

# offshore

## YACHTING

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**70<sup>th</sup>**  
**OFFICIAL  
PROGRAM**



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OFFICIAL MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

An aerial photograph of the ocean's surface, showing a vast expanse of light-colored, choppy water. A prominent diagonal red banner cuts across the lower half of the image, from the bottom left towards the top right. The banner contains white text.

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Perpetual



## 70th ROLEX SYDNEY HOBART 2014 OFFICIAL PROGRAM

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# I t is my great pleasure to announce that a fleet of 118 yachts will take to the start line on 26 December 2014 for the 70th Rolex Sydney Hobart Yacht Race.

The strong fleet comprises of five 100-foot super maxis, numerous international entries, previous overall and line honours winners, old timers, record-breakers – and the faithful. Last year's entries went beyond expectation; this year has exceeded them again.

To help celebrate the 70th edition of the race, a number of initiatives have been planned. These include the introduction of a dedicated division devoted to Corinthian entries who will compete for the York Family Trophy, and a Parade of Sail past Sydney Hobart Yacht Race competitors to be conducted between 10:30-11:30 prior to the start of this year's race. A recognition of the high esteem our great race holds in our country's maritime and sporting history will be acknowledged with the Australian National Maritime Museum conducting an exhibition from November this year until the end of February 2015 highlighting images captured over the seven decades of the race.

Magnus and the late Trygve Halvorsen have very generously re-dedicated the Iron Pot Trophies they won on *Freyja* in 1963 and 64 to join the 1965 trophy they re-dedicated many years ago to help the Club celebrate the 70th edition of the race.

The focus of the race will always be on the high level of competition expected for the Tattersall's Cup for the overall winner and J H Illingworth Trophy for line honours. With the spike in fleet numbers this year, there will be strong competition across all divisions.

This year *Wild Oats XI* will be racing to become the first boat to record eight line honours wins but will face its toughest competition yet by Syd Fisher's newly modified *Ragamuffin 100*, Anthony Bell's *Perpetual LOYAL*, USA entry and newly launched maxi *Comanche*, together with another entry from the USA and recently modified *RIO 100*. (formerly *Lahana*).

There will be spirited racing between two new generation Volvo 70's: *Giacomo*, owned by New Zealander Jim Delegat, and Peter Harburg's *Black Jack* from Queensland; and CYCA Director Andrew Wenham's *Southern Excellence II*.



Amongst the newest boats in the fleet are four new builds representing the latest thinking in offshore yacht design namely, *Comanche*, a Verdier Yacht Design & Vplp, US entry, Mark Bartlett's *Caro*, a Botin 65, Craig Carter's *Indian* a Carkeek 47, Grant Dunoon's *Trybooking.com*, a Moody 54 DS and Syd Fischer's *Ragamuffin 100*.

The start of the race will once again be broadcast live by the Seven Network around Australia and webcast around the world by Yahoo!7, and on the race website [www.rolexsydneyhobart.com/commencing](http://www.rolexsydneyhobart.com/commencing) at 12.30pm Boxing Day.

On behalf of the Cruising Yacht Club of Australia, I would like to thank our naming rights sponsor, Rolex SA, for their ongoing support and commitment to our great race. Rolex will present a Rolex Timepiece to the overall and line honours winners.

I extend our appreciation to the Flag Officers, members and volunteers of the Royal Yacht Club of Tasmania, our finishing partners

since 1945, who extend a warm welcome to all yachts arriving into Hobart every year.

On behalf of the club I would like to acknowledge and thank the governments of New South Wales and Tasmania for the support provided to the CYCA and RYCT in the co-ordination of many government agencies that assist in the conduct of the race.

At the 2014 Australian Yachting Awards Syd Fisher was awarded the Presidents Award, Vanessa Dudley the Female Sailor of the Year Award, Will Ryan, Male Sailor of the Year Award with teammate Mathew Belcher, Iain Murray took out the Sport Professional Award and John Calvert-Jones was recognised with a Lifetime Achievement Award, one of the highest awards in sailing. Past Commodore David Kellett has been awarded the ISAF Beppe Croce Trophy which honours an individual for their outstanding voluntary contribution to the sport of sailing. David is the first recipient from outside of Europe or the Americas to receive this prestigious trophy.

The Southern Cross Cup will again be contested as a team's racing series in a four race format that includes the Bird Island Race on 6 December, CYCA Trophy Passage Series and the Rolex Sydney Hobart Yacht Race.

The Rolex Sydney Hobart will be preceded by the CYCA Trophy series to be conducted off Sydney Heads on the weekend of 13 and 14 December.

On Tuesday 9 December, before the running of the CYCA Trophy Passage Series, the CYCA's SOLAS Big Boat Challenge will be held on Sydney Harbour. This is a showcase for the larger boats in the fleet and raises money for CYCA SOLAS Trusts which has donated more than \$920,000 to search and rescue organisations throughout Australia.

In addition to our events, Sydney Harbour will be a festival of sail over December with the re-introduction of the Olympic dinghy class regatta, Sail Sydney, from 2 to 7 December, followed by the staging of the last act of the year of the Extreme Sailing Series between 11 and 14 December.

To all the competitors participating in the 70th Rolex Sydney Hobart Yacht Race, I wish you fair winds and a safe passage. I wish all members and their families the best for the coming season, a Happy Christmas and safe New Year.

JOHN CAMERON  
Commodore CYCA

**AT THE START LINE**  
We continue to honour the overall winners of the Race by inviting crew members of those yachts to start the race 50 years ago. This year our starters are representing the first, and third overall placegetters in the 1964 race.



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**F**or the 70th consecutive year, the Royal Yacht Club of Tasmania is proud to be involved in the finish of what we believe is the greatest ocean yacht race in the world, the Rolex Sydney Hobart Yacht Race.

The finish of the Rolex Sydney Hobart is unique in the world as far as the hospitality extended to the visiting yacht owners and their crews by members of the RYCT and Hobartians in general.

Once again, the Royal Yacht Club of Tasmania and the Cruising Yacht Club of Australia are working together in the planning, organising, running and finishing of the Rolex Sydney Hobart. Our long association with the event has seen a strong bond develop between both Clubs. The dedicated role of those involved providing a professionally managed ocean race for blue water sailors from around Australia and overseas.

The 70th annual ocean classic will again focus on the seamanship of those sailors who navigate their yachts over the 628 nautical mile course down the east coast of Australia's mainland, across the eastern edge of notorious Bass Strait and finally down the spectacular east coast of Tasmania to our beautiful city on the River Derwent.

The Rolex Sydney Hobart attracts vast international interest and makes a notable economic contribution to the States of New South Wales and Tasmania.

The logistics of finishing the Rolex Sydney Hobart is an immense task. What is remarkable is the huge contribution made by some two hundred Tasmanian volunteers, including members of the Royal Yacht Club of Tasmania, other Hobart yacht clubs, and the wider community.

Without these volunteers, including club members who have been involved with the race for several decades in giving their time, the finish of the Rolex Sydney Hobart in its current format would not be possible. They will be staffing the finish box 24 hours a day, crewing the patrol boats that guide the yachts to their berths.



manning TasCoast Radio and the Race Information Centre at the RYCT, and being members of the Race Committee.

Then there is the all-important Liaison Centre at Constitution Dock, open from Boxing Day onwards to keep families and friends up to date on the yachts' progress and their estimated time of finish – and an announcement when each yacht crosses the line.

Most yachties who have completed a 'Hobart' will have enjoyed the delights of the "Taste of Tasmania" and again this year can expect a real Tassie welcome from patrons at the "Taste" as they will be guided by patrol boats alongside Princes Wharf on their way to their berth in Sullivans Cove.

While public presentations and announcement of winners will be made at the Constitution Dock precinct, the Official Prize Giving will be held on the riverside lawns of the RYCT on New Year's Day.

I extend a warm invitation to all competitors, their families and friends to come down and visit our wonderful Club for a glittering conclusion to this great ocean race.

**RICHARD BATT**

*Commodore  
The Royal Yacht Club of Tasmania*

# offshore YACHTING

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2014 YACHTING AUSTRALIA AWARDS

## CYCA members scoop the pool

*CYCA members Will Ryan, Vanessa Dudley, Iain Murray, John Calvert-Jones and Syd Fischer were amongst the award winners at the Yachting Australia Awards held on Friday 17 October at the Australian National Maritime Museum.*

Will Ryan, CYCA member, YSA Alumni and part time coach was awarded 2014 Male Sailor the Year award together with teammate Mathew Belcher. It adds to the pairs' growing number of accolades, including the recent crowning as World Champions, qualifying a quota place for Australia in the 2016 Olympics process. This year they also took out the European and Australian Championships, won gold at the Rio Olympic Test Event and finished the year with two golds, a silver and a bronze at the four ISAF World Cup events. The pair was also nominated as finalists for the ISAF Rolex World Sailor of the Year 2014.

Vanessa Dudley took out the Female Sailor of the Year Award. Dudley completed her 18th Sydney to Hobart this year, finishing second on *Ragamuffin 100*. She was also crowned 2013 World Champion in the grand-master Laser Radial division at the Laser Master World Championships – an amazing accomplishment beating all her male competitors and achieving celebrity status as a female role model in Oman where the Championships were held. She took the Australian Champion title in the Grand Master Women's Radial in March 2014 and finished

third overall at the NSW Laser Radial Open Championships. She topped off the year by winning line honours and making several race records as a crewmember on *Ragamuffin* in a number of offshore yacht races.

Iain Murray, designer, competitive sailor and professional event director was recognised for his contribution to sailing by taking out the Sport Professional Award. The 2008 Olympian has contributed to sailing for over 40 years, reaching his professional peak during the 34th America's Cup for which he held the position of Regatta Director and CEO.

John Calvert-Jones was recognised with a Lifetime Achievement Award, one of the highest awards in sailing. In addition to his accomplished career as a competitor, Calvert-Jones was the Chairman for the Australian Sailing Team's Patrons Program from 2009 to 2014. The Patron's program raised over a million dollars for Australia's unstoppable London 2012 Olympics campaign.

Syd Fischer took home the Yachting Australia President's Award, presented by Matt Allen. The veteran ocean racer will race his 46th Rolex Sydney Hobart Yacht Race this year aboard his virtually new *Ragamuffin 100*. ⚓

**CYCA WINNERS**  
Winners at the recent Yachting Australia Awards.



NEWS IN BRIEF

## Iron Pot Collection

The historic Iron Pot Trophies won by brothers Trygve and Magnus Halvorsen for their overall Sydney Hobart race victories in 1963 and 1964 with *Freya* have been generously re-dedicated to the CYCA, joining the 1965 'take home' trophy they rededicated to the club many years ago. The remaining two Iron Pot Trophies are the Halvorsen brothers' way of helping the club celebrate the 70th edition of the race.

This is a significant gift to the club as *Freya's* feat represents the famous hat trick of overall wins 50 years ago that has not been – and is very unlikely – to ever be repeated.

The three trophies are being carefully refurbished and a new base for all three Iron Pots will be crafted with respect. The plaque for the base plinth will read "The three Iron Pot Trophies awarded to Trygve and Magnus Halvorsen in 1963, 1964, 1965 for winning the Sydney Hobart Yacht Race on *Freya* are presented to the Cruising Yacht Club of Australia by the Halvorsen Family on the occasion of the 70th edition of the Rolex Sydney Hobart Yacht Race, 2014."

## Extending support

*Musto and Walker Corporation renew sponsorship*

Walker Corporation, a valued sponsor of the Youth Sailing Academy since 2006, has renewed their Elliott sponsorship for the next two years. Musto has also renewed their sponsorship of the Musto International Youth Match Racing Regatta from November 2015. This year's regatta, the final regatta in the current sponsorship period, will be held from Monday 24 to Friday 28 November. Musto has been a long-time supporter of the Youth Sailing Academy and we look forward to their ongoing support.



ISAF BEPPE CROCE TROPHY

## David Kellett awarded ISAF's highest honour

*David Kellett is the first Australian to be awarded International Sailing Federation's Beppe Croce Trophy.*

David Kellett has been awarded the ISAF Beppe Croce Trophy, which honours an individual for their outstanding voluntary contribution to the sport of sailing. The trophy, which was first awarded in 1988 in memory of Beppe Croce ISAF President from 1969-1986, was presented to Kellett by current ISAF President Carlo Croce at the 2014 ISAF Annual Conference in Palma de Mallorca, Spain held in early November.

Kellett is the first recipient from outside of Europe or the Americas and on receiving the award said, "I am deeply honoured to be awarded the Beppe Croce Award but at the same time humbled and proud to be among the elite list of recipients.

"When I started my ocean racing career in the late 1960's I sailed with a man who was the Australian representative on the ORC so I was aware of the structure of our sport. He educated me in the responsibility we had to give something back and serve the sport. Little did I imagine that in the late 1970's when I started serving my local yacht club that I embarked on a path that would lead me to the top levels of world sailing.

"Whilst you recognise those efforts with this award it would not have been

possible without the support of my wife Kendi and my family, you can't spend 12 weeks a year working for ISAF for 20 years without such support. I therefore accept this as an honour for the both of us. It is wonderful to be recognised for something you have been passionate about and enjoyed doing. I'm very honoured".

Born on 14 December 1948, Kellett has been a passionate sailor throughout his life. He started out in small boats and Olympic classes before making the move to ocean racing and the America's Cup. Kellett's first involvement in ISAF came in 1992 when he became the ISAF Member of Council for Group L. Under the mentorship of distinguished administrator Tony Mooney, Kellett represented our region and his involvement and impact within ISAF was quickly felt. From 1994-1998 Kellett was a Member of the Events Committee and played a key role in introducing the 49er high-performance skiff into the Olympic Sailing Competition. He became a Member of the Oceanic Committee in 1997 and was vital in representing offshore sailing within ISAF. In 1998 Kellett was elected as an ISAF Vice-President, a position he held through

to 2008. During his time as ISAF Vice-President, Kellett was pivotal in the creation of the ISAF Sailing World Championships. Having worked closely with event organisers at a combined World Championship in Melbourne, Australia in 1999, Kellett saw first-hand how successful the event could be. This was the spark that led to the 2003 ISAF Worlds in Cadiz, Spain and the largest ever congregation of Olympic sailors. Cascais, Portugal and Perth, Australia hosted the 2007 and 2011 editions and Kellett worked closely with the organisers of both to ensure their successful delivery.

As part of the ISAF Executive Committee, Kellett was responsible for Oceanic sailing and the America's Cup and made key contributions to Women's Match Racing, Team Racing, the ISAF Sailing World Cup and in bringing sailing closer to the public. He oversaw the introduction of the Strategic Plan and the administration of the Advertising Code, Anti-Doping Code and Classification Code.

Serving as Treasurer from 2008-2012, Kellett guided ISAF through a challenging and difficult period of global financial crisis to ensure the financial stability of the federation.

Throughout his time within ISAF Kellett filled many roles around the Olympic Sailing Competition. For Sydney 2000 he was a Member of the 2000 Olympic Working Party, a member of the 2000 Olympic Advisory Board and President's liaison at the Sydney 2000 Olympic Games itself. He was part of the Athens 2004, Beijing 2008 and London 2012 Olympic Management teams and served as ISAF Technical Delegate for the Beijing 2008 and London 2012 Olympic Sailing Competitions.

Kellett is an experienced offshore sailor and has participated in the Rolex Sydney Hobart Yacht Race 41 times. He skippered *Sovereign* to line and handicap honours in the 1987 edition, and for the past 15 years has been an integral part of the safety network, controlling the race at sea. He was also involved in three America's Cup challenges for Australia.

In 2002 Kellett was awarded the Order of Australia for services to yachting as a competitor and as an administrator and shortly thereafter was awarded Yachting Australia's President's Trophy in 2013 for his long services to the sport in Australia. He is a past Commodore of the Cruising Yacht Club of Australia and through involvement in various committees over the years he was awarded life membership at the club. ⚓

**SILVER SERVICE**  
Left to right:  
His Majesty King  
Constantine, David  
Kellett and Carlo  
Croce representing  
ISAF.

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ABOVE & BEYOND

"So cynics get back in your box. Basically,  
it's still nigh-on indestructible and unstoppable off-road."

Weekend West, Perth September 2014

"You get a sense it could climb a wall."  
The Motor Report

"...the cabin is the standard all 4x4 wagons should  
be judged against." 4X4 Australia, July 2014

"...simply unbeatable as Australia's Best All Terrain  
four wheel drive..." Australia's Best Cars 2013





## CABBAGE TREE ISLAND RACE

## Balancing act in Cabbage Tree

*This year's Cabbage Tree Island Race took place November 8 and 9 in weather that was a stark contrast from last year's race.*

A drawn out victory in the Cabbage Tree Island Race sailed over the weekend of November 8 and 9 went to *Balance* with 'Money Man' Paul Clitheroe sailing his TP52 to its first major win, beating the Ed Psaltis/Bob Thomas/ Michael Bencsik owned Ker 40 *St George Midnight Rambler* to the punch by close to five minutes, the two cleaning up on the rest of the fleet on corrected time.

The CYCA's 180-nautical mile race, the fourth in this year's Blue Water Point Score series, was in a vast contrast to last year's difficult race, which threw explosive winds, storms and lulls at the fleet. Instead, competitors faced a 'parking lot' on Friday evening and well into Saturday, after clearing Sydney Harbour in a light

easterly on Friday around 7.00pm.

Syd Fischer's *Ragamuffin*, was third overall, with grandson Brenton skippering the TP52. The three also finished top three under ORC, while Psaltis took out PHS from *Terra Firma* and *Frantic*. Bob Oatley's *Wild Oats XI* finally took line honours on Saturday afternoon, finishing more than nine hours behind its record time set two years ago. Anthony Bell's *Perpetual Loyal* followed just nine minutes later.

Since purchasing the TP52 *Quest*, and renaming her *Balance*, Clitheroe has sailed inside the top five at every event he's sailed. ↓

For full results log on to: [www.cyca.com.au/sysfile/downloads/2013-14summer/13\\_14\\_BWPS/series.htm](http://www.cyca.com.au/sysfile/downloads/2013-14summer/13_14_BWPS/series.htm)



**AUSSIE NATURE**  
Far left: *Balance* won this year's Cabbage Tree Island Race; Directly left: Murray Hartin keeps his audience entertained with his stories and poems at the SOLAS Long Lunch.

## SOLAS Long Lunch

*Murray Hartin, bush poet and comedian wows the crowd at the SOLAS Long Lunch.*

Glorious spring weather and a stunning vista over the CYCA marina was the perfect backdrop for the 100 plus CYCA members and guests who attended the CYCA SOLAS Trufts Long Lunch on Friday 24 October 2014.

Guests were entertained by guest speaker Murray Hartin, comedian and bush poet, who had the room in raptures with his hilarious stories and poems.

Guest speakers included CYCA member and three-times Olympian, Karen Gojnich and CYCA member and Olympic Silver Medallist, Olivia Price. Gojnich conducted an informal interview with Price, who inspired the crowd with her colourful recount of navigating an Olympic campaign to medal status, life beyond Weymouth and the journey ahead in the medal quest for RIO 2016.

A highlight of the afternoon was the silent auction that raised funds for the CYCA SOLAS Trufts, which to date has distributed more the \$920,000 to search and rescue organisations Australia wide. Enthusiastic bidding on a number of items ensured that in the vicinity of \$15,000 was raised for the trusts.

Chairman of CYCA SOLAS Trufts, Matt Allen, expressed his thanks to organisations and individuals that donated prizes, which included Evanslea by the River, Mudgee, Land Rover, Dedas Group, Harken Australia, Alex Whitworth, Nespresso, Camilla, Hunt Leather, Appliances Online, Musto, Carbon Creations, Quincy & Meredith and Coast Cruises. Thanks also to event supporters Robert Oatley Vineyards Wines and Pernod Ricard Australia; and the lucky door prizes donators Orpheum Theatre Cremorne, Active Casual, Sturrocks of Sydney and L Eat.

The Associates Committee, together with Commodore John Cameron and CYCA SOLAS Trufts Chairman Matt Allen, also recognised the efforts of Kendi Kellett in convening the fun-filled event, which continued long into the afternoon.

## Parade of Sail

*Historic Parade of Sail to set 70th Rolex Sydney Hobart Yacht Race in motion*

As a tribute to those yachts and crews to have played a major role in the evolution of the Sydney Hobart Yacht Race, from its humble beginning back in 1945 to its current status as one of this nation's greatest sporting events, the Cruising Yacht Club of Australia will hold a Parade of Sail on Sydney Harbour in the lead-up to the main event on Boxing Day.

Held in celebration of the CYCA's 70th edition of the Sydney Hobart, the historic RAN vessel *HMAS Advance* will lead the Parade, which will feature competitors from years gone by. Two famous yachts from the inaugural race in 1945, *Kathleen* (kindly been made available by The Australian National Maritime Museum) and *Wayfarer*, will lead off. The pair will be dressed for the occasion and lead an expected fleet of 35 yachts from a start point off Bradley's Head, on to a mark near the Sow and Pigs off Watsons Bay, and return to Bradley's Head. All yachts will be under power.

Others committed to the Parade of Sail include *Christina*, *Carousel*, *Fidelis*, *Gusto*, *Maluka of Kermandie*, *Maris*, *Mister Christian*, *Salacia*, *Stormy Petrel*, *Sylphide*, *Caprice of Huon*, *Lolita*, *Anitra V*, *Suraya*, *Defiance*, *Duet* and *Malohi*, along with *Southerly* and *Impeccable*.

Scheduled to start at 10.30am and conclude at 11.30am ahead of the 2014 Rolex Sydney Hobart Yacht Race start, all participants will be clear of the starting area, but able to watch the Hobart fleet set sail from three lines when the start cannon is fired at 1.00pm.

Once the Rolex Sydney Hobart fleet has left the Harbour, Parade of Sail participants are invited back to the CYCA for a Quiet Little Drink. A committee, chaired by CYCA Commodore John Cameron, is pulling out all stops to make the event an added highlight to the 70th Sydney Hobart race celebrations.



## SOLAS BIG BOAT CHALLENGE

## Big Boat Challenge turns 21

The SOLAS Big Boat Challenge will celebrate its 21st birthday on Tuesday 9 December 2014 writes DI PEARSON.

The Rolex Sydney Hobart Yacht Race is not the only event celebrating a significant milestone this December; the CYCA SOLAS Big Boat Challenge will celebrate its 21st birthday when the race is staged on Sydney Harbour from 12.30pm on Tuesday 9 December.

In 1994, on a picture perfect sparkling summer's day, a fleet of maxi yachts set sail in a beautiful nor-easterly breeze that whipped up as the day progressed. The 1994 Sydney Hobart sponsor, Kodak, made sure photos were taken from every vantage point, taking in the spectators that packed the shoreline and the Harbour.

What a spectacle it was, the first Canon Big Boat Challenge, now the SOLAS Big Boat Challenge, in recognition of the CYCA's SOLAS Trusts, set up after the tragic 1998 Sydney Hobart. Since its establishment in 1999, the Trusts have raised \$1,112,500 and disbursed \$920,000 to search and rescue organisations in every state of Australia and the ACT.

In that first Challenge, George Snow's one year-old *Brindabella* won in devastating style, only to be beaten for line honours in the 50th Sydney Hobart race by maxi ketch *Tasmania* by only seven minutes. *Brindabella*, now owned by Jim Cooney, continues to

compete in the annual blast around the harbour and will be on the start line again for the 2014 event.

Among the fleet for the inaugural Challenge was a sprinkling of yachts from America, New Zealand, South Africa and Bob Bell's *Condor of Bermuda*. In 2014, the name Bell will feature on the start list again, this time Anthony Bell, with *Perpetual Loyal* (ex *Rambler*). The Sydney businessman rates it one of the best days on the sailing calendar.

"It's one of the greatest days out; I've never seen anything like it and I wouldn't miss it for the world," admits Bell, who will expose a new bowsprit for the first time, which he says will sport "the biggest spinnaker ever made for a maxi boat in sailing."

Can Bob Oatley's *Wild Oats XI* be stopped in her tracks? The last one to overcome the Mark Richards' skippered super maxi was Neville Crichton (*Alfa Romeo*), who went on to also take line honours from her foe in the Rolex Sydney Hobart that year.

Newcomers will also be seen for the first time too, on a day where maxi yacht owners and crews check out their rivals' latest in design and modifications to ponder prior to the main event on Boxing Day. In the 2003

race we were introduced to canting keels. What 2014 will bring remains to be seen.

Joining the annual sparring match this year will be *Comanche*, owned by American Jim Clark and his Australian wife, Kristy Hinze-Clark. Clark and skipper Ken Read have signalled their intention to participate.

With its striking red/black colour scheme and feature Indian feather, it is reportedly the most technically advanced of all yachts competing this year and Clark is bringing some of the biggest names in world sailing with him. Skipper is Ken Read and navigator, Stan Honey, along with our own Casey Smith as sailing master.

Fellow American, Manouch Moshayedi, will make the race with the boat we have more recently known as *Lahana*, now newly lengthened (to 100-feet) and newly re-named *RIO 100*. Among Moshayedi's crew are Aussies including navigator Steve Kemp, Julian Freeman and Nick Partridge.

Other prominent competitors will include Matt Allen's *Ichi Ban*. The one year-old Carkeek 60 built by Dubai's PCT is sporting a new rudder and has been tweaked for performance, making her owner confident of better speed. His former *Ichi Ban*, a V70 now owned by Andrew Wenham and racing as *Southern Excellence II*, will be out there too.

The SOLAS Big Boat Challenge takes the yachts on a 14 nautical mile course starting off Steele Point at Vaucluse, down the Harbour to Manly for two and a half laps. The yachts will pass 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.

Of course, the best view of the race is from aboard a competing yacht. I perch myself on the stern of whichever yacht is happy to take me, and take in the colour, tactics and overall view of the race; a lot of fun and helpful for the ensuing press conference and press release!

The public will again have the opportunity to be aboard a select number of competing maxis via an eBay auction, with the proceeds going to benefit the CYCA Safety of Life at Sea Trusts (SOLAS). This is the eighth year the race will be sailed to raise money and awareness for this important charity. ⚓

For results and details on the eBay auction and the CYCA SOLAS Trusts go to: [www.cyca.com.au](http://www.cyca.com.au)

**SAILING FOR CHARITY**  
*Perpetual Loyal* went head to head with *Giacomo* in the 2013 SOLAS Big Boat Challenge.



**Quiet Little Drink**

The annual tradition of the Quiet Little Drink continued on Friday September 12 with over 100 CYCA members and their guests gathered for the 'QLD' at the club. The convivial drinks event preceding each year's Rolex Sydney Hobart Yacht Race honoured students from the CYCA Youth Sailing Academy who competed in their first Hobart race, and others who have competed in their 25th and 40th Sydney Hobart races. Honourees included Bill Sykes, Sean O'Rourke, Peter Messenger, Michael Coxon, David Kellett and Richard Grimes.

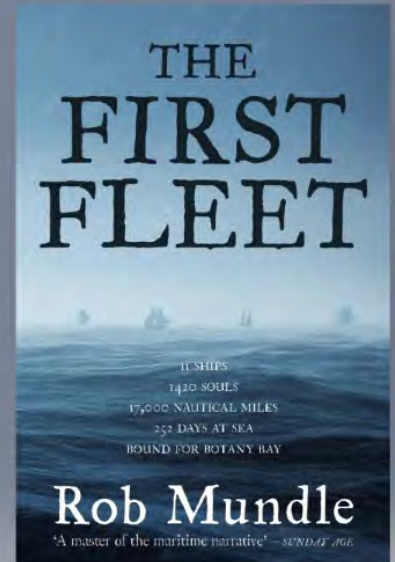


1. Bill Sykes, Sean O'Rourke, Peter Messenger, Michael Coxon, David Kellett, Richard Grimes. 2. David Kellett and John Woodford. 3. Don Mickleborough, John Sheridan. 4. The Kellett family and friends. 5. Peter Shipway. 6. Geoff Cropley and Peter Sheldrick. 7. Sean O'Rourke, Pam Scrivenor, Nina Krampe. 8. Joc Webb, David Burt, Justin Dock, Bob Steel and guests. 9. Gail and Dick Bearman. 10. Peter Messenger and Bob Steel.



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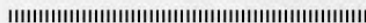
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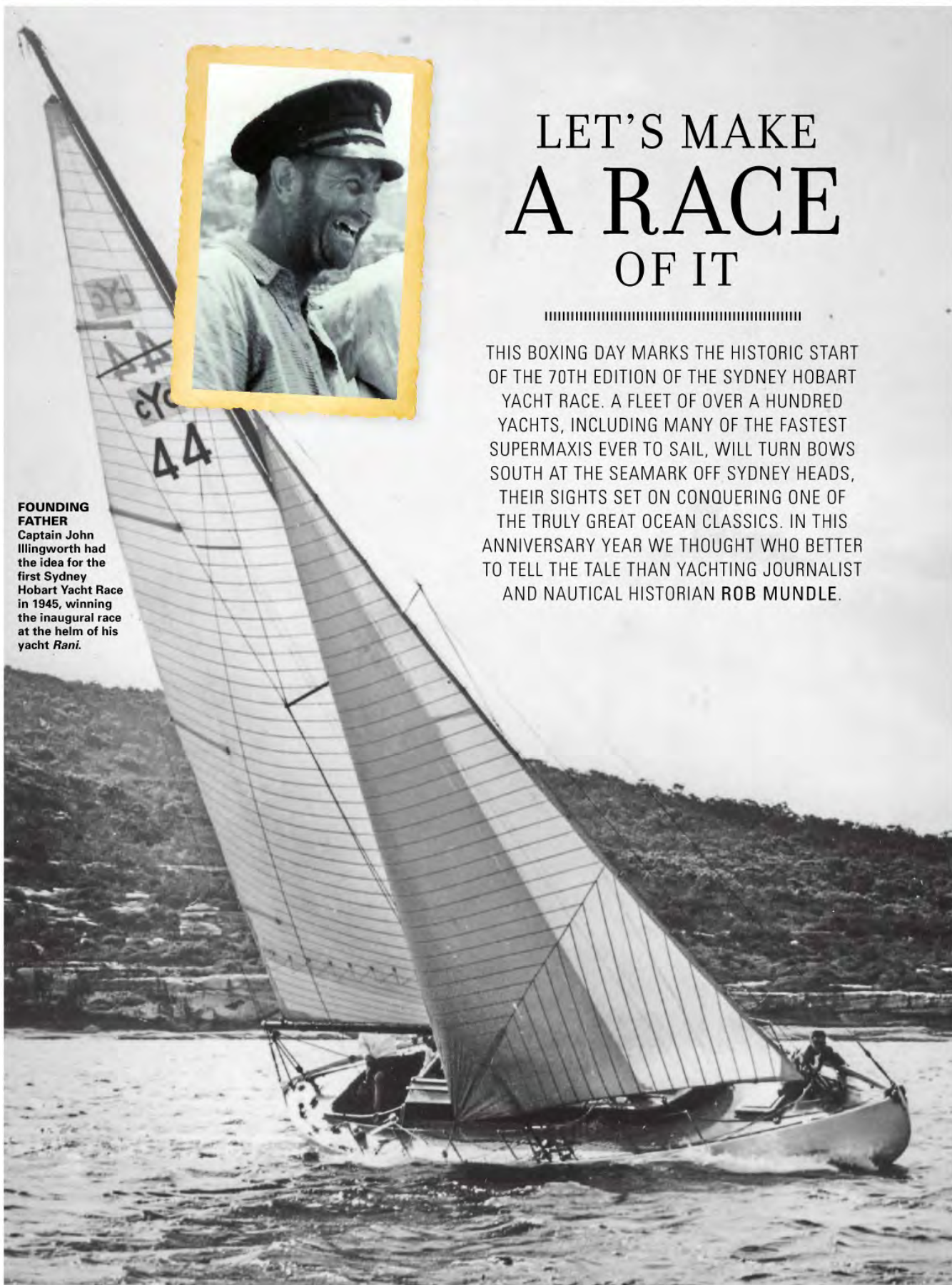


# LET'S MAKE A RACE OF IT



THIS BOXING DAY MARKS THE HISTORIC START OF THE 70TH EDITION OF THE SYDNEY HOBART YACHT RACE. A FLEET OF OVER A HUNDRED YACHTS, INCLUDING MANY OF THE FASTEST SUPERMAXIS EVER TO SAIL, WILL TURN BOWS SOUTH AT THE SEAMARK OFF SYDNEY HEADS, THEIR SIGHTS SET ON CONQUERING ONE OF THE TRULY GREAT OCEAN CLASSICS. IN THIS ANNIVERSARY YEAR WE THOUGHT WHO BETTER TO TELL THE TALE THAN YACHTING JOURNALIST AND NAUTICAL HISTORIAN ROB MUNDLE.

**FOUNDING FATHER**  
Captain John Illingworth had the idea for the first Sydney Hobart Yacht Race in 1945, winning the inaugural race at the helm of his yacht *Rani*.





Never was there greater evidence that great things can come from small beginnings than with the Rolex Sydney Hobart race, the 70th edition of which is about to again captivate the nation, and the world of yachting in general.

The seed that grew into this now famous ocean racing classic was germinated in typical yachtie style – over a few drinks in early 1945 aboard the yacht, *Saltair*, anchored in a sheltered cove within the confines of Sydney Harbour. Present were three sailors of note – legendary Sydney yachtsman and marine artist, Jack Earl, and Tasmanian brothers, Bert and Russ Walker, the owners of *Saltair*. While enjoying a tippie, the men were pouring over the Walkers' charts relating to their passage from Hobart to Sydney. At the time, Earl

was considering cruising south with his family to the island state, and he knew the Walkers' knowledge would be invaluable to his plans.

Late in the day, Earl rowed his dinghy back to his own yacht, *Kathleen Gillett*, which was anchored in the same cove, and once there, he told his family that their planned voyage south was then to be a cruise-in-company with *Saltair*, starting on Boxing Day.

These plans for the adventure evolved only a short time after the cessation of hostilities in World War

II; at a time when a war-weary nation was turning its attention to more leisurely pursuits in a bid to erase the traumas of recent years.

Inevitably, word of the cruise to Hobart and beyond quickly spread across the Sydney waterfront and, within days, Peter Luke – who, with his friend Charles Cooper, had initiated the formation of the Cruising Yacht Club of NSW (the "of Australia" tag would come at a later date) – was asking if he could join in with his yacht, *Wayfarer*. His participation was welcomed.

The planning continued until mid-year when the Royal Navy's war-time Chief Engineer at its Sydney Harbour facility at Woolloomooloo, Captain John Illingworth, addressed a dinner of CYC members at Usher's Hotel in the heart of the city. Illingworth's status as a sailor preceded him, as was apparent in a magazine at this time. He was described as "... perhaps the greatest exponent of sailing and ocean racing yet to visit Australia". The magazine added that Illingworth "... greatly impressed Australian yachtsmen with knowledgeable lectures substantiated by victories in leading offshore and harbour events".

After dinner, when guests were relaxing in the lounge over port and cigars, Bert Walker (who was the CYC's first president) mentioned to Illingworth in a casual manner "Jack Earl and I are cruising down to Hobart after Christmas. Why don't you join us?"

Illingworth's reply came without hesitation when he uttered the now immortal words: "Yes, but let's make a race of it."

With that, an Australian sporting icon – the Sydney to Hobart Yacht Race – was born. Initially, it was intended to be a somewhat casual affair, as was evident in the October 1945 edition of *The Australian Powerboat and Yachting Monthly Magazine* which carried a single paragraph that could easily have been missed by readers. It simply stated:

Yacht Race to Tasmania; it is expected that an Ocean Yacht Race may take place from Sydney to Hobart probably starting on December 26, 1945. Yachtsmen desirous of competing should contact Vice-President, Mr. P. Luke, 62 Castlereagh Street, Sydney, for information. Entries close December 1, 1945.

At the time of suggesting a race, Illingworth did not own a yacht, however, in a very short time, he purchased the 35-foot cutter



**FIRST TIMERS**  
John Illingworth with the *Rani* crew, who went on to win the very first race.



# Southern Spars rigged yachts win the Rolex Sydney Hobart!

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Line Honours, 1st, 2nd, 3rd  
IRC... 1st, 2nd, 3rd  
IRC Division 0... 1st, 2nd, 3rd  
IRC Division 1... 3rd

## 2006

Line Honours, 1st, 3rd  
IRC Division 0... 2nd  
IRC Division 1... 1st, 3rd

## 2007

Line Honours, 1st, 2nd  
IRC... 1st  
IRC Division 1... 1st, 3rd

## 2008

Line Honours, 1st, 2nd  
IRC Division 0... 3rd

## 2009

Line Honours, 1st, 2nd, 3rd  
IRC Division 0... 1st  
IRC Division 1... 1st

## 2010

Line Honours, 1st, 2nd, 3rd  
IRC Division 0... 3rd

## 2011

Line Honours, 1st, 2nd, 3rd  
IRC... 1st  
IRC Division 0... 2nd, 3rd  
IRC Division 1... 1st

## 2012

Line Honours, 1st, 2nd, 3rd  
IRC... 1st, 2nd, 3rd  
IRC Division 0... 1st, 2nd  
IRC Division 1... 1st

## 2013

Line Honours, 1st, 2nd, 3rd

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News of this daring adventure by brave sailors captured the imagination of the community and consequently became high profile news in the local media.

*Maharani* (a name which he later shortened to *Rani*) and began racing it. Ironically, the story preceding the announcement that a race to Hobart “may take place” gave the results of the Cruising Yacht Club of NSW’s 17-nautical mile race from Sydney Harbour to Palm Beach where the winner was *Rani*.

Enthusiasm for the race to Hobart was such that plans were soon accelerating. When the Notice of Race was issued to potential competitors they were reminded that “... the setting of spinnakers is not permitted”, a decision by the organisers aimed at ensuring this was a cruise as much as a race. A handicapping system was devised and the starting line was

designated to be near Flagstaff Point in Quarantine Bay. The Royal Yacht Club of Tasmania, in Hobart, agreed to manage the finish of the race while the RAAF advised organisers that they would schedule “flying exercises” for Catalina flying boats over the course and report the position of any yachts sighted.

In the public domain, news of this daring adventure by brave sailors captured the imagination of the community and consequently became high profile news in the local media. Suddenly, there was a sporting activity everyone could embrace, one that would demonstrate the world was moving forward again after five horrid years of war.

The press and the public were not

to be disappointed: the inaugural race provided all the drama, excitement and mystery they had hoped for. Headlines trumpeted news of the nine yacht fleet being hit by a southerly gale, but even greater drama was to come – nothing had been heard of *Rani*. Captain Illingworth and his crew for some four days, and it was assumed that they had been lost at sea.

But the fairy-tale ending of this inaugural race guaranteed its future as far as the media and the public were concerned. Suddenly, miraculously, *Rani* appeared on Storm Bay and led the fleet to the finish by a margin that was sufficient to also see her win on handicap.

On arrival, Illingworth and other competitors fed the news-hungry media with a plethora of stories. The Englishman told how he had refused to reduce sail when the southerly gale struck, the reason being “... we would only have to put it back on again”.

Jack Earl, in his biography, gave his own insight into that first race: “We had a wonderful sail down the

**HISTORY IN THE MAKING**  
The crew of *Wayfarer*, with skipper Peter Luke at the back.





**A** spectacular start in the natural amphitheatre of the world's greatest harbour, a test in all conditions along coasts and across open water, then the incomparable finish up the Derwent River to the city of Hobart.

coast until we got to Montagu Island when a southerly buster hit us. We reefed down and nursed our ship along in a very conservative fashion, and hove-to through the gale. Some of the boats actually put into south coast ports. The crews of *Saltair* and *Abermerle* are supposed to have spent time ashore shooting rabbits and going to the movies."

From this moment there was no turning back. The Sydney to Hobart yacht race was destined to become a high profile annual event on the Australian sporting calendar, and it would soon be recognised as one of the world's three classic ocean races: the others being the Newport-

Bermuda race out of America, and the Fastnet race out of England.

Advance 70 years, and what is now the Rolex Sydney Hobart race is a Boxing Day ritual, one that enthralms sport-loving Australians and the public in general. It has always delivered remarkable contests, colour and controversy, and at times tragedy – none more so than in 1998 when a savage southerly gale and mountainous seas caused catastrophic conditions. The mayhem that followed led to the largest peacetime search and rescue effort Australia had ever seen. Sadly, six sailors perished. Of the 115 starters, only 44 yachts reached Hobart. Five

yachts sank and 55 sailors were winched to safety in miraculous circumstances.

As terrible as this episode was in the race's history, considerable benefits for the sport and search and rescue organisations worldwide resulted from it.

The advancements in the sport over the past 70 years are well reflected in the performance of the yachts. In 1945, *Rani* took 6 days 14 hours and 22 minutes to cover the 628 nautical miles to Hobart. Since then, the numbers have told the story about how ocean racing has grown both in the size of competing yachts and in their performance. In 1975, the American maxi ketch *Kialoa* (Jim Kilroy) covered the distance in 2 days 14 hours 36 minutes and 56 seconds – a record that stood for 21 years! Probably the most powerful indication of change is seen in comparisons between *Rani* and the current race record holder, Bob Oatley's 30-metre long supermaxi, *Wild Oats XI*. *Rani* measured just 10.6 metres overall, while *Wild Oats XI*

**WOODEN WARRIORS**  
No composites or canting keels on the startline for the 1952 Hobart.





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**T**he Rolex Sydney Hobart has continued to live up to the old adage that a yacht race is, in many ways, a method of getting from one party to another.

comes in at 30 metres. *Wild Oats XI*'s current record is 1 day 18 hours 23 minutes and 12 seconds (set in 2012). This time is almost 4 days 20 hours faster than that set by *Rani*.

The Sydney Hobart Race quickly gained a reputation worldwide for being more than just an ocean racing contest. It had elements previously unseen in the sport: a spectacular start in the natural amphitheatre of the world's greatest harbour, a test in all conditions along coasts and across open water, then the incomparable finish up the Derwent River to the city of Hobart. No other major yacht race in the world finishes in a river.

Also, because of the unique nature of this race, it has, over the years, become recognised as the true test bed of all aspects of international

offshore racing. As a consequence, the Cruising Yacht Club of Australia is regarded as a world leader when it comes to race organisation and management, yacht design and race safety standards. This became obvious in the mid-70s as former Hobart Race Director, the late Gordon Marshall, explained at the time: "We heard alarm bells when the lightweight, skiff-type yachts arrived on the scene. It was apparent they couldn't handle rough conditions. In fact, they were dangerous because they carried the minimum amount of ballast and the maximum amount of crew weight to keep them upright. At one stage, the hulls were becoming so wide and the keels so small they probably would have stayed upside down had they capsized. Because

of this, we had no option but to introduce stability factors into the race rules. Our rule went on to become universally accepted around the world, and in turn, ocean racing became safer."

Over the 70 years, there have been many outstanding achievements on the race course, the most notable being the three consecutive corrected time wins by *Freya*, skippered by the famous Halvorsen brothers, Magnus and Trygve, in 1963, 1964 and 1965. In more recent times *Wild Oats XI* has become the remarkable achiever: in her nine races to date, she has taken a record-equalling seven line honours, won the race twice on corrected time, and set a course record on two occasions.

Apart from the yachts, it is the cross-section of people and the many colourful characters who have contributed to this race's reputation. Some of the world's most noted businessmen, politicians and identities from other sports have participated. Among them has been British Prime Minister, Ted Heath,

#### RECORD MAKERS

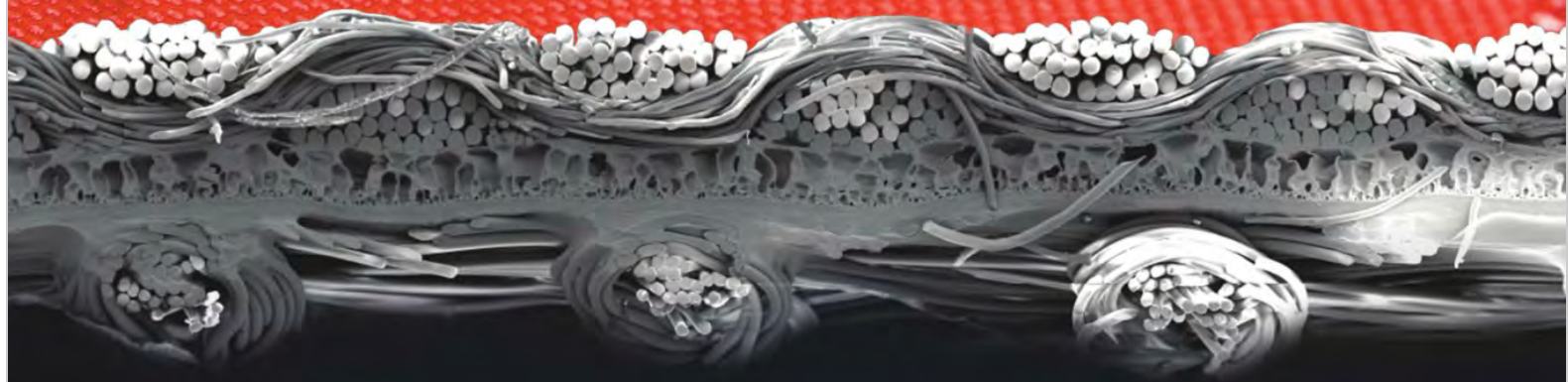
The crew of the all-conquering *Freya* in 1963, the first year of the yacht's run of three consecutive overall honours.



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least one woman in the crew. Of all women who have participated, it is Sydney sailor, Adrienne Cahalan, who takes the honours of having contested the most Hobarts – 20 in all.

The spectacular nature of the Rolex Sydney Hobart race over 70 years has seen it remain as a formidable challenge – a “must-do” for yachtsmen the world over. No other race of this type anywhere else in the world attracts some 300,000 spectators for the start as well as a vast national television audience. At the finish, it is not unusual to see thousands upon thousands of people lining the dock to cheer home the first yacht, no matter the hour, and it seems that every yacht receives a special welcome into Hobart right through to the very last finisher.

Considering all of this, there is little wonder that 70 years on, the Rolex Sydney Hobart Yacht Race remains the greatest annual ocean race on earth. ⚓

**HANDS SOLO**

Above left: *Ondine* at the start of the 1962 race. Below: The crew of *Solo* celebrate their overall win in 1962 at Constitution Dock.

The spectacular nature of the Rolex Sydney Hobart Yacht Race over 70 years has seen it remain as a formidable challenge – a “must-do” for sailors the world over.

international media tycoons Rupert Murdoch and Ted Turner, software mogul, Larry Ellison, international timber merchant, Cornelis “Kees” Bruynzeel, and legendary French offshore sailor, Eric Tabarly. Heath won the race on handicap in 1969 with his yacht *Morning Cloud*, while Turner took both line and handicap honours in 1972 aboard the yacht *American Eagle*.

Unquestionably though, the most colour has come from many of the characters who have crewed in the race. They have embellished its standing as a fun event as much as a classic ocean race, particularly during the embryonic years. Through their antics, the Rolex Sydney Hobart has continued to live up to the old adage that a yacht race is, in many ways, a method of getting from one party to another. This was never more evident that in the years where the post-race “Quiet Little Drink” became legendary in Hobart.

During the 1950s and 60s, there were probably no more colourful crew members onshore and at sea than three sailors with the nicknames “Thunder”, “Rawmeat” and “Earrings”. For many years,

the trio were accompanied to Hobart by a “female friend” named “Delphine” – a plaster, full-size shop model wearing the latest in fashion. Each time after finishing the race, Delphine was hurriedly tied to the pulpit at the bow of the yacht these rogues were aboard, her arm raised in the air as if giving the royal salute while proceeding past the welcoming crowd and into Constitution Dock. However, Delphine became most famous for her social activities ashore, especially when she was escorted by Thunder, Rawmeat and Earrings to the official party hosted by the State Governor at his residence to welcome the sailors to Hobart. There she was seen to take to the floor in the arms of many a yachtie, dancing around the room to the music of the Governor’s orchestra.

While Delphine was a symbol of the female form, women have actually played an important part in the race from the outset, and will continue to do so. There has been many an occasion where around 70 percent of all competing yachts have had at



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Purple Possum Cafe

Tasman Hwy



Some say the journey is often more rewarding than the destination and when you make your way up Tasmania's East Coast you'll probably agree. Not only will you be enchanted by the coastlines and mountains that flank the winding road, you'll be charmed by the mouthwatering gems you discover on the way. A visit to the Purple Possum Café in the quaint little village of St Marys is a must. It's not just a café serving up wholesome hand made delights, it's a whole-foods store, gallery and bric-a-brac shed all rolled into one. And it's also the perfect place to pick up a packed lunch for a picnic at Binalong Bay. The picnic table perched on the bay's rocky outcrop, boasts such magnificent views the locals reckon it walked there itself... hmmm sure it did.

Find more behind the scenery stories at [DISCOVERTASMANIA.COM.AU](http://DISCOVERTASMANIA.COM.AU)

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Tasmania

— GO BEHIND THE SCENERY —



**RICHARD BENNETT**

Richard Bennett has photographed every Sydney to Hobart Yacht Race since 1974. His images are synonymous with this iconic race. Photographing the Tasmanian landscape is Richard's still-life passion, capturing the sport of ocean yacht racing is his forte. In 1999 he won the Nikon-Kodak Australian Press Photographer of the Year Award for the best sports photograph with his awe inspiring images of the 1998 Sydney to Hobart Yacht Race tragedy. In 2003 he was awarded a Centenary Medal for his promotion of Tasmania through his decades of photography. In 2005 he won the Epson AIPP Tasmanian Professional Photographer of the Year. In 2006 he was awarded Photo Imaging Council of Australia's highest award, the Gold Tripod. He is a past National President, a Master of Photography, a Fellow and an Honorary Fellow of the Australian Institute of Professional Photography and is a past chairman of the Australian Professional Photography Awards. Richard and his wife Sue have three daughters and live in southern Tasmania.



**MIDNIGHT RAMBLER**  
Richard Bennett

*Midnight Rambler* at the height of the 1998 storm photographed from an Aero Commander. The wind was stronger than anything I had ever seen. This was a frightening sea state photographed with the fine detail of a 6cm x 7cm Pentax camera.





**BACARDI**

Richard Bennett

*Bacardi* has been in more Sydney Hobarts than any other boat and I understand that the spinnaker she is flying so well has been in all 28 of them. The dramatic Tasmanian coastline makes a perfect background for a Sydney Hobart veteran in her element.



**LOVE & WAR**

Richard Bennett

*Love & War* was photographed here from an Aero Commander during a Bass Strait gale in 1994. She has won the race three times.





**SEA SPRAY**  
Andrea Francolini

Wet start with the maxi Brindabella catching up with Nicorette and Wild Thing (on the left) in the 2002 race.



**A RACE OF HER OWN**  
Andrea Francolini

Postcard perfect start for Wild Oats XI in the 2008 race with a fleet of spectator boats following her outside Sydney Heads.



**AERIAL  
SPECTACLE**

Andrea Francolini

Harbour views  
seconds after the  
start took place  
in last year's  
2013 race.



**ANDREA  
FRANCOLINI**

Yachting photography has its challenges. To date only one of Andrea's cameras is at the bottom of the ocean. Staying dry is quite an important aspect of his job and finding new angles is the hardest part. No wind, too much wind, waves, no waves, rain, clouds, smoke... whatever mother nature tosses at him he has to deal with when others would probably go home. Besides sailing photography Andrea is working on two other long term projects. The first is a series of seascapes in colour and the second brings him very far from his beloved ocean. The mountains of northern Pakistan are home to a project he started in 2011. My First School ([www.my-first-school.org](http://www.my-first-school.org)) is a trust which has the aim to improve and promote education in a specific area of the country. Funds received during the year are then personally taken to Pakistan and used to improve schooling conditions, build classrooms and sponsor children from a less privileged background to attend class through a sponsorship program.





**NEW MEMBER**  
Defending line honours champion and record holder, *Wild Oats XI* has co-opted the Spanish sailor Juan Vila to navigate.

# YACHTS TO WATCH



THE OUTCOME OF THE ROLEX SYDNEY HOBART YACHT RACE IS ALWAYS HARD TO PREDICT AND THIS YEAR'S HISTORIC 70th RACE WILL BE NO EXCEPTION WITH A STELLAR LINE-UP SET TO RACE SOUTH ON BOXING DAY. THIS YEAR THERE ARE A HOST OF NEW ENTRIES FROM VARIOUS CORNERS OF THE WORLD EAGER TO TAKE ON THE LOCAL FAVOURITES WITH NEW OWNERS, SKIPPERS AND NAVIGATORS TO ADD THEIR EXPERIENCE INTO THE OFFSHORE YACHTING TALENT POOL. DI PEARSON, MEDIA DIRECTOR OF THE RACE, GIVES A RUNDOWN OF THE TOP YACHTS TO WATCH – FROM 100-FOOTERS TO 30-FOOTERS – AS THEY BATTLE IT OUT FOR THE TATTERSALL'S CUP AWARDED TO THE OVERALL WINNER ON HANDICAP.

## 100 | footers

### *Wild Oats XI*

AUS10001

Two triple crowns, and the defending champion and record holder, Bob Oatley's *Wild Oats XI* is naturally the boat to beat. Mark Richards has helmed the boat to seven line honours wins between 2005 and 2013, inclusive of a pair of race records and overall wins. Last year was tough; this year will be even harder. Man and boat will come up against three unknown quantities from brand new *Comanche* (USA) and the new *Ragamuffin 100*, to the revamped and lengthened *Lahana*, now known as *RIO 100* and owned by American Manouch Moshayedi.

But the fifth super maxi, *Perpetual Loyal*, may well be the thorn in *Wild Oats XI*'s side again. Anthony Bell's boat trailed Oatley's boat by just over three hours last year, after a swinging battle to the end. Bell remains one of only two to beat Richards for line honours since its 2005 reign. In 2011, with his former *Investec Loyal*, he kept *Wild Oats* at bay in an unforgettable thriller watched by the multitudes from the Iron Pot to the Derwent River and finish line, a little over three minutes separating them in the end.

Bell has confirmed further modifications have gone well. A new bowsprit on the former *Rambler* will carry the biggest spinnaker ever made for a racing super maxi, according to Bell. The removal of two tonnes of weight, modifications to the fin and bulb, further optimisation and a new sail wardrobe, could be the catalyst for a second victory.

*Wild Oats XI* has received modifications this year too, most notably a 'nose job', with her bow being refined. "Everything about the bobstay, which extends from the tip of the bowsprit to the bottom of the stem, was wrong by today's standards – it was in need of refinement," Mark Richards conceded earlier this year.

The bobstay was a length of PBO (polybenzoxazole) super-light, rod-like rigging that was tensioned by a thick stainless steel rigging screw at the bottom. That has been replaced by a very thin panel of carbon fibre. The stem has also been reshaped – from a rounded section to a much sharper, knife-like shape.

Both *Wild Oats XI* and *Perpetual Loyal*'s crews are hot; the former is bolstered by Iain Murray and Kiwis Stu Bannatyne, Robbie Naismith





and Matt Mason, while Juan Vila (navigator) switches from *Giacomo*. Bell has re-signed Olympic gold medallist and America's Cup winner, Tom Slingsby, while Tom Addis moves over from *Wild Oats XI* to navigate, and McConaghy's Jono Morris, also an accomplished yachtsman, also joins the boat. The usual sprinkling of celebs will be there too.

### Comanche

12358

A new 100-foot racing yacht for American Jim Clark and his Aussie wife and former supermodel Kristy Hinze Clark. *Comanche* had little time for trials before being loaded onto a ship in Charleston bound for Australia. An unknown quantity, she is creating a lot of hype, even though Jim Clark insists the off the breeze conditions of the last few Rolex Sydney Hobarts won't suit his yacht. But who knows what the weather will bring? The only downside for the boat with the big

feather on its hull, is that *Wild Oats XI* and *Perpetual Loyal* are tried and tested and have core crews who have withstood the test of time.

*Comanche* is born of the latest technology from bow to stern and deck to mast top, designed by Verdier Yacht Design & Vplp and built by Hodgdon Yachts. American entrepreneur and prominent technology companies founder, Clark, says *Comanche* was designed specifically to break records, or at least take line honours, in the world's major races, starting with our race. Kenny Read skippering plus Stan Honey navigating equals one big threat. Three Aussies will be aboard; Queensland Casey Smith is boat captain, with Ryan Godfrey and Chris Maxted crewing. If she takes line honours, Australia will be claiming some of the credit!

North Sails president Read has the last word: "We've only been out a few times, but I'm very excited to sail *Comanche*. It's an amazing boat that very quickly earns your respect."



70 | footers +

### Alive

52566

*Alive* is the rebirthed Reichel/Pugh 66, *Black Jack*, purchased by Tasmanian Philip Turner earlier in the year. *Alive* obliterated the 1885 nautical mile Melbourne to Vanuatu race record by almost two days in July, in the time of 5 days 23 hours 52 minutes and 45 seconds, making Turner confident in the yacht's ability to turn up the heat in the upcoming race.

Earlier in the year, the Bangkok based Tasmanian won all three handicap honours (IRC, ORCi and PHS) in the 308 nautical mile Brisbane to Gladstone Race.

Prior to Turner purchasing the yacht, Queensland owner Peter Harburg produced some great results with her, including back-to-back line honours in the 2009 and 2010 Brisbane Gladstone races, second on line in the 2012 Audi Sydney Gold Coast Yacht Race, finishing inside the record time along with new record holder *Wild Oats XI*, claiming second overall to boot.

Skipper will be Duncan Hine, who steered the boat to its Melbourne Vanuatu record. Wade Morgan, who shot to fame as one of Syd Fischer's Young Australia America's Cup crew with Jimmy Spithill in 2000, is the sailing master. This is a youngish crew studded with Etchells sailors, including navigator David Turton and 2009 Etchells World's winning crew, Matthew Chew.



### Giacomo

NZL70000

This is the second successive Hobart race for Jim Delegat and *Giacomo*. The Managing Director of Delegat Wine Estate (distributor of the very drinkable Oyster Bay wines), purchased the 2011-2012 Volvo Ocean Race winner, *Groupama 4* early last year, removed all the heavy bits, such as the communications gear required by the VOR, underwent other modifications and arrived in Australia ready to race.

*Giacomo* finished sixth on line, two places and a little over two minutes behind fellow V70, *Black Jack* (ex Telefonica) owned by Peter Harburg. *Giacomo* was in front of her foe for most of the race, with a third boat, Karl Kwok's Botin 80, *Beau Geste* keeping them company and finishing between the two. New Zealander Delegat will get a chance to even the score, as *Black Jack* also returns to the race. Both boats were designed by Argentinean Juan Kouyoumdjian, and both have solid crews. Whitbread/Volvo Ocean Race veteran, Steve Cotton re-joins the boat in the role of boat captain.

The genial Delegat said: "We are looking forward to being in Sydney and competing in the Hobart again. We're very pleased with *Giacomo's* performance of late, because she is having some very good early success. In the Auckland to Fiji ocean race in June, we won on handicap, taking the Suva Gold Cup and a host of local inshore races. We're well prepared for the Sydney Hobart and looking forward to the excitement and challenge that it brings."

Delegat finished: "Optimising boat performance is an ongoing pre-occupation – and of course raising the skill level is a key success factor."



**MADE TO RACE**  
Ken Read will skipper Jim Clark's *Comanche*. Above: *Giacomo* is returning to the race. Below: Philip Turner's *Alive*.





# 50+ footers

## Victoire

AUS5299

Victoire is undeniably a special yacht. Darryl Hodgkinson purchased the canting Cookson 50 last year, and much to his and everyone else's amazement, because he had little time to get used to his new toy, won the Rolex Sydney Hobart Yacht Race overall.

Hodgkinson set a precedent when he was named 2010/2011 Ocean Racing Rookie of the Year and then Ocean Racer of the Year one year on. To win the first, he finished second to *Loki* in the 2010/2011 Blue Water Point Score (BWPS) with his earlier *Victoire*, a Beneteau 45. The following year, he won the BWPS, counting Cabbage Tree Island and Flinders Islet yacht races as wins in his tally. The Sydney eastern suburbs plastic surgeon is second placed in the present series, where only one point separates each of the top four boats, so he is still on a roll, due in no small part to helmsman/tactician Sean Kirkjian.

Before 'Dr Darryl' purchased the present *Victoire*, Englishman Chris Bull raced it as *Jazz* to second overall and first under ORCi in the 2010 Rolex Sydney Hobart and to fourth overall in 2011 and 2012. Before that, Ray Roberts added a canting mechanism to the boat he named *Evolution Racing*, and finished 17th overall in the 2009 Rolex Sydney Hobart, for second in Division O behind line honours victor, *Alfa Romeo*.

This year, *Victoire* will contest a race within a race when it takes on the two other Cookson 50's; Colin Woods' *Pretty Fly III* (finished fourth overall and second overall under ORCi in 2010), and Nicholas Bartels' non-canting *Terra Firma* from Victoria, which last raced to Hobart in 2010 and finished 12th overall.

## OneSails Racing

AUS8899

This is the ex-*Living Doll*, now rebadged *OneSails Racing* by new owner, Ray Roberts, who has not contested the race since finishing second in Division O in 2009 with the yacht now known as *Victoire*. The Sydneysider has not been idle though, winning all before him on the Asian



**ASIAN ODYSSEY**  
*OneSails Racing* formerly *Living Doll*, has experienced recent success in races throughout Asia.

circuit for the past few seasons.

