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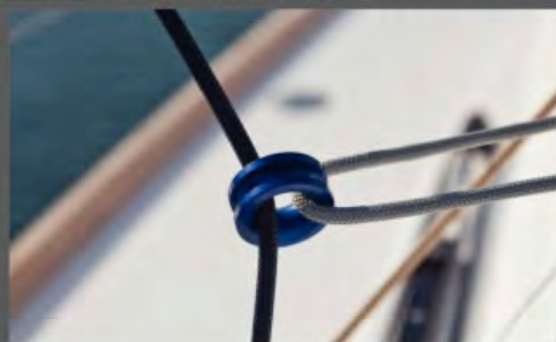
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AT THE HELM

MATT ALLEN, COMMODORE
CRUISING YACHT CLUB OF AUSTRALIA

THE 65TH ROLEX SYDNEY HOBART YACHT RACE PROMISED SO MUCH AND CERTAINLY DELIVERED.

The race was a fascinating one from a tactical perspective ensuring that it was truly a navigator's delight. The uncertain weather conditions made sure that the race for overall honors was open to many different yachts right up until the finish. The wait until late in the afternoon on the 31st before the overall winner was declared was better than any script could have delivered.

The public's interest in the fleet of maxi yachts created unprecedented traffic on our website, viewing of the live broadcast and enormous print, TV and radio media interest. These dynamics support the future of our race.

I wish to thank Rolex for their continued support of the race. We are most fortunate to have such a fine company as our partner. To the many volunteers and staff of both the CYCA and the RYCT thank you all for doing a great job. I was very impressed with the RYCT annex at the dock in Hobart and the ability for crew and their supporters to get a coffee or drink and food at any time of the day or night.

Congratulations to Andrew Saies and his crew on *Two True*. The South Australian yachting community has been great supporters of our race since the early days and I'm sure Andrew and his crew will be treated like heroes in Adelaide.

Congratulations to Neville Crichton and his crew on *Alfa Romeo* for winning line honours against such a strong fleet. They put in a faultless performance to also win IRC Division 0.

Congratulations to all the place getters in the various divisions, this was not an easy race to place in any of the divisions given the fluctuations of the wind and current.

It was interesting to see the results of ORCi with 35 yachts entered and won by *Two True* as well as her win overall under IRC.

The Yacht Tracker system saw a huge increase in traffic given the fleet and the weather conditions. The live broadcast on Network 7 and Yahoo!7 produced extremely strong viewer numbers. The entire media support for this race was in a higher league than ever before seen in the history of the race.

Thank you to the official starters of the race who fired the cannons on Boxing Day: Russell Williams who skippered *Cherana* to victory in 1959, Tryge and Magnus Halvorsen who jointly skippered *Anitra V* into second place and Don Mickleborough, who skippered *Southerly* into third place 50 years ago.

I would like to thank two people who work very hard to make our race what it is today: firstly, Tim Cox who has chaired the race committee for the last eight races. The race committee chairman's job is busy throughout

December and even busier once the start cannon has been fired. Secondly, past commodore Martin James who invented the yacht tracker system and who works throughout the night during the race to make sure it is up to date and functioning. His foresight in creating the world's leading yacht tracker and predictive progressive scoring in 2002 has allowed our sport to become a spectator sport in contrast to the years before when the race stopped for many after the yachts left Sydney Harbour.

Congratulations also go to the yachters achieving the milestone of competing in 25 races: Greg Prescott, Robert Case, Tony Kirby and Peter Hopkins. Bruce Gould had the distinction of achieving his 40th race and has joined an exclusive group with only nine others. Felicity Nelsen also sailed her 15th Hobart.

The Rolex Trophy Series and the SOLAS Big Boat Challenge were well received with strong fleets and media interest. The format of the rating series with two days of passage racing is drawing more interest to the event although the one design fleets are currently shrinking in size. The CYCA is only now 12 months from hosting the 2011 Rolex Farr 40 World Championships so I expect the Farr 40's will increase in numbers from now on.

When I was in Hobart I had the opportunity, on behalf of the trustees of CYCA SOLAS, to hand a cheque for \$20,000 to St Helens Marine Rescue for purchase of an inflatable rescue craft. This donation has enabled CYCA SOLAS to break through the half a million dollars mark in terms of monies donated to search and rescue organisations throughout Australia.

I would also like to record my congratulations to the winners of the Ocean Racer of the Year Awards. Bob Steel and Mike Green jointly won this year's award with Amanda Scrivenor winning Rookie of Year Award, Kinsley Piesse winning Ocean Crew Person of the Year and Glenn Cooper winning the Ocean Navigator of the Year Award.

Your board has an extremely busy few months ahead. We are progressing with our development approval for the premises and I will update members soon. The constitution committee is due to hand their proposed constitution to the Board within weeks. In addition the Board is currently considering the findings of the Flinders Islet Inquiry. We are only two months from the end of financial year for the club and this means that we are embarking on the budget process and preparation of our financial statements.

Finally, I would like to thank John Winning and his crew headed by Andrew "Steak" Copley onboard the Radio Relay Vessel *JBW* for their assistance and to past commodore David Kellett for conducting the radio sked's.

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



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MAXED-OUT

Offshore Yachting

It seems a few moons ago now that over 100 starters set out from Sydney Harbour and turned right for the famous Rolex Sydney Hobart yacht race. This issue is a comprehensive review of the “on again, off again” race down the East Coast as the prevailing wind regularly changed course and speed frustrated the efforts of skippers and crew. This special issue profiles the winners and details all the divisional results at the finishing line in Hobart.

The Rolex Sydney Hobart was again a great success for the 65th running of one of ocean racing’s true blue water classics. Race records were much talked about prior to the big race with so many 100-foot maxis lined up to take on the history books. However the wind had other ideas and although some impressive boat speeds were recorded for periods during the race, there needed to be much more to better the line honours record set by *Wild Oats XI* some four years ago. This year the greatest battle among the largest maxis ever to race the Hobart was fought out between the two frontrunners – the Reichel Pugh-designed, McConaghy’s-built *Wild Oats XI* and *Alfa Romeo*. Neville Crichton’s *Alfa Romeo* won through with line honours, having returned to race in Australia for the first time after spending recent years collecting most of the silverware in the Mediterranean and last year’s Transpac race record.

Ahead from start to finish, *Alfa* dashed *Oats* hopes of a fifth consecutive line honours win, and Crichton was deservedly thrilled to prove that his yacht and crew had the right stuff to break that winning streak, instead adding to his own extraordinary list of bluewater wins.

The 2009 overall winner on corrected time, and now the current holder

of the Tattersall’s Cup, was Andrew Saies with his new Beneteau First 40 *Two True*. Read our Tack & Gybe profile this edition on how he mastered the shifting conditions, racing to the IRC rule, and then a protest in Hobart, to win the great race in his new yacht.

Our Profile for February features the long-time sailing photographer Richard Bennett. Even after 35 years he is still defining the Sydney Hobart race from behind his camera lens.

We also wrap-up the huge Audi Victoria Week from Geelong, the Pittwater Coffs, the new Sail Paradise regatta off the Gold Coast, the SOLAS Big Boat race last December and the Australia Day regatta. Looking ahead, *Offshore* previews the CYCA’s Bluewater Pointscore Series, the Audi Sydney Harbour Regatta coming up in March – for which Ocean Media is publishing a special program – and also the increasingly popular Sail Port Stephens regatta in April – to name a few.

And away from racing, we review the latest and largest 41-foot multihull from Seawind, proving to be a great all-rounder for bluewater cruising and family fun.

We hope you enjoy the read and look forward to seeing you on the start line.

Anthony Twibill
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— **Andrew Saies**

Owner/Skipper "Too True"

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SEEBECK

Photo: Rolex/Carlo Borlenghi

Brindabella in the 2008 Rolex Sydney Hobart

Iconic maxi Brindabella sold

Australia's most famous maxi yacht, *Brindabella* has been sold to a Sydney-based owner who plans to restore the venerable ocean racer, which is considered a piece of Australian yachting history. The Middle Harbour-based brokerage firm Yoti recently closed the deal on the Jutson 79 for "close to" the \$595k asking price. But according to Yoti director, John Cowpe, it's been a good result for all involved – including the Sydney yachting community, who will see her go to a good home. "The great thing is that she's going to continue to be

based in Sydney Harbour – not going off to the maxi graveyard in the Whitsundays," he said. There's no retirement in sight for the well-loved 79-footer, which is expected to continue in regular use for recreational sailing and racing. Designed by Scott Jutson and built in 1993 by Sydney-based Boat Speed, *Brindabella* has a long and decorated record in Australian yacht racing and at one point held just about every offshore title. She was formerly owned by George Snow and most recently owned and campaigned by the late Andrew

Short. *Brindabella* last sailed south in the 2008 Rolex Sydney Hobart – just one of 14 she competed in, including a line honours victory in 1997. To this day *Brindabella* holds the course record for the 628 nautical mile Rolex Sydney Hobart race for a conventionally ballasted boat. Yoti has also recently sold two other high profile racing yachts: *Wild Joe*, which was Bob Oatley's original canting keel yacht, and the Volvo 60 *Getaway-Sailing*, which will be refitted for charter. For further information visit www.yoti.com.au

Sailing to get airtime on ONE HD

Sailing is about to make a prime time TV debut with the four stages of the Audi IRC Championship set for airtime in pristine high definition on Channel Ten's 24/7 sports channel, ONE HD. Audi has struck a deal with the network for four 30-minute timeslots throughout 2010 covering Audi events including Victoria Week, Sydney Harbour Regatta, Sydney Gold Coast race and culminating at Hamilton Island Race Week in August. The first broadcast will be aired on Wednesday 10 February at 10pm, following Sports Tonight – ONE's highest rating show. The Audi Sydney Harbour Regatta episode will go to air on 24 March at 9pm. Audi Australia sees the deal as a significant step in its mission to bring sailing to a mainstream television audience. Gus Seebeck, ONE's program manager for sport, said sailing has been a popular sport with a loyal fanbase, but he admitted that has never before

translated into a viable television offering. "We're certainly hoping to change that and take it to a broader audience," Seebeck told *Offshore Yachting*. "The pictures are certainly very spectacular and with so many categories and so many boats, we're confident that across a half-hour broadcast it's going to make for terrific viewing." The production company Axis Films, which first worked with Audi last year to on a video highlights package of the Audi Sydney Harbour Regatta 2009, will film and edit the episodes. Axis Films director Tim Maloney admitted his production team became "hooked on sailing sport" after the regatta. "We undertook negotiations on Audi's behalf with ONE HD last year and the resulting prime time placement is an excellent result for the sail racing community for 2010," said Maloney.

ONE's agreement with Audi is currently for 2010 but if the broadcast goes well the program could become a regular fixture. "We very rarely go into things without thinking long-term," said Seebeck. "Certainly it's our plan that this becomes an annual agreement with Audi."



ONE filming at Audi Victoria Week.

Photo: Audi/Andrea Francolini



They may look alike, but not to their designer.

Don't call *Alfa* and *Oats* "sisterships", say Jim Pugh

The word "sistership" was flying thick and fast during the Rolex Sydney Hobart 2009 when comparing *Wild Oats XI* and *Alfa Romeo*. But ask their designer, and he'll tell you the term has passed its expiry date.

The comparisons are of course only natural. Both boats were designed by Reichel Pugh as state-of-the-art 98-foot, canting keel yachts and built in the same yard at McConaghy Boats in Mona Vale, and both during 2005.

So Offshore Yachting caught up with Jim Pugh in Hobart and asked: is it fair to call the two yachts "sisterships"?

His answer: "No, it's not. They're not sisterships."

He goes on, "They are a similar generation boat with different shapes within similar parameters. Even though they are a similar shape, there are many subtle differences in the shape of the boat."

Alfa Romeo is the older of the two boats and was actively campaigning for months before *Wild Oats XI* came onto the scene.

As the newer boat, the *Wild Oats XI* has a slightly slimmer profile and was initially built with larger sail area, a deeper keel and with slightly relocated rudders for improved balance. Crichton opted for a tungsten keel to be installed on *Alfa Romeo*, which to this day has given the boat a performance boost. But now, five years after their completion, Pugh

says they are less alike than ever. With so many modifications – particularly with so many alterations for this year's Hobart – the differences have become more pronounced over time. For example, when *Wild Oats XI* was lengthened from 98 to 100 feet, length was added in the stern and bow – *Alfa Romeo* only lengthened the stern.

The result is two boats from the same generation – the same family even – which have become less and less alike over time.

Ask Pugh, and he's hard pressed to pick a favourite. His diplomatic answer: "These two yachts are the fastest in the world in terms of being able to handle a variety of different conditions. That's fair to say."



Sail with *Young Endeavour*

Australia's national sail training ship *Young Endeavour* is now seeking youth crew for eleven-day voyages along the coasts of New South Wales, Victoria, South Australia, Queensland and Tasmania. Young Australians aged 16 to 23 can apply to crew *Young Endeavour* for the voyage of a lifetime during 2010, exploring a unique part of the Australian coastline and taking part in a challenging and inspirational adventure at sea.

2010 voyages include the Whitsundays, Bass Strait and the exciting waters of north Queensland. No previous sailing experience is required.

For further information visit www.youngendeavour.org.au

SOLAS pledges \$20,000

The CYCA's SOLAS Trusts has made a pledge to St Helens Marine Rescue Association Inc (TAS) of \$20,000 for the purchase of a new RIB. Earlier this year, St Helens came to the aid of a commercial fishing vessel overturned on the Georges Bay barway, rescuing three of the four crew members safely. Local marine authorities rescued the fourth crew member from the water. In making this donation, SOLAS Trusts chairman Matt Allen said, "We are pleased that the CYCA SOLAS Trusts can provide this valuable assistance to St Helens Marine Rescue, so that they can continue to maintain the high standard of volunteer marine rescue."



Phil Waugh,
Investec LOYAL.

Photo: Croisble Lohmer

Dockside with Phil Waugh

Offshore Yachting caught up with rugby international turned Rolex Sydney Hobart competitor, Phil Waugh, as he stepped off *Investec LOYAL* just moments after his arrival in Hobart.

So Phil, your first Rolex Sydney to Hobart Yacht Race – how was it?

It was fun, I really enjoyed it. We had some big challenges early on, broke a few sails and had a steering problem. So there were some hairy moments, but overall really exciting.

Did it live up to expectations for you?

Yes absolutely. I didn't get much sleep for three days, but I really enjoyed being out there. We pushed the boat pretty hard.

How physically demanding was it being out there?

It was actually much harder than I thought, the weight of the sails; lifting the sails up and down. We made a lot of sail changes and a lot of times we'd get the sails up on the deck, use them and put them straight down.

Did you feel the same sort of team atmosphere as you would playing for the Wallabies?

Yes I think it's pretty similar. The sports are miles apart but I think the work in terms of teamwork, there's a lot of similarities.

Do you learn anything from this that you can take back to you?

(laughs) Well it was just a good experience, it's nice to do things differently now and then and this is certainly very different to playing rugby.

It was relatively mild for most of the way?

It was pretty cruisey actually, although we did have some hairy moments like when we lost the steering at 25 knots. That was a little bit scary, but most of it was OK.

Would you do it again?

Absolutely. I think all the other guys really enjoyed it as well and we've already been talking about what we could do in 2010.

What was the most satisfying thing?

I think the charity aspect and making as much money as we can for the Loyal Foundation to go on and do this great work. That's very satisfying.

Are there any other Wallabies who would be keen to get a ride to Hobart?

All my teammates who I told were really excited and I think a lot of the guys would like to try and get on a boat at some stage.

What was the sailing highlight for you?

Probably when we were going 25 knots, we were really moving and we were going to put the spinnaker up, but then the steering broke. The faster we went and the bigger the waves the more I enjoyed it.

Scariest moment?

It was a little bit scary when they put the safety steering in. I thought "That's not the best thing surely." So that was a little bit scary, but all the crew helped out and it was all good.

What are you looking forward to now that you are back?

Well I think the guys have got a few beers there. But I'm back into training in January so not too many for me.

Green and Steel named joint Ocean Racers of the Year

The Cruising Yacht Club of Australia has named Bob Steel and Mike Green joint-winners of the Ocean Racer of the Year Award 2009, recognising their stellar season which kicked off with victory in the Rolex Sydney Hobart 2008. It is only the second time in the history of the awards that the top honour has been shared.

"Greeny" accepted the award on behalf of Steel, the owner/skipper of the TP52 *Quest*.

"People in my position rely on good owners and I have had the pleasure to sail with three of the best – Bob Steel, Andy Strachan and Graeme Wood; without owners the sport of sailing doesn't survive," said Green.

Amanda Scrivenor was named Ocean Racing Rookie of the Year with the club breaking with tradition to present the award to a crew person rather than a yacht owner.

The young CYCA member is a talented sailor and has shown great enthusiasm in just two years of ocean racing, developing her offshore racing skills under the guidance of Bill Sykes from *Wat Yat*. She is also recognised as a top-level match racer and is part of the Australian Sailing Development Squad that won the 2009 ISAF Women's Match Racing World Championship in Lysekil, Sweden.

This year's Ocean Racing Crew Person of the Year, Kingsley Piesse is a dedicated member of Bruce Taylor's IRC 40 *Chutzpah's* crew. A veteran of 26 Sydney Hobarts, Piesse has supported owner Taylor for over 21 years throughout his sailing activities.

Glenn Cooper, a longstanding crewmember of *Mr Baaks Ribs*, was named as the Ocean Racing Navigator of the Year.



Amanda Scrivenor, Glenn Cooper, Matt Allen for Kingsley Piesse and Mike Green.

Big plans for 2010 ...
Ludde Ingvall.



Photo: Rolex/Kurt Arigo

Australia, YuuZoo could have America's Cup team soon

Having returned to ocean racing after a four-year break with a seventh across the Rolex Sydney Hobart Yacht Race 2009 on his super maxi *YuuZoo*, Finnish-born Ludde Ingvall has more in his sights than personal glory. On his arrival in Hobart on 29 December, Ingvall, now an Australian resident, announced he would be teaming up with his *YuuZoo* co-skipper David Witt, one of Australia's most experienced skiff sailors and ocean racers, to put Australia back on the world sailing charts, including an assault on the America's Cup. "Our plans are to do a lot of things for Australian yachting over the next three to

five years," said Ingvall. "The lack of presence of Australia at the America's Cup is one of the things that has concerned me for the last four years. I can't understand why a country that changed the history of yachting in the America's Cup can't put together a team."

Industry sources suggest it will take a huge amount of personal wealth – or the ability to mobilise huge amounts of sponsorship – before Australia will again have a viable America's Cup campaign.

It remains to be seen how Ingvall will approach this problem, but the depth of talent in Australian sailing is not at all in question.

"I went to Valencia and realised that there were about 27 of my crew on various boats and I realised there were Australians everywhere. I just think Australia needs to be represented and maybe I can bring something to the table."

Ingvall and Witt, himself a former 18-foot skiff champion and skipper of Volvo-class yachts in previous Rolex Sydney Hobart races, were ecstatic about their Sydney Hobart race in 2009. But upon arriving at Constitution Dock, the pair took the opportunity to enthuse about their next venture.

"It was more fun this time than in 2004. I just enjoyed it. Having been away, I found that I enjoy it still. It's hard to do things like this if you don't have a passion for it," Ingvall said.

"David and I have decided that we would like to work together. David is a great yachtsman."

The twosome's aim is to increase the scope of Ingvall's Big Boat Racing Team; to campaign this and other boats at major regattas, including next year's Rolex Sydney Hobart. But the Holy Grail is Australia's re-emergence as a challenger for the America's Cup. – Bruce Montgomery and Di Pearson

In the Dec/Jan 2010 issue of *Offshore Yachting*, in the Eight Bells story on page 79, it was incorrectly stated that *Pacha* won line honours in the 1970 Sydney Hobart when she in fact won overall honours that year. *Offshore* apologises for the mistake, which altered Patrick Bollen's original and correct article.

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THE POWER OF

Protest

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NEARLY DECIDED THE ROLEX
SYDNEY HOBART 2009 WINNER
ARE MUCH MORE COMMON
THAN YOU MIGHT THINK.

By Peter Campbell

news feature

Protest survivor *Two True*. Others have not been so fortunate.

The protest hearing that ultimately confirmed that the South Australian yacht *Two True* was the Overall winner of the 65th Rolex Sydney Hobart Yacht Race is not the first time that protests have decided the outcome of the race, both line honours and overall winner. Most have resulted from collisions soon after the start of the long ocean race.

In this case, after a lengthy and complex hearing directly involving four yachts and others indirectly as they approached Mark X on Sydney Harbour, the International Jury exonerated provisional winner *Two True* from breaking any rules and late on 31 December 2009 she was confirmed as winner of the Tattersalls Cup as overall winner of the IRC division. The NSW yacht *Kioni* was found at fault in the incident and disqualified.

Over the past 65 years many protests have been lodged at the end of the Rolex Sydney Hobart Yacht Race, several significantly altering the line and handicap results, one even having a significant influence on easing the international yacht racing rules on advertising.

In fact, protests were lodged after the second and third Sydney Hobart Races in 1946 and 1947 which involved the provisionally placed top yachts. Claude Plowman, owner/skipper of the 1946 line honours winner *Morna* protested the Cruising Yacht Club of Australia over measurements and ratings, but this was dismissed. In the 1947 protest, arising from a collision between *Morna* (again the line honours winner), Bob Bull's *Christina* and the starter's boat, saw *Christina* disqualified, although she lodged the protest.

In the 1953 race, *Wild Wave*, skippered by the legendary Tasmanian boat builder Jock Muir led the fleet home only to be disqualified for an incident soon after the start. Back in those days, of course, there were no such things as penalty turns by a yacht admitting fault, nor did the protest committee have the option of imposing a percentage of placings or time on a yacht. Disqualification was the only penalty

if a yacht was found at fault.

However, the two most controversial protests in the history of the Rolex Sydney Hobart were in the 1985 and 1990 races. Both had far reaching consequences on the rules of the race and, indeed, the international rules of racing.

The 1985 race, the provisional winner *Drake's Prayer*, skippered by the later Peter Kurts, received a 20 per cent of placings penalty, which effectively dropped her from first to equal 37th in overall placings. The Jury found *Drake's Prayer* at fault in a minor collision with *Ragamuffin* soon after the start, virtually a fend-off by a crew member. Neither yacht raised a protest flag and penalty turns were then not part of yacht racing.

However, a protest was lodged by a third party not involved in the incident and was upheld – a controversial protest and decision that still creates long and heated arguments among yachtsmen.

The winner of the Tattersalls Cup that year was *Sagacious*, but because of an anomaly in the sailing instructions, the rest of the fleet did not move up a place and, officially, there was no first place overall that year. The CYCA rectified this for future races and international racing rules have since seen the introduction of the penalty turns for relatively minor breaches of the racing rules. However, disqualification can still be applied where serious damage to a yacht is caused in a collision. This was the case in the hearing that decided the outcome of the 2009 Rolex Sydney Hobart in which the Tasmanian yacht was forced to retire with hull damage.

