel, Selden mast and boom, Lewmar deck fittings, Furllex furling headsail, fully battened mainsail, anchor winch, gas stove and oven, refrigeration, 2 large double cabins, and custom timber joinery. The new Delphia 33 yacht prices start from \$199,000.

For further information, contact Bob Vinks from Delphia Yachts Australia on (02) 9969 2144, or visit [www.delphiayachts.com.au](http://www.delphiayachts.com.au)



## NEWS IN BRIEF

### PORTO ALEGRE TO HOST 2009 ISAF NATIONS CUP GRAND FINAL

ISAF has announced that Porto Alegre, Brazil will host the Grand Final of the ISAF Nations Cup in March 2009. The Veleiros do Sul sailing club will host the world's top match-racing nations in both men's and women's divisions for the fifth edition of the ISAF Nations Cup.

### SOUTHPORT YACHT CLUB APPOINTS NEW CEO

Southport Yacht Club in Queensland has appointed Mr Goddard as Chief Executive Officer. Mr Goddard has more than 30 years' experience in managing marinas and yacht clubs both in Australia and abroad. His previous experience includes establishing EastSail (a charter and sailing school company based in Sydney), managing the Cruising Yacht Club of Australia as well as the the Dubai Marina Yacht Club.

## DISTRESS BEACONS

### SWITCH TO 406

121.5 MHz distress beacons will no longer be detected by satellite after 1 February 2009.

#### Avoid the rush

Switch to a digital 406 MHz distress beacon before 1 July 2008.



Australian Government  
Australian Maritime Safety Authority

### REGISTER YOUR 406 BEACON

406 MHz beacons should be registered with AMSA to fully utilize the beacons features.

#### Registration is free



### BEACON DISPOSAL

Unwanted beacons can now be disposed of at no cost by placing them in collection bins in any of the Battery World stores around Australia.

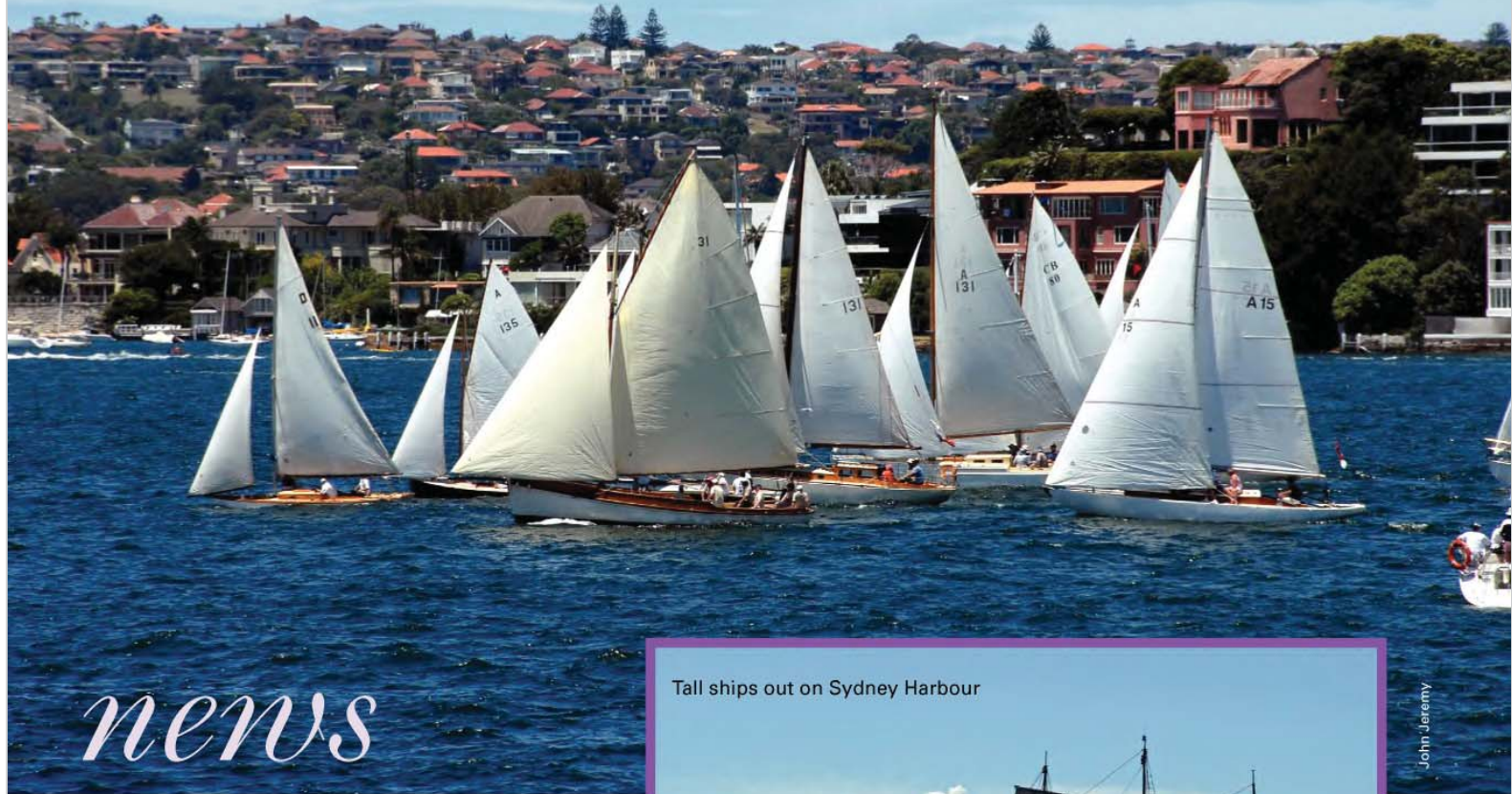
#### Be responsible



Battery World

For more information see <http://beacons.amsa.gov.au> or phone 1800 406 406

The start of a classic yacht race



## news

### Magic day on Sydney Harbour for 172nd Australia Day Regatta

It was a magic day on Sydney Harbour as more than 800 sailors crewing some 120 yachts and skiffs contested the 172nd Australia Day Regatta.

The warm and sunny day drew an estimated 2500 leisure craft, ferries, fire tugs, square-rigged tall ships, racing yachts and skiffs, historical and modern, even a P&O liner, on to the magnificent harbour that 220 years ago saw the First Fleet sail into Farm Cove. Every yacht and sailing club on Sydney Harbour was represented in the fleet which ranged from 60-foot ocean racers to replicas of the famous gaff-rigged 18-footers of the early 1900s. The festivities afloat began in the morning with the spectacular Ferrython, followed by the Parade of Sail. Then a total of 96 boats set sail in the 172nd Australia Day Regatta from near the Regatta flagship, HMAS *Kanimbla*.

— Peter Campbell

For full results of 172nd Australia Day Regatta events, visit [www.rsys.com.au](http://www.rsys.com.au).

For the short ocean race, visit [www.cyca.com.au](http://www.cyca.com.au)

Tall ships out on Sydney Harbour



John Jeremy

John Jeremy

Australia Day racing



John Jeremy

A vintage 18-footer



Peter Campbell

# Noakes is rising in the east



Hamilton Island Sister Shipyard

Noakes Nelson Bay

Noakes Newcastle

Noakes North Sydney

Woolwich Dock

Noakes The Spit

Port Huon Sister Shipyard



## The Noakes network now provides you with 1,700 nautical miles of coverage

Everyday the Noakes sun rises over Australia. From Hamilton Island in the north to Port Huon in the south, Noakes continues to provide invaluable knowledge, skill and experience to every project.

Boat repair and maintenance has never looked brighter on Australia's eastern seaboard.

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## Nuvolari Lenard 47

What does a designer do when he wants to create a boat for his own use?

Nuvolari Lenard's answer is a *Gran Turismo* (GT) yacht, a high-performance, carbon-fibre, 47-footer with carbon rig and top-end sails. The new boat has one purpose: fast cruising with friends and family. A real Gran Turismo is a sports boat or car featuring both high-tech construction and all amenities necessary for comfortable cruising. Maseratis or Bentleys are the best analogues in the car world.

Displacing just under eight tons, the new boat features standard air-con, gen-set, teak decks, stainless steel professional 320-litre fridges, black water tanks, Tecma electric toilets, 32-inch plasma TV and a Bose two-zone surround-sound system, bow thrusters, on-mast electric winches (from Porsche) and custom Antal deck hardware.

For further information contact [info@nuvolari-lenard.com](mailto:info@nuvolari-lenard.com) or visit [www.nuvolari-lenard.com](http://www.nuvolari-lenard.com)

The Nuvolari Lenard 47



*new builds*

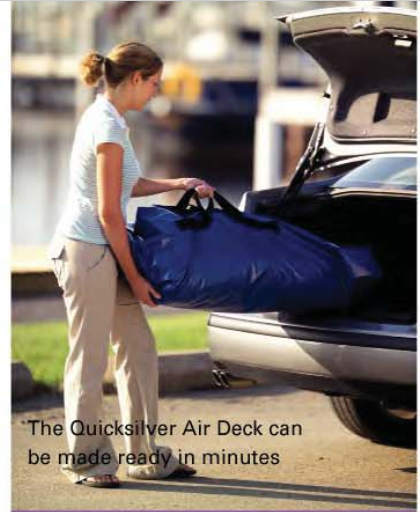
## SEAWOLF SELECT LUCTOR YACHTS

Luctor Yachts have announced that the Luctor 42 IRC racer is the weapon of choice of the Seawolf sailing team for the coming seasons. The new *Seawolf* being built at Standfast in the Netherlands is scheduled for launch on April 15 2008. After some fine tuning and training by her crew, *Seawolf* will participate in the North Sea Race and North Sea Regatta. Further along the season *Seawolf* will compete in a couple of IRC events in the UK and Northern France, to be transported to the South of France later on to participate in the Voiles de St. Tropez, Tour de Corse and the Rolex Middle Sea Race. The owner has selected the Luctor 42 because of her excellent combination of exhilarating speed and IRC scoring potential.

For further information contact Jort van Sisseren of Luctor Yachts on +316-46403185 or [info@luctoryachts.com](mailto:info@luctoryachts.com) or visit [www.luctoryachts.com](http://www.luctoryachts.com)



The Luctor 42 *Seawolf* is scheduled to be launched in April 2008



The Quicksilver Air Deck can be made ready in minutes

## Quicksilver Sports and Airdeck Inflatables

The Quicksilver Sports range is ideal for fishing, water sports or general cruising, with the benefit of being light and compact enough to carry and store easily. With marine-ply floorboards and seat, which help create a low centre of gravity, Quicksilver Sports inflatable boats are a stable and safe platform for any number of on-water activities. An inflatable keel helps provide a smooth ride, manoeuvrability and plenty of get-up-and-go. The boat features three separate internal air chambers. The smallest model weighs just 42 kilograms and can carry three adults, while the largest, at 3.4 metres, can seat five adults comfortably and has plenty of power as it's rated for a 15 hp Mercury outboard engine. Then there's the Quicksilver Air Deck inflatable. Available in a range of sizes from 2.4 to 3.4 metres, the largest Air Deck can comfortably seat five adults, so it's useful as a tender. It's easy to store and can be pulled out of the car boot and made ready in literally a few minutes.

All Quicksilver inflatable boats are thermowelded and are made from super-tough materials such as Duratex or Hypalon. The unique QuickLift endcones on Quicksilver inflatable boats reduce planning time by 50% and bow rise by 15%, which adds up to a drier, smoother and safer ride.

For further information visit [www.mercurymarine.com.au](http://www.mercurymarine.com.au)



The Quicksilver Sports

Bruce Calvert and crew  
sailing *ABN AMRO Morgans*  
on Hobart's Derwent River

PHOTO Peter Campbell

Geoff Lee presenting a trophy at an  
Australia Day Regatta prizegiving

PHOTO Peter Campbell



## GEOFF LEE AM OAM SAILS HIS FINAL VOYAGE

**P**rominent Royal Sydney Yacht Squadron (RSYS) member, yachtsman and yachting benefactor Geoff Lee AM OAM died after an extended illness.

Geoff was the immediate past chairman and a life member of the Australia Day Regatta and was largely instrumental in maintaining its status as the world's oldest continuously conducted sailing regatta.

He had been a member of the Australia Day Regatta management committee since 1995 and chairman from 2001 until his retirement in 2004, when he was elected a life member.

Geoff was a member of the RSYS since 1964 and was also a member of the Cruising Yacht Club of Australia and a past flag officer of the Royal Prince Alfred Yacht Club. He donated many perpetual trophies to sailing, including one for line honours in the Australia Day Ocean Race to Botany Bay and return.

Over many years of active sailing, Geoff raced a succession of yachts named *Taurus* in ocean races and, in latter years, in harbour racing with the RSYS Division 1.

Geoff was also involved in supporting many other activities, including the Scouting movement nationally and internationally, and the Sydney Heritage fleet, and was a tireless worker in raising funds for charity and sailing projects, including the restoration of the *James Craig*.

St Mark's Church in Darling Point, Sydney was packed for a memorial service which was followed by a gathering of family and friends at the Cruising Yacht Club of Australia. — Peter Campbell ○



## UNTIMELY PASSING OF A FINE TASMANIAN SAILOR – BRUCE CALVERT

**O**n Saturday, 20 October, Tasmanian yachtsman Bruce Calvert proudly skippered his sports boat *ABN AMRO Morgans* with its brand new mast for the first time in the Derwent Sailing Squadron's (DSS) pennant race on Hobart's Derwent River.

Bruce died just four weeks later, on 20 November, six and a half months after being diagnosed with cancer. It was his final sail at the age of 43.

More than 500 family and friends gathered in Hobart's St David's Cathedral to remember a fine family man, businessman and an outstanding sailor and member of The Royal Yacht Club of Tasmania (RYCT) since a lad. He was also a member of the Derwent Sailing Squadron.

Bruce was a son of Don and Jill Calvert, Don a past Commodore of the RYCT. With his brother David, Bruce had taken over the management of the family plastics packaging business down the d'Entrecasteaux Channel.

He leaves his wife Philippa and three young children, Jock (10), Angus (eight) and Abbey (five). Both he and his father Don delighted in seeing the two boys sailing in Sabots, the class in which Bruce started at the RYCT at about the same age.

From Sabots, Bruce went on to sail Cadet dinghies, representing Tasmania in the Stonehaven Cup, then Fireballs and International Dragons in which he sailed *Jock Robbie* to an outstanding victory in the Prince Philip Cup, the national championship for the class, in 1997.

Bruce went with his father to England as a member of the crew of Don's One Tonner *Intrigue*, in the process becoming Tasmania's first member of an Australian Admiral's Cup team in 1985. He also contested a number of Rolex Sydney Hobart Yacht Races, including the storm-swept 1998 race aboard the Tasmanian yacht *Computerland*.

In recent seasons, Bruce campaigned his spectacularly fast sports boat *ABN AMRO Morgans* with considerable success in RYCT/DSS pennant racing and in Sailing South Race Week regattas. He also travelled to Hog's Breath Race Week in Airlie Beach and to Skandia Geelong Week.

The yacht broke its mast at the end of last season and Saturday, 20 October was Bruce's first and last race with the new rig. His health declined rapidly afterwards. — Peter Campbell ○



## CYCA announces Ocean Racer of the Year recipients

By Lisa Ratcliff

The CYCA broke with tradition by awarding the CYCA Ocean Racer of the Year to two worthy winners. CYCA Commodore Matt Allen and Vice Commodore Garry Linacre joined Rolex Australia general manager Richard de Leyser to announce the award winners at the function, which was also the pre-race Rolex Sydney Hobart skipper's cocktail party. Ed Psaltis and Bob Thomas, overall winners of the stormy 1998 Sydney Hobart with their tiny Hick 35 *AFR Midnight Rambler*, were named CYCA Ocean Racers of the Year for 2006-07. They began their successful partnership in 1990 when Psaltis was looking for a navigator for the Sydney Hobart that year and pulled a telephone number off the CYCA's crew noticeboard. Seventeen years later the pair, who eventually became co-owners in a line of boats called *AFR Midnight Rambler*, finally achieved their dream, winning the 2006-07 Blue Water Pointscore Series after a committed decade-long attempt. They also won the 2006-07 Short Ocean Pointscore, a rare feat. "This is a surprise and an honour," said Psaltis. "It's been a great year for us and a tough ask for a Farr 40 which is better suited to round-the-buoys-racing. We might not be the biggest budget campaign but we can hold our own," said the skipper, who believed he was attending the function to support his Bowman Tom Barker (see Tack and Gybe on page 70) who was named Ocean Racing Crew Person of the Year. Thomas, who flew down from Mackay to attend the function, was equally surprised. He dedicated his

half of the trophy to the crew

After a 12-year break, West Australian yachtsman and businessman Alan Brierty returned to sailing at the highest level, his spectacular comeback earning him the title of CYCA Ocean Racing Rookie of the Year for 2006-07.

Brierty purchased the Corby 49 *Limit*, formerly *Flirt*, after the 2006 Rolex Sydney Hobart and commenced his offshore racing campaign with a second in division in the Audi Sydney Southport. He then contested the Audi Sydney Gold Coast, Audi Sydney Mackay Yacht Race and Brisbane to Gladstone race, along with Airlie Beach and Audi Hamilton Island race weeks.

*Limit* achieved good results in the CYCA Bird and Flinders Island races and a win in the CYCA Cabbage Tree Island Race. While outside the qualifying period, *Limit* also won division two of the four-day Rolex Trophy.

Brierty's dedication to the sport has seen him simultaneously campaign in Sydney both his Corby 49 and his Sydney 38, with a new Reichel Pugh on order, and all while he resides in Western Australia. Indeed, Brierty was late for the start of the Rolex Sydney Hobart 2007 when the flight meant to bring him back from a family Christmas in Perth was cancelled (see page 24).

Upon collecting his trophy, an emotional Brierty recalled his boyhood dream of wanting to sail and also praised his sailing master Roger Hickman for impeccably preparing the boat for the long ocean races. The 2006-07 Ocean Racing Crew Person of the Year, Tom Barker, has come out of the CYCA's own Youth Sailing Academy and is considered 'world class' by his skipper Ed Psaltis.

Barker is both a Bowman and helmsman on *AFR Midnight Rambler* and, after spending three years as part of the *AFR* crew, his contribution to the boat's many successes has been instrumental. Psaltis went as far as naming him as the "more important crewmember on the boat" on the nomination form. Barker told the story of how he had to replay a few times a message left on his phone by Ed Psaltis inviting him to try out for the Bowman's spot with a view to contesting the 2004 Rolex Sydney Hobart. "It's been a dream come true," the relaxed 21-year-old told the room, which was filled with yachting greats, present and past. He also described Psaltis as his "hero" and thanked his parents, who flew down from Gladstone for the occasion, for introducing him to the sport of sailing. Syd Fischer was named the CYCA Ocean Racing Veteran of the Year. Fischer is a three-time winner of the Ocean Racer of the Year and an eight-time CYCA Blue Water Champion as well as a two-time line honours winner and one-time overall winner of the Rolex Sydney Hobart.

In 2007, Fischer commenced his 45th season of ocean racing with his new Transpac 52 *Ragamuffin*. Following the success of his Farr 50 *Ragamuffin*, the 80-year-old decided he needed something faster and invested in one of the quickest designs in the 50-55 foot range on the market.

"The thing I've learnt is that we all depend on each other for our lives at some time ... that camaraderie is really important in ocean racing," Fischer said. Fischer was one of three octogenarians who competed in the Rolex Sydney Hobart 2007, his 39th trip south.



1. The 2006-07 CYCA Ocean Racer of the Year Award winners, from left to right: Ed Psaltis, Syd Fischer, Tom Barker, Bob Thomas and Alan Brierty

2. *City Index Leopard's* owner Mike Slade chatting with CYCA Commodore Matt Allen

3. The CYCA Ocean Racer of the Year ceremony and skipper's cocktail party

4. Rolex Australia general manager Richard de Leyser wishing all the skippers a safe trip south

5. In a break with tradition, Ed Psaltis and Bob Thomas (pictured here with Matt Allen between them) were joint winners of the CYCA Ocean Racer of the Year Award

6. CYCA Ocean Racing Veteran of the Year Syd Fischer saying a few words after accepting his award, with Vice Commodore Garry Linacre standing in the background

All photos: ROLEX/Daniel Forster





# A Gentleman's Race

THOUGH MUCH GENTLER THAN IN PREVIOUS YEARS, THE WEATHER STILL PLAYED A VITAL ROLE IN THE ROLEX SYDNEY HOBART YACHT RACE 2007, PARTICULARLY ON THE DERWENT, WHICH GAVE COMPETITORS THE KIND OF FICKLE WEATHER THAT REWARDS SAILING SMARTS AND HARD WORK

By Rob Mundle

“Don't wake me,” said Roger Sturgeon, his head buried in his hands. “This is unimaginable. The odds against it were huge. I'm ecstatic beyond belief.”

Sturgeon, a mathematician out of California's Silicon Valley whose incredible intelligence has seen him contribute to everything from nuclear submarine rocket science to technology that makes our mobile phones work, had just heard from the CYCA's commodore, Matt Allen, that his impressive new STP65, *Rosebud*, was the winner of the ultimate prize in the Rolex Sydney Hobart Yacht Race, the Tattersall's Cup. And in taking the trophy, *Rosebud* became the first American yacht to win on handicap since Jim Kilroy's famous ketch, *Kialoa III*, in 1977.

As he eyed the ornate prize, the bespectacled and bearded Sturgeon

stressed that, above all, there was one big plus that came with the achievement: his wife, Isobel, would be much happier – he probably wouldn't hear quite as often, “you're spending how much?”

While the race didn't live up to its reputation for being one of the world's most challenging and sometimes brutal offshore contests, it was an incredible event; one loaded with excitement right to the finish. The weather for this 63rd edition was at its charismatic best for the entire 628 nautical miles, so much so that it could only be described as ‘a gentleman's race’.

There was some superbly close competition among the 83 yachts, including a see-sawing battle for handicap honours. And Bob Oatley's supermaxi, *Wild Oats XI*, skippered by Mark Richards, opened the record books by becoming only the second yacht – and the first since 1948 – to score three consecutive line honours.

The final 44 nautical miles from Tasman Island was the real challenge for the fleet, and the Derwent River in particular turned on a tantrum that is often talked about but rarely seen. On many occasions a faint breeze would suddenly be replaced by a howling 30-knot squall that descended with little warning from the lofty heights of Mt Wellington and created havoc. For some this scenario made the final 12 nautical miles the most testing and threatening part of all. It prompted Hobart race veteran and *Wild Oats XI* crewman Peter Shipway to declare that in his 30 Hobarts he had never seen the river so difficult to deal with. However, when the spray settled and the legendary Customs House Hotel on the dock-front became the focal point for energetic post race celebrations, there was no argument when it came to the results.



The pre-race forecast confirmed that, while winds would generally be light, there was a remote chance that *Wild Oats XI's* two-year-old course record could be bettered. This fact and the anticipated line honours battle between Englishman Mike Slade's Rolex Fastnet Race record holder, *City Index Leopard*, and *Wild Oats XI*, sparked even greater public interest, so much so that there were an estimated 300,000 people on and around Sydney Harbour to watch the fleet set out on what was a perfect summer day – warm, sunny and with a typical light north-easterly sea breeze wafting up the harbour.

One man missing the action as the yachts lined up was Alan Brierty, the owner of the Corby 49, *Limit*. His race started five hours before the gun 3,300 kilometres away in Perth. His scheduled midnight flight to Sydney was cancelled and the next available flight, which he was on, landed just 20 minutes before the start. Incredibly, through some skilled planning he got to the CYCA and then rushed to the yacht on a speedboat in a time that saw *Limit* start just 17 minutes late.

For the third year running *Wild Oats XI* led the fleet out of the harbour. *Leopard* was less than a minute astern with Grant Wharington's supermaxi, *Skandia*, and *Rosebud* following. By nightfall, as the north-easterly built to around 20 knots, *Wild Oats XI* was sailing under 'The Whomper', a new 860-square-metre gennaker and still leading – and Slade was already feeling disconsolate: "The weather isn't going our way. *Wild Oats XI* is proving to be just too good for us right now. She's faster than us in these conditions, and unfortunately for us she's also sailing at a lower angle. I have to say that we have no answers. I expect her to go on and take line honours."

Three of the handicap favourites *Rosebud*, *Chutzpah* (Bruce Taylor) and *Quantum Racing* (Ray Roberts) were the standouts on the fast downhill slide as was the tiny Farr 1020 *Zephyr* (James Connell and Alex Brandon). However, the surprise package was 80-year-old Syd Fischer's recently purchased TP52, *Ragamuffin*. She was on a charge to the degree where the yacht's performance brought back memories for the owner of the days more than 50 years ago when he was a surfboat sweep in Sydney: "This is an exciting boat. We were all down the back hanging on all night. No one was game to go forward. We'd just surf down these waves in full control – the bow would submerge into the wave ahead and then just pop out. It was a great ride."

It was exciting sailing all the way to Bass Strait where a soft south-westerly change crossed the fleet. The sailing conditions were so easy they presented a dilemma for *Rosebud's* navigator, Australian Tom Addis: "I'm after hints on how to deal with these Americans," he reported back to shore. "They are going to think all Hobarts are this pleasant!!! They are starting to think that all our stories of backless waves, icy winds etc. are rubbish!"

By this stage *Wild Oats XI* had established a comfortable break on *Leopard* while *Skandia*, in third place, was unable to make an impression. *Wild Oats XI's* navigator, Ian 'Fresh' Burns, took time to give the outside world an insight into life for the crew: "I think we've used every sail we have on board – bar the heavy weather sails – and we've put reefs in the mainsail as well. We've done a least a dozen sail changes, which might sound easy, but you have to keep in mind that each sail weighs up to 150 kilograms and is generally wedged somewhere in the stack of sail below deck. Murphy's Law dictates that the sail you want is always on the bottom of the stack, so you need at least six people downstairs shifting a tonne of sail bags to get to the one you want. The call of 'We need six good men down here' is often heard on the Oats! The wanted sail then needs to be



Andrea Francolin



Andrea Francolin



Carlo Borlenghi/Rolex

TOP: The blade-like *Wild Oats XI* was again first over the line...

MIDDLE: ...*City Index Leopard* was second...