Roberts is readying the Farr 55 for his return to the Rolex Sydney Hobart, the race he would love to win after 19 attempts. It is a possibility with this boat. As *Living Doll*, former owner Michael Hiatt contested four Hobarts with a best result of second overall in 2011. It retired in 2012 when the rudder broke and they were taking in water mid Bass Strait. It should have won far more events, but suffered a litany of breakages. It is perfect for Roberts, who enjoys the challenge of bringing good boats up to scratch and winning races before on-selling.

Named 2006 Ocean Racer of the Year, Roberts' ('Hollywood' to sailing mates), sailing career spans Olympic campaigning in the Soling class to representing at the Admiral's and Kenwood Cups, Sydney Hobart and other major events in Australia and overseas. He has taken the Asian circuit by storm, winning a fifth consecutive Royal Langkawi International Regatta in Malaysia in 2010, being named 2009-10 'Asian Yachting Champion Skipper and Yacht of the Year', to becoming the Singapore Straits Regatta champion in 2011 and winning his fourth Kings Cup in Phuket in December 2013.

Roberts has reunited with his former tactician, Steve McConaghy for this campaign and recruited 37 Hobart veteran Michael Spies, co-skipper of the 1999 Hobart line honours victor *Nokia*, and 1993 overall winner, *First National Real Estate*.

## Caro

CAY65

*Caro* is the first Rolex Sydney Hobart entry from the Cayman Islands and Mark Bartlett has re-enlisted skipper, Max Klink, who drove the Botin 65 to a record smashing run in the 2013

ARC, sailing across the Atlantic from Las Palmas de Gran Canaria to Rodney Bay, Saint Lucia. *Caro* finished in 10 days, 21 hours, 25 minutes and 10 seconds, taking 8 hours 7 minutes and 20 seconds off *Capricorn's* 2006 record. Navigating *Caro* was Tom Addis, who is aboard *Perpetual Loyal* for the 70th edition of the CYCA's Sydney Hobart.

*Caro* retains a strong crew, including Michael 'Michi' Mueller, a versatile helmsman, trimmer and bowman from 2008-09 VOR second placegetter *Puma*. Mueller was also the youngest member of *Team Germany* in the 2009 edition of the Challenger Series for the America's Cup.

*Caro* finished fifth overall in the RORC Caribbean in February. Designed for ocean racing and built in Germany in 14 months using the latest in technology, she only needs six to eight to sail her, despite her size. Conversely, she is fully equipped with all mod cons for cruising.

## Ichi Ban

AUS01

Eighth on line, eighth overall and third in Division 1 in the 2013 Rolex Sydney Hobart a month after her launch was a solid result for Matt Allen's *Ichi Ban*. The Yachting Australia president was not happy with the result. His Hobart record already included second on line in 2006 and third in 2007 and in 2008, with overall results of fourth in 2006 and fifth in 2007 with his former Volvo 70, *Ichi Ban*.

Allen has continued racing and refining his Carkeek 60, recently installing a new rudder. "We've tested it and it will make a huge difference; it's a totally different boat to sail," Allen said. One of *Ichi Ban's* rivals will be *Caro*, whose designer Botin used to be in a design partnership with *Ichi*



**RACE WITHIN A RACE**  
*Victoire* will take on two other Cookson 50's this year: *Pretty Fly III* and *Terra Firma*.





**AUSSIE DUO**  
*Triton, the rebadged Vanguard is ready for her first Hobart.*

Ban designer, Shaun Carkeek.

Allen boasts a top crew, including decorated navigator Adrienne Cahalan; Gordon Maguire, Silas Nolan, Anthony 'Youngster' Merrington, Billy Sykes and Craig Garnett from the 2012 winner, *Loki* and international yachtsman Tim Sellars.

**Triton**

6377

As *Vanguard*, this Lyons/Cawse 60 exceeded all expectations on the short ocean racing circuit and in Harbour races, but is yet to be tested on the Rolex Sydney Hobart race course. Cleverly purchased by CYCA Director Michael Cranitch and immediate past Yachting Australia president David Gotze, the interstate rivalry will start on board, as Cranitch lives in Sydney, while Gotze resides in Victoria.

Former owner and engineer Dick Cawse co-designed the yacht with Australian naval architect David Lyons, and fresh out of the box after its 2004 launch, scored the trifecta of line honours and first under IRC and PHS in the CYCA Ocean Point Score. "Everyone was quite chuffed with that for our first outing." Cawse said afterwards.

In the CYCA's final race of the 2004/2005 OPS, from Sydney to Newcastle, *Vanguard* repeated the experience of line honours and overall IRC and PHS wins to claim the OPS series trophy in classes. In 2010, Cawse wrapped up the 2009/2010 OPS, mirroring his 2004/2005 result.

If their boat is a Hobart novice, the same can't be said for her owners. Cranitch previously co-owned the downhill racer *Broomstick*, which he took to Hobart, while Gotze owned and competed in the race with the Volvo 60 Indec/Indec *Merit*. He has also honed his skills as the owner/driver of a Farr 40 One-Design yacht. Rob Case, a 29 Hobart veteran, joins the crew. There is no reason why *Triton* cannot win the race, although they will be in the lap of the gods as far as the weather is concerned.



**Balance**

52002

As Bob Steel's *Quest*, this TP52 has delivered the goods on every front. Its standout in a productive career was winning the 2008 Rolex Sydney Hobart. Other victories for the 2007 launched yacht include the 2009 Cabbage Tree Island Race, a precursor to the Hobart. So good is the boat, and so well-sailed, it won every major race on the eastern seaboard; Audi Hamilton Island Race Week, Audi

Sydney Gold Coast Yacht Race and Geelong Race Week.

This year the boat was purchased by Paul Clitheroe and renamed *Balance*, as per his other boats. The 'Money Man' has big shoes to fill, and is capable enough. At the time of writing, he was comfortably sitting in fourth place overall in the CYCA's Blue Water Point Score and within three points of the leader, helped by his third place in the Sydney Gold Coast race.

With his last *Balance*, a Beneteau 45, Clitheroe finished 37th overall in the 2013 Rolex Sydney Hobart. However, prior to that, he racked up some great results: second in the 2009 Rolex Trophy Series; first in IRC Division 2 of the 2010 Audi Sydney Harbour Regatta and second in the CYCA's 2009/2010 Ocean Point Score.

In 2010, *Balance* won the Gosford to Lord Howe Island Yacht Race and the Gascoigne Cup. In 2011 she was second in the Audi Docklands Invitational Production division and won the Milsons Cup and Division 2 of the NSW IRC Championship. Clitheroe went on to second place in IRC Division B at Hamilton Island Race Week and was second in IRC and ORCI Division 2 of the Rolex Sydney Hobart.

Between Clitheroe and his new boat, the 'balance' could easily be tipped their way and Clitheroe could be holding the Tattersall's Cup. The two will enjoy competition with the other TP52's in the race; Tony Lyall's *Cougar II*, Mick Martin's *Frantic* from Lake Macquarie and *Wot Eva* – SWD, David Pescud.



**IN THE BALANCE**  
*Balance, the former Quest, was purchased and renamed this year by Paul Clitheroe.*





# 40+ footers

## ADA Celestial

421  
Sam Haynes and his Rogers 46 have been verging on major success for the last two years after being dogged by gear failure for the couple of years he owned the boat. Since, the Sydney vet has developed the seven year-old yacht's potential, and her performance has blossomed accordingly.

ADA Celestial finished runner-up to Loki in the 2012/2013 BWPS, inclusive of her third in IRC Division 2, and first in ORCi Division 2 of the 2013 Rolex Sydney Hobart, the last race of the series. She also won the Cape Byron Series (ORCi class of the BWPS). Haynes followed with victory in the NSW IRC Championship at Sail Port Stephens and in the Brisbane Keppel Tropical Yacht Race under IRC and ORCi.

It was disappointing to see Celestial slide to sixth overall in the 2013/2014 BWPS, but she bounced back and is leading the present Series after winning the Land Rover Sydney Gold Coast Yacht Race in July and finishing third in the subsequent Flinders Islet Race. Having lost tactician Steve McConaghy to OneSails Racing, Haynes has recruited Olympian and one-design champion Bobby Wilmot to the cause.

Haynes is in arguably the toughest size range should the weather favour the mid-range boats. His competition will come from the likes of OneSails Racing, Patrice, St George Midnight Rambler, Titania of Cowes, Wild Rose and a bunch of Beneteaus that are equal to the job.

He will sail to Hobart under the banner of Assistance Dogs Australia, raising awareness and funds for the charitable organisation which assists disabled people via trained dogs.

## Love & War

294  
Who could forget Love & War, one of Sparkman and Stephens' most successful traditional yachts with beautiful lines? Peter Kurts launched his pride and joy, built by Cec Quilkey from Oregon and Maple wood, in 1993. He won the 1974 and 1978 Sydney Hobart's with her, represented Australia at the 1975 Admiral's Cup (the team finished ninth from 19 countries) and won the 20 Year Veteran Division of the 50th edition race in 1994.



**IN THE STARS**  
ADA Celestial is on the warpath. Below: Roger Hickman's Wild Rose.

When he died in 2005, the boat passed to Kurts' son Simon, who generously loaned her to his father's long time navigator, Lindsay May, for the 2006 Hobart, which he won. May will navigate the yacht again this year and Bacardi will be there to pace with again. Love & War is one of just two yachts to win the race three times – Tryvge and Magnus Halvorsen won three in a row with Freya, from 1963 to 1965.

Simon has kept the yacht in the same impeccable condition his father always insisted on, and is preparing her now for the job ahead. He and son Phillip will contest their third Rolex Sydney Hobart together, and are striving to break the record with a fourth overall win and have the yacht's name engraved on the Tattersall's Cup again. Being an older, heavier boat, Love & War is at her best in heavy winds and handles the seas that go with them extremely well. In the three Hobart races she won, the winds were 25 plus knots and up to 40 from various directions.

## Patrice

360  
Fresh out of its wrapping in early November last year, Tony Kirby's first grand prix yacht and third Patrice performed well. The Ker 46 was fourth overall in the CYCA's Cabbage Tree Island Race that same month and led the fleet to the Island in all kinds of weather, including storms and harsh winds interspersed with lulls.

Patrice won Middle Harbour Yacht Club's 2013 Sydney Short Ocean Racing Championship in late November and finished second to the Ker 40, Midnight Rambler, in the CYCA Trophy in December. Kirby had high hopes for a Hobart win last year, but hull damage meant retiring on the Tasmanian coast.

Kirby has made some adjustments

to Patrice, and she continues to perform well. After leading the chase for overall honours in the Gold Coast race in August, a bad tactical call in the last 50 miles meant a fall to ninth overall. Just 10 days later, Kirby won six races straight at Airlie Beach Race Week to claim the crown.

Joining Kirby for his 30th Hobart, which he hopes will be a winner, are Gail Harland (coming up for her 20th Hobart), Richard Grimes (this will be his milestone 25th) and sailing master Pete Messenger (he's done 25), all regulars from Patrice campaigns and other yachts Kirby has been sailing master on. If they are to succeed, they will have to overcome challenges from ADA Celestial and many others.

## Simply Fun

SM42  
Launched in 2013 the Judel/Vrolijk 42-footer belongs to Sandringham Yacht Club past commodore, Phil Coombs, whose wife Cheryl will navigate for the race. Quantum Sails' David Eickmeyer is sailing master and will no doubt add some trimming flair to what should be a competitive boat. Don't be fooled by the name; while 'Coombsy' does like to have fun with his sailing, he is as competitive as the next man.

Simply Fun won line honours in

the 2013 Melbourne to Launceston Yacht Race. The 42-footer led the race across Bass Strait and broke away from Shamrock as they neared the Tasmanian coast.

The Victorian yachtsman will be best remembered as the owner of the DK46, Dekadence, the new boat he purchased in 2004. Coombs sailed it to 10th on line in the 2004 Hobart and sixth in IRC Division A. He also finished third in the 2005 Melbourne-Stanley Race and 19th overall in the 2005 Hobart, before contesting the Melbourne-Osaka double handed yacht race with Peter Walsh in 2007. They finished fifth overall and had the adventure of a lifetime.

## Wild Rose

4343  
The 'old girl', as Roger Hickman calls his 29 year-old Wild Rose, was Bob Oatley's first Wild Oats', and purchased by 'Hicko', Bruce Foye and Lance Peckman in the early nineties. Aboard Wild Rose, the trio became the last to win the Hobart race under the old IOR rule (1993) in conjunction with an IMS winner, Cuckoos Nest. The year stands out for having one of the highest attrition rates in the history of the race; only 38 out of 104 starters finished what yachties agree was the worst Hobart they remember.

Later, Hickman became the sole owner of the Farr 43 and has sailed her to some excellent results while training newcomers, both male and female, in the art of offshore racing. The Hickman/Wild Rose partnership is a powerful one in any conditions, proven when he won the 2013 BWPS. His dominant performance included third in the Sydney Gold Coast Yacht Race and winning the Flinders Islet, and Bird and Cabbage Tree Island races. The defending BWPS champion is off to a slow start, currently 12th overall, but as one of the best offshore racers around, he cannot be discounted.







# 30+ footers

## Luna Sea

8339

The little Hick 35 started out in the hands of Victorian Bruce Taylor, who named her *Chutzpah*, as all his yachts have been known. When he sold her to Ed Psaltis and Bob Thomas in 1998, he'd had 17 attempts to win the Hobart with various yachts, and had just updated to a new boat. It was the most regrettable and unforgettable action of Taylor's sailing career. Psaltis and Thomas went on to win the tragic 1998 race, by then known as *AFR Midnight Rambler*, while Taylor was one of the many retirees.

Drummoine Sailing Club member James Cameron purchased the yacht and contested the 2012 Rolex Sydney Hobart, finishing 26th overall and fifth in his division – the race did not sway in favour of the small brigade that year. In 2013, the yacht had nine Hobarts to its credit when Cameron and crew

headed to Hobart. Conditions peaked when the smaller yachts reached Bass Strait, and *Luna Sea's* rudder broke, necessitating a 100 nautical mile tow to safety by the police vessel *Van Diemen*.

*Luna Sea* has a new rudder now and some new sails, so Cameron is back as keen as ever. If the weather falls in favour of the tiddlers in the fleet, don't count out *Luna Sea*, which finished third overall in the 2013 Gosford-Lord Howe Island Race. More recently, she was 38th in the Land Rover Sydney Gold Coast race, a tactical affair that did not pay off for this boat and others.

## Maluka of Kermandie

A19

Sean Langman is a sailor of extremes, 18-footers one minute, super maxis and multihulls the next and then there is his penchant for boats such as *Maluka of Kermandie*, which is of the old and small ilk. Built in 1932 and measuring in at 9.0-metres, she is the oldest and smallest boat in the Hobart race this year. A classic gaff rigger designed by Cliff Gale, she was restored to her former glory by

Langman and was the first boat under 9.5-metres to finish the 2006 Hobart. She was eighth overall that year, when the 'oldies' controlled the race – *Love & War* won and *Bacardi* was runner-up. *Maluka*, flying the Tasmanian flag, is normally last into Hobart, but if the weather gets tough, the tough on board will get her going.

## Martela

7075

Anthony Williams from the 'Apple Isle' steered his IMX 38 to 26th overall and third in division last year, after contesting every race he could in Tassie in his efforts for a good result come the main game. *Martela* was the first Tasmanian Boat under IRC to finish the Hobart and also finished third in ORCi Division 3. In March, *Martela* finished second in the Combined Club Long Race Series. If Williams and crew can keep the momentum going, and the weather plays into their hands, the Tasmanians could find themselves on the podium. However, they could be stopped in their tracks by another well-sailed Tasmanian boat, *Whistler*.

## Whistler

L77

David Rees and his close-knit *Whistler* crew are among Tasmania's best known boats. The Aussie designed MBD36 competes in all the major Tasmanian events. She last raced to Hobart in 2011 and finished 10th overall and second in Division 4, after tugging at the heartstrings of all Tasmanians when she led the race for the Tattersalls Cup for a time.

*Whistler* was the first Tasmanian boat under IRC in 2011, her name added to the Tasports Trophy as *Martela's* was last year. Jonathan Rees took the City of Hobart Trophy for the Navigator of First Tasmanian Yacht on Corrected Time, and will navigate the yacht again.

In the lead-up, Rees and his crew had achieved outstanding success over a two year period, in ocean racing and in the Three Peaks adventure challenge in Tasmania and the United Kingdom. *Whistler* is Hobart's hope and that of the Rolex Sydney Hobart finisher, the Royal Yacht Club of Tasmania, where Rees is a member.

ROLEX SYDNEY HOBART YACHT RACE 2014

# 10<sup>TH</sup> ANNIVERSARY 2015 SYDNEY HARBOUR REGATTA



## Saturday 7th & Sunday 8th March 2015

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The 70th anniversary of the Rolex Sydney Hobart Yacht Race marks a milestone year with 118 entries registered – one of the largest fleets in two decades. Among them, five supermaxis, yachts representing the UK, US, Cayman Islands, New Zealand, Poland, and a couple of wooden boats with race pedigree – one, the 9-metre *Maluka*, older than the race itself.

IN TO WIN  
Mark Richards,  
skipper of *Wild Oats XI*.



# SKIPPERS UP CLOSE

ALTHOUGH SOMEWHAT RETICENT TO REVEAL THEIR SECRETS, TACTICS AND LUCKY CHARMS, THE SKIPPERS OF THE 2014 ROLEX SYDNEY HOBART YACHT RACE ARE UNANIMOUSLY PROUD TO BE A PART OF THIS 70TH ANNIVERSARY EVENT. JENI BONE SPEAKS TO JUST A HANDFUL ABOUT THEIR IMPRESSIONS OF THE ICONIC BLUEWATER RACE AND SOME INSIGHT INTO THE ATTRIBUTES OF THEIR YACHTS AND CREWS.

The defending line honours champions on *Wild Oats XI* say they welcome the competition at the big end, with fellow 100-footers *Perpetual Loyal*, *Ragamuffin 100*, *Rio 100* and the much-vaunted US-entry, *Comanche* with its fearsome livery and owner, Jim Clark's ambitious aims.

"This is going to be one of the toughest races ever," *Wild Oats XI* skipper Mark Richards said, adding that the entry of more internationals and yachts of the stature of *Comanche* "can only be good for the event".

"It's awesome. The whole world will be watching. Having more supermaxis will raise the profile even further."

This will be Richards' 12th appearance and his 10th with the *Wild Oats* team. And while he acknowledges that his yacht and his crew could be considered old hands, that could well be their strengths.

"The boat is 10 years old this year. Our crew have been together for years, so we know each other and the boat well. We have made a lot of mods this year, and while there are plenty that could beat us, I still believe this is the boat that can make yachting history and win our eighth Sydney-Hobart."

A line honours win this year would take *Wild Oats XI* one clear of the record seven wins it currently shares with legend of the 1940 and 50s,





*Morna/Kurrewa IV.*

The 'mods' Richards refers to are a completely new bow section to lower the drag, a new carbon fibre side foil and high-tech sails from North Sails.

"We're very pleased with the boat. It's greatly improved on last year and we hope we can make it all come together during the race."

To improve their chances, Richards said *Wild Oats XI* will be sure to have onboard Bob Oatley's "magic stick", their staple, chicken pies and "all sorts of things" as lucky charms.

**F**rom the US, one of the world's most acclaimed sailors, veteran of two America's Cup campaigns, three editions of the Volvo Ocean Race and more than 40 world and national championships, Ken Read is at the helm of *Comanche*. Read is looking forward to the showdown with *Wild Oats XI* and other contenders.

"The allure of the Sydney-Hobart is competition, and there is certainly plenty of that at this year's race," he said. "It is one of the very few 'Great Races' that I have not done. From sailing with two Aussie navigators during my last two Volvo Races, I had



to get used to how they measured the course in 'Hobarts'. I can still hear Tom Addis saying: 'Only five Hobarts left in this leg, boys!' I figure I sailed around the world twice with this form of measurement, maybe it's time to live the measurement for real."

The pressure of preparation for his first Hobart has been compounded

**WORLD CLASS**  
Above: Ken Read, skipper of Jim Clark and Kristy Hinze-Clark's *Comanche*, pictured below.

by the quick timeframe for the build of this high-tech, pre-preg yacht. Completed in a blistering time of 12 months by the oldest boat yard in the US, Hodgdon Yachts, *Comanche* is the incarnation of the vision of design studios Verdier and VPLP.

"She has lots and lots of new features that hopefully add up to a new type of speed that hasn't been seen before in monohulls," revealed Read. "The build, design, sailmaking and sparmaking teams have worked wonders to get it to this point. Now it is up to the sailors to get the most out of it."

Read will have plenty of expertise alongside him, with a crew of world class international sailors, including New Zealander, Kelvin Harrap as tactician, and fellow American, Stan Honey, as navigator.

Honey is not only one of sailing's top navigators, setting records in a slew of around-the-world regattas, he is also an engineer whose brilliance has spurred advances in new systems that have changed the way NFL, NASCAR and Olympic events are broadcast.

Honey developed the technique of superimposing graphics on the nautical field during televised sailing. Known as "LiveLine", this system





ROLEX / DANIEL FORSTER

was used for the America's Cup at the request of ORACLE co-founder and Cup defender, Larry Ellison, and is credited with making sailing more compelling for the average TV viewer.

According to Read, the major difference between the Sydney-Hobart and long-haul ocean racing is "the change of pace".

"Getting used to a 'short race' like this is interesting for me. The majority of our crew and myself are VOR veterans and are used to leaving the dock for weeks on end. So, believe it or not, this is a nice change of pace to get back to racing that has a clear beginning and end, where you can really mentally prepare before you leave the dock. When you leave the dock for a VOR leg, you are prepared for the first four or so days and the rest is pretty much a mystery."

Read is also charged with fulfilling the "lofty goals" of *Comanche's* owners, Jim and Kristy Hinze-Clark.

"Jim and Kristy are known to set lofty goals and then go for it in a big way," he continued. "After the Sydney-Hobart we have the Transatlantic Race, Fastnet Race and Middle Sea Race on the docket for 2015. We would love to get back for the Caribbean 600 but don't see a way to get that done in time."

But Read is careful not to get ahead of himself. "First things first. It's our aim to learn this boat well enough to at least compete in this year's Sydney-Hobart and grow from there. Getting a boat like this to live up to its potential takes time. We have to walk before we can run."

**F**rom a first-timer to an old-timer, Syd Fischer OBE, this year lining up for his 46th Sydney-Hobart with his seasoned crew, has high hopes for his new yacht, *Ragamuffin 100*.

Asked what is the allure of this particular race that at 87 he is still as eager to win it as ever, Fischer said with characteristic brevity: "Habit!"

"It is a race that can be wild," he explained. "You really have to be on the ball and well prepared for all the changes in conditions. All ocean races have their own set of physical and mental challenges. The Sydney-Hobart especially teaches sailors perseverance."

Line honours are in Fischer's sights and with his Team Ragamuffin crew, including long-time sailing master, David Witt, he is confident they're in with a chance.

"Team Ragamuffin has a great team of experienced crew that have done

**"It was always a dream of mine to be starting in Sydney Harbour on Boxing Day."**

Max Klink, *Caro*



**WILD RACE**  
Right: Skipper of *Ragamuffin 100*, Syd Fischer OBE.  
Below: Max Klink, skipper of *Caro*.



a lot of miles together. A lot of them race together on the 100, the 90 and on the TP52."

After the Sydney-Hobart, Fischer has no intention of slowing down. The new boat has a hectic schedule in 2015, departing Hobart for the Caribbean to compete in the Caribbean 600 Race, 23 February, followed by the Transatlantic Race, Fastnet and Middle Sea Race.



**A**nother skipper with prowess gleaned from vast global experience is Max Klink, heading up the crew of *Caro*. The Cayman Island-flagged entry, a Knierim-built Botin 65, broke the 2012-13 ARC record, finishing in a time of 10 days, 21 hours, 25 minutes and 10 seconds.

For Klink, competing in the Sydney-Hobart is "a childhood dream" and he is keen to prove *Caro's* racing mettle.

"It is one of the most well-known offshore races with an impressive history," said Klink. "It was always a dream of mine to be starting in Sydney Harbour on Boxing Day. Compared to other races, it is shorter with a much more competitive fleet."

Klink, who has been cruising his whole life, began racing with *Caro* last year. His crew comprises Sydney-Hobart veterans Mark Bartlett, Justin Ferris, Jono Swain, Ian Moore and Andy Meiklejohn.

Klink is very laidback ahead of the race, stating that *Caro* and her crew have made "no special preparations". "The crew has lots of experience and the boat has been well prepared by Mark."

"Our first aim is to finish and have a good time while sailing. We've managed this so far in all other races. *Caro* is a dream design for the purpose of shorthanded cruising and racing."

And while physical and mental challenges are a fact of racing, Klink is more perturbed about the rigours of keeping pace with the celebrations in Hobart.

"The guys have all told me stories about Customs House in Hobart. That might be a challenge!"

CARO @ TIM WRIGHT / WWW.PHOTOACTION.COM





Owner and skipper of the 50-foot Cookson/Farr design, *Victoire*, which as overall winner took home the Tattersalls Cup in 2013, Dr Darryl Hodgkinson is proud of his record to date in what he calls “the most challenging offshore sailing race on the calendar”.

“I first participated in 2011 and 2012 and won my division in a Beneteau first 45. I took a year off to find the right boat which I thought could win Hobart and I chose *Jazz*, a Cookson 50, now *Victoire*. We planned for a two-year program to try and win the Sydney-Hobart and to our delight, we achieved this one year early.

“We are trying the elusive back-to-back win in the 70th Sydney-Hobart race. What inspires me about the racing is the challenge, thrill, technology, rivalry and the camaraderie – all of which are important aspects of ocean yacht racing.”

Preparation and practice are crucial for Dr Hodgkinson and his crew.

“We prepare for the race each year by sailing in as many events as possible. Sean Kirkjian, my experienced tactician is acutely aware of what it takes to bond a team and I admire his tenacity in choosing and maintaining the team.

“Danny McConville is fastidious about the maintenance of the yacht. MacDiarmid Sails has done a great job in maintaining our sails and improving the inventory. We have modified our boat in several ways. I won’t tell you all of them but I can assure you we are very aware of our IRC ratings certificate and do everything we can to optimise our rating and to sail to our rating or better than our rating.

As a medico, Dr Hodgkinson believes the physical and mental challenges to the race are significant,” he said. “From my point of view, as the medico onboard, I realised that in some positions, especially the front of the boat, crew needs to be very strong and able to endure long periods of significant discomfort.

“From a mental challenge perspective, each individual has to make sure they can handle the stress and uncertainties of the race. Seasickness, dehydration, injury and safety have to be understood by each crew member and if issues occur they must be dealt with by the skipper, watch captains or medico on board.”

And while the *Victoire* team considers the Sydney-Hobart its ultimate goal, they use the Blue Water Point Score series and the Ocean Point

**“We are trying the elusive back-to-back win in the 70th Sydney-Hobart race. What inspires me about racing is the challenge, thrill, technology, rivalry and the camaraderie.”**

Dr Darryl Hodgkinson



Score races to try out new crew and new sails.

“We do have the core of last year’s Sydney-Hobart crew onboard this year. Our tactician and crew master, Sean Kirkjian, has sailed with me for seven years and shows brilliance and wizardry on the race track. He is devoted to the task at hand, which is his almost enigmatic desire to win.”

**A**nother team with a medical bent is the crew of *Southern Myth*, a South Australian boat which has a proud history in the Sydney-Hobart.

A wooden Laurent Giles-designed 40-foot sloop, *Southern Myth* was built by Searles Shipwrights for Norm Howard in Adelaide in 1953 and has competed in 13 Sydney-Hobarts, the first in 1954, skippered by her original owner.

*Southern Myth* and Norm introduced three generations of South Australians to ocean racing with over 280 crew members in her 1954 to 1994 years, as well as hundreds of Sea Scouts and other visitors.

As current owner and skipper, Dr Peter Riddell explained: “Many prominent South Australian yachtsmen, including a young Sir James Hardy in 1955, and other SA greats such as John Wigan, Gerry Hargraves, Mark Tostevin, David Judell and John Taylor, have sailed upon her. Three of this year’s seven member crew have known *Myth* since their teenage years.”

Dr Riddell joined the crew of *Myth* as a junior in 1968. He bought her shortly after Norm’s death in 1992, saving her from being skuppered.

“It’s part of South Australian and sailing history. I saw myself representing so many other young people who entered sailing because of *Southern Myth*. This is all about the boat, more than its owner or the crew. We are merely custodians in the boat’s long and illustrious history. Our aim is to continue Norm Howard’s enduring legacy.”

In 1993-4, *Myth* was practically rebuilt, then sailed in the 1994 Sydney-Hobart. Now, 20 years later, and 60 years after her first Hobart as

**RECORD MATCH**  
*Victoire*’s owner Dr Darryl Hodgkinson won the Tattersalls Cup last year.





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**MOTLEY CREW**  
Skipper Dr Peter Riddell on *Southern Myth*. Below: Grant Gordon skipper of *Louise Racing*.

an impeccably reconditioned ship, she is competing in her 15th start, coinciding with the 70th anniversary.

Said Dr Riddell: "Her best results were fifth in her first race in 1954, third in 1958 and eighth in 1955. She sailed through the infamous 1967-68 gales and near hurricane of 1970-71, which halted two-thirds of the fleet. *Myth* was last of the finishers that year."

Dr Riddell and his "motley crew", drawn from life-long friends and past crew members, are exceptionally proud to be aboard *Myth*, especially now she's "looking fantastic and race ready".

Three of their crew, including fellow surgeon, Dr Henry Hancock, learned the ropes sailing *Myth* in the 70s. John Taylor sailed on *Myth* in the 1994 Sydney-Hobart, and in 1997, the Darwin Ambon Yacht Race. Taylor is a veteran of the Clipper Race, has started in 16 Sydney-Hobarts, finishing 13 of them, and has two Fastnets under his belt, yet like the rest of his crew, this self-effacing

printer by trade is quick to point out "that's nothing really. There are heaps of guys with more experience than me. "This is all about the boat."

Dr Riddell concurs, saying: "The all abiding constant theme, repeated from the many crew members lucky enough to have sailed with Norm over the years was the overarching themes of teamwork, mateship, humour and complete confidence that Norm's tuition and the boat could (and did -repeatedly) handle any sea conditions. This engendered a trans-generational esprit de corps, still in existence today."

**T**his year's Sydney-Hobart will be the first opportunity for *Louise Racing*, sponsored by Glenfiddich, to put the boat through her paces on the racing circuit. Since her launch in June 2013, this Berret-Racoupeau 72-foot custom designed yacht, built in Holland by Claasen Shipyards, has sailed more than 20,000 miles, successfully rounding Cape Horn in February on passage to the South Pacific.

Skipper Grant Gordon successfully campaigned the Swan 45 *Fever* for over a decade. His offshore record includes class first and best Swan in

the Fastnet (2003) and a top 10 result in the Middle Sea Race (2009), as well as winning the Rolex Giraglia Trophy in 2009.

*Louise Racing* will be sailing under the RORC burgee with 15 sailors onboard, a mix of talented professionals and amateurs, among them Commodore Michael Greville, tactician Dan Slater, navigator Ed Smyth and Rolex Sailor of the Year for 2014, Oracle Team USA skipper, Tom Spithill.

For Grant Gordon, the Rolex Sydney Hobart Yacht Race is "right at the top of the list in terms of the sheer challenge for sailors".

"I first heard about the Sydney-Hobart as a boy, when Ted Heath, who was a member of my parent's Yacht Club in Brussels, won the race. Ever since then, it has been a dream of mine to have the opportunity to be on the start line."

Gordon admits the excitement is mounting and the entire team is eager to put *Louise* to the test.

"Putting *Louise* through her paces in a racing environment for the first time, there is a degree of uncertainty about how she will perform. However we aim to sail her to the best of our ability, and her true pedigree will hopefully be revealed.

"We believe that she is prepared in such a way that we will be able to stretch the boat near to the limit of her potential. But she is not a stripped out racer, although we have put the boat on a slimming diet removing all unnecessary gear."

When it comes to battling the elements and challenges that are keenly human, Gordon believes "keeping mentally alert" is crucial.

"When fatigue starts to set in, that is always a challenge. But with a highly motivated crew, team members can feed off each other to help to stay focused. That and everyone knowing precisely what their respective roles are. Being on a boat that is quiet, where everyone gets on with their job without fanfare is usually a good sign.

"*Louise* is in the Southern Hemisphere for the first time and our team have never raced together on this boat. But many of the local sailors that we will have on board have competed together on other boats."

Once they have safely reached the finish line in Hobart, Team *Louise* plans to "take stock and start to plan the future".

"We are 20,000 nautical miles away from our home waters," said Gordon. "So we have plenty of time to think about this question while we sail *Louise* back to the North Atlantic!" ⚓





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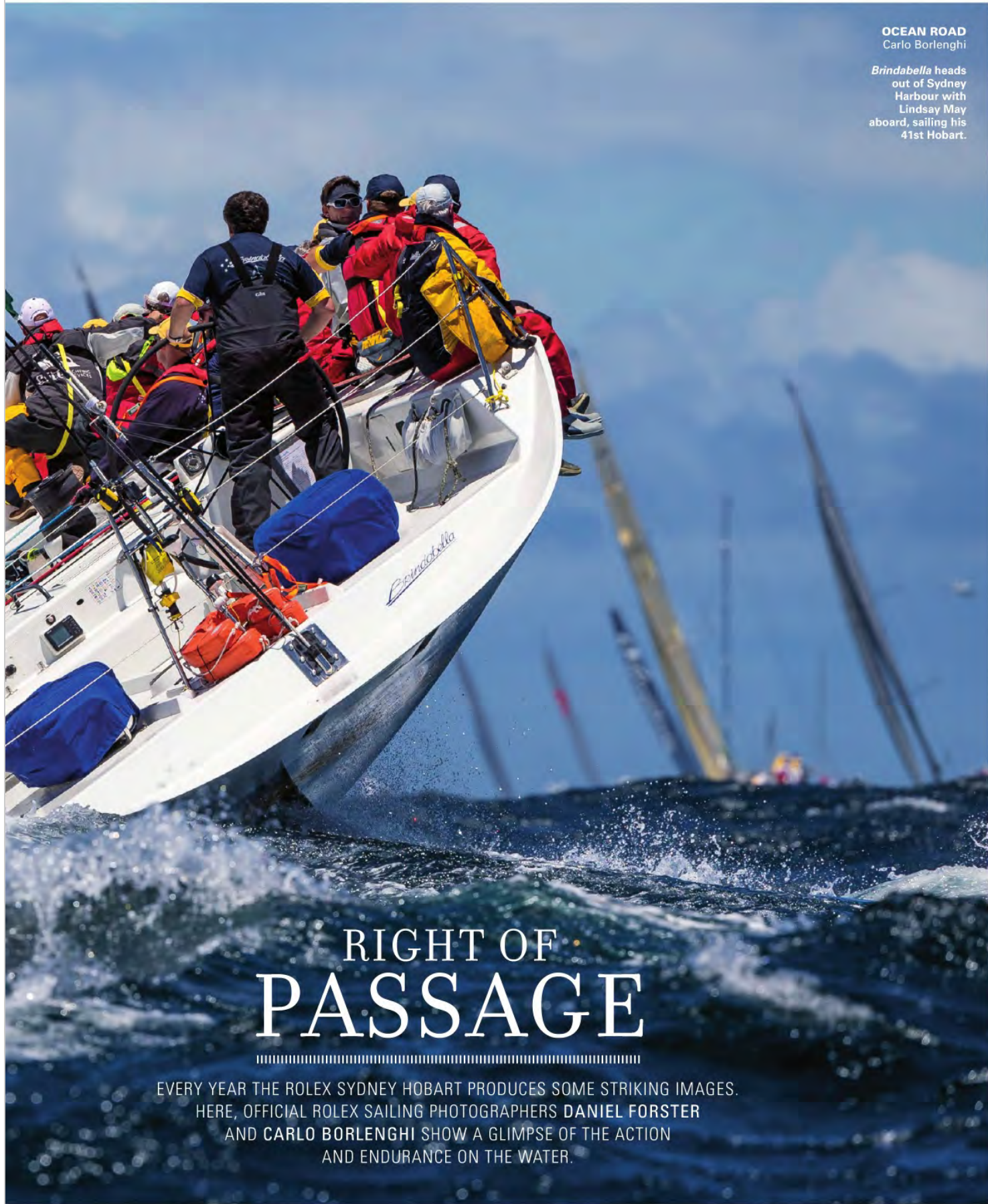






OCEAN ROAD  
Carlo Borlenghi

*Brindabella* heads  
out of Sydney  
Harbour with  
Lindsay May  
aboard, sailing his  
41st Hobart.



# RIGHT OF PASSAGE

EVERY YEAR THE ROLEX SYDNEY HOBART PRODUCES SOME STRIKING IMAGES.  
HERE, OFFICIAL ROLEX SAILING PHOTOGRAPHERS DANIEL FORSTER  
AND CARLO BORLENGHI SHOW A GLIMPSE OF THE ACTION  
AND ENDURANCE ON THE WATER.





**CARLO BORLENGHI**  
 Carlo Borlenghi was born in 1956 in Bellano, Italy. When he was young, thanks to a collaboration with the magazine *Uomo Mare Vogue*, he travelled around the world covering the most important nautical events. He has photographed every America's Cup regatta since 1983 the endeavours of the Azzurra, Italia, Moro di Venezia, Luna Rossa and Alinghi teams. He was the official photographer of the 32nd America's Cup in 2007. Since 1994, Borlenghi has documented the adventures of top Italian yachtsman Giovanni Soldini, accompanying him on round-the-world races and other major sailing events. He has also been official photographer during several editions of the Whitbread Round the World Race and Volvo Ocean Race.



**STARK CONTRAST**  
 Carlo Borlenghi

*Wild Oats XI* went on to win the 2013 race, notching up an historic seventh line honours win.







**TIPPING POINT**  
Carlo Borlenghi

*Venture 2* takes on a pounding of freak waves in its very first Hobart.







**FULL FLIGHT**  
Daniel Forster

With its crew clad in wet weather gear, *Pretty Fly III* skims across the sea's gusty surface.







**OPEN WATERS**

Daniel Forster

Not a boat in sight for *Chutzpah* as she finds a clearing for her fourth Hobart. She sailed in the top seven places for half of the 2013 race.




**DANIEL FORSTER**

Daniel Forster was born in Murten, Switzerland. After working as an apprentice in a photo studio in Berne, he turned freelance and made a living covering major sailing regattas in Europe, USA, Australia and New Zealand. Forster has photographed no less than 11 America's Cups and 10 Olympic Games. In 1986 Forster sailed the Uruguay-England leg of the Whitbread Race onboard the winning yacht *UBS Switzerland*, and in 1987 he spent five months in Perth photographing that year's America's Cup competition. *TIME* magazine used his picture of the winning skipper Dennis Connor for the cover of their February issue. Forster continued to follow the America's Cup in subsequent years, working as official photographer for Bill Koch's *America3* team in 1992 and in 1995, and reporting from Auckland, New Zealand during the 2000 and 2003 competitions. Now employed as an official Rolex photographer, Forster's duties include photographing races like the Rolex Big Boat Series in San Francisco, the Rolex Fastnet Race in the UK, the Rolex Farr 40 Worlds and the Rolex Sydney Hobart Yacht Race. Despite this hectic schedule, he still finds time for a Cape Horn rounding or a cruise through the Galapagos Islands. Daniel now lives in Jamestown, Rhode Island, and during his time off he likes to go fishing with his daughter Daphne.





## Trygve Halvorsen

An ocean racing legend has passed away aged 94.

**T**rygve Halvorsen, an Australian ocean racing legend, boat designer, boat builder and member of the Cruising Yacht Club of Australia since 1946, passed away peacefully on Saturday November 8 after a short stay in hospital. He was aged 94.

With his brothers, in particular Magnus, Trygve was a yachting pioneer. The Halvorsen brothers' name was synonymous with the CYCA and the Sydney Hobart as designers, builders and tough, winning yachtsmen. Trygve became Rear Commodore of the Club in 1953.

Their innovative yacht, *Freya*, is the only yacht to have won three consecutive Sydney Hobarts Races in 69 years.

Born outside of Arendal in Norway, the Halvorsen parents and seven children moved to Australia in 1925. Trygve was five when his father established the family boat building business at Neutral Bay in Sydney, which he expanded to Ryde in the late 1930's. Trygve and his brothers were to later take over the business.

Between 1925 and 1980 the Halvorsen family built more than 1,500 boats, including fast torpedo boats during World War II as well as luxury motor cruisers and many famous yachts.

Saltwater entrenched in his veins, courtesy of sea captains and ship builders on both sides of the family going back four generations. Trygve, with Magnus designed three Sydney Hobart overall winners which were built by the Halvorsens.

Trygve first sailed the Hobart race in 1946, on *Saga* with older brother Bjarne, and finished second to *Christina*. Both were designed by Trygve's father, Lars.

Trygve skippered three yachts to victory in the Sydney Hobart: *Solveig* (won in 1954, after taking line honours the previous year), but Trygve had Stan Darling skipper it in 1954, as he fell ill on Boxing Day and could not sail. *Anitra V* won in 1967 and *Freya* won three in succession from 1963 to 1965. "We had a feeling it would win," Trygve was to later say.

With his brother Magnus (two years his senior) navigating each yacht, they could do no wrong. Nobody else in the history of the race has equalled *Freya's* trio of victories and it is unlikely they ever will.

In an interview with Peter Shipway at the CYCA, Trygve said all their yachts were cruisers as well as racers. *Freya*, for instance, had her keel lengthened for cruising; her hull form did the work of making *Freya* go fast. Trygve said, "She was sea-kindly.

She had a short rig and was fitted out for cruising."

Apart from the Sydney Hobart, Trygve (and Magnus) represented Australia internationally. In 1965, the CYCA was the driving force in establishing an Australian presence at the Admiral's Cup. That year, Trygve and Magnus represented with their double-ender *Freya*, along with *Caprice* of Huon and *Camille*, following selection trials in Sydney. The team finished second.

According to Trygve, Australia's first challenge came about when he and other CYCA members Bill Psaltis and Norman Rydge were having a beer. Discussing other sailing matters, Bill said, "Let's go for the Admiral's Cup." Trygve was deputised to visit England on behalf of the AC committee to "check things out". The rest is history.

Trygve also sailed on *Gretel* in the America's Cup. It was Australia's first taste of competing in the Cup and the first challenger to win a race, which they did against the USA's *Weatherly*.

The Halvorsens built *Gretel* and Sir Frank Packer contacted Trygve and asked him to become involved in the syndicate. He was asked to teach the crew about maintenance and was in charge of maintenance, towing and looking after *Gretel* and three support boats. As well, he was one of two helmsmen during the Cup, joining Jock Sturrock.

Trygve and Magnus (who at 96 resides in a nursing home in Sydney) are among the most successful ocean-racing yachtsmen ever to have sailed out of Sydney Heads, and their names are known by anyone with an interest in boating.

Trygve and the Halvorsen brothers became an institution on the waterfront, both in NSW and around Australia, where many of their yachts and cruisers are still on the water.

Magnus and Trygve won four Trans-Tasman races between the years 1948 and 1961 with their yachts *Peer Gynt*, *Solveig* and *Norla*.

In 2000, Carl, Magnus and Trygve, Halvorsen were awarded the 2000 Australian Sports Medal in recognition of all they have contributed to boating.

Trygve was a wonderful representative of the CYCA and all it stands for and was highly respected worldwide. We will miss him greatly.

Trygve is survived by his wife, Noreen (also 94) and his daughters Nina and Erica. ♣

By DI PEARSON

**BROTHERS IN ARMS**  
Magnus and Trygve (right) Halvorsen were regular collectors of ocean racing silverware.





## Don Mickleborough

*Mickleborough declares last drinks.*

The sailing fraternity will be saddened to hear of the death of Don Mickleborough who died peacefully in his sleep in the early hours of Thursday October 23, following a long battle with cancer.

Don defied the odds to make his 90th birthday on October 11, which he celebrated in style with all his mates on October 12 at the Cruising Yacht Club of Australia. He said at the time he was glad to make 90, and believed he was "well beyond my 'use by date'."

In St Vincent's hospital in early 2013, where the female staff naturally fell under his spell, Mickleborough was told his life expectancy was short. In defiance, he rallied well beyond his allotted time and kept up his regular appearances at the CYCA and at various weekly lunches.

Relaying the doctors' grim prognosis to me last year, Mickleborough told me "Don't be upset darling, I've had the most marvellous life – I've experienced more than I ever would have thought possible – my life couldn't have been better. It's just my time."

Despite failing health, Mickleborough couldn't bear to miss out on any fun, continuing to drink in 'his' corner at the CYCA with his *Southerly* mates. He called last drinks there last Thursday evening, despite feeling quite unwell.

Mickleborough tackled cancer and other illnesses with the same vigour and stoicism he reserved for life in general and for the 34 Sydney Hobart's he contested, among the so many other offshore and local races. 'Mickleborough', or 'Don Two' (following on from Don Juan) as he was also known to friends, being an avid admirer of women, remained as sharp as a tack right up to his death.

Over a 42 year span, he skippered the 1939 timber built *Southerly* in 14 Hobarts; his first for his maiden race in 1958, his last in 2000; his Hobart swansong and the foul conditions robbed him and others of finishing.

After steering the now 76-year-old Peel 35 to third place in the CYCA's annual Great Veterans' race in 2011, Mickleborough announced at his usual dockside party afterwards that he'd sold the boat he'd owned for 53 years to great friends and *Southerly* crew members, John 'Shero' Sheridan

and Rob McAuley.

On hearing of his friend's death, Shero said: "They don't make them like that anymore – he was a one-off." Rob McAuley echoed those thoughts, adding; "what a character!"

*Southerly's* best Hobart results were third overall in the 1959 Hobart, and after being modified to suit the prevailing IMS rule, she won the 30-year Veteran's Division of the 1994 50th Hobart and finished third overall, winning Division F, in 1995. *Southerly's* crew were always recognisable by their racing shirts with the TGFH (The Great Floating Hotel) logo and by her crew singing the *Southerly* song when the occasion suited.

In other years, Mickleborough raced south on other yachts. In 1964 it was Rupert Murdoch's *Ilima*. During the seventies, it was with some of the best of the Hobart greats such as *Apollo* and *Ballyhoo*, which he managed for owner Jack Rooklyn, even featuring in one of the famous Toohey's commercials made aboard *Ballyhoo* during that time.

Aboard *Ballyhoo* when it took line honours in 1976, Mickleborough became the only Australian to have sailed yachts to line honours victories in the Hobart, Fastnet and Newport-Bermuda races – the most coveted of traditional ocean races. Some other Hobarts were contested on fellow Tasmanian mate John 'Fish' Bennetto's *Mirrabooka*.

And while Mickleborough is claimed as our own in Sydney, he was originally from Launceston, Tasmania, working as an electrician and a fisherman before moving to Sydney in 1952, where he had an agency selling juke boxes and telephones. Later, he manufactured coin-operated vending machines and owned a laundry.

A regular in the Sydney Hobart, Mickleborough, as all called him, enjoyed holding court at his



favourite watering hole in Hobart, the Shipwrights 'Shippies' Arms. He made a trip back there last year for the 'Quiet Little Drink', knowing it would be his last. He was one of the early exponents of the QLD, co-founded by his mate and old *Southerly* crew member, Tony 'Glark' Cable. It was good to see him back there with a crowd around him again.

One of yachting's most colourful characters, Mickleborough became famous for his antics with 'Delphine'. A full-size mannequin, she came from Delphine's Hobart frock shop and was discovered by Mickleborough in 1963 on a foray to appropriate some water pistols.

He subsequently purchased her from the shop's owner for crew mate George 'Raw Meat' Pearce. Delphine and her stories reached legendary status and she remains a famous (or infamous) female in relation to the Hobart race today.

Mickleborough also enjoyed holding court in a corner of the CYCA where he has been a member since 1958. In a first, the CYCA and friends honoured Mickleborough on Friday August 9, 2013, naming and unveiling the 'Mickleborough's Corner' plaque.

Ocean racing luminaries, including a few 'blast from the pasts', attended the memorable evening, the brainchild of Rob McAuley. Mickleborough was chuffed. The night was highlighted by a combination of great story telling and remembrances, with Mickleborough regularly butting in "to tell my version," and to others; "you got it wrong, I'll tell it."

On the night, *Southerly's* core stalwart crew of David 'Stork' Reid, John 'Shero' Sheridan, Rob McAuley, Bruce 'Jacko' Jackson, Tony 'Glark' Cable and Dick Logan sang the *Southerly* song, with a repeat performance at his 89th and 90th birthdays. It is sure to be sung again at his wake. Some of the words go:

*"Now if you see a yacht sailing from Double Bay,  
It might be as well to keep out of the way.  
You might hear them shouting,  
You might hear them yell,  
Look out for the Southerly floating hotel."*

Larger than life, Mickleborough will be missed by all – there will never be another like him. Our thoughts are with Mickleborough's daughters, Linda and Cathy and their young families. ♣

By DI PEARSON

**DON'S CHORUS**  
"Wowser's shout,  
mothers yell.  
Look out for  
the *Southerly*  
floating hotel."





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# VIEWING GUIDE

THE ROLEX SYDNEY HOBART YACHT RACE AND ITS HOST, THE CRUISING YACHT CLUB OF AUSTRALIA, CELEBRATE A MILESTONE THIS YEAR FOR THE 70TH CONSECUTIVE RACE STARTING AT 1PM ON BOXING DAY FROM SYDNEY HARBOUR.





**THE START LINE EXPLAINED**

The Rolex Sydney Hobart Yacht Race, the Cruising Yacht Club of Australia's flagship event, will start at 1pm on Boxing Day from Sydney Harbour for the 70th consecutive year.

No other commercial port in the world can boast the start of such an internationally recognised blue water classic, with the natural grandeur of Sydney Harbour providing a unique backdrop for competitors as well as the hundreds of thousands of spectators afloat and ashore.

The port of Sydney will be closed from 9am to 4pm on Boxing Day in the interests of safety and to give the yachts a clear run as they exit the Harbour. An exclusion zone will be effective from 12.00pm until 2.30pm, providing the 118 strong fleet with a clear run to sail unobstructed through the Heads. A six-knot no-wash zone will cover the Harbour from Garden Island and Bradley's Head to a line between North Head and Macquarie Light.

In what has been a Boxing Day tradition for Sydney since 1945, thousands take to Sydney Harbour, either on the water or on the

foreshores to watch the start of the Rolex Sydney Hobart Race. Sometimes it is a colourful spinnaker start, at other times a beat to windward with the yachts crossing tacks as they sprint towards the open sea.

Ranked as one of the most demanding long ocean races in the world, the Rolex Sydney Hobart Yacht Race covers a distance of 628 nautical miles. It can take between two and six days to sail with the race record of 1 day 18 hours 23 minutes and 12 seconds set in 2012 by *Wild Oats XI*. An excellent start is considered an important psychological advantage for the helmsperson of almost every boat in the race.

To give yachts a clear area in which to manoeuvre before the start, and then ample room to tack or gybe as they race to the Heads, the Roads and Maritime Services (RMS) has declared an exclusion zone from 12pm to 2.30pm on Boxing Day, with the area for the racing yachts clearly marked by yellow buoys.

The fleet will start simultaneously from three start lines this year, due to the size of the fleet and increased number of super maxis. These big

boats will start from the front line, with a distance of 0.2 nautical miles between start lines, with identical starting signals for all three groups of yachts.

To make allowance for the distance between the three start lines, each line will be allocated different marks to round at Sydney Heads and then offshore before turning south and setting course for Tasmania.

The three starting lines will stretch across the Harbour, the back line about 200 metres north of Shark Island, all lines marked by large Rolex buoys at either end.

Spectator craft may not enter the exclusion zone between these times and once the race starts the competing yachts must sail within the zone until they clear the Heads.

**STARTERS ORDERS**

This year, marks the 50th anniversary of the first of *Freya's* three historic consecutive wins, and her owners Trygve and Magnus Halvorsen were both invited to fire the cannon to start the 70th edition of the Rolex Sydney Hobart Yacht Race.

However, tragically Trygve passed

**VANTAGE POINT**

Above: Yachting fans through the shore as the fleet lines up at the start lines for the 2013 race, flanked by spectator boats. Right: The legendary *Freya* remains the only yacht to achieve three consecutive overall wins in the great race south.







away early November and Magnus is not sufficiently well. So, as a mark of respect the CYCA have invited Niel Halvorsen, son of Magnus, to fire the starting cannon for the 70th anniversary race.

"I'm amazed that our record of three consecutive overall wins still stands," Halvorsen had said. "I don't think it will be long now before it goes – the advancement in yacht design over the years has been astounding."

Recalling the 1963 race Trygve said: "We thought we were going to win – it was our time after previously winning once with *Solveig IV* (1954), once with *Anitra V* (1957) and placed second in 1956, 1958 and 1959. We'd been given the nickname 'Seconds Halvorsens' around the dock."

"Our fellow competitors told us that they were planning to gang up on us, so dusk was when we made our decisions. We stayed fairly close to the rhumbline, sailing as straight as we could and not going more than 15 miles out," Trygve added. Brother Magnus was renowned for his skills in celestial navigation, albeit self-taught.

*Freya* was a 38'6" LOA double ender with a vertical spade rudder and a long straight keel, planked in Oregon

and splined (wedges glued between the planks instead of caulking). One of the more radical features (for the time) was the mast, which could change shape to suit the wind.

"It was stepped on the deck and could pivot. This allowed the mast to move forward when going to windward, which meant that the mainsail could be flattened," Trygve added.

"The mast also allowed the crew to change a mainsail in three minutes and those were the days that boats were only allowed to carry one mainsail – so it was revolutionary for its time. Magnus also convinced me to lengthen the keel."

Other keys to their success were boat speed, reliability and attention to detail. "Good boat speed is essential – combine that with a reliable boat and attention to detail and you've got a recipe for success. I recall one race working with Stan Darling until midnight on Christmas Day just to get the boat ready."

"The next morning, I was ill with a bout of gastro and my wife called around to find a replacement, as I didn't want to give it to the rest of the crew. Kerry Hammond took my place



## Guardian of the fleet

### Radio Relay Vessel

Prominent CYCA member John Winning has generously donated *JBW* for the record setting 10th consecutive year as the Radio Relay Vessel. John has provided *JBW* to the CYCA for use as the radio relay vessel in the Rolex Sydney Hobart Yacht Race and other major offshore races thereby assuring the fine safety reputation of these races is maintained.

Former CYCA Commodore and life member David Kellett leads the radio relay vessel team aboard *JBW*, a 20-metre motor yacht. Kellett will be joined by his regular radio crew of Colin Wildman (45 Hobarts), Colin Tipney (31) and John Woodford (27) that conduct the four daily radio skeds and are supported by the *JBW* crew of Andrew 'Steak' Copley as captain (24), Richard Winning (10), John Harris (30) and David Hodgson (27).

This will be David Kellett's 14th year as chief radio operator and he will notch up his 41st Hobart voyage. In 2013 Kellett joined the exclusive 40 Hobarts club of which 11 yachtsmen have done before him including Tony Cable, Bruce Gould, Syd Fischer, Tony Ellis and the late Richard 'Sighty' Hammond.

The radio relay vessel team will be on call 24 hours a day covering the fleet by conducting the position and safety skeds and the Green Cape check with yachts, relaying the positions and other information to and from race control at the Royal Yacht Club of Tasmania and providing weather updates.

The team also liaises with the media team about the conditions at sea and, of course, provides competitors with handicap and sporting results where possible, not to mention keeping the vessel going.

For the past nine years, John Winning has generously donated *JBW* to the CYCA for use as the radio relay vessel in its major offshore races. Such a donation allows for the reputation of dedication to safety in the Rolex Sydney Hobart Yacht Race to be upheld.

*JBW* is a long-range displacement motor yacht, which is named after John's father, the well known John Berry Winning ('Choko' to all who knew him). She was conceived by John and master craftsman Ian Perdriau, with the lines drawn by Faustman. The resulting trawler-type hull makes for a very sea kindly vessel 20-metres in length, a 5.5-metre beam and 2.5-metre draft, displacing 60 tonnes.

*JBW* is powered by twin Gardner 8LX diesel engines with stabilisers and two diesel generators. She has a cruising speed of 10 knots and a range of 3,000 nautical miles. The wheelhouse is fitted with state-of-the-art electrics with Sat phone, two single-side band radios, two VHF radios, radar, chart plotter, internet access and autopilot. *JBW* has the latest HF radio equipment, so the fleet can be assured of a clear signal all the way down to Hobart.

Accommodation is ample and as might be expected, considering the boat's association with whitegoods and cooking specialist retailer Winning Appliances, all manner of conveniences can be found in the galley adjoining the main saloon.

*JBW* is also available for corporate charter.  
[www.jbw.com.au](http://www.jbw.com.au)





and he arrived at the house, picked up my kit bag and jumped onboard,” Trygve recalled.

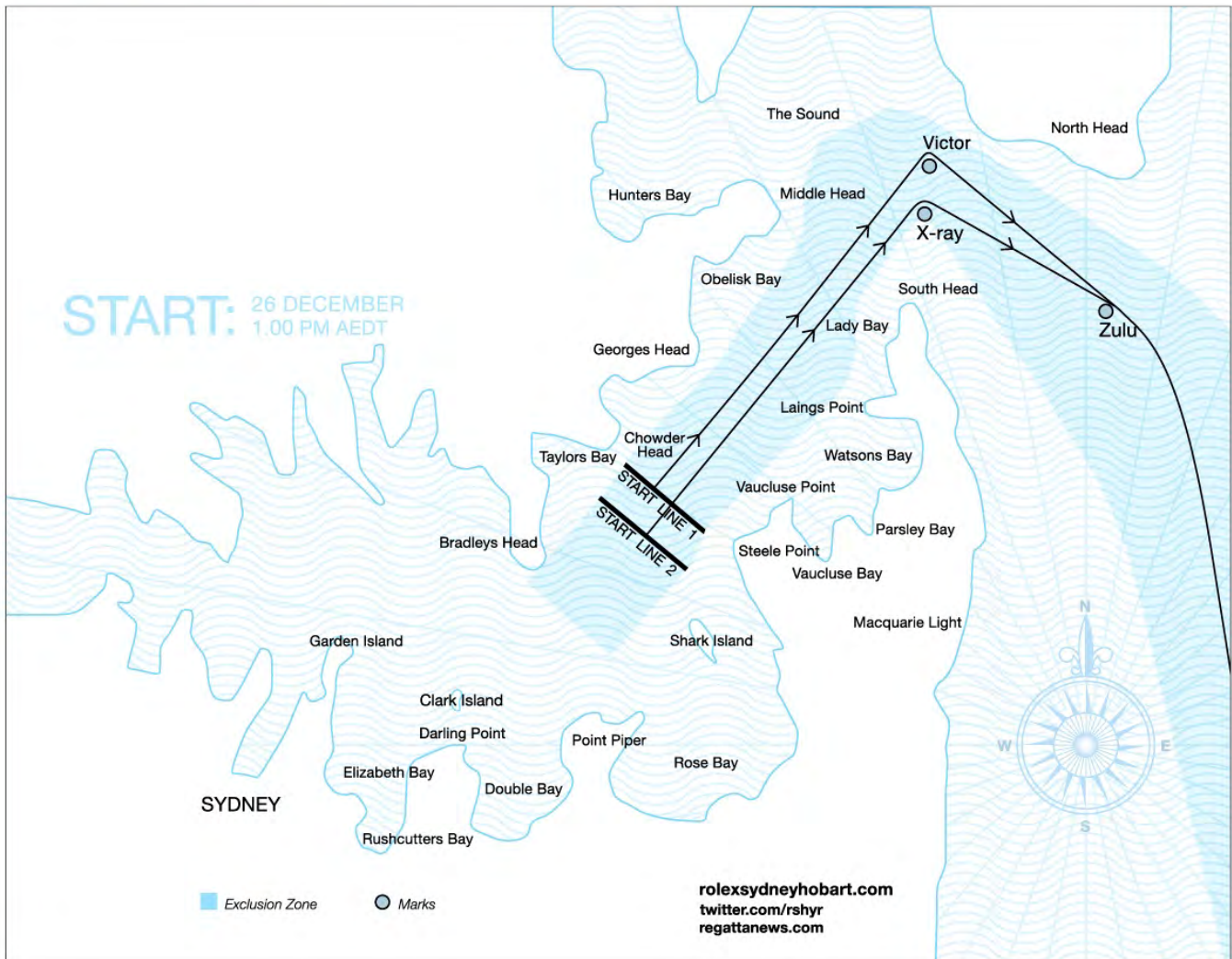
The Halvorsens are legends of the Sydney Hobart Yacht race and have left their mark on the race and yachting industry thanks to their pioneering yacht designs, boat building and sailing skills including celestial navigation.

Joining Niel Halvorsen on the official start vessel, *Aussie Legend*, will be Graeme Burgess, who will fire the five minute gun representing second placed *Cavalier*, with Norman Ridge, representing third placed *Lolita Maria*, firing the ten minute warning signal.

**EVERY SECOND COUNTS!**

As the countdown to the start begins, the CYCA’s cannons will be fired aboard the official starting vessel *Aussie Legend* to draw attention to the traditional starting flag sequence:

- 12:50 hours (12.50pm) – 10 minute



warning signal – Code flag W hoisted and cannon fired

- 12:55 hours (12.55pm) – 5 minute preparatory signal – Code flag P hoisted and cannon fired
- 13:00 hours (1.00pm) – starting signal – Code flag W and Code flag P dropped and cannon fired.