In 1990, a protest by the Race Committee against the British maxi yacht *Rothmans* highlighted international controversy over then Rule 26 of the IRR that prohibited yachts from showing advertising material on sails. *Rothmans*, the name which advertised a cigarette company, was sighted and filmed flying a promotional spinnaker off Tasman Island on her way to taking line honours. This also breached

Australian Government regulations on tobacco advertising, although that had no bearing on the outcome of the protest.

The International Jury subsequently imposed a 10 per cent penalty of fleet placings on the yacht, thus stripping her of line honours and a chance of taking handicap honours, with the maxi *Ragamuffin* being elevated to the line honours position and *Sagacious V* winning on handicap. The decision ultimately led the International Yacht Racing Union (now ISAF) to further ease the rules on advertising to allow advertising on sails and hulls within certain guidelines. The International Jury's decision on *Two True* is unlikely to have any similar ramifications, but it could lead to the CYCA and Maritime New South Wales moving the Sydney Harbour spectator boundaries further back from Mark X to give yachts more room to manoeuvre.

Crew members I have spoken to since the race say an apparent bulge in the spectator boundary just south of Mark X was a contributing factor to the incident, particularly as yachts flying asymmetric spinnakers were gybing frequently in towards the edge of the eastern shore exclusion zone to maintain boat speed. Then, as yachts ahead dropped their spinnakers approaching the Mark X, yachts astern were bringing the breeze with them, causing a log-jam at the rounding mark.

The original protest resulting from the incident was lodged soon after the race start on 26 December when the Tasmanian yacht *She's the Culprit* limped back to the CYCA with a hole in her topsides. However, the International Jury was unable to hear this protest, and others, until the afternoon of 31 December following the arrival in Hobart of *Kioni* earlier that day at the tailend of the fleet.

The Jury heard the original protest by *She's the Culprit* against *Two True* in conjunction with three other protests, including a counter protest against *She's the Culprit* and protests against *Kioni* and *Colartile*.

During a two hour hearing involving witnesses from these and other boats, the Jury comprising John Kirkjian (chairman), John Rountree, Egil Wold, Selvam Mookken and Tony Mooney heard that *She's the Culprit* had been involved in two collisions approaching Mark X, the first when the overtaking yacht *Copernicus*

contacted the aft quarter, the second when there was contact between the aft port corner of *Two True* and the BMAX section of *She's the Culprit*, causing damage to that yacht. Witnesses told the Jury that *Two True* at the time had luffed to avoid a collision with *She's the Culprit* after



she (*Two True*) had been forced to bear away when the spinnaker of *Kioni*, the windward boat, had fallen across the stern area of *True Blue* while being dropped. *Two True* subsequently carried out a two-turns penalty in accordance with the rules.

In disqualifying *Kioni*, the Jury concluded that *Kioni* had established a windward overlap between *Two True* and the spectator boundary line which was a continuing obstruction, where there was not enough space to do so. *Kioni* also admitted passing inside a spectator boundary mark. The rules that applied were 11 (Right of way, same tack... a windward boat must keep clear of a leeward boat), 14 (Avoiding contact) and 19 (Room to pass an obstruction) and sailing instruction 21.1, which requires competing yachts to sail within the exclusion zone until clear of Sydney Harbour.

The Jury concluded that it was not reasonably possible for *She's the Culprit* to have avoided the contact, so she was not penalised under rule 14. *True Two* was exonerated for breaking rules 11 and 14 under rule 64.1(b) which details taking penalty turns. The International Jury also dismissed the protest against *Colartile*.



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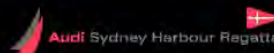
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MORNA FINDS A HOME IN HER OWN ROOM

AS THE CLASSIC CUTTER *MORNA* APPROACHES HER 100TH BIRTHDAY, A GROUP OF 23 CYCA MEMBERS HAVE HONOURED THE VENERABLE OCEAN RACER WITH A SPECIAL GIFT TO THE CLUB.

By Peter Campbell



Gordon Ingate presents the *Morna* half model to Matt Allen.

line honours seven times between 1946 and 1960, including three times in succession – 1946, 1947 and 1948.

The Morna Room now has a magnificent half-model of the yacht, made by Leon Cremer and donated by 23 CYCA members inducted into the 50 Year Member category in 2009. These members are: Michael York, member since 1945, Trygve Halvorse (1946), the late Des O'Connell (1949), Gordon Ingate (1949), Jeanette York (1952), Nick Alexander (1952), Alan Campbell (1953), Bill Psaltis (1953), George Girdis (1954), John Taylor (1954), Ted Kaufman (1954), Daryl Isles (1955), James Harrison (1955), Joyce Warn (1956), Patricia Warn (1956), Edward Dermody (1957), John Musgrove (1957), Don Mickleborough (1958), Francis (Stan) Rogers (1958), James McLaren (1958), Leslie Cosgrove (1958), Robert McAuley (1958), Russell Williams (1958) and Bill Smith (1959).

Designed by the Scottish naval architect William Fife to then favoured metre-style, *Morna* was built on Longnose Point in Sydney by Morrison & Sinclair in 1912 for Sir Alexander MacCormick, an eminent surgeon and soldier and Commodore of the Royal Sydney Yacht Squadron. With a LOA of 65 feet (19.8m) and LWL of 45 feet, and carrying a massive gaff-rig, she was the largest yacht at that time on the Squadron's register, but was used primarily for cruising and as the Squadron's flagship.

She was not fitted out for racing until many years later when Frank (later

For many years one of the main function rooms at the Cruising Yacht Club of Australia clubhouse has been known as the "The Morna Room." Most members realise that the room was named in honour of one of the great competitors in early Sydney Hobart races, the 65-footer *Morna* which, firstly under her original name and then as the re-named *Kurreeva IV*, took

Sir Frank) Packer became owner and raced her on the Harbour and in short offshore races. Just before World War II, Claude (later Sir Claude) Plowman bought *Morna* and had her re-rigged for offshore racing.

Morna became a regular feature of racing in Sydney in early postwar years and with her 2,560 square feet of sail dominated racing. Her full working bermudan rig comprised a flying jib, jib and staysail and main set on a 76 foot mast and 40 foot boom. She featured a long bowsprit and her topsides were distinguished by a row of portholes. Below decks, she was quite spartan with a large saloon.

Plowman entered *Morna* for the second Sydney Hobart Yacht Race in 1946, leading all the way. She repeated that performance in the next two races, setting a record that was not broken until the then 98-footer *Wild Oats XI* took line honours for the fourth successive time in 2008.

Sir Claude continued to race *Morna* on the Harbour and in short offshore races and on Sundays played host for his family and friends with a cruise down the Harbour to Quarantine for lunch. I had the good fortune to be one of the Sunday crew, joining some famous Sydney sailors in a relaxing day afloat. I also got to know Sir Claude well as he was then president of the Tasmanian Association, a group of expat Tasmanians living in Sydney.

Later, she was sold to the Victorian brothers Frank and John Livingston who changed the yacht's name to *Kurreeva IV* and she went on to take line honours four more times, in 1954, 1956, 1957 and finally in 1960, 48 years after her launching.

Today, *Morna* (she is back on the register of the RSYS under her original name) swings forlornly on a mooring in Neutral Bay. In recent years she has never left the mooring except for being towed away for an anti-fouling of the now near-century-old hull.

However, a group of concerned members of the CYCA and the RSYS have made approaches to the present owner in the hope that he will agree to having this classic yacht restored as part of Australia's yachting history.

In addition to the half model of *Morna* displayed in the Morna Room at the CYCA, the RSYS each year conducts the Morna Cup race for the sterling silver cup presented to the Squadron in 1913 and named after his famous yacht. ○



Alan Brierty (Limit) Gordon Bray, David Kellett in charge of JBW Radio Relay vessel.



Trygve Halvorsen Rear Commodore Garry Linacre.



Richard De Leyser, general manager Rolex Australia.



Brian Todd, John Cameron, Matt Allen and Chris Bolton.



Phil Brown, Andy Scott and Shane Doran.



Dick Cowse, Rob Scrivenor, Jono English, Amanda & Pam Scrivenor.



Syd Fischer, owner Ragamuffin, and Roger Hickman.

ROLEX SKIPPERS PARTY



Ludde Ingvall (YuuZoo) and wife with Geoff Ross, Yendys.



Minister for Ports Paul Macleay, CYCA CEO Mark Woolf, Gordon Bray.



Richard De Leyser and CYCA Commodore, Matt Allen.



Rear Commodore Gary Linacre, John and Kim Clinton (Holy Cow).

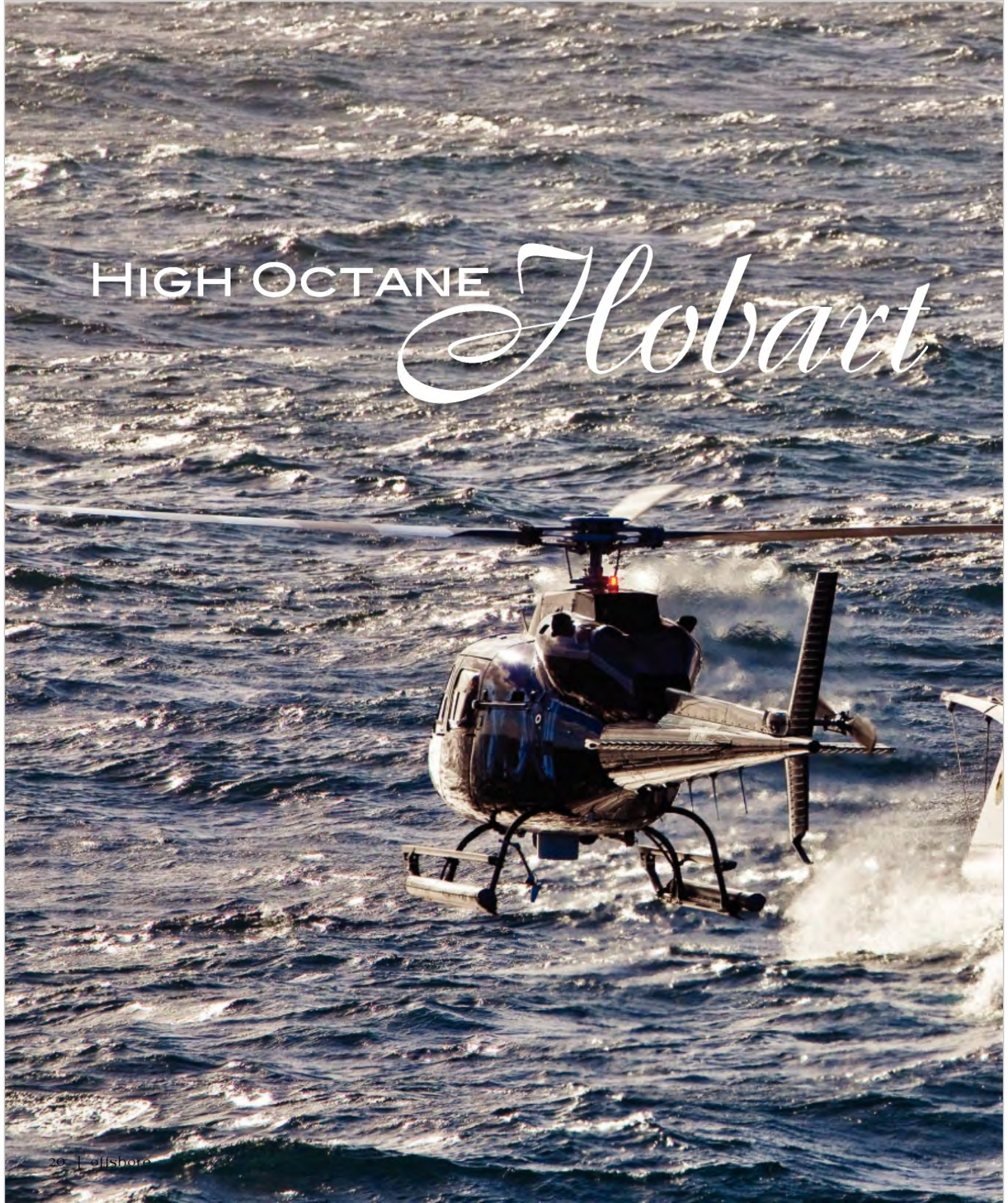


David Jordon, Andy Scott, Ian Mason, Daryl Bates and wife, Wai Lee.



Anthony Twibill, Trygve Halvorsen, Hillary Buckman and Matthew Henry.

HIGH OCTANE *Hobart*



A MEMORABLE BATTLE BETWEEN THREE SUPERCHARGED 100-FOOT MAXIS TOOK CENTRE STAGE IN THE ROLEX SYDNEY HOBART 2009 AND SAW A NEW KING CROWNED.

By Matthew Henry



Photo: Rolex/Daniel Forster

Kites were flying for the spinnaker start on Boxing Day.

It was not the race anyone predicted, but in so many ways the 65th Rolex Sydney Hobart tore up the carbon copy of recent years. *Oats* was outdone; Sydney Harbour was sodden and Bass Strait benign. The puff was patchy, as though Huey had taken a summer holiday, and Corinthian crews on production 40-footers bested the “rock star” racers in the battle for overall honours.

The only storm brewing was that of controversy, with a collision between boats before the 100-strong fleet had even left Sydney Heads threatening to decide the winner of the 628 nautical mile ocean classic. Otherwise it was all smooth sailing for most of the 94 finishers.

With five 100-footers and two 98-footers in the fleet, the Rolex Sydney Hobart 2009 was one of the most talked about races in the event’s 65-year history. Rumours of a record-breaking run reached fever pitch in the lead up, with *Wild Oats XI*’s benchmark of 1 day, 18 hours, 40 minutes and 10 seconds looking sure to fall.

Anticipation grew all the more with the tragic dismasting of *Etihaad Stadium* (formerly *Skandial Wild Thing*) just weeks before the race. Australians tuned into the drama as her “million dollar baby” carbon mast – bought from rival Neville Crichton – made an express trip from France to the Sydney City Marine shipyard to begin her intricate installation.

Boxing Day arrived wet and overcast but, as always, droves of eager spectators spurned a day on the couch gorging on leftover Christmas turkey to pack harbourside vantage points for the 1pm race start. Always a magnificent sight, the iconic spectacle of summer sport was all the more electrifying with one of the most exciting maxi fleets ever assembled, powering down Sydney Harbour under spinnaker and out through the Heads into a bumpy seastate.

The pre-race buzz on the dock at the CYCA was also palpable. One young Romeo managed to crank the tension up a notch with a daring dockside marriage proposal in front of a flotilla of TV cameras. The sea can

be a lonely place and none more so than for a spurned lover! Thankfully she said yes, to the relief of more than just the prospective groom.

The sun may have hid its face on Boxing Day but the stars shone brightly from the deck of *Investec LOYAL*. Its crew of Aussie sporting heroes included boxer Danny Green, Olympic swimming champion Grant Hackett, rugby internationals Phil Kearns and Phil Waugh, celebrity accountant Andrew Bell as well as TV presenter and former gameshow host Larry Emdur. All novices in the sport of sailing, they were pitted against professional crews onboard the bookies’ favourites: *Alfa Romeo*, fresh from conquering the Transpac race record, and four-time line honours winner *Wild Oats XI*. Both boats had a score to settle after *Wild Oats XI* got the better of *Alfa Romeo* in their first encounter in the 2005 Rolex Sydney Hobart. The rematch was electric, with rival owners Bob Oatley and Neville Crichton ramping up the pre-race banter. *Wild Oats XI* was making a tilt at an historic fifth consecutive line honours win, but in four years of dominance had never had such a fight on her hands. Also lining

“THEY WERE GOOD COMPETITORS BUT AT THE END OF THE DAY WE HAD THE BETTER TEAM.”



Photo: Andrea Francolini

In the hunt for so long, *ICAP Leopard* was eventually outfoxed by *Alfa* and *Oats*.

up as a serious challenger in the line honours tussle was *ICAP Leopard*, the UK 100-footer owned by gregarious Englishman Mike Slade.

The start was over in a flash. Just eight minutes after the starting cannon echoed through the harbour, *Alfa Romeo* was rounding the first mark and steaming out of Sydney Heads. *Wild Oats XI* stumbled with a messy spinnaker drop allowing Crichton and crew to grab a hold of the lead. It was the first time in four years *Wild Oats XI* had not led the fleet to the seaward mark.

“TO BE HONEST, IT WAS A SHOCKER.”

Skipper Grant Wharrington’s never-say-die attitude saw the heavily modified 98-footer *Etihad Stadium* make a Cinderella appearance at the startline. But it was a story too good to be true and hopes of a fairytale ending were dashed.

“It’s very disappointing,” said Wharrington, hours after being forced to retire from the race at the startline due to rigging problems.

“This is not the sort of event that you can just go, ‘She’ll be right, we’re just going around South Head and the next turning mark is Tasman Island’.”

It was a bumpy ride for the fleet that evening and a real baptism of fire for the debutants.

“That first night was absolutely full on; quite confronting I’d have to say,” recalled Olympic swimmer Grant Hackett, sailing aboard *Investec LOYAL*. Normally at home in the water, Hackett was getting his first real

taste of ocean racing. “It gave me new respect for sailors,” he said.

Investec LOYAL’s first 12 hours was a nightmare run for skipper Sean Langman, with shredded headsails seeing the boat slip back to 15th, trailing many of the 60 and 70-footers when it should have been hanging in with the frontrunners. With the problems rectified the following day, Langman put the accelerator down and shot back into fourth, but *Investec LOYAL* was already out of line honours contention. It was now a three-way battle between *Oats*, *Alfa* and *Leopard* down the Tasmanian coast.



Photo: Rolex/Daniel Foster

Investec LOYAL battles RAN up Sydney Harbour.

As conditions softened, *Alfa Romeo* got its race-winning break off the New South Wales south coast. *ICAP Leopard* was relishing the strong upwind conditions, pointing high into the southerly, and *Wild Oats XI* was in step with *Alfa Romeo* in a close battle. But the light airs off Gabo Island – the south easterly tip of the Australian mainland – swung the race in *Alfa Romeo*’s favour.

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According to Mike Slade onboard *ICAP Leopard*, the race just slipped out of reach before their eyes: "We were all just splashing about, there was no breeze whatsoever, and it's always the case that someone will get that little extra puff. *Alfa Romeo* was in the right place to get it. We didn't get it. *Wild Oats XI* didn't get it, and *Alfa* put 10 miles on us both very quickly."

When *Alfa Romeo* finally crossed the finish line off Battery Point just after 10pm, under a pink-hued evening sky on the beautiful Derwent River, she had an elapsed time of 2 days 9 hours 2 minutes 10 seconds. *Wild Oats XI* was still 16 miles behind and *ICAP Leopard* a further 24 miles astern.

It was a score settled for Neville Crichton and a victory sweeter than any of his other 143 line honours wins aboard *Alfa Romeo* since 2005.

"Back then I was drinking the beer and Mark Richards was drinking the champagne," Crichton said. The roles had reversed this year. "They were good competitors but at the end of the day we had the better team."

In stark contrast, *Wild Oats XI* slipped into Constitution Dock after midnight. The crowds had gone home – Hobart was in bed. There was to be no fanfare this year. A philosophical Mark Richards rued his mistake on Sydney Harbour, which surrendered the lead to *Alfa Romeo*. "You can't always win, and it's good for the sport that someone else wins. We gave it our best shot and that's all I could do," said Richards.

"You've got to be a good winner as well as a good loser, that's all part of sport."

To everyone's surprise, *ICAP Leopard* gave its two line honours rivals a solid fight most of the way down the Tassie coast, despite her disadvantage in the light and patchy conditions. But a gutsy all-or-nothing decision to head well east of the rhumbline finally ended her race.

"We threw a gamble at the end to try and beat *Alfa* and we got duly punished for it," said Slade. "Gosh, we didn't even damn near make it up the river here."

When the boat slipped into the dock at 5:30 on the morning of the 29th, the perpetually effervescent Slade hopped off, a spring in his step and a wide smile across his face. The grueling days at sea – written all over the faces of his crew members – had seemingly not dented his optimism. But the cheerful demeanor was only external.

"To be honest, it was a shocker," said Slade in summation – his opening words in a dockside interview with Channel 7's *Sunrise* program. The smile never left his face.

"It was the longest and most light air race... that our guys have ever seen before. Just endless problems and shutdowns, but that's what makes it exciting."

While the supercharged maxi fleet grabbed the headlines, the unfolding handicap contest was once again an intriguing battle. Rolex's Yacht Tracker website kept a constant eye on the IRC leader but the results were about as variable as the evening breeze on the Derwent. At one point or another just about every boat in the fleet was in with a shot at a handicap win as the weather swung from 35 knots to complete calm.

Alfa Romeo emerged as an early favourite for the handicap and line honours double – could she completely turn the tables on *Wild Oats XI*'s 2005 triumph? But before the race was through, even the smallest boat in



Sunrise and a sail change for *Ichi Ban*, off the Tassie Coast.

Photo: Rolex/Daniel Forster

the fleet, James Connell and Alex Brandon's Farr 1020 *Zephyr Hamilton Elevators* from the CYCA, had made an appearance atop the leaderboard.

The name on everybody's lips was *RAN*, an eight-month-old Judel-Vroljik 72 owned by Skype founder Niklas Zennstrom, which came into the race in hot form after its overall win at the Rolex Fastnet. Zennstrom's heart must have sunk as weather reports predicted a light wind race – something he described pre-race as his yacht's "Achilles heel". *RAN* made a strong push for a handicap win, but the 40-footers emerged as the true overall contenders.

By the evening of the 27th, Noel Cornish's Sydney 47 *St Jude* had charged into first place overall, followed closely by *Two True* and *Patrice Six*. Some of the favourites were still in close touch with *RAN* placed at 6, *Loki* at 8, *AFR Midnight Rambler* at 10, *Chutzpah* at 13, *Living Doll* at 20 and early leader *Shogun* at 19. The TP52s were way down the list with last year's winner Bob Steel's *Quest* well out of contention, placed 45th.

When Andrew Saies' Beneteau First 40 *Two True* arrived in Hobart at 12:49pm on December 30 to be declared the provisional winner, he sailed straight into the protest room. *Two True* made contact with *She's the Culprit* on Sydney Harbour, and now the South Australian orthopedic surgeon and his crew would have to endure a testing 24-hour wait for the

international jury to make their decision. When the protest was eventually dismissed and *Two True* officially declared the overall winner, it was a very relieved Andrew Saies who accepted the Tattersall's Cup and Rolex Yachtmaster.

"The wind was in, the wind was out, we drifted, we went backwards, we lost internet access, we didn't know what was going on until the last few minutes," said Saies of a challenging race.

"It was a classic Rolex Sydney Hobart event and we were in it up to our back teeth and it came our way in the end."

Just 22 minutes behind on corrected time was Victorian father-son duo Mike and Mark Welsh's *Wicked*, also a Beneteau First 40.

The Rolex Sydney Hobart 2009 reminded us that this race is not all about canting keels and carbon fibre. As the fleet sped down the NSW south coast, the TP52 *Shortwave*, with 11 members of the Short family among its crew of 16, pulled to a halt 30 miles out to sea, at the latitude where Andrew Short lost his life in the Flinders Islet race in October. It was a poignant moment of reflection amidst the fleet's relentless southward march. Andrew's older brother Matthew went to the starboard side of the boat, the family having already agreed what would take place.

