

# offshore

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### RACE ANALYSIS

FULL WRAP-UP OF ALL THE ACTION FROM THE HISTORIC 72nd ROLEX SYDNEY HOBART

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FEBRUARY / MARCH 2017



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# During the Rolex Sydney Hobart 2016, we witnessed sailing history – not just in the annals of this race, but across the globe.

So many records broken; new records set and firsts made; and highly significant individual achievements and milestones. Indeed, the new record of one day 13 hours 31 minutes 20 seconds is likely to stand for many years.

This year there were 88 starters, with 95 per cent of the fleet finishing after working through moonless nights while navigating very unsettled sea-states.

*Perpetual Loyal* was first over the line, and second overall.

A standout result.

*Giacomo* was second over the line and first overall, and is the first overseas yacht to win the Tattersalls Trophy in almost a decade. *UBOX* from China was third overall.

Each race has its own distinctive narrative that is recalled in so many different ways by each crew, and this year was no different.

When she sailed over the finish line aboard *Ragamuffin*, Adrienne Cahalan became the first woman to have finished her 25th race. Brad Kellett was the youngest to finish 25 consecutive races, while Tony Cable finished 51.

With more internationals becoming involved, the stature of the race has grown.

New boats from overseas included Jens Kellinghusen's German Champion yacht *Varuna VI*. Another packed with innovations and fresh out of the yards was Sir Michael Hintze's *CQS*, skippered by Ludde Ingvall and proudly sailing as a CYCA registered yacht.

First timers included Jonas Grander and the crew from Sweden on *Matador*, and Michael Martin with Han Yoonho Kim and the crew from South Korea. Each team worked remotely to prepare their campaigns, and arrived weeks before lift-off.

The crew of *Ark 323*, also from China, persevered and finished the race after an early and critical break of their boom, but will be back, as will *Ubox*.

Joseph Mele and *Triple Lindy* from the USA are now taking a gap year – and on a mission to win a coveted Rolex.

There are many to thank in the administration of the race. It was our CEO Karen Grega's first race,



who was very ably supported by her experienced and professional team, while Commodore RAN rtd Tim Cox has been an outstanding race director for 15 years.

Karen's team achieved several other firsts. In addition to the Channel 7 live broadcast within Australia, the start was telecast and live streamed on the internet, and across Asia through the television networks of ABC International and Fox Sports Asia.

History was made when the race start was shown live for the first time in mainland China through the online network of LeSports, and the start was viewed in more than 196 countries including Latvia, Khazakstan and Russia.

In another first, we generated 24-hour media coverage through the website and social media with our RSHYR Facebook page notching up over one million views.

The race villages in Sydney and Hobart have developed incredibly well over the last year, with the assistance of supporting sponsors including JANUS et Cie, Mumm Champagne, Morten Hire, Peroni, Tourism Tasmania, Pipers Brook Vineyards, Radio 7HOFM, Smartsheets, Lost Pippen, Bangor Wine & Oyster Shed, and James Boag.

Thanks also go to the people of Sydney and Hobart, who so warmly welcomed the competitors and attended the start and finish in such large numbers.

We also appreciate support from the NSW and Tasmanian governments (RMS and TasPorts as well as the respective Police forces), The Royal Australian Navy, CASA, AMSA, and the Bureau of Meteorology.

Thank you to Commodore Matthew Johnston and the members and volunteers from our partner, the Royal Yacht Club of Tasmania.

And we all appreciate the work of David Kellett and the team on *JBW* – the Radio Relay Vessel.

I thank both the Oatley family and the Winning family for their generosity in supporting the race and surrounding events.

Once again, the team from Rolex created outstanding images that can be seen on the race website and related social media channels, and on the Rolex and CYCA channels on YouTube.

I thank Rolex for sharing our passion, the pursuit of excellence, and the spirit that is the world of sailing – and for sponsoring the 72nd edition of the Rolex Sydney Hobart Yacht Race.

I am also grateful to our large number of volunteers who have such an extraordinary impact on the successful running of this incredible race.

I thank everyone for their contribution – whether as supporter, volunteer or campaigning sailor – and look forward to greeting you at the Rolex Sydney Hobart in 2017.

JOHN MARKOS  
Commodore CYCA

## Notable

*Some of the many memorable moments from the Rolex Sydney Hobart 2016 include:*

- One of the best starts on record and all the fleet underway with no collisions or instant retirements.
- The Derwent's wicked personality was again the unpredictable wild card when it shut down at random impulse.
- At one stage we had 24 boats on record-breaking pace.
- One boat within arm's reach of the line moved backwards under current when the wind died, and had to anchor to slow the retreat.
- Almost half the fleet – 37 boats – were families enjoying the races together.





# A LEGEND IS REBORN

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**34**  
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**I**t's been a highly memorable few months for anyone who's felt the pull to cast off the cares of the shore and venture out on the other element, the one that dominates our planet.

We've been spoilt with the Extreme Sailing Series, the Vendée Globe, and of course one of the world's classic ocean races, the Rolex Sydney to Hobart.

Perseverance, preparation and a rare alignment of weather systems. That's what we've learned is required to not only win the Rolex Sydney Hobart, but smash the existing record. The 72nd edition of one of world's toughest yacht races was a pure sprint; hard-reaching and running with virtually no upwind sailing, and only the fickle nature of the Derwent to slow the charge at the end.

For those of us who took part, and managed to steal a look on the tracker or catch part of a sked, there was very much a sense of history unfolding. Jim Delegat from *Giacomo* has given us an impeccable template on how to win such a notoriously difficult race.

Following the personal devastation of retiring from the race in 2014 due to a mast failure, the *Giacomo* team spent 2015 rebuilding their boat and then 2016 honing crew work in time for the 2016 race.

Bouncing back from this disappointment and learning from their two previous Rolex Sydney Hobart races was key for the crew from New Zealand. As Delegat explains: "It is about a mindset. Winning the race is reward for a long learning experience. We are not the same people today that we were in 2013." A lesson then, in perseverance.

Bruce Montgomery sat down with Jim Delegat after the race and gives us a fantastic account of the *Giacomo* campaign, and how the team won one of the most coveted trophies in sailing.

We also hear from Line Honours winner *Perpetual Loyal* how they turned around past setbacks to fly home in one day 13 hours and 31 minutes. To put this in perspective *Loyal* was abeam of Tasman Island early on the second night; a mind-altering concept when I recall my first Hobart and the five days of mainly hard slog it took to make it to Constitution Dock.

We congratulate the skippers and crews of *Loyal* and *Giacomo* on their



superb achievements; the records they've re-written may be the among the last in the pre-foiling era. Our admiration, too, for all the finishers of the great race south in an historic year in the race annals. Race Media Director Di Pearson, who sleeps as little as the competitors, wraps up all the story threads that combine into the unique collective and personal experience which is the Rolex Sydney Hobart.

This year promises to deliver more milestones in our sport. As I write this the America's Cup teams are busy finessing their carbon creations to contest the 35th edition of sport's oldest trophy in Bermuda over May and June. It probably comes as no surprise, one of the favourites, Land Rover BAR, is utilising fighter-jet technology in their campaign. We delve into the design advances that could eventually trickle down to something we may sail in the decades ahead.

We also look ahead to upcoming regattas and try and give you some ideas of how upgrading your rig will pay dividends on the racecourse.

See you on the water.

**SCOTT ALLE**  
Editor

# offshore YACHTING

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*Giacomo* paces toward her record overall win. Photography by Andrea Francolini.



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**FINALEY**  
*Chinese Whisper*  
gets the win she's  
been waiting for.  
Below: *Ichi Ban*  
settles for second.



## POINTS DECISION

*A lifelong dream – DI PEARSON reports on Rupert Henry and his crew's exceptional performance to clinch the Blue Water Pointscore.*

**I**n yet another closely fought series, Rupert Henry has finally had his day, winning the Cruising Yacht Club of Australia's pre-eminent Blue Water Pointscore Series.

### FIGHT BACK

After losing the top prize on countback to Paul Clitheroe's *Balance* in the 2015 Rolex Sydney Hobart Yacht Race, this time there

was no such worry. Henry's JV62 *Chinese Whisper* led the series coming into the 628-nautical mile Rolex Sydney Hobart, with his ninth place overall in the decider enough to overcome a challenge from Matt Allen's TP52, *Ichi Ban*.

*Ichi Ban* was poised in second place on the leaderboard coming into the Rolex Sydney Hobart, and led for some distance before finishing fifth overall, pulling up only two

points adrift of *Chinese Whisper*.

Behind the top two, the TP52 *Balance* finished third overall, showing just how good a boat she is, although she was 22 points off the money.

The same three dominated the Cape Byron Series (ORCi) – and in the same order – with just one point between the top two, making it a double celebration for *Chinese Whisper*.

### LONG-HELD DREAM

"I am over the moon to win the Blue Water Pointscore," Henry said. "It's an honour to join the famous names on that trophy. And for me, it is the fulfillment of a lifelong dream."

Highpoints for Sydneysider Henry included winning the Flinders Islet Race after finishing second on line to *Giacomo*; scoring second over the line and second overall in the Newcastle Bass Island Race; and winning the Bird Island Race.

Henry's passion for the sport goes back a long way. "One of my earliest memories is seeing *Pacha* anchored at Store Beach a few years after she won the Rolex Sydney Hobart (on handicap in 1970). From that point on, I knew I wanted to be an ocean racing owner.

"The Blue Water Pointscore goes for five months. The preparation never stops. And when you add in the work prior to the Land Rover Sydney Gold Coast Yacht Race, you've got close to a nine-month campaign.

"We had the same crew all season, which helps a lot, especially when races are being decided by just seconds. So thank you to the *Chinese Whisper* men for their efforts. Thank you too, to the Cruising Yacht Club of Australia for hosting the best offshore circuit in Australia," said Henry, a CYCA member.

### CLOSE CONTEST

In other results, CYCA Director Noel Cornish won the PHS trophy with his Sydney 47, *St Jude*. *Ichi Ban* was second (three points behind the winner), with New Zealander Jim Delegat's *Giacomo* third.

Rolex Sydney Hobart overall winner *Giacomo* took out the line honours trophy, with her owner Delegat having brought the Volvo 70 across from New Zealand to contest the BWPS – and sharpen up ahead of the main event.

Finishing second on line, *Giacomo* was also one of only three yachts to finish inside *Wild Oats XI*'s 2012 Rolex Sydney Hobart Yacht Race record.

The highly prized Blue Water Pointscore is awarded to the best performing boat and crew over six races throughout summer – the Land Rover Sydney Gold Coast, Flinders Islet, Newcastle Bass Island, Cabbage Tree Island, Bird Island and Rolex Sydney Hobart yacht races. It is sailed over five months against a competitive field representing NSW, Queensland, Western Australia and New Zealand. ↓

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**YOUNG'UNS**  
The RNZYS Youth  
program crews  
*Beau Geste*.

**H**ong Kong retail mogul Karl Kwok and his crew, headed by Gavin Brady, brought the TP52 *Beau Geste* to Sydney for the lead-up events to the Rolex Sydney Hobart Yacht Race.

Although on Boxing Day the *Beau Geste* crew swapped the smaller Botin TP52 for Kwok's Botin 80 and joined the other 89 boats in the Rolex Sydney Hobart, Kwok was aboard his Botin 80 for the other regattas, including the Sydney Short Ocean Racing Championship (SSORC).

With sailing newcomer Aaron Rowe buying into the TP52 class with *RKO*, then joining *Beau Geste* for the Rolex Sydney Hobart, the two teams worked together at the pre-regattas (using the two boats, then one), to drill the crew.

Representing the Royal New Zealand Yacht Squadron (RNZYS) – where youngsters aboard *Beau Geste* come from the club's youth program – Kwok and his crew took no prisoners. They easily won each of the two passage races sailed on the weekend of 10 and 11 December. A win that was in no way diminished by the small fleet – the winning margins were nothing short of impressive.

Steven Proud's Kernan 44 *Swish* placed second overall, while Syd Fischer's *Ragamuffin* – skippered by grandson Brenton – was third. But the pair couldn't compete with *Beau Geste*.

*Swish* won the Cape Byron Series (ORCi), with *Ragamuffin* second and *Chutzpah* third. *Swish* also backed up to take out PHS from *Wld1* and Les Goodridge's X 50 *Wax Lyrical*.

#### HEARTS ON THE LINE

Kwok flew in from Hong Kong each time, and so did most of the *Beau Geste* crew, who flew in from New Zealand, as well as those on Bruce Taylor's Caprice 40 *Chutzpah*. Antony Walton's *Hartbreaker* had crew flying in from Victoria and other ports to participate,

## WINNING COMBINATION

*A comprehensive victory in the CYCA's Trophy Passage Series was just one of the BEAU GESTE racing team's successes prior to Boxing Day. DI PEARSON takes a look at Karl Kwok and his BEAU GESTE crew – and why they are so good at what they do.*

and were unfortunately forced to restart on both days when they were OCS.

Division 2 was won by Larki Missiris' Sydney 38 *Wld1* from Bob Cox's DK46 *Nine Dragons*, with *Chutzpah* third. It was not as clear cut in Division 1, with Missiris having to fight hard to post third place on day 2 after winning the opener. The end result was a win on countback to *Nine Dragons* (who finished on equal points), with *Chutzpah* third.

Principal Race Officer Dennis Thompson sent the fleet on a 27-nautical mile race the first day, with winds varying between 8–19 knots, building as the hours went by and transitioning from an easterly to a nice north-easterly sea breeze.

Missiris recalled, "It was a big seaway. Terrible offshore. It was hard to steer, and to hold on to our bigger competition, *Chutzpah* and *Nine Dragons*. It was a great day out, though. We had a fantastic start – around 10 knots – but it filled in as we raced. We got up to around 15 knots as we sailed to the mark, and 19 knots on the return to the finish in Watsons Bay."

#### CLEAR AIR

On the second day, Thompson sent the boats on a 24-nautical mile course from the start near Shark Island to Botany Bay to the finish in Watsons Bay. *Wld1* was back in no time – 2 hrs 4 mins 40 secs to be precise – with *Swish* second and *Ragamuffin* third.

Division 2 that day was won by *Chutzpah*. Taylor's boat got off the start well, sailed into

clear air and stayed in front of her rivals. "The wind was more than predicted, which suited us," said Taylor. "12 to 16 knots, flicking between north-east and east-north-east. It was a lovely summer's day sail."

But there was still only a minute between her and *Nine Dragons* at the end, with *Wld1* not too far away. The Victorian dentist said the two reaching legs made the difference. "It's what the boat was built for. If we can't win in those conditions, we shouldn't be sailing. It was perfect for us."

"I'm disappointed there weren't more boats. We do this regatta every year because it's great practice before Hobart, and we don't get to sail here much."

But one man's gift was another's downfall, with overall winner Missiris not enjoying the two reaching legs. "They weren't suited to our Sydney 38; the bigger boats mowed us down. The seaway was a lot more comfortable," Missiris commented.

"Congratulations to *Chutzpah*, who sailed a great race, and along with *Black Sheep* and *Nine Dragons* kept us busy," continued Missiris. "We were keeping *Nine Dragons* in bird's-eye view: she was our main threat."

#### RACING BACK

For Karl Kwok, who has been sailing international events since 1995, it was all a positive experience. "I'm lucky to have Gavin [Brady], who puts together the crew. He gets people who are happy to work as a team, and always makes space for the younger crew, like those from the youth program."

"As we get older, the youths will come and take over, but they need to be trained first, and this is what we do."

While it was Aaron Rowe's first year – he found himself in the skipper role under tutelage from Brady – he has promised Kwok he will sail the boat in all the regattas prior to the 2017 Rolex Sydney Hobart.

"I will be back," says Kwok. "Twenty years since I won in 1997," he says, reminiscing about his win with his then-new Farr 49. After all, he says, "Sydney is one of the best places to sail in the world."

No doubt.

The Cruising Yacht Club of Australia traditionally holds the CYCA Trophy event each year to allow yachts entered in the Rolex Sydney Hobart Yacht Race and other summer yachting events the opportunity to train. ⚓

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THE SLIP  
*Wild Oats XI eases  
 past Scallywag.*

gained significantly on *Wild Oats XI* upwind.

"We found it very encouraging downwind, but upwind *Loyal* was definitely the boat of the day today," *Wild Oats XI*'s skipper Mark Richards said after the race, beside a clearly pleased Anthony Bell.

"We had a good out day today," Bell replied. "Half the *Comanche* crew (from the American winner of the 2015 Rolex Sydney Hobart) have come to sail with us and they have taught us a thing or two about how to set the boat up. The conditions didn't really suit us today. Three or four knots less than we would have liked.

"We've put the boat on a diet: pulled everything out we could. But our boat is a big and powerful boat, not an all-round boat, so we have to play to our strengths."

*Perpetual Loyal* also looked faster upwind than *Scallywag*, though as skipper David Witt explained, the Hong Kong boat was not able to use her water ballast on the tight course.

## PRECISION DISPLAY

*WILD OATS XI* reaffirmed its favouritism for the Rolex Sydney to Hobart with a dominant win in the SOLAS Big Boat Challenge. By JIM GALE.

### SOLAS goes 3D

For the first time, spectators enjoying the SOLAS Big Boat Challenge, and competitors, were able to track the yachts via the very latest 3D graphics in real time.

Leading global sports tracking company TracTrac, French 3D graphic firm Be Tomorrow and local film business Sailmedia joined forces for the charity race day. Noted by Heckmann sponsored the race being streamed live at the CYCA Race Village. It was also streamed online globally, to provide the best off-water viewing experience for spectators. Trac Trac's Australian representative, Cliff Cunningham, said the company greatly appreciated the chance to showcase its technology during the annual maxi drag race. "We have all the technology available in Australia and saw this as a great opportunity to support SOLAS and bring spectators and sponsors much closer to the racing," he explained. The format was embraced by race fans, and won praise from CYCA Commodore John Markos. "Having seen this form of race coverage during the recent Extreme Sailing Series, I'm delighted and excited that the prestigious SOLAS Big Boat Challenge will now be covered in this innovative way," he said. TracTrac is described as the world's foremost sailing and adventure event tracking technology, combining satellite positioning and superior real-time graphics to deliver organisers, fans and TV viewers highly detailed information about competitors' progress and tactics. Watch the race on [youtube.com](http://youtube.com) [www.tracrac.com](http://www.tracrac.com)

ANDREA FRANCOLINI

For the ninth time *Wild Oats XI* won line honours in the Cruising Yacht Club of Australia's annual SOLAS Big Boat Challenge around Sydney Harbour.

But there was no sense of *deja vu* at all. This was a much tighter boat race than the three minutes between *Wild Oats XI* and *Perpetual Loyal* at the finish line suggests.

This was an absorbing tussle between *Wild Oats XI* and *Perpetual Loyal* that boded well for an exciting line honours battle come the Rolex Sydney Hobart Yacht Race.

Anthony Bell got *Perpetual Loyal* off to a perfect start, opening out a solid lead to the first windward mark after a very uncharacteristic poor start by Mark Richards on *Oats*; *Scallywag* and *Beau Geste* also had their problems at the start, having to thread their way at high speed through spectator boats just moments after the start gun.

*Perpetual Loyal* rounded the first mark well ahead of *Wild Oats XI* in a fresh nor-east sea breeze, and appeared to be well in command. Then we saw the story of this race unfold.

First *Perpetual Loyal* rolled out her big black Code Zero, and then it was *Oats*' turn to unwrap her huge, full white Code Zero, much fuller and bigger than her rivals. With the extra horse power, she quickly mowed Bell down, and would never relinquish the lead again.

But the revelation as far as the pending Rolex Sydney Hobart Yacht Race is concerned wasn't the power of *Wild Oats XI*'s giant headsail, we all knew that already, it was that repeatedly, in this race, *Perpetual Loyal*

Be that as it may, *Wild Oats XI* may have won the SOLAS Big Boat Challenge again this year, but after a couple of excruciatingly disappointing years, *Perpetual Loyal* is back.

And while this is always the day for showcasing the giants of ocean racing, the last finishing yacht, Rupert Henry's Judel-Vrolijk 62 *Chinese Whisper* was the outstanding performer of the day. She may have finished behind the other six bigger, faster competitors, but she won the race on handicap by 4 minutes 50 seconds ahead of second placed *Wild Oats XI*.

*Chinese Whisper* seized the race by the throat on the first downwind leg, closing on Fort Denison behind the three super maxis, *Oats*, *Scallywag* and *Perpetual Loyal*, but ahead of the 80 foot *Beau Geste* and the two V70s, *Black Jack* and *Maserati*.

An extraordinary performance, and even though *Beau Geste* and *Black Jack* crept past her as *Chinese Whisper* found the deepest of holes off the iconic old fort, the smallest boat in the fleet was roaring, not whispering.

The SOLAS Big Boat Challenge took the yachts on a 14 nautical-mile course, starting off Steele Point at Nielsen Park Vaucluse, down the Harbour to Manly for two and a half laps, taking in many of Sydney's famous landmarks along the way including Fort Denison, Mrs Macquarie's Chair and the Sydney Opera House, which provides the picturesque finish line. ⚓

[www.cyca.com.au](http://www.cyca.com.au)



# MATCH FOCUS

*The new year marks an exciting time for match racing for the CYCA's Youth Sailing Academy (YSA) sailors. With four events in Australia and New Zealand, the CYCA will be represented by various youth teams all eager to do well in the highly competitive international fleets.*



# T

he 2017 match racing starts with the Warren Jones International Youth Regatta from 29 January to 3 February 2017 at the Royal Perth Yacht Club. This year, Harry Price will be representing the CYCA with his team of Murray Jones, Matt Stenta, Harry Morton, Jack Hubbard and sister Olivia, in what will be her first match racing event since the 2012 Olympics.

Price, currently ranked number five in the world, will take on 12 teams from Australia, New Zealand, Japan and Sweden. This includes defending champion Sam Gilmour (World Sailing #3) from Royal Freshwater Bay Yacht Club, Matt Jerwood (World Sailing #8) from South of Perth Yacht Club, and long-term Sydney rival Will Dargaville (World Sailing #13) from the Royal Prince Alfred Yacht Club.

Raced in the Royal Perth Yacht Club's Foundation 36s in Perth Waters directly in front of the CBD for the first time this year, the Warren Jones is classed as a World Sailing Grade 2 event. The format consists of a double round robin, quarter finals, semi-finals and ultimately the finals.

## ON THE LINE

Second in the line of events is the Hardy Cup Grade 3, hosted by the Royal Sydney

Yacht Squadron from 6–9 February, where the CYCA will be represented by Tom Grimes (World Sailing #149). The regatta will be sailed on Sydney Harbour in their fleet of Elliott 7-metre yachts, the same boats the YSA sailors train and compete in at the CYCA. Grimes and crew will compete against up to 11 other teams for the international title of Hardy Cup Champions.

Tom Grimes had a successful 2016 domestic match racing season, notching up podium positions in the Woodstock Victorian Match Racing Championship, Queensland Match Racing Championship and the CYCA Shelving Systems Match Racing Regatta, along with his 10th at the Musto International Youth Match Racing Championship. He also recently won an invitation to compete at the next Musto Youth with his Sharp Australian Youth Match Racing Championship fourth place.

## ACROSS THE WATER

Over in New Zealand, the Nespresso Youth International Match Racing Cup is the third match racing event of 2017 for our YSA sailors, which will be raced in Auckland from 15–19 February 2017. The World Sailing Grade 3 event will consist of a single round robin for the 16 invited teams before progressing into

the top eight quarter-finals stage, followed by semi-finals and finals. Tom Grimes will again lead the CYCA team, with his crew Dante Olivieri, Jess Grimes, Finn Tapper and Nicky Bradley racing in the Elliott 7s.

The CentrePort International Youth Match Racing Championship in Wellington is the fourth and final regatta in this tour for our YSA sailors. From February 23–26 the CYCA team – this time skippered by Finn Tapper with Tom Grimes crewing alongside Nick Thyne and Paddy Dawson – will compete against seven other teams in Royal Port Nicholson Yacht Club's fleet of Elliott 6s.