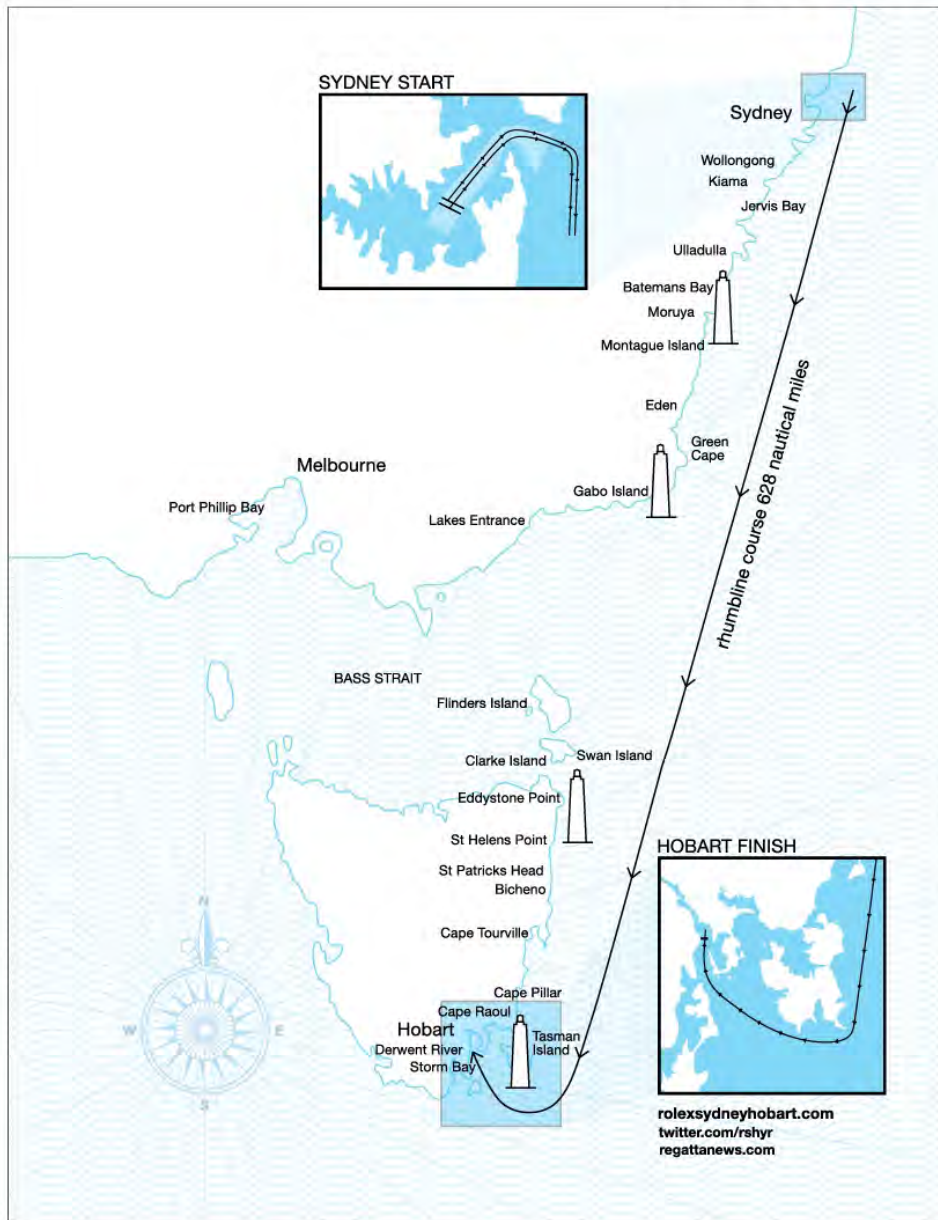
A further signal (Code flag X) and a sound signal (from the individual start lines) may indicate premature starter(s) (OCS – On Course Side) by individual yachts, which must return and re-start. Yachts that have broken the start will be advised by radio approximately five minutes after the start. There will be no general recall.

If the wind is from the south, southeast or southwest, the fleet will have a spinnaker run to the Heads. An easterly breeze will see a close reach under working sails down the Harbour.

If the wind is from the north or northeast, the fleet will have to tack (beat to windward) up the Harbour to the turning marks at the Heads. This could see some close encounters between competing yachts as they cross tacks, some sailing right to the edge of the exclusion zone to gain a tactical advantage.

**ADVICE FOR SPECTATOR CRAFT IN THE SYDNEY HARBOUR EXCLUSION ZONE**

- The Sydney Harbour exclusion zone will come into force at 12pm and continue through to 2.20pm. The zone will be marked with yellow buoys and some fixed navigational aids.
- The rounding marks Victor and X-rat at Sydney Heads will be large Rolex conical inflatable buoys, as will marks Zulu and Yankee, one nautical mile due east and south east of the Heads.
- Spectator craft must remain outside the exclusion zone until 2.20pm.
- No spectator craft is permitted to anchor or remain anchored within 100-metres of the exclusion zone.
- Boats may only proceed through the 'no anchoring' zone near South Head if going out to sea and must comply with the 6-knot speed limit.
- Commercial vessels only will have access to the commercial vessels area (see map).
- Spectator craft should not operate under sail near the exclusion zone from noon until the fleet has cleared the Heads.
- Non-powered (passive) craft such as kayaks, canoes and surfboats are prohibited in the area within 100-metres of the exclusion zone.



**THE HOBART RHUMBLINE**  
The 628-nautical mile Rolex Sydney Hobart course that *Wild Oats XI* covered in 2012 in a record-breaking one day, 18 hours, 23 minutes and 12 seconds.

This area is unsafe for non-powered craft because of the large number of bigger boats and their wash, as well as the potential difficulty in seeing and avoiding passive craft.

Control Vessels – Roads and Maritime Services (RMS) and Police vessels will be patrolling and enforcing in this area. Please obey instructions from volunteer marine rescue vessels, as well as RMS and Police boats.

General safety messages will be broadcast on marine radio band 27.88 and VHF Channels 17 (RMS control network) and 13 (Sydney Ports).

**RACE ENTRANTS**

- Competing yachts will display a special Rolex race flag on their

backstay. Please keep well clear of any vessel displaying such flags.

**STARTING VANTAGE POINTS**

The sight of 118 yachts taking to Sydney Harbour on 26 December to mark the start of the 70th Rolex Sydney Hobart Yacht Race is a truly spectacular event to witness first hand. No other commercial Harbour in the world is closed to shipping traffic for one day to commence a yacht race!

From early on Boxing Day morning RMS coordinates the Harbour closure and installation of the exclusion zone, with the host club, the Cruising Yacht Club of Australia (CYCA), responsible for the deployment of the all race buoys.

Spectators also begin to gather

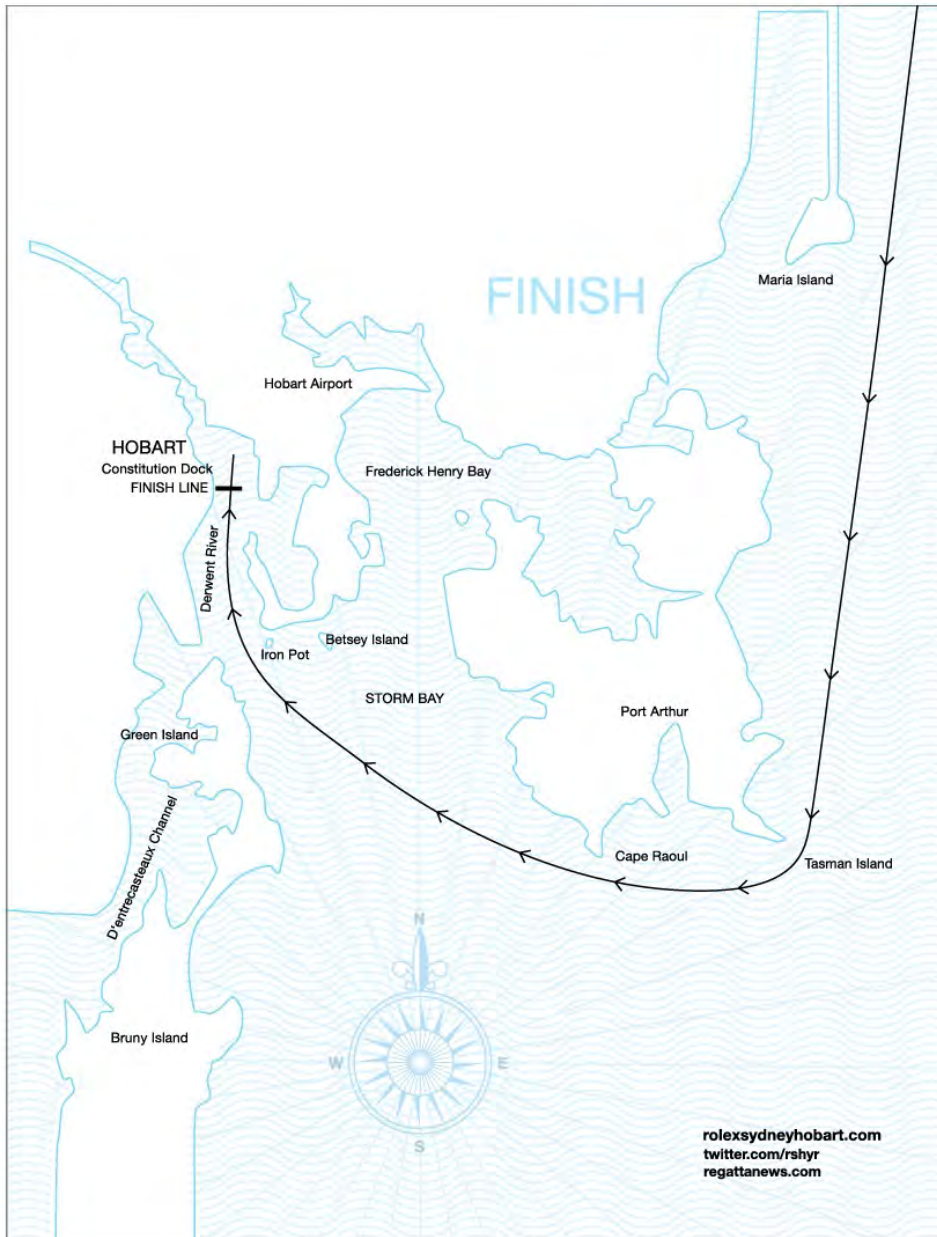


from early in the morning whether on boat or land. It's a great family day of fun in the sun! There is a mixture of great vantage points around the Harbour for you to watch the start of this great ocean race – so bring your picnic lunch or Christmas leftovers with you and secure the best seat in the house – either on water or land!

Some of the best vantage points on water are: either side of the start line, Steele Point on the east and Taylors Bay on the west. Boaters can position themselves in the western channel at Chowder Bay, Obelisk Bay and waters to North Head or in the eastern channel in Rose Bay, Watsons Bay, Camp Cove and around South Head.

For those wanting to get out on the

**TAKE OFF**  
Spectator boats cruise alongside the competitors for the 2013 race out of Sydney Harbour.



water who don't own a boat, there are a couple of options available.

The CYCA runs two official spectator craft – one with access to the exclusion zone and one without.

*Magistic II* is granted access to the exclusion zone area, has expert commentary from CYCA members and gets you up close and personal with the fleet. The vessel departs from the end of B marina at the CYCA at 11.00am, returning at approximately 2.30pm. Tickets are available through the race website [www.rolexsydneyhobart.com/spectators/spectator-vessels/](http://www.rolexsydneyhobart.com/spectators/spectator-vessels/) at a cost of \$199 per adult; \$99.50 for children aged 5-12; with children under 5 no charge. The price includes canapes, a light lunch and beverages.

*John Cadman III* does not have access to the exclusion zone but still offers a great view, departing from McKell Park Public Wharf, Darling Point at 11.30am and returning at approximately 2.30pm. The ticket price includes finger food and lunch, beer, wine champagne and soft drinks, dessert buffet, tea and coffee. Tickets are available through the race website [www.rolexsydneyhobart.com/spectators/spectator-vessels/](http://www.rolexsydneyhobart.com/spectators/spectator-vessels/) at a cost of \$110 per adult; \$65.00 for children aged 5-12; with children under 5 no charge.

For those that can't get out on the water, the best vantage points on land include: Bradley's Head, Chowder Bay, Georges Heights and Middle Head on the western shore; Shark Island, Steele Point, Vacluse Point, South Head and The Gap on the eastern shore; North Head offers a magnificent panoramic view up the Harbour, out to sea and down the coast. Get in early to claim the best vantage points! ⚓





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Whatever the results of the Rolex Sydney Hobart 2014, one thing is certain – when the race starts at 1pm on Boxing Day it will capture the imagination of sailors and spectators worldwide, as some 700,000 people converge on Sydney Harbour foreshore and millions more tune into the action on TV and online.

**ON TELEVISION**

The Seven Network will once again broadcast the start of the race live around Australia with the 90 minute program going to air from 12:30 AEDT with well known sports presenter Mark Beretta anchoring the commentary team.

Mark is the Sports Presenter on the Seven Network's Sunrise program and has covered every summer and winter Olympic Games since Atlanta in 1996. He was the host of the Sydney 2000 telecast and is part of Seven's V8 Supercar commentary team. 'Beretts' has hosted the Rolex

YACHT TRACKING

IT'S NEVER BEEN EASIER TO TRACK THE RACE WITH TELEVISION COVERAGE AND BLOW-BY-BLOW UPDATES ON THE WEB AND SOCIAL MEDIA.

Sydney Hobart start once before and will be joined by Peter Shipway, who will act as the technical expert, in the commentary team.

Seven Sport's commentary team will again be based at their outside broadcast headquarters at North Head, which is a prime location offering an expansive view from the start lines off Nielsen Park to coastline down to Bondi.

Over 80 production and technical personnel are involved in putting together the race start coverage. Covering the race is tricky and relies on numerous specialty cameras that are linked back to the main production facility using digital radio links.

Three helicopters and two chase boats track alongside the fleet. Two of these helicopters supply aerial footage whilst the third acts as a link platform, relaying close-up onboard footage from two of the yachts as the crew undertake pre-race manoeuvres and begin their race south. On top of this, two land based cabled cameras located at vantage points on North Head and South Head are incorporated into the coverage.





Stayed tuned to Seven for daily Rolex Sydney Hobart Yacht Race updates, along with reports on Sunrise, Weekend Sunrise and 7 News. ABC TV will also be following the fleet down the eastern seaboard.

Seven's live coverage begins from 12.30pm AEST Boxing Day and for the sixth year in a row, the event will also be webcast live via Seven's online partner Yahoo!7 worldwide.

#### ON THE WEB

The official race website [www.rolexsydneyhobart.com](http://www.rolexsydneyhobart.com) is one of the most popular Australian sporting websites during the Christmas New Year holiday period and is your information portal for everything there is to know about the 628 nautical blue water classic.

Since its introduction in 2002, the Cruising Yacht Club of Australia has led the way in bringing our remote sport to a worldwide audience with features including the yacht tracker and the standings engine.

The website has continued to evolve over the past 12 months, after its major redevelopment in 2012, with new map features being added to the Yacht Tracker and a restructure of the mobile/tablet platform to further deliver user experience on mobile or tablet devices. The race website will also webcast the Seven Network's live broadcast of the start.

Included on the website is the complete list of yachts entered in the race, along with a photograph and description of each boat, a rundown on the crew, and the boat's past racing record.

There's also archival data including results of the past 69 races since the first in 1945, the weather they encountered; a summary of line and overall handicap winners of those races; historical reports and statistical information; designers of those 69 line and overall winners; and profiles of some of the race luminaries over the years.

You'll also be able to follow the event on twitter for race updates <http://twitter.com/rshyr> and via Facebook.

#### YACHT TRACKER

By far the most visited page of the website is the Yacht Tracker page, which allows viewers to track the entire fleet or a particular boat from start to finish. Yacht Tracker uses a specifically designed tool that calculates the predicted results for each and every boat in the fleet, so you can see how each boat is performing.

Each yacht will be fitted with a Yellowbrick tracker that will obtain a position using the GPS satellite network, and then transmit that position back to Yellowbrick HQ using the Iridium satellite network.

From here, each yacht's position is then visualised on the race yacht tracker map. In addition, the yacht tracker system also shows distance to the finish line and progressive corrected time positions under the IRC, ORCi and PHS handicap divisions.

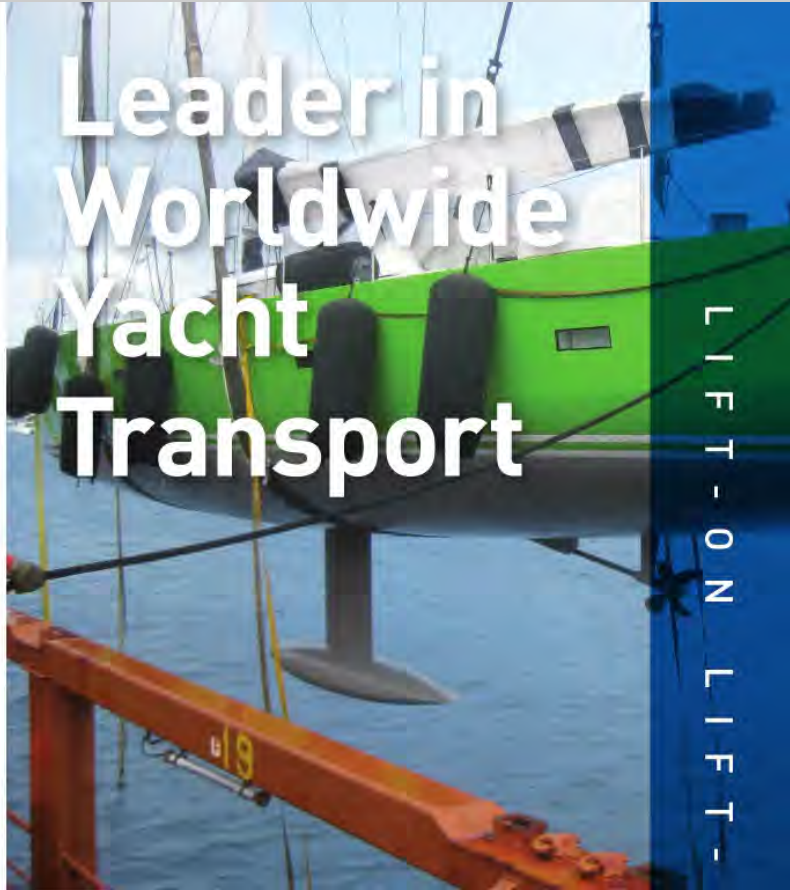
To do this, the CYCA equips each boat in the fleet with a Yellowbrick tracker that automatically updates the yacht's latitude, longitude, course over ground and speed over ground – and transmits that information via satellite to a land earth station. From there, the data will be transferred to the website, which shows in text and graphics each yacht's position in the fleet, its place relative to other boats and known geographic features, and the speed currently being achieved through the water, as well as the direction in which the boat is sailing.

Line honours and progressive corrected times under the IRC, ORCi and PHS handicap categories are updated every 10 minutes throughout the race. ⚓

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The fleet of ocean racing yachts lining up to contest this year's Rolex Sydney Hobart will vary wildly in size, from 10-metres to more than 30-metres in length.

# FAIR GAME

ALL YOU NEED TO KNOW ABOUT RATING SYSTEMS, CORRECTED TIMES AND HOW THE OVERALL WINNER OF THE ROLEX SYDNEY HOBART YACHT RACE IS DECIDED.

The oldest yacht in the fleet built more than a decade before the race started 70 years ago will battle maxis made of space-age composite fibres and built over 80 years across the technology divide. So, you might ask, how can there ever be a fair race between such diverse sail craft?

Since its inception in 1945, the focus of the Rolex Sydney Hobart has always been on achieving a level playing field for the fleet by using a rating system. Over the past 69 years, the rating system has changed with names like RORC, IOR, IMS, IRC and now ORCi, but the end result is a time correction calculation, or handicap. For the 70th race, the overall winner will again be decided by the IRC rating system, one of the most widely used rating systems in modern yachting.

### THE REAL PRIZE

The race for line honours is easy to understand – the first boat to cross the finish line in Hobart is declared the line honours winner and walks away with the J H Illingworth trophy, a Rolex timepiece, a big share of the adulation and, some would say, more than their fair share of the media attention.

However, very few yachts in this year's fleet stand any chance of beating the super maxis to Hobart, so the line honours contest will be left for the big boats to dragrace while the vast majority will compete for the overall win – the real prize as far as most yachties are concerned. The overall winner joins the venerable

**EQUAL ODDS**  
The details of IRC and other handicapping systems are complex, but they all rest on the same assumption – that a level playing field throughout the fleet is the key to an exciting race.



list of Hobart champions and takes home the coveted Tattersall's Cup, awarded each year to the yacht with the lowest corrected time according to IRC handicap, together with a Rolex to commemorate the triumph.

IRC is a time correction rating system used extensively in yacht racing around the world. Under this system, a yacht's finishing time (elapsed time from start to finish) is multiplied by its IRC rating number to determine a corrected time. A boat's rating number is calculated by an independent body (RORC) using a highly sophisticated, computer-assisted process which takes into account a yacht's age, construction and materials, sail area, hull and keel designs and many other performance enhancing features such as powered winches. When the last boat arrives in Hobart, the corrected times of every

boat in IRC fleet will be compared and the one with the lowest time after correction will be declared the overall winner. In theory at least, this system ensures that any well-sailed boat, regardless of its age or level of technology, can win.

### IRC IN ACTION

Here is an example based on two very different results under IRC, from the 2005 and 2006 races.

In 2005, *Wild Oats XI*, then a brand new Reichel/Pugh 98-footer and one of the fastest boats in the world (she has long since been lengthened to 100-feet) won both line honours and the overall victory in a rare double win. In fact, make that a triple – she simultaneously set a new race record for the 628 nautical mile course that year too.

The next year in 2006, the then







**In the end, winning the tough Rolex Sydney Hobart Yacht Race depends on many factors. Having a well-designed and built, well-maintained and expertly sailed yacht is a must; having a good IRC rating helps too, but ultimately the weather also plays a major role.**

#### THE WEATHER FACTOR

In the end, winning the tough Rolex Sydney Hobart Yacht Race depends on many factors. Having a well-designed and built, well-maintained and expertly sailed yacht is a must; having a good IRC rating helps too, but ultimately the weather also plays a major role.

Boats need to be sailed to their optimum potential in the prevailing conditions. Some years the weather simply favours big boats running at the front of the fleet, while in other years the best of the weather comes late in the race when the big boats are already in the dock in Hobart, which plays into the hands of the smaller or older boats with the lowest ratings.

We should know the line honours winner of the 2014 Rolex Sydney Hobart Yacht Race within two days of the start from Sydney Harbour on Boxing Day, but it may be another two, even three days, before the CYCA can announce the overall winner, and even then it is often a provisional result until the last boat crosses the finish line off Hobart's Castray Esplanade.

#### OTHER RATING SYSTEMS

While IRC will still be used to determine the overall winner of this year's Rolex Sydney Hobart, there will also be ORCi and PHS divisions.

Seen by its advocates among grand prix yacht owners as a more transparent rule and a truer reflection of a boat's performance based on the old IMS system, ORCi will be run in tandem with IRC. The overall ORCi winner will receive the Charleston Trophy and eligible yachts may enter both the IRC and ORCi categories.

Results for IRC (overall and all divisions) will be calculated by the application of the IRC Time Corrector (TCC) as a multiplier of elapsed time. The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first.

Results for ORCi will be decided by the application of the Time-on-Time Simplified Scoring System as a multiplier of elapsed time. The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first.

PHS is a performance-based handicap system, with yachts being allocated a performance or arbitrary handicap. Results will be calculated by the application of Time Correction Factors (TCFs) as a multiplier of elapsed time. Yachts entering the IRC or ORCi handicap categories may not enter the PHS category. ⚓

33-year-old classic timber yacht *Love & War* was the overall winner, despite finishing 32nd across the line. *Love & War* is a perfect example of the IRC rule in effect. A two-time former winner (1974 and 1978), she was a well-maintained boat with a low rating, which that year sailed an excellent race with matchless navigation and a crew who took full advantage of the weather conditions, which suited her style of sailing.

As in 2005, *Wild Oats XI* was the first boat across the line that year, but after corrected time she placed 12th overall. She sailed the race in 2 days, 8 hours, 52 minutes and 33 seconds, but with the highest IRC rating in the fleet (1.776) she ended up with a corrected time of 4 days, 5 hours and 41 seconds.

*Love & War* on the other hand took almost 35.5 hours longer to sail the

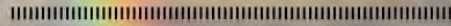
course for an elapsed time of 3 days, 20 hours, 17 minutes and 24 seconds. When multiplied by her relatively small IRC rating of just 1.019, her corrected time was 3 days 22 hours 5 minutes and 37 seconds – a margin over *Wild Oats XI* of almost 42 hours.

In the 68th Rolex Sydney Hobart in 2012, Mark Richards again skippered the Bob Oatley-owned 100-foot super maxi to an historic second treble of line honours, an overall win and a new race record. *Wild Oats XI* sailed the 628 race course in 1 day, 18 hours, 23 mins, and 12 secs, taking 16 minutes and 58 seconds off her old record and securing her sixth line honours title and second overall win. She is only the second boat in the history of the race to break its own race record. Only *Morna*, later renamed *Kurruwa IV*, exceeds that record, having cracked its race record twice.

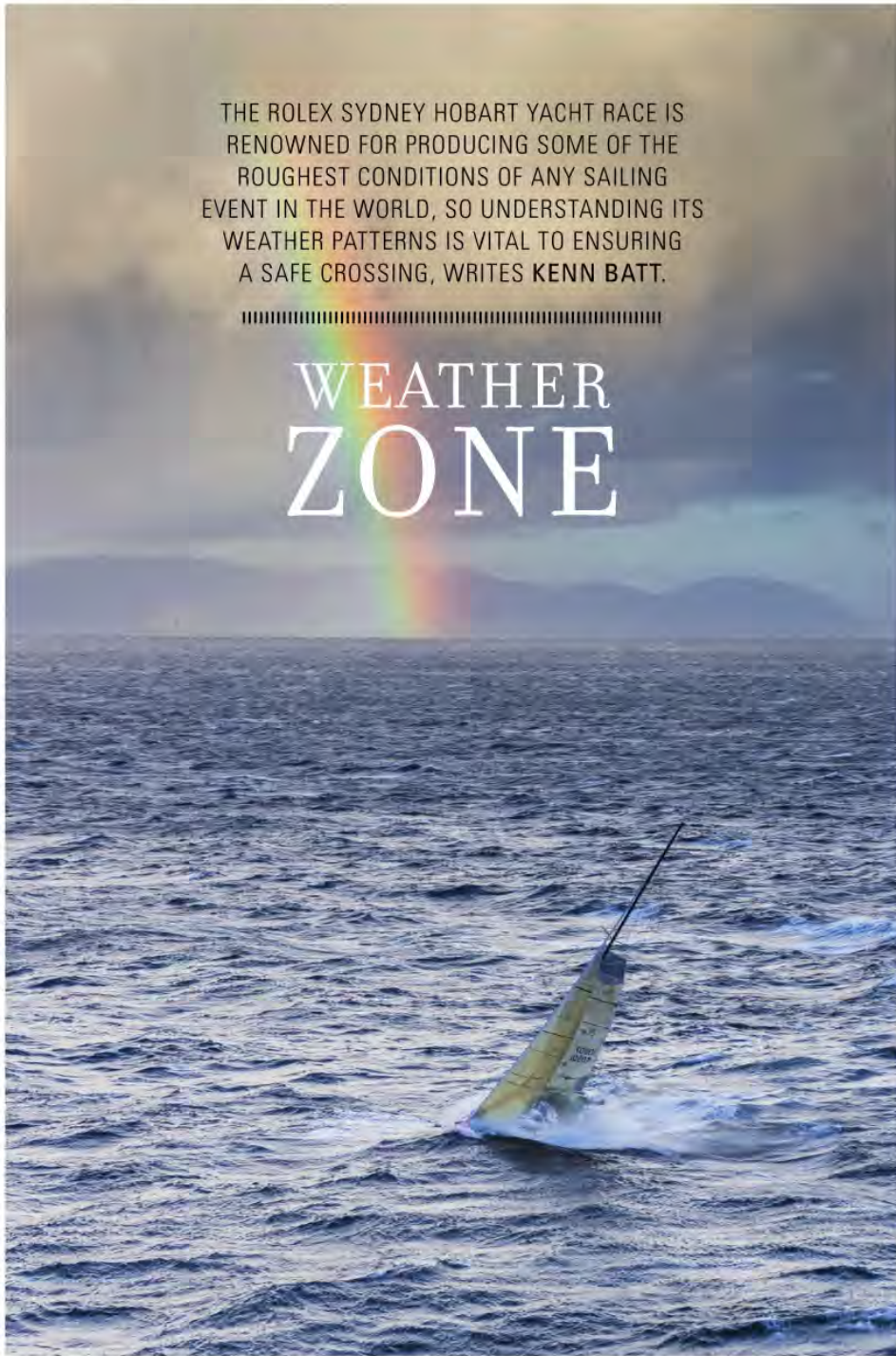




THE ROLEX SYDNEY HOBART YACHT RACE IS RENOWNED FOR PRODUCING SOME OF THE ROUGHEST CONDITIONS OF ANY SAILING EVENT IN THE WORLD, SO UNDERSTANDING ITS WEATHER PATTERNS IS VITAL TO ENSURING A SAFE CROSSING, WRITES KENN BATT.



# WEATHER ZONE



remain at least fresh southwesterly further south in Bass Strait and into the western Tasman Sea. The passage of a second cold front through Bass Strait is possible. In this situation the wind would turn more westerly and freshen over central and southern parts of the race course. Along the NSW coast, the wind would be a moderate east to northeasterly. As the front progressed eastward over southern areas, the wind direction would turn fresh to strong southwesterly in Bass Strait and in the western Tasman Sea behind this front. Winds along the southern NSW coast would eventually turn fresh to strong southerly behind this front.

### DAY THREE

Winds would be southeast to northeast along much of the NSW coast, tending southwest to southerly further south.

### DAY FOUR

South to southeast winds moderating during the day and turning east to northeasterly or light and variable. Coastal sea breezes are possible in the afternoon.

### DAY FIVE

Depending upon the position of the high pressure belt, amongst others, the winds could be light and variable or will commence to slowly freshen out of the north to northeast ahead of the next cold front.

Okay, so much for the climatology (the average weather). now for a closer look at the 'nuts and bolts' of the weather along the race track.

For simplicity I have broken up the Sydney Hobart race course into five segments, along with the suggested strategy and possible weather problems for each segment.

### SEGMENT ONE

#### Sydney to Gabo Island

The first leg of the race track requires a good understanding of both the weather and ocean currents, specifically the East Australia Current. Some of the main issues include:

(i) **Southerly changes**, of which the southerly buster is the worst case scenario. Winds behind fronts at this time of the year tend to blow more from due south along the NSW coastline. Be prepared because these can be very nasty! Try to get a handle on precisely when the change will arrive (tricky at the best of times) and what wind speeds will accompany the change. Checking reports from

**A** typical weather sequence throughout the Rolex Sydney Hobart Yacht Race is as follows:

### DAY ONE

A cold front moves through the fleet sometime during the first day. One of the worst case scenarios would be for the front to develop into a 'southerly buster', in which case the race would start in a northeasterly sea breeze

which would turn fresh to strong (sometimes gale force) and gusty southerly along the NSW south coast behind the front. Strong to gale-force winds would blow from the west to south west in Bass Strait and out into the western Tasman Sea.

### DAY TWO

Southerly winds would ease along the NSW coast and turn more south easterly during the day. Winds would

**LONE RANGER**  
*Pretty Fly III* heavily reefed and battling the front in the 2013 race.





automatic weather stations along the coast via the internet will help you do this. Get the boat snug down early.

**(ii) West to southwest changes:** If a west to southwest change is forecast, it pays to be on or east of the rhumbline to remain in truer wind flow. In westerly flow, the area between Jarvis Bay and Green Cape and offshore to at least Montague Island is notorious for very variable winds due to lee vortices that can be generated in the lee of the Great Dividing Range.

**(iii) Southeast to east winds:**

In southeast to east winds it pays to be positioned east of the rhumbline, especially on the NSW south coast as the wind is often softer on the coast.

**(iv) Pre-frontal troughs:** A pre-frontal trough (trough lying northeast of the cold front) can be a precursor to the formation of a southerly buster. They can also cause an earlier arrival of southerly winds than could otherwise be expected from plots of the frontal movement. These changes will later be reinforced by the passage of the subsequent cold front.

**(v) Explosive cyclogenesis:** The rapid formation of a deep low, commonly known as an East Coast Low, means big problems. The extreme 1993 and 1998 race conditions were produced by explosive development of cut off lows.

**(vi) Sea breezes:** Some of the strongest sea breezes on the east coast of Australia can occur on this part of the race course. This development can bring about some very hard running conditions.

**(vii) Thunderstorms:** One of nature's terrors, thunderstorms can spell trouble at this time of the year. Apart from spectacular lightning displays, wind squalls can be a big issue here. Savage squalls (up to 60 percent stronger than average wind speed) lasting only minutes and often from directions totally different to the prevailing direction, can create havoc on sailing yachts. There is also the risk of hail, waterspouts and heavy rain as well.

**(viii) East Australian Current:**

Apart from the obvious advantages in capturing a three to five knot current moving south with you (the sailor's 'magic carpet ride'), whenever the situation arises where the surface wind opposes the current, a very nasty seaway can be created. This is where the 'brains trust' on the boat will have to make some serious decisions regarding boat positioning, especially if a front is expected to pass through the fleet on this part of the course.

**SEGMENT TWO**

**Gabo Island to northeast Tasmania**

This part of the race crosses the far eastern parts of the infamous Bass Strait or 'The Paddock'. This water area between the north and south islands of Australia is one of the most changeable, and hence the most dangerous, stretches of water in the world. Any issues in Bass Strait can affect the adjacent western Tasman Sea area. If you are in Bass Strait and still racing you are too far west!

**SOME POTENTIAL PROBLEMS COULD BE:**

**(i) The wind direction behind cold fronts:** They are usually west to southwest compared to a southerly along the NSW coast.

**(ii) Funnelling between the Australian mainland and Tasmania:** This will see wind speeds, associated with broad westerly flow at the eastern exit of Bass Strait, significantly

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stronger than those at the western entrance to the Strait. This funnelling effect can be more pronounced in Banks Strait (between Cape Barren Island and northeast Tasmania).

**(iii) The Corner Effect:** This is the situation where the wind speed is enhanced around the outer edge of obstacles (capoes, islands, etc) in its path. This is regularly observed in the vicinity of Gabo Island in a west to southwest airflow. This effect is also observed at Green Cape a little further north as well.

**(iv) The shallow sea floor of Bass Strait:** This will produce a dangerously steep sea very quickly after the onset of strong west to southwest flow that will spill over into the western Tasman Sea.

**(v) Pre-frontal troughs:** In the Strait and adjacent areas, there is a better chance of observing a roll cloud, marking the position of an approaching trough. This cloud can herald the approach of a 15 to 60 minute period of strong and squally winds, typically followed by sustained strong to gale force westerly winds that set in with the passage of a following cold front.

**(vi) Explosive cyclogenesis:** Explosive low development (or even a less intense low pressure system passing eastwards through Bass Strait) can be a problem in eastern Bass Strait. The 1993 and 1998 races, as noted above, were associated with explosive cyclogenesis situations.

**(vii) Wave conditions in strong westerlies:** Wave action can settle somewhat once a yacht is in the lee of Flinders Island, due to a decreased fetch. This can be a blessing for most competitors. The closer you are to the island, the more pronounced this effect will be.

**(viii) Thunderstorms:** They can still pose problems, but their severity is generally less than those along the NSW coastline.

**(ix) East Australian Current eddies:** An eddy will circulate around Gabo Island and into the northeast part of Bass Strait. This can see unwary yachts being 'sucked' into the Strait, ending up further west than where they would like to be. If you can see the Bass Strait oil rigs, then you are definitely in trouble!

**(x) Opposing waves and currents:** When a swell wave train opposes a wind wave train and these converge with a strong ocean current, then very dangerous overall wave conditions are possible. The infamous 1998 race again provides dramatic proof of this.

### SEGMENT THREE

#### The East Coast of Tasmania:

One of the most complex and frustrating parts of the race track. This is where the 30/15 rule comes into play due to the lee trough effect set up by the Tasmanian Central Plateau.

You don't have to be as fussy when the wind blows from the south through the east to the north. Complex tidal and ocean currents occurring inshore often draw yachts in closer than they would like to be. Be careful.

When in this segment, the navigator needs to be particularly vigilant and aware of the following:

**(i) Under broad westerly (NW to SW) wind flow:** Winds within a line running from 30 nautical miles off Eddystone Point to 15 nautical miles off Maria Island may be influenced by a lee trough (i.e. light and very fluky). By keeping this distance off the coast at least, yachts have a better chance of staying in steadier and mostly stronger winds than closer inshore.

**(ii) One would have to be at least 50 to 60 nautical miles off the coast to sail in a true wind flow.** This is just a little too far off under most circumstances unless you are going for the 'southeasterly blinder'. This is the situation where westerly winds move very quickly through the south to the southeast following the passage of a cold front and its associated low pressure system, which will occur closer to southern Tasmania than normal. Most of the time however, fronts are embedded in a very persistent west/southwest flow and the 'blinder' just won't happen. As yachts close on Tasman Island, the wind direction will tend to veer quickly to the south southwest and the speed can increase quite dramatically.

**(iii) Approaching Tasman Island:** In a west through to southerly flow it generally pays to lay inside of the Hippolyte (at least between the Little Hippolyte and Cape Hauy). This keeps you out of current that is generally setting northeastwards around Tasman Island and in flatter water. On starboard tack you can get a nice lift along Munroe Bight if you are fairly close in. There is normally a

**As yachts close on Tasman Island, the wind direction will tend to veer quickly to the south southwest and the speed can increase quite dramatically!**

definite line of pressure on the water that you have to be inside to gain the maximum advantage.

**(iv) At Tasman Island:** When yachts are at Tasman Island, wind speeds can increase and decrease quite rapidly (gusts and lulls known as 'bullets') and the direction can also vary quickly. Be prepared! You can generally go very close to Tasman Island, apart from its southern extremity where there is a reef.

**(v) Thunderstorms:** Once again they can pose problems with the passage of a cold front.

**(vi) Intense low pressure systems:** Intense lows passing very close to Tasmania could produce gale to storm force wind conditions.

### SEGMENT FOUR

#### Tasman Island to the Iron Pot

##### (Storm Bay):

Once around Tasman Island and clear away to the west, wind conditions will generally tend to ease.

**(i) Tasman Island to Cape Raoul:** Under most conditions, straight-line it from Tasman Island to Cape Raoul, but give the Raoul a slightly wide berth (about 1 nautical mile off). The only situation that you would want to be slightly north of this rhumbline and closer to the Raoul would be in a sea breeze. In a sea breeze situation, the northeast ocean sea breeze can get squeezed between Tasman Island and Cape Pillar (Tasman Passage) and slightly more pressure can result just to the north of the rhumbline.

**(ii) Cape Raoul to the Iron Pot:** Once you have cleared Cape Raoul it is generally a straight-line course to the Iron Pot.

**(iii) Heavy rain:** If it has rained heavily in southern Tasmania in the week leading up to the race, then there will be a lot of extra water ebbing out of Fredrick Henry Bay.

**(iv) Remember that Storm Bay can live up to its name!**

### SEGMENT FIVE

#### Iron Pot to the Finish (the dreaded Derwent River):

The other really complex and frustrating section of this race is the Derwent River. Definitely a place to love or hate. It all depends on what time of the day you reach the Derwent!





**(i) Past the Iron Pot:** Once past the Iron Pot it generally pays to work the eastern side of the river, staying about 100-metres off the headlands, especially at night with an ebb tide and after heavy rain. In situations where heavy rain has fallen and light winds prevail, you may have to scallop in and out of the bays. But watch the headlands, not too close please!

**(ii) The River:** Under most weather regimes the Derwent River 'shuts down' wind-wise from about 2200 hours local and does not 'open' until 0600 to 0700 hours.

**(iii) The Western Side:** It generally doesn't pay to work the western side of the river, especially from White Rock to the John Garrow Light.

**(iv) Broad westerly flow:** Mount Wellington can induce standing wave and rotor activity in these situations. Standing wave activity will generally be felt the most north of the Garrow Light and can lead to very fluky winds from around the middle of the river

westwards. Slightly stronger westerly winds will occur towards the eastern shore. Rotor activity can lead to light southeast to easterly winds being generated over much of the river, especially north of the Garrow Light. This situation is often mistaken as a weak sea breeze.

**(v) The sea breeze:** During the day it is mostly a southeasterly and will draw more easterly out of the bays along the eastern side of the river. Under this situation, more pressure will occur eastwards of a line from White Rock to the finish. At times the east coast northeast sea breeze may break through to the Derwent.

**(vi) The Finish:** We made it. Now it's time to party!

**WORDS OF WISDOM**

- Listen to all broadcast weather forecast sources. That crucial wind warning may be broadcast well before you get to hear about it from the official race 'sked'.
- The Bureau will issue wind warnings

**Savage squalls lasting only minutes and often from directions totally different to the prevailing direction, can create havoc on sailing yachts.**

according to the following:

**Strong wind warning:** 10 minute average wind speeds from 25 to 33 knots.

**Gale warning:** 10 minute average wind speeds from 34 to 47 knots.

**Storm warning:** 10 minute average wind speeds 48 to 63 knots.

**Hurricane wind warning:** 10 minute average wind speeds of 64 knots plus.

Remember that wind gusts can be up to 40 percent more than the 10 minute average.

- Wind speed and direction quoted in warnings, forecasts and observations are averages unless quoted otherwise.
- Wave heights in warnings, forecasts and observations are significant wave heights (average height of the highest one third of waves in a wave train). Maximum wave heights can be double or more of the significant wave height.
- Make sure you keep that weather eye open at all times. ⚓

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**Number of Rolex Sydney Hobart Yacht Races conducted by the Cruising Yacht Club of Australia since 1945:** 69. 2014 will be the 70th.

**Number of yachts to have competed:** 1945-2013: 5,603 (4,632 completed the race, 971 retired or were disqualified).

**Estimated total crew to have competed:** About 52,009 between 1945 and 2013.

**Average size of fleets, 1945-2013:** 81.203 (or 81) boats per race.

**Largest fleets:** 371 starters in the 50th race in 1994 (309 finished); 179 starters in 1985 (145 finished); 151 starters in 1984 (46 finished).

**Smallest fleet:** Nine starters in the inaugural Sydney Hobart Yacht Race in 1945.

**First race winner:** *Rani*, Captain John Illingworth RN (UK). Design: Barber 35' cutter. Line and handicap winner.

**Last year's fleet (2013):** 94 starters, 84 finishers (with 10 retirements).

**Last year's winner – IRC Overall:** *Victoire*, a canting keeled Cookson 50 owned by Darryl Hodgkinson, Cruising Yacht Club of Australia.

**Last year's line honours winner:** *Wild Oats XI*, a Reichel Pugh 100 owned by Robert Oatley, skippered by Mark Richards, Royal Prince Alfred Yacht Club/Hamilton Island Yacht Club in the time of 2 days, 6 hours, 7 minutes and 27 seconds.

**Race record:** 1 day 18 hours 23 minutes and 12 seconds, set by *Wild Oats XI* (AUS), in 2012.

**Race records and years in which they were set or broken:**

- **1945:** *Rani* (UK) – 6 days 14 hours 22 minutes (first race).
- **1946:** *Morna* (NSW) – 5 days 2 hours 53 minutes 33 seconds. First yacht to break six days for the 628 nautical mile course.
- **1948:** *Morna* (NSW) – 4 days 5 hours 1 minute 21 seconds. Third consecutive line honours win and first yacht to break five days.
- **1951:** *Margaret Rintoul* (NSW) – 4 days 02 hours 29 minutes 01 second.
- **1957:** *Kurrewa IV* (NSW/Vic) formerly *Morna* – 3 days 18 hours 30 minutes 39 seconds. First yacht to break four days.

- **1962:** *Ondine* (USA) – 3 days 03 hours 46 minutes 16 seconds. In breaking *Kurrewa IV*'s record, set a time that stood until broken by *Helsal* in 1973.
- **1973:** *Helsal* (NSW) – 3 days 01 hour 32 minutes 09 seconds.
- **1975:** *Kialoa III* (USA) – 2 days 14 hours 36 minutes 56 seconds. First yacht to break three days.
- **1996:** *Morning Glory* (Germany) – 2 days 14 hours 07 minutes 10 seconds. Race record broken after 21 years – longest standing race record.
- **1999:** *Nokia* (Denmark/Australia) – 1 day 19 hours 48 minutes 02 seconds

**HISTORY IS MADE**  
Opposite page, clockwise from far top left: *Helsal* broke a record that had stood for 10 years; *Morna* was the first yacht to break six days; *Ondine* had a longstanding record from 1962 until 1973; *Kialoa III*; *Margaret Rintoul*, the first yacht to break the five day barrier; *Nokia* broke the record in 1999.

- *Astor* (NSW) – 3 races
- *Bumblebee IV/Ragamuffin* (NSW) – 3 races
- *Condor* (BER) – 2 races
- *Margaret Rintoul* (NSW) – 2 races
- *Solo* (NSW) – 2 races
- *Kialoa III* (USA) – 2 races
- *Sayonara* (USA) – 2 races

**Multiple overall winners**

- *Freya* (NSW) – 3 successive races from 1963-1965
- *Love & War* (NSW) – 3 races: 1974, 1978 and 2006
- *Westward* (TAS) – 2 successive races 1947 and 1948
- *Siandra* (NSW) – 2 races: 1958 and 1960
- *Solo* (NSW) – 2 races: 1956 and 1962
- *Ausmaid* (SA/MIC) – 2 races: 1996 and 2000
- *Wild Oats XI* (NSW/QLD) – 2 races: 2005 and 2012

**Largest line honours winners:**

*Wild Oats XI*, Australia AUS (2010, 2012, 2013) – LOA 30.48m (100-ft); *Investec Loyal*, AUS (2011) – LOA 30.48m (100-ft); *Alfa Romeo*, Australia/New Zealand (2009) – LOA 30.48m (100-ft), *Wild Oats XI*, Australia (2005-2008) – LOA 30m (98-ft); *Nicorette*, Australia (2004) – LOA 27.38m (90-ft); *Skandia*, Australia (2003) – LOA: 30m (98ft); *Alfa Romeo/Shockwave*, Australia/New Zealand (2002) – LOA: 27.43m (89-ft).

**Smallest line honours winner:**

*Rani*, NSW (1945) – LOA 10.59m (34.73ft).

**Smallest line honours winner in modern times:** *Ninety Seven*, NSW (1993) – LOA 14.3m (47ft).

**Largest overall handicap winner:**

*Wild Oats XI* (2012) – LOA 30.48m (100ft). *Wild Oats XI* had previously held the record in 2005 when she was 30m (98ft).

**Smallest overall handicap winner:**

*Screw Loose* (1979) – LOA 9.2m (30ft); *Zeus II* (1981) LOA 9.2m (30ft).

**Smallest official competitor:** *Klinger*, NSW (1978) – LOA 8.23m (27ft).

**Largest official competitors:** *Wild Oats XI*, AUS, *Alfa Romeo*, AUS, *Skandia*, AUS and *Konica Minolta*, NZL, all contested the 2005 Rolex Sydney Hobart Yacht Race, finishing in this order on line honours, and all were 30m (98ft). *Maximus* (later to become *Loyal*), also 30m, contested the 2006 race along with *Wild Oats XI*

## STATS AND FACTS

THOUSANDS OF YACHTS HAVE SET SAIL IN THE SYDNEY TO HOBART OVER THE YEARS, BUT ONLY A FEW HAVE LEFT THEIR MARK ON THE RECORD BOOKS. THESE ARE THE LEGENDS, LUMINARIES AND RECORD BREAKERS OF THE GREAT RACE.

for an open race record (water ballast allowed) and first yacht to break two days. *Brindabella* (Australia) set a record for a conventional yacht of 1 day 20 hours 46 minutes 33 seconds.

- **2005:** *Wild Oats XI* (Australia) – 1 day 18 hours 40 minutes 10 seconds. Bob Oatley's then 98-foot super maxi *Wild Oats XI*, skippered by Mark Richards, was also declared the overall winner of the Tattersall's Cup.
- **2012:** *Wild Oats XI* (Australia) – 1 day 18 hours 23 minutes 12 seconds. Bob Oatley's 100-foot super maxi *Wild Oats XI*, skippered by Mark Richards, was also declared the overall winner of the Tattersall's Cup.

**Double line and handicap winners**

- *Rani* (GBR) – 1945
- *American Eagle* (USA) – 1972
- *Kialoa III* (USA) – 1977
- *New Zealand* (NZL) – 1980
- *Sovereign* (NSW) – 1987
- *Wild Oats XI* (NSW/QLD) – 2005, 2012.

**Multiple line honours winners**

- *Wild Oats XI* (NSW/QLD) – 7 races including 4 successive races (2005-2008).
- *Morna/Kurrewa IV* (NSW) – 7 races

These statistics have been compiled up to and including the 2013 Rolex Sydney Hobart Yacht Race, based on records from the Cruising Yacht Club of Australia, the Royal Yacht Club of Tasmania, Peter Campbell, Di Pearson, Lisa Ratcliff, Jennifer Crooks, CYCA life member and historian Alan Campbell, Tony Cable and other sources.





and *Skandia*. *City Index Leopard* (later known as *ICAP Leopard*) at 29.99m, contested the 2007 race.

In the 2009 race, the maximum LOA was extended to 30.48-metres (100-feet), bringing the race into line with overseas events. That year, five 100-footers took to the start line, including the lengthened versions of *Wild Oats XI* (Robert Oatley, NSW), *Alfa Romeo* (Neville Crichton, NSW), *ICAP Leopard* (Mike Slade, UK) and *Loyal* (chartered by Sean Langman, NSW), along with *Rapture* (Brook Lenfest, USA).

**Slowest race on elapsed time:**

*Wayfarer*, 1945 – 11 days 6 hours 20 minutes; Skipper: Peter Luke, NSW.

**Slowest race on corrected time:**

*Wayfarer*, 1945 – 7 days 19 hours 43 minutes; Skipper: Peter Luke, NSW.

**Closest finish for line honours:**

**1982** – *Condor* (BER) beat *Apollo* (NSW) across the line by seven seconds.

In 2001 just 47 minutes separated the first seven boats.

**Record races by an individual:**

Tony Cable (NSW) holds the record for the most races sailed by an individual by sailing his 48th race aboard *Duende* in 2013.

Racing aboard *Getaway Volvo* in 2008, Cable broke the 44 race record the late John Bennetto (Tas) set in 2004, which was equalled by Lou Abrahams (Vic) in 2007.

Tony Ellis (NSW) reached the 47 milestone in 2013. Bill Ratcliff, Syd Fischer and Colin Wildman from NSW have competed in 45 races each (Wildman aboard the Radio Relay Vessel since 2005), Bruce Gould (NSW) has attained 44 races (aboard the Radio Relay vessel since 2010), while the late Richard 'Sightie' Hammond (NSW) and Bernie Case (VIC) have both sailed to Hobart 40 times, with Hammond being the first person to ever attain 40 races (in 1998). CYCA Life member David Kellett reached his 40th Hobart milestone in 2013, acting as the Chief Radio Operator aboard the Radio Relay Vessel, a position he has held since 2000.

**Most races completed in a row:** Lou Abrahams did 43 from 1965 until 2007 with his own yachts; Lindsay May competed in his 41st successive race in 2013, having started in 1973.

**Most races by an owner/skipper:**

Syd Fischer, 44 from 1962 to 2013; Lou Abrahams, 43 from 1965 to 2007.

**Record races by yachtsmen:**

Up to and including 2013, 109 yachtsmen have been recorded as having sailed in 25 or more races since 1945.

**Fathers and sons to compete in 25 plus races:**

In 2013, Peter (dec.) and Mike Green became the first father/son to reach a milestone 35 Hobarts each. In that year, Max (30, dec.) and Carl (28) Crafoord, Bernie (40) and Robert (29) Case.

**Most line honours victories by a 25 plus race sailor:** Steve Jarvin. *Wild*



**RECORD MAKERS**  
Above from the top: *Investec Loyal*, among the largest line honours winners; Three-time overall winner *Love & War*; *Wayfarer*, officially the slowest Sydney Hobart yacht ever, in the Derwent.





*Oats XI's* 2013 line honours win made it 12 victories, including two record breaking runs with *Wild Oats XI*.

**Youngest ever sailor to achieve 25 Hobart milestone:**

Darren Senogles sailed his 25th Hobart on *Ichi Ban* (Matt Allen's Carkeek 60) in 2013. Darren started competing in the Sydney Hobart at 14 years of age in 1987 and has only missed two races since. His record is unlikely to be broken since the introduction of the minimum age requirement (of 18) in 1999. Prior to Senogles reaching this milestone, Robert Case was the youngest person to achieve the 25 Hobart milestone, taking the title from Michael Spies. All three sailed on *Ichi Ban* in the 2013 race.

**Record races by yachswomen:**

Fourteen women have sailed 10 or more races. In 2011, Adrienne Cahalan (NSW) was the first woman to reach the milestone 20 Hobarts (2013 marked her 22nd race). A trophy was dedicated in Cahalan's honour to recognise her achievement. Other women who reach 20 races will also have their names engraved on it.

Gail Harland and Felicity Nelson are the next most capped women with 19 races each; Vanessa Dudley 18; Mary Holley 16; the late Sally Gordon 15; Jan Howard 14; Amanda Wilmot, Sue Crafer, Julie Hodder 12; and Audrey Brown with 11 of 12 races aboard the radio relay vessel.

**Record races by yachts:** In 2013, *Bacardi*, a Peterson 44, now owned by Martin Power (VIC), set a new record of 28 races. *Bacardi* surpassed the previous record of 27 races set in 2007 by *Phillip's Foote Witchdoctor*, a Davidson 42 from NSW.

*Polaris of Belmont*, a Cole 43, sailed her 26th race in 2010; *Mark Twain*, a Sparkman & Stephens 38, sailed her 25th in 2002; *Impeccable*, a Peterson 34, sailed her 25th in 2008; *Spirit of Koomooloo* (formerly *Ragamuffin*, then *Margaret Rintoul II*), a Sparkman & Stephens 48, sailed her 25th race in 2010.

**Record races sailed together by multiple crews:** Syd Fischer and Tony Ellis sailed their 41st together aboard *Ragamuffin 100* in 2013.

Bruce and Andrew Taylor (father and son) celebrated 22 Hobarts together aboard *Chutzpah* in 2013 (it was Bruce's 33rd race).

**Youngest skippers:** The youngest recorded skipper is Sean Kirkjian (17) who skippered his parents' yacht, *Lady Ann* (NSW), in the 1986 race with his mother, Ann, as navigator.

In 1976, *Ballyhoo* and *Apollo* from NSW, finished first and second across the line, *Ballyhoo* was skippered by Jack Rooklyn and *Apollo* by his son, Warwick (19).

Greg Prescott (Tas) skippered his father's yacht, *Hotshot* in 1980, aged 18.

Liz Wardley (PNG), skippered her yacht, *Dixie Chicken*, in the fatal 1998 race aged 19, and was one of the many who did not finish.

As of the 1999 race, the CYCA set an age limit of 18 for crew members.

In 2011, three 18-year-olds skippered yachts: Jessica Watson (*Ella Bache*), Peter Langman (*Maluka of Kermadiec*) and Christopher Percy (*Alacrity*).

**Oldest skipper:**

In 2008, aged 86, John Walker (*Impeccable*) became the oldest skipper. Retiring from ocean racing after that race, he and *Impeccable* are the only owner/boat combination to compete in 25 races together.

Syd Fischer, aged 86, equalled the record in 2013 sailing aboard his super maxi *Ragamuffin 100*.

In 1999, aged 84, Alby Burgin skippered *Alstar* in his 32nd and last race. He won the race overall with *Rival* in 1961 and retired from active offshore racing in 2001.

**Oldest sailor ever:** John Walker (86 years, 2008) and Syd Fischer (86 years, 2013).

**Youngest sailors ever:** As a baby, Raud O'Brien did his first of some six Sydney Hobarts on his parent's *Wraith of Odin* (sic). As a veteran at three, Raud broke his arm when he fell off the companionway steps whilst feeding biscuits to the crew on watch.

Sophie Tasker sailed the 1978 race as a four year-old on her father's yacht *Siska*, which was not an official starter due to not meeting requirements of the CYCA. Sophie raced to Hobart in 1979, 1982 and 1983.



**BATTLING IT OUT**  
From the top: Jessica Simpson and her crew in the 2011 race; Syd Fischer and Tony Ellis, who sailed their 40th race together in 2012 aboard *Ragamuffin-Loyal*; *Phillip's Foote Witchdoctor* set a record of competing in 27 Hobarts in 2007; Adrienne Cahalan.



Quite a number of teenage boys and girls have sailed with their fathers and mothers, including Tasmanian Ken Gourlay's 14-year-old son who sailed on *Kismet* in 1957. A 12-year-old boy, Travis Foley, sailed aboard *Aspect Computing* in the storm battered 1998 race.

In 1978, the Brooker family sailed aboard their yacht *Touchwood* – parents Doug and Val and their children, Peter (13), Jacqueline (10), Kathryne (8) and Donald (6). Since 1999 the CYCA has set an age limit of 18 for crew members in the Rolex Sydney Hobart Yacht Race.

**First and 50th races:** The late Peter Luke and the late 'Boy' Messenger sailed in the first and 50th races. Luke skippered his own yacht, *Wayfarer*, in the first Hobart. Messenger sailed aboard *Horizon*. Luke, a CYCA co-founder, owned *Wayfarer* up until his

death in September 2007 and was the official starter of the 2001 Sydney Hobart Yacht Race.

**First women to compete in the race:**

Jane ('Jenny') Tate, from Hobart, sailed with her husband Horrie aboard *Active* in the 1946 Race, as did Dagmar O'Brien with her husband, Dr Brian ('Mick') O'Brien aboard *Connella*. Unfortunately, *Connella* was forced to retire in Bass Strait, but *Active* made it to the finish. The Jane Tate Memorial Trophy is presented each year to the first female skipper to finish the race.

**FAMILY AFFAIR**  
Clockwise from top: The Brooker family aboard *Touchwood*, which sailed in the 1978 race; Two-time overall winner Solo; *Maluka of Kermandie*, the 81-year-old yacht that will race again this year; Oldest ever Sydney Hobart sailor John Walker.

**First all-women crew to compete:** 1975, Vicki Wilman skippered *Barbarian*.

**Other all girl crews:**  
1989 – Christine Evans (*Belles Long Rangen*); 1992 – Kerry Goudge (*Nadia IV*), Adrienne Cahalan (*Ella Bache*); 1993 and 1994 – Kerry Goudge (*Telecom Mobilenet*); 1995 – Kerry Goudge (*WOW – Nortel*), 1996; Adrienne Cahalan (*Elle Racing*); 2001 – Lisa McDonald (*Amer Sports Too*).

**First time international crew members:** In 2013, the international flavour of the fleet was increased with the inclusion for the first time of the 2013-2014 Clipper Round the World Yacht Race fleet (12 x Clipper 70s plus two Clipper 68 training vessels). Vicky Song (*Qingdao*) was the first mainland Chinese woman and first mainland Chinese sailor to compete in a Sydney Hobart and Masibulele Libaya (*Invest Africa*) was the first black South African to compete. Zaw Sis Naing (*Zefiro*) was the first competitor representing Myanmar (Burma).

**Oldest yacht to race in recent years:** *Maluka of Kermandie* was built in 1932. The 9.1-metre yacht was restored by Sean Langman and first raced in the 2006 as *Maluka* aged 74 years. He raced again in 2008, 2011 and 2012 as *Maluka of Kermandie*, and returns this year.

Prior to this, the record was held by *Southerly*, built in Tasmania in 1938, which won the Over 30 Year Veterans Division in the 50th Race in 1994. She sailed in the 2000 race, aged 62, but retired before reaching Bass Strait.

*Ray White Koomooloo*, built in 1968, the same year it won the Tattersall's Cup, was the second oldest boat in the fleet to *Maluka* in 2006. In 2007, *Spirit of Koomooloo* (ex *Ragamuffin*, then *Margaret Rintoul II*) was the oldest boat in the fleet; as she was in 2009 and 2010.

**Oldest yachts to compete:** According to CYCA life member and historian Alan Campbell, more than 31 yachts built before 1938 have competed in the race, including line honours winners *Morna/Kurrewa IV* (same boat, renamed) and *Astor*, which were built in the 1920s. He believes that *Alice*, which competed in the 1948 race, was built before 1908, although no records exist.