"He said a few words to the kids. It wasn't heavy," said Matthew's wife Christine. "He said that Andrew had died doing what he enjoyed doing and he reminded the kids not to make any silly mistakes."

"After that, we threw one of his favourite hats into the sea, the one from last year's Rolex Sydney Hobart. From then on, we knew he was with us. Every time we needed some wind we said, 'Come on, Andrew, give us a puff', and he did."

It was not the steady passing of the NSW south coast but an extraordinary pod of dolphins, dashing about *Audi Centre Melbourne* in the waters off Bicheno, which made Roger Hickman take pause and remember Sally

Photo: Rolex/Kurt Arrigo



Rocking and rolling on the rail ... *Sailing Services Anson* in the bumpy swells passing South Head.

Gordon, who also perished that tragic night in October.

"We got more dolphins than any of us had ever seen, and I've been floating around for a long time," an emotional Hickman recalled upon finishing his 33rd Rolex Sydney Hobart.

"They just played and played. Sally was always fascinated with them. That was sad because you think, 'bugger'."

The Corinthian spirit was kept alive on the Whitbread maxi *Lion New Zealand*, which celebrated the 25th anniversary of its line honours win with a commemorative sail by family members of the original crew, including



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Alfa Romeo cruising up the Derwent, moments before crossing the line.

Photo: Andrea Francolini

the daughter of winning helmsman, the late Sir Peter Blake, who died in tragic circumstances.

"I did it to get to know Dad a little better," said Sarah-Jane, his daughter. When asked had the trip been emotional, she said, "I've been busy and tired; when you stop and think about it, it can mess with your head."

Even if it felt like a long race to some, the Rolex Sydney Hobart 2009 was not the longest by any measure. Although only 41 yachts of the 95 finishers completed the race in under four days, and more than half the fleet was still at sea on 30 December, all boats arrived in Hobart to see in the New Year. The line honours winner took 13 hours longer to cross the line than in 2008, but only seven minutes more than in 2006. In fact, the 2003 and 2004 Rolex Sydney Hobarts were longer by six and seven hours respectively.

The sense of frustration crews felt was more the result of floundering in the patchy breeze, which seemed to treat some yachts with particularly stinging injustice. On the morning of 28 December, the 90-footer *YuuZuu* "parked" off the Tassie coast, watching helplessly as *Investec LOYAL*, *RAN*, *Iebi Ban* and *Lahana* sailed by. The exasperated skipper, Ludde Ingvall, simply exclaimed:

"We are sailing into minefields. We seem to find all of them."

But fortunes were just as likely to change as wind filled in and died away and the boat was soon on the other foot.

"Looking at the Yacht Tracker and watching Ludde go from 10 nautical miles behind us to 20 in front and to beat us over the line by just over three hours was frustrating," said *Lahana* helmsman Bob Fraser, "they ought to get rid of that tracker."

For many hardened campaigners, the notoriously belligerent Bass Strait was virtually unrecognisable. Reputed as the cantankerous colossus of ocean racing, the Strait proved a gentle giant in 2009. Aussie sailing legend and Hobart veteran, Iain Murray, who raced as tactician on *Wild Oats XI*, said from onboard that it was the calmest he had ever seen Bass Strait. Sean Langman also noted the unusually serene conditions.

"It was nice, yeah it was pleasant," said Langman nonchalantly upon arriving in Hobart. "For our celebrities, they were saying, 'Is this all Bass Strait's got?' and I said, 'Just take it when you can get it and if you want more, come back next year.'"

The Rolex Sydney Hobart 2009 will be remembered for testing crews mentally. For newcomer Danny Green, the boxer-turned-sailor on *Investec LOYAL*, his first taste of sailing the Derwent was perhaps an exercise in patience following his quick bout with Roy Jones Jr just weeks before.

"We could see the lights of Hobart for 10 hours," said Green in disbelief.

But perhaps Mike Slade sum it up best.

"This is always *the* ocean race," said Mike Slade, "but I don't see the need to have a reputation as a killer, do you? When we say it's a tough race, working light air like this for two or three days is tough enough." ○

For further information visit www.rolexsydneyhobart.com



Lahana looking for a lift in front of the Organ Pipes.

Photo: Rolex/Kurt Arrigo

Sean Langman's *Loyal*
 rounding the Iron Pot,
 2009 Rolex Sydney
 Hobart Yacht Race.



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FROM ALFA TO ZEPHYR

OFFSHORE YACHTING'S PETER CAMPBELL FOLLOWS THE WHOLE FLEET, FROM FIRST TO LAST, WITH THE DETAILS ON ALL DIVISIONAL WINNERS IN THE ROLEX SYDNEY HOBART YACHT RACE 2009.

Photographs Rolex/Kurt Arrigo

The 65th Rolex Sydney Hobart results underline the concept of what Australia's world-famous ocean race is all about – a race for all-comers. For only the second time in the past decade, the first dozen boats on corrected time in the Rolex Sydney Hobart 2009 included the winners of all five IRC rating divisions. Most recently this happened in 2006, when the vintage yacht *Love & War* memorably claimed the overall win.

First and second place overall went to Division 4 boats, the Beneteau First 40s *Two True* and *Wicked*; third, fourth and fifth to Division 3 boats *Next* and *Swish*, both Sydney 38s, and *Patrice Six*, an X41.

In sixth place overall was the British yacht and race favourite *RAN* and the winner of IRC Division 1. She was followed by the little Farr 1020 *Zephyr Hamilton Elevators*, a Division 4 boat and a chance of an overall win on the last night of the race that was thwarted by a windless Derwent.

Then came *Charisma*, the first Spanish yacht to contest the Rolex Sydney Hobart. Skipped by Alejandro Perez Calzada from the Royal Nautical Club of Barcelona, *Charisma* is an S&S 57, built in 1970 and currently on a round-the-world voyage, competing in key offshore races along the way. The Spaniards can leave well satisfied with their performance in placing eighth overall and fourth in IRC Division 3.

Another Division 3 boat, *Imagination*, a Beneteau 47.7, followed in ninth place, while 10th overall was the winner of IRC Division 2, *Tow Truck*, a Ker 11.3, which finished one place ahead of division rival *AFR Midnight Rambler*, the modified Farr 40.

Bringing up 12th overall and first in Division 0 was line honours winner

Alfa Romeo, the Reichel/Pugh-designed 100-footer from New Zealand.


Two True, Cruising Yacht Club of South Australia member Andrew Saies' brand new Beneteau First 40, designed specifically by Bruce Farr and Associates as a production racer/cruiser capable of winning against the top European racing yachts, certainly lived up to its design brief. She placed first overall on IRC to take the coveted Tattersall's Cup, and winning IRC Division 4. She also placed first under the new ORCi rating rule which the CYCA scored for this race, although it did not rank as a trophy-winning division.

With 35 yachts rated for ORCi, this augers well for the future of this new rating system in Australia. Under ORCi, *Two True* won from the Sydney 38 *Swish*, skippered by Steve Proud from the Royal Sydney Yacht Squadron, with third place going to Tony Kirby's X41 *Patrice Six*. IRC overall placegetters *Wicked* and *Next* were not rated ORCi for the Rolex Sydney Hobart.

The new Beneteau First 40 class certainly received a boost with Mike Welsh's *Wicked* from Sandringham Yacht Club placing a close second overall and in Division 4. Among new owners of this fast and well-rated boat is CYCA Vice Commodore Howard Piggott.

Third place in IRC Division 4 went to *Zephyr Hamilton Elevators*, a Farr 1020 owned by James Connell and Alex Brandon from Balmain Sailing Club. An exceptional little ocean racer, *Zephyr* won this division in 2007 Rolex Sydney Hobart.

Third overall placegetter, Ian Mason's Sydney 38 *Next* from the CYCA, won Division 3 from sistership *Swish*, skippered by Steven Proud from



"ALFA ROMEO NOT ONLY ENDED THE WINNING LINE HONOURS RUN OF BOB OATLEY'S *WILD OATS XI* BUT TROUNCED THE CHAMPION ON IRC CORRECTED TIMES."

The highly charged Sydney Hobart fleet, resting in the dock at Hobart.

Ludde Ingvall's *YuuZoo* negotiating a rare patch of pressure.



Swish, winner of the Sydney 38 division, with some playful companions.



Lion New Zealand was back to commemorate her win 25 years ago.



PHS Division 1 winner *Wasabi*.



the RSYS, maintaining the good results of this Iain Murray one-design offshore racing yacht in the Rolex Sydney Hobart. Third went to *Patrice Six*, the X41 with owner/skipper Tony Kirby sailing his 25th Hobart race.

The two Sydney 38s staged a remarkable boat-for-boat race with *Swish* beating *Next* across the finish line off Hobart's Castray Esplanade by a mere five seconds to win the Sydney 38OD division. However, *Next's* lower IRC rating gave her third place overall and first place in IRC Division 3. Third in the Sydney 38OD division went to *The Subzero Goat*, skippered by Bruce Foye.

"WITH 35 YACHTS RATED FOR ORCI, THIS AUGERS WELL FOR THE FUTURE OF THIS NEW RATING SYSTEM IN AUSTRALIA."

Rolex Fastnet race winner *RÁN*, Niklas Zennstrom's JV72, sailing under the burgee of Britain's Royal Southern Yacht Club, won IRC Division 1 from a star-studded fleet of grand prix racers, placing sixth overall and beaten for overall first place by just under four hours. Second in Division 1 went to Rob Hanna's *Shogun*, a TP52 from Royal Geelong Yacht Club, third to Syd Fischer's TP52 *Ragamuffin*, sailing for both the Cruising Yacht Club of Australia and the Royal Sydney Yacht Squadron.

Anthony Paterson and his longtime crew from Lake Macquarie Yacht Club notched up a second successive division win on Paterson's Ker 11.3 *Tow Truck*, imported in late 2008 to replace his much-travelled Mumm 30 of the same name. Fed on "red snakes" during the 628 nautical mile race, they arrived in fine fettle to win IRC Division 2, again beating rivals Ed Psaltis and Bob Thomas in their modified Farr 40 *AFR Midnight Rambler*. The two boats were seldom far apart throughout the race, *AFR Midnight Rambler* first to finish but not far enough ahead when it came to corrected times.

Alfa Romeo, Neville Crichton's Reichel/Pugh-designed 100-footer, not only ended the winning line honours run of Bob Oatley's *Wild Oats XI*, now also a 100-footer, but trounced the champion on IRC corrected times. *Alfa Romeo* placed 12th overall and won IRC Division 0; *Wild Oats XI* placed 35th overall.

Alfa Romeo, sailing for the Royal New Zealand Yacht Squadron, won IRC Division (for yachts with canting keels) from Ray Roberts' *Cookson 50 Evolution Racing* from the CYCA, third place going to *Ichi Ban*, the Jones 70 skippered by CYCA Commodore Matt Allen.

Of the 100 starters in the 65th Rolex Sydney Hobart Yacht Race, 20 boats raced under PHS handicaps rather than IRC, including *Lion New Zealand* which 25 years previously had taken line honours in this race.

Winner of the PHS division was *She*, Peter Rodgers' 27-year-old Gary Mull-designed modified Olsen 40, her skipper finishing the race in a daze after being thumped by the boom as she battled 40-knot headwinds in Storm Bay. Second place went to *Flying Fish Arctos*, the McIntyre 55 skippered by Andy Fairclough from Middle Harbour Yacht Club, third to the Canberra Ocean Racing Club's Bavaria 44 *Namadgi*, skippered by Paul Jones from the land-locked club.

The first three boats overall in the PHS division came from Division 2, with the winner of Division 1 being Bruce McKay's *Wasabi*, a striking looking boat with its hot green hull, from Cronulla Sailing Club in NSW. The John Sayer-designed 40-footer won PHS Division 1 from *Sailors with Disabilities* (David Pescud) from the CYCA and *Mahligai*, skippered by Murray Owen from the CYCA. The first PHS division boat to finish was the former Volvo 60 round-the-world racer *Merit*, skippered by Leo Rodriguez from the Whitsunday Sailing Club, second was Tony and Rob Fisher's Adams 20 *Helsal III* from the Royal Yacht Club of Tasmania.

The 65th Rolex Sydney Hobart Race maintained the international

Photo: Rolex/Daniel Forster



Andrew Saies of *Two True* (second from left) collecting the Tattersalls Cup and Rolex timepiece.

status of the race, not only in entries but also in top placings on line and handicap results. Yachts from New Zealand, Australia and Great Britain were the first three boats to finish the ocean classic, while there were boats from Australia, Great Britain, Spain and New Zealand in the top 12 boats on IRC corrected times. The top dozen boats flew the burgees of nine different yacht clubs. ○

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ROLEX SYDNEY HOBART 2009 RESULTS

IRC OVERALL	YACHT	DIV	LINE PLACING	ELAPSED TIME	HANDICAP	CORRECTED TIME	OWNER /SKIPPER
1	Two True	4	41	03:23:49:03	1.085	04:07:57:43	Andrew Saies, SA
2	Wicked	4	44	04:00:11:16	1.088	04:08:39:08	Mike Welsh, VIC
3	Next	3	47	04:00:16:59	1.099	04:09:48:54	Ian Mason & Jay Krehbiel, NSW
4	Swish	3	46	04:00:16:54	1.104	04:10:17:42	Steven Proud, NSW
5	Patrice Six	3	36	03:23:05:34	1.119	04:10:24:32	Tony Kirby, NSW
6	RAN	1	5	02:20:27:55	1.560	04:10:48:21	Niklas Zennstrom/ Tim Powell, UK
7	Zephyr Hamilton Elevators	4	80	04:15:33:35	0.958	04:10:52:27	James Connell and Alex Brandon, NSW
8	Charisma	3	39	03:23:38:48	1.118	04:10:55:59	Alejandro Perez Calzada, Spain
9	Imagination	3	38	03:23:30:43	1.123	04:11:15:36	Robin & Annette Hawthorn, NSW
10	Tow Truck	2	34	03:21:16:47	1.150	04:11:16:18	Anthony Paterson, NSW
11	AFR Midnight Rambler	2	31	03:20:42:02	1.159	04:11:26:24	Ed Psaltis / Bob Thomas NSW
12	Alfa Romeo	0	1	02:09:02:10	1.897	04:12:11:51	Neville Crichton, NZ
13	Shogun	1	10	03:08:16:03	1.360	04:13:09:50	Rob Hanna, VIC
14	Seahold Perie Banou II	4	89	04:20:38:03	0.943	04:13:59:10	Jon Sanders, WA
15	Chutzpah	2	27	03:19:31:43	1.203	04:14:06:32	Bruce Taylor, VIC
16	St Jude	2	35	03:21:22:23	1.180	04:14:10:49	Noel Cornish, NSW
17	Evolution Racing	0	12	03:09:27:49	1.357	04:14:32:46	Ray Roberts, NSW
18	Rush	2	25	03:18:03:53	1.229	04:14:41:22	Ian & John Paterson, VIC
19	Matangi	4	72	04:14:04:49	1.011	04:15:17:28	David Stephenson, TAS
20	Ragamuffin	1	15	03:10:56:49	1.342	04:15:18:53	Syd Fisher, NSW
21	Dekadence	2	33	03:21:07:03	1.196	04:15:22:07	David Creese, TAS
22	Shortwave	1	14	03:10:36:59	1.349	04:15:26:58	Matthew Short, NSW
23	Ray White Spirit of Koomooloo	4	62	04:12:53:10	1.026	04:15:43:02	Mike Freebairn, QLD
24	Love & War	4	71	04:14:03:23	1.020	04:16:15:27	Simon Kurts, NSW
25	Pinta - M	4	86	04:19:40:32	0.972	04:16:26:12	Atse Blei, Netherlands
26	Ichi Ban	0	6	02:21:37:56	1.615	04:16:27:22	Matt Allen, NSW
27	Quest	1	16	03:11:45:55	1.343	04:16:29:48	Bob Steel, NSW
28	Yendys	1	11	03:08:47:20	1.400	04:17:06:16	Geoff Ross, NSW
29	Paca	4	57	04:08:42:45	1.084	04:17:30:30	Philippe Mengual, NSW
30	The SubZero Goat	3	52	04:06:37:59	1.107	04:17:36:53	Clayton/Foye/Gordon/Peckman, NSW
31	Archie	4	68	04:13:46:11	1.036	04:17:43:17	Sally Rattle & Mick Souter, TAS
32	Bacardi	4	67	04:13:24:00	1.043	04:18:06:15	Martin Power, VIC
33	Cougar II	1	18	03:12:43:05	1.347	04:18:06:55	Alan Whiteley, VIC
34	Nips N Tux	3	56	04:08:34:34	1.092	04:18:11:50	Howard De Torres, NSW
35	Wild Oats XI	0	2	02:11:05:34	1.933	04:18:13:35	Bob Oatley/Mark Richards, NSW
36	Secret Men's Business 3.5	1	20	03:13:36:33	1.337	04:18:27:34	Geoff Boettcher, SA
37	Living Doll	1	13	03:10:28:44	1.396	04:19:08:26	Michael Hiatt, VIC
38	Auch	3	53	04:07:38:50	1.114	04:19:27:47	David Bean, TAS
39	Ray White Castle Hill Tartan	4	88	04:20:05:57	1.004	04:20:33:49	Barrie King & Ian Sanford, NSW
40	Goldfinger	2	26	03:18:22:12	1.291	04:20:40:04	Peter Blake, VIC
41	Bear Necessity	4	75	04:14:37:51	1.056	04:20:49:34	Andrew & Pauline Dally, NSW
42	Chancellor	4	73	04:14:10:58	1.061	04:20:54:14	Ted Tooher, NSW
43	Knee Deep	2	32	03:21:04:57	1.259	04:21:11:27	Philip Childs/Frank Van Ruth, WA
44	Pelagic Magic	4	69	04:13:58:26	1.066	04:21:13:56	Hugh Torode, NSW
45	Audi Centre Melbourne	2	23	03:17:15:03	1.314	04:21:16:32	Chris Dare, VIC
46	Calm	1	21	03:14:45:12	1.353	04:21:22:38	VanderSlot/Ainley/Williams, VIC
47	Loki	1	9	03:06:41:37	1.496	04:21:43:32	Stephen Ainsworth, NSW
48	Strewth	2	50	04:05:19:58	1.163	04:21:51:00	Geoff Hill, NSW
49	Copernicus	4	70	04:13:58:28	1.072	04:21:53:33	Greg Zyner, NSW
50	Discoverer of Hornet	3	58	04:08:43:44	1.129	04:22:14:20	Rebecca Walford, Royal Air Force Sailing Association (UK)
51	Shamrock	2	30	03:20:36:56	1.279	04:22:27:19	Tony Donnellan, VIC
52	One For The Road	4	84	04:18:28:00	1.035	04:22:28:23	Kym Butler, NSW
53	Colortile	2	42	04:00:01:10	1.236	04:22:40:48	Warren Buchan & Kristy Edwards, NSW
54	Papillon	4	61	04:12:51:23	1.093	04:22:58:48	Phil Molony, NSW
55	Susea	2	37	03:23:26:44	1.249	04:23:12:41	Brian Todd, WA
56	Ninety Seven	2	49	04:05:07:02	1.181	04:23:25:10	Alan Saunders, VIC
57	Another Fiasco	2	54	04:08:01:55	1.151	04:23:44:27	Damian Suckling, QLD
58	41 SUD	4	76	04:14:53:33	1.088	05:00:39:04	Jean-Luc Esplaas, New Caledonia
59	ICAP Leopard	0	3	02:16:45:46	1.877	05:01:33:35	Mike Slade, UK
60	Valheru	2	48	04:04:43:26	1.207	05:01:34:25	Anthony Lyall, TAS
61	Menace	3	64	04:12:58:02	1.119	05:01:56:04	Niven James, NSW

YACHT RACE

62	Balance	3	59	04:12:21:35	1.126	05:02:00:47	Paul Clitheroe, NSW
63	Geomatic Joker	3	83	04:15:49:23	1.092	05:02:06:39	Grant Chipperfield, VIC
64	Pretty Fly III	0	24	03:17:41:10	1.364	05:02:19:55	Colin Woods, NSW
65	Shining Sea	3	74	04:14:13:38	1.110	05:02:21:08	Andrew Corletto, SA
66	Adventure of Hornet	3	65	04:13:00:25	1.129	05:03:04:08	Richard Tarr, Royal Navy Sailing Association, UK
67	Eleni	3	78	04:15:23:21	1.107	05:03:18:28	Tony Levett, NSW
68	Rapture	1	17	03:11:48:11	1.476	05:03:41:36	Brook Lenfest, USA
69	Investec LOYAL	0	4	02:18:34:33	1.864	05:04:05:50	Sean Langman, NSW
70	Lahana	0	8	03:03:13:07	1.660	05:04:51:46	Peter Millard and John Honan, NSW
71	YuuZoo	0	7	03:00:05:05	1.738	05:05:17:00	Ludde Ingvall, NSW
72	Challenger of Hornet	3	79	04:15:32:55	1.129	05:05:56:18	Darren Gale, Army Sailing Association, UK
73	Aurora*	4	95	04:19:08:41	1.048	05:00:40:18	Jim & Mary Holley, NSW

Etihad Stadium	0	Retired at Port
Limit	1	Retired at Port
Mondo	3	Retired at Port
She's The Culprit	3	Retired at Port

Notes

Two True and Colortile – the International Jury dismissed the protests against the boats relating to an incident in Sydney Harbour after the start.

* Aurora 30% scoring penalty imposed by International Jury for a breach of RRS 41 which resulted in placings on 95th line honours, 73rd IRC & 20th IRC Div 4.

Etihad Stadium retired due to rigging needing more tuning prior to being able to race.

Limit – retired with rigging issues.

Mondo – damaged rigging. Berthed at Eden.

She's the Culprit – minor damage sustained in harbour incident. Protest against the boat dismissed by the International Jury.

Kioni – disqualified.