BOTTOM: ...*Ichi Ban* third



STP 65 *Rosebud* sailing past the Iron Pot on her way to a famous victory



Carlo Borlenghi/Rolex

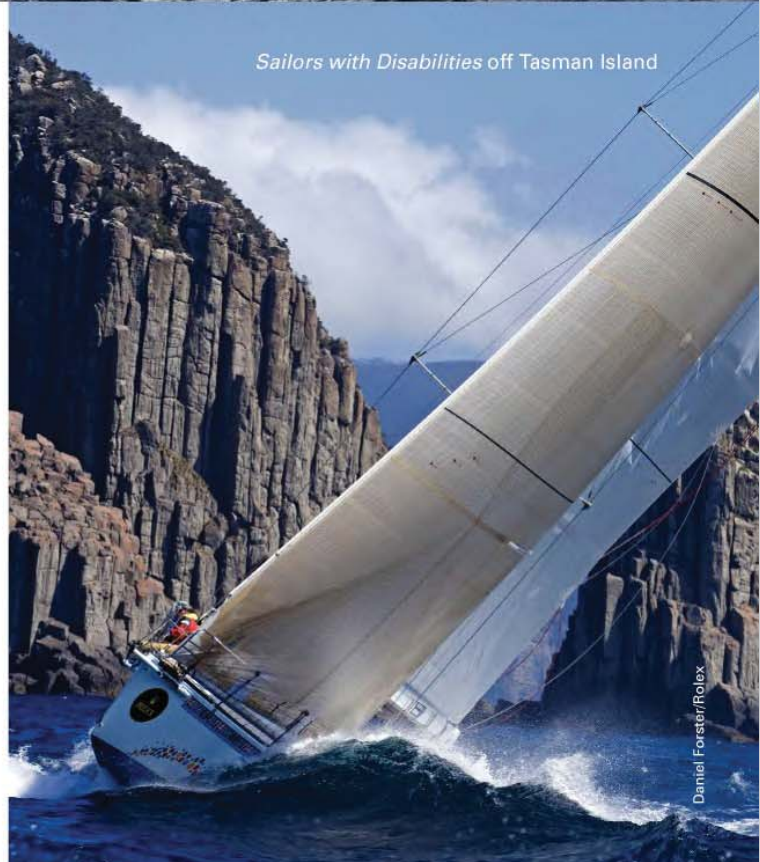


Corby 49 *Limit's* owner Alan Brierty was late for the start after his flight from Perth was cancelled

Carlo Borlenghi/Rolex

manhandled on deck and hoisted, and then the sail it has replaced must be dragged down below and packed into its bag. The sails are so big that they can't be manhandled. We have a winch fitted below deck to drag the sails through the boat so we can pack them. The sheer scale of this operation makes it impossible for mere human power to do it."

During Day Two the entire fleet accelerated south out of Bass Strait and down the east coast of Tasmania in a strengthening north-westerly wind. On the second night at sea *Skandia* slipped out of the running when the top of her carbon mast snapped off. She continued sailing under reduced



Sailors with Disabilities off Tasman Island

Daniel Forster/Rolex

# Rigged to win...



Wild Oats XI

What do the 2007 Rolex Sydney-Hobart Race line honours winner *Wild Oats XI* and IRC Overall winner *Rosebud* have in common? Both are powered by advanced Southern Spars

Element  
**C+**  
6

composite rigs equipped with Southern Spars' innovative **EC6+ continuous carbon rigging**.

The preferred choice of the America's Cup, Volvo 70 and Open 60 fleets, Southern Spars with EC6+ represents the ultimate in durability, light weight and low windage. To learn more, visit [www.southernspars.com](http://www.southernspars.com)



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THE FINAL 44 NAUTICAL MILES FROM TASMAN ISLAND WAS THE REAL CHALLENGE FOR THE FLEET, AND THE DERWENT RIVER IN PARTICULAR TURNED ON A TANTRUM. "WE WON THIS RACE RIGHT OUTSIDE THE ENTRANCE TO THE DERWENT," SAID ROSEBUD'S SKIPPER ROGER STURGEON, "NOT BECAUSE WE WERE GOING FAST BUT BECAUSE WE WERE GOING SLOW AND WE DIDN'T LET THAT BLOW OUR BRAINS."



sail and finished in tenth place. *Ichi Ban* was also winged when she lost one of her two rudders, but she too sailed on and was third home.

*Wild Oats XI* looked to have her third straight line honours in the bag as she was more than 20 nautical miles ahead of *City Index Leopard* at Tasman Island, but then she hit the wall – the breeze died and she almost stopped while *City Index Leopard* continued to power south at around 20 knots. Eventually the breeze returned and 'Oats' moved on, only to lose it again as she neared the entrance to the river. The crew did six sail changes while sailing up the river – from a code zero through to a staysail and one reef in a 28-knot squall.

There were anxious moments for the *Wild Oats XI* team as they could see *City Index Leopard* approaching fast up the river. One more calm and they could have been in trouble. But the breeze held and the silver-hulled bullet carved across the line to a tumultuous and emotional reception from one of the largest crowds ever seen at a race finish – less than three hours outside her course record. Bob Oatley, his family and supporters were in tears, a reflection of the excitement of the moment and the great relief that came as a consequence of the Herculean effort that went into getting the yacht to the start following the dismasting off Porto Cervo only three months earlier.

*City Index Leopard* slipped into Hobart less than 30 minutes later, having carried much better breeze all the way from Tasman Island. At the dock the always gregarious Slade paid high tribute to the *Wild Oats XI* team: "If you can do something like this three years running in what I consider to be the world's best ocean race, then you are looking at a great boat and a great team. We couldn't have done any better. They deserve this victory."

The race for handicap honours became a two way battle between *Rosebud* and *Ragamuffin*. *Ragamuffin's* chance came close to literally being wrecked when she was becalmed off Tasman Island and went within metres of hitting the rocks at the base of the towering cliffs. The light airs that ensued went in *Rosebud's* favour and she took top honours by one hour, 21 minutes from *Ragamuffin*. *Quantum Racing* was third and *Chutzpah* fourth.

"We were dreading *Ragamuffin* all the way down the coast," Sturgeon said in Hobart. "She was exceeding what I expected.

"We won this race right outside the entrance to the Derwent, not because we were going fast but because we were going slow and we didn't let that blow our brains.

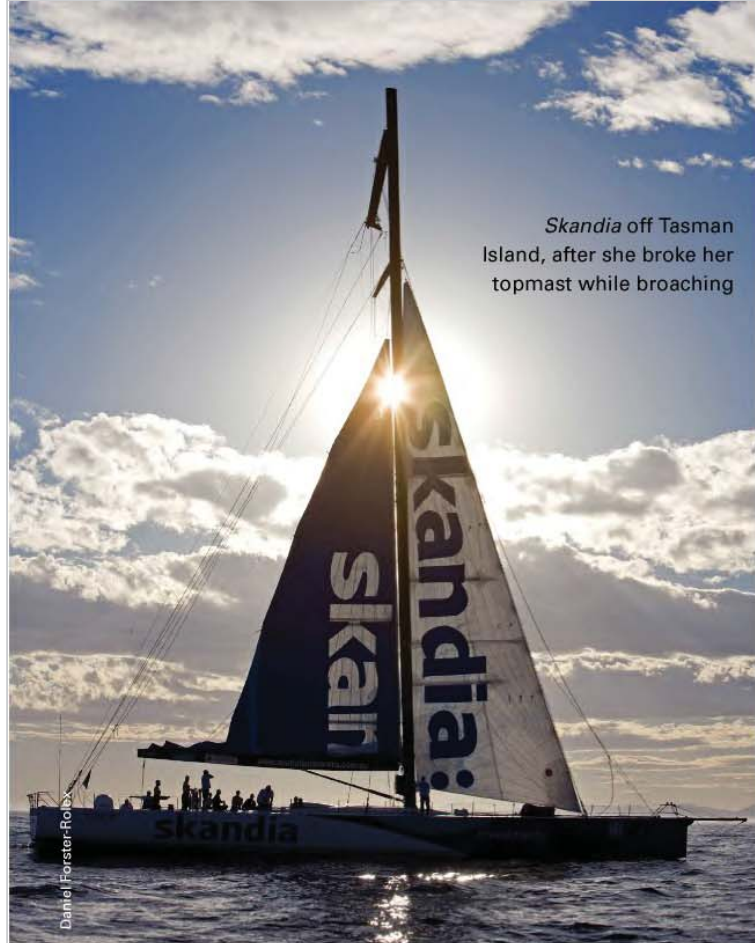
"I'd heard all about this river and the influence it can have on the outcome of the race and we did everything we could to be ready for it. It was perseverance out there when things were at their bleakest that really helped



TOP: Overall winner *Rosebud* at the start

MIDDLE: 80-year-old Lou Abrahams (right) sailing his last Rolex Sydney Hobart aboard *Challenge*

BOTTOM: Cookson 50 *Quantum Racing* at sunset. She finished third overall.



Skandia off Tasman Island, after she broke her topmast while broaching

Daniel Forster-Rolox

Chutzpah was one of the favourites from Victoria



Andrea Francolini

get us home. The pressure comes when you see valuable seconds, minutes and hours slipping away because the wind has gone light and you can't do anything about it – that's when you must accept it and stay calm.”

Emotional moments continued to flow as the remainder of the fleet came home, especially when 80-year-old Lou Abrahams arrived aboard his Sydney 38, *Challenge*. Having equalled the record of 44 Hobart races, Lou, who is a two-time winner, announced his retirement: “This year I was more a passenger than a participant,” he said. “You're just too old to do things on deck and that makes it harder on the crew.”



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80-year-old Lou Abrahams (*Challenge*) and 85-year-old John Walker (*Impeccable*) both announced their retirements after competing in 44 and 24 Rolex Sydney Hobarts respectively



Silicon Valley mathematician Roger Sturgeon contemplating the odds after winning the Tattersall's Cup with *Rosebud*



**"I THINK WE'VE USED EVERY SAIL WE HAVE ON BOARD – BAR THE HEAVY WEATHER SAILS – AND WE'VE PUT REEFS IN THE MAINSAIL AS WELL. WE'VE DONE A LEAST A DOZEN SAIL CHANGES, WHICH MIGHT SOUND EASY, BUT YOU HAVE TO KEEP IN MIND THAT EACH SAIL WEIGHS UP TO 150 KILOGRAMS." – WILD OATS XI CREW MEMBER IAN BURNS.**

Then 85-year-old John Walker decided that after his 24th Hobart – 23 of them aboard his tiny sloop *Impeccable* – he too would hang up his sea boots. But it was a different story for another octogenarian, Syd Fischer, who had enjoyed another sniff of victory by finishing second on handicap. He said he planned to be back next year, maybe with a new boat based on *Rosebud*.

However, if there was a prize for perseverance it would go to Bruce Taylor, who sailed his stunning new 40-footer, *Chutzpah*, into fourth place on corrected time and to top spot in his division. In his 26 years of trying to win the Hobart outright on handicap, Taylor has now scored eight wins in his division plus a second, third and fourth overall.

Despite 'parking' in calms in mid Bass Strait and on Storm Bay, Taylor was relaxed about missing out again.

"That's what keeps bringing you back," he said. "We had everything but the weather on our side at crucial stages, but you accept that in this sport. This boat is a breakthrough design for a 40-footer, so we have to keep trying." ○



TOP: *Wild Oats X* taking Line Honours in Hobart after a tricky sail up the Derwent

MIDDLE: The crew of *Rosebud* before their famous victory. Top row (behind Rolex flag): Wade Morgan, Andy Meiklejohn, Mikey Joubert, Jimmy Slaughter, Justin Clougher, Jack Halterman, Keats Keeley, Anthony Merrington. Bottom row: Kevin Miller, John Hayes, Mark Callahan, Roger Sturgeon, Malcolm Park

BOTTOM: The official trophy presentation at the Royal Yacht Club of Tasmania



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# LINE HONOURS TO LAST BOAT



Photo: LEX Carlo Bortolighi

WHILE HOBARTIANS TURN OUT IN LARGE NUMBERS TO SEE THE FIRST BOAT TAKE LINE HONOURS, THE PARTY DOESN'T STOP UNTIL WELL AFTER THE LAST BOAT IN THE RACE HAS FINISHED

By Peter Campbell

**H**obart is a wonderful city at any time, rising from the broad reaches of the Derwent River past the historic waterfront of Castray Esplanade, Constitution Dock, Salamanca Place and Battery Point to the hillside suburbs that nestle below spectacular Mount Wellington, sometimes with a brush of snow even in midsummer.

But the city shines most brightly when the fleet sail in as the old year nears its end, the historic waterfront around Sullivan's Cove is transformed into a summer festival of sail, food, drink and fun, and the Rolex Sydney Hobart Yacht Race becomes the centre of activities, as it has done for the past 63 years.

The finish line is in virtually the same location as it was in 1945 and, other than many more people and spectator craft on the river, the welcome for yachts remains largely unchanged, in particular the massive crowd that

packs the waterfront to greet the first yacht to cross the finish line off Castray Esplanade, night or day.

As *Wild Oats XI* swept up the river with perfect timing to cross the finish line midmorning on Friday, 28 December 2007, thousands of people swarmed down to Sullivan's Cove to see skipper Mark Richards and his crew skillfully bring the 30-metre maxi alongside Constitution Dock.

Changed, of course, are the hotels and restaurants. Even famous old pubs such as the Customs House Hotel, still the favourite watering hole for thirsty sailors after they step ashore, have been gentrified. Up on Battery Point, the Shipwright's Arms remains the next pub to visit for yachties.

The waterfront around Constitution Dock, King's Pier and the Elizabeth Street Pier has now become a fun fair for families at 'Yacht Race Time.' You'll find the oldest carousel in the nation here.

The other big attraction of Hobart's summer festival is the Taste of Tasmania where Hobartians, yachties and tourists enjoy a vast range of Tasmania's finest food, wines and beer.

This summer has seen the biggest influx of ocean racing yachts since the 50th Rolex Sydney Hobart Yacht Race in 1994, with more than 150 boats arriving in races from Sydney, Melbourne and, for the first time, Launceston, all sailing down Tasmania's east coast in a great armada of sail. The waterfront was packed.

The 63rd Rolex Sydney Hobart Yacht Race did not produce a course record, but it did achieve many personal records and achievements. Here





OPPOSITE PAGE: Locals gather to cheer *Pisces*, the first Tasmanian boat to arrive in Hobart

TOP: Veteran CYCA member Bill Ratcliff notched up his 40th Rolex Sydney Hobart Yacht Race aboard *Bear Necessity*, pictured here

ABOVE: Richard de Leyser of Rolex Australia presenting Justin 'Juggy' Clougher, bowman on *Rosebud*, with the Tattersall's Cup and a Rolex Yacht-Master timepiece

BELOW: *Toyota Aurion V6*, aka *Brindabella*, in the Rolex Sydney Hobart 2007



are some of those notable performances between the first and the last boats to finish the race:

*Wild Oats XI's* record-equalling third successive line honours win also marked the eighth time crew member Steve 'Mothy' Jarvin has been aboard a line honours winner.

Veteran CYCA member Bill Ratcliff finally achieved his goal of 40 Hobarts after being twice denied the honour – in 2005 when illness prevented him sailing and in 2006 when the boat on which he was to race south was a late withdrawal. Bill notched up his 40th race aboard *Bear Necessity*, receiving the Tasmanian Government medallion and joining an exclusive group of seven yachtsmen to have sailed south 40 times. Bill recounted his first Hobart race in 1963 aboard Don Mickleborough's yacht *Southerly* in quite different weather than last year's more temperate conditions. "It was a tough one," he said. "We spent a day and a half in sight of Tasman Light but could not get around it. It was blowing 86 knots from the south."

At the prizegiving at the Royal Yacht Club of Tasmania, 25-race medallions were presented to Kingsley Piesse (*Chutzpah*), George Snow (*Swan Song*), Colin Chipney (*JBW*) and John Williams (*Georgia*).

Two yachtswomen received 10-race medallions – Julie Hodder (*DHL – The Daily Telegraph*) and Sue Crafer (*Skandia*).

After equalling the late John Bennetto's record of 44 Sydney Hobarts, 80-year-old Lou Abrahams announced his retirement from long ocean racing. But he still plans to encourage young sailors to follow in his wake by training them aboard his Sydney 38 *Another Challenge*.

No retirement, however, for the much younger Tony Cable, who also sailed his 44th race to Hobart. This year's 64th race is likely to see the CYCA's unofficial historian again running the foredeck of *Phillip's Foote Wreckdoctor*, the boat which also happens to hold the record for the most Rolex Sydney Hobart Yacht Races.

Victorian maxi *Skandia* has had its fair share of misfortune since her line honours win back in 2003, but owner Grant Wharington still picked up a trophy – the Rani Trophy. The race committee awarded the historic trophy for the most meritorious performance in the race to *Skandia*, which finished 10th across the line despite losing the top of her mast off the Tasmanian East Coast.

One remarkable performance that went unreported was that of one-armed sailor Kim Jagger. He shattered his wrist in a wipe-out on the first night at sea aboard *Papillon* but insisted on continuing to Hobart with his arm in a temporary splint.

There were big celebrations at two Sydney clubs with the performances of their first ever entrants in a Rolex Sydney Hobart, the Farr 1020 *Zephyr* owned by James Connell and Alex Brandon from Balmain Sailing Club (founded in 1885) and the Cavalier 35 *Morna* from Manly Yacht Club. *Zephyr* placed first and *Morna* second in IRC Division E.

Not a record, but well worth recording was the face on Justin 'Juggy' Clougher, the Tasmanian bowman on IRC overall winner *Rosebud* when American owner Roger Sturgeon asked him to read the inscription on the back of the Rolex watch just presented to Sturgeon by Rolex Australia's Richard de Leyser at the Constitution Dock announcement of overall and division winners. "I haven't got my glasses, but it's yours anyway," said Sturgeon, and handed the Rolex to Justin, who was overcome.

On New Year's Day, Justin represented the winning US boat at the official prizegiving at The Royal Yacht Club of Tasmania – another record-



ROLEX-Carlo Borfenghi



Anna Francolini

ROLEX-Daniel Forster

TOP: Fireworks in front of the dock in Hobart

ABOVE: Syd Fischer's TP52 *Ragamuffin* during the Rolex Sydney Hobart 2007

ABOVE RIGHT: Breast cancer awareness campaigner and yachtswoman Michele Colenso of *Capriccio of Rhu*

breaking fine day in Hobart. He officially collected the Tattersall's Cup and replica, CYCA Trophy, the RORC Plaque and replica, the Government of Tasmania Trophy and replica, the George Barton Trophy and replica, two CYCA trophies – and, for keeps, the Rolex Yacht-Master timepiece!

Collecting his trophies for second overall with his latest *Ragamuffin*, 80-year-old Syd Fischer must have recalled the last time an American boat won the Tattersall's Cup, in 1977. Jim Kilroy's maxi ketch *Kialoa III* took line honours and first place on corrected time that year, and guess who finished runner-up – Syd Fischer with his then *Ragamuffin*!

With no boats at sea on New Year's Eve, Sullivan's Cove was packed gunwale to gunwale with celebrating sailors watching the spectacular fireworks over the Derwent.

For the record, line honours winner Bob Oatley's *Wild Oats XI* crossed the finish line of the 628-nautical mile 63rd Rolex Sydney Hobart Yacht Race at 10.24am on 28 December 2007 to equal the hat-trick record of the famous cutter *Morna* in 1946-48. The last boat of the 79 finishers (from 82 starters) was also a winner: Michele Colenso's *Capriccio of Rhu* finished at 12.12am on 31 December 2007 to win the Cruising Division (in which she was the only entrant).

*The author wishes to thank the Rolex Media Centre and yachties at the bar of the Customs House Hotel for their contributions to this piece. ○*

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LEFT: Crowds of well-wishers on the CYCA's docks on the morning of the 26 December 2007



## FROM THRILLS IN SYDNEY TO A HEARTFELT HOBART WELCOME

Yachtsmen and women competing in the Rolex Sydney Hobart Yacht Race wake up on Boxing Day with butterflies in their stomachs. On the morning of the 26 December 2007, throngs of spectators with far less to worry about started heading down early to the Cruising Yacht Club of Australia. Here, they wandered freely along the docks where the RSHYR fleet was berthed, and watched race crews go through their final checks. As skippers asked themselves questions such as, "Is all the food aboard? Does everyone have their wet-weather gear? What's the weather doing, anyway? Am I up to this?" spectators enjoyed the perfect summer weather, the thrill of being up close to some of the fastest yachts in the world, and the excitement of simply being at the nerve centre of one of the world's pre-eminent offshore yacht races. The club's restaurant and – despite the early hour – bar were packed to the gunwales. At around 11am, yachts started setting out onto the water so the crews could settle themselves ahead of the start.

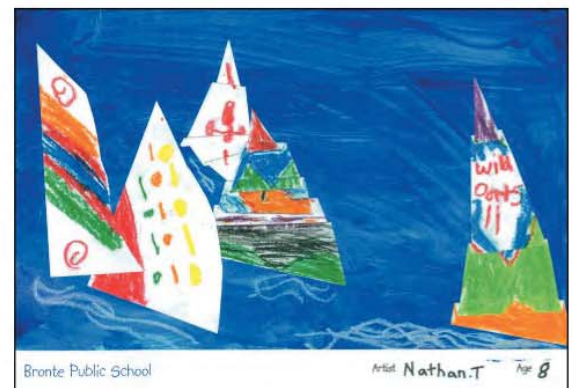
Spectator craft, meanwhile, jostled for position at the edge of the exclusion zone in the Harbour. Thousands lined Sydney's coast. When the gun fired at 1pm, they weren't disappointed. The big boats led a fleet of more than 80 out of Sydney Heads at a rate of knots. Dozens of helicopters buzzed overhead. The race had begun.

By New Year's Day, when the last boat had reached Hobart, the race was officially over and the important business of making whoopee was underway. Cheerful crowds gathered along Constitution Dock and watched as crews dried out their sails and wet-weather gear and reunited with family and friends. Dockside pubs were filled with sailors telling tales of crossing Bass Strait to patient locals. It was the kind of warm welcome that Hobartians extend to yachtsmen and women every year, and for which they have become famous. Just ask Roger Sturgeon, skipper of the US boat and overall winner *Rosebud*, what he made of it all: "Sydney is a dream harbour and yacht racing does not have a better venue nor one with better people. There is nothing to compare with the Boxing Day send-off and the noise of all those helicopters was beyond belief. All of Australia befriended us and wished us well, but Hobart had the fans up close and involved with all the proceedings. I will never forget the reception we had in Hobart."



ABOVE: A dolphin off Tasman Island

BELOW: A little faith! Before Christmas, *Offshore Yachting's* publisher Anthony Twibill's son Nathan painted this picture predicting *Wild Oats XI's* line honours win



Wild Oats XI zooming past Young Endeavour



Andrea Francoboni



Toyota Aurion V6

Rolex / Carlo Borlenghi



Hillary Beckman

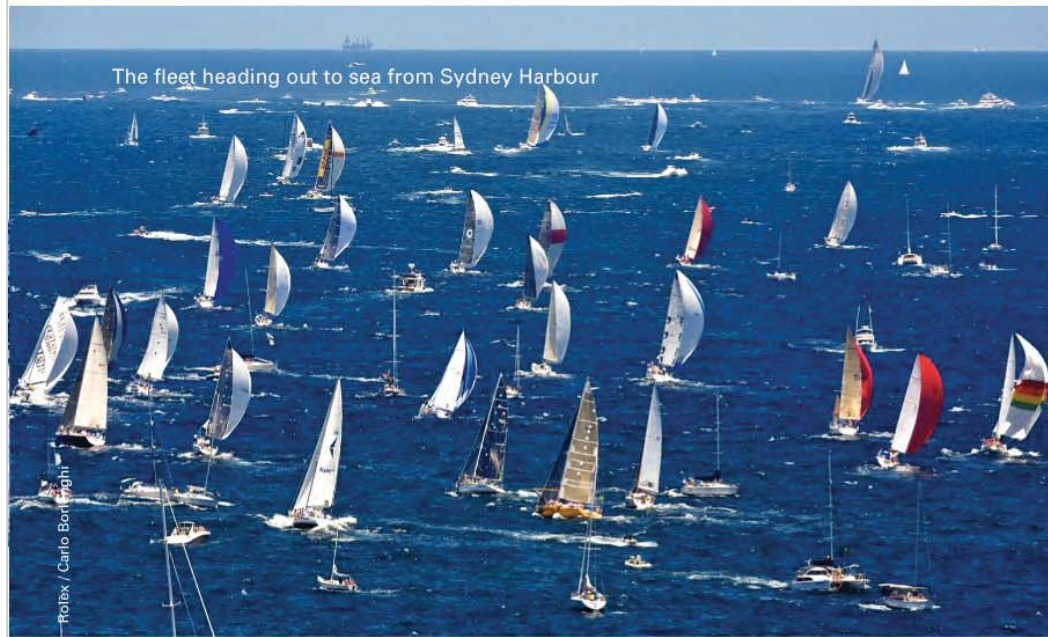
ABOVE: The CYCA was the epicentre of all the pre-race excitement

BELOW: A view to remember – spectators watch as the fleet passes North Head



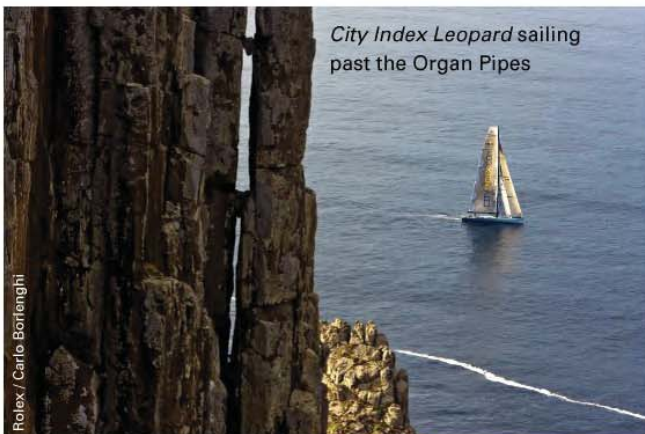
ROLEX/Carlo Borlenghi

The fleet heading out to sea from Sydney Harbour



Rolex / Carlo Borlenghi

City Index Leopard sailing past the Organ Pipes



Rolex / Carlo Borlenghi

Noonmark VI, from the UK, won the Polish Trophy, awarded to the yacht traveling from the furthest port to compete in the Rolex Sydney Hobart



Rolex / Carlo Borlenghi



RIGHT: Marcos Rodriguez, owner of the Beneteau 40.7 *lataia*, the first Mexican boat ever to compete in the Rolex Sydney Hobart Yacht Race, reunites with his family in Hobart



Rolex / Carlo Bortolenghi

Former Wallaby prop Bill Young (left) crewed on *George Gregan Foundation*, skippered by David Witt (right)



ROLEX/Daniel Forster



ROLEX/Carlo Bortolenghi

ABOVE: L-R Bob Oatley, Robbie Naismith, *Wild Oats XI* skipper Mark Richards and Richard de Leyser of Rolex Australia



ROLEX/Daniel Forster



ROLEX/Carlo Bortolenghi



Rolex / Carlo Bortolenghi

MIDDLE: Dockside in Hobart

ABOVE: Peter Dowdney of *Wedgetail* reunited with family

LEFT: Drying out in Hobart

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# THE CUP AND THE ROSE

The STP65 *Rosebud* passing the Organ Pipes on her way to an overall victory

Rolex - Daniel Forster

BELOW: Sturgeon with the Rolex Yacht-Master timepiece, which he gave to *Rosebud's* bowman, and the Tattersall's Cup

AMERICAN ROGER STURGEON'S *ROSEBUD*, THE FIRST STP65 BOX RULE YACHT ENTERED IN THE WORLD-FAMOUS ROLEX SYDNEY HOBART YACHT RACE, IS ONLY THE SECOND AMERICAN ENTRY TO BE AWARDED THE TATTERSALL'S CUP FOR OVERALL WINNER ON HANDICAP OF AUSTRALIA'S OCEAN-RACING CLASSIC

OFFSHORE YACHTING TALKED WITH ROGER ABOUT PAST, PRESENT AND FUTURE PLANS FOR HIS PRIZED ROSE

By Anthony Twibill

Roger Sturgeon is a numbers man. He has fine-tuned his numerical skills in industry and defence over many decades working amongst the intellects of California's Silicon Valley. He is also a man of the sea, having raced in a host of signature ocean races, not just in American waters but increasingly in the cut and thrust of international competition. Having just added the coveted Tattersall's Cup for 2007 to his international trophy cabinet, Roger and his team are clearly thinking ahead of the fleet when it comes to the winning formula. *Rosebud*, the first STP65 out on the course, is certainly making the ocean-racing community pay attention. Roger's team has succeeded in matching ocean-racing skill and experience with the very latest yacht design and construction technology, and through careful analysis of the international IRC design rules, have applied the rating opportunities to maximum advantage.