**Most successful designer of overall winners:** Bruce Farr/ Farr Yacht Design (NZL/USA) – 18 overall winners. ⚓



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# 1945-2013 Winners

YEAR	OVERALL WINNER	DESIGNER	FLEET	LINE HONOURS	DESIGNER	ELAPSED TIME
1945	<i>Rani</i> , Capt John Illingworth, UK	Arthur Barber, NSW	9	* <i>Rani</i> , Capt John Illingworth, UK	Arthur Barber, NSW	6:14:22:00
1946	<i>Christina</i> , J.R. Bull, NSW	Lars Halvorsen, NSW	19	* <i>Morna</i> , Claude Plowman, NSW	William Fife, UK	5:02:53:33
1947	<i>Westward</i> , G.D. Gibson, Tas	Jock Muir, Tas	28	<i>Morna</i> , Claude Plowman, NSW	William Fife, UK	5:03:03:54
1948	<i>Westward</i> , G.D. Gibson, Tas	Jock Muir, Tas	18	* <i>Morna</i> , Claude Plowman, NSW	William Fife, UK	4:05:01:21
1949	<i>Tradewinds</i> , Merv Davey, NSW	Mervyn Davey, NSW	15	<i>Waltzing Matilda</i> , Phil Davenport, NSW	Jock Muir, Tasmania	5:10:33:10
1950	<i>Nerida</i> , Colin Haselgrove, SA	Alfred Mylne, Scotland	16	<i>Margaret Rintoul</i> , A.W. Edwards, NSW	Phillip Rhodes, USA	5:05:28:35
1951	<i>Struen Marie</i> , Tom Williamson, NSW	Robert Clark, UK	14	* <i>Margaret Rintoul</i> , A.W. Edwards, NSW	Phillip Rhodes, USA	4:02:29:01
1952	<i>Ingrid</i> , J.S. Taylor, SA	Bill Atkin, USA	17	<i>Nocturne</i> , J.R. Bull, NSW	Alan Payne, NSW	6:02:34:47
1953	<i>Ripple</i> , Ron Hobson, NSW	A.C. Barber, NSW	24	^ <i>Solveig</i> , Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	5:07:12:50
1954	<i>Solveig</i> , Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	17	<i>Kurrewa IV</i> , F. & J. Livingston, NSW/Vic	William Fife, UK	5:06:09:47
1955	<i>Moonbi</i> , H.S. Evans, NSW	John Alden, USA	17	<i>Even</i> , F.J. Palmer, NSW	J. Laurent Giles, UK	4:18:13:14
1956	<i>Solo</i> , Vic Meyer, NSW	Alan Payne, NSW	28	<i>Kurrewa IV</i> , F. & J. Livingston, NSW/Vic	William Fife, UK	4:04:31:44
1957	<i>Anitra V</i> , Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	20	* <i>Kurrewa IV</i> , F. & J. Livingston, NSW/Vic	William Fife, UK	3:18:30:39
1958	<i>Siandra</i> , Graham Newland, NSW	Arthur Robb, England	22	<i>Solo</i> , Vic Meyer, NSW	Alan Payne, NSW	5:02:32:52
1959	<i>Cherana</i> , Russ Williams, NSW	Alan Payne, NSW	30	<i>Solo</i> , Vic Meyer, NSW	Alan Payne, NSW	4:13:33:12
1960	<i>Siandra</i> , Graham Newland, NSW	Arthur Robb, England	32	<i>Kurrewa IV</i> , F. & J. Livingston, NSW/Vic	William Fife, UK	4:08:11:15
1961	<i>Rival</i> , Alby Burgin & N. Rundle, NSW	Alan Buchanan, England	35	<i>Astor</i> , Peter Warner, NSW	William Fife, UK	4:04:42:11
1962	<i>Solo</i> , Vic Meyer, NSW	Alan Payne, NSW	42	* <i>Ondine</i> , S.A. "Huey" Long, USA	Bill Tripp, USA	3:03:49:16
1963	<i>Freya</i> , Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	44	<i>Astor</i> , Peter Warner, NSW	William Fife, UK	4:10:53:00
1964	<i>Freya</i> , Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	38	<i>Astor</i> , Peter Warner, NSW	William Fife, UK	3:20:05:05
1965	<i>Freya</i> , Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	53	<i>Stormvogel</i> , C. Brynzeel, South Africa	Vanderstadt, Holland	3:20:30:09
1966	<i>Cadence</i> , H.S. Mason, NSW	W Ward/R. Swanson, NSW	46	<i>Fidelis</i> , J.V. Davern, New Zealand	Knud Reimers, Germany	4:08:39:43
1967	<i>Rainbow II</i> , Chris Bouzaid, New Zealand	Sparkman & Stephens, USA	67	<i>Pen Duick III</i> , Eric Tabarly, France	Eric Tabarly, France	4:04:10:31
1968	<i>Koomooloo</i> , Denis O'Neil, NSW	T. Kaufman & B. Miller, NSW	67	<i>Ondine II</i> , S.A. "Huey" Long	Bill Tripp, USA	4:03:20:02
1969	<i>Morning Cloud</i> , Edward Heath, UK	Sparkman & Stephens, USA	79	<i>Crusade</i> , Sir Max Aitken, UK	Alan Gurney, UK	3:15:07:40
1970	<i>Pacha</i> , Sir Robert Crichton-Brown, NSW	Camper & Nicholson, UK	61	<i>Buccaneer</i> , Tom Clark, New Zealand	John Spencer, NZ	3:14:06:12
1971	<i>Pathfinder</i> , Brin Wilson, New Zealand	Sparkman & Stephens, USA	79	<i>Kialoa II</i> , Jim Kilroy, USA	Sparkman & Stephens, USA	3:12:46:21
1972	<i>American Eagle</i> , Ted Turner, USA	Bill Luders, USA	79	<i>American Eagle</i> , Ted Turner, USA	Bill Luders, USA	3:04:42:39
1973	<i>Ceil III</i> , Bill Turnbull, Hong Kong	Bob Miller (Ben Lexcen), NSW	92	* <i>Helsa!</i> , Tony Fisher, NSW	Joe Adams, NSW	3:01:32:09
1974	<i>Love &amp; War</i> , Peter Kurts, NSW	Sparkman & Stephens, USA	63	<i>Ondine III</i> , S.A. "Huey" Long, USA	Britton Chance, USA	3:13:51:56
1975	<i>Rampage</i> , Peter Packer, WA	Bob Miller (Ben Lexcen), NSW	102	* <i>Kialoa III</i> , Jim Kilroy, USA	Sparkman & Stephens, USA	2:14:36:56
1976	<i>Piccolo</i> , John Pickles, NSW	Bruce Farr, New Zealand	85	<i>Ballyhoo</i> , Jack Rooklyn, NSW	Bob Miller, NSW	3:07:59:26
1977	<i>Kialoa III</i> , Jim Kilroy, USA	Sparkman & Stephens, USA	131	<i>Kialoa III</i> , Jim Kilroy, USA	Sparkman & Stephens, USA	3:10:14:09
1978	<i>Love &amp; War</i> , Peter Kurts, NSW	Sparkman & Stephens, USA	97	<i>Apollo</i> , Jack Rooklyn, NSW	Bob Miller, NSW	4:02:23:24
1979	<i>Screw Loose</i> , Bob Cumming, Tas	Ron Holland, NZ/Ireland	147	<i>Bumblebee 4</i> , John Kahlbetzer, NSW	German Frers, Argentina	3:01:45:52
1980	<i>New Zealand</i> , NZ Round the World Cmtee, NZL	Bruce Farr, New Zealand	102	<i>New Zealand</i> , NZ Round the World Cmtee, NZL	Bruce Farr, NZ/USA	2:18:45:41
1981	<i>Zeus II</i> , Jim Dunstan, NSW	Peter Joubert, Vic	159	<i>Vengeance</i> , Bernard Lewis, NSW	Rolly Tasker, WA	3:22:30:00
1982	<i>Scallywag</i> , Ray Johnston, NSW	Bruce Farr, New Zealand	118	<i>Condor Of Bermuda</i> , Bob Bell, Bermuda	John Sharp, UK	3:00:59:17
1983	<i>Challenge</i> , Lou Abrahams, Vic	Sparkman & Stephens, USA	173	<i>Condor</i> , Bob Bell, Bermuda	Ron Holland, New Zealand	3:00:50:29
1984	<i>Indian Pacific</i> , John Eyles/Gunter Heuchmer, NSW	Bruce Farr, New Zealand	151	<i>New Zealand</i> , NZ Round the World Cmtee, NZL	Ron Holland, New Zealand	3:11:31:21

## WINNERS

## Roll Of Honour

The Tattersall's Cup goes to the overall winner of the race on corrected time.

The cup is winnable by any boat, but those who have tried will tell you it is notoriously difficult to win.



overall winner of the 2013 race. It was his first Hobart racing the Cookson 50 *Victoire*, having previously competed with a Beneteau First 45.

## 2013

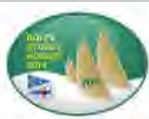
**VICTOIRE**  
As the owner/skipper of *Victoire*, Darryl Hodgkinson took home the Tattersall's Cup as the



18 hours, 23 minutes and 12 seconds. Captained by Mark Richards, *Wild Oats XI* easily held off the challenge of second-placed *Loki*.

## 2012

**WILD OATS XI**  
The fabled super maxi made history in breaking its own course record with a time of 1 day,



YEAR	OVERALL WINNER	DESIGNER	FLEET	LINE HONOURS	DESIGNER	ELAPSED TIME
1985	<i>Sagacious</i> , Gary Appleby, NSW	Bruce Farr, New Zealand	179	<i>Apollo</i> , Jack Rooklyn, NSW	Ben Lexcen (Bob Miller), NSW	3:04:32:28
1986	<i>Ex Tension</i> , Tony Dunn, NSW	Laurie Davidson, New Zealand	123	<i>Condor II</i> , Bob Bell, Bermuda	Ron Holland, New Zealand	2:23:26:25
1987	<i>Sovereign</i> , Bernard Lewis, NSW	David Pedrick, USA	154	<i>Sovereign</i> , Bernard Lewis, NSW	David Pedrick, USA	2:21:58:08
1988	<i>Illusion</i> , Gino Knezic, Vic	Laurie Davidson, New Zealand	119	<i>Ragamuffin</i> , Syd Fischer, NSW	German Frers, Argentina	3:15:29:07
1989	<i>Ultimate Challenge</i> , Lou Abrahams, Vic	Ed Dubois, England	126	<i>Drumbeat</i> , Alan Bond, WA	David Pedrick, USA	3:06:21:34
1990	<i>Sagacious V</i> , Gary Appleby, NSW	Bruce Farr, New Zealand	105	<i>Ragamuffin</i> , Syd Fischer, NSW	German Frers, Argentina	2:21:05:33
1991	IOR: <i>Atara</i> , Harold Cudmore/John Storey, Ireland IMS: <i>She's Apples</i> , David Strong, NSW	Bruce Farr, New Zealand John King, NSW	99	<i>Brindabella</i> , George Snow, ACT	Bruce Farr, NZ/USA	3:01:14:19
1992	IOR: <i>Ragamuffin</i> , Syd Fischer, NSW IMS: <i>Assassin</i> , Robin Crawford, NSW	Bruce Farr, NZ Bruce Farr, NZ	110	<i>NZ Endeavour</i> , Grant Dalton, NZ	Bruce Farr, NZ/USA	2:19:19:18
1993	IOR: <i>Wild Oats</i> , Roger Hickman/Bruce Foye, NSW IMS: <i>Cuckoos Nest</i> , Nigel Holman, NSW	Bruce Farr, New Zealand David Lyons, NSW	104	<i>Ninety Seven</i> , Andrew Strachan, NSW	Bruce Farr, NZ/USA	4:00:54:11
1994	<i>Raptor</i> , A Eichenauer, Germany	Iain Murray, NSW	371	<i>Tasmania</i> , Robert Clifford, Tas	Bruce Farr, NZ/USA	2:16:48:04
1995	<i>Terra Firma</i> , Scott Carlisle/Dean Wilson, Vic	Iain Murray, NSW	98	<i>Sayonara</i> , Larry Ellison, USA	Bruce Farr, NZ/USA	3:00:53:35
1996	<i>Ausmaid</i> , Georgio Gjergja, Vic	Bruce Farr, NZ/USA	95	<i>*Morning Glory</i> , Hasso Plattner, Germany	Reichel/Pugh, USA	2:14:07:10
1997	<i>Beau Geste</i> , Karl Kwok, Hong Kong/China	Bruce Farr, NZ/USA	114	<i>Brindabella</i> , George Snow, ACT	Scott Jutson, Australia	2:23:37:12
1998	<i>AFR Midnight Rambler</i> , E.Psaltis/B.Thomas, NSW	Robert Hick, Vic	115	<i>Sayonara</i> , Larry Ellison, USA	Bruce Farr, NZ/USA	2:19:03:32
1999	<i>Yendys</i> , Geoff Ross, NSW	Bruce Farr, NZ/USA	79	<i>*Nokia</i> , Stefan Myralf/Michael Spies, Denmark	Philippe Briand, France	1:19:48:02
2000	<i>SAP Ausmaid</i> , Kevan Pearce, SA	Bruce Farr, NZ/USA	82	<i>Nicorette</i> , Ludde Ingvall, Sweden	Simonis/Voogd, SA/NED	2:14:02:09
2001	<i>Bumblebee 5</i> , John Kahlbetzer/Iain Murray, NSW	Murray Burns Dovell, NSW	75	<i>Assa Abloy</i> , Neil McDonald, Sweden	Farr Yacht Design, USA	2:20:46:43
2002	<i>Quest</i> , Bob Steel, NSW	Nelson/Marek, USA	57	<i>Alfa Romeo</i> , Neville Crichton, NZL/Aus	Reichel/Pugh, USA	2:04:58:52
2003	<i>First National Real Estate</i> , M.Spies/P.Johnston, NSW	Farr/Beneteau, France	56	<i>Skandia</i> , Grant Wharington, Vic	Don Jones, VIC	2:15:14:06
2004	<i>Aera</i> , Nicholas Lykiardopolou, UK	Jason Ker, UK	116	<i>Nicorette</i> , Ludde Ingvall, NSW	Simonis/Voogd, SA/NED	2:16:00:04
2005	<i>Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	85	<i>*Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	1:18:40:10
2006	<i>Love &amp; War</i> , Simon Kurts/Lindsay May, NSW	Sparkman & Stephens, USA	78	<i>Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	2:08:52:33
2007	<i>Rosebud</i> , Roger Sturgeon, USA	Bruce Farr, USA	82	<i>Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	1:21:24:32
2008	<i>Quest</i> , Bob Steel, NSW	Bruce Farr, USA	100	<i>Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	1:20:34:14
2009	<i>Two True</i> , Andrew Saies, SA	Bruce Farr, USA	100	<i>Alfa Romeo</i> , Neville Crichton, NZL/Aus	Reichel/Pugh, USA	2:09:02:10
2010	<i>Secret Men's Business 3.5</i> , Geoff Boettcher, SA	Reichel/Pugh, USA	87	<i>Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	2:07:37:20
2011	<i>Loki</i> , Stephen Ainsworth, NSW	Reichel/Pugh, USA	88	<i>Investec Loyal</i> , Anthony Bell, NSW	Greg Elliot, NZL	02:06:14:18
2012	<i>Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	76	<i>Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	01:18:23:12
2013	<i>Victoire</i> , Darryl Hodgkinson, NSW	Bruce Farr, USA	94	<i>Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	02:06:07:27

**\* NEW RACE RECORD**

# The rules did not provide for a first place following the penalising of *Drake's Prayer* which had provisionally been first prior to a protest. Nor did it allow for lower placed yachts to move a place when other yachts were penalised. Because there was no 1st place, *Sagacious* officially was recorded as second but as the overall winner.

^ In 1953, *Wild Wave* took line honours but was unable to retain the title. *Josephine* and *Nimbus* lodged protests against *Wild Wave*. After a marathon five hours, the protest against Jock Muir's *Wild Wave* was upheld for two reasons. Firstly, *Wild Wave* was the windward yacht that had converged onto *Josephine*, and then failed to keep clear. Secondly, *Wild Wave* had failed to keep clear of and collided with *Nimbus*; therefore *Wild Wave's* line honours result did not stand, she was disqualified and *Solveig* was declared the line honours winner.

**TATTERSALL'S CUP**

For the 1991, 1992 and 1993 races, the winners of the IOR and IMS categories were both declared overall winners during the transition from IOR to IMS. However, the Tattersall's Cup was awarded only to the overall IOR winner during this period. Since 1994 there has been only one overall winner, with the period from 1994 to 2003 decided using IMS, and IRC since 2004.

**SPECIAL NOTE**

The following yachts were faster than the line honours boat but for various reasons were not counted:

**1978: *Siska II***, Rolly Tasker, WA (owner/designer) Elapsed time: 03:06:19:00. Ruled ineligible because did not have valid rating certificate. Started separately. Sailed to Hobart independently not as competitor.

**1983: *Nirvana***, Marvin Green, USA (designer David Pedrick, USA) Elapsed time: 03:00:48:13. Disqualified for failing to give *Condor* enough shore room during a gybing duel up the Derwent River to the finish.

**1990: *Rothmans***, Lawrie Smith (designer Rob Humphreys, UK) Elapsed time: 02:19:07:02. Disqualified from receiving line honours award and penalised 10 per cent of overall corrected time placings for breaching Rule 26 (advertising).



**2011 LOKI**  
In a race where a super maxi battle for line honours thrilled us, Stephen Ainsworth's crew aboard

*Loki* finished their fine season by winning the Tattersall's Cup. *Loki* had to settle for second in 2012 and has not raced since.



**2010 SECRET MEN'S BUSINESS 3.5**  
South Australian Geoff Boettcher won on his 22nd attempt with a strong

crew including America's Cup navigator Steve Kemp. *Secret Men's Business 3.5* was the second consecutive South Australian yacht to win.



**2009 TWO TRUE**  
After surviving a protest from an incident on Sydney Harbour, *Two True* won by a lean margin,

with just three hours separating the top 10 boats on corrected time. *Two True* became the fourth South Australian boat to win the Hobart.





## 2013 Results

IRC OVERALL	YACHT	OV	LINE	ELAPSED TIME	TCAP	CONNECTED TIME	OWNER/SKIPPER
1	<i>Victoire</i>	0	9	02:19:00:32	1.350	03:18:27:43	Darryl Hodgkinson, NSW
2	<i>Veloce</i>	2	16	03:02:36:11	1.227	03:19:32:17	Phil Simpfendorfer, VIC
3	<i>Celestial</i>	2	15	03:01:08:22	1.266	03:20:35:40	Sam Haynes, NSW
4	<i>Varuna</i>	1	10	02:19:30:01	1.381	03:21:13:04	Jens Kellinghusen, Germany
5	<i>Chutzpah</i>	2	24	03:06:57:20	1.197	03:22:30:35	Bruce Taylor, VIC
6	<i>Kerumba</i>	2	19	03:03:23:09	1.260	03:22:59:10	Tam Faragher, QLD
7	<i>Nikata</i>	1	11	02:22:24:09	1.384	04:01:26:13	Ns82/103 S Ltd, skippered by Tom Brewer, United Kingdom
8	<i>Ichi Ban</i>	1	8	02:17:04:24	1.499	04:01:32:42	Matt Allen, NSW
9	<i>Pretty Fly III</i>	0	14	03:00:06:55	1.360	04:02:04:36	Colin Woods, NSW
10	<i>Wild Rose</i>	4	45	03:22:59:38	1.039	04:02:41:55	Roger Hickman, NSW
11	<i>Brannew</i>	3	33	03:19:28:28	1.081	04:02:53:02	Chris Bran, NSW
12	<i>Senna</i>	3	32	03:19:08:49	1.104	04:04:37:34	Chris Manton, VIC
13	<i>Ocean Affinity</i>	2	25	03:09:05:17	1.248	04:05:11:52	Stewart Lewis, QLD
14	<i>Primitive Cool</i>	1	18	03:03:20:01	1.352	04:05:51:04	John Newbold, VIC
15	<i>Minerva</i>	2	28	03:16:10:17	1.160	04:06:16:44	Timothy Cox, skippered by William Cox, NSW
16	<i>Midnight Rambler</i>	2	26	03:13:42:08	1.194	04:06:19:42	Ed Psaltis, Bob Thomas and Michael Bencsik, NSW
17	<i>Shining Sea*</i>	3	36	03:20:04:34	1.127	04:07:46:11	Andrew Corletto, SA
18	<i>Papillon</i>	3	51	03:23:43:00	1.085	04:07:51:09	Phil Molony, NSW
19	<i>Color Tile</i>	2	27	03:13:52:33	1.210	04:07:54:35	Warren & Kristy Buchan, NSW
20	<i>Illusion</i>	4	77	04:09:18:06	0.988	04:08:02:17	Kim Jagger & Travis Read, skippered by Travis Read, NSW
21	<i>Giacomo</i>	0	6	02:15:11:51	1.649	04:08:12:46	Jim Delegat, New Zealand
22	<i>Zefiro</i>	1	13	03:00:06:19	1.450	04:08:33:10	Gerhard Ruether, Cyprus
23	<i>Frantic</i>	1	21	03:05:45:25	1.347	04:08:44:19	Michael Martin, NSW
24	<i>Titania of Cowes*</i>	2	42	03:06:12:35	1.248	04:01:36:21	Richard Dobbs, United Kingdom
25	<i>Zen</i>	3	50	03:23:42:42	1.099	04:09:11:14	Gordon Ketelbey, NSW
26	<i>Martela</i>	4	70	04:05:01:46	1.042	04:09:16:22	Anthony Williams, TAS
27	<i>Breakthrough</i>	3	61	04:02:21:04	1.074	04:09:37:45	Mathew Vadas & Jonathan Stone, NSW
28	<i>Pennant Hills Ford</i>	3	63	04:02:32:52	1.076	04:10:02:15	Ian Creak, NSW
29	<i>Ariel</i>	3	57	04:01:56:35	1.083	04:10:04:20	Ron Forster & Phil Damp, NSW
30	<i>Black Sheep</i>	3	46	03:23:04:25	1.118	04:10:17:32	Derek & Martin Sheppard, NSW
31	<i>Jazz Player-Think Pink Foundation</i>	2	38	03:20:23:56	1.153	04:10:32:09	Andrew Lawrence, VIC
32	<i>Wild Oats XI</i>	0	1	02:06:07:27	1.973	04:10:47:13	Robert Oatley, skippered by Mark Richards, NSW
33	<i>Perpetual LOYAL</i>	0	2	02:09:19:56	1.873	04:11:23:00	Anthony Bell, NSW
34	<i>Halcyon</i>	3	66	04:03:11:48	1.084	04:11:31:45	Chris Tucker, VIC
35	<i>Mille Sabords</i>	3	56	04:01:40:57	1.101	04:11:32:54	Stephane Howarth, VIC
36	<i>Black Jack</i>	0	4	02:15:09:34	1.704	04:11:37:25	Peter Harburg, skippered by Mark Bradford, QLD
37	<i>Balance</i>	3	47	03:23:16:12	1.131	04:11:45:01	Paul Clitheroe, NSW
38	<i>Mondo</i>	3	58	04:02:13:01	1.102	04:12:14:06	Ray Sweeney, QLD
39	<i>TSA Management</i>	3	63	04:02:32:52	1.100	04:12:24:09	Tony Levett, NSW
40	<i>Nautical Circle</i>	3	65	04:02:55:20	1.099	04:12:42:56	Ian Prentice, Greg Beard & Robin Shaw, NSW
41	<i>Shepherd Centre</i>	4	74	04:07:03:18	1.060	04:13:14:18	Hugh Torode, NSW
42	<i>Tilting at Windmills</i>	4	76	04:08:24:00	1.047	04:13:18:24	Thorry Gunnensen, skippered by John Alexander, VIC
43	<i>St Jude</i>	2	42	03:21:11:27	1.175	04:13:29:57	Noel Cornish, NSW
44	<i>Copernicus</i>	4	72	04:06:47:02	1.066	04:13:34:03	Greg Zyner, NSW
45	<i>Zanzibar</i>	2	30	03:18:27:36	1.212	04:13:38:15	Jonathan Mahony, Singapore
46	<i>Beau Geste</i>	0	5	02:15:10:45	1.753	04:14:45:11	Karl Kwok, Hong Kong
47	<i>Venture 2</i>	0	20	03:05:07:48	1.442	04:15:13:17	Stephan Chapman, NSW
48	<i>Audacious</i>	3	69	04:04:55:20	1.105	04:15:31:09	Glen Clinnick, VIC
49	<i>CV10</i>	2	37	03:20:15:15	1.209	04:15:32:07	Clipper Ventures, skippered by James Dobie, United Kingdom
50	<i>One For The Road</i>	3	71	04:05:35:00	1.103	04:16:02:47	Kym Butler, NSW
51	<i>Southern Excellence II</i>	0	12	02:23:11:38	1.591	04:17:16:10	Andrew Wenham, NSW
52	<i>Ragamuffin 100</i>	0	3	02:10:48:00	1.935	04:17:46:41	Syd Fischer, NSW
53	<i>Wild Thing</i>	0	7	02:15:38:22	1.798	04:18:25:25	BC39 Pty Ltd, skippered by Grant Wharington, NSW/QLD
54	<i>Derry-Londonderry-Daire</i>	1	29	03:16:42:28	1.291	04:18:31:18	Clipper Ventures, skippered by Sean McCarter, United Kingdom
55	<i>Knee Deep</i>	2	34	03:19:49:46	1.263	04:19:58:50	Philip Childs WA
56	<i>CV5</i>	2	53	04:00:00:57	1.209	04:20:04:59	Clipper Ventures, skippered by Piers Dudin, United Kingdom
57	<i>Chancellor</i>	3	78	04:11:31:12	1.109	04:23:14:23	Edward Tooher, NSW
58	<i>Bacardi</i>	4	81	04:19:48:06	1.032	04:23:30:26	Martin Power, VIC
59	<i>GREAT Britain</i>	1	39	03:20:43:08	1.291	04:23:42:00	Clipper Ventures, skippered by Simon Talbot, United Kingdom
60	<i>Old Putteney</i>	1	40	03:20:55:28	1.291	04:23:57:56	Clipper Ventures, skippered by Patrick van der Zijden, United Kingdom
61	<i>One DLL</i>	1	41	03:21:03:43	1.291	05:00:08:35	Clipper Ventures, skippered by Oliver Cotterell, United Kingdom
62	<i>Switzerland</i>	1	44	03:21:59:14	1.291	05:01:20:15	Clipper Ventures, skippered by Victoria Ellis, United Kingdom
63	<i>PSP Logistics</i>	1	48	03:23:31:39	1.291	05:03:19:34	Clipper Ventures, skippered by Chris Hollis, United Kingdom

## 2013 TROPHIES &amp; AWARDS

The George Adams Tattersall Cup (Tattersall's Cup), IRC Overall Trophy & Rolex timepiece, RORC Plaque, Government of Tasmania Trophy, Rushcutters Trophy (First IRC Division 0), Charleston Trophy (First ORC Division 1) *Victoire*, Darryl Hodgkinson, NSW.

J. H. Illingworth Trophy & Replica (Line Honours Trophy) & Rolex timepiece, Jack Rooklyn Memorial Trophy (First Yacht out of Sydney Heads),

F & J Livingstone Trophy (First Yacht South of Tasmania Island) *Wild Oats XI*, Robert Oatley, skippered by Mark Richards, NSW.

Bill Owen Memorial Trophy (presented to navigator of winning yacht corrected time) Phil Eadie, *Victoire*.

Alan Payne Memorial Trophy (designer of winning yacht) Farr Yacht Design.

CYCA Trophy (for second over the line) *Perpetual LOYAL*, Anthony Bell, NSW.

CYCA Trophy for Third over the line *Ragamuffin 100*, Syd Fischer, NSW.

George Barton Trophy (First IRC Division 1) *Varuna*, Jens Kellinghusen, Germany.

City of Hobart Trophy, Bass Strait Cup, Solo Trophy (Second IRC Overall) *Veloce*, Phil Simpfendorfer, Victoria.

Royal Yacht Club of Tasmania Trophy & Storm Bay Cup (Third IRC Overall) *Celestial*, Sam Haynes, NSW.





## 69th ROLEX SYDNEY HOBART YACHT RACE RESULTS | 087

64	<i>Jamaica Get All Right</i>	1	49	03:23:35:57	1.291	05:03:25:07	Clipper Ventures, skippered by Peter Stirling, United Kingdom
65	<i>Qingdao</i>	1	52	03:23:58:38	1.291	05:03:54:24	Clipper Ventures, skippered by Gareth Glover, United Kingdom
66	<i>Mission Performance*</i>	1	55	04:01:35:08	1.291	05:05:58:58	Clipper Ventures, skippered by Matthew Mitchell, United Kingdom
67	<i>Team Garmin</i>	1	62	04:02:27:53	1.291	05:07:07:05	Clipper Ventures, skippered by Mark Burkes, United Kingdom
68	<i>41 SUD</i>	3	82	04:21:56:16	1.087	05:08:11:54	Jean-Luc Esplaas, New Caledonia
69	<i>Invest Africa</i>	1	67	04:04:27:55	1.291	05:09:42:02	Clipper Ventures, skippered by Richard Gould, United Kingdom

ORCI OVERALL	YACHT	DIV	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Victoire</i>	1	9	02:19:00:32	1.3607	03:19:10:44	Darryl Hodgkinson, NSW
2	<i>Celestial</i>	1	15	03:01:08:22	1.2748	03:21:14:17	Sam Haynes, NSW
3	<i>Varuna</i>	1	10	02:19:30:01	1.4211	03:23:55:29	Jens Kellinghusen, Germany
4	<i>Kerumba</i>	1	19	03:03:23:09	1.2744	04:00:04:18	Tam Faragher, QLD
5	<i>Chutzpah</i>	2	24	03:06:57:20	1.2257	04:00:46:33	Bruce Taylor, VIC
6	<i>Wild Rose</i>	3	45	03:22:59:38	1.0339	04:02:12:51	Roger Hickman, NSW
7	<i>Pretty Fly III</i>	1	14	03:00:06:55	1.3702	04:02:48:44	Colin Woods, NSW
8	<i>Senna</i>	2	32	03:19:08:49	1.0928	04:03:36:19	Chris Manton, VIC
9	<i>Minerva</i>	2	28	03:16:10:17	1.1522	04:05:35:28	Timothy Cox, skippered by William Cox, NSW
10	<i>Ocean Affinity</i>	1	25	03:09:05:17	1.2553	04:05:47:23	Stewart Lewis, QLD
11	<i>Pennant Hills Ford</i>	3	63	04:02:32:52	1.0473	04:07:12:33	Ian Creak, NSW
12	<i>Martela</i>	3	70	04:05:01:46	1.0242	04:07:28:28	Anthony Williams, TAS
13	<i>Midnight Rambler</i>	2	26	03:13:42:08	1.2086	04:07:34:47	Ed Psaltis, Bob Thomas and Michael Bencsik, NSW
14	<i>Illusion</i>	3	77	04:09:18:06	0.9904	04:08:17:27	Kim Jagger & Travis Read, skippered by Travis Read, NSW
15	<i>Black Sheep</i>	2	46	03:23:04:25	1.1004	04:08:37:08	Derek & Martin Sheppard, NSW
16	<i>Jazz Player-Think Pink Foundation 2</i>	3	38	03:20:23:56	1.1333	04:08:42:56	Andrew Lawrence, VIC
17	<i>Ariel</i>	3	57	04:01:56:35	1.0708	04:08:52:39	Ron Forster & Phil Damp, NSW
18	<i>Frantic</i>	1	21	03:05:45:25	1.3488	04:08:52:43	Michael Martin, NSW
19	<i>Tilting at Windmills</i>	3	76	04:08:24:00	1.0148	04:09:56:42	Thory Gunnensen, skippered by John Alexander, VIC
20	<i>Balance</i>	2	47	03:23:16:12	1.1130	04:10:02:08	Paul Clitheroe, NSW
21	<i>Halcyon</i>	3	66	04:03:11:48	1.0695	04:10:05:27	Chris Tucker, VIC
22	<i>Nautical Circle</i>	3	65	04:02:55:20	1.0875	04:11:34:41	Ian Prentice, Greg Beard & Robin Shaw, NSW
23	<i>Copernicus</i>	3	72	04:06:47:02	1.0479	04:11:42:26	Greg Zyner, NSW
24	<i>Mondo</i>	2	58	04:02:13:01	1.0976	04:11:48:11	Ray Sweeney, QLD
25	<i>Last Tango</i>	2	59	04:02:14:42	1.1154	04:13:34:57	Phillip King, NSW
26	<i>One For The Road</i>	3	71	04:05:35:00	1.0927	04:15:00:00	Kym Butler, NSW
27	<i>Knee Deep</i>	2	34	03:19:49:46	1.2420	04:18:03:08	Philip Childs, WA
28	<i>Ragamuffin 100</i>	1	3	02:10:48:00	1.9809	04:20:28:37	Syd Fischer, NSW
29	<i>Chancellor</i>	2	78	04:11:31:12	1.0988	04:22:08:35	Edward Tocher, NSW
30	<i>41 SUD</i>	3	82	04:21:56:16	1.0799	05:07:21:40	Jean-Luc Esplaas, New Caledonia

PHS OVERALL	YACHT	DIV	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>She</i>	2	79	04:11:55:37	0.9198	04:03:16:16	Peter Rodgers, NSW
2	<i>The Banshee</i>	2	43	03:21:24:54	1.0981	04:06:34:44	Corinne Feldmann & Rob Francis, NSW
3	<i>Spirit of Mateship</i>	1	22	03:05:50:43	1.3375	04:08:07:05	RSL Queensland Branch, skippered by Russell McCart, QLD
4	<i>She's The Culprit</i>	2	75	04:07:13:23	1.0182	04:09:06:06	Culprit Syndicate, NSW
5	<i>Art Equity Mehligai</i>	1	35	03:19:55:38	1.1534	04:10:01:44	Murray Owen & Jenny Kings, NSW
6	<i>Geomatic</i>	2	68	04:04:37:51	1.0757	04:12:14:55	Adrian Lewis, VIC
7	<i>Faceboat Sailors with disABILITIES</i>	1	31	03:18:28:50	1.2034	04:12:53:03	David Pescud, skippered by Kirk Watson, NSW
8	<i>Brindabella</i>	1	17	03:03:18:37	1.4560	04:13:39:06	Jim Cooney, NSW
9	<i>Duende</i>	1	54	04:00:24:24	1.1729	04:17:04:31	Damien Parkes, NSW
10	<i>Flying Fish Arctos</i>	2	80	04:15:18:19	1.0181	04:17:19:12	Flying Fish Online, skippered by Russell Bonner, NSW
11	<i>Helsai 3</i>	1	60	04:02:16:59	1.1650	04:18:29:59	Paul Mara, skippered by Paul Jackson, NSW/TAS
12	<i>Deja Vu</i>	2	83	05:05:33:15	0.9243	04:20:02:59	Steven Carey, VIC
13	<i>Magic Miles</i>	1	73	04:07:01:03	1.1400	04:21:26:24	Michael Crew, TAS
14	<i>Namadgi</i>	2	84	05:09:57:33	0.9268	05:00:26:46	Canberra Ocean Racing Club, skippered by Paul Jones, ACT

**RETIREMENTS**

- Audi Sunshine Coast* (Rodney Jones QLD) – Rig Damage
- Black Adder* (James Clayton WA) – Time constraints
- Canute* (Peter Horn NSW) – Rudder Bearing
- Dado* (Adrian Dunphy & Martin Hoogland NSW) – Mainsail Damage
- Henri Lloyd* (Clipper Ventures United Kingdom) – Rudder Damage
- Luna Sea* (James Cameron NSW) – Rudder Damage
- Patrice* (Tony Kirby NSW) – Minor Hull Damage
- Rush* (John Paterson VIC) – Retired – Injured Crew Member
- Wedgetail* (Bill Wild QLD) – Dismasted
- Wilparina* (Nick Cannar NSW) – Crew seasickness

**PENALTIES\***

- Shining Sea* – penalty of 20 minutes applied under Sailing Instruction 40.7
- Titania of Cowes* – penalty of 20% of places applied under SI 27.1
- Mission Performance* – penalty of 20 minutes applied under SI 40.7

**Peter Allsop Memorial Trophy (First IRC Division 2)**  
*Veloce*, Phil Sempendorfer, Victoria.

**RORC Trophy + Replica (First IRC Division 3)**  
*Brannew*, Chris Bran, NSW.

**Sir Arthur Warner Trophy (First IRC Division 4)**  
*Wild Rose*, Roger Hickman, NSW.

**Tasports Trophy & CYCA Trophy (First ORCI Division 2)**  
*Chutzpah*, Bruce Taylor, Victoria.

**Tasports Trophy (First ORCI Division 3)**  
*Wild Rose*, Roger Hickman, NSW.

**RANSA Trophy (First PHS Division 1)**  
*Spirit of Mateship*, RSL Queensland skippered by Russell McCart, QLD.

**CYCA Trophy (First PHS Division 2)**  
*She*, Peter Rodgers, NSW.

**One Tonne Cup & Sydney Yachts Trophy (First Sydney 38 Division)**  
*Zen*, Gordon Ketelbey, NSW

**CYCA Trophy (First Clipper 70 Division)**  
*Derry-Londonderry-Doire*, Clipper Ventures, skippered by Sean McCarter, United Kingdom

**Apollo Trophy (presented to first yacht under 18.5m across the finish line)**  
*Ichi Ban*, Matt Allen, NSW

**Battery Point Trophy (First small boat across the line)**  
*Illusion*, Kim Jagger and Travis Read, skippered by Travis Read, NSW

**Tasports Trophy (First Tasmanian Yacht IRC)**  
*Martela*, Anthony Williams.

**City of Hobart Trophy (presented to the navigator of the first Tasmanian yacht on corrected time)**  
Andrew Davidson, *Martela*.





# 088 | 69th ROLEX SYDNEY HOBART YACHT RACE RESULTS

## DIVISIONAL PLACEGETTERS

IRC OVERALL	YACHT	DIV	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Victoire</i>	0	9	02:19:00:32	1.350	03:18:27:43	Darryl Hodgkinson, NSW
2	<i>Veloce</i>	2	16	03:02:36:11	1.227	03:19:32:17	Phil Simpfendorfer, VIC
3	<i>Celestial</i>	2	15	03:01:08:22	1.266	03:20:35:40	Sam Haynes, NSW
IRC DIV 0	YACHT		LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Victoire</i>		9	02:19:00:32	1.350	03:18:27:43	Darryl Hodgkinson, NSW
2	<i>Pretty Fly III</i>		14	03:00:06:55	1.360	04:02:04:36	Colin Woods, NSW
3	<i>Giacomo</i>		6	02:15:11:51	1.649	04:08:12:46	Jim Delegat, New Zealand
IRC DIV 1	YACHT		LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Varuna</i>		10	02:19:30:01	1.381	03:21:13:04	Jens Kellinghusen, Germany
2	<i>Nikata</i>		11	02:22:24:09	1.384	04:01:26:13	Ns82/103 S Ltd, skippered by Tom Brewer, United Kingdom
3	<i>Ichi Ban</i>		8	02:17:04:24	1.499	04:01:32:42	Matt Allen, NSW
IRC DIV 2	YACHT		LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Veloce</i>		16	03:02:36:11	1.227	03:19:32:17	Phil Simpfendorfer, VIC
2	<i>Celestial</i>		15	03:01:08:22	1.266	03:20:35:40	Sam Haynes, NSW
3	<i>Chutzpah</i>		24	03:06:57:20	1.197	03:22:30:35	Bruce Taylor, VIC
IRC DIV 3	YACHT		LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Brannew</i>		33	03:19:28:28	1.081	04:02:53:02	Chris Bran, NSW
2	<i>Senna</i>		32	03:19:08:49	1.104	04:04:37:34	Chris Manton, VIC
3	<i>Shining Sea*</i>		36	03:20:04:34	1.127	04:07:46:11	Andrew Corletto, SA
IRC DIV 4	YACHT		LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Wild Rose</i>		45	03:22:59:38	1.039	04:02:41:55	Roger Hickman, NSW
2	<i>Illusion</i>		77	04:09:18:06	0.988	04:08:02:17	Kim Jaggar & Travis Read, skippered by Travis Read, NSW
3	<i>Martela</i>		70	04:05:01:46	1.042	04:09:16:22	Anthony Williams, TAS
ORCI DIV 1	YACHT		LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Victoire</i>		9	02:19:00:32	1.3607	03:19:10:44	Darryl Hodgkinson, NSW
2	<i>Celestial</i>		15	03:01:08:22	1.2748	03:21:14:17	Sam Haynes, NSW
3	<i>Varuna</i>		10	02:19:30:01	1.4211	03:23:55:29	Jens Kellinghusen, Germany
ORCI DIV 2	YACHT		LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Chutzpah</i>		24	03:06:57:20	1.2257	04:00:46:33	Bruce Taylor, VIC
2	<i>Senna</i>		32	03:19:08:49	1.0928	04:03:36:19	Chris Manton, VIC
3	<i>Minerva</i>		28	03:16:10:17	1.1522	04:05:35:28	Timothy Cox, skippered by William Cox, NSW
ORCI Div 3	YACHT		LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Wild Rose</i>		45	03:22:59:38	1.0339	04:02:12:51	Roger Hickman, NSW
2	<i>Pennant Hills Ford</i>		63	04:02:32:52	1.0473	04:07:12:33	Ian Creak, NSW
3	<i>Martela</i>		70	04:05:01:46	1.0242	04:07:28:28	Anthony Williams, TAS
PHS DIV 1	YACHT		LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Spirit of Mateship</i>		22	03:05:50:43	1.3375	04:08:07:05	RSL Queensland Branch, skippered by Russell McCart, QLD
2	<i>Art Equity Mahligai</i>		36	03:19:55:38	1.1534	04:10:01:44	Murray Owen & Jenny Kings, NSW
3	<i>Faceboat Sailors with disABILITIES</i>		31	03:18:28:50	1.2034	04:12:53:03	David Pescud, skippered by Kirk Watson, NSW
PHS DIV 2	YACHT		LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>She</i>		79	04:11:55:37	0.9198	04:03:16:16	Peter Rodgers, NSW
2	<i>The Banshee</i>		43	03:21:24:54	1.0981	04:06:34:44	Corinne Feldmann & Rob Francis, NSW
3	<i>She's The Culprit</i>		75	04:07:13:23	1.0182	04:09:06:06	Culprit Syndicate, NSW
CLIPPER 70	YACHT			ELAPSED TIME			OWNER/SKIPPER
1	Derry-Londonderry-Doire			03:16:42:38			Clipper Ventures, skippered by Sean McCarter, United Kingdom
2	GREAT Britain			03:20:43:08			Clipper Ventures, skippered by Simon Talbot, United Kingdom
3	Old Pulteny			03:20:55:28			Clipper Ventures, skippered by Patrick van der Zijden, United Kingdom
SYDNEY 38	YACHT			ELAPSED TIME			OWNER/SKIPPER
1	<i>Zen</i>			03:23:42:42			Gordon Ketelbey, NSW
2	<i>Mille Sabords</i>			04:01:40:57			Stephane Howarth, VIC
3	<i>Mondo</i>			04:02:13:01			Ray Sweeney, QLD

## 2013 TROPHIES & AWARDS (CONTINUED)

**Jane Tate Memorial Trophy (presented to the first female skipper across the line)**  
Victoria Ellis, Switzerland.

**Oggin Cup (presented to first armed services yacht on corrected time)**  
*Spirit of Mateship*, RSL Queensland skippered by Russell McCart, QLD.

**Polish Trophy (for the yacht travelling from the furthest port to compete)**  
*Clipper Ventures*, Sir Robin Knox-Johnston, United Kingdom.

**Rani Trophy (most meritorious performance as judged by the race committee)**  
Police Vessel *Van Dieman*. Presented to the crew, skippered by Leigh Stanley, for going to the aid of *Luna Sea*, that lost her rudder in Bass Strait.

**Tasmanian Government 25 Race Medallions**  
Erik Adriaanse – *Brindabella*; Michael Coxon; Noel Drennan – *Veloce*; Richard Grimes – *Patrice*; Peter Messenger – *Patrice*; Darren Senogles – *Ichi Ban*; Bill Sykes – *Brindabella*; Grant Wharington – *Wild Thing*.

**Tasmanian Government 40 Race Medallions**  
David Kellett – *JBW*, Radio Relay Vessel.







# 69th ROLEX SYDNEY HOBART YACHT RACE RESULTS | 089

LINE HONOURS	YACHT	DIV	CLIPPED TIME	OWNER/SKIPPER
1	Wild Oats XI	IRC DIV 0	02:06:07.27	Robert Oatley, skippered by Mark Richards, NSW
2	Perpetual LOYAL	IRC DIV 0	02:09:19.56	Anthony Bell, NSW
3	Ragamuffin 100	IRC DIV 0	02:10:48:00	Syd Fischer, NSW
4	Black Jack	IRC DIV 0	02:15:09.34	Peter Harburg, skippered by Mark Bradford, QLD
5	Beau Geste	IRC DIV 0	02:15:10.45	Karl Kwok, Hong Kong
6	Giacomo	IRC DIV 0	02:15:11.51	Jim Delegat, New Zealand
7	Wild Thing	IRC DIV 0	02:15:38.22	BC39 Pty Ltd, skippered by Grant Wharington, NSW/QLD
8	Ichi Ban	IRC DIV 1	02:17:04.24	Matt Allen, NSW
9	Victoire	IRC DIV 0	02:19:00.32	Darryl Hodgkinson, NSW
10	Varuna	IRC DIV 1	02:19:30.01	Jens Kellinghusen, Germany
11	Nikata	IRC DIV 1	02:22:24.09	Ns82/103 S Ltd, skippered by Tom Brewer, United Kingdom
12	Southern Excellence II	IRC DIV 0	02:23:11.38	Andrew Wenham, NSW
13	Zefiro	IRC DIV 1	03:00:06.19	Gerhard Ruether, Cyprus
14	Pretty Fly III	IRC DIV 0	03:00:06.55	Colin Woods, NSW
15	Celestial	IRC DIV 2	03:01:08.22	Sam Haynes, NSW
16	Veloce	IRC DIV 2	03:02:36.11	Phil Simpfendorfer, VIC
17	Brindabella	PHS DIV 1	03:03:18.37	Jim Cooney, NSW
18	Primitive Cool	IRC DIV 1	03:03:20.01	John Newbold, VIC
19	Kerumba	IRC DIV 2	03:03:23.09	Tam Faragher, QLD
20	Venture 2	IRC DIV 0	03:05:07.48	Stephan Chapman, NSW
21	Frantic	IRC DIV 1	03:05:45.25	Michael Martin, NSW
22	Spirit of Mateship	IRC DIV 0	03:05:50.43	RSL Queensland Branch, skippered by Russell McCart, QLD
24	Chutzpah	IRC DIV 2	03:06:57.20	Bruce Taylor, VIC
25	Ocean Affinity	IRC DIV 2	03:09:05.17	Stewart Lewis, QLD
26	Midnight Rambler	IRC DIV 2	03:13:42.08	Ed Psaltis, Bob Thomas and Michael Bencsik, NSW
27	ColorTile	IRC DIV 2	03:13:52.33	Warren & Kristy Buchan, NSW
28	Minerva	IRC DIV 2	03:16:10.17	Timothy Cox, skippered by William Cox, NSW
29	Derry-Londonderry-Doire	IRC DIV 1	03:16:42.29	Clipper Ventures, skippered by Sean McCarter, United Kingdom
30	Zanzibar	IRC DIV 2	03:18:27.36	Jonathan Mahony, Singapore
31	Faceboat Sailors with disABILITIES	PHS DIV 1	03:18:28.50	David Pescud, skippered by Kirk Watson, NSW
32	Senna	IRC DIV 3	03:19:08.49	Chris Manton, VIC
33	Brannew	IRC DIV 3	03:19:28.28	Chris Bran, NSW
34	Knee Deep	IRC DIV 2	03:19:49.46	Philip Childs, WA
35	Art Equity Mahligai	PHS DIV 1	03:19:55.38	Murray Owen & Jenny Kings, NSW
36	Shining Sea*	IRC DIV 3	03:20:04.34	Andrew Corletto, SA
37	CV10	IRC DIV 2	03:20:15.15	Clipper Ventures, skippered by James Dobie, United Kingdom
38	Jazz Player-Think Pink Foundation	IRC DIV 2	03:20:23.56	Andrew Lawrence, VIC
39	GREAT Britain	IRC DIV 1	03:20:43.08	Clipper Ventures, skippered by Simon Talbot, United Kingdom
40	Old Pulteney	IRC DIV 1	03:20:55.28	Clipper Ventures, skippered by Patrick van der Zijden, Great Britain
41	One DLL	IRC DIV 1	03:21:03.43	Clipper Ventures, skippered by Oliver Cotterell, United Kingdom
42	St Jude	IRC DIV 2	03:21:11.27	Noel Cornish, NSW
42	Titania of Cowes*	IRC DIV 2	03:06:12.35	Richard Dobbs, United Kingdom
43	The Banshee	PHS DIV 2	03:21:24.54	Corinne Feldmann & Rob Francis, NSW
44	Switzerland	IRC DIV 1	03:21:59.14	Clipper Ventures, skippered by Victoria Ellis, United Kingdom
45	Wild Rose	IRC DIV 4	03:22:59.38	Roger Hickman, NSW
46	Black Sheep	IRC DIV 3	03:23:04.25	Derek & Martin Sheppard, NSW
47	Balance	IRC DIV 3	03:23:16.12	Paul Clitheroe, NSW
48	PSP Logistics	IRC DIV 1	03:23:31.39	Clipper Ventures, skippered by Chris Hollis, United Kingdom
49	Jamaica Get All Right	IRC DIV 1	03:23:35.57	Clipper Ventures, skippered by Peter Stirling, United Kingdom
50	Zen	IRC DIV 3	03:23:42.42	Gordon Ketelbey, NSW
51	Papillon	IRC DIV 3	03:23:43.00	Phil Molony, NSW
52	Qingdao	IRC DIV 1	03:23:58.38	Clipper Ventures, skippered by Gareth Glover, United Kingdom
53	CV5	IRC DIV 2	04:00:00.57	Clipper Ventures, skippered by Piers Dudin, United Kingdom
54	Duende	PHS DIV 1	04:00:24.24	Damien Parks, NSW
55	Mission Performance*	IRC DIV 1	04:01:35.08	Clipper Ventures, skippered by Matthew Mitchell, United Kingdom
56	Mille Sabords	IRC DIV 3	04:01:40.57	Stephane Howarth, VIC
57	Ariel	IRC DIV 3	04:01:56.35	Ron Forster & Phil Damp, NSW
58	Mondo	IRC DIV 3	04:02:13.01	Ray Sweeney, QLD
59	Last Tango	ORC Div 2	04:02:14.42	Phillip King, NSW
60	Helsal 3	PHS DIV 1	04:02:16.59	Paul Mara, skippered by Paul Jackson, NSW/TAS
61	Breakthrough	IRC DIV 3	04:02:21.04	Mathew Vadas & Jonathan Stone, NSW
62	Team Garmin	IRC DIV 1	04:02:27.53	Clipper Ventures, skippered by Mark Burkes, United Kingdom
63	TSA Management	IRC DIV 3	04:02:32.52	Tony Levett, NSW
64	Pennant Hills Ford	IRC DIV 3	04:02:32.52	Ian Creak, NSW
65	Nautical Circle	IRC DIV 3	04:02:55.20	Prentice, Beard & Shaw, NSW
66	Halcyon	IRC DIV 3	04:03:11.48	Chris Tucker, VIC
67	Invest Africa	IRC DIV 1	04:04:27.55	Clipper Ventures, skippered by Richard Gould, United Kingdom
68	Geomatic	PHS DIV 2	04:04:37.51	Adrian Lewis, VIC
69	Audacious	IRC DIV 3	04:04:55.20	Glen Clinnick, VIC
70	Martela	IRC DIV 4	04:05:01.46	Anthony Williams, TAS
71	One For The Road	IRC DIV 3	04:05:35.00	Kym Butler, NSW
72	Copernicus	IRC DIV 4	04:06:47.02	Greg Zyner, NSW
73	Magic Miles	PHS DIV 1	04:07:01.03	Michael Crew, TAS
74	Shepherd Centre	IRC DIV 4	04:07:03.18	Hugh Torode, NSW
75	She's The Culprit	PHS DIV 2	04:07:13.23	Culprit Syndicate, NSW
76	Tilting at Windmills	IRC DIV 4	04:08:24.00	Thorry Gunnerson, skippered by John Alexander, VIC
77	Illusion	IRC DIV 4	04:09:18.06	Kim Jagger & Travis Read, skippered by Travis Read, NSW
78	Chancellor	IRC DIV 3	04:11:31.12	Edward Toother, NSW
79	She	PHS DIV 2	04:11:55.37	Peter Rodgers, NSW
80	Flying Fish Arctos	PHS DIV 2	04:15:18.19	Flying Fish Online, skippered by Russell Bonner, NSW
81	Bacardi	IRC DIV 4	04:19:48.06	Martin Power, VIC
82	41 SUD	IRC DIV 3	04:21:56.16	Jean-Luc Esplaas, New Caledonia
83	Deja Vu	PHS DIV 2	05:05:33.15	Steven Carey, VIC
84	Namadgi	PHS DIV 2	05:09:57.33	Canberra Ocean Racing Club, skippered by Paul Jones, ACT





# 2014 Fleet

BOAT NAME	DESIGN/TYPE	DESIGNER	LOA	BEAM	DRAFT	OWNER	SKIPPER	CLUB	DIVISION
<i>A Cunning Plan</i>	Cookson 12	Farr Yacht Design	12.0	3.0	3.8	Jon Lechte	Jon Lechte	SYC	IRC/ORCI
<i>Abracadabra</i>	Tripp 47	Bill Tripp	14.3	2.7	4.3	James Murchison	James Murchison	RSYS	PHS/COR/VET
<i>Ada Celestial</i>	Rogers 46	Simon Rogers	14.0	2.9	4.0	Sam Haynes	Sam Haynes	CYCA	IRC/ORCI
<i>After Midnight</i>	Farr 40 Mod	Bruce Farr	12.4	2.5	4.0	Mark & Greg Tobin	Mark & Greg Tobin	CYCA	IRC/ORCI
<i>Alien</i>	Lidgard 36	Lidgard	10.9	2.5	3.5	Justin Brenan	Justin Brenan	RYCV	IRC/COR
<i>Alive</i>	Reichel Pugh 66	Reichel Pugh	22.0	4.6	4.3	Duncan Hine	Duncan Hine	DSS	IRC/ORCI
<i>Anger Management</i>	Corby 43	Corby	13.1	2.4	3.8	Phil Arnall	Phil Arnall	NCYC	IRC/ORCI
<i>Ariel</i>	Beneteau First 40	Bruce Farr	12.6	2.5	3.9	Ron Forster & Phil Damp	Ron Forster & Phil Damp	CYCA/SASC	IRC/ORCI
<i>Art Equity Mahligai</i>	Sydney 46	Murray Burns Dovell	14.3	2.7	4.0	Murray Owen & Jenny Kings	Murray Owen	RPNYC	PHS/COR
<i>Audere</i>	Beneteau First 45	Philippe Briand	13.7	2.4	4.2	Michael & Bianca Pritchard	Michael & Bianca Pritchard	RYCT	IRC/ORCI
<i>Bacardi</i>	Petersen 44	Petersen	13.4	2.4	4.2	Martin Power	Martin Power	SYC	IRC/VET
<i>Balance</i>	Farr Tp 52	Farr Yacht Design	15.9	3.2	4.3	Paul Clitheroe	Paul Clitheroe	CYCA	IRC/ORCI
<i>Bear Necessity</i>	C & C 115	Tim Jackett	11.5	2.0	3.6	John Blair	John Blair	BSC IRC	ORCI
<i>Black Jack</i>	Juan-K Volvo 70	Juan Yacht Design	21.5	4.5	5.7	Peter Harburg	Mark Bradford	ROYA	IRC
<i>Black Sheep</i>	Beneteau First 45	Phillippe Briand	13.7	2.7	4.2	Derek Sheppard	Derek Sheppard	CYCA	IRC/ORCI/COR16
<i>Breakthrough</i>	Beneteau First 40	Bruce Farr	12.2	2.4	3.9	Mathew Vadas	Mathew Vadas	CYCA	IRC
<i>Brindabella</i>	Jutson 80	Scott Jutson	24.1	4.3	5.6	Jim Cooney	Jim Cooney	CYCA	PHS/VET
<i>C. Q. R. It Inca</i>	Vickers 41 Mkii	Lavranos	12.5	1.8	4.1	Noel Sneddon	Noel Sneddon	WSC	IRC
<i>Cadibarra 8</i>	Jones 42	Don Jones	12.9	2.9	4.0	Paul Roberts	Paul Roberts	RYCV	IRC
<i>Caro</i>	Botin 65	Botin	20.0	4.8	5.2	Mark Bartlett	Max Klink	GTYC	IRC/ORCI
<i>Chancellor</i>	Beneteau 47.7	Bruce Farr	14.8	2.8	4.5	Edward Tooher	Edward Tooher	CYCA	IRC/ORCI/COR
<i>Charlie's Dream</i>	Bluewater 450	Holland/Cole/Lowe	13.6	1.7	4.1	Peter Lewis	Peter Lewis	ROYA	PHS/COR
<i>Chutzpah</i>	Caprice 40	Reichel Pugh	12.0	3.0	3.2	Bruce Taylor	Bruce Taylor	RYCV	IRC/ORCI
<i>Clipper Ventures 10</i>	Clipper 68	Ed Dubois	20.7	2.8	5.9	Clipper Ventures Australia	Piers Dudin	RSAYS	IRC
<i>Comanche</i>	Verdier Yacht Design & Vplp	VPLP	34.2	6.8	6.8	Jim Clark & Kristy Hinze-Clark	Ken Read	NAYC	IRC/ORCI
<i>Concubine</i>	Beneteau First 40	Bruce Farr	12.6	2.4	3.9	Shevaun Bruland	Jason Ward	CYCSA	IRC/ORCI/COR
<i>Cougar II</i>	Transpac 52 Farr	Farr Yacht Design	18.0	3.3	4.4	Anthony Lyall	Anthony Lyall	RYCT	IRC/ORCI
<i>Dare Devil</i>	Farr/Cookson 47	Farr Yacht Design	14.3	2.8	3.9	Sibby Ilzhofer	Sibby Ilzhofer	NCYC	IRC
<i>Duende</i>	Judel Vrolijk 52	Judel Vrolijk	15.4	3.2	3.9	Damien Parkes	Damien Parkes	CYCA	PHS
<i>Enchantress</i>	Muirhead 11	John Muirhead	11.0	2.3	3.2	John Willoughby	John Willoughby	RSAYS	IRC/ORCI/COR/VET
<i>Endorfin</i>	Sydney 47	Murray Burns Dovell	14.3	3.0	4.0	Michael Giles	Michael Giles	FSC	IRC/ORCI
<i>Eureka II</i>	Sydney 60	Murray Burns Dovell	18.2	4.2	4.7	Malcolm Robertson	Malcolm Robertson	MYC	IRC
<i>Extasea</i>	Dk46	Mark Mills	14.0	3.0	4.3	Paul Buchholz	Paul Buchholz	RGYC	IRC/ORCI/COR
<i>Flying Fish Arctos</i>	Radford	Don McIntyre	15.2	2.7	3.7	Flying Fish Online	Gregor McGowan	MHYC	PHS
<i>Frantic</i>	Tp52 Donovan	Donovan	15.9	3.3	4.2	Michael Martin	Michael Martin	NCYC IRC	ORCI
<i>Geomatic Allegro</i>	Warwick 67	Warwick	20.3	3.0	5.1	Adrian Lewis	Adrian Lewis	MYC	PHS
<i>Giacomo</i>	Juan K -V70	Juan Yacht Design	21.5	4.5	5.9	Jim Delegat	Jim Delegat	BAYC	IRC/ORCI
<i>Guilty Pleasures VI</i>	Farr 40	Farr Yacht Design	12.4	2.6	4.0	Joel Bruce	Leon Thomas	TCYC	IRC/ORCI/COR
<i>Hartbreaker</i>	Reichel Pugh 46	Reichel Pugh	14.2	3.3	3.6	Antony Walton	Alan Breidahl	RBYC	IRC/ORCI
<i>Helsal 3</i>	Adams/Barrett	Joe Adams / Fred Barrett	20.0	3.4	4.6	Rob Fisher & Paul Mara	Rob Fisher	RYCT	PHS/VET
<i>Ichi Ban</i>	Carkeek 60	Shaun Carkeek	18.3	4.2	5.0	Matt Allen	Matt Allen	CYCA	IRC
<i>Imagination</i>	Beneteau 47.7	Bruce Farr	14.5	2.8	4.5	Robin & Annette Hawthorn	Robin Hawthorn	CYCA	IRC/ORCI/COR
<i>Indian</i>	Carkeek 47	Carkeek Design Partners	14.3	3.4	4.3	Craig Carter	Craig Carter	RBYC	IRC/ORCI
<i>Inner Circle</i>	Farr 40 IOR	Bruce Farr	12.2	2.2	4.0	Michael McDonald	Darren Cooney	RMYCT	IRC/ORCI/COR/VET
<i>isabella</i>	Hanse 400e	Judel Vrolijk	12.0	2.0	4.0	John Nolan	John Nolan	RPAYC	IRC/ORCI
<i>Jaffe</i>	Runnalls 39	Malcolm Runnalls	12.0	2.6	3.5	Terry Posma	Terry Posma	RPYC	ORCI/COR
<i>Katharsis II</i>	Oyster 72	Rob Humphrey	21.2	2.9	5.9	Mariusz Koper	Mariusz Koper	KYC	IRC/ORCI
<i>Khaleesi</i>	Dk46	Mark Mills	14.1	3.0	4.1	Andrew & Pauline Dally	Andrew & Pauline Dally	MHYC	IRC/ORCI/COR
<i>Kraken</i>	Jeanneau Sunfast 3600	Daniel Andrieu	10.8	2.1	3.6	Todd Girauda	Todd Girauda	HYC	IRC/ORCI
<i>Landfall</i>	Sparkman And Stephens	Sparkman and Stephens	13.4	2.0	3.0	Michael Strong	Tony Dillon	RYCT	ORCI/COR/VET
<i>Last Tango</i>	Salona 44	J&J	13.6	2.6	4.2	Phillip King	Phillip King	CYCA	PHS
<i>Lets Go</i>	Adams/Radford 52	Adams/Radford	15.6	2.8	3.7	Danielle Ovenden	Danielle Ovenden	RMYCT	IRC/ORCI/COR/VET
<i>Local Hero</i>	BH36	Murray Burns Dovell	11.0	2.3	3.4	Peter Mosely	Matthew Bassett	NHSC/MYC	IRC/ORCI
<i>Louise Racing</i>	Berret Racapeau	Berret Racapeau	22.0	4.0	5.6	SY Bougainville Limited	Grant Gordon	RORC	IRC
<i>Love And War</i>	Sparkman And Stephens	Sparkman and Stephens	14.2	2.3	4.1	Simon Kurts	Simon Kurts	CYCA	IRC/ORCI/VET
<i>Luna Sea</i>	Hick 35	Robert Hick	10.5	2.1	3.3	James Cameron	James Cameron	DSC	IRC/ORCI/VET
<i>Magic Miles</i>	Dynamique 62	Philippe Briande	18.7	2.9	5.0	Michael Crew	Michael Crew	BYC	CRUISING
<i>Maluka of Kermandie</i>	Ranger	Cliff Gale	9.0	1.7	3.2	Sean Langman	Sean Langman	HYC IRC	VET
<i>Martela</i>	IMX 38	Niels Jeppesen	11.3	2.1	3.6	Anthony Williams	Anthony Williams	BYC	IRC/ORCI
<i>Merlin</i>	Kaiko 52	Forbes / Kaiko	15.6	3.1	4.0	David Forbes	David Forbes	RSYS	IRC/ORCI
<i>Mistraal</i>	Beneteau 57	Farr Yacht Design	17.8	2.6	4.9	Jacinta Cooper	Brett Cooper	RYCT	CRUISING