IRC OVERALL	YACHT	DIV	LINE	ELAPSED TIME	TCC	CORRECTED TIME	OWNER/SKIPPER
1	Two True	4	41	03:23:49:03	1.085	04:07:57:43	Andrew Saies SA
2	Wicked	4	44	04:00:11:16	1.088	04:08:39:08	Mark Welsh, VIC
3	Next	3	47	04:00:16:59	1.099	04:09:48:54	Ian Mason & Jay Krehbiel, NSW

IRC DIV 0

1	Alfa Romeo	0	1	02:09:02:10	1.897	04:12:11:51	Neville Crichton, NZ
2	Evolution Racing	0	12	03:09:27:49	1.357	04:14:32:46	Ray Roberts, NSW
3	Ichi Ban	0	6	02:21:37:56	1.615	04:16:27:22	Matt Allen, NSW

IRC DIV 1

1	RAN	1	5	02:20:27:55	1.560	04:10:48:21	Niklas Zennstrom/Tim Powell, UK
2	Shogun	1	10	03:08:16:03	1.360	04:13:09:50	Rob Hanna, VIC
3	Ragamuffin	1	15	03:10:56:49	1.342	04:15:18:53	Syd Fisher, NSW

IRC DIV 2

1	Tow Truck	2	34	03:21:16:47	1.150	04:11:16:18	Anthony Paterson, NSW
2	AFR Midnight Rambler	2	31	03:20:42:02	1.159	04:11:26:24	Ed Psaltis/Bob Thomas, NSW
3	Chutzpah	2	27	03:19:31:43	1.203	04:14:06:32	Bruce Taylor VIC

IRC DIV 3

1	Next	3	47	04:00:16:59	1.099	04:09:48:54	Ian Mason & Jay Krehbiel, NSW
2	Swish	3	46	04:00:16:54	1.104	04:10:17:42	Steven Proud, NSW
3	Patrice Six	3	36	03:23:05:34	1.119	04:10:24:32	Tony Kirby, NSW

IRC DIV 4

1	Two True	4	41	03:23:49:03	1.085	04:07:57:43	Andrew Saies, SA
2	Wicked	4	44	04:00:11:16	1.088	04:08:39:08	Mark Welsh, VIC
3	Zephyr Hamilton Elevators	4	80	04:15:33:35	0.958	04:10:52:27	James Connell and Alex Brandon, NSW

ROLEX SYDNEY HOBART YACHT RACE 2009

PHS OVERALL

1	She	2	88	04:19:57:42	0.9321	04:12:05:16	Peter Rodgers, NSW
2	Flying Fish Arcos	2	60	04:12:21:43	1.0122	04:13:41:02	Flying Fish Online/ Andrew Fairdough, NSW
3	Namadgi	2	91	04:21:33:47	0.9545	04:16:12:50	Canberra Ocean Racing Club Paul Jones, ACT

PHS DIV 1

1	Wasabi	1	43	04:00:09:26	1.1964	04:19:02:33	Bruce McKay, NSW
2	Sailors with disAbilities	1	29	03:20:31:17	1.2693	04:21:26:15	David Pescud, NSW
3	Mahligai	1	51	04:05:20:53	1.1993	05:01:32:48	Murray Owens & Jenny Kings, NSW

PHS DIV 2

1	She	2	88	04:19:57:42	0.9321	04:12:05:16	Peter Rodgers, NSW
2	Flying Fish Arcos	2	60	04:12:21:43	1.0122	04:13:41:02	Flying Fish Online/ Andrew Fairclough, NSW
3	Namadgi	2	91	04:21:33:47	0.9545	04:16:12:50	Canberra Ocean Racing Club/Paul Jones, ACT

SYDNEY 38 OD

1	Swish	46	04:00:16:54	04:00:16:54	Steven Proud, NSW
2	Next	47	04:00:16:59	04:00:16:59	Ian Mason, NSW
3	The SubZero Goat	52	04:06:37:59	04:06:37:59	Clayton/Foye/Gordon/Peckman, NSW

CRUISING

1	Holy Cow!	45	04:00:16:35	04:00:16:35	John & Kim Clinton, NSW
2	Livewire.org.au	92	04:22:39:56	04:22:39:56	David Pring, NSW

Pippin – retired – mechanical failure.

ORCI

1	Two True	41	03:23:49:03	1.0469	04:04:18:41	Andrew Saies, SA
2	Swish	46	04:00:16:54	1.0478	04:04:53:02	Steven Proud, NSW
3	Patrice Six	36	03:23:05:34	1.0688	04:05:38:07	Tony Kirby NSW

LINE HONOURS

Alfa Romeo, Reichel Pugh 100 (Neville Crichton, NZ) – 02:09:02:10

TROPHIES AND AWARDS

Jack Rooklyn Memorial Trophy
Alfa Romeo, Neville Crichton, NZ

F & J Livingstone Trophy
Alfa Romeo, Neville Crichton, NZ

Rushcutters Trophy
Alfa Romeo, Neville Crichton, NZ

George Barton Trophy
RAN, Niklas Zennstrom, UK

City of Hobart Trophy; Bass Strait Cup; Solo Trophy
Wicked, Mike Welsh, VIC

Royal Yacht Club of Tasmania trophy & Storm Bay Cup
Next, Ian Mason and Jay Krehbiel, NSW

Peter Allsop Memorial Trophy
Tow Truck, Anthony Paterson, NSW

RORC Trophy
Next, Ian Mason and Jay Krehbiel, NSW

Sir Arthur Warner Trophy
Two True, Andrew Saies, SA

RANSA Trophy
Wasabi, Bruce McKay, NSW

Apollo Trophy
Shogun, Rob Hanna, VIC

Oggin Cup
Discoverer of Hornet, skippered by Rebecca Walford, Royal Air Force Sailing Association, UK

Battery Point Trophy
Tow Truck, Anthony Paterson, NSW

Prince Albert of Monaco Cup & Sydney Yachts Trophy
Swish, Steven Proud, NSW

Tasports Trophy
Matangi, David Stephenson, TAS

Jane Tate Memorial Trophy
Rebecca Walford, Discoverer of Hornet, Royal Air Force Sailing Association, UK

Polish Trophy
Discoverer of Hornet, Rebecca Walford, Royal Air Force Sailing Association, UK

Rani Trophy
Love & War, Simon Kurts, NSW

Gordon Marshall Perpetual Trophy
Ray White Spirit of Koomooloo, Mike Freebairn, QLD

Tasmanian Government 40 Race Medallions
Bruce Gould, Strewth

Tasmanian Government 25 Race Medallions
Greg Prescott, Limit; Peter Hopkins, Valheru; Tony Kirby, Patrice Six; Robert Case, Ichi Ban

City of Hobart Trophy
Gwyn Alway, Matangi, TAS

Bill Owen Memorial Trophy
Brett Young, Two True, SA

Alan Payne Memorial Trophy
Bruce Farr/Beneteau

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ALL TWO TRUE



ANDREW SAIES WASN'T ABLE TO BELIEVE HE'D WON THE ROLEX SYDNEY HOBART 2009 WHEN HE CROSSED THE FINISH LINE OFF BATTERY POINT, BUT NOT BECAUSE OF ANY DOUBT ABOUT HIS CORRECTED TIME.

By Matthew Henry

When Andrew Saies arrived on the dock in Hobart, *Two True's* collision with *She's the Culprit* four days prior – before she had even left Sydney Harbour – loomed as a menacing cloud, casting its ugly shadow over what should have been a joyous reception. Every tack; every gybe; every little bit of life and every sail change along the grueling 628 nautical mile race track could have been for nothing if an official protest succeeded in finding *Two True* responsible for the bingle at the first mark. After a nervous 24 hours, it a greatly relieved Andrew Saies who stood up to receive the Tattersalls Cup and Rolex timepiece for *Two True's* overall win, all doubt about its victory cleared by the international jury.

In a race where any talk of Corinthian crews on production 40-footers was well and truly swamped amidst the media wash about supercharged 100-footers, dazzling mini maxis and star-studded campaigns, Saies' victory is a great outcome for the race, whose heart and soul is its amateur contingent.



Photos: Andrea Francolini

Saies sails with a crew of varied experience: from his campaign manager Brett Young – the only paid member of the crew and a former Tasar world champion and nine-time Hobart veteran – to his young bowman Gavin Connergrave, sailing in his first Sydney Hobart.

Two True hails from the Cruising Yacht Club of South Australia, and is the first South Australian yacht to win the Tattersalls Cup since *Ausmaid SAP* in 2000. The brand new Beneteau First 40 replaced Saies' former First 47 *True North* and proved the perfect boat for the conditions in the 2009 race.

Offshore Yachting caught up with Rolex Sydney Hobart Yacht Race 2009 overall winner Andrew Saies of *Two True* a few weeks after his victory to talk about his campaign and the controversy surrounding his win.

Offshore Yachting: Congratulations on the overall win, it must be a great feeling to come out on top after such a challenging race?

Andrew Saies: Well it is, it's a great race and the prestige and honour associated with winning it is just fantastic.

OY: It's a race so many Aussie sailors dream about winning...

A.S: Yeah well I've been sailing since I was a kid and I've been keelboat racing since the late '70s; did my first Hobart in 1980 and I guess you always dream about one day having the opportunity to put your own campaign into that race. Our sights were very much set on winning our division, we placed third in our division last year and in our first year in the race two years ago we were fourth, so we were building towards a divisional win. And I guess always in the back of your mind is the thought that with the right conditions and the right team, you might win the whole event. So that was the approach we took towards it.

OY: Now that you've had a few weeks to let it sink in, how does it feel?

A.S: It really is (pauses)... I guess, just the enormity and the significance of the win is really daunting. You go into the history books as the handicap winner of the Rolex Sydney Hobart – it's pretty illustrious company, with people and boats who have won it over the years, and that's just really exciting to know that our name is on the trophy forever.

OY: What's it like knowing that people are going to be watching you a lot more closely now?

A.S: That's got good and bad with it. It might enable us to do a little bit more in terms of sponsorship and the more that doesn't have to come out of my pocket means we can participate in more regattas. Particularly out of Adelaide, every delivery is a seven to 10-day trip to the east coast to Sydney.

On the flipside, we don't want unrealistic expectations put on us by the media, you know, "Here's the Rolex Sydney Hobart winner and they had a shocker in Geelong." I don't really look forward to that side of it!

OY: It's your fifth Hobart and the third in a row with the current team. Every Hobart has its unique challenges, what was it about this year which distinguished it from the others?

A.S: I'm fortunate to say I've never really done a really rough Hobart. The 1984 race had a strong southerly buster and a lot of boats got damaged on the first night – ours was one of them. But I've never had a really rough Bass Strait crossing in a race. We've had relatively light crossings in the last three races. So I think the challenges have been more about the lightness and vagaries of the weather rather than battling strong seas or risking damage.

Another thing about this race – no one could agree on the weather model which was going to predominate. Even on Boxing Day there was doubt and that made for an exciting race because people had to plan their strategies as it unfolded.

The current for us became the key factor, making sure we hooked into it. Not all of the models confirmed that we should go out and chase the current but it just looked logical to us. It was a starboard tack out into the southerly and a port tack back to pick up the eddy – it seemed like the right strategy for the first night. And it worked.

OY: Was that the point where you really got ahead?

A.S: Looking back that appears to be where we got a real jump on a lot of boats. Once you get an east-west spread of the boats of 120 miles or



Photo: Rolex/Daniel Forster

“WE WERE IN A LANE WITHOUT A SPINNAKER UP MINDING OUR OWN BUSINESS WHEN THE BOAT BELOW CALLED US UP. THERE WAS CONTACT BETWEEN SHE'S THE CULPRIT AND OUR

more, anything could happen. The boats inshore could be getting strong sou'easterlies and we could still be in a southerly. You just don't know. We were so far out that we lost internet and Yacht Tracker for much of the race. All we had were the skeds and lat-longs to see where everyone was. Looking back, that first 24 hours set us up very well.

OY: When did it start to dawn on you: we're in with a shot here, we could actually win this thing?

A.S: On the third day of the race we got a bit of a southerly with about 20 knots for a few hours. When we started to head back in towards Tasman Island and into internet range we got Yacht Tracker back and we started to see our name heading up towards the top of the list. But then we got within 30 miles of Tasman Island, it was getting towards midnight on the 29th, and the wind dropped out again. It just completely collapsed. And we thought, "Well here we go we've just lost our opportunity." But it was happening to all the other boats and those up ahead weren't getting any advantage. By six in the morning we could see that we were in with a chance and we were pretty excited then.

OY: With such patchy breeze, it must have been frustrating?

A.S: Well, that's yacht racing and it is incredibly frustrating when you just think the breeze has filled in and you think you should see this for the next half day or so, and then it all dies away on you again, and you're flapping around with a big seaway, the sails are flogging and you're going nowhere. Most people will put up with one period like that in a long ocean race but when you get two or three of them like we did in this race it's incredibly frustrating!



TWO TRUE CREW: Andrew Saies (owner/skipper/helm), Brett Young (navigator/tactician/helm), Rob Human (main sheet/helm), Tyson Lamond (helm/trimmer), Les de Wit (trimmer), Kevin Kellow (trimmer/pit), Donna Marshall (pit/mid-bow), Justin Rowe (mast/trimmer), Davin Conigrave (bow), Mark Hutton (bow).

OY: These new Beneteau First 40s seem to be rating and performing really well, you must be happy with your purchase?

A.S: The Beneteaus do rate pretty well; I don't think they rate ridiculously well. They rate well for their performance and the designer Bruce Farr is pretty canny, but you've got to have the right race track conditions and the right crew to make the most of it.

OY: The other Beneteau First 40 *Wicked* gave you a pretty good run for your money too...

A.S: Yes absolutely, although we didn't have a great expectation coming into the race that they would be as competitive as us; in terms of experience of the Hobart, experience in campaign and time on the water in their boat. We actually felt quite confident that we would do better than them, but they really sailed that boat well; they hung on; they didn't have a Code Zero but they matched our strategy and our boat speeds for most of the way down the track. So they sailed very, very well and became our main threat in the division as well as the overall result.

OY: Can you explain what happened on Sydney Harbour.

A.S: Well, look there was an incident... The short answer is that we were sandwiched between a boat to windward and a boat to leeward; we were in a lane without a spinnaker up minding our own business when the boat below called us up. It turns out that the boat below *She's the Culprit* had thought that we had been involved in a collision 30 seconds earlier – in fact the protest room found that it was another boat which had made contact with *She's the Culprit* initially. *She's the Culprit* believed she had rights to push us up or call us up, or whatever. Irrespective of whether she had those rights – we tried to go but we couldn't because there was a boat above us – and in the end there was contact between *She's the Culprit* and our boat. We looked at the damage quickly and thought it was a gel coat sort of scratch and not a structural issue. We hailed both boats, believed they had infringed, flew a protest flag and did our 720 as a precautionary measure. We had in the



"THE ENORMITY AND THE SIGNIFICANCE OF THE WIN IS REALLY DAUNTING. YOU GO INTO THE HISTORY BOOKS AS THE HANDICAP WINNER OF THE SYDNEY HOBART – IT'S PRETTY ILLUSTRIOUS COMPANY."

back of our minds that there would be a protest over this at some point and there was.

A lot of these things come down to people's perception of who was where – the facts were found at the protest hearing and we concur with the facts laid down.

OY: So coming into Hobart when you knew you were in contention for the win, was this in the back of your mind? How did that affect your mood?

A.S: Youngie and I discussed it shortly after the incident and said, "Here we are at the start of this race, we've got spinnaker down, we've got a boat above us which is dropping spinnaker in our cockpit – why did either of those boats not avoid contact?" And if they believed we had infringed why didn't they just call us? Why was their contact? We couldn't figure it out. So we knew there would be a protest and at that stage we didn't know the boat had decided to retire due to the extent of her damage. I actually sailed the race fairly confident that if there had been an infringement we would be exonerated having done our 720.

It was only coming up the Derwent that we chatted about it and the reality was, if a boat retires there's obviously significant damage and therefore a high likelihood that someone is going to be disqualified in that scenario. So that put a huge amount of pressure on us at that point. We really couldn't enjoy the fact that at that point we were provisional winners, we just went into lock down and started to prepare our statement, our counter protest and all the other things that went into; talking to witnesses to see where everyone was coming from with this whole incident. It took the next 24 hours and another six hours waiting for the decision.

OY: So initially that must have robbed all the joy of winning?

A.S: There's no doubt that it did. It delayed it and made it a very difficult time. It's one thing to say provisionally we won the Rolex Sydney Hobart and posted the best corrected time but to have never actually had that recorded or acknowledged would have been an absolute tragedy. So I couldn't get excited until we'd cleared the protest thing up.

OY: Once it was cleared up, what happened then and how have the celebrations continued?

A.S: Well as we only ever set our sights on winning the division, some of the guys said, "Well that's alright Andy, we'll have a look at the trophy when we get back to Adelaide." So some of the guys had left Hobart even before we started in the protest room. So we had relatively muted celebrations. For the few who were left on the 31st, they were ecstatic. Everything was pretty euphoric that evening. For the presentation, a few of the crew actually flew back from wherever they had got to just to be there. But as yet we haven't had an opportunity all together to celebrate, all of us in the one spot at the one time. But the Lord Mayor of Adelaide is hosting a civic parade on 5 February so that's pretty exciting for the boys. **O**

KEEP A CLEAR HEAD

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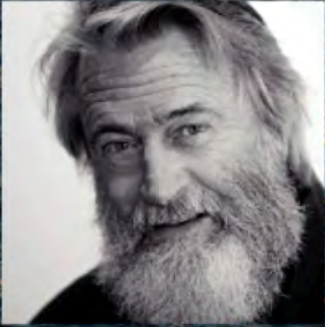
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RICHARD BENNETT

'OVER-EXPOSED' ON SYDNEY HOBART RACE



*By Peter Campbell
Photographs Richard Bennett*

When award-winning Tasmanian photographer Richard Bennett flew out of Hobart's Cambridge airport early on the morning of 28 December 2009 he was on his way to cover the annual Rolex Sydney Hobart Yacht Race for the 35th consecutive year.

What is probably also unique, all his photographs of the famous ocean race have been aerial pictures, many depicting the most dramatic moments as storm-battered yachts and their crews battled huge waves in Bass Strait and the Tasman Sea. Many of his images have been published in *Offshore Yachting's* reports of the Rolex Sydney Hobart and other events over more than three decades.

Bennett flew up the island's east coast hoping to get some action as the three leading 100-footers battled for line honours in the 65th Rolex Sydney Hobart Race. While the winds may have been light and fluky, Bennett, as always, captured the mood of the ocean and the yachts upon it.

"My first race was in 1974 when *Buccaneer* took line honours," Bennett said, recalling that in the first years he photographed the fleet using a Kodacolor negative film in a Rollex 6x6 camera.

"I started out as a professional photographer in the 1960s whilst bushwalking in south-western Tasmanian and with the Australian



Andean climbing expedition; my first aerial photos were taken when I flew into Lake Pedder and the Western Arthur Lake.”

In 1974 Richard took a scenic flight from Hobart along the Tasmanian east coast and during the flight he took a few photographs of the approaching Sydney Hobart fleet. People liked his photographs of yachts, sea and cliffs, so in 1975 Richard decided to photograph all the fleet. He flew out of Flinders Island, down to Maria Island and into Hobart. He captured breath-taking photographs of the record breaking *Kialoa III* and an institution was born.

Richard Bennett has now photographed 35 Sydney Hobart yacht races and his web site www.richardbennett.com.au has now posted the 2009 collection. Of course, he is now using digital cameras rather than film.

This year's images again capture the mood of the Tasman Sea, but it was a relatively calm race with none of the drama that Richard and, in recent years, his daughter Alice, have captured. Alice took the dramatic photograph of the 34-footer *AFR Midnight Rambler* under storm sails as she battled her way south to win the storm-ravaged 1998 Sydney Hobart.

Richard now photographs the Rolex Sydney Hobart Yacht Race from the Sydney Harbour start on Boxing Day down the New South Wales coast across Bass Strait and down the Tasmanian Coast to Tasman Island, Storm Bay and, finally, the River Derwent. This gives him plenty of scope to capture all aspects of the ocean race, including the classic Tasmanian coastline such as Tasman Island and Cape Raoul which provide a spectacular backdrop to his images of small yachts battling the seas.

He is the author of many books, ranging from the wilderness of south-west Tasmania to ocean yacht racing.

Richard also took the pictures for *'The Photographer, The Cook and The Fisherman'*, a book written by Hobart fishing and seafood restaurant identities Jill and George Mure, with many real stories of Tasmanian fishing, from catching to cooking the products of the sea around the coast of the island state. Richard's photos make them mouth-watering dishes – try the recipes for golden tiger flathead or the baked striped trumpeter fillets on skordalla with a red wine and veal glaze. They are superb samples of Tasmanian seafood.

Richard and daughter Alice collaborated another fine book *'Islands of Tasmania'* while Alice and Georgia Warner have produced the best-selling *'Country Houses of Tasmania'* which takes readers behind the closed doors of many of the finest colonial estates in the State.

For further information visit www.richardbennett.com.au ○



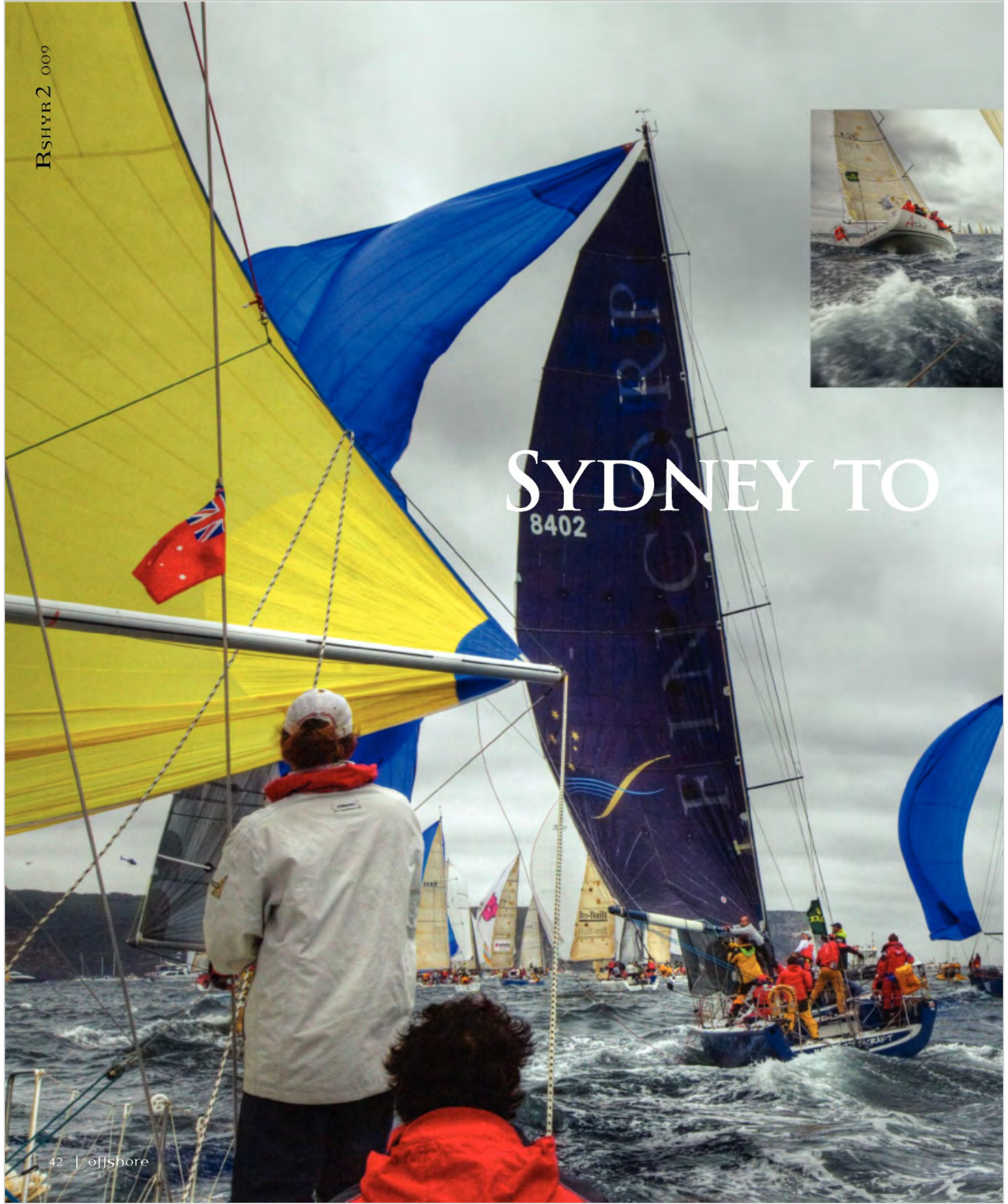
Opposite page: *Sting* reaching under a golden sunset in the 2002 Sydney Hobart. Top left: *Sailing Services Anson*, Rolex Sydney Hobart 2009. Top right: Bennett captures the rugged beauty of the Tasmanian coast. Below: Some of Bennett's latest work: *Quetzalcoatli*, 2009.