Although now an accomplished ocean-racing yachtsman, Roger didn't grow up sailing dinghies or small skiffs like many of us who love the sea. He has nevertheless been at it most diligently for over a quarter century, having bought his first yacht, a used Santa Cruz 27 called *Mystery Eagle* in



Rolex - Carlo Borlenghi





ABOVE: Sturgeon with Richard de Leyser of Rolex Australia

LEFT: Bowman out on *Rosebud's* sprit during the Rolex Sydney Hobart 2007



1981, and joined the Santa Cruz Yacht Club on Monterey Bay in California.

"The fleets were much larger in those days," said Roger, "but our progress was steady and eventually we were able to win the club's SC27 One Design Series. We had wins in the local match racing and the biggest win in that boat was the Alcatraz Cup in a summer Friday night series at Golden Gate Yacht Club in San Francisco.

"Later I co-owned another Santa Cruz 27 called *Hanalei Express* with Rob Schuyler, also a member of SCYC. My favourite win with that boat was the Santa Cruz 27 National Championships at Huntington Lake in the high sierras of California. Starting with Rob, I was seldom the driver because I was always better as the tactician.

"Eventually I ordered a Santa Cruz 52, which was the first to be called *Rosebud*. As we intended to have a less than maximum-sized boat for offshore racing, then that would make it a smaller-sized 'sled'. The most obvious name for such a childhood dream would of course be *Rosebud* from the movie *Citizen Kane*. The last scene of the movie shows his 'flexi-flyer' sled burning in a big blaze revealing the name and its symbolic logo of a rosebud. We took the font and the logo and colorised it! So full credit goes to those who remember this sled!

"My favourite win with this first *Rosebud* was the St. Francis Perpetual Trophy in the 1999 Big Boat Series and concurrently the Santa Cruz 52 National Championship. This boat allowed me to do many offshore races including a Pacific Cup and many California to Mexico races."

Roger's next step up was to a purely racing yacht, again called *Rosebud*.

"This was the fifth TP52 built which allowed level racing within the class," he said. "My thought was to be the fastest boat in B fleet (and thus first to the bar), leaving the longer boats in A fleet. You could

## MAJOR RACES AND REGATTAS IN WHICH ROGER AND THE *ROSEBUD* TEAM HAVE PARTICIPATED

### SC52 and TP52, both *Rosebud*

#### 2003

Key West Race Week – 1st in Class  
Pineapple Cup – 2nd in Fleet  
Chicago to Mackinac – 1st in Class, 2nd to Finish (1st in Americap Finish)  
Harbor Springs Regatta – 1st Overall  
St. Petersburg to Isla Mujeres – 1st to Finish, 2nd in Fleet  
SORC – 1st in Class, Governors Trophy (best overall)  
Big Boat Series – 1st in Class, St. Francis Perpetual Trophy  
Ft. Lauderdale to Palm Beach – 1st in Class

#### 2004

Ft. Lauderdale to Key West – 1st in Class  
Heineken Regatta, St. Maarten – 2nd in Class  
International Rolex Regatta, St. Tomas – 2nd in Class  
BVI Spring Regatta – 1st in Class  
Antigua Race Week – 1st in Class  
Newport to Bermuda – 1st Overall, Gibbs Hill Lighthouse Trophy, 1st in TP52 Class, 5th to Finish  
New York Yacht Club Spring Regatta – 2nd in TP52 Class  
Big Boat Series – 3rd in TP52 Class

#### 2005

Transpac – 1st Overall, 1st in Class

#### 2006

Ft. Lauderdale to Key West – 2nd in Class  
BVI Spring Regatta – 1st in Class  
Antigua Race Week – 1st Overall, 1st in Class

### STP65

#### 2007

Hoag Cup, Newport Beach, CA – 1st in Class  
Long Beach Race Week – 4th in Class (Five 1st places after not competing on first day)  
Transpac – 3rd to Finish, 3rd in Class, 1st to Finish less than 72 feet  
SOLAS Big Boat Challenge, Sydney – 1st Overall  
Rolex Trophy Rating Series, Sydney – 1st Overall  
Rolex Sydney Hobart Yacht Race – 1st Overall, 1st in Class



The TP52 *Rosebud* was overall winner at the Rolex Antigua Sailing Week 2006

not always control the handicaps but it was always fun to be fast. The TP52 was certainly the biggest little boat ever (often acting like a dinghy) but I soon found out that it was also the smallest big boat. Because of its performance, we most often raced in A fleet. It took us about a year to get our act together and get more professional but eventually this boat was arguably the most successful of that period. It not only took class honours but frequently took some form of overall honours. My favourite memory for the TP52 was the dual overall wins of Bermuda and the Transpac races. My research shows that this was the only boat to ever win both of

metres) so that's where our team focused next. Through the diligent and difficult work of the Storm Trysail and Transpac Yacht Clubs, the various designers and the sailing community, a consensus was reached on the STP65 design. Since I was in position to move quickly, I 'volunteered' to be the first STP65, to be again called *Rosebud*. The STP65 design was selected because it was longer, faster, simpler and better able to handle the most difficult yacht races in the world than my previous TP52 (besides, anything bigger would undoubtedly bust my budget). You never know how handicapping is going to treat you so you better enjoy the ride!

**"THE STP65 WAS SELECTED BECAUSE IT WAS LONGER, FASTER, SIMPLER, AND BETTER ABLE TO HANDLE THE MOST DIFFICULT YACHT RACES IN THE WORLD THAN MY PREVIOUS TP52 (BESIDES, ANYTHING BIGGER WOULD UNDOUBTEDLY BUST MY BUDGET). YOU NEVER KNOW HOW HANDICAPPING IS GOING TO TREAT YOU SO YOU BETTER ENJOY THE RIDE!"**

these regattas overall. It was even better because it was my first try at each and had little expectation of such a feat. I was supposed to sell the boat after the Transpac but I just could not let it go yet (and we were not sure what to build next). We kept the boat through its final Caribbean series ending up with a magical overall win at Antigua Race Week.

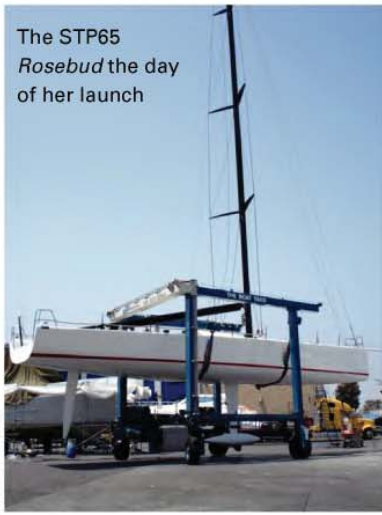
"As I was getting older and technology was ever improving the new TP52s, it was time to get a boat longer than my age. There was a lot of talk about a new box rule boat around 65 feet (approximately 20

"The philosophy of the STP65 is the same as the TP52, only it's now a boat more fitting to my age. We chose the centre of the box because we wanted an all-round boat that could compete in any regatta in the world. The concept was to keep it simple yet fast. Yes, we can't cant (the keel) but we like it that way.

The boat went through some learning curve breakdowns so the first few regattas were difficult yet rewarding. My wife Isobel races the day races but not the long distance races. It was her analysis of our possible

The STP65  
*Rosebud* the day  
of her launch

Malcolm Park.



schedules that made it imperative that we go to Australia in spite of the high costs. We knew that new STP65s would have the advantage of time so our best chance was to improve the team by facing the best competition in the world. At that point Australia became mandatory for the overall program. The trip far exceeded every goal we set for ourselves and we thank the Australian people for all their warmth, kindness and extreme competitiveness. Australia is a 'must do' for any serious racer. For us, it is a 'must do again.'"

Asked whether the Rolex Sydney Hobart was as challenging as expected, Roger replied, "The race was more difficult than I expected, but of course I knew it could be even worse. We were well prepared for anything but you can never be prepared for everything. Nature always has a way to make you humble."

And what's next for *Rosebud*?

"On to Newport, then Bermuda, the Maxi Worlds in Sardinia, and then the Middle Sea race in Malta," said Roger, "and then we hope to return as soon as possible to Australia but we are quite budget limited. With a new fleet of STP65s on the way, we hope to convince them to go to Australia for all it has to offer. Sydney is a dream harbour and yacht racing does not have a better venue nor with better people, but Hobart had the fans up close and involved with all the proceedings. I will never forget the reception we had in Hobart and this was well before we could begin to think we had won."

For further information on *Rosebud* Racing visit [www.rosebudracing.com](http://www.rosebudracing.com) ○

## THE ROSEBUD RACING TEAM

### MANAGEMENT

**Roger Sturgeon** – Owner/Skipper, **Isobel Sturgeon** – Owner/Crew on buoy races. Her opinion matters as much or more than anyone else in the program;

**David Cardinali** – Managing Director – Handles all payments to boatyards, crew; fills out race entries; secures insurance (does all the behind the scene stuff that keeps the program running); makes most monetary decisions; helps co-ordinate logistics and create projections; at race locations, David is the buffer between crew and owner;

**Malcolm Park** – Project Manager (Main Trimmer) – Does crew negotiations; handles most media requests; the team's technical and political representative; creates projections with Dave for Roger to assess upcoming schedules; was intricately involved in the build of the boat; helps choose hotels and coordinate logistics and much, much more;

**Jack Halterman** (Helmsman) – Roger's oldest sailing partner and his right-hand man. Jack was also intricately involved in the build of the boat and knows it inside and out; always fills the gaps where the others overlook something; almost always involved in the commissioning and decommissioning of the boat and onboard for most deliveries.

### CREW FOR THE ROLEX SYDNEY HOBART YACHT RACE ALSO INCLUDED:

**Jimmy Slaughter** – Boat Captain (Grinder/Hydraulics Specialist) – Jimmy has been the Boat Captain since the campaign began in June 2007 and has been nothing short of spectacular;

**Kevin Miller** – Tactician – Kevin has been sailing with *Rosebud* since the TP52 version in 2003; he has missed only a couple of regattas with the program since then;

**Tom Addis** – Navigator – Tom has sailed with *Rosebud* only once before but in that previous race he guided the TP52 *Rosebud* to an overall win in the 2005 Transpac. Results like that speak for themselves;

**Justin Clougher** – Bowman – Justin has done every race with the new STP65 (since June 2007) and also did one previous race with the TP52 *Rosebud* in 2005; nickname 'Juggy';

**Mikey Joubert** – Mastman – Mikey has done all the races with the STP65 and did three races with the TP52 in 2004;

**Keats Keeley** – Mastman – Keats has been with the *Rosebud* program since we had the TP52; he also rarely misses a regatta;

**John Hayes** – Jib Trimmer – John has been racing with the program since 2004. Also now rarely misses a race;

**Anthony Merrington** – Spinnaker Trimmer – Anthony has done all but two regattas with the STP65 *Rosebud*; an Australian, he helped the campaign with his knowledge of Sydney Harbour and Australian waters; nickname 'Youngster';

**Andy Meiklejohn** – Pitman – Australia was Andy's first three races with the program; an extremely hard worker;

**Wade Morgan** – Grinder – Same as Andy, Australia was Wade's first three races with the *Rosebud* program; he provided local knowledge; nickname 'Bubs';

**Mark Callahan** – The Rolex Sydney Hobart was Mark's second race with the STP65; he only did the Hobart in Australia, not the SOLAS or Big Boat Challenge; another hard worker with a great attitude.

Speaking of *Rosebud's* crew, Roger said, "As you can see, a lot of our crew stay with the program. There are usually three or four spots that we try to have locals on board, however those locals are generally sailors who have sailed with the program in the past. Using locals saves the program costs on rooming and airfares and if we can find good quality and save some money, we are always going to do that. I think it's rare in sailing to see a crew made up of the same guys over and over again. The boat clearly reaps the benefits of these guys knowing not only their physical positions on the boat but also their roles on the boat. The chemistry onboard is amazing. They are always thinking three to four steps ahead and many of them could sail in any position on the boat."



# ROLEX SYDNEY HOBART YACHT RACE 2007

Andrea Francolini

IRC OVERALL	YACHT	DIV	LINE	ELAPSED TIME	TCC	CORRECTED TIME	OWNER/SKIPPER
1	Rosebud	B	4	2:06:02:02	1.509	3:09:32:14	Roger Sturgeon, USA
2	Ragamuffin	B	7	2:14:19:41	1.33	3:10:53:47	Syd Fischer, NSW
3	Quantum Racing	A	5	2:14:12:47	1.342	3:11:29:24	Ray Roberts, NSW
4	Chutzpah	C	14	2:21:35:07	1.209	3:12:07:43	Bruce Taylor, VIC
5	Ichi Ban	A	3	2:05:01:21	1.601	3:12:53:20	Matt Allen, NSW
6	City Index Leopard	A	2	1:21:51:55	1.855	3:13:04:48	Mike Slade, GRB
7	Yendys	B	6	2:14:12:49	1.377	3:13:40:05	Geoff Ross, NSW
8	Wild Oats XI	A	1	1:21:24:32	1.903	3:14:24:47	Bob Oatley/Mark Richards, NSW
9	Wot Yot	B	9	2:17:01:05	1.34	3:15:07:27	Graeme Wood, NSW
10	Wedgetail	C	21	3:02:09:56	1.202	3:17:08:49	Bill Wild, QLD
11	Living Doll	B	13	2:21:22:24	1.301	3:18:15:17	Michael Hiatt, VIC
12	Shogun	C	17	2:23:43:18	1.265	3:18:43:40	Rob Hanna, VIC
13	Limit	C	18	2:23:49:15	1.271	3:19:17:03	Alan Brierty, WA
14	Georgia	B	16	2:23:23:29	1.306	3:21:14:14	John Williams/Graeme Ainley, VIC
15	Jazz	C	22	3:05:58:41	1.203	3:21:48:27	Chris Bull, GBR
16	Goldfinger	B	19	3:01:36:28	1.292	3:23:06:04	Peter Blake/Kate Mitchell, VIC
17	Mr Beaks Ribs	D	30	3:13:40:20	1.112	3:23:16:03	David Beak, NSW
18	AFR Midnight Rambler	D	27	3:09:48:16	1.167	3:23:27:57	Ed Psaltis/Bob Thomas, NSW
19	Rush	C	23	3:06:15:09	1.226	3:23:56:15	John Paterson, VIC
20	Alacrity	D	39	3:15:51:05	1.098	4:00:27:39	Matthew Percy, QLD
21	True North	D	41	3:18:42:49	1.065	4:00:36:36	Andrew Saies, SA
22	Zephyr	E	66	4:05:30:31	0.959	4:01:20:48	James Connell, NSW
23	The Goat	D	38	3:15:45:22	1.11	4:01:24:33	Bruce Foye/Mitchell Gordon, NSW
24	Zen	D	40	3:15:54:16	1.11	4:01:34:26	Gordon Ketelbey, NSW
25	Pretty Woman	C	25	3:07:57:17	1.223	4:01:47:05	Richard Hudson, NSW
26	Pretty Fly II	D	36	3:15:39:59	1.116	4:01:50:08	Colin Woods, NSW
27	Morna	E	70	4:06:48:59	0.953	4:01:59:02	Greg Zyner, NSW
28	Huckleberry	E	77	4:10:46:58	0.92	4:02:14:25	Steve Humphries, WA
29	Another Fiasco	D	32	3:14:38:38	1.14	4:02:46:27	Damian Suckling, QLD
30	Noonmark VI	C	28	3:10:38:24	1.206	4:03:39:50	Sir Geoffrey Mulcahy, GBR
31	Stormy Petrel	E	75	4:08:44:51	0.953	4:03:49:28	Kevin O'Shea, NSW
32	Swan Song	D	35	3:15:38:13	1.142	4:04:04:53	Geoffrey Hill, NSW
33	Impeccable	E	74	4:08:40:05	0.958	4:04:16:19	John Walker, NSW
34	Wot's Next	D	29	3:13:24:42	1.174	4:04:16:24	Graeme Wood/Bill Sykes, NSW
35	Spirit of Koombaloo	E	53	4:02:00:38	1.024	4:04:21:46	Mike Freebairn, QLD
36	Knee Deep	C	24	3:07:01:45	1.276	4:04:50:28	Philip Childs, WA
37	Imarex	D	42	3:18:52:46	1.11	4:04:52:34	Marc & Louis Ryckmans, NSW
38	Another Challenge	D	43	3:19:04:16	1.11	4:05:05:20	Chris Lewin, VIC

39	Endorfin	D	31	3:14:24:12	1.172	4:05:15:53	Peter Mooney, NSW
40	Challenge	D	44	3:19:14:03	1.11	4:05:16:12	Lou Abrahams, VIC
41	The Bigger Picture KM & T	D	45	3:19:24:32	1.11	4:05:27:50	Mike Roberts & Anthony Hooper, NSW
42	Palandri Wines Minds Eye	E	58	4:04:36:22*	1.009	4:05:30:42*	Brad Skeggs, WA
43	Splash Gordon	D	34	3:15:36:07	1.16	4:05:37:06	Stephen Ellis, NSW
44	Matangi	E	64	4:05:16:00	1.014	4:06:41:04	David Stephenson, TAS
45	Balance	D	33	3:15:33:35	1.174	4:06:47:42	Paul Clitheroe, NSW
46	Pisces	D	51	4:01:38:13	1.061	4:07:35:34	David Taylor, TAS
47	Eleni	D	47	3:21:56:49	1.11	4:08:16:52	Tony Levett, NSW
48	Inner Circle	E	54	4:03:54:53	1.049	4:08:48:38	Ken Robinson, NSW
49	Swish	D	50	3:22:59:04	1.11	4:09:25:58	Steven Proud, NSW
50	Patrice Six	D	48	3:22:01:51	1.126	4:09:52:43	Adrian Dunphy/Tony Kirby, NSW
51	Decosolmarine Sailplane	D	49	3:22:50:14	1.117	4:09:55:59	Decosol Marine/John Danby/ Robert Bottomley, GBR
52	Bear Necessity	D	62	4:04:57:36	1.06	4:11:01:03	Andrew Dally, NSW
53	Sextant	E	67	4:05:37:31	1.057	4:11:25:05	Denis Doyle, NSW
54	Iataia	D	60	4:04:47:48	1.067	4:11:33:00	Marcos Rodriguez, MEX
55	Secret Mens Business #1	D	46	3:20:52:57	1.16	4:11:44:37	Ross Trembath/R Curtis, NSW
56	Papillon	D	56	4:04:10:21	1.095	4:13:41:20	Phil Molony, NSW
57	Global Yacht Racing - Kioni	D	52	4:01:44:20	1.123	4:13:45:39	Richard Falk, NSW
58	Scarlet Runner	D	59	4:04:43:17	1.11	4:15:48:03	Robert Date, VIC
59	Getaway Sailing 2	D	68	4:05:46:01	1.11	4:16:57:41	Getaway Sailing/Jay Pettifer, NSW
60	Skandia	A	10	2:17:23:33	1.758	4:18:57:36	Grant Wharington, VIC
61	Quetzalcoatl	D	57	4:04:30:46	1.167	4:21:17:54	Bruce/Hampshire/Lee Warner/ Sweetapple, NSW
62	Aurora	E	79	4:15:49:55*	1.049	4:21:18:41*	Jim Holley, NSW

Retired: Berrimilla (Alex Whitworth, NSW); Cougar II (Alan Whiteley, VIC); Mr Kite (Andrew Buckland/Andrew Hunn, NSW/TAS)

Penalties and Redress: Palandri Wines Minds Eye - redress of 39 minutes; Aurora - 30% penalty for OCS.

PHS OVERALL	YACHT	DIV	LINE	ELAPSED TIME	TCF	CORRECTED TIME	OWNER/SKIPPER
1	Sailors with disABILITIES	A	20	3:01:57:03	1.2743	3:22:14:08	David Pescud, NSW
2	Toyota Aurion V6	A	8	2:14:23:16	1.5407	4:00:07:15	Andrew Short, NSW
3	Namadgi	B	63	4:05:01:40	0.9518	4:00:09:30	Canberra Ocean Racing Club/ Rick Scott-Murphy, ACT
4	DHL - The Daily Telegraph	A	11	2:21:13:01	1.4041	4:01:11:15	Kookaburra Challenge/ Mitch Booth, NSW
5	She	B	76	4:09:26:53	0.945	4:03:38:54	Peter Rodgers, NSW
6	Phillip's Foote Witchdoctor	B	69	4:06:13:42	0.9786	4:04:02:26	Rum Consortium, NSW
7	Flying Fish Arctos	B	61	4:04:53:04	1.0152	4:06:25:04	Flying Fish Properties/Andy Fairclough/ James Dobie, NSW
8	Sheridan Road Rail (Tartan)	B	72	4:07:19:07	0.9929	4:06:35:06	Ian Sanford, NSW
9	Dehler Magic	B	55	4:03:55:28	1.0287	4:06:47:32	Greg Tobin/Charlie Preen, QLD
10	Krakatoa	A	37	3:15:40:00	1.1736	4:06:53:08	Rod Skellet, NSW
11	George Gregan Foundation	A	15	2:21:42:55	1.4843	4:07:28:42	David Witt, NSW
12	Hugo Boss II	A	12	2:21:13:56	1.4951	4:07:30:33	Alex Thomson Racing/ Ross Daniel, NSW
13	First Light	B	71	4:07:16:50	1.0229	4:09:38:44	Nicolas Ewald, NSW
14	Salona	B	73	4:08:21:46	1.0128	4:09:41:55	Phillip King, NSW
15	Pirelli	A	26	3:09:36:44	1.3493	4:14:07:10	Les Goodridge, NSW
15	Helsal IV	A	65	4:05:29:47	1.09	4:14:37:52	Rob Fisher, TAS

#### CRUISING

1	Capriccio of Rhu				79	4:11:12:57	Michele Colenso, GBR
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SYDNEY 38 OD	YACHT	ELAPSED TIME	OWNER/SKIPPER
1	The Goat	3:15:45:22	Bruce Foye/Mitchell Gordon, NSW
2	Zen	3:15:54:16	Gordon Ketelbey, NSW
3	Imarex	3:18:52:46	Marc & Louis Ryckmans, NSW
4	Another Challenge	3:19:04:16	Chris Lewin, VIC
5	Challenge	3:19:14:03	Lou Abrahams, VIC
6	The Bigger Picture - KM & T	3:19:24:32	Mike Roberts & Anthony Hooper, NSW
7	Eleni	3:21:56:49	Tony Levett, NSW
8	Swish	3:22:59:04	Steven Proud, NSW
9	Scarlet Runner	4:04:43:17	Robert Date, VIC
10	Getaway Sailing 2	4:05:46:01	Getaway Sailing/Jay Pettifer, NSW

#### LINE HONOURS:

Wild Oats XI, Reichel/Pugh 98 (Bob Oatley/Mark Richards, NSW) – 1 day 21 hours 24 minutes 32 seconds – JH Illingworth Trophy, Rolex time-piece



# HONOUR ROLE



The JH Illingworth Trophy is awarded to the first yacht across the finish line, which, in 2007, was *Wild Oats XI* for the third year running



*Rosebud* won the George Adams Tattersall Cup, awarded to the overall winner on corrected time

Andrea Francolini (2)

## IRC Overall – Tattersall's Cup:

*Rosebud*, Farr STP65 (Roger Sturgeon, USA) – Tattersall's Cup, CYCA Trophy, RORC Plaque, Government of Tasmania Trophy, George Barton Trophy, Rolex timepiece  
*Ragamuffin*, Farr Transpac 52 (Syd Fischer, NSW) – City of Hobart Trophy, Bass Strait Cup, Solo Trophy, CYCA Trophy  
 Quantum Racing, Farr Cookson 50 (Ray Roberts, NSW) – RYCT Trophy, Storm Bay Cup

## IRC A:

1 Quantum Racing, Cookson 50 (Ray Roberts, CYCA, NSW) – Rushcutters Trophy, CYCA Trophy  
 2 *Ichi Ban*, Jones 70 (Matt Allen, CYCA, NSW) – CYCA Trophy  
 3 *City Index Leopard*, Farr 98 (Mike Slade, GBR) – CYCA Trophy

## IRC B:

1 *Rosebud*, Farr STP65 (Roger Sturgeon, USA)  
 2 *Ragamuffin*, Farr Transpac 52 (Syd Fischer, NSW)  
 3 *Yendys*, Reichel/Pugh 55 (Geoff Ross, CYCA, NSW)

## IRC C:

1 *Chutzpah*, Reichel/Pugh 40 (Bruce Taylor, VIC) – Peter Allsop Memorial Trophy, CYCA Trophy  
 2 *Wedgetail*, Wellbourn 42 (Bill Wild, QLD) – CYCA Trophy  
 3 *Shogun*, Rogers 46 (Rob Hanna, VIC) – CYCA Trophy