BOAT NAME	DESIGN/TYPE	DESIGNER	LOA	BEAM	DRAFT	OWNER	SKIPPER	CLUB	DIVISION
<i>Moody Buoy</i> s	Moody 54DS	Judel Vrolijk	17.2	2.7	5.2	Steven Richardson	Steven Richardson	RGY	PHS/COR
<i>Namadgi</i>	Elan 444	Humphreys	13.0	1.9	4.2	Canberra Ocean Racing Club	Michael Martin	CORC	PHS
<i>Ninety Seven</i>	Farr 47	Farr Yacht Design	14.3	2.7	4.3	Alan Saunders	Alan Saunders	RMYS IRC	VET
<i>Not A Diamond</i>	Beneteau First 40	Farr Yacht Design	12.2	2.5	3.9	David Redfern	David Redfern	RQYS	IRC/ORCI
<i>Obsession</i>	Mat 1245	Mills Design	12.5	2.7	3.8	David Creese	David Creese	BYC	IRC
<i>Occasional Coarse</i>									
<i>Language Too</i>	Ker GTS 43	Ker Yacht Design	13.1	2.8	4.1	Warwick Sherman	Warwick Sherman	CYCA	IRC/ORCI/COR
<i>Ocean Affinity</i>	Marten 49	Reichel Pugh	15.0	3.6	4.2	Stewart Lewis	Stewart Lewis	RQYS	IRC/ORCI
<i>Onesails Racing</i>	Farr 55	Farr Yacht Design	16.8	3.7	4.6	Ray Roberts	Ray Roberts	CYCA	IRC
<i>Optimus Prime</i>	Marten 49	Reichel Pugh	15.1	3.6	4.2	Trevor Taylor	Trevor Taylor	TCYC	IRC/ORCI/COR
<i>Papillon</i>	Archambault A40rc	Joubert Nivelst Mercier	12.0	2.5	3.8	Phil Molony	Phil Molony	CYCA	IRC
<i>Passion 4 C</i>	Bill Tripp	Bill Tripp	17.3	3.7	4.4	Stefan Lehnert	Stefan Lehnert	NYCC	IRC/ORCI
<i>Patrice</i>	Ker 46	Ker Yacht Design	13.9	3.4	4.3	Tony Kirby	Tony Kirby	CYCA	IRC/ORCI
<i>Pazazz</i>	Cookson 12	Bruce Farr	11.9	2.8	3.8	Rob Drury	Rob Drury	RSYS IRC	ORCI
<i>Perpetual Loyal</i>	Juan-K 100	Juan Yacht Design	30.0	6.1	7.5	Anthony Bell	Anthony Bell	CYCA	IRC
<i>PMA Yeah Baby</i>	Welbourn 50	Hugh Welbourn	15.2	3.0	4.6	Louis Ryckmans	Marc Ryckmans	CYCA	IRC
<i>Pretty Fly III</i>	Cookson 50	Farr Yacht Design	15.2	3.3	4.3	Colin Woods	Colin Woods	CYCA	IRC/ORCI
<i>Primitive Cool</i>	Reichel Pugh 51	Reichel Pugh	15.6	3.3	4.4	John Newbold	John Newbold	RMYS	IRC
<i>Px</i>	Andrews 52	Alan Andrews	15.8	3.3	4.3	PX Syndicate	Adrian Dunphy	CYCA	IRC/COR
<i>Quetzalcoatl</i>	Jones 12.3	Don Jones	12.3	2.7	4.0	Antony Sweetapple	Antony Sweetapple	CYCA	PHS/COR
<i>Quikpoint Azzurro</i>	S & S 34	Sparkman and Stephens	10.4	1.9	3.1	Shane Kearns	Shane Kearns	CYCA	IRC/ORCI/COR/VET
<i>Ragamuffin 100</i>	Dovell 100	Dovell	30.5	6.0	6.0	Syd Fischer	Syd Fischer	CYCA IRC	ORCI/VET
<i>Raptor</i>	Beneteau 47.7	Bruce Farr	14.0	2.3	4.5	Ian Creak	Ian Creak	GFS	IRC/ORCI/COR
<i>Ray White Spirit Of</i>									
<i>Koomooloo</i>	Sparkman And Stephens	Sparkman and Stephens	14.5	2.4	4.0	Mike Freebairn	Mike Freebairn	RQYS	IRC/VET
<i>Rio 100</i>	Bakewell-White 100	Bakewell-white	30.5	5.8	6.1	Manouch Moshayedi	Manouch Moshayedi	SYC	IRC/ORCI
<i>Sailors With Disabilities</i>	Nelson Marek 52	Nelson Marek	15.9	3.2	4.2	Sailors with disabilities	David Pescud	CYCA	IRC
<i>Samurai Jack</i>	Farr39ml Mod	Bruce Farr	11.9	2.9	3.7	Michael Lazzarini	Michael Lazzarini	MBYC	ORCI/COR
<i>Scarlet Runner</i>	Reichel Pugh 52	Reichel Pugh	16.0	3.6	4.5	Robert Date	Robert Date	SYC	IRC/ORCI
<i>Selma Expeditions</i>	G.Auzepy-Brenneur	G.Auzepy-Brenneur	20.3	2.7	5.0	Jasica/Kuzniar/Wojtaczka	Piotr Kuzniar	SELMA	IRC/VET
<i>Sextant</i>	XC42	Nels Jeppesen	13.8	2.1	4.1	Denis Doyle & Lynne Smith	Dennis Doyle & Lynne Smith	CYCA	CRUISING
<i>Shes The Culprit</i>	Inglis-Jones/Hart 39	Inglis/Jones	12.0	2.5	3.8	The Culprit Syndicate	Glen Picasso	NCYC/LMYC	PHS/COR/VET
<i>Simply Fun</i>	Judel Vrolijk	Hudson Yacht & Marine	12.6	2.8	4.4	Philip Coombs	Philip Coombs	SYC	IRC
<i>Southern Myth</i>	Laurent Giles Design 162	Laurent Giles	12.5	2.1	2.9	Peter Riddell	Peter Riddell	RSAYS	IRC/COR/VET
<i>Southern Excellence II</i>	Jones 70	Don Jones	21.5	4.6	5.7	Andrew Wenham	Andrew Wenham	CYCA	IRC
<i>Spirit Of Mateship</i>	Volvo 60	Davidson	19.5	3.8	5.3	RSL Queensland	Russell McCart	SYC	PHS
<i>St George</i>									
<i>Midnight Rambler</i>	Ker 40	Ker Yacht Design	12.2	2.6	4.1	Ed Psaltis/Bencsik/Thomas	Ed Psaltis	CYCA	IRC/ORCI/COR
<i>St Jude</i>	Sydney 47	Murray Burns and Dovell	14.2	3.2	4.1	Noel Cornish	Noel Cornish	CYCA	IRC/COR
<i>Takani</i>	Hanse 495	Hanse	15.4	2.4	4.8	James Whittle	James Whittle	RFAYC	PHS
<i>Terra Firma</i>	Cookson 50	Farr Yacht Design	15.4	3.5	4.3	Nicholas Bartels	Nicholas Bartels	SYC	IRC/ORCI
<i>Tevake II</i>	Radford 13.7	Radford Yacht Design	13.6	3.2	3.4	Angus Fletcher	Angus Fletcher	HBVC	PHS/COR
<i>The Goat</i>	Sydney 38	Murray Burns Dovell	11.8	2.7	3.7	The Goat Syndicate	Bruce Foye	CYCA	IRC/ORCI/VET
<i>Tilting At Windmills</i>	Joubert Mod. 42	Peter Joubert	12.8	2.5	3.7	Thorly Gunnerson	Andrew Roberts	SYC	IRC/ORCI/COR/VET
<i>Tina of Melbourne</i>	S&S 37	Sparkman and Stephens	11.2	1.8	3.0	Andy Doolan	Andy Doolan	RMYS IRC	ORCI/VET
<i>Titania of Cowes</i>	Swan 68	Frers	21.1	3.5	5.3	Richard Dobbs	Richard Dobbs	RYS	IRC/ORCI
<i>Triton</i>	LC60	Lyons / Cawse	18.3	3.6	4.8	Michael Cranitch & David Gotze	Michael Cranitch	CYCA	IRC/ORCI/COR
<i>Trybooking.com</i>	Moody 54 Ds	Dixon Yacht Design	17.2	2.7	5.2	Grant Dunoon	Grant Dunoon	RBVC	PHS
<i>TSA Management</i>	Sydney 38	Murray Burns Dovell	11.8	2.6	3.7	Tony Levett	Tony Levett	MHYC	IRC/ORCI
<i>Twitch</i>	Beneteau First 44.7	Farr Yacht Design	13.4	2.6	4.0	Hugh Ellis	Hugh Ellis	RBVC	IRC/ORCI
<i>Victoire</i>	Cookson 50	Farr Yacht Design	15.2	3.5	4.3	Darryl Hodgkinson	Darryl Hodgkinson	CYCA	IRC/ORCI
<i>Wax Lyrical</i>	X 50	Nels Jeppesen	15.2	3.0	4.2	Les Goodridge	Les Goodridge	CYCA	IRC/ORCI/COR
<i>Wedgetail</i>	Reichel Pugh 55	Reichel Pugh	16.8	4.0	4.5	Bill Wild	Bill Wild	RQYS	IRC/ORCI
<i>Whistler</i>	MBD36	Murray Burns Dovell	11.0	2.3	3.5	John Hyslop	Jory Linscott	RYCT	IRC/ORCI/COR
<i>Wild Oats XI</i>	Reichel Pugh 100	Reichel Pugh	30.5	5.9	5.1	Robert/Oatley	Mark Richards	HIYC	IRC
<i>Wild Rose</i>	Farr 43	Bruce Farr	13.1	2.5	4.2	Roger Hickman	Roger Hickman	CYCA IRC	ORCI/VET
<i>Wild Side</i>	Sydney 38CR	Murray Burns Dovell	11.0	2.4	3.4	Martin Vaughan	Martin Vaughan	SYC	IRC/COR
<i>Willyama</i>	Beneteau First 40	Farr Yacht Design	12.2	2.5	3.9	Richard Barron	Richard Barron	RSYS	IRC/COR
<i>Zen</i>	Sydney 38	Murray Burns Dovell	11.8	2.6	3.7	Gordon Ketelbey	Gordon Ketelbey	MHYC	IRC/ORCI
<i>Zora</i>	Salona 45	J&J	13.6	2.6	4.3	Philip King	Philip King	CYCA	PHS





**A CUNNING PLAN**

SAIL NO: SM6461  
LOA: 12.0m  
CLASS: IRC/ORCi  
DESIGNER: Farr Yacht Design (USA)  
YEAR BUILT: 2005  
TYPE: Cookson 12  
NUMBER OF HOBARTS: 0  
OWNER: Jon Lechte  
CLUB: Sandringham Yacht Club, VIC  
CREW: J Lechte (0) – Skipper, C Clapp (4) – Navigator, M Chew (1), I Knuckey, A Reek, A Read, A Perri, G Phelan (1), J Donati (15), T Benson

Launched in 2005 as *Blackadder*, this Cookson 12 was a regular competitor in the CYCA's Short Ocean and Ocean Pointscore Series. The boat was bought by a Victorian syndicate from Sandringham Yacht Club, with the sole objective of training and competing in the Victorian local and offshore races in preparation for the 70th Rolex Sydney Hobart Yacht Race.



**ABRACADABRA**

SAIL NO: 5612  
LOA: 14.33m  
CLASS: PHS  
DESIGNER: Bill Tripp (USA)  
YEAR BUILT: 1991  
TYPE: Tripp 47  
NUMBER OF HOBARTS: 6  
OWNER: James Murchison  
CLUB: Royal Sydney Yacht Squadron, NSW  
CREW: J Murchison (8) – Skipper, J Francis (7), J Walsh (3), M Formosa (20), P Loxton (2)

James Murchison and crew placed third in the PHS division of this year's Land Rover Gold Coast Yacht Race, following on from their PHS overall win in the 2013 race. They have been building a blue water campaign that has culminated in the 70th edition of the Rolex Sydney Hobart. Previous results include eighth in PHS division of the 2012 CYCA's Cabbage Tree Island Race and fifth in PHS Division 2 in the Rolex Sydney Hobart that year. She did not compete in last year's race. Murchison has competed in several Sydney Gold Coast Yacht Races, eight Rolex Sydney Hobarts, a Melbourne to Osaka, Pittwater to Coffs Harbour and Sydney Mooloolaba races.



**ADA CELESTIAL**

SAIL NO: 421  
LOA: 14m  
CLASS: IRC/ORCi  
DESIGNER: Rogers (UK)  
YEAR BUILT: 2007  
TYPE: Rogers 46  
NUMBER OF HOBARTS: 5  
OWNER: Sam Haynes  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: S Haynes (4) – Skipper, D Van Der Wende (4) – Navigator, K Clarkson (7), B Decoster (2), C Janes (10), D Palazzi (4), D McPhee (5), G Bauchop (18), J Cook (3), M Feilberg (3), S Clarkson (4), B Wilmot (7)

Sam Haynes' *ADA* (Assistance Dogs Australia) *Celestial's* most recent victory was overall in the Land Rover Sydney Gold Coast Race 2014, followed up by a divisional win on IRC and ORCi in the Club Marine Brisbane to Keppel race 2014. In last year's Rolex Sydney Hobart, *Celestial* finished third overall on IRC, second overall on ORCi and 15th on line. Previously *Celestial* has won the 2013 NSW IRC State Championships, at Sail Port Stephens and finished fourth in the 2013 Nationals at Victoria Festival of Sails. She has won ORCi and finished second overall in IRC in the 2012 CYCA Bluewater Series including second in IRC Division of the 2013 Sydney Gold Coast Race, finishing with a third on IRC in the Flinders Islet before going on to place first on IRC, ORCi and PHS in the Bird Island Race ensuring for the third year running that she has had her name engraved on the George Barton trophy for the Bird Island race. *Celestial* has largely held the same crew for the four years under Haynes' ownership and is supporting and raising funds for Assistance Dogs Australia.



**AFTER MIDNIGHT**

SAIL NO: 8778  
LOA: 12.4m  
CLASS: IRC/ORCi  
DESIGNER: Bruce Farr  
YEAR BUILT: 2002  
TYPE: Farr 40 MOD  
NUMBER OF HOBARTS: 11  
OWNER: Mark and Greg Tobin  
CLUB: Cruising Yacht Club of Australia, NSW

CREW: M Tobin (5) – Skipper, G Tobin (4) – Skipper/Navigator, C Preen (1), D Richardson, J Rae, M Bakewell, M Linhart, A Ravell (1), J Restall (1)

Owners Mike and Greg Tobin purchased the Farr 40 MOD in March this year. The brothers acquired the yacht from Melbourne John Newbold who had owned her for two years. (Newbold now owns and races *Primitive Cool*). Racing its first ocean race in the hands of its new owners at the Land Rover Gold Coast Race, *After Midnight* finished with a sixth overall in IRC Division 2. This boat holds a strong pedigree as a solid performer. As *Primitive Cool*, the boat had moderate success, competing across the Ocean Racing Club of Victoria's winter series, RMYS's JH McDonald Series, and winning Cruising Division B at Geelong Week in January of this year. Before Newbold, owners Ed Psaltis and Bob Thomas won the 2006/2007 CYCA's Blue Water Pointscore Series and Short Ocean Point Score with the boat they named *AFR Midnight Rambler*. The duo also won the Gold Coast race overall in 2009 and were divisional winners three times.



**ALIEN**

SAIL NO: R880  
LOA: 10.9m  
CLASS: IRC, PHS and Corinthian  
DESIGNER: Duthie Lidgard  
YEAR BUILT: 1996  
TYPE: Lidgard 36 one off design  
NUMBER OF HOBARTS: 1  
OWNER: Justin Brennan  
CLUB: Royal Yacht Club of Victoria, VIC  
CREW: J Brennan – Skipper, C Brennan, A Campbell – Navigator, M Noy, A Vincent, M Drobotko, A King, J Baker

*Alien*, only a rare visitor to Sydney, finished second in PHS Division B, in the 1999 Sydney Hobart before competing in the Vanuatu Series in 2006 finishing third in the Melbourne Vanuatu leg and winning Vanuatu Mackay. Purchased by Justin Brennan in 2008, *Alien* has been an active competitor in the ORCV southern races. She won the Melbourne Hobart East Coast race in 2008 before turning her attention to the "West Coaster". With the support of Nautilus Marine Insurance, *Alien* has secured podium positions in the Melbourne Hobart West Coast Race for four of the past five years (retiring in 2012 with a torn mainsail). Her campaigning included the Heemskirk Trophy where she was overall winner in both 2009 and 2011. *Alien* is by today's standards, a relatively heavy cruiser. She was originally designed for IMS racing but constructed in Hobart with an eye to "southern conditions".



**ALIVE**

SAIL NO: 52566  
LOA: 22.0m  
CLASS: IRC/ORCi  
DESIGNER: Reichel Pugh  
YEAR BUILT: 2006  
TYPE: Reichel Pugh 66  
NUMBER OF HOBARTS: 2  
OWNER: Phillip Turner  
CLUB: TBC  
CREW: D Hine (1) – Skipper, D Turton (5) – Navigator, W Morgan, A Gough (1), B Morrison (3), B Donovan (1), J Torpy (2), M Matthews, P Turner, M Chew

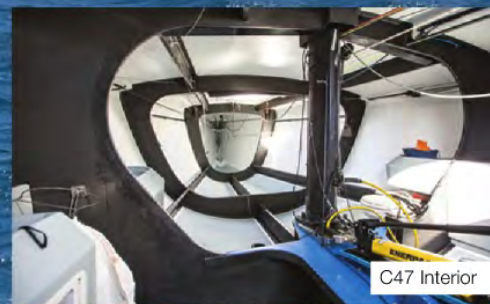
*Alive* formerly known as *Black Jack*, was acquired by Tasmanian businessman Phillip Turner from Peter Harburg early in 2014. Her narrow, light and canting keel combined with a powerful new Southern Spar rig makes her a technically advanced and challenging boat. The new owner and crew have enjoyed consistent success with a first place ORCi and IRC overall in the Brisbane to Gladstone, first IRC overall in Sail Paradise, third over the line in the Brisbane to Keppel, second overall IRC Division 1 at Hamilton Island Race Week and most notably, the 1,850 nautical mile MYC Melbourne to Vanuatu in which she won line honours and IRC as well as cementing a new race record. The boat was sixth across the line in the 2008 Rolex Sydney Hobart. In 2012 she recorded the second fastest time ever in the Sydney Gold Coast Race, breaking *Briandabella's* (a conventionally ballasted yacht) 13-year race record, claiming the second fastest time for the Open record after finishing in 26hrs 24 mins and 2 secs. The boat was originally launched in the US in 2006 as *Stark Raving Mad*.



**ANGER MANAGEMENT**

SAIL NO: 11011  
LOA: 13.1m  
CLASS: IRC/ORCi  
DESIGNER: John Corby  
YEAR BUILT: 2007  
TYPE: Corby 43  
NUMBER OF HOBARTS: 0  
OWNER: P Arnall  
CLUB: Newcastle Cruising Club, NSW  
CREW: P Arnall – Skipper, R Arnall – Navigator, R Ferguson, T Vooles, B Dixon, B Hardy (1), A Williams, J Skelton, J Schute

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 **PREMIER**  
COMPOSITE TECHNOLOGIES



Owned and campaigned by the Commodore of Newcastle Cruising Yacht Club, Phil Amall and his son Richard, this Corby 43 is the third for them to campaign under this name. Formerly known as *Full Metal Jacket* and raced in the South China Seas with distinction, this will be her maiden Rolex Sydney Hobart Race. Not foreign to ocean racing on the eastern seaboard, *Anger Management* has been a regular entrant in the Sydney Gold Coast where she finished fifth overall in IRC Division 2 in the 2014 race and sixth over the line and sixth overall in 2014 Pittwater Coffs Race. In home waters, she went on to compete in the NCYC's long and short ocean races, finishing second in IRC Division 1 in the Cross, Lion, Bird and Cabbage Tree Series, second in IRC the Ocean Pointscore and second in IRC Division 1 of the Winter Short Ocean Pointscore and presently holds the Gun Trophy. She finished seventh in IRC Division B of the Australian IRC Championship in April.



**ARIEL**

**SAIL NO:** A140  
**LOA:** 12.6m  
**CLASS:** IRC/ORCi  
**DESIGNER:** Bruce Farr  
**YEAR BUILT:** 2010  
**TYPE:** Beneteau First 40  
**NUMBER OF HOBARTS:** 2  
**OWNER:** Ron Forster  
**CLUB:** Cruising Yacht Club of Australia, NSW / Sydney Amateur Sailing Club  
**CREW:** R Forster (1) / P Damp (1) – Skipper, J Naylor, I Short, M Short, G Cooper, H Forster

This will be *Ariel's* third consecutive Rolex Sydney Hobart race. She won her division in the 2014 Land Rover Winter Series and placed second overall in both IRC Division 3 and ORCi Division 2 in the Land Rover Sydney Gold Coast Race. Ron Forster and crew are preparing for this year's race by competing in the BWPS again. In the 2012 Rolex Sydney Hobart she finished seventh in IRC Division 3 and eighth overall IRC Division 3 in the 2013 race. Forster first sailed a Rolex Sydney Hobart 33 years ago.



**ART EQUITY MAHLIGAI**

**SAIL NO:** NZL1  
**LOA:** 14.3m  
**CLASS:** PHS  
**DESIGNER:** Murray Burns Dovell (AUS)  
**YEAR BUILT:** 1998

**TYPE:** Sydney 46  
**NUMBER OF HOBARTS:** 4  
**OWNER:** Murray Owen and Jenny Kings  
**CLUB:** Royal Port Nicholson Yacht Club, New Zealand  
**CREW:** M Owen (6) – Skipper, J Kings (5) – Navigator, V Chirkov, A Titorenko, D Marievich, E Gazarov, I Kopazov, A Bakhtinov, K Kuroptev, V Reshetov, A Gazarov, A Vodovotov-Abas, S Isdakov, N Titorenko, M Kuropteva, L Alexander

This Sydney 46 has raced to Hobart five times now and has finished every one. In last year's Rolex Sydney Hobart she improved her 2011 assault on the PHS trophy where she finished ninth overall to finish fifth overall and second in PHS Division 1. Her best result was in the 2010 race, when she was fourth overall in PHS and won Division 1, racing as *NSC Mahligai*. In 2009, was third in Division 1, while in 2008, sailed under IRC and finished 61st overall. Before Murray Owen and Jenny Kings owned *Mahligai*, she spent most of her life racing in Asia. She is berthed at the CYCA, but will race under the burgee of the Royal Port Nicholson Yacht Club in New Zealand, in a nod to Owen and Kings' place of birth.



**AUDERE**

**SAIL NO:** 4545  
**LOA:** 13.7m  
**CLASS:** IRC/ORCi  
**DESIGNER:** Philippe Briand (FRA)  
**YEAR BUILT:** 2011  
**TYPE:** Beneteau First 45  
**NUMBER OF HOBARTS:** 1  
**OWNER:** Michael Pritchard  
**CLUB:** Royal Yacht Club of Tasmania, TAS  
**CREW:** M Pritchard – Skipper, M Hutchinson (4) – Navigator, M Souter (5), I Johnston, S Butler, D George, T Steames, B Pritchard, P Reid, J Wilkie, S Bradford

A relative newcomer to ocean racing, Michael Pritchard and his Beneteau First 45 *Audere* impressed in their debut event, the Maria Island Yacht Race in November 2013 where they finished fourth under IRC. In February 2013, she placed third under IRC in the 89 nautical mile Bruny Island Race, finished eighth in IRC Division 3 of the Land Rover Sydney Gold Coast Yacht Race in July and second overall and won the ORCi division of the Brisbane to Keppel Island Yacht Race in August. Pritchard is no stranger to the adrenaline rush, having previously raced in the Targa car rallies, and is hoping that the journey north will be favourable for his Beneteau. *Audere* has been competing in the Royal Yacht Club of Tasmania's twilight races and is also cruised by the Pritchard family around Hobart. The boat was launched in 2011 by South Australian Garry Tucker and

competed in the 2011 Rolex Sydney Hobart as *Patrice IV*, finishing 12th in division.



**AUSREO**

**SAIL NO:** 6755  
**LOA:** 14.0m  
**CLASS:** IRC/ORCi  
**DESIGNER:** Farr Yacht Design (USA)  
**YEAR BUILT:** 2002  
**TYPE:** Beneteau 47.7  
**NUMBER OF HOBARTS:** 1  
**OWNER:** Ian Creak  
**CLUB:** Greenwich Flying Squadron, NSW  
**CREW:** I Creak - Skipper, G Sanford (2) – Navigator, J Lelliott (1), A Lelliott (1), D North (1), I Arnold (1), I Creak, I Sandford (2), L Bryant (1), M Pinter (5), P Atwood, R Glendenning

This boat undertook her maiden Rolex Sydney Hobart Yacht Race last year finishing a respectable 28th overall and seventh in IRC Division 3. Creak has assembled a crew of regular offshore yachties who have been aboard with him in the CYCA's Sydney Gold Coast Yacht Race over the last few years. They missed this year's Land Rover Sydney Gold Coast race and their best result to date was in the 2013 race where they finished 22nd overall and 11th in Division 3. Creak and his crew are looking forward to a hard slog to Hobart aboard this Beneteau 47.7 originally campaigned as *Caliban II*.



**BACARDI**

**SAIL NO:** SM377  
**LOA:** 13.4m  
**CLASS:** IRC  
**DESIGNER:** Doug Peterson (USA)  
**YEAR BUILT:** 1978  
**TYPE:** Peterson 44  
**NUMBER OF HOBARTS:** 28  
**OWNER:** Martin Power  
**CLUB:** Sandringham Yacht Club, VIC  
**CREW:** M Power (11) – Skipper, S Humphres (6) - Navigator, M Beddoe's (2), M De Fina (1), R Eason (3), L Forkes (3), P Rejola (2), D Marquetts (1) M Fox, G Poole (1), B Leighton (1)

Bacardi holds the record for the most Hobart races ever sailed by an individual yacht – 28 – and this year she will break her own record and make it 29. She finished 58th overall and 7th in division in last year's Rolex Sydney Hobart, and equaled

the record 27 races set in 2007 by *Phillips Foote Witchdoctor*, a Davidson 44, in 2011. *Bacardi* has only failed to finish once in her Hobart race history. Sailed by her present owner in 2010, she dropped her rig and the deck disintegrated in heavy seas off the southern NSW coast. *Bacardi's* best result in the Rolex Sydney Hobart was in 2006 when the 35-year-old finished second overall to the classic yacht *Love & War*. Skipper Martin Power raced his previous boat, a Swanson 36, *Breakaway*, to several divisional placings in the Rolex Sydney Hobart, including winning the Gordon Marshall Trophy in 1999.



**BALANCE**

**SAIL NO:** 52002  
**LOA:** 15.9m  
**CLASS:** IRC/ORCi  
**DESIGNER:** Farr Yacht Design (USA)  
**YEAR BUILT:** 2005  
**TYPE:** FARR TP52  
**NUMBER OF HOBARTS:** TBC  
**OWNER:** Paul Clitheroe  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** P Clitheroe (7) – Skipper, N Scott Perry (3) – Navigator, A Brown (5), B McRae (3), C Evans, D Keddie (2), M Craig (1), M de Montgolfier (1), N Mrdjen (2), P Hardy, T Brewer (1)

CYCA Director Paul Clitheroe has taken another step up in his ocean racing pursuits, purchasing the TP52 *Quest*, and 2008 Rolex Sydney Hobart Yacht Race overall winner, earlier this year. This makes the money media commentator's fifth yacht called *Balance*. In the Land Rover Gold Coast he finished seventh over line, second overall IRC Division 1 and fourth overall ORCi. Racing in the CYCA Blue Water Pointscore he is tracking at third overall after race three. *Balance* placed first overall in the Cabbage Tree Island in November. Under its former name *Quest*, this boat won every major race/event on the eastern seaboard, including Hamilton Island Race Week, Sydney Gold Coast Yacht Race and Geelong Race Week, in addition to the Rolex Sydney Hobart. With his previous yacht, a Beneteau 45, Clitheroe won the 2013 City of Sydney Cup for the Australia Day Race, won Division 1 in both IRC and ORCi in the 2013 Sydney Harbour Regatta, and finished second in Division 1 of the IRC Passage at Hamilton Island Race Week in August 2013. In 2011, Clitheroe achieved some strong podium finishes including second in the Audi Docklands Invitational Production division, winning the Milsons Cup and Division 2 of the NSW IRC Championship, before a divisional third in the Sydney Gold Coast Yacht Race. He also finished second in IRC Division B at Hamilton Island Race Week, then third in IRC Division 3 and second in ORCi Division 2 in the Rolex Sydney Hobart – his best result in the blue water classic.



**BEAR NECESSITY**

SAIL NO: MH115  
 LOA: 11.5m  
 CLASS: IRC/ORCi  
 DESIGNER: Tim Jackett (USA)  
 YEAR BUILT: 2007  
 TYPE: C & C 115  
 NUMBER OF HOBARTS: 2  
 OWNER: John Blair  
 CLUB: Balmain Sailing Club, NSW  
 CREW: J Blair – Skipper, A Abrosimova (1), A Bailey (3), C Hodgson, D Murray (1), J Blair, L Bavin, J Rowe (1), S Oliver

This yacht has not been seen on the offshore racing circuit for a few seasons and returned to the scene in July under new owner John Blair where she competed in the Land Rover Gold Coast Yacht Race finishing seventh in IRC Division 4. Earlier this year, *Bear Necessity* finished fourth in division of Balmain Sailing Club's Annual Island Race. Her best result in the Rolex Sydney Hobart was a 13th in division in 2009 under former owners Andrew and Pauline Dally, who launched the yacht in 2007 just prior to the Rolex Sydney Hobart. They finished 23rd in division that year.

**BLACK JACK**

SAIL NO: 52570  
 LOA: 21.5m  
 CLASS: IRC  
 DESIGNER: Juan Kouyoumdjian (ARG)  
 YEAR BUILT: 2011  
 TYPE: Volvo 70  
 NUMBER OF HOBARTS: 1 as *Telefonica*  
 OWNER: Peter Harburg  
 CLUB: Royal Queensland Yacht Squadron, QLD  
 CREW: M Bradford (8) – Skipper, P Elkington – Navigator, P Harburg (3), A Nolan (7), A Smith, A Nossiter (12), B Hilliar (4), B Clarke (15), D Hutchison (5), G Van Lunteren (2), M Von Bribra (3), P Dowdney (13), P Elkington (1), V Prentice (5), W McCarthy (10), C Anderson

Peter Harburg purchased this yacht in early 2013 and continued the *Black Jack* name for his friend and Formula One legend, the late Sir Jack Brabham. Modifications were made to ensure the yacht was up to Australian standards before she made her Australian racing debut last July. In her maiden Australian ocean race with new

owner Peter Harburg, last year's Sydney Gold Coast Yacht Race, the former 2011 to 2012 VOR entrant *Telefonica*, finished third on line and third in IRC Division 0 following a tight tussle to the finish with the top two, *Wild Thing* and *Lahana*. Just a week later, *Black Jack* was second on line to *Wild Thing* in the Club Marine Great Keppel Island Yacht Race. Just two weeks later in the Rolex Sydney Hobart, *Black Jack* battled with *Giacomo*, the former *Groupama*, winner of the VOR in 2011 to 2012, finishing fourth on line just two minutes and 17 seconds ahead of *Giacomo*, and placed sixth in IRC Division 0. In April in the Brisbane to Gladstone Yacht Race, she won line honours and finished second in IRC Division 1 to the Reichel/Pugh 66, *Alive*, the former *Black Jack* is now owned by Tasmanian Phil Turner. In July, *Black Jack* finished second overall in the Sydney Gold Coast Yacht Race and was the third boat to cross the line behind *Wild Oats XI* and *Perpetual LOYAL*. She also finished second to *Wild Oats XI* in the Brisbane to Keppel Island race in August.

**BLACK SHEEP**

SAIL NO: 33345  
 LOA: 13.7m  
 CLASS: IRC/ORCi  
 DESIGNER: Philippe Briand (FRA)  
 YEAR BUILT: 2008  
 TYPE: Beneteau 45  
 NUMBER OF HOBARTS: 1  
 OWNER: Derek and Martin Sheppard  
 CLUB: Cruising Yacht Club of Australia, NSW  
 CREW: D Sheppard – Skipper, M Kennedy – Navigator, M Sheppard, A Salmon, K Bennett, M Ramsay, M Jones, P Allen, W Taylor, A Veness, Y Heritage, P Ross, P Lee

In their first season campaigning *Black Sheep*, formerly *Honeysuckle*, on the ocean racing circuit, brothers Martin and Derek Sheppard competed in the CYCA's 2013-2014 Blue Water Pointscore Series where they finished seventh in IRC and second in the Cape Byron Pointscore (the ORCi category of the Blue Water Pointscore) behind *Wild Rose*, the Blue Water champion. They finished with an eighth in IRC Division 3 of the 2013 Sydney Gold Coast Yacht Race, third overall in the Flinders Islet Race in September, fifth in October's Bird Island Race, 11th in the Cabbage Tree Island race, 11th in the Port Hacking Bird Island Race and ninth in division in the Rolex Sydney Hobart. In July this year, *Black Sheep* finished third in IRC Division 3 of the Land Rover Gold Coast Yacht Race.

**BREAKTHROUGH**

SAIL NO: 6834  
 LOA: 12.2m  
 CLASS: IRC  
 DESIGNER: Farr Yacht Design (USA)  
 YEAR BUILT: 2010  
 TYPE: Beneteau First 40  
 NUMBER OF HOBARTS: 3  
 OWNER: Jonathan Stone and Mat Vadas  
 CLUB: Cruising Yacht Club of Australia, NSW  
 CREW: M Vadas (3) – Skipper, B Hunter (3) – Navigator, B Hurley (2), A Carpenter (2), B Hurley, B Hunter (3), C Halpin (1), K Rumball (1), M Vadas (3), D Daley, T Guy (2),

This is the former *Chancellor* which was purchased by Jonathan Stone and Mat Vadas who sailed the Beneteau First 40 to 35th overall and ninth in IRC Division 3 of the 2012 Sydney Gold Coast Yacht Race. They went on to finish 29th overall and eighth in IRC Division 3 of the Rolex Sydney Hobart. *Breakthrough* retired from this year's Sydney Gold Coast Yacht Race due to time constraints. Previously, Stone owned *Illusion* (the 1988 Hobart overall winner for her original owner), which he sailed in the 2011 Rolex Sydney Hobart, but retired with hull damage. *Breakthrough's* two current owners, Mathew Vadas and Jonathan Stone, have achieved significant breakthroughs in a lifetime of medical research, hence the name the yacht has been christened. They bring the same focus and attention to detail in this their fourth Bluewater and Rolex Sydney Hobart campaign. They will be joined on this campaign by Sydney veterans Ben Hunter and Adam Carpenter and a team of Irish sailors headed by Barry Hurley.

**BRINDABELLA**

SAIL NO: 10000  
 LOA: 24.1m  
 CLASS: PHS  
 DESIGNER: Scott Jutson (AUS)  
 YEAR BUILT: 1993  
 TYPE: Jutson 80  
 NUMBER OF HOBARTS: 21  
 OWNER: Jim Cooney  
 CLUB: Cruising Yacht Club of Australia, NSW  
 CREW: J Cooney (4) – Skipper, O Schenk (8) – Navigator, B Kellett (22), A Berman, A Simpson (2), B Sykes (25),

C Buchanan (4), D Goff (4), D Hislop, F Cooney, J Verheggen (2), M Blake, C Crafoord (29), N Armstrong (1), O Court, R Bott (3), S Wells (2), S Don (10), W Hedberg (2), S King (1), A Peyaud (2),

*Brindabella* held the open and conventionally ballasted race record for this race for 13 years until it was broken by *Wild Oats XI* and *Loki* respectively in 2012. She still holds the record of 1 day, 20 hours, 46 minutes, 33 seconds for a conventionally ballasted yacht for the Sydney Hobart Yacht Race, which she set in 1999 after finishing second on line to the water ballasted record breaker, *Nokia* and won line honours in the 1997 Hobart – all with original owner George Snow. Jim Cooney purchased the maxi in 2010 and campaigns her in the CYCA's offshore and short ocean races. In this year's Land Rover Sydney Gold Coast Yacht Race, she was 19th boat to finish across the line and was seventh in the PHS Division. She finished 17th on line in last year's Rolex Sydney Hobart as well as securing fourth in PHS Division 1. The Scott Jutson design still holds the record for the Sydney Noumea, Sydney Mooloolaba and Sydney Wollongong races, all of which were discontinued, but the latter two were re-introduced this year – Wollongong after a 13 year hiatus and Mooloolaba after leaving the yachting calendar a couple of times.

**C.Q.R.i.T INCA**

SAIL NO: F111  
 LOA: 12.5m  
 CLASS: PHS  
 DESIGNER: Lavranos Marine Design (NZL)  
 YEAR BUILT: 1999  
 TYPE: Vickers 41 MkII  
 NUMBER OF HOBARTS: 3  
 OWNER: Noel Sneddon  
 CLUB: Whitsundays Sailing Club, QLD  
 CREW: N Sneddon (7) – Skipper, I Cooke (5) – Navigator, M Cooke (3), N Cooke (1), B Butcher

*C.Q.R.i.T INCA* (pronounced, secure it Inca) was sailed over from South Africa in 2000, after which Noel Sneddon purchased her as his new floating home residing at Airlie Beach. Since then she has competed in several Audi Hamilton Island Race Weeks and 2008, 2010 and 2012 Rolex Sydney Hobart races. Racing as *CIC Secure Inca* in 2010 they finished with a third in PHS Division 2 following with a sixth in PHS Division 2 in the 2012 race where she raced as *CIC Technology Inca*. Aboard for this year's Rolex Sydney Hobart are a father and son trio Ian, and two sons, Michael having done two Rolex Sydney Hobart's with his dad, and now joined by the youngest son Nicholas.





**CADIBARRA 8**

SAIL NO: R420  
LOA: 12.9m  
CLASS: IRC  
DESIGNER: Don Jones (AUS)  
YEAR BUILT: 2001  
TYPE: Jones 42  
NUMBER OF HOBARTS: 2  
OWNER: Paul Roberts  
CLUB: Royal Yacht Club of Victoria, VIC  
CREW: P Roberts (9) – Skipper, I Davidson (2) – Navigator, T Godbert (3), C Miller (1), J Mullavey (2), A Gontar, F Obermayer, S Pitt, S Stirling

Roberts purchased the boat in 2010 from its previous Victoria based owner, Don Jones. Roberts embarked on some major modifications in 2012 in preparation for the Melbourne to Osaka Double-Handed Yacht Race winning IRC and finishing second on line in a time of 32:05:09:39. Roberts' most recent Rolex Sydney Hobart was in 2011 where he finished ninth in IRC Division 2. Roberts competed in the ORCV winter series, using the series as crew training before competing in ocean races including the Stanley and West Coaster races, in the lead-up to the Rolex Sydney Hobart.



**CARO**

SAIL NO: CAY65  
LOA: 20.0m  
CLASS: IRC/ORC*i*  
DESIGNER: Botin Partners (ESP)  
YEAR BUILT: 2013  
TYPE: Botin 65  
NUMBER OF HOBARTS: 0  
OWNER: Roccomare Ltd  
CLUB: George Town Yacht Club, Cayman Islands  
CREW: M Klink – Skipper, I Moore – Navigator, J Ferris, J Langwasser, A Meiklejohn, C Moeller, J Swain, M Bartlett, M Muller, C Salthouse

New to the Rolex Sydney Hobart, *Caro* is a racer/cruiser. Just after her launch, she competed at Cowes Week, but after starting the Rolex Fastnet Race, ran hard aground. Max Klink and crew went on to the break the ARC race record in 2013 crossing the finish line in Rodney Bay, Saint Lucia at 10:10:10 UTC (06:10:10 Local time) and earned a place in the history books, smashing the ARC course record by 8 hours 7 minutes and 20 seconds. This is a high-tech machine light-weight carbon-

fibre racer/cruiser, designed for speed and ocean racing. Her pedigree is matched with its elite racing crew who have previously been involved with some of the world's top racing programs including Ian Moore, Andy Meiklejohn, Mark Bartlett, Michael Muller, Jonathon Swain and Justin Ferris whom are all Volvo Ocean Race veterans. Jens Langwasser, a designer from the boat's Kiel-based builders Krierim Yacht-bau will also be on board. This line up of talent is added to with Chris Salthouse from the America's Cup.



**CHANCELLOR**

SAIL NO: 8824  
LOA: 14.8m  
CLASS: IRC/ORC*i*  
DESIGNER: Farr Yacht Design (USA)  
YEAR BUILT: 2004  
TYPE: Beneteau 47.7  
NUMBER OF HOBARTS: 4  
OWNER: Edward Tooher  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: E Tooher (8) – Skipper, P Brockman – Navigator, M Meehan (2), G Hancock, G Smith, L Gook, M Ward (4), P Kenna (2), P May (3), P Drake-Brockman (7), S Dawson (4), J Yuen.

This is the fourth Beneteau owned and sailed by Ted Tooher under the name *Chancellor*. First a Beneteau 33 then a 40.7 followed by the F40 and now this F47.7. This current Beneteau was formerly known as *Pretty Fly II*, and the boat was campaigned extensively by her previous owners Colin and Gladys Woods, and clocked up thousands of sea miles along the eastern seaboard. Tooher has given her a refit and is crewed for race success. Tooher finished 18th overall in IRC Division 3 of the 2013 Rolex Sydney Hobart race. She was 11th over line and 11th IRC overall in this season's Newcastle Bass Island Race.



**CHARLIE'S DREAM**

SAIL NO: RQ1920  
LOA: 13.7m  
CLASS: PHS  
DESIGNER: Holland/Cole/Lowe (IRE)  
YEAR BUILT: 2008  
TYPE: Bluewater 450  
NO. OF HOBARTS: 4  
OWNER: Peter Lewis  
CLUB: Royal Queensland Yacht Club, QLD

CREW: P Lewis – Skipper (4), G Boyd (2) – Navigator, B Pozzey (4), K Kaiser (2), N Everson (2), P Cooper (2), P Zemek (1), R Dawson (3), R Dallimore (2)

*Charlie's Dream* is a cruising yacht named in memory of Peter Lewis' father-in-law. Since delivery in September 2008, she has mostly cruised, but has competed in four Rolex Sydney Hobarts, two Gosford to Lord Howe Islands, two Brisbane to Gladstones and two Brisbane to Keppel races along the way. In her first Sydney Hobart outing in 2008, *Charlie's Dream* placed second in the Cruising Division, followed by a fourth in the Cruising Division of the 2009 Brisbane to Gladstone Race. In 2010, she won her PHS Division of the Gosford Lord Howe Island race and went on to finish eighth in PHS Division 2 of the Rolex Sydney Hobart. In 2011-2012 she circumnavigated Australia, and in June, completed the Brisbane to Noumea Rally.



**CHUTZPAH**

SAIL NO: R33  
LOA: 12.32m  
CLASS: IRC/ORC*i*  
DESIGNER: Reichel/Pugh (USA)  
YEAR BUILT: 2007  
TYPE: Caprice 40  
NUMBER OF HOBARTS: 6  
OWNER: Bruce Taylor  
CLUB: Royal Yacht Club of Victoria, VIC  
CREW: B Taylor (32) – Skipper, K Piesse (29) – Navigator, P Fletcher (6), A Taylor (21), B Anderson, G Gourley (26), M Bagley (5), P Sandles (13), J Permezel (23), L Attersall

Although he has come so close, with second and third places overall, and an amazing 10 divisional wins, this will be Bruce Taylor's 34th attempt to win the race that has thus far eluded him. He may still be wondering what could have been, after selling his *Hick 35* to Ed Psaltis and Bob Thomas in 1998, who went on to win that fatal race, while Taylor had to retire his new boat. Son Drew, has sailed every one of his 21 races with Bruce, flying in from Hong Kong each year. His crew is a solid core who have stuck with Taylor and have serious Hobart cred, with three having notched up 25 races plus, and others nearing that magic milestone. *Chutzpah's* Victorian owner has 33 Hobarts to his credit, 27 with his own boats, his latest being *Chutzpah* number six. She is a Reichel/Pugh Caprice 40 built by Mal Hart, a builder of note from Victoria. In her first Rolex Sydney Hobart in 2007, *Chutzpah* won Division C and placed fourth overall. In 2008 she scored another IRC 2 Division win, and was third in division in 2009 and 2010.



**CLIPPER VENTURES 10**

SAIL NO: GBR9359T  
LOA: 20.7m  
CLASS: IRC  
DESIGNER: Ed Dubois (UK)  
YEAR BUILT: 2005  
TYPE: Clipper 68  
NUMBER OF HOBARTS: 1  
OWNER: Clipper Ventures  
CLUB: Royal Ocean Racing Club, UK  
CREW: P Dudin – Skipper/Navigator, Wayne Reed (4), Drew Hulton-Smith, K Whyte, K Camilleri (3), A Cavaghan, V Arais, S Quinlan, S Cho, A Sangiorgi, M Ponomarev, P Hill, Y Dickinson, S Nutter, S McKean, B Dowling, J Hollow, Media Berther – TBC

With four circumnavigations and more than 140,000 miles under her hull, *Clipper Ventures 10* is a tried and tested ocean racing yacht. The stripped down 68 foot racing yacht comes from the drawing board of renowned yacht designer Ed Dubois and has been designed for fast downwind ocean racing and, with an open deck layout, provide a perfect platform for fleet racing and corporate events. Skipper Piers Dudin has logged some 100,000nm over his sailing career. He competed in the Leg 1 (United Kingdom to China) in the *Clipper 09/10* and Leg 8 (New York to United Kingdom in the 11/12 *Clipper*. The entire crew are well seasoned offshore sailors.



**COMANCHE**

SAIL NO: 12358  
LOA: 34.2m  
CLASS: IRC/ORC*i*  
DESIGNER: Verdier Yacht Design and Vplp  
YEAR BUILT: 2014  
TYPE: VPLP  
NO OF HOBARTS: 0  
OWNER: Jim Clark/Kristy Hinze-Clark  
CLUB: TBC  
CREW: K Reid – Skipper, S Honey (2) – Navigator, C Smith, K Harrap, W Fluery, T Mutter, M Trubovich, S Clarkson, R Godfrey (10), C Smith (10), J Fanelli, J Von Schwarz, K Keeley (1), C Maxted (2), R Clarke, D Rolfe, K Worthington, G Gendell, J Cressant, L Sinclair,

This is possibly one of the most talked about entries for this 70th Anniversary







Race. This new 100-foot supermaxi is designed by Verdier Yacht Design & Vplp to push the boundaries of technology with the ultimate goal of taking line honours this year. The boat is the culmination of a two-year project. Built at Hodgdon Yachts in Maine, *Comanche* was sailed for the first time on October 13 and will be spiced with Australian flavour partly because her co-owner is Kristy Hinze-Clark, a former supermodel from Australia married to Jim Clark. Her mainsail also reflects *Comanche's* Australian connection, as does Aussie crew; boat captain Casey Smith, Ryan Godfrey in the pit and Chris Maxted "floating". Other big names are Stan Honey (navigator) and New Zealand's Kevin Halrap on tactics. *Comanche* is skippered by renowned US sailor Ken Read with 21 international crew. Jim Clark, an American entrepreneur and computer scientist, founded several prominent Silicon Valley technology companies, such as Silicon Graphics Inc. and Netscape Communications Corporation.



CONCUBINE

**SAIL NO:** B40  
**LOA:** 12.6m  
**CLASS:** IRC / ORC  
**DESIGNER:** Farr Yacht Design (USA)  
**YEAR BUILT:** 2012  
**TYPE:** Beneteau First 40  
**NO OF HOBARTS:** TBC  
**OWNER:** Shevaun Bruland / Jason Ward  
**CLUB:** Cruising Yacht Club, SA  
**CREW:** J Ward – Skipper, J Clark – Navigator, J Paterson (5), A Mitton (4), J Mitton, M Hansen, N Deussen (1), J Clark (3), J Ward, S Bruland (1), L Stephens

*Concubine* is owner Jason Ward's first offshore racing yacht after many years of competing in one design fleets, primarily Etchells and Melges 24's. Since taking the step up a little over 2 years ago, Ward has drummed up some impressive results including second in the 2014 SA IRC Championship, third in her division in the Adelaide to Port Lincoln race, second in division in the Great Southern regatta and second in PHS division of the Island Cup. Earlier this year, the Land Rover Gold Coast Yacht Race marked her first major offshore race outside of South Australia with the 70th Anniversary Rolex Sydney Hobart marking her first in this prestigious event.



**COUGAR II**  
**SAIL NO:** 5200  
**LOA:** 15.85  
**CLASS:** IRC/ORCi  
**DESIGNER:** Farr Yacht Design (USA)  
**YEAR BUILT:** 2005  
**TYPE:** TP52  
**NUMBER OF HOBARTS:** 5  
**OWNER:** Anthony Lyall  
**CLUB:** Royal Ocean Racing Club, TAS  
**CREW:** A Lyall (11) – Skipper, C Cecil (2), D Meincke (14), P Brasington (19), S Denholm, T Grafton (13), M Cubit (1), A Sayers, D Watson, G Peacock (5), M Jeffrey (4), O Nicholas (1), R Parker (4), D Woods, R Cohen

Anthony Lyall purchased this boat in late November 2011, making the step up to grand prix racing from his old warhorse Valheru, a modified Elliott 13. In the 2012 Rolex Sydney Hobart, Cougar II finished 13th on line, 11th overall and 6th in IRC Division 1. The boat's previous best result

includes a second overall in the 2008 Rolex Sydney Hobart. In 2012 she was raced in the TP52 Southern Cross Cup Regatta on Pittwater, to the north of Sydney.



**DARE DEVIL**  
**SAIL NO:** RF5095  
**LOA:** 14.3m  
**CLASS:** IRC  
**DESIGNER:** Farr Yacht Design (USA)  
**YEAR BUILT:** 2000  
**TYPE:** Cookson 47  
**NUMBER OF HOBARTS:** 0  
**OWNER:** Sibby Ilzhofer  
**CLUB:** Newcastle Cruising Yacht Club of Australia, NSW  
**CREW:** S Ilzhofer – Skipper, M Rogers, C Latham, J Anderson, K Saladine, E Delaat, J Hendy, S Howe, K Marshall, S Regain Muromatsu

*Dare Devil*, launched in 2000 was previously known as *Sea Hawk* and more recently *Sled*. She was built for the



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2000/2001 Kenwood Cup and campaigned by Naohiko Sera and Roy Davies when she placed first and second respectively. She was campaigned in various Asian regattas. More recently, under her West Australian owner, Tony Mitchell, she underwent IRC optimisation and took out the WA IRC Championships in 2013 from the three real contenders.



**DUENDE**

SAIL NO: ESP6100  
LOA: 15.39m  
CLASS: PHS  
DESIGNER: Judel/Vrolijk (GER)  
YEAR BUILT: 2003  
TYPE: Judel/Vrolijk 52  
NUMBER OF HOBARTS: 2  
OWNER: Damien Parkes  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: D Parkes – Skipper (26), D Graham (7), L Gilbert (2), T Cable (49), M Riding (6), M Cassidy (2)

*Duende* will once again be the boat that carries the man to have achieved the most Hobart races, Tony Cable, who is coming up for race number 49. In an offshore career that spans over 50 years, this national living treasure remains a dedicated and enthusiastic ocean racer and club man – he is a Life member of the Cruising Yacht Club of Australia, where he served on the board and continues to play an active role. According to Damien Parkes and his co-sailors, 'Glark' as he is known, is a very capable member of the crew, who the younger members aboard the yacht hold in the greatest esteem. It doesn't hurt that he can tell a good yarn and has a sound knowledge of the race that few can boast. This will be the third time he will head south on *Duende*. Parkes himself is undertaking Hobart number 27 and his crew includes experienced navigator Donald Graham. Some students from the Pacific Sailing School will also be aboard. From the German based Judel/Vrolijk stable, this TP52 previously raced as *Tau Ceramics* and *Lacoste* in Europe, but was modified for Australian conditions and optimised under the IRC rating system. Her crew achieved their goal last year when they sailed over the finish line and into Constitution Dock in one piece. Tenth in IRC Division 1 after being forced to retire from the 2011 race with engine problems heading into Bass Strait, was a great achievement.



**ENCHANTRISS**

SAIL NO: SA346  
LOA: 11.0m  
CLASS: IRC  
DESIGNER: John Muirhead (AUS)  
YEAR BUILT: 1983  
TYPE: Muirhead 11  
NUMBER OF HOBARTS: TBC  
OWNER: John Willoughby  
CLUB: Royal South Australian Yacht Squadron, SA  
CREW: J Willoughby – Skipper, G Pearce – Navigator, N Swan, R Large, N Parker, P Bogner, M Lane (1), G Holland (1), P Mumford

Just one of the South Australian yachts in this year's race, *Enchantress* is a home-designed yacht that was also built locally from cold moulded cedar over frames and stringers and tackled her first Rolex Sydney Hobart in 2012 where she finished third overall in IRC Division 4 and ORCi Division 4. She has been raced and cruised since being launched in 1983 by her designer, John Muirhead, competing in 20 Adelaide to Port Lincoln races. *Enchantress* won the 2010 Melbourne to Hobart West Coast under IRC, PHS and AMS after finishing sixth on line. Her Hobart crew feature the same guys who sailed her to victory; Roger Harrison, co-owner John Willoughby, Steve Jenkins, Rob Large and Noel Swan. Built to perform downwind, *Enchantress* can take a bit of hard stuff on the nose, as long as she eventually gets to go downwind.



**ENDORFIN**

SAIL NO: F107  
LOA: 14.3m  
CLASS: IRC/ORCi  
DESIGNER: Murray Burns Dovell (AUS)  
YEAR BUILT: 2006  
TYPE: Sydney 47  
NUMBER OF HOBARTS: 2  
OWNER: Michael Giles  
CLUB: Fremantle Sailing Club, WA  
CREW: M Giles (3) – Skipper, W Batt – Navigator, G Bishop (9), P Mason (3), P Hanson (1), B Best (1), T Bell (2), J Mulcachy (3), R Law (1), M McEvoy, R Coster (2), S Oliver (1), W Batt (2), Karl Civil (1)

Endorfin, another of the West Australian entries was purchased in March 2013 by Kryss and Mike Giles and has been actively

racing in the state's blue water races. She holds the IRC title in the Fremantle to Bunbury Race. She is also joint IRC winner of the prestigious Royal Freshwater Bay Yacht Club's Offshore Farrawa Cup Series. *Endorfin*, under the previous owner, Peter Mooney competed in the Rolex Sydney Hobart Yacht Race in both 2006 and 2007.



**EUREKA II**

SAIL NO: 6037  
LOA: 18.2m  
CLASS: IRC  
DESIGNER: Murray Burns Dovell (AUS)  
YEAR BUILT: 2000  
TYPE: Sydney 60  
NUMBER OF HOBARTS: 4  
OWNER: Malcolm Robertson  
CLUB: Whitsundays Sailing Club, QLD  
CREW: M Robertson (2) / C Stockdale (1) – Skippers, A Stockdale – Navigator, S Hart (4), G Orenshaw (1), E Jansen, J Daly, R McKenzie, S Teudt, P Bennell, X Decomps, H Kanignan, S McKeogh, J Huggins, M Levtova, T Yendell, D Henn.

*Eureka II*, a performance cruiser/racer with a charter layout to give her the ability to conduct overnight and extended charters, was built by Bob Robertson to a high standard to include USL 2B Survey and launched in October 2000 at Mooloolaba Queensland. Working primarily out of Airlie Beach, the Great Barrier Reef and Australian east coast, *Eureka II* has been used extensively as a Sail Training Vessel and has introduced hundreds of people to sailing from an introductory level to Yachtmaster Ocean. *Eureka II* has competed in many blue water classics and is a regular at Hamilton Island and Airlie Beach race weeks. This will be her fifth Rolex Sydney to Hobart and is being campaigned by Manly Sailing based out of the Manly Yacht Club in Sydney. *Eureka II* comes out of race retirement to compete in this 70th Edition of the Rolex Sydney Hobart.



**EXTASEA**

SAIL NO: G4646R  
LOA: 14.0  
CLASS: IRC/ORCi  
DESIGNER: Mark Mills  
YEAR BUILT: 2004  
TYPE: DK46  
NUMBER OF HOBARTS: TBC  
OWNER: Paul Buchholz  
CLUB: Royal Geelong Yacht Club, VIC

CREW: P Bucholz – Skipper/Navigator, B Carnell, B Robertson (1), B Carnell (6), F Shave (1), P Buchholz (4), S Jacobsen (1), S Treurniet, T Kelly (2), J Boyle (2), A McRae (2), P McCormack

Formerly known as *ZEPHYRA*, the now named *Extasea* is a seasoned victor on the Victorian Offshore racing scene having won every offshore race over the past decade culminating in winning the ORCV Offshore Championship four times. She has conquered the notorious Bass Strait before, winning the 100th anniversary Rudder Cup and first east coast Melbourne to Hobart race. She last competed in the Sydney to Hobart race in 2010 and of late has won the last three Melbourne to Hobart West Coast races with line and handicap honours.



**FLYING FISH ARCTOS**

SAIL NO: 7551  
LOA: 15.2m  
CLASS: PHS  
DESIGNER: Graeme Radford (AUS)  
YEAR BUILT: 2001  
TYPE: McIntyre 55  
NUMBER OF HOBARTS: 6  
OWNER: Flying Fish Online  
SKIPPER: Duncan Macalister  
CLUB: Middle Harbour Yacht Club, NSW  
CREW: G McGowan – Skipper, I Signorelli (1), P Thornton (1) – Navigator, A Martin (1), G McGowan (1), S Kelly, J Linkova (1), D Jenkins (1), A Donnelly, F McArthur, A Bellchambers, J Arnold

*Flying Fish Arctos'* best result in the Rolex Sydney Hobart was in 2010 when the crew won PHS overall. Last year she finished fifth overall in PHS Division 2. In 2012 she finished a good third overall under PHS, which converted to second in PHS Division 2 – adding to her two other second places from 2008 and 2009. These are great results for the flagship of the *Flying Fish* offshore training fleet which is crewed by a number of international trainees who compete in the race as a personal challenge together with some veteran hands from previous Hobart campaigns. The crew will head south under the direction of McGowan again aboard *Flying Fish Arctos*, a strong and powerful cutter rigged Australian-designed yacht that was originally built to race around the world.





**FRANTIC**

SAIL NO: GBR5211L  
 LOA: 15.9m  
 CLASS: IRC/ORCi  
 DESIGNER: James Donovan (USA)  
 YEAR BUILT: 2004  
 TYPE: TP52  
 NUMBER OF HOBARTS: 4  
 OWNER: Michael Martin  
 CLUB: Newcastle Cruising Yacht Club, NSW  
 CREW: M Martin (6) – Skipper, M Hewitt-Park (7), M Dean – Navigator, A Jenkin (4), B Leask (5), B Davies (4), D Hull (4), J Roberts (6), J Hendy, M Dean (4), M Jensen (3), R Campbell (3), R Carlile (11), S Hunter (4)

This will be Rolex Sydney Hobart number six for ex-Wallabies winger, Mick Martin. Since purchasing the former Stewth in 2012, Mick Martin has notched up some worthy results. In last year's Sydney Gold Coast Yacht Race, *Frantic* finished 24th

overall, fourth in IRC Division 1 and ninth in ORCi Division 1, going on to finish sixth in IRC Division 1 in the Rolex Sydney Hobart. In last year's Rolex Sydney Hobart she finished 21st on line, 24th on IRC and 18th on ORCi. She went on to compete in this year's Land Rover Gold Coast Race she finished 11th on line, 14th on IRC, and seventh on ORCi. *Frantic* finished 13th in the CYCA's 2013-2014 Blue Water Pointscore Series after retiring from the Cabbage Tree Island Race and missing the Port Hacking Bird Island Race. The yacht also competed in the Australian IRC Championship, but was outgunned by the newer boats in the fleet.