Tapper is yet to skipper an international match racing event, but has three CYCA Australian events under his belt, including the Sharp Australian Youth Match Racing Championship and the Club Marine NSW Youth Match Racing Championship. The World Sailing Grade 3 event will conduct racing on Wellington Harbour, which will start with a double round robin before the top four move straight into semi-finals and then finals.

In what will be an action-packed beginning to 2017, the CYCA YSA sailors will be the ones to watch in their regattas. ⚓  
Follow the CYCA YSA at home and on tour via the CYCA YSA Facebook page or at [www.cyca.com.au](http://www.cyca.com.au).



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CE CATEGORY A





## COMPETITIVE EDGE

*Australian Sailing's leading keelboat event heads to the Cruising Yacht Club of Australia in 2017, with the Australian Yachting Championship from March 23–26.*

**A**ustralian Sailing Chief Executive Officer Matt Carroll said the CYCA is well equipped to deliver this prestigious national event saying, "The Australian Yachting Championship is our premier keelboat event and holds a prominent place on national and international sailing calendars."

For the past two years, the AYC has been conducted at Hamilton Island in conjunction with Hamilton Island Race Week. The last

time the event was held in New South Wales was in 2014, hosted by Newcastle Cruising Yacht Club when Karl Kwok sailed Team *Beau Geste* to victory in Division 1. This was the start of Kwok's trifecta, as he took out the Australian Yachting Championship title again in 2015 and 2016.

Past Commodore and current President of Australian Sailing Matt Allen finished behind Kwok in the last two years, taking out second place with his TP52, *Ichi Ban*.

Already entered in this year's Australian Yachting Championship is CYCA Member Tony Kirby with his Ker 46 *Patrice*. Kirby just missed out on the podium in 2014, finishing fourth in Division 1 and then sixth in the 2016 event.

Matt Carroll added, "We expect the CYCA will deliver another exceptional event for competitors across the divisions, all vying for the coveted Australian Yachting Championship crown."

CYCA Commodore John Markos said the club is looking forward to running the championships and watching how the fleet negotiates conditions outside Sydney Harbour.

"The CYCA is delighted to be hosting the 2017 Australian Yachting Championships. We look forward to welcoming local and interstate competitors to our club for a great competition," said Markos.

The Australian Yachting Championship is the premier national keelboat racing event that showcases racing for IRC, ORCi and PHS. In 2017 the Championship will consist of four days of racing off Sydney Heads – two days of windward/leeward courses, and two days of passage racing.

All boats will be rated to IRC, ORCi and/or PHS; three divisions (A, B and C) in each category will separate different sized and abled boats to comprise a level playing field and opportunities to win in each of the various categories. ⚓

For more information, or to enter the Australian Yachting Championship visit: [www.australianyachtingchampionship.org.au](http://www.australianyachtingchampionship.org.au).



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Throughout December, CYCA members had many opportunities to be a part of the Rolex Sydney Hobart. From functions such as the Commodore's Peroni Beer and Prawn Night to the Corporate Luncheon and Official Launch of the race. Plus with events like the Harken Grinder Challenge and the official welcome celebrations in Hobart, there was something for everyone to smile about during the Great Race.



1. Tony Cable and crew of *Duende*. 2. Tattersall's Cup winners at the Corporate Luncheon. 3. Grinder Challenge winner Jeremy Tilse. 4. Annual Grinder Challenge. 5. PwC Guests with Tattersall's Cup. 6. VIPs at the Corporate Luncheon. 7. Mumm and Peroni. 8. Mark Richards and Patrick Boutellier from Rolex Australia. 9. David and Brad Kellett before the start. 10. Skipper's Cocktail Party. 11. Paul Clitheroe and Mark Beretta at Corporate Luncheon. 12. Skipper's Cocktail Party.



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*Papillon, Wicked, Jackpot and Bravo commence their extended match race all the way to Hobart.*



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ROLEX PHOTOGRAPHERS KURT ARRIGO AND DANIEL FORSTER CAPTURE THE ESSENCE OF THE ROLEX SYDNEY HOBART – WHERE THE ELEMENTS OF WIND AND SEA ARE HARNESSSED TO FULL AND GLORIOUS EFFECT.

# COMPETITIVE NATURE







**BALANCING ACT**  
Kurt Arrigo

Left: Sorting out sheets, while being plunged underwater every few seconds – all part of a bowman's job.

**VIKING RAID**  
Daniel Forster

Above: Swede Jonas Grander's *Matador* bursts through a Tasman sea swell, crew stacked and packed aft to keep the bow from digging in.



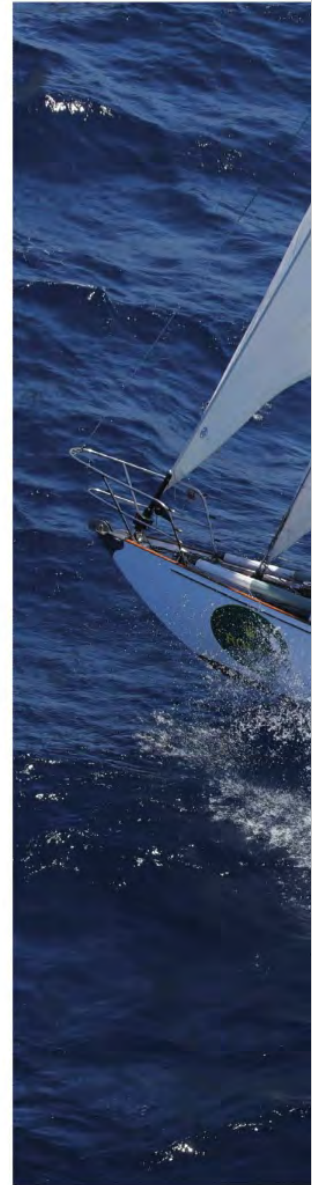


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**IN PLAIN SIGHT**  
Daniel Forster

*Scallywag* and *Perpetual Loyal* keep tabs on one another as they slide through a lumpy sea with staysails set.





**GHOST SHIP**  
Daniel Forster

*Hollywood Boulevard* makes her way slowly through the mist near Cape Raoul with her crew hoping for steady wind for the run to Hobart.





**NEW CHAPTER**  
Daniel Forster

Above: 53 years young, Nigel Stoke's *Fidelis* shows the speed that saw her first home in 1966. She performed well in the conditions.

**POWER PLAY**  
Kurt Arrigo

Right: *Beau Geste's* bow drives through spectator chop outside the heads. Karl Kwok and Aaron Rowe's Botin 80 claimed a creditable sixth over the line.





**PACE SETTER**  
Daniel Forster

Matt Allen's *Ichi Ban* led on handicap for much of the race, but lost momentum over the final leg up the Derwent.



**STAR PERFORMER**  
Kurt Arrigo

A wide open sea and favourable winds create the perfect canvas for *Giacomo's* historic victory.



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One of the best starts in years led to many record-breaking performances, a quick-slow-quick race to Hobart, and more shutdowns on the Derwent than ever. It was a race where headsails hardly saw the light of day, crews enjoyed hard but hugely enjoyable long spinnaker and reaching sections, and ideal weather contributed to minimal retirements.

Just over 100 boats initially entered the 72nd running of the Cruising Yacht Club of Australia 628-nautical-mile race, but for various reasons the fleet was reduced to 88 starters on Boxing Day. Twelve of them were internationals, of which four crews plus one owner were first timers.

A clear sunny sky, a beautiful strengthening north-easterly with more predicted along the way and interrupted only for a short time by a light southerly heralded good things to come. It had all the hallmarks of a big boat race.

Even though *Wild Oats XI* has an outstanding record, it was hard to gauge just which of the four supermaxis would claim honours. Three had received major modifications, while one was so new it had only done one small race outside Australia. And none were giving much away.

But, just maybe, it would be one of the smaller boats like the *V70s* or *Beau Geste*,

## REMAKING HISTORY

*For once, the pre-race hype about a record run south turned out to be true. As DI PEARSON recounts, the whole fleet surfed before a building nor'-easter that swung easterly and propelled the leaders well across the Strait. Fate and the Derwent conspired to affect the final outcome, but it was an unforgettable ride while it lasted.*

especially when the Bureau of Meteorology threw an easterly into the mix along the Tasmanian Coast, a timely piece of breeze for the big boats – and especially for the *V70s* who were built specifically for such conditions.

Would we really see these conditions materialise? And would it finally be those perfect record-breaking conditions, so unusual in this race?

The four supermaxis piled up at the pin end of the front start line. For the first time Mark Richards, skipper of the Oatley family's *Wild Oats XI*, had to share the pin with three

determined rivals. It was far from an ideal situation, as Richards had to duck the lot as he tacked for clear air.

*Perpetual Loyal* was in her element, with *Scallywag* giving chase, then Ludde Ingvall, with a boat on starboard, was forced to tack *CQS* but the engine stalled, so the keel was locked and over she went.

There was a collective intake of breath as *CQS* looked likely to capsize, forcing the crew to manually crank the keel over. Off they went eventually, only to later lose the tip off one of the fins.



*Perpetual Loyal* led out of Sydney Heads for the second year in a row with Karl Kwok's *Botin 80*, *Beau Geste* sneaking inside Seng Huang Lee's *Scallywag* to round the sea mark second, while *Wild Oats XI*, first to set a spinnaker, was trailing in fourth, followed closely by *Black Jack*, *Giacomo* and *CQS*.

It wasn't long though before *Wild Oats XI* exerted her dominance at the front of the fleet, running quickly down the coast.

Through the first night, Ludde Ingvall reported "variable winds – we had just 2 knots at one point." But *CQS* was behind the main pack, and not carrying a spinnaker cost her dearly.

By 5 am on the 27th, *Wild Oats XI* and 23 others, including second placed *Perpetual Loyal*, *Black Jack*, *Scallywag* and *Giacomo* were in a strengthening easterly. The silver bullet was 60 nautical miles ahead of her own record, and 23 others were on or ahead of record pace and heading into stronger easterlies in Bass Strait.

*Oats* was 64 nautical miles south-east of Gabo Island, sailing east of the rhumbline (as was the bulk of the fleet), while at this stage in 2012 she was almost abeam of Eden.

Bass Strait, according to most, was easier sailing than the bumpy ride

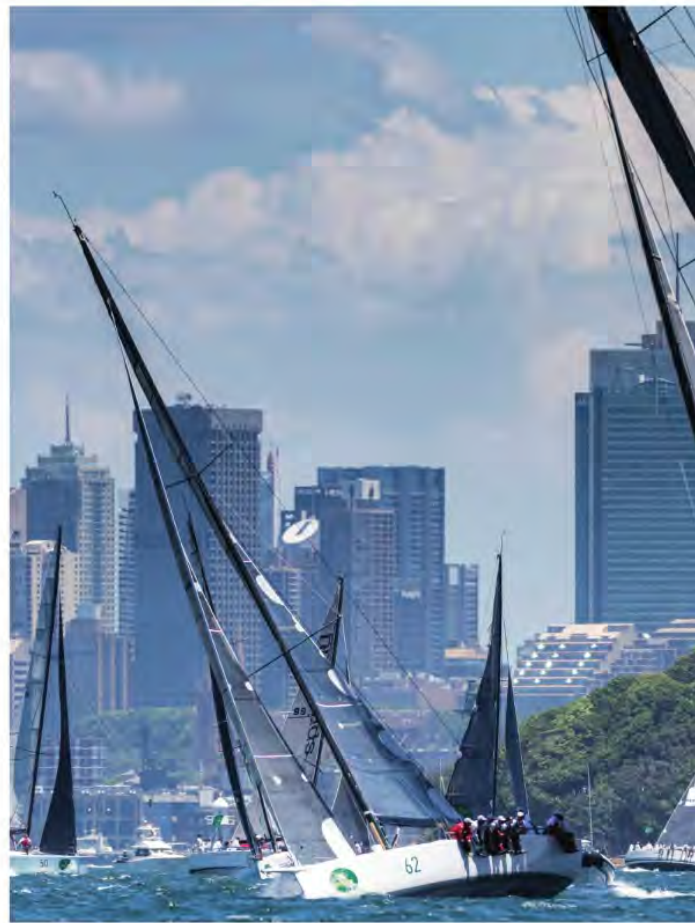
they had along the south coast and perfect for the supers, *Beau Geste* and particularly the *V70*s. Behind them, the rest of the boats were unusually compacted, courtesy of the nor'-easter.

All was not well on *Wild Oats* though. The hydraulic ram that controls how far the keel cants broke during the morning on approach to the north-east coast of Flinders Island in eastern Bass Strait, and she retired – her second in as many years. It was disappointing for the two-time treble and record eight-time line honours winner's otherwise unblemished record.

*Perpetual Loyal* was waiting in the wings, just a couple of miles away, in great shape. Anthony Bell was determined from the outset that this would be his year, going as far as to bring in key members from *Comanche*'s line-honours-winning crew of last year to replace the celebrities who normally adorn his boat.

Meanwhile, during the afternoon, the strong easterlies persisted, propelling the big carbon surfboards towards the finish, still ahead of record pace.

It was also beginning to dawn that one of the big boats, or the best placed TP52s including the defending



"The start was breathtaking – even the bit where the hydraulics didn't work and we nearly went over in Sydney Harbour."

SIR MICHAEL HINTZE  
CQS





champion *Balance* (which ultimately finished second overall in ORCi), the Cookson 50s or *Varuna* were highly rated to win overall.

Of the small boats, Sean Langman's *Maluka of Kermandie* and once again, Shane Kearns' *Komatsu Azzurro* were also sailing well. Although the end part is always hardest for them, they both did well enough to cart home a number of trophies, as did another golden oldie, *Love & War*.

Her owner Simon Kurts said, "Despite it not being *Love & War*'s weather, we sailed a very fast race." They finished a remarkable 15th overall.

He was in great company with other oldies *Fidelis* returning 50 years after taking line honours in the Sydney Hobart in 1966. Then there was *Landfall*, Mike Strong's 81-year-old S&S from Tasmania, finishing last on line but finally completing the journey after the last two disappointing years of not making it to the finish line.

At 02.31.20 on 28 December, Anthony Bell's *Perpetual Loyal* sailed over the finish line and into the record books, making 20 knots, to the thrall of spectators both on the water and ashore, visible only by her small mast and deck lights.

Bell steered his 100-footer to a new record of one day 13 hours 31 minutes 20 seconds, breaking *Oats*' record

by four hours 51 mins and 52 secs, cracking sheets on approach to the finish line at Castray Esplanade.

"It defies a lot of the worries we had," Bell said dockside after the race. "We worked on this – so many people believed in this – we came back and had another go and it paid off."

"I'm much happier to win this time," said an exhilarated Bell who took line honours from *Wild Oats XI* in 2011 with his previous supermaxi.

"We were much more unlikely to win this time and certainly totally unlikely to break the race record by such a large margin. But I always thought something like this could happen. You needed the right boat in the right conditions, and we managed to get the best out of the boat."

Following nearly two hours in *Loyal*'s wake, still inside the old record was the Kiwi Volvo 70 *Giacomo*.

The race was tailor-made for the Volvo 70s and although Peter Harburg had the inside running with *Black Jack* early on, Jim Delegat's *Giacomo* sailed a better line to the Tasmanian coast and laid it easily, well ahead of Harburg's modified V70 and Jim Cooney's *Maserati* to finish inside record time, as did Seng Huang Lee's *Scallywag* with David Witt skippering – the two finishing just two minutes apart.



**THE REAL DEAL**  
*Giacomo*'s crew  
in the process  
of securing the  
Tattersall's Cup.





**FIRST BLOOD**  
*Perpetual Loyal* led out of Sydney Heads, and seized every opportunity right to the Derwent.

As Jim Delegat said after the race, "We shut the gate on them."

*Black Jack*, Karl Kwok's 80ft *Beau Geste* skippered by Aaron Rowe and Jim Cooney's VOR70 *Maserati*, made the best of the quickly fading breeze on the fickle Derwent, finishing fourth, fifth and sixth around five and six hours adrift of *Scallywag* – their earlier chances of also breaking *Wild Oats*' record gone.

Then things became impossible as light rain became heavier and the Derwent completely shut down, as it is bound to do.

On Ludde Ingvall's *CQS*, Phillip Turner's *Alive* and Rupert Henry's *Chinese Whisper*, the waiting game and test of patience began. Early on, they were inside the record frame, but all did not go according to plan.

All three were within sight of the finish line on the morning of 28 December, but there was no forward movement.

Anchors were deployed on some boats to stop the backwards motion – better to be dead in the water than caught going in every direction but the right one.

Ingvall's cousin and *CQS* financier Sir Michael Hintze commented, "The start was breathtaking – even

the bit where the hydraulics didn't work and we nearly went over in Sydney Harbour.

"Then it was exciting sailing down the coast and just frustrating sitting, not moving for hours on the river looking at the finish line ...

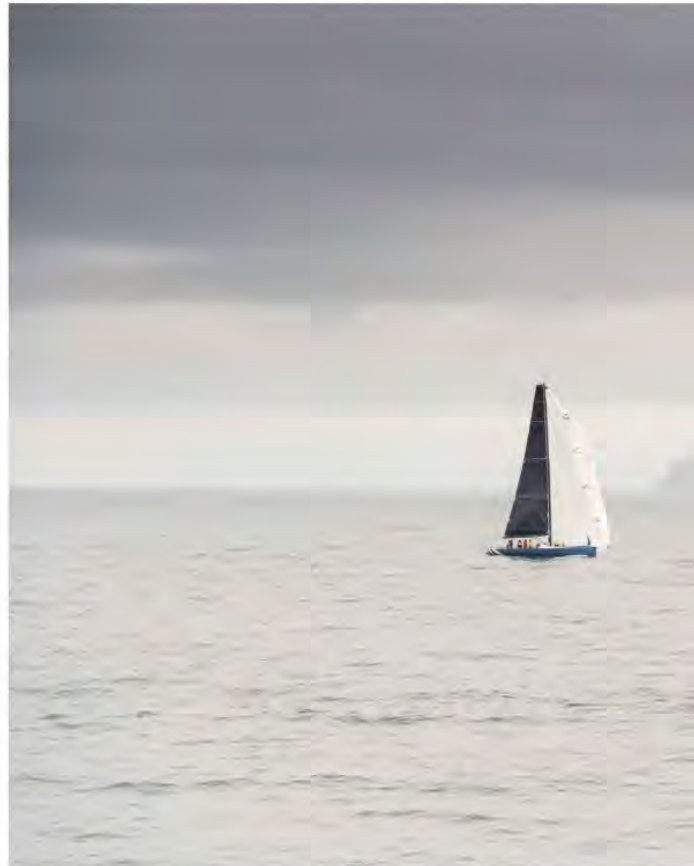
"It was exactly what I expected from the race, even Bass Strait. And yes, I would absolutely do it again," Sir Michael insisted.

Asked if he would be back for another Hobart Ingvall, who took line honours in 2000 and 2004, said, "This is the race of all races. I could say now I would never do it again, but then tell my wife tomorrow 'I'm going again.' It's a real test of one's manhood."

Consolation for Rupert Henry, who by finishing the Hobart ninth overall won the CYCA's Blue Water Pointscore, beat Matt Allen's *Ichi Ban* by two points. Incidentally, Allen's boat finished third overall in ORCi.

Allen, whose TP52 had been at the top of the leaderboard until the later stages, eventually finished fifth overall, after suffering at the hands of the Derwent.

On the other hand Jim Delegat, whose two sons Nikolas (20) on his second Hobart with Dad and James (18) contesting his first ever Hobart,







dared to dream, realising they were the ones to beat for the overall win.

As time went by the realisation dawned that the Tattersall's Cup was his. The first time since 1980 – and only the fourth Kiwi to win the famous race overall. The winemaker's critical decision to spend the summer in Sydney, racing in the CYCA's Blue Water Pointscore against Sydney Hobart rivals, had paid off richly.

"It feels like it's a reward for a long journey – very satisfying – although the enormity of it we haven't been able to comprehend," he said on being told *Giacomo* had won.

"So often you really wonder whether it is realistic to dream of winning," he said.

"Today we're not the same boat and crew we were in 2013. Since then, and the 2014 race (when his Volvo 70 was dismantled on the Tasmanian Coast so close to the finish), we looked at what we had to do. The mindset and crew was new and different this year."

Anthony Bell was over the moon when he saw *Perpetual Loyal* had finished second overall. First timer, Wang Bin, skippered his half Chinese/half French crew on *UBOX* to third place overall. His co-skipper was the famous VOR *Dongfeng* skipper

and 2004 Solitaire du Figaro winner, Charles Caudrelier.

Although thrilled with third place and to win ORCi overall at their first Sydney Hobart, Wang Bin stated: "I'm coming back. I want to win the Rolex."

*Imalizard*, owned and skippered by short-handed sailor Bruce Watson, won PHS overall in his first attempt, while a previous PHS winner *Quetzalcoatl*, owned by Anto Sweetapple, James Lee Warner and Anthony Bruce was second, while Trevor Richardson's *Moody Buoys*, skippered by Stuart Richardson, was third.

Tasmania scored too when Richard Grant, a Hobart first-timer, skippered his Knoop 39 to first place in the Corinthian division for the York Family trophy.

A humbled Stephanie Kerin, owner skipper of *Dekadence*, won the Jane Tate Memorial Trophy for the first female skipper.

It was particularly poignant for the Queensland entrant, as she and husband Steve (on board) are originally from Tasmania.

Retirements were few. *Freyja* blew out her headsail and retired in Sydney Harbour. The same afternoon, Sibby Ilzhofer's *Dare Devil* was out with a



Anthony Bell, skipper on *Perpetual Loyal*, was determined from the outset that this would be his year.



broken rudder for the second year in a row, then *Patrice* with a broken rudder – her second retirement in as many years. *Wild Oats XI* and *Koa*, with engine problems completed the five.

#### FOR THE RECORD

Brad Kellett sailed his milestone 25th on *Perpetual Loyal*, breaking the record and taking line honours. Years before him his father David, who heads the Radio Relay Vessel *JBW*, had raced *Vengeance* to line honours (1981) and scored the double on *Sovereign* (1987). David and Brad also join the illustrious father and son teams to sail at least 25 races each.

"But he didn't get the race record," said 40 year-old Brad, the youngest person to sail 25 consecutive Hobarts on record. "I'm very proud of Brad," David Kellett texted from *JBW*.

Meanwhile James Deleat, the youngest person to contest the race (he turned 18 on December 11), celebrated an overall win, second on line and inside the 2012 record.

Tony Cable broke his own record with his 51st Rolex Sydney Hobart aboard *Duende*, while Tony Ellis clocked up his 49th on *Triton* – incomparable.

On Syd Fischer's TP52 *Ragamuffin*, skippered by his grandson Brenton, navigator Adrienne Cahalan

celebrated her history-making 25th Rolex Sydney Hobart – the first woman to ever achieve this goal.

Bruce and his son Drew Taylor became the first father and son to sail 25 Hobarts together.

Michael Bellingham, Bruce Clark, and Peter Sheldrick also sailed their 25ths while Michael 'Spiesy' Spies sailed his 40th on *Hollywood Boulevard*.

Felicity Nelson notched up her 22nd Hobart on Shane Kearns' *Komatsu Azzurro*, friends Vanessa Dudley and Gail Harland celebrated their 21st races together on Adrian Van Bellen's *Jackpot*, while Tony Ellis sailed his 49th on *Triton*.

A Korean crew entered the race for the first time – and finished, thanks in part to last-minute navigator, Phil Eadie, who sailed his 35th Hobart.

On at least 37 boats in the fleet, families enjoyed racing together – indeed there were two father and daughter combinations on *Takani*, with owner James Whittle and his daughter Taylah, along with Bill Ratcliff (who sailed his 48th) and daughter Katrina.

Tom Slingsby became the most-capped Australian sailor in the world having won Olympic Gold (Laser 2012), many world championships, the America's Cup and now a line honours record breaking win aboard *Perpetual Loyal* – and he is just 32.

More details, results, photos, and video available on the official race website. ⚓ [rolexsydneyhobart.com](http://rolexsydneyhobart.com)



**NIGHT RIDE**  
*Perpetual Loyal* smashed the previous record by nearly five hours.



# W

e started our program for the 2016 Rolex Sydney Hobart Yacht Race in September 2016, when we were given the go-ahead to rebuild the forward structure of *Perpetual Loyal*, replace all running rigging and undertake a small refit to the yacht. These works were completed by contractors Andy

Dovell, Midcoast Boatyard and Marine in Newcastle, and Sydney Rigging Specialists.