## IRC D:

1 *Mr Beaks Ribs*, Beneteau 44.7 (David Beak, NSW) – RORC Trophy, CYCA Trophy  
 2 *AFR Midnight Rambler* (Ed Psaltis/Bob Thomas, NSW) – CYCA Trophy  
 3 *Alacrity*, Beneteau 44.7 (Matthew Percy, SYC, QLD) – CYCA Trophy

## IRC E:

1 *Zephyr*, Farr 1020 (James Connell/Alex Brandon, NSW) – Sir Arthur Warner Trophy, CYCA Trophy  
 2 *Morna*, Cavalier 35 (Greg Zyner, NSW) – CYCA Trophy  
 3 *Huckleberry*, S&S 34 (Steve Humphries, WA) – CYCA Trophy

## Sydney 38 One Design:

1 *The Goat* (Bruce Foye, NSW) – Sydney Yachts Trophy  
 2 *Zen* (Gordon Ketelbey, NSW) – CYCA Trophy  
 3 *Imarex* (Marc & Louis Ryckmans, NSW) – CYCA Trophy

## PHS Division 1 (RANSA Trophy)

1 & Overall Sailors with disABILITIES, Lyons 54 (David Pescud, NSW) – RANSA Trophy  
 2 *Toyota Aurion V6*, Jutson 79 (Andrew Short, NSW) – CYCA Trophy  
 3 *DHL* – The Daily Telegraph, Volvo 60 (Kookaburra Challenge, NSW) – CYCA Trophy

## PHS Division 2:

1 *Namadgi*, Bavaria 44 (Canberra Ocean Racing Club, ACT) – CYCA Trophy  
 2 *She*, Olsen 40 (Peter Rodgers, NSW) – CYCA Trophy  
 3 *Phillip's Foote Witchdoctor*, Davidson 42 (Rum Consortium, NSW) – CYCA Trophy

## Cruising Division:

1 *Capriccio of Rhu*, Dyster 55 (Michele Colenso, GBR) – CYCA Trophy

## Line Honours (JH Illingworth Trophy):

1 *Wild Oats XI*, Reichel/Pugh 98 (Bob Oatley/Mark Richards, NSW) – 1 day 21 hours 24 minutes 32 seconds – JH Illingworth Trophy, Rolex timepiece  
 2 *City Index Leopard*, Farr 98 (Mike Slade, GBR) 1:21:51:55 – CYCA Trophy  
 3 *Ichi Ban*, Jones 70 (Matt Allen, CYCA, NSW) 2:05:01:21 – CYCA Trophy

## Other perpetual trophies and awards:

**Jack Rooklyn Memorial Trophy** (First yacht out of Sydney Heads): *Wild Oats XI* (Bob Oatley/Mark Richards, NSW)

**F&J Livingston Trophy** (First yacht south of Tasman Island): *Wild Oats XI*

**Rani Trophy** (Most meritorious performance as judged by the Race Committee): *Skandia* (Grant Wharrington, VIC)

**Polish Trophy** (Yacht traveling from furthest port to compete): *Noonmark VI* (Sir Geoffrey Mulcahy, GBR)

**Battery Point Trophy** (First small boat across the line): *Pisces* (David Taylor, TAS)

**TasPorts Trophy** (First Tasmanian boat, IRC: *Matangi*) (David Stephenson)

**Tasmanian Government 40 Race Medallion:** *Bill Ratcliff* (Bear Necessity, NSW)

**Tasmanian Government 25 Race Medallions:** *Kingsley Piesse* (Chutzpah, VIC), *George Snow* (Swan Song, NSW), *Colin Tipney* (JBW, NSW), *John Williams* (Georgia, VIC)

**Tasmanian Government 10 Race Medallions for women sailors:** *Julie Hodder* (DHL – The Daily Telegraph, NSW), *Sue Crafer* (Skandia, VIC)

**City of Hobart Trophy** (Navigator of first Tasmanian yacht on corrected time): *Gwyn Alway* (Matangi)

**Bill Owen Memorial Trophy** (Navigator of winning yacht): *Tom Addis* (*Rosebud*, USA)

**Alan Payne Memorial Trophy** (Designer of winning yacht): *Farr Yacht Design* (*Rosebud*, USA)

**Apollo Trophy** (First yacht under 18.5m across the finish line): *Quantum Racing* (Ray Roberts, NSW)

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## A BIGGER, BETTER SKANDIA GEELONG WEEK

By Di Pearson



Andrea Francolini

Skandia Geelong Week (SGW) 2008 produced a record 457 entries, with over 4,500 sailors flocking to the event from around Australia and overseas.

The undoubted highlight of the week was the Audi Series for Divisions 1, 2 and 3 yachts sailed in all conditions. Division 1's class entry list included three TP52s; *Cougar II*, *Quest* and *Wot Yot*.

In a quality 27 boat fleet, the field also featured SGW inductee Karl Kwok's Hong Kong Reichel Pugh 45 *Beau Geste*. Kwok's elite crew contained America's Cup sailors, so keen was he to win. Two Melbourne sailing identities turned up with new boats; Bruce Taylor with a Caprice 40 *Chutzpah* and Chris Dare and his Corby 49 *Flirt*. The TP52s aroused the most interest though and went on to finish top three.

The Royal Yacht Club of Victoria hosted the first four windward/leeward races of the Audi Series held over two days off Williamstown. Next came the 34.3 nautical mile Passage Race from Williamstown to Geelong.

Once in Geelong, the Royal Geelong Yacht Club (RGYC) hosted the remainder of the windward/leeward Audi Series for the three Divisions on Corio Bay.

Bob Steel's *Quest* was impressive from day one and went on to win. Steered by skipper Jamie MacPhail and Julian Plante, *Quest* won the first three and last two races with a pair of second's in between, but was disqualified from race two following a protest.

*Skandia* (Grant Wharington), the line honours winner, managed to keep moving, albeit slowly at times, through variable breezes. The same happened for *Quest*, which was second over the line and second overall to *Beau Geste*, which had a great race.

Thrilled with his impressive nine-point triumph over Sandringham Yacht Club entry *Cougar II* (Alan Whiteley) and fellow CYCA boat, *Wot Yot* (Graeme Wood), Steel said, "It was good to have such close racing with the other two TPs and to come out on top."

Super maxi *Skandia* expectedly took line honours in all but races two and three, which it did not compete in due to a rigging problem that had to be rectified in time for the Passage Race.



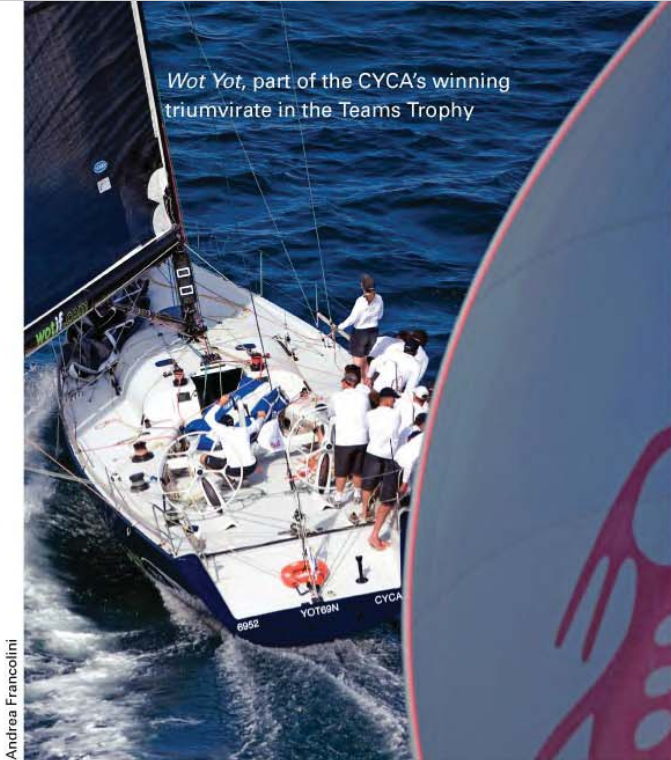
Andrea Francolini

*Quest* won the Grand Prix division at Skandia Geelong Week

In Division 2 of the Audi Series, confusion mounted when second to fifth placings overall changed after everyone had celebrated. Originally, the top three in the 20 boat fleet were *Philosophers Club*, a Sydney 36CR owned and skippered by champion skiff sailor Peter Sorensen (NSW), Dick Fidock's Beneteau 40.7 *As Good As It Gets* (SA) and *Patrice Six*, Tony Kirby's X-41 (NSW). All that changed, however, when it transpired that Grant Botica (*Executive Decision*) and Robert Hick (*Toecutter*) had not been recorded as finishers in the final race. Once rectified, Botica's Adams 10 claimed second overall and Hick's self-designed 30-footer moved into fourth place.

Fidock was relegated to third. His disappointment was palpable. The South Australian, a regular at Skandia Geelong Week, had announced he was retiring from yacht racing, and thought second place was a great note to go out on. It was worse for Kirby, shoved off the podium and down into fifth place. However, he did take home a trophy.





Wot Yot, part of the CYCA's winning triumvirate in the Teams Trophy

Andrea Francolini

Combining with *Quest* and *Wot Yot*, *Patrice Six* made up the CYCA team for the Teams Trophy, which they won from Sandringham Yacht Club (SYC) and the Royal Yacht Club of Victoria.

In the 10 boat Division 3, SYC members Mike and Mark Welsh sailed their Lidgard 36 *Alien* to a stunning overall victory, winning six of seven races.

Division 1 and 2 Audi Series winners, *Quest* and *Philosophers Club*, share a joint lead in the prestigious Audi IRC Championship. When the scores were tallied, the friends found they were tied for the leadership with three events of the series remaining. The pair will hoist their orange leadership flags aboard their respective yachts at the second round of the championship, the Audi Sydney Harbour Regatta, to be hosted by Middle Harbour Yacht Club in Sydney from 1-2 March this year.

"Sorro used to be my friend, but we're sworn enemies now," Steel laughed. The affable Sorensen responded with, "I don't like him anymore either. I want to win the Audi Championship and get my hands on a brand new Audi Q7 – I'm gonna win that car. I like the new Q7s very much – so I'll win it!"

### LIMIT NEW SYDNEY 38 CHAMPION

Originally Cameron Miles' *Rush* was declared the winner of the Morris Finance Sydney 38 Australian Championship, but Miles ultimately retired from Race eight and *Limit*, with Roger Hickman skippering in owner Alan Brierty's absence, won in controversial circumstances.

Misinterpreting the Sailing Instructions, he believed a 360-degree penalty turn for running *Rush's* engine outside the time limit, would exonerate him. An argument ensued ending in a protest. Cleared, he later retired from the race.

Eleven Sydney 38's from Victoria and NSW contested the Championship sailed in conditions varying from five knots to 18 on outer Corio Bay.

Skandia Geelong Week chairman John Kint thanked all involved for a successful Skandia Geelong Week. "Next year it will be even bigger, better and longer," he said. "We're adding an extra day at the Geelong end to make it a five-day regatta."

For complete results, visit [www.geelongweek.com](http://www.geelongweek.com)



Andrea Francolini



Andrea Francolini



Andrea Francolini

TOP: Hong Kong entry *Beau Geste's* crew hard at work

MIDDLE: Peter Sorensen, owner/skipper of *Philosopher's Club*, is a fan of Audis

BOTTOM: Skandia Geelong Week

Rosebud was overall winner of both the SOLAS Big Boat Challenge and the Rolex Trophy



ROLEX/Daniel Forster

## ROSEBUD BLOOMS IN ROLEX TROPHY

THE ROLEX TROPHY IRC SERIES 2007 AGAIN PROVED A GOOD FORM GUIDE FOR THE 63RD ROLEX SYDNEY HOBART YACHT RACE

By Peter Campbell

American yachtsman Roger Sturgeon and crew of the US yacht *Rosebud* planned their lead-up to the Rolex Sydney Hobart Yacht Race 2007 with precision, using every opportunity to assess their grand prix opposition and, in particular, the conditions off the New South Wales coast.

First, they took on the big boats in the SOLAS Big Boat Challenge on Sydney Harbour and won handsomely on corrected time. Then they got a real taste of rough offshore weather in the demanding mid-December Rolex Trophy, sailed south of Sydney Heads, again coming through as winner in IRC Division 1 after some close competition. Heading into the

deciding race, the Bruce Farr-designed *Rosebud* and Geoff Ross' Reichel Pugh 55 *Yendys* were tied on equal points and, on a countback, Ross would have claimed victory. But the Sydney crew was dealt a cruel hand when the race committee called for a second race start just 10 minutes before the 4pm time limit on the final day. A second place by *Rosebud* clinched victory.

The US yacht finished the Rolex Sydney Hobart lead-up series on 11 points, *Yendys* on 13 points and Steven David's *Wild Joe* rounded off the podium placings with a third on 27 points.

In Division 2, Alan Brierty's Corby 49 *Limit* helmed by Roger Hickman and with America's Cup sailor Gavin Brady calling tactics, sailed a brilliant series, picking five wins from eight races. A week earlier, Hickman had sailed Brierty's Sydney 38, also named *Limit* into a close third place in the Sydney 38 division of the Rolex Trophy One Design Series. Winner was Tony Walls' *Acuity* with 18 points, second place going to Christ Way's *Easy Tiger* on 23 points, after a countback from *Limit*.

Australian champion Bruce Eddington, sailing *K2*, won the M30 series after a close duel with Guy Stening in *Optimumm*, the end margin just two points. *K2* had four wins and two seconds, *Optimumm* two wins and four seconds.

Italian world champion in the Farr 40 class Vincenzo Oronato underlined his class with a convincing victory at the helm of *Mascalzone*

Vincenzo Onorato, Rolex Farr 40 World Champion, won the Farr 40 class aboard *Mascalzone Latino* (pictured here at the Farr 40 World Championship 2007 in Denmark)



ROLEX Daniel Forster

*Latino*, winning three of the nine races and never finishing lower than fourth in the 11-boat fleet. The Italian finished with 22 points, second place (29 points) going to Australians Lang and Sue Walker in *Kokomo*, who won three races, while Ivan Wheen, at the helm of *Sputnik*, took third overall on 36 points on a countback from Marcus Blackmore, steering *Hooligan*.

For final pointscores, please visit [www.cyca.com.au/sysfile/downloads/rtrs\\_07ps.pdf](http://www.cyca.com.au/sysfile/downloads/rtrs_07ps.pdf) to download the results in pdf format

## INNOVATION FOR SAVILLS SORC

MIDDLE HARBOUR YACHT CLUB (MHYC) HAS ALWAYS BEEN INNOVATIVE WITH THE PROGRAM FOR ITS SHORT OCEAN RACING CHAMPIONSHIP AND THE 30TH ANNUAL REGATTA, AGAIN SPONSORED BY SAVILLS, WAS NO EXCEPTION

**T**he Savills SORC is the pipe opener to December's big international regattas and long ocean races for the grand prix racers, but for the 2007 event MHYC catered in specifically for the club racing yachts and their crews.

The feedback to the club had been that not everyone has the same enthusiasm as the grand prix boat owners and their crews for multi-race windward/leeward competition over the two days of the regatta. So the MHYC introduced two passage races over the weekend with starts and finishes within Sydney Harbour specifically for cruiser/racers without diminishing the status of its grand prix IRC Racing and One Design divisions.

The result was an entry of 40 boats for the IRC and PHS Racer/Cruiser divisions on the Saturday sailing a 20-nautical mile race to Coogee and back, then sailing a similar distance to a seamark some four miles east of



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Bob Steel's TP52 *Quest* outsailed a small but elite ocean racing fleet in the 30th Savills SORC



Long Reef on the Sunday.

Owner/skipper and CYCA member Paul Clitheroe said this type of racing was of more value for his Rolex Sydney Hobart Yacht Race campaign than six windward/leeward races over short courses. To prove his point, Clitheroe sailed his Sydney 47 cruiser/racer *Balance* to an impressive victory in the second IRC Cruiser/Racer on the Sunday.

Overall, *ASM Brindabella*, now owned by Andrew Short, won the IRC Cruiser/Racer Division. The Jutson 79 finished with four points from a first and a third on handicap, well clear of MHYC's immediate Past Commodore Ian Box with his X442 *Toy Box*.

In the IRC Racing Division 1, Bob Steel's latest *Quest*, a Transpac 52, outsailed a small but elite grand prix ocean racing fleet, beating Geoff Ross' Reichel Pugh 55 *Yendys* and Graeme Wood's *Wot Yot*, also a TP52.

*Quest's* Savills series was a model of consistency – 2-1-2-3-2-3 to finish on 12 points while *Yendys* finished with 16 points from a scorecard of 4-3-2-2-3-2.

Third place overall went to Steven David's Reichel Pugh 60 *Wild Joe*, which finished on 17 points, while *Wot Yot's* overall performance was below expectations.

In IRC Racing Division 2, the Royal Prince Alfred Yacht Club's *Le Billet*, Bill Ebsary's well-performed Beneteau 44.7, had a win and two seconds on corrected time on the Sunday to clinch victory from MHYC's *FKP Mean Machine*, Chris and Ian Rabbidge's modified Mumm 36 and the CYCA's *Splash Gordon*, Stephen Ellis' modified Farr 40.

MHYC officials had to use a countback to decide the winner of the closely contested Sydney 38 One Design division after two CYCA-based boats, *Limit* and Geoff Bonus' *Calibre*, each finished with 20 points. Each boat notched up a win and two seconds in the six race series, but *Calibre*,

BELOW: *ASM Brindabella* won the Savills SORC IRC Cruiser-Racer division in wet conditions



had two third placings as against a third and a fourth for *Limit* and this was the ultimate decider.

For complete results, visit [www.regatta.savills.com.au](http://www.regatta.savills.com.au)

Kites up at the Sailing South Regatta



Jane Austen

## SAILING SOUTH TO PATRICE SIX

DESPITE A SMALLER FLEET, HOBART'S SAILING SOUTH REGATTA SAW CLOSE COMPETITION ON THE DERWENT RIVER. PETER CAMPBELL WATCHED THE ACTION

**S**ydney yacht *Patrice Six*, skippered by CYCA member Tony Kirby, clinched victory in the IRC division of the Huon Aquaculture Sailing South Regatta with a last race win – with the aid of a crew of mostly Tasmanians.

Kirby had sailed the brand-new, Danish-designed and built X-41 One Design to Hobart in the Rolex Sydney Hobart Yacht Race. Then, competing in the Sailing South Regatta for the first time, he sought local knowledge of the Derwent River and southern waters by recruiting locals Steven Shields (as tactician), Claire Cunningham, Ben Morgan, Nick Jones, John Taton,

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Mark Dawson and John Lawrie. Also in the crew were Michael Smith and Peter Hildyard from Queensland and Rowan (Disco) from Victoria.

*Patrice Six* went into the final day of two windward/leeward races equal on four points with *Limit*, after each discarded their worst race. *Limit*, which had won the Betsey Island Race the previous day, took out the morning race, but *Patrice Six* placed second on corrected time. This meant that in the final race, *Limit* had to win and *Patrice Six* had to finish third or worse if the Corby 49 was to take out the boat's second successive Sailing South victory – she won in 2006 as *Flirt*.

After a delay of one and a half hours, the fifth and final race was started in a six-knot easterly breeze, but halfway down the spinnaker leg, the wind became extremely patchy and *Limit*, well in the lead, sailed into a hole and lost her lead.

Then, on the final leg of the shortened course, *Limit* was brought to halt as the wind suddenly backed to the west and freshened to 20 knots. As *Limit's* skipper Hickman and his crew struggled to get the spinnaker down and the headsail hoisted, the yachts astern again closed the gap.

The end result was that *Patrice Six* won the last race and IRC division for the Charles E Davies Memorial Trophy with a final five points from placings of 1-1-2-2-1, from *Limit* on nine points (5-2-1-1-5), third going

ABOVE: The X-41 *Patrice Six* won the IRC division of the Huon Aquaculture Sailing South Regatta

BELOW: The crew of *Wired*, which won the Farr 40 One Design competition at Sailing South



Jane Austen

to *Endorfin* (David Kellet) on 12 points (4-3-3-3-3).

*Silver Mist* (Andrew Sutherland) won the PHS Division series, sailed in conjunction, from another Tasmanian boat *Pisces* (David Taylor) and *Patrice Six*. PHS Division 2 went to *Atilla* (John Hunn).

Sailing South Regatta 2008 again failed to attract many local yachts despite the Royal Yacht Club of Tasmania shortening the event to three days in the hope that this would make it easier for owners to attract crew. Unfortunately, many Hobart yachts which normally contest the Sailing South Regatta elected to sail in the Centenary Rudder Cup Melbourne to Hobart Race and also the new Launceston to Hobart Race instead. However, on the positive side, Sailing South saw the first ever regatta on the Derwent for the five Farr 40 OD yachts now based in Hobart.

Overall victory went to Stephen Boyes, skippering *Wired*, despite being caught in between wind changes in the final race and finishing last. Fortunately for her, *Wired* had notched up her third win in the penultimate and, after discarding the fifth, that was sufficient to give Boyes and his crew a comfortable winning margin from placings of 1-2-1-1-5 for a total of five points. Second place overall went to the luckless *Voodoo Chile*, skippered by Andrew Hunn, which scored an impressive last race win following a second in race four. Third overall went to the consistent *War Games*, steered by Wayne Banks-Smith, on 9.5 points from placings of 3-2-2-4-3, just edging out *Euro Central* (Hughie Lewis) which placed 4-3-3-5-2 for 12.5 points.

For complete results, visit [www.sailingsouth.org](http://www.sailingsouth.org)

## WEST COASTER MAY STAY ON EAST COAST

THE ORCV MAY SEND THE MELBOURNE TO HOBART RACE DOWN TASMANIA'S EAST COAST REGULARLY. PETER CAMPBELL REPORTS

The Ocean Racing Club of Victoria (ORCV) is considering sailing the Melbourne to Hobart Race down the east coast of Tasmania on a regular basis instead of the west coast, following the outstanding success of the 2007 event, which incorporated the Centenary of the Rudder Cup race across Bass Strait.

The ORCV broke with a 35-year tradition by redirecting the course across eastern Bass Strait and then down the Tasmanian east coast. The club has indicated that it will consider the extensive favourable feedback from competitors and may change the annual race to an east coast course permanently or else alternate between coasts.

To mark the Centenary of the Rudder Cup, a fleet of 81 boats set sail from Portsea, just inside Port Phillip Heads, on 27 December to sail across Bass Strait to Low Head at the entrance of the Tamar River on the north coast of Tasmania. Fifty-four boats continued on to Hobart after crossing the finish line there, sailing through Banks Strait between the north-west tip of Tasmania and the Furneaux Islands and then down

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the east coast to complete the Heemskirk Consolidated Melbourne to Hobart Yacht (M2H) Race.

The remainder, entered for the Kidder Williams Melbourne to Launceston (M2L) Race, berthed at the Tamar Yacht Club's marina at Beauty Point, from where they competed in an in-port race to complete their three-races series. The first race for all boats had been the Cock of the Bay on Melbourne's Port Philip on 26 December.

Linked with the Melbourne to Hobart and Melbourne to Launceston Races was a new ocean race, the Clive Peeters Launceston to Hobart (L2H) Race organised by the Derwent Sailing Squadron and the Tamar Yacht Club, which attracted 21 starters.

The fleet for all three races, plus the Rolex Sydney Hobart Race fleet, all converged on Hobart, which meant that more than 150 ocean racing yachts berthed in Hobart's Sullivan's Cove at the same time.

Both the M2H and the L2H fleets were boosted by Hobart entrants who either sailed up to Melbourne or to Beauty Point on the Tamar to compete. Their subsequent success in both races will also encourage greater participation in future years, particularly if the Melbourne to Hobart course is around the east coast rather than the exposed west coast.

The inaugural L2H Race, in particular, has elicited positive comments from Hobart yachtsmen. "It's just a two day sail up the east coast to Beauty Point where you can leave your boat, drive back to Hobart in three hours to spend Christmas with the family and return leisurely for the start on 28 December," one competitor told *Offshore Yachting*.

Many Melbourne yachtsmen also praised the concept of a Melbourne to Hobart 'East Coaster' rather than the traditional 'West Coaster.' "It's a few miles longer, but the course is interesting and challenging, particularly going through Banks Strait and then inside Maria Island on the Tassie east coast," was one positive comment.

## RUDDER CUP WIN TO EXTASEA

Line honours in both the Rudder Cup Melbourne to Launceston overnight dash and the extended Melbourne to Hobart Race went to *eXtasea*, skippered by Paul Bulchholz from the Royal Geelong Yacht Club, but the DK46 could not hold her time on the lower handicapped opposition.

In a rather slow Rudder Cup race, *eXtasea* sailed the 192-nautical mile course in 28 hours and 25 minutes, finishing well clear of the Sandringham Yacht Club DK46 *Dekadence*, skippered by Phil Coombs and Matt Hannaford. Third to finish was the two-hander *Alex-Team MacAdie*, sailed by father and son Jock and Hamish MacAdie, who earlier in 2007 had won the Melbourne to Osaka Race.

The victory by a Geelong yacht would have pleased Thomas Fleming Day, editor of the US boating magazine *Rudder* who, in 1907, suggested to his friend T A Dickson, the then Commodore of the (Royal) Geelong Yacht Club, that the club organise a race across Bass Strait. Day donated the Rudder Cup as a perpetual trophy for the winner. The Rudder Cup has become a status symbol of ocean yacht

racing in Victoria and northern Tasmania.

On IRC corrected time, *eXtasea* won the Cup and the Melbourne to Launceston Race from another Geelong boat, *Peregrine*, a Sydney 36S skippered by Barry Walker. Third place went to Hobart yachtsman David Rees with his MBD Custom 36 *Corelink Creative InTension*, who made the start after a horror voyage across Bass Strait from Tasmania the previous week.

The boat was sailed into Westernport under jury rig in winds gusting 60 knots after losing its rudder on the delivery voyage. Rees and his crew worked through Christmas to replace the rudder and damaged sails.

## ARCHIE TAKES OUT MELBOURNE TO HOBART

After crossing the finish line inside Port Dalrymple at Low Head, yachts heading on to Hobart re-crossed the line and set sail along Tasmania's north-east coast for Banks Strait, notorious for its fast-running tidal currents. Earlier in the day, 28 December, the 21 boats in the 280-nautical mile L2H Race had set sail from a nearby line on the same course.

It proved a frustrating first night for all. "We were parked most of the night with no breeze," reported Matt Hannaford from *Dekadence*. "Some of the smaller boats hugged the coast and got past us during the night, but the current was holding us out."

However, once the fleet cleared Banks Strait and entered the Tasman Sea, they enjoyed north-westerlies of 20 knots, making fast speed under spinnaker down the east coast.