The Lake Macquarie yachtsman and ex-Wallaby scored his first major offshore success last year when he won the Gosford-Lord Howe Island race overall. He finished fourth overall in this year's race. Martin finished eighth in IRC racing at Airlie Beach Race Week last August and fifth in the TP52 Southern Cross Cup Series. Prior to buying the TP52, Martin owned the Sayer 40, LMR Solar/*Frantic*, before getting hit with the serious sailing bug.



**GEOMATIC ALLEGRO**

SAIL NO: 6723  
 LOA: 20.3m  
 CLASS: PHS  
 DESIGNER: Warwick  
 YEAR BUILT: 2006  
 TYPE: Warwick 67  
 NUMBER OF HOBARTS: 1  
 OWNER: Adrian Lewis  
 CLUB: Mornington Yacht Club, VIC  
 CREW: A Lewis (3) - Skipper, S Hand (2) – Navigator, T Humphris (3) – P Young (3), P Whybird (1), G Scheen

*Geomatic Allegro* is the latest addition to the *Geomatic* line. Following the theme of racing in comfort, *Geomatic Allegro* is a combination of luxury and carbon fibre that makes for comfortable yet fast passage racing. In January this year, she finished fifth in Cruising Division 1 at the Festival of Sails. Lewis' hands will consist of a mixture of recent and long standing crew who are prepared to go the distance. Once again crewed by the Lewis Family and friends the

team looks forward to good racing and ever improving results.



**GIACOMO**

SAIL NO: NZL70000  
 LOA: 21.5m  
 CLASS: IRC  
 DESIGNER: Juan Kouyoumdjian (ARG)  
 YEAR BUILT: 2011  
 TYPE: Volvo 70  
 NUMBER OF HOBARTS: 1  
 OWNER: Jim Delegat  
 CLUB: Royal Akarana Yacht Club, New Zealand  
 CREW: J Delegat (1)- Skipper, S Cotton(11) – G Mario Mongelli – Navigator, A Reynolds (1), C Dickson (4), D Blanchfield (25), C Main (1), A Crossan (1), C Main (1), D Blanchfield (1), M Hannon (1), P Robinson (1), R Bearda (1), M Kelway (1), N Delegat, A Gair, D Miller, C Williams, C Dunn, C Skinner, R Bicknell

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New Zealander Jim Delegat, managing director of Delegat Wine Estate (distributor of Oyster Bay Wines), purchased the 2011-2012 Volvo Ocean Race winner, *Groupama* early in 2013. Renamed *Giacomo*, this will be her second Rolex Sydney Hobart race. In 2013 she finished sixth over the line and sixth overall in PHS. In June *Giacomo* won on handicap taking the SUVA Gold Cup. She will line up against at least two other Volvo 70's amongst the other line honours chasers come Boxing Day. She features a canting keel, dagger boards and the latest in rigging. She was built for fresh off-the-wind conditions and will be impossible to stop in the right conditions. Established yachtsman, Steve Cotton, a Whitbread Race/VOR veteran joins Delegat for a second year, this time as second-in-charge.



**GUILTY PLEASURES VI**

SAIL NO: 40021  
LOA: 12.4m  
CLASS: IRC/ORC  
DESIGNER: Farr Yacht Design (USA)  
YEAR BUILT: 1998  
TYPE: Farr 40  
NUMBER OF HOBARTS: 0  
OWNER: Joel Bruce  
CLUB: Townsville Cruising Yacht Club, QLD  
CREW: L Thomas – Skipper, G Dorries – J Bruce – Navigator, S Briery, D Haydon, R Arthur, K Collier, J Smith, R Finucane

This is the maiden race for Bruce and the *Guilty Pleasures VI* team. Townsville skipper Leon Thomas officially took delivery of this former New South Wales Farr 40 Shaya Moya in April 2014 just in time to compete in the 66th Brisbane to Gladstone Race. The team have enjoyed numerous successful campaigns in previous editions of the *Guilty Pleasures* yachts including Airlie Beach 2010 and 2011 and Audi Hamilton Island Race Week 2012. They hold line honours and handicap in the 2014 Coral Coast Race.



**HARTBREAKER**

SAIL NO: B330  
LOA: 14.2m  
CLASS: PHS  
DESIGNER: Reichel/Pugh (USA)  
YEAR BUILT: 2004  
TYPE: Reichel Pugh 46  
NUMBER OF HOBARTS: TBC  
OWNER: Anthony Walton

CLUB: Royal Brighton Yacht Club, VIC  
CREW: A Bredahl (1), A Walton (1), A Delahun, C Stott (1), G Carr (2), G Buchan (1), J MacDonald, J Whiteside (5), L Irving, M Morris, M Setton (2), P Stewart (5)

Tony Walton and Alan Bredahl having purchased *Shamrock* in early March 2013, decided on a name change to *Hartbreaker* and to relaunch the boat to coincide with the first anniversary of the purchase. After much debate, the inspiration for the new name comes from *Shamrock's* history as the former *Secret Mens Business 2* – the HART marine built boat that was somewhat 'broken' in separate incidents at and on the way back from Hamilton Island in 2008, along with Tony's professional interest in hearts. Rebuilt and rebranded as *Shamrock*, then Mornington-owned until early last year. The boat competed in the Rolex Sydney Hobart in 2010, but pulled out due to rudder problems. Tony and Al decided it's time for the boat to again have a new identity with a suitable nod to it's past. As *Shamrock*, she won line honours, IRC and PHS in the 2008 Eastcoast Melbourne to Hobart Race. She has enjoyed many successes competing in the Dockland Invitational, Audi Geelong Race Week, Audi Hamilton Island Race Week and in the 2010 Rolex Sydney Hobart finished 30th over the line.



**HELSEAL 3**

SAIL NO: 262  
LOA: 20m  
CLASS: PHS  
DESIGNER: Joe Adams / Fred Barrett (AUS)  
YEAR BUILT: 1984  
TYPE: Adams 20  
NUMBER OF HOBARTS: 12  
OWNER: Rob Fisher and Paul Mara  
CLUB: Royal Yacht Club of Tasmania, TAS  
CREW: R Fisher – Skipper, J Davis – P Jackson (3), P Herson-Taylor, C Oliver, C Dollissson (1), K George (1), K Johnson, (1), P Walker (2), R Fisher (1), S Zuehlke (1), Z Leffler (1), J Carver, N Flook, C Rogers, D Park, J Davis

*Helsal 3* is back again with a mixed Australian and international crew, competing in the Sydney to Hobart for the 13th time. Fresh from PHS Division 1 honours in the Land Rover Sydney to Gold Coast Yacht Race, *Helsal 3* proves it still has what it takes to be competitive. In the 2013 Rolex Sydney Hobart she finished sixth in PHS Division 1 with his multi-national crew. The previous year, Rob Fisher sailed her to 31st on line and PHS ninth overall. One of two Tasmanian yachts in this race, *Helsal 3* was the fourth boat to finish the Bruny Island race in February. Originally Arthur Bloore's *The Office*, Dr Tony Fisher (Rob's dad) and his family raced

her with success in the late 1980s and early 1990s out of the Cruising Yacht Club of Australia when they lived in Sydney. A heavy 30-year old, *Helsal 3* is at her best in heavy conditions.



**ICHI BAN**

SAIL NO: AUS01  
LOA: 18.3m  
CLASS: IRC  
DESIGNER: Carkeek Design Partners (RSA)  
YEAR BUILT: 2013  
TYPE: Carkeek 60  
NUMBER OF HOBARTS: 1  
OWNER: Matt Allen  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: M Allen (24) – Skipper, A Cahalan (21), A Merrington (7), C Garnett (12), D Conigrave (4), G Maguire (15), J Dann (3), J Rae (20), J Drummond, S Nolan (13), T Ryan (7), T Sellars (7), W Sykes (2), S Wells (2)

Yachting Australia President and past CYCA Commodore Matt Allen launched his latest *Ichi Ban* – a Carkeek 60 – just one month prior to last year's Rolex Sydney Hobart. Built in Dubai at Premier Composites and arriving in Australia in November 2013, Allen had limited time to fully test the boat, but she still impressed finishing eighth overall and third in division in the blue water classic. Allen has since campaigned *Ichi Ban* in many regattas and offshore races and has achieved some notable results this year, including taking line honours and winning overall at the CYCA's Sydney Newcastle Race in February. He also finished third in division at the Sydney Harbour Regatta and at the Festival of Sails, and fourth in the Australian IRC Championship. In July, *Ichi Ban* finished fourth on line and fourth overall in the Land Rover Sydney Gold Coast Yacht Race and finished second in IRC racing division of Airlie Beach Race Week in August.



**IMAGINATION**

SAIL NO: 35  
LOA: 14.5m  
CLASS: IRC/PHS  
DESIGNER: Bruce Farr (USA)  
YEAR BUILT: 2002  
TYPE: Beneteau First 47.7  
NUMBER OF HOBARTS: 0  
OWNER: Robin/Annette Hawthorn

CLUB: Cruising Yacht Club of Australia, NSW  
CREW: R Hawthorn (1) – Skipper, F Walker (6) – Navigator, C Hawthorn (1), G Holder (2), H Hawthorn (1), H DeTorres, M Henderson (5), M Cross (1), R Firth (1), S Box, P Anderson, W Hicks (1)

*Imagination's* last Rolex Sydney was in 2009 where she placed ninth in IRC overall and fifth in IRC Division 3. She has competed in CYCA Short Ocean Pointscore series for many years currently placing sixth overall IRC in series after race two. *Imagination* had a very successful 2013-2014 season with first places IRC in Combined Short Ocean Pointscore and Short Ocean Pointscore Series and second place PHS in the Spring Pointscore and third place IRC in the Autumn Pointscore. She is skippered by Robin Hawthorn with his wife and three of his sons in the crew.



**INDIAN**

SAIL NO: AUS47  
LOA: 14.3m  
CLASS: IRC/ORC  
DESIGNER: Shaun Carkeek SOUTH AFRICA  
YEAR BUILT: 2014  
TYPE: Carkeek 47  
NUMBER OF HOBARTS: 0  
OWNER: Craig Carter  
CLUB: Royal Freshwater Bay Yacht Club, WA  
CREW: C Carter (1) – Skipper, P Eldrid (3) – S Disley (1) – Navigator, S Locke (0), S Hughes (0), D Ward (14), T Lynch (0), J Suriano (0), R Howell (1), T Barton, K Searle (4)

*Indian*, a Carkeek 47 launched in January 2014 is Craig Carter's new ocean racing yacht. This pre-preg nomex construction yacht was built by Premier Composites in Dubai then leased to the Platoon TP52 team for the ORC Worlds in Kiel Germany. Delivered to the Woolwich dock from Hamburg in late October where it was optimised for offshore racing and had the electronics package upgraded for the demands of this Cat 1 race. This is her first Bluewater event and will provide an indication of how this latest generation HPR can perform offshore. *Indian* replaces Carter's Archambault 40 in which he secured his current title, WA Bluewater Siska Champion. With five entries from WA, this team is well-organised and will represent one of WA's best prepared teams for many years aboard a current generation powerful grand prix yacht.

**INNER CIRCLE**

SAIL NO: M762  
 LOA: 12.2  
 CLASS: IRC/ORCi  
 DESIGNER: Bruce Farr  
 YEAR BUILT: 1987  
 TYPE: FARR 40 IOR  
 NUMBER OF HOBARTS: TBC  
 OWNER: Darren Cooney  
 CLUB: Royal Motor Yacht Club, TAS  
 CREW: D Cooney (6) – Skipper/  
 Navigator, C Davidson, M McDonald (3),  
 C Wilson, C Davidson (6), C Greenhaugh  
 (3), E Wilson (2), M Hayward (1), N  
 Wilson (6), S MacDonald (1)

*Inner Circle*, a 27-year-old Farr designed 40-foot yacht sports a long history of ocean racing. The last Rolex Sydney to Hobart *Inner Circle* competed in was in 2008. This was a disappointing race for the owner and crew who had to retire into Eden. Remembering his late father's comments on what a great boat she had been, was inspiration for Darren to clean her up and give her another go after five long years of sitting on her mooring in Lake Macquarie. He is joined by a few neighbours and friends who have previously declared that they would never do another Hobart. They have all worked tirelessly and sacrificially to make this dream a reality.

**ISABELLA**

SAIL NO: 6654  
 LOA: 12.10m  
 CLASS: IRC/ORCi  
 DESIGNER: Judel Vrolijk  
 YEAR BUILT: 2007  
 TYPE: Hanse 400e  
 NUMBER OF HOBARTS: TBC  
 OWNER: John Nolan  
 CLUB: Royal Prince Alfred Yacht Club,  
 NSW  
 CREW: J Nolan (3) – Skipper/Navigator,  
 G Butler (3) – J Nolan – Navigator, H  
 Murray-Walker, M Freeman, M Nolan  
 (2), T Saunders

*Isabella* is a Hanse 400E which Nolan launched in 2007 to replace his previous *Isabella*, a Northshore 380S which he raced at several Sydney Hobart races. In his new Hanse he has competed in several offshore events including the Pittwater Newcastle, Cabbage Tree Island, Sydney Hobart and Pittwater Coffs races. She last raced the 2008 Rolex Sydney Hobart where they

finished 85th on line and 19th in PHS. She is owned and skippered by John Nolan ably assisted by Gavin Butler who has sailed extensively with him on a number of ocean races. Others in the crew will include Michael Nolan, Marc Freeman, Tom Saunders and Hugh Murray-Walker.

**JAFFA**

SAIL NO: R39  
 LOA: 12.0m  
 CLASS: ORCi  
 DESIGNER: Malcolm Runnells  
 YEAR BUILT: 2008  
 TYPE: Runnalls 39  
 NUMBER OF HOBARTS: 13  
 OWNER: Terry Posma  
 CLUB: Royal Perth Yacht Club, WA  
 CREW: T Posma – Skipper, S Crafers  
 (12), R Hudson (9), M Powell, C O'Brien,  
 R Caterton, A Knowles, A Knowles,  
 S Vaquez.

*Jaffa* was constructed by Peter Milner and launched in 2008. Since then she has competed in most offshore races held in Western Australia. She was designed specifically for conditions off the WA coast as well as cruising between Rottnest and the small ports up and down the coast. This is *Jaffa's* first Rolex Sydney Hobart Race. *Jaffa's* best results have come from the more difficult upwind races. She has twice been runner up in the Siska trophy, the overall blue water racing championship trophy in Western Australia. Seven of her crew are from Western Australia and have completed in all the major races on the west coast. This is their first Hobart Race. Posma has secured talent, Richard Hudson and Sue Crafers from Sydney, who add knowledge and skills for competing in this 70th Anniversary Race.

**KATHARSIS II**

SAIL NO: 7209  
 LOA: 21.2m  
 CLASS: IRC/ORCi  
 DESIGNER: Rod Humphrey  
 YEAR BUILT: 2009  
 TYPE: Oyster 72  
 NUMBER OF HOBARTS: TBC  
 OWNER: Marius Koper  
 CLUB: TBC  
 CREW: M Koper – Skipper, T Grala, M  
 Barasinski – Navigator, H Leniec, W  
 Malecki, R Kibart, M Magon, I Kaminski,

**M Zuchelkowska, A Zuchelkowski**

Mariusz Koper launched *Katharsis II*, an Oyster 72 in August 2009 to share his passion of sailing in remote waters with his family and friends. He logged on board of *Katharsis II* almost 7,000 nm, exploring the extreme corners of our globe, including the North West Passage in the icy Arctic Ocean and the South Polar Circle. *Katharsis II* and her Polish crew proved their skills in Atlantic Rally for Cruisers 2009 3rd in invitation division, 10th line of honors and BVI Oyster Regatta 2010 2nd before the circumnavigation of both Americas. The next challenge after the participation in 70th Rolex Sydney Hobart Yacht Race will be the Ross Sea Polar Expedition to reach the furthest south place on earth.

**KHALEESI**

SAIL NO: 46  
 LOA: 14.1m  
 CLASS: IRC  
 DESIGNER: Mark Mills (IRE)  
 YEAR BUILT: 2005  
 TYPE: DK46  
 NUMBER OF HOBARTS: 0  
 OWNER: Andrew Dally  
 CLUB: Middle Harbour Yacht Club, NSW  
 CREW: A Dally (5) – Skipper, D Bridges  
 (2), S Williams (12), P Dally, (2),  
 A Slocam (1), A Chauvel (10), M Scott  
 (12), D Dalziel, L Pryor, M Scott,  
 S Prince, P Vranitch

New owner Andrew Dally purchased the former *Exile* from Rob Reynolds earlier just recently and renamed her *Khallesi* meaning Tamer of Dragons in the spirit of the friendly rivalry between its sister boat *Nine Dragons*. Dally has drawn his crew from his former yacht *Bear Necessity* and the crew of *Exile*. She is competing in the CYCA Short Ocean Pointscore where she has notched up two overall second places in IRC. As *Exile* and under the command of Rob Reynolds, this optimised DK46 had finished a successful 2013-2014 summer racing program. She finished the 2014 Club Marine Pittwater and Coffs Harbour Passage Race with a 2nd overall IRC and first in IRC in the five race regatta series. She won the Australian PHS Championships. This yacht was previously owned by Nick George and was also Rob Hanna's former DK46 *Shogun*.

**KRAKEN**

SAIL NO: HY3600  
 LOA: 10.8m  
 CLASS: IRC/ORCi  
 DESIGNER: Daniel Andrieu (FRANCE)  
 YEAR BUILT: 2014  
 TYPE: Jeanneau Sunfast 3600  
 NUMBER OF HOBARTS: 0  
 OWNER: Todd Giraudo  
 CLUB: Hillarys Yacht Club, WA  
 CREW: T Giraudo – Skipper, D Giraudo,  
 D White, P Austin

Officially launched at the 2014 Sydney International Boat Show, this new build First Sunfast 3600 will make its maiden voyage in this 70th Anniversary edition. *Giraudo*, from Perth, has owned the smaller Sunfast 3200 for the past three years and have pioneered double handed offshore sailing in the west having competed in the Blue Water Offshore Series for that period. *Giraudo* has had his eye on competing in the Rolex Sydney Hobart and with the launch of the 3600 he could expand his to the six required to make the race. *Kraken's* name has come from the Kraken Rum, a non-descript bottle shop in Denver, Colorado. The rum sports old double glass rings in the neck of the bottle. *Kraken* is also a "sea beast of myth and legend". So this new yacht sports a historic thread, "a sea beast and the rum".

**LANDFALL**

SAIL NO: 554  
 LOA: 13.4m  
 CLASS: ORCi  
 DESIGNER: Sparkman and Stephens (USA)  
 YEAR BUILT: 1935  
 TYPE: Sparkman and Stephens  
 NUMBER OF HOBARTS: 2  
 OWNER: Michael Strong  
 CLUB: Royal Yacht Club of Tasmania,  
 TAS  
 CREW: T Dillon (6) – Skipper, M Strong  
 – D Smith (1) – Navigator, J Staniford, D  
 Rauch, G Brooks (1),

*Landfall*, built in 1935, is the first Sparkman and Stephens yacht built outside of the USA. S&S was then at the beginning of what was to become the most famous yacht design firm in the world. Olin Stephens, just 25 at the time, was extremely surprised to find his first overseas commission came, not from Europe, but from Tasmania. Built by Percy Coverdale at Battery Point and launched in 1935, the yacht has been sailed continuously ever since. *Landfall* finished 7th in the 1952 Sydney Hobart and at 40 years of age she competed in the 1976 race. To celebrate the 70th Anniversary of the Rolex Sydney Hobart and her 80th birthday she is racing south again.





**LAST TANGO**

SAIL NO: 8975  
LOA: 13.6m  
CLASS: PHS  
DESIGNER: J&J  
OWNER: TBC  
TYPE: Salona 44  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: P King (15) – Skipper, W Tuck (7), P King – Navigator, C Flood (6), C Wightwich (6), D Murchison (3), J Atkinson, P Baker (5), R Blanch (5), R Cooper (12), T Scott (1), V Whitby (4), W Hus (4)

Last Tango is a cruising design from AD Boats in Croatia, based on their Salona45 series. Last Tango was specifically modified to gain greater up wind performance and a down hill race will not entirely suit her. She performs best in 15 to 25 knots on the nose.



**LET'S GO**

SAIL NO: 4883  
LOA: 15.2m  
CLASS: IRC / ORC  
DESIGNER: Joe Adams and Graham Radford (AUS)  
YEAR BUILT: 1986  
TYPE: Adams/Radford 52  
NUMBER OF HOBARTS: 3  
OWNER: Danielle Ovenden  
CLUB: Royal Motor Yacht Club, Toronto, NSW  
CREW: D Ovenden (3) – Skipper, P Hewson (3), P Walsh (18) – Navigator, B Penfold (5), J Robinson (4), D Johnson

Let's Go last raced in a Sydney Hobart in 1992, 1993, and 1994. In the 50th Anniversary race in 1994, Let's Go (then sponsored by Collex Onyx), finished a credible 29th over the line out of 374 boats, and second in Division A. The crew also won the Customs House "Bundy Jug Drinking Competition" each of those years, with the plaque still proudly hanging on the wall at Customs House in Hobart. In early 2002, Let's Go had a rest from sailing and was trucked to her owners yabby farm and literally "put out to pasture", awaiting a full conversion from a racer/cruiser, into a cruising boat that still goes pretty quick. This makeover took just under 8 years, and since then Let's Go has cruised up and back to the Whitsundays twice, winning Airlie Beach Race Week in 2010, with the owners

border collie onboard as the navigator, then the boat cruised the Louisiade Archipelago in Papua New Guinea, and went onto circumnavigate Tasmania in 2012. In preparation for this year's race the boat has been stripped of all its external cruising items such as the dodger and davits, and most of the live-aboard longtime cruising items have also been removed, but has retained all of the internal cruising comforts such as air conditioner, TV, fridge, freezer, washing machine and watermarker, to name a few.



**LOCAL HERO**

SAIL NO: 1236  
LOA: 11.0m  
CLASS: IRC/ORC  
DESIGNER: Murray, Burns & Dovell  
YEAR BUILT: 1995  
TYPE: Bashford Howison 36  
NUMBER OF HOBARTS: TBC  
OWNER: Peter Mosely  
CLUB: North Harbour Sailing Club / Manly Yacht Club  
CREW: M Miller (10), P Mosely – Skipper, A Sims (4), M Bassett (5), M Daniels (1)

Local Hero is not new to the Rolex Sydney Hobart and neither is her skipper and owner Peter Mosely. Local Hero last raced in 2012 finishing with a fourth overall in PHS. In 2010 she placed a third in IRC Division 4. This team is back and fully energised after another good result at Audi Hamilton Island Race Week in August, first in IRC Division 3 and the prestigious "Yacht of the Regatta".



**LOUISE**

SAIL NO: GBR72L  
LOA: 22.0m  
CLASS: IRC  
DESIGNER: Berrett Racapeau  
YEAR BUILT: 2013  
TYPE: Berrett Racapeau  
NUMBER OF HOBARTS: 0  
OWNER: SY Bouganville Limited  
CLUB: Royal Ocean Racing Club, UK  
CREW: G Gordon – Skipper, M Morice, E Smyth (4) – Navigator, D Slater (1), M Greville, S Reffold (14), D Tydeman, C Roche, L Gordon, S Vos, T Spithill (1), M Gordon, R Human (19), S Shaanessy

The Sydney Hobart will be the first opportunity for Louise Racing, sponsored

by Glenfiddich, to put the boat through her paces on the racing circuit. Since her launch in June 2013 Louise has sailed over 20,000 miles, successfully rounding Cape Horn in February on passage to the South Pacific. This new Berret-Racoupeau 72-foot custom designed yacht was built in Holland by Claasen Shipyards. Skipper Grant Gordon successfully campaigned the Swan 45 Fever for over a decade. His offshore record includes class first and best Swan in the Fastnet (2003) and top-ten result in the Middle Sea Race (2009). Louise Racing will be sailing under the RORC burgee with seasoned offshore club members on board, including Commodore Michael Greville. The afterguard includes team tactician Dan Slater, navigator Ed Smyth with other crew positions are filled by talented local sailors.



**LOVE & WAR**

SAIL NO: 294  
LOA: 14.2m  
CLASS: IRC/ORC/PHS  
DESIGNER: Sparkman and Stephens (USA)  
YEAR BUILT: 1973  
TYPE: Sparkman and Stephens 47  
NUMBER OF HOBARTS: 15  
OWNER: Simon Kurts  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: S Kurts – Skipper, L May (30) – Navigator, E Adriaanse (30), L May, P Kurts (2), S Kurts (5), S McCullum (1), H Baker, J McCullum, J Henderson (1), P Sheldrich (1)

Love & War is the 41-year-old classic Oregon and Maple wooden boat that has won the Hobart three times; 1974, 1978, 2006 and won the 20 Year Veteran Division of the 50th anniversary race in 1994. She was the second of five yachts owned and raced to Hobart by Peter Kurts, but Love & War held a special place in his heart and she has now passed to his son, Simon, who allowed Peter's long time navigator to take the boat in the Hobart Race in 2006 – the rest is history. As in 2009 when they finished 24th overall "when we got becalmed in light air in Bass Strait". She last went to Hobart in 2012 where she finished 15th overall and second in IRC Division 4. Simon Kurts will again skipper the yacht, with May aboard as navigator to sail his 41st Hobart race and Simon's 23 year-old son Phillip. Heavy breeze on the nose is the preferred option for this boat.



**LUNA SEA**

SAIL NO: 8339  
LOA: 10.5m  
CLASS: IRC/ORC  
DESIGNER: Robert Hick (AUS)  
YEAR BUILT: 1994  
TYPE: Hick 35  
NUMBER OF HOBARTS: 9  
OWNER: James Cameron  
CLUB: Drummoyne Sailing Club, NSW  
CREW: J Cameron (3) – Skipper, A Mahoney (3), D Smith (4), G Nosworth (5), J Sanderson, N Pearson (1), T Golding, M Mahoney (3)

James Cameron raced Luna Sea in the 2012 Rolex Sydney Hobart last year and scored a good 26th overall and fifth overall in division. It was good, because the race really did not play into the hands of the little boats, which were buffeted on two different parts of the course. He finished third overall in the 2013 Gosford-Lord Howe Island Race and since, Cameron has been racing in local events and in the CYCA's Blue Water Pointscore Series. Despite her diminutive 35-feet, Luna Sea has proved her worth, time and again, thanks to Australian designer, Robert Hick, so Cameron knows he has a good boat in the former AFR Midnight Rambler purchased from Ed Psaltis and Bob Thomas, who won the tragic 1998 Hobart overall. They in turn purchased from the original owner, Bruce Taylor, when known as Chutzpah.



**MAGIC MILES**

SAIL NO: TYC4  
LOA: 19.81m  
CLASS: PHS  
DESIGNER: Philippe Briand (FRA)  
YEAR BUILT: 1985  
TYPE: Dynamique 62  
NUMBER OF HOBARTS: 1  
OWNER: Michael Crew  
CLUB: Bellerive Yacht Club, TAS  
CREW: M Crew – Skipper/Navigator, M Woodward (2), P Maguire (1), C Atkins (2), B Bruce (1), R Geissler (1), G Rowlings (1), B Woodroffe, N Haddow, A Nelson, C Park

Magic Miles is a beautifully crafted and impeccably maintained luxury cruiser/racer sloop hailing from Tasmania. From the drawing board of renowned French designer, Philippe Briand, she was built in 1985 and underwent a major refit in 2007-2008. Owner Mike Crew owns the Theatre Royal Hotel in Hobart. He is a Qantas captain, but is preparing to fly for Qatar Airways and has assembled a good mix of experienced sailors and novices for what will hopefully be a relatively comfortable sail on his 62-footer. Primarily used for corporate match racing on the Derwent River in Hobart and for select private charters in the southern waters



of Tasmania, *Magic Miles* is the same design as another Hobart based yacht, Dr Tony Fisher's *Helsal IV*, which last raced to Hobart in 2008. The heavy yacht, more designed for creature comforts and cruising, finished 67th out of 92 on line. In last year's Rolex Sydney Hobart she finished seventh in PHS Division 1.



**MALUKA OF KERMANDIE**

SAIL NO: A19  
LOA: 9.0m  
CLASS: IRC  
DESIGNER: Cliff Gale  
YEAR BUILT: 1932  
TYPE: Ranger  
NUMBER OF HOBARTS: 3  
OWNER: Sean Langman  
CLUB: Port Huon Yacht Club, TAS  
CREW: S Langman (2), P Langman (3), J Crawford (4), P McCorquodale, H Armstrong

Originally built 80 years ago of Huon pine, the gaff-rigged *Maluka* was lovingly rebuilt by Sean Langman, better known for his high-octane yachts *AAPT* and *Loyal*. He sailed *Maluka* in the 2006 Rolex Sydney Hobart and was the first boat under 9.5m LOA to finish. In fact, she was the smallest boat to compete, placing eight overall, the year of the 'golden oldies' when *Love & War* won, *Bacardi* was second and *Impeccable* fifth. In 2011 and 2012 she had the distinction of being last on line (but finished 34th overall in 2011), the irony being Langman was listening when his former *Loyal* sailed to a line honours win in 2011. While she carries a Sydney Amateur Sailing Club sail number, *Maluka of Kermadie* is representing the Port Huon Yacht Club in southern Tasmania, where Sean has extended his business interests.



**MARTELA**

SAIL NO: 7075  
LOA: 11.3m  
CLASS: IRC/ORCi

DESIGNER: Niels Jeppesen  
YEAR BUILT: TBC  
TYPE: X-Yachts  
NUMBER OF HOBARTS: TBC  
OWNER: Anthony Williams  
CLUB: Bellerive Yacht Club, TAS  
CREW: A Williams (4) – Skipper, A Davidson (5), A Nunn (1), B Green (5), N McMillan (1), Z Williams (2)

The distinctive dark blue hull and name, *Martela* has been easy to spot on the second start line of the last two Rolex Sydney Hobart races. Tony Williams and his crew, including his 21 year-old son Zach, who will be aboard again this year, have continued to be pleased with their ongoing performance. In 2012 they finished, seventh in IRC Division 4 and ninth ORCi Division 3. They bettered their performance of 2011 and the plan is to up the ante again this year. In 2013 they finished third overall in IRC Division 4 and 12th Overall ORCi. In February, *Martela* finished IRC second overall in Tasmania's Betsey Island Race. And in the Combined Clubs Long Race Series in March, after she got an early break on the fleet as it sailed down the Derwent in light winds, *Martela* led the fleet to the Iron Pot and went on to win the treble of AMS, IRC and PHS in Group 1 on corrected time. The final race victory gave *Martela* the summer season long race pennant under the major AMS scoring system, second overall under IRC and fourth under PHS scoring.



**MERLIN**

SAIL NO: 93  
LOA: 15.6m  
CLASS: IRC/ORCi  
DESIGNER: Forbes / Kaiko  
YEAR BUILT: 2000  
TYPE: Kaiko 52  
NUMBER OF HOBARTS: 3  
OWNER: David Forbes  
CLUB: Royal Sydney Yacht Squadron, NSW  
CREW: J Earl (2) – Skipper, D Forbes (15), R Brooks (5) – Navigator, A Cameron (2), A Briscoe, A Heenan (3), C Thornton (8), J Meggison (1), K Hegarty, M Brixel, M Heenan (15)

David Forbes, the owner, is 80-years old and has a pedigree yacht racing history having competed in three Admirals Cup's, an America's Cup and two Kenwood Cup's. *Merlin* has not been seen of recent on the start line for a Rolex Sydney Hobart although she has competed in three. Her



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SCAN THE CODE FOR A QUOTE



best result was 2nd IRC Division A in 2003. *Merlin* is competing in CYCA 2014 Blue Water Pointscore where she is currently placing ninth overall up to race 4. She finished the recent Cabbage Tree Island Race with a 13th in IRC and 12th in ORCi. She had a terrific 2013/2014 result with a 2nd IRC overall in the CYCA's Ocean Pointscore and 1st overall in PHS. She has notched up a few notable results in her history of ocean racing – first IRC 2003 Gosford to Lord Howe race, 3rd in the 2012 Coffs Harbour Race, 2nd 2013 Coffs Harbour Race.



**MISTRAAL**

SAIL NO: 6515  
LOA: 17.8m  
CLASS: PHS  
DESIGNER: Farr Yacht Design (USA)  
YEAR BUILT: 2006  
TYPE: Beneteau 57  
NUMBER OF HOBARTS: TBC  
OWNER: Brett and Jacinta Cooper  
CLUB: Royal Yacht Club of Tasmania, TAS  
CREW: J Cooper – Skipper, B Cooper, Frazer Read (5), Amanda Read (0), Scott Brain (1), Chris Keil (0), Fred Barrett (9)

Brett and Jacinta Cooper purchased this Beneteau 57 cruising yacht in November 2011. She has been cruised by her owners and two children up the East Coast of Australia. She competed in 2013 Audi Hamilton Island Race Week finishing 10th overall in Cruising Division 1 and fourth in Magnetic Island Race Week. This 70th Anniversary edition is the maiden voyage for *Mistraal* and as her fitout is for cruising she will join the cruising division fleet in the race south.



**MOODY BUOYS**

SAIL NO: G54  
LOA: 17.2m  
CLASS: ORCi  
DESIGNER: Judel Vroeljik  
YEAR BUILT: 2014  
TYPE: Moody 54ds  
NUMBER OF HOBARTS: 0  
OWNER: Trevor Richardson  
CLUB: Royal Geelong Yacht Club, VIC.  
CREW: S Richardson – Skipper, P Hrones (1) – Navigator, T Richardson, D Richardson, A Bridge, N Jones, R Hawkins

*Moody Buoy*s is a new boat for Trevor

Richardson. It replaces his former yacht, *Local Buoy*s. Preparations have been underway for getting the boat to CAT 1. She is sister ship to *Trybooking.com* who has also entered in this year's Rolex Sydney to Hobart.



**NAMADGI**

SAIL NO: C444  
LOA: 13.9m  
CLASS: ORCi  
DESIGNER: Humphreys Yacht Design (UK)  
YEAR BUILT: 2011  
TYPE: Elan 444  
NUMBER OF HOBARTS: 1  
OWNER: Canberra Ocean Racing Club, ACT  
SKIPPER: Michael Martin  
CLUB: Canberra Ocean Racing Club, ACT  
CREW: M Martin (1) – Skipper, S Dunlop, P Jones (9) – Navigator, P Ottensen (2), M Morely (1), S De-Lorenzo (2), P McDonald, P Saunders, S McDonald, G Brice

*Namadgi* is an Elan Impression 444 launched in June 2011, that was added to the Canberra Ocean Racing Club fleet last year. Under skipper Paul Jones, *Namadgi* had the honour of being the last boat to arrive in Hobart, just over an hour shy of New Year's Eve and finished ninth in PHS division of the CYCA's 2013 Flinders Islet race. With Michael Martin at the helm this year, she finished sixth in non-spinnaker Division 1 at Audi Hamilton Island Race week after a third last year. The CORC was founded in 1979 to allow Canberra people to compete in ocean races, which the Club did successfully for four years with the yachts *Mercedes IV* and *Nadia IV*. In 1988, the Club's focus was changed to allow members to spend more time cruising. Most years, *Namadgi*, the CORC's yacht, remains in New South Wales during the summer months, before undertaking a major winter cruise between May and November. Typically, this takes the yacht as far afield as New Caledonia, Vanuatu, and North Queensland. When not cruising, the Club opts to compete in major ocean races on the eastern seaboard.



**NINETY SEVEN**

SAIL NO: S9797  
LOA: 14.3m  
CLASS: IRC  
DESIGNER: Farr Yacht Design (USA)

YEAR BUILT: 1993  
TYPE: Farr 47  
NUMBER OF HOBARTS: TBC  
OWNER: Alan Saunders  
CLUB: Royal Melbourne Yacht Squadron, VIC  
CREW: A Saunders (2) – Skipper, N May, L Brendan-Smith – Navigator, R Brown (3), D Prosser (2), D White (1), K Rowe (2), I Bray (1), A McGuigan, B Gaiotto, L Maclean, J Healey

Alan Saunders purchased *Ninety Seven* in September 2006 and brought her back from Fremantle to Melbourne's Royal Brighton Yacht Club. *Ninety Seven* took line honours in the 1993 Sydney Hobart, the smallest boat in 45 years to achieve this result. *Ninety Seven* has achieved some good Rolex Sydney Hobart results including 1st overall (IMS) in 1994, 4th overall (IMS) in 2000 and 2nd overall (IMS) in 2001. Since 2006, after being optimised for IRC, *Ninety Seven* has competed in every ocean race out of Melbourne taking line honours in the Melbourne to Port Fairy race just outside race record time. *Ninety Seven* last competed in the in 2009 Rolex Sydney Hobart finishing with a 49th on line and 14th IRC Division 2. Her most recent successes have been line honours and 1st in IRC, AMS and PHS 2012 ORCV.



**NOT A DIAMOND**

SAIL NO: RQ2404  
LOA: 12.2m  
CLASS: IRC/ORCi  
DESIGNER: Farr Yacht Design  
YEAR BUILT: 2012  
TYPE: Beneteau First 40  
NUMBER OF HOBARTS: 0  
OWNER: David Redfern  
CLUB: Royal Queensland Yacht Squadron, QLD  
CREW: D Redfern – Skipper, N Harrison, S Reader – Navigator, D Fife, D Smith (6), F Kinsman (1), G Baker (1), M Williams (6), N Harrison, P Carr, P de Gannes.

One of three Queensland entrants in the Land Rover Sydney Gold Coast Yacht Race, *Not a Diamond* is a Beneteau First 40 owned by David Redfern. It was launched in October 2012 and competes out of the Royal Queensland Yacht Squadron. Last year it finished fifth in IRC Passage Division 2 at Audi Hamilton Island Race Week and was fourth in the IRC Racing Division at Magnetic Island Race Week. The Land Rover Sydney Gold Coast was a maiden race where she placed a 13th Overall IRC Division 3, 28th ORCi and 48th over the line. This 70th Anniversary Rolex Sydney Hobart will be its first.



**OBSESSION**

SAIL NO: M45  
LOA: 12.5m  
CLASS: IRC  
DESIGNER: Mills Design  
YEAR BUILT: 2012  
TYPE: Mat 1245  
NUMBER OF HOBARTS: TBC  
OWNER: David Creese  
CLUB: Bellerive Yacht Club, TAS  
CREW: D Creese (1) – Skipper, B Batt, P Turner – Navigator, A Ozols (9), C Gray (8), A Goode (6), Merf Owens

Creese commissioned the building of this quality 40-foot IRC cruiser racer to MAT yachts in Turkey in 2012. It is designed by well-known yacht designer, Mark Mills. *Obsession* has been lightly raced since arriving in Hobart in 2013 with this year's Rolex Sydney Hobart, her first major offshore race. The crew of nine is made of mainly local experienced Hobart sailors, most of whom have competed in at least six of the iconic Sydney Hobart's races. This race will be Creese's second Rolex Sydney Hobart, following on from his 2009 voyage as owner/skipper of the DK46 *Dekadence*. Joining this primarily local crew is Merfyn Owen from the United Kingdom. Owen will embark on his first Rolex Sydney Hobart. As a senior partner in race boat development for well-known international firm Own Clarke Design and his extensive international major offshore racing experience, there is little doubt he will add a wealth of knowledge to this team.



**OCCASIONAL COARSE LANGUAGE**

SAIL NO: 8008  
LOA: 13.1m  
CLASS: IRC/ORCi  
DESIGNER: Ker  
YEAR BUILT: 2011  
TYPE: Ker GTS 43  
NUMBER OF HOBARTS: 1  
OWNER: Warwick Sherman  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: W Sherman (1) - Skipper, Richard Howard (5), A Paterson (15), G Van Dijk (5), M Wrigley, P Tarimo (5), B Filby (9), P Williams (14), L Chapman (2), D Sutter (5), T May (5)

In the first year of her launch (July 2011), Warwick Sherman's latest yacht, a Ker







designed Sydney GTS43, *Occasional Coarse Language*, he spent getting to know the boat and how she performs in all conditions and now has his boat up to speed. In that same year *Occasional Coarse Language 2* finished second in the Grant Thornton Short Ocean Spring Pointscore and won Division A2 of the 2012 Audi Winter Series. Her first major offshore outing, the Audi Sydney Gold Coast Yacht Race, Sherman was forced to retire with a steering problem. However, he finished fifth and 10th respectively in the Flinders Islet and Bird Island races. *Occasional Coarse Language* went on to win 1st overall in PHS Gascoigne Cup in October. His last Hobart was 2012 where he won IRC Division 2, placed 16th overall IRC and 22nd over the line. In January 2014 he competed in the Pittwater and Coffs Harbour Race finishing third in Division 1. Sherman is undertaking his second Rolex Sydney Hobart after some 18 years of ocean races, including a dozen Gosford to Lord Howe Island races.



### OCEAN AFFINITY

SAIL NO: RQ64  
LOA: 15.0m  
CLASS: PHS  
DESIGNER: Reighel Pugh  
YEAR BUILT: 2009  
TYPE: Marten 49  
NUMBER OF HOBARTS: 4  
OWNER: Stewart Lewis  
CLUB: Royal Queensland Yacht Squadron, QLD  
CREW: S Lewis – Skipper, M Vickers – 2IC, S Lewis – Navigator, A Torpelund (2), C White (15), C Alcock (3), D Duffield (3), D Alcock, J Pirret (2), J Woolerton, M Vickers (2), R Wood (1), S Brown (2), S Lewis (9), W Bailey.

*Ocean Affinity* is a comfortable yet responsive Marten 49, owned and campaigned by Queenslanders Stewart Lewis. She has competed each consecutive race since 2010. In last year's race she placed 13th overall IRC, 6th in IRC Division 2 and 10th in ORCi. In the 2012 Rolex Sydney Hobart, Lewis placed seventh in IRC Division 2 against tough competitors such as *Occasional Coarse Language 2* (Warwick Sherman), *Midnight Rambler* (Psaltis, Thomas and Bencsik) and *Celestial* (Sam Haynes), the top three in that division. Not to mention the experienced Bruce Taylor (*Chutzpah*) who has 32 Hobarts to his credit and finished fifth in Division 2. Lewis' other results with *Ocean Affinity* include: back to back line honours victories in the Gosford to Lord Howe Island Yacht Race (2009 and 2010) and second overall in the 2011 race; third overall in the 2011 Brisbane to Keppel Island Tropical Yacht Race, second in division at the 2012 Audi Hamilton Island Race Week and first in IRC Cruising at the 2010 Airlie Beach Race week.



### ONESAILS RACING

SAIL NO: AUS8899  
LOA: 16.8m  
CLASS: IRC  
DESIGNER: Farr Yacht Design  
YEAR BUILT: 2008  
TYPE: Farr 55  
NUMBER OF HOBARTS: 0  
OWNER: Ray Roberts  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: R Roberts (18) – Skipper, S McConaghy (10), M Spies (37), C Watson (16), G Johnston (26), J Bennett (14), B Anson (15), R Hudson (9), B Anson (10), F Pietrzak, B Ashby, J Bennet, W Miller, P McEarnay, A Coates, T Connal, S Hinton, T Quick

Former Ocean Racer of the Year, Ray Roberts, recently purchased the Farr 55 IRC racer *Living Doll*, which has been renamed and optimised as *OneSails Racing*. In 2011, as *Living Doll* and in the hands of Michael Hiatt, she finished 2nd Overall in IRC Division 1 and Ray will be looking to improve on that with a win. Ray and his team are coming off a recent win in the China Coast Regatta so with this top flight crew, to add to his countless wins in all other major oceans races. Launched in 2008, the boat has a strong pedigree in achieving podium results. 1st Skandia Geelong Week in 2009, 2nd Audi Hamilton Island Race Week 2010, Airlie Beach Regatta 2010, 1st Line Honours, Audi Victoria Week 2010, 1st IRC overall, Sydney Gold Coast 2011.



### OPTIMUS PRIME

SAIL NO: CR1  
LOA: 15.1m  
CLASS: IRC/ORCi  
DESIGNER: Reichel/Pugh (USA)  
YEAR BUILT: 2008  
TYPE: Marten 49  
NUMBER OF HOBARTS: 2  
OWNER: Trevor Taylor  
CLUB: Cruising Yacht Club of Western Australia, WA  
CREW: T Taylor – Skipper, L Beckley (1), P Jones, – Navigator, A McPhee (5), G Woods (3), J Weeden (3), P Thompson (2), P Tunnard (3), P Jones (4), S Ballantyne (1), T Taylor (4), P Baker, T Carter, B Moore, J Kelly (1).

Owner Trevor Taylor is an experienced offshore racing skipper, including winning the Siska Trophy as WA Offshore Champion, and returns to the Rolex Sydney Hobart after a two year break. In the 2011 race, *Optimus Prime* placed tenth in IRC Division 2, following on from her sixth in IRC Division 2 and 24th overall in the 2008 race. Other impressive results include: a fastest time and second overall in the Fremantle to Carnarvon Race, first and fastest in the first leg of the Valmadre Series and first and fastest in the Dolphin Race, the first leg of the Farrawa Cup. *Optimus Prime* is one of five yachts from Western Australia making their way across the Great Australian Bite and on to Sydney to get ready for this year's race.



### PAPILLON

SAIL NO: 6841  
LOA: 12.0m  
CLASS: IRC  
DESIGNER: Joubert Nivelte Mercier  
YEAR BUILT: TBC  
TYPE: Archambault A40rc  
NUMBER OF HOBARTS: TBC  
OWNER: Phil Molony  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: P Molony – Skipper, R Makin (4), P Molony (24) – Navigator, B Cormack (4), B Schutz (2), I Fenna (1), J Mitchell, J Plant (1), L Molony (4), M Tilden (3), M Sheehy (1).

Phil Molony and his *Papillon* crew came into their own in 2013 with some of their best work since they started ocean racing the yacht in 2010. Taking part in the Cruising Yacht Club of Australia's 2013-2014 Blue Water Pointscore Series, Crew Molony finished second overall in the opener, the Sydney Gold Coast Yacht Race in July 2013, no mean feat in some very tricky weather, they backed up with a third overall in the Bird Island Race and fourth IRC Division 3 of the Rolex Sydney Hobart. Disaster struck on returning home after the Hobart race earlier this year, when the yacht sustained rudder damage, meaning *Papillon* spent the early part of the year having her rudder repaired. She competed in the Land Rover Winter Series to warm up for her first major offshore event since the incident. In the Land Rover Gold Coast Race she finished 45th on line, 10th in Division 3.



### PASSION 4 C

SAIL NO: GER6262  
LOA: 12.2m  
CLASS: IRC/ORCi  
DESIGNER: Bill Tripp  
YEAR BUILT: 2001  
TYPE: Tripp 57  
NUMBER OF HOBARTS: 0  
OWNER: Stefan Lehnert  
CLUB: TBC  
CREW: S Lehnert (1) – Skipper, B Hartnett, R Morton, B Hartnett, B Morris, M Reid, A Jafari, P Lehnert, V Marchetto, T Miller (1)

In 2009 Stefan Lehnert from Germany acquired the boat from Newport RI's Bob Morton and has been campaigning her in the waters of New England /USA (Bermuda Race, Annapolis Newport Race, Marblehead-Halifax race) and in the Caribbean races of St. Maarten, Antigua and Virgin Gorda. *Passion 4 C* has won her class in the 2012 Halifax Race, first overall in the Yachting World Antigua Round the Island race 2011, first in class in 2012 Antigua Race Week and she had also several wins in the Heineken Cup/St Maarten races. After this year's Caribbean 600 race the boat started the journey to Sydney on her own keel leaving Antigua in March 2014 to arrive in Sydney with enough preparation time for this 70th Anniversary race. This crew is a true tapestry of talent and has accumulated vast experience over the years in ocean races. Stefan Lehnert has been part of the winning German Admiral's Cup teams of 1973 (*Saudade*, deck captain and foredeck, 1983, *Outsider* as skipper and 1985 as navigator again on board *Outsider*). As a student working in Lucas Heights near Sydney as a nuclear engineer he competed in the 1975 Sydney-Hobart race. Bob Morton, Scientist out of Newport/RI and former owner of *Passion 4 C*, then called *Brigadoon* is navigator. Bob is renowned as one of the most experienced sailors from New England. Bill Hartnett has been a watch captain on *Passion 4 C* for many years and has campaigned one tonners in their prime time. *Passion 4 Cs* crew is of international fame from Germany, England and the USA and includes a father/son team of Stefan Lehnert/Skipper and son Philipp on the foredeck.



### PATRICE

SAIL NO: 360  
LOA: 13.9m  
CLASS: IRC/ORCi  
DESIGNER: Ker Yacht Design (UK)  
YEAR BUILT: 2013  
TYPE: Ker 46  
NUMBER OF HOBARTS: 1  
OWNER: Anthony Kirby  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: A Kirby (27) – Skipper, R Grimes – Navigator, P Messenger (5), A Harland, J Mulkearns (2), M Brown (5),





R Grimes (24), T Woodcock (1)

Tony Kirby launched his latest *Patrice*, a Ker 46, in November 2013 just prior to the CYCA's Cabbage Tree Island race, in which he finished fourth overall after leading the fleet to the Island. Next he won the Sydney Short Ocean Racing Championship and finished second in IRC Division 1 of the CYCA Trophy Series. Kirby was devastated when he felt it prudent to retire from the Rolex Sydney Hobart when he discovered minor hull damage, but his earlier results from the CYCA Trophy and the Port Hacking to Bird Island Race were enough to help claim the newly reinstated Southern Cross Cup with team members *Victoire* and *Wild Rose*. Back racing at the Festival of Sails in January, Kirby was second in IRC Division 1 and placed second in division at both the NSW and Australian IRC Championships. In July, *Patrice* finished ninth overall and third in IRC Division 1 in the Sydney Gold Coast Yacht Race; placed seventh overall in the Brisbane to Keppel Island Race in August and won IRC at Airlie Beach Race Week. She is holding consistent form with a seventh IRC Division 1 in the recent Cabbage Tree Island Race. In the CYCA Bluewater Pointscore she holds fourth overall IRC up to race 4.



PAZAZZ

**SAIL NO:** 99  
**LOA:** 17.27m  
**CLASS:** IRC/ORCI  
**DESIGNER:** Bill Tripp  
**YEAR BUILT:** 2001  
**TYPE:** Cookson 12  
**NUMBER OF HOBARTS:** TBC  
**OWNER:** Rob Drury  
**CLUB:** Royal Sydney Yacht Squadron, NSW  
**CREW:** R Drury (1) – Skipper, B Whitbourne – Navigator, D Spring, R McLaughlin, D Barker, B Collis (8), E Bray, D Thomas, G Sundberg

*Pazazz*, formerly known as *Siena IV*, is a Moody Blue 3 that was imported from Auckland in September 2008 by a syndicate of three, where she competed in a variety of Royal Sydney Yacht Squadron Division 1 races and the Pittwater to Coffs Harbour Race 2009 and 2010. She also competed in the CYCA Bluewater Pointscore series in 2008/09. New owner, Drury, purchased her in August 2012 and her name was changed to *Pazazz*. Drury competed in the CYCA Ocean Pointscore series 2013/14 finishing with an 11th overall PHS and 7th in Division 1. He also raced the 2014 Royal Sydney Yacht Squadron Winter Series 2014. Drury is again racing the CYCA Ocean Pointscore and is tracking with an eighth overall IRC up to Race 2, 6th in ORCI and 9th PHS.



PERPETUAL LOYAL

**SAIL NO:** SYD1000  
**LOA:** 30.48m  
**CLASS:** IRC  
**DESIGNER:** Juan Kouyoumdjian (ARG)  
**YEAR BUILT:** 2008  
**TYPE:** Juan Kouyoumdjian 100  
**NUMBER OF HOBARTS:** 1  
**OWNER:** Anthony Bell  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** A Bell (5) – Skipper, T Addis – Navigator, P Merrington (11), G Telford (6), J Flannery (4), J Morris (2), L Hornsby, M Coxon (4), N Beaudoin (4), N Burrigge (4), P Westlake (1), P Caligeros (14), T Braidwood (4), T Slingby (1), T Oxley (4), W Parker (2)

The rivalry between *Perpetual LOYAL* and *Wild Oats XI* is still going strong with Bell once again, the bridesmaid to the Mark Richards skippered *Wild Oats XI* in the Land Rover Sydney Gold Coast Yacht conducted in July. This was the first time they had met since last year's Hobart race. Bell will compile some of Australia's most well known celebrities to join his heavyweight team that includes America's Cup and VOR sailors all with the aim to generate funds for the LOYAL Foundation, which has raised over \$4 million for children's charities to date. On purchasing the yacht early in 2013, Bell had to literally re-build her after the keel snapped off, causing her capsize in the 2011 Rolex Fastnet Race when under charter to an American who named her *Rambler*. She was originally christened *Speedboat* and took line honours in her debut outing, the Newport Bermuda Race. More modifications took place this year, including reducing the weight of the keel bulb and some other tweaks designed to increase performance. Bell will be looking closely at the new *Comanche* along with the other seasoned maxi's to determine the biggest threat in her quest to claim line honours in this 70th Anniversary race.



PMA YEAH BABY

**SAIL NO:** A5  
**LOA:** 15.2m  
**CLASS:** IRC  
**DESIGNER:** Hugh Welbourn  
**YEAR BUILT:** 2000  
**TYPE:** Welbourn 50  
**NUMBER OF HOBARTS:** TBC

**OWNER:** Louis Ryckmans  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** M Ryckmans (6) – Skipper, J Walker (2) – Navigator, L Stead (3), C Geeves (3), E Vieytes (4), L Ryckmans (7), N Hodgson (3), L Antonini (4), O Anderson

Marc and Louis Ryckmans latest *Yeah Baby* is a Welbourn 50, and was the winner of IRC Division 1 in the Land Rover Sydney Gold Coast Yacht Race. The yacht, formerly known as *Heaven Can Wait*, was acquired from Rod Jones, earlier this year and will race her under the moniker of *Yeah Baby*, as per the twins' previous yachts. The former Audi Sunshine Coast was revamped using a 2000 designed Welbourn 50, combining it with the keel, rudder and deck from Warren Johns' 1989 IOR 50 footer, *Heaven Can Wait* and optimising and tweaking it. In last year's protracted Gosford Lord Howe Island Yacht Race, the yacht finished third overall and won PHS. She won Division 1 of last year's Sydney Gold Coast Yacht Race after featuring at the top of the overall rankings early on, but her luck ran out in the Hobart race, when she retired shortly after the start with rig damage. The Ryckmans' won the Sydney 38 One design division of the Sydney Gold Coast Yacht three times – 2004, 2007 and 2009, so have a lot to live up to with their latest purchase.



PRETTY FLY III

**SAIL NO:** 10007  
**LOA:** 15.24m  
**CLASS:** IRC/ORCI  
**DESIGNER:** Farr Yacht Design (USA)  
**YEAR BUILT:** 2005  
**TYPE:** Cookson 50  
**NUMBER OF HOBARTS:** 4  
**OWNER:** Colin Woods  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** C Woods (5) – Skipper, G Hendry (5), G Norman, B Gladwell (1), D Taylor (3), G Clare (6), G Marshall (4), J Harper (3), J Leppard (3), C Hornell, S McCarthy (4), E Haagh (3)

*Pretty Fly III* made a return to ocean racing in last year's Rolex Sydney Hobart, finishing 14th on line, 10th overall and second in division behind the race winner, *Victoire*, also a Cookson 50 and finished fifth overall in the Land Rover Sydney Gold Coast race in July. Beforehand, Colin and Gladys Wood took a break from ocean racing and spent 12 months cruising, but in June last year, *Pretty Fly III* broke the race record for the Coral Coast Race, re-igniting the couple's passion for ocean racing. This canting keel Cookson 50 is the third *Pretty Fly* for the Woods' who purchased this yacht in 2009. They last competed in the Sydney Gold Coast Yacht race in 2011, finishing eighth overall and fourth in division. They

also finished third in the CYCA's 2010/2011 Cape Byron Series (the ORCI category of the Bluewater Pointscore Series).



PRIMITIVE COOL

**SAIL NO:** S777  
**LOA:** 15.64m  
**CLASS:** IRC  
**DESIGNERS:** Reichel/Pugh (USA)  
**YEAR BUILT:** 2008  
**TYPE:** Reichel Pugh 51  
**NUMBER OF HOBARTS:** 5  
**OWNER:** John Newbold  
**CLUB:** Royal Melbourne Yacht Squadron, VIC  
**CREW:** J Newbold (2) – Skipper, D Sudano, M Fahey (4), A Cooper (1), C Howard (7), G Boettcher (24), M Lawrence (4), P Knight (1), R Pollock (2), T Cembala (6), T Barton (2), T Pedler (1), T Duckmanton (2)

Following moderate success with the modified Farr 40 formerly known as *Midnight Rambler*, Victorian John Newbold stepped up his campaign by purchasing the 2010 Rolex Sydney Hobart winner *Secret Men's Business 3.5* from South Australian Geoff Boettcher last October. The team put in a solid performance in last year's Rolex Sydney Hobart, finishing 15th overall and fourth in IRC Division 1. In March, *Primitive Cool* set a new record of 9 hours, 50 minutes and 21 seconds in the 2014 Melbourne to King Island Race, taking 17 minutes off the previous record and scored the triple of record, line honours and overall win. In the Land Rover Sydney Gold Coast Yacht Race in July, Newbold finished 13th overall and fifth in IRC Division 1.



PX

**SAIL NO:** HKG2238  
**LOA:** 15.8m  
**CLASS:** IRC  
**DESIGNER:** Alan Andrews  
**YEAR BUILT:** 2001  
**TYPE:** TP52  
**NUMBER OF HOBARTS:** TBC  
**OWNER:** A Dunphy  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** A Dunphy – Skipper

Skipper Adrian Dunphy has competed in the Sydney Hobart race under many entries, last in 2009 and as far back as 2003,





including *Next* and *Dodo* (both Sydney 38's). This year he races PX previously named *FreeFire*, a TP52. Dunphy has competed previously in this race as a helmsman/trimmer on *Grundig* and has also sailed in the 18-foot skiff class and is a former World Windsurfing champion.



### QUICKPOINT AZZURRO

SAIL NO: 3430  
LOA: 10.4m  
CLASS: IRC/ORC  
DESIGNER: Sparkman and Stephens (USA)  
YEAR BUILT: 1981  
TYPE: Sparkman & Stephens 34  
NUMBER OF HOBARTS: 9  
OWNER: Shane Kearns  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: S Kearns (10) – Skipper, J Nixon – Navigator, A Seja – Navigator, M Doherty (15), J Nixon (20), F Nelson (19), A Seja (13), D McRae (13)

Previously raced as *Shenandoah II* in the 80s and 90s, under owner Victorian Ron White, she had some success including a divisional win in the 1994 Sydney Hobart race. Veteran sailor, Shane Kearns came across her in Queensland in early 2014, unearthing a jewel in an idle and sadly unloved state. To say she had seen better days was an understatement, but unable to dismiss the classic and evocative Olin Stephens lines, Kearns, obsessed, pursued the opportunity and kicked off a major resurrection project, restoring pride and respect to this feisty little S&S 34. Kearns thanks the many expert contributors, the months of planning, restoration and replacement of almost every component, has seen this boat awaken from dilapidated and unseaworthy to stylish and fearless, and ready to taunt all challengers at the start line of the 70th Rolex Sydney Hobart.



### QUETZALCOATL

SAIL NO: 2001  
LOA: 12.3m  
CLASS: PHS  
DESIGNER: Don Jones  
YEAR BUILT: 2001  
TYPE: Jones 40  
NUMBER OF HOBARTS: 4  
OWNER: Antony Sweetapple, James Lee-Warner and Anthony Bruce  
CLUB: Cruising Yacht Club of Australia,

### NSW

CREW: A Sweetapple (5) – Skipper, A Bruce (4) – 2IC, M Ayto (4) – Navigator, D Ulm (2), J Lee Warner (5), R Hincks, T Roarty (3),

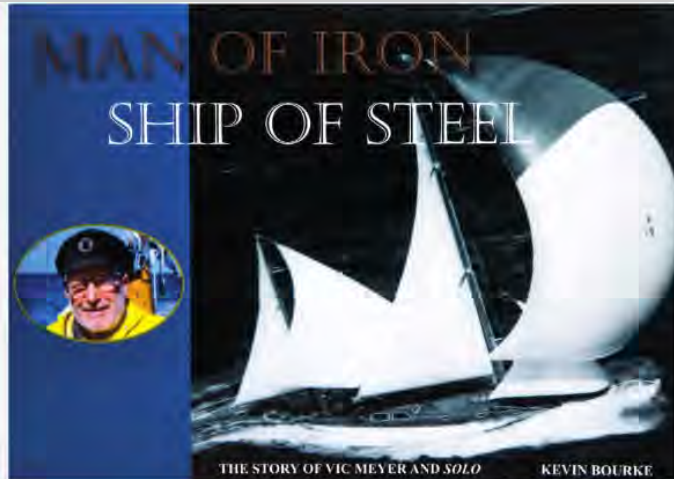
Beautifully built of King Billy pine, this well performed former Tasmanian boat is improving with every outing. Under her Sydney owners Antony Sweetapple, Anthony Bruce and James Lee Warner, *Quetzalcoatl* will undertake her fifth Hobart – returning after a two year break especially for the 70th Anniversary. In her last major offshore racing season for the boat won the PHS Division of the 2011 Gosford Lord Howe Island Yacht Race (and finishing third on line), winning the PHS Division of the Audi Sydney Offshore Newcastle Yacht Race, and placing third in her division in the Audi Winter Series.