By the end of November we had *Loyal* crew, myself and Chris Maxted working full time under Joe Akacich's management. We completed these works and delivered her to Sydney with 40 per cent of our Hobart squad and a few mates.

The Rolex Sydney Hobart team finally met together onboard on 12 December for the first time. We went sailing for over an hour before the SOLAS Big Boat Race where we finished second to *Wild Oats XI*. This was the start of our training road.

We completed a week of solid training with the squad, with ups and downs along the way and then let all crew have a week off from 20 December to race day.

We started Boxing Day by departing the dock at 10.30 am and did our storm sail fly by. With the storm sails packed away, we were sailing under mainsail by midday and did a few legs up and down the harbour to test the waters. Knowing exactly where we wanted to start, we didn't rush into the pre-start area until quite late, tacked over and lined her up for the start line.

With what now call the Slingsby Sling, we cranked off the start line at full pace and were called water by *Scallywag*, so we tacked and burned them off to leeward. *Perpetual Loyal* was now in a solid position and only relinquished second position to *WOXI* once night fell and into the morning.

We had an issue deploying the A2 outside Sydney Harbour, which led to bowman John Flannery spending a gruelling one-and-a-half hours on the end of the bowsprit changing tacklines over. This was

an amazing feat of endurance, considering that he was getting teabagged at 20-plus knots every few seconds. Well done, Flanno!

Once the tacklines and furlers were sorted, we pushed on to play our own boat race downwind. We had to throw a few gybes in, but still stayed in contact with *WOXI* into the light and fickle airs that presented themselves that night.

The light air was a chance for us to get the boat back into order and prepare ourselves for the drag race that we were expecting to Tasman Island. The breeze came in early on Tuesday morning from the south-east and steadily went into the east.

This is where *Perpetual Loyal* got into her groove and we started reeling-in *WOXI* from their three-mile advantage. We were at least 500 metres away from *WOXI* when their keel-ram failed and they went from being fully in sight, to us not being able to see them for a second or two. When they came back in visibility, they replied to our VHF calls and we were informed to continue on – our assistance was not required.

Our leg across Bass Straight was amazing. Perfect conditions for our girl. R2 (FRO) J5 and full main, with fully-canted keel and water, just sending her. This is where we probably recorded our top boatspeed of 30-plus knots in 20-knots TWS.

We took these reaching conditions all the way across the paddock and ended up running down most of the Tasmanian coast. Off Edystone Point we felt the record was out of our grasp, but the breeze filled in and we were informed of the average speeds

required to get there – we all instantly knew it was possible.

We gybed five times to shorten up to Tasman Island (fastest crew ever head to head in the race), with the A2 and while preparing to peel to the J2, the breeze lifted and we were able to carry the A2 all the way around past Cape Raoul and into Storm Bay. The breeze died a little at the Raoul, and we hoisted the J2 and nothing else. Then whoosh, breeze on all the way to the finish line. No tacks.

It was amazing sailing a few miles from the Iron Pot at 12.30 in the morning with a spotlight shining onto your boat travelling at 20 knots. Thanks to the Tasmanian Water Police for lighting up the sail that Tony Mutter and I were trimming going up the river.

We finished at 02.31 Wednesday morning to set a new Rolex

Sydney Hobart record and what a sensational effort by Anthony Bell, the team and the yacht that I had major involvement in preparing. Job satisfaction, yes. Happy Boat Captain, yes. ⚓

## INSIDE TRACK

*The right combination of factors need to align at exactly the right time for a race record.*

*Weather, navigation, tactics, a degree of luck.*

*But as PERPETUAL LOYAL's Boat Captain*

*BRADSHAW KELLETT explains, the foundations for the historic run were laid many months before.*



**TO THE VICTORS**  
Anthony Bell,  
Brad Kellett  
and the  
*Loyal* crew  
celebrating  
their race  
record in  
Hobart.



Brad Kellett,  
crew and boat  
manager, gets  
the Rolex on  
his 25th race.





**Boxing Day fever at the CYCA**

Race morning is hectic. The docks are a crush of sailors; family and friends coming to wish competitors good luck and some tearful farewells; along with sailing fans and visitors keen to get a close-up look at some of the best grand prix race boats in the world. It can take 20 minutes just to get out through the crowd to the yacht you are looking for! For those who missed out on a spot aboard a spectator vessel, live coverage of the start in the Race Village was the next best thing.



**1.** Dock traffic – it's best to find out exactly where the yacht is you're looking for. **2.** Divine assistance – the mainly Russian crew of *Simple sail Maghligai* receive a blessing. **3.** Family affair – *Celestial* skipper Sam Haynes, his son Will who was on the crew, and mum Charity. **4.** Proud tradition – Rolex battle flags adorn the fleet's forestays. **5.** Main focus – getting on with the job at hand; flaking the main before leaving the dock. **6.** Race Village cooking last bites – grabbing a bacon and egg roll for the way out to the start – very important. **7.** Dream realised – a crewmember from Chinese entry *Ark 323* ready for the Hobart challenge. **8.** Winning pose – *Perpetual Loyal's* boat captain Brad Kellett and engineer Ty Oxley prior to their record run. **9.** Glamorous support – *Maserati's* cheer squad was the best turned out on the day. **10.** Being there – plenty of action on the Race Village big screen.





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# 56

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# 2016 Results

## IRC OVERALL

DIVISION	YACHT	OVERALL	LINE PLACING	DIVISION NAME	DIVISION PLACING	ELAPSED TIME	CORRECTED TIME	HANDICAP	STATUS
IRC	<i>Giacomo</i>	1	2	0	1	01:15:27	02:16:13	1.628	Finished
IRC	<i>Perpetual Loyal</i>	2	1	0	2	01:13:31	02:23:44	1.912	Finished
IRC	<i>UBOX</i>	3	13	0	3	02:05:06	03:00:20	1.362	Finished
IRC	<i>Balance</i>	4	12	1	1	02:05:00	03:00:46	1.373	Finished
IRC	<i>Ichi Ban (JV52)</i>	5	10	1	2	02:04:18	03:01:11	1.399	Finished
IRC	<i>Scallywag</i>	6	3	0	4	01:15:29	03:04:22	1.934	Finished
IRC	<i>Maserati</i>	7	6	0	5	01:21:04	03:05:02	1.709	Finished
IRC	<i>Beau Geste</i>	8	5	0	6	01:21:03	03:05:24	1.718	Finished
IRC	<i>Chinese Whisper</i>	9	9	0	7	02:04:01	03:05:30	1.49	Finished
IRC	<i>Victoire</i>	10	14	0	8	02:09:31	03:05:43	1.351	Finished
IRC	<i>Black Jack</i>	11	4	0	9	01:20:09	03:05:43	1.76	Finished
IRC	<i>Maluka of Kermandie</i>	12	76	4	1	03:19:38	03:07:59	0.873	Finished
IRC	<i>Komatsu Azzurro</i>	13	73	4	2	03:15:02	03:08:41	0.927	Finished
IRC	<i>Bravo</i>	14	42	3	1	03:02:56	03:08:42	1.077	Finished
IRC	<i>Love &amp; War</i>	15	61	4	3	03:07:42	03:09:13	1.019	Finished
IRC	<i>Celestial</i>	16	15	1	3	02:11:44	03:09:28	1.364	Finished
IRC	<i>Alive</i>	17	8	0	10	02:03:33	03:09:31	1.581	Finished
IRC	<i>Varuna VI</i>	18	11	0	11	02:04:42	03:09:45	1.551	Finished
IRC	<i>Black Sheep</i>	19	38	3	2	03:01:56	03:10:04	1.11	Finished
IRC	<i>Enchantress</i>	20	62	4	4	03:07:48	03:10:07	1.029	Finished
IRC	<i>Ariel</i>	21	46	3	3	03:04:27	03:10:25	1.078	Finished
IRC	<i>China Easyway</i>	22	59	4	5	03:07:28	03:10:29	1.038	Finished
IRC	<i>Springday Pazazz</i>	23	33	2	1	03:00:53	03:10:35	1.133	Finished
IRC	<i>Chutzpah</i>	24	26	2	2	02:21:18	03:10:37	1.192	Finished
IRC	<i>Wicked</i>	25	50	3	4	03:05:03	03:11:13	1.08	Finished
IRC	<i>Aikin-Hames Sharley</i>	26	32	2	3	03:00:47	03:11:25	1.146	Finished
IRC	<i>Triple Lindy</i>	27	57	4	6	03:07:07	03:11:28	1.055	Finished
IRC	<i>Sticky</i>	28	63	4	7	03:07:54	03:11:35	1.046	Finished
IRC	<i>Local Hero</i>	29	64	4	8	03:08:00	03:11:36	1.045	Finished
IRC	<i>Patrice Six</i>	30	43	3	5	03:03:24	03:11:42	1.11	Finished
IRC	<i>Terra Firma</i>	31	17	1	4	02:15:13	03:11:42	1.324	Finished
IRC	<i>Shining Sea</i>	32	41	3	6	03:02:40	03:12:00	1.125	Finished
IRC	<i>Cromarty Magellan</i>	33	56	3	7	03:06:53	03:12:06	1.066	Finished
IRC	<i>St Jude</i>	34	29	2	4	02:23:49	03:12:15	1.173	Finished
IRC	<i>After Midnight</i>	35	37	2	5	03:01:45	03:12:27	1.145	Finished
IRC	<i>Hollywood Boulevard</i>	36	16	1	5	02:11:50	03:12:29	1.412	Finished
IRC	<i>Two True</i>	37	55	3	8	03:06:42	03:12:55	1.079	Finished
IRC	<i>Imagination</i>	38	47	3	9	03:04:43	03:12:55	1.107	Finished
IRC	<i>Simply Fun</i>	39	28	2	6	02:21:51	03:13:01	1.217	Finished
IRC	<i>Ausrea</i>	40	60	3	10	03:07:36	03:13:05	1.069	Finished
IRC	<i>Elena Nova</i>	41	27	2	7	02:21:51	03:13:25	1.223	Finished
IRC	<i>M3</i>	42	18	1	6	02:15:14	03:13:26	1.351	Finished
IRC	<i>The Goat</i>	43	22	1	7	02:19:55	03:13:51	1.264	Finished
IRC	<i>Challenge</i>	44	54	3	11	03:06:39	03:14:50	1.104	Finished
IRC	<i>Jackpot</i>	45	65	3	12	03:08:59	03:14:54	1.073	Finished
IRC	<i>On Tap</i>	46	78	4	9	04:01:50	03:15:33	0.895	Finished
IRC	<i>Extasea</i>	47	36	2	8	03:01:41	03:15:37	1.189	Finished
IRC	<i>Samskara</i>	48	58	3	13	03:07:08	03:15:41	1.108	Finished
IRC	<i>Ragamuffin</i>	49	19	1	8	02:17:53	03:16:37	1.345	Finished
IRC	<i>Philosophers</i>	50	53	2	9	03:06:33	03:17:33	1.14	Finished
IRC	<i>Quest</i>	51	52	2	11	03:05:53	03:17:39	1.151	Finished
IRC	<i>Breakthrough</i>	52	66	3	14	03:11:40	03:17:42	1.072	Finished
IRC	<i>Matador</i>	52	34	2	10	03:01:02	03:17:36	1.227	Finished
IRC	<i>Dekadence</i>	53	44	2	12	03:04:12	03:18:05	1.182	Finished
IRC	<i>Pelagic Magic</i>	55	72	4	10	03:14:45	03:19:31	1.055	Finished
IRC	<i>Sonic</i>	56	24	1	9	02:20:37	03:20:14	1.344	Finished
IRC	<i>Primitive Cool</i>	57	23	1	10	02:20:19	03:20:18	1.351	Finished
IRC	<i>KLC Bengal 7</i>	58	21	1	11	02:19:07	03:20:29	1.378	Finished
IRC	<i>Papillon</i>	59	81	3	15	03:07:30	03:14:01	1.082	Finished
IRC	<i>Dark and Stormy</i>	60	68	3	16	03:12:53	03:21:02	1.096	Finished
IRC	<i>Triton</i>	61	20	1	12	02:18:42	03:22:27	1.416	Finished
IRC	<i>Chancellor</i>	62	70	3	17	03:13:02	03:22:34	1.112	Finished
IRC	<i>CQS</i>	63	7	0	12	02:03:13	03:23:10	1.858	Finished
IRC	<i>Clipper Ventures 5</i>	64	77	2	13	04:01:43	04:21:45	1.205	Finished
IRC	<i>Ark323</i>	65	74	1	13	03:15:17	04:23:04	1.364	Finished
IRC	<i>Fidelis</i>	66	82	3	18	03:09:27	03:18:49	1.115	Finished
IRC	<i>Hartbreaker</i>	67	83	1	14	03:07:23	04:05:47	1.292	Finished
IRC	<i>Wild Dats XI</i>	999	999	0	999	00:00:00	00:00:00	1.945	Retired
IRC	<i>Dare Devil</i>	999	999	2	999	00:00:00	00:00:00	1.227	Retired
IRC	<i>Koa</i>	999	999	1	999	00:00:00	00:00:00	1.347	Retired
IRC	<i>Patrice</i>	999	999	1	999	00:00:00	00:00:00	1.288	Retired



ORC*i* OVERALL

DIVISION	YACHT	OVERALL	LINE PLACING	DIVISION NAME	DIVISION PLACING	ELAPSED TIME	CORRECTED TIME	HANDICAP	STATUS
ORC <i>i</i>	<i>UBOX</i>	1	13	1	1	02:05:06	02:23:40	1.3496	Finished
ORC <i>i</i>	<i>Balance</i>	2	12	1	2	02:05:00	03:00:22	1.3653	Finished
ORC <i>i</i>	<i>Ichi Ban (JV52)</i>	3	10	1	3	02:04:18	03:01:25	1.4035	Finished
ORC <i>i</i>	<i>Scallywag</i>	4	3	1	4	01:15:29	03:04:17	1.932	Finished
ORC <i>i</i>	<i>Victoire</i>	5	14	1	5	02:09:31	03:04:41	1.333	Finished
ORC <i>i</i>	<i>Komatsu Azzurro</i>	6	73	4	1	03:15:02	03:04:57	0.8842	Finished
ORC <i>i</i>	<i>Alive</i>	7	8	1	6	02:03:33	03:05:39	1.5061	Finished
ORC <i>i</i>	<i>Chinese Whisper</i>	8	9	1	7	02:04:01	03:05:45	1.4948	Finished
ORC <i>i</i>	<i>Love &amp; War</i>	9	61	4	2	03:07:42	03:06:40	0.9869	Finished
ORC <i>i</i>	<i>Bravo</i>	10	42	3	1	03:02:56	03:07:55	1.0664	Finished
ORC <i>i</i>	<i>Black Sheep</i>	11	38	3	2	03:01:56	03:08:38	1.0906	Finished
ORC <i>i</i>	<i>Celestial</i>	12	15	1	8	02:11:44	03:08:45	1.3519	Finished
ORC <i>i</i>	<i>Patrice Six</i>	12	43	3	3	03:03:24	03:08:45	1.0709	Finished
ORC <i>i</i>	<i>Ariel</i>	14	46	3	4	03:04:27	03:08:52	1.0576	Finished
ORC <i>i</i>	<i>Sticky</i>	15	63	4	3	03:07:54	03:09:34	1.0208	Finished
ORC <i>i</i>	<i>Local Hero</i>	16	64	4	4	03:08:00	03:09:37	1.0203	Finished
ORC <i>i</i>	<i>China Easyway</i>	17	59	4	5	03:07:28	03:09:50	1.0299	Finished
ORC <i>i</i>	<i>Triple Lindy</i>	18	57	4	6	03:07:07	03:09:57	1.0358	Finished
ORC <i>i</i>	<i>Ausreo</i>	19	60	4	7	03:07:36	03:10:04	1.031	Finished
ORC <i>i</i>	<i>Springday Pazazz</i>	20	33	3	5	03:00:53	03:10:08	1.1268	Finished
ORC <i>i</i>	<i>Cromarty Magellan</i>	21	56	4	8	03:06:53	03:10:39	1.0476	Finished
ORC <i>i</i>	<i>Terra Firma</i>	22	17	2	1	02:15:13	03:10:52	1.3109	Finished
ORC <i>i</i>	<i>Chutzpah</i>	23	26	2	2	02:21:18	03:11:25	1.2035	Finished
ORC <i>i</i>	<i>Elena Nova</i>	24	27	2	3	02:21:51	03:11:38	1.1975	Finished
ORC <i>i</i>	<i>Two True</i>	25	55	3	6	03:06:42	03:11:44	1.064	Finished
ORC <i>i</i>	<i>Varuna VI</i>	26	11	1	9	02:04:42	03:11:51	1.591	Finished
ORC <i>i</i>	<i>Imagination</i>	27	47	3	7	03:04:43	03:12:00	1.095	Finished
ORC <i>i</i>	<i>After Midnight</i>	28	37	2	4	03:01:45	03:12:21	1.1437	Finished
ORC <i>i</i>	<i>Challenge</i>	29	54	3	8	03:06:39	03:13:05	1.0818	Finished
ORC <i>i</i>	<i>The Goat</i>	30	22	2	5	02:19:55	03:13:06	1.2529	Finished
ORC <i>i</i>	<i>Jackpot</i>	31	65	3	9	03:08:59	03:13:16	1.0529	Finished
ORC <i>i</i>	<i>M3</i>	32	18	1	10	02:15:14	03:13:28	1.3513	Finished
ORC <i>i</i>	<i>Maserati</i>	33	6	1	11	01:21:04	03:13:45	1.9024	Finished
ORC <i>i</i>	<i>Landfall</i>	34	80	4	9	04:03:49	03:14:11	0.8635	Finished
ORC <i>i</i>	<i>Samskara</i>	35	58	3	10	03:07:08	03:14:21	1.0911	Finished
ORC <i>i</i>	<i>Simply Fun</i>	36	28	2	6	02:21:51	03:14:29	1.2382	Finished
ORC <i>i</i>	<i>Extasea</i>	37	36	2	7	03:01:41	03:15:08	1.1825	Finished
ORC <i>i</i>	<i>Quest</i>	38	52	3	11	03:05:53	03:15:19	1.1211	Finished
ORC <i>i</i>	<i>Philosophers</i>	39	53	3	12	03:06:33	03:15:48	1.1177	Finished
ORC <i>i</i>	<i>Ragamuffin</i>	40	19	1	12	02:17:53	03:16:03	1.3364	Finished
ORC <i>i</i>	<i>Matador</i>	41	34	2	8	03:01:02	03:16:07	1.2067	Finished
ORC <i>i</i>	<i>Pelagic Magic</i>	42	72	4	10	03:14:45	03:18:03	1.038	Finished
ORC <i>i</i>	<i>Dekadence</i>	43	44	2	9	03:04:12	03:18:08	1.1828	Finished
ORC <i>i</i>	<i>Sonic</i>	44	24	1	13	02:20:37	03:18:58	1.3257	Finished
ORC <i>i</i>	<i>COS</i>	45	7	1	14	02:03:13	03:19:45	1.7915	Finished
ORC <i>i</i>	<i>Triton</i>	46	20	1	15	02:18:42	03:21:29	1.4014	Finished
ORC <i>i</i>	<i>Chancellor</i>	47	70	3	13	03:13:02	03:21:30	1.0995	Finished
ORC <i>i</i>	<i>Fidelis</i>	48	82	2	10	03:09:27	03:20:06	1.1307	Finished
ORC <i>i</i>	<i>Dare Devil</i>	999	999	2	999	00:00:00	00:00:00	1.1692	Retired
ORC <i>i</i>	<i>Patrice</i>	999	999	2	999	00:00:00	00:00:00	1.3008	Retired
ORC <i>i</i>	<i>Wild Oats XI</i>	999	999	1	999	00:00:00	00:00:00	1.9151	Retired
ORC <i>i</i>	<i>Koa</i>	999	999	1	999	00:00:00	00:00:00	1.3417	Retired

## PHS OVERALL

DIVISION	YACHT	OVERALL	LINE PLACING	DIVISION NAME	DIVISION PLACING	ELAPSED TIME	CORRECTED TIME	HANDICAP	STATUS
PHS	<i>Imalizard</i>	1	40	2	1	03:02:30	03:03:46	1.017	Finished
PHS	<i>Quetzalcoatl</i>	2	45	2	2	03:04:21	03:07:55	1.0467	Finished
PHS	<i>Moody Buoys</i>	3	67	2	3	03:11:49	03:08:02	0.9548	Finished
PHS	<i>Helsal 3</i>	4	30	1	1	02:23:53	03:09:11	1.1293	Finished
PHS	<i>Simplesail Mahliqai</i>	5	31	1	2	03:00:45	03:10:13	1.13	Finished
PHS	<i>Flying Fish Arctos</i>	6	69	2	4	03:05:25	03:06:09	1.0095	Finished
PHS	<i>Takani</i>	7	79	2	5	03:07:27	03:06:34	0.9888	Finished
PHS	<i>Abracadabra</i>	8	51	2	6	03:05:29	03:10:29	1.0645	Finished
PHS	<i>Wax Lyrical</i>	9	48	2	7	03:04:50	03:10:32	1.0741	Finished
PHS	<i>She</i>	10	75	2	8	03:16:21	03:10:53	0.9382	Finished
PHS	<i>Reve</i>	11	71	2	9	03:13:14	03:11:32	0.98	Finished
PHS	<i>Duende</i>	12	35	1	3	03:01:02	03:13:53	1.1761	Finished
PHS	<i>Allegro</i>	13	39	1	4	03:02:14	03:16:04	1.1865	Finished
PHS	<i>PYR Wot Eva</i>	14	25	1	5	02:21:04	03:20:18	1.3362	Finished
PHS	<i>Charlotte</i>	15	49	1	6	03:04:58	03:22:53	1.2329	Finished
PHS	<i>Freyja</i>	999	999	2	999	00:00:00	00:00:00	0.7556	Retired

## RETIREMENTS &amp; PENALTIES

**Papillon** – Scoring penalty of 20% applied under Sailing Instruction 20.2(c) for a failure to comply with SI 26.

**Fidelis** – Scoring penalty of 20% applied under Sailing Instruction 20.2(c) for a failure to comply with SI 26.

**Hartbreaker** – Scoring penalty of 30% applied under Sailing Instructions 20.2(b) and 21.4 for an infringement of Racing Rules of Sailing 41 (Outside Assistance).

**Flying Fish Arctos** – Scoring penalty of 20% applied under Sailing Instruction 20.2(c) for a failure to comply with SI 26.