Despite some trepidation about sailing inside of elongated Maria Island, most of the fleet continued to maintain good boatspeed and on the morning of the fourth day out of Port Phillip, *eXtasea* was five nautical miles south of Maria Island. At that stage *eXtasea* held a slender four mile lead from Alan Saunders' *Ninety Seven* with *Dekadence* just a mile further astern.

The unique line honours double of first in the Centenary Rudder Cup Melbourne to Launceston (Low Head) Race and in the only Melbourne to Hobart Race ever to race around the Tasmanian east coast went to *eXtasea* with a great display of consistent sailing in widely varying wind and sea conditions.

The two-handed *Alex-Team MacAdie* crossed the line off Hobart's Castray Esplanade in second place, followed by *Dekadence*.

However, overall honours went to Hobart's only woman ocean-racing skipper, Sally Rattle, skippering her Archambault 35 *Archie*, from the Derwent Sailing Squadron.

Rattle, who moved from sailing J24s to ocean racing only 18 months ago, finished second in the 2006 Melbourne to Hobart and won the Maria Island Race in November 2007. *Archie* won IRC overall of the 2008 Heemskirk Consolidated Melbourne to Hobart from fellow Hobartian David Rees in *Corelink Creative InTension* and *Vapour Trail*, Simon La Peyre's Farr 1020 from Sandringham Yacht Club in Melbourne.

*Archie* placed first in IRC Division A and PHD Division A while *Vapour Trail* took out IRC Division B and the AMS division.



## ARCHIE ALSO TAKES SOVEREIGN SERIES

The Archambault 35 *Archie* capped a great season for Sally Rattle by taking out the prestigious Sovereign Series, which combines AMS handicap results in the Cock of the Bay on Port Phillip, the Melbourne to Hobart Race and finally the Wrest Point King of the Derwent.

*Archie* finished with 393 points from placings of 3-2-1, comfortably clear of *Godzilla*, the Hick 31 skippered by Andrew Munro from the Royal Yacht Club of Victoria, which finished with 286 points with a score of 5-3-3. *Addiction*, Peter Davison and Richard McGarvie's Inglis 37 from Royal Melbourne Yacht Squadron, placed a close third with 380 points from placings of 4-5-6.

## HOST PLUS EXECUTIVE WINS INAUGURAL LAUNCESTON TO HOBART

As the leaders in the Rudder Cup were nearing the end of their Bass Strait crossing, 21 boats set sail on the morning of 28 December in the inaugural Clive Peeters Launceston to Hobart Race, an innovative event conceived by the Derwent Sailing Club in Hobart and the Tamar Yacht Club in Launceston.

Most of the entries were from Hobart, with race director John Williams commenting: "There was an opening for a local race that would support local boats that didn't want to the hassle of going to Sydney or Melbourne." Williams is confident the L2H will become a regular event, an



Neil Richardson/The Examiner

Jeff Cordell and crew aboard his Mumm 36 *Host Plus Executive* on their way to winning the inaugural Launceston to Hobart Race

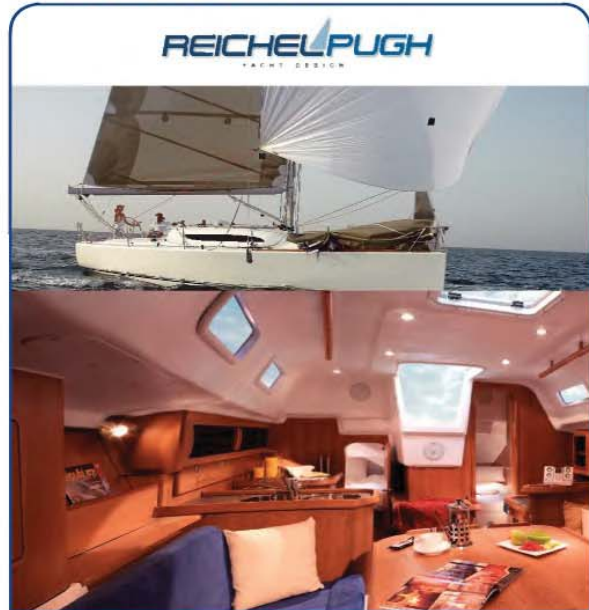


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Bill Ebsary's Beneteau 44.7 *Le Billet* took the IRC series crown for the second year in a row at the storm-affected 2007-08 Pittwater and Coffs Harbour Series



Andrea Francolini

Steven David's *Wild Joe* took line honours and an IRC handicap win in the Pittwater to Pittwater race, a course set after the track to Coff's Harbour was deemed unsafe due to heavy weather



Andrea Francolini

"opportunity for people who want to try our ocean racing."

Like the M2H fleet, the L2H fleet had light winds along the Tasmanian north-east coast, then a fast spinnaker run down the east coast, with prominent Hobart yachtsman Jeff Cordell, sailing his Mumm 36 *Host Plus Executive* out in front for almost the entire 280 nautical miles.

*Host Plus Executive*, from Bellerive Yacht Club, sailed the course in two days, four hours and 33 minutes, finishing well clear of Nick Edmunds' Radford 40 *Haphazard* from the Port Dalrymple Yacht Club

On corrected time, *Host Plus Executive* won from *Haphazard* and the former half-tonner *Lock on Wood*, a 1983 Dubois design skippered by another Hobart yachtsman, Peter Geeves. In fourth place was the Sydney 38 *Asylum*, skippered by Diana Barka.

## PITTWATER AND COFFS HARBOUR OFFSHORE SERIES

IN A SERIES THAT HAD IT ALL, *LE BILLET* DEFENDED HER IRC CROWN WHILE *WILD JOE* GOT THE DOUBLE

Bill Ebsary's Beneteau 44.7 *Le Billet* has defended her IRC series crown by winning the 27th Pittwater and Coffs Harbour Offshore Series despite severe weather lashing the mid north coast of NSW and forcing the Royal Prince Alfred Yacht Club's (RPAYC) series organisers to change course and host the event from

Pittwater for the first time in the event's 27 years.

The Pittwater and Coffs Harbour Series consists of one long ocean race (normally the Pittwater to Coffs Race, but replaced in 2007-08 by the Pittwater to Pittwater Race) and a series of five short races.

Sixty yachts contested the 210-nautical mile Pittwater to Pittwater race. Steven David's *Wild Joe* took both line honours and the IRC handicap win.

*Le Billet* was second in IRC handicap, while *First Priority* was third.

The PHS fleet was split into two divisions for the long race. Division 1 was won by *Love Byte*, the Sydney 41 from Coffs Harbour, while *B52* took second and *Sea Hawk* third. Division two was won by *Harmony 42 Kick Back*, while *Sea Quest* took second and *Overdrive* third.

In the short race series, Bill Ebsary (RPAYC) and his crew on *Le Billet* won the IRC Division for the second year in a row after winning all five races in the series. A countback separated second and third place after both *Dark & Stormy Witch* and *The Business* finished on an equal 10 points. The count back went in favour of Grant Halliday's Sydney 38 *The Business* (RPAYC) when she just pipped the King/Staples *Dark & Stormy Witch* (RPAYC) by three minutes in the final race of the series.

Tony Pickering from the CYCA won the PHS Division aboard his Sydney 38OD *Love Byte*. Second place went to the Sydney 41, *B52*, while RPAYC competitor Ray Hudson's X-442 *Next Moment* finished third.

The Navigator's Trophy is awarded to the boat that gets the finish time closest to its ETA from the last radio check-in point before the finish, which in 2007-08 was set at Bangally Head, off North Avalon. The trophy went to one of the smallest boats in the fleet, *Cleopatra*, a Mumm 30 from Sandringham Yacht Club that managed to finish within 33 seconds of its ETA.

## KING OF THE DERWENT CLINCHES SOVEREIGN SERIES

Apart from being the final race of the Ocean Racing Club of Victoria's Sovereign Series, the Wrest Point King of the Derwent is traditionally an event in which yacht owners in Hobart at the end of the long ocean races can take family and Tasmanian friends out for an exciting sail.

The 2008 King of the Derwent lived up to expectations with more than 60 boats sailing on a warm and sunny day with a brisk sea breeze providing some fast spinnaker runs. In fact, too fast! The sailing instructions time limit after the finish of the first boat did not allow sufficient time for many of the slower boats to complete the course and they were ranked as non-finishers.

*Ichi Ban*, CYCA Commodore Matt Allen's Jones 70, rocketed around the course in just over two hours, some 42 minutes ahead of the second boat, *eXtasea*, skippered by Paul Buchholz from Royal Geelong Yacht Club.

On corrected time, PHS Division 1 went to the Victorian boat *Varta Spirit of Down Under* (Laurie Ford) and M2H winner *Archie*, skippered in the King of Derwent by Simon Brain, third place going to Jeff Cordell's *Host Plus Executive*, winner of the L2L race.

*Lock on Wood*, followed up its third overall in the M2H race with a win in PHS Division 2, from fellow Tasmanian boats *Pisces* (David Taylor) and *Trouble* (D Williams).

The IRC Division 1 saw *Limit*, skippered by Roger Hickman, beat *Ichi Ban* on corrected time, third place going to the Geelong yacht and Rudder Cup winner *eXtasea*.

IRC Division 2 went to *Pisces* over *Vapour Trail* (Simon La Peyne) and *Inx* (R Sill). ○

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Will MacKenzie, Jamie Woods and Kyle Langford on their way to winning the 2007 Bavaria Yachts International Youth Match Racing Regatta on Sydney Harbour



Andrea Francolini

Andrea Francolini

# YSA SAILORS FIND SUCCESS IN SYDNEY, MELBOURNE AND BASS STRAIT

*By Jenni Bonnitcho and Lisa Ratcliff*

## **MACKENZIE'S BAVARIA YACHTS INTERNATIONAL WIN IS FIFTH IN A ROW FOR THE HOST CLUB**

Late last year, in the closest of finishes, Will MacKenzie and his Cruising Yacht Club of Australia (CYCA) crew of Jamie Woods and Kyle Langford won the 2007 Bavaria Yachts International Youth Match Racing Regatta 3-1 against the Royal New Zealand Yacht Squadron's (RNZYS) Rueben Corbett, Bradley Farrand and Scott Burling.

MacKenzie fought all the way through the semis and finals from his fourth place in the round robins before taking the final race by half a spinnaker, sealing victory for the host club for the fifth consecutive year.

MacKenzie and his team were the big movers of the regatta. Scraping into the semis on a count back after the double round robin, the team's crew work peaked in the finals.

Bowman Kyle Langford said after the win, "We were getting stronger

each race and our confidence built. We always hoped to make the podium and you have to believe also that a win is within your grasp."

MacKenzie agreed their crew work was a key ingredient. "We had one training session as a new crew prior to this regatta and towards the end of the four days we just gelled," said the delighted skipper, who cut his teeth in the Manly Junior and Flying 11s.

RNZYS's coach Guy Pilkington summed up the regatta saying, "The boats could have been tied together by a bit of string they were so close!"

*For full results visit [www.cyca.com.au](http://www.cyca.com.au) under 'Youth'.*

## **EDEN MARINE HIGH ANNUAL VISIT**

Each year, the Cruising Yacht Club of Australia relies upon the support of the Eden community during the Rolex Sydney Hobart Yacht Race and as a thank you, the club invites students from Eden Marine High School to the CYCA for a week just prior to the Boxing Day bluewater classic. The 2007 visit gave the delightful group of young people the opportunity to

experience sailing at the CYCA Youth Sailing Academy (YSA), enjoy the Harbour and explore the city.

### WOT'S NEXT SECOND SUCCESSFUL ROLEX SYDNEY HOBART YACHT PROGRAM

CYCA director Graeme Wood again provided his Sydney 47, *Wot's Next*, for a primarily youth crew to undertake the 2007 Rolex Sydney Hobart Yacht Race. Nine of the 12 crew were under 25, including two watch captains.



"Full support was given by Graeme to making the race successful for the crew, which included extensive training and lead-up ocean races to Cabbage Tree and Flinders Islands. Thanks to Graeme and Wotif.com, all of the crew completed the Safety and Sea Survival Course which made for a safe race," said Jonathon English, one of the watch captains.

"During the race, there were no major issues, thanks mostly to the development of a close-knit crew and the leadership of Bill Sykes. Throughout the race, the entire crew pulled together and worked hard to not only get to Hobart, but to beat last year's divisional placing by six places."

### "IT WAS THE MOST AMAZING, AMAZING TIME AND WE ALL WANT TO COME BACK NEXT YEAR." – TWENTY-YEAR-OLD TIFFANY FULDE ON HER FIRST ROLEX SYDNEY HOBART YACHT RACE

"It was the most amazing, amazing time and we all want to come back next year," first-timer Tiffany Fulde, 20, told the *Daily Telegraph* while attached by a safety harness line to crewmate Nick Dallen in Hobart so they did not lose each other on shore.

Cat Trew, 19, said she and her crewmates still couldn't believe the sail across Bass Strait, usually a stretch of water known for steep seas and wild winds. They did it in T-shirts and shorts with "the music cranked up loud."

Trew and Fulde were two of four female YSA sailors on *Wot's Next* for the 63rd race to Hobart. Both Graeme Wood and Bill Sykes are big believers in

### "KIDS REACT NICELY WITH OTHER KIDS IF YOU PUT THEM TOGETHER THE RIGHT WAY." – WOT'S NEXT SKIPPER BILL SYKES ON HIS CREW VOLUNTEERING TO MENTOR KIDS FROM THE BLACKTOWN TUTORIAL CENTRE

encouraging women in the sport. "I work in a very difficult environment, it can be really hard, and most of the people I work with are women," Sykes said. "They make up for any lack of strength by working as a team."

Sykes' day job is running a school for emotionally disturbed young people, the Blacktown Tutorial Centre, and the *Wot's Next* youth program has dovetailed nicely with what he is trying to achieve there.

"The kids on the boat have all agreed to become mentors to my Blacktown kids. The kids from the Centre have been out on the boat, and it was wonderful. Kids react nicely with other kids if you put them together the right way," said Sykes.

### CYCA YOUTH SAILORS FINISH SECOND IN 29ER WORLD CHAMPIONSHIP

Representing the CYCA, Byron White and Will Ryan finished second in the ISAF 29er World Championship at Sail Melbourne in January. After taking the Australian 29er nationals title the previous week, White and Ryan moved down the peninsular from Safety Beach to Sorrento to contest the World Championship.

Overall, 17 members of the CYCA Youth Sailing Academy sailed in the 29er World Championship. Jamie Woods, who went in as a strong contender for the title, and Evan Walker and Sean O'Rourke were all Gold Fleet qualifiers (top 25 boats from the Qualifying Series). Olivia Price, one of the four CYCA Academy girls racing, showed her potential as a young skipper by finishing fourth in the Silver Fleet. ○





TP52 *Wot Yot* is a contender in the Blue Water Pointscore Series

Rolex Carlo Borlenghi

# OCEAN POINTSCORE RACE AND FIRST AUDI SYDNEY OFFSHORE NEWCASTLE YACHT RACE

By Lisa Ratcliff

In early March, the CYCA's Blue Water and Tasman Performance Series fleets will embark on the final race of the seven-race series, the inaugural Audi Sydney Offshore Newcastle Yacht Race, which has replaced the previous end-of-season passage to Queensland.

The 250-nautical mile Cat 2 race will start at 6pm on Friday 7 March from Sydney Harbour and take the fleet to a laid mark around 20 nautical miles east of Crowdy Head before the yachts head for Newcastle and the finish in the Hunter River. Also due to arrive Saturday afternoon and into the evening will be the majority of the Ocean Pointscore fleet.

Heading into the penultimate Blue Water Pointscore Race, the Flinders Island race on 1 February, the wily Syd Fischer's outstanding second overall in the Rolex Sydney Hobart with his new Farr 52 *Ragamuffin* had him leading the pointscore by one point from sistership *Wot Yot* skippered by Graeme Wood.

Fischer, who is top of the heap despite missing the first race of the series while awaiting delivery of his TP52, is an eight-time CYCA Blue Water Champion who has vast knowledge about putting a winning campaign together. Wood, on the other hand, has found his feet early and is making

Syd Fischer's Farr-designed TP52 *Ragamuffin* had a one point lead over sistership *Wot Yot* at the time of the Flinders Island Race on 1 February

ROLEX Carlo Borlenghi

a big impact in his first assault on the prestigious series. The final two races will separate the master, who is finishing off his 45th season of ocean racing, from the astute apprentice who just two years ago was named CYCA Ocean Racing Rookie of the Year.

In the Tasman Performance Series, David Beak's *Mr Beaks Ribs* was two points clear of Alan Brierty's Corby 49 *Limit*, which is also well placed in the BWPS in third, heading into the Flinders Island race.

"Commodore Paul Hannan and NCYC members are looking forward to this inaugural event, which we expect will bring a very large crowd of many thousands of spectators to the waterfront as the boats approach the finish line in the Harbour," Newcastle Cruising Yacht Club Captain/Secretary George Keegan said.

"The final stage of our 180-berth marina will be completed by mid-February and the new marina finger will help NCYC to tie up the CYCA fleet."

For further information, visit [www.cyca.com.au](http://www.cyca.com.au) and [www.ncyc.net.au](http://www.ncyc.net.au)

## AUDI SYDNEY HARBOUR REGATTA

By Louise Bashford

The spectacular Audi Sydney Harbour Regatta (ASHR), hosted by the Middle Harbour Yacht Club (MHYC), will be held on 1 - 2 March 2008. Now in its third year, this highly successful regatta features more than 250 yachts racing on Sydney Harbour, including fleets from all the major Sydney clubs.

The regatta will also host the second leg of the highly competitive Audi IRC Australian Championship. With many sailors vying for this national crown, the Audi Sydney Harbour Regatta attracts the most spectacular yachts from prestigious IRC racers to the highly popular international classes. This colourful spectacle draws 20 categories of racing yachts, in fierce competition over seven course areas of the harbour.

By far the richest prize in Australian sailing, the overall winner of the regatta will be awarded the brand new Audi A4 sedan – a car which will be launched Down Under in April 2008. To win the car, crews must compete for the prize at the 'Audi Final Challenge' at Eastern Creek Raceway.

At the weekend-long ASHR in March, spectators will enjoy a colourful feast of sails from various vantage points on the harbour foreshores and viewing craft on the water. Shoreside, activities will include a Henri Lloyd Fashion Parade and beach parties with live entertainment. The event leads into Sydney Harbour Week.

The Regatta concludes with the Prize Presentation at MHYC on Monday 3rd March commencing at 6.30pm.

For further information about the Audi Sydney Harbour Regatta, contact Louise Bashford on + 61 (0)414 410 000 or [lbashford@mbyc.com.au](mailto:lbashford@mbyc.com.au) or visit [www.sydneyharbourregatta.com](http://www.sydneyharbourregatta.com)

For further information about Sydney Harbour Week, visit [www.sydneyharbourweek.com](http://www.sydneyharbourweek.com)



Luca Villata/Harken

## HARKEN WOMEN'S INTERNATIONAL MATCH RACING REGATTA

By Lisa Ratcliff

**T**he world's top four ranked women match racers will headline this year's Harken Women's International Match Racing Regatta, which is shaping up as one of the Southern Hemisphere's most formidable meets for elite women match racers.

France's Claire Leroy, 27 and ranked number one in the world in women's match racing for almost three years as well as the current world champion, is heading Down Under for the first time to pit herself against her fellow European champions and the local talent, including the third ranked Katie Spithill from the Royal Prince Alfred Yacht Club.

Spithill and her team achieved multiple successes abroad last year, cementing the 25-year-old's credentials on the international match racing circuit and moving her up the rankings to an outstanding third in the world, making her Australia's highest ranked woman match racer.

Thirty-five year old Lotte Meldgaard Pederson from Denmark, ranked second behind Leroy, is another hot prospect for this qualifier to the ISAF



Action at the 2007 Harken International Women's Match Racing Regatta

Luca Villata/Harken

Women's World Match Racing Championship to be hosted by Royal New Zealand Yacht Squadron 1-6 April 2008.

For the six skippers who already have an entry card to the Women's World Championship, it may be their last chance to train in the Elliott 6's before heading to the World Championship, although some may contest the New Zealand Match Racing Championship in the class the week prior. For the



Claire Leroy, ISAF Rolex Female Sailor of the Year



aboard the CYCA's Elliott 6 sports boats for the four-day regatta. Samantha Boyd will represent the CYCA.

The 2008 event will mark the fourth year of Harken's naming rights sponsorship.

"This year's event promises to be the best yet", said Harken Australia's managing director Carl Watson.

"It is a wonderful opportunity for our local women to compete at an international level on home shores. The added status associated with being the final qualifying event for the world championship only adds to the quality and depth of the event."

For further information, visit [www.cyca.com.au](http://www.cyca.com.au)

## 2008 SUNFERRIES MAGNETIC ISLAND RACE WEEK

The second annual Sailing Regatta at beautiful Magnetic Island off Townsville will be sailed in September 2008. This regatta will be the first part of the Magnetic Island – Port Hinchinbrook Series, incorporating the Sunferries Magnetic Island Race Week, the Magnetic Island to Port Hinchinbrook Blue Water Classic and the Port Hinchinbrook Regatta of the North.

The Sunferries event starts on Saturday 6 September at Magnetic Island, one week after the finish of Hamilton Island Race Week.

The Sunferries Magnetic Island Race Week is a series of day passage races and buoy courses for racing and cruising yachts. All races are based out of Peppers Blue on Blue in Nelly Bay Harbour. The Race Week culminates with the Paradise Awards Dinner on Tuesday 9 September.

The Magnetic Island to Port Hinchinbrook Bluewater Classic starts off in Nelly Bay Harbour on Thursday 11 September, when the fleet will head northwards on the 100-nautical mile passage to Port Hinchinbrook, where the series continues on 13 September.

For further information, visit [www.magneticislandraceweek.com.au](http://www.magneticislandraceweek.com.au) ○

four teams contesting the Harken Women's International who are not yet on the starter's list for the Worlds, the best ranked skipper from this regatta and the New Zealand Nationals will automatically receive an invitation.

Following a competitors' welcome in the evening of the 15th of March at the host club, the Cruising Yacht Club of Australia, racing will commence the following day with France, Denmark, Australia, Germany, New Zealand and the UK represented across the ten teams that will take to Sydney Harbour



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4th IRC Chutzpah, 1st Div,  
Wedgetail 2nd Div C  
Huckleberry 3rd Div E

### Melbourne to Hobart & Sovereign Series

Archie – 1st OA IRC Melbourne To Hobart  
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BETTER ENGINEERED SAILS

# FROM GUESSWORK TO COMPUTERS:

## AN INSIGHT INTO NUMERICAL WEATHER PREDICTION

METEOROLOGY, THE INTERDISCIPLINARY SCIENTIFIC STUDY OF THE EARTH'S ATMOSPHERE, TRADITIONALLY INCORPORATES PHYSICS, CHEMISTRY AND HYDROLOGY. EXPONENTIAL LEAPS FORWARD IN COMPUTATIONAL POWER, HOWEVER, HAVE MEANT THAT MATHEMATICS IS NOW ONE OF THE PRINCIPAL DISCIPLINES USED BY METEOROLOGISTS TO PREDICT WHAT THE WEATHER WILL BE LIKE TOMORROW

*By Kenn Batt, Bureau of Meteorology, ACT*

One of humanity's oldest dreams has been to accurately forecast the weather. Early civilisations considered the state of the sky to be a reflection of the moods of various sky gods, and that storms were punishments meted out for earthly misdeeds. For centuries, weather forecasting was bound up inextricably with mythology, superstition and folklore. Early forecasters were usually high priests, witchdoctors or medicine men. It has only been in the last 100 years or so that improvements in operational meteorology have become firmly linked to advances in scientific understanding, and that mathematics has been applied to the forecasting problem.

The basis of meteorological mathematics, or numerical weather prediction (NWP), was first formalised by Vilhelm Bjerknes in 1919. This Norwegian physicist suggested that weather forecasting is an initial value problem. That is, if we can describe the present state of the atmosphere and we know the mathematical equations governing its motion, then forecasting is just a question of correct computation from that point on. Easy, eh!

The first person to seriously attempt a numerical simulation of the motion of the atmosphere was Lewis Fry Richardson, a remarkable individual who revolutionised the science of meteorology. Richardson's work, carried out mostly during the 1920s, was warmly received in academic circles. However, at the time it was not considered a feasible way of forecasting the weather because it required a large number of initial conditions (weather observations from around the world) and a huge

computational workload to forecast 24 hours ahead.

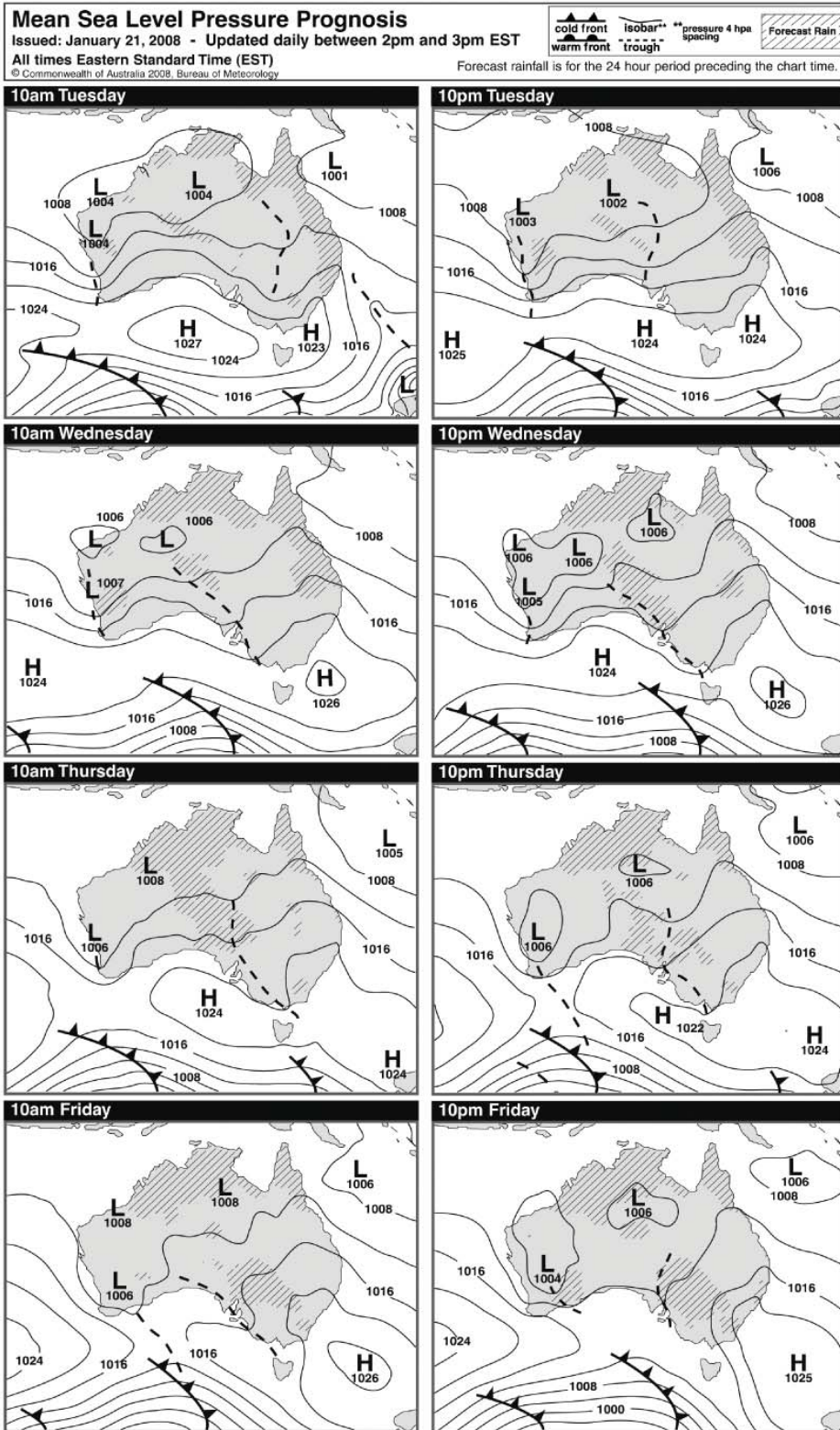
Richardson's theory lay virtually dormant for the next two decades, and it was not until World War Two and the involvement of a number of eminent mathematicians, including John von Neumann and Jule Charney (both of whom worked on the Manhattan Project), that Richardson's dream was rekindled.