SYDNEY TO

8402





Our “embedded” photojournalist Christophe Launay sailed south onboard *41 Sud*, an Archambault 40 from New Caledonia sailing under the French flag and skippered by Jean-Luc Esplaas. The boat was 76th across the line and placed 58th on IRC. In Christophe’s words: “a poor result for us this year but as usual a rich and fantastic adventure.” Enjoy his insider’s view of the Rolex Sydney Hobart 2009, from the startline to Constitution Dock.

Photography: Christophe Launay

HOBART WITH *41 Sud*



Main image: Spinnaker start ... pictured here at the first rounding mark before passing through the Heads. Above left: Battle after the first rounding mark between us and *Archie*, an Archambault 35 from Tasmania. We are a little bit disappointed at our start at this stage. Above right: Excitement, stress, fun, concentration – all can be seen on the face of the crew of *41 Sud* at the start of the race.



Sunset with no wind at the Iron Pot ... patience.



Tasman Island, often a signpost for changing fortunes in this race.



Sunset onboard 41 Sud as the first few patches of light wind start to appear.



Racing interior of 41 Sud.



Overcast early morning after a very cold night. We just passed Flinders Island.



Still smiling after a longer than expected race.



41 Sud surfing down wind passing Tasman Island. Our first Spinnaker set since the startline.



In the Derwent River under a beautiful full moon, we hadn't seen so many yachts since the start.



Summer Sailing

WITH THE YSA

THE CYCA'S YOUTH SAILING ACADEMY HAS HAD A BUSY SUMMER INTRODUCING SCHOOL KIDS TO SAILING ON SYDNEY HARBOUR.

By Pam Scrivenor

The main emphasis for the Cruising Yacht Club of Australia's Youth Sailing Academy (YSA) over the last few months has been managing the various school programs. The new 2010 term begins with Scots College returning for their weekly sailing on a Tuesday. This is a Term 1 and Term 4 program for the school and usually sees around 20 eager students turning out to enjoy their chosen sport of sailing. While we're looking forward to a busy year ahead, the last few months have also been a great time for our young sailors in the various YSA programs.

VISITORS FROM EDEN

Eden Marine High arrived in early November, filling the YSA with suitcases and noise. This program is sponsored by the CYCA as a "thank you" to the community of Eden for their assistance during the Rolex Sydney Hobart Yacht Race. This year, 21 students and two staff members arrived for a week of discovering Sydney. Many members and supporters of the CYCA are involved in this very successful program and it is greatly appreciated by our visitors. Peter Franki and his team from East Sail accommodate the sailors sleeping on up to six of their beautiful yachts for the week, while Howard Dredge and Phillips Foote Restaurant provide dinner for them all on their first night in Sydney. The students joined many members on their yachts for the Wednesday twilight race and John Messenger took everyone for a harbour cruise on Dick Cawse's *Vanguard* on Friday. The YSA manages to fit in four days of sailing instruction on the Elliott 6s and by Saturday morning most of the students are so worn out that they sleep very well on the long train and bus ride home to Eden.

TWILIGHT THRILLS

The first part of the Freedman Foundation program with an orientation session and twilight sail took place in mid November. This program, sponsored by Laurence Freedman, brings together a group of students who wouldn't normally have the opportunity to experience sailing. The students came from 14 schools, primarily located in Western Sydney, but the program has recently expanded to include several North Coast schools. This year, at the orientation twilight sail, a steady 15 knots greeted the sailors. Asking for a show of hands as to who had sailed before revealed nothing but worried faces casting furtive glances around the room. With

students introduced to their skippers, it was great to see them settle in with the crew and many take on a role sailing the yachts. We saw plenty of wide-eyed students around the course, learning new skills while dealing with some fairly extreme deck angles, but everyone was grinning from ear to ear as they arrived back at the CYCA.

The orientation was followed by a learn to sail session in early December with the schools splitting into two groups and arriving with four students each to participate in a two-day intensive course on the YSA Elliott 6s. Close to 60 students can take up the opportunity to experience sailing through this program and new schools are approaching the YSA each year to enquire about joining the program.

HOLIDAYS ON THE HARBOUR

The summer school holidays saw 56 sailors over two courses in December and January venture around Sydney Harbour, exploring west to Darling Harbour and east to Watsons Bay during the four day sailing courses. These courses cater for a wide range of abilities, with many sailors able to attend with the assistance of the Toga Hospitality Scholarships, which are sponsored by Ervin Vidor. Many sailors come from dinghy clubs around Sydney, Gosford and Wollongong and use these courses to try out for the winter squads.

All of these courses from November to January require a coach on every boat as well as one or two coaches in the RIBs. The YSA Advanced Squad now has many qualified coaches in its ranks and along with the Australian Sailing Development Squad (ASDS) match racing girls, who were available to assist with coaching over the summer, the quality of our on-water team is always of a very high standard.

During the summer months, our squad sailors go back to their dinghy clubs and we follow their progress in state, national and international events. Many have taken to ocean racing with the Rolex Rating Series, Rolex Sydney Hobart Yacht Race and Audi Victoria Week keeping them busy. We watch the YSA sailors in the ASDS on their Olympic quest with their many trips to USA and Europe this year. In April, the YSA squad sailors will return, having developed their skills and grown with their experiences since last year. The YSA looks forward to the groups getting back together for the winter and being able to assist our sailors towards achieving their goals in 2010 and onwards. ○

VICTORIA WEEK



Voices were raised during a slow motion pile-up during this cruising fleet mark rounding.

FOUR HUNDRED AND FORTY ONE YACHTS AND OVER 4,400 COMPETITORS, SAILING ACROSS 19 CLASSES AND DIVISIONS, SAILED AT AUDI VICTORIA WEEK AT THE DOCKLANDS AND IN GEELONG IN JANUARY.

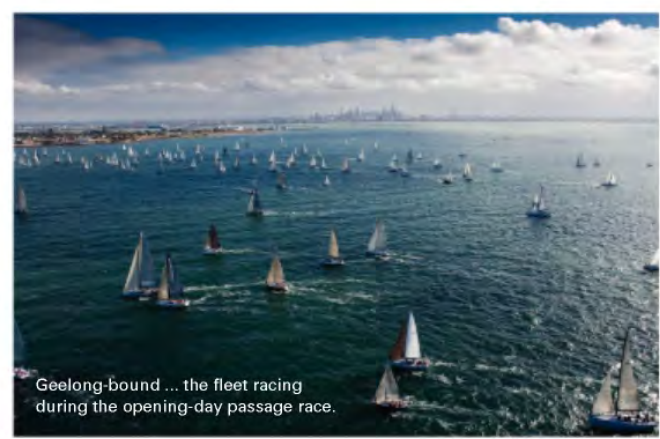
By Di Pearson

It could not get much better for Australia's largest and Victoria's oldest sporting event, now in its 166th year and featuring the largest number of boats at any regatta anywhere in Australia.

Only 16 boats short of last year's record entry, the event welcomed Audi, the German luxury carmaker, aboard as the naming rights sponsor this year.

Apart from the outstanding sailing program, hosted by Royal Geelong Yacht Club, which does such an incredible job each year, the week-long event features some great onshore entertainment such as Daryl Braithwaite, Wendy Matthews, Brian Mannix and lots more singing crowd favourites.

The annual Bay FM Spectacular Fireworks were even more impressive



Geelong-bound ... the fleet racing during the opening-day passage race.

than ever, and from the Roulettes flying acrobatics crew to the William Angliss Institute 'Go Sailing' program, there truly is something for everyone at Audi Victoria Week.

John Bertrand AM, patron of Audi Victoria Week, took in the racing



Photo: Matthew Henry

Living Doll won line honours in the passage race.



Photo: Audi/Andrea Francolini

Tacking in traffic on Port Phillip Bay.

and joined other big names of sailing at the Melbourne Yacht Club Hotel hosted Breakfast with the Stars at the Docklands, where the weeklong activities kicked off.

Bertrand, who skippered *Australia II* to victory in the 1983 America's Cup, was joined at the breakfast by a cast of Olympic medallists, world champions, around-the-world sailors and speed record breakers including Darren Bundock, Elise Rechichi, Nick Moloney and Adrienne Cahalan.

Geelong is looking smarter too. New shops, eateries and lighting have updated the town which was once again inundated by sailors and holiday makers from around Australia and the world.

For the first time anyone can remember, a boat sank in the Passage Race. Greg Cooper and Peter Southwell's Adams 10 *Ten Too* from Victoria sank approximately 10 nautical miles after the start of the Passage Race at Audi Victoria Week today following a collision with Leo Cantwell's Cavalier *Magic Bullet*. Fortunately all jumped aboard *Magic Bullet* safely before *Ten Too* went to the bottom of Port Phillip Bay.

The five-race Audi Docklands Invitational opened Audi Victoria Week. Sailed on Victoria Harbour, the series was not an open and shut case, but was in the end won by Victorian Rob Date and his bright red Reichel/Pugh 52, *Scarlet Runner*.

Young Australian Sailing Team sailor Nathan Outteridge out-sailed a strong cast at the Audi King of the Docklands, the entrants being winners from every division sailed at the past two Geelong Weeks. Outteridge's ear-splitting smile when Audi's Anna Burgdorf presented him the keys to his prize – a brand new silver Audi A4 Avant valued at \$54,800, said it all.

Geoff Boettcher and his *Secret Mens Business 3.5* crew just missed winning the Audi Docklands Invitational, when on the final day, damage forced their retirement. They came out strongly to win the Audi IRC Series Division 1.

"We haven't sailed any of the grand prix fleet in heavy conditions before, so of course we're ecstatic with how she went. This is the best IRC fleet around. I now know my boat is classy and our crew work is slick," said Boettcher.

The Audi IRC Series at Audi Victoria Week is Round 1 of the Audi IRC Australian Championship. *Secret Mens Business* is the leader on 1 point from *Terra Firma* on 2, while *Canute*, the Division 2 winner, is third.

Three events in the championship remain, with three of the four to count in each yacht's point score. The next event is the Audi Sydney Harbour Regatta on the first weekend in March.

A relatively unknown yachtsman Peter Horn brought his brand new Mills designed King 40 *Canute* to the regatta from Sydney for the very first time. From Day 1, *Canute* went head to head with two other pedigree yachts: *Two True*, Andrew Saies' 2009 Rolex Sydney Hobart winner, and *Just a Minor Hickup*, Peter Coleman's Hick 39 from Melbourne.

Canute came up with three wins, *Two True*, with Brett Young at the helm won two, and *Just a Minor Hickup* scored one – and that's how they finished.

David Ellis and his crew came to Audi Victoria Week to defend their Division 3 win of last year. Ellis won every race of the series with his 20 year-old BB 10 *Surprise* from the Royal Yacht Club of Victoria.

An ecstatic Ellis said, "We were lucky to hang on. The breeze was nice and light – around five knots when we started the race, but it increased and moved to the south at 15 knots. We're better in light air. I could not have done this without my crew – they are brilliant."

The skipper and crew of defending champion *Cinquante* sailed Race 6, the final race of the Sydney 38 One Design series for the Morris Finance trophy, determined to win the trophy that skipper Ian Murray has donated for the past few years.

"We were three points up on *Another Challenge* (Chris Lewin) this morning and we needed to go out and do the right thing, keep our nose clean and not make any stuff-ups," said *Cinquante's* skipper Ian Murray at Royal Geelong Yacht Club, of which he is a member.

"We had a long wait for breeze, but when it did come in, it built to 20 knots and was fairly constant; a lot better than the past two days," Murray said of the final race and day.

"It's been very close racing; all of the boats have been within a few hundred metres of each other on the runs," Murray said of the fleet in an all-Victorian podium finish, with *Another Challenge* second overall and yachting legend Lou Abrahams third with *Challenge*.

Then there were of course the sports boats division, international moths, trailerables, multihulls, Formula 18s and a record cruising fleet of 200-plus boats adding to the colour and competition off the beautiful Geelong.

Principal race officer Denis Thompson said: "It was great regatta. We had really good wind, the race officers all set good courses and we had some very close racing. There were a few protests and incidents, but considering the size of the fleet, they were very few."

For further information visit www.audivictoriaweek.com.au



VICTORY FOR LE BILLET IN PITTWATER TO COFFS

Bill Esbary's *Le Billet* cleaned up the Coffs race again in 2010, taking home the coveted IRC series crown for the third time in four years at the 29th Pittwater to Coffs series.

Esbary and crew posted a near perfect scorecard at the week-long regatta held in early January. Representing the Royal Prince Alfred Yacht Club, *Le Billet* took second place overall on IRC in the Pittwater to Coffs passage race behind fellow RPAYC member *Dark & Stormy Witch* (35hrs 38mins 50secs), but excelled in the offshore series around Coffs throughout the week, going three-for-three in the Solitary Island and Coffs Harbour offshore races.

It was another sweet victory for Esbary, a 25-time Coffs race veteran, who has vowed to return next year to celebrated the 30th anniversary of the race.

"We're absolutely delighted we got there, that's the one we were looking for," said Esbary, upon completing the final Solitary Island race and being declared the series winner.

PITTWATER TO COFFS 2010 RESULTS

IRC Series Overall

1. <i>Le Billet</i>	(RPAYC)	5 points
2. <i>Dark & Stormy Witch</i>	(RPAYC)	18 points
3. <i>About Time</i>	(CYCA)	19 points
4. <i>Hussy</i>	(RPAYC)	24 points
5. <i>Perpetual Mocean</i>	(RPAYC)	26 points

Line Honours Winner

1. *Wild Oats XI* – 21 hours, 3 minutes, 57 seconds
(average speed 10.73 knots)

"Everything worked well, the boat performed beautifully, the crew worked extremely well together, there were no breakages, we've had a great time in Coffs. It also helps when you have a World Champion race trimmer on board in Ron Jones."

Coming in second overall in the IRC division was *Dark & Stormy Witch* followed by *About Time* in third.

Bob Oatley's *Wild Oats XI* executed a swift U-turn immediately after pulling into Hobart to head north at a rapid pace in order to make it to the start line on Sydney's Pittwater. Her eventual line honours win was a great consolation after defeat in the Rolex Sydney Hobart for skipper Mark Richards, who took home the prestigious "Bell Trophy" for first to Coffs. The Reichel Pugh 100-footer posted a time of 21hrs 3mins 57secs – just two and a half hours outside record pace. Second place went to Grant Wharington's 98-footer *Etihad Stadium* and coming in third was Peter Harburg's RP 66 *Black Jack*.

"It's been a great series, the weathers been fantastic, the people have all had a good time and we've had excellent racing. We look forward to next year to come back to Coffs to continue the tradition of this fabulous event and celebrate the 30th "emerald" anniversary. We've already started the planning process to make it even bigger and better," said Russell Murphy, RPAYC commodore. – Damian Devine and Matthew Henry

For further information visit www.pittwatertocoffs.com.au

CRICHTON'S SOLAS BIG BOAT VICTORY PORTENDS HOBART WIN

There is a world of difference between a fang around Sydney Harbour and the 628 nautical mile sprint that the Rolex Sydney Hobart has become for the modern fast maxis, or the gruelling three and four-day marathon it has always been for the smaller boats.

Yet the 2009 SOLAS Big Boat Challenge served as a timely reminder for every skipper that no yacht race is ever won, or lost for that matter, until the finish line is receding astern.

After a tense match race Bob Oatley's *Wild Oats XI* appeared to have done enough to claim bragging rights in the mid-December harbour spectacular as she turned around the final mark, just a boat length or so ahead of Neville Crichton's *Alfa Romeo*.

A routine spinnaker hoist and a dash towards the finish line at Fort Dennison was all that was left. The sort of thing Mark Richards and his experienced crew have done a thousand times. But instead of the sharp crack of the giant spinnaker opening to the breeze and the deep groans of the sheets and winches as they took the strain, the groans were coming from the afterguard as they stared at the giant wine glass above them - 100 feet of spinnaker neatly divided by one humungous knot.

Just metres behind, *Alfa Romeo* executed a faultless set and suddenly it was game on.

Wild Oats XI forced *Alfa Romeo* upwind as her crew desperately worked to sort out the mess, but as the two giant yachts rushed closer to the western harbour foreshore the huge sail refused to unwrap. With the rocks getting close it was time for Richards to gybe back across towards the eastern side, opening up the course, and a one and a half minute win, to his rival.

It had been a spectacular match race between the two 100-foot yachts all the way. Neither boat appeared to have the edge in boat speed in the



Alfa Romeo sailed a flawless race at the SOLAS Big Boat Challenge.

moderate nor'easter, and up to that final mark both crews had sailed flawlessly.

“The boats have always been very evenly matched and always will be, I’d say,” said *Wild Oats XI* skipper, Mark Richards, after the harbour race. “You’ve really got to dot all the i’s and cross all the e’s otherwise you’re going to get beaten.”

After thrashing around the harbour having the time of his life on *Wild Oats XI*, Bob Oatley was philosophical as he addressed Crichton. “You might recall Neville that the first time we challenged one another was in the Big Boat race in 2005. You beat us that day, but we still beat you to Hobart.”

Crichton didn’t repeat the mistake this year. – Jim Gale
For further information visit www.cyca.com.au

SYDNEY CELEBRATES 174TH AUSTRALIA DAY REGATTA

Australia Day 2010 marked the 174th running of the world’s oldest continuous sailing regatta and highlighted the status of yachting in Australia. The Australia Day Regatta paid tribute to the national heritage as a country founded by ships of the sea, surrounded by the sea and developed by sea trade. Divisions of the fleet included classic yachts, gaff riggers and historical skiffs reflecting the

earlier days of the sport on the Harbour.

Yachts competing included the iconic gaff-rigged *Ranger*, helmed by Bill Gale from the Sydney Amateur Sailing Club, and the classic international 8-metre class sloop *Erica J*, skippered by Les Goodridge from the CYCA. The historical skiffs are all hand-crafted replicas of the hugely over-canvased 18-footers that raced in the early 1900s.

Sydney turned on a superb mid-summer day, with the temperature peaking at 30°C and an easterly seabreeze reaching 10 to 12 knots, ideal for the fleet of modern and vintage yachts and skiffs that raced on the Harbour and for the ocean racers competing in a short offshore race in the Tasman Sea.

The Royal Australian Navy provided the guided missile frigate HMAS Darwin as flagship for the regatta.

On the harbour, the 174th Australia Day Regatta got under way at 1.30pm following the colourful Ferrython and Tall Ships race, with more than a hundred yachts and modern and historical 18-footers racing through hundreds of spectator craft celebrating Australia Day afloat.

The gaff riggers division saw a win for Gary Ferres’ *Intrepid from Reverie* (John Barclay and Nigel Berlyn), with third place going to *Hoana* (Martin Van Der Wall), which took fastest time.

The traditional Australia Day ocean race from Sydney Harbour south to Botany Bay and back, retracing the passage north of the First Fleet 222 years ago to hoist the Union Jack and begin the European colonisation of Australia, attracted a fleet of nearly 40 yachts. Line honours went to Ludde

Ingvall's 90-footer *YuuZoo*, which took home the Geoff Lee Trophy.

"It was amazing to be on the water today – it felt almost like a Hobart start," said Ingvall.

"The atmosphere was fantastic, lots of people wishing us Happy Australia Day and the mood flowed onto the boat. We had some of our regular crew with some friends onboard. I said to my wife that I would be back at the clubhouse by 3pm and I arrived five minutes early," Ingvall laughed.

"Perfect conditions for sailing today. We hugged the coastline all the way to Botany Bay and no real tacks in it." – Peter Campbell and Jennifer Crooks

For further information visit www.cyca.com.au

CRACKLING ROSIE CLAIMS FIRST EVER SAIL PARADISE

The inaugural Sail Paradise series, sailed off the Gold Coast, could not have ended on a higher note with high praise for the event flowing freely and the \$5000 prize draw going to the most worthy of recipients.

The outright winner of IRC Division 1 was one of Australia's offshore sailing legends, Bob "Sir Robbo" Robinson, with his Brisbane-based Farr 40 *Crackling Rosie*. With four wins, a second and a third in the six races, Robinson claimed victory over Matt Percy's Gold Coast entry *Alacrity* by four points.

Peter Harburg's magnificent canting-keel 66-footer *Black Jack* was third and also claimed the "Gun Boat" trophy in emphatic fashion, her crew sailing a near-flawless series.

Sail Paradise was the culmination of a new east coast offshore circuit that started with Royal Prince Alfred Yacht Club's Pittwater to Coffs race on January 2. This was followed by two events staged by Southport Yacht Club, the 150-nautical-mile Coffs to Paradise race, then Sail Paradise, which involved four days of racing along the Gold Coast's long ribbon of golden beaches.

The courses and sailing conditions were ideal with wind ranging from eight to 20 knots over the four days.

"This can become the biggest regatta in Australia," said Peter Harburg when he stepped ashore from *Black Jack* at Southport Yacht Club. "We are out there sailing on a beautiful, clear blue ocean while looking at majestic beaches and stunning scenery through to the hinterland. It's paradise."

Prior to the final race, a 20-miler between Main Beach and Burleigh Heads, Harburg took time out to take Australia's international motor racing legend, Sir Jack Brabham, for a sail aboard *Black Jack*, which is named in his honour.

The Sail Paradise trophy presentation could not have had a more fitting finale when local parliamentarian and Leader of the Opposition in Queensland, John-Paul Langbroek, announced that the winner of the \$5000 lucky draw for competing yachts at Sail Paradise was *Ocean Mentor*,



Sailing paradise... *Alacrity* in the foreground with *Black Jack* chasing her down.

the Sydney 32 class yacht that had been given to the club by philanthropist Peter Teakle, for a youth training program. The money will be used to further enhance the program.

Other division winners at Sail Paradise were: Cruising – *Farrst 1* (Tony Horkings); Performance Racing – *Four Love* (Sean Allardice); Division 1 PHS – *Alacrity* (Matt Percy); IRC Division 2 – *Corum* (Geoff Anderson).

Alacrity was awarded the Pittwater to Paradise perpetual trophy for the highest total score across all three events. – Rob Mundle

For further information visit www.southportyachtclub.com.au

OLYMPIC STARS SHINE FOR SAIL SYDNEY

The Sail Sydney regatta was sailed in mixed conditions in early December with 223 entries including a strong contingent of overseas competitors across the various classes.

The four-day event, hosted by Woollahra Sailing Club, is the only ISAF Grade I event in NSW and is part of the Sail Down Under series.