**Takani** – Scoring penalty of 20% applied under Sailing Instruction 20.2(c) for a failure to comply with SI 26.

**Wild Oats XI** – Retired due to Hydraulic Ram issues.

**Dare Devil** – Retired due to broken rudder.

**Koa** – Retired due to broken starter motor.

**Patrice** – Retired due to broken rudder.

**Freyja** – Retired due to Headsail damage.





# 038 | 72nd ROLEX SYDNEY HOBART YACHT RACE RESULTS

## CORINTHIAN

DIVISION	YACHT	OVERALL	LINE PLACING	DIVISION NAME	DIVISION PLACING	ELAPSED TIME	CORRECTED TIME	HANDICAP	STATUS
Corinthian	<i>Cromarty Magellan</i>	1	56		1	03:06:53	03:03:33	0.9577	Finished
Corinthian	<i>Love &amp; War</i>	2	61		2	03:07:42	03:06:21	0.9831	Finished
Corinthian	<i>Komatsu Azzurro</i>	3	73		3	03:15:02	03:06:22	0.9005	Finished
Corinthian	<i>Enchantress</i>	4	62		4	03:07:48	03:07:24	0.9949	Finished
Corinthian	<i>Quetzalcoat</i>	5	45		5	03:04:21	03:07:55	1.0467	Finished
Corinthian	<i>Springday Pazazz</i>	6	33		6	03:00:53	03:08:27	1.1037	Finished
Corinthian	<i>Ausreo</i>	7	60		7	03:07:36	03:09:05	1.0186	Finished
Corinthian	<i>China Easyway</i>	8	59		8	03:07:28	03:09:17	1.0229	Finished
Corinthian	<i>Landfall</i>	9	80		9	04:03:49	03:09:56	0.8209	Finished
Corinthian	<i>Takani</i>	10	79		10	03:07:27	03:06:34	0.9888	Finished
Corinthian	<i>Ariel</i>	11	46		11	03:04:27	03:10:24	1.0777	Finished
Corinthian	<i>Abracadabra</i>	12	51		12	03:05:29	03:10:29	1.0645	Finished
Corinthian	<i>Wax Lyrical</i>	13	48		13	03:04:50	03:10:32	1.0741	Finished
Corinthian	<i>Black Sheep</i>	14	38		14	03:01:56	03:10:49	1.1203	Finished
Corinthian	<i>On Tap</i>	15	78		15	04:01:50	03:11:17	0.8513	Finished
Corinthian	<i>Reve</i>	16	71		16	03:13:14	03:11:32	0.98	Finished
Corinthian	<i>Chancellor</i>	17	70		17	03:13:02	03:12:33	0.9943	Finished
Corinthian	<i>After Midnight</i>	18	37		18	03:01:45	03:12:38	1.1475	Finished
Corinthian	<i>Quest</i>	19	52		19	03:05:53	03:12:43	1.0877	Finished
Corinthian	<i>Two True</i>	20	55		20	03:06:42	03:13:24	1.0852	Finished
Corinthian	<i>Jackpot</i>	21	65		21	03:08:59	03:15:43	1.0832	Finished
Corinthian	<i>Allegro</i>	22	39		22	03:02:14	03:16:04	1.1865	Finished
Corinthian	<i>Fidelis</i>	23	82		23	03:09:27	03:11:36	1.0265	Finished
Corinthian	<i>Dark and Stormy</i>	24	68		24	03:12:53	03:18:16	1.0634	Finished
Corinthian	<i>Hartbreaker</i>	25	83		25	03:07:23	03:21:59	1.1838	Finished
Corinthian	<i>Freyja</i>	999	999		999	00:00:00	00:00:00	0.7556	Retired
Corinthian	<i>Dare Devil</i>	999	999		999	00:00:00	00:00:00	1.167	Retired

## LINE HONOURS

DIVISION	YACHT	OVERALL	LINE PLACING	DIVISION NAME	DIVISION PLACING	ELAPSED TIME	CORRECTED TIME	HANDICAP	STATUS
Line Honours	<i>Perpetual Loyal</i>	1	1		1	01:13:31	01:13:31	0	Finished
Line Honours	<i>Giacomo</i>	2	2		2	01:15:27	01:15:27	0	Finished
Line Honours	<i>Scallywag</i>	3	3		3	01:15:29	01:15:29	0	Finished
Line Honours	<i>Black Jack</i>	4	4		4	01:20:09	01:20:09	0	Finished
Line Honours	<i>Beau Geste</i>	5	5		5	01:21:03	01:21:03	0	Finished
Line Honours	<i>Maserati</i>	6	6		6	01:21:04	01:21:04	0	Finished
Line Honours	<i>CQS</i>	7	7		7	02:03:13	02:03:13	0	Finished
Line Honours	<i>Alive</i>	8	8		8	02:03:33	02:03:33	0	Finished
Line Honours	<i>Chinese Whisper</i>	9	9		9	02:04:01	02:04:01	0	Finished
Line Honours	<i>Ichi Ban (JV52)</i>	10	10		10	02:04:18	02:04:18	0	Finished
Line Honours	<i>Varuna VI</i>	11	11		11	02:04:42	02:04:42	0	Finished
Line Honours	<i>Balance</i>	12	12		12	02:05:00	02:05:00	0	Finished
Line Honours	<i>UBOX</i>	13	13		13	02:05:06	02:05:06	0	Finished
Line Honours	<i>Victoire</i>	14	14		14	02:09:31	02:09:31	0	Finished
Line Honours	<i>Celestial</i>	15	15		15	02:11:44	02:11:44	0	Finished
Line Honours	<i>Hollywood Boulevard</i>	16	16		16	02:11:50	02:11:50	0	Finished
Line Honours	<i>Terra Firma</i>	17	17		17	02:15:13	02:15:13	0	Finished
Line Honours	<i>M3</i>	18	18		18	02:15:14	02:15:14	0	Finished
Line Honours	<i>Ragamuffin</i>	19	19		19	02:17:53	02:17:53	0	Finished
Line Honours	<i>Triton</i>	20	20		20	02:18:42	02:18:42	0	Finished
Line Honours	<i>KLC Bengal 7</i>	21	21		21	02:19:07	02:19:07	0	Finished
Line Honours	<i>The Goat</i>	22	22		22	02:19:55	02:19:55	0	Finished
Line Honours	<i>Primitive Cool</i>	23	23		23	02:20:19	02:20:19	0	Finished
Line Honours	<i>Sonic</i>	24	24		24	02:20:37	02:20:37	0	Finished
Line Honours	<i>PYR Wot Eva</i>	25	25		25	02:21:04	02:21:04	0	Finished
Line Honours	<i>Chutzpah</i>	26	26		26	02:21:18	02:21:18	0	Finished
Line Honours	<i>Elena Nova</i>	27	27		27	02:21:51	02:21:51	0	Finished
Line Honours	<i>Simply Fun</i>	28	28		28	02:21:51	02:21:51	0	Finished
Line Honours	<i>St Jude</i>	29	29		29	02:23:49	02:23:49	0	Finished
Line Honours	<i>Helsal 3</i>	30	30		30	02:23:53	02:23:53	0	Finished
Line Honours	<i>Simplesail Mahliqai</i>	31	31		31	03:00:45	03:00:45	0	Finished
Line Honours	<i>Aikin-Hames Sharley</i>	32	32		32	03:00:47	03:00:47	0	Finished
Line Honours	<i>Springday Pazazz</i>	33	33		33	03:00:53	03:00:53	0	Finished
Line Honours	<i>Matador</i>	34	34		34	03:01:02	03:01:02	0	Finished
Line Honours	<i>Duende</i>	35	35		35	03:01:02	03:01:02	0	Finished
Line Honours	<i>Extasea</i>	36	36		36	03:01:41	03:01:41	0	Finished
Line Honours	<i>After Midnight</i>	37	37		37	03:01:45	03:01:45	0	Finished
Line Honours	<i>Black Sheep</i>	38	38		38	03:01:56	03:01:56	0	Finished
Line Honours	<i>Allegro</i>	39	39		39	03:02:14	03:02:14	0	Finished
Line Honours	<i>Imalizard</i>	40	40		40	03:02:30	03:02:30	0	Finished
Line Honours	<i>Shining Sea</i>	41	41		41	03:02:40	03:02:40	0	Finished
Line Honours	<i>Bravo</i>	42	42		42	03:02:56	03:02:56	0	Finished
Line Honours	<i>Patrice Six</i>	43	43		43	03:03:24	03:03:24	0	Finished
Line Honours	<i>Dekadence</i>	44	44		44	03:04:12	03:04:12	0	Finished
Line Honours	<i>Quetzalcoat</i>	45	45		45	03:04:21	03:04:21	0	Finished
Line Honours	<i>Ariel</i>	46	46		46	03:04:27	03:04:27	0	Finished
Line Honours	<i>Imagination</i>	47	47		47	03:04:43	03:04:43	0	Finished
Line Honours	<i>Wax Lyrical</i>	48	48		48	03:04:50	03:04:50	0	Finished
Line Honours	<i>Charlotte</i>	49	49		49	03:04:58	03:04:58	0	Finished
Line Honours	<i>Wicked</i>	50	50		50	03:05:03	03:05:03	0	Finished
Line Honours	<i>Abracadabra</i>	51	51		51	03:05:29	03:05:29	0	Finished
Line Honours	<i>Quest</i>	52	52		52	03:05:53	03:05:53	0	Finished



DIVISION	YACHT	OVERALL	LINE PLACING	DIVISION NAME	DIVISION PLACING	ELAPSED TIME	CORRECTED TIME	HANDICAP	STATUS
Line Honours	<i>Philosophers</i>	53	53		53	03:06:33	03:06:33	0	Finished
Line Honours	<i>Challenge</i>	54	54		54	03:06:39	03:06:39	0	Finished
Line Honours	<i>Two True</i>	55	55		55	03:06:42	03:06:42	0	Finished
Line Honours	<i>Cromarty Magellan</i>	56	56		56	03:06:53	03:06:53	0	Finished
Line Honours	<i>Triple Lindy</i>	57	57		57	03:07:07	03:07:07	0	Finished
Line Honours	<i>Samskara</i>	58	58		58	03:07:08	03:07:08	0	Finished
Line Honours	<i>China Easyway</i>	59	59		59	03:07:28	03:07:28	0	Finished
Line Honours	<i>Ausreo</i>	60	60		60	03:07:36	03:07:36	0	Finished
Line Honours	<i>Love &amp; War</i>	61	61		61	03:07:42	03:07:42	0	Finished
Line Honours	<i>Enchantress</i>	62	62		62	03:07:48	03:07:48	0	Finished
Line Honours	<i>Sticky</i>	63	63		63	03:07:54	03:07:54	0	Finished
Line Honours	<i>Local Hero</i>	64	64		64	03:08:00	03:08:00	0	Finished
Line Honours	<i>Jackpot</i>	65	65		65	03:08:59	03:08:59	0	Finished
Line Honours	<i>Breakthrough</i>	66	66		66	03:11:40	03:11:40	0	Finished
Line Honours	<i>Moody Buoys</i>	67	67		67	03:11:49	03:11:49	0	Finished
Line Honours	<i>Dark and Stormy</i>	68	68		68	03:12:53	03:12:53	0	Finished
Line Honours	<i>Flying Fish Arctos</i>	69	69		69	03:05:25	03:05:25	0	Finished
Line Honours	<i>Chancellor</i>	70	70		70	03:13:02	03:13:02	0	Finished
Line Honours	<i>Reve</i>	71	71		71	03:13:14	03:13:14	0	Finished
Line Honours	<i>Pelagic Magic</i>	72	72		72	03:14:45	03:14:45	0	Finished
Line Honours	<i>Komatsu Azzurro</i>	73	73		73	03:15:02	03:15:02	0	Finished
Line Honours	<i>Ark323</i>	74	74		74	03:15:17	03:15:17	0	Finished
Line Honours	<i>She</i>	75	75		75	03:16:21	03:16:21	0	Finished
Line Honours	<i>Maluka of Kermandie</i>	76	76		76	03:19:38	03:19:38	0	Finished
Line Honours	<i>Clipper Ventures 5</i>	77	77		77	04:01:43	04:01:43	0	Finished
Line Honours	<i>On Tap</i>	78	78		78	04:01:50	04:01:50	0	Finished
Line Honours	<i>Takani</i>	79	79		79	03:07:27	03:07:27	0	Finished
Line Honours	<i>Landfall</i>	80	80		80	04:03:49	04:03:49	0	Finished
Line Honours	<i>Papillon</i>	81	81		81	03:07:30	03:07:30	0	Finished
Line Honours	<i>Fidelis</i>	82	82		82	03:09:27	03:09:27	0	Finished
Line Honours	<i>Hartbreaker</i>	83	83		83	03:07:23	03:07:23	0	Finished
Line Honours	<i>Koa</i>	999	999		999	00:00:00	00:00:00	0	Retired
Line Honours	<i>Wild Oats XI</i>	999	999		999	00:00:00	00:00:00	0	Retired
Line Honours	<i>Dare Devil</i>	999	999		999	00:00:00	00:00:00	0	Retired
Line Honours	<i>Patrice</i>	999	999		999	00:00:00	00:00:00	0	Retired
Line Honours	<i>Freyja</i>	999	999		999	00:00:00	00:00:00	0	Retired



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If you want to win the Rolex Sydney Hobart Yacht Race – the real win; the overall winner on corrected time – New Zealand yachtsman Jim Delegat has just written the book. And in short, success does not come cheap, and it requires a three-to-four year plan.

To emulate what *Giacomo* did in the 2016 Rolex Sydney Hobart Yacht Race, you must have the right boat, the right crew, the right number of crew, and you must know your competition by engaging in battle at every feasible opportunity. Then come race day, you must implement your sailing plan.

#### TIMING

Delegat had been a bluewater sailor on other people's boats for years but in 2013, with Hobart in mind, he decided it was time to do it on his own. The 2011/12 Volvo Ocean Race (VOR) was over and the Volvo 70s that had competed in the race were on the market, including the winner, Franck Cammas' *Groupama 4*.

Delegat negotiated to buy it, and renamed it *Giacomo* after his grandfather who founded their family vineyard, Oyster Bay, in New Zealand.

"It has the greatest pedigree of all the Volvos over time, and it continues to prove that," he says, reflecting on *Giacomo*'s resounding win in the 2016 Rolex Sydney Hobart.

In 2013 he brought the cream of Kiwi yachting on to crew for *Giacomo*'s first Rolex Sydney Hobart campaign, including sailing master Steve Cotton. Delegat said at the time, "I am 64. I have spent 25 years on and off boats. I feel my time has come. *Giacomo* is the boat to do the job. She carries the spirit of my grandfather."

*Giacomo* finished sixth across the line in 2013: unfinished business.

Then in 2014, *Giacomo* was dismantled off the Tasmanian coast.

So in 2015 they planned.

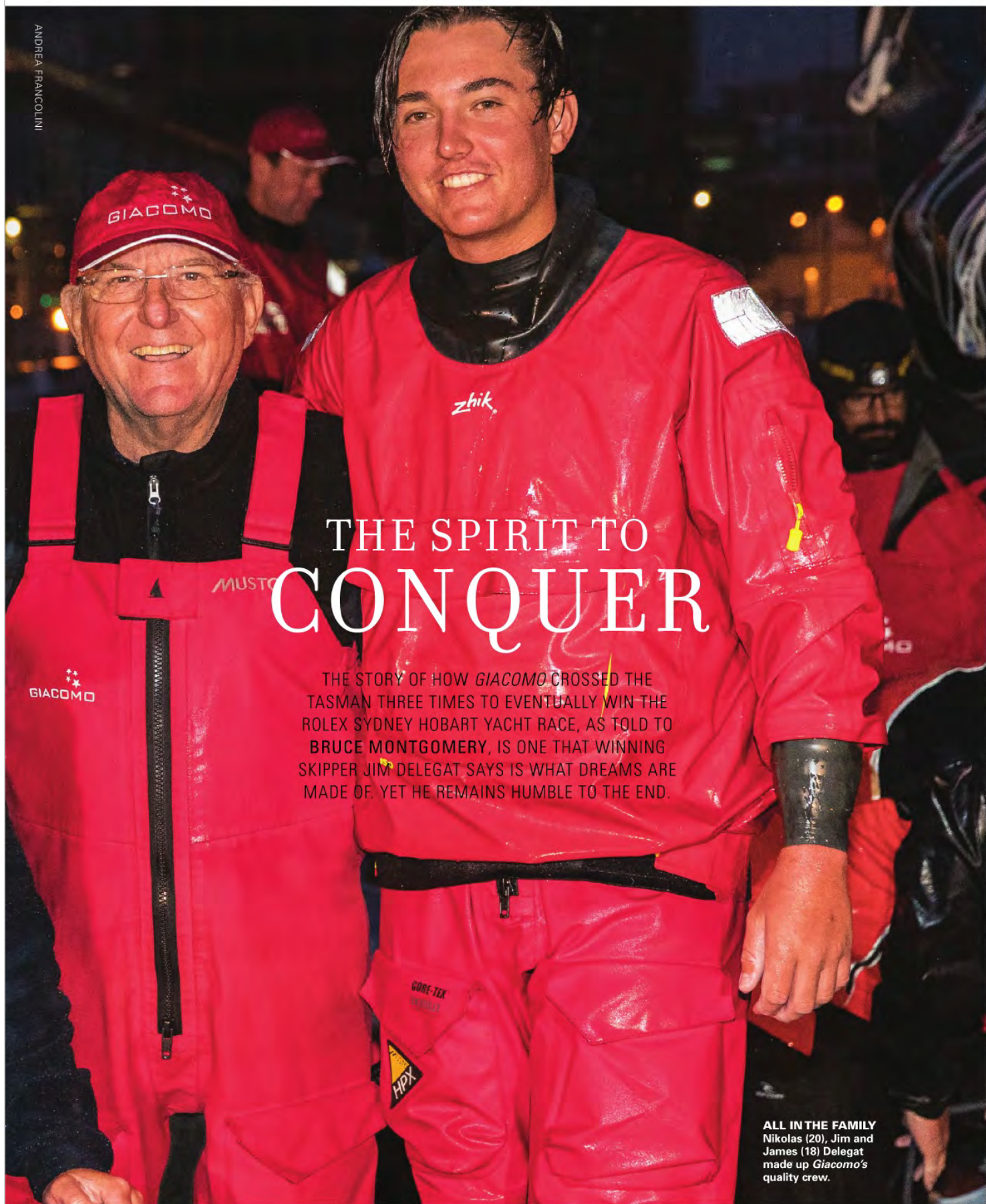
And in 2016, they returned.



"We got in the river and then we shut the gate on the rest."



ANDREA FRANCOLINI



# THE SPIRIT TO CONQUER

THE STORY OF HOW *GIACOMO* CROSSED THE TASMAN THREE TIMES TO EVENTUALLY WIN THE ROLEX SYDNEY HOBART YACHT RACE, AS TOLD TO BRUCE MONTGOMERY, IS ONE THAT WINNING SKIPPER JIM DELEGAT SAYS IS WHAT DREAMS ARE MADE OF. YET HE REMAINS HUMBLE TO THE END.

**ALL IN THE FAMILY**  
Nikolas (20), Jim and James (18) Delegat made up *Giacomo's* quality crew.





"We decided this year to do the Auckland–Fiji race (ANZ Sail Fiji), then deliver the boat to Sydney and do the CYCA Blue Water Pointscore series as a build-up to the Rolex Sydney Hobart. Every race we did was a practice for the next one. Competition is very intense in NSW, and it was important we got to know who our competitors were."

Of the four races they contested, they took line honours in three.

"The Volvo 70 is a special boat. It has to be driven very hard – there is no halfway with a Volvo. You are either on the polars or not. If you're not, you have to get there," he says.

#### THE MAN AND HIS CREW

Delegat is the skipper that you would go to war with. He is a thinker, a planner, a strategist. He leaves nothing to chance. He is eloquent and has humility. (Apart, perhaps, from suggesting that his Tattersall's Cup might sit nicely next to the Bledisloe Cup back in NZ.)

You can understand why, on the boat, he commands respect; why he is successful. After all, not only did *Giacomo* win easily on corrected time,

it was also second across the finish line, less than two hours behind Anthony Bell's supermaxi *Perpetual Loyal*, and well inside *Wild Oats XI's* 2012 race record. That's a supreme performance by a boat 30 feet shorter on the waterline than *Perpetual Loyal*.

Delegat had sons Nikolas (20) and James (18) among the crew that also included Steve Cotton and Volvo veterans Brad Jackson, Tony Rae and Scott Beavis.

In 2013 he had Chris Dickson, Rodney Keenan and Juan Vila aboard.

In 2014, he had the French yachtsman Thomas Coville with him – Franck Cammas' helmsman in the 2011/12 VOR and one of the most accomplished circumnavigators of the age.

Of Coville, Delegat says, "his advice to me in 2014 was the key to our win in the 2016 Rolex Sydney Hobart Yacht Race. He knew what it took to get the most out of a Volvo. He sat me down and told me I had too many people on the boat.

"You are better to be short-handed and keep everyone busy," he told me. "That way your boat is lighter and faster and smarter."



**WEATHER FAVOURED**  
The north-easterly powered *Giacomo's* sprint down the NSW coast.



**HE CAME TO CONQUER**

After the dismasting in the 2014 Rolex Sydney Hobart, and with Coville's words in his head, Delegat looked at what he had to do to conquer his own personal Everest.

"We knew every decision had to be the right one. Timing and execution had to be right. That's it. It came down to high-quality execution, timeliness, keeping the boat moving.

"We used every sail on the boat. We were regularly in sail-change mode; ready with the next sail.

"It is the most physically demanding race. That meant we weren't able to put a proper watch system into place. We were constantly bringing people back on deck for sail changes.

"Essential to all of this is understanding the importance of the weather, and working to a sailing plan."

**GOING TO PLAN**

In the week leading up to the start, Delegat studied the weather forecasts. The pattern was emerging of a fast, downwind race, strong and steady north-easterlies, interrupted only by a weak southerly front off the NSW south coast on the first night.

This had the makings of a record run, and it certainly bode well for the hares at the front. Previous races

**"It is attention to detail and the quality of crew that will deliver success. In order to win, the Volvo needed people who knew it and understood it."**



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had shown that the Volvo 70s could all but match it with the supermaxis. However, it was on the cards that the forecast was the formula for another treble for *Wild Oats XI* – line honours, the record and overall honours.

"This is a tough boat. I thought to myself, 'this is the weather for us,'" Delegat says.

And so it was. The north-easterly shot them down the NSW coast and into Bass Strait. There was a brief spell of southerly weather before it turned easterly and back to the north-east. Then *Wild Oats XI* suffered damage to the hydraulic ram controlling her canting keel, and she was out of contention. *Giacomo* was snapping at the heels of *Perpetual Loyal*.

"The first 18 hours was the making of our race. We got lots of reaching and running. We went wide of the rhumb line and only needed a couple of gybes to make Tasman Light. We got in the river and then we shut the gate on the rest."

#### BEYOND THEIR WILDEST DREAMS

On paper, *Giacomo* was not the second fastest boat in the fleet. Aside from *Perpetual Loyal* and *Wild Oats XI*, she

**"Winning is what dreams are made of. It's a journey of learning experiences. It's very humbling; the legendary nature of the race and the remoteness of us achieving the win."**

**FAMILY AFFAIR**  
Kate Delegat (centre) took care of the administration while her husband, sons and Steve Cotton (right) crewed to the win.

should have been looking at the sterns of *Scallywag*, *CQS* and *Beau Geste*, let alone the two other Volvo 70s, *Black Jack* and *Maserati*.

"We thought we could finish in the top six, so we exceeded our expectations," he says. "Once we were coming up river we were doing the calculations on the rest in regards to the overall win. The reality started to sink in about our chances.

"Winning is what dreams are made of. It's a journey of learning experiences. It's very humbling; the legendary nature of the race and the remoteness of us achieving the win."

Delegat paid full credit to the crew, and their timeliness in keeping the boat moving. It was also an important family affair, with his wife Kate doing all the administration and his two boys sailing. "James, the youngest in the race, was in the company of great sailors on *Giacomo*," he recounts.

#### STAYING HUMBLE

Delegat says the Rolex Sydney Hobart is both contagious and addictive.

"The thing with yachting is that if you keep doing the same thing year in, year out, and are not having any success, you never will. Nothing is

given. You need to go away and re-think and learn. Now, I'm feeling a sense of achievement that we have come this far in such a short time. I'll say it again: it is so humbling."

He continues, "we bought *Groupama 4* to race and to win. I am not a cruising sailor. I get bored. I need to have a goal and a focus. It is attention to detail and the quality of the crew that will deliver success. In order to win, the Volvo needed people who knew it and understood it."

Many people have since asked Delegat whether *Giacomo* will be back for the next Rolex Sydney Hobart Yacht Race. It looks unlikely.

"The sailor inside me says I would not like that to be the last race, but we set in train a three- or four-year campaign, and we said that would be our Everest.

"My boys have had a very good start, but it's time they sailed on other people's boats and took orders and made their own way. It's time for me spend more time with my wife and do other things.

"I am not obsessed. We came and did what we had to do."

Absolutely. ↴  
[rolaxsydneyhobart.com](http://rolaxsydneyhobart.com)



**TEST RUN**  
Fresh from her  
makeover *CQS*  
managed a respectable  
seventh-over-the-line  
finish in first go.



## WORK IN PROGRESS

*Former line honours winner Ludde Ingvall returned with a radical makeover of his previous NICORETTE. MICHAEL RUMMEL gives an insider's account of CQS' first real test.*

**W**ith the late launch of *CQS*, Ludde Ingvall and his team were under no illusion that getting her up to her full potential in time for the 2016 Rolex Sydney Hobart Yacht Race was a big ask.