Mathematical simulation of atmospheric motion was at last perceived to be a practical and valuable approach to weather forecasting and, during the 1960s and '70s, was increasingly taken up by meteorological centres around the world. Today it is used as the principle tool for forecasting the weather.

Although not always acknowledged by mathematical modellers, NWP models are meant to assist forecasters in the prediction of the weather. Humans still produce the actual weather forecasts, albeit often using mathematical models as guidance. But forecasters also have other tools available to them, such as current analysed weather charts, satellite images, weather radar images, experience, conceptual models of weather systems and local knowledge.

Nor is there just one type of mathematical model. Several nations, including Australia, have developed their own. In one case, a consortium of countries has pooled its resources to produce a combined model available to all participants. This is the European Centre for Medium Range Weather Forecasting (ECMWF) Prognosis, generally recognised as the best numerical simulation of the atmosphere currently available.

Typical surface isobaric prognostic charts from a low resolution NWP model, tuned for the Australian region



One of the main problems with mathematical models is specifying the initial conditions of the atmosphere by utilising weather observations taken simultaneously from around the globe. The number of observations taken is too small for an adequate description of the atmosphere, and there are still large, data-sparse regions (particularly in the Southern Hemisphere), despite the recent introduction of more sophisticated weather satellites that provide data on upper winds, sea surface temperatures and winds, and upper level temperatures.

Recent research has centred on the development of mesoscale models. These models run at much higher resolutions (that is, they provide much finer detail of weather variations) than global and regional models and are used to help describe localised temperature and wind fields, among other things. In the lead-up to the 2000 Sydney Olympics, for example, the Bureau of Meteorology developed MesoLAPS (Mesoscale Limited Area

**MATHEMATICAL SIMULATION OF ATMOSPHERIC MOTION WAS AT LAST PERCEIVED TO BE A PRACTICAL AND VALUABLE APPROACH TO WEATHER FORECASTING AND TODAY IT IS USED AS THE PRINCIPLE TOOL FOR FORECASTING THE WEATHER**

Prediction Scheme) to aid forecasters with the idiosyncrasies of winds over Sydney Harbour and just offshore. These high-resolution models are being continually refined in order for them to run reliably at resolutions of between only a few hundred metres and a few kilometres. In other words, they run at localised resolutions to provide accurate descriptions of wind flows over Sydney Harbour, Port Phillip Bay and other spots along the Australian coastline. Figure 1 is an example of a typical high-resolution numerical model output.

Both low and high-resolution models are really starting to assist the yachting community. In some parts of the world, these are the only means of obtaining a forecast. Forecast models in paper format can be obtained before leaving shore or else while at sea on the growing

number of lucky vessels linked to the internet.

Navigators can download forecast GRIB (Gridded Binary data files) winds into their favourite routing software (such as MaxSea, Deckman, Raymarine, etc.). Users should understand that these GRIB winds or files mostly come from models running at low (coarse) resolutions, anywhere from 20 kilometres to 120 kilometres. Yachtsmen and women can have more confidence in the low-resolution models when they're well away from the effects of land, but should be very careful when they draw near the coast. Low-resolution models have a lot of trouble resolving the effects of land on winds generally, particularly where very localised effects (headlands, estuaries, etc.) and sea/land breezes come into play. These difficulties are mostly due to the smoothing of topographical fields and the assumptions used in the maths and physics packages that drive these beautiful 'things'. In these situations, navigators will have to 'massage' the model output to take into account the complex and not so complex effects of topography, sea and land breezes, etc.

Local knowledge often plays a big role in this 'massage process'. One rule of thumb says that model resolution lower than five kilometres (that is, numbers bigger than five kilometres) will not resolve the sea/land breeze circulation and the effect of coastlines on the local wind flow.

Here are some reasons why the computer model forecast can go wrong:

- The accuracy of mathematics and physics packages (due mostly to an incomplete physical understanding of atmospheric processes)
- Density of the grid spacing. A model solves about seven complex equations for grid-points. These grid-points not only cover the Earth's surface, but extend upwards for some 30-plus levels. The further apart the grid points (that is, the lower the resolution), the less accurate the model
- Accuracy of the input field (the observations and hence the computer model's starting analysis has to be correct). Garbage In will normally imply Garbage Out (GIGO)
- Model topography
- Size of the model domain (the area over which the model runs; the smaller, the better)
- Initial errors tend to increase over time

One of the more popular GRIB download sites is the Global Marine Network (GMN) at [www.globalmarinenet.net/grib.htm](http://www.globalmarinenet.net/grib.htm). Another great site is via Frank Singleton at [www.franksingleton.clara.net/gribus.html](http://www.franksingleton.clara.net/gribus.html)

'Portable' high-resolution model versions can be tuned for any yacht race/cruise track around the world and hence the user can obtain detailed forecast wind velocity data three to four days ahead. These types of model can also be run, for limited areas, onboard a vessel utilising a high-powered laptop and either a mobile telephone or a satellite link to download data.

As a matter of interest for you forecasters out there, professional meteorologists normally work through the following list in order to arrive at a forecast. NWP is just a part of the overall process. Anyone wishing to forecast the weather for themselves would be well advised to do the same:

- Perform a comprehensive analysis (as best you can at sea)
- Forecast funnel: work from large to small scale
- Large scale: global NWP analyses
- Synoptic scale: regional NWP analyses and manual charts

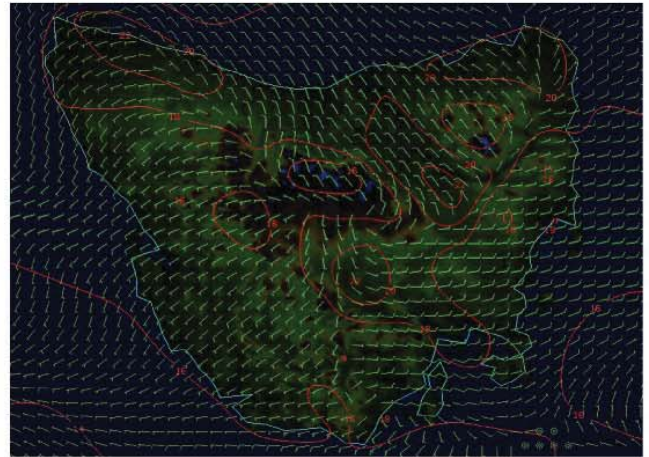


Figure 1. A forecast chart from a very high resolution NWP model of Tasmania, valid for 2000hr AEDST 23/1/2008, showing forecast winds in knots and surface temperature in degrees Celsius.

- Local (meso/micro) scale: high-resolution NWP plus any local analyses and observations

From the above, formulate a conceptual model for what is happening. Construct a 3-D picture of the current atmospheric situation that explains as far as possible all the current weather observations and changes. Once you're happy with this, then:

- Use NWP guidance (forecast product) to predict larger scale controls on local weather
- Take a critical approach to NWP: assess how well it has performed over the past few days; if you can, compare the output of different NWP models
- Take diurnal (24-hour) variations of the various weather elements and local topographic effects into account
- Note short-term trends in conditions from your weather log (for example, for the last six hours)
- Apply any local knowledge
- Lastly, produce the forecast

Remember that NWP guidance and hence your weather forecast can fail, so YOU have to weather watch utilising observations. Be prepared to AMEND your forecast if and when the need arises.

Philosophically, numerical weather prediction must represent one of the great triumphs of human achievement, combining as it does the physics of the atmosphere and oceans, mathematics, and the high technology of the supercomputer. It is one area where high technology is being applied every day to provide information on that one thing that affects us all – the weather.

How did we do it before NWP? Good forecasting.

Reference: Whitaker, R, 1990: *Numerical Weather Prediction, The Institute of Mathematics and its Applications. October/November, Volume 26.* ○



# Audi Sydney Harbour Regatta



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Barker at the helm of *AFR Midnight Rambler* in close action during the 2007 Rolex Rating series



ROLEX Daniel Forster

## FOR THE LOVE OF SAILING

OFFSHORE YACHTING INTERVIEWS  
ONE OF AUSTRALIAN YACHT RACING'S  
MOST PROMISING, RELAXED AND  
THOROUGHLY LIKEABLE COMPETITORS

By Alexander Gilly

Queenslander Tom Barker is veteran of four Rolex Sydney Hobart Yacht Races, winner of the 2007 Captain John Piper Match Racing Regatta and part of the crew that won the 2007 Hempel Gosford to Lord Howe Island Race aboard *AFR Midnight Rambler*. He was named the CYCA's Ocean Racing Crew Person of the Year for the 2006-07 season, and has helmed boats to podium finishes in Cowes, Perth, Malaysia and Victoria. It's an impressive CV for any yachtsman, but for a 21-year-old university student, it's outright prodigious. *Offshore Yachting* caught up with Barker between regattas in January 2008.

**OFFSHORE YACHTING:** What are you studying at UNSW? What job were you working when I called?

**TOM BARKER:** I'm about to begin my final year of a Bachelor of Engineering (Surveying and Spatial Information Systems). When I began the degree in 2004 I was fortunate enough to be awarded a scholarship through the UNSW Co-op Program which is supported by sponsor companies from a wide range of industries. In return for the financial assistance, Co-op scholars are required to do certain Industrial Training (IT) placements. I'm at the end of my last IT at Lean & Hayward Pty Ltd – a surveying, town planning and civil engineering firm in Campbelltown. When you called, I was actually working out at Tahmoor (south-west Sydney) where we have been undertaking some work with respect to the subsidence associated with the coal-mining in the area.

**OY:** Sportsmen often get hooked on their sport at a particular moment of glory. For instance, a footballer who remembers his first try. Do you have such a moment?

**TB:** I don't think I was ever hooked from a particular moment. I basically grew up with sailing as a way of life and it really is a passion for me. My whole family is involved in the sport and from a very young age I

Tom Barker relaxing before the start of the Rolex Sydney Hobart Yacht Race 2007



just always loved being out on the water – whether it be in yachts or dinghies, racing or cruising. Whenever I had spare time I just wanted to go sailing.

**OY: Where and when did you start sailing?**

**TB:** I grew up in Gladstone, Queensland and began sailing at Port Curtis Sailing Club (PCSC). My family has always owned yachts and I guess my first sailing experience would have been before I was three months old when Mum (Maryke) and Dad (Brad) strapped me into my bassinet aboard our Farr 1104 *Lunchcutter*. I used to race regularly on the 1104 from about the age of six, moved into Sabots when I was eight and completed PCSC's Learn-To-Sail program, which my Mum ran. Mum and Dad have both been very heavily involved in the sport. Mum still occasionally runs adult learn-to-sails with Dad. Both Mum and Dad have done stints as Commodore of PCSC with Mum being the first female Commodore of a major yacht club in Australia. We also believe that Mum was one of the first Australian women to sail around the world when she completed a five-year circumnavigation with her parents when she was 14. Both my older brothers also sail. One of them, Will, is a sail-maker at North Sails in Brisbane.

**OY: When did you sail your first overnight/ long ocean race?**

**TB:** My first overnight race would probably have been a Gladstone-Great Keppel Island Race aboard the family's Beneteau First 435 *Spirit* when I was about seven years old. It is about a 95-nautical-mile race over Queensland's June long weekend. My first Brisbane-Gladstone Race was the 50th race in 1998, when I was 14. That year, we had Mum, Dad, my two older brothers and my Mum's dad onboard. It was a very special race for us all to do together.

**OY: You moved from Gladstone to Sydney in order to do the intense program at the CYCA Youth Sailing Academy. How many years were you at the Academy? Can you tell me what the main thing you learned there is? As in, is there a philosophy of or approach to sailing particular to the Academy?**

**TB:** Joining the YSA was a major factor in my moving to Sydney. I had never had the chance to do any match racing before and it had always interested me. Also, the pathways I knew it would provide into offshore racing was very appealing. I've now been at the YSA since 2004 and am still involved.

I think there are two things that have really stuck with me:

1. Learn as much as you can off the people you're sailing with and your competitors. Some of the most valuable time I have had at the YSA has been off the water with little magnetic model boats on the board discussing all the possibilities of a certain tactical situation that we've just come across on the water.
2. Surround yourself with the right people. Getting the right mix of people on a boat is just as important as putting people in the right crew positions. I think that's something that I've always stood by (and I think it's something we have done quite well at the YSA) but I have an even greater appreciation for it now.

**OY: You now coach young sailors at the Academy. What is the main idea you want to instil in young sailors?**

**TB:** I really enjoy coaching the younger guys – I always have. I think sometimes young coaches have a huge amount to give to sailors around their own age because there's often a great communication link. Whenever I am coaching, I always try and make sure the sailors are enjoying themselves. On top of that, I like to push them hard to see how far they can extend their own abilities as well as growing a greater understanding of how they can push their boat. Also, I'm a big believer in making the greatest use of time on the water while we are training and so I'm always encouraging the sailors to sail as though they're racing.

**OY: As a top sailor, you travel the world (NZ, Cowes, California, Malaysia, Perth, etc.) How are you coping with all the travel?**

**TB:** The travelling is something that I really enjoy. I love turning up to a new place and having to figure out how to get around and where's what. I've also been very fortunate that my uni scholarship (and the companies who sponsor it!!) have been very flexible and supportive of my sailing ambitions. I think sometimes I put a lot of pressure on myself with trying to fit in all of my study and sailing; however, I really cannot see me doing it any other way. I think it is extremely important to take any opportunities that are thrown your way (whether sailing or professionally) and that is just why I work extremely hard to make it work. I must also mention that I could not have done or achieved anything I have without the full support of my friends and family. They have backed me all the way and I am always so grateful for that support. I think that once you set your goals, and you convince the people supporting you that you are serious about those goals, then the work/life/study/sailing balance just works out because if it's important enough, you'll find a solution every time and those around you will appreciate what you're trying to achieve. Overall, I think it really just comes down to hard work and knowing what you want to achieve.

**OY: Do you envisage turning professional, or would you rather remain amateur but go to the top, like Mark Richards? What effect do you think major sponsors such as Rolex and Audi have on the world of amateur sailing, if any?**

**TB:** I think one day I would love to be part of a big professional campaign

CYCA Commodore Matt Allen presenting Tom Barker with the 2007 Ocean Racing Crew Person of the Year Award



like a Volvo or Vendée Globe program. Having said that, all of my ocean racing so far has been in completely amateur crews where I've learnt a great appreciation for solid teamwork and mateship – values which I would never go yacht racing without.

Basically, turning professional is something that I think I may be interested in in the future, however, it is not as important to me as enjoying my sailing. I would never want to risk losing my passion for the sport just to make a career out of it.

As for Rolex and Audi, I think they have done a fantastic job of promoting the sport to the wider public. All I look at is the Rolex Sydney Hobart, which I still see as a major amateur race, and the Audi Sydney Harbour Regatta – I don't think I've ever seen so many boats on the harbour.

**OY: What's your favourite boat, past or present?**

**TB:** I've got a couple of favourite boats: *Lunchcutter* – Our family Farr 1104 that I basically grew up on. I have so many happy memories from racing that boat as well as family holidays aboard her. She was a real IOR boat with all the bumps and the motor mounted up at the base of the mast so she was a pig to sail downwind but a beautiful boat on the breeze.

*AFR Midnight Rambler* – One of the nicest boats on every point of sail. Also, so many great miles with some top guys and of course, the boat I first went to Hobart on.

*Excelerate* – an Elliott 7 I used to sail on in Queensland. She was the best-kept boat that I ever sailed on and exciting to sail. It was also on this boat that I won my first state championships. An Elliott 7 NSW State Titles.

**OY: What's your take on *Rosebud* and the Box Rule TP52s, not to mention STP65s? Do you expect to see more of them in Australia after *Rosebud's* victory, or are they too expensive for such a small market?**

**TB:** The TPs look like such exciting boats and *Rosebud's* victory I thought was outstanding. One of my dreams is to race on the TP52 circuit.

There's no doubt that both the TP52 and STP65s are fantastic-looking boats that perform exceptionally well and provide great racing and I am excited to think that it would be possible to see more of them in Australia. I think *Rosebud* would have probably still caused quite a stir down here even without achieving their fantastic results. As for Australia seeing any of their own? I have no idea to be honest, but I know where I'd be putting a few million dollars if I had it lying around! I also think that the box rule is something Australia could really be looking at more. I don't think it is necessarily a viable blanket option for Australian offshore racing but I think if there were a group of like-minded owners all looking to get new boats then the box-rule would be very attractive.

**OY: Which form of racing do you prefer? (Ocean racing? Round the cans? One-design? Match racing or regatta?) Why?**

**TB:** My first passion is definitely ocean racing. I thoroughly enjoy being at sea and all the challenges and pleasures that it brings. Match racing, though, is also something I enjoy incredibly and I think having the opportunity to do the two at a high level is a good balance and each form of racing often teaches me lessons which I can use in the other.

One of the great things I love about sailing in general is the complexity and technicalities of it as well as the chance to do anything. If you don't enjoy offshore racing, then you go inshore racing. Or, if you don't want to do that at all, you can just go for a sail. This variety is something that I really enjoy.

**OY: What's your favourite race/regatta? Why?**

**TB:** The Rolex Sydney Hobart will always be something special to me I think because it was a dream of mine for so long when I was growing up. I also think the Brisbane-Gladstone race is a favourite because it takes me home every year and sailing up the Fraser Coast is some of the prettiest sailing I think you can do (plus it's a whole lot warmer than going to Hobart!)

The Warren Jones Memorial Regatta in Perth is also one of my absolute favourite match racing regattas because you have one of the best selection of sailors under 25 in the world, the Foundation 36 yachts they use are exhilarating to match race and everything is always run and organised well.

**OY: You've now done four Rolex Sydney Hobarts, all of them on *AFR Midnight Rambler*. How do you compare the four races in your own mind? Still as exciting as ever? Any tips for a first-timer?**

**TB:** I think I've been extremely lucky to have had four pretty easy and straightforward races and each one of them has been different. 2004 was pure disappointment when we had to retire. 2005, being the first year I made it, was the complete opposite and I think the only thing that will ever top that feeling would be holding the Tattersall's Cup. 2006 was frustrating because we had made some bad tactical decisions while the last one was completely shattering – having come second in division by only 11 minutes. So I can safely say that every race is very different in my own mind and even when you don't necessarily get the result you want, there is still that great excitement in getting there.

First-timers? Don't go unless you are completely comfortable and confident in the people around you as well as your own ability. Also, enjoy the race but never underestimate the level of preparation that you need to put in.



**OY: Describe your dream boat for the Rolex Sydney Hobart. Canting or fixed keel? How would you rig her? Who would you select as crew?**

**TB:** It would definitely be a fixed keel I think. She would be an all-round performing boat that I was confident could stand up to the worst Bass Strait conditions. I think she would be at the smaller end of the scale – maybe between 35-45 feet. In that size range I would be a little sceptical of only running asymmetrical so would probably still run symmetricals as well. I think something like the new *Beau Geste* or *Chutzpah* would be fantastic.

My dream crew would be a mix of my mates from the YSA who I've had crew for me in some match racing regattas and the AFR boys. It would be a mean combination of youth and experience built on top of great friendships and talent.

**OY: Which of your achievements so far are you most proud of?**

**TB:** I think winning the Blue Water Pointscore and SOPs was a major achievement because it was in a lot of ways the culmination of two or three serious seasons getting the boat and crew just right (if you ask Ed Psaltis it would be much longer than three seasons and so an even greater achievement in his eyes).

In addition, I think our second place at the under-25 match racing regatta during International Youth Week in Cowes is also a highlight as we mounted a bit of a comeback and beat a lot of teams that were ranked a lot higher than ourselves.

Winning the Ocean Racing Crew Person of the Year Award, though, is very special. It's something that means a lot to me and I'm very humbled and honoured to be recognised in such a way.

**OY: Have you a mentor?**

**TB:** Ed Psaltis has really been a fantastic guide in my sailing. I've never really thought of him as a mentor but when I think about it, I suppose it is quite a fitting description. He's really given me some huge responsibilities on the boat and given me room to help develop my skills as a bowman, trimmer, helmsman and, most importantly, a competent seaman.

Both my parents have also been very important in my sailing too. I think sailing is an interesting sport as it can truly be a family sport and when you race with your parents as I have done, the relationship can often change from father/son to skipper/crewman. I find it an interesting aspect of our sport that is very unique.

**OY: Who inspires you?**

**TB:** The people who inspire me are those who are just out there loving their sailing at the level that they choose – whether that be the Rolex Sydney Hobart or club racing every weekend. They're the people that I truly enjoy sailing with.

If you were to look at the very top end of the sport, I guess I do take some inspiration from people like Adrienne Cahalan and Russell Coutts. I see them as people who have set goals of what they have wanted to achieve and worked extremely hard to get there. In their world of professional sailing, they have also built a good base to fall back on, which I think is smart.

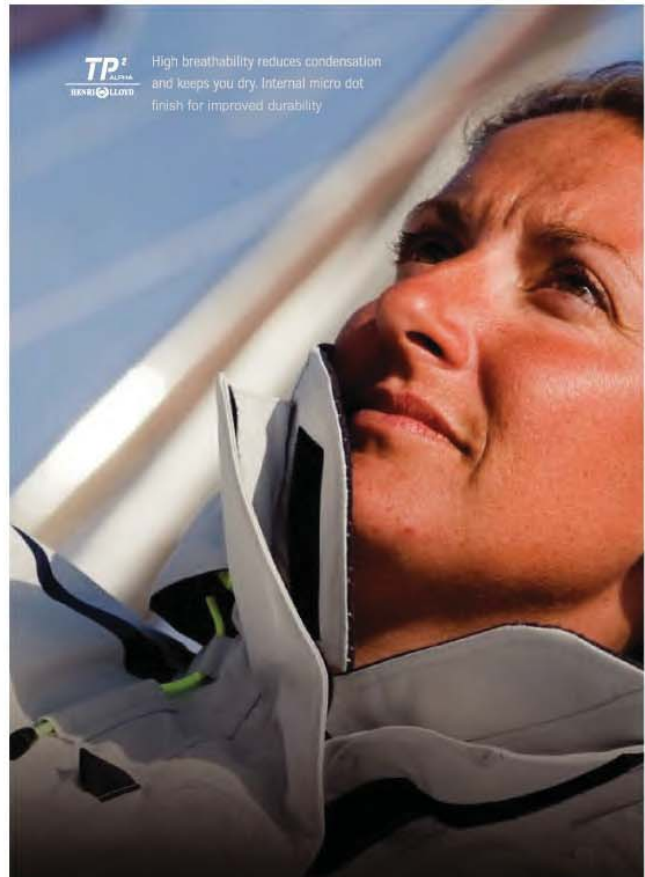
I couldn't let this question go without also including John Walker, Lou Abrahams and Syd Fisher who just keep turning up and scoring incredible results.

**OY: What qualities do you most admire in a racing skipper?**

**TB:** I think the ability to efficiently gather important information, quickly analyse it and make the right decision is very important. I also admire a skipper who likes to push the boat and crew hard yet know his or her boat and crew well enough to know when to ease off. I also believe that a good skipper will never expect crew members to do something that he or she would not do themselves. ○

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An international fleet of TP52s racing downwind at the Rolex TP52 Global Championship 2007 in Porto Cervo, Sardinia

# DESIGNED TO EXCEL



TP52 *Ragamuffin* at the Rolex Sydney Hobart 2007



Daniel Forster-Rolox

WHEN TWO OF THE LEADING OFFSHORE RACING CLUBS IN THE U.S. PUT THEIR HEADS TOGETHER TO DESIGN A BOX RULE FOR A 65-FOOTER THAT RETAINED THE EXCITEMENT AND DIVERSITY OF THE TP52, THEY MADE A POINT OF NAMING FOUR OF THE WORLD'S MAJOR OFFSHORE RACES AS OBJECTIVES FOR THE NEW BOATS: THE ROLEX SYDNEY HOBART YACHT RACE, THE ROLEX FASTNET RACE, THE TRANSPAC AND THE BLOCK ISLAND RACE. AFTER STP65 HULL #1 *ROSEBUD*'S STUNNING VICTORY IN THE ROLEX SYDNEY HOBART 2007, THE SMART MONEY IS ON THE NEW CLASS OF BOATS IN THE OTHER MAJORS

By Malcolm Park

It was just past sunset and the trade winds were blowing a steady 23 knots and gusting to the high twenties. The swell was a joy to rip down as we sailed past Molokai lighthouse, making better than 20 knots, on our way to an overall win in the 2005 Transpacific Yacht Race aboard the TP52 *Rosebud*. It was one of those special moments when the boat feels so balanced that you know you are sailing in the exact conditions for which the boat was designed. This is what our team had come to love about sailing the TP52, and it was something we knew that we would *not* be feeling if we built a TP52 for the new Mediterranean Circuit.

The TP52 box rule has proved itself as a rule that encourages the design of fast, versatile boats that have been successful under a number of handicap systems. This was certainly the case with the TP52 hull number five *Rosebud*. We had overall wins in offshore races such as the Newport Bermuda Race and inshore races such as Key West Race Week and the Rolex Big Boat Series in San Francisco. We were even successful under the Caribbean handicap rating system when we won Rolex Antigua Sailing Week 2006.