### RAGAMUFFIN 100

SAIL NO: SYD100  
LOA: 30.48m  
CLASS: IRC/ORC  
DESIGNER: Andy Dovell (AUST)  
YEAR BUILT: 2014  
TYPE: 100ft Supermaxi  
NUMBER OF HOBARTS: 0  
OWNER: Syd Fischer  
CLUB: Cruising Yacht Club of Australia, NSW and Royal Sydney Yacht Squadron, NSW  
CREW: S Fischer (45) – Skipper, D Witt (19), M Humphries (1), A Crowe (17), C Knox (1), C Wild (1), C Malouf (7), D Witt (17), F Galleta (1), J Macartney (1), J Fisher (3), J Shave (2), L Woulfe (1), M Fullerton (1), M Pearce (18), P Britt (1), T Clout (1), V Dudley (15), G Warrington (24)

Fischer has had a new hull fitted to this *Ragamuffin*. Fischer's team have been working quickly now to ready the 100-foot boat for this year's race. The first big job was to attach the heavily modified deck of the previous *Ragamuffin 100* (which took line honours in the 2011 race as *Investec Loyal*) and add the new keel. Water ballasted, the virtually new super maxi boasts twin rudders, a 6-metre beam, 6-metre draft and has been refitted with the rig from the previous *Ragamuffin*. Fischer, who took line honours in the 1988 and 1990 Hobart races, with an overall win in 1992, aboard previous *Ragamuffins*, is hoping this is the yacht to secure him the triecta of line honours wins. Fischer will clock up his 47th Hobart race this year. He and the crew have sailed the slightly smaller *Ragamuffin 90* to successive line honours victories this year in the Rolex South China Sea Race and the Okinawa Tokai Race, in which they also broke the race record. Originally launched in 1989 as *Maximus*, the yacht underwent a major rebuild in 2004, and was then lengthened from 98-feet to 100-feet in



**Man of Iron Ship of Steel** tells the story of Vic Meyer and *Solo* in 200 pages with over 240 colour and black and white photographs. This lovely hard-bound coffee table book (215mm x 300mm) with iconic dust cover in full colour is now available directly from the author.

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2009 and renamed *Investec Loyal*. Last year, Fischer raced her as *Ragamuffin Loyal* and this year she will head south as *Ragamuffin 100*. In October, Fischer was honoured with Yachting Australia's President's award. Among the Sydney yachtsman's many achievements are taking Hobart line honours with his German Frers maxi in 1988 and 1990, and winning it overall in 1992 with the former *Will*, a Farr 50. He has also been victorious in the CYCA's Blue Water Pointscore Series a record nine times, last winning in 2007/2008. He has finished top three since, until late last year, when he changed his TP52 for the super maxi while sitting in second place. These results culminated in Fischer winning Ocean Racer of the Year on multiple occasions.



**RAY WHITE SPIRIT OF KOOMOOLOO**

**SAIL NO:** 2170  
**LOA:** 14.5m  
**CLASS:** IRC  
**DESIGNERS:** Sparkman & Stephens  
**YEAR BUILT:** TBC  
**TYPE:** Sparkman & Stephens  
**NUMBER OF HOBARTS:** TBC  
**OWNER:** Mike Freebairn  
**CLUB:** RQYS  
**CREW:** M Freebairn (8) – Skipper, A Reed (8) – Navigator, P White (8), D Casson (4), A Turton (5), J Harvey (3), S Buchanan

*Ray White Spirit of Koomoooloo* is one of Australia's most famous yachts having represented Australia in the Admirals Cup and won the famous United Kingdom Fastnet Race. She has competed in more than 20 Sydney to Hobart races with her most recent success being a division win and past Queensland State IRC Championship. She is crewed by a devoted and amateur crew included Ray White Chairman Paul White, owner Mike Freebairn, Adrian Reed and Andrew Turton, who recently returned from the European TP52 circuit. *Ray White Spirit of Koomoooloo* is sailing south this year to raise the profile of the Australian Melanoma Research Foundation.



**RIO 100**

**SAIL NO:** USA 2121  
**LOA:** 30.5m  
**CLASS:** IRC/ORCi  
**DESIGNER:** Bakewell-White  
**YEAR BUILT:** TBC

**TYPE:** Bakewell-White 100  
**NUMBER OF HOBARTS:** TBC  
**OWNER:** Manouch Moshayedi  
**CLUB:** SYC, USA  
**CREW:** M Moshayedi – Skipper, M Howard, P Isler (1), R Greenhalgh (1), R Bouzaid (1), M Mottl (1), P Van Niekerk, S Courvreur, B Jenkins, G Brady (1), J Penrod, T Wolk, J Messano, J Freeman, S Kemp, M Gutenkunst, N Partridge, D Macleod, M Van Dyke, N Vindin (1), M Pentecost, N Hislop

*RIO 100*, is an American entry known better to the Hobart race as *Zana*, *Konica Minolta* and *Lahana*. Built as a 98-footer named *Zana* for its New Zealand owner in 2003, *RIO 100*, according to new proprietor Manouch Moshayedi, has been extensively modified and lengthened to 100-feet. She is also sporting a new silver/grey paint job, magnifying an undeniably sleek appearance. The yacht's water ballast was removed by cutting off the back 50 foot section and a new wider, longer stern has made it six to seven tonnes lighter than it was as *Lahana*. It also sports a new, longer boom, a new longer bowsprit and the wheels have been pushed back. Some other modifications, undertaken by Cooksons in New Zealand and overseen by Moshayedi's boat captain Keith Kilpatrick, include a lifting keel (14-19-feet) so it can be taken into western US marinas, and twin rudders. The refit took nine months with around 20 to 25 people working on it seven days a week. Although his yacht has experienced the Rolex Sydney Hobart seven times under her various names and owners, it will be Moshayedi's debut. The 2014 will the yacht's last Rolex Sydney Hobart. Moshayedi, a computer technology magnate from the USA, will base his new acquisition at Newport Beach, California.



**SAMURAI JACK**

**SAIL NO:** 88888  
**LOA:** 11.9m  
**CLASS:** PHS  
**DESIGNER:** Farr Yacht Design (USA)  
**YEAR BUILT:** 1996  
**TYPE:** Farr 39 ml Mod  
**NUMBER OF HOBARTS:** TBC  
**OWNER:** Michael Lazzarini  
**CLUB:** Moreton Bay Yacht Club, QLD  
**CREW:** M Lazzarini (2) – Skipper, R Cassidy, T Crane / P Komarowski – Navigator, B Sneddon (1), C Ching, G Berry, N Dagan, A Salter, T Craner (2), P Komarowski (1),

*Samurai Jack*, a modified Farr39 that is a close relation to the current crop of Farr40s – has an international history after being built in USA, competing in Japan and New Zealand, before the current owners sailed her over to Brisbane in January 2009. Under Michael Lazzarini's stewardship, *Samurai Jack* has competed in the 2011

Brisbane Gladstone, the Brisbane to Great Keppel and the 2011 Rolex Sydney Hobart. She then went on to compete in the Melbourne to Hobart West Coast Two Hander before tackling the 2013 Melbourne Osaka 2013; where she was forced to retire with structural damage. Owner Michael and co-skipper Ryan Donladson worked hard to repair the damage that caused the Melbourne-Osaka Race retirement and competed in this year's Brisbane to Gladstone race but retired from the light air race. The duo is looking forward to some strong competition with the other forty footers.



**SCARLET RUNNER**

**SAIL NO:** SM11  
**LOA:** 16.0m  
**CLASS:** IRC/ORCi  
**DESIGNER:** Reichel Pugh  
**YEAR BUILT:** 2009  
**TYPE:** Reichel Pugh 52  
**NUMBER OF HOBARTS:** 2  
**OWNER:** Robert Date  
**CLUB:** Sandringham Yacht Club, VIC  
**CREW:** R Date (4) – Skipper, B Averay (6), J Sweeney – Navigator, B Acaster (3), C Hawes, D Clarke (3), J Sweeney (4), D Van Teylingen (2), D Knightsbridge, R Leaper

This is the eighth *Scarlet Runner* for the Date family and was launched in 2009. The name originates to a boat purchase 44 years ago where the yacht was in the paddock covered by a *Scarlet Runner* climbing bean plant. She has just completed a circumnavigation of the globe, whilst competing in a variety of high profile international yacht racing events. They finished the Cape Town to Rio de Janeiro Yacht Race with a second place and first place in the Guadeloupe to Antigua Race. They followed on the place second in the Around Antigua Race and first in the Pacific Cup which is staged from San Francisco to Hawaii. *Scarlet Runner's* best result in a Rolex Sydney Hobart is eighth. She has been very successful winning three Adelaide to Port Lincoln races and three Melbourne to King Island races.



**SELMA EXPEDITION**

**SAIL NO:** POL8855  
**LOA:** 20.3m  
**CLASS:** IRC  
**DESIGNER:** G Auzepy-Brenneur  
**YEAR BUILT:** 1981

**TYPE:** G Auzepy-Brenneur  
**NUMBER OF HOBARTS:** 0  
**OWNER:** Piotr Kuznair  
**CLUB:** TBC  
**CREW:** P Kuzniar – Skipper, D Zyci – Navigator, A Skrzyszowski, P Madryn, K Jasica, D Zyci, A Skrzyszowski, M Slusarek, P Obidzinski, T Brymora, B Gnatwoski, A Knapik, J Kaczorowski, P Kosminski, Zenon Jankowski, J Matuszak, T Wesolowski, T Berzynski

*Selma Expeditions* is a steel ketch designed by well-known naval architect Georg Auzepy-Brenneur. She was built in the shipyard CM Merret in Brittany in 1981 and since 2006 has been registered under the Polish flag. *Selma* is known for her very good seaworthiness in heavy weather sailing and has completed 26 expeditions and 80,000 nautical miles of safe and accident-free sea navigation on the waters of Antarctica, South Georgia and Cape Horn. In order to get to the start line of the 70th edition of Australia's blue water classic *Selma* has sailed from Ushuaia via Cape Horn, Robinson Crusoe Island, Easter Island, Tahiti, Samoa, Tonga, Fiji and Vanuatu. This year she is being refitted and the team will be training throughout December in the build up to the start. The combined crew experience includes a variety of expertise drawn from their participation in the Olympic Games, The Race (Round the World Maxi Catamaran Race), Mini-Transat, Fastnet Race, Around Britain and Ireland, the Middle Sea Race as well as a previous edition of the Sydney Hobart Race and several ocean crossings. *Selma Expeditions* is the first Polish yacht, with Polish crew in the history of the Rolex Sydney Hobart Race.



**SEXTANT**

**SAIL NO:** 9242  
**LOA:** 13.8m  
**CLASS:** PHS  
**DESIGNERS:** Nels Jeppesen  
**YEAR BUILT:** TBC  
**TYPE:** XC42  
**NUMBER OF HOBARTS:** TBC  
**OWNER:** Denis Doyle  
**CLUB:** CYCA  
**CREW:** D Doyle (17) – Skipper, G Miles (15) – Navigator, L Smith, J Allan (12), H Midgley

Long term members of the Cruising Yacht Club of Australia, Denis and Lynne have cruised and raced their boats extensively in Australia and the South Pacific and out of the CYCA for many years. Since purchasing this latest Sextant, an XC42, in 2011 they have cruised to Tasmania and Lord Howe Island. They are now taking this opportunity to sail with their long term friend Glenn Miles in the Cruising Division of the 70th Anniversary Rolex Sydney Hobart for this unparalleled experience. It is their





intention to undertake more cruising around Tasmania and attend the famous Wooden Boat Festival.



### SHE'S THE CULPRIT

**SAIL NO:** 370  
**LOA:** 11.96m  
**CLASS:** PHS  
**DESIGNER:** Inglis/Jones (AUS)  
**YEAR BUILT:** 1994  
**TYPE:** Inglis/Jones 39 Mod  
**NUMBER OF HOBARTS:** 4  
**OWNER:** The Culprit Syndicate  
**CLUB:** Newcastle Cruising Yacht Club and Lake Macquarie Yacht Club, NSW  
**CREW:** G Bulmer (4) – Skipper, G Picasso (8), B Jarvie – Navigator, D O'Dowd (3), R Jarvie (1), T Butler, A Boslem (1), A Kiely (4), M Graham (6), T Budden, S Robinson, G Benson, G Parker

In last year's Rolex Sydney Hobart, *She's The Culprit* finish third in division and backed this up in the Land Rover Sydney Gold Coast Yacht race, with a second in the PHS Division. The yacht's first major race for the syndicate of four mates from Lake Macquarie and Newcastle was the 2012 Pittwater to Coffs, where she won PHS Division 2. She also scored a PHS divisional win in the Sydney Gold Coast Yacht Race that year and was third in the 2012 to 2013 LMYC and NCCY offshore point scores where she quickly earned a reputation of being a very social boat. Built in 1994 by Hart Marine and launched as Top Cat for the Melbourne Osaka Yacht Race. She then raced in Tasmania under the name *42 South*, before being sold to Todd Leary, who changed her name to *She's The Culprit* and campaigned her in all the long distance races, including three Hobart's from 2008 to 2010.



### SIMPLY FUN

**SAIL NO:** SM42  
**LOA:** 12.6m  
**CLASS:** IRC  
**DESIGNER:** Judel/Vrolijk (GER)  
**YEAR BUILT:** 2013  
**TYPE:** HH42  
**NUMBER OF HOBARTS:** 0  
**OWNER:** Philip Coombs  
**CLUB:** Sandringham Yacht Club, VIC  
**CREW:** P Coombs (5) – Skipper, D Eickmeyer (4), C Coombs – Navigator, G Smith (5), L Hore, M Bunyard (4), S

Schafer (3), T Bilham (3), B Coventry (7), C McKenzie (6), I Johnson (16)

*Simply Fun*, built in China, was launched Christmas 2013 and is a HH42 and a joint venture between Hakes marine and Hudson marine. Her first ocean race was the Melbourne to Launceston in which the boat won line honours, IRC, performance and came second in AMS. The next ocean outing was the Apollo Bay race which the boat won on line honours and IRC and only missed breaking the race record by 5 minutes. *Simply Fun* recently competed in the Sandringham Yacht Club Winter Series finishing with a second. They were entered into October's Portland Race however the race was cancelled due to severe weather. This is a very experienced offshore racing crew. Coombs competed in the 30th Anniversary race in 1984 on his then boat Triad, Coombs wife will make her maiden voyage in this 70th Anniversary race. They are joined by notable Quantum sailmaker David Eichmeyer. Johnson and Coventry are well known on the offshore maxi boat circuit with 16 and 13 Hobarts respectively, under their belt and not forgetting the rest of the crew Smith, Hore, Bunyard, Schafer, Bilham and McKenzie who bring talent and experience to this competitive crew.



### SOUTHERN EXCELLENCE II

**SAIL NO:** AUS03  
**LOA:** 21.5m  
**CLASS:** IRC  
**DESIGNER:** Don Jones (AUS)  
**YEAR BUILT:** 2005  
**NUMBER OF HOBARTS:** 9  
**TYPE:** Volvo Open 70  
**OWNER:** Andrew Wenham  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** A Wenham (8) – Skipper, D Burt, (5), A Burt – Navigator, A Chase (2), A Mathers (1), B Blanchard (1), C Greenhill (4), D Wenham (1), D Hogben (2), I Broad (1), J Turner (1), K Swiney (5), G Meldrum, J Wilby, R Shreeve

Since buying the former *Ichi Ban* in March last year, Andrew Wenham has breathed new life into the yacht now known as *Southern Excellence II*, upgrading a number of systems on the boat to improve her IRC rating and to suit his requirements. In July, *Southern Excellence II* was the fifth boat to cross the finish line in the Land Rover Sydney Gold Coast Yacht Race, resulting in a seventh place in IRC Division 0. In April, she claimed her second consecutive line honours win in the Gosford Lord Howe Island Yacht Race in a time of 35 hours, 41 minutes and 34 seconds – just over half the time she took in the protracted light air 2012 race. The Wollongong businessman also took line honours in the re-invigorated Sydney Wollongong race, conducted by the CYCA in March, falling just 23 minutes and 49 seconds short of the 14-year old race record

set by *Brindabella*. In last year's Hobart, Wenham and crew finished 12th on line and ninth in division after coping with gale force winds and rough seas off Tasman Island after placing fifth on line and fifth in IRC Division 0 in the Sydney Gold Coast Yacht Race. Wenham ended the CYCA's 2013 to 2014 Blue Water Pointscore Series with second in the newly created Line Honours division.



### SOUTHERN MYTH

**SAIL NO:** SA06  
**LOA:** 12.5m  
**CLASS:** IRC  
**DESIGNER:** Laurent Giles  
**YEAR BUILT:** 1953  
**NUMBER OF HOBARTS:** TBC  
**TYPE:** Laurent Giles Design 162  
**OWNER:** Peter Riddell  
**CLUB:** Royal South Australia Yacht Squadron, SA  
**CREW:** P Riddell (1) – Skipper, J Taylor (16), P Rabbitt – Navigator, R Brown (1), M Korobacz, M Mead, H Hancock.

*Southern Myth*, a wooden Laurent Giles designed 40-foot sloop was built by Searles Shipwrights for Norm Howard in Adelaide in 1953 and competed in 13 Sydney to Hobart's skippered by her original owner, the first in 1954. Many prominent South Australian yachtsmen, including a young Sir James Hardy in 1955, and other South Australian greats such as John Wigan, Gerry Hargraves, Mark Tostevin, David Judell and John Taylor, have sailed upon her. *Southern Myth* and Norm introduced three generations of South Australians to ocean racing with over 280 crew members in her 1954 to 1994 years, as well as hundreds of Sea Scouts and other visitors. In 1993 to 1994 the current owner Peter Riddell essentially rebuilt *Myth*, sailed her in the 1994 Sydney to Hobart (50th Anniversary race) and now 20 years later, and 60 years after her first Hobart, this beautifully reconditioned ship, is competing in her 15th start, the 70th Anniversary race.



### SPIRIT OF MATESHIP

**SAIL NO:** NOR 2  
**LOA:** 19.5m  
**CLASS:** PHS  
**DESIGNER:** Laurie Davidson (NZL)  
**YEAR BUILT:** 2001  
**TYPE:** Volvo 60  
**NUMBER OF HOBARTS:** 10

**OWNER:** RSL QLD  
**SKIPPER:** Russell McCart  
**CLUB:** Southport Yacht Club, QLD  
**CREW:** R McCart (9) – Skipper, P Huybers (3), P Jones (19) – Navigator, K Spencer (12), R Roberts (8), L McLean (4), S Wallace (3), M Cardeanals (1), K Vinnicombe (0), C Davies (0)

A new group of serving and former Australian soldiers will take on one of the most gruelling long ocean yacht races in the world as part of their rehabilitation and to raise awareness of the challenges facing young service men and women today. It's only the second time in the 70 year history of the Rolex Sydney Hobart Yacht Race that a serious challenger will be crewed by wounded, injured and ill Australian current and ex-Defence members. The *Spirit of Mateship* and its unique crew captured the imagination of Australia last year when it first entered the blue water classic after the yacht was launched by Prime Minister Tony Abbott. Skippered by nine-time Rolex Sydney Hobart veteran, Brisbane's Russell McCart and with the help of several experienced yachtsmen the pocket maxi went on to win its division. 2014 will be the first time this group of mates from Mates4Mates will compete in the prestigious race as part of the not-for-profit's broader sailing rehabilitation program. More information can be found at [www.everydayhero.com.au/event/mates4matesydneytohobartyachtraceadventurechallenge2014](http://www.everydayhero.com.au/event/mates4matesydneytohobartyachtraceadventurechallenge2014)



### ST GEORGE MIDNIGHT RAMBLER

**SAIL NO:** 8338  
**LOA:** 12.2m  
**CLASS:** IRC/ORC  
**DESIGNER:** Ker Yacht Design (UK)  
**YEAR BUILT:** 2011  
**TYPE:** Ker 40  
**NUMBER OF HOBARTS:** 2  
**OWNERS:** Ed Psaltis, Bob Thomas and Michael Bencsik  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** E Psaltis (5) – Skipper, M Bencsik (5), T Barker – Navigator, A Taylor (7), A Psaltis (1), B Dixon, B Psaltis, C Rockell (5), M Watson (2), T Hampton, T Barker (5)

Since launching the latest *Midnight Rambler* mid-2011, Psaltis, Thomas and Bencsik, who won the storm ravaged 1998 Sydney Hobart race with a Hick 35, *AFR Midnight Rambler*, have scored various podium finishes. They include second overall in this year's Gosford Lord Howe Island Yacht Race; second in IRC Division 2 in last year's Hobart; third in the CYCA's 2012-2013 Blue Water Pointscore Series, second in the Cape Byron Series (ORC) division of the BWPS) and second





in IRC and PHS of the 2012/2013 Grant Thornton Short Ocean Pointscore Series. The trio, whose crew is a well-melded one with many regulars, added a new sail wardrobe to help lift the boat's light-wind performance and went on to place 5th Overall IRC in the CYCA's 2013-2014 BWPS. This year they race as *St George Midnight Rambler*. They completed the 2014 Land Rover Gold Coast Yacht race finishing 16th on line, 10th overall IRC and first place IRC Division 2. Between them, the owners and their crew have over 120 Hobart races under their belts. As well as their Hobart victory, Psaltis and Thomas have won every offshore race on the east coast including the Gosford Lord Howe Island and Sydney Mooloolaba races twice, and finally succeeded in winning the Sydney Gold Coast Yacht Race in 2009 with a former *Midnight Rambler* (a modified Farr 40), having previously won their division three times.



**ST JUDE**

**SAIL NO:** 6686  
**LOA:** 14.2m  
**CLASS:** IRC  
**DESIGNER:** Murray Burns Dovell (AUS)  
**YEAR BUILT:** 2007  
**TYPE:** Sydney 47  
**NUMBER OF HOBARTS:** 5  
**OWNER:** Noel Cornish  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** N Cornish (7) – Skipper, A Liddle (5) – Helm, J Lowe – Navigator, J Liddle (1), A Milln (1), M Loneragan (2), M Ivaneza (3), P Liddle (1), J Neuhaus (5), N Bradley, E May, S Russell (3)

Noel Cornish is looking forward to the challenge of his eighth Rolex Sydney Hobarts – his sixth with this Sydney 47 with a best result a fourth place in IRC Division 2 in 2009. Among others *St Jude* will do battle with in the race are *Black Sheep*, whose owners, brothers Derek and Martin Sheppard, used to be part of the *St Jude* crew before taking ownership of their Beneteau First 40. It is sure to add to the excitement for Emma May and Nicky Bradley, 19-year-olds from the CYCA's Youth Sailing Academy, who made their ocean racing debut aboard *St Jude* in the Sydney Gold Coast Yacht Race in July. CYCA director Cornish is a regular competitor in the CYCA's Ocean Pointscore Series (OPS) and has achieved some notable results including: third overall for the 2013/2014 season and third overall in the 2010/2011 season, following on from her PHS win in 2009/2010 OPS. *St Jude* won her first ever offshore race, the 2008 Australia Day Ocean Pointscore Race to Botany Bay return.



**TAKANI**

**SAIL NO:** 6981  
**LOA:** 15.4m  
**CLASS:** PHS  
**YEAR BUILT:** 2012  
**TYPE:** Hanse 495  
**NUMBER OF HOBARTS:** TBC  
**OWNER:** James Whittle  
**CLUB:** Royal Prince Alfred Yacht Club, NSW  
**CREW:** J Whittle – Skipper/Navigator, T Whittle, R Gregson (1), R Moore, P Townsend, A Shaw

*Takani* the luxurious Hanse 495 came into Debbie and Jim Whittle's lives in August 2012 and is named after their three children Taylah, Kasey and Nicholas. *Takani* has recently enjoyed participating in Hamilton Island Race Week where she finished well up in her division. Several of the crew who have signed up for this year's Rolex Sydney to Hobart were aboard to share in this great experience. Taylah their 19-year-old daughter will be on board, along with two more experienced sailors who have signed up for the race. They are all looking forward to participating in this year's event. Jim will also celebrate his 50th Birthday on Boxing Day. Here's hoping the cake survives the start line!



**TERRA FIRMA**

**SAIL NO:** SM24  
**LOA:** 15.4m  
**CLASS:** IRC/ORCi  
**DESIGNER:** Farr Yacht Design (USA)  
**YEAR BUILT:** 2005  
**TYPE:** Cookson 50  
**NUMBER OF HOBARTS:** TBC  
**OWNER:** Nicholas Bartels  
**CLUB:** Sandringham Yacht Club, VIC  
**CREW:** N Bartels (8) – Skipper, Jeff Casley (3) – Navigator, A Cole (12), P Cosman (14), A Cribb (8), F Forbes (4), R Cox (2), B Fowler, B Fresville, M Bayliss, J Mare

*Terra Firma*, since winning the race in 1995, has always been a strong competitor. After winning the Summer and Winter series in Melbourne, *Terra Firma* is looking for a good result in this year's RSHYR. The skipper and crew have complete faith in their Cookson 50 as a tough boat that is very capable of success in the difficult

conditions normally experienced in the south east coast. The 50-foot division is one of the best positioned for IRC success and has well campaigned yachts all competing very hard. *Terra Firma* is a fixed keel version of the Cookson 50's and is keen to do well with an experienced close crew with great camaraderie.



**TEVAKE II**

**SAIL NO:** H101  
**LOA:** 13.7m  
**CLASS:** PHS  
**DESIGNER:** Radford Yacht Design  
**YEAR BUILT:** 2000  
**TYPE:** Radford 13.7  
**NUMBER OF HOBARTS:** TBC  
**OWNER:** Angus Fletcher  
**CLUB:** TBC  
**CREW:** A Fletcher – Skipper/Navigator, R Blackstock, A Bartle (2), R Blackstock, A Blackstock, R Langham, S Sutton, Sahhar

Since commencing its offshore career in 2006, *Tevake II* has gone on to become a seasoned campaigner. Races successfully completed include the 2006 and 2010 Melbourne to Vanuatu, the 2006 Vanuatu to Mackay, the 2006 and 2010 Sydney to Hobarts, six Melbourne to Hobart West Coasters and numerous shorter Bass Strait races. Notable results in recent years include Line Honours in the 2010 Melbourne to Vanuatu and back to back overall wins in the 2012 and 2013 Melbourne to Hobart West Coasters. As always, they will be looking for a reasonable serving of fresh downwind conditions in this year's Hobart race.



**THE GOAT**

**SAIL NO:** 7027  
**LOA:** 11.8m  
**CLASS:** IRC/ORCi  
**DESIGNER:** Murray Burns Dovell  
**YEAR BUILT:** TBC  
**TYPE:** Sydney 38  
**NUMBER OF HOBARTS:** TBC  
**OWNER:** The Goat Syndicate  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** B Foye (4) – Skipper, M Gordon, T Clift – Navigator, A Bryne (5), A Clift (1), D Hawkins, M Gordon (2), S Price (4), S Bohm (2), S Leslie (2)

*The Goat* is arguably the most successful

Sydney 38, winning the 2011 Sydney 38 National Regatta Titles in Melbourne, the 2007 Rolex Sydney Hobart One Design Class and the 2008 Sydney Gold Race Race, plus numerous club races and championships. Recent modifications now allow *The Goat* to compete with other competitors such as the First 40's. *The Goat* is current joint leaders in Division 2 Blue Water Pointscore with arch rival and former partner Roger Hickman. In 2013, *The Goat* crew represented the CYCA at the prestigious New York Yacht Club's International Invitational Cup with a top 10 finish. *The Goat* ownership has now been expanded with the addition of three new owners from Gunnedah, Tony Clift, Andrew Byrne and Daniel Hawkins. Tony owns a "small" 1,500,000 cattle property in the middle of Australia which he boasts as being the furthest property to any ocean in Australia! The enthusiasm of the new owners and the experience of long time partners Mitchell Gordon and Bruce Foye will ensure that *The Goat* will be a serious contender for a divisional win.



**TILTING AT WINDMILLS**

**SAIL NO:** SM117  
**LOA:** 12.8m  
**CLASS:** IRC/ORCi  
**DESIGNER:** Peter Joubert (AUS)  
**YEAR BUILT:** 1994  
**TYPE:** Joubert Modified 42  
**NUMBER OF HOBARTS:** 7  
**OWNER:** Thorry Gunneresen  
**CLUB:** Sandringham Yacht Club, VIC  
**CREW:** J Alexander (4) – Skipper, A Roberts (3), C Rebecchi, J Havukainen, S Battin, C Green, S Dempsey

*Tilting at Windmills* is a timber yacht designed by Professor Peter Joubert and was built in 1994 by Norman Wright and Sons. She was launched in time for the anniversary 50th Hobart race where she finished 12th in IMS Division E. Her best result in the Hobart was in 2003 when she finished second overall in IMS for second in division, and seventh overall under IRC. She competed in the 2012 Hobart after a seven-year absence and finished sixth in ORCi division 3. In 2013 she finished fifth overall in IRC Division 4. *Tilting at Windmills* is a timber yacht designed by Professor Peter Joubert and was built in 1994 by Norman Wright and Sons. Last entering the Rolex Sydney Hobart in 2005, *Tilting at Windmills* finished 18th overall under PHS. This time around, she will be in the capable hands of John Alexander. Her Victorian timber merchant owner, Thorry Gunneresen, has raced and cruised the yacht extensively in Australia, Europe and New Zealand.



**TINA OF MELBOURNE**

SAIL NO: S3  
 LOA: 11.2m  
 CLASS: IRC/ORCi  
 DESIGNER: Sparkman and Stephens  
 YEAR BUILT: 1968  
 TYPE: S & S 37  
 NUMBER OF HOBARTS: TBC  
 OWNER: Andy Doolan  
 CLUB: Royal Melbourne Yacht Squadron, VIC  
 CREW: A Doolan (2) – Skipper, S Tait, R Hibbert (1) – Navigator, A Hibbert (1), C Jeffers, J Tully, M Rimington (1)

*Tina of Melbourne*, a beautiful classic yacht was launched in 1968 after being built by Henk Groen for Barry and Ernie Scott. A Sparkman and Stephens design built to that era's one tonne rule. She comes to the start line for the sixth time to compete in this 70th anniversary race, fully restored. She is both beautiful and fast for her class. To date, her best result in a Rolex Sydney

Hobart Race is a fifth overall on handicap in 1969, with several divisional wins. The history of the boat continues to build and competing in this year's race adds to its colourful history.



**TRITON**

SAIL NO: 6377  
 LOA: 18.3m  
 CLASS: IRC/ORCi/PHS  
 DESIGNER: David Lyons (AUS)  
 YEAR BUILT: TBC  
 TYPE: Lyons Cawse 60  
 NUMBER OF HOBARTS: 0  
 OWNER: Michael Cranitch  
 CLUB: Cruising Yacht Club of Australia, NSW  
 CREW: M Cranitch – Skipper, D Gotze – Skipper, Nick Chambers, Kurt Griffiths, Peter McAdam, Colin OConnor, David Gotze, Michael Cranitch, Matt Gregory, Darren Macpherson, Tim Colclough, Serge Jook, Philippe Mengual, Robert Sturch, Francisco Orozco, Nicolas

Graveline, Nicolas Denman Craddock, Robert Case, Christine Koole

Triton is the former *Vanguard*, a Lyons 60. Although built in 2004, it has not been engaged in any serious offshore racing since 2005. It has required an extensive program to make it offshore ready since August when it was bought by David Gotze and Michael Cranitch. This is its maiden Hobart.



**TRYBOOKING.COM**

SAIL NO: B1  
 LOA: 17.2m  
 CLASS: PHS  
 DESIGNER: Dixon Yacht Design  
 YEAR BUILT: 2014  
 TYPE: Moody 54DS  
 NUMBER OF HOBARTS: 0  
 OWNER: Grant Dunoon  
 CLUB: Royal Brighton Yacht Club, VIC  
 CREW: G Dunoon – Skipper, M Hosking, L Cotter – Navigator, J Walton, A

Geysen, L Hulley (2), S Davies, C Longmuir, P Fecht, K Jenkins (1)

*TryBooking.com*, is a new Moody 54' DS launched in November 2014, and makes her maiden voyage in the 2014 Rolex Sydney Hobart. She replaces the *Elan Impression 434*. Tipped to be one of the most luxurious yachts in this year's race, she sports four main cabins which can comfortably accommodate a crew of twelve. She is fitted with both jib and in-mast furling. Skipper Grant Dunoon and various crew members competed in this year's ORCV Melbourne to Vanuatu Race. Grant was awarded the AMSA SAR award in 2012 and this year the AMSA Rescue Coordination Centre Chief, Craif Longmuir will join the crew along with former president of Yachting Victoria, Scott Davies.



**TSA MANAGEMENT (ELENI)**

SAIL NO: MH60  
 LOA: 11.78m  
 CLASS: IRC/One Design



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\*Richard attempts to photograph every yacht. His library of photographs dates back to 1974. The years 2000 onwards can be viewed on his website.



**DESIGNER:** Murray Burns Dovell (AUS)  
**YEAR BUILT:** 2003  
**TYPE:** Sydney 38 OD  
**NUMBER OF HOBARTS:** 7  
**OWNER:** Tony Levett  
**CLUB:** Middle Harbour Yacht Club, NSW  
**CREW:** T Levett (9) – Skipper, S Williams (7) – Navigator, A Tompson (2), D Griffin (1), D Swales (2), F Kreis (1), M Shoebridge, K Mackenzie

*TSA Management/Eleni* won the Sydney 38 One Design division of the 2010 and 2011 Rolex Sydney Hobarts, but retired last year after its rudder broke. She spent most of the last year under repair and competing in club racing. Last year she finished fourth overall in the Sydney 38 Class and 14th in IRC Division 3. Tony Levett will again skipper *TSA Management*, a Sydney 38 one-design yacht that has been popular with yachties because they are competitive inshore and offshore and can be handled easily by males and females alike, resulting in many husband and wife and family crews. This yacht has proven herself several times over, including finishing third in the Sydney 38 One-Design division in the 2008 Rolex Sydney Hobart when she returned to offshore racing with owner Levett. She was third in the Ocean Passage Series of the 2011 Sydney Harbour Regatta and previously raced as Horwath BRI, with a fourth in the CYCA's Blue Water Pointscore Series 2006 to 2007, and third in the Tasman Performance Series. Levett and his crew will be aiming for gold again and will have at least three other Sydney 38's to gauge their performance against.



**TWITCH**

**SAIL NO:** B44  
**LOA:** 13.4m  
**CLASS:** IRC/ORCi/PHS  
**DESIGNER:** Farr Yacht Design (USA)  
**YEAR BUILT:** 2007  
**TYPE:** Beneteau First 44.7  
**NUMBER OF HOBARTS:** 1  
**OWNER:** Hugh Ellis  
**CLUB:** Royal Brighton Yacht Club, VIC  
**CREW:** H Ellis – Skipper, G Caulfield (3) – T Klestadt – Navigator, B Bult (9), D Miles (12), L Smith (13), P Cannon (1), P Cox, R Antill, R Jaroszczuk, T Stanford, T Klestadt(1), R Hick

Hugh Ellis bought this Beneteau First 44.7 last year from Tasmania where she had been campaigned for the last four years, under the name *Auch*, by Philippa Calvert and Richard Scarr. The two won both IRC and PHS overall in the 2011 Maria Island Race and placed in other local races. Before that, Tasmanian David Bean raced the yacht as *Honeysuckle* and scored a divisional eighth in the 2009 Hobart and won the 2010 Bruny Island race overall. Under Ellis' ownership, *Twitch* won line honours in the 2014 Melbourne to Port Fairy race,

also placing second in IRC and AMS. She competed in the Land Rover Sydney Gold Coast Yacht Race and finished 11th in IRC Division 3.



**VICTOIRE**

**SAIL NO:** AUS5299  
**LOA:** 15.2m  
**CLASS:** IRC/ORCi  
**DESIGNER:** Farr Yacht Design (USA)  
**YEAR BUILT:** 2006  
**TYPE:** Cookson 50  
**NUMBER OF HOBARTS:** 7  
**OWNER:** Darryl Hodgkinson  
**CLUB:** Cruising Yacht Club of Australia  
**CREW:** D Hodgkinson (2) – Skipper, M Slinn, S Francis (3), S Kirkjian (17), S Guanaria (6), T Tubman (2), A Hawkins (3), C Kosecki (4), D Rutherford (4), K Groves, M Ramaley (6)

Making the step up to the former *Jazz* last year proved the perfect choice for Darryl Hodgkinson when he won IRC Division 0 in last year's Sydney Gold Coast race and was declared overall winner of the 2013 Rolex Sydney Hobart Yacht Race, which helped him win the re-ignited Southern Cross Cup with team members *Patrice* and *Wild Rose*. Earlier this year, in the Land Rover Sydney Gold Coast Race he finished ninth on line, seventh on IRC overall fifth on IRC Division 0. The canting Cookson 50 finished second to *Wild Rose* in the CYCA's Blue Water Pointscore (BWPS), was third under ORCi and claimed the series' newly created line honours division. In April, *Victoire* won the Gosford Lord Howe Island Yacht Race after crossing the finish line second, just two hours behind the line honours winner, *Southern Excellence II*. In December 2011, Hodgkinson was named the CYCA's Ocean Racing Rookie of the Year and in a first, a year later was named Ocean Racer of the Year after winning the 2011 to 2012 BWPS and successfully defending his class victory at the 2012 IRC Australian Championship with his previous *Victoire*, a Beneteau 45. For the Land Rover Sydney Gold Coast Yacht Race, he has added Mike Green to his already top crew, which can only enhance enhance their performance.



**WAX LYRICAL**

**SAIL NO:** 248  
**LOA:** 15.2m  
**CLASS:** IRC/ORCi  
**DESIGNER:** Nels Jeppesen  
**YEAR BUILT:** 2012

**TYPE:** X50  
**NUMBER OF HOBARTS:** TBC  
**OWNER:** Les Goodridge  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** L Goodridge(5) – Skipper, D Decoster (2), A Orszulok (2), D Eagle (3), F Etter (3), J Owens (2), L Stevenson (8), M Michell, T Griffin (0)

*Wax Lyrical* is a Danish design X-50 cruiser/racer built for Les Goodridge, who previously owned and raced the famous timber 8-metre yacht, *Erica J*. Her first offshore race was the 2014 Land Rover Gold Coast Yacht Race, and this will be her first Hobart, however Goodridge has previously competed in five Hobarts. Since the boat's arrival in Australia, Goodridge has campaigned her in the CYCA's Ocean Pointscore Series (OPS), Grant Thornton Short Haul and Club Marine Twilight Series races. *Wax Lyrical* finished second overall in PHS of the 2013 to 2014 CYCA Ocean Pointscore series and won the Monica Geddes Memorial Trophy in 2012. Using the Land Rover Winter Series as a test bed for crew trials, Goodridge has built his offshore campaign towards this 70th Anniversary Rolex Sydney Hobart.



**WEDGETAIL**

**SAIL NO:** AUS11888  
**LOA:** 16.8m  
**CLASS:** IRC/ORCi  
**DESIGNER:** Reichel/Pugh (USA)  
**YEAR BUILT:** 2006  
**TYPE:** Reichel/Pugh 55  
**NUMBER OF HOBARTS:** 6  
**OWNER:** Bill Wild  
**CLUB:** Royal Queensland Yacht Squadron, QLD  
**CREW:** B Wild (7) - Skipper, K Costin (1), TBC – Navigator, J Gower (1), C Skinner (2), I Davis (2), R Chamberlain (6), S Hunt (2), A Deeks (5), J Alexander (2), N Pryde (1), A Hunn (3), D Jowett (1)

Bill Wild returned to ocean racing with *Wedgetail* last year after an 18-month hiatus from the sport and immediately reaped rewards, securing line honours and finishing second overall to Syd Fischer's TP52 *Ragamuffin* in this year's Pittwater to Coffs Harbour race. The Queenslander went on to finish fourth on line and second in IRC Division 1 of the Sydney Gold Coast Yacht Race in July and it was enough to convince Wild to give the Rolex Sydney Hobart another crack. However *Wedgetail's* fortunes changed as she was dismasted off Tasman Island in gale force conditions. Taking ownership of *Wedgetail*, originally known as *Yendys*, in 2010, Wild sailed her in the Rolex Sydney Hobart that year and finished ninth on line, sixth overall and third in IRC Division 1. The custom Reichel/Pugh 55 has an impressive race record including podium places in the Rolex Trophy Series

and the Sydney Gold Coast Yacht Race. In the Rolex Sydney Hobart, scored a sixth in IRC Division 1 in 2009, sixth IRC overall and first in Division 1 in 2006 and scored a Division 1 third in 2007. Wild's previous *Wedgetail*, the Welbourn 42, also had a strong offshore race record, including sixth overall in the 2005 Hobart wins and places in the majority of offshore races.



**WHISTLER**

**SAIL NO:** L77  
**LOA:** 11.0m  
**CLASS:** IRC  
**DESIGNER:** Murray Burns Dovell (AUS)  
**YEAR BUILT:** 2000  
**TYPE:** MBD 36  
**NUMBER OF HOBARTS:** 1  
**OWNER:** David Rees  
**CLUB:** Royal Yacht Club of Tasmania, TAS  
**CREW:** D Rees (14), J Linscott (2) – skipper, J Rees (2), D Alpin (1), D Cromarty, I Smith, J Guy (1), N McKim (1), L Rees, D Rees

*Whistler*, a Murray Burns Dovell 36-foot IRC boat, from the Royal Yacht Club of Tasmania, has had great success in Tasmanian offshore racing. In the 2010/2011 season, *Whistler* was the winner of the Combined Clubs Offshore Series, Three Islands Series AMS and IRC, 1st Maria Island AMS and winner of the Britannia Trophy. Sailed as *Creative Intension* in the 2006 Rolex Sydney Hobart, she was the first boat under 11-metres and the first Tasmanian boat to finish on IRC. In the 2011 Rolex Sydney Hobart, co-skipped by David Rees and Jory Linscott, *Whistler* finished 10th overall and second in Division 4. The boat also won the prestigious Tilman Trophy in the 2013 Australian Three Peaks race.



**WILD OATS XI**

**SAIL NO:** AUS 10001  
**LOA:** 30.48m  
**CLASS:** IRC  
**DESIGNER:** Reichel/Pugh (USA)  
**YEAR BUILT:** 2005  
**TYPE:** 100-foot Maxi  
**NUMBER OF HOBARTS:** 9  
**OWNER:** Bob Oatley  
**SKIPPER:** Mark Richards  
**CLUB:** Hamilton Island Yacht Club, Qld.  
**CREW:** M Richards (12) – Skipper, J Vila (1) – Navigator, I Murray (20), A Henderson (3), C Links (2), D Senogles







(2), G Taylor (5), J Hildebrand (6), J Whittaker (4), M Shillington (8), M Mason (3), N Ellis (7), P Magee (3), R Naismith (8), R Daniel (8), S Newton, S Jarvin (4), S Bannatyne (3), T Wiseman (8)

*Wild Oats XI* is the most successful yacht in the 70-year history of the Rolex Sydney Hobart race. She secured her seventh line honours victory under the guidance of Mark Richards in last year's race. In 2012 she broke her own race record, which now stands at 1 day, 18 hours, 23 minutes 12 seconds, and won the race overall. It was the second time the supermaxi had achieved this historic treble, and the only boat to do so twice in the race's history. Once again, *Wild Oats XI* has been modified for the Rolex Sydney Hobart. Her bow has been streamlined, she will carry a new hydrofoil wing, and will be fitted with two new high-tech sails – a mainsail and a 'code zero' headsail. These modifications are aimed at keeping the nine-year-old yacht competitive against more recent designs. Richards and the crew now affectionately refer to their charge as the 'Swiss Army Knife', because of the number of appendages she boasts: a hydrofoil wing, a retractable forward centreboard, two retractable daggerboards, a canting keel, and the conventional rudder at the stern. *Wild Oats XI* still holds the record for the most consecutive line honours wins – four – from 2005 to 2008, surpassing *Moma's* record of three in a row achieved from 1946 to 1948. She also holds the race record for the CYCA's Sydney Gold Coast Yacht Race (22 hours, 3 minutes, 46 seconds, set in 2012) and the CYCA's Cabbage Tree Island Race (12 hours, 15 minutes, 55 seconds, set in 2012). Richards and his crew will need to muster all their resources this year as four other supremely competitive supermaxis and their crews – including the new *Comanche* 100-footer from America – will be vying for a line honours win. *Wild Oats XI's* navigator, Juan Vila, was navigator for the victorious *Alinghi* crew in the 2007 America's Cup match.



**WILLYAMA**

SAIL NO: 335  
LOA: 12.2m  
CLASS: IRC  
DESIGNER: Farr Yacht Design  
YEAR BUILT: 2009  
TYPE: Beneteau First 40  
NUMBER OF HOBARTS: TBC  
OWNER: Richard Barron  
CLUB: Royal Sydney Yacht Squadron, NSW  
CREW: R Barron (12) – Skipper, S Sanlorenzo (1) – Navigator, A Mead (2), G Robinson (1), I Campbell (1), Tuan Duong (1), S Sanbrenzo (1)

*Willyama* is a Beneteau First 40 owned by

the Barron/Sanlorenzo/Stanley partnership racing out of Royal Sydney Yacht Squadron. She last raced a Rolex Sydney Hobart under her current owners in 2011 and she finished 52 on line, 33rd overall IRC and seventh IRC Division 4. *Willyama* has competed in an additional two Rolex Sydney Hobart races. She comes to the start line of this 70th anniversary race having used the RSYS 2014 Spring Series as its warm-up and preparation.



**WILD ROSE**

SAIL NO: 4343  
LOA: 13.1m  
CLASS: IRC/ORCi  
DESIGNER: Bruce Farr (USA)  
YEAR BUILT: 1985  
TYPE: Farr 43  
NUMBER OF HOBARTS: 5  
OWNER: Roger Hickman  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: R Hickman (37) – Skipper, P Inchbold, J Wells (3) – Navigator, A Scott (9), D Williams (4), D Morris (13), J White (4), K Ketelbey (2), P Sayer (1), P Inchbold (2), P Endersbee (2), P Warburton (8)

The words 'age shall not weary them' rings true for this 29-year-old Farr 43 when you look at this yacht's past and the epic 2013 Roger Hickman had with *Wild Rose*, originally christened *Wild Oats* for Bob Oatley. At the conclusion of last year's Rolex Sydney Hobart, *Wild Rose* was crowned Blue Water Pointscore Series (BWPS) champion of the CYCA. She was also in the winning Southern Cross Cup team with *Victoire* and *Patrice*, the title riding on the trios Hobart race results, in which Hickman finished 11th overall for his third consecutive Division 4 win. Hicco's BWPS season scorecard reads like a dream: third in the Sydney Gold Coast, followed by consecutive wins in the Flinders, Bird and Cabbage Tree Island races. His worst result for the series was third in the Port Hacking Bird Island race. It was a fifth time in the BWPS winner's seat - the second as an owner, with *Wild Rose*. He also claimed the BWPS Cape Byron Series (sailed under ORCi) and the Tasman Performance Series (PHS) of the BWPS. So far in 2014 he has won Division 2 of the NSW IRC Championship and one week later was declared winner of Class C in the Australian IRC Championship. Looking to maintain their winning streak, the tight-knit crew now have the Land Rover Sydney Gold Coast Yacht Race.



**WILD SIDE**

SAIL NO: SM360  
LOA: 11.0m  
CLASS: IRC  
DESIGNER: Murray Burns Dovell (AUS)  
YEAR BUILT: 1988  
TYPE: Sydney 36CR  
NUMBER OF HOBARTS: 1  
OWNER: Martin Vaughan  
CLUB: Sandringham Yacht Club, VIC  
CREW: M Vaughan (3) – Skipper, G Arthur, C Pope – Navigator, C Pope (4), G Onions (1), G Arthur (2), S Moseley (1), T Vaughan, P Chalkley (1),

*Wild Side*, one of the smallest yachts in the fleet, will be competing this year for a second time, hoping to improve on their previous 30th place on IRC. Aiming for an improved result the *Wild Side* crew is not short on experience having previously won the Melbourne to Hobart on AMS. Skipper Martin Vaughan has competed in three Rolex Sydney Hobarts and recently competed in and won IRC division in the 2013 Melbourne to Osaka two-handed ocean race on *Cadibarra 8*. Backed up by watch lead Graeme Arthur, who has two Rolex Sydney Hobart's under his belt, helps lead a crew of extremely experienced, multi-talented ocean racers. Regular racers in Bass Strait, this small but capable boat could well surprise.



**ZEN**

SAIL NO: 3838  
LOA: 11.8m  
CLASS: IRC  
DESIGNER: Murray Burns Dovell  
YEAR BUILT: 2004  
TYPE: Sydney 38  
NUMBER OF HOBARTS: TBC  
OWNER: G Ketelbey  
CLUB: Middle Harbour Yacht Club, NSW  
CREW: G Ketelbey (8) – Skipper, C Haskard (1), D Barton (1), D Elliott (1), M Donnan (4), A Schlipalius

*Zen* is the second Sydney 38 owned by Gordon Ketelbey, the previous one being *Wadadi*. Over the years they have campaigned in one design yachts and blue water ocean racing series. *Zen* finished first overall in the Sydney 38 Division of the 2013 Rolex Sydney Hobart. In 2012 race *Zen* finished 11th in IRC Division 3 and 10th in ORCi Division 3. She went on to compete in the Premier Racing Class at the Festival

of Sailing and finished fourth in class. On the return journey to Sydney, the yacht suffered keel damage that put her out of action for most of 2013. She returned to her campaigning and finished first overall in the Sydney 38 Division of the 2013 Rolex Sydney Hobart. She went on to secure a third overall in the Geelong Sydney 38 Nationals in January. She triumphed at Port Lincoln Week 2014 winning on IRC.



**ZORA**

SAIL NO: 8975A  
LOA: 13.6  
CLASS: PHS  
DESIGNER: J&J  
YEAR BUILT: TBC  
TYPE: Salona 45  
NUMBER OF HOBARTS: TBC  
OWNER: Philip King  
CLUB: Cruising Yacht Club of Australia, NSW  
CREW: P King – Skipper/Navigator, R Blanch

*Zora* was built in 2006 by AD Boats in Croatia. The Salona 45's are designed as a range of fast cruising boats and this one certainly lives up to it. Whilst they are on the heavy side, for a cruiser, they perform well in heavy weather. Originally competing in New Zealand, *Zora* came to Australia in 2009 and competed in several races including Sydney Gold Coast Yacht Race, Rolex Sydney Hobart races and shorter coastal races. Her best results were a podium finish in the SGCYR and a win in the Cabbage Tree Island race. Her crew this year is made up of long time crew members with one Hobart virgin. The 2014 Rolex Sydney Hobart will be her last for a while as *Zora* will be heading to a new home in Airlie Beach for the next year or so.





A small frame encloses an historic piece of memorabilia from the first race in 1945:

A typed list of the nine starters, their owners, the yacht's LOA, ratings and time correction factors. In pencil, presumably written by an officer of the RYCT, are the corrected times and overall placings of each of the eight finishers.

Also in the frame is a letter signed by Lieutenant (E) E.M. Halley, Honorary Official Measurer, that accompanied this document setting out the formula to be used by the RYCT in working out the result of the first Sydney Hobart, with the suggestion that the race officers "will kindly note carefully the following" in which he gave an example of working out a yacht's corrected time.



# FIRST FLEET

THE ROYAL YACHT CLUB OF TASMANIA'S CLUBHOUSE ON THE BANKS OF THE RIVER DERWENT AT SANDY BAY HAS A WALL OF THE MEMBERS BAR DEDICATED TO THE SYDNEY HOBART YACHT RACE. BY PETER CAMPBELL



**FREE SPIRITS**  
Despite winning the 1945 race, *Rani* sailed in just one Sydney Hobart. Above: It was an 11-day journey for *Wayfarer* in the first ever Sydney to Hobart race.

The nine yachts which started in the inaugural Sydney Hobart Yacht Race, at 11am on Boxing Day, 26 December 1945, as listed on this original document, and with their corrected time placings, were:

- *Archina* (P Goldstein) ketch, LOA 50' 0", Retired
- *Mistral* (R F Evans) gaff schooner, LOA 63' 4 1/2", 7th
- *Wayfarer* (P M Luke) ketch, LOA 39' 8 1/2", 8th
- *Kathleen* (J Earl) gaff yawl, LOA 44' 1", 4th
- *Rani* (Capt J Illingworth RN) cutter, LOA 34' 8 1/2", 1st.
- *Ambermerle* (J R Colequhoun & C Kiel) cutter, LOA 34' 1 1/2", 2nd
- *Saltair* (R M Walker) ketch, LOA 43' 6 1/2", 6th
- *Horizon* (J R Bartlett), ketch, LOA 40' 3 1/2", 5th
- *Winston Churchill* (P Coverdale) cutter, LOA 51' 4 1/2", 3rd

*Rani* also took fastest time: 6 days 14 hours and 22 minutes for the course, originally said to be 630 nautical miles but in recent years calculated at 628 nautical

miles. *Wayfarer* came in last, taking 11 days 6 hours and 20 minutes – still the record for the longest passage in the Sydney Hobart Race.

Of the nine First Fleeters, *Rani*, *Ambermerle* and *Kathleen* sailed in just one Sydney Hobart, *Rani* later being wrecked on Stockton Bight, north of Newcastle. Jack Earl subsequently circumnavigated the world in *Kathleen* and she is now part of the Australian National Maritime Museum's floating fleet.

*Horizon* sailed in three more Sydney Hobarts, as did *Wayfarer*, while *Mistral II* competed seven times in the 1940s and 1950s. *Winston Churchill* went on to sail in 18 Hobarts, foundering in the tragic 1998 race with the loss of three lives.

It is believed there are no yachtsmen still alive who sailed in the inaugural Sydney Hobart Yacht Race. With the passing of Trygve Halvorsen, there are probably few remaining from the second race in 1946. ⚓



E1 E3 E4 E5 E6  
S1 S3 S4 S5

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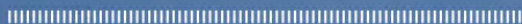


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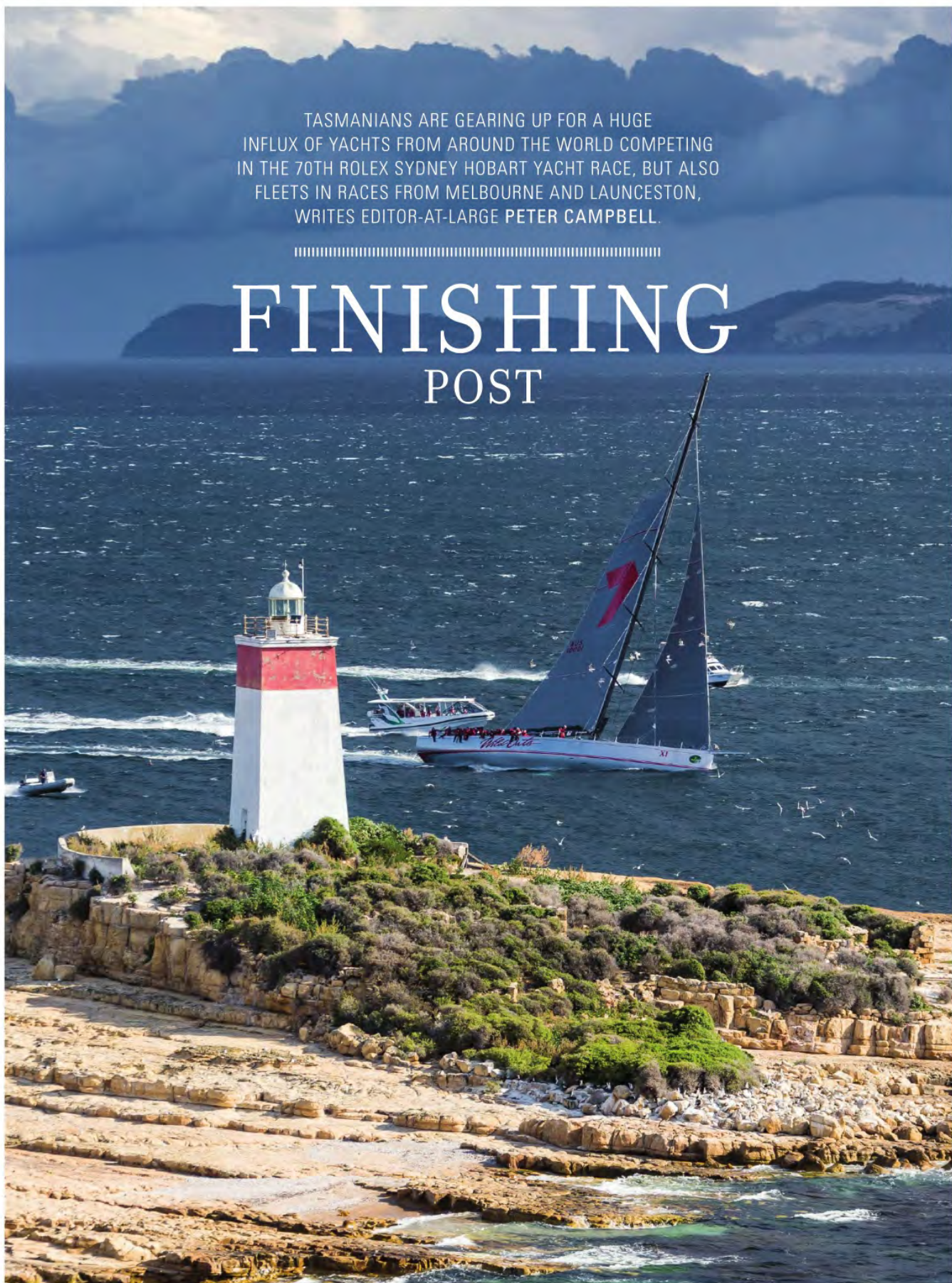
**elan**



TASMANIANS ARE GEARING UP FOR A HUGE INFLUX OF YACHTS FROM AROUND THE WORLD COMPETING IN THE 70TH ROLEX SYDNEY HOBART YACHT RACE, BUT ALSO FLEETS IN RACES FROM MELBOURNE AND LAUNCESTON, WRITES EDITOR-AT-LARGE PETER CAMPBELL.



# FINISHING POST





The finish of the Rolex Sydney Hobart Yacht Race on Hobart's River Derwent is unique, as is the start from Sydney Harbour. The spectacular start attracts thousands of spectators afloat and ashore, and millions of viewers on national and international television.



Two to three days and 628 nautical miles later, the leading yachts finish off at Hobart's historic Battery Point, marking the start of the most hospitable and widely publicised race finish of any annual long ocean race in the world.

The huge public welcome begins as the leading yachts sail up the River Derwent to Hobart, capital city of the island state of Tasmania, and the crews dock their yachts in the city's historic Sullivans Cove and Constitution Dock, just five minutes walk from the CBD.

The warm welcome by Hobartians to the arriving yachts, even in the middle of the night (and often a cold night, too, in these southern climes) goes back to the very first Sydney Hobart in 1945 when British naval officer Captain John Illingworth steered *Rani* up the river in the early hours of the morning to take line

and, subsequently, overall handicap honours. A local boat owner handed over a bottle of Scotch whisky as *Rani* sailed up the river.

Hobartians and visitors will continue to cheer even as the last yacht berths in historic Constitution Dock, sometimes six days after the line honours winner crosses the line.

The logistics of finishing the fleet of nine yachts back in 1945 were relatively basic, but over the following 69 years the role of the RYCT has increased commensurately with the growth of the fleet, reaching its peak with the 371 starters and 307 finishers in the 50th race.

That year, 1994, yachts were packed gunwale to gunwale in Constitution Dock and alongside every wharf space in Hobart's Sullivans Cove, all bedecked with 'battle' flags.

RYCT life member Mick Hocking oversaw the successful berthing of

307 yachts that finished the 50th Sydney Hobart. Hocking heads the team tasked with organising the berths and then making sure that every boat goes into its allocated berth, a marathon task that requires boat crews from the club on the water 24 hours a day until the last yachts have finished the race.

The berthing of this year's big fleet has been well planned by the RYCT's Rolex Sydney Hobart Committee under the chairmanship of Race Finish Co-ordinator Robert 'Biddy' Badenach.

The final entry list this year, 118 boats, certainly caused a few sharp intakes of breath for its size at early meetings of the RYCT committee that organises all facets of the finish of the race in Hobart, from timing the yachts as they cross the finish line to organising the prestigious prize giving at the Club's headquarters on the shores of Sandy Bay.

There is also the public presentation dockside of the J H Illingworth Trophy and Rolex Yacht-Master timepiece to the Line Honours winner and Crew Medallions, usually within minutes of the yacht berthing outside Constitution Dock. Once the overall results are determined on IRC ratings, the George Adams Tattersalls Cup and another Rolex watch is presented dockside to the winning yacht.

Where possible, the winners of each IRC, ORCi and PHS division are also announced, receiving their pennant to fly proudly from their forestay.

The RYCT is confident that, with co-operation from the State Government, TasPorts and the Hobart City Council, it should cope with the big fleet this year.