In fact, they had no expectations that such a complex boat could be tuned and operate at its best by the time the starting gun fired on Boxing Day.

It is a huge tribute to both the sailing and the shore team that the boat not only made the start, but also got to Hobart. This was a triumph of organisation against the odds, of all members of the team putting their hearts and souls into the effort.

Supermaxis are not designed for the cut and thrust of the sprint from the start line to the Heads; they are boats that perform at their best in long straight lines, and this is particularly true of a multi-faceted boat like *CQS*. So there was no disappointment when they didn't lead the fleet into the open ocean.

Once she turned south, and given the opportunity to stretch her legs, *CQS* started to show the team that she has the potential to give a stunning performance. With a building breeze and the DSS board deployed, the hull started to lift and produce speeds that got the heart thumping.

As with any project that is pushing the boundaries of new technology, there are

few, if any, templates or data to refer to, so sizing up the engineering and loads for complex foils – from those that are relevant on a 60-foot boat to those that are required for a boat of 100 feet – has to involve what is probably best described as educated guess work.

So a few hours into the race when the tips tore off the DSS board, which then liberated the trailing edge flaps, was all part of the learning curve, albeit disappointing. Though they tried to continue using the DSS board, without its sophisticated flaps and tips the whole wing started vibrating.

Though various efforts were made to reduce the vibrations, nothing was sufficiently effective and the decision was taken to stop using it, and sail with it to windward where it was out of the water. One downside of this tactic was that every time the DSS board hit a wave it sent spray into the eyes of those sitting on the weather rail – with fire-hose intensity.

Despite the lack of this performance-enhancing foil, which Ludde believes dropped their performance by about 15 percent, *CQS* managed to hang in with the leading group across Bass Straight and down the east coast of Tasmania. It was when they got to Storm Bay that the boat virtually stopped as the infamous bay failed to live up to its name.

For the *CQS* team it was a frustrating finish to what had, for the most part, been a fast and relatively easy trip south. The last thirty miles took 12 hours to crawl across Storm Bay and up the Derwent River.

However, the time was not wasted, with Ludde already on the phone to designers and engineers in New Zealand discussing the next stages of development for the DSS board.

The boat was in Hobart for barely 24 hours before heading off across the Tasman for an appointment with the boatbuilder, where a new DSS board will be fitted.

Sponsor Sir Michael Hintze's global asset management organisation *CQS* are continuing their support, and having seen the potential of the boat are keen to follow through with the project. At the moment the plans and logistics are still being finalised, but it seems likely that the boat will be shipped from New Zealand straight to Europe, following repairs and upgrades.

Top of Ludde's priority list is the Rolex Fastnet – which he has won before – and as one of the classic 600-mile races, it will be very good for sponsor exposure. With both Ludde and Sir Michael having long family connections in the Baltic countries, they are eager to take the boat there, and the Gotland Runt is a race with which Ludde is very familiar. A return to the Rolex Sydney Hobart is also under consideration. ⚓





**SKILL SET**  
*Challenge's* highly accomplished Portuguese sailors found themselves fully tested by the Hobart experience.



## UP TO THE CHALLENGE

*The highest profile crew members of the sole Sydney 38, CHALLENGE, in the Rolex Sydney Hobart Yacht Race 2016 were Luis Brito and Frederico Melo, two of Portugal's most talented young sailors.*

**I**n 2016 the pair competed on Visit Madeira in the Extreme Sailing Series. Conveniently, their final regatta of the year was held on Sydney Harbour in perfect 13–25 knot conditions, which gave them the opportunity to familiarise themselves with Sydney waters and participate in crew training prior to the race.

This was Brito's second year aboard *Challenge*, but the first for Melo.

"I met Luis in 2015 when he was coaching at a Sailability event at the Royal Melbourne Yacht Squadron. He really wanted to do a Rolex Sydney Hobart Yacht Race. Someone referred him and he came down to Sandy to meet me," Skipper Chris Mrakas said.

"It was just an hour before the boat was due to depart for her delivery to Sydney. I had to size him up in an instant. I went with my gut because I thought anyone who flies half way around the world to support disabled sailors has to be a good guy. It was one of the best decisions I have ever made. He's just a brilliant guy," he added.

"This race has always been a goal of mine so to be invited back a second year is a real bonus. I prefer to be on a smaller boat like *Challenge* because you aren't as limited in your role as you would be on a maxi or pocket maxi. We were in a better position this year with an improved team and the boat was better prepared, so I thought we had as good a chance as anyone," Brito said.

*Challenge* got off to a bad start and after departing Sydney Heads made up some good ground under kite. Three hours into the race they lost all steerage.

"Frederico was on the helm and had what we call an emotional moment. *Challenge* was out of control and did a spectacular 720 with a full masthead kite. It was like an ice skater but on water," Mrakas recalled.

"Instinctively the crew immediately went into emergency recovery mode and a tiller was installed within minutes. We dropped the kite, re-gained steerage with the tiller and the crew worked to identify and rectify the problem. We feared the worst – a broken rudder – but it was a snapped steerage cable," he added.

"At that moment Chris Webster used all his strength to steer *Challenge* like she was an OTB. We replaced the steering cable while continuing to race under jib and main. *Challenge* dropped about three nautical miles from our group. It was amazing, considering what we had endured.

"The damage for doing a 720 was a small hole in the kite the size of a coin. This was one of our luckiest moments. A mast could have been lost. Watching us on AIS it was obvious what just happened. It's moments like these that test your crew's mental strength. You look them in the eyes and see into their souls. I saw strength and courage.

"Once we regained steerage we decided to go harder to catch our group. We decided to roll the dice. We all had confidence in *Challenge*. Stuff happens. The *Challenge* team stepped up to the plate and by the time we approached Gabo we had caught up and passed a few yachts in our division, to their disbelief. We didn't back away."

*Challenge* finished 55th on Line Honours and 44th on IRC out of 89 starters. On ORCi she finished 29th. Her time this year was three days, six hours and 39 minutes – quite an improvement on four days, nine hours and 48 minutes in 2015. That's a 26 percent faster result. ⚓



**I**t's around nine pm on Boxing Day. It's dark, and I'm totally drenched in sweat. It's hotter than any sauna I've ever endured, but this is no Scandinavian kilo shedder. I'm more than 60 nautical miles off the New South Wales Coast south of Jervis Bay, onboard *Triton*, a fast grand-prix 60-foot (15.8 metre) yacht, owned by Michael Cranitch and David Gotze. We're one of 88 boats hurtling south toward Hobart in one of the world's iconic yacht races.

There's three of us, shirtless with tiny streams of perspiration heading onto the twisted kite that's coiled into itself like a giant python. Myself, Louis (our French connection and my partner at the mast), and Adam our navigator (known as Shrek). Thirty minutes earlier, a memorable afternoon and evening's spinnaker run with the speedo sitting on 20 knots in a filling northerly breeze ended badly, with the A3 skying spectacularly from the top of the mast.

By working upwind before turning quickly downwind, we finally collapsed it back onboard. But not before I inadvertently despatched the boathook to a watery locker. I had managed to briefly get hold of the sheet as it came within reach on a crazy elliptical circuit before we all watched as the boathook traced a graceful arc toward a brilliant orange sunset.

Status report. The A3 is badly ripped, kaput. We have lost a useful but not vital piece of equipment. We still have three other spinnakers and are even more determined to finish the Rolex Sydney Hobart Yacht Race 2016. The games have just begun.

"Calling all yachts in the Rolex Sydney Hobart, this is the radio relay vessel *JBW*." I'm jolted out of a semi-doze by the obligatory midnight safety sked. The long hours of launching down the face of two to three metre swells have taken their toll.

Several boats are out with broken rudders or similar damage, including Tony Kirby's Ker 46 *Patrice*. I feel a pang of disappointment for my mates on her, knowing how much they had been looking forward to this race.

That's quickly thrust aside as I scramble into my wet weather gear, PFD and harness for my watch on deck. My senses are overwhelmed by an ancient tableaux of a bejewelled night sky, a thunderous following sea, and a wind that seems to come in sustained powerful breaths, driving the boat into the pitch darkness at 22 ... 23 ... 24 knots. I'm on the coffee-grinders with Louis, listening to the rhythm of the trimmer's calls: 'grind, hold ... big grind guys, let's get on this one.' We are directly infusing every ounce of our energy into the handles, to be rewarded by an extra rush of water past the hull. It's honest toil. *Triton* is a 60-foot windsurfer with red and green geysers of spray shooting from the bow, illuminated by the nav lights.

Matt Hayes, a former Olympic sailor and consummate offshore helmsman is picking the waves, adroitly keeping the boat from rounding-up or broaching in the edge-of-control conditions. When Louis and I swap positions so he is facing the bow as we surf, he quips, 'Ha! Scary view.' I realise I have been concentrating so

hard I haven't noticed the pure blackness we are plunging into, or the incredible sensation of speed as we carve through the ocean. I collapse into my bunk, but the sounds accompanying our night ride make sleep elusive.

The wind blows all night and swings to the north-west. We've made good gains to be in 15th place. By morning, we are further south in a Rolex Sydney Hobart than I have ever been before at the same time, near Green Cape, the mandatory reporting-in point before heading across the Strait.

We are only ten miles behind *Balance*, last year's overall winner and our performance yardstick. If we can catch and pass them, then the

impossible is within reach. The supermaxis are already more than halfway across, having blasted their way through the night at 30-35 knots. As we listen to the sked later in day, we know we're taking part in and witnessing history—the fastest run in the race's 72-year history.

Like many others though, our fortunes are dictated by where we position ourselves in the transition zones. As we reach across the Strait with the Code Zero, I'm only too aware it's an easy passage across this notorious stretch of water.

I remember 1998 all too well. I was reporting from the ABC helicopter with cameraman Peter Sinclair, as the late Gary Ticehurst fought to keep us in the air in the teeth of one of the most deadly storms ever to hit a Hobart fleet. The waves were like solid swell lines—grey, white-topped, ready to crash on a beach, but out at sea.

One day there will be another violent reminder of nature's pure power. It will test all of our technical aids and advances to the limit to ensure survival.

As we close on Maria Island, our problem is not too much breeze, but not enough. We finally pick up enough wind to scoot past Tasman Island and across Storm Bay, but then run smack into a hole six nautical miles from the Iron Pot and eighteen from the finish. The shutdown lasts five hours. Some of us stay up tweaking, adjusting, cajoling, cursing. Others try and catch some kip below, staying as low as possible in the boat to keep it moving. Even our indestructible, unflappable bowman Andrew is disgusted at our lack of progress. One welcome distraction to the frustration is the amazing phosphorescence that resembles thousands of glowing electric eels, surrounding us.

Another yacht looms up in the darkness. It's the TP52 *Ragamuffin*, with one of the race's most successful navigators' Adrienne Cahalan aboard. Like us they are well out of contention, having fallen far behind the lead TPs *Ichi Ban* and *Balance*. But some pride is at stake, so around two in the morning we are locked in a light air duel. We build some speed with a staysail/drifter, but then lose momentum as we unfurl the Code Zero, and they go around us and up the Derwent.

Eventually a zephyr strengthens into a puff, then builds into a breeze and we hoist the A2, which we carry triumphantly to the finish at 7.42 am on 29 December. That our time of two days and eighteen hours is way off our expectations doesn't really matter. We are in Hobart, we have broken the hoodoo of two previous disappointments and we have never stopped trying. ⚓



## HONEST TOIL

*Onboard the 60-foot TRITON in the Rolex Sydney Hobart. SCOTT ALLE recounts the beauty and the challenge—both personal and technical—that is the great race south.*



**A**round 1100 sailors committed themselves to whatever the ocean had in store for the 2016 Rolex Sydney Hobart. It turned out to be an exhilarating, and at times frustrating journey. Sprinkled among the fleet were some first-timers who'll never forget their first race.



## Fiona Marr

**Boat** Chancellor

**Position** Trimmer/helm/pit

*A very competent dinghy and regatta sailor, the Rolex Sydney Hobart had been on Fiona Marr's to-do list for a while, so she jumped at the chance to take on the challenge.*

I love my sailing. I'd always been in awe of people who participated in the race, so when this opportunity came along – I grabbed it! The conditions were easier than I'd anticipated. I was expecting the weather to be a lot more challenging, and to experience rougher seas all the way to Hobart. As a first-timer, I was pleasantly surprised.

There were still challenges though; we had some gear failure (a badly torn mainsail). It was daunting when I came back on deck and saw how big the hole was. But it was fantastic to see how the crew, who only had a short time to train, work together in such a positive way to ensure we stayed in the race.

We really didn't know how we were going to turn out as a crew, given there were people from varied backgrounds and countries, but when things needed to be done people

jumped in and did it. We had a laugh, especially with the Americans over different names for things ("Pull on that guy? Oh, the brace!")

For me, steering in Bass Strait was a definite highlight. As for the lack of sleep, that was pretty easy as I'm used to that from my job (as a Flight Attendant). It was more about endurance and stamina – tapping into the energy reserves when you were tired, and staying focussed on the task at hand.

I loved being out there. The feeling of the boat surging along, powered-up; the wind and waves were all part of it. Seeing the wildlife. We had an escort of dolphins just as we were going out the Heads.

It was emotional when got to Hobart; we'd been becalmed for two hours, 200 metres from the finishing line. When we crossed, it was a moment of pure elation. We were all so happy.

It truly was an amazing experience and achievement. I'm proud to be part of it and really appreciate all the support and encouragement from family and friends and, of course, to Ted for having me onboard.

I'll definitely be back!

## Louis Blateau

**Boat** Triton

**Position** Mast/Grinder

*A native one of one of the world's sailing powerhouses, Louis Blateau has wholeheartedly embraced his sojourn in southern latitudes, regularly crewing on well-known Lyons/Cause 60. TRITON.*

The start was the craziest I've done in Australia. It reminded me a little of the starts in France where everybody is shouting, the boats are nearly touching or even scraping each other. I really didn't think we were going to make it out of the harbour.

The first night we were sailing full speed downwind, surfing the waves



at 24 knots in pitch black. It was incredible – and a bit scary when the instruments were turned off and there weren't any lights anywhere.

Early, we blew-up a spinnaker. We were all on deck trying to recover the halyard and spinnaker, and at that point I knew it was probably the worst moment, but I also noticed there were dolphins jumping around us and a wonderful sunset! What a contrast.

My job was mast, and grinding the coffee-grinder pedestal that drives the primary winches, so it was quite physical and tiring. You are listening to the voice of the trimmer and feeling what the boat is doing. It doesn't sound too exciting, but it is teamwork, and if you are doing your job right, the boat is going faster.

My friends and family in France were a bit surprised when I told them I was doing the Hobart. They said, "Are you sure you really want to do that? We've seen the video [of yachts pounding through steep white-crested seas]."

I also received some advice from some Australian sailors who told me not to do it, but if I really wanted to, I should go on the biggest boat I could find.

The atmosphere when we got in was great. You have a drink with everybody, and weirdly enough no-one seemed tired. We were all competitors out on the water, but once we arrived everyone's friends. Of course, I will be back!



## Lucas Roe

**Boat** *Wax Lyrical*

**Position** Bow

*Fourteen years ago, Lucas Roe watched his dad Malcolm head to Hobart on PEUGEOT RACING. In 2016, after logging a very respectable tally of offshore miles, he had the chance to join him.*

I was expecting some hairy, lumpy and challenging situations, but fortunately we had some relatively good weather.

The difference between the Rolex Sydney Hobart Yacht Race and the other races I've done is the intensity. We didn't have any bad conditions, but I can see when you have three competing swell directions and 40 knots how it can get crazy very quickly.

One of the highlights was when we arrived in Hobart. People on the docks stood up and cheered as we came in. It was unreal. I never expected it to be as amazing as that.

My job is the bow. Sometimes you can feel like a deer in the headlights up there when things start to go wrong. At those times, I listened to the voice in my head of a friend who has taught me the key elements of being on the bow – and he was saying double and triple check everything, especially at night!

I was due to go on another boat at the beginning of the year, but I really wanted to go with the old man, which was really special even though we were on different watches. He didn't say too much, but there were a few emotional moments when we were celebrating on the dock.

It was also great to go down with Les Goodridge, *Wax Lyrical's* skipper. Be surrounded by a highly capable crew was crucial for me. There were more than 50 Rolex Sydney Hobarts among them, and that helped too.

The race is a family tradition; one I intend to keep up.



JANE LIZZIE EVANS

## Jane Hunt

**Boat** *Clipper Ventures 5*

**Position** Various

*Since taking up offshore sailing three years ago, Newcastle mother of four Jane Hunt is rapidly scaling the sport's biggest challenges. She just notched up a Rolex Sydney Hobart, and later this year she'll be a Clipper Round The World crew member.*

The start was a blur of helicopters and boats that were crossing very close in front of us. You had to keep your mind on the job.

I was on the running backstays, working in tandem with another crew member as we tacked. I was concentrating on what I was doing and trying to take everything in at the same time.

I was a bit worried I'd get seasick. There were a few of us who did get sick on the 250-nautical-mile training sessions, but we got our sea legs on that one and it meant we could all be on watch, and be there to enjoy it. I was ok during the race.

It was amazing coming up the Derwent. There were two other boats behind us. Playing cat and mouse with them was pretty cool. It was an exciting end to the race, and that's definitely whet my appetite.

We crossed the line about two-thirty in the afternoon, then went past the docks where the Taste of Tasmania was on. I was putting the ropes away and I popped up to see all these people cheering. Aria, who I was standing next to, looked across at me. She had a tear running down her eye and said, "It's so emotional." We gave each other a hug.

I've gained a lot of confidence from the race. There were challenges: being away from home, getting-up in the middle of the night. It rained a lot and everything was wet. The hardest part was knowing that it was cold and wet, but also knowing you had to put your wet weather gear back on again and get up on deck.

I didn't realise, and have been pleasantly surprised to learn that sailing is all about the people you meet along the way. ⚓





Visitors to the Sydney Race Village relaxed in inviting surroundings and took in the superb view of the race fleet and harbour.



## SYDNEY

*The race villages at the CYCA in Sydney's Rushcutters Bay and Constitution Dock in Hobart were a focal point for crews, skippers, their families, and a growing number of visitors keen to experience the atmosphere of one of the world's great yachting events. Millions more sailing fans followed the action from locations all over the globe. The CYCA wishes to thank all of the sponsors for their commitment to the Rolex Sydney Hobart.*



### VILLAGE SPONSORS INCLUDED

"JANUS et Cie, an international, luxury lifestyle brand of design-driven indoor and outdoor furnishings, is proud to be the official furniture sponsor of the Cruising Yacht Club of Australia's race village and support Australia's world famous Rolex Sydney Hobart Yacht Race."

**JANUS et Cie**

"Maison Mumm is honoured to partner with the Cruising Yacht Club of Australia for our second consecutive year. As an icon of celebration, Maison Mumm is proud to support one of the World's most prestigious yacht races, the Rolex Sydney Hobart Yacht Race, and celebrate the victories and new race records of this iconic ocean sport."

**Pernod Ricard Pacific**

"The CYCA is proud of its continuing association with Rolex, voted the Most Reputable Brand on the Planet in 2016.

"Support for the Rolex Sydney Hobart Yacht Race 2016 – from the inaugural Corporate Luncheon to the Official Launch and Skippers' Party in the Sydney Race Village, to the thousands of local and overseas visitors who celebrated the race finish in the Hobart Race Village – saw unprecedented involvement from a range of support sponsors. This enhanced

engagement with both the sailing fraternity and local communities in both Sydney and Hobart.

"Also unprecedented was the international media coverage for the race start. Seven's coverage was accessible to a worldwide audience via live streaming on the Rolex Sydney Hobart Yacht Race website. Fox Asia also showed the race start for the first time. But it was the exciting debut online exposure through LeSports into mainland China that grew the profile of the race to a new audience.

"This was a race to remember, both on and off the water. And it was made possible by the participating boats and crews, volunteers in Sydney and Hobart, our finishing partner the Royal Yacht Club of Tasmania, and the growing base of companies wanting to be associated with this event."

**KAREN GREGA**  
Chief Executive Officer,  
Cruising Yacht Club of Australia



ANDREA FRANCOLINI





# HOBART

*Hobart's famously changeable weather didn't deter big crowds which welcomed participating Rolex Sydney Hobart boats. The Race Village, centrally located on Constitution Dock, hosted celebrations and reunions, and served up an enticing array of food and entertainment along with fun family activities.*

"Tourism Tasmania is a proud sponsor of the Hobart Race Village, the finish line of the iconic Rolex Sydney Hobart Yacht Race. The professional delivery of this event truly highlights the magic of the race, while showcasing Hobart as a world-class destination."

**Tourism Tasmania**

"Pipers Brook Vineyard were honoured to be the official wine sponsor for the 2016 Hobart Race Village. To be part of such a prestigious event, and to have our fabulous wines showcased alongside such a great race finishing up on the magnificent Hobart waterfront is a real privilege for us at Pipers Brook. We look forward to being a part of this for years to come."

**Pipers Brook Vineyard**

"7HOFM was proud and honoured to be part of the 2016 Rolex Sydney Hobart Race and the Hobart Race Village. The experience we could give our listeners on air, on line and on stage set the scene for an amazing location, event and another reason that Hobart is the best city in the world!"

**7HOFM**

"James Boag Premium congratulates all of the courageous sailors who participated in the 2016 Sydney to Hobart race and is proud that they savoured their achievement with a James Boag Premium"

**James Boag**



**HOBART HUB**  
Constitution Dock lit up with dockside entertainment, games, and food and wine festivals.

"The Tasmanian Ports Corporation (Tasports) is a proud and integral supporter of the Rolex Sydney Hobart Yacht Race as part of Hobart's Summer Racing Carnival. The iconic Sullivans Cove precinct has been the venue for the finish of the race and the celebrations that ensue since the first race in 1943. As the race has grown, so too has the waterfront infrastructure to accommodate the fleet. Tasports now hosts nearly 200 racing yachts at the conclusion of the races, as well as the race villages and a major food festival. Tasports welcomes this iconic race and the tens of thousands of people that enjoy the waterfront each day during this festive season."

**Tasmanian Ports Corporation**



**BREATHTAKING**

Dove Lake at the foot of Cradle Mountain is circled by an amazing walking track.



Over the last five years, Hobart has transformed into one of Australia's leading tourist destinations – and it's easy to see why. The once sleepy southern capital is leading the way in the arts, and for eco-tourism and craft spirits.

A visit to David Walsh's Museum of Old and New Art (MONA) is essential – as is Salamanca and its eclectic markets, and the Taste of Tasmania week-long food festival – but for those looking to venture beyond Customs House Hotel, a plethora of delights await.

**START WITH A CRAWL**

For the ultimate bar hop to North Hobart, start at the waterfront and the Customs House Hotel. Head up Murray Street past Daci Daci, and weave your way up to The New Sydney Hotel, which is sauna temperature in winter, and a favourite with locals for live music.

Turn left from Bathurst Street up Elizabeth Street to The Quartermasters Arms (see below). Take a pit stop at the Shambles Brewery before reaching the back bar at Room for a Pony (see opposite). If live music is your thing, cross the street to the Republic Bar, Hobart's favourite live venue that features a beer garden and some of the country's best rock acts.

## BEYOND THE DOCKS

*With a picturesque coastline, clean air, pristine countryside and a leading-edge culinary scene, LULU ROSEMAN discovers there are more reasons than ever to hang around Hobart after the race.*

Continue up Elizabeth Street to Willing Bros, a wine bar with a comprehensive selection of Spanish and Italian craft wines and tapas. Cross the street to The Winston, a hipster pub that serves dude food, craft beers and ciders, and killer cocktails. The TV-free zone gives way to a vintage pinball machine and a billiard table for a friendly, chilled vibe.

**THE PLACE TO BE**

Self-described as a modern inn, the The Quartermasters Arms is located on Elizabeth Street in one of Hobart's newest precincts, mid-town. Bustling with cafes, bars, a traditional barber and specialty stores, the city's northern fringe is the new Hobart cool.