The Mediterranean TP52s are speciality boats designed to excel in light air not only because of their hull shape and foil design but because they're built light, which makes them fragile. TP52 racing in the Med is among the most competitive in the world. We knew that to compete there, we would have to build a boat limited to light air venues both because of the hull shape and (more importantly) because of the structure of the boat.

The TP52 rule has structural guidelines that require the boats be built to compete in offshore (Category 1) races based upon American Bureau of Shipping (ABS) standards. However, the ABS has a loophole that allows

To be competitive, TP52s need their crew on the rail. Here, the TP52 *Wot Yot* at the start of the Rolex Sydney Hobart 2007



Daniel Forster/Rolex

the standards to be adjusted based upon the conditions that might be expected in a specific geographic region. In short, a boat built specifically for the Mediterranean has a lower structural standard than a boat built to compete in the Rolex Sydney Hobart Yacht Race.

Building a boat for the Med meant building a 'horse for a course'. This was a limitation for our team because we enjoyed competing in a wide range of venues with different conditions. We always understood that we may not be optimised for every condition that we found on various race courses, but we did not want the structure of the boat to limit the venues in which we could compete.

At the completion of Transpac in 2005 we turned to Bill Lee, the creator

of the TP52 box rule, and explained our desire for a larger box rule boat that would capture the excitement and diversity of the TP52. Our hope was to build upon what had been learned during the previous five years of TP52 class rules and design development and create a simple, fast boat that would chase any single rating rule. At the same time, we realised that IRC was the up-and-coming international rating rule and that for the first boat to be recognised, we would have to have success under IRC. Bill Lee sent out a call to design groups Reichel/Pugh, Alan Andrews, Nelson/Marek and Farr Yacht Design asking them to submit proposals for a TP65.

Meanwhile, the StormTrysail Club (STC), based on the East Coast of the United States, had developed the STC65, which was more of an IRC-based



Man in the hole aboard TP65 hull #1 Rosebud



As end users of the boat, we too were concerned that a draft of 4.8 metres would limit the venues in which we could sail because we would be prevented from entering the harbours and the launching facilities. For all these reasons, we began to look at the concept of a lifting keel for the TP65 that would allow us to reduce the draft to that of a TP52 when entering harbours. The concept was met with scepticism because of the cost and the weight of such a system. But the practicality overruled these considerations and the lifting keel became part of the box rule.

obvious from the design parameters being submitted for the TP65 that, once the designers were freed from the constraints of the IRC rule, they would create a more exciting boat to sail.

The primary design parameter for the TP65 that emerged as different from any of the preceding designs was its draft of 4.8 metres. With this greater depth, the boat could weigh less than other 65-foot, IRC-based boats; we could have greater righting moment (stability) and carry more sail area. The problem was that the Transpacific Yacht Club (TPYC) was understandably concerned about endorsing a rule for a boat with a draft that prevented it from entering the majority of harbours on the West Coast of the United States.

box rule. We considered the parameters for this boat, but by then it was becoming

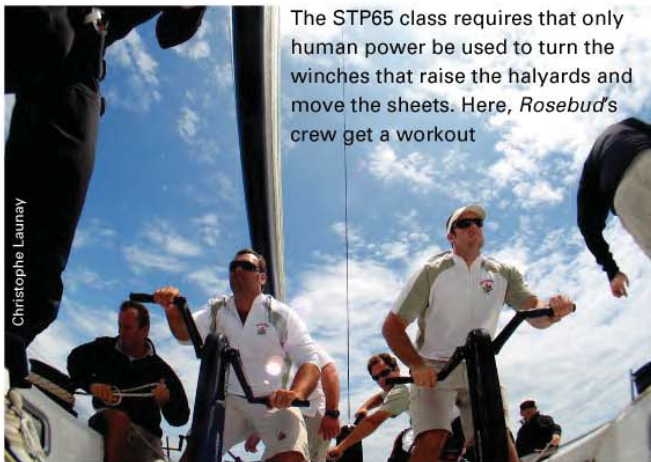
By November 2005, the parameters for the TP65 box rule were in place. Now we were faced with two separate 65-foot box rules on the West and East Coasts of the US. Given the limited number of owners that exist for such a boat, it was obvious that we needed to find a compromise between the two rules. The boards of the TPYC and STC worked with the designers to create the Storm Trysail Transpac 65 (STP65) box rule. The rule can be found at [www.stp-65.org](http://www.stp-65.org)

Compared to the TP52, the STP65 develops more of its righting moment from the keel bulb. This helps to eliminate the necessity of having maximum crew weight on the rail at all times as is required to be competitive on a TP52. As a result, we sailed *Rosebud* in Australia with 16 crew members for the buoy races (the same number of crew with which we used to sail the TP52 around the buoys), while we sailed the Rolex Sydney Hobart Yacht Race with 14 crew. It is a joy to sail a performance

The intent of the STP rule is that all the boats be built on equal structural strength and weight so that they can compete in all venues. Here, *Rosebud* off Sydney



Christophe Launay



Christophe Launay

The STP65 class requires that only human power be used to turn the winches that raise the halyards and move the sheets. Here, *Rosebud's* crew get a workout



Malcolm Park

The STP65s develop most of their righting moment from their deep keel bulbs. *Rosebud's* is pictured here

such as composite standing rigging and a retractable propeller.

The STP 65 box rule also recognises the traditional elements that have made other classes successful. Like the Farr 40 class, the STP65s will be driven by their owners for inshore racing rather than by professional sailors. The class also requires that manual (human) power be used to turn the winches that raise the halyards and move the sheets. This runs contrary to some of the canting keel boats that use engine-driven electric or hydraulic power to turn their winches.

Most importantly, the STP65 box rule states the venues and races that the boat must be capable of sailing. The

65-foot boat inshore without having to stack the rail with crew. It is even more of a joy to have enough bunks below for the off-watch crew.

Some of the other notable differences between the TP52 and STP65 are that the accommodation requirements for the STP65 provide for an enclosed head and far more interior volume on a percentage basis than the TP52. The bow sprit on the STP65 as compared to the spinnaker pole on a TP52 receives favourable treatment by IRC and also helps to simplify the boat and reduce the number of crew required to manoeuvre it. The STP rule also takes advantage of some of the advancements in technology that have emerged since the creation of the TP52 box rule

rule specifically names races such as the Rolex Sydney Hobart Yacht Race and the Rolex Fastnet Race. This portion of the rule is designed to close the loophole that allows TP52s to be built in a fragile manner for the light air conditions of the Mediterranean. The intent of the STP rule is that all the boats be built on equal structural strength and weight so that all STP65s can compete in all venues without concern as to their hull weight or hull strength.

Our hope is that every owner of an STP65 will be able to experience the thrill of ripping down an ocean swell in 30 knots of wind and knowing that this is the condition for which their boat was designed. ○

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Master the Elements

The foredeck of the 630e is clear of obstruction with all hatches and even the self-tacking track embedded in the teak deck



THE 630E FLAGSHIP OF HANSE YACHTS IS A FINE EXAMPLE OF BLENDING ALL THE RIGHT ELEMENTS – A FAST, PERFORMANCE-ORIENTATED DESIGN FROM THE PEN OF FAMOUS AMERICA'S CUP DESIGNERS JUDEL / VROLIJK & CO, THE LATEST TECHNOLOGY IN EPOXY CONSTRUCTION, WORLD-CLASS COMPONENTS, AND OF COURSE THAT TOUCH OF EUROPEAN STYLE AND LUXURIOUS APPOINTMENTS



Dual carbon helm stations

**H**anse Yachts' 630e ('e' for epoxy) has not yet been seen sailing Australian waters. The local distributor Windcraft has had great success with the smaller yachts in the line, ranging from 32 to 54 feet, having sold more than 120 boats since they began importing the then unknown Hanse brand in 1999. While in Europe last year, *Offshore Yachting* hopped on board the Hanse 630e and found attention to detail and special features more in common with superyacht construction than what is typically seen on production yachts. This was indeed one very special 'pocket' production superyacht.

Yachtsmen today have the benefit of the latest thinking and technologies in yacht design. These combine meticulously in the Hanse 630e, the German manufacturer's largest production yacht to date. Offering excellent sailing performance for a yacht that is really more luxury cruiser

than racer, the 630e is designed for ease of operation with as few on board as a cruising couple and must surely be the easiest sixty-three footer in the world to sail.

Featuring a length overall of exactly 19 metres (62.4 feet) and beam of 5.2 metres (17.1 feet) the yacht is extremely spacious on deck and below. For its size, it's incredibly easy to handle due to numerous means of simplifying sail handling and, as such, does not require a large crew. This provides great flexibility when either cruising or racing and simply means you get out sailing more often because you don't have to organise crew or





# SUPERYACHT STYLE ON A PRODUCTION BUDGET

phone around at the last minute trying to find extra hands should you wake up to a sunny morning with a fine breeze blowing.

As with all models in the Hanse Yachts fleet, the flagship 630e features a self-tacking jib, a feature that has become a signature of Hanse Yachts' appeal. The standard jib is 82 square metres, which, together with a 118-square-metre mainsail on a towering, triple-spreader, 26-metre mast, presents a total sail area of 214.6 square metres. For a sixty-three footer, particularly one featuring a self-tacker rather than overlapping headsail, this is more than adequate sail area to drive this 24-tonne yacht at boat speeds



Space and light aboard below deck



Generously proportioned galley (in cherry wood option)

commendable for a luxury cruising yacht. When flying the optional gennaker downwind on a reach at 130 degrees, the polar diagrams promise boat speeds of up to 12 knots in 20 knots of breeze. In 10 knots at the same wind bearing, the yacht will still achieve nine knots. On a closer reach of 100 degrees to the true wind, the big 630 will nail one for one – 10 knots boat speed from 10 knots of breeze – and for a large cruising yacht, that's great efficiency!

Quite apart from the tall rig and generous sail plan, the Hanse 630e's admirable performance is due to other factors including the underwater profile and keel of the judel / vrolijk design, the epoxy construction which both reduces weight and increases tensile strength compared to more

common glass construction, and the efficient waterline length of 17.1 metres from a 19-metre LOA. These factors combine to produce excellent sailing performance for a cruising yacht of its length and displacement.

Although the performance of the Hanse 630e is certainly not near the level expected of racing yachts of similar dimensions featuring carbon

hulls, spars and sails with lightweight racing interiors, it does at least go a long way to dispelling the commonly held view that yachts with self-tacking jib systems cannot sail fast. The placement of the mast further aft than usual, the 'J' dimension measured from the bow, together with a recessed jib furler provide for a more than sufficient sail area on the headsail, while retaining the great benefit of a self-tacking jib arrangement.

Ease of sail handling is also assisted by the power jib furler and power winches. The fully battened mainsail is hoisted with a power winch from the comfort of the cockpit and when the day's sail is over, it simply drops into a large lazy-jack boom bag emblazoned with the Hanse livery.

Tacking the Hanse 630e is simple, with the jib a 'set and forget' affair. As you round up to go about, the self-tacking jib, mounted on



Navigating in luxury



its below-deck furler for maximum luff length, simply slides along the semi-circular track recessed into the teak of the forward deck, and before you know it you are sailing away on the opposite tack.

Everything is controlled from the cockpit, with all lines running below deck to jammers, all within reach of the helmsman and the handy assistance from a power winch. There is also an hydraulic boom vang and running backstay with hydraulic adjuster. Hanse Yachts are factory fitted with the latest Simrad Glass Bridge series of instruments and the 630e features twin instrument pedestals ahead of each wheel with full wind, performance and navigation information at hand. So, it is fingertip sailing helmed from the twin carbon wheels aboard the 630e and it can all be achieved short-handed without being intimidating in the manner of many yachts of this size.

The Hanse 630e is of course beautifully appointed, both on deck and below. The cockpit is spacious with the extensive beam of the judel / vrolijk design carried considerably aft.

From the twin carbon helm wheels, you gaze forward over a massive expanse of teak, with all hatches mounted flush with the deck. The

cockpit is entertainment friendly with a large teak deck and two folding tables opposite teak lounges either side. And forward there are plenty of cup holders and a collapsable bimini should the weather turn sour.


Below decks, the Hanse 630e is trimmed in either satin mahogany (standard) or a lighter hued cherry wood cabinetry. The designers have made great use of the available space and due to the wide beam and great depth, the saloon looks more like a luxury apartment than a yacht. The flooring is particularly

attractive and original, with a clean design of large squares, also seen on the Hanse 470e and 540e models, beneath which hide Hanse Yacht's renowned massive keelbolts. The quality cabinetry allows for plenty of storage in generous lockers, drawers and beneath lounges hinged on gas-struts. Natural light and air is plentiful from hull windows and several overhead ports, so you don't have the cramped feeling of being below deck that you experience on most yachts.

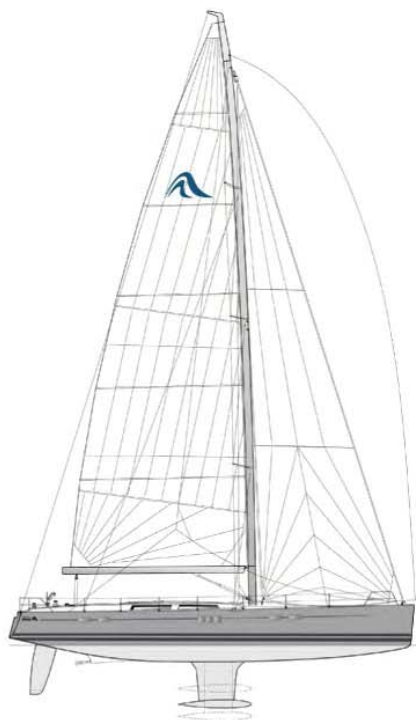
The lounge arrangement in the saloon and the forward master cabin

are both stunning in designer style and appointments. There are no less than four standard configurations in what Hanse call their *Individual Cabin concept*. The most typical layout consists of twin double guest cabins aft and a huge master owner's cabin forward of the mast bulkhead, although this area could easily accommodate many more in another configuration. Compared to the smaller yachts in the Hanse line, the 630e is produced in fewer numbers, so owners can specify a host of custom modifications to create the yacht of their dreams.



For further information contact Windcraft Australia on (02) 9979 1709 or visit [www.hanseyachts.com](http://www.hanseyachts.com) 

## TECHNICAL SPECIFICATIONS



19.00m / 62'4"	LOA
17.10m / 56'1"	LWL
5.20m / 17'1"	BEAM
2.95m / 9'7" (standard keel) 2.2m - 3.50m / 7'2" - 11'7" (with the optional telescopic lifting keel)	DRAFT
23.7 tonnes	DISPLACEMENT
8.9 tonnes	BALLAST
81 kw / 110hp Yanmar diesel	ENGINE
800 l	FRESH WATER
600 l	FUEL
A (ocean)	CE CERTIFICATE
214.60m <sup>2</sup>	TOTAL SAIL AREA
118.20m <sup>2</sup>	MAIN SAIL
81.91m <sup>2</sup>	SELF-TACKING JIB
96.40m <sup>2</sup>	GENOA 105%
286.00m <sup>2</sup>	GENNAKER
judel / vrolijk & co	DESIGN
HanseYachts Design	INTERIOR
From AUS \$1,795,000	PRICE

# FA'A SA

Sunset at the most western point of Savaii Island – the last place on earth to see the sun set on each calendar day

# MOA

SAMOA IS A RARELY-VISITED GROUP OF VOLCANIC ISLANDS COVERED IN LUSH TROPICAL VEGETATION AND SURROUNDED BY MAGNIFICENT REEFS. INHABITED BY CHARMING POLYNESIANS, IT IS THE PERFECT WAY-POINT FOR YACHTS CROSSING THE PACIFIC

By Alexander Gilly

Sundays in Samoa are something else. On a Sunday morning, from the deck of a yacht anchored off Upolu, you gaze upon columns of smoke climbing from villages nestled in the rich green forest. If there's an offshore breeze, the sweet scent of wood fires drifts towards you across reefs that, in the early light, are the colour of green apples. Transpacific yachtsmen and women tend to linger in Samoa, and with good reason.

Step ashore and you'll discover that the Samoans are cooking lunch in *umus*, traditional steam ovens consisting of river rocks heated red-hot and covered first with trays of food, then with banana fronds. It's a slow and smokey way of cooking, one that suits the easy-going Samoans just fine. Most Samoans attend church on Sunday mornings, then return to their villages for a family *t'ona'i*, or lunch. A *t'ona'i*, which takes several hours to prepare, might include seafood, chicken or pork, *palusami* (coconut cream and onions baked in taro leaves), taro and breadfruit, all slow-baked on *umus*. Samoans wash all this down with *niu* (green coconut) milk and local cocoa. For dessert, they might munch on noni fruit. Then they spend the rest of Sunday resting, perhaps attending a second church service in the evening.

This rhythm is part of a way of life known as *Fida Samoa*, or the Samoan Way. *Fida Samoa*—modest, communal, sane—has been seducing tired, dispirited westerners since Louis-Antoine de Bougainville named Samoa the Navigator Islands in 1768. And no westerner has been more completely seduced than the tubercular writer Robert Louis Stevenson, who left the bone-chilling, slate-coloured winters of his native Edinburgh to live his last years in a two-storey wooden house with deep, breezy verandahs on a Samoan hillside bursting with tropical flowers and overlooking the South Pacific.

The fragile Stevenson only went so far along the Samoan way, however. Samoans traditionally live not in two-storey houses but in *fales*, raised, wall-less huts with palm-frond roofs. Nowadays, many Samoans live in cinderblock houses, but *fales* are still ubiquitous on the islands, and tourists on a budget can stay in them.

In addition to at least one church, every village has a *Fale Fona*, a large meeting *fale* with posts against which chiefs lean while discussing village matters.

Every village also has a volleyball net, where in the late afternoon, when the sun has slipped closer to the horizon and the temperature has started to drop, you see laughing villagers whacking balls over the net. Even the rules of the road defer to the Samoan Way: the speed limit here is 55 kilometres an hour.

Beach fales

PHOTO: Samoa Tourism Authority

Women outside a church in Savaii

PHOTO: Courtesy of Samoa Tourism Authority

Samoa kids in an outrigger

PHOTO: Courtesy of Samoa Tourism Authority

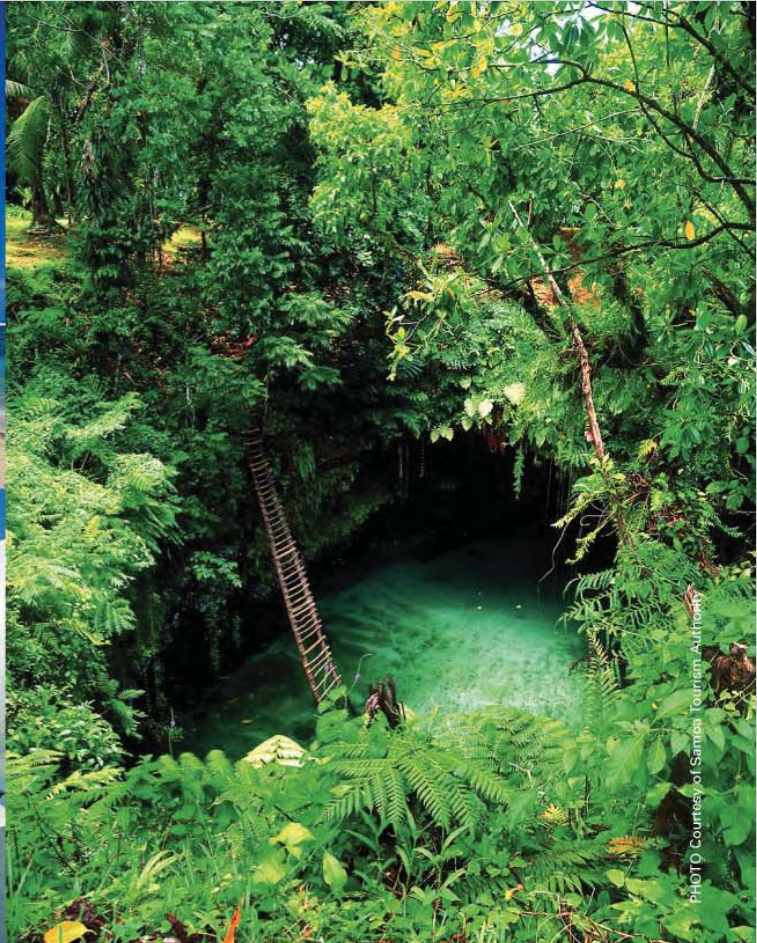


PHOTO: Courtesy of Samoa Tourism Authority

ABOVE: The To Sua Ocean Trench on Upolu Island  
BELOW: The brand-new Apia marina



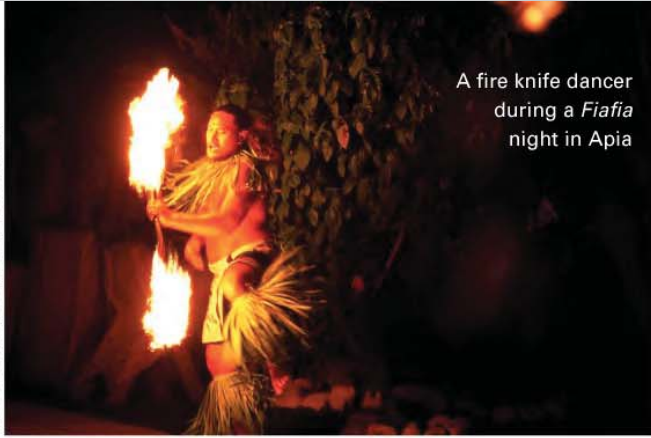
PHOTO: Courtesy of Samoa Tourism Authority

**SAILING TO SAMOA**

The Pacific's prevalent winds and ocean currents mean that the best way to get across it is from east to west. Robert Louis Stevenson set sail from Honolulu aboard the schooner *Equator* and was carried west on the trade winds and south on the South Equatorial Current until he reached Samoa. The island nation is about halfway between Hawaii and New Zealand, so

it's a good way-point for any transpacific crossing.

When you reach Samoa, your first port-of-call must be the capital Apia (see the 'Important Information' box at the end of this article). You should go there anyway, since Samoa's only marina, built in 2007, is here. The marina is equipped with power and water, and can berth 50 vessels. The basin in which the marina is located has been dredged so that vessels



A fire knife dancer during a Fiafia night in Apia

drawing 2.5 metres can get in, and there are plans to dredge even deeper. At the time of writing, however, boats drawing more than 2.5 metres had to anchor in the outer harbour.

The marina is protected by a 170-metre rock wall and a 40-metre floating wave attenuator, so berthed yachts are comfortably stable after all those weeks at sea. There's a fuelling station and showers are available at the Port Authority building. The marina is also secure – there's a sentry box by the gangway leading from the floating pontoons to land, and when I visited there was a guard in the box. The guard is a good thing, since the marina is next to Apia's working port and, like working ports everywhere, some of the bars along the waterfront look distinctly raffish.

There's no yacht industry to speak of in Samoa. However, a fleet of long-liners operates out of Apia, and there are plenty of well-qualified engineers if you need work on your engine or gen-set. There's a ramp (but no hoist) if you need to lift the boat out of the water.

If you need a sailmaker, hull repair kits, a chandlery, or the like, you should contact the Port Authority first. Then you should try to get in touch with Roy Lee, a businessman who returned to his native Samoa in 2000 after running a big-game fishing operation out of New Zealand for 20 years. Lee owns a Beneteau Oceanis 331, which he charts out of Apia marina. He can help find engineers and sailmakers or arrange freight of sails or hull repair kits from New Zealand.

### SAILING AROUND SAMOA

Lee is also a good person to talk to before setting sail around the islands. Transpacific yachtsmen should certainly not try to cruise around Samoa without first gathering local knowledge. Both main islands are ringed by very shallow reefs, and there are few safe, deep-water harbours on either of them.

The safest way to see Upolu, at least, is to berth at the marina, then rent a car. Alternatively, you can head out exploring in your tender, but watch out for your propeller. Locals know to tilt their outboards at low-tide: they get less torque but more clearance. The other trick is to unlock the trim latch so that if you hit the reef, your leg will bounce up instead of snapping your sheer pin, your blades getting twisted beyond repair, or even your whole outboard popping off.

Having said all this, there are still places to sail to in Samoa. Roy Lee has been taking his Beneteau into Samoa's bays and he can show you on a map where the breaks in the reef are. On Upolu, Lee told me that he's taken his boat into Fagaloa Bay on the north-east coast and into Lefaga and Sataoa Bays on the south side. On Savaii, Samoa's bigger but less populated island, Matautu Bay is one of the few places with good anchorage. It's about 50 nautical miles from Apia. Savaii is dominated by Mount Silisili, which, at 1,858 metres, is the highest point in Samoa and the only place you'll need a jumper. Asau Bay to the west also has good anchorage and is full of turtles. There's a deep channel through the middle of the bay, but

## IMPORTANT INFORMATION

### FIRST CONTACT

You need to contact the Samoan Port Authority (SPA) at least two days prior to arriving in Apia. Apia is the only official entry point into Samoa, and you must go there first. Upon arriving, make your way to the marina with your quarantine flag raised, then wait for officials. You will need five copies of your crew list with proof of each passenger's onward ticket or confirmation that he or she will depart with the yacht, as well as certificate of clearance from your last port of call.

The Samoan Port Authority can be contacted on:

Phone +685 23 552

Fax +685 25 870

Email [spa@spasamoa.ws](mailto:spa@spasamoa.ws)

Signal Side Band Frequency HF 2182

VHF Channel 16

### VISITING OTHER ISLANDS

You need permission to visit the other islands. Contact SPA.

### CREW VISAS

Visitors from Australia, New Zealand, Canada, the United States and the European Union nations don't need a visa for stays less than 60 days. Stay any longer and you'll need to visit the Department of Immigration to obtain a visa.

### CYCLONE SEASON

October to March is cyclone season.

### LANGUAGES

Samoan and English.

### CURRENCY

The Samoan Tala

### NEW YEAR'S EVE

Samoa, along with American Samoa and Niue, is just east of the International Dateline and is the last place in the world to celebrate New Year's Eve, so if you want to literally make the most of 2008, make sure you're in Samoa on December 31st.

there are no markers, so keep a good lookout.

Samoa possesses splendid reefs for snorkelling, superb waves for surfing, and excellent fishing, each a good enough reason in itself for visiting. But *Fu'a Samoa*, this insistence on being happy, is by far Samoa's most valuable asset. Despite this, Samoa's tourism industry is blessedly small, from a visitor's point of view. Just over 100,000 tourists, mostly from New Zealand, Australia and American Samoa, visited Samoa in 2006. By comparison, Fiji received more than 500,000 visitors in 2004, while Air Tahiti alone flew in 264,000 visitors to Tahiti in 2006.