In its 18th year, Sail Sydney brought a few Beijing Olympians out of the woodwork: "This is my first major regatta back," seemed to be the common theme.

The regatta boasted six sailors from the Australian Sailing Team, representatives at the Beijing Games venue in Qingdao. Four of the six won their class, one finished second (Anthony Nossiter in the Finn) and Krystal Weir was trying out the RS:X sailboard in her first major regatta.

Tom Slingsby, the two-time Laser world champion (2007-2008) did what we've seen him do before – the "Comeback Kid" came from behind to make his way to the top of the scoreboard on the penultimate day with a one point lead.

Jessica Crisp's finish mirrored that of Slingsby's, when she too, took control on the penultimate day.

Nathan Outteridge and Iain Jensen (AUS) came out fighting in the 49er class with two third places on the opening day, but it was their string of seven straight wins that showed the mark of the men. Peter Burling and Blair Tuke from New Zealand were second.

Mar Belcher and Malcom Page won the 470 division with ease, but the more interesting results were those of their younger Olympic training partners, Sam Kivell/Will Ryan (Vic) and Stacey Omay/Chelsea Hall (WA) who finished second and third respectively, in a fleet of 19 that included Olympians.

The event organisers were thrilled with another year of great sailing, but changes are afoot for next time

"We're looking at moving the regatta dates to avoid the weekend harbour crowds, which will make racing fairer for competitors," said Daniel Williams of Yachting NSW.

"We had greater numbers than is usual this early into the Olympiad, with a good mix of national and international competitors from both Australia and overseas. It was also exciting to see the talent that is emerging from the Youth ranks," Williams said.

Further information visit www.sailsydney.org.au



Photo: Christophe Lanuey

INVINCIBLE KING OF THE DERWENT FOR 2010

Bellerive Yacht Club member Harold Clark has begun yet another decade of winning harbour races in Hobart with his appropriately named, well-rated, but always well-sailed *Invincible*, winning the 2010 Sargisons Jewellers King of the Derwent.

This was *Invincible's* fifth win in the King of the Derwent, having previously taken out the coveted title in 1993, 1995, 1999 and 2000.

The Farr 1104 sailed through a 35 to 40-knot rain squall (some boats recorded gusts of 48 knots) to convincingly take out the iconic race, sailed on 2 January each year on Hobart's River Derwent in the wake of the ocean races from Sydney, Melbourne and Launceston.

The unpredicted rain squall, which swept down from Mount Wellington 20 minutes after the start of the 18 nautical mile race around the harbour, almost immediately forced 14 of the 47 starters to retire, including last year's winner, the Farr 40 *Voodoo Chile*, and the other Farr 40s in the fleet.

Sean Langman must have had an insight into the weather before the start of King of the Derwent – his 100-footer *Investec LOYAL* was the only yacht to start the race with storm sails hoisted.

Sailing his boat under the burgee of the Huon Yacht Club, Langman

had decided to join the 70-boat fleet in the King of the Derwent with a reduced rig because of limited maxi boat crew experience, including children, on board. It proved a wise decision.

Although she was clearly under-rigged after the squall passed through and the wind eased to 15 to 20 knots, *Investec LOYAL* sailed the 18 nautical mile course in one hour, 21 minutes and 51 seconds, finishing a full leg ahead of Rob and Tony Fisher's *Helsal III* from the RYCT, with Rob on the helm.

The King of the Derwent is decided on IRC handicap results, with *Invincible* winning the division by 6 minutes 44 seconds from *Archie*, Sally Rattle's Archambault 35, from the conducting club, the Derwent Sailing Squadron.

Third overall in the IRC division was David Creese's DK46 Dekadence, also from the BYC.

However, Sally got a bonus, as the first woman on IRC corrected time, she received the sponsor's special prize – a \$2000 diamond pendant especially made by the King of the Derwent sponsors, Sargisons Jewellers.

A second diamond pendant was won by Sue Windas, a crewmember of *Investec LOYAL*.

With *Invincible* not eligible for any other IRC prizes, *Archie* also took first place in the IRC division. Overall winner of the PHS division was another local yacht, *Helsal III*, skippered by Rob Fisher, from the Royal Yacht Club of Tasmania. – Peter Campbell O

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SAIL PORT STEPHENS 2010, TO BE HELD FROM 12 TO 18 APRIL, WILL OFFER A \$15,000 TRIP TO CROATIA AS ITS MAJOR PRIZE.

SAIL PORT STEPHENS ONE DAY, CROATIA THE NEXT

Trevor and Maggie Joyce, owners of Mariner Boating Holidays, came to the Sail Port Stephens regatta in 2009 and liked what they saw – so much so that they have joined as a major prize partner in 2010, offering one of their magnificent yacht rally holidays in Croatia worth \$15,000.

This year, every race a boat enters scores that boat an entry into the draw to win the holiday. The prize includes international and domestic flights for two people, accommodation on one of the participating yachts in a Mariner Boating Holiday Yacht Rally for two glorious weeks of cruising and racing – beautifully complimented by the social program that goes hand in hand with each rally.

The more you race at Sail Port Stephens, the more you increase your chances to win and be on your way to Croatia – so why not soak up the Sail Port Stephens experience for the whole week, starting with the feeder races from Sydney?

RPAYC's Pittwater to Newcastle will begin on 10 April, with an overnight stay in Newcastle and a warm welcome from the Newcastle Cruising Yacht Club, before making the final sprint the next day in the NCYC's Newcastle to Port Stephens race.

Have a cruisey start to the week with the Commodores Cup from Monday to Wednesday – three races over three days that provide an ideal opportunity to get families and kids out on the water. This part of the regatta has the spirit and feel of twilight sailing, but in the middle of the day to soak up the sunshine.

Just picture it: you're on the start line, which happens to be less than 10 minutes from your marina berth, at around midday and then usually enjoying a cold drink in the bar by 4pm, with time to relax with family and friends before the social function gets underway each night.

Sail Solutions has joined Sail Port Stephens as a prize partner for 2010, and business owners Greg and Sam Newton will be presenting some Fendress Fender Covers and discounts on Rolly Tasker Sails as prizes each night.

Greg is also the owner/skipper of the lovely Beneteau 523 *Antipodes*, and with his fun loving attitude, he'll be awarding competitors for attitude and achievement that has nothing to do with handicap point-scores or

line honours.

The racing at Sail Port Stephens offers the choice of both inshore and offshore courses, allowing the Race Management team to send the fleets out on the best possible track for the daily conditions, and this year, the locals are giving away their secrets to the visitors.

Each morning, after the courses are decided for the day, there'll be an "insider's briefing" where everyone's invited to join a few of the well sailed locals for a coffee at d'Albora Marina and get some tips about the course and the conditions – making it a more even playing field for those who've never sailed in the Bay before.

In keeping with the family friendly nature of the regatta, 2010 will also see the introduction of a Kids Program that will feature a daily organised activity for mums and kids to enjoy in a group.

Be sure to pack your best Hawaiian shirt to "go troppo" on the Saturday night at All Seasons Salamander Shores – with a troppo band and dancing, prizes and competitions throughout the evening. And get started on your ideas on a funky crew outfit – there'll be rewards for the best dressed.

And throughout the week, there will be special treats for the girls as well, including a High Tea in Style at Peppers and great value Day Spa deals at Shoal Bay Resort and Spa.

The lay day, Thursday 15 April, will feature the Long Lazy Lunch – take advantage of the chance to kick back with a few wines partnered with a delicious showcase of local produce prepared by the Peppers executive chef.

SLAM, as the official clothing partner of the event, will have some great regatta gear for sale, as well as special deals on SLAM technical yachting gear at their onsite store.

The promise of a family friendly, affordable and fun regatta is one that the event organisers take seriously, and are working closely with all local operators to continue to evolve a fantastic regatta experience for everyone ...

Every race at Sail Port Stephens puts you one sail closer to two weeks in Croatia, so join the fun in 2010 – the best is yet to come. – Jodie O'Brien

For further information visit www.sailportstephens.com.au

AUDI SYDNEY OFFSHORE NEWCASTLE RACE

Stephen Ainsworth's *Loki* is aiming to repeat historic race trifecta of line honours, IRC overall and race record in this year's Audi Sydney Offshore Newcastle Yacht Race.

The 213 nautical mile category two race will commence on Friday 19 March 2010 at 12 noon 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.

This race marks the conclusion of the CYCA's Blue Water Pointscore Series and competition has been tight all season with Ed Psaltis and Bob Thomas' modified Farr 40 *AFR Midnight Rambler* in front by a very slim margin with a tie for second between two highly competitive TP52s – Bob Steel's *Quest* and Syd Fischer's *Ragamuffin*.

Syd Fischer has won the CYCA's Blue Water Pointscore nine times previously with his most recent championship win occurring in 2007/2008 in his TP52.

The Cruising Yacht Club of Australia anticipates entries from Peter Millard and John Honan's 98-foot maxi *Labana* at and Ludde Ingvall's 90-foot maxi *YuuZoo*, plus Paul Clitheroe's Beneteau 45 *Balance*, Michael Hiatt's Farr 55 *Living Doll* and Anthony Paterson's Ker 11.3 *Tow Truck*.

For further information visit www.sydneynewcastle.cyca.com.au



Ragamuffin in the 2009 Audi Sydney Offshore Newcastle.

Photo: Audi/Francoini

HARKEN INTERNATIONAL WOMEN'S MATCH RACING REGATTA

Five overseas teams have applied for a place in the Harken Women's International Match Racing Regatta with four from New Zealand and one from USA.

Samantha Osborne and Stephanie Hazard will lead the New Zealand contingent. Both are currently members of the New Zealand Women's Match Racing Squad and are racing against our Australian teams regularly at overseas regattas. Kim Stuart, who had her first taste of Elliott 6s at last year's event, is returning from the USA. She will come to Australia via New Zealand, competing in the New Zealand Women's Nationals before the Harken Womens.

The Australian Sailing Development Squad will have up to three teams entered and following their successes in Europe last year, will be difficult to beat. The regatta will be hosted by the CYCA from Tuesday 9 to Saturday 13 March 2010.

For further information visit www.cyca.com.au

NO MORE NICE GUYS – KIWIS SEEK REVENGE IN LOUIS VUITTON

The Louis Vuitton Trophy moves to stage two in Auckland during March as the home team, Emirates Team New Zealand, looks to avenge its second place in the inaugural round in Nice, France.

Team NZ didn't drop a single race until its shock loss to Italy's Team Azzura in the finals of the first of five LVT 2010 regattas.

Round two of the LVT will be held on Auckland's Waitemata Harbour from 9 to 21 March 2010. The regatta will coincide with the Auckland Boat Show at the Viaduct Harbour to form one of the most exciting maritime events ever to hit New Zealand.

Sailing in 85-foot America's Cup Class monohulls, the LVT sees many of the world's best sailing teams pitted against each other in an exciting match racing format. Teams include BMW Oracle (USA), Team Origin (UK), Azzura (ITA), All 4 One (FRA/GER), Synergy (RUS), Artemis (SWE) and Aleph (FRA).

Emirates Team NZ managing director Grant Dalton said the LTV's return to Auckland after the success of the Louis Vuitton Pacific Series in February 2009.

"Last February we tested the concept. Its success far exceeded everyone's expectations," said Dalton.

"The LVT has emerged from that experiment as a viable, top-level regatta. It's good for the teams, it's good for the sport, it's good for host cities and we've given the fans something to watch."

March is set to be a huge month for sailing in Auckland with the LVT bookended by two other significant regattas: the Omega Auckland and Match Race Regatta scheduled for 1-6 March, featuring some of the biggest names in international match racing, and the BMW World Sailing Cup 2010 from 22-25 March, a leading international keel boat event for amateur sailors. New Zealand won the right to host the event by winning the 2009 world cup.



Team Azzura heading for victory over Emirates Team NZ at Nice.

OFFSHORE RACING

AUSTRALIAN RACES AND REGATTAS

	DATE	CLUB		DATE	CLUB
FEBRUARY 2010			SEPTEMBER 2010		
Hardy Cup	1-5 Feb	KSYS	Magnetic Island Race Week	2-7 Sep	TCYC
Flinders Island Race	5 Feb	CYCA	Lion Island Race	Sep	SASC
Sydney Newcastle Race	6 Feb	CYCA	Sydney Harbour Islands Race	Sep	CYCA
Milson Memorial Cup	13 Feb	KSYS	Bird Island Race	Sep	CYCA
Pittwater to Sydney	14 Feb	CYCA			
Short Ocean Race	20 Feb	MHYC	OCTOBER 2010		
Farr 40 Sprint Series	20-21 Feb	CYCA	Flinders Islet Race	Oct	CYCA
RANSA Regatta	21 Feb	RANSA	Peppers Anchorage F40 Port Stephens Regatta	Oct	
Italian Cup	23 Feb	CYCA	Two Islands Race	Oct	SSAA
Marinasess Women's Match Racing Regatta	27-28 Feb	CYCA	X Yachts & Bavaria Sydney Harbour Regatta	Oct	CYCA
			Gascoigne Cup	Oct	RSYS
			Gosford Lord Howe Island Race	Oct	LHIYC
MARCH 2010			NOVEMBER 2010		
Stepping Stone House Charity Regatta	4 Mar	RSYS	Beneteau Cup – Peugeot Regatta	Nov	CYCA
Audi Sydney Harbour Regatta	6-7 Mar	MHYC	Cabbage Tree Island Race	Nov	CYCA
Harken International Women's Match Racing Regatta	9-13 Mar	CYCA	Rotary Charity Regatta	Nov	CYCA
Hamilton Island Farr 40 Australian Championships	12-14 Mar	HIYC	Morna Cup	Nov	RSYS
Mount Gay Rum Top Jocks Regatta (invitation only)	14 Mar	CYCA	Pittwater to Sydney	Nov	CYCA
Audi Sydney Offshore Newcastle Race	19 Mar	CYCA	Musto – Int. Youth Match Racing Champs	22-26 Nov	CYCA
Property Industry Regatta	26 Mar	MHYC	Sail Brisbane	Nov	
			Australia Cup	25-28 Nov	
APRIL 2010			DECEMBER 2010		
Brisbane Gladstone Race	2 Apr	QCYC	David Burke Memorial	Dec	CYCA
Sail Port Stephens	12-18 Apr	CYCA	Rolux Trophy One Design	10-12 Dec	CYCA
Summer Prizegiving	16 Apr	CYCA	Rolux Trophy	12-21 Dec	CYCA
Audi Winter Series Opening Ladies Day & Great Veteran's Race	18 Apr	CYCA	SOLAS Big Boat Challenge	14 Dec	CYCA
			Rolux Skippers party/Ocean Racer of the Year Awards	15 Dec	CYCA
			Rolux Trophy Rating Series	16-19 Dec	CYCA
			Rolux Sydney Hobart Yacht Race	26-31 Dec	CYCA
MAY 2010			JANUARY 2011		
Audi Winter Series continues	May	CYCA	Pittwater Coffs Harbour Race	2 Jan	RPAYC
JUNE 2010					
Audi Winter Series continues	Jun	CYCA			
Narionics Youth Match Racing Regatta	5 Jun	CYCA			
Interclub Challenge	21 Jun	RSYS			
JULY 2010					
Audi Winter Series prize-giving	23 Jul	CYCA			
Audi Winter Series Closing Ladies Day race	25 Jul	CYCA			
AUGUST 2010					
Meridien Marinas Airlie Beach Race Week	Aug	WSC			
Club Marine NSW Youth Match Racing Championships	7-8 Aug	CYCA			
Audi Hamilton Island Race Week	20-28 Aug	HIYC			



CALENDAR 2010

INTERNATIONAL RACES AND REGATTAS

	DATE	COUNTRY		DATE	COUNTRY
FEBRUARY 2010					
33 rd America's Cup	8-12 Feb	Valencia, SPA			
RORC Caribbean 600 Race	22 Feb	English Harbour, ANT			
MARCH 2010					
New Zealand Women's Match Racing Championship	3-7 Mar	Auckland, NZL			
14 th Asian Sailing Championships	20-29 Mar	Guangzhou, CHN			
Congressional Cup	24-27 Mar	Long Beach, USA			
International Rolex Regatta	26-28 Mar	Virgin Islands, USA			
APRIL 2010					
Rolex Women's Match	8-11 Apr	St Petersburg, USA			
Antigua Classic Yacht Regatta	15-20 Apr	English Harbour, ANT			
Rolex Farr 40 World Championships	21 Apr-24 Jul	Casa de Campo, DOM			
Antigua Sailing Week	24-30 Apr	Antigua, ANT			
MAY 2010					
XII International Women's Match Race Criterium	4-8 May	Calpe, ESP			
Rolex Capri Sailing Week	26-29 May	Capri, ITA			
Portofino Rolex Trophy	13-16 May	Portofino, ITA			
Tahiti Pearl Regatta	May	Tahiti, PYF			
JUNE 2010					
Giraglia Rolex Cup	12-19 Jun	St Tropez, FRA/Genoa, ITA			
Rolex Baltic Week	30 Jun-4 Jul	Kiel, DEU			
Dubois Cup	6-8 Jun	Porto Cervo, ITA			
Audi Invitational	18-21 Jun	Porto Cervo, ITA			
Horus Superyacht Cup	23-26 Jun	Palma, SPA			
JULY 2010					
Volvo Youth Sailing ISAF World Championship	8-17 Jul	Istanbul, TUR			
Cowes Week	31 Jul-10 Aug	Cowes, GBR			
Six Senses Phuket Race Week	Jul	Phuket, THA			
Marina Del Rey to San Diego Race	Jul	Los Angeles, USA			
AUGUST 2010					
Etchells World Championships	19-28 Aug	Dublin, IRL			
SEPTEMBER 2010					
Maxi Yacht Rolex Cup	5-11 Sep	Porto Cervo, ITA			
Rolex Swan Cup	13-19 Sep	Porto Cervo, ITA			
Les Voiles de Saint-Tropez	26 Sep-3 Oct	Saint-Tropez, FRA			
OCTOBER 2010					
Rolex Middle Sea Race	23-30 Oct	Valletta, MLT			
Velux 5 Oceans Race	17 Oct	La Rochelle, FRA			
NOVEMBER 2010					
ISAF Rolex World Sailor of the Year Awards	9 Nov	Athens, GRE			
Transatlantic Maxi Yacht Cup	23 Nov-12 Dec	Porto Cervo, ITA			
Loro Piana Round the Island Race	Nov	Hong Kong, CHI			
DECEMBER 2010					
Sail Melbourne International Regatta					
Olympic & Invited Classes	14-19 Dec	Melbourne, AUS			
Rolex Sydney Hobart Yacht Race	26-31 Dec	Sydney, AUS			

YACHT CLUB KEY

CYCA	Cruising Yacht Club of Australia	RFBYC	Royal Freshwater Bay Yacht Club
DSS	Derwent Sailing Squadron	RPYC	Royal Perth Yacht Club
GSC	Gosford Sailing Club	RPEYC	Royal Prince Edward Yacht Club
HIYC	Hamilton Island Yacht Club	RGYC	Royal Geelong Yacht Club
MHYC	Middle Harbour Yacht Club	RSAYS	Royal South Australian Yacht Squadron
MYC	Mackay Yacht Club	RSYS	Royal Sydney Yacht Squadron
ORCV	Ocean Racing Club of Victoria	RYCT	Royal Yacht Club of Tasmania
QCYC	Queensland Cruising Yacht Club	FSC	Fremantle Sailing Club
RANSA	Royal Australian Navy Sailing Association	TYC	Tamar Yacht Club
RBVC	Royal Brighton Yacht Club	SASC	Sydney Amateur Sailing Club
RMYS	Royal Melbourne Yacht Squadron	SSAA	Shorthanded Sailing Association of Australia
RPAYC	Royal Prince Alfred Yacht Club	WSC	Whitsunday Sailing Club
		YNSW	Yachting NSW

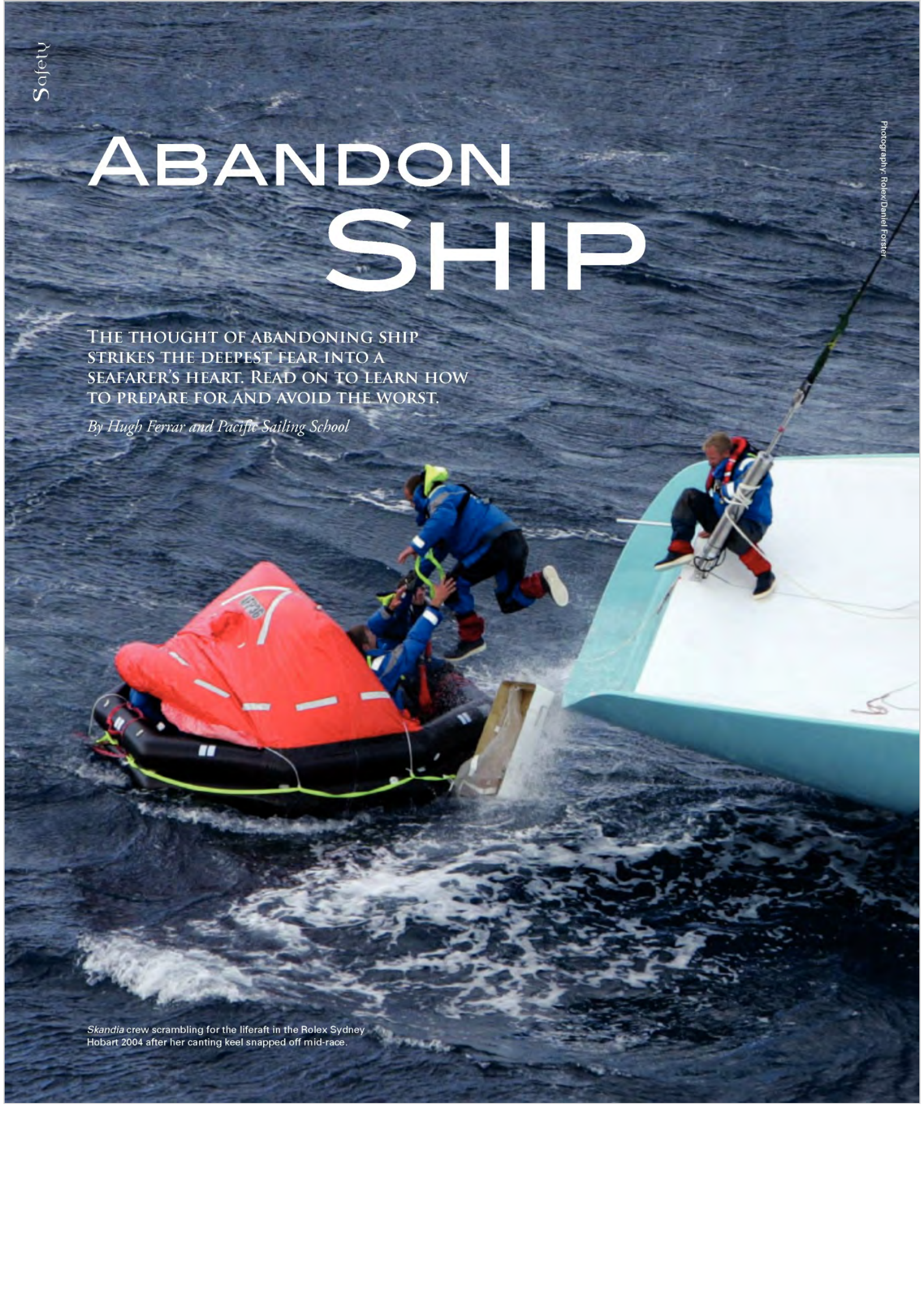


ABANDON SHIP

THE THOUGHT OF ABANDONING SHIP STRIKES THE DEEPEST FEAR INTO A SEAFARER'S HEART. READ ON TO LEARN HOW TO PREPARE FOR AND AVOID THE WORST.