The Quartermasters Arms pays homage to Hobart's deep nautical history, and well

it might. As an 11 year old, owner Stuart Addison mucked around in dinghies on the Derwent, and later competed in the Rolex Sydney Hobart Yacht Race with the likes of Rob Hanna on the TP52 *Shogun*, as well as *Terra Firma* and *Living Doll*.

After a career in the Victorian wine industry, Addison has returned to his island home to launch The Quartermasters Arms. Guarded by Kora, Addison's border collie, the emphasis is on locally sourced and grown produce designed for sharing (or not).

The menu changes daily, and is complemented by an outstanding local wine and craft beer and cider list. Try the Locavore nachos with drunken cheese sauce, Bruny wallaby nuggets with pepperberry aioli, or a slow Cape Grim steak plate.

[tasmanquartermasters.com.au](http://tasmanquartermasters.com.au)





**DON'T LEAVE TOWN UNTIL YOU VISIT**

Frank Restaurant and Bar is the right kind of moody and right on the waterfront. The juicy, smoky, South American influenced menu will have you in cuisine heaven. Not to mention the cocktails.

Perch on a stool around the open kitchen bar and watch the chefs ply their trade right in front of your eyes at Aloft. Order the degustation or share.

Romantic and chic with the right amount of cool, Glass House is perfect for a New Year's Eve date night. Snare a seat right in the corner and you'll feel like you're floating on the Derwent River.

For something different, Preachers is like being at your granny's house while she's out playing bridge: kitsch, cosy, and you know you'll raid the pantry. Twelve craft beers rotate on tap, local ciders and wines abound, and a menu brimming with burgers and pub favourites keep the locals happy. The astro-turfed beer garden features a restored Hobart Metro Bus that plays host to Bus Bingo every Tuesday night. Win.

**THE MORNING AFTER**

Pigeon Hole Bakers in Argyle Street serves the best croque monsieur in town – the ultimate hangover cure.

Located in the former home of Hobart's *Mercury* newspaper, the pared-back brunch menu at Franklin features foraged ingredients. The darling of the foodie set.

Situated in an old petrol station, chefs Christian Allen and Daniel Price serve some of the best food in Hobart at the trendy Room for a Pony. The stand-out dish on the all-day breakfast menu is the Chinese omelette. Great for coffee, or indulge in a sneaky bloody mary.

The exceptional team at Pilgrim now bring you Bright Eyes at Brooke Street Pier, and serve some of the best in-house roasted beans in town. Stop. For. Coffee.

Hidden down a secluded laneway off Liverpool Street, and round the corner from Pilgrim, The Standard serves the best burgers in Hobart. Sit on the bleachers with the locals or take away. The succinct menu is ever changing. Our tip: go for the double.

**GO WILD**

Royal Yacht Club of Tasmania members Peter and Catherine Cretan, owners of the crimson-hulled *Marten 49 Tilt*, have sailed around the Derwent all their lives, clocking up plenty of ocean miles. And together they have created the ideal post-race getaway – the enchanting Cradle Mountain Wilderness Village Resort.

Situated four hours by car from Hobart in temperate rainforest, the resort lies in Cradle Valley on the edge of Cradle Mountain-Lake St Clair National Park, part of the Tasmanian Wilderness World Heritage Area.

The private, self-contained cottages and chalets have been strategically positioned in the rainforest. Surrounded by native plants and wildlife, the village offers a natural wilderness experience. Come face to face with the local wildlife, or explore ancient forests surrounded by granite cathedrals, glacial lakes and fauna and flora unique to Tasmania.

The resort also features a restaurant, lounge bar and guest lodge with a cosy open fire. It can still be quite fresh in January, so don't forget your thermals. ⚡  
[cradlevillage.com.au](http://cradlevillage.com.au)



**LAND HAVEN**  
Sailors, Peter and Catherine Cretan, created this cosy rainforest resort.





**ALL-ROUND PERFORMER**  
With an easily driven  
Judel/Vrollijk hull, the  
Hanse 315 accelerates  
quickly in light breeze.

HANSE HAS RELEASED A COMPLETELY NEW ENTRY LEVEL CRUISER.  
BUT AS EDITOR, **SCOTT ALLE** DISCOVERS, INNOVATIVE DESIGN  
ENSURES THE 315 BOASTS THE SPACE AND COMFORT NORMALLY  
FOUND ON BIGGER, MORE EXPENSIVE BOATS.

SMALL IS  
BEAUTIFUL







**C**onservative production boat-builders generally prefer to tack along in the established market direction, unwilling to break-out of a fairly constrained set of parameters.

In more recent times that's resulted in a concentration of resources and expanded choices of new models in the 40-foot and over segments of the production yacht market. A 40 is commonly regarded as an entry-level boat.

Fortunately, Hanse has decided to continue to invest significant resources in the 30 to 35-foot category, and in the new 315 model they've done an excellent job.

The company's entry-level cruiser has nearly all the amenities you would expect of a larger offering, cleverly configured in a compact package, which has significant advantages over its larger stablemates. This is to be admired because it's more difficult to build a small boat than a larger one.

Boats are getting bigger, a function of the desire to squeeze more stand-up paddle boards, kayaks, dive-equipment, tenders and an indoor/outdoor galley into your apartment on water. And, of course, there's nothing inherently wrong with that.

As consumers, we're entitled to demand more innovation, space and comfort for our considerable outlay. But we should still be able to get as many of these things as possible in the size boat that suits us best. An ethos that best sums up this boat.

The 315's aesthetics are immediately pleasing. Her lines from Judel/Vrolijk are purposeful, with an almost plumb bow and stern making full use of her 9.1 metre (28 ft 8 in) hull length. The deck line is clean, and though there's plenty of internal volume, that's not reflected externally in a bulky coach-house profile.

Like her bigger sisters, the 315 has a manually controlled drop-down transom that extends the cockpit and becomes a highly enjoyable swim platform at anchor. Lowering and raising is easy; via a line with a latch on either side. There are built-in pads for a ladder, and the platform grants easy access on and off a dinghy. All up, the cockpit space is extended by half a metre.

A chart plotter and instruments from B&G are at the starboard wheel, and the Lewmar primary winches are easy to reach from the helms. Two more winches along with two banks of Spinlock rope clutches manage the halyards and single-line reefing on the cabin top. Two B&G displays for boatspeed/depth and wind angles are located next to the port wheel.

Cockpit space is fantastic for a boat this size due to the twin wheel placement, which opens up access right through the centre, allowing for a very nicely finished teak table with fold-down sides. A tiller (standard option), would cut into this welcoming layout.

The twin composite wheels (an option), from Danish maker Jefa were beautifully weighted and balanced, with no slack or lag. The touch is so light and direct, you are barely aware you are helming at all. The boat is so well-balanced, it virtually sails itself.

There's a large, hinged stowage locker

underneath the port cockpit seat that easily swallowed the Code Zero, assorted sheets and safety gear.

The hull is foam-covered above the waterline, solid laminate below, and her deck is balsa-cored, lowering the centre of gravity and contributing to the 315's impressive sailing credentials. A built-in lip at the deck joint and the gunwale gives extra control when the boat's heeled.

A wider top step in the companionway shows an understanding of moving safely around in an unpredictable offshore seaway. Handy grab rails and a recessed light in the step just reinforce the feeling of security.

The saloon is another example where well-applied design has reaped major benefits. There's plenty of headroom, at least 1.8 metres (6 ft 2 in), due to a lowered cabin floor that extends to the forward edge of the galley; you then step up into the main part of the saloon.

There's plenty of natural light from an overhead deck hatch and large fixed horizontal ports. The saloon table in American cherry, which seats six, separates two straight settees, with a seat for a small aft-facing nav station to port. The standard interior finish is a satin mahogany with optional choices of light Italian oak or warm American cherry.

The L-shaped galley with black quartz countertops is to starboard with a single circular sink near the centreline, a Waeco top-loading refrigerator and a two-burner Eno stove/oven combination.

To starboard of the companionway is the aft cabin, with ample cupboard/storage in the walk-through passage. A transverse layout (across the boat), means it's a huge double berth that comes with a memory-foam mattress. There's excellent ventilation via a screened sealable hatch with UV blind, all great for cruising.

On the other side of the companionway to port is the full-size head, with generous shoulder turning room and vanity basin.

The forward cabin is offered in several different layouts. The standard layout is a large v-berth with storage underneath and

**COSMETIC APPEAL**  
A clean, sleek exterior profile is matched by an elegant uncluttered saloon interior.







has no door. Without the bulkhead and door, you have an open full berth with a small luggage table to starboard. Enclosed, you get a seat with additional shelves that fold out to create a single or double elongated berth.

Most of the boats destined for Australia have been ordered with the enclosed bulkhead and cabin door. The hatch in this cabin also has a screw-down seal, doing away with the need for taping in rough seas – a very practical touch lacking on a lot of race boats.

Out on water the engine, an 18 hp Volvo, was whisper quiet thanks to surrounding insulation, and was accessible through panels in the head and stern cabin. It drove the hull easily, making 5.6 knots at 2500 rpm. There's plenty of power to push the boat's 4.7 tonnes along.

But this is a boat made to sail, and invites to you to do so due to its friendly, simple set-up.

The beauty of Hanse rigs is the self-tacking jib that makes shorthanded sailing a pleasure. The 315 comes with a 98 per cent headsail on a Furlex above-deck furler and a curved sheet track just ahead of the tapered, aluminum, deck-stepped mast. The rig, vang and traveler are all from Seldén, which dominates the European production boat market.

There is an option to add jib tracks on the side decks and an 105 percent overlapping jib. Sails are either Dacron or Elvstrom FCL (Fast Cruising Laminate).

There's also a very nicely cut 65.4 square metre assy from Norths with a snuffer. During a fairly busy test session, we went through the entire wardrobe near Cockatoo Island. The boat's acceleration was obvious and she responded to the smallest correction on the helm.

Craig Rixom, the very happy owner of *Altona*, the 315 we tested, told Sails he brought the boat back from Pittwater under jib and full main in a 20-knot nor'easter, and it was sitting around six to seven knots.

Things got a bit more interesting in the infamous funnel through the heads.

"I looked at it [the wind-speed indicator], and it was 32-plus knots," he recounted smiling. "We were doing 11 and half knots. I put two reefs in it, we were coming down the harbour doing seven or eight knots – phenomenal," he enthused.

A dedicated windsurfer, he wanted to introduce his two children to sailing, and sees the 315 as the perfect weekend cruiser.

"We're hoping it's going to be our Sunday sailer. It won't be a twilight racing boat, it will just be a Sunday afternoon option. There's room for the windsurfer."

And Craig's one of a rapidly growing cohort of converts to the 315. One hundred boats are in production, and Windcraft are offering a discount on the first ten boats heading here. According to Mary Bickley, Hanse Brand Manager at Windcraft, a base boat starts from \$175,000, but she explains most clients decide to upgrade with options to around \$225,000.

There are now seven models in the very successful Hanse 5 series, ranging from the 315 to 57 feet. With bigger boats, of course, comes a larger capital commitment, as well as higher maintenance and associated berthing and crew costs. So, if there is no compelling reason to do so, downsizing to a yacht such as the 315 is a highly desirable choice. ⚓

[windcraft.com.au](http://windcraft.com.au)  
[hanseyachts.com](http://hanseyachts.com)



MODEL	Hanse 315
LENGTH OVERALL	9.10 metres / 29 feet 8 inches
BEAM	3.35 metres / 11 feet
DRAFT	1.85 metres / 6 feet 1 inch (standard)
DISPLACEMENT	4,700 kilograms
BALLAST	1,500 kilograms (standard)
ENGINE	11.8 hp (standard)
WATER	230 litres
FUEL	100 litres
SAILS	47 m <sup>2</sup> / 506 square feet
PRICE	\$242,000 (as tested)



## ON SHOW

Geelong's waterfront came alive as the fleet headed out.

## Headline acts

The Festival of Sails hosted by the Royal Geelong Yacht Club (RGYC) lived up to its reputation for close racing and plenty of onshore entertainment.



The curtain opener to the Festival of Sails, the 174th Melbourne to Geelong Passage Race, turned out a repeat of the 2016 finish with Geoff Boettcher's TP52 *Secret Mens Business* (SA) the first monohull, and Bare Essentials (VIC) the first multihull.

Dramatic clouds over Melbourne city and 10–12 knots sou'-west winds farewelled the fleet of 220 boats of mixed sizes, and sunshine, flatwater and building sou'-east winds greeted them at the finish off the Royal Geelong Yacht Club, the host club welcoming around 2,000 sailors.

"Everyone had a go at winning. We came to the front at the right time," said Boettcher of their exciting line honours battle with Ray Roberts' Farr 55 *Hollywood Boulevard* during the final approach to the finish.

"Our tussle with *Hollywood* was excellent. He's been stamping on us for years but hey, that's sailing. We weren't quite as fast as him, so we just had to wait until he made a mistake. Once we got in front by a couple of boat lengths we felt more comfortable," admitted the South Australian skipper.

Roberts congratulated Boettcher and his crew once tied up at the Royal Geelong Yacht Club jesting, "You put us under pressure and we buckled. You are the only other boat skipper who has made me cry. Good race!"

*Hollywood Boulevard* had a sail issue at a crucial moment and *Secret Mens Business* pounced on the foul up.

Legendary AFL player Robert 'Dipper' DiPierdomenico was on *Hollywood* as a guest and laughed, "I've never lost at Geelong. This is the first time, and I'm disappointed. I'll be back next year."

Nick Bartels' Cookson 50 *Terra Firma* (VIC) won the passage race on handicap, beating *Secret Mens Business*.

"It was a hard slog all the way down, then a good surge up the main channel to the finish," said Tim Pepperell, skipper of the first multihull, *Bare Essentials*.

After four days of competition on Port Phillip and Corio Bay, top Festival of Sails honours and the Bausele Super 11 national title went to Cam Rae's Geelong-based *Poco Loco*, a sweet triumph after the local Thompson 920 crew finished second at the 2016 Australian Championship, held as part of last year's festival.

"We didn't do too much wrong. Usually in an eight-race series you have one shocker," Rae said.

"Overall it's the best regatta we've sailed. The boat was new to us last Festival of Sails, this time we've had 12 months under our belt to figure out systems and trim. The boat's going a lot better than it was a year ago.

"Even though we rate well on AMS, we are equally happy we won the Super 11 Performance division. It's great sailing among all the boats, there are a lot of good yachties in this division.

"We'll be back next year for the anniversary. The Festival of Sails is one of the regattas we love doing because we don't have to travel!"

Second was Rod Warren's J111 *Joust* and third was Matt Draper's RP Shockwave 36 *Smooth Criminal* – both Sandringham boats.

Final points from Tuesday January 24 and the deciding three windward/leeward races in 20 knot sou'-easters cemented *Terra Firma* as the Rex Gorell Land Rover Club Marine AMS division one victor (IRC) by one point.

Only once did Nick Bartels' Cookson 50 *Terra Firma* drop out of the top tier, after race six today, when they fell in behind Geoff Boettcher's TP52 *Secret Mens Business* from Adelaide but still on equal points.

"It came down to the wire. We were only one point in front and we didn't have a great race. We came last, but luckily they had a bad race," Bartels said. "We broke two jib sheets and yesterday we blew the spinnaker to bits. Everyone had a turn.

A busy on-water program was only one of the festival's challenges: the other was making it through the after-hours Shoreside Festival at the Royal Geelong Yacht Club's that included live bands well into the night.

Tuesday January 24 signalled the end of the 2017 festival's key racing component, the event winding down with the new Off The Beach series, held on Australia Day Thursday January 26 to Friday January 27. ↓

[www.festivalofsails.com.au](http://www.festivalofsails.com.au)



All sailing for Victoria's Mornington Yacht Club, *Wild Oats XI* helmsman Graeme Taylor and his *Magpie* crew of Steve Jarvin, also off *Wild Oats*, and James Mayo posted the best scores among a who's who of keelboat sailing. For the second year running, they were named Etchells Australian champions.

This year's national titles were held from January 11–15, off Palm Beach on Sydney's northern beaches. Taylor and Mayo were joined by Steve 'Mothy' Jarvin who cut short his skiing trip and spent five days travelling to make the final two races of the five-race, One-Design series.

"It's never easy at an Etchells nationals," Taylor said of the entry calibre. "You just have to chip away, and eventually it comes good," he added while heading back to his home state with some extra luggage.

Taylor, Mayo and Richie Allanson won in 2016 at Royal Brighton Yacht Club.

"We are very, very happy. The race committee did an amazing job. They were smart enough to know what was going on out there and try to work with the conditions. We were very glad they binned that last race. It was getting hard to get a handle on the shifts."

On the number of general recalls and black flag starts over

the shortened and very intense series Taylor said, "Everyone wants to get a good result; they are pushing hard. You do your best and sometimes things fall your way. We were lucky this time."

*Magpie's* training partners Iain Murray, Euan McNichol and Richie Allanson finished second overall by three points with *Northern Havoc*. The current Etchells world champ John Bertrand took third with *Triad2* and his crew Bill Browne and Jake Newman.

particular Etchells racing, a class he says people often return to. "We all seem to come back to the Etchells, it's the common denominator. There a good bunch of people in the class who enjoy racing and we all rendezvous.

"There are some old hard heads, like us, but out there today was the Royal Prince Alfred Yacht Club (RPAYC) junior squad who are at the other end of the learning curve. They are showing plenty of promise.

## Magpie swoops twice

*After the disappointment of the Rolex Sydney Hobart, the Etchells Championships proved something of a consolation for crew members from WILD OATS XI.*

"We didn't get a win but we were always there, and it was good enough to bring us home second," Murray said. "It was difficult out there with weather and sea conditions. Our target is the world champs in September; this is the first part of the journey. It's the second regatta we've sailed and we're going up the curve."

Murray's America's Cup commitments will restrict his return to sailing and in

"I've got a pretty busy time coming up, but I'll do what I can," Murray promises. He will lead one of the Australian teams preparing for the San Francisco worlds in September 2017.

Given three of the red shirts from the *Wild Oats XI* supermaxi crew picked up trophies at the Etchells major title, Murray says the pressure is now on their *Oats* crewmate Chris Links to perform well at the Finn nationals the Royal Motor Yacht

Club Broken Bay is hosting from 16–21 January.

The 4,6-boat Etchells fleet went out on Saturday to the Palm Beach Circle where the residual sloppy seas from a big blow late Friday, combined with 1–3 knot winds, made offshore conditions unpleasant. In the hope things would improve, crews and officials waited patiently in the searing heat until 4 pm before starting the long journey back to the host RPAYC sunburnt and without posting a score.

Offshore winds were light east-north-east on Sunday for races four and five. As the wind freshened to 15 knots, race officer Ross Wilson attempted to start race six under a U-flag, but it was a general recall. The committee went straight to black flag, but a major wind shift at 30 seconds to go forced a postponement, and then the time limit kicked in.

First female helm was Jeanne-Claude Strong (*Yandoo XX*). First and masters and grand masters crew was Bertrand's *Triad2*, and first Corinthian boat was *Fifteen+* (David Clark, Mark Langford, Sasha Ryan, Will Howard).

The RPAYC's youth development team of Malcolm Parker, Clare Costanzo, Evelyn Foster and Rachel Bower grabbed the older guard's attention in race five on Sunday afternoon when they crossed *Magpie's* bow and posted their best result: 11th. Other youth development sailors were among the fleet.

The Etchells World Championships will be held in San Diego in September. ⚓ [www.rpayc.com.au](http://www.rpayc.com.au)

### BEST SCORES

Right: Graeme Taylor and his *Magpie* crew, Steve Jarvin and James Mayo.







**MATCH-UP**  
Above: *Celestial* posted some enviable results, including a CYCA Bluewater Pointscore victory. Below: *Shakti*, record holder for the Pittwater to Southport.

Doug Coulter, *Shakti*'s owner and former commodore of the Lake Macquarie Yacht Club, described the process of navigating the yacht with its 2.95-metre draft through the shallow Swansea channel as highly stressful, hence the decision to leave the Pittwater to Southport winner at Newcastle until Sail Port Stephens on 3–9 April.

Coulter says he's looking forward to the showdown with *The Goat* off Port Stephens, noting

that while *Shakti*'s larger main and headsails give her advantage, she also pays the penalty through a higher rating.

*The Goat*, on the other hand, probably has a more seasoned offshore team, with consistent results in the CYCA's Bluewater Pointscore series, coupled with new sails from Hood prior to the Rolex Sydney Hobart Yacht Race.

*The Goat*'s boat manager Sammy Price says it will be a pleasant change for the well-campaigned, white-hulled Rogers to line up against one of her own kind, as opposed to slugging it out against the ultra-competitive and extremely well-rated TP52.

The Rogers are known as solid offshore boats that like a bit of breeze. Simon Rogers from Rogers Yacht Design in the UK came up with a design to fill the niche between the established cruiser-racer such as the DK46 and the much more expensive TP52.

The 46-foot length was chosen as theoretically being able to enjoy the fruits of clear air by being quicker than the then-conventional production 45–47-footers, and slower than the light displacement 50–52-footers, and not to be hampered by their dirty air.

Certainly, *Shakti* and *The Goat* have proved their credentials in all points of breeze, including strong reaching and running conditions. As *Celestial*, *The Goat* posted some enviable results, including a CYCA Bluewater Pointscore victory. ⚓

## Channelling adversity

*The notorious shifting sands of the Swansea channel at the entrance to Lake Macquarie have helped cement one of the most anticipated match-ups at this year's Sail Port Stephens regatta in April, writes SCOTT ALLE.*

**S**hakti, a Rogers 46 and the line honours and IRC winner of the recent Pittwater to Southport race is expected go up against her sister ship *The Goat*, campaigned by Seb Bohm and Bruce Foye.

The navy hulled *Shakti*, named for the Hindu Goddess of power or force, beat 17 starters to Southport in early January, setting a race record of 36 hours 46 minutes 07 seconds. Her average speed ranged between 16–18 knots with a top speed of 23 knots. Just a few days earlier *The Goat* completed the 72nd Rolex Sydney Hobart, finishing seventh in IRC Div 1, behind *Balance* and *Ichi Ban*.

## Perfect ten

*Sail Port Stephens is celebrating its tenth anniversary with its biggest ever program of on- and off-water events.*

Sail Port Stephens race week is expanding its format and leaving the traditional NSW school holiday timeslot behind to create an endless summer of sailing from 3–9 April 2017.

The cruise Commodore's Cup series is scheduled for the first three days followed by the NSW IRC Championships and Port Stephens Trophy (PHS) series on the final three days. Also on the cards are the Australian Sports Boats Championships and NSW Super 12 Championships.

Thursday 6 April is a lay day, allowing families to savour the region's many holiday attractions, while the Junior One-Sail Dinghy Series becomes a satellite event in the holidays (11–13 April). A raft of social activities is also planned, including a Women Who Sail conference.

Sail Port Stephens director Paul O'Rourke says the key to the regatta's success has been the blend of high quality racing, casual cruising-oriented activities, and the genuine hospitality in the township of Nelson Bay.

"We're expecting a record number of entries to celebrate the 10th milestone, and it's an opportunity for us to plan our biggest ever program," he said. "By avoiding Easter with our change of dates, crews should have more berths available and more accommodation options."

Regatta patron Matt Allen, who will be defending his NSW IRC Division 1 title, agreed there's something unique about the event. "I asked some people to name their favourite regatta, and most of them said Port Stephens," he said. "The waters off Port Stephens are among the best in Australia and you can also enjoy a couple of beers afterwards, which brings the camaraderie together."

[www.sailportstephens.com.au](http://www.sailportstephens.com.au)







## Charter boost

*The Top of the Gulf's reputation as one of Asia's best regattas looks set to be further enhanced this year.*

**E**ntries are flowing in for Thailand's premier multi-class sailing event, the Top of the Gulf, to be held from the 4-8 May at South-East Asia's largest marina, Ocean Marina. The event regularly attracts more than 250 boats and since opening for entries late last year, organisers have received strong interest and early sign-ups.

William Gasson, Co-Chairman of the Top of the Gulf Regatta Organising Committee, says new options for one-design class racing have proved popular, and he's expecting especially tight racing in the big dinghy fleet.