One visitor still in Samoa is Robert Louis Stevenson. He's buried on top of Mt. Vaea, overlooking the place on earth where he was most happy. His tombstone is inscribed with an epitaph he composed for himself, and which Samoans have turned into a song. The final verse is well-known:

*Here he lies where he longed to be;  
Home is the sailor, home from sea,  
And the hunter home from the hill.* ○

# DOWN THE RHUMBLINE

## IN THE WAKE OF THE CLASSIC CUTTER *MORNA*

### A NOSTALGIC LOOK AT A FAMOUS AUSTRALIAN OCEAN RACING YACHT

By Peter Campbell

**A**s *Wild Oats XI* swept across the finish line of the 63rd Rolex Sydney Hobart Yacht Race midmorning on 28 December 2007 to equal the record of three successive line honours wins set by the cutter *Morna* 59 years ago, the old yacht swung forlornly on a mooring in Neutral Bay, a deep inlet in the northern shore of Sydney Harbour.

Once the pride of Sydney Harbour and, indeed, the early ocean races to Hobart, *Morna* has not hoisted a sail in many a year. The only time she moves off her mooring is to be towed to a slipway to have her hull anti-fouled.

While *Wild Oats XI* has now equalled *Morna's* record of three successive line honours wins, the maxi still has a long way to go to achieve the cutter's remarkable seven line honours wins between 1946 and 1960.

The first three wins were as *Morna*, owned by Sir Claude Plowman, a Tasmanian-born, Sydney-based mass manufacturer of radios. Her next four wins were as *Kurrewa IV*, owned by the Victorian pastoralist brothers Frank and John Livingston.

Designed by Scottish naval architect William Fife and built on Sydney's Longnose Point by Morrison and Sinclair, *Morna* was launched in 1913 for the then Commodore of the Royal Sydney Yacht Squadron (RSYS), Sir Alexander MacCormick, a noted surgeon.

Her length overall is 19.8 metres (65 feet) and, in marked contrast to the high-tech, carbon-fibre, 30-metre (98-foot) hull of *Wild Oats XI*, she was built of timber with a timber mast and gaff topsail rig. Fife designed her in the typical metre-boat style of the early 1900s, capable of carrying a huge gaff mainsail and topsail that made her the fastest boat in Sydney at that time.

MacCormick had her built for cruising and as the flagship of the Squadron, and it was many years before *Morna* was upgraded to racing, inshore and offshore.

After acquiring the beautiful schooner *Ada* in England, MacCormick sold *Morna* to another prominent RSYS member James Marsh Hardie. Another owner of *Morna* was newspaper publisher Frank (later Sir Frank) Packer, but it was not until World War II that Plowman bought the boat, re-rigged her as a Bermuda-rig cutter, and put together a crack racing crew headed by 'Rubber' Kellaway as sailing master, Don Robertson as watch captain and Captain Livesay as navigator. Together, they took line honours in three successive Sydney Hobart Races aboard *Morna*.

Sir Claude Plowman continued to race *Morna* on Sydney Harbour and his Sunday picnic sails down the Harbour to Quarantine Beach became famous among his friends. I was fortunate to be one of the regular Sunday crew on *Morna* in those days, a wonderful experience for a young lad from Tasmania, sailing with some of Sydney's most famous yachtsmen.

I have a copy of a booklet entitled 'Extracts from the Log of *Morna*,

Sydney – Hobart Race & Return Cruise, 26th December 1946 – 17th January 1947'. Here are a few extracts about *Morna's* first day and final night and day at sea in 1946:

*"Thursday, 26 December*  
*The weather the day of the race was glorious and from early morning Rose Bay was a scene of great activity with the Yacht Pier crowded with people. Just prior to leaving for the start, a very nicely chilled bottle of champagne was produced and we all drank good luck to Morna. We managed a perfect start ... we immediately took the lead, which we held throughout the race."*

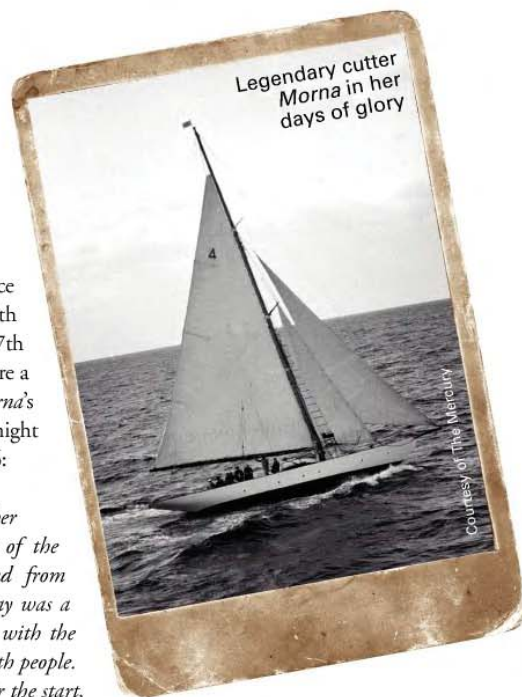
Over the next four days, *Morna* had mixed weather, ranging from fog on the second morning to calms and rain storms. But she enjoyed some fast spinnaker runs including closing on the Tasmanian coast under her big bowsprit spinnaker:

*"Tuesday, 31 December 1946*  
*The reception we received in Hobart was amazing. The whole town appeared to be waiting for us and as we crossed the finishing line, the firing of the finish gun was the signal for an outburst of cheering and the blowing of whistles. We were allotted a berth in the Marine Department Dock and on tying up were boarded by hundreds of people, amongst whom were movie cameramen, press photographers and reporters. The facilities of the town were more or less at our disposal – in short, we were granted the freedom of the city."*

Hobart's grand reception for the line honours winner of the Rolex Sydney Hobart Yacht Race has not changed much since 1946 – only the yachts, their crews and their elapsed times for the 628-nautical mile course have changed. In 1946, 1947 and 1948, the line honours winner was this then 33-year-old, 65-foot, heavy displacement, long-keeled wooden boat with canvas working sails. In 2005, 2006 and 2007, victory went to the all carbon-fibre 98-footer *Wild Oats XI*, built in 2005 with a canting keel with a bulb at the bottom, and with a mast and spars also made of carbon fibre.

Their times were rather different too: *Morna* took five days, two hours, 53 minutes and 33 seconds to cross the finish line in 1946; in 2007, *Wild Oats XI* finished with an elapsed time of one day, 21 hours, 24 minutes and 32 seconds – a difference of three days, five hours, 29 minutes and one second.

– This is an edited version of Peter Campbell's article for *sail-world.com's* Rolex Sydney Hobart Yacht Race 2007 International Newsletter. ○





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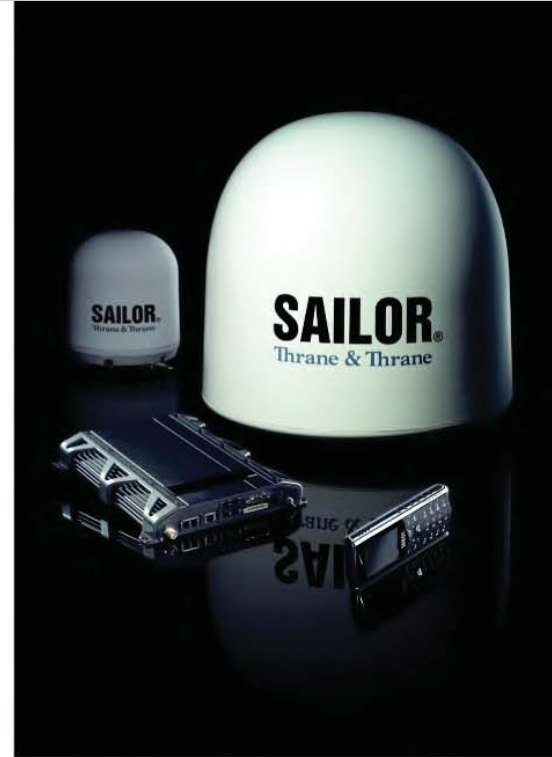
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## FleetBroadband goes live

Following extensive development of the ground-based infrastructure by Inmarsat to make FleetBroadband a possibility for the entire maritime market, the system went live late in 2007. Amongst the first of the equipment manufacturers to begin distribution was Thrane & Thrane, whose type-approved SAILOR FleetBroadband terminals began shipping in December 2007. The company has been marketing FleetBroadband globally and taking orders for its terminals, the Sailor 250 FleetBroadband and Sailor 500 FleetBroadband, since September 2007 and expects to be the first manufacturer with systems online with type-approved hardware. FleetBroadband is a communications revolution that has the power to improve almost every aspect of life and business at sea and represents a quantum leap in terms of marine satellite transmission speeds. The Sailor 500 FleetBroadband provides speeds up to 432 kbps, which is four times faster than current generation Fleet77 systems. It uses an antenna similar to the midrange Fleet55, with a diameter of less than 60 centimetres and weighs just 16 kilograms. The device provides simultaneous access to voice and high-speed data services on a global basis when Inmarsat's third satellite is in operation. This will totally transform data access at sea. ECDIS information, online weather data, route-planning and crew calling can all be undertaken at the same time, greatly increasing information efficiency on board. The broadband speeds also enable compatibility with a wide range of off-the-shelf IP applications, and applications such as remote maintenance are expected to become less costly and far more efficient.

For further information visit [www.thrane.com](http://www.thrane.com)



*new products*



## Oh buoy! Never lose anything overboard again

Waterbuoy is a must-have safety device for anything portable on your boat. The size of a regular car key fob, the Waterbuoy packs some ingenious miniature flotation technology into a small space. When dropped into the water, Waterbuoy becomes a flashing emergency float for whatever it is attached to, making it possible to retrieve just about anything that you accidentally drop into the water. "Waterbuoy will lift up to one kilogram back to the surface, then stay afloat for at least 24 hours. An emergency flashing light makes it visible from up to 250 metres away in the dark, so you can even get your valuables back at night," explains James Halliburton, CEO of Seatriever International, the makers of Waterbuoy. Waterbuoy's operation is ingenious. Seconds after falling into the sea, water passes into the body of the fob and dissolves a patented automatic actuator that releases gas from a tiny tank into a bright orange balloon. The balloon breaks out of the end of the fob and continues to inflate. Simultaneously, a bright LED starts flashing. The toughened balloon inflates to the size of a melon, making it very easy to grab one-handed or retrieve with a boathook without fear of it bursting.

For further information visit [www.water-buoy.com](http://www.water-buoy.com)

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A-1006-58	69 (17.3m)	58 (18m)	63 (19.2m)	1/2" (12mm)	-47	46 (5mm) 6/32"	0.15 lbs per foot / 0.22 kg per metre
NEW A-2006-58	69 (17.3m)	58 (18m)	63 (19.2m)	1/2" (12mm)	-35	46 (5mm) 6/32"	0.18 lbs per foot / 0.25 kg per metre
NEW A-2006-72	79 (23.2m)	72 (22m)	76 (23.2m)	3/8" (10mm)	-25	46 (5mm) 6/32"	0.18 lbs per foot / 0.25 kg per metre

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## GME releases new EPIRB

When COSPAS-SARSAT announced that the low cost 121.5/243 MHz EPIRBs were being phased out and that their signals would be no longer monitored after February 2009, GME engineers decided to develop a fully compliant 406 MHz EPIRB at an affordable price. The MT400 is the culmination of three years of intensive Australian research and development. The MT400 innovative design includes microprocessor-based frequency control, zero warm up digital technology, solid-state, high intensity strobe and a quick test facility with audio alert.

The key advantages of 406 MHz over 121.5/243 MHz EPIRBs are:

- Greater accuracy: a 406MHz EPIRB signal will be located to within five kilometres, compared to 20 kilometres on the older analogue beacons
- 406 MHz EPIRBs have a unique encoded digital message that identifies the owner, thus reducing false alerts

- 406 MHz EPIRBs offer faster satellite detection and reporting times
- 406 MHz EPIRBs will work anywhere in the world, 24 hours a day, 365 days a year

The GME MT400 is now available through GME's national dealer network. Its recommended retail price is \$499 includes GST.

For further information visit [www.gme.net.au](http://www.gme.net.au)

For further information on the cessation of 121.5 MHz signal monitoring, contact the Australian Maritime Safety Authority at [www.amsa.gov.au/beacons](http://www.amsa.gov.au/beacons)



## LEWMAR releases eight-inch, one touch winch for smaller boats

Lewmar has released an eight-inch version of its award-winning, OneTouch Winch Handle. Like the original 10-inch version, the smaller handle allows sailors to squeeze the release lever (which runs the entire length of the handle) and pull to unlock in one quick, easy motion. The smaller eight-inch OneTouch is easier to manoeuvre within the tight confines of a small cockpit compared to the 10-inch.

The One Touch is constructed of lightweight forged alloy and is corrosion resistant. It's available in Standard Grip or Power Grip. The mechanism employs two pins that automatically retract into the bi-square when the handle arm is squeezed. These pins extend when the handle arm is released, and provide a secure lock that prevents the handle from being inadvertently knocked out of the winch. Insertion or removal of the handle is now achieved in one quick and easy operation instead of fumbling with traditional bi-square locks.

For further information, visit [www.lewmar.com](http://www.lewmar.com)

## Get spliced

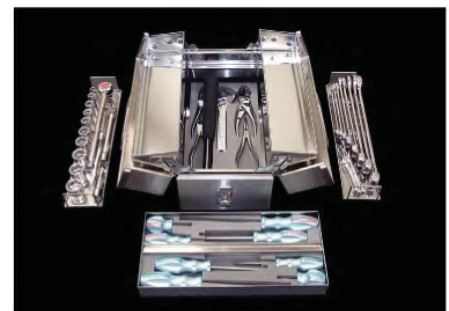
The Rope Clip has been invented by the Swedish sailor Lars Norelius and marketed by his company Lindalsuntsdets Marine of Sweden. Designed for quick and simple splicing it is a really clever way of splicing rope to create either a longsplice or an eyesplice with or without a thimble. This remarkably simple product is in essence a split hinged pipe internally spiked that grips the rope and when closed, holds it all in place. It allows any deckhand, with or without experience, to mechanically splice ropes with not much more than an adjustable gripper or similar tool. To make the splice even more permanent simply add a nut and a bolt into the circular eyes at the bottom of the clip.

For further information visit [www.lmproducts.se](http://www.lmproducts.se)

## Stainless steel tools

Rusty tools on your boat can now be a thing of the past with this corrosion resistant stainless steel toolkit from TONE. The kit comprises a useful range of spanners, sockets, screwdrivers, hex keys, socket set with ratchet, pliers and even a combination hard and soft-faced hammer. Superbly designed and contained in a stainless steel toolbox with specific trays and closed cell foam inserts to keep all the tools in place when underway, and so you can also account for every item before closing the lid. TONE tools are manufactured in Japan to Lloyds ISO accreditation standards out of precipitation-hardened stainless steel, which makes them far more robust than regular stainless steel tools. Specifically intended for corrosive environments, these tools are available individually or as a full kit.

For further information contact Riggtech on +61 (0)2 9979 1761 or [sales@riggtech.com.au](mailto:sales@riggtech.com.au)



## Man overboard

Ocean Safety has introduced an inflatable jonbuoy the latest addition to the company's continually expanding jonbuoy range. The new horseshoe design is compact, neat and easy to deploy, and can be used on both racing and commercial yachts, directly replacing the traditional bulky horseshoe. The casings have been designed for either mounting on a rail, or stowing in a cockpit locker and are available in either a single or double container option. Each horseshoe comes in an easy access pouch, which can be accurately thrown towards a casualty. To prevent accidental activation, each horseshoe comes complete with a protective cap ensuring that it only automatically inflates when in contact with the water. The horseshoe comes complete with retro-reflective tape, a drogue and a whistle. Once fired it is easy to rearm and repack. The company have also introduced Safety Lines with Memories, a new range of safety lines with built-in overload indicators.

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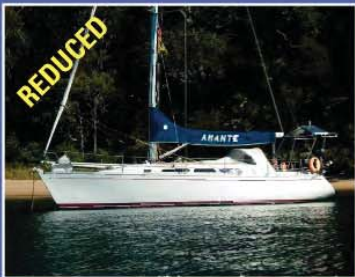
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# OFFSHORE RACING CALENDAR

## AUSTRALIAN

### FEBRUARY

- 9-10 Sydney 38 Match Racing Regatta, YSA
- 9 Milson Memorial Cup Short Ocean Points Score, RSYS
- 9 Short Haul Race to Pittwater, CYCA
- 9 Bruny Island Race, RYCT
- 10 Short Haul Race Pittwater to Sydney, CYCA
- 10-14 Hardy Cup, RSYS
- 16 Short Ocean Race, MHYC
- 16-17 Young 88 & Super 30 Regatta, SASC
- 16-17 Farr 40 Sprint Series, RSYS
- 22 Insurance Industry Sailing Regatta, CYCA
- 22-24 Farr 40 National Championship, RSYS
- 22-24 Int Etchells NSW Championship, BBYC, Botany Bay
- 23 Short Ocean Race, CYCA
- 24 RANSA Regatta, Sydney
- 25 Mount Gay Monday Twilights Series, final race, CYCA
- 27 Arnou Wednesday Twilight Series, final race, CYCA
- 27 Italian Cup Harbour Race
- 29 EME Media Challenge Harbour Race

### MARCH

- 1 Port Phillip Sea Pilots Trophy, HBYC
- 1-2 Audi Sydney Harbour Regatta, MHYC
- 1-2 Marinassess Womens Fleet Racing Regatta
- 6 Stepping Stone House Charity Regatta, RSYS
- 7 Melbourne to Grassy, King Island, ORCV
- 7-8 Top of the Bay Regatta, Port Phillip, RBYC
- 7-10 Adelaide International Regatta, West Beach
- 7-10 Audi Top of the Bay Regatta, Port Phillip, RBYC
- 7 Audi Sydney Offshore Newcastle Race, CYCA (Final BWPS race)
- 8 Ocean Pointscore Race to Newcastle (Final OPS race)
- 14 Property Industry Regatta, MHYC
- 15-16 Pittwater Regatta, RPAYC
- 16 Ranger World Championship, SASC
- 15-19 ISAF Grade 2 Harken International Womens Match Racing Regatta, CYCA
- 21 60th Brisbane to Gladstone, QCYC
- 21 Melbourne to Port Fairy Race, ORCV

### APRIL

- 3 2nd annual Brisbane to Great Keppel Island Yacht Race, RQYS
- 3 RSYS/RPEYC final races harbour pointscores
- 5 Barnes Bay Regatta, Kettering Yacht Club, Tas
- 5 Club Marine Range Series, Port Phillip, RBYC
- 8 Etchells, Dragons, Ynglings Autumn Championship Regatta, RSYS
- 18 WaterAid 'Sail for Water', CYCA
- 19 Mount Gay Rum Top Jocks Regatta, CYCA

- 12 Varuna Trophy, RSYS
- 12 Kelly Cup club championship, SASC
- 19-26 RSYS Annual Cruise
- 23 Final race RPEYC Wednesday afternoon series
- 15 Audi Winter Series Opening Day, including Great Veterans Race and Jill McLay Memorial Ladies Day Race, CYCA
- 22 Audi Winter Series, first pointscore race, CYCA
- 29 Audi Winter Series, CYCA

### MAY

- 2-4 Trans Tasman Trophy Challenge, RSYS
- 3 RSYS Winter Series begins
- 4 Association Cup, Port Phillip, RYCV
- 5 Audi Winter Series, CYCA
- 13 Audi Winter Series, CYCA
- 16 Melbourne to Apollo Bay Race, ORCV
- 20 Audi Winter Series, CYCA
- 25 Flag Officers Challenge, RSYS
- 27 Audi Winter Series, CYCA

### JUNE

- 3 Audi Winter Series, CYCA
- 10 Audi Winter Series (NPS), CYCA
- 14 Combined Clubs Winter Race, RANSA
- 17 Audi Winter Series, CYCA
- 24 Audi Winter Series, CYCA

### JULY

- 1 Audi Winter Series, CYCA
- 6 Melbourne to Vanuatu (Port Vila) Race, ORCV
- 8 Audi Winter Series, Final pointscore race, CYCA
- 15 Audi Winter Series (NPS), CYCA
- 19 Vanuatu (Port Vila) to Mackay, Qld Race, ORCV
- 22 Audi Ladies Day Race, CYCA
- 27 Audi Sydney Gold Coast Race and Audi Sydney Mackay Race, CYCA/MYC.

### AUGUST

- 11-15 Airlie Beach Race Week, WSC
- 18-25 Audi Hamilton Island Race Week, HIYC

CLUBS: CYCA (Cruising Yacht Club of Australia) DSS (Derwent Sailing Squadron), HIYC (Hamilton Island Yacht Club), MHYC (Middle Harbour Yacht Club), MYC (Mackay Yacht Club), ORCV (Ocean Racing Club of Victoria), QCYC (Queensland Cruising Yacht Club), RBYC (Royal Brighton Yacht Club), RMYS (Royal Melbourne Yacht Squadron), RPAYC (Royal Prince Alfred Yacht Club), RPEYC (Royal Prince Edward Yacht Club), RGYC (Royal Geelong Yacht Club), RSYS (Royal Sydney Yacht Squadron), RYCT (Royal Yacht Club of Tasmania), TYC (Tamar Yacht Club), SASC (Sydney Amateur Sailing Club), WSC (Whitsunday Sailing Club)

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# MAJOR AUSTRALIAN AND INTERNATIONAL OFFSHORE AND INSHORE EVENTS FOR 2008

## INTERNATIONAL

### FEBRUARY

- 2 Rolex Miami Olympic Classes Regatta, Miami, USA
- 4-9 Andalusian Olympic Week - Carnival, Cadiz, ESP
- 4-11 Intl Laser World Championships, Terrigal, NSW, AUS
- 6-9 Algarve Cup Match Racing, Vilamoura, POR
- 8-10 JPMorgan Asset Management Winter Challenge, Staines, GBR
- 9-15 Yngling Women World Championships, Miami, USA
- 21-24 JPMorgan Women's Winter Challenge, Staines, GBR
- 25-29 470 South American Championship, Buenos Aires, ARG

### MARCH

- 2-7 Bacardi Cup, Miami, USA
- 6-9 JPMorgan Asset Management Winter Challenge, Staines, GBR
- 7-9 New Zealand Womens Match Racing Championship, Auckland Harbour, NZL
- 7 Adelaide International Regatta, Adelaide, AUS
- 7-9 Fireball World Championship, Pattaya, THA
- 7-11 XI Barcelona Olympic Sailing Week, Port Forum-Besos, ESP
- 9-14 5.5 Metre Class World Championship, Nassau, BAH
- 3-20 Laser Radial Woman World Championship, Auckland, NZL
- 13-20 Laser Radial Youth/Male World Championship, Auckland, NZL
- 15-21 HRH Princess Sofia Trophy, Palma de Majorca, ESP
- 18-23 Split Olympic Sailing Week, Split, CRO
- 20-24 Rolex China Sea Race, Hong Kong-Philippines
- 20-24 Rolex Capri Sailing Week, Capri, ITA
- 20-24 Spi Quest, La Trinite sur Mer, FRA
- 22-30 49er European Championship, Palma, ESP
- 28-30 Rolex International Regatta, St Thomas, US Virgin Islands, USA
- 31 Mar-5 Apr Yngling Women's European Championship, Masnou, ESP

### APRIL

- 1-6 ISAF Women's Match Racing World Championship, Auckland NZL
- 7-18 Star World Championship, Miami, FL, USA
- 10-13 Rolex Women's Match. St Petersburg, FL, USA
- 11-23 Rolex Farr 40 Pre-Worlds, Miami, FL, USA
- 16-19 Rolex Farr 40 World Championship, Miami, FL, USA
- 28-31 Congressional Cup, Long Beach, Cal, USA

### MAY

- 1-2 Congressional Cup, Long Beach, Cal, USA
- 2-4 Riva Cup, Riva del Garda, ITA
- 10-20 Qingdao International Regatta, Olympic classes, Qingdao, CHN
- 16-18 World Festival on the Beach International Race, Mondello, ITA
- 28-31 Boat USA Santa Maria Cup, Annapolis, USA
- 28-31 Volvo Melges 24 World Championship, Porto Cervo, ITA

### JUNE

- 1-2 Volvo Melges 24 World Championship, Porto Cervo, ITA
- 1-7 Far Eastern Hemisphere Sailing Championships, Split, CRO
- 1-30 The Artemis Transat Race 2008, Plymouth, GBR
- 1-8 Koh Samui International Regatta, Samui, THA
- 8 Giraglia Rolex Cup, St Tropez, FRA/Genoa, ITA
- 14 Finn Pacific Coast Championship, Newport Harbour, USA
- 16-21 ISAF Offshore Team World Champion, Porto Cervo, ITA
- 16-21 Rolex Sardinia Cup, Porto Cervo, ITA
- 21-22 MRX Winter Match Racing Championships, Series One, Auckland Harbour, NZL
- 21-29 Kieler Woche Regatta, Kiel, GER
- 23-26 Rolex Boat International Superyacht Cup, Porto Cerbo, ITA
- 29-30 RORC Rolex Commodore's Cup, Cowes, GBR

### JULY

- 1-2 RORC Rolex Commodore's Cup, Cowes, GBR
- 2-12 Rolex Ilhabela Sailing Week, Sao Paulo, BRA
- 8-12 Mayor's Cup, Long Beach, USA
- 10-19 Volvo ISAF Youth Sailing World Championships, DEN
- 14-21 Cres Sailing Week, CRO
- 19-27 New York Yacht Club Race Week at Newport presented by Rolex, Newport, RI, USA
- 26-31 Copa del Ray Regatta, Palma de Mallorca, ESP

### AUGUST

- 9-21 Olympic Sailing Regatta, Qingdao, CHN
- 26-31 Rolex Baltic Week, Travemunde, GER

### SEPTEMBER

- 1-6 Maxi Yacht Rolex Cup, Porto Cervo, ITA
- 8-14 Rolex Swan Cup, Porto Vervo, ITA
- 11-14 Rolex Big Boat Series, San Francisco, USA
- 26 Les Voiles de Saint-Tropez, Saint-Tropez, FRA

### OCTOBER

- 15-25 Rolex Middle Sea Race, Valleta, Malta

### NOVEMBER

- 9 ISAF Rolex World Sailor of the Year Awards, Madrid, ESP

### DECEMBER

- 26-31 Rolex Sydney Hobart Yacht Race, AUS

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