The international status of the Rolex Sydney Hobart Yacht Race among yachties and its worldwide high media and public profile developed over the past 69 years is primarily due to two significant aspects of this blue water classic.

• The spectacular start from beautiful Sydney Harbour each year on a public holiday, Boxing Day, 26 December, with the harbour a natural amphitheatre for viewing from the headlands and the ample room on the water for spectator craft to follow the fleet to sea. Several hundred thousand people always turn out for the start.

• The huge public welcome as the leading yachts sail up the River Derwent to Hobart, capital city of the island state of Tasmania, and when the crews dock their yachts in the city's historic Sullivans Cove and Constitution Dock.

**Hobart's welcome to the arriving yachts, even in the middle of the night, goes back to the very first Sydney Hobart in 1945.**

**PARTY TIME**  
Fireworks celebrate the great race's finishing point on the Hobart waterfront.





One berthing problem that continues is the increasing draft of modern racing yachts, notably the super maxis. Fewer yachts can now access Constitution Dock because of the overall increase in keel depth of modern yachts and an old underwater pipe near the entrance to the dock through the lifting bridge.

The newly launched US super maxi *Comanche*, with its huge beam and deep draft may cause complications in berthing alongside the "Line Honours Berth" outside Constitution Dock – that is, of course, if she outsails the other 100-footers.

Adding in the fleets racing from Melbourne and Launceston, there could be as many as 185 ocean racing yachts, crewed by some 1,800 sailors, berthed in Hobart by New Year's Eve. The floating Kings Street marina has made access much easier to the yachts, but the large number this year will see Constitution Dock and the Elizabeth Street Pier fully used for berthing.

The success of the finish of the Rolex Sydney Hobart Yacht Race has, since its inception in 1945, rested on the volunteers who give up their Christmas to New Year holiday time to work on the many logistics of finishing such a huge international yacht race, such as timing yachts in four ocean races as they cross the finish line at Castray Esplanade.

It's not just boats from the Sydney Hobart fleet that are crossing the finish line at Castray Esplanade, but also competitors from the Launceston to Hobart Race and two races from Melbourne to Hobart (the West Coaster and the East Coaster).

This year at least 150 volunteers from the RYCT, the Derwent Sailing Squadron and the Bellerive Yacht Club will be involved 24/7 in finishing, crewing patrol boats, staffing information and reception areas at Constitution Dock, manning race information computers and phones, serving long hours as members of the Race Committee, and more.

Crowd control can be a problem on Hobart's Kings Street Marina, where most of the medium to large yachts will be berthed and there will be strict control of access to the marina arms to avoid overcrowding.

A rule now requires that boats with 'celebrity' crews tie up alongside the low level wharf outside Constitution Dock to allow media interviews and crowd viewing before going to their allocated marina berths. This is where the first three maxi yachts to

finish the race berth initially for the official welcome and media activities.

Spectator boat control on the Derwent has been a problem at times. However, close co-operation between Tasmania Police's marine division and the RYCT has made it significantly easier for the helmsman and the crew of the super maxis racing up the river to the finish line.

An exclusion zone will apply to spectator and media boats following the leading yachts from well down the river, off White Rock.

"Biddy" Badenach, who has been Finish Co-ordinator of the Rolex Sydney Hobart Yacht Race since 1997 and Commodore of the RYCT before then, is full of praise for Tasmania Police's contribution to the race, not only the finish but to the overall safety of the fleet once it sails into Tasmanian Waters.

A sea-going Police boat will be stationed at Flinders Island and as the smaller yachts head down the Tasmanian East Coast, another Police boat will head into the area.

Badenach has many memories of the finish of the Sydney Hobart but his most memorable one (and one that I shared with him) was the night that the German maxi *Morning Glory* came sweeping up the river on track to breaking *Kialoa III*'s 21 year old race record – and collecting the sponsor's special prize of \$100,000.

"It was going to be touch and go whether she would make it, but Constable Scott Dunn, then skipper of the police launch *Dauntless*, was continuously radioing us with the yacht's boatspeed," Badenach recalled as we discussed past finishes. "Media and yachtsmen were phoning you, as race media director, from around the world asking for updates!"

*Morning Glory* in 1996 did narrowly break *Kialoa*'s record but a new time was set four years later by *Nokia* and again in 2005 by *Wild Oats XI*. I also recall being on the water at three o'clock in the morning to see American Jim Kilroy set *Kialoa III*'s record back in 1975.

For many years now an American Civil War field cannon has been used to signal the line honours victory as the first boat crosses the line off Castray Esplanade, below Hobart's historic precinct of Battery Point. "The gun crew dress in period artillery uniform and I can recall one wet night seeing them holding an umbrella over the gun to ensure the powder did not get wet," Badenach recalls. "The gun fired perfectly!"

Badenach says that while the site



**REUNITED AT LAST**  
Clockwise from top left: Media gather at the end of the 2013 race; Constitution Dock from above; Much needed sustenance for the crew; A jam-packed Constitution Dock after last year's race; The winning skipper is awarded a Rolex timepiece; Happy reunions after the race.





ROLEX / CARLETON ENGLISH



and overall logistics for finishing the Rolex Sydney Hobart Yacht Race remain unchanged, the sponsorships of Kodak, followed by Telstra and now Rolex have introduced a high degree of professionalism to the finish and reception at Hobart.

Kodak's event management team got the then Lord Mayor of Hobart more involved in the finish and introduced the public presentation of Divisional winners' flags at the docks. For the 50th race the entire trophy presentation was held in the Sullivans Cove precinct with thousands of people packing the dockside for what proved to be a huge event.

Telstra was responsible for having a large barge moored outside the entrance to Constitution Dock for the line honours winner to moor alongside, allowing the always huge media easier access to the skipper and crew and the public the opportunity for a close-up view of the colourful celebrations.

Rolex has built on this since taking up the naming rights sponsorship, with the Line Honours Trophy and Crew Medallions – and the Rolex watch – being presented in a big public dockside event.

The announcement of the overall winner of the Tattersall's Cup is also now announced dockside and again the winning skipper is awarded the trophy and a Rolex in a televised event. This presentation is, of course, repeated when the official prizegiving is held at the Royal Yacht Club of Tasmania on the morning of 1 January, although by then many of the crews of the big boats have flown home, as have most interstate and international media.

"Even from the earliest races the Commodore of the RYCT or a senior flag officer has tried to welcome every yacht, from first to last to finish, as they dock," Badenach recalls.

The Royal Yacht Club of Tasmania and the Cruising Yacht Club of Australia work closely throughout the year in planning the Rolex Sydney Hobart Yacht Race. The CYCA organises the race, starts the fleet and controls the race at sea; the RYCT is in charge of the finish which includes close liaison with local authorities such as the Hobart City Council and Tasports, with a working committee of members meeting from mid-year onwards.

"For the past two decades the Lord Mayor of Hobart has been on the water with the Commodores of the CYCA and the RYCT to welcome the yachts," Badenach says. "No matter the time of day or night Rob

**From the earliest races the Commodore of the RYCT or senior flag officers have tried to welcome every yacht, from first to last to finish, as they dock. Many lasting friendships are made between Hobartians and visiting yachties.**



**WINNING SMILES**  
From top: Dr Darryl Hodgkinson, skipper of *Victoire* with his wife, holding the Tattersall's Cup last year; Reuniting in Hobart after the 2013 race; Stephen Ainsworth and the crew of *Loki* at Customs House after their 2011 win.







Valentine, Damon Thomas and now our new Lord Mayor Sue Hickey have been willing to go out on the river to welcome the line honours winner to their city. It has become a great tradition of Hobart."

The RYCT's planning for the Rolex Sydney Hobart begins months before Boxing Day, 26 December. Everything swings into operation in Hobart as the fleet sets sail from Sydney Harbour. The Race Committee headed by Tim Cox that evening sets up operations at the RYCT, the Liaison Centre opens at Constitution Dock and the Race Information Centre is manned. The international Media Centre begins operating in the Mawson Pavilion alongside Constitution Dock from early morning on 27 December.

Obviously, a key factor in the finish of the Sydney Hobart is the accurate timing of each yacht as it crosses the finish line between the "Castray Box" on the foreshores of Battery Point and a large Rolex buoy.

These days the team in the finish box have an even more responsible task, not only finishing the Rolex Sydney Hobart fleet, but also yachts

racing in the Melbourne to Hobart Races via the East Coast and the West Coast and also the relatively new Launceston to Hobart Race.

The finish box is staffed by volunteers from Hobart's major clubs, the RYCT members being assisted by members of the Derwent Sailing Squadron and the Bellerive Yacht Club 24 hours a day from when the first yacht rounds Tasman Island until the very last boat in the Sydney Hobart and the other fleets finish their races.

The huge public interest in the Sydney Hobart has spawned other events in Tasmania's capital city over the Christmas to New Year period, the biggest of these being the Taste of Tasmania which these days attracts several hundred thousand visitors to enjoy the very best of the State's gourmet produce.

Now a Hobart City Council enterprise, the concept of the 'Taste' originated at the Royal Yacht Club of Tasmania back in 1985 as an innovative idea of then Commodore Ollie Hedberg and Hobart Race Director Rowan Johnston.

**The huge public interest in the Sydney Hobart has spawned other events in Tasmania's capital city over the Christmas to New Year period, the biggest of these being Taste of Tasmania.**

Taste visitors also get a close-up view of the yachts soon after they finish, with the escort boats leading them past the Princes Wharf on their way to their berths. "In turn, the crews receive a traditional Tasmanian welcome from people eating out at the Taste," says Badenach.

There are many other facets that make up the successful logistical operations for the finish of the Rolex Sydney Hobart Yacht Race centred on Constitution Dock – the crew baggage distribution centre in the City Hall, an effort of the Glenorchy Rotary Club is just one. And, of course, famous Hobart pubs such the Customs House and the Shipwrights Arms are already gearing up for an influx of thirsty yachties.

From 26 December 2014 through to 3 January 2015, Sullivans Cove and Constitution Dock will be the focus of international interest in ocean yacht racing, a focal point for Tasmanians and tourists to the island, and a wonderful welcoming point for yachties who have braved the rugged waters of the Tasman Sea to "do a Hobart". ⚓

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The Taste of Tasmania festival, a beer (or two) at the Customs House or Shippies (the Shipwrights Arms), a visit to the Royal Yacht Club of Tasmania, local Tasmanian whisky tastings, or a drop by the MONA. All, and much more, are worthwhile things to do while visiting either as crew, or their family and friends, participating in the long ocean races to the island state over the summer.



# TAKE IN TASMANIA



AUSTRALIA'S ISLAND STATE IS FAMOUS FOR ITS NATURAL BEAUTY AND RELAXED WAY OF LIFE, THOUGH OFFERS AN ARRAY OF ATTRACTIONS THAT WILL SURPRISE AND DELIGHT MANY VISITORS WHETHER ARRIVING BY SEA OR AIR, WRITES LOCAL HOBARTIAN PETER CAMPBELL.

Add to these a visit to the new-look Tasmanian Museum and Art Gallery (TMAG) and the nearby Tasmanian Maritime Museum and its floating fleet in Constitution Dock. Close by is the replica of Mawson's Hut, a tribute to the courageous Antarctic explorer.

Some suggestions to enjoy a stay in Tasmania from late December to mid February include:

Taste of Tasmania, from Saturday 28 December to Sunday 3 January, Princes Wharf No 1: this popular food and beverage lifestyle event gets better every year. [www.thetasteoftasmania.com.au](http://www.thetasteoftasmania.com.au)

King of the Derwent yacht race, 2 January: A great finale to the festival of sails on the River Derwent, conducted by Derwent Sailing Squadron: [www.dssinc.org.au](http://www.dssinc.org.au)

### THREE CAPES TRACK

Get a different view of the rugged coastline of Cape Raoul, Cape Pillar and Cape Huey on Tasmania Parks and Wildlife Service's largest and most ambitious walking track project – a world class, multi-day walking

experience on the Tasman Peninsula along a track that will eventually cover 82 kilometres.

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

### PUMPHOUSE POINT

On the edge of Tasmania's Wilderness World Heritage area, jutting 250-metres out from the



**LAND OF MILK AND HONEY**  
Clockwise from left: The spectacular walking track of Three Capes Track; The ever-popular Taste of Tasmania food and lifestyle festival begins on 28 December; Breath in the forests and lakes at Pumphouse Point; Spend the night on the luxurious Lady Eugenie; The Nant Estate whisky distillery is nestled in Tasmania's southern highlands.





shoreline of iconic Lake St Clair is the Pumphouse building, an art deco throwback to pioneering hydro-electric days gone by. Opening early January, Pumphouse Point is set to be a completely immersive boutique wilderness retreat where guests can walk, paddle, explore and breathe in the spectacular forests and lake. Put this on your bucket list for 2015. [www.pumphousepoint.com](http://www.pumphousepoint.com)

#### WOODEN BOAT FESTIVAL

From 6 to 9 February, 2015. Gone are the ocean racing yachts from the King Street marina and Constitution Dock, in their place will be a magnificent display of the world's most beautiful wooden boats. It's a celebration of Tasmania's long maritime history, its active boat-building industry and the traditional skills that keep this legacy alive. [www.australianwoodenboatfestival.com.au](http://www.australianwoodenboatfestival.com.au)

#### VAN DIEMEN'S LAND

Circumnavigation Cruise: Organised by the Royal Yacht Club of Tasmania, the cruise takes place two days after the Wooden Boat Festival closes on February 11. A fleet of 45 cruising yachts and motor cruisers from around Australia and overseas will set sail from Hobart on a 35-day circumnavigation of Tasmania which, until 1850, was known as Van Diemen's Land. [www.ryct.org.au](http://www.ryct.org.au)

#### WINEGLASS BAY SAIL WALK

Walking iconic Wineglass Bay is one thing, but retiring at night to the exclusive 23-metre luxury yacht, *Lady Eugenie* – now that's a journey! Join

the Tasmania Walking Company for the new Wineglass Bay Sail Walk over four or six days, luxuriously sleeping and eating on board while exploring the Bay, Maria Island and Tasman Island. [www.wineglassbaysailwalk.com.au](http://www.wineglassbaysailwalk.com.au)

#### SATELLITE ISLAND

Want to impress your friends? Just tell them you hired your own private island in Tasmania. There's reason the famous *Vanity Fair* magazine has shared this secret, a place of untamed Tasmanian wilderness in the heart of the D'Entrecasteaux Channel. [www.satelliteisland.com.au](http://www.satelliteisland.com.au)

#### THALIA HAVEN

Thalia Haven has quickly become a sought after luxury experience for eco lovers. Set overlooking Great Oyster Bay, the 10-berth house is made from local stone and incorporates environmentally sound building principals. The house comes stocked with a complimentary local pantry, packed with international artwork from the owner's travels and a five kilometre private stretch of beach. [www.thaliahaven.com.au](http://www.thaliahaven.com.au)

#### ROARING 40'S OCEAN KAYAKING

Roaring 40s Ocean Kayaking offer wilderness kayaking adventures exploring Tassie's pristine wilderness harbours and rugged coastlines, and is now operating expeditions and day kayaking tours direct from Hobart. Two to seven day paddling expeditions run from December to April and take visitors through the sheltered waterways of Port Davey and Bathurst Harbour. [www.roaring40skayaking.com.au](http://www.roaring40skayaking.com.au)

## Tassie taste of a wee dram

*Once the ocean races to Hobart are finished, yachties should take time to enjoy the many things that Tasmania has to offer ashore, and this includes the best single malt whisky in the world, writes PETER CAMPBELL as he enjoys a wee dram.*

Years ago a fellow Tasmanian gave me a copy of a rather whimsical document entitled 'Tasmania – A to Z'. It began, obviously with 'A is for Apples' and included some rather rude references to the ancestry and activities of my Van Diemen's Land forebears. Today the A to Z must highlight 'W for Whisky' as one of the State's greatest attributes, with Tasmania's Sullivans Cove Whisky recently recognised as the best single malt whisky in the world, as well as other outstanding brands receiving international recognition. Sullivans Cove French Oak Cask variety received the World Whiskies Award in London, as well as Australia's best, from a high quality pool of single malt entries. They included Scotland's Bunehabain, Aberfeldy, Glenkinchie and Glenlivet. Tasmanian whisky distillation was outlawed in 1938 and remained dormant for 154 years. In 1992 the industry was revived with the creation of a new law.

Since then Tasmania's whisky renaissance has seen the establishment of nine distilleries producing whisky in the island state. With natural advantages of pure clean mountain water, cool climate conditions and fields of barley and peat, this boutique industry is now being heralded for creating some of the finest single malt whisky being produced in the world today. Yachties, notorious for their taste for beer and rum (with coke), should take time ashore to sample Tasmania's superb whiskies. Just across the road from Constitution Dock is the Lark Distillery tasting bar in Davey Street. It is also a good place to warm up after visiting the purposely-chilled replicas of Mawson's Hut in which the Antarctic explorer spent a year awaiting rescue.

Just off Salamanca Place in Wooby's Lane is the recently opened Nant Whisky Bar, while if you have several days in Tasmania after the Sydney Hobart it would be a well worthwhile drive to the historic town of Bothwell in Tasmania's southern highlands for a visit to the Nant Estate. There's an excellent restaurant there, too, but bookings are essential at [restaurant@nant.com.au](mailto:restaurant@nant.com.au). Organised tours are also run out of Hobart taking in several whisky distilleries, including Lark Mount Pleasant near Richmond, Redlands Estate at Plenty, Old Hobart Distillery, Belgrove Distillery at Kempton, Tasmania Distillery (Sullivans Cove) at Cambridge, Shene at Pontville, William McHenry and Sons Distillery at Port Arthur and the Richmond Tasting House.

The tours on Wednesdays, Fridays and Sundays start and finish at the Lark Distillery and Cellar Door in Davey Street, Hobart, usually visiting three of the out-of-town distilleries. Contact [brett@tasmanianwhisky.com.au](mailto:brett@tasmanianwhisky.com.au) or call 0412 099 933.

In the north of the State, Hellyers Distillery at Burnie also produces fine single malt whisky and has an excellent restaurant at the distillery.



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- James Prascevic, *Spirit of Mateship* crew member

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**TRYGVE AND MAGNUS HALVORSEN**

The record set by Trygve Halvorsen and his brother Magnus in the Rolex Sydney Hobart Yacht Race as yacht designers, builders and ocean racing yachtsmen may never be eclipsed. Coming from a line of Norwegian shipbuilders and sea captains on both sides of a family that goes back five generations, they migrated with their parents and siblings to Australia in the 1920s.

All the sons were to make their mark on recreational boating in Australia, but it was Trygve and Magnus who have left such a legacy to ocean racing with superb yachts *Solveig IV*, *Peer Gynt*, *Anitra V* and *Freya*, the only yacht to win three consecutive Sydney Hobart Races on corrected time.

The late Trygve's great talent was in design, Magnus' in celestial navigation, of which he was self-taught. The transition from *Solveig IV* to *Freya* saw many innovative changes in hull shape, keels and rudders, and in yacht construction engineering. As wooden boat builders they carried on the traditions of their Norwegian forebears and their skills in this medium were displayed as

the builders of their ocean racers but also famous yachts such as the America's Cup challengers *Gretel* and *Gretel II*.

Not only did the Halvorsens build the Alan Payne-designed *Gretel* for Sir Frank Packer's 1962 challenge for the America's Cup, but both Trygve and Magnus were part of the team. Later they built *Gretel II* for the 1970 challenge and re-built her for the 1977 challenge.

The Halvorsen brothers raced in the Sydney Hobart between 1946 and 1982, beginning with a

for the Admiral's Cup.

*Freya* was a 38-foot 6-inch LOA double-ender with a vertical spade rudder and a long, straight keel, planked in Oregon and splined (wedge glued between the planks instead of caulking). She could carry full sail to windward in 30 knots and carry a shy spinnaker much longer than any of her competitors.

Along with other ocean racing yachtsmen, Trygve Halvorsen played a key role in Australia's first challenge for the Admiral's Cup in England in 1965. The brothers won four Trans-Tasman races between 1948 and 1961 with *Peer Gynt*, *Solveig* and *Norla*.

After sharing the 1966 Australian Yachtsman of the Year honour, Trygve and Magnus went their separate ways in yachting; Trygve sailing in several more Hobart races while Magnus navigated the American maxi yacht *Kialoa III* when she set a long-standing race record in 1975.

Trygve and Magnus Halvorsen got together to be the official starters of the Sydney Hobart in 2007 and again in 2012 when a small group of yachtsmen attended a lunch at the Royal Sydney Yacht Squadron to mark 50 years since Australia's first challenge for the America's Cup with *Gretel* in 1962.

# ROLL OF HONOUR

OVER THE PAST 69 YEARS MANY PEOPLE HAVE CONTRIBUTED TO THE DEVELOPMENT OF THE ROLEX SYDNEY HOBART YACHT RACE FROM CLUB FLAG OFFICERS TO PROFESSIONAL RACE MANAGERS AND VOLUNTEERS, BUT NONE MORE SO THAN THE COMPETITORS THEMSELVES – THE SAILORS WHO HAVE BATTLED AGAINST EACH OTHER, THE WIND AND THE WAVES.

second overall with *Saga* in 1946 and following this with a third with *Peer Gynt* in 1947, and a win with *Solveig IV* in 1954. Trygve then designed *Anitra V*, 38-footer double-ender that "went like a scalded cat" downwind, with which they had success – a win in 1957 as well as three seconds, in 1956, 1958 and 1959.

*Freya* was the most famous, winning the Sydney Hobart in 1963, 1964 and 1965 as well as being a member of Australia's first challenge

**CAPTAIN JOHN H ILLINGWORTH RN**

Towards the end of World War II the then Commander John H Illingworth RN was stationed in Sydney as chief engineer officer at the Royal Navy Fleet Repair Base at Garden Island. In peace time back in the UK, Illingworth had been one of Britain's most accomplished ocean racing yachtsmen, notably with his boat *Maid of Malham*, which he designed in collaboration with naval architect Laurent Giles.

Illingworth's vast knowledge of yacht design and rigging, and offshore yacht racing was well-known in Australia and in May 1945 he joined the Committee of the newly formed Cruising Yacht Club of Australia for

**MAKING IT HISTORY**  
Above left: Trygve Halvorsen; Above right: Magnus Halvorsen; Below: Bruce Farr.

## Legion of legends

Others who have contributed to the successful development of the Rolex Sydney Hobart over the past 68 years have been:

**Bruce Farr**, the New Zealander whose designs have won more line and handicap honours in the Sydney Hobart than any other yacht designer. Farr first made his name in the 1970s with his light displacement designs, achieving his first Sydney Hobart win with *Piccolo* in 1976, with the maxi ketch *New Zealand* achieving the rare double of line and handicap honours in 1980. Other notable Farr-designed overall winners have been *Sagacious V*, *Ragamuffin*, *Ausmaid* and *Rosebud* while other line honours winners have included *Brindabella*, *Tasmania* and *Sayonara*.



**Vicki Willman**, who made Sydney Hobart history in leading the first all-woman crew to contest the Sydney Hobart in 1975, skippering *Barbarian*.





dinner at Usher's Hotel in the city. Over dinner, founding member Peter Luke said to Illingworth, "(Bert) Walter, (Jack) Earl and I are planning a cruise to Hobart at Christmas time. Would you care to join us?" Illingworth thought for a moment and is recorded as replying, "Why don't we make a race of it?"

And they did! With the Royal Yacht Club of Tasmania agreeing to finish the 628 nautical mile race, a fleet of nine yachts set sail on Boxing Day, 26 December, 1945. Illingworth bought a local yacht, *Rani*, enlisted a crew that included serving RN officers based at Garden Island and local yachties, and went on to outsail the fleet in a tough sail south in the Tasman Sea, winning both line honours and first place on corrected time.

Illingworth returned to England and built his most outstanding ocean racer, *Myth of Malham*, pioneering the concept of light displacement, fin-keeled yachts with short overhangs at both bow and stern. His influence on the design and rigs of ocean racers and the technique of racing small yachts offshore was considerable.

He became Commodore of the Royal Ocean Racing Club and the Royal Naval Sailing Association and chairman of the Royal Yachting Association. He died in 1980, leaving a great legacy to international yachting, including that of 'father of modern ocean racing in Australia' and a founder of the Sydney Hobart Yacht Race.

**PETER LUKE**

Along with Captain John Illingworth RN, Peter Luke must be regarded as one of the founding fathers of the Sydney Hobart Yacht Race and the Cruising Yacht Club of Australia.

Luke, who died in 2007 at the age of 92, was co-founder of the Cruising Yacht Club back in 1944 and was second Commodore of the club. It was he who invited Illingworth, the noted English yachtsman then serving with the Royal Navy in Sydney, to join in



on a cruise to Hobart with some other CYC members.

And so the Sydney Hobart Race was born and both yachtsmen added their names and that of their boats to yachting history. Illingworth won the inaugural race with *Rani*, taking line and handicap honours. Luke skippered his cruising yacht *Wayfarer*, setting a Sydney Hobart record unlikely to be broken – the longest-ever time to finish the course, 11 days, six hours and 20 minutes.

On the long and rough voyage south *Wayfarer* took shelter behind Broulee Island, north of Montagu Island. Luke and his crew went ashore to phone home to say they were fine and bought some fresh beef to replenish their supplies on board. It has sometimes been reported they also went ashore

on the Tasmanian east coast and shot some rabbits!

Luke was a man who stood by his principles through weather fair and foul. He disliked all things commercial and resigned his life membership in 1976 when the CYCA took on the first sponsor with naming rights for the Sydney Hobart Yacht Race. Many years later, he did rejoin the club but only under protest.

In 1974, at the age of 79, Peter Luke sailed in the 50th Sydney Hobart aboard a friend's yacht, *Charisma*, not with *Wayfarer*, although he still owned the yacht when he died.

**TONY CABLE**

Tony Cable is one of the most colorful characters one might meet over the past half century around the marina (or in the bar) at the Cruising Yacht of Australia or around Hobart's historic constitution dock. An ebullient raconteur, organiser of memorable events for yachties ashore and a great sailor, Cable has competed in 48 Sydney Hobart Races as a crew member since 1961 – the most by any yachtsman so far in the history of the race.

Elected a Life Member of the CYCA in 2005, his greatest contribution has been to his fellow members and to others who have competed in the Sydney Hobart. He was co-founder of the Quiet Little Drink (QLD) in Hobart in 1969-70, a notorious post-race gathering that has run for many years at various waterfront pubs. In a different form today, the QLD continues to support charitable causes and the CYCA's Youth Sailing Academy. There is also the more formal Quiet Little Drink Cocktail Party where sailors who reach distinctive numbers of 'Hobarts' are formally inducted into this exclusive club of 'Hobart heroes', their names inscribed on an honour roll.

Cable has served the CYCA and the Sydney Hobart in many ways. He was a club board member from 1975 to 1986 during which time he

**HOBART PIONEERS**  
Above: Tony Cable is co-founder of the Quiet Little Drink and has competed in 48 Sydney Hobart Races; Below: Past Commodore of the CYCA, Martin James.

**Martin James**, a past Commodore of the CYCA, who has played a very significant role in bringing Rolex aboard as sponsor and establishing the CYCA as a world leader in a yacht tracking system that today provides the most advanced progressive race results as well as enhanced boat safety.



**Peter Bush**, another past Commodore of the CYCA, he chaired the club's safety committee following the tragic 1998 race, making far-reaching recommendations on safety in ocean yacht racing.

**Bob Oatley**, although no longer an active ocean racing yachtsman, he has and continues to make a most significant contribution to the extraordinary technical advances in yacht design and construction and the sailing of state-of-the-art super maxis. He was one of the first yacht owners in the world to successfully campaign a yacht with a canting keel twin foil (CBTF) beginning with his Admiral's Cup winning boat *Wild Oats*. With a huge financial contribution Oatley then built the champion *Wild Oats XI* and has continued to upgrade the 100-footer for each year's Rolex Sydney Hobart. Oatley's skipper in each of *Wild Oats XI's* seven line and two overall victories.





ANDREA FRANCOLINI

was chairman of the club's volunteer publications committee which produced 65 issues of Offshore magazine and 11 Sydney Hobart Yacht Race programs.

Tony Cable is a repository of ocean racing knowledge and he has acted for many years as the club's historical liaison officer.... "ask Cable, he'll know!"

**GORDON MARSHALL**

Another great stalwart of ocean racing and the CYCA, Gordon Marshall was a key figure in the management of the Sydney Hobart Race and also a noted navigator in the ocean classic at a time when celestial navigation skills were moving from the traditional sextant, almanacs and tables to programmable calculators.

Marshall joined the CYCA in 1969 and made a huge contribution for more than 20 years, serving as rear commodore 11 times and for many years as chairman of the sailing committee and director of the Sydney Hobart. He also played a strong role in the professional publication of Offshore magazine.

From the early 1970s he taught hundreds of yachtsmen and yachtswomen the art of celestial navigation, at the club and on the cliffs at South Head. He raced to Hobart many times, the most memorable being in 1965 when, as sailing master on *Corroboree*, he was instrumental in saving a crewman who had fallen overboard from the Italian navy's entrant, *Corsaro II*. In gratitude, the Italian later in Hobart presented Gordon with the underpants he was wearing when hauled aboard *Corroboree*, which, according to CYCA bar legends, Gordon had framed in his study.

Marshall, an engineer with a rigorously logical brain and a talent for getting to the heart of the matter, played an influential role in the CYCA's input on safety matters, including the self-righting debate in the late 1970s and early 1980s. His

reports on the design and construction of lightweight ocean racers, heralded a change in the direction of ocean racing internationally.

Marshall also contributed in a very practical sense to offshore safety regulations, being actively involved in inflating, launch, boarding and spending time in heavy seas in liferafts off the coast of Sydney.

As chief measurer for New South Wales, Marshall devised an efficient method of measuring yachts for the IMS rating rule on a specially modified cradle at the CYCA slipway. He later oversaw the change to the IOR rule, along with the changes that allowed advertising on yachts. Gordon Marshall was elected a life member of the CYCA in 1982, later retiring and moving to Western Australia where he died.

**ADRIENNE CAHALAN**

Arguably one of the best ocean racing navigators in the world, Adrienne Cahalan has also earned the title of 'The Fastest Women To Sail Around the World.' She has sailed in more Rolex Sydney Hobart Yacht Races than any other woman and, as co-navigator of the record-breaking, five-times line honours winner *Wild Oats XI*, has an enviable status among Sydney Hobart Race veterans.

Cahalan grew up racing small dinghies on the Lane Cove River, moving later into the famous Sydney Harbour 18-footers before taking up ocean racing. She has sailed and raced around the world three times and holds five world speed sailing records. In 2004, she was the navigator aboard the 125-foot catamaran *Cheyenne* which broke the record by sailing around the world in 58 days 9 hours 32 minutes and 45 seconds. She has twice been chosen as Australian Yachtswoman of the year, for 2002-2003 and 2004-2005, and been nominated for the World Yachtswoman of the Year four times.

Cahalan graduated in law from Sydney University and has practiced



**FRONT RUNNER**  
Adrienne Cahalan was vital in *Wild Oats XI's* success in 2012, and is a pioneering example of women in yachting; Below: John Benetto.

maritime/commercial law. Several years ago she completed a Master of Science in Applied Meteorology in the UK, basing her thesis on southern hemisphere meteorology.

In reality, Cahalan has spent most of her adult life navigating yachts in such events as the Admiral's Cup, TransAtlantic Races, Whitbread/Volvos races around the world, the speed record bids and in 19 Sydney Hobart Races to date. Her first Sydney Hobart was in 1990 and among the yachts she navigated have been *Bumblebee*, *Nicorette*, *Andrew Short Marine* and *Wild Oats XI*.

Cahalan's first race on the 100-footer was in 2005 when *Wild Oats XI* broke the race record, took line honours and first place overall on IRC. Her only time off has been to give

**John Benetto** was the first yachtsman to reach the notable goal of sailing 40 Sydney Hobart Races, The colourful Tasmanian yacht owner, known as 'The Fish', sailed in his first Sydney Hobart in 1946 aboard *Kintail*, his last in 2004 skippering *Quest*, his 44th Sydney Hobart. Benetto crewed aboard winning yachts *Westward* (overall) and *Waltzing Matilda* (line) and skippered his own yacht *Mirrabooka II* in 17 consecutive Sydney Hobarts.



**Robert 'Biddy' Badenach and Rowan Johnston**, both past Commodores of the Royal Yacht Club of Tasmania, for the past 50 years have between them held the vital position of finish co-ordinator of the Sydney Hobart Yacht Race. This role includes working closely with the CYCA and the Race Committee, bringing together the many volunteers involved in the race finish, as well as liaising with the Tasmanian Government, the Hobart City Council, TasPorts and the Water Police. Johnston held the position for 34 years with Badenach taking over in 1997. Johnston and another long-time Sydney Hobart Race volunteer, John Honeysett, along with Offshore's editor-at-large, Peter Campbell OAM, have been honoured with the Rolex Sydney Hobart Yacht Race Meritorious Services Award for their contribution to the ocean classic.

ROLEX SYDNEY HOBART YACHT RACE 2014





birth to a daughter. Her 21st 'Hobart' was aboard Wedgetail last year.

Cahalan's skills as a sailor and, in particular, as a brilliant navigator, have certainly encouraged more women to compete in the Rolex Sydney Hobart Yacht Race, many learning to be navigators.

**SYD FISCHER OBE**

Syd Fischer was recently presented with a Lifetime Achievement Award at Yachting Australia's annual awards night, marking a remarkable career in ocean racing that is still continuing at a pace few younger yacht owners could maintain.

The 70th Rolex Sydney Hobart Yacht Race will be the 46th time the now 86-year-old has competed in the race, almost every time as the skipper of his yacht named *Ragamuffin*. His first race in 1962 was in a yacht named *Malohi*.

Fischer skippered his yachts to line honours wins in the 1988 and 1990 Sydney Hobart, taking overall honours in 1992. He has won the CYCA's Blue Water Championship nine times.

Competing internationally he won the One Ton Cup in New Zealand in 1971 with *Stormy Petrel*, the 1980 Round the State of Hawaii Race, and in 1971 skippered his 49-footer *Ragamuffin* to overall first place in England's famous Fastnet Race.

Fischer captained Australian Admiral's Cup teams in 1971, 1973, 1977, 1981, 1993 and 1997, including the winning team in 1979, the year of the tragic Fastnet Race. He also captained winning Australian teams in the Kenwood Cup in Hawaii in 1996 and 1988 and Australian and New South Wales teams in the Southern Cross Cup in 1975, 1993, 1995, 1997 and 2004.

Fischer has for decades been a driving force in lifting the status of the Sydney Hobart to meet technological advances in yacht design. In particular, he has been outspoken in calling for changes

**STILL GOING STRONG**

Directly below: The great Syd Fischer, who at 87, will compete in his 46th Sydney Hobart on board *Ragamuffin* 100; Bottom left: Jim Kilroy.

to handicap systems used in the race. This has culminated with the introduction of ORCi scoring, although IRC remains the system that decided the Overall Winner.

Described as a "colourful, forceful, resourceful and effective operator," this remarkable Australian yachtsman has been the most prolific challenger ever for the America's Cup. His challenges at Newport, Rhode Island, Fremantle and later in Auckland have been well organised but his boats have failed more often on technical grounds, or because the boats were simply not good enough.

One of his lesser known but highly valuable contributions to the sport has been mentoring young sailors and giving them experience of big

boat racing. Iain Murray and James Spithill are just two prime examples.

Yachting Australia's Lifetime Achievement Award in 2013 follows earlier recognition of his contribution to ocean racing, including an OBE (Order of the British Empire), 1971 Australian Yachtsman of the Year and Australian Ocean Racer of the Year in 1993, 1996 and 2002

While most men of his age would have retired from such an active sport as ocean racing, the 86-year-old broke the 2013 Audi Hong Kong Vietnam Race record and a year later has his sights set on winning line honours in the Rolex Sydney Hobart with a 'new' 100-footer, again named *Ragamuffin* with a new hull but using the deck of his previous super maxi.



**Jim Kilroy** is one of the outstanding US owners to have successfully campaigned his maxi yachts *Kialoa II* and *Kialoa III* in the Sydney Hobart, putting the race firmly in the sights of fellow American yachtsmen. Now in his early 90s, Kilroy took line honours three times in the Sydney Hobart in 1975 with *Kialoa III* setting a course record that was to stand unchallenged for the following 21 years. Kilroy has been a fierce opponent of the use of 'stored power' for yachting with canting keels, claiming this is against 'historic rules'. This year Jim Kilroy was inducted in the US Yachting Hall of Fame.

**Matt Allen** is the current President of Yachting Australia and a past Commodore of the CYCA, currently making a significant contribution to the administration of yachting in Australia. An active and successful ocean racing yachtsman, he was aboard Lou Abrahams' *Challenge* when it won the 1963 Sydney Hobart and has now competed in 24 Sydney Hobarts, 11 of them skippering his own yachts, all named *Ichi Ban*. He has twice been named CYCA Ocean Racer of the Year and played a key role in organising the 2005 Farr 40 worlds in Sydney. Allen will be racing in his 25th Hobart this year in his Carkeek 60, *Ichi Ban*.





**DAVID KELLETT OAM**

David Kellett has made a major contribution to the status of the Rolex Sydney Hobart Yacht Race across a broad spectrum: as a highly successful competitor; as a past Commodore of the CYCA; as Chairman of the world body, the Ocean Racing Council; in race communications and in safety at sea, not just for the Sydney Hobart, but for ocean racing worldwide.

As Australia's past senior representative and executive member of the International Sailing Federation (ISAF) he considerably raised this nation's status within the international governing body for the sport.

Kellett has had a passion for sailing since boyhood, gaining experience internationally as a young man, including time at Newport, Rhode Island, then home of the America's Cup. He returned to Australia after being part of Gordon Ingate's *Gretel II* challenge in 1977 and quickly got involved in yachting back in Sydney, as a project manager in the building of several ocean racing yachts and as a sailing master on maxi yachts.

He had a long association with Bernard Lewis' Sydney Hobart campaigns which included winning line honours with *Vengeance* in 1961 and in 1987 with *Sovereign*, one of only a handful of yachts to have won the line and handicap double in the Hobart Race.

In total, Kellett has sailed in 40 Sydney Hobarts, in latter years as the CYCA's key representative aboard the radio relay vessel, introducing many new and improved procedures in race communications that followed the tragic 1998 race.

In tandem with his ocean racing career, Kellett became increasingly involved in the administration of the sport but always retaining a practical, hands-on approach that he continued with his involvement with ISAF. He became Commodore of the CYCA, later President of the Australian Yachting Federation, now Yachting Australia, before being chosen to


**WORLD LEADERS**

**Above: David Kellett was ISAF's technical representative at the Beijing and London Olympic Games sailing regattas; Below: Roger Hickman.**

represent Australia on the Offshore Racing Council and ISAF.

ISAF chose him to be its Technical Representative at the Beijing and London Olympic Games sailing regattas, a key role in overseeing the smooth operations of these events.

In November this year David Kellett was awarded the ISAF Beppe Croce Trophy, which honours an individual for their outstanding voluntary contribution to the sport of sailing. Kellett is the first recipient from outside of Europe or the America's. ⚓

**Roger Hickman** began his sailing in Hobart, but after years at sea as a ship's captain, settled in Sydney from where he has competed in 37 Sydney Hobarts winning the IOR division of the 1993 race with *Wild Oats*, a Farr 43. He still races that boat, now named *Wild Rose*, and continues to sail it to division wins in the Rolex Sydney Hobart as taking out the CYCA's Blue Water Pointscore twice with the veteran yacht. He was also sailing master on *Ausmaid* when it won the Hobart Race in 2000, being named Ocean Racer of the Year. Apart from his ocean racing, Hickman has raced Dragons, Etchells and Farr 40s. He is a past flag officer of the CYCA and past president of Yachting New South Wales.



**Jenny Tate and Dagmar O'Brien** in 1946, only the second year of the race, set sail with their husbands in the Sydney Hobart. Hobart woman Jenny sailed with her husband Horrie aboard *Active*, virtually taking over as skipper when Horrie became ill; Dagmar was aboard *Connella* with her husband Dr Brian O'Brien, but they were forced to retire from the race. Jenny Tate is remembered by a trophy presented each year to the first woman to finish the Rolex Sydney Hobart.





The *Ondine* Party did not specifically include Vic Meyer or his crew of *Solo*, but Sir James Hardy OBE, in a forward to *Man of Iron – Ship of Steel*, describes it as one of the truly great practical jokes of the ocean racing scene in Australia.

According to the book, media giant Rupert Murdoch, then a keen ocean racing yachtsman, started the ball rolling at Constitution Dock.

The year was 1962, with American Huey Long's maxi *Ondine* taking line honours after a great duel with Australian Peter Warner's *Astor* and Vic Myer's *Solo*, which won the race overall on corrected time.

The parties on the waterfront started in earnest once these three big boats had berthed, with many of the Aussie yachtsmen suggesting the biggest party should be aboard line honours winner *Ondine*, at the invitation of *Ondine*'s owner Huey Long.

As David Colfelt explains in his book *From Ratbags to Respectability*: "It would have been difficult for an American from the New York Yacht Club, where things are a bit more formal, to fully understand the totally relaxed ethos at Constitution Dock in Hobart."

Exuberant crew members of the Aussie yachts noted that no one had ever been invited aboard *Ondine* for a drink. According to author Bourke, this was being discussed aboard *Astor*, where owner Peter Warner, Rupert Murdoch, Curly Brydon (Murdoch's manager of the *Sydney Daily Telegraph*), Don Mickleborough, Raw Meat (George Pearce), Thunder (Harry Kerslake) and a few others, were all drinking into the wee hours.

Murdoch suggested "let's go aboard *Ondine* now and have a drink".

Mickleborough suggested that he make it a real party on *Ondine* and get some invitations printed, inviting everyone to go aboard. Huey Long, apparently was up north in Launceston – 200 km away.

Mickleborough, who passed away recently, and his mates, had 1000 invitations printed up and delivered them all around town, to the waterside workers and their wives, the firemen, the highland pipe band, the nurses at the hospitals, the Governor and the Lord Mayor.

Mickleborough had a brother living in Launceston, and he rang him and said "Send a telegram to Sven Joffs, the paid hand on *Ondine*, and tell him: 'Prepare *Ondine* for a party tonight – Huey.'"



## CONSTITUTION PARTY

PETER CAMPBELL HAS BEEN READING KEVIN BOURKE'S NEWLY RELEASED BOOK 'MAN OF IRON – SHIP OF STEEL', THE STORY OF VIC MEYER AND *SOLO* IS FULL OF ANECDOTES FROM THE SYDNEY HOBART RACE AND MEYER'S OTHER ADVENTURES, INCLUDING 'THE *ONDINE* PARTY.'

The Aussie sailors bought twenty 18-gallon kegs of beer and sat them up all around the dock. They put 44-gallon drums upside down and put a keg on top. They hired stewards from various local pubs, and got paper cups.

According to *Man of Iron – Ship of Steel*, well over one thousand people turned up. It was cheek by jowl. The Lord Mayor turned up in his Bentley. A path was cleared through the crowd.

Dick Logan was standing on top of a keg on top of the 44-gallon drum, a beer in his hand, and the keg was rocking a bit, when he called out to the crowd, "Three cheers for the Lord Mayor," with which he lurched and accidentally poured the beer over the

Lord Mayor's head.

The Lord Mayor was a tee-totaller, but he was also a good sport. Mickleborough was standing by *Ondine* to prevent anyone from actually going on to the boat, and the Lord Mayor moved on through and mistook him for Huey Long. "Mr Long, you've done a good job."

When Huey Long appeared he wasn't at all amused, although a few years later he was seen in the Royal Cork Yacht Club in Ireland, after a Trans Atlantic Race, with a copy of the invitation and talking about the party he put on in Hobart.

Apart from this colourful story, *Man of Iron – Ship of Steel* is an excellent read, chronicling the life and times of Vic Meyer, one of the great characters of ocean racing and cruising.

Myer came to Australia from Switzerland between the World Wars and successfully established a foundry in the Sydney suburb of Marrickville. He became interested in boating, firstly with motor boats, then in yachting.

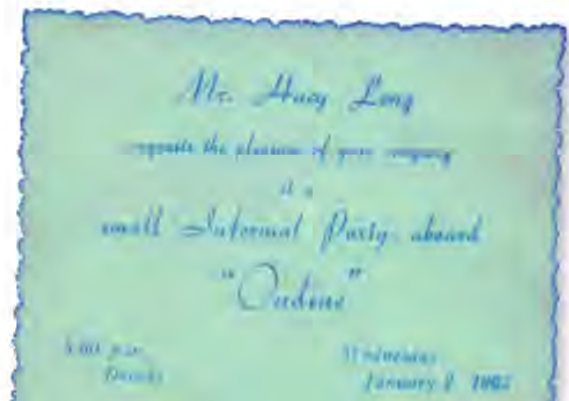
In 1955 he commissioned Alan Payne to design *Solo* as a 57-foot fast and comfortable cruising yacht without regard to the RORC rating rule of the time, giving the yacht a large sail area in relation to her waterline and displacement. Her hull was to be steel.

In his forward to *Man of Iron – Ship of Steel*, Sir James Hardy describes *Solo* as having 'beautiful sweet lines with a balanced rig and sail plan, rather like a metre boat.'

*Solo* became Australia's finest ocean racing yacht of her time and author Bourke has meticulously recorded her remarkable history – the unique design and construction, her amazing racing career, the cruising years, her use for an Antarctic scientific expedition and finally, her charter years in the Whitsundays and Moreton Bay in Queensland.

*Man of Iron – Ship of Steel* is one of the best books written about ocean racing in Australia and a remarkable yachtsman, and his extraordinary fast racing yacht. ⚓

**A PARTY TO REMEMBER**  
The 1962 race finish saw wild festivities aboard *Ondine*, unbeknownst to its owner, Huey Long.





Two prominent sailors, skipping vastly differing yachts, Matt Allen and Sean Langman, this year will achieve the coveted goal of competing in 25 Sydney Hobart Yacht Races.

Allen, the current Yachting Australia President and past Cruising Yacht Club of Australia Commodore, will skipper his state-of-the-art *Ichi Ban*, representing the CYCA, while Langman will skipper the smallest and oldest yacht in the fleet, the gaff-rigged, wooden boat *Maluka of Kermadie*, flying the burgee of the Huon Yacht Club in Tasmania.

They will join 109 other yachtsmen who have competed in the ocean classic at least 25 times and will have their names engraved on the beautiful Huon Pine map of Tasmania that celebrates reaching the 25 Hobart milestone.

The original honour board was carved by prisoners at Risdon Prison in Tasmania, and a second one was commissioned in 2011. Each year, yachtsmen and women who achieve these significant milestones by participating in the Rolex Sydney Hobart Yacht Race are recognised at the annual Quiet Little Drink cocktail party at the CYCA.

Twelve yachtsmen have now sailed in more than 40 Hobarts, with Past Commodore David Kellett AM celebrating his 40th Hobart in the 69th Race, the past 13 races as Chief Radio Operator of the Radio Relay Vessel team. His racing record before that includes line honours on *Vengeance* and a rare line/handicap win with *Sovereign*.

Syd Fischer, at the age of 87, will skipper his new supermaxi *Ragamuffin* in what will be his 46th Sydney Hobart, while Tony Cable is coming up to his 49th to head the list of Hobart Legends.

A total of 109 yachtsmen have competed in 25 or more races with 12 so far reaching the 40 milestone.

The list of 'Hobart Legends' up to and including 2013 Rolex Sydney Hobart Yacht Race is:

Tony Cable	(NSW) 48 since 1961 (1 win)
Tony Ellis	(NSW) 47 since 1963 (1 win)
Syd Fischer	(NSW) 45 since 1962 (1 win)
Bill Ratcliff	(NSW) 45 since 1963
John Bennetto†	(TAS) 44 races 1947-2004 (1 win)
Lou Abrahams†	(VIC) 44 races 1963-2008 (2 wins)
Colin Wildman	(NSW) 44 since 1963 (1 win)
Bruce Gould	(NSW) 43 since 1963 (2 wins)
Lindsay May	(NSW) 41 since 1973 (3 wins)
Richard Hammond†	(NSW) 40 races 1962-1998 (2 wins)
Bernie Case	(VIC) 40 since 1962
David Kellett	(NSW) 40 since 1968 (1 win)
Michael Spies	(NSW) 37 since 1976 (1 win)

Roger Hickman	(NSW) 37 since 1974 (2 wins)
Peter Green†	(NSW) 35 races 1947-1989 (1 win)
Richard Norman	(NSW) 35 since 1955 (2 wins)
Mike Green	(NSW) 35 since 1977 (2 wins)
Fraser Johnston	(NSW) 34 since 1963 (2 wins)
Don Mickleborough†	(NSW) 34 races 1958-2000
Colin Betts	(NSW) 34 since 1955 (3 wins)
Phil Eadie	(NSW) 34 since 1972 (3 wins)
Geoff Rouvray	(NSW) 33 since 1967
Roger Howlett	(TAS) 33 since 1969
Ed Psaltis	(NSW) 33 since 1979 (1 win)
Bruce Taylor	(VIC) 33 since 1980
David Lawson	(NSW) 33 since 1961
Don Lang†	(VIC) 32 races 1952-1994 (1 win)
Alby Burgin†	(NSW) 32 races 1955-1999 (1 win)
Maurice Cameron	(NSW) 32 since 1974



**THE CABLE GUY**

Tony Cable, who is coming up for race number 49, is the man to have achieved the most Hobart races. In an offshore career that spans over 50 years, this national living treasure remains a dedicated and enthusiastic ocean racer and club man - he is a life member of the Cruising Yacht Club of Australia, where he continues to play an active role. According to his co-sailors, 'Glark' as he is known, is not just a pretty face, but a very capable member of the crew, who the younger members aboard the yacht hold in the greatest esteem. It doesn't hurt that he can tell a good yarn and has a sound knowledge of the race that few can boast. This will be his third time heading south on yacht *Duende*.

# KEEPING SCORE

TO 'DO A HOBART' IS THE GOAL OF MANY YACHTIES, BUT THERE'S A DIEHARD GROUP OF SYDNEY HOBART RACE LEGENDS WHO COME BACK YEAR AFTER YEAR TO TAKE ON THE OCEAN CLASSIC, NOTCHING UP 25 RACES AND MORE, SOME EVEN 40 RACES PLUS. HERE WE HONOUR THOSE TRUE VETERANS WHO HAVE ETCHED THEIR NAME INTO SYDNEY HOBART LORE.

Colin Anderson	(VIC) 32 since 1973 (2 wins)
Kim Jaggard	(NSW) 32 since 1977
Ralph Carlier	(NSW) 32 since 1973
Jacko Goluzd	(NSW) 31 since 1978 (2 wins)
Peter Shipway	(NSW) 31 since 1968 (2 wins)
Kingsley Piesse	(VIC) 31 since 1983
Max Crafoord†	(NSW) 30 races 1953-1993
Albert Mitchell	(NSW) 30 since 1954 (2 wins)
Peter Kurts†	(NSW) 30 races 1964-2003 (2 wins)
Magnus Halvorsen	(NSW) 30 since 1946 (5 wins)
Lester Nibbs	(TAS) 30 since 1960
Rod Jackman	(TAS) 30 since 1971
Geoff 'Hagar' Barter	(NSW) 30 since 1974
Jan Potter	(NSW) 30 since 1976
Colin Tipney	(NSW) 30 since 1979 (1 win)
John Harris	(NSW) 30 since 1971 (2 wins)
Robbie Burns	(NSW) 29 since 1974 (1 win)
Bruce Jackson	(NSW) 29 since 1952
John Solomon	(TAS) 29 since 1967
Peter Duffield	(NSW) 29 since 1968
Graeme Fraser	(NSW) 29 since 1973
Larry Jamieson	(NSW) 29 since 1983
Bob Fraser	(NSW) 28 since 1973 (1 win)
Tony Kirby	(NSW) 29 since 1983
Robert Case	(NSW) 29 since 1985
Tony Hearder	(NSW) 28 since 1975
TWT (Bill) Thompson†	(NSW) 28 races 1956-1988
Hugh Treharne	(NSW) 28 since 1968 (2 wins)
Carl Crafoord	(NSW) 28 since 1980 (4 wins)

Stan Darling†	(NSW) 27 races 1947-1982 (5 wins)
Des O'Connell†	(NSW) 27 races 1947-1996
Rolfe Mische†	(NSW) 27 races 1963-1995
Josko Grubic†	(SA) 27 races 1966-1992
Richard Bearman	(NSW) 27 since 1969
Peter Joubert	(VIC) 27 since 1968
John Mooney	(VIC) 27 since 1969
Simon Firth	(TAS) 27 since 1973
Graeme Freeman	(TAS/NSW) 27 since 1970
Lea Carter	(NSW) 27 since 1973
Mike Hesse	(NSW) 27 since 1965 (2 wins)
Greg Prescott	(TAS) 27 since 1980
Ian (Barney) Walker	(VIC) 27 since 1983 (3 wins)
Gavin Gourlay	(VIC) 27 since 1984
Peter Fletcher	(VIC) 27 since 1987
Damian Parkes	(NSW) 27 since 1977
John Woodford	(NSW) 27 since 1979
David Hodgson	(NSW) 27 since 1981
Alan Butler†	(VIC) 26 races 1946-1989 (3 wins)
Warren Anderson	(NSW) 26 since 1970
Jim Dunstan	(NSW) 26 since 1972 (1 win)
Bill Watson	(TAS) 26 since 1973
John Williams	(VIC) 26 since 1975
Hugh Brodie	(NSW) 26 since 1982 (1 win)
Peter Inchbold	(NSW) 26 since 1980
Julian Freeman	(TAS) 26 since 1983
Greg Johnston	(NSW) 26 since 1980
Bob Thomas	(NSW/QLD) 26 since 1988 (1 win)
Steve Jarvin	(NSW) 26 since 1981 (2 wins)
Graeme Ainley	(VIC) 25 since 1975
David Ellis	(NSW) 25 since 1977 (2 wins)
Bill Riley	(NSW) 25 since 1976
Russell Evans†	(VIC) 25 races, 1958-1985
Toby Richardson	(TAS) 25 since 1973 (3 wins)
Ian Treharne	(NSW) 25 since 1967
Tony Poole	(NSW) 25 since 1977
Hugh O'Neill	(NSW) 25 since 1981
George Snow	(NSW) 25 since 1975 (1 win)
John Walker†	(NSW) 25 races 1981-2008
Robert Green	(VIC) 25 since 1965
Peter Hopkins	(TAS) 25 since 1982
Robert Moore	(NSW) 25 since 1985
Jim Holley	(NSW) 25 since 1987

## LEADING YACHTSWOMEN

Yachtswomen have been sailing in the Sydney Hobart since the very early days of the blue water classic, but none have yet to compete in 25 races. Navigator Adrienne Cahalan, looks set to become the first woman to achieve the 25 milestone, having sailed south 22 times. Fourteen women have competed in 10 or more races.

Adrienne Cahalan	(NSW) 22 since 1984 (2 wins)
Gail Harland	(NSW) 19 since 1990 (1 win)
Felicity Nelson	(NSW) 19 since 1987
Vanessa Dudley	(NSW) 18 since 1984
Mary Holley	(NSW) 16 since 1997
Sally Gordon†	(NSW) 15 races 1994-2008 (1 win)
Jan Howard	(NSW) 14 since 1978
Amanda Wilmot	(NSW) 12 since 1987
Audrey Brown	(NSW) 12 since 1987
Sue Crafer	(NSW) 12 since 1990
Julie Hodder	(NSW) 12 since 1984
Cathy Josling	(NSW) 11 since 1992

† Deceased





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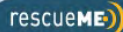
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# RACE & REGATTA DATES

KEEP TRACK OF THIS SEASON'S IMPORTANT EVENTS.

AUSTRALIA	DATE	CLUB	INTERNATIONAL	DATE	COUNTRY
<b>DECEMBER</b>			<b>DECEMBER</b>		
Mount Gay Rum Monday Twilight Series	1 Dec	CYCA	Sir Peter Blake Torbay Regatta	6-7 Dec	TSC, New Zealand
Club Marine Wednesday Twilight Series	3 Dec	CYCA	Jaguar Cup Series – Piana Cup Regatta	6-7 Dec	Miami, Florida
Blue Water Pointscore Series – Bird Island Race	6 Dec	CYCA	Christmas Caribbean Rally	14 Dec – 9 Jan	Canary Islands
Grant Thornton Short Haul, Short Ocean and Ocean Pointscore races	6 Dec	CYCA	<b>JANUARY 2015</b>		
Mount Gay Rum Monday Twilight Series	8 Dec	CYCA	Royal Langkawi International Regatta	12-17 Jan	Malaysia
SOLAS Big Boat Challenge	9 Dec	CYCA	2015 NZ National Laser Championships	15-18 Jan	New Zealand
Club Marine Wednesday Twilight Series	10 Dec	CYCA	Mount Gay Rum Round Barbados Race	16-24 Jan	Mt Michel, Barbados
Rolex Sydney Hobart Skippers Party and Ocean Racer of the Year Awards	11 Dec	CYCA	Antigua Round the Island Race	17 Jan	Guatemala
Extreme Sailing Series - Act 8	11-14 Dec	Sydney	28th Quantum Key West Race Week	18-23 Jan	Key West, Florida
CYCA Trophy Series	13-14 Dec	CYCA	Bay of Islands Sailing Week	21-23 Jan	BOIYC, New Zealand
Rolex Sydney Hobart Crew Party	20 Dec	CYCA	ISAF Sailing World Cup Miami	24-31 Jan	Miami, Florida
70th Rolex Sydney Hobart Yacht Race	26 Dec	CYCA	Ports of Auckland Anniversary Day Regatta	26 Jan	New Zealand
			21st Singapore Straits Regatta	27-31 Jan	Singapore
			Grenada Sailing Week	29 Jan – 3 Feb	Caribbean
<b>JANUARY 2015</b>			<b>FEBRUARY</b>		
Pittwater Coffs Harbour Race	2 Jan	RPAYC	Charlotte Harbour Regatta	5-8 Feb	Florida, USA
Australian Sports Boats National Championship	7-10 Jan	CYCA	Tour de Martinique Regatta	12-15 Feb	Martinique, Caribbean
Mount Gay Rum Twilight Series	12 Jan	CYCA	Jolly Harbour Valentines Regatta	13-15 Feb	Guatemala
Club Marine Wednesday Twilight Series	14 Jan	CYCA	Hong Kong Race Week	14-17 Feb	Hong Kong
Mount Gay Rum Twilight Series	19 Jan	CYCA	Mardi Gras Race Week	18-22 Feb	New Orleans, USA
Club Marine Wednesday Twilight Series	21 Jan	CYCA	Port Nicholson Regatta	20-22 Feb	New Zealand
Festival of Sails	23-26 Jan	RGYC	49er National Championships	21-22 Feb	New Zealand
Grant Thornton Short Ocean & Ocean Pointscore Race	26 Jan	CYCA	NZ Open Keelboat Championships	21-22 Feb	New Zealand
Club Marine Wednesday Twilight Series	28 Jan	CYCA	RORC Caribbean 600	23 Feb	Antigua
Ocean Pointscore Race – Port Hacking	31 Jan	CYCA	Oceanbridge Sail Auckland	26 Feb – 1 Mar	New Zealand
			Subic Bay to Boracay Race	27 Feb – 2 Mar	Indonesia
<b>FEBRUARY</b>			<b>MARCH</b>		
Hardy Cup Match Racing Regatta	1-5 Feb	RSYS	Boracay Cup	3-6 Mar	Philippines
Mount Gay Rum Twilight Series	2 Feb	CYCA	Rolex Swan Cup Caribbean	3-7 Mar	Caribbean
Club Marine Wednesday Twilight Series	4 Feb	CYCA	18th Bay Regatta – Phuket, Phang Nga, Krabi	4-8 Mar	Thailand
Grant Thornton Short Ocean Race	7 Feb	RSYS	35th St. Maarten Heineken Regatta	5-8 Mar	St. Maarten
Mount Gay Rum Twilight Series	9 Feb	CYCA	St. Barths Bucket Regatta	19-22 Mar	St. Barths
Club Marine Wednesday Twilight Series	11 Feb	CYCA	42nd International Rolex Regatta, St. Thomas	27-29 Mar	US Virgin Islands
Spurious Challenge Regatta	13 Feb	MHYC	BVI Spring Regatta & Sailing Festival	30 Mar – 5 Apr	BVI
Grant Thornton Short Ocean Race	14 Feb	MHYC			
Grant Thornton Short Haul Race	21 Feb	CYCA			
<b>MARCH</b>			<b>APRIL</b>		
Sydney Harbour Regatta	7-8 Mar	MHYC	Easter Laser Regatta	4-5 Apr	Texas, USA
Stepping Stone House Charity Regatta	12 Mar	RSYS	Les Voiles de St. Barth	13-18 Apr	USA
Property Industry Regatta	13 Mar	MHYC	Antigua Classic Yacht Regatta	15-21 Apr	Antigua
Ocean Pointscore Race – Lion Island	14 Mar	CYCA	Charleston Race Week	16-19 Apr	BVI
Marinassess Womens Match Racing Regatta	21-22 Mar	CYCA	Antigua Sailing Week	25 Apr – 1 May	Antigua
Farr 40 NSW State Championships	21-23 Mar	RSYS			
Sydney Mooloolaba Yacht Race	25 Mar	MHYC/MYC			
Farr 40 National Championships	25-28 Mar	RSYS	<b>MAY</b>		
			Les Voiles de St. Barth	13-18 Apr	USA

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