"We opened for entries in mid-December last year, and have had a lot of early enquiries for the 2017 Top of the Gulf Regatta. Already the one-design Platu class has 11 confirmed teams with crew coming from more than 10 countries. We're expecting a larger-than-normal dinghy fleet this year due to the Thailand Optimist National Championships being the last junior sailing event before the Optimist World Championships in July at the Royal Varuna Yacht Club," he said.

"In addition to the IRC, cruising and multihull classes, we have also introduced an option for the regional TP52 fleet and similar type boats to have their own dedicated class and courses," added Gasson.

### GROWING THE CHARTER FLEET

As well as catering to the current fleets, organisers have seen a growing trend of international sailors wanting to charter boats for the regatta. Targeting key sailing populations in the Australasian region and working with charter operators, they have created a dedicated charter section on the event website that promotes charter boats available for the regatta.

Boats such as *Baby Tonga* (Beneteau First 53), *Resolution of Whitby* (Beneteau 523 Oceanis), *PH Plus+* (Elliot 46) and the famous *Cassidy 55 Australian Maid*, along with a selection of multihulls and dinghies, are available for charter. ↓

The 2017 Notice of Race is online at [topofthegulfregatta.com/notice-of-race](http://topofthegulfregatta.com/notice-of-race). Boats can enter at [topofthegulfregatta.com/entry](http://topofthegulfregatta.com/entry).

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# SPARRING PARTNERS







**A** new year and another season for the boat, but perhaps something needs to change to regain that edge or simply spice up the sailing. Both yacht and owner

have ways of fighting the ageing process, but perhaps we'll start with the easier option: the boat. Given that boats are one of our largest assets (besides our house), spending the dollars on a new one isn't to be taken lightly.

The cruiser-racer yacht is the everyman of modern sailing, so there are plenty to choose from – both used and new. The major builders are increasingly moving their strategy to this class, and improved hull technology – such as infusion – means that lighter production boats can be optimised to a greater extent. A responsive boat that sails well has wide appeal, so the modern cruiser-racer can be at home on a coastal voyage or a twilight race.

What if you want more, but don't want to entirely change the way you sail or your family's enjoyment of weekends aboard? Upgrading the sail wardrobe is often the first step, and rightly so. Replacing the stretchy dacron with a taffeta/carbon mix gives you a sailplan that won't lose its shape, creating a nice steady laminar flow across the rig. The rig itself may well be ageing and its standing rigging beyond insurance cover, so it may be worth considering your options.

A common choice for the twilight racer brigade is a tapered alloy mast that may mean changing your sail wardrobe to higher performance radial sails. But for the regatta sailor with silverware in mind, the latest carbon spars are a serious consideration.

#### CONSIDER CARBON

This is a scenario that Ron Jacobs, a yacht performance consultant who represents carbon rig manufacturer Hall Spars, regularly comes across. "Many of the more competitive 40-footers from Beneteau 40s to Cookson 12s racing at club level have retro-fitted to Hall Spars carbon rigs and are seeing the performance benefit on the race course," says Jacobs.

Given that a new carbon rig could cost around 25 per cent of the yacht's value, the gains must be clear and guaranteed, of course. "Reducing the weight aloft will increase the yacht's stability, which in turn will increase boat speed – the larger the yacht usually the greater the gain. A further benefit is the reduced pitching moment in a seaway," explains Jacobs.

An important factor is the use of high modulus carbon, a stronger form of carbon, which allows for a 25–30 per cent saving in weight over a standard modulus carbon rig. "On a typical 46-footer with a traditional aluminum mast and boom, we could expect



to see weight savings in the order of 180 kg by going for a new high modulus carbon rig and boom," says Jacobs. The other upside to this weight reduction aloft equates to adding about 500 kg to the keel, which increases stability. Alternatively, a 500 kg keel reduction can be made if the yacht's original stability is to be maintained.

Chris Hickey from leading rigging specialist Southern Spars says upgrading from an aluminium to carbon fibre mast is a relatively simple process. Once Southern's design team has the dimensions and righting moments for the yacht, they undertake the initial global design, which governs how the rig will behave and the overall configuration, such as number of spreaders.

"There are many factors for the client to consider," he advises, "like carbon fibre modulus and type and number of fittings/components. They can talk this through with the sales team, and combine to make a

rig that suits the level of performance and budget that the owner has in mind."

What type of carbon fibre modulus to use is one of the main things to consider. Hickey explains that this refers to the stiffness grade of the carbon fibre, with stiffer grades being progressively more expensive. [modulus is not per weight].

"For racer/cruiser yachts, standard modulus is the most common as it is significantly cheaper than high or ultra-high modulus, while still providing the 50 per cent weight savings, increased stiffness and custom bend profile afforded by carbon," he says.

High and ultra-high modulus carbon fibre represents a large step up in price though, while providing weight savings and stiffness characteristics that exceed the performance capabilities of the rest of a typical racer/cruiser yacht – a bit like putting a Formula 1 gearbox in your family station wagon."

Hickey points out.

According to Chris Hickey, "the average expected weight savings for an aluminium to carbon fibre upgrade for a 45-footer is around 100 kg. For a 50-footer, that bumps up to 140 kg."

He says that drastically increases your righting moment, meaning you heel over less, and reduces pitching when sailing into a headsea, so you sail a faster and smoother course through the waves. A rough guide for expressing the righting moment increases is one kilo saved in the mast is like adding five kilos to the keel bulb.

Southern Spars tailors the stiffness profile of your mast to exactly what's required by your sails to achieve maximum performance through close collaboration with your sailmaker so your sails are performing as designed throughout the wind range.

One of the chief benefits of that says Hickey, "is increased headstay tension and hence reduced headstay sag, which allows you to point higher when sailing upwind – meaning you can hold your lane off the start, lee-bow competitors and make that cross against starboard tackers more easily."

Recent developments in rigging have meant that carbon-fibre rigging is also now available at a price point to suit a larger pool of racer/cruisers. An upgrade to either ECsix, or ECthree multistrand rigging not only increases the longevity of your rigging, but saves around 70 per cent of the cable weight compared to Nitronic rod. So the bigger your yacht, the more you stand to save.

#### THE FUTURE

Top-down development is common in many industries and yachting is no different, as the winged sails and carbon foils on the America's Cup catamarans show. However, this can be a bit pie in the sky for the club racer, so smaller boats like the prototype Mini Class 6.5 perhaps have more relevance. These guys pioneered rotating masts, movable ballast and even scow bow hulls. Their rig development continues at pace, as it also does in the sports boat arena. Here a couple of West Australian brothers, Patrick and Greg Johnson are working on a semi rigid wing (SRW) on a newly developed sports boat, the K8, that looks to have potential for club racing. "Most interest in our soft wing has come from existing owners wanting to improve the performance of their race boats," said Patrick Johnson. Describing it as "affordable and able to be fitted on many boats," the concept is based around a rotating mast that has a wing sail developed in conjunction with Elevstrom (formed by two layers of sailcloth) that is supported by tapered battens and can be handled like a normal mainsail in terms of hoisting and reefing.

The experts at Southern Spars agree that many more features on grand prix racing yachts are making their way onto club racers

#### FILE SHARING

The K8 sports a semi-rigid wing, one of the many grand prix racing features being adapted for club racing boats.





around the world. Chris Hickey, Process Engineer at Southern's high-tech facility in Auckland says carbon rigging has begun to gain traction on yachts like the ClubSwan 50, Melges 40 and many of the Fast40 fleet.

He also cites other components beginning to make their presence felt, such as halyard locks. "These help to reduce the tube weight by removing some of the compressive force placed upon the rig by having the halyard load travelling through the tube," he says.

"Further weight savings can be found by replacing halyards with a lighter hoisting line that lifts the sail onto the lock instead of a strong, but much heavier halyard – luff tension is controlled by a cunningham at deck level. Locks are not just found in the the mast, with boom locks coming into vogue for boats looking to reduce the weight of their booms by saving weight on reinforcing around reefing areas," he adds. ⚓

# MAXWELL

Jeff Brown Photography



## High Performance Anchoring for High Performance Sailing

### Supermaxi CQS development

One small boat idea that has been used at grand prix level is wider shroud bases, as seen by the 100-foot supermaxi CQS during its maiden Rolex Sydney Hobart Yacht Race. Original designer Brett Bakewell-White added gunwale-level wings using PBO shrouds to support a lighter Hall Spars mast and foiling boards in the hull to create lift. CQS went on to finish in the top ten, despite the failure of its foils, a result that was pleasing for owner Ludde Ingval. He said, "Before the foils failed, we'd seen speeds of 32.8 knots going down the NSW coast and we had no problems with the Hall Spars mast." Ingval estimated the five-spreader high modulus mast to be 50 per cent lighter than similar masts and will allow his team to develop a more powerful suite of spinnakers and A-sails in conjunction with Evolution Sails Auckland. Part of the rig development required Hall Spars to create 10-metre long hollow carbon battens with vacuum cavities that claim to be 15 per cent lighter than competitors. These HCB battens are seamless and without joins so are intended to significantly reduce chafe on the carbon mainsail while also allowing normal reefing.

#### EVOLUTION IN ACTION

CQS was fitted with ultra-light, high modulus Hall Spars carbon rig. New HCB battens were developed in single pieces to reduce chaff and improve laminar flow.



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## New Cruiser-Racers

All the big production manufacturers have strong offerings in this area. These range from the more dedicated cruiser-racers such as the new Dehler 34 that Windcraft sell, Jeanneau's Sunfast 3600 that 38 South Boat Sales is importing right now, and the Elan S4. Others that are oriented more towards the first part of the cruiser-racer equation include the new Hanse 315 and the Oceanis 41.1 from Beneteau.



Forty feet is the sweet spot for many racers. It's also ideal for offshore while spacious below, so the Oceanis 41.1 is another boat to consider. With the demise of Beneteau's First range, the company has sought to enhance some models in the Oceanis cruising range, which has created a lighter 41, dubbed the 41.1. The 2016 Oceanis 41.1 uses the same 2012 hard-chined hull, but it's shed a whopping 614 kg, along with a revamped interior. Designer Pascal Conq has created a balanced but modestly size sailplan intended to be user friendly, so the Performance Pack upgrade is advisable for Hamilton Island Race Week. This comprises an adjustable backstay, German mainsheet and black carbon Elvstrom sails bent on the standard alloy Z-Spars mast, including a 104 per cent genoa.



Looking at the Dehler 34, it's the latest in a line of dedicated cruiser-racers, penned by the prolific Judel/Vrolijk that range from 29–46 feet. At 34 feet this makes for an ideal entry level regatta boat, especially if you opt for Dehler's extensive Competition suite of options. The Competition fit-out comes with the taller tapered mast, equating to about 12 per cent larger sail area using Elvstrom HPM membrane sails. For downwind, there's a fixed bow sprit to fly both kinds of spinnakers, making the Dehler 34 a well-equipped regatta boat, especially if you can stretch the budget to a carbon rig and rod shrouds. The Pauger carbon spars reduce aloft weight by 50 kg while bringing the benefits of a stiffer rig and better righting moment. The costs are \$46,380 which includes carbon boom, spreaders and rod rigging. The price of the tapered aluminium rig option with the same sail area as the carbon is \$10,792 which also includes the rod rigging upgrade. As Windcraft dealer Ric Hawkins explains, "Most people who are serious see the dollar value as being very worthwhile when they're out on the track." Recognising that carbon spars can be overkill for the twilight brigade, Hawkins has some further advice. "I really do like the larger aluminium rig option with this model as it represents great value for the additional sail area, giving greatly improved light weather performance," added Hawkins. Other mods for the Dehler 34 can include an optimised T-keel and balanced single spade rudder. Below decks there's two double cabins and generous aft sail locker.



The Sunfast 3600 is a popular boat in Europe that's making its mark here and has had regatta wins in Asia. Its spartan layout keeps the weight down and the lead L-shaped keel won't foul fishing lines like a T-keel while the twin rudders control the beamy hull. Below decks the minimalist layout reduces weight with twin cabins aft plus head forward alongside the sail locker. The keel stepped mast can be carbon and the infused hull has strong chines for tracking. The standard 3600 has TCC of 1.044.



A similar boat but with more creature comforts is the 34 foot Elan S4. A race-optimised version of the E4 cruiser, it has an infused hull and deck plus foam-cored furniture that saves 6 per cent over the standard version. An S4 arriving in Melbourne shortly comes with a carbon mast and boom with rod rigging, dealer Matt Hayes at Performance Cruising Yachts tells me. Vektor Carbon sails from OneSails Italy are used and deck gear includes upgraded Harken winches, blocks and tracks. Other key deck gear includes barber haulers and finetuning for the backstay. The S4 has an IRC TCC of 1.030 and a base price of \$270k.



Hanse's latest boat, the 315, is a fully fitted cruiser that is ideal as an entry level twilight racer; something that dealer Windcraft is doing right now for a customer. As a typical modern cruiser, the ballast ratio prevents extreme racing, but that's not the point of this boat. Instead, simply bend on a set of tri-radial sails and a big genoa to enjoy some non-spinnaker divisional racing in this manageable 31-foot hull.



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## LEADING-EDGE DESIGN

Despite a concerted effort to keep costs down for the 35th America's Cup, a campaign is still conservatively put in the tens of millions of dollars. Sir Ben Ainslie's highly professional Land Rover BAR team has set out to harness the best of British design and technology to secure the cup. **MARK CHISNELL** reports the Land Rover BAR Technical Innovation Group, or TIG, is bringing together British industry to contribute to this unique technical and sporting challenge.

O

ne look at any image of an America's Cup boat at full throttle and it doesn't take much to work out that one of the most highly loaded components is the hydrofoil boosting the boat out of the water. If winning the America's Cup is all about maintaining stable flight, then the engineering of the foils is the stuff of which critical paths are made.

George Sykes of PA Consulting is the project manager for the team's Technical Innovation Group (TIG), a vehicle to bring the very best in British design, technology and innovation to bear on the project to win the America's Cup.

"When we were looking for technical expertise in the structural engineering of the carbon fibre daggerboards that support the boat in flight, it's hard to think of a better place to go than our TIG partner BAE Systems," said Sykes.

BAE Systems were happy to help, and word went out to their military aircraft team in north-west England. Enter Tom Hume: a quietly spoken aerospace engineer from Manchester who admits to an enriching family life and being a keen mountain biker. Or at least, that's what it says on his LinkedIn profile. Scroll down a little and you'll see that he just happens to have worked on both of the fighters that will form the mainstay of NATO aerial power for the next decade or two: the Typhoon and the F35 Lightning II. Hume worked on the composite engineering of both planes as part of BAE Systems contribution to the manufacturing consortiums.



Hume initially worked on the Typhoon before spending ten years on the design of the F35's fuselage. It goes without saying that the man you entrust with composite design on a trillion dollar fighter project probably knows a bit about carbon fibre. Which was good, because his skills were about to be fully utilised.

The design of the America's Cup Class hydrofoils is one of the team's most closely guarded secrets, but the general principles are well known. Essentially, there are two conflicting goals. The first is to make the hydrofoil the most efficient shape, and in general, that means that it needs to be thin. The second is to make it strong so that it can cope with as many situations as possible – like being used as a handbrake at 30 knots. And this means that it needs to be fat, to pack in as much carbon fibre as possible.

Working out this conflict for Land Rover BAR is the task of British structural engineer Mark McCafferty and Italian hydrodynamics specialist Mario Caponnetto. "What we are doing is to design the shapes of the board strut and tips that will be the most efficient," explained Caponnetto. "Then Mark checks the section that I am designing, to make sure that it will stay in one piece – it's a loop between what's possible structurally and what's desirable hydrodynamically. We have to find a compromise between weight, strength and low drag."

Mark McCafferty added, "Once we've agreed the shape, I'll define the structure and the materials that



**BOOSTER**  
Hume, one of the brains behind NATO's aerial power, was brought in to engineer the carbon fibre daggerboards.

we want. Other people in the team will create a 3D CAD (computer aided design) model from that, and then Tom takes that and creates the lay-up specification and the drawings that the manufacturer will use to build the piece." The more detail that can be provided to the manufacturing team, then the better the quality of the finished product. These are immensely complex structures, requiring enormous strength and very high precision of shape, and nothing should be left to chance.

"I take a solid representation of the part, the foil, and turn that into a carbon fibre lay-up plan," explained

Hume. "The builders have been very happy with what they have received. The boards are very complex, and to make it a simple task to lay up hundreds of layers of carbon fibre and fit them together in the mould is quite an achievement.

"The people building the board are able to just cut the plies out to the shape that we give them, and put it on the tool and they fit. Normally they would have to spend a couple of days working out what shape each one needs to be manually, now it's all done for them. It saves a lot of time in manufacture especially on something as complex as these boards."

It's often said that the most precious commodity in the America's Cup is time, and the first race in the Qualifying series will start in Bermuda on schedule whether the teams are ready or not. So anything that saves time is a fantastically valuable resource, particularly on such a vital component as the hydrofoils.

"Boards are probably the most significant performance differentiator on our boat – critical for boat speed, boat handling, and flight stability. The support we've got from Tom Hume and BAE Systems will significantly reduce our manufacturing time and increase the quality of our boards, and in doing so will make a significant impact on our campaign," concluded Richard Hopkirk, Engineering Manager at Land Rover BAR. ⚓

[land-rover-bar.americascup.com](http://land-rover-bar.americascup.com)  
[baesystems.com](http://baesystems.com)





## Laser focus

Proving herself when she took out the Laser World Youth Championships in Dublin last year, Zoe Thompson is one to watch. Determined yet modest, and quick to learn, she has her sights set on the Tokyo Olympics – and according to REBECCA NASH, she has the talent and attitude to take on the world's best.

**Z**oe hails from Perth, and is a full-time student at the University of Western Australia. The eighteen year old is in her second year of a marketing and sports science degree, but still manages to fit in an intense training regime for the sport she has loved from a young age. Zoe decided to give sailing a go herself after watching her older brother sail. At age eight, she starting sailing a Pelican (a local WA boat), but after three years switched to an O'pen Bic and a 125. "I loved sailing with my best friends, we just had fun."

Then with a few state titles under her belt, she decided it was time to upgrade, and at 14 Zoe began sailing Lasers out of the Freemantle Yacht Club. "Tristan Brown encouraged me to move from the Bic to the Laser 4.7, and coached me for the first three and a half years," Zoe says.

"Tristan was one of the main coaches at Royal Freshwater Bay Yacht Club. He was doing a Laser try-out day before starting a Laser training group. He helped me improve at Fremantle, then for the worlds. Tristan has been the most significant coach I've had."

### A TENACIOUS SPIRIT

The modest young sailor has an impressive scorecard, and attributes her success to her determination. "I work hard to improve my skills, and want to be able to not give up in the tough races," she says. "I try and focus on being able to accept losing, and then overcome my mistakes to improve."

One of the most exciting points in Zoe's sailing career was after winning nationals in the Laser, making the worlds. "I always wanted to see how I would go there. It was a way of getting better."

And so began her international sailing career. In 2015 she competed at the 4.7 Laser World Youth Championships in Medemblik (Netherlands), where she came seventh overall. Then last year in Dublin (Ireland) at the same event, Zoe took out the series. She recalls, "I was extremely happy with my performance, but I was still a bit shocked. The win only made me more determined to train hard and keep improving."

She has enjoyed the travelling involved in competing, and the friendships she's made with her teammates. She has maintained her passion and excitement for the sport, but admits the hardest moments are the training sessions, and her frustration at not improving.

She says, "I hit a plateau in early 2016. I was getting beaten a lot and while I was training hard, I wasn't getting better. I had to take a short break in order to come back more determined than ever."

Unfortunately, at the end of 2016 Zoe was off the water for a few months with glandular fever and a liver infection. While she found not sailing difficult, it did make her more eager to be back on the water and give the upcoming worlds her best shot, which she did. Zoe competed at the 2016 Youth Sailing World Championships in Auckland (New Zealand), and finished seventh overall.

When asked what the future holds, Zoe draws inspiration from the moment she won the worlds, and recalls watching the Rio Olympics and deciding that she wanted to pursue sailing as far as she could. "I'd like to continue sailing," she says, "and hopefully go to the Olympics."

With her sights set, and her course planned, we'll be watching out for this talented young woman from WA. ⚓



Zoe celebrates her win of the Laser Radial Girls Youth World 2016.





## BLUEPRINT FOR SUCCESS

*When an athlete gets to the top, young ones coming up are grateful to be taken under their wing. Olympic Gold medalist Mat Belcher shares with JENI BONE why it was his priority to transition from competing to cultivating youth sailing.*

**M**atthew Belcher is one the best competitive sailors Australia has ever produced. A dual Olympic medallist in the men's 470 class, he claimed gold at the London 2012 Games with Malcolm Page and then a silver at the Rio 2016 Games with current team mate Will Ryan. The Gold Coast based sailor took up the sport at age six, and first represented Australia at the 1998/99 420 World Championships in Athens, Greece. He is married to German sailor Friederike Belcher who competed in the 470 women's class at London 2012.

Belcher speaks with *Sails* about his new role, that of mentor at Southport Yacht Club (SYC).

"My role at the SYC is to mentor the next generation of sailors looking to get deeper into competitive racing and help provide some pathway into state-based programs," says Belcher.

The aims of the program are to provide a structured and consistent training environment for sailors to further their competitive sailing ambitions.

At present the program is focused more on the individual sailor and is not class specific. We have a lot of different sailors who are sailing different classes, so the exposure to different class divisions is quite large – Sabots, Optis, O'Bic, 29ers and Lasers. Shortly, we will be looking to introduce more youth specific classes at the club with further capital expenditure support. The club has just received delivery of two new Nacra 15s and are looking to provide further support toward youth programs.

"For me, cultivating youth sailing is extremely important, especially for these young kids to have the opportunity to be exposed to the world's best training environments at an early age. It enables them to gain a lot of confidence (and their parents), which gives them the ability to work hard knowing where they are going," he says.

"The pathway back when I was going through these programs wasn't anything like it is now. We didn't have any state-based programs, and a minimal club program, but my support was really specific support."

He continues, "I was very fortunate to meet Victor early on in my career; he gave me the opportunity to develop with his guidance over the past 16 years. He has been my most significant mentor as my coach since late 2000 to the present."

Belcher believes, "As far as my strength and attributes go, I bring a lot of experience through my time in Olympic sailing, but probably more importantly I bring motivation and passion to the club to help introduce, build and support these programs at various levels. The club has a lot of great people involved, and for me to learn from the club and the club to learn from me makes

it a great environment.

"The unique aspect of the instruction at Southport Yacht Club is that we are trying to provide programs that cater for all levels of sailing. From the learn-to-sail Tackers program, through to the Club's performance and high-performance programs, through hosting a Queensland Sailing Team sub-site and now hosting the men and women's Olympic 470 programs – it's a great environment to learn. Our performance and high-performance sailors can literally see the pathway in front of them with teams at Olympic level training from the same club.

"For them to spend time with someone like Victor Kovalenko in the motorboat while we are out on the water is a great opportunity for their development. It is something the Club is working hard on to provide this level of opportunity.

"Social sailing is another facet. The club has some great social sailing programs catering for all levels. There's always plenty going on at SYC! Sailing is a fantastic sport and pastime and it's my objective to encourage people to try it. I love the fact that you are constantly learning and that every day is different. Sailing is a very challenging sport, with a lot of details. I enjoy being at the level to play with these details and being in an environment where I'm consistently pushed.

"In terms of what's next on my competition calendar, we are enjoying our rest after Rio 2016 and are looking at what Tokyo 2020 might look like. We're looking to compete at the 470 World Championships this year and a few other non-Olympic events. ↓  
[www.southportyachtclub.com.au](http://www.southportyachtclub.com.au)






## Easy does it

*New Zealand's new hassle-free automatic boat loader launches in Europe.*

Balex Marine is making the days of cranking on a manual winch and clambering down the boat ramp a distant memory. They have innovated an automatic boat loader, the ABL2500, that allows the remote control of the launch and retrieval of trailer boats on the ramp.