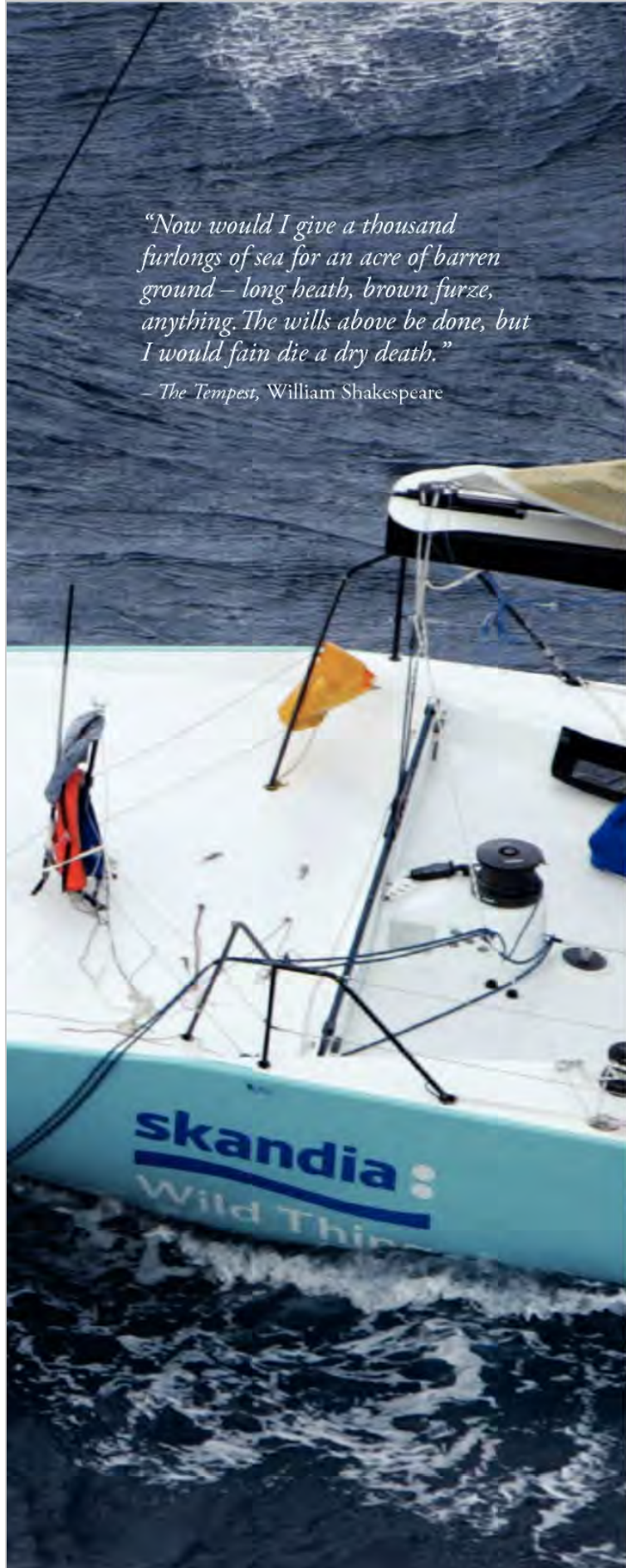
By Hugh Ferrar and Pacific Sailing School

Skandia crew scrambling for the liferaft in the Rolex Sydney Hobart 2004 after her canting keel snapped off mid-race.



“Now would I give a thousand furlongs of sea for an acre of barren ground – long heath, brown furze, anything. The wills above be done, but I would fain die a dry death.”

– *The Tempest*, William Shakespeare



When a skipper makes the call “abandon ship”, he is preparing to entrust his life to people and situations completely out of his control, and even if he survives, he has lost his ship – the ultimate embarrassment for any skipper. However, history tells us that sometimes there is no alternative course of action, in fact probably everyone who reads this knows at least one person who has had to abandon his ship, although generally skippers are a little reluctant to talk about these traumatic events. This is unfortunate, as in every case there are lessons to be learned.

During the 1998 Sydney Hobart race five yachts were lost; a sixth was abandoned and later salvaged. These yachts were well prepared for offshore racing, with experienced sailors on board. What went wrong and what went through the skippers’ minds leading up to the order to abandon ship?

1998 SYDNEY HOBART DISASTER

Most of the Coroner’s recommendations following the 1998 Sydney Hobart related to the quality of safety equipment and training in its use. There are times when disasters are unavoidable, and we should therefore take every precaution possible to be able to cope with them when they do. This has meant some changes to the equipment, and also the requirement that at least 50 per cent of the crew and the sailing master or skipper must have completed a Safety & Sea Survival Course within the previous five years. This is really just common sense – if you are planning on any offshore voyage of more than a few hours then not having the knowledge and skills that come from a Safety & Sea Survival Course is somewhere between foolish and downright stupid.

Prepare for the worst. Every time you get on a boat, go through that check list, make sure you know where all the gear is, that you know how to use it and that it is all in good condition and ready for use. Go through some scenarios of when you might use this equipment, and think of what could possibly go wrong – when did you last lay out your anchor cable? Check all the shackles and check for wear and corrosion.

Next, how well prepared is your crew? If you ever have to use your emergency gear, it will most likely be in the middle of the night, in uncomfortable weather. Half the crew will be seasick and the other half haven’t slept for two days, nerves are frayed, decision making is impaired (all of which may have contributed to getting into this situation in the first place). This is no time to be learning where equipment is stored and how to use it, do a few drills in good weather, and find out what you don’t know. Then, when the proverbial hits, you will be far better placed to make life saving decisions.

PREVENTION

“Swimming is a sign of failure in a yachtsman.” – Anonymous

Abandoning ship is never good – so can you avoid it? What causes a disaster at sea? Usually the combination of several factors. Consider these extracts from a log from a delivery:

Day 9: Prop shaft leaking more than usual, electric bilge pump failed and may have been the cause of constant blown fuses in the main switch board, fault with bilge pump bare connection in bilge water. Disconnected and used whale pumps.

Day 10: Saloon whale pump failed, split rubber where handle slots in.

Day 11: Whale pump in cockpit failed, same as saloon pump. Now down to buckets.

After that the situation deteriorated steadily until the yacht was abandoned on a reef. If a serious problem occurs, if you keep calm, remember your drills, and act decisively then you may save the ship. If you don't know what to do, or if panic sets in, then all is lost.

In Bass Strait in 1959 the *Winston Churchill* crashed off a wave and suffered hull damage. On that occasion the crew were able to stem the flow of water through the hull and beach the vessel, action that must have required the highest level of clear thinking and decisive action. In an emergency situation, or in a liferaft, the best leader may not be the officially designated skipper.

BOAT PREPARATION

So how well prepared is your boat for the passage? Delivery skippers often find themselves in the situation of sitting on a second hand yacht that someone has let run down for a few years, holding a survey report by an inspector who is friends with the broker selling the yacht, and who hasn't looked underneath it. He now finds that the electrics are flaky, the pumps are dodgy (or in the boot of the owner's car, from personal experience), the engine overheats when it runs, which is never for long because the fuel tanks are full of the black death. The anchor cable is rusty and the anchor is far too small. There is vibration in the propeller which will damage the sterntube gland and the engine mountings; and the survey won't tell you where the water is going to come in when it does get rough. Sometimes a previous attempt to deliver the boat has failed, for reasons which are now up to the new skipper to find out for himself.

Well, none of that would happen on your boat, would it? Think of all the different things that can go wrong, how you might prevent them, how you can detect the problem and solve it before it becomes a disaster. A small leak might short out the high water alarm, so you only discover that the bilge pump is blocked when your feet get wet; or you find a split hose and then you find out that the seacock connected to it is seized open? Prepare your boat so that nothing should go wrong, have action plans to deal with the things that do go wrong, and then try out the plans, you will then be far better placed to make those life saving decisions.

The danger of a fire on board cannot be exaggerated. Check that fire extinguishers are in good condition and all crew know how to use them, but prevention is infinitely better than cure.

Grant Wharington contemplating the upturned *Skandia*, adrift in the Tasman Sea.



Yendys to the rescue for *Skandia* crew.

PASSAGE PREPARATION

Delivery skipper: "You know why the *Titanic* sank, don't you?"

Owner: "She hit an iceberg."

Skipper: "No, she sank because the owner refused to listen to the master."

Many yacht losses are caused by a single major incident, generally hitting something else. Collisions with other vessels should be avoidable, don't allow your yacht to hit a bulk carrier for example, it doesn't matter whose fault it is, you will come off second best. Sailing single handed along shipping channels cannot be recommended.

Avoiding lumps of rock or mud is generally best achieved by careful passage planning. Remember that if things turn nasty, everyone will be tired, cold and/or seasick, decision making will be compromised, so the more comprehensive your planning the less you leave to chance. "Wide is good, deep is better"; if you keep a mile or so away from anything solid then you will have time to react when something breaks or the wind shifts at the worst possible time. This also means it won't matter if your GPS is set to the wrong datum (it might make a difference later though). Plan passage times, work out what currents to expect, when you expect to sight lights etc. Prepare some contingency plans and research your alternative safe havens. This applies especially for delivery trips or cruising, as you may be short handed, and too busy dealing with emergencies to check if the vessel is in danger. The best and most experienced skippers still make mistakes occasionally.

These are all basic Coastal Navigation & Passage Making skills – if you're going to take a yacht to sea, then learning how to do so safely might save your boat and yourself.

WHAT ABOUT THE WEATHER?

Garth: "This is the sort of weather that sorts the men out from the boys".

Ian: "Yes, the boys are out sailing, the men are in the bar."

What about the weather? A cruising skipper will say, "You meet enough bad weather without setting off in it." However, if you're preparing for a race you don't have that luxury – instead you are reminded of Fundamental Rule 4. Should some of the yachts in the 1998 Sydney Hobart Race have withdrawn? Even with the benefit of hindsight, this a very hard question to answer. Several skippers sought shelter, which may have saved them from a worse fate, once you're down to your storm jib there isn't much difference between racing and just keeping the boat pointed in one direction.

It might appear that modern lightweight, high performance racing yachts may be more likely to suffer serious damage in extreme weather, but



Stephen Ainsworth's former *Loki* was abandoned when her rudder snapped off in the 2007 Middle Sea Race.

the only vessel that sank before her crew could be rescued was the *Winston Churchill*, a 56-year-old traditional timber yacht that contested the first Sydney Hobart race. At the other extreme are multihulls, which tend to float almost as well upside down as the right way up – there are stories of abandoned catamarans floating round for months. If you are planning an ocean passage in a multihull you should have a capsize survival plan – all your emergency supplies and equipment must be accessible with the vessel inverted. You may want to activate your liferaft and use it for shelter, you will also need your EPIRB and water.

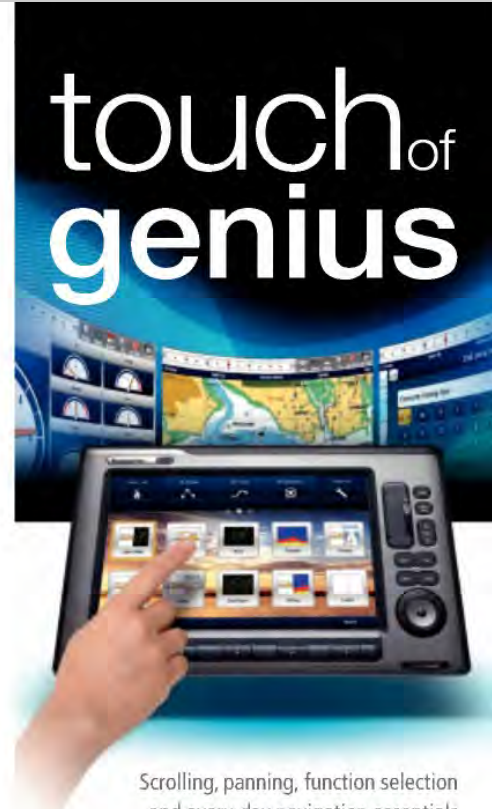
But as long as the vessel remains afloat, remember the first rule of abandoning ship: "don't". It remains an inescapable fact that, however well prepared you are, the forces of nature may still exceed your capabilities or that of your vessel. Prepare as thoroughly as you can, and you will give yourself the best chance of a safe passage.

Weather forecasts for more than a few days out are informed guesswork, so if you will be more than a day's voyage from a safe haven you need to be prepared for the worst. ○

Hugh Ferrar is a Pacific Sailing School Instructor and Yachting Australia Yachtmaster Instructor. This article is the first instalment in a new series of safety articles by Pacific Sailing School for Offshore Yachting. For further information Tel: (02) 9326 2399, email info@pacificsailingschool.com.au or visit www.pacificsailingschool.com.au

The views expressed in this article do not represent the views of the CYCA and do not purport to be other than for general information. No reliance should be placed upon the views expressed with the article.

Are you the sort of person who gives the Salvos a few dollars on the grounds that sooner or later someone you know will need them? Well by the same logic, support the new amalgamated Marine Rescue whenever you can – sooner or later they may save you or your vessel. If you have spare time at weekends (what's that?) put in some volunteer time on the water, this will get you some useful training and may get you involved in a Search & Rescue operation without having to sink your boat first.



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Sail AWAY

HOW MUCH WOULD YOU GIVE UP TO SAIL AWAY FOR GOOD? MANY HAVE LEFT SUCCESSFUL CAREERS AND A COMFY LIFE IN AUSTRALIA TO GO CRUISING THE WORLD, AND FEW LOOK BACK.

By Nancy Knudsen

Photos Andrea Francolini

Do you love the time you spend away sailing? When you race, do you sometimes wish you could keep going forever and just never come back? To far-off destinations that you've pined about for years?

Well, friends, I have a confession to make. That was me. Every time I went sailing I never wanted to return. I felt the urge to keep sailing out of the heads and make for the Pacific Islands, or Thailand, or – anywhere. But it seemed that I would have to throw away everything I had worked so hard to attain.

It was just too hard.

When my best buddy and husband Ted and I first discussed the dream together, I had a high-pressure job as the CEO of a small public company I had founded, and owned another private business. Ted was a consulting architect and had projects stretching far into the future. We left for work at 7:30 and came home at the same time. I had two adult children I loved dearly and a dog whose short legs would never become sea legs. I was an active Rotarian and had some board directorships. Apart from sailing, there were regular theatre tickets, friends we loved, a terrace house with gutters that filled with leaves and a pool that had to be cleaned. We had a mortgage to pay off, and the best 15 years of earning capacity ahead of us. In short, it was a life, a pretty typical Sydney life. How could we possibly leave?

We did.

It took us six years, and countless mystified expressions from friends, but we did it.

What did I give up? I thought I would be giving up much, but in fact all those ties that bound us turned out to be chimeras, delusions, hallucinations. Certainly the dog died, but the children came to visit us in exotic parts of the world, the corporate world actually did get along without me, Rotary continued without failing catastrophically, and the boards found other directors. Who was I kidding?

We sold the house with the leaf-filled gutters and bought an easy-to-maintain apartment, then rented it out. While away, we learned much about the world, but more vitally, about ourselves and what is really important to us in life.

We are now perhaps financially poorer but otherwise immeasurably richer. In fact, letting go those dock lines at the Alfreds yacht club in Pittwater was the best decision that I have ever taken in life.

There's even better news. Of all the long-range cruisers that we have met during our five years on the water, we have never met any who are sorry – not even the ones who had been dragged squealing down the dock by their partners.

You see, the longer one is out on the water, the more one forgets to be



“WE ARE NOW PERHAPS FINANCIALLY POORER BUT OTHERWISE IMMEASUREABLY RICHER.”

wherever I am, and we have not lost our true friends. Thanks to cheap airfares, the internet and Skype, I am in touch with the family. We have met new friends and broadened our horizons. I have increased my skills through necessity, and even developed other sources of income. I have gained enormously from the cultures and places we have experienced. What did I really give up? Not much!”

Larry Jacobson, a former high – flying travel marketing executive from San Francisco, admits he had the desire to sail away since childhood. “When I decided to go, I knew I would have to sell my company, but I didn’t think I was giving up anything that I didn’t want to give up. However, there were subtle things that he had not thought about – like identity.

“In those days I flew first class, drove an Audi, shopped at Macy’s, wore expensive suits, and when I called a hotel for a reservation, they always had a room available. With a cell phone in one hand, and a plane ticket in the other, I was the picture of a mover and shaker.”

The trip cost more than he thought and lasted much longer than he had ever planned. It enabled him, he says to “look at life from different points of view,” and to realise how “the world does not centre on the USA.”

On his return, with the trappings of success gone, he found he had lost many former friends, “but my true friends have stayed with me and in the meantime I had gained wonderful new sailing friends of many different nationalities around the world.”

During his voyage, which kept getting longer and longer, he even sold his house to keep sailing. “I no longer have the redwood and glass home in Berkeley Hills, but neither do I have the mortgage or the maintenance.” Larry even found a new relationship along the way when he fell in love with his sailing partner. “I laugh and smile a lot more these days,” he says. “I drive a Honda hybrid, fly coach class, shop at Target, wear jeans and t-shirts, and have no ‘pull’ in my industry. The money is gone, I spent it

one’s old self and becomes someone new. The seasickness fades, the desire for routine dims, habits of decades evaporate like dew in the morning. We have seen even the most reluctant of mariners become euphoric with the never-ending excitement of new shores, new experiences and new friends.

I asked a few long-range cruising sailors to share their own thoughts about the cruising life.

COUNTING THE COST

Robin Roots and his wife Suzy O’Hagen left the Gold Coast in 2004, sailed through South East Asia and then transited the Gulf of Aden to the Mediterranean and Turkey, where they are currently cruising. Suzy was the passionate sailor, an ex-sail trainer with the British military, and Robin was new to sailing.

“When I thought about what I was to give up, it was a lot,” says Robin. “Five productive working years and a growing superannuation, the home that I loved, friendships, Western style medical facilities, security, even safety. Then there were the responsibilities that I was abandoning – giving moral support to my adult kids and maybe grandchildren, caring for elderly parents.”

However, Robin, like many other cruisers, changed his mind as time went on. As they sailed the reasons drifted away one by one. “I have gained in so many ways that I couldn’t have if we stayed at home,” he says. “Home is now

"HOME IS NOW WHEREVER I AM, AND WE HAVE NOT LOST OUR TRUE FRIENDS... WHAT DID I REALLY GIVE UP? NOT MUCH!"



all on the trip. But I feel as though I'm the richest guy on earth." Larry, now better known as www.larryjacobsonauthor.com, is currently turning his adventures into a book that will be out in early 2010.

RICH REWARDS

Many adventure sailors are, even after many years of cruising, unconscious of giving up anything at all, particularly where a couple – and cruising sailors are mostly couples – share the dream together.

Karl and Sandi Fueloep from South Australia were both high achievers in their given professions – Karl as a scientist, and Sandi as a much promoted public servant in the field of education. However, they shared a dream to retire early, sell their home, get rid of all their "stuff" and go sailing, and the dream was all-encompassing. When I asked them what they had to give up, they could only think of what they had gained.

"We gained a better understanding of different cultures, religions, ways of life, world events and other views and opinions – not just the Australian perspective. I would like to think that we are now more self – reliant and community minded, better citizens of this world."

Not everyone gives up everything. Some long-range cruisers keep their family home, cruise during the cruising season (when there are no hurricanes, typhoons or cyclones), and return home to catch up with family and friends in the "off season".

Sydney-sider Anna Haremza was new to sailing when her husband Gregory convinced her to join a round world rally to "get started". When they departed, Anna was worried about leaving family, and especially her elderly mother, and Gregory acknowledged that he might never be able to pursue his career of advertising photography again. Just one year later, however, having reached Europe, all qualms have disappeared. "I am not sorry that we went cruising," says Anna vehemently. "On the contrary I think this was the best thing. We love the travelling and the adventure, and I think that from now on the combination of sailing in summer and staying on land in winter is a great idea."

Sailing the world's oceans there are also many families, and these are usually overwhelmingly of the opinion that taking the children sailing is one of the most enriching experiences for family life.

Belgian family Bart and Dorothy Verhaeghe, with their two sons Thibaut and Olivier on their yacht *Bauwier*, come from a close-knit extended family, and Dorothy found leaving the loved ones very difficult. Bart gave up his high-flying corporate position and they sold their home in order to sail a two-year circumnavigation, in time for Thibaut to return home to begin secondary school.

That plan has faded into the sunset as the family realised more and more how much the boys – and they – were gaining from the voyage. They have now reached Malaysia in their third year, and who knows when they'll reach Belgium again. Bart particularly enjoys the closer connection he has now with his sons than before when he was a hard working executive.

"We see it as a mix between cultural trip, life and vacation," says Bart. "The encounters with such a variety of people, so many different places, and becoming so close-knit as a family, is more than worth it. We gained a hundredfold what we gave up. And what we gave up, we'll get back after we go home, but we will be much "richer" and see things differently."

For Rick and Freddie Chesher, who have spent most of their adult lifetime on their yacht *Moirra*, they find it difficult to imagine that they ever gave up anything to live their life cruising between Australia and Vanuatu. Now, after 50 years of cruising, Rick says to ask him what he gave up to go cruising, is "like asking a dolphin, 'what do you think you gave up to be a sea creature?'"

According to Rick, to find the life that suits you – whatever it is – requires an "ability to see beyond the horizons of your cultural limitations to find pathways to wherever your imagination beckons."

Yes, it is possible, and just might be a life-changing experience. So if you have a yen to let go of life and sail away into the sunset, don't merely wonder and dream, set the date and start working towards it now.

As many hundreds of cruising sailors can testify, you'll never regret it. ○

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Galley Up



Galley Down

Following the huge success and world acclaim of the 38ft Seawind 1160, an all new blue water cruising catamaran has been developed by the Seawind team at the newly constructed state-of-the-art facility in Wollongong. The new design also features several new layouts including a Galley Up version, or Galley down with Nav Station up and Day bed. A luxurious fitout with beautiful timber trim complements the spacious interior and 360 degree visibility. With the first boat launched and receiving a huge amount of interest, 7 more boats have already been sold and production is filling fast. Inspections are available or register online for a demo day.



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AUSTRALIA'S OWN SEAWIND CATAMARANS, THE LARGEST SAILING BOAT BUILDER IN THE COUNTRY, RECENTLY LAUNCHED THEIR LARGEST BLUEWATER CRUISER TO DATE, THE 41-FOOT SEAWIND 1250.