The drive is designed to adapt to the hull, can operate on a wide range of ramps, and has enough power to pull up to 2.5 tonnes via its two high torque hydraulic motors. It can be fitted to a new or existing wobble-roller boat trailer. With a wireless interface, the unit is controlled by a radio and remote, so the operator can safely load the boat safely unassisted. The non-marking ultra grip belt enables movement without damaging the hull, and the unit can be started, paused or stopped at any time during launch process, without the use of physical strength.

The patented ABL2500 is the world's first disruptive marine technology that solves a major universal boatie dilemma. Understandably, there was much excitement around the product's introduction to the European market when it launched at Boot Dusseldorf in January. [balexmarine.com](http://balexmarine.com)



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## Sea Inspired

*New Boatie Brand*

**A** new French lifestyle brand is helping sailors etch their bond with their boat into their everyday. Xavier Brose, an avid sailor from Brittany, France, has created a collection of lifestyle accessories inspired by regattas. Avel & Men's notebooks, backpacks, leather belts and accessories are customisable to your boat's references. They also feature elements that distinctly denote your time at sea. For example, technical ropes are used as handles for the backpacks, pressure maps create the background patterns in the notebook and leather belts can be personalised with your boat name and sail numbers. You'll be able to sail through your day. [avel-and-men.com](http://avel-and-men.com)



# NEW AND IMPROVED

*Gill Marine's wet-weather gear gets even better*

**G**ill Marine's OS2 range of foul-weather jackets were raved for their soft fleece collar lining. Whereas other jackets chafe the chin with an abrasive lining in the collar, Gill Marine seemed to know the real needs of a sailor zipped up against the elements and innovated a soft alternative.

Delving deeper into solutions for rough offshore and coastal conditions, Gill has updated the popular range with the release of the OS23 jackets and trousers. The new OS23 brings together robust technical engineering with a versatile, stylish redesign. An improvement on perfection, some would say.

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along with fully taped seams. The latest in laminated moisture-management fabric technology provides the user with an advanced composite waterproof fabric featuring a combination of hydrophobic and hydrophilic technologies that efficiently transport moisture away from the skin while keeping the wearer 100 per cent protected from the elements and a durable water repellent outer finish.

Care for the face is again catered for with a thermal fleece inner collar and chin. Plus, there is a fully lined hi-vis hood with a three-way adjustment system and internal fleece-lined cord channel for a secure, comfortable fit. The OS23 jacket is priced at \$550.00, with the trousers at \$395.00. [gillmarine.com](http://gillmarine.com)

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## WELL ABLE ABELL

*Abell Point Marina sees major value-add upgrades*

Queensland's Abell Point Marina is all about being new and improved in 2017, splashing out on a new parkland and swanky office. They are in the midst of developing 2.5 hectares of private parkland to create a leisure hub within the marina precinct for both marina guests and the wider Whitsunday community to enjoy. Owner Paul Darrouzet's intention behind the project is two-fold: on one hand, it fulfills his vision of innovatively improving the marina, providing even more reason for clients to extend their stay. On the other, it fills the gap for an expansive outdoor leisure space in the Whitsunday community.

When complete, the parkway will boast an area of lush parkland with stunning views back over the marina precinct, including 35 metres of round splash park with a

water fountain play area, an outdoor space for weddings and ceremonies, an open area for hosting concerts and events, seating and relaxation areas, a mobile cafe and a beach area designed for soaking up the atmosphere of the vibrant marina. Due for completion in June 2017, the launch party for the Parkway is expected to be a significant event at the start of the cruising calendar.

In the mood for improvement, the marina is also constructing a two-story floating pontoon office for the Abell Point Marina staff that will be designed in the likeness of a superyacht. The offices' sun-deck will feature an exclusive customer lounge offering a range of complimentary services such as beverages, wi-fi and newspapers in a unique marina setting.  
[abellpointmarina.com](http://abellpointmarina.com)

## Sure-footed on the seas

*Sperry's rugged new boat shoe*

Having fallen overboard while sailing on the Long Island Sound due to slipping on deck, Paul Sperry made it his mission to solve the problem of how to maintain a firm foothold. Then one day, he noticed his cocker spaniel's grip while running on ice. Fascinated by the herringbone-like pattern on the pads of his dog's feet, he set about mimicking them on his own shoe. And the very first boat shoe was born. Almost 100 years later, Sperry's company continues the constant improvement on its initial innovation, and are soon to release the Sperry 7 Seas in Australia. With water-repelling mesh that allows your skin to breathe, a 360-degree lacing system for a secure fit, a design that both cradles and cushions and Terrain Traction pods for superior grip, the 7 Seas Boat Shoe is one to mark on your wishlist.  
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## Hawaiian know-how

If there is anyone who knows about protecting your eyes from intense glare and harmful UV, it would surely be the Hawaiians. Their local brand Maui Jim has been trusted with outfitting the adventurous for their escapades in the sun for over 30 years. They have just released a super cool new style of sunglasses featuring their patented PolarisedPlus2 technology – The Snapback. This classic wayfarer has super-thin glass in the lens, perfect for when clarity is paramount. It is constructed with a lightweight injected nylon frame and ST Glass lenses, coupled with embedded rubber nose pads and hidden spring hinges for an effortlessly comfortable fit. RRP AU\$289. [mauijim.com](http://mauijim.com)

## To good use

*Old sails turned into new kit*

Scott Sparks grew up sailing dinghies and lasers and fell in love with the sense of connecting with nature that sailing allowed him. Which is why he later became acutely uncomfortable with how sails were being disposed of without regard for the environment. To do something about it, he came up with a very fashionable way of putting old sails to good use – and Sailormade was born in Sydney a few years ago. The company creates hardwearing handmade bags, wallets and accessories out of recycled sailcloth, with the goal of keeping as many old sails as possible out of landfill. A key novelty of the brand is that every single item is unique because it's made from different sails or parts of the sail. Their most popular product is the giant tote bag that customers like for the beach because of how quickly sailcloth dries. All products are made by hand in Sydney, so if you have an old sail in storage, no matter how old or battered it is, Sailormade can give it a new lease on life. [sailormade.com.au](http://sailormade.com.au)



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# SOMETHING EXTRA

*The latest anti-fouling innovation is now available in Australia*

Overseas boat owners have been raving that with two coats of Micron Extra their hull stays pretty clean for at least two years. Handy if you're not a fan of lifting out your boat often just for an anti-fouling job. International Paint have tweaked the Micro Extra formula to produce the new and improved Mirco Extra 2 and it's now available in Australia. A premium and high-performing anti-fouling paint, Micron Extra 2 is suitable for power and sailing boats in both salt and freshwater. It double-handles by meeting legislation



while still satisfying the requirements of boat owners.

The secret is Biolux technology, a system of organic-boosting biocides incorporated into a controlled-release film. It's been designed to provide improved slime and weed control compared to copper only products.

Micron Extra 2 can be used on fibreglass, wood and primed underwater steel. Reviews are that it's easy to apply and quick drying, and delivers on less maintenance along with cost efficiencies when anti-fouling. [yachtpaint.com](http://yachtpaint.com)



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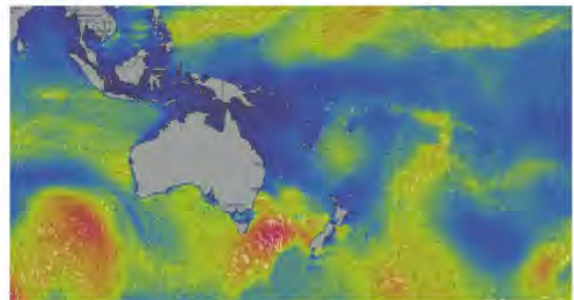
## 3-9 APRIL 2017

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sailportstephens.com.au



## Riding the waves

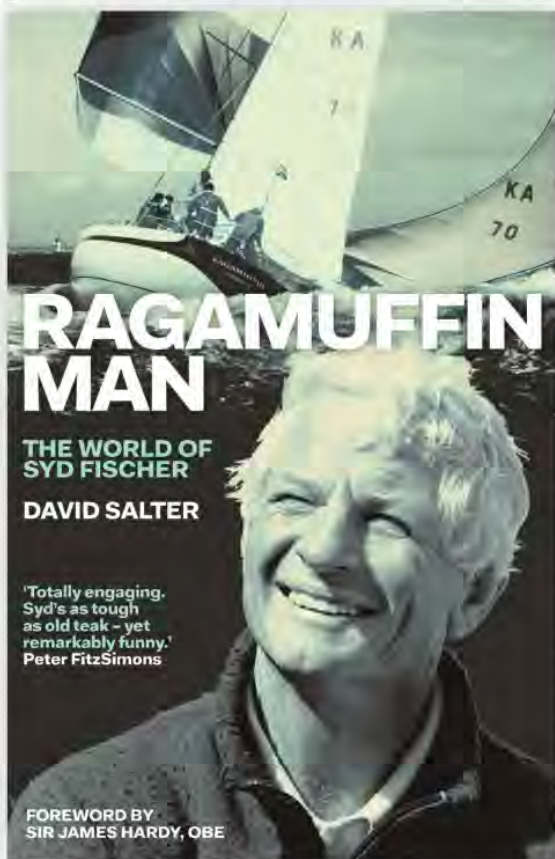
### *New Weather Wave App*

Ventusky, a web application that displays weather from around the world, has added a unique wave visualisation system to its online tool. With the help of animated arcs, it shows the movement of waves in the oceans and seas across the world, the direction and height of wave propagation and depicts how waves propagate across the water's surface in relation to the wind. It can be a great tool for sailors in long-range and long-distance passage planning.

Key for sailors in their planning is avoiding wind and current oppose. The visualisation caters to this by showing places where the wind blows in a direction opposite to the direction of the waves.

Ventusky's app is the first to display ocean waves to such a comprehensive degree and to make data from this model accessible to the general public. The developer's intention is that it be used in the implementation of safety measures for watercraft and water sport. [ventusky.com](http://ventusky.com)





### Ragamuffin Man: The World of Syd Fischer

Author: David Salter

Publisher: Black Inc. Books

344 pages

Price: \$49.99

The biography of the remarkable Syd Fischer.

Born in 1927 in Marrickville, Sydney, Syd rose from a childhood marked by the early death of his mother, a father who didn't have much time for him, and dropping out of school at age 14.

In 2016 that same boy is a multi-millionaire. He owns and runs the Australian Development Corporation, Sydney City Marine, a host of associated companies and countless office and housing blocks. He is also one of the world's most successful sailors, having won Rolex Sydney Hobart races in his *Ragamuffin* yachts and competed eight times for Australia in the Admiral's Cup. He jointly holds the record for the most America's Cup campaigns, all self-funded and managed personally. He only just retired from sailing in 2016 at the age of 89.

*Ragamuffin Man* makes good reading for anyone with an interest in making money, excelling at sport or learning what motivates one of the most driven Australian personalities of the past half-century.

[blackincbooks.com.au](http://blackincbooks.com.au)



### Blood, Sweat and the Sea

Author: Mike Swinson, Georgie Pajak and Nicole Mays

Publisher: Forty South

416 pages

Price: \$79

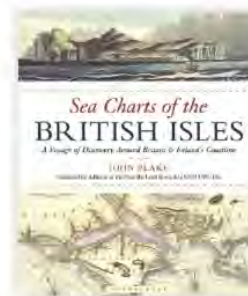
Another industry biography comes from John Muir of Muir Winches Australia.

Muir was a diesel fitter who turned his hand to designing and manufacturing anchoring and mooring systems. He learnt his trade, started small and slowly built the business of Muir Engineering. Eventually the small business from Tasmania went on to become one of the leaders and innovators for anchoring systems worldwide, all because John Muir had the dream to build the perfect winch.

Today many seafarers across the globe owe their lives to Muir's Tasmanian craftsmanship and commitment to creating perfection.

*Blood, Sweat and the Sea*, full of photos and anecdotes from some of the marine export industry's biggest names, tells the story of Muir's determination to build a business that has eventually become an industry leader.

[muirby.com.au](http://muirby.com.au)



### Sea Charts of the British Isles

Author: John Blake

Publisher: Bloomsbury

128 pages

Price: \$32.99

With so much of Australia and New Zealand's ancestry connected to trans-oceanic voyages from Great Britain, John Blake's book *Sea Charts of the British Isles* should hold particular interest for any maritime history buff. The paperback showcases a beautiful collection of charts that map the British coastline, while telling stories of the sea ports, harbours, naval bases and dockyards that have supported local life in Britain. Blake scoured through countless maritime archives to collate previously unseen nautical records and a selection of charts from renowned British and European chart makers dating from as far back as 1583. Let Blake guide you through the fascinating world of British nautical history.

[bloomsbury.com.au](http://bloomsbury.com.au)





**LADY LUCK**  
For *Perpetual Loyal*, weather and a lucky break, rather than design innovation, secured her win.

So much so that the 100-footer has been dubbed the Swiss Army Knife because of her appendages and new hull shapes that seemed to appear year after year as Oatley and his team

sought to gain ever greater performance in the Rolex Sydney Hobart Yacht Race.

Unfortunately, the failure of hydraulic controls for her canting keel were *Wild Oats XI*'s undoing in the 72nd Sydney Hobart.

At the time, *Wild Oats XI* was hurtling down the Tasman Sea, comfortably ahead of *Perpetual Loyal* and well inside the race record.

*Perpetual Loyal* then took over the front running, surfing toward Hobart to cross the finish line almost five hours inside *Wild Oats XI* record. Second to finish, the New Zealand boat *Giacomo* also broke the record by two hours and won the prestigious Tattersalls Trophy as overall winner on IRC handicaps.

The 72nd Sydney Hobart saw no major breakthrough in design as we had seen with the US supermaxi *Comanche* the previous year. Rather it was a weather pattern that favoured the big boats and a significantly more professional crew aboard *Loyal*.

*Loyal* had few major changes, she got a lucky break and her crew made the most of it.

Looking back at line and handicap winners of the Rolex Sydney Hobart over more than four decades since *Kialoa III* set a record that

In the early hours of a late December night back in 1975, I watched with some awe as an American yacht, the maxi ketch *Kialoa III*, glided up the River Derwent to take line honours in the Rolex Sydney Hobart Yacht Race.

All we could see through the summer darkness was her navigation lights and the occasional flash of a torchlight to check the sail trim.

When she eventually crossed the finish line off historic Battery Point, *Kialoa III* had become the first line honours in the history of the race to sail the 628-nautical-mile course in under three days – 2 days 14 hours 36 minutes and 56 seconds.

*Kialoa III* was the state-of-the-art ocean racer of her time, yet she did not have stored power to handle her dacron sails, and certainly not moveable ballast.

It was a race time that became imbedded in my memory for the next 21 years when, at a similar hour on a similar dark summer's night in 1996, we waited with bated breath as the German maxi *Morning Glory* sailed up the river to a potential race record.

Aboard the media boat we were getting radio reports from the police boat pacing *Morning Glory* up the river from the Iron Pot. She broke the record by just 29 minutes and 46 seconds.

Twenty-one years had seen vast changes in yacht design and construction, in sail making, and with deck equipment. Navigation, too.

*Kialoa II* was a classic design by traditional New York naval architects Sparkman & Stephens; *Morning Glory* the very latest ocean racer from innovative US designers Reichel Pugh. This was their first winning design in a Sydney Hobart and since then they have been

the designers of nine more line honours and three overall handicap winners.

*Morning Glory*'s record stood for only three years when, in 1999 the Volvo 60 Nokia surfed across Bass Strait in a roaring westerly to set a new time of 1 day 19 hours and 48 minutes, the first time under two days. Ideal weather conditions, with the newly allowed moveable ballast and fine seamanship giving

the former Volvo Race Around the World flyer that record.

Design and construction advances continued to be incremental until *Wild Oats XI* burst on the Sydney Hobart scene with a vengeance in 2005.

Reichel Pugh created *Wild Oats XI*, a quantum leap in ocean racing yacht design that saw her sweep to a line and handicap victory in the 2005 Rolex Sydney Hobart in a record time of one day 18 hours 40 minutes and 10 seconds. Seven years later she broke her own record.

Without question, *Wild Oats XI* – although forced to retire in the last two Rolex Sydney Hobarts – is still Australia's champion ocean racer, the most innovative boat ever designed by Reichel Pugh, setting the world trend in stored power, canting keels, canards and super-efficient rudders.

## METAMORPHOSIS

PETER CAMPBELL tracks how advances in yacht design and construction have played a hand in creating champions since he witnessed *Kialoa III*'s 1975 victory.

was to stand for the next 21 years, there have been remarkable changes in the design, construction, appendages and their control, in sail design and construction.

Just about everything has changed. I firmly believe in the advancement of ocean racing, but victory still rests on the shoulders of the nut on the wheel when it comes to heavy weather and power sailing.

The flow-on from the creation of so many changes introduced with maxis and supermaxis has been significant almost right through the fleet.

And yet we still see some beautifully-designed, timber-hulled boats competing, and doing well, in the Rolex Sydney Hobart; classic yachts such as *Maluka of Kermantide*, *Love and War* and even the last boat to finish, *Landfall*, the first S&S design to be built outside of America. ⚓



# RACE & REGATTA DATES

KEEP TRACK OF THIS SEASON'S IMPORTANT EVENTS

AUSTRALIA	DATE	CLUB	INTERNATIONAL	DATE	COUNTRY
<b>FEBRUARY</b>			<b>FEBRUARY</b>		
Ocean Pointscore Race 6 – Port Hacking	4 Feb	CYCA	Oceanbridge Sail Auckland Regatta	3 Feb	New Zealand
Hardy Cup Match Racing Regatta	5–9 Feb	RSYS	Nespresso Youth International Match Racing	16 Feb	New Zealand
Maker's Mark Monday Twilight Race 1	6 Feb	CYCA	29er – Eurocup Spain	16 Feb	Spain
Club Marine Wednesday Twilight Race	8 Feb	CYCA	Interislander Optimist Regatta	17 Feb	New Zealand
Strata Management Services Regatta	10 Feb	CYCA	Flying Fifteen World Championship	20 Feb	New Zealand
Grant Thornton Short Ocean Race 6	11 Feb	RSYS	RORC Caribbean 600	20 Feb	Caribbean
Maker's Mark Monday Twilight	13 Feb	CYCA	Cannes Dragon Grand Prix	21 Feb	France
Club Marine Wednesday Twilight	15 Feb	CYCA	Trophee Lionell Van Der Houwen #1	24 Feb	France
MC38 National Championship	17 Feb	RPAYC	43rd International Carnival Regatta	25 Feb	Portugal
Ocean Pointscore Sydney Newcastle Race	18 Feb	CYCA	Open Croatian Match Race Championships	27 Feb	Croatia
Grant Thornton Short Haul Sydney to Pittwater	18 Feb	CYCA			
RANSA Regatta	19 Feb	CYCA	<b>MARCH</b>		
Grant Thornton Short Haul Pittwater to Sydney	19 Feb	CYCA	470 South American Championship	2 Mar	Brazil
Maker's Mark Monday Twilight	20 Feb	CYCA	38th St. Maarten Heineken Regatta	2-5 Mar	Caribbean
Club Marine Wednesday Twilight	22 Feb	CYCA	Mardi Gras Race Week	3 Mar	USA
Institute of Chartered Accountants (ICAA) Regatta	24 Feb	CYCA	Port Nicholson Regatta	10–12 Mar	New Zealand
Grant Thornton Short Ocean Race 7	25 Feb	CYCA	NZ Women's Match Racing Championships	11 Mar	New Zealand
Grant Thornton Short Haul Race 11	25 Feb	CYCA	Euroflying Cup Altea	17 Mar	Spain
Summer One-Design & Sports Boat Regatta	25 Feb	RPAYC	St. Barths Bucket Regatta	16–19 Mar	Caribbean
Maker's Mark Monday Twilight Race	27 Feb	CYCA	International Italian Dragon Cup	23 Mar	Italy
			Ficker Cup	24 Mar	USA
			44th International Rolex Regatta, St. Thomas	24–26 Mar	US Virgin Islands
			BVI Spring Regatta & Sailing Festival	27 Mar – 2 Apr	BVI
			Congressional Cup 2017	28 Mar	USA
<b>MARCH</b>			<b>APRIL</b>		
Sydney Harbour Regatta	4 Mar	MHYC	ASAF Youth Cup Final	4 Apr	UAE
Club Marine Wednesday Twilight Race	8 Mar	CYCA	Eurolaser Master Cup	6 Apr	Spain
SWD Regatta	10 Mar	CYCA	International Optimist Spring Cup	7 Apr	Croatia
Grant Thornton Short Haul Race 12	11 Mar	MYHC	Europe & Zoom 8 International Regatta	8 Apr	Italy
Grant Thornton Short Ocean Race 8	11 Mar	MHYC	Laser Europa Cup – Hyeres	8 Apr	France
Maker's Mark Monday Twilight	13 Mar	CYCA	Les Voiles de St. Barth	10–15 Apr	Caribbean
Club Marine Wednesday Twilight	15 Mar	CYCA	Laser 4.7 European Championship	15 Apr	Spain
Property Industry Regatta	17 Mar	MHYC	International 470 Spring Cup	12 Apr	France
Broken Bay Series R9	18 Mar	RPAYC	Portofino International Week	21 Apr	Italy
Ocean Pointscore Race 8 – Lion Island	18 Mar	CYCA	5.5.S.1 International Regatta	27 Apr	Italy
Maker's Mark Monday Twilight Race	20 Mar	CYCA	Eurocat	28 Apr	France
Club Marine Wednesday Twilight Race	22 Mar	CYCA			
Australian Yachting Championships	23–26 Mar	CYCA	<b>MAY</b>		
Maker's Mark Monday Twilight	27 Mar	CYCA	Musto Skiff World Championship	01 May	Spain
Club Marine Wednesday Twilight Race	29 Mar	CYCA	470 European Championship	6 May	Monaco
			TP52 World Championship	15 May	Italy
			Soling Italian Championship	19 May	Italy
			OK Dinghy World Championship	22 May	Barbados
			International 14 European Championship	28 May	Italy
<b>APRIL</b>					
Grant Thornton Short Haul Race 13	1 Apr	CYCA			
Grant Thornton Short Ocean Race 9	1 Apr	CYCA			
Top Jocks Regatta	22 Apr	CYCA			
Young 88 Class NSW Championship	22 Apr	RPAYC			

To have your event added to the calendar, please email [editor@oceanmedia.com.au](mailto:editor@oceanmedia.com.au).





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JUTSON 50 - 1992  
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DUFOUR 35 CLASSIC - 1998  
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WELLBOURN 50 - 2000  
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JEANNEAU SUN ODYSSEY 42i - 2007  
\$245,000



CATALINA 400 - 1996  
\$159,000



LAGOON 560 - 2013  
\$1,650,000 [EX TAX; EX CARRIBEAN]



LAGOON 410 - 1998  
\$310,000



LAGOON 43 MOTOR YACHT - 2003  
\$459,000



GRAINGER 50 - 2013  
\$985,000



SYDNEY 380D - 2002  
\$130,000



MC38 - 2012  
\$445,000



BENETEAU FIRST 45 - 2008  
\$309,000



TP52 - 2004  
\$199,000



HALLBERG-RASSY 372 - 2010  
\$299,500



ELAN IMPRESSION 444 - 2011  
\$276,000



CATALINA 555 - 2011  
\$194,000



DEHLER 34 - 1992  
\$86,000



HANSE 400E - 2009  
\$209,999



BENETEAU FIRST 47.7 - 2000  
\$210,000



HANSE 445 - 2013  
\$394,000

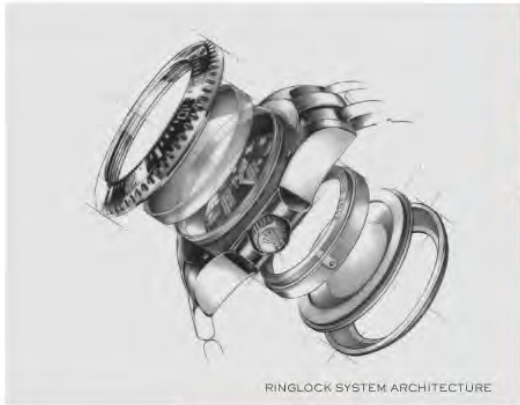


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