By Anthony Twibill
Photography Saltwater Image

While we love the purity of racing monohulls, the trend in cruising yachts is certainly tipping in favour of multihulls. The most familiar multi-hulled yachts sailing our waters are Seawind cats, commonly seen in popular cruising destinations throughout Australia. The catamaran formula has become an appealing sailing solution for greater numbers of yachties in recent years. Many sailors with young families and non-yachting friends have found that cats provide a combination of benefits for social sailing and entertainment afloat that traditional monohulls find difficult to match.

For their length, a catamaran's large beam from hull to hull provides abundant room aboard – both inside and out. The easy pace of catamaran speed over the water, coupled with sail-handling systems designed for short-handed crews of “mum and dad” or less experienced

sailors generally, adds to the obvious appeal for many people of “sailing on the level” rather than heeled over, as in monohull yachts. So, as catamarans have been designed and built to be safer and more user-friendly, with creature comforts focused on social conviviality afloat –barbecues and drink holders at the ready – it's no surprise that catamarans' share of the yachting market is on the rise.

One of the latest catamarans is the locally-designed and manufactured Seawind 1250; the new top of a long line of Seawind cruising cats, which have been tweaked and fine-tuned many times over since they first won Australian Sailboat of the Year in 1995 (a feat repeated once again exactly 10 years later in 2005). After sailing aboard this newest “top cat”, launched at the annual Seawind Owners Regatta on Sydney's Pittwater, I predict more accolades are on the way for Australia's number one multihull brand.

Seawind is a homegrown sailing catamaran success story with a worldwide following. The company has earned a reputation for quality design and construction, winning them hundreds of owners from not

just Australia but right around the world. Seawind now manufacture four models of this affordable, family-focused catamaran line, with the Seawind 1250 their new king of the seas. Adding three feet more length than their former flagship, the Seawind 1160, greater hull freeboard also provides an improved underwing clearance of 0.8 metres, enabling the new 1250 to cruise higher in the water for better handling in offshore swells. The longer waterline adds to boat speed and lessens pitching moment, referred to as “hobby horsing” in catamaran circles. The boat's huge 6.8-metre (over 22-foot) beam improves lateral stability in a seastate, and this large platform also significantly increases volume aboard the 1250, further improving living conditions during long offshore cruising passages, which are popular with many Seawind owners.

Seawind's smaller but most popular “1000 series” has over 200 examples built so far. The series includes a smaller 35-foot Seawind 1000XL (XL for extended length) and also a dedicated “resort model” – the Seawind 1050, designed specifically for day charter operations. Seawind also offers the larger 38-foot Seawind 1160, combining the best features of Seawind's successful 1000 and 1200 series cats.

Now the launch of the latest Seawind 1250 is the yard's effort to upsize their market with a true bluewater model. But with a draft of only 1.16 metres (or 3'8”) the Seawind 1250 can still reach the shallowest bays and harbours, sometimes not accessible for keel yachts.

“The 1250 is larger in all respects – length, beam, height, rig, sails, fuel tanks, storage lockers, and head height,” said Seawind's founder

Richard Ward at the launch of the new boat on Sydney's Pittwater during November. “We expect its performance will be very strong.”

Racing with a fleet of 33 Seawind cats over a couple of days at Seawind's Pittwater regatta proved the potential of the much-admired new flagship. The Seawind 1250 is currently on a promotional cruise along the east coast of Australia, having already competed in both the Seawind Pittwater and Morton Bay regattas, and will be available to test sail by appointment following the Melbourne Boat Show in February.

With over a million dollars worth of new tooling and design investment in the 1250, Seawind are looking pretty serious about the future of multihulls. While other local boat yards have been shutting up shop, the company has rolled out a dedicated 1250 production line in a brand new purpose-built facility in Russell Vale in Wollongong. The new shed will also be using a climate-controlled resin infusion lamination bay for superior fiberglass work, improving quality and strength, essential elements for a bluewater cruiser.





The main deck is a seamless blend of indoor and outdoor entertaining.

Though the new Seawind 1250 shares many of the design characteristics and special features of its smaller siblings, such as the tri-folding doors, open space layout, 360-degree view, and multipurpose saloon table / coffee table / bed, this new design is larger in all respects and offers many new features. These include a new twin helm design with excellent protection from the elements, a sky window to view the sails and optional raised seats for cruising comfort. There is also an innovative day bed and navigation desk built into the saloon, or an optional galley up layout, just to mention a few features. Plus, there is a wider targa catwalk for additional solar panels for battery charging when at sea, and a larger targa walking platform, bow seats, larger trampolines, an open bottom transom step for easy boarding from dinghies and larger optional motors for those owners who would like a little more power when motor sailing.

So, how does the Seawind 1250 sail?

Well, much like any other Seawind: with forgiving characteristics and easy sailing with few hands, as all controls are close by. But with everything scaled up for the 1250, expectations are for greater all round sailing performance.

Sail area has been increased to allow heavier displacement of 8.24 tonnes, but even under heavy conditions and with full sail aloft on a day with plenty of pressure, there is still no tendency for the Seawind 1250 to lift a hull. Seawind hulls are designed to be extremely buoyant and are designed "fatter" with accelerated flair to minimise hobby horsing in pitch that tends to be a common and annoying problem with some less practised catamaran designs. As the hulls are rounded they present minimum wetted surface, while the longer hulls of the 1250 maximise waterline to extract superior speed from the twin 41-foot hulls.

After a quarter century of catamaran manufacture, and feedback from hundreds of owners, Seawind have effectively designed out many of the downsides of catamaran sailing characteristics. Their boats are all about enjoyment and minimising stress on the yacht, and most importantly on the owners and crew. Everything is designed for simplicity and safety to provide peace of mind and minimal stress. Sailing the new 1250 is effortless compared to a typical racing monohull, with great thought given to making everything as simple as possible. As most catamarans are cruised rather than raced, Seawind know that many times there may only be two people aboard, even if

"WITH OVER A MILLION DOLLARS WORTH OF NEW TOOLING AND DESIGN INVESTMENT IN THE NEW 1250, SEAWIND ARE LOOKING PRETTY SERIOUS ABOUT THE FUTURE OF MULTIHULLS."

the 1250 can accommodate eight to 10 people overnight if needed. So, the sail handling of the cat is set-up to be sailed with minimum crew. You could even sail it by yourself, particularly if opting for an optional autopilot.

The mast is a single spreader, 7/8 rig in anodised aluminium, as is the boom. Unlike a monohull, there is no vang, with the roach fully battened mainsail controlled only by the mainsheet attached to a powerful mainsheet block system on Ronstan blocks. This slides on a full beam traveller running the width of the hulls on the trailing edge of the cockpit deck. If you need to reef the Seawind, it's a really simple affair with single line reefing to two reef eyelets, easily wound in with the Harken winches to settle neatly into a large boom bag with integrated lazy jack system. The standard headsail is a relatively small self-tacker on another long jib traveller track forward of the mast step. The Profurl furler furls and unfurls easily from the aft cockpit where all lines run to Spinlock jammers/rope clutches on port and starboard hulls. So no one has to go forward in a seaway, aiding safety. The 1250 is also set up for a larger genoa, particularly useful when racing against other catamarans or reaching on long ocean



All the necessities are close at hand.



The quality of workmanship is evident in the large galley.

passages when the trades are blowing. The 1250 can also fly a symmetrical spinnaker, child's play to set and retrieve with a python bag and lines to release and 'snuff' the kite when the downwind fun is over.

The Seawind 1250 is a breeze to sail fast, with a minimum of fuss. The boat takes the stress out of almost every normal sailing activity from hoisting the sails, tacking so effortlessly with the self-tacker, and easy two-speed, self-tailing Harken winches and Ronstan mainsheet blocks to make main trimming easy.

You helm the boat from either port or starboard behind twin interconnected stainless steel 32-inch wheels. The primary steering position is from the port as the comprehensive suite of Raymarine wind / nav / GPS chart plotter and autopilot instrumentation is located there directly ahead of the skipper. The throttle controls to the twin 30-horsepower Yanmar sail drives (one in each hull) are also close at hand from the port wheel and the reversible-leather trimmed helm seat.

Naturally the cat sails differently to a monohull, and as a catamaran, it does not point anywhere near as close to the wind as a monohull, and much of the time you are close reaching. But speed and level sailing is the strong suit of a multihull, and what a cat may lack in pointing ability, they easily make up in speed over the water and the pleasure of not spilling the drinks or scaring the guests when tacking and when a sudden gust blows – it's all just straight and level sailing.

When it comes time to drop anchor, its all fingertip control via an electric toggle switch at the helm, as the Muir anchor drops itself into the depths. As the sun sets, you can choose to sip your drink and nibble the pre-dinner snacks on the large aft indoor/outdoor entertaining space of the 1250, or make your way forward to the seats set into the superstructure behind the trampoline slung tightly between the hulls. Either is a joy as day eases into twilight and it's time to throw the prawns and snags on the aft deck barbecue. When the time comes to head to bed, the 1250 can sleep three couples downstairs – with a forward double bed cabin in each hull and an aft double cabin in the starboard hull, to the rear of the galley – and another couple upstairs as the saloon table can also transform into another double.

The new Seawind 1250 is comprehensively equipped is available for a "sail-away" package base price of \$697,595 including gst. Optioned up to the "coastal cruiser" package, it tips the scales at \$752,862. If your passion is coastal cruising and you have the time and inclination for discovery, take a sail aboard a multihull for a change. They do their level best to change your view of how easy sailing can be – whether entertaining friends on a sunny weekend, racing in fleets of their own kind – as the popular Seawind Cruising Club Series regattas demonstrate – or safely crossing the oceans of the world. ○

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1.16 metres **DRAFT**

8.24 tonnes **DISPLACEMENT**

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480 litres **FUEL**

700 litres **WATER**

\$697,595 **PRICE (STANDARD)**

\$752,862 **PRICE AS TESTED**

MAXIMUM APPEAL

THEY'RE THE ULTIMATE IN KEEL BOAT RACING: FAST, SLEEK AND SEXY. NO WONDER MINI MAXIS ARE TAKING THE YACHTING WORLD BY STORM.

By David "Tower" Sampson

The mini maxi racing scene is not new to most parts of the world. Some of the most successful and technically advanced ocean racing yachts ever to enter the Rolex Sydney Hobart, Rolex Fastnet and Newport Bermuda races over many years have been in the 60 – to 70-foot range. *Exile*, *Apollo* and *Bumblebee V* are just a few yachts in this size range that have all been very successful in IOR and IMS in the past.

But the latest generation of mini maxi yachts are proving more exciting than anything before and this new "class" is growing ever popular with yachtsmen globally. Mini maxi racing is one of the most active circuits worldwide, and when someone like Australian-based Kiwi Neville Crichton decides to limit racing his Reichel Pugh 100 *Alfa Romeo* to concentrate on campaigning his 71ft mini maxi of the same name, it's surely an indication of the elite nature of the class.

The Mini Maxi Class Association is governed by the IMA (International Maxi Association) chaired by Franco Alberini who is the current commodore of the YCCS in Sardinia, Italy.

The class encourages owners to helm their own boats and race under the IRC rule (with some exception to sail selection limitations) and compete in a circuit of events, which was based in the Mediterranean last season.

My 2009 sailing year was exciting and very busy both here in Australia with Stephen Ainsworth's *Loki* and in Europe on the ultra competitive Mini Maxi Circuit on board Andy Soriano's *Alegre*, a Mills-designed 68.

EUROPEAN CIRCUIT

This season *Alegre* competed in eight events throughout the summer. The regattas are held in some of European yachting's greatest venues: Palma de Mallorca, Spain; Portofino and Porto Cervo, Italy; and St Tropez, France. Each event usually consists of both windward/ leeward racing and a coastal or offshore race.

Alegre had a good season showing particular strength in the offshore events. We won line honours and Mini Max Class honours in the Giraglia Rock race, the final 243 nautical mile offshore race which is part of the Giraglia Series,

"Alfa Junior" is tempting owner Neville Crichton away from racing his Reichel Pugh 100 *Alfa Romeo*.

Photo: Patricia Lescabannes



Photo: Rolex/Carlo Borlenghi

Photo: Rolex/Carlo Borlenghi



Photo: Andrea Francolini



Mini maxis in action. Left: *Rosebud* racing ahead in the Maxi Yacht Rolex Cup 2009, Porto Cervo. Top right: *Alfa Romeo III* crew hiking out. Bottom right: Aussie RP63 *Loki*.

held off St Tropez. The course takes you from St Tropez to Genoa, Italy, via the most northerly tip of Corsica where Giraglia Rock creates a narrow channel, which the fleet passes through before turning north to Genoa.

The final event of the season was the Rolex Middle Sea Race which *Alegre* not only won in her class, but won IRC overall. This was a great way to finish the season and gave us the title of best Offshore Mini Maxi 2009.

Alegre's major competition in the Mini Maxi Class has come from the Italian AC Team *Luna Rossa*, the German team of *Container* (both JV ST65), Niklas Zenstrom's new and very impressive *RAN* (JV 72), Neville Crichton's new "Alfa Romeo" (RP 71), the heavily modified *Belle Mente* (RP 69) from the USA and the other UK team, *Spirit of Jetu* (JV 60).

All these boats sail at the highest level and with predominately professional crews. Interestingly most of the boats have at least one Australian crewmember onboard, which is great to see.

The racing has been incredibly exciting with sometimes only seconds between winning and not. The logistical efforts the teams put in is also incredible. Moving from one location to the next with sometimes only days to do maintenance and repairs between regattas, the shore teams are stretched thin for the five-month season.

Alegre plans to race in this class again in 2010 and with most of the other teams ready to join again, the racing should be just as strong next season!

MINI MAXIS IN AUSTRALIA

Australia's racing calendar is not so clearly defined by seasons as it is in Europe due to our everlasting good weather and *Loki* has been able to compete in

three major events since the official end to last year's season in March: the Audi Sydney Offshore Newcastle and Sydney Gold Coast races, and Audi Hamilton Island Race Week.

Loki performed exceptionally well in the Newcastle race, winning line and overall honours as well as setting a new course record for the event.

The Audi Sydney Gold Coast race was dominated by the smaller 50-foot yachts, which finished in a building southerly. It was the first long offshore race for the boat since the Rolex Sydney Hobart 2008 and the boat performed beautifully. It was a great test for *Loki* sailing upwind for close to 400 nautical miles in 10 to 28 knots, and we are happy with the boat's upwind performance.

As most Australian yachtsmen now already know, Hamilton Island Race Week was a very light affair and incredibly tricky. Onboard *Loki*, while we had some good races, we were unable to put a good series together and finished a disappointing eighth in IRC class 1.

Our sistership (another RP 62) *Limit* did a good job sailing their boat and with the two boats being so similar in speed and IRC rating, the boat to cross the line first usually wins the race.

I can only feel that the class and this style of boat will remain popular as the IRC fleets around the world grow in quality and size.

The boats seem to fit the rule well, they are fast and they are really fun to sail. ○

David Sampson has campaigned on two mini maxis (Loki and Alegre) over the last 12 months including in the Rolex Sydney Hobart 2009.

Over the past three decades the rating system used to decide the Overall Winner of the Rolex Sydney Hobart and other major offshore races in Australia has changed from IOR to IMS and then to the current IRC systems.

Although the locally-created AMSystem has been growing in popularity, notably in Victoria and Tasmania, IRC remains the premier system because of its international status.

The recent 65th Rolex Sydney Hobart was again decided, and with little or no argument against it, on the IRC rating system. However, prior to the race the CYCA agreed to score yachts measured to the relatively new ORCi rule, provided there were sufficient numbers to warrant it. No trophies were allocated to ORCi and results, while published on the race website, were not publicly announced.

The Offshore Racing Council (ORC) originally introduced ORCi as a replacement for IMS on the European scene where fleets in the Mediterranean were still racing to a rating system no longer used in most other parts of the world. However, it has caught the eye of the owners of grand prix racing yachts who suggested that IRC was no more than a club rule.

Of the 77 yachts that raced to Hobart with an IRC rating, and were thus eligible for the Tattersall's Cup, 33 also competed with an ORCi rating. The overall winner, the new Farr-designed Beneteau First 40 *Tivo True*, also placed first in the ORCi results.

Second and third IRC placegetters, *Wicked*, also a Beneteau First 40, and *Next*, a Sydney 38, did not have ORCi ratings, thus another Sydney 38, *Swish*, moved up to second and *Patrice Six*, an X41, to third. From there on, however, it is hard to draw an accurate comparison between the two rating systems as only half of the first 25 boats overall under IRC ratings also had an ORCi rating.

However, three older designed yachts appeared to fare well under ORCi – the Netherlands entrant *Pinta-M*, an Sparkman & Stephens designed 41-footer built in 1972 placed fifth in the ORCi scoring after placing 25th overall on IRC, but 11 boats ahead of her on IRC were not rated ORCi. *Ray White Spirit of Koomooloo*, the Fastnet-winning former *Ragamuffin* and another S&S design built in 1968 placed 23rd overall on IRC but eighth on ORCi.



THE RATINGS WARS

IRC IS BY FAR THE MOST POPULAR RATING SYSTEM IN AUSTRALIA, BUT IS ORCi, WITH ITS PROMISE OF GREATER TRANSPARENCY, THE ANSWER TO RATING ARGUMENTS?

By Peter Campbell

Australia said: "ORCi is IMS rebadged, but the Velocity Prediction Program (VPP), which is the heart of the system, has been updated," pointing out that ORCi calculated ratings based on scientific calculations contained in the VPP.

While the ORC was changing the way to measure yachts under ORCi to reduce costs significantly, it was still a more complex rule than IRC and does require more measurements, although there were thousands of boats already measured that could be used for sister-ship data to copy as a starting point, making rating easier, YA points out.

AMS, a Yachting Victoria initiative now well established in that state, has also spread this summer to Tasmania where AMS divisions have been running in tandem with IRC in the major offshore races and in division pennant races on Hobart's Derwent River. IRC is still the premier rating category, but the growth of AMS is mainly due to it being a less expensive and more transparent alternative rating system, appealing to yacht owners who do not aspire to sailing in the Rolex Sydney Hobart or even a Melbourne to Hobart race. ○

Syd Fischer, the 82-year-old doyen of Australian yacht racing, is a strong supporter of ORCi, describing it as "a great rule because it's fully measured, transparent and we don't have anyone's input other than the measurements." His latest *Ragamuffin*, a TP52, placed 21st under the official IRC results, third in Division 3, while in the ORCi results it placed ninth. She was the highest placed of the grand prix racers of 50-foot plus LOA, although very few of the bigger boats had an ORCi rating, which was rather a pity as it was an opportunity to get a real comparison of the rule.

The IRC rule is going from strength to strength among Australian offshore fleets with the number of boats rated, which now stands at more than 500 each year, increasing steadily. According to Yachting Australia, most owners appear very satisfied with IRC and the way it is administered by Yachting Australia, but it is well aware that some owners see ORCi as a better alternative and has certainly gone to great lengths to assist them, offering guidance on measuring and rating and facilitating access to boats already measured domestically and internationally.

In a recent statement, Yachting

“No. Absolutely not. Over my dead body.”

That was the final edict of She Who Must Be Obeyed when I broke the news a few months ago that I’d seen a great boat for sale at a dirt-cheap price.

And so it was that we headed south to look at the boat – the dead body and I – after an hour of whining and pouting. All on my part.

I know about those two “best times of a sailor’s life” – when he’s either just bought a new boat or just sold the old one. I’ve been through both, more times than I want my accountant or my wife to know about.

But I also cherish that time when the last boat is gone and the next one hasn’t yet been discovered. It’s a time of money burning holes in your pockets, of scanning the boat ads, of gathering brochures, and of imagining something wonderful that no one else finds before you. It’s sort of like masticating a loose tooth: you know you shouldn’t, but your tongue can’t stay away.

So boatlessness was getting to me, and then I saw an ad for this “classic”, which my wife quickly translated to mean “old crock”. I called the bloke selling the boat and, after his first “It’s in great shape”, our phone conversation edged down to the fact that, yes, there were a few spots on the deck that you might call “soft”. He also admitted that the previous owner had refinished the boat and, yes, there were some runs. Oh, and the prop shaft “dripped a bit”.

It sounded like my dream boat. A little sweat equity applying some of the skills I’ve learned from dozens of old crocks and voila! a boat ready to take the Best Maintained title at the yacht club opening day.

And then I saw the boat. My wife took one look, gave a snort, and asked for the car keys: she’d be in the car with the air conditioning. It was an absolute classic, and it was a boat that I spent nights dreaming about some four decades ago when I’d seen one gleaming at a boatshow.

This wasn’t that boat, however.

Soft didn’t even begin to define the deck: this had the consistency of a cream-filled donut and made the same “squirk” sound when I stepped on it. “A few runs” was a massive understatement: some butcher had slathered on gallons of white house paint, apparently using an old t-shirt instead of a brush. And the leaky prop shaft made Victoria Falls look like a trickle.

It was, in short, a dreadful horror. And it made me realise something about myself: I didn’t want to tackle this project. I’m not so ancient that



BUYING A ‘CLASSIC’ FIXER-UPPER

THEY ALWAYS LOOK SO GOOD IN THE PAPER,
BUT BOAT ADS ARE LIKE RESUMES – NOT ALL
CANDIDATES LIVE UP TO THEIR OWN PRESS.

By *Chris Caswell*

Not long afterwards, we were aboard a charter in the Caribbean on a big Swan. It was just my wife and I, plus Bob, a sailing photographer and old friend. We were close reaching along in a pleasant breeze, sipping pina colodas, and Bob was stretched out in the cockpit. Life was just about perfect.

On the horizon ahead of us appeared a white sail, and instinctively I eased the wheel up a spoke so we were headed to windward of them. Bob opened an eye.

“Boat ahead,” I said.

We’d been in cruising mode, with the genoa mostly right and the main more or less where it should be set. “I’ll get the genny,” Bob said, and brought her in a few clicks.

“Downhaul could use some tension,” I said and Bob moved to tighten it. “Vang,” I said, and Bob trimmed it half an inch.

My wife appeared in the companionway with fresh pina colodas.

“Don’t even tell me ... you’re racing someone,” she said accusingly.

“We’re gonna’ grind ‘em,” I said positively, and she just shook her head with that “boys-will-be-boys” look.

I realised that while I may not want to invest my energy in fixer-upper boats anymore, I know as a sailor that I’ll always have the energy to chase down that distant sail on the horizon.

And grind ‘em. **O**

I’ve stopped buying green bananas, but this was too much.

I knew exactly how to bring this boat back from the dead: I’d rout out the bad deck, glass in new plywood, and lay teak decking on top. Sanding the hull would lead to a glossy coat of paint, and repacking the shaft log would stem the flood.

I just didn’t want to do it. Thirty years ago, it would have been great fun – if you consider being covered with fiberglass dust and wood shavings great fun, of course. A long series of monuments in my backyard testify to that enthusiasm. My wife calls them “boat statues”.

But I’d been noticing that my mind has been writing checks that my body can’t cash. Our cat is aging, too. Instead of hopping directly onto the dining table, she jumps onto a chair and then onto the table. I know the feeling.

Still, it was tough to walk away from a classic fixer-upper. I knew something had changed in my world – some rite of passage – but I didn’t know what. I think my wife knew about my angst, too, because she didn’t give me the usual rash about buying another boat.



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